



FINAL

**ENVIRONMENTAL IMPACT STATEMENT
and
SECTION 404 PERMIT EVALUATION**

**S.R. 0015, Section 088
Snyder, Union, and Northumberland Counties,
Pennsylvania**



**Federal Highway Administration
Pennsylvania Department of Transportation**



VOLUME #2 - SECTIONS V-X

JULY 2003

PREFACE

This report is Volume 2 of a two-volume set of reports that make up the Final Environmental Impact Statement (Final EIS) and Section 404 Permit Application for the Central Susquehanna Valley Transportation Project. This project, as proposed, consists of a 19.3 to 20.9 kilometer (twelve to thirteen mile) highway extending from the Selinsgrove Bypass (US Routes 11/15 Expressway) in Monroe Township, Snyder County to just south of the interchange between PA Route 45 and PA Route 147 in West Chillisquaque Township, Northumberland County. The purpose of the project is to reduce congestion on study area roadways, improve safety for users of the roadway system, and ensure sufficient capacity for the growth in population and employment that is expected in the study area.

The Pennsylvania Department of Transportation (PENNDOT) and the Federal Highway Administration (FHWA) have prepared this report to fulfill the requirements set forth by the National Environmental Policy Act (NEPA) of 1969. This report also complies with the regulations established by the Council of Environmental Quality (40 CFR 1500-1508) and the FHWA's Environmental Impact and Related Procedures (23 CFR 771).

The U.S. Army Corps of Engineers (U.S. ACOE), the U.S. Environmental Protection Agency (U.S. EPA), and the Pennsylvania Department of Environmental Protection (PA DEP) have been cooperating agencies in the EIS process. A cooperating agency is any organization, other than the lead agency, with jurisdiction by law or with special expertise with respect to any environmental impact involved in a major Federal action significantly affecting the quality of the human environment. For this project the U.S. ACOE and the U.S. EPA are considered to have jurisdiction for Section 404 of the Clean Water Act. The PA DEP is considered to have jurisdiction for Chapter 105 of Pennsylvania's Dam Safety and Waterway Management Regulations, Chapter 106 of Pennsylvania's Floodplain Management Regulations, and Section 401 Water Quality Certification. To link similar environmental procedures and to enhance the environmental review process, it is intended that the Draft EIS and Final EIS will serve as the documentation required by the U.S. ACOE for review and evaluation of the Section 404 Permit. The integration of NEPA and the Section 404 process increases the effectiveness of the transportation project development process.

As a result of the alternative selection process, which included full consideration of comments received from circulation of the Draft EIS, the Public Meetings and the Public Hearing, the DA Modified Avoidance Alternative (DAMA) is recommended as the Preferred Alternative in Section 1 and the River Crossing 5 Alternative (RC5) is recommended as the Preferred Alternative in Section 2. This Final EIS presents the impacts associated with the Preferred Alternative and presents the proposed mitigation commitments to be implemented with the Preferred Alternative.

This Final EIS reflects considerable condensing of technical information. Data summarized in this report are provided in detail in the project's technical support data. Technical support data files

have been compiled on topics including Project Needs, Social and Economic Considerations, Natural Resources, Cultural Resources, Farmlands, Floodplains, Noise, Air Quality, Waste Management, Traffic, Engineering, Public Involvement, and Agency Coordination. This technical support data is available for review at the PENNDOT, District 3-0 Office in Montoursville. Readers desiring more information about the data and methodologies employed are encouraged to review these files.

In accordance with the policies and procedures of the FHWA and PENNDOT, this Final EIS has been prepared using both metric and standard English units of measurement. The metric units are listed first followed by the English units in parenthesis: Metric measure (English measure).

This volume contains the following sections as presented in the Table of Contents.

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LIST OF ABBREVIATIONS AND ACRONYMS

ac	Acres
AASHTO	American Association of State Highway and Transportation Officials
Acc/MVMT	Accidents per Million Vehicle Miles Traveled
ACHP	Advisory Council on Historic Preservation
ACM	Agency Coordination Meeting
ADT	Average Daily Traffic
ALCAB	Agricultural Lands Condemnation Approval Board
ALPP	Agricultural Land Preservation Policy
APE	Area of Potential Effect
ASA	Agricultural Security Area
ASCS	Agricultural Stabilization and Conservation Service
AST	Aboveground Storage Tank
ATR	Automatic Traffic Recorder
BEQ	PENNDOT Bureau of Environmental Quality
BHP	Bureau for Historic Preservation
BOD	PENNDOT Bureau of Design
BMP's	Best Management Practices
CAC	Citizen Advisory Committee
CAL3QHC	Air Quality Model used to Determine Dispersion of CO from Highway Sources
CEQ	Council on Environmental Quality
cf	Cubic Feet
CFR	Code of Federal Regulations
CLOMR	Conditional Letter of Map Revision
cm	Centimeters
CO	Carbon Monoxide
CORSIM	Traffic Engineering Microsimulation Software Program
CSVT	Central Susquehanna Valley Transportation Project
cy	Cubic Yards
DAMA	DA Modified Avoidance Alternative
dBA	Decibels in A-Weighted Sound Level
DEIS (or Draft EIS District	Draft Environmental Impact Statement PENNDOT Engineering District 3-0
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EV	Exceptional Value Wetlands
FAR	Farmland Assessment Report
FCIR	Farmland Conversion Impact Rating Form
FEIS (or Final EIS	Final Environmental Impact Statement

**LIST OF ABBREVIATIONS AND ACRONYMS
(CONTINUED)**

FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FNL	Future Noise Level
FPPA	Federal Farmlands Protection Policy Act
ft	Feet
GIS	Geographic Information System
gpm	Gallons Per Minute
GPS	Global Positioning System
ha	Hectares
HEC-2	Hydraulic Engineering Circular, Version 2
HEC-RAS	Hydraulic Engineering Circular - River Analysis System
HFC	Hydrogeomorphic and Functional Classification
HQ	High Quality
HQTSF	High Quality Trout-Stocked Fishery
I-	Interstate
IHS	Interstate Highway System
IM	Inspection Maintenance Program
in	Inches
ISA	Initial Site Assessment
km	Kilometers
km ²	Square Kilometers
kph	Kilometers Per Hour
l	Liters
LOS	Level of Service (a measure of how well traffic flows)
m	Meters
m ²	Square Meters
m ³	Cubic Meters
MENL	Monitored Existing Noise Level
MFPN	Major Forest Patch Network
mi	Miles
mm	Millimeters
mm ²	Square Millimeters
MOBILE 5a	Vehicular Emission Rates Calculation Model
MOE	Measures of Effectiveness
mph	Miles Per Hour
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria

**LIST OF ABBREVIATIONS AND ACRONYMS
(CONTINUED)**

NEPA	National Environmental Policy Act
NHS	National Highway System
NPDES	National Pollutant Discharge Elimination System
NPL	National Priority List
NR	National Register (of Historic Places)
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
O ₃	Ozone
O/D	Origin/Destination Survey
OPTIMA	Computer Model for Traffic Noise Reduction
OSHA	Occupational Safety and Health Administration
OT2A	Old Trail 2A Alternative
OT2B	Old Trail 2B Alternative
PA DCED	Pennsylvania Department of Community and Economic Development
PA DCNR	Pennsylvania Department of Conservation and Natural Resources
PA DEP	Pennsylvania Department of Environmental Protection
PA DOA	Pennsylvania Department of Agriculture
PAR	Preliminary Area Reconnaissance
PASS	Pennsylvania Archaeological Site Survey
PEM	Palustrine Emergent Wetland
PEMA	Pennsylvania Emergency Management Agency
PENL	Predicted Existing Noise Level
PENNDOT	Pennsylvania Department of Transportation
PFBC	Pennsylvania Fish and Boat Commission
PFNL	Predicted Future Noise Level
PFO	Palustrine Forested Wetland
PGC	Pennsylvania Game Commission
pH	A value use to express relative acidity and alkalinity
PHMC	Pennsylvania Historical and Museum Commission
PM	Particulate Matter
PNDI	Pennsylvania Natural Diversity Inventory
POW	Palustrine Open Water Wetland
POWG	Public Officials Work Group
PPL	Pennsylvania Power and Light Corporation
PPM	Parts Per Million
PSI	Preliminary Site Investigation
PSS	Palustrine Scrub/Shrub Wetland
RC1-E	River Crossing 1 East
RC1-W	River Crossing 1 West
RC5	River Crossing 5
RC6	River Crossing 6

**LIST OF ABBREVIATIONS AND ACRONYMS
(CONTINUED)**

ROD	Record of Decision
ROW	Right-of-Way
RC1-E	River Crossing 1 East
RC1-W	River Crossing 1 West
RC5	River Crossing 5
RC6	River Crossing 6
ROD	Record of Decision
ROW	Right-of-Way
SCIA	Secondary/Cumulative Impact Area
sf	Square Feet
SHPO	State Historic Preservation Officer
sm	Square Miles
SR	State Route
STAMINA 2.0	Computer Model for Highway Traffic Noise Prediction
SYNCHRO	Traffic Engineering Software Package
T&E	Threatened and Endangered Species
TPDP	Transportation Project Development Process
TSD	Treatment, Storage, or Disposal
TR	Traffic Route
TSF	Trout Stocked Fishery
TSM	Transportation Systems Management
US ACOE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
US DOI	United States Department of Interior
US DOT	United States Department of Transportation
US EPA	United States Environmental Protection Agency
US FWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	Underground Storage Tank
Volume-to Capacity ratio	(v/c) The ratio of demand flow rate (volume) to capacity of a traffic facility
VPD	Vehicles Per Day
WET 2.0	Wetland Evaluation Technique Version 2.0
WWF	Warm Water Fishery
yd	Yards

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METRIC TO ENGLISH CONVERSION FACTORS					
	SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
Length	cm	centimeters	.03937	inches	in
	cm	centimeters	.3937	feet	ft
	m	meters	1.094	yards	yd
	km	kilometers	.6214	miles	mi
Area	m ²	square meters	10.7639	square feet	ft ² (or sf)
	m ²	square meters	1.1960	square yard	yd ² (or sq yd)
	km ²	square kilometers	0.3861	square mile	mi ² (or sq mi)
	ha	hectares	2.471	acres	ac
Volume	ℓ	liters	.2642	gallons	gal
	c ³	cubic meters	35.32	cubic feet	ft ³
	c ³	cubic meters	1.3079	cubic yard	yd ³ (or cy)
Speed	kph	kilometers per hour	0.6214	mile per hour (vehicles)	mph
ENGLISH TO METRIC CONVERSION FACTORS					
	SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
Length	in	inches	2.54	centimeters	cm
	ft	feet	30.48	centimeters	cm
	yd	yards	0.9144	meters	m
	mi	miles	1.6093	kilometers	km
Area	in ²	square inches	645.16	square millimeters	mm ²
	ft ² (or sf)	square feet	0.0929	square meters	m ²
	yd ² (or sq yd)	square yard	0.8361	square meters	m ²
	mi ² (or sq mi)	square mile	2.59	square kilometers	km ²
	ac	acres	0.4046	hectares	ha
Volume	gal	gallons	3.785	liters	ℓ
	ft ³ (or cf)	cubic feet	0.03	cubic meters	m ³
	yd ³ (or cy)	cubic yard	0.76	cubic meters	m ³
Speed	mph	mile per hour (vehicles)	1.609	kilometers per hour	kph
Concentration	PPM	parts per million	1137 1170 (carbon monoxide only)	micrograms per cubic meter	μg/m ³



***V. Comments and
Coordination***



V. COMMENTS AND COORDINATION

A. PUBLIC AND AGENCY PARTICIPATION PROGRAM

1. Program Approach

The Public and Agency Participation Program has been shaped by the principles and goals established by the integrated National Environmental Policy Act (NEPA)/Clean Water Act Section 404 process and the Pennsylvania Department of Transportation's (PENNDOT) Transportation Project Development Process (TPDP). The program focused on systematic and regular coordination with the public and agency representatives, maintaining

More detailed information on the public and agency involvement program is located in the Public Involvement and Agency Coordination Technical Support Data. An index of the technical support data is located in Section IX, Appendix A.

open and continuous communication, and providing documented response to comments and suggestions. The goal is to present adequate information and appropriate forums for the public and agencies to participate in full consideration of the environmental, social, and economic factors which will constitute the basis for a final decision on the solution to the project needs.

PENNDOT's project development process identifies six specific stages which require meetings and consultation with the agencies and the public: 1) initial scoping; 2) analysis of project need; 3) development and analysis of preliminary (Phase I) alternatives; 4) development and analysis of detailed (Phase II) alternatives; 5) circulation of the Draft Environmental Impact Statement (Draft EIS); and 6) distribution of the Final Environmental Impact Statement (Final EIS). In addition, the process calls for formal concurrence among the sponsoring, cooperating, and participating Federal and State agencies at the conclusion of each stage (with the exception of initial scoping). A written concurrence statement which finds that adequate information has been collected to support advancing to the next stage of the process is meant to document the conclusion of a consensus-building process. This section of the Final EIS outlines the public and agency coordination during the first five stages.

2. Coordination with the Public

a. Public Officials

Public Officials from the following affected counties and municipalities were invited to a kick-off meeting on December 5, 1996. The program consisted of an overview of the project and the transpor-

tation development process, and sought input on the project's needs and public involvement effort. Attendees were asked to provide nominations of people they thought would be effective on a Citizens Advisory Committee. The following officials were invited to the meeting.

- Pennsylvania Senators Edward W. Helfrick and Roger Madigan
- Pennsylvania Representatives Robert E. Belfanti, Daniel Clark, Jr., Russ Fairchild, and Merle H. Phillips
- Northumberland County - East and West Chillisquaque Townships, Milton Borough, Northumberland Borough, Point Township, City of Sunbury, and Turbot Township
- Snyder County - Monroe Township, Penn Township, Selinsgrove Borough, and Shamokin Dam Borough
- Union County - East Buffalo Township, Lewisburg Borough, Union Township

Following the first public officials' meeting, a Public Officials Work Group (POWG) was formed with each municipality within the project area designating a single representative to serve on a work group. The group met at the following times for the indicated purposes.

1. October 29, 1996 - Update on the Needs Analysis and presentation of the constraints mapping; preparation for Public Meeting No. 1.
2. January 28, 1997 - Report on the outcome of Public Meeting No. 1 and surveys of business interests conducted by the Union County Planning Department and the Central Susquehanna Valley Chamber of Commerce; review of conceptual alignments with participants in small work groups offered the opportunity to draw suggestions on maps.
3. March 25, 1997 - Group exercise to validate traffic projection assignments; presentation of preliminary alternatives; and review of public involvement activities.

For information on subsequent POWG meetings, see the section on "Joint CAC/POWG Meetings." Briefings were offered for public officials immediately preceding each Public Meeting.

b. Citizens Advisory Committee (CAC)

i. Creation of the CAC

Interviews were conducted with over 80 persons from the project area to get an understanding of what interests (farming, business, environmental, etc.) are important to the area, what groups best represent those interests, and which people would serve as the most effective spokespersons for those interests/groups. Persons contacted were asked to nominate people (including themselves) whom they thought would well represent the community on the CAC. A group of 24 people was

selected, with the understanding that more might be added to represent other interests which take on importance as the project develops.

ii. Meetings of the CAC

In most instances, the presentations and discussions at the CAC meetings mirrored those of the POWG.

1. July 22, 1996 - Organizational matters, including the development of committee operating guidelines; an initial presentation of the Needs Analysis.
2. October 28, 1996 - Update on the Needs Analysis and presentation of the constraints mapping; preparation for Public Meeting No. 1.
3. January 30, 1997 - Report on the outcome of Public Meeting No. 1 and surveys of business interests conducted by the Union County Planning Department and the Central Susquehanna Valley Chamber of Commerce; review of conceptual alignments with participants in small work groups offered the opportunity to draw suggestions on maps.
4. March 24, 1997 - Group exercise to validate traffic projection assignments; presentation of preliminary alternatives; and review of public involvement activities.

c. Joint CAC/POWG Meetings

Because the POWG and CAC meetings were closely paralleled in format and function, it was decided that it would be most efficient to combine the two groups.

1. May 19, 1997 - Review of preliminary alignments prior to showing at Public Meeting No. 2 (June 1997); planning for the Public Meeting.
2. August 25, 1997 - Present Alternative DA, developed on the basis of public input; describe dropping the Alternative G/Route 61 Interchange; present the Phase I traffic analysis results and preliminary conclusions on alternatives to carry forward for detailed study.
3. October 27, 1998 - Describe the detailed study process in Phase II, explain the process of noise abatement analysis, describe the general right-of-way acquisition process, and discuss plans for the next public meeting (Meeting No. 3 - November 1997).
4. March 2, 1998 - Present results of Public Meeting No. 3 (November 1997), discuss recent community meetings and describe plans for forming two special focus groups, and present River Crossing No. 4.
5. March 30, 1998 - Presentation by Federal and State agency representatives on their roles in the process.

6. June 29, 1998 - Map-based workshop discussions on the benefits and concerns of each alternative.
7. September 28, 1998 - Present alternatives to avoid historic properties on the A-A and Old Trail corridors, DA West Alternative to minimize impacts to residential developments, and River Crossing No. 6. Discuss floodplain issues and current impact calculations. Discuss plans for Public Meeting No. 4 (November 1998).
8. January 25, 1999 - Present results of Public Meeting No. 4 (November 1998), evaluate options for the interchange of the 61 Connector with Routes 11/15, present a travel time and distance analysis, discuss changes in the historic boundary around the PPL plant, and report on plans for investigating a closed municipal landfill in Monroe Township.
9. March 22, 1999 - Introduce Sketch 8 as a preferred option for the 61 Connector interchange with Routes 11/15, show a traffic simulation of the Phase II alternatives, and update on floodplain and landfill issues.
10. May 24, 1999 - Describe testing in area of the closed landfill, development of the DA West Modified and DA Modified Alternatives, and archaeological testing on the floodplain and the islands.
11. July 19, 1999 - Present draft environmental impacts of landfill avoidance alternatives (DA, DA Modified, DA West Modified). Discuss impacts of Section 2 Alternatives in areas of geology and archaeology as a result of boring program. Announce elimination of Old Trail Ash Basin Avoidance Alternatives.
12. September 27, 1999 - Report on the DA Modified Avoidance as the alternative to carry forward in the A-A Corridor, update on the results of archaeological and geological testing, and presentation of the impacts for Sections 1 and 2.
13. February 28, 2000 - Present the environmental impact and cost impact summaries for all alternatives. Discuss the advantages and disadvantages of each alternative in each project section. Recommend DAMA in Section 1 and RC5 in Section 2 as the Preferred Alternative.
14. May 22, 2000 - Update on modifications to the DAMA Alternative in the Colonial Acres area. Show visualizations of the DAMA and Old Trail Alternatives. Receive input on the Recommended Preferred Alternative. Plan for future public meetings.

d. Public Meetings

1. **Public Meeting No. 1: November 7, 1997 (Selinsgrove Middle School)** - The purpose of this meeting was to present the public with the results of the traffic studies, the Needs Analysis, and the environmental constraints mapping. Through a combination of open displays and a formal presentation, attendees had opportunities to learn about the project studies and anticipated schedule, and ask individual questions. One hundred twenty-two people signed in at the meeting. A questionnaire and comment form was distributed and 96 were returned.

Questionnaire Results: One half of the respondents live in Monroe Township, most for fewer than 5 years. The majority work in the Shamokin Dam area and use the existing roadway system for commuting and business purposes. The following were the primary transportation problems identified.

- congestion on Routes 11/15 and in Northumberland Borough
- conflicts with heavy truck traffic
- hazardous roadway conditions

Ninety-five percent felt that some improvements are needed; 73% saw a new facility as the answer, while 20% felt that widening the existing facilities would solve the problem.

2. **Public Meeting No. 2: June 5, 1997 (Selinsgrove Middle School)** - The purpose of the Public Meeting was to present the 19 preliminary alternatives (including No-Build and Upgrade) and seek public input on the adequacy of the range of alternatives and opinions as to which alternative ought to be carried forward for detail study in Phase II.

The meeting was publicized through 8 notices in local papers, radio and TV public service announcements, a press release, the project newsletter, and posters placed in prominent locations by CAC and POWG members.

The sign-in register recorded that 372 people attended the meeting which ran from 6 to 9 pm. Through the open display boards and the formal presentation, attendees learned about the location of each of the alternatives, and their advantages and disadvantages. Public input was generated through a question/answer session following the presentation and through a questionnaire.

Following the Public Meeting, the same questionnaire was distributed at several special meetings with local municipalities and community groups (see below). In addition, a notice was placed in local newspapers which extended the time to return questionnaires until July 1, 1997. One hundred ninety questionnaires were received from all the meetings.

Respondents were asked to evaluate whether or not the full range of options had been covered by the preliminary alternatives. An additional option most frequently suggested for consideration was the building of an elevated roadway over the existing facilities.

The preferences among alternatives fell into three distinct groups: Alternatives A and BA were highly preferred; Alternatives C, F, and G received the next highest level of support; and Alternatives B, BE, D, E, Upgrade and No-Build had low support.

Eight of the alternatives shared an option between two different river crossings (No. 1 and No. 2). Respondents who indicated a bridge crossing preference most frequently selected River Crossing No. 2 because they perceive it as most direct and shortest, having the fewest impacts, and likely to cost less.

Respondents were asked to indicate if they saw a need for a connector to Route 61 or Route 15 in the Shamokin Dam area. Ninety percent of those answering this question agreed that a connector was needed, with 72% preferring the Route 61 Connector. The primary reasons cited for this preference were the greater reduction in traffic, the

separation of through truck from local traffic, and the needs to promote access to Sunbury and Northumberland.

3. **Public Meeting No. 3: November 12, 1997 (Tedd's on the Hill and Selinsgrove Middle School)** - The purpose of this meeting was to present the conclusions and recommendations on which Phase I Alternatives would be carried forward for detailed study in Phase II, to explain the next steps in Phase II, and to seek public input on the Phase II Alternatives.

The meeting was publicized through notices in three local papers, public service announcements sent to six radio stations, three local television stations, and cable TV channels. A press release was distributed to area newspapers and a notice was placed in the CSVT project newsletter.

The meeting was held in two segments, at Tedd's On the Hill from 12:00 - 3:00 pm and Selinsgrove Middle School from 5:00 - 9:00 pm, to allow for those with varying work schedules to attend. Seven hundred eighty-seven names were recorded in the sign-in register. Public input was gathered at the open display stations where project staff were available to explain the Phase II Alternatives, record public comments, and to answer questions. In both the afternoon and evening sessions, there was also a formal presentation including a question and answer session. In addition, a questionnaire was available for written comments.

Questionnaires were returned by 191 of the people who attended both sessions. Respondents were asked to give feedback on benefits and concerns relating to the A-A Hybrid and the Old Trail Corridors. Of the 63 respondents who expressed their preference for the A-A Hybrid Corridor, the two most common responses were that it would have fewer residential impacts since it passed through a less developed area and that it seemed the most logical route. For the 54 respondents who disliked the A-A Hybrid Corridor, their two most common reasons were because it had negative personal or community impacts and because of its impacts on farmland.

Fifty-one respondents stated their preference for the Old Trail Corridor. The top two reasons for their support were that the area already experiences light and noise impacts, and that it is an area with a lower existing and potential tax base. Of the 65 respondents who disliked the Old Trail Corridor, their top two reasons included a loss of personal property and community impacts, and that it would negatively impact local businesses by removing traffic from the Strip.

The questionnaire also provided an opportunity to comment on the three river crossings (RC). While many of the respondents chose not to comment about these options, RC3 emerged with slightly more support than RC1, while few people liked RC2.

4. **Public Meeting No. 4: November 12, 1998 (Tedd's on the Hill and Selinsgrove Middle School)** - The fourth Public Meeting was held to update the community on the current status of the Phase II Alternatives. Displays included information on traffic studies, options for the 61 Connector/Routes 11/15 intersection, noise monitoring and analysis, and right-of-way information.

The meeting was publicized through advertisements in the three primary local newspapers, an announcement in the project newsletter, public service announcements on radio and TV, a posting on the project's Home Page, posters distributed by members of the CAC/POWG and Focus Groups, and by variable message signs placed in frequented locations in the project area.

Attendance was fairly equally divided between the two sessions, with 204 signing in at the afternoon session and 268 attending the evening session. Each session consisted of open displays and a single presentation with a question and answer period following.

One hundred questionnaires were completed. Respondents were asked to evaluate the benefits and concerns of the three alternatives under consideration: DA West, Old Trail 1A (with the 61 Connector), and Old Trail 1B (with a Stetler Avenue interchange and the 15 Connector). The DA West Alternative was seen as impacting fewer residences and businesses, but with heavy impacts to farmland, developable land, and wildlife. The Old Trail Alternatives were favored for their lower impacts on farmland and wildlife, but disliked for their greater impact on residences, businesses, and the floodplain. Respondents had an opportunity to propose modifications that they felt would improve any of the alternatives.

Of the three options for the 61 Connector intersection with Routes 11/15, most preferred an option that maintained the existing entrance to Baldwin Boulevard, rather than a more urban-type intersection, with Baldwin Boulevard relocated to Route 15 near the K-Mart. There were no modifications proposed to improve the options shown.

When questioned about the advantages and disadvantages of the four river crossing options (RC1 West, RC1 East, RC5, and RC6), those who responded expressed a preference for RC5, with some seeing advantages in the two RC1 options, while few found benefits in RC6. Several suggestions were presented on modifications to improve the river crossings.

5. **Public Meeting No. 5: December 6, 2000 (Tedd's on the Hill and Selinsgrove Middle School)** - The purpose of this meeting was to present the recommended Preferred Alternative, announce the upcoming release of the Draft EIS, and discuss how community input and ongoing engineering and environmental studies have shaped the Draft EIS Alternatives. Displays included mapping of the Draft EIS (Phase II) Alternatives, noise monitoring and analysis station, traffic information including a simulation model, visual renderings of the Draft EIS Alternatives, PENNDOT's 10-step process diagram, right-of-way information, and a Geographic Information Systems (GIS) viewing area.

The meeting was publicized through advertisements in the three primary local newspapers, an announcement in the project newsletter, public service announcements on radio and TV, a posting on the project's Home Page, posters distributed by members of the CAC/POWG and Focus Groups, and by variable message signs placed in frequented locations in the project area.

Attendance was fairly equally divided between the two sessions with 130 signing in at the afternoon session and 146 attending the evening session. Each session consisted of open displays and a single presentation with a question and answer period following.

A questionnaire was distributed at this meeting. Of the 276 individuals who signed in at the meeting(s), 31 respondents completed the questionnaire. In general, the comments related to concern over the project schedule, support for DAMA/RC5, opposition to DAMA/RC5, opposition to the 61 Connector, support for the Old Trail Alternatives, concerns over visual and noise impacts in various locations, and disagreement with the eligibility determination of the Simon P. App Farm Property and the avoidance alternative.

e. Special Group Meetings

PENNDOT representatives have attended a number of meetings with local municipalities and community groups. The general purpose of these meetings was to present information on the transportation development process, the status of the project, and the preliminary alternatives. A list of these meetings is provided in Table V-1.

Several issues have been considered through focused, multiple meetings with special groups. These activities are listed in Table V-1 and described in more detail below.

i. Monroe Township/Shamokin Dam Borough Focus Group

At Public Meeting No. 3 (November 1997) residents in the area of the proposed 61 Connector raised a number of concerns. PENNDOT attended two meetings organized by Shamokin Dam Borough residents (December 2, 1997) and Monroe Township supervisors (February 10, 1998). These meetings highlighted issues that affected the two municipalities impacted by both corridors under study in Phase II. Following these meetings, a Focus Group was formed, consisting of an equal number of representatives appointed by the respective municipalities. This group meets on the same schedule as the CAC/POWG and is presented with the same information, with a focus on Section 1 of the project area. The following list summarizes the meetings of the Focus Group. Each meeting combined brief presentations with most of the time devoted to questions and discussion.

1. May 6, 1998 - Formation activities and review of traffic studies, project needs, and the development of preliminary alternatives.
2. July 1, 1998 - Community values important to consider in the alternatives development, update on engineering and field studies, map-based workshop. Discuss addition of alternative in Old Trail corridor for further study based on public input (Old Trail Alternative with Stetler Avenue Interchange and 15 Connector). This alternative provides an option to the 61 Connector.
3. September 29, 1998 - Modifications of alignments and impact calculations.

**TABLE V-1
CSVT MEETING SUMMARY
(UPDATED 6/30/03)**

Date	Location	With	Purpose
3/5/03	Shamokin Dam	Greater Susquehanna Valley Chamber of Commerce	Update on CSVT Project.
2/6/03	Rep. Phillips Office	Rep. Phillips, DCNR representatives	Update of plans for S.R. 11 and possible park/river access in area near Tedd's Landing.
2/13/03	Country Cupboard	Greater Susquehanna Valley Chamber of Commerce	Update on CSVT project.
2/13/03	Penn Valley Airport	PennValley Airport staff, Rep. Fairchild, PENNDOT, airport consultants	Discuss runway expansion and relocation of Mill Road.
10/10/02	Tedd's on the Hill	Greater Susquehanna Valley Chamber of Commerce	Update on CSVT and Route 147 Projects.
6/24/02	WKOK (Sunbury)	Chamber Roundtable Discussion	Update on CSVT and Route 147 projects.
6/24/02	Lewisburg	Lewisburg Area Lions Club	Update on project status.
3/19/02	Kratzerville Fire Company	Travelers Protective Association Members	Presentation and update on project status.
3/14/02	Petros All American Plaza	Milton Chamber of Commerce	Update on project status.
2/15/02	Country Cupboard	Milton Area Chamber of Commerce	Update on project status.
2/12/02	Temperance House, Lewisburg	American Society of Highway Engineers	Overview of the project.
2/11/02	Winfield	Union Township	Discuss areas for placement of excess excavation materials.
11/19/01	Susquehanna Valley Mall	Owners of Selinsgrove Mall	Review potential project impacts on mall property.
11/9/01	Selinsgrove	Snyder County Conservation District and Middle Creek Farmers Association	Field view Selinsgrove mitigation site.
8/21/01	Penn Township	Penn Township Officials and Residents	Conditional Use hearing on Parcel #3 of Selinsgrove Center site (potential project mitigation site).
7/3/01	Snyder County Conservation District, Middleburg	Snyder County Conservation District Board	Discuss Selinsgrove mitigation site.
5/16/01	Snyder County Conservation District, Middleburg	PA Department of General Service and Snyder County Conservation District	Discuss potential mitigation site in Selinsgrove.
9/19/00	Union Township Municipal Building	Union Township Residents and Supervisors	Review potential impacts of the CSVT Alternatives on Union Township residents
7/27/00	Union Township Fire Company	Union Township Supervisors	Update on the CSVT Project
7/27/00	Selinsgrove	Selinsgrove Rotary	Update on the CSVT Project
7/11/00	Field View	Colonial Acres Residents	Review noise levels in development and along study area roadways. Discuss proposed alignment modifications.
6/19/00	Sunbury	United Lutheran Church	Update on the CSVT Project

**TABLE V-1
(CONTINUED)**

Date	Location	With	Purpose
6/5/00	Penn Valley Airport	Airport Officials	Review potential impacts of CSVT Alternatives on existing Penn Valley Airport. Discuss airport plans for expansion.
5/25/00	Susquehanna Valley Bible Church	Colonial Acres Residents	Special Purpose Community Meeting to discuss project impacts on community.
5/22/00	Selinsgrove Middle School	Citizens Advisory Committee, Public Officials Work Group, Monroe Township/Shamokin Dam Focus Group	To update members on modifications to DAMA in the area of the Colonial Acres development, show project visualizations of the DAMA and Old Trail Alternatives, hear community feedback on the recommended preferred alternative and plan for future public involvement.
4/6/00	Susquehanna Valley Bible Church	Colonial Acres Residents	Held in response to Colonial Acres resident's requests at the August 1999 meeting to provide residents with more detailed information about the proposed roadway's impacts to the development after the preliminary roadway studies were completed.
2/29/00	Hummels Wharf Fire Co.	Monroe Township / Shamokin Dam Focus Group	Project update, presentation of alternative impacts and costs, and presentation of the recommended preferred alternative.
2/28/00	Selinsgrove Middle School	Citizens Advisory Committee and Public Officials Work Group	Project update, presentation of alternative impacts and costs, and presentation of the recommended preferred alternative.
9/30/99	PennDOT Central Office	Study Team, FEMA, USCOE	Discuss flooding issues associated with the Old Trail Alternatives.
9/28/99	Hummels Wharf Fire Co.	Monroe Township / Shamokin Dam Focus Group	Present environmental and engineering impact comparison of A-A Hybrid corridor alternatives to Old Trail Corridor Alternatives.
9/27/99	Selinsgrove Middle School	Citizens Advisory Committee and Public Officials Work Group	Present environmental and engineering impact comparison of A-A Hybrid corridor alternatives to Old Trail Corridor Alternatives.
8/10/99	Christ Community United Methodist Church	Stonebridge, Colonial Acres, A-A Hybrid Corridor residents	Present impacts of A-A Hybrid Corridor Alternatives, discuss status of all Phase II alternatives. Receive input and answer questions.
8/2/99	Skelly and Loy, Inc., Harrisburg	U.S. Army Corps of Engineers	Discuss flooding issues associated with Old Trail Alternatives.
7/22/99	WKOK Radio Station	WKOK, US Army Corps of Engineers, Northumberland County and Sunbury Municipal Officials	Radio round table to discuss effects of CSVT and Army Corps projects on the Susquehanna River Floodplain.
7/20/99	Hummels Wharf Fire Co.	Monroe Township / Shamokin Dam Focus Group	Discuss status and impacts of Phase II alternatives.
7/19/99	Selinsgrove Middle School	Citizens Advisory Committee and Public Officials Work Group	Discuss status and impacts of Phase II alternatives.
7/8/99	Northumberland County Administrative Office	Northumberland County Commissioners, Sunbury Municipal Officials, US Army Corps of Engineers	Discuss effects of CSVT and Army Corps projects on the Susquehanna River Floodplain.

**TABLE V-1
(CONTINUED)**

Date	Location	With	Purpose
6/22/99	Monroe Twp. Building	Monroe Twp. Supervisors and residents	Present information regarding impacts of Old Trail Alternatives on 100 year floodplain in Monroe Twp.
6/21/99	Monroe Twp. Building	Monroe Twp. Planning Commission and Supervisors	Present information regarding impacts of Old Trail Alternatives on 100-year floodplain in Monroe Twp.
6/11/99	Petro's Iron Skillet	Milton Area Chamber of Commerce Transportation Committee	Provide status report on CSVT and 2-on-4 project. Address questions.
5/24/99	Selinsgrove Middle School	Citizens Advisory Committee and Public Officials Work Group	Update members on issues within A-A Hybrid and Old Trail Corridors, ongoing studies on 61 Connector and archaeological and geological concerns in Section 2. Address questions.
5/18/99	Christ Community United Methodist Church	Stonebridge Homeowners Association and residents of Colonial Acres	Update residents on landfill testing results. Discuss alternatives remaining under consideration. Address questions and concerns.
5/18/99	Stonebridge Development	Stonebridge residents	Review concerns of Stonebridge residents. Address questions.
5/17/99	Hummels Wharf Fire Co.	Monroe Township / Shamokin Dam Focus Group	Update members on new developments in A-A Hybrid corridor including landfill, corridor expansion and alternative impacts. Discuss impact comparison for 61 Connector interchange options. Coordinate floodplain issues.
5/10/99	Susquehanna Valley Bible Church	Colonial Acres Residents	Discuss results of landfill testing and present alternatives under consideration. Address questions.
5/3/99	Shamokin Dam Borough Building	Shamokin Dam Borough Council	Present maps of 61 Connector and options for interchange with 11/15. Receive feedback from Council on the options.
4/12/99	Shamokin Dam Borough Building	Orchard Hills Plaza Businesses	Present maps of 61 Connector and options for interchange with 11/15. Receive feedback on impacts of the options to area businesses.
3/29/99	Hummels Wharf Fire Co.	Monroe Township / Shamokin Dam Focus Group	Present new developments on 61 connector and 11/15 interchange. View traffic simulation of Phase II Alternatives. Report on status of landfill, corridor expansion, floodplain and historic resource studies.
3/23/99	Christ Community United Methodist Church	Stonebridge Homeowners Association	Review impacts of DA West Alternative on landfill, discuss expansion of A-A Hybrid Alternative. Address questions of residents.
3/22/99	Selinsgrove Middle School	Citizens Advisory Committee and Public Officials Work Group	Update group on 61 Connector and associated interchange options, view traffic simulation of Phase II Alternatives, report on continued studies at landfill, discuss corridor expansion. Address questions.
3/2/99	Point Township Building	Point Twp. Planning Commission and Point Twp. Residents	Update area residents on project status. Address questions and concerns regarding the river crossings and alignment configurations in Point Twp.
3/1/99	Shamokin Dam Borough Building	Orchard Hills Plaza Businesses	Present computer simulation of traffic flow. Review suggested modifications to the 61 Connector and 11/15 interchange.

**TABLE V-1
(CONTINUED)**

Date	Location	With	Purpose
2/12/99	Central Susquehanna Valley Chamber of Commerce	Central Susquehanna Valley Chamber of Commerce	Project update.
1/26/99	Hummels Wharf Fire Co.	Monroe Township / Shamokin Dam Focus Group	Update group members on 61 Connector and associated interchange options. Discuss travel time and distance studies. Report on continued floodplain evaluations and continued coordination with PPL. Address questions.
1/25/99	Monroe Township Building	Monroe Township Planning Commission	Discuss flooding issues caused by the Old Trail Alternatives.
1/25/99	Selinsgrove Middle School	Citizens Advisory Committee and Public Officials Work Group	Present and discuss 61 Connector and associated interchange options, discuss travel time and distance studies, discuss updates on historic resource coordination and floodplain issues. Report on continued coordination with PPL. Address questions.
1/25/99	Selinsgrove Middle School	Point Township/Union Township Focus Group	Discuss feedback from residents on river crossing options.
1/25/99	Shamokin Dam Borough Building	Orchard Hills Plaza Businesses	Present new options for 61 Connector and 11/15 interchange, demonstrated traffic flow projected, receive feedback from businesses.
1/13/99	Sunbury Plant	PPL	Review current project alternatives and discuss impacts of alternatives on PPL facilities.
1/5/99	Union County Administrative Building	Union County Municipal Officials	Discuss project and its effect on existing and future traffic patterns in Union County, particularly Route 45.
12/10/98	Shamokin Dam Borough Building	Orchard Hills Plaza Businesses	Discuss options under consideration for the 61 Connector and the interchange between the 61 Connector and US 11/15.
11/18/98	Hummels Wharf Fire Co.	Residents - Hummels Wharf/Shady Nook	Discuss dismissal of Phase I Alternatives and address questions on Phase II Alternatives.
11/16/98	Sunbury Municipal Building	Sunbury Municipal Authority	Discuss the flooding issues in Sunbury caused by the CSVT project.
11/12/98	Selinsgrove Middle School and on Tedd's on the Hill	Public Meeting #4 472 attendees	Present Phase II alternatives and impacts, gather input, and address questions.
11/5/98	Hummels Wharf Fire Co.	Monroe Township / Shamokin Dam Focus Group	Present additional impacts of Phase II alternatives, gather input, and address questions.
11/4/98	Milton Area High School	Public meeting and plans display	Present plans showing build out to four lanes of PA Route 147.
10/22/98	Central Susquehanna Country Club	Region 4 members - Central Susquehanna Chamber of Commerce	Introduce the business survey and solicit input into business impact analysis.
10/14/98 10/15/98	Various locations	Affected municipalities	Information gathered on neighborhoods and community cohesion.
10/9/98	Edison Hotel - Sunbury	Central Susquehanna Valley Chamber of Commerce Transportation Comm.	Discuss Phase II alternatives, gather input, and answer questions.
10/7/98	West Chillisquaque Twp	West Chillisquaque Twp	Discuss Phase II alternatives, gather input, and answer questions.
9/29/98	Hummels Wharf Fire Co.	Monroe Township / Shamokin Dam Focus Group	Present revised Phase II alternatives, discuss impacts, gather input, and answer questions.

**TABLE V-1
(CONTINUED)**

Date	Location	With	Purpose
9/28/98	Selinsgrove Middle School	Point Township/Union Township Focus Group	Update on alignment modifications, discuss impacts of river crossing options.
9/28/98	Selinsgrove Middle School	Citizens Advisory Committee and Public Officials Work Group	Present revised Phase II alternatives, discuss impacts, gather input, and answer questions.
9/2/98	Central Susquehanna Valley Chamber of Commerce Office	Governors Action Committee	Discuss Phase II alternatives, gather input, and answer questions.
7/22/98	Hummels Wharf	Hummels Wharf Citizens Group	Discuss Phase II alternatives, gather input, and answer questions.
7/20/98	Lewisburg	Lewisburg Lions Club	Discuss Phase II alternatives, gather input, and answer questions.
7/10/98	Shamokin Dam	Central Susquehanna Valley Chamber of Commerce Transportation Comm.	Discuss Phase II alternatives, gather input, and answer questions.
7/6/98	Monroe Twp. Building	Monroe Township Officials	Present Phase II alternatives (alternatives studied in detail), gather input, and answer questions.
7/1/98	Hummels Wharf Fire Co.	Monroe Township / Shamokin Focus Group	Present Phase II alternatives (alternatives studied in detail), gather input, and answer questions.
6/30/98	Point Township Building	Point Township Officials	Provide update on Phase II alternatives and answer questions.
6/29/98	Selinsgrove High School	Point Township/Union Township Focus Group	Present Phase II alternatives, gather input and answer questions.
6/29/98	Selinsgrove High School	Citizens Advisory Committee & Public Officials Work Group	Present Phase II alternatives (alternatives studied in detail), gather input, and answer questions.
5/15/98 5/21/98 5/22/98	Various	Area Farmers	Interviews conducted to acquire information about farming practices in the area.
5/6/98	Hummels Wharf Fire Co.	Monroe Township / Shamokin Dam Focus Group	Present project purpose and needs, results of traffic investigations, and conclusions and recommendations of the Phase I Alternatives Analysis. Discuss concerns relative to impacts in Shamokin Dam Borough and Monroe Township.
4/23/98	Montoursville	Montoursville Lions Club	Discuss CSVT project in general and answer questions.
4/22/98	West Chillisquaque Twp	West Chillisquaque Twp	Discuss drainage issues.
4/16/98	WKOK Radio Station	WKOK	Radio roundtable to discuss CSVT and answer questions.
3/30/98	Selinsgrove High School Cafeteria	Citizens Advisory Committee and Public Officials Work Group	Panel of environmental resource agency representatives present mission statements, regulatory authority and discuss permitting issues.
3/30/98	Selinsgrove High School	Point Township/Union Township Community Interest Focus Group	Discuss concerns relative to impacts in Point and Union Townships. Discuss concerns about river crossing locations.
3/02/98	Selinsgrove High School Cafeteria	Citizens Advisory Committee and Public Officials Work Group	Discuss results of Public Meeting No. 3, review traffic issues associated with the Route 61 Connector, discuss results of recent community meetings and present ideas for formation of Community Interest Focus Groups.

**TABLE V-1
(CONTINUED)**

Date	Location	With	Purpose
2/28/98	Lewisburg	PennDOT 25 Year Club	Provide update on CSVT project and to answer any questions.
2/19/98	Northumberland	Northumberland and Point Township Kiwanis	Provide update on CSVT project and answer any questions.
2/18/98	Northumberland	Association of State Highway Engineers	Provide update on CSVT project and answer any questions.
2/13/98	Sunbury Plant	PPL	Discuss PPL Operations and what areas could be impacted without having a major effect on operations.
2/10/98	Selinsgrove Middle School	Monroe Township residents and Officials	Provide update on CSVT project and answer any questions.
1/20/98	Hummels Wharf Fire Company	Old Trail Residents	Provide update on CSVT project and answer any questions.
1/13/98	Sunbury	Revitalization Committee	Provide update on CSVT project and answer any questions.
12/09/97	Susquehanna Valley Bible Church	Colonial Drive Residents	Provide update on CSVT project and answer any questions.
12/08/97	Sunbury	Sunbury Officials/Public	Provide update on CSVT project and answer any questions.
12/02/97	Shamokin Dam Borough	Residents of Orchard Hill and Gunter Developments	Provide update on CSVT project and answer any questions.
11/26/97	Sunbury Plant	PPL	Project/impacts as well as plant operations
11/17/97	Winfield	Union Twp. Officials	Provide update on CSVT project and answer any questions.
11/12/97	Selinsgrove Middle School and Tedd's on the Hill	Public Meeting #3 787 attendees	Present the conclusions and recommendations of the Phase I Alternatives analysis, gather input on Phase II alternatives.
11/10/97	Northumberland	Northumberland Borough Officials/Public	Provide update on CSVT project and answer any questions.
11/03/97	District 3-0 Montoursville Office	MAIDA	Provide update on CSVT project and answer any questions.
10/30/97	Lewisburg	ASCE Student Chapter at Bucknell University	Provide update on CSVT project and answer any questions.
10/29/97	Shikellamy High School	Northumberland County Outreach	Provide update on CSVT project and answer any questions.
10/27/97	Selinsgrove Middle School	Citizens Advisory Committee and Public Officials Work Group	Review conclusions of Phase I studies, discuss availability of Phase I Report, present overview of Phase II studies, present information of noise impacts and analysis, discuss the ROW process.
10/23/97	Middleburg	Union County Township and County Officials	Provide update on CSVT project and answer any questions.
10/23/97	Selinsgrove	Snyder County Outreach	Provide update on CSVT project and answer any questions.
10/21/97	Golden Corral - Hummels Wharf	Shamokin Dam Lions	Provide update on CSVT project and answer questions.
10/20/97	Christ Community United Methodist Church	Residents along Sunbury Road	Met with residents living along Sunbury, Fisher and Park Roads.
10/16/97	Lewisburg Middle School	Union County Outreach Meeting	Provide update on CSVT project and answer any questions.
10/14/97	Lewisburg	Union County Planning Commission	Provide update on CSVT project and answer any questions.

**TABLE V-1
(CONTINUED)**

Date	Location	With	Purpose
9/11/97	Hotel Milton	Milton Area Chamber of Commerce Board of Directors	Provide update on CSVT project and answer any questions.
9/08/97	Shamokin Dam Borough Building	Council	Discuss alternatives proposed to study in detail and answer questions they have relative to alternatives in borough and the 61 connector.
8/25/97	Selinsgrove Middle School	Citizens Advisory Committee and Public Officials Work Group	Discuss Public Meeting #2, describe modifications to preliminary alts., review environmental impacts of alts., present conclusions of Phase I Studies.
8/13/97	Country Cupboard Restaurant	Route 15 Coalition Board	Provide group with explanation of project/process status.
7/22/97	Hummels Wharf Fire Co.	Residents along Old Trail	Provide local residents with explanation of project process/status and get their input on additional alts. or current alts.
7/09/97	Country Cupboard Restaurant	Lewisburg Sunrise Rotary	Provide group with explanation of project process/status.
7/01/97	Point Twp. Building	Planning Commission, Supervisors, and affected residents	Provide local residents with explanation of project process/status and get their input on additional alts. or current alts.
6/30/97	Edison Hotel	Sunbury Kiwanis	Provide group with explanation of project process/status.
6/26/97	Monroe Twp. Building	Stonebridge Homeowners Association	Provide local residents with explanation of project process/status and get their input on additional alts. or current alts.
6/23/97	Monroe Twp. Building	Planning Com., Supervisors, Union Twp. Supv. And Citizens	Provide group with explanation of project process and status and get their input on additional alts. or current alts.
6/20/97	Mifflinburg	Union County Planning Commission and Chamber of Commerce	Provide group with explanation of project process/status.
6/17/97	Union Twp. Fire Hall	Supervisors and Residents	Provide local residents with explanation of project process/status and get their input on additional alts or current alts
6/05/97	Selinsgrove Middle School	Public Meeting #2 372 attendees	Present the 19 preliminary alts., including the no-build and upgrade of existing facilities and gather input on the preliminary alts.
6/02/97	Shamokin Dam Borough Building	Borough Council	Provide council with explanation of project process and status and get their input on additional alts. or current alts.
5/29/97	Temperance House Lewisburg	Lewisburg League of Women Voters	Provide group with explanation of project process/status.
5/22/97	Williamsport	Lycoming Co. Chamber of Commerce Transportation Committee	Provide group with explanation of project process/status.
5/19/97	Selinsgrove High School cafeteria	Citizens Advisory Committee and Public Officials Work Group	Present revisions to preliminary alternatives, discuss future traffic projections, explain environmental impacts of alts., discuss public involvement plans, gather input on alternatives.
5/15/97	Edison Hotel	Sunbury Rotary	Provide group with explanation of project process/status.
4/24/97	Shamokin Dam Days Inn	Selinsgrove & Shamokin Dam Rotary	Provide group with explanation of project process/status.

**TABLE V-1
(CONTINUED)**

Date	Location	With	Purpose
4/16/97		Route 15 Coalition board	Present preliminary alternatives.
3/25/97	Susquehanna Valley Mall Community Room	Public Officials Work Group	Use citizen input to validate traffic model, discuss preliminary alternatives, gather input on alternatives, present environmental impacts of alts
3/24/97	Susquehanna Valley Mall Community Room	Citizens Advisory Committee	Use citizen input to validate traffic model, discuss preliminary alternatives, gather input on alternatives, present environmental impacts of alternatives.
3/21/97	PP&L Northumberland	PPL	Discuss PPL operations and potential impacts of preliminary alternatives.
1/30/97	Monroe Twp. Elementary School	Citizens Advisory Committee	Discuss results of Public Meeting #1, present conceptual alignments, discuss how constraints affected alignment placement, and gather input on preliminary alternatives
1/28/97	Monroe Twp. Elementary School	Public Officials Work Group	Discuss results of Public Meeting #1, present conceptual alignment locations and gather input on preliminary alts.
11/07/96	Selinsgrove Middle School	Public Meeting #1 122 attendees	Present results of the traffic studies, Needs Analysis and environmental constraint mapping and gather public input.
10/29/96	Susquehanna Valley Mall Community Room	Public Officials Work Group (POWG)	Convene first meeting of POWG and present project needs, environmental constraint mapping and additional traffic studies.
10/28/96	Susquehanna Valley Mall Community Room	Citizens Advisory Committee	Discuss additional traffic investigations in Lewisburg, present environmental constraint mapping and review plans for first public meeting.
7/22/96	Susquehanna Valley Mall Community Room	Citizens Advisory Committee (CAC)	Convene first meeting of CAC and present results of traffic investigations and Needs Analysis for comment and input.
7/16/96	Susquehanna Valley Mall Community Room	All Public Officials	Present results of traffic investigations and Needs Analysis highlighting problems with existing and future roadway network.
12/05/95	Monroe Twp. Elementary School	All Public Officials	Provide explanation of project purpose, study approach and planned traffic studies.

4. November 5, 1998 - Preview of information planned for Public Meeting No. 4, focus on floodplain issues, noise studies, costs, and the 61 Connector/Routes 11/15 interchange.
5. January 26, 1999 - Update on 61 Connector, travel time/distance analysis, and coordination on floodplain and historic resource issues. Report on studies at landfill. Discuss expansion of corridor to study landfill avoidance alternatives.
6. March 29, 1999 - Update on 61 Connector, traffic simulation of Phase II Alternatives, and landfill, floodplain and historic resource issues.

7. May 17, 1999 - Discuss A-A Hybrid corridor expansion around landfill, discuss elimination of DA West from further study due to landfill issues, noise analysis, and Old Trail floodplain issues.
8. July 20, 1999 - Update on modifications considered and made in the A-A Hybrid, Old Trail and 61 Connector corridors; results of the Noise Analysis; and project schedule. PENNDOT announces elimination of Ash Basin Avoidance Alternatives from further study.
9. September 28, 1999 - Refinements to alignments and impact calculations for all Section 1 and 2 Alternatives.
10. February 29, 2000 - Discuss alternatives impacts and costs. Present Recommended Preferred Alternative.
11. May 22, 2000 - Joint meeting with the CAC/POWG. Meeting was to update members on the modifications to the DAMA Alternative in the Colonial Acres area. Show visualizations of the DAMA and Old Trail Alternatives. Receive input on the Recommended Preferred Alternative. Plan for future Public Meetings.

ii. Point Township/Union Township Focus Group

A second focus group was established to consider issues in the northern section of the project, Section 2. The two participating municipalities decided that their designated representatives on the POWG would serve as the members of the Focus Group. The following is the list of meetings for the group.

1. March 30, 1998 - Focus Group members suggested a plan for a more northerly river crossing.
2. June 29, 1998 - Presentation and discussion for the new River Crossing No. 4 and modifications to River Crossing No. 1 in Point Township.
3. September 29, 1998 - Presentation of River Crossing No. 6 and discussion of its impacts.
4. January 25, 1999 - Discussion of public reaction to river crossings shown at Public Meeting No. 4.

iii. Business Community

In response to public concerns about the impact of the 61 Connector on the viability of the Shamokin Dam business base centered in the Orchard Hills Plaza, PENNDOT initiated a series of meetings with representatives of the 14 potentially affected businesses in the area of the 61 Connector/Routes 11/15 interchange.

1. December 10, 1998 - Presentation of three interchange/intersection options under consideration (Sketches 1-3).
2. January 25, 1999 - Presentation of three additional options (Sketches 4-6).
3. March 1, 1999 - Display computer simulation of traffic flow under various options and discussion of proposed new option. Additional options suggested.
4. April 12, 1999 - Group concurrence on a preference for newly suggested option, Sketch 8.

iv. Monroe Township, Landfill Area Neighborhoods

Following public questions about the potential effect of the DA West Alternative on a closed Monroe Township landfill in the area between the Colonial Acres and Stonebridge neighborhoods, testing was undertaken to determine the exact extent of the landfill and the environmental and cost implications of impacting the landfill. During this time, several meetings were held with area residents to explain the nature and results of the testing (March 23, May 10, and May 18, 1999). A final meeting was held on August 10, 1999, for which notices were sent to 165 property owners potentially affected by modifications to the DA West Alternative as presented at Public Meeting No. 4. At this meeting, PENNDOT announced its intention to carry forward the DA Modified Alternative in the area of the landfill.

v. Old Trail Community

Following the first two public meetings, when it became apparent that few residents from the area of the Old Trail were attending, a special outreach effort was undertaken. As a result, a meeting was held on July 22, 1997, to present project information, listen to residents' questions and concerns, and encourage them to stay involved through attending public meetings. A follow-up meeting on January 20, 1998, kept residents informed of development on the alignments under study. PENNDOT attended a third meeting organized by an Old Trail resident on November 18, 1998. Presentations addressed residents' questions as to how the two corridors were selected for detailed study in Phase II.

vi. Colonial Acres Neighborhood

At the request of the Colonial Acres residents, PENNDOT convened several special purpose community meetings to discuss the impacts of the DAMA Alternative and listen to community concerns. Meetings were held on April 6, May 25, and July 11, 2000. In response to requests received at

these meetings, PENNDOT modified the DAMA alignment to move the alternative further south on Colonial Drive, closer to the intersection of Colonial Drive and Fisher Road. This requires removing the lower portion of existing Colonial Drive and constructing a new access road connecting Colonial Drive to Park Road. Residents in the Colonial Acres Neighborhood expressed a desire for this shift to minimize the impacts of bisecting the neighborhood and bridging over the only road into and out of the development (Colonial Road). PENNDOT also was able to lower the height of the bridge and roadway embankment as it passes through the development and surrounding areas. Additionally, the alignment was shifted from the western to the eastern side of the ridge just east of Colonial Acres development and Fisher Road. These modifications reduced the amount of excess waste material in Section 1, while still avoiding the breast of the PPL Ash Basin 2 dam. Although this shift increases the Colonial Acres residential impacts from four houses to seven, it does avoid impacting other homes in the area of 11th Avenue.

vii. Communications with the Public

a. Newsletters

Eleven newsletters have been distributed to the project mailing list as a way of keeping the public informed about project developments, announcing upcoming public meetings, and responding to suggestions and concerns put forward by the public. The project mailing is continuously updated to include persons who sign in at public meetings and other special group meetings, as well as persons who contact project staff directly. There are currently approximately 2,300 names on the mailing list.

Following is a list of newsletters and their content.

1. Volume 1 (January 1997) - Project development process, project needs, public involvement process, announcement of Public Meeting No. 1.
2. Volume 2 (May 1997) - Range of preliminary alternatives, announcement of Public Meeting No. 2.
3. Volume 3 (September 1997) - Results of the public meeting, responses to frequently asked questions, new DA Alternative based on public input, right-of-way acquisition information.
4. Volume 4 (October 1997) - Corridors recommended for further study, separation of 2-on-4 project, announcement of Public Meeting No. 3.
5. Volume 5 (March 1998) - Formation of two Focus Groups, results of the public meeting, response to frequently asked questions, community coordination efforts, project team profiles, preview of DEIS.

6. Volume 6 (November 1998) - Announcement of Public Meeting No. 4, new alternatives based on public input, Phase II alternatives, community coordination, assessment of farming impacts, Internet access to project information.
7. Volume 7 (May 1999) - DEIS - Circulation and public review, historic resources, floodplain coordination, Monroe Township landfill, 61 Connector intersections, community coordination, proposed route designations.
8. Volume 8 (October 1999) - Landfill alternatives, Old Trail alternatives, noise analysis, 61 Connector modifications, river crossings studies, DEIS preparation.
9. Volume 9 (March 2000) - Recommendation of a Preferred Alternative, upcoming schedule of events.
10. Volume 10 (October 2000) - Announcement of Public Meeting No. 5, Draft EIS (DEIS) Nears Distribution, DEIS Content, Offering Comments on DEIS and Project, Cost and Impact Summary Tables, Alternative Mapping, Alignment Modifications, Public Hearing Info, Mitigation, Community Feedback, and 2 on 4 Project Update.
11. Volume 11 (December 2001) - The Public Responds to the DEIS, Simon P. App Property - Historic Property Issues, Indiana Bat Not Found in Project Area, Mitigation Planning, Historic Resource Consultation, The Agricultural Review Process, Traffic Projections Updated, Status of "2 on 4" Project, Projected Schedule.

b. Press Releases and informational Newspaper Advertisement

In an effort to bring critical project information to a wider audience than those persons on the mailing list, PENNDOT has issued a number of press releases and one full-page informational ad which ran in November 1998 in three major newspapers covering the project area.

c. Web Page

In the fall of 1998 a home page for the project was posted on the Internet at <http://www.csvt.com>. This provides an archive of newsletters, definition of technical terms, maps of alternatives under study, a list of community meetings, responses to frequently asked questions, and a place to e-mail comments or questions. It is updated periodically to keep the public informed about the latest project developments.

d. Toll Free Hotline

PENNDOT maintains a toll free hotline (1-888-878-2788) that is answered between 7:30 am and 4:30 pm, Monday through Friday, This gives all interested parties convenient access to PENNDOT staff who can answer their questions or record their input.

e. Video

At Public Meeting No. 4 (November 1998), the public was introduced to a project video on "Project Need and Alternatives Evaluation." The video describes the project purpose, the transportation development process, and each alternative evaluated in Phase I. It also includes responses to residents' concerns and questions. The video is available through local libraries and municipal offices.

A second video has been prepared. This video describes the alternatives studied in detail in the Draft EIS, the impacts associated with each alternative, and concludes by presenting PENNDOT's Recommended Preferred Alternative and the rationale for the preference.

A third video is also being prepared. This video discusses the content of the Final EIS, focusing on the responses to the comments received on the Draft EIS and presents a rationale for the recommendation of the Preferred Alternative.

These videos are available for viewing by contacting PENNDOT or through the local communities and libraries.

The project videos are available at the same locations where the Final EIS has been distributed. These locations are listed in the Executive summary, Page S-3.

3. Coordination with Environmental Resource Agencies**a. Agency Coordination Meetings (ACM), Special Meetings, and Field Views**

- December 7, 1993 - Scoping field view.
- July 24, 1996 (ACM) - Project overview and presentation of Needs Analysis. Concurrence received on Project Needs.
- December 4, 1996 (ACM) - Review of Phase I data collection and environmental constraints mapping. Overview of features critical to shaping project alternatives presented.

- April 15 and May 14, 1997 - Field views of preliminary (Phase I) alignments.
- July 23, 1997 (ACM) - Update on revised impact information, Alternative G/Route 61 Connector concerns, dismissal of the TSM/Upgrade Alternative, and discussion on splitting off the 2-on-4 section as a separate project.
- August 27, 1997 (ACM) - Update information on the project area sections and analysis of alternatives, and reviewed the preliminary conclusions of the Phase I Report. The DA Alternative and River Crossing 3, developed in response to community input, were presented.
- September 24, 1997 (ACM) - Update on the status of the Phase I Report and discussion on plans for the field view on October 2, 1997.
- October 2, 1997 - Field view of preliminary (Phase I) alignment corridors recommended for further study in Phase II.
- October 22, 1997 (ACM) - Distribution of Phase I Report and concurrence forms; discussion of plans for incorporating new technologies into the project. Notice that FHWA has agreed to the separation of the 2 on 4 project as an individual project, separate from the CSVT.
- December 3, 1997 (ACM) - Collect signed concurrence forms on alternatives to carry forward into Phase II and discuss outcome of November 12, 1997, Public Meeting.
- December 18, 1997 (Special Purpose Meeting) - Meeting held to discuss the terrestrial impact assessment plan of study and terrestrial mitigation issues.
- January 28, 1998 (ACM) - Present plan of study for Phase II (detailed investigations).
- March 25, 1998 (ACM) - Discuss use of new technologies and establishment of Focus Groups.
- July 22, 1998 (ACM) - Present an update on the Phase II (detailed) environmental studies, development of alternatives, and environmental justice issues.
- August 26, 1998 (ACM) - Review innovative technologies developments, discuss the September field view, review the status of Phase II alignment and developments in the 2-on-4 project.
- September 23, 1998 (ACM) - Provide update on detailed studies, present modifications to the river crossings, finalize agenda and logistics for September 29-30 field view, and receive comments on the project video.
- September 29-30, 1998 - Field view of Phase II alternatives, river crossings, and islands. Topics of discussion included historic sites, archaeological sites, terrestrial issues, and potential farmland impacts.

- October 28, 1998 (ACM) - Update on status of Phase II alignments, review of impact summary tables, review outcome of the field view, review the habitat assessment methodology and preliminary results, and discuss wetland and archaeological studies. Review floodplain impacts of Old Trail Alternatives.
- March 31, 1999 (ACM) - Updates on new developments in the Phase II alignment corridors due to the potential impacts to landfill (A-A Hybrid Corridor) and PPL issues (Old Trail Corridor) and archaeological, farmland and socioeconomic investigations; and presentation of traffic flow simulation.
- June 22, 1999 (ACM) - Updates on new developments in the A-A Hybrid and Old Trail Corridors and the 61 Connector in Section 1 and archaeological and geological studies in Section 2. Announced dismissal of DA West Alternative as a result of cost and liability issues associated with landfill.
- July 19, 1999 - Field view of the study area of the Phase II alternatives, particularly the area around the landfill in Section 1 with the US EPA and PA DOA.
- July 21, 1999 (ACM) - Alternatives to avoid landfill in A-A Hybrid Corridor, modification to Old Trail Alternative in area of PPL plant, floodplain issues, noise analysis, and adjustments to the 61 Connector were discussed.
- August 25, 1999 (ACM) - Present DA Modified Avoidance Alternative as the alignment being carried forward in the A-A Hybrid Corridor, review of impact tables for Sections 1 and 2, distribution of Phase II concurrence forms, and mitigation strategies.
- October 7, 1999 (Special Purpose Meeting) - Meeting held to discuss outcome of terrestrial habitat evaluations and terrestrial mitigation strategies.
- February 23, 2000 (ACM) - Present the Recommended Preferred Alternative (DAMA/RC5). Discuss terrestrial mitigation issues.
- April 7, 2000 (Special Purpose Meeting) - Meeting held to discuss FHWA's Terrestrial Mitigation Policy and the implementation of this policy for the CSVT Project.
- May 3, 2000 (Special Purpose Field View) - Field view held to view sites along the potential river crossings and discuss project impacts and options for mitigation.
- May 26, 2000 (Special Purpose Field View) - Field view held to assess habitat category classification in relation to FHWA mitigation policy. Appropriate types of mitigation were discussed.
- June 2, 2000 (Special Purpose Field View) - Field view to review farm operations in CSVT area and potential impacts of the alternatives under consideration to those operations.
- June 23, 2000 (Special Purpose Field View) - Field view held to assess the potential of the forested habitat areas impacted by the CSVT Alternatives for use by the Indiana Bat, a federally listed endangered species.

- July 28, 2000 (Special Purpose Meeting) - Follow-up meeting on technical issues raised during the May 26, 2000 field view. Review the draft terrestrial mitigation proposal plan with the PA Game Commission and U.S. Fish and Wildlife Service.
- August 22, 2000 (Special Purpose Field View) - Field view held to discuss surface water impacts and mitigation options. Review areas for potential boat launch on West Branch Susquehanna River. Also review potential area for dam removal on Penns Creek and possible stream improvements.
- August 23, 2000 (ACM) - Review modifications of the CSVT DEIS Alternatives, review Recommended Preferred Alternative, present environmental impact and cost summary information for each DEIS Alternative, review natural resource (wetlands, waters, and habitat) mitigation options, discuss future project schedule.
- August 30, 2000 (Special Purpose Field View) - Field view held to discuss plans for survey of Indiana Bat at PA American Water Company mine sit in Northumberland County.
- September 7, 2000 (Special Purpose Field View) - Meeting held to view the Millmont Dam and impaired waterways identified by the PA Fish and Boat Commission and to consider options for mitigation.
- September 13, 2000 (Special Purpose Field View) - Meeting held to examine potential areas for boat launch to be developed as mitigation for river impacts attributable to bridge piers within the West Branch of the Susquehanna River.
- October 3, 2000 (Special Purpose Meeting) - Meeting held to discuss agency comments on the Pre-Draft EIS.
- October 17 and 18, 2000 (Special Purpose Field View) - Survey for Indiana Bat completed at PA American Water Company mine site in Northumberland County. No Indiana Bats were identified.
- April 17, 2001 (Special Purpose Field View) - Meeting was held to view the proposed mitigation site, the Selinsgrove Center Site, and to gain input from the regulatory and resource agencies with regard to the general mitigation plan for the site.
- May 14, 2001 (Special Purpose Field View) - Meeting held with the Wildlife Conservation Officer for Snyder County to discuss the proposed mitigation plans for the Selinsgrove Center Site and measures to protect wetland, upland, and riparian vegetative plantings from white-tailed deer damage.
- May 16, 2001 (Special Purpose Meeting) - Meeting held with representatives of the Snyder County Conservation District and the Natural Resource Conservation Service to discuss the proposed mitigation plan for the Selinsgrove Center Site, the enhancement of habitat on the property, and the use of the Conservation Reserve Enhancement Program (CREP) on the property. Property transfer and future maintenance of the property was also discussed.

- July 25, 2001 (ACM) - Update on mitigation planning and activities at the Selinsgrove Center Site, review of responses to key comments on the Draft EIS, and project schedule.
- November 9, 2001 (Special Purpose Field View) - Meeting with the Snyder County Conservation District and the Middlecreek Farmers Association to discuss the long-term plans and maintenance of the Selinsgrove Center Site.
- November 13, 2001 (Special Purpose Meeting) - Meeting held with representatives of the PHMC to discuss the potential eligibility and effect determinations at the Selinsgrove Center Site Property.
- January 23, 2002 (ACM) - Update on mitigation planning and activities at the Selinsgrove Center Site, Indiana bat survey, updated traffic projections, schedule for attendance at the Agricultural Lands Condemnation Approval Board (ALCAB) hearing, and responses to comments on the Draft EIS.
- January 28, 2002 (Special Purpose Meeting) - Meeting held with agencies to discuss responses to their comments on the Draft EIS. Issues related to future mitigation plans, disposal of excess excavated material, impacts to the floodplain, and the application of Section 4(f) of the U.S. Department of Transportation Act were discussed.
- February 4, 2002 (Special Purpose Field View) - Meeting held with representatives of PA DCNR to field view the project and assure that the project did not impact any lands purchased with Land and Water Conservation Funds [Section 6(f) Protected Lands].
- February 5, 2002 (Special Purpose Meeting) - Meeting held with representatives of PA DEP to discuss the surface and groundwater implications of constructing project alternatives through the Ash Basins. Dam safety and placement of excess excavated materials on the Ash Basins were also discussed.
- February 11, 2002 (Special Purpose Field View) - Meeting was held with agency representatives to field view the proposed stream crossing locations and to discuss crossing options (bridge, culvert, pipe, stream relocations, etc.).
- January 28, 2003 (Special Purpose Meeting) - Meeting held with representatives of US Fish and Wildlife Service, US Army Corps of Engineers, PA Fish and Boat Commission, and PA Department of Environmental Protection to discuss the potential presence of the yellow lampmussel, a freshwater mussel, within the CSVT project area. The PA Fish and Boat Commission requested the completion of a mussel survey within the zones of direct and indirect effects associated with both the Susquehanna River Bridge and the Chillisquaque Creek Bridge. Coordination regarding the mussel survey request is ongoing.
- February 26, 2003 (ACM) - Overall project update, discuss status of mitigation planning at Selinsgrove Center Mitigation Site and schedule for release of the Final EIS.

- April 10, 2003 (Special Purpose Field View) - Meeting held with natural resource agencies to view the proposed mitigation site and discuss various options being considered for the site.

B. KEY ISSUES AND CONCERNS

Throughout the transportation project development process for the Central Susquehanna Valley Transportation (CSVV) Project, PENNDOT and the study team have maintained active involvement with the general public, public officials, and resource agencies. Most area residents feel the CSVV Project is needed to address existing and future congestion and safety concerns. However, as the CSVV Project has developed, issues and concerns have arisen. Each has been addressed appropriately through discussion at meetings and through other methods of public input and communication. The primary areas of controversy are the need for and location of the connector roadway between the CSVV and the existing roadway system (the 61 Connector or 15 Connector), and the recommendation of the Preferred Alternative, based on the differing nature and types of impacts seen on each of the alternatives studied in detail. Listed below are the key issues and concerns and the steps that PENNDOT and the study team have taken to resolve the issues.

- **Process for a Decision** - The public is interested in the decision making process for choosing the final alternative for construction. PENNDOT and the study team have explained the transportation development process in general and the decision making process for each step as the project has progressed.
- **Protecting People and the Environment** - The public has expressed concern that the NEPA process protects natural resources more than it does their homes and businesses. It has been explained that the NEPA process identifies all potential community impacts in the project area and then seeks to avoid, minimize, or mitigate these impacts. Since avoidance is not always possible, the EIS explains the impact to a resource when a decision must be made to avoid one resource and impact another.
- **61 Connector** - The proposed 61 Connector passes between the neighborhoods of Orchard Hills and Gunter Development. Its location raised concerns about maintaining community cohesion between the neighborhoods, ensuring access for emergency services, reducing the amount of developable land available in Shamokin Dam Borough and the resultant impact on the tax base of the borough, and noise impacts. Additionally, the community and local businesses were concerned about how the 61 Connector would interchange with existing US Routes 11/15. To help maintain community cohesion and provide additional emergency access, an access road crossing over the 61 Connector (Courtland Avenue Extension) has been proposed. Noise impact information has been presented to give residents a realistic view of the noise impacts associated with the

Connector and explain where noise mitigation is reasonable. Computer-generated visual renderings have been developed to provide residents with a way of visualizing what the new roadway will look like from various locations in Shamokin Dam Borough. Tax base impacts are presented in Section IV.A of this document. Both of the options in Section 1 using the 61 Connector (the DAMA and OT2A Alternatives) do have an impact on the tax base of Shamokin Dam Borough. However, it is important to note that the OT2B Alternative, which uses the 15 Connector as an option to the 61 Connector, has the potential for an even greater impact to the future tax base in Shamokin Dam Borough than the alternatives that use the 61 Connector. Also, representatives from the Orchard Hills Plaza area worked through a collaborative process to develop an option for the interchange with US Routes 11/15 that they believe will preserve the viability of the existing businesses.

- **Landfill Avoidance** - The public expressed significant concern when a closed municipal landfill was discovered in the path of the DA West Alternative, which had been developed to avoid impacts to the Stonebridge and Colonial Acres developments. They were concerned about how disturbing the landfill might impact surrounding residents. PENNDOT and the study team conducted a non-intrusive investigation of the landfill site and developed the DA Modified Alternative which avoids impacting the closed landfill altogether.
- **Floodplain Impacts** - The Old Trail Alternatives impact the Susquehanna River floodplain. PENNDOT and the study team have and continue to coordinate with residents and local municipalities regarding this impact. Two of the affected municipalities (Shamokin Dam Borough and Upper Augusta Township) have stated that the impact is consistent with their floodplain ordinances. The other affected municipalities (City of Sunbury and Monroe Township) are considering the impact in relation to other proposed flood control projects.
- **Community Issues** - The Old Trail residents were concerned about the alternatives' impact on their community's cohesion. PENNDOT and the study team have worked to minimize the residential impacts along the Old Trail and have adjusted the proposed roadway design so the Old Trail would remain open to local traffic if the Old Trail Alternative were selected. Additionally, noise barriers are proposed for the full extent of the roadway as it passes through the Old Trail community.

Residents in neighborhoods impacted on the DAMA Alternative have also expressed considerable concern with regard to the "quality of life" issues in their neighborhoods. Issues like the visibility of the alternative, decreased air quality, increased noise impacts, and potential decreases to property values have been frequently discussed. PENNDOT and the study team continue to refine alternatives as necessary to minimize impacts to the greatest extent possible. Several visual quality renderings have been prepared to show local residents what the potential views of the alternatives may be. The analysis of potential noise impacts will continue through the remainder of preliminary design and will also be performed in final design.

- **Geology/Public Water Supplies** - Point Township residents expressed concern with regard to the placement of the various alternatives on geological formations that are prone to sinkholes. In addition, residents also expressed concern about the alignment

locations and impacts to public/private water supply wells. Impacts to community and private water supplies are important concerns. The Draft and Final EIS discuss the primary goal of ensuring a continued supply of safe drinking water to affected residents. As discussed, a Geotechnical Survey will be conducted during Final Design. This investigation will address hydrogeological issues in detail. In sensitive areas, an assessment of potentially affected individual domestic and public supply wells will be undertaken. The results of the Geotechnical Survey will be used to minimize the risk of contamination and to refine the proposed mitigation measures.

- **River Crossing Options** - Concerns raised by people affected by the River Crossing Alternatives include impacts to recreational resources in the area of the proposed river crossings, the viability of businesses along existing US Route 15, and impacts to businesses and residences along PA Route 147. The range of alternatives developed for the river crossing and the area of PA Route 147 has offered opportunities to minimize impacts to these features. PENNDOT has committed to work with representatives of Union Township during final design to further minimize impacts to businesses along US Route 15 and Point Township to minimize impacts to residents.
- **Preservation of Historic Resources** - Groups and individuals within the community have raised concerns about the level of protection afforded properties eligible for the National Register of Historic Places, relative to other resources impacted by the alternatives. In some instances, by protecting a potentially historic structure they feel the burden of impact is placed disproportionately on the community. Questions about the Section 4(f) review process have been answered. Community comments with respect to these issues have been passed along to the relevant reviewing agencies.
- **Taking Developable Land** - Members of the community expressed their concern that alternatives will reduce opportunities for future commercial or residential land development. PENNDOT and the study team have worked with local authorities to incorporate their plans for future development into the alternatives development process. A fiscal impact analysis assessing each alternative's impact on the local tax base is included in this document in Section IV.A.
- **Legal Complaint Filed by Monroe Township** - On February 4, 2002, Monroe Township filed a law suit naming as defendants the Federal Highway Administration (FHWA), PENNDOT, PA Historical and Museum Commission, and the Keeper of the National Register of Historic Places. The suit alleges that the selection of the DAMA Alternative and the resulting avoidance of the App historic farmstead causes harm to the Township because of its impacts on farmland, businesses, and the tax base. FHWA, PENNDOT, and PHMC filed a motion to dismiss, countering that the DAMA Alternative had not yet been designated the selected alternative. The selection of the alternative to advance for final design and construction occurs when FHWA issues a Record of Decision; this occurs at some point after the circulation and public review of the Final EIS.
- **Legal Complaint Withdrawn** - On November 29, 2002, a court order approved Monroe Township's Motion to Withdraw (without prejudice) the law suit filed in February.

C. PUBLIC HEARING AND DRAFT EIS COMMENT PERIOD

A Public Hearing was held on March 12, 2001. The Hearing was held in two sessions: an afternoon session was held at Tedd's on the Hill and an evening session followed at the Selinsgrove High School. A total of 224 citizens signed in at the Public Hearing with attendance fairly evenly distributed between the afternoon session (106 attendees) and the evening session (118 attendees).

The purpose of the Public Hearing was to allow members of the public to present testimony related to the CSVT Project. Individuals were afforded the opportunity to present public oral testimony, private oral testimony, and/or written testimony. Ten members of the public provided public oral testimony and 19 members of the public provided private oral testimony. Written comments were also solicited from agencies and the public during the Draft EIS comment period which lasted from February 9, 2001, to March 26, 2001. Written comments were received from 5 federal agencies, 4 state agencies, 13 regional and local organizations, 30 individuals (or a law firm representing an individual), and one state representative. Three petitions (one in favor of the DAM Alternative and opposed to DAM Avoidance Alternative, one opposed to RC5 and the proposed public boat access facility, and one in favor of the public boat access facility) and three form letters [one opposed to the DAM Avoidance Alternative (7 copies), one supporting the proposed public boat access facility (7 copies), and one opposed to the relocation of County Line Road (13 copies)] were also received.

All testimony and comments are contained in the following pages of this section of the Final EIS. The comments are broken down into the following sections.

- Public and Private Oral Testimony from Public Hearing on 3/12/01
- Supporting Documentation for Public and Private Oral Testimony Submitted at 3/12/01 Public Hearing
- Written Testimony Submitted at 3/12/01 Public Hearing
- Cooperating Agency Comment Letters
- Federal Agency Comment Letters
- State Agency Comment Letters
- Regional and Local Organization Comment Letters
- Additional Written Comments Submitted During the Draft EIS Comment Period
- Petitions, Form Letters, and Additional Correspondence

Tables follow that provide a breakdown of Public Comments and Agency Comments by issue. The tables also list the last name of the commenter and provide a listing of the page numbers where the comments can be located. Responses to each comment are documented adjacent to copies of the testimony and comment letters.

PUBLIC - COMMENTERS AND ISSUES

Commenters	Page Number	A. PROPERTY			B. ECONOMICS			C. HISTORIC PROPERTY		D. ENVIRONMENTAL IMPACTS/MITIGATION					E. ENGINEERING				F. OTHER
		1. Access	2. Acquisition / Displacement	1. Project Cost	2. Social Benefits and Costs	3. Tax Base	1. Simon P. App Farm	2. Others	1. Natural Resources	2. Water Supplies	3. Public Boat Ramp	4. Air / Noise	5. Secondary and Cumulative Impact Areas	1. Suggested Alignment Modifications	2. Stormwater management	3. Route 61 Connector	4. River Crossing	Other	
Hook, D.	451											●							
Hoover, G.	117	●																	
Hummel, S.	108, 181						●	●					●	●					
Keiper, N.	470																	●	
Kelly, D.	437						●												
Kelly, F.	437						●												
Kern, W.	130		●										●					●	
Klinger, J.	132										●								
Larson, M.	72															●	●	●	
Le, D.	74			●												●		●	
Lilley, D.	460														●				
Loss, W.	68		●																
Markunas, A.	204								●				●						
Martino, D.	471																	●	
Martz, J.	458											●						●	
Maurer, K.	462											●							
Maust, G.	316	●	●			●							●					●	
Maust, S.	316	●	●			●						●						●	
McBryan, T.	44	●												●	●			●	

PUBLIC - COMMENTERS AND ISSUES

Commenters	Page Number	A. PROPERTY			B. ECONOMICS			C. HISTORIC PROPERTY		D. ENVIRONMENTAL IMPACTS/MITIGATION					E. ENGINEERING			F. OTHER
		1. Access	2. Acquisition / Displacement	1. Project Cost	2. Social Benefits and Costs	3. Tax Base	1. Simon P. App Farm	2. Others	1. Natural Resources	2. Water Supplies	3. Public Boat Ramp	4. Air / Noise	5. Secondary and Cumulative Impact Areas	1. Suggested Alignment Modifications	2. Stormwater management	3. Route 61 Connector	4. River Crossing	Other
McCollum, M.	53, 149																	●
Mengel, M.	455																	
Mertz, D.	125, 184						●	●	●				●					●
Mertz, Ds.	376		●				●	●										●
Mertz, M.	129		●															●
Mertz, W.	71							●										
MEW*	298, 399			●			●	●										●
Moersbacher, R.	439						●											
Muraw ski, M.	80, 155			●			●											●
Peachey, W.	472																	●
Picarella, E.	461																	
Picarella, J.	461																	
Potter, L.	69		●												●			●
Reeder, R.	361			●					●				●					
Reichley, B.	86, 162			●			●											●
Reisinger, S.	319				●	●					●							●
Reltz, T.	443	●	●		●			●		●							●	●
Reynolds, H.	122																	
Rhoads, G.	473																	●

* Mette, Evans, Woodside (representing Heimbachs)

PUBLIC - COMMENTERS AND ISSUES

Commenters	Page Number	A. PROPERTY			B. ECONOMICS			C. HISTORIC PROPERTY		D. ENVIRONMENTAL IMPACTS/MITIGATION					E. ENGINEERING				F. OTHER
		1. Access	2. Acquisition / Displacement	1. Project Cost	2. Social Benefits and Costs	3. Tax Base	1. Simon P. App Farm	2. Others	1. Natural Resources	2. Water Supplies	3. Public Boat Ramp	4. Air / Noise	5. Secondary and Cumulative Impact Areas	1. Suggested Alignment Modifications	2. Stormwater management	3. Route 61 Connector	4. River Crossing	Other	
Santer, B.	474																	●	
Schnerr, G., Jr.	454									●									
Schnerr, G., III	453									●									
Shade, J.	456									●									
Shirk, C.	203		●																
Sholley, M.	356		●															●	
Sidler, S.	185				●						●			●				●	
Simpson, C.	124		●								●							●	
Smith, L.	475																	●	
Smith, M.	354																	●	
Smith, T.	475																	●	
Stine, P.	440						●											●	
Stuck, A.	351																	●	
Stuck, C.	351																	●	
Stuck, P.	438						●												
Sykes, C.	457									●									
Ulrich, R.	118	●	●											●				●	
Varner, J.	90, 164							●			●		●		●				
Varner, R.	164, 343										●		●						

FEDERAL AND STATE AGENCIES - COMMENTERS AND ISSUES

Commenters	Page Number	A. PROPERTY		B. ECONOMIC		C. HISTORIC PROPERTY		D. ENVIRONMENTAL IMPACTS/MITIGATION					E. ENGINEERING		F. OTHER			
		1. Access	2. Acquisition / Displacement	1. Project Cost	2. Social Benefits and Costs	3. Tax Base	1. Simon P. App Farm	2. Others	1. Natural Resources	2. Water Supplies	3. Public Boat Ramp	4. Air / Noise	5. Secondary and Cumulative Impact Areas	1. Suggested Alignment Modifications	2. Stormwater management	3. Route 61 Connector	4. River Crossing	Other
PA Department of Environmental Protection	230							●	●		●							●
PA Fish & Boat Commission	255							●		●							●	●
PA Game Commission	252							●										●
PA Historical and Museum Commission	251						●											●
U.S. Army Corps of Engineers	207						●	●			●	●						●
U.S. Department of Commerce - NOAA	237																	●
U.S. Environmental Protection Agency	220	●	●				●	●			●	●		●				●
U.S. Department of Health & Human Services - CDC	239								●									
U.S. Fish & Wildlife Service	241							●		●								●

REGIONAL AND LOCAL ORGANIZATIONS - COMMENTERS AND ISSUES

Commenters	Page Number	A. PROPERTY		B. ECONOMIC:		C. HISTORIC PROPERTY		D. ENVIRONMENTAL IMPACTS/MITIGATION					E. ENGINEERING		F. OTHER			
		1. Access	2. Acquisition / Displacement	1. Project Cost	2. Social Benefits and Costs	3. Tax Base	1. Simon P. App Farm	2. Others	1. Natural Resources	2. Water Supplies	3. Public Boat Ramp	4. Air / Noise	5. Secondary and Cumulative Impact Areas	1. Suggested Alignment Modifications	2. Stormwater management	3. Route 61 Connector	4. River Crossing	Other
Backwoods Bassmasters	461									●								
Central Susquehanna Valley Chamber of Commerce	86, 288		●			●												●
Hummel's Wharf Fire Company	261					●												●
Lycoming County Planning Commission	161																	●
Monroe Township (Rhoads & Sinon LLP)	270	●			●	●		●	●		●							●
Monroe Township Emergency Management Agency	263		●			●												
Northumberland County Engineer's Office	286						●									●		
Northumberland County Industrial Development Authority	265		●			●									●			
Point Township Fire Department	293																	●
Route 15 Coalition	80, 155		●			●												●
Shamokin Dam Borough	267	●							●				●	●				
Snyder County Board of Commissioners	287		●		●	●												●
Snyder County Farm Bureau	198		●			●												
Southside Bait and Tackle	462									●								
Union County Commissioners	264		●			●												
Williamsport-Lycoming Chamber of Commerce	83, 160																	●

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***Public and Private Oral Testimony
from Public Hearing 3/12/01***



Public Testimony Afternoon Session 3/12/01

1 PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

2

3 IN RE: CENTRAL SUSQUEHANNA :
4 VALLEY TRANSPORTATION :
5 PROJECT :

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8 TRANSCRIPT OF PROCEEDINGS

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10 Hearing taken at

11 Shamokin Dam, PA

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13 on
14 March 12, 2001

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REPORTED BY:

Brad Weirich

Court Reporter

1 P R O C E E D I N G S

2 MR BECK:

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Good afternoon Welcome to this public hearing on behalf of the Governor, Tom Ridge, and Secretary of Transportation for Pennsylvania, Bradley Mallory This is a joint hearing held by the Pennsylvania Department of Transportation, the Federal Highway Administration, U S Army Corps of Engineers, to collect public comment regarding the Draft Environmental Statement for the Central Susquehanna Valley Transportation Project, and the Section 404 permit application The project covers proposed improvements to the highway system at Snyder, Union, and Northumberland Counties between the end of the Selinsgrove bypass in Snyder County and the Pennsylvania Route 147/45 interchange in Northumberland County My name is Larry Beck I'm the Assistant District Engineer for Design for the Pennsylvania Department of Transportation, District 3, which serves

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1 Union, Snyder, and Northumberland counties
 2 I will be serving as the hearing officer for
 3 this hearing With me this afternoon is Mr
 4 Paul Wettlaufer of the Baltimore District of
 5 the U S Army Corps of Engineers Mr
 6 Wettlaufer will be speaking later about the
 7 Corps of Engineers jurisdiction and
 8 responsibilities in reviewing the Section
 9 404 permit application The legal notice of
 10 this hearing appeared in the Federal
 11 Register, Volume 66, Number 28, on February
 12 9, 2001, the Snyder County Times on February
 13 10 and March 3, 2001, and the Standard
 14 Journal and Daily Item newspapers on
 15 February 7 and March 5, 2001 This
 16 proceeding is held in compliance with the
 17 requirements of Title 23, U S Code, Section
 18 128, 23 Code of Federal Regulations, Part
 19 771, and Act 120, establishing the
 20 Pennsylvania Department of Transportation
 21 The Pennsylvania Department of
 22 Transportation and the Federal Highway
 23 Administration are jointly administering

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1 this project The environmental document
 2 for the Central Susquehanna Valley
 3 Transportation Project also serves as an
 4 application for Department of Army permit
 5 pursuant to Section 404 of the Clean Water
 6 Act Therefore, this proceeding also
 7 provides the opportunity to present views,
 8 opinions, and information that will be
 9 considered by the U S Army Corps of
 10 Engineers in evaluating the Department of
 11 Army permit application Copies of the
 12 Draft Environmental Impact Statement were
 13 made available on February 9, 2001 This
 14 initiated a public comment period which
 15 extends until March 26, 2001 A copy of the
 16 Draft Environmental Impact Statement and its
 17 appendices is also available today in the
 18 area right outside this room This hearing
 19 is held to give interested persons an
 20 opportunity to participate in the process of
 21 determining the specific location and major
 22 design features of the proposed
 23 improvements Throughout the project

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1 development process the Pennsylvania
 2 Department of Transportation has coordinated
 3 extensively in this regard with
 4 representatives of federal and state
 5 resource agencies, local elected officials,
 6 the various advisory committees, focus
 7 groups, area residents, and business owners
 8 At the conclusion of my remarks, I will
 9 explain the procedures for public comment at
 10 this hearing and the Draft Environmental
 11 Impact Statement comment period Because we
 12 have a knowledgeable audience here today and
 13 since there is a high level interest in
 14 presenting testimony, we are going to defer
 15 the reading of the lengthy official
 16 statement that would contain a review of the
 17 project history, the project purpose and
 18 needs, a description of the preliminary
 19 alternatives, a summary of the impacts of
 20 the alternatives that were studied in
 21 detail, and the information about the right-
 22 of-way acquisition process Instead we will
 23 refer you to the public hearing handout,

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1 which you should have received as you
 2 entered, which will be included as part of
 3 the official record of this public hearing
 4 The handout and today's hearing transcript
 5 will be entered into the final Environmental
 6 Impact Statement as the Department of
 7 Transportation's testimony for the hearing
 8 A plans display is available at this hearing
 9 downstairs where Department engineers and
 10 right-of-way representatives will be
 11 available along with project consultants to
 12 answer any questions you may have The
 13 studies documented in the Environmental
 14 Impact Statement were conducted under the
 15 requirements of the National Environmental
 16 Policy Act of 1969, Section 404 of the
 17 federal Clean Water Act, Section 4F of the
 18 U S Department of Transportation Act of
 19 1966, and Pennsylvania Act 120 Three
 20 alternatives in Section 1 of the project,
 21 and four alternatives in Section 2 were
 22 advanced for detailed study in the Draft
 23 Environmental Impact Statement The

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1 following alternatives in Section 1 were
 2 studied in detail in the DEIS, the DA
 3 Modified Avoidance, also referred to as the
 4 DAMA, Old Trail 2A, and Old Trail 2B The
 5 following alternatives in Section 2 were
 6 studied in detail in the DEIS, river
 7 crossing Number 1 East, river crossing
 8 Number 1 West, river crossing Number 5, and
 9 river crossing Number 6 A full description
 10 of these alternatives in Section 1 and 2 can
 11 be found in the public hearing handout In
 12 February of 2000 the Pennsylvania Department
 13 of Transportation recommended the DA
 14 Modified Avoidance in Section 1 and river
 15 crossing 5 in Section 2 as the preferred
 16 alternative The Department believes that
 17 this alternative offers the best opportunity
 18 to balance impacts of the natural and human
 19 environment while meeting the specified
 20 project needs The basis for this
 21 recommendation is described in detail in the
 22 public hearing handout but can be summarized
 23 as minimized impacts to communities,

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1 residences, noise receptors, wetlands,
 2 archaeology areas, the flood plain and
 3 riverine forested areas The preferred
 4 alternative also has the lowest construction
 5 and total project cost Other specific
 6 benefits are that DAMA in Section 1 will
 7 cause the least impact to existing traffic
 8 patterns during construction while RC 5 in
 9 Section 2 does not necessitate a major river
 10 crossing pier be placed on a geological
 11 formation prone to sink holes and offers the
 12 best interchange geometry on the east side
 13 of the river I will now provide a brief
 14 overview on the right-of-way acquisition
 15 processes as it affects those properties
 16 that will eventually be required for
 17 construction of the selected alternative
 18 Acquisition of such properties will be
 19 handled in accordance with the Federal
 20 Uniform Relocation Assistance and Real
 21 Property Acquisition Policies Act and the
 22 Pennsylvania Eminent Domain Code Details
 23 of these laws and programs are described in

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1 the public hearing handout as well as
 2 Pennsylvania Bulletin 47, relocation
 3 assistance information, and a booklet
 4 entitled when your land is needed for
 5 highway use, which are available in the
 6 display area at this hearing The right-of-
 7 way acquisition process pending allocation
 8 of funding will commence following the
 9 Federal Highway Administration's record of
 10 decision of the selected alternative and the
 11 initiation of the final design process At
 12 this point I'd like to turn the microphone
 13 over to Paul Wettlaufer of the U S Army
 14 Corps of Engineers

15 MR WETTLAUFER:

16 Thank you, Larry This hearing serves as a
 17 public hearing for the Corps of Engineers
 18 and the draft EIS serves as a permit
 19 application for a Department of the Army
 20 Corps of Engineers permit under Section 404
 21 of the Clean Water Act The U S Army Corps
 22 of Engineers is soliciting comments from the
 23 public, federal, state, and local agencies

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1 and officials, native American tribes, and
 2 other interested parties in order to
 3 determine whether to issue or deny a permit
 4 for this proposal. The decision whether to
 5 issue the Section 404 permit and which
 6 alternative to approve will be based on a
 7 balancing of the probable impacts including
 8 direct, indirect, and cumulative impacts of
 9 the project against the benefits which are
 10 expected to be derived from the project.
 11 This decision will reflect the national
 12 concern for the protection and utilization
 13 of important resources. All factors which
 14 may be relevant to the proposed project will
 15 be considered, including but not limited to
 16 conservation, economics, esthetics, general
 17 environmental concerns, wetlands, cultural
 18 values, fish and wildlife values, flood
 19 hazards, flood plain values, land use,
 20 navigation, shoreline erosion and accretion,
 21 recreation, water supply and conservation,
 22 water quality, energy needs, safety, food
 23 and fiber production, air quality, noise,

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1 and the needs and welfare of the people
 2 PennDOT, through consultation with the
 3 Corps, has identified wetlands and streams
 4 which are regulated by the Corps under
 5 Section 404 This public hearing provides
 6 the opportunity to present views, opinions,
 7 and information that will be considered by
 8 the Corps in evaluating a Department of the
 9 Army permit All comments received will
 10 become part of the formal project record
 11 Copies of any written statements expressing
 12 concern for aquatic resources may be
 13 submitted to the U S Army Corps of
 14 Engineers at the State College field office
 15 and the address is 3947 South Atherton
 16 Street, in State College, Pennsylvania,
 17 16801, to the attention of Mike Dombroskie
 18 before the close of the comment period on
 19 March 26
 20 MR BECK:
 21 Thank you, Paul Now I'd like to describe
 22 the process for public comment on the Draft
 23 Environmental Impact Statement When we

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1 have concluded these introductory remarks, I
 2 will invite interested parties to present
 3 testimony concerning the location and the
 4 effects of the proposed improvement project.
 5 I will start with any federal, state, or
 6 local officials followed by those persons
 7 who have signed up on the registration sheet
 8 in the lobby. People will be called in the
 9 order in which they signed up. Persons
 10 wishing to give testimony to a stenographer
 11 in private may do so in the small room
 12 downstairs along side the display area.
 13 There's a separate sign-up sheet in the
 14 lobby for providing testimony in private.
 15 Oral testimony is limited to five minutes in
 16 order to be fair and give everyone present
 17 an opportunity to speak. We will give you a
 18 warning when you have one minute remaining
 19 and interrupt you when your time is expired.
 20 And the lady sitting over here will have a
 21 time that she'll give you the warning.
 22 There will be no cross examination,
 23 questioning, or response to anyone's

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1 testimony either from the floor or from the
 2 moderator The procedure allows for those
 3 testifying to set forth directly for the
 4 record their opinion regarding the effect of
 5 the proposed highway improvements If oral
 6 testimony is available in written form,
 7 please leave a copy in the box at the
 8 stenographer's table Please make sure that
 9 your name and mailing address are included
 10 on your written comments Written testimony
 11 may also be submitted to supplement your
 12 oral testimony If you have written
 13 testimony that would exceed the five-minute
 14 oral presentation, I would ask that you
 15 summarize your testimony within the five
 16 minutes allowed and submit the full written
 17 testimony with your name and address
 18 included in the box at the stenographer's
 19 table For anyone that would like to
 20 provide written testimony as part of this
 21 hearing but has not previously prepared it,
 22 there are comment forms and collection boxes
 23 provided in the lobby Please be courteous

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1 and refrain from commenting during another
 2 person's testimony whether you agree or
 3 disagree with the person's comments If
 4 anyone has already testified and addressed
 5 an issue which you are prepared to speak
 6 about, please be brief in repeating the
 7 issue All testimony received at the public
 8 hearing and all comments received during the
 9 comment period, which extends from February
 10 9 to March 26, 2001, will be incorporated in
 11 the public record for this project Written
 12 comments can be submitted to the Federal
 13 Highway Administration, the Pennsylvania
 14 Department of Transportation and/or the U S
 15 Army Corps of Engineers at the addresses
 16 listed in your public hearing handout
 17 Immediately following this hearing and the
 18 close of the comment period the Department
 19 of Transportation will begin to analyze the
 20 testimony and comments received All
 21 substantive comments will be addressed as
 22 part of the final Environmental Impact
 23 Statement The final Environmental Impact

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1 Statement is estimated to be ready for
 2 circulation towards the end of 2001
 3 depending on the volume and content of the
 4 comments received on the DEIS There's a
 5 30-day public review and comment period
 6 following the circulation of the final
 7 Environmental Impact Statement and the
 8 Federal Highway Administration will be
 9 expected to act on the final Environmental
 10 Impact Statement and issue a record of
 11 decision which designates the alternative
 12 selected to advance into final design and
 13 construction That record of decision is
 14 expected in the latter part of 2001 or early
 15 2002 Finally, let me extend my
 16 appreciation to the elected officials, the
 17 community and civic leaders, and private
 18 citizens who actively participated in the
 19 various advisory committees, the focus
 20 groups, as well as all the area residents
 21 and business owners who provided input into
 22 the various project meetings over the last
 23 six years Everyone's efforts have

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1 contributed a great deal to the success of
 2 this improvement project The Pennsylvania
 3 Department of Transportation is committed to
 4 ongoing efforts to address the concerns of
 5 both the public and the resource agencies
 6 and this coordination will continue until
 7 the completion of the project This
 8 concludes the formal testimony by the
 9 Department of Transportation I will first
 10 call on any elected -- on any federal, state
 11 or local public officials desiring to
 12 provide testimony and we'll then take
 13 testimony from members of the public who
 14 have signed up The first person I have to
 15 make testimony today is Mr Thomas McBryan,
 16 borough manager of Shamokin Dam Borough
 17 MR MCBRYAN:
 18 The issues that I have for consideration are
 19 how the Route 61 connector and the
 20 connecting road from Chestnut Street to
 21 Courtland Avenue affects the borough The
 22 Route 61 connector will traverse across
 23 woodlands and undeveloped property The

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Response to Public Testimony
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1 borough is very concerned about storm water
 2 runoff which is going to impact what we call
 3 the Fizz Run drainage area. Our water
 4 filtration plant is located next to Fizz Run
 5 and also Fizz Run goes through a residential
 6 area in the Old Trail. So we're very
 7 concerned about storm water management. We
 8 would like to see the stream modeled as well
 9 as calculations for 100-year runoff. The
 10 connecting road from Chestnut Street to
 11 Courtland, currently it calls for the road
 12 coming from the Chestnut Street direction to
 13 go over a proposed bypass. It crosses over
 14 the Route 61 connector. It's a very steep
 15 grade which comes down into a residential
 16 area. We're concerned about the speed of
 17 traffic in that area. In addition, the way
 18 it's designed the berm on the north side of
 19 the connecting road would limit access to
 20 approximately a five-acre tract of land. We
 21 would like to see a T intersection at
 22 Courtland and Rome Court so that that road
 23 could traverse to the south and then cross

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3.

McBryan, T.

1. The FHWA and PENNDOT are concerned about potential impacts to water supplies and streams. During the next phase of project development - Final Design - the stormwater management plan will be developed in accordance with Department guidelines. Any surface water resource that will be bridged or culverted, such as Fizz Run, will be modeled in accordance with Department guidelines during Final Design. (Stormwater management is addressed in Sections IV.F3, IV.F4 and IV.G in the Draft and Final EIS). If appropriate, calculations for the 100-year storm run-off will be prepared. Temporary and permanent stormwater management facilities will be designed and constructed to prevent or minimize run-off that could result in erosion and sedimentation downstream.

Additionally, erosion and sedimentation pollution control practices will be used to minimize impacts to receiving watercourses. Guidelines provided by the PA Department of Environmental Protection (DEP) and U.S. Department of Agriculture (USDA), Natural Resources Conservation Services (NRCS) will be followed for control of erosion and sedimentation. An Erosion and Sedimentation Control Plan (E&S Plan) will be prepared. The E&S Plan will address run-off concerns and will be reviewed and approved by the appropriate agencies. The E&S Plan minimizes the potential for water run-off affecting adjacent properties.

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Response to Public Testimony
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1 borough is very concerned about storm water
 2 runoff which is going to impact what we call
 3 the Fizz Run drainage area Our water
 4 filtration plant is located next to Fizz Run
 5 and also Fizz Run goes through a residential
 6 area in the Old Trail So we're very
 7 concerned about storm water management We
 8 would like to see the stream modeled as well
 9 as calculations for 100-year runoff The
 10 connecting road from Chestnut Street to
 11 Courtland, currently it calls for the road
 12 coming from the Chestnut Street direction to
 13 go over a proposed bypass It crosses over
 14 the Route 61 connector It's a very steep
 15 grade which comes down into a residential
 16 area We're concerned about the speed of
 17 traffic in that area In addition, the way
 18 it's designed the berm on the north side of
 19 the connecting road would limit access to
 20 approximately a five-acre tract of land We
 21 would like to see a T intersection at
 22 Courtland and Rome Court so that that road
 23 could traverse to the south and then cross

1.

2.

3.

McBryan, T.

2. Design speed will be in accordance with Department guidelines based on roadway classification and local ordinances. Posting and enforcement of speed limits will be a local responsibility. Attempts to modify the grade of the connecting roadway between Chestnut Street and Courtland Avenue will be investigated during Final Design.

3. Access to properties impacted by the project will be investigated during Final Design. Department policy is that access will be provided or the owner will be compensated for loss of access.

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McBryan, T.

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1 the Route 61 connector The five acre
 2 property, we would like to see PennDOT
 3 consider that as a mitigation property,
 4 possibly acquire it for the borough for a
 5 recreational site From the studies within
 6 the borough, the borough has provided
 7 recreational areas in all developments
 8 within the borough with the exception of the
 9 Orchard Hills area and we feel that this
 10 five acre site that could be saved would be
 11 a prime location for a recreational park
 12 Finally, with the change at the Route 11 and
 13 15, Route 15 will become a T intersection
 14 We would like to see a four-way intersection
 15 for access to the river property The
 16 borough owns the river frontage in that
 17 area It was purchased with Project 70
 18 federal funds Without having that T
 19 intersection, we will not be able to access
 20 that area for a development use It appears
 21 that after the road is relocated there will
 22 be approximately 2.5 acres which can be
 23 above the flood plain and then with an

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4. Generally, efforts are made to implement mitigation that is relevant to the impact(s) of the proposed alternatives. Since the proposed Route 61 Connector associated with both the DAMA and OT2A Alternatives does not directly impact an existing recreational park, there is no requirement to acquire the referenced parcel for a recreational park.

Recreational facilities presently exist in the Gunter development of Shamokin Dam. However, access for Orchard Hills residents to the public recreation facilities in Shamokin Dam Borough is presently through private property. At the request of the community and the borough, public access is proposed from Orchard Hills to the Gunter development (via the Courtland Avenue Extension), thereby improving emergency services access and access to recreation facilities. Thus, land will not be acquired for a new park but access to the existing facilities will be improved for Orchard Hills residents.

5. Current public access to the river frontage property will be maintained. Options to provide additional access to this property will be investigated during Final Design.

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1 additional three or four acres of riverfront
2 property that could be used for some future
3 use We feel that if we're going to have
4 these highway projects that PennDOT should
5 consider the impact that they're going to
6 have on residual properties in the design
7 and try to make the residual properties
8 useful for the community That's all I
9 have Thank you

10 MR BECK:

11 Thank you That was the only local, public
12 or any public official that have signed up
13 Are there other public officials that would
14 like to make testimony at this time? Then
15 we'll proceed with the other persons who
16 have signed up The first of those is Mr
17 John C Bickhart

18 MR BICKHART:

19 Thank you I have prepared some longer
20 comments that I'm going to submit in writing
21 but I'm going to cover very quickly some of
22 the key points Although I apologize for
23 doing so to be concise I'm going to read

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1 these for you so I can get down from here as
 2 quickly as possible I know there's
 3 testifying I'm testifying in opposition to
 4 the proposed avoidance of the former Simon
 5 P App farm, PennDOT site number 153,
 6 proposed by the DA Modified Avoidance
 7 alternative As currently proposed PennDOT
 8 proposes to spend in excess of \$5 million,
 9 take two additional homes and four
 10 additional businesses, destroy approximately
 11 3,300 feet of existing highway, including a
 12 double overpass bridge, and to seriously
 13 disrupt the movement of traffic including
 14 emergency vehicles during construction to
 15 avoid but in no way protect from future
 16 development 15 acres of vacant farmland
 17 located behind the historic farm buildings
 18 on the former Simon P App farm This
 19 property is now owned by the Margaret E
 20 Fisher trust and it's located on the east
 21 side of Airport Road It is my
 22 understanding that the original proposed
 23 route now called the DA Modified Non-

1.

2.

**Response to Public Testimony
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Bickhart, J.

1. Your opposition to the proposed avoidance of the Simon P. App farm with the DAMA Alternative is noted.
2. It is acknowledged that the proposed DAMA Alternative is estimated to cost approximately \$5 million more than the DAM (Non-avoidance) Alternative. It is acknowledged that the DAMA Alternative creates some additional impacts. However, case law for the application of Section 4(f) indicates that an avoidance alternative must be selected unless it creates impacts of an "extraordinary magnitude." The DAMA is the Recommended Preferred Alternative because the information collected to date documents that it is a prudent and feasible alternative to the use of the Fisher Farm (aka App Farm), a property protected under Section 4(f) of the U.S. Transportation Act of 1966 (as amended).

It is acknowledged that the DA Modified Avoidance Alternative will have an impact on traffic patterns as the new overpass and interchange ramps are being constructed. A Maintenance and Protection of Traffic (MPT) Plan will be developed during Final Design to minimize the disruption of traffic as much as possible. Coordination will be undertaken with emergency service providers and agencies in the implementation of the MPT Plan during construction.

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1 Avoidance alternative came close to, meaning
 2 155 feet, but did not require the removal or
 3 alter in any way any of the buildings within
 4 or any part of the farm yard area It only
 5 affected adjacent farmland The current
 6 proposal appears to be based solely on the
 7 recommendation of a historic preservation
 8 consultant who apparently made no attempt to
 9 define the smallest parcel of land that
 10 would maintain the property's eligibility
 11 for inclusion in the National Register but
 12 chose to include the entire 31-acre lot that
 13 currently exists under the name of the
 14 present owner For the record, I would like
 15 to indicate that I appreciate that PennDOT
 16 and the Federal Highway Administration have
 17 fully evaluated the applicable regulations
 18 and supporting case law that pertain to this
 19 situation and I believe actually that
 20 PennDOT shares my frustration with the
 21 regulatory conditions that require this
 22 current position I have, however,
 23 investigated in more detail what I believe

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3. National Register boundary determinations are based upon defined guidelines established in the National Register Bulletin, "Defining Boundaries for National Register Properties" (1997). The bulletin establishes appropriate factors such as setting and landscape features, integrity and use to consider when selecting and defining National Register boundaries. The five principle methods for determining National Register boundaries include:

- Distribution of Resources
- Current Legal Boundaries
- Historic Boundaries
- Natural Resources
- Cultural Features

Each of these methods was considered with respect to the Simon P. App property. Using these guidelines as a basis, the National Register boundary was recommended by a consultant qualified as defined in 36 CFR part 60. This recommendation was then reviewed and commented on by qualified cultural resource professionals and the project team. The preliminary determination on eligibility and boundaries is made by the lead federal agency, in this case the FHWA. FHWA forwards its preliminary determination to the SHPO (State Historic Preservation Officer) for concurrence. For additional information, please see Response 4 on page 51.

1 to be the initiating action that has led to
 2 the current proposal to spend in excess of
 3 \$5 million to avoid 15 acres of farmland to
 4 protect nothing and to do so for a property
 5 that no one would consider worth anywhere
 6 near that much money to preserve forever
 7 The entire situation appears to rest with
 8 the initial determination that the entire
 9 31-acre tract of land is required to
 10 maintain the eligibility of the site for
 11 inclusion in the National Register Based
 12 upon my research of the criteria and
 13 guidance for selecting boundaries of rural
 14 historic landscapes that would be eligible
 15 for inclusion in the National Register, I
 16 believe that this is not correct and that
 17 the consultant should be requested to define
 18 and the director of the Pennsylvania
 19 Historic and Museum Commission should be
 20 asked to only concur with a recommendation
 21 of the absolute smallest parcel of land that
 22 would not alter the eligibility for the
 23 site With what I believe would be a

4.

Bickhart, J.

4. The FHWA applied the appropriate Department of Interior (DOI) criteria to evaluate the eligibility and boundaries of the Simon P. App property. The Simon P. App farm property is not a rural historic landscape, and was not determined eligible as such. Given this, the National Register boundary at the site cannot be drawn based on the guidelines intended for rural landscapes.

The National Register boundaries at the App property were made as discussed previously in Comment 3. Additionally, an arbitrary boundary is considered only as a last resort, when all other methods of determining a boundary cannot be applied. The decision on boundaries at the App property were based on a review of the historic and current tax parcel boundaries (which are the same).

The avoidance of the App farm has created considerable controversy. Approximately 30% of the comment letters and testimony received on the CSVT project raised the App farm issue. As a result, PENNDOT coordinated further with FHWA, the agency responsible for making preliminary determinations on the eligibility and boundaries for historic properties. Due to the substantial controversy concerning the eligibility determination and boundaries of the App farm, FHWA elected to raise the questions of eligibility and boundaries with the Keeper of the National Register (Keeper), the individual delegated the authority by the U.S. Department of Interior, National Park Service to list properties and determine their eligibility for the National Register of Historic Places.

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1 recommendation for a much smaller parcel of
 2 land, the federal and state regulations
 3 could then be properly applied without
 4 excessive costs and adverse impacts
 5 Section 3 4 of the EIS that discusses the
 6 historic act property indicates that local
 7 community has expressed frustration
 8 concerning the elevated protection status of
 9 historic resources over the protection of
 10 homes, farmland, and businesses In this
 11 instance, the frustration as far as I'm
 12 concerned is with the fact that home,
 13 farmland, and businesses are not just
 14 getting a lower protection status but are
 15 being taken and more than 5 million
 16 additional dollars are being spent to avoid
 17 15 acres of vacant land and to protect
 18 absolutely nothing knowing full well that no
 19 one associated with this project or has
 20 participated in a decision would ever agree
 21 to spend anywhere near \$5 million to protect
 22 the App farm forever or to agree to spend
 23 any money from their pockets This is also

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Bickhart, J.

4. (cont.)

The Keeper evaluated the information concerning the App farm and responded that the App farm and the App farm boundaries met the eligibility requirements. This correspondence is included in Appendix C of the Final EIS.

Should conditions change from those currently present at any point prior to the construction of the CSVT project, we have committed to reevaluating the area of impact. If conditions warrant, modifications of the alignment will be made to further reduce project impacts. This commitment is inclusive of the entire CSVT project area including the avoidance of the Simon P. App farm.

4.

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1 particularly frustrating when the
2 circumstance appears to result from the
3 arbitrary decision of a private historic
4 preservation firm and from their decision
5 being concurred with by the Pennsylvania
6 Historic Museum Commission The federal
7 rules and regulations notwithstanding the
8 amount of land minimally needed to be
9 included with the App farmstead to assure
10 eligibility is a judgment and this judgment
11 should have been made considering the cost
12 and adverse impacts associated with the
13 inclusion of additional area I believe
14 that to do so under these circumstances is
15 an abuse of authority and if it isn't it
16 should be criminal Thank you

4.

17 MR BECK:

18 The next person to sign up is Mr Mike
19 McCollum

20 MR MCCOLLUM:

21 Thank you, Larry Mine will be somewhat
22 briefer and affect a lot less people My
23 comment and concern is small on the relative

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25

1 scope and scale of this project but it is
 2 very important to the small homeowners'
 3 association of which I am a member and who
 4 constructed the private boat ramp that has
 5 been rumored to be replaced with a public
 6 one at the West Shore river crossing site
 7 We had no choice in the loss of value of our
 8 riverfront properties due to the loss of
 9 their main assets, privacy and seclusion
 10 Now instead of keeping our private boat ramp
 11 you intend to further invade our privacy and
 12 further reduce our property values by
 13 opening our immediate area to the public I
 14 wonder if an important issue such as boating
 15 congestion, safety on the water, and traffic
 16 on township roads not built for large influx
 17 of new traffic that will occur have been
 18 duly contemplated Perhaps a pertinent
 19 course of action would be to investigate the
 20 possibility of finding a site that would be
 21 better suited and not shoved down the
 22 throats of people already adversely affected
 23 by the project Thank you

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Response to Public Testimony
Afternoon Session 3/12/01

McCollum, M.

1. PENNDOT has coordinated with public officials and the Pennsylvania Fish & Boat Commission (PFBC) on the location of a public boat ramp along the West Branch of the Susquehanna River. The PFBC suggested the addition of a public boat access area on the west side of the West Branch of the Susquehanna River in response to frequent comments that the Shikellamy boat access area is overly congested at peak times of the season. Additionally, the boat launch was suggested by the PFBC as an access on the west side of the West Branch of the Susquehanna River since there is no public boat access to the river in all of Union County, not just the Winfield area. The PFBC is interested in providing fishing and boating opportunities to the public at large and believes that this project provides an opportunity to do so. The PFBC has noted that the value of a public boat access at this site lies in its location between the more frequently used (i.e. congested) recreational boating areas (southward) and the boating areas more commonly used for fishing (northward).

1.

Public Testimony Afternoon Session 3/12/01

**Response to Public Testimony
Afternoon Session 3/12/01**

26

1 MR BECK:

2 Next Mr Robert A Broschart

3 MR BROSCHART:

4 Mine is perhaps a more emotional plea than
5 the others My name is Robert Broschart
6 Along with my wife and three children, I
7 live at the end of Libeck Road in Point
8 Township, about one-half mile north of Ridge
9 Road and 1,000 feet east of Route 147 Our
10 home is nestled over the crest of the ridge
11 as it meets Route 147 overlooking the stream
12 known as Ridge Run With our eastern edge
13 bordered by undeveloped woodland, our
14 children have become accustomed to seeing a
15 variety of wildlife including deer, turkey,
16 and even a black bear This is an area
17 referred to in Appendix I-2 as major forest
18 patch network suitable for preservation and
19 in Exhibit 4-F6 as bordering between locally
20 important wildlife habitat and general
21 wildlife habitat Despite the beauty,
22 quiet, and solitude provided by our setting,
23 we recognize the danger present on existing

Broschart, R.

1. Efforts will be made to mitigate for project impacts to Locally Important Wildlife Habitats (as shown in Figure IV-F-6), some of which may be impacted to the east of your property. The Draft and Final EIS note that lands used for terrestrial mitigation will be obtained primarily through amicable agreements with landowners. The maps shown in Appendix I (Figures I-1 and I-2) are intended to denote areas that are "suitable" for participation in the mitigation proposal. The term used on Figure I-2 indicating habitats within major forest patch networks are "suitable for preservation" is denoting candidate areas for potential long-term preservation, which is a form of mitigation.

1.

1 Route 147 Like others who live along the
 2 existing Point Township Route 147 highway,
 3 we have direct access from township roads or
 4 private driveways Entering and exiting the
 5 highway with its high volume of autos and
 6 tractor trailers is not only dangerous but
 7 sometimes seems nearly impossible during the
 8 peak hours of the day We clearly see the
 9 need for the proposed highway and support
 10 the overall Central Susquehanna Valley
 11 Throughway Project Of the four proposed
 12 river crossings, two would have most likely
 13 taken our home while a third would have cut
 14 off access to our home requiring some kind
 15 of alternative routing for access and
 16 mitigation The river crossing selected, R-
 17 C5, passes through the middle of the
 18 undeveloped forested area to the east of our
 19 home with its actual location situated
 20 between 300 and 450 feet from our home,
 21 about one-third of the present distance from
 22 Route 147 Although this alternative may
 23 not quality as having any direct impacts on

2.

Broschart, R.

2. Your concerns about perceived project impacts to your property and the surrounding lands are noted. A roadway design will be developed that will benefit the majority of people and will have the fewest adverse effects on nearby residents and the environment. However, there will always be some parties that are affected. Preliminary design studies have been conducted to assess environmental impacts of the various alternatives. As seen in the Impact Summary Table (Section VI, Table VI-2 in the Draft and Final EIS), the Recommended Preferred Alternative has fewer associated direct, secondary and cumulative impacts to natural resources and the community than the other alternatives.

Public Testimony Afternoon Session 3/12/01

1 our home, the indirect impacts could be
2 substantial The Draft Environmental Impact
3 study does an excellent job of laying out
4 the generalities of indirect impacts
5 Section 4 of the DEIS documents, the
6 potential for visual impacts, noise impacts,
7 wildlife habitat impacts, forest land
8 impacts, air quality impacts, water quality
9 impacts, and traffic impacts These
10 sections all point out the potential impacts
11 the project may have on any of these areas
12 and discuss the possible mitigation measures
13 which may be taken where feasible and cost
14 effectively reasonable It is the potential
15 for falling through the cracks that concerns
16 me most I am but one voice In American
17 democracy we honor that concept In a
18 highway project such as the CSVT, we reduce
19 to a single voice to an economically
20 feasible variable in a calculation To the
21 best of my knowledge and the documentation
22 of the DEIS no one has visited my property
23 I can understand that a draft study or even

Public Testimony Afternoon Session 3/12/01

1 a final detailed analysis will not be based
 2 on personal interviews and visits with every
 3 potentially impacted homeowner but I am
 4 concerned that I am generalized along with
 5 everyone else in the study under every
 6 category How can I ever gain assurances
 7 that I won't be suffering personally for the
 8 benefit of the greater good Our home is in
 9 the area documented in Section 4-G1 as
 10 supported by limestone aquifers This area
 11 is described as both an important water
 12 supply and one with a risk of widespread
 13 contamination if ground water pollution is
 14 introduced near the aquifer Pre-
 15 construction and post-construction water
 16 quality tests for one year sound nice but
 17 what happens if my well becomes contaminated
 18 13 months later or 13 years later How do I
 19 know it wasn't caused by the location of the
 20 throughway project on top of the Keyser-
 21 Tonoloway limestone formation How would I
 22 ever prove cause and effect Another
 23 critical concern is the possibility of

3.

Response to Public Testimony
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Broschart, R.

3. Impacts to community and private water supplies, and the assurance of safe residential potable water are important concerns. As discussed in the Draft EIS, a Geotechnical Survey will be conducted during Final Design. This investigation will address hydrogeological issues through collection of site-specific information on geology, soils, and groundwater conditions. In sensitive areas, an assessment of potentially affected individual domestic and public supply wells will be undertaken. The results of the Geotechnical Survey will be used to minimize the risk of contamination and to refine the proposed mitigation measures. When required, state (PA DEP) and local agencies will be part of the planning process to ensure that water supplies remain safe.

The Draft EIS and Final EIS discuss the primary goal of ensuring a continued supply of safe drinking water to affected residents. If impacts occur as a result of construction, the maintenance of water supplies to homes and properties not acquired as part of the right-of-way may be by any one of the following:

- provide connections to public water systems
- provide water treatment
- redrill existing wells to another water-producing zone at a greater depth
- relocate a well to an adjacent water-producing formation not disturbed by construction
- acquire the property

Public Testimony Afternoon Session 3/12/01

**Response to Public Testimony
Afternoon Session 3/12/01**

Broschart, R.

3. (cont.)

Consideration may also be given to continuing potable water well sampling/analysis beyond a year after construction.

29

1 a final detailed analysis will not be based
2 on personal interviews and visits with every
3 potentially impacted homeowner but I am
4 concerned that I am generalized along with
5 everyone else in the study under every
6 category How can I ever gain assurances
7 that I won't be suffering personally for the
8 benefit of the greater good Our home is in
9 the area documented in Section 4-G1 as
10 supported by limestone aquifers This area
11 is described as both an important water
12 supply and one with a risk of widespread
13 contamination if ground water pollution is
14 introduced near the aquifer Pre-
15 construction and post-construction water
16 quality tests for one year sound nice but
17 what happens if my well becomes contaminated
18 13 months later or 13 years later How do I
19 know it wasn't caused by the location of the
20 throughway project on top of the Keyser-
21 Tonoloway limestone formation How would I
22 ever prove cause and effect Another
23 critical concern is the possibility of

3.

Public Testimony Afternoon Session 3/12/01

30

1 future development at what will become a
 2 highway interchange That's the proposed
 3 Ridge Road interchange in the field adjacent
 4 to our home When I questioned the
 5 possibility of these interchanges resulting
 6 development which specifically occurs at
 7 these kind of interchanges, truck stops,
 8 restaurants, et cetera, I thought I was told
 9 that this was very likely and would be part
 10 of the DEIS documentation I do not recall
 11 reading anything pointing out the secondary
 12 impacts on nearby residents from further
 13 development occurring near the interchange
 14 The DEIS seems to indicate that any
 15 development that might occur was normal and
 16 would have likely occurred even without the
 17 throughway project I do not consider
 18 placement of a four-lane highway interchange
 19 and any resulting development as normal for
 20 Point Township If I have an all night
 21 truck stop next to my back yard, does that
 22 not deserve consideration? If this
 23 potential for other development impacts my

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Broschart, R.

4. Section IV-L of the Draft and Final EIS discusses the Secondary and Cumulative impacts that may be a result of the transportation project. This section discusses land development activities that otherwise may not occur without the increased accessibility brought about by the proposed project. Figure IV-L-8 in the Draft and Final EIS shows four potential Secondary/Cumulative Impact Areas (SCIAs) surrounding the proposed Ridge Road interchange. Table IV-L-2 in the Draft and Final EIS notes that 3 of these 4 areas may experience some increased development pressure, mostly from residential development, with the construction of any of the river crossing options. However, it is important to note that the infrastructure (sewer/water service) does not currently exist in these areas and in some cases the zoning would also need to change from agricultural to commercial for this type of development to occur. Local zoning decisions are not within PENNDOT's jurisdiction. These decisions are made at the municipal level.

It is also important to note that one of the four noted SCIAs, Area 30, is already a site of a planned subdivision. This proposed subdivision was planned independent of this project. The Draft and Final EIS acknowledge that some of this further development would have occurred in the study area with or without the new highway. The Draft and Final EIS also note that the new highway may spur some additional development, but conclude that the proposed improvements should have little effect on future growth rates.

Public Testimony Afternoon Session 3/12/01

**Response to Public Testimony
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1 well after the construction period, isn't
2 that indirectly resulting from the
3 throughway project? Please consider that
4 the indirect impacts may be just as
5 intrusive as direct impacts on individual
6 citizens even though those individual
7 citizens are single voices and not
8 neighborhoods The value of our home and
9 our rural setting is not based on an
10 economic formula for feasibility Please
11 take safeguards to insure that our current
12 and future welfare is not impacted directly
13 or indirectly by the construction or
14 operation of the proposed Central
15 Susquehanna Valley Throughway Project
16 Thank you

17 MR BECK:

18 That concludes the list of people that have
19 signed up to give testimony at this time
20 Are there any others that would like to
21 provide oral testimony at this afternoon's
22 session? Hearing no other requests to
23 testify, I will close by reminding you that

4.

Public Testimony Afternoon Session 3/12/01

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1 all testimony provided at the hearing and
2 all comments received and postmarked before
3 the close of the comment period on March 26
4 will become part of the official project
5 record These comments will be considered
6 and responded to in the final Environmental
7 Impact Statement Thank you for your
8 participation in this public hearing And
9 we will stay here for additional testimony
10 in the private testimony stage until the
11 3:00 time period that we had indicated at
12 this point But at this point I'd like to
13 declare the public hearing portion of this
14 hearing closed until this evening Thank
15 you

16 ***

17 [End of Proceedings]

18

Public Testimony Afternoon Session 3/12/01

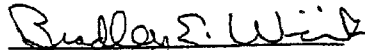
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CERTIFICATION

I, BRADLEY WEIRICH, hereby certify that the examination of the witnesses in the within case was reduced to writing by me or under my supervision and that the transcript is a true record of the testimony given by the witnesses.

I further certify that I am neither attorney, nor counsel for, nor related to or employed by any of the parties in which this action is taken, and further, that I am not a relative or employee of any attorney or counsel employed by the parties hereto or financially interested in the action.

IN WITNESS WHEREOF, I have hereunto set my hand this 20th day of March, 2001.


BRADLEY WEIRICH

YORK STENOGRAPHIC SERVICES, INC.
14 North George St
York, PA 17401
(717) 854-0077

Private Testimony Afternoon Session 3/12/01

1 **PENNSYLVANIA DEPARTMENT OF TRANSPORTATION**

2

3 **IN RE: CENTRAL SUSQUEHANNA :**
4 **VALLEY TRANSPORTATION :**
5 **PROJECT :**

6

7

8

9 **TRANSCRIPT OF PROCEEDINGS**

10

11 Private Testimony taken at

12

Shamokin Dam, PA

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on

14

March 12, 2001

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at 11:25 a m

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REPORTED BY:

19

John Ackroyd

20

Court Reporter

21

22

Private Testimony Afternoon Session 3/12/01

**Response to Private Testimony
Afternoon Session 3/12/01**

Hess, D.

2

1 P R O C E E D I N G S
2 MR HESS:
3 My name is Dale Hess My address is 234
4 South 12th, Lewisburg, Pennsylvania, 17837
5 I want to make testimony, and one of the
6 concerns of a lot of citizens of this area
7 including Union County and the township that
8 I live in and the borough that I border,
9 Lewisburg, is the time and money that has
10 been devoted to this project And it goes
11 back 20, 30 years, and a lot of the people
12 feel that currently there's still too much
13 time and taxpayers' dollars being devoted to
14 the pre-construction costs of this project
15 We who represent that group of people feel
16 that we want immediate action taken When I
17 say immediate, I'm referring to what's
18 reasonable, of course, but not five years to
19 do the first leg of this project, which is
20 the Northumberland side that includes the
21 bridge We feel it must be started
22 immediately or within reason, not to delay
23 five years as now contemplated We also

1.

1. FHWA and PENNDOT are committed to conducting the required studies to ensure that all important environmental and engineering issues, including public concerns, are properly considered. The Preferred Alternative must meet current and future transportation needs, and attempt to minimize environmental and social impacts. Final Design, Right-of-Way Acquisition, and Construction will proceed upon completion of the preliminary studies and issuance of the Record of Decision by the FHWA, and subject to the availability of funds.

Private Testimony Afternoon Session 3/12/01

3

1 feel that there's talk about delaying the
 2 Snyder County or the west side of the
 3 project which goes around the mall up to
 4 eight, ten years We have been neglected
 5 for 20 years and we are at the point where
 6 we are going to take a class action approach
 7 to this delay We have been neglected We
 8 have been taken advantage of as citizens for
 9 20 to 30 years and now the thing is still
 10 being stretched out and delayed We are not
 11 going to stand for this There might have
 12 been a time when a class action, a legal
 13 approach, was not appropriate and was not
 14 something you could do in a matter like
 15 this But as I'm sure PennDOT is aware of
 16 that has changed in many states The
 17 citizens of Central Pennsylvania Valley have
 18 been taken advantage of We're still paying
 19 huge exorbitant amounts of money and getting
 20 no completion of Route 15 This will no
 21 longer be permitted We do not expect five
 22 years for the first leg and ten years for
 23 the second leg nor anything near that We

1.

2.

Response to Private Testimony
Afternoon Session 3/12/01

Hess, D.

2. Due to the availability of funds, construction of large projects is typically staged over several years.
1. Federal and state laws and regulations require the consideration and evaluation of potential impacts of proposed projects on environmental and cultural resources.

Private Testimony Afternoon Session 3/12/01

Response to Private Testimony
Afternoon Session 3/12/01

Hess, D.

4

1 don't want to pay tax dollars any longer for
2 things that do not go directly into the
3 construction of highways in this area That
4 is what we have experienced That's what we
5 are still being experiencing
6 A lot of this including the use of outside
7 groups such as the Winsor Associates only
8 add cost, taxpayers' dollars, providing
9 this, not PennDOT If it was a private
10 agency, private corporation this spread out
11 extended approach would never be allowed
12 What it amounts to is bad management by
13 PennDOT It's also an example of bad
14 legislature representation for the people of
15 Central Pennsylvania We're tired of it,
16 sick of it It's not communications It's
17 propaganda which we are being hit with in
18 the last couple of years It's propaganda,
19 not communication Trying to justify the
20 cost with no construction As I said, class
21 action in a legalistic matter will be the
22 next step unless things change People in
23 this area are knowledgeable about PennDOT

2.

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Private Testimony Afternoon Session 3/12/01

1 and their political and bad management We
 2 are not going to take it anymore People
 3 are being killed on this area which has not
 4 been addressed for 20 to 30 years Monster
 5 truck now ramble and run these highways It
 6 is a crime People are being killed and
 7 have been killed because of the bad highway
 8 system that has been allowed to exist in the
 9 Central Pennsylvania Valley We're tired of
 10 it Thank you

11 MS LOSS:

12 This is Winifred Loss, L-O-S-S We live at
 13 R D 2, Box 221, Selinsgrove, Pennsylvania
 14 This is concerning Diana Loss, which is
 15 adjoining our property, who has two homes
 16 She lives in one She uses the other one as
 17 storage The right-of-way is going to just
 18 barely take a portion of this back house
 19 which we are asking if you could just move
 20 the right-of-way to the property -- or to
 21 the building and leave the building stand
 22 Actually this is all I'm asking is for the
 23 right-of-way to just come up to the building

3.

1.

Response to Private Testimony
Afternoon Session 3/12/01

Hess, D.

- 3. The need for this project has been studied and documented. Please see pages I-8 through I-18 of the Draft and Final EIS for this information.

Loss, W.

- 1. As correctly noted in your letter, the Recommended Preferred Alternative does directly impact your property according to Preliminary Design studies. However, the project alternatives are dynamic, and all alternatives are subject to potential modifications. Once a Record of Decision (ROD) is approved by the FHWA, the selected alternative will move into Final Design. Right-of-Way plans are developed during Final Design. Your request to avoid acquisition of the house will be considered during Final Design.

Private Testimony Afternoon Session 3/12/01

Response to Private Testimony
Afternoon Session 3/12/01

Potter, L.

6

1 so that the home can remain there And it
2 won't affect anybody's life It won't
3 affect the right-of-way And I don't think
4 it would be asking too much

5 MR POTTER:

6 My name is Leonard Potter, L-E-O-N-A-R-D,
7 Potter, P-O-T-T-E-R, from R D 2, Box 490G,
8 Northumberland, 17857 The new road coming
9 out there, I understand progress has to
10 happen and we need to work with that
11 However, your road is going to be coming out
12 from my understanding, it's going to come
13 right down along the left side of the yard
14 and the on ramp is going to come right down
15 through my front yard And I'm only going
16 to be 38 feet away from this on ramp and
17 probably only about 40 feet at the most from
18 the road itself A couple questions I have
19 First of all, what do we do if this screws
20 up the runoff and a year later down the road
21 after a big rain I got a basement full of
22 water The next thing is I don't -- I asked
23 about they -- how they come in and assess

1.

1. Preliminary project plans show that your property is located approximately 200 feet from the relocated Ridge Road, and between 100-200 feet from the proposed ramp.

All highway projects must include stormwater management plans to control stormwater run-off changes that occur during and after the construction of the highway. This plan includes the design of stormwater collection facilities such as channels, culverts, and basins. In general, water from within the proposed right-of-way will be directed through stormwater management facilities to be retained before being discharged back into the natural drainageways. The design of all stormwater control facilities will be completed during Final Design. Additionally, potential erosion and sedimentation control measures will also be evaluated during Final Design and implemented during construction. Appropriate approvals will be obtained from the required permitting agencies. If you experience a problem after construction, PENNDOT should be contacted.

Private Testimony Afternoon Session 3/12/01

7

1 your property, I understand that and I don't
 2 have a problem with that, but my wife and I
 3 talked about this, we bought the house out
 4 there on that road because it was quiet and
 5 we were thinking about starting ready to
 6 have kids and everything else Now all of a
 7 sudden we got all this highway action going
 8 on I mean we got that kind of on hold We
 9 discussed this and we just kind of was
 10 wondering if you could just take the house
 11 I mean we'll be displaced but we'll find
 12 another place to live instead of having this
 13 thing going on right in front of our house
 14 They're taking the house right next to us
 15 and the house right straight across the road
 16 from us That's pretty much all I have to
 17 say You know, I don't understand what
 18 we're going to be doing with this house
 19 after you get this road built We're not
 20 going to want to live there, you know It's
 21 not going to be a quiet place to live
 22 anymore That's about it

23 MR MERTZ:

2.

Response to Private Testimony
Afternoon Session 3/12/01

Potter, L.

2. The impact lines shown in the document are preliminary. Final right-of-way lines will be determined during Final Design.

The Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (42 U.S.C. 4601) of 1970, as amended, and the Pennsylvania Eminent Domain Code Act of June 22, 1964, as amended, apply to all project displacements. Generally, property acquisition applies only to those properties needed for project construction or rendered functionally obsolete.

Private Testimony Afternoon Session 3/12/01

**Response to Private Testimony
Afternoon Session 3/12/01**

Mertz, W.

8

1. This request will be considered during Final Design.

1 Hi My name is Wayne Mertz, W-A-Y-N-E
2 M-E-R-T-2 My address is R R 5, Box 39M,
3 Selinsgrove, Pennsylvania, 17870 I would
4 like to address a problem that my wife and I
5 are concerned with with the Susquehanna
6 Valley Transportation Project We live up
7 in behind the Monroe Township Municipal
8 Building and my mother-in-law is also
9 concerned about the problem is that the
10 largest part of our farm is up on top of a
11 hill and behind our house, which is the most
12 productive agricultural field that we have
13 And at this point the way the highway is
14 going to make its cuts and its fills it will
15 almost totally eliminate the upper field
16 which is our largest field and most
17 productive field And we would just -- our
18 concern is that if we could possibly just
19 move the highway 50 to 100 feet to the south
20 to possibly take more of a field which is
21 below our house which is more unproductive
22 It's a little more of a slope It's on the
23 side hill and we get virtually no crops off

1.

Private Testimony Afternoon Session 3/12/01

1 of it And the larger field up on top,
 2 which is probably one of our best fields, we
 3 would like to save as much of that as
 4 possible I thank you very much for your
 5 time

6 MR LARSON:

7 My name is Mark W Larson, L-A-R-S-O-N My
 8 address is 1402 Jefferson Avenue in
 9 Lewisburg, Pennsylvania, zip code 17837 I
 10 want to state for the record that I as a
 11 resident of this region am in favor of this
 12 project I'm in favor of building it as
 13 soon as possible and I am pleased with the
 14 process that PennDOT and its consultants has
 15 followed in the pursuit of this project I
 16 believe that the process that's been
 17 followed has been legal, fair, and equitable
 18 and has sought to minimize impacts on the
 19 environment and on the people that live
 20 here I think the preferred alternative,
 21 the DA Modified Avoidance alternative and
 22 river crossing 5 are the best alternatives
 23 They have been altered significantly many

1.

Response to Private Testimony
Afternoon Session 3/12/01

Larson, M.

1. Your support for the Recommended Preferred Alternative, DAMA in Section 1 and River Crossing 5 in Section 2 is noted.

Private Testimony Afternoon Session 3/12/01

**Response to Private Testimony
Afternoon Session 3/12/01**

Larson, M.

10

1 times to avoid possible impacts and to
2 minimize problems so I think that PennDOT
3 and its consultants have found the best
4 possible alternative for these projects --
5 with this project I believe that the
6 bridge at river crossing 5 should not be an
7 ordinary span, concrete, pre-stressed
8 concrete beam bridge I think it should be
9 some kind of signature bridge that's worth
10 looking at because the views on this river
11 are extraordinary and to disrupt the view
12 with some kind of structure we ought to
13 build something that people like looking at,
14 that people even come from far around to
15 look at, something that compliments and adds
16 to the environment rather than detracts from
17 the visual environment Further, I'd like
18 to state that I believe that the project
19 schedule for this is understandably
20 constrained by funding but if there's some
21 way that that project schedule for
22 construction can be expedited, I'd be very
23 much in favor of that As a Lewisburg

2.

3.

2. Your preference for a signature bridge for the river crossing is noted.
3. FHWA and PENNDOT are committed to conducting the required studies to ensure that all important environmental and engineering issues, including public concerns, are properly considered. The Preferred Alternative must meet current and future transportation needs, and attempt to minimize environmental and social impacts. Final Design, Right-of-Way Acquisition, and Construction will proceed upon completion of the preliminary studies and issuance of the Record of Decision by the FHWA and subject to the availability of funds.

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Private Testimony Afternoon Session 3/12/01

11

1 resident close to Route 15 we have well over
2 2,000 trucks per day going close to my
3 house I'd like to get as many of those
4 trucks off of Route 15 as soon as possible
5 That means constructing the project as soon
6 as possible I also understand that the
7 first sections to be built will be from
8 Route 147 south and this is fine with me
9 I'd just like to see the continuation from
10 Route 15 around the back side of Selinsgrove
11 completed also as soon as possible, sooner
12 if possible than the current schedule shows
13 In conclusion, I'd like to restate that I
14 believe that the process followed throughout
15 this project has been one of highest caliber
16 engineering and environmental planning and
17 I'd like to see that this process be
18 concluded in the final Environmental Impact
19 Statement with early approval and current
20 and full construction as soon as possible
21 Thank you very much

22 MS LE:

23 My name is Diane Le I live at R R 4, Box

3.

Private Testimony Afternoon Session 3/12/01

Response to Private Testimony
Afternoon Session 3/12/01

1 4060, Milton, Pennsylvania My opinion of
 2 this project is that possibly it's very
 3 extended and we don't need quite as much as
 4 what they're asking to build I think that
 5 the traffic in Northumberland already has
 6 two bridges There's the bridge going to
 7 Northumberland and perhaps if they would
 8 just use that same bridge going across
 9 Northumberland from Northumberland to Route
 10 11 near the mountain that they would just
 11 extend that road out to Route 11 and bypass
 12 it that way on the flatland instead of
 13 trying to build over the mountain at
 14 Winfield Another objection that I have is
 15 that at Winfield there is a flat surface
 16 area but there's a resort community there,
 17 kind of -- you know, these people with these
 18 homes right on the river which is a very
 19 nice, beautiful area I don't think those
 20 people would want a bridge going through
 21 there and they probably have the money to
 22 pay enough politicians to move it up the
 23 mountain And when they have to blast

1.

2.

3.

Le, D.

1. The conclusions of the CSVT Needs Analysis indicate there is a need to reduce congestion, improve safety, and ensure capacity for the expected future growth. As a result of these needs, it was decided that the following transportation objectives must be met by any alternative under consideration.

- a. The alternative must reduce congestion.
- b. The alternative must improve safety for users of the roadway system through better accommodation of all traffic, especially trucks and through traffic. As such, the alternative must separate local and through traffic, particularly through truck traffic. The roadway must also be designed as a limited access facility.
- c. The alternative must ensure sufficient capacity. As such, the alternative must achieve a Level of Service (LOS) C or better in the design year which is the minimum desirable LOS for a limited access, rural arterial roadway.

3. Preliminary alternatives were developed to meet the engineering design criteria and achieve the transportation objectives identified, while avoiding as many sensitive issues as possible.

2. Early in the transportation project development process improvements to the existing transportation system, such as improving existing intersections or up-

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13

1 through mountain rock it makes the cost
 2 higher and it also I believe, you know,
 3 makes it -- I don't know if another bridge
 4 is absolutely necessary I have questions
 5 about, you know, building it across flatland
 6 as opposed to building it across the
 7 mountain I think mountain construction
 8 probably will like make the cost of building
 9 the bridge if it's absolutely necessary to
 10 build it a lot higher than if they had just
 11 built it through the flat area One
 12 objection some people are saying is that in
 13 Winfield the business area would not be
 14 disturbed but Winfield when it connects to
 15 Route 15 does not have a business area right
 16 there next to the river because it does
 17 flood easily and those people -- there's no
 18 business area there There's actually like
 19 a few houses that are for sale There's a
 20 church There's a gift shop that's for
 21 sale There's an old Agway And there's a
 22 pool building place and a car lot, I
 23 believe I don't think there's anything

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Le, D.

2. (cont.)

grading the existing network, were investigated to see if they would meet the project needs. Strategies such as adding turning lanes and through lanes at intersections were evaluated. It was determined that in order to handle the future traffic volumes additional lanes were needed well beyond the individual intersection locations. Essentially, it was determined that U.S. Routes 11/15 at the strip would need to be widened to four lanes in each direction and U.S. Route 15 and U.S. Route 11 would each need to be widened to two lanes in each direction past the 11/15 split at Tedd's landing. In order to avoid significant social, natural, and cultural features that would be impacted by this widening, the decision was made to study alignments on new locations. The transportation objectives outlined were further defined to develop a "concept" for a new alignment alternative as follows.

- a. To substantially reduce congestion, the high congestion areas (including Northumberland Borough, Shamokin Dam Borough, and the strip in Monroe Township) should be bypassed. This would effectively separate through and local traffic, particularly through trucks.
- b. Retain and improve existing system to better serve local and regional traffic.

As such, a new alignment alternative that bypassed the Northumberland area was determined to be necessary to meet project needs. Therefore, it is not pos-

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14

1 that can't actually -- would be exorbitant
2 to buy those people out So unless those
3 people just don't want to sell, it would be
4 a lot cheaper to connect it right there at
5 the intersection of Winfield where they have
6 the railroad track going through instead of
7 trying to build it through a mountain And
8 that's my opinion

9 ***

10 [End of Proceedings]

11

Le, D.

3. (cont.)

sible to use the existing Route 11 Bridge to meet the project needs.

3.

3. Four different river crossing options were evaluated in the Draft EIS. All four river crossings have an interchange with U.S. Route 15 in the Winfield area then proceed across the West Branch Susquehanna River on a new structure. All river crossings in the Winfield area must negotiate through some steep terrain. River Crossing 6 was designed to use the area noted by Ms. Le, the flatter area near Winfield on the western side of the Susquehanna River. However, this alternative does impact five commercial establishments as noted in the Impact Summary Table shown in Section VI - Recommendation of the Preferred Alternative. As can be seen on this Impact Summary Table, the Recommended Preferred Alternative in Section 2 (RC5) has fewer adverse impacts than any other river crossing option. The lower impact to commercial establishments is one of the reasons for the preference of RC5 over RC6. RC5 is also the lowest cost alternative in Section 2. This can be seen in the Cost Summary Table in Section VI.

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CERTIFICATION

I, JOHN ACKROYD, hereby certify that the examination of the witnesses in the within case was reduced to writing by me or under my supervision and that the transcript is a true record of the testimony given by the witnesses

I further certify that I am neither attorney, nor counsel for, nor related to or employed by any of the parties in which this action is taken, and further, that I am not a relative or employee of any attorney or counsel employed by the parties hereto or financially interested in the action

IN WITNESS WHEREOF, I have hereunto set my hand this 30th day of March 2001


JOHN ACKROYD

Public Testimony Evening Session 3/12/01

1 PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
2
3

4 IN RE: CENTRAL SUSQUEHANNA :
5 VALLEY TRANSPORTATION :
6 PROJECT :

7

8

9

TRANSCRIPT OF PROCEEDINGS

10

Hearing taken at

11

Selinsgrove High School
Selinsgrove, PA

12

13

14

on

15

March 12, 2001

16

at 6:03 p.m.

17

18

19

REPORTED BY:

20

Brad Weirich

21

Court Reporter

22

23

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Public Testimony Evening Session 3/12/01

The evening session of the Public Hearing began with a presentation by PENNDOT and the U.S. Army Corps of Engineers. The same presentation was given at the afternoon and evening sessions of the Public Hearing. For a full transcription of this presentation please see pages V-37 through V-44.

16 MR. MURAWSKI:

17 Good evening, Mr. Beck, Mr. Wettlaufer. My
18 name is Mark Murawski. I'm president of the
19 Route 15 coalition. Our organization was
20 formed back in 1988. We have
21 representatives from 70 public sector and
22 private sector organizations all through the
23 corridor of 15 from Maryland up to Corning,

Public Testimony Evening Session 3/12/01

17

1 New York. Our primary mission is simply to
2 have a modern, four-lane highway system
3 through Pennsylvania. For too long we've
4 had a dismal safety record on 15 and it has
5 stymied economic development efforts in this
6 region. So that is our single goal. We
7 believe that a new improved Route 15 would
8 greatly improve public safety, reduce
9 accidents, promote economic development and
10 tourism in this area. To make matters
11 short, it would keep people in Pennsylvania
12 and they would not move to other states like
13 North Carolina or other southern places.
14 Hopefully we would see a reverse migration
15 back into this state for economic
16 development. During the last five years
17 I've represented the Route 15 coalition on
18 the citizens advisory committee for this
19 project and my observations through that
20 process have been simply this, that I
21 believe that a very thorough assessment has
22 been done by PennDOT using their consultant
23 team. They've looked at the overall needs

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Murawski, M.

18

1 of this project and I think they've
 2 carefully evaluated all of the reasonable
 3 alternative locations for the new highway
 4 system. They made a good effort through a
 5 public involvement process to try to get
 6 input from the public on the project as well
 7 as the citizens advisory committee and
 8 public officials work group members. Other
 9 stakeholder organizations also have been
 10 consulted. I believe that the Draft
 11 Environmental Impact Statement adequately
 12 reflects the results of this careful
 13 analysis and public involvement process to
 14 date. On April 6, 2000, PennDOT made a
 15 presentation to the Route 15 coalition board
 16 of directors and at that time the board of
 17 directors agreed with PennDOT's recommended
 18 alternative being the DA Modified Avoidance
 19 alternative with the Route 61 connector and
 20 river crossing number 5. We were
 21 disappointed, however, to learn that the
 22 extensive public costs associated with the
 23 Selinsgrove interchange reconfiguration to

1.

1. The support of the Route 15 Coalition for the Recommended Preferred Alternative (DAMA/RC5) is noted .

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**Response to Public Testimony
Evening Session 3/12/01**

Murawski, M.

19

1 deal with the historic App farm avoidance
2 issue would add almost \$5 million to the
3 cost of this project. Now we understand
4 this is clearly beyond PennDOT's control but
5 our organization would urge reforms to
6 existing laws in this regard to avoid this
7 kind of thing happening on projects such as
8 these. The Lycoming County Planning
9 Commission and Williamsport Lycoming Chamber
10 of Commerce have also asked me to convey
11 their support of this project and the
12 alternative that's being presented tonight.
13 The Chamber specifically has almost 1,000
14 members and they have a coordinated arm
15 where they have their industrial development
16 corporation and tourism agency all under the
17 Chamber of Commerce so there's a lot of
18 membership regionally that are supporting
19 this project as well. Although the CSVT
20 project is not going to be signed Route 15
21 when it's completed, and we don't have a
22 problem with that, but we would point out
23 that we believe that the new highway system

2.

3.

2. Your comment urging reform of the existing Section 4(f) regulations is noted.
3. The support of the Lycoming County Planning Commission and Williamsport-Lycoming Chamber of Commerce is noted.

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1 is certainly going to function as Route 15
 2 in terms of the north-south regional traffic
 3 flow coming through the region and failure
 4 to complete the project would only double
 5 the amount of traffic in the area
 6 specifically around the Shamokin Dam golden
 7 strip and we believe that if we did not do
 8 this project with a doubling of the traffic
 9 in that strip area would have a very
 10 detrimental impact to the businesses. So
 11 that's one reason why we feel we need to
 12 have this project but certainly we know the
 13 business community also does not want to be
 14 adversely affected by the alignment that's
 15 being proposed so we would urge that PennDOT
 16 take a hard look with the business community
 17 about proper signage along the new highway
 18 system. And also we will stand ready with
 19 CETA COG [ph] and PennDOT to actively help
 20 to secure the \$300 million that's going to
 21 be needed to build this project in a timely
 22 fashion. And in closing we realize that
 23 there is no perfect alternative to a highway

4.

Murawski, M.

4. FHWA and PENNDOT will work with the business community, the local municipalities, and local tourism agencies to determine appropriate signage for the business district and individual businesses during Final Design.

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**Response to Public Testimony
Evening Session 3/12/01**

Murawski, M.

21

1 project with this magnitude and complexity.
2 However, we maintain that the process to
3 date takes into consideration a balancing
4 effect of all of these needs and the
5 different impacts that are going to be
6 associated with the project. In light of
7 that, we would urge favorable approval of
8 the Environmental Impact Statement by the
9 reviewing agencies involved in an
10 expeditious fashion once all public comments
11 are received and evaluated. And finally you
12 know there's an old saying that the best
13 time to plant a tree is 20 years ago. The
14 second best time is today. The same could
15 be said about this long overdue highway
16 project. This time around let's all work
17 together to fully resolve the remaining
18 issues and finish what we have started for
19 the betterment of our prosperous region.
20 Thank you very much.

21 MR. BECK:

22 The next presenter this evening will be Mr.
23 Ben Reichley.

5.

5. FHWA and PENNDOT are committed to conducting the required studies to ensure that all important environmental and engineering issues, including public concerns, are properly considered. The Preferred Alternative must meet current and future transportation needs, and attempt to minimize environmental and social impacts. Final Design, Right-of-Way Acquisition, and Construction will proceed upon completion of the preliminary studies and issuance of the Record of Decision by the FHWA, and subject to the availability of funds

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Public Testimony Evening Session 3/12/01

22

1 MR. REICHLEY:

2 Thank you very much. I appreciate the
3 opportunity to be here. My name is Ben
4 Reichley and I'm representing the Central
5 Susquehanna Valley Chamber of Commerce and
6 its 600 plus members which consist of
7 members in Union, Snyder, and Northumberland
8 County. I would almost like to take Mark's
9 testimony, ditto that, and put that in. We
10 do have a little bit more detail on a local
11 level. The Route 15 coalition has been a
12 very positive supporter of economic
13 development highway systems in our area.
14 And, Mark, you and your organization have
15 done a very formidable job. The Central
16 Susquehanna Valley Chamber looks at this
17 system as an improvement to not only the
18 economic structure of our area but also to
19 the unknown factor of quality of life and if
20 you look at the golden strip at the present
21 time there's approximately 42,000 to 44,000
22 vehicles that go through a 3-1/2 to four
23 mile section. That's a proverbial ten

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1 pounds in a seven-pound bag. It just
2 becomes a tough area to travel. One of the
3 things that we looked at is the chamber in
4 that if you can have a fender bender appear
5 at the Aldi grocery store and the highway is
6 backed up to beyond Dunkin Donuts there
7 seems to be something not working
8 efficiently and this fender bender was on
9 the berm of the road. It was not on the
10 highway. Forget about 4th of July, Memorial,
11 Labor Day weekend. Thank God Penn State
12 isn't located in Williamsport or you'd have
13 the fall problem. One of the things that we
14 look at though also on a regional basis and
15 Mark alluded to is this is a section of the
16 highway that connects New York to Maryland.
17 It connects Ontario province to Washington,
18 D.C. It's an area heavily traveled by
19 outside people. With that heavy travel it's
20 become very hard for local people to travel
21 on the highway safe. And that becomes an
22 opportunity right now in promoting this
23 bypass in that when Mark referred to 20

1.

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24

1 years ago you plant a tree, well,
 2 approximately about 18 years ago this
 3 project was on the boards. It was ready to
 4 be built almost significantly close to the
 5 area it's traveling today. Unfortunately,
 6 due to funding, due to some political
 7 involvement the highway was shelved. Think
 8 of Selinsgrove, downtown Selinsgrove,
 9 without the bypass today. Probably downtown
 10 Selinsgrove wouldn't exist. There wouldn't
 11 be business. There wouldn't be commerce.
 12 Selinsgrove downtown area has grown due to
 13 the bypass. In researching around the
 14 country almost to a T every area that has
 15 had a bypass, the local town, the local
 16 commerce has evolved and has prospered in a
 17 lot positive way, a lot better way as far as
 18 being positive for the community. Look at
 19 the project at Dauphin. Dauphin was built
 20 20 years ago. Dauphin might be a nice
 21 little northern suburb of Harrisburg. This
 22 project is very important. The facts have
 23 been laid out. You look at 40,000 to 45,000

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Response to Public Testimony
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Reichley, B.

1. FHWA and PENNDOT are committed to conducting the required studies to ensure that all important environmental and engineering issues, including public concerns, are properly considered. The Preferred Alternative must meet current and future transportation needs, and attempt to minimize environmental and social impacts. Final Design, Right-of-Way Acquisition, and Construction will proceed upon completion of the preliminary studies and issuance of the Record of Decision by the FHWA, and subject to the availability of funds

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**Response to Public Testimony
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Reichley, B.

25

1 vehicles. Break that down however you want
2 to. In the year 2020 that number goes to
3 approximately 80,000 vehicles. Again the
4 system will not support itself. PennDOT,
5 the local political groups, the local
6 municipalities have all done an excellent
7 job. I believe there's been more town
8 meetings, more information, more outlet for
9 information in the last six years that I
10 can't imagine on some other projects in
11 rural areas like we are that have those
12 outlets. So the Chamber supports PennDOT,
13 the Draft Environmental Impact study. You
14 make the best of what you have. Right now
15 we feel that it is very positive. We do
16 have concerns with the App farm, with the \$5
17 million extra cost. We understand that is a
18 federal scenario. But right now we look
19 forward to being involved as a Chamber in
20 moving this project forward. We look
21 forward to making this regional local
22 project a reality in the very near future
23 and we support the recommendation of PennDOT

2.

3.

2. The support of the Central Susquehanna Valley Chamber of Commerce for the Recommended Preferred Alternative (DAMA/RC5) is noted.
3. We acknowledge the Chamber's concerns regarding the avoidance of the Simon P. App farm.

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2

1 and go on the record to support the state
2 and federal agency in approving the Draft
3 Impact Study. Thank you.

4 MR. BECK:

5 The next presenter will be Jamie Varner.

6 MR. VARNER:

7 Good evening, gentlemen. I don't know how
8 much of a presenter I am but I'm a person
9 that's involved in this anyhow. Up until
10 the last meeting before this one we were a
11 complete take. They're going to set it 200
12 feet behind my house now. Also, the 61
13 connector is proposed to be 6 to 1,000 feet
14 in front of my home only because of changes
15 that were made on the other side of the
16 hill. We wrote this letter figuring it
17 would get to you but I thought I'd wait
18 until the meeting and bring it to you. Thi
19 letter is in response to the Environmental
20 Impact Study released March 12, 2001, and a
21 particular area that will overpass 11th
22 Avenue in Shamokin Dam. If the state wants
23 to construct a roadway that is truly and

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Response to Public Testimony
Evening Session 3/12/01

1 does not affect the valley's homes and lands
 2 they should look and reconsider moving the
 3 path approximately 500 feet north of where
 4 they have it figured to go over. That would
 5 run it 700 feet behind my home instead of
 6 200 feet. By doing this it will only affect
 7 one home and not six or eight. The distance
 8 between the two hills and the overpass would
 9 be greatly reduced and it would also fall
 10 well behind the breast of the old ash basin
 11 dam which they do not want to breach. The
 12 path of the road would not disturb any
 13 farmland or developed property which is
 14 another problem. We're afraid to take
 15 farmland from the farmers, which I can --
 16 that's their livelihood which I can totally
 17 agree. If this is not a reasonable request
 18 that you even consider or you may look at
 19 this or come out to our area, which I have
 20 never seen anyone out there, we would like a
 21 reply on why or, you know, what is going to
 22 take place besides the fact that, yes, I'm
 23 going to be living with a four lane behind

Varner, J.

1. Mrs. Varner's comments are acknowledged. At one time during the development of project alternatives the original alignment of the DA Modified Avoidance Alternative (DAMA) required acquisition of the Varner property. Currently, we are in a phase of project development known as Preliminary Design. During this phase, project alternatives are dynamic and modifications are continually being evaluated.

The original alignment of the DAMA Alternative divided a cul-de-sac community known as Colonial Acres, located on Colonial Drive just north of Fisher Road. In response to requests from the Colonial Acres residents received through multiple special purpose community meetings, the DAMA Alternative was modified to move the alignment further south. This modification avoided bisecting the community. The shift also increased the residential acquisitions in Colonial Acres from four houses to seven. While it increased the takes in Colonial Acres, it reduced the number of properties to be acquired along 11th Avenue. Mrs. Varner's house was one of the homes that was saved from impact in the 11th Avenue area.

In response to Mrs. Varner's request, a modification of the DAMA Alternative was evaluated. This modification moved the centerline of the DAMA Alternative approximately 600 feet north of its present location.

1.

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1 does not affect the valley's homes and lands
 2 they should look and reconsider moving the
 3 path approximately 500 feet north of where
 4 they have it figured to go over. That would
 5 run it 700 feet behind my home instead of
 6 200 feet. By doing this it will only affect
 7 one home and not six or eight. The distance
 8 between the two hills and the overpass would
 9 be greatly reduced and it would also fall
 10 well behind the breast of the old ash basin
 11 dam which they do not want to breach. The
 12 path of the road would not disturb any
 13 farmland or developed property which is
 14 another problem. We're afraid to take
 15 farmland from the farmers, which I can --
 16 that's their livelihood which I can totally
 17 agree. If this is not a reasonable request
 18 that you even consider or you may look at
 19 this or come out to our area, which I have
 20 never seen anyone out there, we would like a
 21 reply on why or, you know, what is going to
 22 take place besides the fact that, yes, I'm
 23 going to be living with a four lane behind

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Varner, J.

1. (cont.)

An evaluation of the potential impacts of this modification was completed. A summary of the assessment follows:

The 11th Avenue modification does reduce the impacted homes along 11th Avenue from five properties (DAMA) to two properties (11th Avenue modification). However, the 11th Avenue modification necessitates impacting additional areas which include approximately 7.6 acres of productive farmland, approximately 1.7 acres of agricultural security areas, approximately 4.4 acres of prime agricultural soils, and about 1 acre of wetland. The 11th Avenue modification also impacts an additional 22 acres north of the project study area.

Based on a review of this information, the 11th Avenue modification was dismissed from further analysis. We believe the additional impacts are not outweighed by the reduced residential acquisitions.

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Varner, J.

1 my house 200 feet. Also at an earlier
 2 meeting attended by my husband and myself a
 3 noise study was presented. We talked to a
 4 person concerning the noise study. They
 5 told us that there was a 60 decibel reading
 6 at our home. We told them then that we
 7 totally disagreed, that there was not 60
 8 decibels of noise where we live. You can
 9 hear crickets chirping in your back yard.
 10 You don't hear trucks. You don't hear cars
 11 from the highway. The only noise we have is
 12 maybe once in a while from 11th Avenue you
 13 can hear a truck going down through. It's
 14 very quiet and this is going to be a
 15 destruction. We believe that we -- we were
 16 also told that the readings could possibly
 17 be wrong and if they were possibly wrong
 18 then how can you give this statement with
 19 false information. We know, yes, this
 20 project is desperately needed. I drive the
 21 highway every day three or four times a day.
 22 My husband drives it every day three or four
 23 times a day. We totally agree. The traffic

2.

2. In the area of concern along 11th Avenue, an initial noise reading was taken at 148 11th Avenue. This site (referred to as Receptor 23 in the noise study) was monitored during the AM peak (57.9 dBA) on 2/25/97, noon off-peak (58.6dBA) on 3/25/97, and PM peak (58.8 dBA) on 4/10/97. As can be seen, the consistency of the data reassures that the monitored noise levels are reliable. The noise model, using traffic volumes and speeds collected during noise monitoring, predicted an existing level of 57.1 dBA for the PM peak. As this is within the 3 dBA limit of error, the conclusion can be made that the model is reliable at this location. As with any project of this size, sound levels cannot be monitored at every residence. Therefore, modeled sites are used to help delineate noise levels throughout a community. In the DA Modified Avoidance models, additional modeling sites 23A, 23B, 23D, 23E, 23F, 23G, and 23H are within close enough distance and geographical consistency to Receptor 23 to provide confidence in the modeled noise levels. The site nearest to the residence in concern would be 23D. The model predicts a noise level of 54.1 dBA at 23D, which is reasonable based on the data observed at Receptor 23. (A noise level of 54 dBA is comparable to the noise level of a dishwasher in the next room. See Sound Level chart in Appendix O of the Final EIS.) Based on an existing noise level of 54 dBA, the noise abatement criteria would be 65 dBA. This means that if predicted noise levels for the design year exceeded 65 dBA, it would be considered a noise impact warranting an investigation of noise mitigation. Based on design year 2020 predicted traffic

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1 my house 200 feet. Also at an earlier
 2 meeting attended by my husband and myself a
 3 noise study was presented. We talked to a
 4 person concerning the noise study. They
 5 told us that there was a 60 decibel reading
 6 at our home. We told them then that we
 7 totally disagreed, that there was not 60
 8 decibels of noise where we live. You can
 9 hear crickets chirping in your back yard.
 10 You don't hear trucks. You don't hear cars
 11 from the highway. The only noise we have is
 12 maybe once in a while from 11th Avenue you
 13 can hear a truck going down through. It's
 14 very quiet and this is going to be a
 15 destruction. We believe that we -- we were
 16 also told that the readings could possibly
 17 be wrong and if they were possibly wrong
 18 then how can you give this statement with
 19 false information. We know, yes, this
 20 project is desperately needed. I drive the
 21 highway every day three or four times a day.
 22 My husband drives it every day three or four
 23 times a day. We totally agree. The traffic

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Varner, J.

2. (cont.)

2.
 volumes along the DA Modified Avoidance alignment, a future predicted noise level of 61 dBA was generated at site 23D. Using the new 2030 traffic volumes, a future noise level of 60 dBA is predicted. Based on the above, noise mitigation is not warranted. (See Section IV.M of the Final EIS for updated traffic volume projections.) Any statements made at the public meetings were intended to convey that, although not every residence can be monitored or modeled, representative sites are used to provide the best estimate of the acoustical environment at any given location. It is entirely possible that at different times of the day it is quieter than 54 dBA at this site. However, due to the consistency of the monitored levels at nearby receptors, we believe the existing modeled level of 54 dBA at Receptor 23D is accurate for the daytime hours.

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Varner, J.

29

1 is outrageous. We do need it. But, like I
2 said, since the project was moved to
3 accommodate people on other streets and
4 other avenues, I was told that we had to
5 even out the progress. If we gave four
6 houses here we had to take four houses here.
7 If we have to take four more houses on this
8 hill, we shall take -- leave four more
9 houses on the other hill. There is exactly
10 four houses left to accommodate for the four
11 houses that are taken on the other side. We
12 appreciate an answer to our questions and we
13 feel that they are valid points and have not
14 ever been previously addressed. And these
15 points would lessen the impact on
16 homeowners, lessen the impact on the
17 farmlands, and it would also lessen the
18 impact on nature. Thank you.

19 MR. BECK:

20 Next presenter is Albert Heinnbach.

21 MR. HEINNBACH:

22 Thank you, gentleman. My name is Albert
23 Heinnbach. I live on App and Mill Road on a

3.

3. When the alignment of the DAMA Alternative was modified to avoid bisecting Colonial Acres, the number of displacements in that community was increased from four homes to seven homes. The modified alignment also avoided impacting homes on 11th Avenue. The number of homes saved on the 11th Avenue was dependent on the impact area for the modified alternative. Property displacements are not based on formulas or ratios. Displacements are based on the optimal route for the alignment, based on engineering considerations and environmental constraints.

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1 farm. It's written out here so I'd like to
 2 share it publicly. The southern section of
 3 the proposed route will cut through my farm
 4 and take a sizeable chunk of acreage. It
 5 would essentially cut my farm in half. My
 6 farm is a working family farm, one of the
 7 few left in the area. The Snyder County
 8 Historical Society published an article
 9 about the history of farming in this area
 10 and my farm was mentioned as one of the few
 11 that is historically important both because
 12 of the buildings that we have preserved and
 13 because of the way it's still used as a
 14 working farm. The way the route is planned
 15 it will be difficult for my wife and me and
 16 my sons and their families to continue to
 17 make a living on this farm. I realize that
 18 they will pay me some money for the land but
 19 that won't make up for what my family and
 20 this community will be losing. In addition,
 21 PennDOT has calculated that the proposed
 22 route will cost at least 5 million more than
 23 the alternative route. The alternative

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Heimbach, A.

1. Mr. Heimbach's opposition to the Recommended Preferred Alternative in Section 1, the DA Modified Avoidance Alternative (DAMA), is noted.

Mr. Heimbach's opinion that continued farming of his property will be difficult with the construction of DAMA is noted.

2. It is acknowledged that the Recommended Preferred Alternative (DA Modified Avoidance Alternative or DAMA) is estimated to cost approximately \$5 million more than the alternative route (the DA Modified [Non-Avoidance] Alternative or DAM).

It is also acknowledged that the DAM (Non-avoidance) Alternative takes less of Mr. Heimbach's land and is not as close to his buildings. However, the DAMA was advanced over the DAM due to the fact that the DAM Alternative impacted the Simon P. App property, a property determined eligible for the National Register of Historic Places and protected by Section 4(f) of the U.S. Department of Transportation Act of 1966 (amended in 1968). This Act states, "The Secretary (of Transportation) may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local official having jurisdiction over the park, recreation area, refuge or site) only if:

1.
 2.
 - there is no prudent and feasible alternative to using that land; and

1 route, which PennDOT has rejected, goes
 2 across the Fisher property. This route
 3 still takes part of my farm but less of my
 4 land and is not close to -- and not as close
 5 to my buildings. I'd rather prefer that
 6 PennDOT use the Old Trail route. That way I
 7 wouldn't lose any of my land. Even if they
 8 build the Fisher route it's going to be
 9 difficult for me and my family to farm and
 10 expand but we will probably survive. The
 11 reason they give for not using the Fisher
 12 alternative is that there is an old barn on
 13 the property. It's fine that PennDOT wants
 14 to preserve old farm buildings. I have a
 15 lot of them myself. But PennDOT says that
 16 because of the barn it has to preserve all
 17 of the Fisher land. I have an old barn but
 18 it burned down in 1994 so because my barn
 19 burned down PennDOT says the rest of my farm
 20 has no historical value. That's not what
 21 the Historical Society thinks. It's not
 22 what I think. What's even worse Mr. Fisher
 23 apparently has plans to subdivide his land

2.
3.
4.
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6.

Heimbach, A.

2. (cont.)

- the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife refuge, or historic site resulting from the use."

Case law for the application of Section 4(f) indicates that an avoidance alternative must be selected unless the avoidance alternative creates impacts of an "extraordinary magnitude." The DAMA is the Recommended Preferred Alternative because the information collected to date documents that it is a prudent and feasible alternative to the use of the Fisher Farm (aka App Farm), a property protected under Section 4(f) of the U.S. Transportation Act of 1966 (as amended).

3. Mr. Heimbach's support for the Old Trail Alternatives is noted.
4. The Fisher property, formerly known as the Simon P. App property, was determined potentially eligible for the National Register of Historic Places in September 1998. As discussed in the Historic Resources Survey and Determination of Eligibility Report completed for this project, the property was determined potentially eligible for the National Register because the "surviving buildings on the Simon P. App Farm Property and their relationship to one another convey historic patterns of agricultural development and change in the central Susquehanna Valley during the

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Heimbach, A.

4. (cont.)

2.

late nineteenth and early twentieth centuries. The farm meets the criteria of eligibility for listing on the National Register as a "general farm" under Criterion A for its ability to convey this history. Because the buildings and the complex as a whole possess such a high level of integrity, it also meets the criteria of eligibility under Criterion C for its architectural significance." Criteria for listing on the National Register include:

3.

Criterion A: Association with events that have made a significant contribution to our history.

4.

Criterion B: Association with the lives of persons significant in our past.

Criterion C: Embody the distinctive characteristics of a type, period, or method of construction.

5.

Once the property was determined potentially eligible for the National Register, a boundary was established. The boundary follows the legal boundaries currently associated with the property and includes all buildings and landscape features that are associated with the history of the farm property from its construction in the middle of the nineteenth century through 1948. The boundary includes the farm house, butcher house/summer kitchen, bank barn, drive-through corn

6.

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Heimbach, A.

31

4. (cont.)

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2.

crib, and vehicle storage building. The boundary also includes the trees in the front, side, and rear yards and the cultivated fields that surround the property on its north, south, and east sides. This boundary was prepared in accordance with guidelines set forth in National Register Bulletin: "How to Establish Boundaries for National Register Properties." In October of 1998, the State Historic Preservation Officer (SHPO) concurred that "this farm meets National Register Criteria A for agriculture and C for its architecture." The SHPO also agreed with the boundaries selected for this property.

3.

4.

Due to the substantial controversy concerning the eligibility determination and boundaries of the App farm, FHWA elected to raise the questions of eligibility and boundaries with the Keeper of the National Register (Keeper), the individual delegated the authority by the U.S. Department of Interior, National Park Service to list properties and determine their eligibility for the National Register of Historic Places. The Keeper evaluated the information and responded that the App farm and boundaries of the App farm met the eligibility requirements.

5.

6.

The response, contained in Appendix C of the Final EIS, indicates that the "Simon P. App farm meets National Register Criteria A and C for its local historic and architectural significance. The approximately 31-acre boundary established for the register-eligible property is appropriate and justified as being the historic (1866) boundary of the property."

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Heimbach, A.

- 2.
- 3.
- 4.
5. In the early stages of project development a series of historical "contexts" were prepared to guide the future historical studies performed for the project. The historic contexts help to identify some of the broad patterns of history which are important in the study region and provide the basis for the evaluation of properties under eligibility Criteria A and B. The preparation of historic contexts also helps to identify architectural styles which may be important in the region and provides the basis for the evaluation of properties under Criterion C. After consulting with the SHPO, two principal contexts were developed, one for Agriculture and one for Village Development. These contexts were presented in detail in the Historical Resources Survey and Determination of Eligibility Report, dated September 1998. Pages 31 through 53 of Volume 1 of this report present the Agriculture context in detail. Page 49 of Volume 1 of the Eligibility Report notes that "for a general farm to be determined eligible under Criteria A or C, it must meet all three of the following characteristics:
 - a) The farmstead must contain the historic house and barn;
 - b) Other outbuildings must survive on the farm which demonstrate how the farm evolved through time;
 - c) Farm fields and pasture must survive around the farmstead in order to provide a context for understanding how the farm was used."
- 5.
- 6.

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Heimbach, A.

5. (cont.)

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6.

Mr. Heimbach's property was evaluated for its historical significance as part of this project. Known as Property 154 or by its historic name, the "App Family Homestead Property", this property was assessed as an agricultural resource as defined in the Agricultural Context described above. It was determined that the Heimbach property does not meet the physical criteria established for the "general farm" as described in the Agricultural Context because the historic barn, which must survive for a property evaluated under this context to be considered potentially eligible, no longer survives. Further, although the setting remains rural and agricultural, the farmstead as a whole has lost integrity. Numerous modern agricultural outbuildings overwhelm the farmstead. A few historic outbuildings survive, but they are widely scattered between large modern metal structures. These modern buildings have diminished the integrity of the farmstead.

However, the house on the Heimbach property or "App Family Homestead Farm Property" was also assessed as a residential resource. The house possesses a high level of integrity and is one of the oldest standing structures in the area. As a residential resource, the house and historic outbuildings that immediately surround it meet Criterion C (architectural significance) for listing in the National Register.

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1 and build a high density housing
 2 development. PennDOT knows this is what's
 3 in the Environmental Impact Statement. So
 4 what PennDOT wants to do is this, preserve a
 5 housing development because it is near an
 6 old barn and cut through my farm because my
 7 barn burnt down. And PennDOT wants to spend
 8 at least an extra 5 million of taxpayers'
 9 money to do it. There's a national law
 10 called the Historic Preservation Act. It's
 11 supposed to make sure that the government
 12 doesn't destroy historic properties but
 13 that's exactly what PennDOT wants to do
 14 here. The Fisher tract would probably be
 15 lost to development either way. PennDOT
 16 isn't going to preserve it but PennDOT wants
 17 to leave the Fisher tract alone and take a
 18 big chunk out of my farm without land to
 19 farm and the ability to expand. I might
 20 have to do what Mr. Fisher is planning to
 21 do, sell my farm for development. In the
 22 end all of this property will be lost,
 23 another farm will be gone and those old farm

6.

7.

8.

Heimbach, A.

6. It is acknowledged that Mr. Fisher has noted his plans to subdivide this property and develop the land into high density, single-family housing. The proposed future uses of a property are not taken into consideration when a property is being evaluated for potential historic significance or when a boundary determination is made. Only existing conditions can be used when evaluating a property's eligibility or National Register Boundary.

Should conditions change from those currently present at any point prior to the construction of the CSVT project, we have committed to reevaluating the area of impact. If conditions warrant, modifications of the alignment will be made to further reduce project impacts. This commitment is inclusive of the entire CSVT project area including the avoidance of the Simon P. App fam.

7. FHWA and PENNDOT are in compliance with the National Historic Preservation Act.

8. Refer to response to comment 2 for additional information.

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Heimbach, A.

33

1 buildings too which is just what the law is
2 supposed to prevent. The Fisher house and
3 barn are supposed to be historic. The route
4 around that land will not destroy the house
5 or barn. I'm not asking that PennDOT choose
6 to take someone else's house so I can keep
7 farming. Both of the routes will avoid the
8 farm buildings and houses. The only thing
9 we are talking about is which farmland will
10 be used, land that is likely to be developed
11 or land that is used for farming. I'm not
12 asking that you don't build the road. I'm
13 willing to make some sacrifices. I just
14 think what is proposed here is the worse
15 possible case for everyone. There are
16 national and state laws to protect farms and
17 productive farmland. If PennDOT has
18 evaluated my farm as these laws require they
19 would find out I'm eligible for protection
20 but they didn't. They lumped my farm in
21 with all other land along the route
22 including old landfill. Since some of that
23 land isn't good farmland they said there was

9. As part of the Draft and Final EIS, agricultural resources were evaluated according to respective federal and state laws including the Federal Farmland Protection Policy Act (FPPA), PA Act 100, PA Act 43 (the Agricultural Area Security Law) and Agricultural Land Preservation Policy in Section IV.D.

In light of concerns raised regarding the application of the FPPA, we reviewed the procedures used to comply with the Farmland Protection Policy Act (FPPA) for the CSVT Project. This procedure is based upon FPPA Standard Methodology to compute Farmland Conversion Impact Ratings (FCIR) and was correctly addressed during project development.

9.

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1 a low percentage of good farmland being lost
 2 but if they looked at the farms which is
 3 what they are supposed to do they'd see
 4 that's simply not true. We have good
 5 productive prime agricultural soil that
 6 deserves to be protected. If my farm was
 7 evaluated like the law says it should be,
 8 they would see that my farm deserves
 9 protection under the law. There has been a
 10 lot of talk about sprawl, housing
 11 developments reaching into farmlands, losing
 12 prime agricultural soils and increasing
 13 traffic congestion. If PennDOT takes more
 14 of my working farm and lets all the Fisher
 15 property be developed it would be adding to
 16 this problem. Finally, let me remember that
 17 there is an existing interchange at the
 18 southern end that we taxpayers already paid.
 19 If PennDOT builds the Fisher alternative it
 20 can use the existing interchange. Instead
 21 PennDOT proposes to let this old interchange
 22 sit there while it builds another
 23 interchange right next to it. What a waste.

9.

10.

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Heimbach, A.

10. Assuming the DAMA is selected, it is anticipated that the existing interchange will be removed during construction.

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Heimbach, A.

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1 Why not look at the big picture. If you
2 build the route across the Fisher tract and
3 the parts of my farm instead of the route
4 right across the middle of my farm, number
5 one, you will reduce the amount of farmland
6 being taken forever. You will use more land
7 that was scheduled for development anyway.
8 You will help to preserve one of the few
9 remaining family farms in this area.
10 Another point, you will reduce sprawl just a
11 little bit. Another point, you will let me
12 continue to preserve my farm and house which
13 has historic value. You will not have an
14 effect on the Fisher farm buildings. If
15 they want to preserve the barn and other
16 buildings, they can do that. You will use
17 the existing interchange instead of letting
18 it sit there as an eyesore and you will save
19 at least \$5 million. I have a petition to
20 present to you signed by many neighbors and
21 others who are concerned about this big
22 mistake. I request that PennDOT not spend
23 more than 5 million of our money to destroy

11.

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1 a historic working farm family. That is not
 2 contribute to the increase in sprawl. That
 3 is not take more prime farm soils for a road
 4 that -- not abandon the old interchange and
 5 create another eyesore. I have seven pages
 6 of signers of this community that signed the
 7 petition. Thank you.

8 MR. BECK:

9 Next presenter is Ann Fisher.

10 MS. FISHER:

11 Good evening. My name is Ann Fisher and I
 12 appreciate the opportunity to summarize the
 13 written testimony that I have provided.
 14 Basically I'm representing Stonebridge
 15 Homeowners' Association but in my private
 16 capacity as an individual I have done an
 17 analysis of the cost of the two alternatives
 18 for the southern portion of the roadway.
 19 The analysis that I have looked at includes
 20 the fact that there is an extra 7/10ths of a
 21 mile on the DAMA alternative compared to the
 22 Old Trail alternatives. The comment I heard
 23 this evening before the testimony began is

11.

1.

Response to Public Testimony
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Fisher, A.

1. We are committed to developing a roadway design that benefits the majority of people and causes the least amount of adverse environmental effects. The transportation agencies acknowledge that no roadway alignment alternative is without adverse effects to some party or to some resources. The proposed alternatives and the associated impacts on natural resources and communities have been carefully considered. We believe we have developed an alternative that will best minimize the overall impacts to resources while meeting the area's transportation needs.

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1 that it's only another half mile or so.
2 While this is true if we look at the
3 societal cost of 54,000 vehicles per day
4 traversing that extra 7/10ths of a mile for
5 at least the next 20 years, which is the
6 minimum lifetime to be expected of the
7 roadway then the societal costs of the
8 longer roadway suddenly look much smaller
9 than the societal cost -- I'm sorry, look
10 much larger than the societal cost of the
11 shorter roadway. So basically what the
12 analysis does is look at the different costs
13 that would be reasonable estimates for the
14 per mile cost of driving the extra 7/10ths
15 of a mile, recognizing that the miles driven
16 in the future have a smaller cost from
17 today's perspective than costs that we would
18 look at today and presumably those would be
19 the construction costs but still shows that
20 the Old Trail alternative makes more sense
21 than the DAMA alternative. In addition, the
22 analysis alludes to the fact that property
23 values along the longer alternative will be

1.

2.

Fisher, A.

2. All alternatives will have an initial negative impact on the tax base. However, this is anticipated to be of short duration as the study area continues to develop. It is acknowledged that property values of some properties, particularly those near interchanges, may increase while others may decrease. Overall, the improvement to the regional transportation system is anticipated to complement the long-term development of the Central Susquehanna Valley.

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1 depressed more than along the shorter
 2 alternative. The Stonebridge Homeowners'
 3 Association also is concerned about the
 4 potential for impacts on wells which had
 5 been raised at earlier public hearings.
 6 However, given the recent activities in
 7 Centre County where there are unusual water
 8 contamination damaging fish hatcheries the
 9 concern about wells continues. These
 10 comments are described in more detail in the
 11 written testimony. Thank you very much.

12 MR. BECK:

13 Next presenter is Scott Hummel.

14 MR. HUMMEL:

15 Gentlemen, my name is Scott Hummel. Many of
 16 you know my family as being the Hummels from
 17 the Hummel farm in Hummels Wharf. As of
 18 this year we are either there 200 years or
 19 199 years. We're trying to figure it out.
 20 So I think that makes it a pretty long time.
 21 Gentlemen, as a farmer and landowner in
 22 Monroe Township our farm will be directly
 23 affected by the amended transportation

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Fisher, A.

- 2.
- 3.

3. Impacts to community and private water supplies, and the assurance of safe residential potable water are important concerns. As discussed in the Draft and Final EIS, a Geotechnical Survey will be conducted during Final Design. This investigation will address hydrogeological issues through collection of site-specific information on geology, soils, and groundwater conditions. In sensitive areas, an assessment of potentially affected, individual domestic and public supply wells will be undertaken.

The results of the Geotechnical Survey will be used to minimize the risk of contamination and to refine the proposed mitigation measures. When required, state (PA DEP) and local agencies will be part of the planning process to ensure that water supplies remain safe.

The Draft EIS and Final EIS discuss the desire to maintain a continued supply of safe drinking water to affected residents. If impacts occur as a result of construction, the maintenance of water supplies to homes and properties not acquired as part of the right-of-way will be by any one of the following:

- provide connections to public water systems
- provide water treatment
- redrill existing wells to another water-producing zone at a greater depth
- relocate a well to an adjacent water-producing formation not disturbed by construction
- acquire the property

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Fisher, A.

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1 depressed more than along the shorter
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4 potential for impacts on wells which had
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20 So I think that makes it a pretty long time.
21 Gentlemen, as a farmer and landowner in
22 Monroe Township our farm will be directly
23 affected by the amended transportation

2.

3. (cont.)

3.

Consideration may also be given to continuing po-
table water well sampling/analysis beyond a year af-
ter construction.

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1 project. Our concern is the proposed usage
 2 of 124 acres of productive farmland with the
 3 amended project as opposed to the use of 60
 4 acres that were to be used with an
 5 alternative route. Speaking the alternative
 6 route would have been the Old Trail proposal
 7 which we are definitely for. There are also
 8 184 acres of forest land to be destroyed as
 9 compared to 82 acres to be used by the
 10 previous plans. I would like you to know
 11 that we are in agreement with and fully
 12 support our fellow farmers, Albert Heinnbach
 13 and sons issues regarding the acquisition of
 14 their farmland in order to preserve the so-
 15 called historical App farm. We don't see
 16 the value of destroying prime farmland to
 17 preserve a so-called historical site.
 18 Adjacent to our farm in Monroe Township the
 19 proposed bypass according to the switch
 20 recently made to go through Colonial Acres
 21 would directly impact 26 acres of productive
 22 farmland that we are presently farming.
 23 When I say we, that being myself, my wife,

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Hummel, S.

1. Your concern regarding the direct impacts of the DAMA Alternative on productive farmland (approximately 124 acres) as opposed to the impact of the OT2A Alternative (approximately 61 acres) is noted. The Draft EIS explains that the construction of any of the build alternatives would have impacts to productive farmland. There is a concern about these impacts, and a commitment to work with each affected farmer through Final Design to minimize and mitigate the impacts. The recommendation of the DAMA as the Preferred Alternative in Section I is based on many factors which are discussed in Section VI of the Draft and Final EIS. Primarily the decision to recommend DAMA over OT2A and to justify the use of additional farmland is based on the following reasons:
 - DAMA has least impact to residences (33) versus the OT2A (43)
 - DAMA has least impact to wetlands (4.8 acres) versus the OT2A (14.1 acres)
 - DAMA has least impact to very high probability archaeological areas (.8 acres) versus the OT2A (35.7 acres)
 - DAMA has no impact to Susquehanna River floodplain
 - DAMA minimizes impacts to communities
 - DAMA has a lower estimated cost (\$122 million) versus OT2A (\$173 million)
2. Your support for the Old Trail Alternatives is noted.

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1 project. Our concern is the proposed usage
 2 of 124 acres of productive farmland with the
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 20 recently made to go through Colonial Acres
 21 would directly impact 26 acres of productive
 22 farmland that we are presently farming.
 23 When I say we, that being myself, my wife,

1.

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3.

4.

5.

Hummel, S.

- 3. The additional impacts to forest land with the DAMA Alternative are outweighed by its many positive characteristics. Please see response to comment 1 above.
- 4. Your opposition to DAMA and the avoidance of the Simon P. App property is noted. Please see responses to comments from Mr. Heimbach to understand the issues concerning the App Property.
- 5. We acknowledge that the alignment modification through Colonial Acres affects additional productive farmland. The farmland in question, while presently farmed by Mr. Hummel, is owned by PPL.

A Farmland Assessment Report (FAR) will be prepared later in the study process. This report evaluates the impact of the proposed alternatives on the affected farm operations in more detail. As discussed in the Draft and Final EIS, PENNDOT is required to obtain the concurrence and approval of the Agricultural Lands Condemnation Approval Board (ALCAB) for the condemnation of any productive agricultural land.

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1 and our three children. The previous
 2 project route did not include this piece of
 3 ground. Also beside this farmland there are
 4 numerous acres of wildlife habitat. This is
 5 prime ground for farming and cannot be
 6 replaced. As farmers we deal with the
 7 encroachment of society every day. We
 8 cannot afford to lose productive ground to
 9 this project. There is no other ground to
 10 replace this. Cutting through this ground
 11 impacts our farming operation and could pose
 12 potential hazardous water runoff that will
 13 come down onto our property. This will
 14 directly affect our farm and cattle
 15 operation. We are also farming the land
 16 owned by Richard Bingaman on County Line
 17 Road. We hope that the bypass could be
 18 moved as close to Route 15 as possible,
 19 possibly on Route 15 connecting to Route 15
 20 prior to that point that this productive
 21 farmland could also be preserved. Feel free
 22 to contact us. Thank you. Scott and Karen
 23 Hummel of Monroe Township.

Response to Public Testimony
Evening Session 3/12/01

Hummel, S.

- 6. An Erosion and Sedimentation Control Plan (E&S Plan) will be prepared. The E&S Plan will address run-off concerns and will be reviewed and approved by the appropriate agencies. Implementation of the E&S Plan will minimize potential water run-off affecting the Hummel farm and cattle.
- 7. The suggestion regarding modifying the alignment of the Section 2 alternatives north of County Line Road through the Bingaman property and moving closer to U.S. Route 15 to preserve productive farmland will be considered in Final Design.

6.

7.

Public Testimony Evening Session 3/12/01

41

1 MR. BECK:

2 That concludes the list of people who have
3 signed up to give testimony tonight, the
4 cards that I have so far of the people that
5 have signed in. Are there any others that
6 would like to provide oral testimony at this
7 time? Hearing no other requests to testify,
8 I will close by reminding you all that the
9 testimony provided at this public hearing
10 and all comments received or postmarked
11 before the close of the comment period on
12 March 26, 2001, will become part of the
13 official project record. These comments
14 will be considered and responded to in the
15 final Environmental Impact Statement. Thank
16 you all for your participation here tonight.
17 We will continue to have the private
18 testimony area open if someone should show
19 up later and like to give testimony. With
20 that, I'll now declare this public testimony
21 portion of the hearing closed.

22 ***

23 [End of Proceedings]


Public Testimony Evening Session 3/12/01

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22CERTIFICATION

I, BRADLEY WEIRICH, hereby certify that the examination of the witnesses in the within case was reduced to writing by me or under my supervision and that the transcript is a true record of the testimony given by the witnesses.

I further certify that I am neither attorney, nor counsel for, nor related to or employed by any of the parties in which this action is taken, and further, that I am not a relative or employee of any attorney or counsel employed by the parties hereto or financially interested in the action.

IN WITNESS WHEREOF, I have hereunto set my hand this ^{30th} day of *March*, 2001.


BRADLEY WEIRICH

Private Testimony Evening Session 3/12/01

1 **PENNSYLVANIA DEPARTMENT OF TRANSPORTATION**

2

3 **IN RE: CENTRAL SUSQUEHANNA :**
4 **VALLEY TRANSPORTATION :**
5 **PROJECT :**

6

7

8

9 **TRANSCRIPT OF PROCEEDINGS**

10

11 Private Testimony taken at

12

13 Selinsgrove High School
14 Selinsgrove, PA

15

16 on
17 March 12, 2001
18 at 5:45 p m

18

19

20 **REPORTED BY:**

21 **John Ackroyd**

22 Court Reporter

23

24

Private Testimony Evening Session 3/12/01

PROCEEDINGS

MS DEROMEDI:

My name is Elizabeth Deromedi I'm here to speak in reference to the property of Elizabeth and Bernard Deromedi, R D 5, Box 120, Selinsgrove, PA, 17870, which is not currently included in the relocation group. The proposed plan of the Susquehanna Valley bypass affects the monetary resale value of our property and esthetic nature of our surroundings. The proposed plan will have a negative impact on the health of my husband, Bernard Deromedi, due to the fact that he has asthma, heart problems, part of his lung removed, and has limited breathing capacity. The construction dust and the emission from the cars and trucks will affect his health. The proposed location of the embankment on our property will directly affect the ability to have a future handicap access to our home. In reference to the view there is currently part of our -- that is currently part of our homestead it will become a 90-

Response to Private Testimony Evening Session 3/12/01

Deromedi, E.

1. It is acknowledged that the proximity of the proposed highway project may affect the monetary resale value of the property and viewshed.
2. An air quality analysis for this project was conducted in compliance with FHWA, U.S. Environmental Protection Agency (U.S. EPA) and PENNDOT's guidance. Modeling for carbon monoxide (CO) was conducted. The CO concentrations predicted for the design year (2030) are not substantially different from the CO concentrations predicted for the existing conditions. The predicted future design year CO concentrations are well below the National Ambient Air Quality Standards (NAAQS) for CO and should not affect the health of the residents.

The construction phase of the project will have the potential for temporarily impacting ambient air quality through such means as dust resulting from grading operations, or increased particulate matter and fumes from the operation of heavy equipment. Control measures will be used during construction. Typical control measures may include wetting of the exposed soils and covering of trucks. These measures have been proven effective in limiting particulate matter emissions.
3. It is expected that handicap access will be possible. However, should provision of handicap access be determined not to be feasible, relocation will be considered.

Private Testimony Evening Session 3/12/01

Response to Private Testimony
Evening Session 3/12/01

1 foot embankment which PennDOT has informed
2 us they will not maintain, only planting
3 crown vitch This is unacceptable solution
4 if PennDOT chooses this way In addition,
5 changes and the accommodation that were made
6 for Colonial Acres housing group, which
7 adjoins our property, will directly affect
8 the value of our property but PennDOT chose
9 not to take our home but took seven homes in
10 Colonial Acres to accommodate their special
11 request Is that fair? The current plan
12 takes only 05 percent of our 2 7 acres
13 instead of taking the entire property It
14 will devastate our lives by putting the
15 bypass in our back yard from Fisher Road to
16 Park Road In review of my statement and
17 extenuating circumstances of the Deromedi
18 property, I plead with you to relocate us
19 with the relocation group of the proposed
20 Susquehanna Valley bypass Thank you

21 MR HOOVER:
22 Gaylord W Hoover, R D 1, Box 241, Milton,
23 Pennsylvania, 17847 What I'm concerned

Deromedi, E.

- 4. The modifications to your viewshed are acknowledged. All plantings on the embankment will be completed in accordance with PENNDOT procedures and appropriate state laws.
- 5. Changes were made to the DAMA Alternative through the Colonial Acres Development because the original alignment bisected the community leaving a portion of the neighborhood north of the highway and a portion of the neighborhood south of the highway. The residents of Colonial Acres asked to keep a majority of the development intact and not divided. As a result, the DAMA was modified to pass through the southern end of the Colonial Acres neighborhood. We acknowledge that the modifications made in the Colonial Acres development brought the highway closer to your property. At this time, the acquisition of your entire property is not required.
- 6. Your request for relocation will be considered during Final Design. The Federal Uniform Relocation Assistance and Real Property Acquisition Act (42 U.S.C. 4601) of 1970, as amended, and the PA Eminent Domain Code Act of 1964, as amended, apply to all project displacements. Generally, property acquisition applies only to those properties needed for project construction or rendered functionally obsolete.

Private Testimony Evening Session 3/12/01

1 about with my property is they're taking
 2 the, oh, boy, east-south corner It affects
 3 my entrance to my garage It affects a
 4 horseshoe turnaround between the property of
 5 my neighbor and myself And because they're
 6 taking the home and property of my neighbor
 7 it affects my access to behind my house
 8 Also, because of the way the road is
 9 designed now we can't have our mailbox out
 10 along the highway because it's too narrow
 11 and they knock it off so the Postal Service
 12 has allowed the mailbox to be in the
 13 horseshoe between the two homes and he
 14 drives in our driveway to deliver mail By
 15 taking the property and the neighbor's house
 16 once again it affects all that And it's
 17 too dangerous of a highway to be backing out
 18 into So I'm concerned what is going to be
 19 done about it And that's my statement I
 20 know nobody has looked at it as far as I'm
 21 concerned

22 MR ULRICH:

23 My name is Ron Ulrich I'm testifying on

Response to Private Testimony
Evening Session 3/12/01

Hoover, G.

1. Your concerns about project impacts that affect access to your garage, to the back of your house, and to your mailbox will be addressed in Final Design.

1.

Private Testimony Evening Session 3/12/01

Response to Private Testimony
Evening Session 3/12/01

1 behalf of my mother, Edna May Ulrich, whose
 2 address is R D 1, Box 241, Milton,
 3 Pennsylvania, 17847 A few of the concerns
 4 that we may have regarding the road being
 5 put in is is my mother's home going to be
 6 taken for the right-of-way, and we are here
 7 to look at some maps tonight to determine
 8 that What time frames are involved with
 9 potentially taking the home or not taking
 10 the home Currently there's a drainage
 11 situation where the current road 147 the
 12 drainage comes down on my mom's side of
 13 Route 405 instead of the opposite side of
 14 Route 405 the way it's supposed to be done
 15 That is a concern when Route 405 gets
 16 potentially straightened will that drainage
 17 problem be rectified Also, next door to my
 18 mother's house is my sister and brother-in-
 19 law's property There's currently an
 20 existing horseshoe driveway which is shared
 21 by both properties If my mother's property
 22 is taken is that going to be affected in any
 23 way? As part of that horseshoe driveway is

1.

2.

3.

Ulrich, R.

1. The CSVT Project is currently in a stage of project development called Preliminary Design. During Preliminary Design the project alternatives are dynamic and all alternatives are subject to potential modifications. Once a Record of Decision (ROD) is approved by the FHWA, the selected alternative will move into Final Design. We anticipate that right-of-way acquisition will begin in late 2003, subject to availability of funds.

1. The Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (42 U.S.C. 4601) of 1970, as amended, and the Pennsylvania Eminent Domain Code Act of June 22, 1964, as amended, apply to all project displacements. Generally, property acquisition applies only to those properties needed for project construction or rendered functionally obsolete.

2. Your concern about the existing drainage situation along PA Route 147 at PA Route 405 is noted. An Erosion & Sedimentation Control Plan (E&S Plan) will be prepared. The E&S Plan will address run-off concerns and will be reviewed and approved by the appropriate agencies. Implementation of the E&S Plan minimizes the potential for water run-off affecting your mother's property.

3. Access to impacted properties will be addressed during the development of the Final Design plans.

Private Testimony Evening Session 3/12/01

1 a mailbox which is common to both my mom and
 2 my sister How will that be affected? My
 3 brother-in-law has an access to the back of
 4 his property which may be affected again if
 5 my mom's house is taken Will he still have
 6 access to that? Those are the concerns that
 7 I have at this time and hopefully future
 8 written or oral correspondence could be
 9 directed that we could learn more
 10 information about this Also, I was
 11 wondering if there's any sort of Web-based
 12 information that's out there and if there
 13 is, I would certainly like the Web address
 14 Thank you

15 MR. WALTER:

16 Okay My name is Clair Walter, Jr I live
 17 at 17 Fisher Road in Selinsgrove My
 18 neighbors at 19 Fisher Road were told, and I
 19 understand that nothing is official, but
 20 they were told that they were probably going
 21 to get bought out And it's only a distance
 22 of 59 feet from their front porch to my
 23 front porch And I was hoping that I could

Response to Private Testimony
Evening Session 3/12/01

Ulrich, R.

4. The web site for the Central Susquehanna Valley
Transportation project is: www.csvt.com

Walter, C.

3. 1. Your concerns about the proximity of project impacts
to your residence are noted and your request for re-
location will be considered. The Federal Uniform Re-
location Assistance and Real Property Acquisition
Policies Act (42 U.S.C. 4601) of 1970, as amended,
and the Pennsylvania Eminent Domain Code Act of
June 22, 1964, as amended, apply to all project dis-
placements. Generally, property acquisition applies
only to those properties needed for project construc-
tion or rendered functionally obsolete.

4.

1.

Private Testimony Evening Session 3/12/01

Response to Private Testimony
Evening Session 3/12/01

Walter, C.

7

1 also be bought out and if I was bought out
 2 it would solve a lot of problems We have
 3 concerns with the drainage system We were
 4 told that there would be a drainage system
 5 put in close to where the neighbor's house
 6 is now We're concerned about mosquitoes
 7 and disease, things like that And we're
 8 concerned about the dirt I was told that
 9 the neighbors were told that where their
 10 house sits, where their front door is will
 11 be the base of the dirt pile for the highway
 12 which once again is only 59 feet from my
 13 front porch And we're concerned with dust
 14 and dirt I already have a few allergies
 15 I'm kind of worried about maybe, you know,
 16 allergies flaring up, things like that
 17 Mosquitoes is a big concern But we were
 18 hoping that they would look into buying us
 19 out just as they are the neighbors We
 20 would prefer that That would also give
 21 them a little more room to work with

22 MR WENTZEL:

23 I'm James Wentzel from R D 3, Box 254,

1.
2.
3.

2. Your concerns about the highway drainage system are noted. An Erosion & Sedimentation Control Plan (E&S Plan) will be prepared. The E&S Plan will address run-off concerns and will be reviewed and approved by the appropriate agencies. Implementation of the E&S Plan will minimize the potential for water run-off affecting adjacent properties. The E&S Plans are designed to engineering standards and should not result in stagnant pools of water promoting the growth of mosquitos.
3. Erosion and sedimentation pollution control practices (E&S Plan) will be implemented on this project. The implementation of the E&S Plan will help to reduce erosion and subsequent sedimentation during construction. Unfortunately, temporary occurrences of dust and dirt do accompany construction activities. Dust control measures consistent with PENNDOT's Publication 408, Specifications (2000), will be used.

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Private Testimony Evening Session 3/12/01

1 Selinsgrove I'm in favor of the bypass
 2 The sooner the better I do own a property
 3 on Crocksville Road which will not be
 4 affected by the bypass However, I think
 5 PennDOT should look into the possibility of
 6 acquiring that farm that has been designated
 7 a historical farm I think it would save
 8 probably \$1 million, \$1 5 million And
 9 that's my really only concern that in
 10 regards to the bypass Thank you

11 MR REYNOLDS:

12 My name is Herman Reynolds My address is
 13 R D 1, Box 246-C, in Milton And I'm
 14 concerned about -- I live close to the
 15 Chillisqueque Creek and the distance that
 16 they're going to put between those highways,
 17 I'm concerned about the sound barrier, the
 18 sound that I'm going to get off that highway
 19 especially after they put the new highway
 20 through there Right now it makes a lot of
 21 noise I get thumping off that bridge the
 22 whole time That just makes a lot of --
 23 like it vibrates my home when big trucks go

Response to Private Testimony
Evening Session 3/12/01

Wentzel, J.

1. Your support of the project is acknowledged.
2. Your opposition to the proposed avoidance of the Simon P. App farm with the DAMA Alternative is noted.

Reynolds, H.

- 1.
2.
 1. In order for a location to be considered for placement of a noise barrier, it must be considered feasible and reasonable, in accordance with FHWA and PENNDOT regulations. Criteria for consideration of abatement measures include:
 - will provide a noise reduction of at least 5 dBA at a majority of impacted receptors.
 - will not cause a safety problem with sight distance.
 - will not restrict vehicular access.
 - must be constructible from an engineering standpoint.
 - must meet the desires of those affected.
 - must consider development trends and land use controls.
 - cost per residence must not exceed \$50,000 per residence benefitted.

Section IV.B of the Draft and Final EIS explains the criteria for noise abatement consideration in detail. Additionally, preliminary noise wall locations are indicated on the graphics Section IV.B of the Draft and Final EIS.

Private Testimony Evening Session 3/12/01

Response to Private Testimony
Evening Session 3/12/01

1 across that bridge It didn't used to do
2 that until they remodeled the bridge Now I
3 have problems and I get a lot of sound off
4 that highway Now you're moving that
5 highway closer to me I talked to one of
6 the gentlemen out here and he says it's not
7 feasible to put a sound barrier in there for
8 us What are we supposed to do about the
9 sound? We have to turn our TV way up loud
10 to hear it from the -- so I don't know, what
11 can we do about that? Do you have any
12 answers for me? I'd like to know if you're
13 going to get back to me on this or what and
14 find out what's going to happen to us if we
15 can't put a sound barrier in there What's
16 going to happen?

17 MS BOLLINGER:

18 I'm Linda Bollinger, R D 2, Box 154,
19 Selinsgrove, Pennsylvania I would like
20 this project to be completed soon and I
21 would like the alternatives that they have
22 now, I'd like them to choose the one that
23 they have We have been dealing with this

1.

Reynolds, H

1. (cont.)

Almost every residence along PA Route 147 near the Chillisquaque Creek has been identified as a noise impact warranting mitigation consideration. Unfortunately, several noise barriers investigated for this area proved to either be not feasible (not providing the required 5 dBA reduction at a majority of impacted residences) or not reasonable (providing effective noise reduction but cost prohibitive, cost greater than \$50,000 per benefitted residence). Noise impacts will be reevaluated during Final Design.

Bollinger, L.

1. Your support of the Recommended Preferred Alternative, DAMA/RC5. is acknowledged.
2. FHWA and PENNDOT are committed to conducting the required studies to ensure that all important environmental and engineering issues, including public concerns, are properly considered. The Preferred Alternative must meet current and future transportation needs, and attempt to minimize environmental and social impacts. Final Design, Right-of-Way Acquisition, and Construction will proceed upon completion of the preliminary studies and issuance of the Record of Decision by the FHWA, and subject to the availability of funds.

1.

2.

Private Testimony Evening Session 3/12/01

1 now for over 20 some years We were in the
2 first plans and I would like to see it
3 completed and I'm happy with where it is
4 right at this moment

5 MR BOLLINGER:

6 My name is Walter Bollinger, R D 2, Box 154,
7 Selinsgrove, Linda's husband, and just as
8 she stated I feel the same way The
9 proposal they have now is to take my home,
10 which naturally does not make me happy but I
11 still would prefer that they take my home as
12 to move it just next to me as some of my
13 neighbors have been considering And I
14 guess that's basically all I have to say
15 too Thank you

16 MR SIMPSON:

17 My name is Craig Simpson I reside at
18 R D 5, Box 3, Selinsgrove, Pennsylvania
19 The proposed southern route for the bypass
20 will come within 600 feet of my property and
21 my property is now in a non-impacted zone
22 At the last public hearing I was told that
23 the sound level would be increased

Response to Private Testimony
Evening Session 3/12/01

Bollinger, W.

1. Your comments are noted.

Simpson, C.

1. In order for a location to be considered for placement of a noise barrier, it must be considered feasible and reasonable, in accordance with FHWA and PENNDOT regulations. Criteria for consideration of abatement measures include:

- will provide a noise reduction of at least 5 dBA at a majority of impacted receptors
- will not cause a safety problem with sight distance
- will not restrict vehicular access
- must be constructible from an engineering standpoint
- must meet the desires of those affected
- must consider development trends and land use controls
- cost per residence must not exceed \$50,000 per residence benefitted

Section IV.B of the Draft and Final EIS explains the criteria for noise abatement consideration in detail.

Additionally, preliminary noise wall locations are indicated on the graphics Section IV.B of the Draft and Final EIS.

In this case a noise barrier at your locations has been determined not reasonable since it is cost prohibitive due to the sparse development. Noise impacts will be reevaluated during the Final Design phase.

Private Testimony Evening Session 3/12/01

Response to Private Testimony
Evening Session 3/12/01

Simpson, C.

11

1 approximately three to four times its
2 present level and there were no plans for
3 doing any sound attenuation because my
4 property and my neighbor's property are the
5 only two in that area Several years ago my
6 wife has been diagnosed as a manic
7 depressive and this has been causing her
8 great distress and it appears that my
9 property has been exempted from lands being
10 taken only because there is a house on that
11 property The land on both sides of the
12 property are being taken up to Penn's Drive
13 In addition, there's now present expansion
14 of the airport which directly impacts my
15 property also We are in direct line with
16 the runway We would like some
17 reconsideration on this matter Thank you

18 MR MERTZ:

19 Hi My name is Douglas Mertz I live at
20 R D 2, Northumberland, PA, 17857 About
21 this bypass, a lot of things about it I'm
22 unhappy about Let's start from the
23 beginning I believe this started in 1995

1.

2.

2. The Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (42 U.S.C. 4601) of 1970, as amended, and the Pennsylvania Eminent Domain Code Act of June 22, 1964, as amended, apply to all project displacements. Generally, property acquisition applies only to those properties needed for construction or rendered functionally obsolete.

The airport expansion project is not associated with this project. Separate environmental studies will be conducted for the airport project.

Private Testimony Evening Session 3/12/01

12

1 and I found out about it two years later in
 2 '97 I think some of these routes that were
 3 planned have no concern for the people
 4 living in Point Township, Northumberland
 5 County That's on the east side of the
 6 Susquehanna River is what I'm talking about
 7 The people who planned this down in Ardmore
 8 and Philadelphia that drew these plans up
 9 did not consider any of the people that are
 10 living in Point Township because there's an
 11 alternate on the west side of 147 that I
 12 think they should have paid more attention
 13 to because there's nobody down there, nobody
 14 lives there Very few homes I think
 15 PennDOT created a lot of problems right now
 16 on 147 like letting 54-foot trailers down
 17 the road when they only made the
 18 intersections for 44-foot trailers to make a
 19 safe turn because I drive truck all over the
 20 State of Pennsylvania And one thing I'm
 21 not happy about as a truck driver is these
 22 truck drivers being paid mileage They need
 23 to drive faster They don't have any

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Response to Private Testimony
Evening Session 3/12/01

Mertz, D.

1. All of the River Crossing alternatives studied in Section 2 impact Point Township. The River Crossing alternative preferred by Mr. Mertz on the west side of PA Route 147, River Crossing 1 West (RC1-W) is also located in Point Township. RC1-W impacts several more residential properties (46) than the recommended preferred alternative RC5 (25). The additional residential acquisitions associated with RC1-W was one of many reasons why this alternative was not preferred in Point Township.

1.

Private Testimony Evening Session 3/12/01

1 patience I get paid on an hourly basis and
 2 I am very patient The other thing about
 3 this bypass is it's going to take 20 acres
 4 of my 30 acres, which I'm not happy about
 5 because it's been in our family for 100
 6 years We've been living in Point Township
 7 since 1830 That's 170 years There's too
 8 many other historical lots around us and
 9 we're not historic, just our homes are
 10 because we don't have a barn on it which I'm
 11 not happy about it because we never replaced
 12 the barn once it fell down because our
 13 farming techniques didn't need for a barn,
 14 just a shed to store our implements And
 15 one thing I'm not happy about is the Mertz
 16 historical district which is just homes and
 17 houses What's going to happen to the water
 18 supply because one of the things that's in
 19 our ground in our township in that area is a
 20 fantastic water supply under the ground
 21 Right now I'm growing grapes I have two
 22 acres of grapes which thrive on water under
 23 the ground and that's one of the prominent

Response to Private Testimony
Evening Session 3/12/01

Mertz, D.

- 2. Mr. Mertz's concern about the loss of his land associated with the Recommended Preferred Alternative (RC5) is noted. Tax parcel maps for the project area indicate that approximately 13 of his 26 acres will be taken for the project.
- 3. Mr. Mertz's concerns regarding the determination of properties eligible for the National Register and their boundaries are noted.

Properties historically and presently associated with the Mertz family were evaluated for their historical significance as part of the cultural studies undertaken for the CSVT Project. The Mertz Family Historic District was determined to be eligible for the National Register of Historic Places. This historic district occurs on land that was historically, but is not presently, owned by the Mertz family. However, other Mertz holdings were not determined eligible for the National Register. The justification of this assessment is described in detail in a response to a letter written by Mrs. Doris Mertz dated April 17, 2001 regarding this issue. The responses to this letter appear in Section V of the Final EIS.

- 4. Impacts to community and private water supplies, and the assurance of safe residential potable water are important concerns. As discussed in the Draft and Final EIS, a Geotechnical Survey will be conducted during Final Design. This investigation will address hydrogeological issues through collection of site-specific information on geology, soils, and groundwater

Private Testimony Evening Session 3/12/01

1 things that I have that grows rather well
 2 because of the water What's going to
 3 happen to that when the ground starts being
 4 disturbed? That's not about all but I just
 5 wish they'd put this where it would have
 6 less impact on the residents in Point
 7 Township, which I'm related to most of them
 8 in this area where this road is going to
 9 come through Right now it's creating a lot
 10 of little problems because everybody else
 11 wants to have it in somebody else's back
 12 yard I don't think a new highway needs to
 13 be 450-foot wide I think we need to
 14 conserve a little bit of the farmland that's
 15 out there I'm scared to death of the seven
 16 acres that's getting landlocked and they're
 17 going to put a rest area there for a truck
 18 stop And all in all I'm not happy the way
 19 this has been planned That's it Thank
 20 you

21 MS MERTZ:

22 Hi I'm Melissa Mertz, R D 2, Box 515-A,
 23 Northumberland, Pennsylvania, 17857 I'm

Response to Private Testimony
Evening Session 3/12/01

Mertz, D.

4. (cont.)

4.

conditions. In sensitive areas, an assessment of potentially affected individual domestic and public supply wells will be undertaken. The results of the Geotechnical Survey will be used to minimize the risk of contamination and to refine the proposed mitigation measures. When required, state (PA DEP) and local agencies will be part of the planning process to ensure that water supplies remain safe.

5.

The Draft EIS and Final EIS discuss the primary goal of ensuring a continued supply of safe drinking water to affected residents. If impacts occur as a result of construction, the maintenance of water supplies to homes and properties not acquired as part of the right-of-way may be any one of the following:

6.

- provide connections to public water systems
- provide water treatment
- redrill existing wells to another water-producing zone at a greater depth
- relocate a well to an adjacent water-producing formation not disturbed by construction
- acquire the property

Consideration may also be given to continuing potable water well sampling/analysis beyond a year after construction.

Private Testimony Evening Session 3/12/01

Response to Private Testimony
Evening Session 3/12/01

1 things that I have that grows rather well
 2 because of the water What's going to
 3 happen to that when the ground starts being
 4 disturbed? That's not about all but I just
 5 wish they'd put this where it would have
 6 less impact on the residents in Point
 7 Township, which I'm related to most of them
 8 in this area where this road is going to
 9 come through Right now it's creating a lot
 10 of little problems because everybody else
 11 wants to have it in somebody else's back
 12 yard I don't think a new highway needs to
 13 be 450-foot wide I think we need to
 14 conserve a little bit of the farmland that's
 15 out there I'm scared to death of the seven
 16 acres that's getting landlocked and they're
 17 going to put a rest area there for a truck
 18 stop And all in all I'm not happy the way
 19 this has been planned That's it Thank
 20 you

21 MS MERTZ:

22 Hi I'm Melissa Mertz, R D 2, Box 515-A,
 23 Northumberland, Pennsylvania, 17857 I'm

Mertz, D.

- 4. 5. A typical section showing the width of the River Crossing alternatives is shown in Figure III-22 in the Draft and Final EIS. The width of the roadway footprint varies depending on the height of the fill and the depth of the cut. The minimum roadway width is approximately 200 feet.
- 6. 6. There are no plans for a rest area along the roadway in this location.

Private Testimony Evening Session 3/12/01

1 Douglas Mertz's wife This is creating a
 2 problem between us and I don't like the way
 3 things are being through things The bypass
 4 situation has made me upset more than
 5 anything to see that my husband is losing
 6 his land where I think that this land that
 7 he has been living on is a lot more personal
 8 and that he likes a lot And I believe that
 9 this bypass can go somewhere else And I'm
 10 just too very upset about everything
 11 There's no words to express because you guys
 12 just know where you're going with this
 13 bypass and that's that, and it's hard to say
 14 what's going to happen in the long run
 15 Thank you

16 MR KERN:

17 Okay My name is William Kern My address
 18 is R R 2, Box 496-C, Northumberland,
 19 Pennsylvania, 17857 This project has been
 20 going on for, I don't know, five, six years
 21 since we were first notified And I guess
 22 it's been a long process and I'd just like
 23 to see closure on the process I'm kind of

Response to Private Testimony
Evening Session 3/12/01

Mertz, M.

1. Your opposition to the loss of land and preference for another River Crossing alternative is acknowledged.

Kern, W.

1. FHWA and PENNDOT are committed to conducting the required studies to ensure that all important environmental and engineering issues, including public concerns, are properly considered. The Preferred Alternative must meet current and future transportation needs, and attempt to minimize environmental and social impacts. Final Design, Right-of-Way Acquisition, and Construction will proceed upon completion of the preliminary studies and issuance of the Record of Decision by the FHWA, and subject to the availability of funds.

Private Testimony Evening Session 3/12/01

Response to Private Testimony
Evening Session 3/12/01

Kern, W.

16

1 disappointed it's going where it's going but
 2 I do see the need for the project and I am
 3 willing to support my property being
 4 impacted by the project I'd just like to
 5 see things resolved and let us get on with
 6 our lives We've been six years with no
 7 improvements to the home and kind of on hold
 8 with everything so I'd like to have things
 9 done so we can get on with that My
 10 property adjoins John Cole's property and
 11 John has a small farm there that he grazes
 12 cattle on a piece of ground that is within
 13 the right-of-way of this project Since
 14 you're already impacting and going to take
 15 my house and my ground, I would just as soon
 16 it be pushed a little bit more east and
 17 avoid John Cole's farm and let him have his
 18 grazing ground and what's left of his farm
 19 right there I guess that's about really
 20 all I have to say Like I said, I do
 21 support where it's going and I want to see
 22 the project ended

1.

2.

23 MR KLINGER:

Private Testimony Evening Session 3/12/01

17

1 John Klinger, 11 Mark Drive, Winfield,
 2 Pennsylvania I am concerned on the noise
 3 level of the highway against us We are
 4 just shy in our area to have it in and we
 5 would like it to be put on record that we as
 6 a development there would like a sound
 7 barrier

8 ***

9 [End of Proceedings]

Response to Private Testimony
Evening Session 3/12/01

Klinger, J.

1. A noise barrier is presently not proposed in this area. In order for a location to be considered for placement of a noise barrier, it must be considered feasible and reasonable, in accordance with FHWA and PENNDOT regulations. Criteria for consideration of noise abatement measures include:

- will provide a noise reduction of at least 5 dBA at a majority of impacted receptors
- will not cause a safety problem with sight distance
- will not restrict vehicular access
- must be constructable from an engineering standpoint
- must meet the desires of those affected
- must consider development trends and land use controls
- cost per residence must not exceed \$50,000 per residence benefitted

Section IV.B of the Draft and Final EIS explains the criteria for noise abatement in detail.

Additionally, preliminary noise wall locations are indicated on the graphics Section IV.B of the Draft and Final EIS.

Noise impacts will be reevaluated during Final Design.



***Supporting Documentation
for Public/Private Oral Testimony
Submitted at 3/12/01
Public Hearing***



Supporting Documentation for Public/Private
Oral Testimony Submitted at 3/12/01
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GERALD E. BICKHART & SONS, INC.

CIVIL ENGINEERS
AND
LAND SURVEYORS

Subject Written Testimony Provided in Opposition to Avoidance of the former Simon P App Farm(153),
Monroe Township, Snyder County

Re DA Modified Avoidance Alternative for the Central Susquehanna Valley Transportation Project

Date March 12, 2001

I am writing in opposition of the proposed avoidance of the former Simon P App Farm (PennDOT's site #153) proposed by the DA Modified Avoidance (DAMA) Alternative for the Central Susquehanna Valley Transportation (CSVT) Project. As currently proposed, PennDOT proposes to spend in excess of \$5 million, take two additional homes and four additional businesses, and disrupt the movement of traffic including emergency vehicles, during construction, to avoid, but not in any way protect from future development, 16 acres of vacant farmland located behind the historic farm buildings on the former Simon P App farm, now owned by the Margaret E Fisher Trust and located along the east side of Airport Road. It is my understanding that the original proposed route, now called the DA Modified Non-Avoidance Alternative came close to (within 155 feet), but did not require the removal of or alter in any way, any of the buildings within or any part of the farmyard area, only adjacent farmland. The current proposal appears to be based solely on the recommendation of a historic preservation consultant who apparently made no attempt to define the smallest parcel of land that would maintain the properties eligibility for inclusion in the National Register, but chose to include the entire 31 acre lot that currently exists in the name of the current owner.

BACKGROUND OF WRITER

I am a life-long resident of Selingsgrove Borough and a Professional Civil Engineer in private practice in the Selingsgrove area for 25 years. I have closely followed the development of alternative routes for the CSVT Project and have represented the interests of Anil Thakrar, owner of the Comfort Inn, as they pertain to these alternative routes. I have had the opportunity to meet with representatives from the Pennsylvania Department of Transportation (PennDOT) and to discuss, in some detail, the issues as they related to the Comfort Inn property. I therefore believe that I have a better than average knowledge of the proposed project and the regulatory labyrinth through which the project must pass before it can be constructed.

EFFECT ON PROJECT SCHEDULE

My first concern is that the evaluation, design and construction phases of the CSVT Project proceed as expeditiously as possible. I believe that long before the time that even an expeditious project schedule is completed, we will all be wishing for relief from the increased traffic, the increased traffic congestion, and the resultant increase in traffic hazards that the future is sure to bring. I was initially concerned that raising an objection to the current preferred alternative would result in a delay in the completion of the project. I believe that PennDOT has prepared the documentation on this project to permit the overall project to proceed while a minor revision is made concerning this issue and to be able to expeditiously change the design back to what was initially defined as the DA-West Alternative, and is now termed the DA Modified (Non-Avoidance) Alternative. This portion of the project has also been identified as the probable last phase of the construction and, as a result, won't be ready for final design for several years.

Response to Supporting Documentation for
Public/Private Oral Testimony Submitted
at 3/12/01 Public Hearing, Bickhart

Bickhart, J.

1. Your opposition to the proposed avoidance of the Simon P. App farm with the DAMA Alternative is noted. However, in avoiding the Simon P. App farm, we are complying with Section 4 (f) of the U.S. Department of Transportation Act of 1966 (amended in 1968). This Act states "The Secretary (of Transportation) may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge, or land of an historic site of national, state or local significance (as determined by the federal, state, or local official having jurisdiction over the park, recreation area, refuge, or site) only if:

- there is no prudent and feasible alternative to using that land; and
- the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife or waterfowl refuge, or historic site resulting from the use."

The Simon P. App farm was determined to be eligible for the National Register of Historic Places. As such, it is afforded the protection of Section 4(f).

Case law for the application of Section 4(f) indicates that an avoidance alternative must be selected unless the avoidance alternative creates impacts of an "extraordinary magnitude." The DAMA is the Recommended Preferred Alternative because the information collected to date documents that it is a prudent and feasible alternative to the use of the Fisher Farm (aka App Farm), a property protected under Section 4(f) of the U.S. Transportation Act of 1966 (as amended).

Supporting Documentation for Public/Private Oral Testimony Submitted at 3/12/01 Public Hearing, Bickhart

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GERALD E. BICKHART & SONS, INC.

CIVIL ENGINEERS
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Subject: Written Testimony Provided In Opposition to Avoidance of the former Simon P App Farm(153), Monroe Township, Snyder County

Re: DA Modified Avoidance Alternative for the Central Susquehanna Valley Transportation Project

Date: March 12, 2001

I am writing in opposition of the proposed avoidance of the former Simon P App Farm (PennDOT's site #153) proposed by the DA Modified Avoidance (DAMA) Alternative for the Central Susquehanna Valley Transportation (CSV) Project. As currently proposed, PennDOT proposes to spend in excess of \$5 million, take two additional homes and four additional businesses, and disrupt the movement of traffic including emergency vehicles, during construction, to avoid, but not in any way protect from future development, 15 acres of vacant farmland located behind the historic farm buildings on the former Simon P App farm, now owned by the Margaret E Fisher Trust and located along the east side of Airport Road. It is my understanding that the original proposed route, now called the DA Modified Non-Avoidance Alternative came close to (within 155 feet), but did not require the removal of or alter in any way, any of the buildings within or any part of the farmyard area, only adjacent farmland. The current proposal appears to be based solely on the recommendation of a historic preservation consultant who apparently made no attempt to define the smallest parcel of land that would maintain the properties eligibility for inclusion in the National Register, but chose to include the entire 31 acre lot that currently exists in the name of the current owner.

BACKGROUND OF WRITER

I am a life-long resident of Selingsgrove Borough and a Professional Civil Engineer in private practice in the Selingsgrove area for 25 years. I have closely followed the development of alternative routes for the CSV Project and have represented the interests of Anil Thakkar, owner of the Comfort Inn, as they pertain to these alternative routes. I have had the opportunity to meet with representatives from the Pennsylvania Department of Transportation (PennDOT) and to discuss, in some detail, the issues as they related to the Comfort Inn property. I therefore believe that I have a better than average knowledge of the proposed project and the regulatory labyrinth through which the project must pass before it can be constructed.

EFFECT ON PROJECT SCHEDULE

My first concern is that the evaluation, design and construction phases of the CSV Project proceed as expeditiously as possible. I believe that long before the time that even an expeditious project schedule is completed, we will all be wishing for relief from the increased traffic, the increased traffic congestion, and the resultant increase in traffic hazards that the future is sure to bring. I was initially concerned that raising an objection to the current preferred alternative would result in a delay in the completion of the project. I believe that PennDOT has prepared the documentation on this project to permit the overall project to proceed while a minor revision is made concerning this issue and to be able to expeditiously change the design back to what was initially defined as the DA-West Alternative, and is now termed the DA Modified (Non-Avoidance) Alternative. This portion of the project has also been identified as the probable last phase of the construction and, as a result, won't be ready for final design for several years.

Response to Supporting Documentation for Public/Private Oral Testimony Submitted at 3/12/01 Public Hearing, Bickhart

Bickhart, J.

2. It is acknowledged that the proposed DAMA Alternative is estimated to cost approximately \$5 million more than the DAM (Non-avoidance) Alternative. It is also acknowledged that the DAMA Alternative creates some additional impacts. However, case law for the application of Section 4(f) indicates that an avoidance alternative must be selected unless the avoidance alternative creates impacts of an "extraordinary magnitude." The DAMA is the Recommended Preferred Alternative because the information collected to date documents that it is a prudent and feasible alternative to the use of the Fisher Farm (aka App Farm), a property protected under Section 4(f) of the U.S. Transportation Act of 1966 (as amended).

The property owner's right to develop the property or remove buildings on the property, if the owner so chooses, is not limited by Section 4(f) regulations. While Section 4(f) prohibits FHWA from impacting the property, this law will not save the property from future development should the property owner wish to develop it.

3. National Register boundary determinations are based upon defined guidelines established in National Register Bulletin, "Defining Boundaries for National Register Properties" (1997). The bulletin establishes appropriate factors such as setting and landscape features, integrity and use to consider when selecting and defining National Register boundaries. The five principle methods for determining National Register boundaries include:

- Distribution of Resources
- Current Legal Boundaries

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Response to Supporting Documentation for
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Bickhart, J.

3. (cont.)

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Subject Written Testimony Provided in Opposition to Avoidance of the former Simon P App Farm(153),
Monroe Township, Snyder County

Re DA Modified Avoidance Alternative for the Central Susquehanna Valley Transportation Project

Date March 12, 2001

I am writing in opposition of the proposed avoidance of the former Simon P App Farm (PennDOT's site #153) proposed by the DA Modified Avoidance (DAMA) Alternative for the Central Susquehanna Valley Transportation (CSVT) Project. As currently proposed, PennDOT proposes to spend in excess of \$5 million, take two additional homes and four additional businesses, and disrupt the movement of traffic including emergency vehicles, during construction, to avoid, but not in any way protect from future development, 15 acres of vacant farmland located behind the historic farm buildings on the former Simon P App farm, now owned by the Margaret E Fisher Trust and located along the east side of Airport Road. It is my understanding that the original proposed route, now called the DA Modified Non-Avoidance Alternative came close to (within 155 feet), but did not require the removal of or alter in any way, any of the buildings within or any part of the farmyard area, only adjacent farmland. The current proposal appears to be based solely on the recommendation of a historic preservation consultant who apparently made no attempt to define the smallest parcel of land that would maintain the properties eligibility for inclusion in the National Register, but chose to include the entire 31 acre lot that currently exists in the name of the current owner.

BACKGROUND OF WRITER

I am a life-long resident of Selingsrove Borough and a Professional Civil Engineer in private practice in the Selingsrove area for 25 years. I have closely followed the development of alternative routes for the CSVT Project and have represented the interests of Anil Thakrer, owner of the Comfort Inn, as they pertain to these alternative routes. I have had the opportunity to meet with representatives from the Pennsylvania Department of Transportation (PennDOT) and to discuss, in some detail, the issues as they related to the Comfort Inn property. I therefore believe that I have a better than average knowledge of the proposed project and the regulatory labyrinth through which the project must pass before it can be constructed.

EFFECT ON PROJECT SCHEDULE

My first concern is that the evaluation, design and construction phases of the CSVT Project proceed as expeditiously as possible. I believe that long before the time that even an expeditious project schedule is completed, we will all be wishing for relief from the increased traffic, the increased traffic congestion, and the resultant increase in traffic hazards that the future is sure to bring. I was initially concerned that raising an objection to the current preferred alternative would result in a delay in the completion of the project. I believe that PennDOT has prepared the documentation on this project to permit the overall project to proceed while a minor revision is made concerning this issue and to be able to expeditiously change the design back to what was initially defined as the DA-West Alternative, and is now termed the DA Modified (Non-Avoidance) Alternative. This portion of the project has also been identified as the probable last phase of the construction and, as a result, won't be ready for final design for several years.

- Historic Boundaries
- Natural Resources
- Cultural Features

Each of these methods was considered with respect to the Simon P. App property. Using these guidelines as a basis, the National Register boundary was recommended by a consultant qualified as defined in 36 CFR part 60. This recommendation was then reviewed and commented on by qualified cultural resource professionals and the project team. For the purpose of compliance with Section 106 of the National Historic Preservation Act for the App Farm, the FHWA preliminarily determined that criteria of the National Register were met and the SHPO agreed. The property is therefore considered eligible for the National Register for 106 purposes. For additional information, please see Response 17 on page 148.

- 1.
- 2.
- 3.
4. FHWA and PENNDOT are committed to conducting the required studies to ensure that all important environmental and engineering issues, including public concerns, are properly considered. The Preferred Alternative must meet current and future transportation needs, and attempt to minimize environmental and social impacts. Final Design, Right-of-Way Acquisition, and Construction will proceed upon completion of the preliminary studies and issuance of the Record of Decision by the FHWA, and subject to the availability of funds.
- 5.

Supporting Documentation for Public/Private Oral Testimony Submitted at 3/12/01 Public Hearing, Bickhart

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GERALD E. BICKHART & SONS, INC.

CIVIL ENGINEERS
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LAND SURVEYORS

Subject: Written Testimony Provided in Opposition to Avoidance of the former Simon P. App Farm(153), Monroe Township, Snyder County

Re: DA Modified Avoidance Alternative for the Central Susquehanna Valley Transportation Project

Date: March 12, 2001

I am writing in opposition of the proposed avoidance of the former Simon P. App Farm (PennDOT's site #153) proposed by the DA Modified Avoidance (DAMA) Alternative for the Central Susquehanna Valley Transportation (CSVT) Project. As currently proposed, PennDOT proposes to spend in excess of \$5 million, take two additional homes and four additional businesses, and disrupt the movement of traffic including emergency vehicles, during construction, to avoid, but not in any way protect from future development, 15 acres of vacant farmland located behind the historic farm buildings on the former Simon P. App farm, now owned by the Margaret E. Fisher Trust and located along the east side of Airport Road. It is my understanding that the original proposed route, now called the DA Modified Non-Avoidance Alternative came close to (within 155 feet), but did not require the removal of or alter in any way, any of the buildings within or any part of the farmyard area, only adjacent farmland. The current proposal appears to be based solely on the recommendation of a historic preservation consultant who apparently made no attempt to define the smallest parcel of land that would maintain the properties eligibility for inclusion in the National Register, but chose to include the entire 31 acre lot that currently exists in the name of the current owner.

BACKGROUND OF WRITER

I am a life-long resident of Selingsrove Borough and a Professional Civil Engineer in private practice in the Selingsrove area for 25 years. I have closely followed the development of alternative routes for the CSVT Project and have represented the interests of Anil Thakrar, owner of the Comfort Inn, as they pertain to these alternative routes. I have had the opportunity to meet with representatives from the Pennsylvania Department of Transportation (PennDOT) and to discuss, in some detail, the issues as they related to the Comfort Inn property. I therefore believe that I have a better than average knowledge of the proposed project and the regulatory labyrinth through which the project must pass before it can be constructed.

EFFECT ON PROJECT SCHEDULE

My first concern is that the evaluation, design and construction phases of the CSVT Project proceed as expeditiously as possible. I believe that long before the time that even an expeditious project schedule is completed, we will all be wishing for relief from the increased traffic, the increased traffic congestion, and the resultant increase in traffic hazards that the future is sure to bring. I was initially concerned that raising an objection to the current preferred alternative would result in a delay in the completion of the project. I believe that PennDOT has prepared the documentation on this project to permit the overall project to proceed while a minor revision is made concerning this issue and to be able to expeditiously change the design back to what was initially defined as the DA-West Alternative, and is now termed the DA Modified (Non-Avoidance) Alternative. This portion of the project has also been identified as the probable last phase of the construction and, as a result, won't be ready for final design for several years.

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Response to Supporting Documentation for Public/Private Oral Testimony Submitted at 3/12/01 Public Hearing, Bickhart

Bickhart, J.

5. The DA West Alternative and the DA Modified Alternatives (both Avoidance and Non-avoidance) are different alternatives. The DA West Alternative was eliminated from further study in May of 1999 due to its impacts on a closed municipal land fill. See the Draft EIS, Page III-96 for details. The DA Modified Alternative(s) (both Avoidance and Non-avoidance) were the alignments carried forward for further design.

Currently, the DA Modified Avoidance Alternative (DAMA) is the Preferred Alternative in the Final EIS. Should conditions change from those currently present at any point prior to the construction of the CSVT project, we have committed to reevaluating the area of impact. If conditions warrant, modifications of the alignment will be made to further reduce project impacts. This commitment is inclusive of the entire CSVT project area, including the avoidance of the Simon P. App farm.

Supporting Documentation for Public/Private
Oral Testimony Submitted at 3/12/01
Public Hearing, Bickhart

GERALD E. BICKHART & SONS, INC.

RELEVANT PROJECT HISTORY

Prior to August 1999, the CSVT Project alternative route of choice was known as the DA-West Alternative of Section 1. This alternative had no unanticipated adverse impacts as it proposed to extend the existing, unused extension of the existing Selinsgrove By-Pass in the same way as it was designed in the 1970's. This alternative did not result in the destruction of any of the buildings on the former Simon App property and was no closer than 155 feet to any of the buildings. Based upon information provided by PennDOT and dated November 1998, the DA-West Avoidance Alternative of Section 1 was identified as an alternative to avoid the Simon App farmland. With a determination from a historical consultant that all of the 31 acres that remain of the former Simon App farm must be avoided and with a Federal Highway Administration determination that a "prudent and feasible" alternative exists to do so, the DA-West Alternative was removed from further consideration and the DA-West Avoidance Alternative was incorporated into the renamed DA Modified Avoidance (DAMA) Alternative.

COST AND ADVERSE IMPACTS

Preliminary Construction Costs, not including right-of-way acquisition costs, provided at the time the DA-West Avoidance Alternative was proposed, were estimated to be \$2.8 million more than the DA-West Alternative. Based upon the information provided in Section III of the "Draft Environmental Impact Statement (EIS) and Section 404 Permit Evaluation" for the CSVT Project, these construction cost estimates now indicate that the DA Modified Avoidance Alternative is proposed to cost \$2.5 million more in construction costs and \$2.5 million more in right-of-way acquisition costs than the DA Modified Non-Avoidance Alternative. The DA Modified Avoidance Alternative will impact two additional residential properties and four additional business properties that are not impacted by the DA Modified Non-Avoidance Alternative. The DA Modified Avoidance Alternative will also impact approximately 13 acres more agricultural soils and approximately 1 acre more of wetlands.

These additional construction and right-of-way acquisition costs do not include the costs associated with the following:

1. the useful life value remaining of the initial construction costs for the 3,300 foot long section of the existing Selinsgrove By-Pass, including access ramps and two overpass bridges, that are now proposed to be demolished and reconstructed approximately 250 feet north of their current location, (the design and construction cost were previously paid, so that in comparing alternatives, there is an additional cost associated with value of what will not be used)
2. the right-of-way acquisition costs associated with an approved development site for a future 54-unit motel, and the approved development site for a future 24-unit motel and indoor swimming pool, both adjacent to the Comfort Inn, and
3. the costs associated with the taking of an undeveloped portion of the Susquehanna Valley Mall property that was previously proposed and approved for a substantial stand-alone store.

In addition to right-of-way acquisition costs, that are probably significantly higher than those currently identified, the proposal to demolish the existing by-pass overpass and to construct a new overpass approximately 250 feet away, will create a substantial adverse impact on traffic patterns during the demolition and construction that would not be created if the existing overpass and associated ramps were to continue to be utilized. The portion of highway to be adversely effected by such demolition and construction is a major highway interconnection between Selinsgrove Borough and the Hummels Wharf/Shamokin Dam Borough population centers, and is a vital link in the provision of emergency services between these communities. Although the DA Modified Avoidance Alternative is now noted to have less impact to existing travel patterns during construction than the Old Trail Alternatives, the comparative impacts on existing traffic patterns was not noted in the documentation on the comparison of the DA Modified Avoidance Alternative and the DA Modified Non-Avoidance Alternative.

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Bickhart, J.

6. The Simon P. App Farm Property was recommended as eligible for the National Register of Historic Places by the study team's historic consultant and PENNDOT's cultural specialists in September of 1998. This determination is discussed in the Historic Resources Survey Determination of Eligibility Report for the CSVT Project. At that time the proposed boundary included the entire 31-acre parcel. This recommendation was reviewed and concurred with by the FHWA and the SHPO (State Historic Preservation Officer) in October of 1998. At that time, recognizing the importance of the eligibility determination, and the applicability of Section 4(f) to this property, possible avoidance alternatives were designed. The only avoidance alternative carried forward (west of U.S. Routes 11/15) for detailed study is the currently studied avoidance option located just north and east of the Simon P. App Farm Property. Other avoidance alternatives were considered and dismissed, primarily due to their potential impact to the airport property.
- 7.
- 8.

As a result, the alternatives studied in Section 1 at that time in the vicinity of the Simon P. App Farm Property included the DA West Alternative and the DA West Avoidance Alternative. Both of these alternatives were presented, along with their potential impacts, at Public Meeting No. 4 in November of 1998.

At this Public Meeting, members of the public raised questions about the project's impact to a closed municipal landfill. Following up on these concerns it was

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RELEVANT PROJECT HISTORY

Prior to August 1999, the CSVT Project alternative route of choice was known as the DA-West Alternative of Section 1. This alternative had no unanticipated adverse impacts as it proposed to extend the existing, unused extension of the existing Selinsgrove By-Pass in the same way as it was designed in the 1970's. This alternative did not result in the destruction of any of the buildings on the former Simon App property and was no closer than 155 feet to any of the buildings. Based upon information provided by PennDOT and dated November 1988, the DA-West Avoidance Alternative of Section 1 was identified as an alternative to avoid the Simon App farmland. With a determination from a historical consultant that all of the 31 acres that remain of the former Simon App farm must be avoided and with a Federal Highway Administration determination that a "prudent and feasible" alternative exists to do so, the DA-West Alternative was removed from further consideration and the DA-West Avoidance Alternative was incorporated into the renamed DA Modified Avoidance (DAMA) Alternative.

COST AND ADVERSE IMPACTS

Preliminary Construction Costs, not including right-of-way acquisition costs, provided at the time the DA-West Avoidance Alternative was proposed, were estimated to be \$2.6 million more than the DA-West Alternative. Based upon the information provided in Section III of the "Draft Environmental Impact Statement (EIS) and Section 404 Permit Evaluation" for the CSVT Project, these construction cost estimates now indicate that the DA Modified Avoidance Alternative is proposed to cost \$2.5 million more in construction costs and \$2.5 million more in right-of-way acquisition costs than the DA Modified Non-Avoidance Alternative. The DA Modified Avoidance Alternative will impact two additional residential properties and four additional business properties that are not impacted by the DA Modified Non-Avoidance Alternative. The DA Modified Avoidance Alternative will also impact approximately 13 acres more agricultural soils and approximately 1 acre more of wetlands.

These additional construction and right-of-way acquisition costs do not include the costs associated with the following:

1. the useful life value remaining of the initial construction costs for the 3,300 foot long section of the existing Selinsgrove By-Pass, including access ramps and two overpass bridges, that are now proposed to be demolished and reconstructed approximately 250 feet north of their current location, (the design and construction cost were previously paid, so that in comparing alternatives, there is an additional cost associated with value of what will not be used)
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Bickhart, J.

6. (cont.)

determined that the DA West Alternative did, indeed, encroach upon an area underlain by landfill waste. Due to increased costs to clean up the landfill area, and the potential liability associated with the landfill, the DA West Alternative was eliminated from further consideration in August of 1999. At that time, three additional alternatives were evaluated; one to the northwest of the landfill (DA West Modified) and two to the southeast of the landfill (the "original" DA Alternative and the DA Modified Alternative). Also, in August of 1999, the DA Modified Alternative was advanced for further study. The DA Modified Alternative had two options at the extreme south end of the project, the DA Modified (Non-avoidance) Alternative or the DA Modified (Avoidance) Alternative.

In March of 2000 a recommendation was made that the DA Modified Avoidance (DAMA) Alternative was a "prudent and feasible" alternative to the taking or "use" of the Simon P. App property. As a result, the DAMA was studied in detail, presented in the Draft EIS, and became the Recommended Preferred Alternative in Section 1.

7. Right-of-way costs are based on the appraised value at the time of acquisition.

As stated, the estimated \$5 million additional costs do not include the items referenced in #1, 2, and 3, as appropriate.

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RELEVANT PROJECT HISTORY

Prior to August 1999, the CSVT Project alternative route of choice was known as the DA-West Alternative of Section 1. This alternative had no unanticipated adverse impacts as it proposed to extend the existing, unused extension of the existing Selinsgrove By-Pass in the same way as it was designed in the 1970's. This alternative did not result in the destruction of any of the buildings on the former Simon App property and was no closer than 155 feet to any of the buildings. Based upon information provided by PennDOT and dated November 1998, the DA-West Avoidance Alternative of Section 1 was identified as an alternative to avoid the Simon App farmland. With a determination from a historical consultant that all of the 31 acres that remain of the former Simon App farm must be avoided and with a Federal Highway Administration determination that a "prudent and feasible" alternative exists to do so, the DA-West Alternative was removed from further consideration and the DA-West Avoidance Alternative was incorporated into the renamed DA Modified Avoidance (DAMA) Alternative.

COST AND ADVERSE IMPACTS

Preliminary Construction Costs, not including right-of-way acquisition costs, provided at the time the DA-West Avoidance Alternative was proposed, were estimated to be \$2.6 million more than the DA-West Alternative. Based upon the information provided in Section III of the "Draft Environmental Impact Statement (EIS) and Section 404 Permit Evaluation" for the CSVT Project, these construction cost estimates now indicate that the DA Modified Avoidance Alternative is proposed to cost \$2.5 million more in construction costs and \$2.5 million more in right-of-way acquisition costs than the DA Modified Non-Avoidance Alternative. The DA Modified Avoidance Alternative will impact two additional residential properties and four additional business properties that are not impacted by the DA Modified Non-Avoidance Alternative. The DA Modified Avoidance Alternative will also impact approximately 13 acres more agricultural soils and approximately 1 acre more of wetlands.

These additional construction and right-of-way acquisition costs do not include the costs associated with the following:

1. the useful life value remaining of the initial construction costs for the 3,300 foot long section of the existing Selinsgrove By-Pass, including access ramps and two overpass bridges, that are now proposed to be demolished and reconstructed approximately 250 feet north of their current location, (the design and construction cost were previously paid, so that in comparing alternatives, there is an additional cost associated with value of what will not be used)
2. the right-of-way acquisition costs associated with an approved development site for a future 54-unit motel, and the approved development site for a future 24-unit motel and indoor swimming pool, both adjacent to the Comfort Inn, and
3. the costs associated with the taking of an undeveloped portion of the Susquehanna Valley Mall property that was previously proposed and approved for a substantial stand-alone store.

In addition to right-of-way acquisition costs, that are probably significantly higher than those currently identified, the proposal to demolish the existing by-pass overpass and to construct a new overpass approximately 250 feet away, will create a substantial adverse impact on traffic patterns during the demolition and construction that would not be created if the existing overpass and associated ramps were to continue to be utilized. The portion of highway to be adversely effected by such demolition and construction is a major highway interconnection between Selinsgrove Borough and the Hummels Wharf/Shamokin Dam Borough population centers, and is a vital link in the provision of emergency services between these communities. Although the DA Modified Avoidance Alternative is now noted to have less impact to existing travel patterns during construction than the Old Trail Alternatives, the comparative impacts on existing traffic patterns was not noted in the documentation on the comparison of the DA Modified Avoidance Alternative and the DA Modified Non-Avoidance Alternative.

8. It is acknowledged that the DA Modified Avoidance Alternative will have an impact on traffic patterns as the new overpass and interchange ramps are being constructed. A Maintenance and Protection of Traffic (MPT) Plan will be developed during Final Design to minimize the disruption of traffic as much as possible. Coordination will be undertaken with emergency service providers and agencies in the implementation of the MPT Plans during construction.

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After construction, the DA Modified Avoidance Alternative may also result in increased traffic congestion, and the resultant hazards, associated with the 150' shortening of the current 800' mixing zone located between the end of the by-pass off-ramp, for northbound traffic on the current 11&15, and the intersection with Ninth Street. Although anticipated post-construction changes in traffic volumes and permitted traffic movements may serve to solve some of the current problems, a significantly shortened mixing zone for the DA Modified Avoidance Alternative is likely to be more hazardous than the longer mixing zone available for the DA Modified Non-Avoidance Alternative

PROPOSED BENEFITS

The proposed location of the DA Modified Non-Avoidance Alternative would have nearly bisected the 31 acre parcel, leaving a parcel of approximately 16 acres containing all of the farm buildings and taking only vacant farm land. The DA Modified Avoidance Alternative, therefore, will result only in the avoidance of an additional 15 acres of vacant farmland and in the change in the closest distance from the proposed highway construction to the existing farm buildings from 155 feet to 766 feet. The DA Modified Avoidance Alternative will not result in any protection of the App farm from development or limit in any way the property owner's right to develop the property or to remove the historic farm buildings

DEVELOPMENT POTENTIAL OF TRACT TO BE AVOIDED

The 31 acre parcel of land, formerly owned by Simon App and currently owned by the Margaret E Fisher Trust is currently zoned by Monroe Township for high density residential development and is one of only a few parcels of land zoned to accommodate high density residential development within the Township. Sewage Facilities Planning Modules for Land Development were approved by Monroe Township and the Pennsylvania Department of Environmental Protection for this parcel of land in 1996, as the initial step in the multi-family residential development of the property for 457 dwelling units. The "Plot Plan", prepared to accompany the Modules, illustrates the proposal to maintain the existing farm buildings on a parcel of land of approximately 1 acre, with a frontage of approximately 250 feet and a depth of approximately 200 feet. Development plans for this property have been put on hold pending a decision by PennDOT on the final route for the CSVT Project. Given the fact that public water service exists on the property and that an easement has been acquired for the extension of public sanitary sewer service to the property, there is a very high probability that, immediately following a decision on the CSVT Projects location, development plans will be reinitiated. The current land owner has acquired a complete boundary and topographic survey of the property to support the land development design. Private sector development is not restricted by the potential of an existing building to be included in the National Register of Historic Places or the need to maintain a historic context and the private development could result in the total removal of the farm buildings or at the very least with the full development of the surrounding farmland

HISTORIC SIGNIFICANCE OF SIMON APP PROPERTY

The Simon App property, buildings and/or farm are not listed in the "Historic Site Inventory" prepared by the Snyder County Planning Commission in July of 1977. No effort has been made to update the Historic Site Inventory since 1977. The Snyder County Comprehensive Plan, currently being completed, does not include a listing of historic structures or properties. In 1988, Monroe Township, with a stated Goal/Objective of "The preservation of historic buildings," in their 1988 Comprehensive Plan, chose to zone the land of the Simon App farm from an existing "Active Agricultural Use" to future "High Density Residential" uses. No farms and no specific farm buildings were identified as historic within the Comprehensive Plan. A major amendment to the Monroe Township Zoning Ordinance in 1994 did not result in any changes being made to the zoning on the App Property. As zoning ordinances are to be prepared to implement the goals and objectives of a comprehensive plan, the Monroe Township Zoning Ordinance implements the future high density residential development of the App property and not preservation. Outside of the CSVT Project's EIS, there are no other known interests in the preservation of the former Simon App farm or buildings

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- 9. The new interchange associated with the DAMA Alternative will be designed to current engineering standards for the volume of traffic proposed to use the new roadway.
- 10. The property owner's right to develop the property or remove buildings on the property, if the owner so chooses, is not limited by Section 4(f) regulations. The DAMA was developed as an avoidance alternative as a result of the impact the DAM (Non-avoidance) Alternative has on the Simon P. App Farm Property. The FHWA must avoid the historic property, in accordance with Section 4(f) of the U.S. Department of Transportation Act of 1966 (amended 1968). While Section 4(f) prohibits the FHWA from impacting the property, this law will not save the property from future development should the property owner wish to develop the property.
- 11. It is our understanding that a public water supply well (Well #6) exists just west of Airport Road, west of the Simon P. App Farm Property, and that a 12-inch water main is proposed from Well #6 through the Heimbach property to Ninth Street. However, this water main has not yet been constructed. Additionally, it is our understanding that an easement for the extension of public sanitary sewer service to the property has not yet been acquired. Correspondence with the Hummels Wharf Municipal Authority in February 2002 and again in February 2003 indicated that a "Developers Agreement" between the Eastern Snyder County Regional Authority (ESCRA) (which handles wastewater treatment) and

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PROPOSED BENEFITS

The proposed location of the DA Modified Non-Avoidance Alternative would have nearly bisected the 31 acre parcel, leaving a parcel of approximately 18 acres containing all of the farm buildings and taking only vacant farm land. The DA Modified Avoidance Alternative, therefore, will result only in the avoidance of an additional 15 acres of vacant farmland and in the change in the closest distance from the proposed highway construction to the existing farm buildings from 155 feet to 766 feet. The DA Modified Avoidance Alternative will not result in any protection of the App farm from development or limit in any way the property owner's right to develop the property or to remove the historic farm buildings

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the Fishers was signed in 1996 for the proposed development of the Fisher property. Presently, the 8-inch main ends at Penn Lyon Homes. An easement for the extension of the 8-inch main would need to be acquired from Penn Lyon Homes. As of February 2003, this easement had not been acquired. Additional coordination also indicates that while an extension of the Land Planning and Development module was received from ESCRA, an extension of the planning module must also be received from the Hummels Wharf Municipal Authority (which handles wastewater collection). As of February 2003, this extension had not been received from the Hummels Wharf Municipal Authority.

The proposed future uses of a property are not taken into consideration when a property is being evaluated for potential historic significance or when a boundary determination is made. Only existing conditions can be used when evaluating a property's eligibility or National Register Boundary.

The zoning of a particular property does not play any role in the determination of the property's eligibility for the National Register or its boundaries. Additionally, the opinions of the local municipalities or historic preservation groups are not required in assessing the significance of a property. This type of input is often helpful in assessing significance of a property but is not necessary. See response to No. 3 for an explanation of the Determination of Eligibility.

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The portion of the Simon App farm that would seem to be reasonable to include in the area that is eligible for the National Register would better be identified as the "farmyard" or that area surrounding the farm buildings that would typically be enclosed to confine stock. Aerial photographs of this area, dated 1957, show a farmyard area of no more than three acres and extending no more than 300 feet from its frontage along Airport Road. The aerial photography also indicates that the rear of the farmyard was lined with trees, probably fruit trees, separating the farmyard from the adjoining farm fields. Although the trees have been removed, the boundary between the farmyard and the adjoining farm fields appears to be generally the same today as shown on the 1957 photography. The remaining portions of the Simon App farm are just farmland, no different than the land across Airport Road or any other parts of the 152.1 acres of current farmland that was the original warrant survey for Henry Christ or the hundreds of contiguous acres of current farmland that was at one time owned and farmed by the extended App family. The current 31 acre tract boundaries are the result of numerous purchases of adjacent tracts of land by the App family and the subsequent subdivision into smaller parcels as portions of the farmland were sold, sometimes to be farmed by others and sometimes to be used for other than agricultural purposes (ie Penn Lyon Home plant site, the Penn Valley Airport and various single-family dwellings). Although "historic legal boundaries" are commonly used to define the edges of historic rural landscapes for nomination as National Register sites, the boundary between the farmyard and the adjoining farm fields could also be considered. In this case, the boundary should encompass the area of all of the farm buildings, the barnyard area located east of the bank barn, and the vegetable/fruit garden area located north of the farm buildings. These are the areas that have specific historic significance and contain contributing resources, as these areas were used to sustain the historic occupancy by the App family. Other than scenic value, there is nothing of historical note or significance about the surrounding 28 or so acres of farmland and these areas should not be eligible for inclusion. A paper, presented by Anna Vemer Andrzejewski, entitled "Architecture and Agriculture in Snyder County, 1800-1945" clearly establishes what she calls the "farmstead" (typically including a farmhouse, bank barn and an assortment of subsidiary agricultural buildings clustered together and either at the end of a long lane or immediately alongside a road) as the most telling evidence of the history of farming in Snyder County. Ms. Andrzejewski was a Senior Project Administrator at Cultural Heritage Research Services, Inc., the historic preservation sub-contractor employed as a part of the CSVT Project.

CONCLUSIONS

The selection of the current 31 acre tract boundaries seems totally arbitrary and, under the circumstances, unjustifiable. It does not appear that any effort was made to document the smallest portion of the adjacent land used for farm land that would be "required" to be included with the farmyard and farm buildings to continue to have this site eligible for inclusion in the National Register under criteria "A" for agriculture, particularly since the site was also determined to be eligible for inclusion, under criteria "C" for architecture. The App Family Homestead Farm (154), now owned by Albert Heimbach, was determined to be eligible for inclusion, under criteria "C" for architecture, with only a very small portion of the encompassing farmyard and none of the surrounding farm land. Within another portion of the CSVT Project, the entire PP&L Plant property was initially determined to be eligible for the National Register of Historic Places as a historical industrial site. Subsequently the area of the PP&L Plant property that was eligible was reduced to exclude the area of the ash basin and coal storage yard, thus permitting the development of an "Old Trail Alternative" that significantly reduced the number of homes and businesses impacted by a prior Old Trail Alternative. The avoidance of any more than the absolute minimum amount of land, considering the associated costs and adverse impacts, is not believed to be justifiable.

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13. National Register boundary determinations are based upon defined guidelines established in the National Register Bulletin, "Defining Boundaries for National Register Properties" (1997). This bulletin establishes appropriate factors, such as integrity, use, setting, and landscape features, to consider when selecting and defining National Register boundaries. The five principle methods for determining National Register boundaries include:
- Distribution of Resources: Define the boundaries based upon the extent of above-ground resources.
 - Current Legal Boundaries: Define the boundaries based upon current tax parcel map or plat map when these boundaries encompass the eligible resource and are consistent with its historical significance and remaining integrity.
 - Historic Boundaries: Define the boundaries based upon historic plats or land-ownership maps when the limits of the eligible resource do not correspond with the current legal parcel boundaries.
 - Natural Features: Define the boundaries based upon natural landscape features (such as shorelines, terrace edges, or treelines) which correspond with the limit of eligible resource. These are features which currently exist.
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- Cultural Features: Define the boundaries based upon man-made features associated with the significance of the property (such as stone walls, hedgerows, or roadways) or use an area of modern development or disturbance that represents the limit of the eligible resource.

Each of these methods was considered with respect to the Simon P. App property. The farm property was determined eligible for listing in the National Register under Criterion A (agricultural history) and Criterion C (architecture). Further, in accordance with the agricultural context prepared for the CSVT project, contributing elements to the property include the residence, domestic and agricultural outbuildings, yards, and "the cultivated fields that surround the property on its north, south, and east sides...". As a result, the buildings and agricultural fields (those essential qualities that contribute to the property's significance) had to be included within the boundary. Because agricultural fields contribute substantially to the property's eligibility under Criterion A, defining the boundary based upon Distribution of Resources is not appropriate. However, in the case of the Simon P. App farm, the current property boundaries are the same as those originally established for the farmstead in 1866. These boundaries also encompass the residence, outbuildings, yard, and cultivated fields. Therefore, the Current Legal Boundaries method was determined appropriate for selecting the National Register boundary for the property. Further, to confirm the appropriateness of this selection, it was determined that

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no cultural or natural features were evident on the landscape that could be used to modify the National Register boundary from the current (and original) property tax parcel boundaries.

In addition, a "pre-existing natural boundary," like the tree row discussed by Mr. Bickhart and visible in past aerial photography, is not used when determining National Register boundaries. Drawing the National Register Boundary around the limits of the past "orchard" would also not be appropriate because this boundary would not include agricultural land.

Based upon the above rationale, current legal boundaries were recommended as the National Register boundary for the Simon P. App Farm Property. This recommendation was then reviewed by qualified cultural resource professionals. Finally, the recommendation was forwarded to the SHPO, which reviewed and concurred with the historic boundary and preliminary determination of eligibility for the property. For additional information, please see Response 17 on page 148.

The selection of the entire 31 acre tract boundaries was not arbitrary and was consistent with the guidelines established in National Register Bulletin, "Defining Boundaries for National Register Properties" on the agricultural contexts prepared for the CSVT Project.

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CONCLUSIONS

The selection of the current 31 acre tract boundaries seems totally arbitrary and, under the circumstances, unjustifiable. It does not appear that any effort was made to document the smallest portion of the adjacent land used for farm land that would be "required" to be included with the farmyard and farm buildings to continue to have this site eligible for inclusion in the National Register under criteria "A" for agriculture, particularly since the site was also determined to be eligible for inclusion, under criteria "C" for architecture. The App Family Homestead Farm (154), now owned by Albert Heimbach, was determined to be eligible for inclusion, under criteria "C" for architecture, with only a very small portion of the encompassing farmyard and none of the surrounding farm land. Within another portion of the CSVT Project, the entire PP&L Plant property was initially determined to be eligible for the National Register of Historic Places as a historical industrial site. Subsequently the area of the PP&L Plant property that was eligible was reduced to exclude the area of the ash basin and coal storage yard, thus permitting the development of an "Old Trail Alternative" that significantly reduced the number of homes and businesses impacted by a prior Old Trail Alternative. The avoidance of any more than the absolute minimum amount of land, considering the associated costs and adverse impacts, is not believed to be justifiable.

15. The App Family Homestead Farm Property (Property 154) was initially assessed as an agricultural resource as defined in the Agricultural Context developed for the CSVT project and discussed in the Historical Resources Survey and Determination of Eligibility Report (1998) prepared for the CSVT Project. It was determined that the property did not meet the physical criteria established for a "general farm" as defined in this context since the historic barn no longer survived and, although the historic setting remains rural, the farmstead has lost integrity. Numerous modern agricultural outbuildings overwhelm the farmstead and these large modern structures have diminished the integrity of the farmstead. However, the house on the App Family Homestead Property was also assessed as a residential resource. The house itself possesses a high level of integrity. As a residential (not farmstead) resource the house appears to meet Criterion C (architectural significance) but not Criterion A (for agriculture). This is the reason why the National Register Boundaries are drawn so tightly around the house and do not contain adjacent farmland.
16. The SHPO asked for a boundary modification at the PPL plant in late 1998 to exclude the coal storage yard and ash basin. Thus, a recommended modification of the historic boundary was made by PENNDOT, forwarded to the FHWA for approval, and eventually submitted to the SHPO for concurrence. As a result of the modified boundary the Old Trail Alternative was revised. These modifications are discussed in detail in Section III of the Draft and Final EIS.

13.
14.
15.
16.

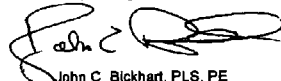
Supporting Documentation for Public/Private
Oral Testimony Submitted at 3/12/01
Public Hearing, Bickhart

GERALD E. BICKHART & SONS, INC.

I appreciate that PennDOT has "fully evaluated the applicable regulations and supporting case law" pertaining to this situation and I believe that PennDOT shares my frustration with the regulatory conditions that require this current position. I have, however, investigated in more detail what I believe to be the initiating action that has led to the current proposal to spend in excess of \$5 million to "avoid" 15 acres of farm fields, to "protect nothing" and to do so for a property that no one would consider worth anywhere near that much money to "preserve" forever. This entire situation appears to rest with the initial determination that the entire 31 acre tract of land is required to maintain the eligibility of the site for inclusion in the National Register. Based upon my research of the criteria and guidance for selecting boundaries for rural historic landscapes that would be eligible for inclusion in the National Register, I believe that this is not correct and that the consult should be requested to define and the Director of the Pennsylvania Historic and Museum Commission (PHMC) should be asked to only "concur" with a recommendation of the absolute smallest parcel of land that would not alter eligibility for the site. With what I believe will be a recommendation for a much smaller parcel of land, the Federal and State regulations could be properly applied without the excessive costs and adverse impacts.

Section III 4 of the EIS, discussing the Historic App Property, indicates that "The local community has expressed frustration concerning the elevated protection status of historic resources over the protection of homes, farmland and businesses." In this instance, the frustration is with the fact that homes, farmland and businesses are not just getting a lower protection status, but are being taken and more than \$5 million additional dollars are being spent to avoid 15 additional acres of vacant land and to protect absolutely nothing, knowing full well that no one associated with this project or who has participated in this decision would ever agree to spend anywhere near \$5 million to preserve the App farm for ever or to agree to spend any money from their pockets. This is also particularly frustrating when this circumstance appears to result from the arbitrary decision of a private historic preservation firm from Philadelphia and from their decision being "concerned" with by the Pennsylvania Historic and Museum Commission (PHMC). The Federal rules and regulations notwithstanding, the amount of land minimally needed to be included with the App farmstead to assure eligibility is a judgement and this judgement should have been made considering the costs and adverse impacts associated with the inclusion of additional area. I believe that to do so, under these circumstances, is an abuse of authority, and if it isn't, it should be criminal.

Respectfully submitted,



John C. Bickhart, PLS, PE
President

Response to Supporting Documentation for
Public/Private Oral Testimony Submitted
at 3/12/01 Public Hearing, Bickhart

Bickhart, J.

17. Due to the substantial controversy concerning the eligibility determination and boundaries of the App farm, FHWA elected to raise the questions of eligibility and boundaries with the Keeper of the National Register (Keeper), the individual delegated the authority by the U.S. Department of Interior, National Park Service to list properties and determine their eligibility for the National Register of Historic Places. The Keeper evaluated the information and responded that the App farm and boundaries of the App farm met the eligibility requirements.

17. The response, contained in Appendix C of the Final EIS, indicates that the "Simon P. App farm meets National Register Criteria A and C for its local historic and architectural significance. The approximately 31-acre boundary established for the register-eligible property is appropriate and justified as being the historic (1866) boundary of the property."

18. The frustration regarding the eligibility and boundaries of the site and the subsequent development and recommendation of the Avoidance Alternative is acknowledged. Based on the regulatory requirements and legal precedent that exists regarding Section 4(f), PENNDOT and the FHWA developed the avoidance of the App farm.

Further, should conditions change from those currently present at any point prior to construction of the CSVT project, we have committed to reevaluating the area of impact. If conditions warrant, modifications of the alignment will be made to further minimize project impacts. This commitment includes the entire CSVT project area, as well as avoidance of the Simon P. App Farmstead.

Supporting Documentation for Public/Private
Oral Testimony Submitted at 3/12/01
Public Hearing, McCollum



3/11/01

To All Concerned,

My comment and concern is small on the relative scope and scale of this project but is very important to the small homesteaders association of which I am a member and who constructed the private boatramp that has been rumored to be replaced with a public one at the west shore river crossing site

We had no choice in the loss of value of our riverfront properties due to the loss of their main assets, privacy and seclusion. Now instead of keeping our private boatramp, possibly improved as a slight mitigation for the unsightly monstrosity that will replace our once peaceful, natural view, you intend to further invade our privacy and further reduce our property values, by opening our immediate area to the public

I wonder if important issues such as boating congestion, safety on the water, and traffic on township roads not built for the large influx of new traffic that will occur, have been duly contemplated

Perhaps a pertinent course of action would be to investigate the possibility of finding a site that would be better suited, and not shoved down the throats, of people already adversely affected by the project

Thank you for your concern in this matter

Yours truly

E. L. McCollum

Response to Supporting Documentation for
Public/Private Oral Testimony Submitted
at 3/12/01 Public Hearing, McCollum

McCollum, M.

1. PENNDOT has coordinated with public officials and the Pennsylvania Fish & Boat Commission (PFBC) on the location of a public boat ramp along the West Branch of the Susquehanna River. The PFBC suggested the addition of a public boat access area on the west side of the West Branch of the Susquehanna River in response to frequent comments that the Shikellamy boat access area is overly congested at peak times of the season. Additionally, the boat launch was suggested by the PFBC as an access on the west side of the West Branch of the Susquehanna River since there is no public boat access to the river in all of Union County, not just the Winfield area. The PFBC is interested in providing fishing and boating opportunities to the public at large and believes that this project provides an opportunity to do so. The PFBC has noted that the value of a public boat access at this site lies in its location between the more frequently used (i.e. congested) recreational boating areas (southward) and the boating areas more commonly used for fishing (northward).
2. These issues will be considered during Final Design.

RECEIVED
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DISTRICT 3-0
MONTGOMERYVILLE, PA

Supporting Documentation for Public/Private
Oral Testimony Submitted at 3/12/01
Public Hearing, Broschart

March 12, 2001

Testimony to Public Comment Hearing on CSVT DEIS

My name is Robert Broschart. Along with my wife and three children, I live at the end of Libeck Road in Point Township, about ½ mile north of Ridge Road and 1,000 feet east of Route 147. Our home is nestled over the crest of the ridge as it meets Route 147 overlooking the stream known as Ridge Run. With our eastern edge bordered by undeveloped woodland, our children have become accustomed to seeing a variety of wildlife, including deer, turkey and even a black bear. This is an area referred to in Appendix I-2 as "Major Forest Patch Network suitable for preservation" and in exhibit IV-F-6 as bordering between "Locally Important Wildlife Habitat (category 2) and General Wildlife Habitat (category 3)".

Despite the beauty, quiet and solitude provided by our setting, we recognize the danger present on existing Route 147. Like others who live along the existing Point Township Route 147 highway, we have direct access from township roads or private driveways. Entering and exiting the highway with its high volume of autos and tractor trailers is not only dangerous but sometimes seems nearly impossible during the peak hours of the day. We clearly see the need for the proposed highway and support the overall Central Susquehanna Valley Thruway project.

Of the four proposed river crossings, two would have most likely taken our home while a third would have cut off access to our home, requiring some kind of alternative routing and mitigation. The river crossing selected, RC-5, passes through the middle of the undeveloped forested area to the east of our home, with its actual location situated between 300 and 450 feet from our home – about 1/3 of the present distance from Route 147. Although this alternative may not "qualify" as having any direct impacts on our home, the indirect impacts could be substantial.

The Draft Environmental Impact Study does an excellent job of laying out the generalities of indirect impacts. Section IV of the DEIS documents the potential for Visual Impacts, Noise Impacts, Wildlife Habitat Impacts, Forest Land Impacts, Air Quality Impacts, Water Quality Impacts and Traffic Impacts. These sections all point out the potential impacts the project may have on any of these areas and discuss the possible mitigation measures which may be taken where "feasible and cost-effectively reasonable". It is the potential for "falling through the cracks" that concerns me most.

I am but one voice. In American democracy, we honor that concept. In a highway project such as the CSVT, we reduce that single voice to an "economically feasible" variable in a calculation. To the best of my knowledge and the documentation of the DEIS, no one has visited my property. I can

Response to Supporting Documentation for
Public/Private Oral Testimony Submitted
at 3/12/01 Public Hearing, Broschart

Broschart, R.

1. Your concerns about perceived project impacts to your property and the surrounding lands are noted. A roadway design will be developed that will benefit the majority of people and will have the fewest adverse effects on nearby residents and the environment. However, there will always be some parties that are affected. Preliminary design studies have been conducted to assess environmental impacts of the various alternatives. As seen in the Impact Summary Table (pages III-88, 89 in the Draft EIS), the Recommended Preferred Alternative has fewer associated direct, secondary and cumulative impacts to natural resources and the community than the other alternatives.

Supporting Documentation for Public/Private
Oral Testimony Submitted at 3/12/01
Public Hearing, Broschart

understand that a draft study or even a final detailed analysis will not be based on personal interviews and visits with every potentially impacted homeowner. But I am concerned that I am "generalized" along with everyone else in the study under every category. How can I ever gain assurances that I won't be "suffering personally for the benefit of the greater good"?

Our home is in the area documented in section IV G 1 as supported by limestone aquifers. This area is described as both "an important water supply" and one with a "risk of widespread contamination" if groundwater pollution is introduced near the aquifer. Pre-construction and post-construction water quality test for one year sound nice, but what happens if my well becomes contaminated thirteen months later or thirteen years later? How do I know it wasn't caused by the location of the Thruway project on top of the Keyser-Tonoloway Limestone Formation? How would I ever prove cause and effect?

Another critical concern is the possibility of future development at what will become a highway interchange (the proposed Ridge Road interchange) in the fields adjacent to our home. When I questioned the possibility of these interchanges resulting in development which typically occurs at these kind of interchanges (truck stops, restaurants, etc) I thought I was told that this was very likely and would be part of the DEIS documentation. I do not recall reading anything pointing out the secondary impacts on nearby residents from further development occurring near the interchange. The DEIS seems to indicate that any development that might occur was normal and would have likely occurred even without the Thruway project. I do not consider placement of a four-lane highway interchange and any resulting development as "normal" for Point Township. If I have an all-night truck stop next to my back yard, does that not deserve consideration? If this potential for other development impacts my well after the construction period, isn't that indirectly resulting from the Thruway project?

Please consider that the indirect impacts may be just as intrusive as direct impacts on individual citizens, even though those individual citizens are "single voices" and not "neighborhoods". The value of our home and our rural setting is not based on an economic formula for feasibility. Please take safeguards to ensure that our current and future welfare is not impacted directly or indirectly by the construction or operation of the proposed Central Susquehanna Valley Thruway project.

Thank you

Submitted by

Robert A. Broschart
RR 2 Box 494C
Northumberland, PA 17857

Response to Supporting Documentation for
Public/Private Oral Testimony Submitted
at 3/12/01 Public Hearing, Broschart

Broschart, R.

1. understand that a draft study or even a final detailed analysis will not be based on personal interviews and visits with every potentially impacted homeowner. But I am concerned that I am "generalized" along with everyone else in the study under every category. How can I ever gain assurances that I won't be "suffering personally for the benefit of the greater good"?
2. Impacts to community and private water supplies, and the assurance of safe residential potable water are important concerns. As discussed in the Draft EIS, a Geotechnical Survey will be conducted during Final Design. This investigation will address hydrogeological issues through collection of site-specific information on geology, soils, and groundwater conditions. In sensitive areas, an assessment of potentially affected individual domestic and public supply wells will be undertaken. The results of the Geotechnical Survey will be used to minimize the risk of contamination and to refine the proposed mitigation measures. When required, state (PA DEP) and local agencies will be part of the planning process to ensure that water supplies remain safe.
3. Another critical concern is the possibility of future development at what will become a highway interchange (the proposed Ridge Road interchange) in the fields adjacent to our home. When I questioned the possibility of these interchanges resulting in development which typically occurs at these kind of interchanges (truck stops, restaurants, etc) I thought I was told that this was very likely and would be part of the DEIS documentation. I do not recall reading anything pointing out the secondary impacts on nearby residents from further development occurring near the interchange. The DEIS seems to indicate that any development that might occur was normal and would have likely occurred even without the Thruway project. I do not consider placement of a four-lane highway interchange and any resulting development as "normal" for Point Township. If I have an all-night truck stop next to my back yard, does that not deserve consideration? If this potential for other development impacts my well after the construction period, isn't that indirectly resulting from the Thruway project?

The Draft EIS and Final EIS discuss the desire to maintain a continued supply of safe drinking water to affected residents. If impacts occur as a result of construction, the maintenance of water supplies to homes and properties not acquired as part of the right-of-way may be by any one of the following:

- provide connections to public water systems
- provide water treatment
- redrill existing wells to another water-producing zone at a greater depth
- relocate a well to an adjacent water-producing formation not disturbed by construction
- acquire the property

Supporting Documentation for Public/Private
Oral Testimony Submitted at 3/12/01
Public Hearing, Broschart

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Thank you

Submitted by

Robert A Broschart
RR 2 Box 494C
Northumberland, PA 17857

Response to Supporting Documentation for
Public/Private Oral Testimony Submitted
at 3/12/01 Public Hearing

Broschart, R.

2. (cont.)

Consideration may also be given to continuing potable water well sampling/analysis beyond a year after construction.

3. Section IV-L of the Draft and Final EIS discusses the Secondary and Cumulative impacts that may be a result of the transportation project. This section discusses land development activities that otherwise may not occur without the increased accessibility brought about by the proposed project. Figure IV-L-8 in the Draft and Final EIS shows four potential Secondary/Cumulative Impact Areas (SCIAs) surrounding the proposed Ridge Road interchange. Table IV-L-2 in the Draft and Final EIS notes that 3 of these 4 areas may experience some increased development pressure, mostly from residential development, with the construction of any of the river crossing options. However, it is important to note that the infrastructure (sewer/water service) does not currently exist in these areas and in some cases the zoning would also need to change from agricultural to commercial for this type of development to occur. Local zoning decisions are not within PENNDOT's jurisdiction. These decisions are made at the municipal level.

It is also important to note that one of the four noted SCIAs, Area 30, is already a site of a planned subdivision. This proposed subdivision was planned independent of this project. The Draft and Final EIS ac-

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Response to Supporting Documentation for
Public/Private Oral Testimony Submitted
at 3/12/01 Public Hearing

Broschart, R.

3. (cont.)

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1.

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2.

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3.

Please consider that the indirect impacts may be just as intrusive as direct impacts on individual citizens, even though those individual citizens are "single voices" and not "neighborhoods". The value of our home and our rural setting is not based on an economic formula for feasibility. Please take safeguards to ensure that our current and future welfare is not impacted directly or indirectly by the construction or operation of the proposed Central Susquehanna Valley Thruway project.

Thank you

Submitted by

Robert A. Broschart
RR 2 Box 494C
Northumberland, PA 17857

knowledge that some of this further development would have occurred in the study area with or without the new highway. The Draft and Final EIS also note that the new highway may spur some additional development, but concludes that the proposed improvements should have little effect on future growth rates.

**Supporting Documentation for Public/Private
Oral Testimony Submitted at 3/12/01
Public Hearing, Murawski**



4775 Linglestown Road Harrisburg PA 17112 (717) 671 4500

**CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION
PROJECT**

PUBLIC HEARING TESTIMONY

Presented By

*Mark R. Murawski President
Route 15 Coalition*

Presented To

*Pennsylvania Department of Transportation
US Army Corps of Engineers*

March 12, 2001
Selinsgrove High School

Supporting Documentation for Public/Private
Oral Testimony Submitted at 3/12/01
Public Hearing, Murawski

Response to Supporting Documentation for
Public/Private Oral Testimony Submitted
at 3/12/01 Public Hearing



4775 Lingstown Road Harrisburg PA 17112 (717) 671 4500

April 10, 2000

Mr Paul E Heise, District Engineer
Engineering District 3-0
PA Department of Transportation
PO Box 218
Montoursville, PA 17754-0218

Dear Mr Heise

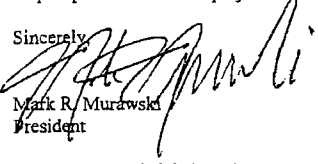
Please accept my sincere appreciate to you and to Mr Eric High of your staff for the fine presentation that was made to the Route 15 Coalition on the Central Susquehanna Valley Thruway project

As you know, on April 6, 2000, the Route 15 Coalition Board of Directors unanimously endorsed PennDOT's recommended alternative referred to as the "DA Modified Avoidance Alternative with the PA 61 Connector and River Crossing No 5" for the reasons cited in Mr High's presentation

I plan to testify on behalf of the Route 15 Coalition in support of this alternative at the upcoming public hearing regarding the Draft Environmental Impact Statement for this important regional project

Thank you for including our organization as a representative on the CSVT Citizens Advisory Committee Please let me know of any further assistance the Route 15 Coalition can provide to help implement this vital project in the most expeditious way possible

Sincerely,


Mark R. Murawski
President

CC Bradley L. Mallory, Secretary of Transportation
Karin Knauss, Morehouse Communications
Eric High, PennDOT District 3-0

Murawski, M.

1. The support of the Route 15 Coalition for the Recommended Preferred Alternative (DAMA/RC5) is noted.

**Supporting Documentation for Public/Private
Oral Testimony Submitted at 3/12/01
Public Hearing, Murawski**

Good evening, representatives of the Pennsylvania Department of Transportation and the US Army Corps of Engineers, my name is Mark Murawski I am President of the Route 15 Coalition Thank you for affording our organization the opportunity to testify in support of this extremely important regional transportation project The Route 15 Coalition is a broad-based grassroots non-profit group consisting of approximately 70 public and private sector organizations situated along the US Route 15 Corridor primarily between the Pennsylvania / Maryland border and Coming, New York Our sole mission is to achieve an overall upgrade of US 15 to a modern four lane highway throughout Pennsylvania to improve public safety, overall economic development and tourism

During the last five years, I have represented the Route 15 Coalition on the Citizens Advisory Committee for this project My observations are that PennDOT and the consultant team conducted a very thorough assessment of the overall needs for this project and have carefully evaluated all reasonable alternative locations for the new highway system in terms of addressing the project needs as well as engineering, environmental and community impacts I believe PennDOT has made a good faith effort to secure input from members of the Citizens Advisory Committee / Public Officials Work Group, other stakeholders organizations as well as the general public The Draft Environmental Impact Statement adequately reflects the results of this careful analysis and extensive public involvement process conducted to date

**Supporting Documentation for Public/Private
Oral Testimony Submitted at 3/12/01
Public Hearing, Murawski**

On April 6, 2000, former PennDOT District Engineer Paul Heise and Mr. Eric High, District 3-0 Project Manager made a fine presentation at the Route 15 Coalition Board of Directors Meeting. The Route 15 Coalition Board of Directors expressed unanimous support for PennDOT's recommended alternative referred to as the "DA Modified Avoidance Alternative with the PA 61 Connector and River Crossing No. 5."

2.

The reasons for the Route 15 Coalition's support for this alternative are as follows:

- *Lowest number of residential displacements*
- *Least impact to existing travel patterns during construction*
- *Lowest total project cost*
- *Least impact to wetlands*
- *No floodplain impacts*
- *Least impact to high probability archaeology areas*

We were disappointed to learn of the extensive public costs associated with the Selinsgrove interchange re-configuration necessary to avoid the historic App Farm, but recognize this is beyond PennDOT's control. We would urge reforms to existing laws in this regard.

3.

**Response to Supporting Documentation for
Public/Private Oral Testimony Submitted
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Murawski, M.

2. The support of the Route 15 Coalition for the Recommended Preferred Alternative (DAMA/RC5) is noted.
3. Your comment urging reform of the existing Section 4(f) regulations is noted.

**Supporting Documentation for Public/Private
Oral Testimony Submitted at 3/12/01
Public Hearing, Murawski**

In addition, the Lycoming County Planning Commission and Williamsport-Lycoming Chamber of Commerce have also asked me to convey their support for this alternative. It is important to note that the Williamsport-Lycoming Chamber of Commerce is somewhat different from many other Chambers of Commerce in that it has nearly 1000 members, mostly from the business community in Lycoming County and also serves as Lycoming County's Industrial Development Corporation and tourism promotion agency consolidated under one entity. The Chamber fully recognizes the regional importance of this project to their economic development and tourism promotion strategy. (Refer to attached letters.)

Although the CSVT project will not be signed as Route 15, we believe the new highway will certainly function as Route 15 in terms of serving the north-south regional traffic flow throughout this portion of the Commonwealth. Failure to complete this project will only double the amount of traffic along the existing corridor in 20 years, according to the CSVT Needs Study, which will be a significant detriment to local businesses, especially along the already congested Shamokin Dam commercial strip area. We are sensitive to the effects the recommended alternative may have on businesses in this area and encourage PennDOT to carefully assess highway signage needs through consultation with the business community. We believe that our mission will be fully achieved with the completion of the CSVT project as the other Route 15 sections are either in advanced stages of design or are already under construction. The Route 15 Coalition stands ready to assist PennDOT and SEDA-COG in securing the \$300+ million needed to advance this project to construction without delay.

**Response to Supporting Documentation for
Public/Private Oral Testimony Submitted
at 3/12/01 Public Hearing, Murawski**

Murawski, M.

4. The support of the Lycoming County Planning Commission and the Williamsport-Lycoming Chamber of Commerce is noted.
5. The FHWA and PENNDOT will work with the business community, the local municipalities, and local tourism agencies to determine appropriate signage for the business district and individual businesses during Final Design.

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We realize that there is no "perfect" alternative with a highway project of this magnitude and complexity. However, we maintain that the Draft Environmental Impact Statement takes into consideration the need to balance all types of impacts and presents the best alignment approach to address the project needs. We urge favorable approval of the DEIS by the reviewing agencies in an expeditious fashion once all public comments are received and evaluated.

In closing, there is an old saying that the best time to plant a tree is 20 years ago. The second best time is today. The same can be said about this long overdue highway project. This time around let us all work together to fully resolve the remaining issues and finish what we have started for the betterment of our prosperous region.

Thank you

**Response to Supporting Documentation for
Public/Private Oral Testimony Submitted
at 3/12/01 Public Hearing, Murawski**

Murawski, M.

6. FHWA and PENNDOT are committed to conducting the required studies to ensure that all important environmental and engineering issues, including public concerns, are properly considered. The Preferred Alternative must meet current and future transportation needs, and attempt to minimize environmental and social impacts. Final Design, Right-of-Way Acquisition and Construction will proceed upon completion of the preliminary studies and issuance of the Record of Decision by the FHWA, and subject to the availability of funds.

Supporting Documentation for Public/Private
Oral Testimony Submitted at 3/12/01
Public Hearing, Murawski



WILLIAMSPORT/LYCOMING CHAMBER OF COMMERCE

100 WEST THIRD STREET □ WILLIAMSPORT PA 17701 □ 570 326 1971 □ FAX 570 321 1208
E Mail: chamber@williamsport.org Web Site: http://www.williamsport.org

April 20, 2000

Mr Paul E Heise, P E
District Engineer
Engineering District 3-0
PA Department of Transportation
PO Box 218
Montoursville, PA 17754-0218

Dear Mr Heise

At their April 13, 2000 meeting, the Williamsport-Lycoming Chamber of Commerce Transportation Committee unanimously endorsed the PA Department of Transportation's recommended alternative for the Central Susquehanna Valley Thruway referred to as the DA Modified Avoidance Alternative with the PA 61 Connector and River Crossing No 5. We agree this alternative is better than the Old Trail Alternatives due to less residential displacements, less impacts to existing travel patterns during construction, lower total costs, less impacts to wetlands, no floodplain impacts and avoidance of high probability archaeology areas which could significantly delay the project. We understand the currently proposed alignment has been designed to avoid the historic App Farm property in compliance with environmental regulations. Should the App Farm no longer be considered historic due to actions undertaken by the property owner that changes the historic character of this farmstead, we would recommend an alignment modification be made to better utilize the existing Selinsgrove interchange configuration to reduce project costs and to improve traffic flows during construction.

Our Chamber of Commerce is committed to the completion of a modern four lane US 15 throughout Pennsylvania. The Central Susquehanna Valley Thruway will be the last major missing link in this important highway corridor. We have testified to the State Transportation Commission in support of including the \$ 320 million needed for the construction phase on the 12 Year Program as a high priority.

We appreciate Mr Hippensteel of your staff taking the time to present the results of this important study to our Committee. Please let me know if our Chamber can be of further assistance to PennDOT to help expedite this vital project.

Sincerely,

Kenneth C Larson, Chairman
Williamsport-Lycoming Chamber of Commerce Transportation Committee

CC Bradley Mallory, Secretary of Transportation
Mark Murawski, Lycoming County Planning Commission



Response to Supporting Documentation for
Public/Private Oral Testimony Submitted
at 3/12/01 Public Hearing, Murawski

Murawski, M.

7. The support of the Williamsport-Lycoming Chamber of Commerce for the Recommended Preferred Alternative (DAMA/RC5) is noted.
8. Should the App farm no longer be considered eligible for the National Register of Historic Places, an alignment modification to use the existing interchange configuration would be considered.

7.

8.

Supporting Documentation for Public/Private
Oral Testimony Submitted at 3/12/01
Public Hearing, Murawski

Response to Supporting Documentation for
Public/Private Oral Testimony Submitted
at 3/12/01 Public Hearing, Murawski

Murawski, M.

MEMBERS:

Roger D. Jarrett, *Chairman*
W.E. Turner Hollick, *Vice Chairman*
Robert E. Waltz, *Secretary*
Richard C. Hsias, *Treasurer*
Robert E. Bauder, *P.E.*
Jeffery D. Bower
George A. Durrwachter, *DMD*
Ann S. Pepperman, *Esq.*
Charles D. Springman



LYCOMING COUNTY PLANNING COMMISSION
Executive Plaza
330 Pine Street
Williamsport Pennsylvania 17701

Jerry S. Walls, *AICP Executive Director*

Charles F. Greevy III, *Solicitor*

Voice: (570) 320 2130
Fax: (570) 320 2135
e-mail: lycoplant@lyco.org

Mailing Address:
48 West Third St
Williamsport Pennsylvania 17701

April 25, 2000

Paul E. Heise, District Engineer
Engineering District 3-0
PA Department of Transportation
PO Box 218
Montoursville, PA 17754-0218

Dear Mr. Heise:

At their April 20, 2000 public meeting, the Lycoming County Planning Commission endorsed the PennDOT recommended alternative for the Central Susquehanna Valley Thruway project referred to as the DA Modified Avoidance Alternative with the PA 61 Connector and River Crossing No. 5, with the understanding that PennDOT would modify this alternative to use a portion of the historic App Farm property should the owner of this farmstead change the historic integrity of the property. This action would yield substantial cost savings on the project and improve traffic flow by utilizing the existing Selinsgrove interchange configuration.

The Lycoming County Planning Commission has voiced the need for US 15 improvements throughout Pennsylvania for many years. This project, when completed, will fulfill our overall vision for this highway corridor and have significant public safety and economic development benefits for the entire region.

We appreciate Mr. Hippensteil attending our public meeting to present this important project. We also thank you for appointing our Transportation Planner, Mark Murawski, to serve on the PennDOT CSVT Citizens Advisory Committee representing the Lycoming County Planning Commission and Route 15 Coalition. Mr. Murawski will attend the next Citizens Advisory Committee public meeting to convey our support for PennDOT's recommended alternative.

Thank you for taking the time to coordinate with our agency on this exciting project.

Sincerely,


Jerry S. Walls, AICP
Executive Director

9. The support of the Lycoming County Planning Commission for the Recommended Preferred Alternative (DAMA/RC5) is noted. Should the App farm no longer be considered eligible for the National Register of Historic Places, an alignment modification to use the existing interchange configuration would be considered.

**Supporting Documentation for Public/Private
Oral Testimony Submitted at 3/12/01
Public Hearing, Reichley**



Central Susquehanna Valley Transportation Project

Public Hearing

Presented by:

**Mr. Ben Reichley, Chairman
CSVCC Transportation Committee**

March 12, 2001

The CSVT Project is important to economic viability of the region. With the other proposed improvements to 11 & 15 and its designation as a National Highway, increased traffic on the "Golden Strip" may begin to erode the current investment by businesses and restaurants along the road.

Travel on the Strip without the Bypass will become increasingly frustrating and hazardous for local citizens. Businesses will think twice about locating on a road that carries 80,000+ vehicles (80,000 is the projected traffic by 2020).

Routes 11 & 15 makes it easy for people and cargo to reach our region, but the current combination of local and through traffic makes it difficult to traverse the area safely and quickly.

The completion of the Bypass and CSVT will serve as a catalyst to help attract new businesses to the area through greater ease of access to major transportation hubs such as Harrisburg and key North/South and East/West Interstates such as I-80 and I-81.

Concerns about decreased patronage for businesses and restaurants on the Golden Strip when the Bypass is completed can be mitigated by good signage, coordination with local tourism agencies, and creative marketing to attract through travelers to detour to the Strip. Also, the completion of the 11/15 widening project will reduce travel time to the region, and potentially attract new patrons and shoppers to the area, including the Golden Strip.

**Response to Supporting Documentation for
Public/Private Oral Testimony Submitted
at 3/12/01 Public Hearing, Reichley**

Reichley, B.

1. The FHWA and PENNDOT are committed to working with the business community, the local municipalities, and local tourism agencies to determine appropriate signage for the business district and individual businesses during Final Design.

**Supporting Documentation for Public/Private
Oral Testimony Submitted at 3/12/01
Public Hearing, Reichley**

**Response to Supporting Documentation for
Public/Private Oral Testimony Submitted
at 3/12/01 Public Hearing, Reichley**

Reichley, B.

2. The support of the Central Susquehanna Valley Chamber of Commerce for the Recommended Preferred Alternative (DAMA/RC5) is noted.

Completion of the Bypass will reduce travel time for area residents and through travelers. This can result in reduced air pollution, better fuel economy for vehicles using both the Bypass and the Golden Strip, and more efficient local transportation both for employers and workers.

Merit of the project is evidenced by the long and persistent endeavor by local leaders and business people to bring us to this point. Now that PennDOT and the Federal Highway Administration are prepared to move forward once the Preferred Alignment and Environmental Impact Assessment are approved, it is in all our best interests to see that there are no unnecessary and frivolous delays.

Any protracted discussions or court suits will only add to the cost and possibly risk its status in the PennDOT 12-year plan and federal funding allocations.

There has been **ample opportunity for local citizens, businesses and local officials to express their concerns** and make recommendations. Our Regional District 3-0 Office has made an exceptional effort to inform and involve the local communities in the location and design of this road. We are especially thankful for your efforts last April to address our general membership and answering questions about the proposed alignment. Although it is not possible to achieve 100% consensus, you have attempted to fairly assess and balance the myriad of interests and issues that exist within the proposed alignments.

Ample opportunities have been provided for all concerned to review and make recommendations. These hearings are our opportunity to confirm the process PennDOT has followed and to express any remaining concerns. While people or businesses may have specific issues as the process continues, it is vital that we focus on the cumulative benefits for the region. By maintaining a positive dialogue with PennDOT, parties who are directly affected by construction can expect to reach the most equitable and timely adjustments and settlements.

Completing the CSVT project is a vital link in enhancing the transportation infrastructure of the region. We have reached a critical stage in the 35-year history of this endeavor. It's time for everyone to weigh the positive results against the increased costs and disruptions that will ensue if we drag out the process for another 5 - 10 years. The professional staff at Penn DOT and other officials have recommended the best alternative. We support their recommendation and go on record urging PennDOT and the Federal agencies to approve the DEIS.

2.

Supporting Documentation for Public/Private Oral Testimony Submitted at 3/12/01 Public Hearing, Varner

RANDALL AND JAMI VARNER

RD#2 Box 158
Selinsgrove, PA
17870
570-743-3334

March 12, 2001

To whom it may concern;

This letter is in response to the environmental impact study that was released on March 12, 2001 in particular the area that will overpass 11th Avenue in Shamokin Dam

If the States wants to construct a roadway that truly does not effect the valleys homes and lands, they should look into and reconsider moving the path north approximately 500 ft, north where it overpasses 11th Avenue

By doing this it will only effect one home, not 6 or 8 The distance between the two hills for the overpass would be greatly reduced, and it would also be well behind the breast of the old ash basin #2 The path of the road would not disturb any farmland, or developed property if moved And would only take a minimal amount of fill and cut If this is not reasonable, we would like a reply as to why

Also, at an earlier meeting attended by my wife and myself, a noise study was presented We talked with a person concerning the readings from around our home We at that time stressed that these readings were impossible to believe, and we were also told that they (the readings of noise levels) were probably not correct for our area If this is the case, then how can this study be released at this time with false information?

My wife and I know this project is desperately needed, but everything must be looked at extremely carefully as not to create a sever imbalance to nature We would appreciate an answer to our questions as we feel they are valid points that have not been previously addressed and these points would lesson the impact on or to several long time homeowners in the area specified

We look forward to you reply

Sincerely,

Randall & Jami Varner
Randall and Jami Varner

1.

2.

Response to Supporting Documentation for Public/Private Oral Testimony Submitted at 3/12/01 Public Hearing, Varner

Varner, J.

- 1. In response to this request, a modification of the DAMA Alternative was evaluated. This modification moved the centerline of the DAMA Alternative approximately 600 feet north of its present location.

An evaluation of the potential impacts of this modification was completed. A summary of the assessment follows.

The 11th Avenue modification does reduce the impacted homes along 11th Avenue from five properties (DAMA) to two properties (11th Avenue modification). However, the 11th Avenue modification necessitates impacting additional areas which include approximately 7.6 acres of productive farmland, approximately 1.7 acres of agricultural security areas, approximately 4.4 acres of prime agricultural soils, and about 1 acre of wetland. The 11th Avenue modification also impacts an additional 22 acres north of the project study area.

Based on a review of this information, the 11th Avenue modification was dismissed from further analysis. We believe the additional impacts are not outweighed by the reduced residential acquisitions.

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Sincerely,


Randall and Jami Varner

Response to Supporting Documentation for
Public/Private Oral Testimony Submitted
at 3/12/01 Public Hearing, Varner

Varner, J.

2. In the area of concern along 11th Avenue, an initial noise reading was taken at 148 11th Avenue. This site (referred to as Receptor 23 in the noise study) was monitored during the AM peak (57.9 dBA) on 2/25/97, noon off-peak (58.6dBA) on 3/25/97, and PM peak (58.8 dBA) on 4/10/97. As can be seen, the consistency of the data reassures that the monitored noise levels are reliable. The noise model, using traffic volumes and speeds collected during noise monitoring, predicted an existing level of 57.1 dBA for the PM peak. As this is within the 3 dBA limit of error, the conclusion can be made that the model is reliable at this location. As with any project of this size, sound levels cannot be monitored at every residence. Therefore, modeled sites are used to help delineate noise levels throughout a community. In the DA Modified Avoidance models, additional modeling sites 23A, 23B, 23D, 23E, 23F, 23G, and 23H are within close enough distance and geographical consistency to Receptor 23 to provide confidence in the modeled noise levels. The site nearest to the residence in concern would be 23D. The model predicts a noise level of 54.1 dBA at 23D, which is reasonable based on the data observed at Receptor 23. (A noise level of 54 dBA is comparable to the noise level of a dishwasher in the next room. See Sound Level chart in Appendix O of the Final EIS.) Based on an existing noise level of 54 dBA, the noise abatement criteria would be 65 dBA. This means that if predicted noise levels for the design year exceed 65 dBA, it would be considered a noise impact warranting an investigation of noise miti-

Supporting Documentation for Public/Private Oral Testimony Submitted at 3/12/01 Public Hearing, Varner

Response to Supporting Documentation for Public/Private Oral Testimony Submitted at 3/12/01 Public Hearing, Varner

RANDALL AND JAMI VARNER

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We look forward to you reply

Sincerely,

Randall & Jami Varner (handwritten signature) Randall and Jami Varner

Varner, J.

2. (cont.)

gation. Based on design year 2020, predicted traffic volumes along the DA Modified Avoidance alignment, a future predicted noise level of 61 dBA was generated at site 23D. Using the new 2030 traffic volumes a future noise level of 60 dBA is predicted. Based on the above, noise mitigation is not warranted. (See Section IV.M of the Final EIS for updated traffic volume projections). Any statements made at the public meetings were intended to convey that, although not every residence can be monitored or modeled, representative sites are used to provide the best estimate of the acoustical environment at any given location. It is entirely possible that at different times of the day it is quieter than 54 dBA at this site. However, due to the consistency of the monitored levels at a nearby receptor, we believe the existing modeled level of 54 dBA at Receptor 23D is accurate for the daytime hours.

1.
2.

Supporting Documentation for Public/Private
 Oral Testimony Submitted at 3/12/01
 Public Hearing, Heimbach

Albert Heimbach
 521 Mill Rd
 Selinsgrove, PA 17870-9120

OUTLINE FOR PRESENTATION AT DRAFT EIS PUBLIC MEETING

- Please forgive me for reading my comments I've written down the things I want to say so I don't forget anything
- *State your name and where your farm is located*
- The southern section of the proposed route will cut through my farm and take a sizeable chunk of acreage It would essentially cut my farm in half
- My farm is a working family farm, one of the few left in this area
- The Snyder County Historical Society published an article about the history of farming in this area, and my farm was mentioned as one of the few that is historically important, both because of the buildings that we have preserved and because of the way it is still used as a working farm
- The way the route is planned, it will be difficult for my wife and me, my sons, and their families to continue to make a living on this farm 1.
- I realize that they will pay me some money for the land, but that won't make up for what my family and this community will be losing
- In addition, PennDOT has calculated that the proposed route will cost at least \$ 5 million more than the alternative route 2.
- The alternative route—which PennDOT has rejected—goes across the Fisher property This route still would take part of my farm, but less of my land and not as close to my buildings
- I'd really prefer that PennDOT use the Old Trail route, that way I wouldn't lose any of my land Even if they build the Fisher route it's going to be difficult for me and my family to farm and to expand, but we will probably survive 3.
- The reason they give for not using the Fisher alternative is that there is an old barn on the property It's fine that PennDOT wants to preserve old farm buildings, I have a lot of them myself But PennDOT says that because of the barn, it has to preserve all of the Fisher LAND, too 4.
- I had an old barn, but it burned down So because my barn burned down, PennDOT says the rest of my farm has no historic value That's not what the Historical Society thinks, and it's not what I think 5.
- What's even worse, Mr Fisher apparently has plans to subdivide his land and build a high density housing development PennDOT knows this, it's in the Environmental Impact Statement 6.

Supporting Documentation for Public/Private
 Oral Testimony Submitted at 3/12/01
 Public Hearing, Heimbach

Heimbach, A.

1. Mr. Heimbach's opposition to the Recommended Preferred Alternative in Section 1, the DA Modified Avoidance Alternative (DAMA), is noted.

Mr. Heimbach's opinion that continued farming of his property will be difficult with the construction of DAMA is noted.

2. It is acknowledged that the Recommended Preferred Alternative, DA Modified Avoidance Alternative or DAMA costs \$5 million more than the alternative route, the DA modified (Non-avoidance) Alternative.

It is also acknowledged that the DAM (Non-avoidance) Alternative takes less of Mr. Heimbach's land and is not as close to his buildings. However, the FHWA and PENNDOT developed the DAMA Alternative due to the fact the DAM Alternative impacted the Simon P. App Property, a property determined eligible for the National Register of Historic Places and protected by Section 4(f) of the U.S. Department of Transportation Act of 1966 (amended in 1968). This Act states, "The Secretary (of Transportation) may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge, or land of an historic site of national, State, or local significance (as determined by the Federal, State, or local official having jurisdiction over the park, recreation area, refuge or site) only if:

Supporting Documentation for Public/Private Oral Testimony Submitted at 3/12/01 Public Hearing, Heimbach

Albert Heimbach 521 Mill Rd Selingsgrove, PA 17870-9120

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The way the route is planned, it will be difficult for my wife and me, my sons, and their families to continue to make a living on this farm
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What's even worse, Mr Fisher apparently has plans to subdivide his land and build a high density housing development PennDOT knows this, it's in the Environmental Impact Statement

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Supporting Documentation for Public/Private Oral Testimony Submitted at 3/12/01 Public Hearing, Heimbach

Heimbach, A.

2. (cont.)

- there is no prudent and feasible alternative to using that land; and
the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife refuge, or historic site resulting from the use.

Case law for the application of Section 4(f) indicates that an avoidance alternative must be selected unless the avoidance alternative creates impacts of an "extraordinary magnitude." The DAMA is the Recommended Preferred Alternative because the information collected to date documents that it is a prudent and feasible alternative to the use of the Fisher Farm (aka App Farm), a property protected under Section 4(f) of the U.S. Transportation Act of 1966 (as amended).

- 3. Mr. Heimbach's support for the Old Trail Alternatives is noted.
4. The Fisher property, formerly known as the Simon P. App property, was determined potentially eligible for the National Register of Historic Places in September 1998. As discussed in the Historic Resources Survey and Determination of Eligibility Report completed for this project, the property was determined potentially eligible for the National Register because the "surviving buildings on the Simon P. App Farm Property and their relationship to one another convey historic pat-

**Supporting Documentation for Public/Private
Oral Testimony Submitted at 3/12/01
Public Hearing, Heimbach**

Albert Heimbach
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**Supporting Documentation for Public/Private
Oral Testimony Submitted at 3/12/01
Public Hearing, Heimbach**

Heimbach, A.

4. (cont.)

terns of agricultural development and change in the central Susquehanna Valley during the late nineteenth and early twentieth centuries. The farm appears to meet the criteria of eligibility for listing on the National Register as a "general farm" under Criterion A for its ability to convey this history. Because the buildings and the complex as a whole possess such a high level of integrity, it appears to meet the criteria of eligibility under Criterion C for its architectural significance."

Once the property was determined potentially eligible for the National Register, a boundary was established. The boundary follows the legal boundaries currently associated with the property and includes all buildings and landscape features that are associated with the history of the farm property from its construction in the middle of the nineteenth century through 1948. The boundary includes the farm house, butcher house/summer kitchen, bank barn, drive-through corn crib, and vehicle storage building. The boundary also includes the trees in the front, side, and rear yards and the cultivated fields that surround the property on its north, south, and east sides. This boundary was prepared in accordance with guidelines set forth in National Register Bulletin: "How to Establish Boundaries for National Register Properties." In October of 1998, the State Historic Preservation Officer (SHPO) concurred that "this farm meets National Register Criteria A for agriculture and C for its architecture." The SHPO also agreed with the boundaries selected for this property.

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Supporting Documentation for Public/Private
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 Public Hearing, Heimbach

Heimbach, A.

4. (cont.)

Due to the substantial controversy concerning the eligibility determination and boundaries of the App farm, FHWA elected to raise the questions of eligibility and boundaries with the Keeper of the National Register (Keeper), the individual delegated the authority by the U.S. Department of Interior, National Park Service to list properties and determine their eligibility for the National Register of Historic Places. The Keeper evaluated the information and responded that the App farm and boundaries of the App farm met the eligibility requirements.

The response, contained in Appendix C of the Final EIS, indicates that the "Simon P. App farm meets National Register Criteria A and C for its local historic and architectural significance. The approximately 31-acre boundary established for the register-eligible property is appropriate and justified as being the historic (1866) boundary of the property."

5. In the early stages of project development a series of historical "contexts" were prepared to guide the future historical work performed for the project. The historic contexts help to identify some of the broad patterns of history which are important in the study region and provide the basis for the evaluation of properties under eligibility Criteria A and B. (Criterion B-a building or structure that is associated with the lives of persons significant in our past.) The preparation of historic contexts also helps to identify architectural styles which may be important in the region and pro-

**Supporting Documentation for Public/Private
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- The southern section of the proposed route will cut through my farm and take a sizeable chunk of acreage It would essentially cut my farm in half
- My farm is a working family farm, one of the few left in this area
- The Snyder County Historical Society published an article about the history of farming in this area, and my farm was mentioned as one of the few that is historically important, both because of the buildings that we have preserved and because of the way it is still used as a working farm
- The way the route is planned, it will be difficult for my wife and me, my sons, and their families to continue to make a living on this farm 1.
- I realize that they will pay me some money for the land, but that won't make up for what my family and this community will be losing
- In addition, PennDOT has calculated that the proposed route will cost at least \$ 5 million more than the alternative route 2.
- The alternative route—which PennDOT has rejected—goes across the Fisher property This route still would take part of my farm, but less of my land and not as close to my buildings 3.
- I'd really prefer that PennDOT use the Old Trail route, that way I wouldn't lose any of my land Even if they build the Fisher route it's going to be difficult for me and my family to farm and to expand, but we will probably survive 4.
- The reason they give for not using the Fisher alternative is that there is an old barn on the property It's fine that PennDOT wants to preserve old farm buildings, I have a lot of them myself But PennDOT says that because of the barn, it has to preserve all of the Fisher LAND, too 5.
- I had an old barn, but it burned down So because my barn burned down, PennDOT says the rest of my farm has no historic value That's not what the Historical Society thinks, and it's not what I think 6.
- What's even worse, Mr Fisher apparently has plans to subdivide his land and build a high density housing development PennDOT knows this, it's in the Environmental Impact Statement

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5. (cont.)

vides the basis for the evaluation of properties under Criterion C. After consulting with the SHPO, two principal contexts were developed, one for Agriculture and one for Village Development. These contexts were presented in detail in the Historical Resources Survey and Determination of Eligibility Report, dated September 1998. Pages 31 through 53 of Volume 1 of this report present the Agriculture context in detail. Page 49 of Volume 1 of the Eligibility Report notes that "for a general farm to be determined eligible under Criteria A or C, it must meet all three of the following characteristics:

- a. The farmstead must contain the historic house and barn;
- b. Other outbuildings must survive on the farm which demonstrate how the farm evolved through time;
- c. Farm fields and pasture must survive around the farmstead in order to provide a context for understanding how the farm was used.

Mr. Heimbach's property was evaluated for its historical significance as part of this project. Known as Property 154 or by its historic name, the "App Family Homestead Property", this property was assessed as an agricultural resource as defined in the Agricultural Context described above. It was determined that the Heimbach property does not meet the physical

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Albert Heimbach 521 Mill Rd Selinsgrove, PA 17870-9120

OUTLINE FOR PRESENTATION AT DRAFT EIS PUBLIC MEETING

- Please forgive me for reading my comments I've written down the things I want to say so I don't forget anything
State your name and where your farm is located
The southern section of the proposed route will cut through my farm and take a sizeable chunk of acreage It would essentially cut my farm in half
My farm is a working family farm, one of the few left in this area
The Snyder County Historical Society published an article about the history of farming in this area, and my farm was mentioned as one of the few that is historically important, both because of the buildings that we have preserved and because of the way it is still used as a working farm
The way the route is planned, it will be difficult for my wife and me, my sons, and their families to continue to make a living on this farm
I realize that they will pay me some money for the land, but that won't make up for what my family and this community will be losing
In addition, PennDOT has calculated that the proposed route will cost at least \$ 5 million more than the alternative route
The alternative route—which PennDOT has rejected—goes across the Fisher property This route still would take part of my farm, but less of my land and not as close to my buildings
I'd really prefer that PennDOT use the Old Trail route, that way I wouldn't lose any of my land Even if they build the Fisher route it's going to be difficult for me and my family to farm and to expand, but we will probably survive
The reason they give for not using the Fisher alternative is that there is an old barn on the property It's fine that PennDOT wants to preserve old farm buildings, I have a lot of them myself But PennDOT says that because of the barn, it has to preserve all of the Fisher LAND, too
I had an old barn, but it burned down So because my barn burned down, PennDOT says the rest of my farm has no historic value That's not what the Historical Society thinks, and it's not what I think
What's even worse, Mr Fisher apparently has plans to subdivide his land and build a high density housing development PennDOT knows this, it's in the Environmental Impact Statement

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criteria established for the "general farm" as described in the Agricultural Context because the historic barn, which must survive for a property evaluated under this context to be considered potentially eligible, no longer survives. Further, although the setting remains rural and agricultural, the farmstead as a whole has lost integrity. Numerous modern agricultural outbuildings overwhelm the farmstead. A few historic outbuildings survive, but they are widely scattered between large modern metal structures. These modern buildings have diminished the integrity of the farmstead.

However, the house on the Heimbach property or "App Family Homestead Farm Property" was also assessed as a residential resource. The house possesses a high level of integrity and is one of the oldest standing structures in the area. As a residential resource, the house and historic outbuildings that immediately surround it appear to meet Criterion C (architectural significance) for listing in the National Register.

- 6. The proposed future uses of a property are not taken into consideration when a property is being evaluated for potential historic significance or when a boundary determination is made. Only existing conditions can be used when evaluating a property's eligibility or National Register Boundary.

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2

- So what PennDOT wants to do is this
 - _ preserve a housing development because it's near an old barn, and
 - _ cut through my farm because my barn burned down
- AND PennDOT wants to spend AT LEAST an extra \$ 5 million of taxpayer money to do it!
- There's a national law called the Historic Preservation Act. It's supposed to make sure that the government doesn't destroy historic property But that's exactly what PennDOT wants to do here | 7.
- The Fisher tract will probably be lost to development either way, PennDOT isn't going to preserve it
- But PennDOT wants to leave the Fisher tract alone and take a big chunk out of my farm Without land to farm and the ability to expand, I might have to do what Mr Fisher is planning to do—sell my farm for development | 8.
- In the end, all of this property will be lost, another farm will be gone, and those old farm buildings too Which is just what the law is supposed to prevent
- The Fisher house and barn are supposed to be historic The route across that land will NOT destroy the house or barn I'm NOT asking that PennDOT choose to take someone else's house so I can keep farming
- BOTH of the routes will avoid the farm buildings and the houses, the only thing we are talking about is which farmland will be used? Land that is likely to be developed, or land that is used for farming?
- I'm NOT asking that you don't build the road I'm willing to make some sacrifices I just think that what is proposed here is the worst possible case for everyone
- There are national and state laws to protect farms and productive farmland If PennDOT had evaluated my farm as these laws require, they would find out I'm eligible for protection But they didn't
- They lumped my farm in with all of the other land along the route, including the old landfill Since some of that land isn't good farm land, they said that there was a low percentage of good farm land being lost But if they looked at the FARMS, which is what they were supposed to do, they'd see that's simply not true We have good, productive prime agricultural soils that deserve to be protected | 9.
- If my farm was evaluated like the law says it should be, they would see that my farm deserves protection under the law

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7. The FHWA and PENNDOT are in compliance with the National Historic Preservation Act.
8. Please refer to comment 2.
9. As part of the Draft and Final EIS (Section IV.D), agricultural resources were evaluated according to respective federal and state laws including the Federal Farmland Protection Policy Act (FPPA), PA Act 100, PA Act 43 (the Agricultural Area Security Law) and Agricultural Land Preservation Policy.

In light of concerns raised regarding the application of the FPPA, we reviewed the procedures used to comply with the Farmland Protection Policy Act (FPPA) for the CSVT Project. This procedure is based upon FPPA Standard Methodology to compute Farmland Conversion Impact Ratings (FCIR) and was correctly addressed during project development.

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3
• There has been a lot of talk about SPRAWL, housing developments reaching into farmland, losing prime agricultural soils and increasing traffic congestion. If PennDOT takes more of my working farm and lets all of the Fisher property be developed, it will be adding to this problem.

• Finally, let's remember that there is an existing interchange at the southern end, that we taxpayers already paid for. If PennDOT builds the Fisher alternative, it can use the existing interchange.

• Instead, PennDOT proposes to let this old interchange sit there while it builds another interchange right next to it. What a waste!

• Why not look at the Big Picture? If you build the route across the Fisher tract and parts of my farm, instead of the route right across the middle of my farm:

- 1 You will reduce the amount of farmland being taken forever
- 2 You will use more land that was scheduled for development anyway
- 3 You will help to preserve one of the few remaining family farms in this area

4 You will reduce sprawl just a little bit
5 You will let me continue to preserve my house and farm, which has historic value

6 You will not have any effect on the Fisher farm buildings. If they want to preserve the barn and other buildings, they can do that.

7 You will use the existing interchange instead of letting it sit there as an eyesore and

8 You will save at least 5 million tax dollars

I have a petition to present to you, signed by many neighbors and others who are concerned about this big mistake. I request that PennDOT not spend more than \$5 million of our money to destroy a historic working family farm, that it not contribute to the increase in sprawl, that it not take more prime farm soils for a road and that it not abandon the old interchange and create another eyesore.

Thank you

10. Assuming that the DAMA is selected, it is anticipated that the existing interchange will be removed during construction.

11. The receipt of the petition signed by community members is acknowledged. Please refer to the Petition Section of Section V in the Final EIS to view a copy of this petition.

10.

11.

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Two Additional Reasons for Rejecting the DAMA Alternative

prepared by Ann Fisher on behalf of the Stonebridge Homeowners Association
March 6, 2001

19 Stonebridge Drive
Selinsgrove, PA 17870
570-743-7924

1. Its extra length imposes societal costs that more than offset the incremental construction costs for the Old Trail alternatives

Page VI-6 in the Draft EIS states that "lowest total project cost" is one of the seven reasons for recommending the DAMA over the Old Trail alternatives. This lower cost theme appears again in Table VI-3. However, the Draft EIS cost estimates do not consider important cost components associated with the extra length of the DAMA alternative.

Table S-1 (page S-14) shows the DA Modified Avoidance (DAMA) alternative to be 6.82 miles, compared with 6.12 miles for the Old Trail alternatives (either 2A or 2B). Thus each vehicle on the Central Susquehanna Valley Transportation (CSVT) project would travel an extra 0.7 miles if the DAMA alternative is chosen rather than an Old Trail alternative.

Page IV-314 indicates that "The CSVT Roadway is expected to carry about 54,000 vehicles a day south of the 61 Connector." This is the portion that would have the DAMA alternative or one of the Old Trail alternatives. 54,000 vehicles per day traveling an extra 0.7 miles on the DAMA alternative equals 37,800 vehicle miles per day, or 13,797,000 extra vehicle miles per year. The societal cost of this extra distance driven by the many vehicles using the CSVT Roadway is a factor that can offset the higher costs of building one of the Old Trail alternatives. This cost will continue each year into the future, for the life of the CSVT Roadway.

The next six paragraphs summarize the background for quantifying the societal costs of using the extra 0.7 miles if the DAMA alternative is selected. Then the costs are calculated for comparison with the incremental costs of the Old Trail alternatives.

According to Table S-1 on page S-14, Old Trail 2A will cost \$50,733,940 more than DAMA, and Old Trail 2B will cost \$63,957,899 more than DAMA. The question, then, is how these cost estimates compare to the present value of future costs that drivers and society will bear because of the extra 0.7 miles if the DAMA alternative is chosen. That comparison depends on the per-mile societal cost estimate used, the expected lifetime of the roadway, and the discount rate used to calculate present value.

Citizens are accustomed to seeing per-mile cost estimates such as those used to reimburse employees for using their own cars for business purposes. Such estimates include a factor for gasoline usage, and often factors to prorate insurance and maintenance costs. However, these reimbursement estimates seldom account for other components that are part of the social cost of driving. One major component is driving time (for the driver and for any passengers). Another major component is the negative externalities imposed on society such as noise, air pollution, and congestion. [Externality costs may need some explanation. For instance, Delucchi estimated

1. The National Environmental Policy Act (NEPA) and the implementing regulations (40 CFR Parts 1500-1508, Regulations for Implementing the Procedural Provisions of NEPA and 23 CFR Part 771, Department of Transportation, Environmental Impact and Related Procedures) insure a systematic, interdisciplinary approach to rigorously explore and objectively evaluate all reasonable alternatives. The environmental consequences of alternatives, including impacts to the natural, cultural, and social environments, must be evaluated. The "societal cost" of the proposed alternatives is just one of many factors that must be considered and addressed when preparing an Environmental Impact Statement.

NEPA requires that all alternatives deemed reasonable by the project team be assessed. The DAMA was recommended as the preferred alternative for numerous reasons; the lower project cost was one of many factors leading PENNDOT and the FHWA to prefer it over the Old Trail Alternatives. The DAMA has less social impact in terms of displaced residences, less social impact in terms of community disruption, less impact to the cultural environment by avoiding the area of potentially deeply buried archaeological deposits along the Susquehanna River, and less impact to the natural environment since it impacts less wetlands, less riverine forestland, and does not infringe on the floodplain of the Susquehanna River.

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middle values for air pollution health costs imposed by vehicles that vary from \$0.07 per vehicle mile for "light gasoline vehicles" to \$0.64 per vehicle mile for heavy diesel trucks. Others (OTA 1994, Litman 1995, Small and Kazimi 1995) estimate motor vehicle air pollution costs to range from \$0.01 to \$0.10 per vehicle mile, with large diesel trucks imposing costs an order of magnitude higher. A five-axle semi-trailer weighing 65,000 pounds and traveling in an urban fringe area imposes a noise cost of 11.46 cents per vehicle mile (Road Engineering Journal, 1997). Litman (1995) reports that 43 percent of the cost per mile is external (i.e., societal) costs. Maddison et al. (1996) point out that external costs show up as higher prices for commercial goods, higher taxes, increased health costs, and lower residential property values (p. 195).

Driving time has an opportunity cost, because the driver (and passenger) could put the time to alternative uses (e.g., Freeman, 1993). Although there is consensus about the concept, there is less agreement about what estimate to use for the value of the driver's (and passengers') time, because of constraints on individual choice. Analysts tend to use between one-third of the wage rate (e.g., Morey et al. 1993, Porter 1999) and the full wage rate. Pennsylvania's average wage rate in 1997 was \$15.19 (Brown, 1999). Using one-third of this implies a driving time cost of about \$0.08 per mile at 60 miles per hour, using the full wage rate implies about \$0.25 per mile. Accounting for passengers would increase these estimates.

Maddison et al. (1996) surveyed the literature to synthesize estimates of both internal and external costs per vehicle mile for an average automobile. The result is an estimated total cost per mile of \$0.84 in rural areas, and higher in urban areas (page 194). Apogee Research (1994) estimated the costs to range from \$0.79-1.05 per mile of expressway travel. The Internal Revenue Service (IRS) allowed a standard rate of \$0.325 for deducting non-reimbursed business mileage during 2000. The IRS allowance accounts only for out-of-pocket costs, not for driving time nor for externalities.

Although most roadways of the type being proposed last a very long time, a 20-year lifetime is assumed here. This assumption tends to lower the present value cost estimate for extra miles driven in the future, by limiting the future to 20 years.

Discount rates vary according to the purpose of the analysis. The higher the discount rate, the lower the estimates of future values. In the 1970s, the Office of Management and Budget mandated that federal agencies use a 10 percent discount rate for evaluating proposed investments. This was revised to 7% in 1992 (Tietenberg, 2000, p. 51). Economists typically argue low interest rates are appropriate for societal decisions. Lind's (1982) survey of the literature found that real after-tax returns on a broad portfolio of common stocks was about 4.6%. This is broadly consistent with what Barro and Martin (1990) found for major industrialized nations: real rates of interest did not exceed 6%.

The above considerations now can be used to calculate the costs to society of the additional 0.7 miles entailed in the DAMA alternative compared with the Old Trail alternatives. Three per-mile cost estimates are used: the \$0.84 estimated by Maddison et al., the \$0.325 allowed by IRS, and \$0.60, as a middle estimate between what clearly is an under-estimate (\$0.325) and what some might argue is a high estimate (\$0.84). Alternative discount rates also are used: 5%, 7%

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and 10% (although many analysts would argue that even 5% is too high) The results are summarized in Table 1

At \$0.84 per mile, the extra 13,797,000 miles per year amounts to an extra \$11,589,480 per year. Assuming a lifetime of only 20 years for the roadway implies a total extra cost of \$231,789,600. However, this overstates the present value of the costs that would occur in future years. Using a relatively high discount rate of 10 percent (which tends to reduce the estimated societal cost of the extra driving) yields a present value of \$98,672,832 (again, with the road assumed to last only 20 years). Thus—even with the short lifetime for the road and the high discount rate—the cost imposed on society in terms of extra driving exceeds the extra cost of building either of the Old Trail alternatives. Using a lower discount rate makes it even more attractive to choose an Old Trail alternative. At a 5 percent discount rate, the present value of the social cost over 20 years for 54,000 vehicles per day on the CSVT roadway would be \$144,428,100.

At \$0.60 per mile, a middle-of-the-range estimate of the social cost of driving, the extra 13,797,000 miles per year amounts to an extra \$8,278,200 per year (or \$165,564,000 over 20 years). Discounting the costs at 10 percent yields a present value of \$70,480,595. At a 5 percent discount rate, the social cost over the next 20 years of 54,000 vehicles per day on the CSVT roadway would be \$99,338,400. At both 10% and 5%, the present value of driving the extra distance exceeds the extra initial cost of either Old Trail alternative. Thus—even with the short lifetime for the road and the high discount rate—the cost imposed on society in terms of extra driving exceeds the extra cost of building either of the Old Trail alternatives.

At \$0.405 per mile (adding 1/3 of the wage rate as the driving time cost, but not accounting for externalities), the extra 13,797,000 miles per year amounts to an extra \$5,587,785 per year. At a 10% discount rate, the present value over 20 years is \$47,574,401. At 5%, the present value becomes \$69,634,977. Thus for a cost per mile of \$0.405, both Old Trail alternatives are cost-effective at a 5% discount rate but not at a 10% discount rate. On the other hand, the cost-effectiveness of the Old Trail alternatives increases 1) if the roadway lasts more than 20 years, and 2) if the additional maintenance and repair costs are included for the extra 0.7 miles required for the DAMA alternative.

At \$0.325 per mile, an under-estimate of the social cost of driving, the extra 13,797,000 miles per year amounts to an extra \$4,484,025 per year (or \$89,680,500 over 20 years). Using a 10% discount rate yields a present value of \$38,176,980. At a 5% discount rate, the present value of the extra travel is \$55,879,920. These estimates are less than the incremental cost of Old Trail 2B, but under a 5% discount rate Old Trail 2A still is cost-effective. On the other hand, \$0.325 per mile substantially understates the social cost of driving. As in the paragraph above, the apparent advantage of the Old Trail alternatives also decreases if the roadway lasts more than 20 years and if the maintenance and repair costs are included for the extra 0.7 DAMA miles. In summary, more credible estimates for the social per-mile cost of driving clearly show that the extra distance for the DAMA alternative is not cost-effective.

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Table 1: Present Value Estimates of Extra Social Cost for DAMA's Additional 0.7 Mile*

Cost per mile	Discount Rates		
	5%	7%	10%
0.84	\$144,428,100	\$122,778,951	\$98,672,832
0.60	\$99,338,400	\$87,974,416	\$70,480,595
0.405	\$69,634,977	\$59,196,994	\$47,574,401
0.325	\$55,879,920	\$47,503,761	\$38,176,980

* Note that 10% and \$0.325 are included for purposes of illustration, but are not appropriate for calculating societal costs

2 Negative impacts on property values will be smaller along the Old Trail alternatives

The Draft EIS acknowledges that the DAMA and Old Trail alternatives all will have negative impacts to the local tax base, and that the Draft EIS analyzes only the loss in revenue resulting from complete and partial property acquisitions (page IV-40). It then argues that property revenue losses will be "mitigated" because of attempts to relocate those displaced within the same taxing jurisdictions. However, there are likely to be substantial property value impacts, particularly for residences, adjacent to the roadway.

Property values may increase near interchanges, but there is strong evidence that they go down along the highway itself. Much of this impact is attributable to noise, road dust and local air pollution, loss of privacy, and to visual disamenities (Hughes and Sirmans 1992, Williams 1993). For instance, Lake et al (1998) found a 1.07% decrease in property prices for each decibel increase in road noise. They also found that the visual impact of roads depressed average property prices by 2.5%.

Calculating the potential loss in tax revenues from properties adjacent to each of the DAMA and Old Trail 2A and Old Trail 2B alternatives would require extensive GIS work to identify each property and its current value, as well as to project the overall growth in nearby property values against which the expected losses might be compared. However, rough expectations can be based on the information presented in Table IV-A-8 of the Draft EIS. That table indicates that the DAMA alternative would create a direct loss of \$138,398 in local tax revenues. Old Trail 2A would account for a direct loss of \$80,806, and the direct revenue loss for Old Trail 2B would be \$121,762. Given the gradual nature in the mosaic of land use patterns, it is likely that the decline in adjacent property values would preserve this ranking. It also is likely that it would be proportionately larger for the DAMA alternative, where smaller numbers of parcels are generating the local tax revenues. A larger share of those parcels appear to be residential, and thus more likely to experience the negative impacts found in the literature. Thus the overall

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2. All alternatives will have an initial negative impact on the tax base. However, this is anticipated to be of short duration as the study area continues to develop. It is acknowledged that property values of some properties, particularly those near interchanges, may increase, while others may decrease. Overall, the improvement to the regional transportation system is anticipated to complement the long-term development of the Central Susquehanna Valley.

The DAMA will require the acquisition of approximately 33 residences. These residences range in value.

According to the information presented in the Draft EIS, the DAMA does have the greatest impact to the local tax base in Monroe Township although the impact is not anticipated to be significant. Additionally page IV-42 of the Final EIS has been clarified to read that the "anticipated tax base impacts associated with DAMA in Monroe Township are higher than the Old Trail Alternatives due to the large assessed value of the Susquehanna Valley Mall property, which is minimally impacted by this alternative. The DAMA Alternative does not impact any mall buildings or parking lots. The DAMA Alternative impacts two vacant parcels of land owned by the mall owners, located west and north of the existing mall. Subtracting out the impact to the mall property, the impact of the DAMA to the local tax base is equivalent to that of OT2B."

2.

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2. (cont.)

negative tax impact is likely to be less of a problem for the local taxing authorities if one of the Old Trail alternatives is chosen

2.

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By the way of further clarification of this issue, coordination with the Snyder County Tax Assessment Office has indicated that two parcels owned by the Susquehanna Valley Mall are impacted by the DAMA Alternative, Parcels 12-09-283A and 12-09-283B. Both are vacant parcels. Parcel 12-09-283A has an assessed value of \$4,805,850 which is for the value of the stores in the mall, even though the mall is not physically located on this parcel. Similarly the \$137,200 assessment associated with Parcel 12-09-283B is for the value of the movie theatre complex in the mall, even though the movie structures are not physically located on this parcel. As such, the DAMA Alternative tax base impact calculation for the parcels associated with the mall is more fiscally representative of an impact to the actual mall structure itself, whereas the construction of the DAMA would truly impact only undeveloped land owned by the mall. The overall negative tax impact of the DAMA and OT Alternatives is similar.

It is important to note that all impacts are based on preliminary plans and could be reduced as the project proceeds into more detailed design.

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Oral Testimony Submitted at 3/12/01
Public Hearing, Hummel

RR #3 Box 72A-5
Sunbury, Pa 17801
March 12, 2001

Central Susquehanna Valley Transportation Project
Environmental Impact Study

Gentlemen

As a farmer and landowner in Monroe Township, our farm will be directly affected by the amended Transportation Project. Our concern is the proposed usage of 124 acres of productive farmland with the amended Project as opposed to the use of 60 acres that were to be used with the alternative routes. There are also 184 acres of forestland to be destroyed as compared to 82 acres to be used by the previous plans.

I would like you to know that we are in agreement with and fully support our fellow farmers Albert Heimbach and Sons' issues regarding the acquisition of their farmland in order to preserve the "historical" App Farm. We don't see the value of destroying prime farmland to preserve a so-called historical site.

Adjacent to our farm in Monroe Township, the proposed bypass, according to the switch recently made to go through Colonial Acres, will directly impact 26 acres of productive farmland that we are farming. The previous project route did not include this piece of ground. Also beside this farmland, there are numerous acres of wildlife habitat. This is prime ground for farming and cannot be replaced. As farmers we deal with the encroachment of society every day. We cannot afford to lose productive ground to this project. There is no other ground to replace this. Cutting through this ground impacts our farming operation and could pose potential, hazardous water runoff that will come down onto our property. This will directly affect our farm and cattle operation.

We also are farming the land owned by Richard Bingaman on County Line Road. We hope that the bypass could be moved as close to Route 15 as possible to preserve that productive farmland too.

Feel free to contact us. We would like to work with you. Thank you for your consideration.

Scott and Karen Hummel
Hummel Land and Cattle
RR #3 Box 72A-5
Sunbury, PA 17801
(570)286-2384

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at 3/12/01 Public Hearing, Hummel

Hummel, S.

1. Your concern regarding the direct impacts of the DAMA Alternative on productive farmland (approximately 124 acres) as opposed to the impact of the OT2A Alternative (approximately 61 acres) is noted. The Draft EIS explains that the construction of any of the build alternatives would have impacts to productive farmland. The FHWA and PENNDOT are concerned about these impacts and are committed to working with each affected farmer through Final Design to minimize and mitigate the impacts. The recommendation of the DAMA as the Preferred Alternative in Section I is based on many factors which are discussed in Section VI of the Draft EIS. Primarily the decision to recommend DAMA over OT2A and to justify the use of additional farmland is based on the following reasons:

- DAMA has least impact to residences (33) versus the OT2A (43)
- DAMA has least impact to wetlands (4.8 acres) versus the OT2A (14.1 acres)
- DAMA has least impact to very high probability archaeological areas (.8 acres) versus the OT2A (35.7 acres)
- DAMA has no impact to Susquehanna River floodplain
- DAMA minimizes impacts to communities
- DAMA has lower total cost (\$122 million) versus OT2A (\$173 million)

Supporting Documentation for Public/Private Oral Testimony Submitted at 3/12/01 Public Hearing, Hummel

RR #3 Box 72A-5 Sunbury, Pa 17801 March 12, 2001

Central Susquehanna Valley Transportation Project Environmental Impact Study

Gentlemen

As a farmer and landowner in Monroe Township, our farm will be directly affected by the amended Transportation Project Our concern is the proposed usage of 124 acres of productive farmland with the amended Project as opposed to the use of 80 acres that were to be used with the alternative routes There are also 184 acres of forestland to be destroyed as compared to 82 acres to be used by the previous plans

I would like you to know that we are in agreement with and fully support our fellow farmers Albert Heimbach and Sons' issues regarding the acquisition of their farmland in order to preserve the "historical" App Farm We don't see the value of destroying prime farmland to preserve a so-called historical site

Adjacent to our farm in Monroe Township, the proposed bypass, according to the switch recently made to go through Colonial Acres, will directly impact 26 acres of productive farmland that we are farming The previous project route did not include this piece of ground Also beside this farmland, there are numerous acres of wildlife habitat This is prime ground for farming and cannot be replaced As farmers we deal with the encroachment of society every day We cannot afford to lose productive ground to this project There is no other ground to replace this Cutting through this ground impacts our farming operation and could pose potential, hazardous water runoff that will come down onto our property This will directly affect our farm and cattle operation

We also are farming the land owned by Richard Bingaman on County Line Road We hope that the bypass could be moved as close to Route 15 as possible to preserve that productive farmland too

Feel free to contact us We would like to work with you Thank you for your consideration

Scott and Karen Hummel Hummel Land and Cattle RR #3 Box 72A-5 Sunbury, PA 17801 (570)266-2384

- 1. 2. 3. 4. 5. 6.

Response to Supporting Documentation for Public/Private Oral Testimony Submitted at 3/12/01 Public Hearing, Hummel

Hummel, S.

- 2. The additional impacts to forestland with the DAMA Alternative are outweighed by its many positive characteristics. Please see response to comment 1 above.
3. Your opposition to DAMA and the avoidance of the Simon P. App property is noted. Please see responses to Mr. Heimbach to understand the issues at the App Property.
4. We acknowledge that the alignment modification through Colonial Acres affects additional productive farmland. The farmland in question, while presently farmed by Mr. Hummel, is on property owned by PPL.
The impacts of the project alternatives to productive farmland are acknowledged. We are committed to minimizing impacts to farmlands and farm operations to the greatest extent possible in Final Design.
A Farmland Assessment Report (FAR) will be prepared. This report evaluates the impact on the affected farm operations in more detail. Additionally, as discussed in the Draft and Final EIS, PENNDOT is required to obtain the concurrence and approval of the Agricultural Lands Condemnation Approval Board (ALCAB) for the condemnation of any productive farmland.

Supporting Documentation for Public/Private
Oral Testimony Submitted at 3/12/01
Public Hearing, Hummel

RR #3 Box 72A-5
Sunbury, Pa 17801
March 12, 2001

Central Susquehanna Valley Transportation Project
Environmental Impact Study

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Adjacent to our farm in Monroe Township, the proposed bypass, according to the switch recently made to go through Colonial Acres, will directly impact 26 acres of productive farmland that we are farming. The previous project route did not include this piece of ground. Also beside this farmland, there are numerous acres of wildlife habitat. This is prime ground for farming and cannot be replaced. As farmers we deal with the encroachment of society every day. We cannot afford to lose productive ground to this project. There is no other ground to replace this. Cutting through this ground impacts our farming operation and could pose potential, hazardous water runoff that will come down onto our property. This will directly affect our farm and cattle operation.

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Sunbury, PA 17801
(570)286-2384

Response to Supporting Documentation for
Public/Private Oral Testimony Submitted
at 3/12/01 Public Hearing, Hummel

Hummel, S.

5. An Erosion & Sedimentation Control Plan (E&S Plan) will be prepared. The E&S Plan will address run-off concerns and will be reviewed and approved by the appropriate agencies. Implementation of the E&S Plan will minimize the potential for water run-off affecting the Hummel farm and cattle.
6. The suggestion regarding modifying the alignment of the Section 2 alternatives north of County Line Road through the Bingaman property and moving closer to U.S. Route 15 to preserve productive farmland will be considered in Final Design.

Supporting Documentation for Public/Private
Oral Testimony Submitted at 3/12/01
Public Hearing, Mertz

Response to Supporting Documentation for
Public/Private Oral Testimony Submitted
at 3/12/01 Public Hearing, Mertz

Mertz, D.

1. Your request for an alignment modification will be considered during Final Design.



PUBLIC HEARING - March 12, 2001
DEIS COMMENT FORM

You may use this form to submit written comments on the CSVT Draft Environmental Impact Statement (DEIS). Place the form in the specially marked box. If you prefer to return the form by mail, refer to the Public Hearing handout for the appropriate address. All comments are due by March 25, 2001.

Date 3-12-01
 Name (required) Douglas W. MERTZ
 Address (required) Rt 84 515-A Northumberland, Pa (785)
 Phone (optional) 570-473-7421 Email (optional) _____

COMMENTS

ADDED TO Private Testimony,
(I Forget before)

I own land where River Crossing
5 goes through. I would like to see
less land taken. Any maybe moved
to the east. I under stand the land
to my east is historic.
I still like to see on what
I'll have left.



***Additional Written Testimony
Submitted at 3/12/01
Public Hearing***



**Additional Written Testimony Submitted
at 3/12/01 Public Hearing, Sidler**

Central Susquehanna Valley Transportation Project
C/o Windsor Associates
P O Box 432
Ardmore PA 19003

To whom it may concern,

I am writing to provide my comments regarding the Central Susquehanna Valley Transportation Project. I am a resident of Orchard Hills in Shamokin Dam. I have fought against the route 61 connector since the project was first proposed. There are several reasons why I feel that this connector is a detriment to the borough of Shamokin Dam. First I feel that the borough has suffered enough at the hands of Penn DOT. We have lost land to the Routes 11-15 expansion, to the Veterans Memorial Bridge project, and now to this thruway. I think that over the years Shamokin Dam has taken more than its fair share of destruction from highway projects. When will it end? If this highway doesn't prove to be big enough to handle all the proposed traffic, how much more will Shamokin Dam be asked to give?

Secondly, there is a proposal to build a connecting road between Orchard Hills and Gunter Developments. This road will only lead to increased traffic in both neighborhoods. When we spoke of community cohesion, we wanted to keep a foot/bike trail to connect the developments. Penn DOT is going to be happy to supply a road for the borough, but then who is going to maintain this road and pay for things like lighting. With the increased traffic through our neighborhood we will have to consider things like sidewalks and proper curbing. Who will have to pay for these? The homeowner. When a new road is built it is usually to bring in a new tax base (i.e. new homes). This will not be the case here, because there will not be much room to build new homes with a highway running through the middle of the area. Now we have a new road that the taxpayers of Shamokin Dam are going to be required to pay for. Doesn't it seem like we just can't win?

I urge you to consider the needs of the community as well as the needs of the driving public. We have to live next to whatever you build. I would ask that you think of this community and weigh all that we have already given to Penn DOT projects before you take any more land. This is not your typical urban highway project where people think it is great to live close to the highway because they have quick access to the road. We are a quiet farming area that apparently has gotten the bad luck of the draw here. We never asked to be a major North-South thoroughfare. We need some special treatment if we are to have a quality of life after you put a highway in our back yards. When you talk of all the benefits of having this wonderful new highway, you fail to mention the entire trickle down effects this road will have on the citizens around the project. I think it's time to be honest with everyone involved and let us know the real effects this road will have on us.

Sincerely,
Susan M Sidler
Susan M Sidler
54 Courtland Rd
Selingsgrove, PA

**Response to Additional Written Testimony
Submitted at 3/12/01 Public Hearing, Sidler**

Sidler, S.

1. Your opposition to the Route 61 Connector is noted.
2. The proposed facility will be designed to accommodate the traffic projected through at least the year 2030.
3. The Courtland Avenue Extension connects Chestnut Street on the Gunter Development side (south side) of the Route 61 Connector with Courtland Avenue on the Orchard Hills side (north side) of the connector. This connecting roadway was developed in response to residents' and Shamokin Dam Borough officials' concerns that presently there is only one way into and out of Orchard Hills. This one entrance/exit into Orchard Hills, via an intersection with U.S. Routes 11/15 at Baldwin Boulevard, is a concern to emergency service personnel. It was also developed as a means to maintain the connection between the two neighborhoods. This roadway will be constructed by PENNDOT, then turned over to Shamokin Dam Borough for maintenance. Should Shamokin Dam Borough officials decide that this connection is not needed, this connecting roadway may be dropped from the project.
- 4.

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Sidler, S.

- 4. Mrs. Sidler's concerns about quality of life issues are noted. It is often difficult to balance the needs of the motoring public with the needs of the communities impacted by highway projects. At the request of the Monroe Township/Shamokin Dam Borough Focus Group, the alignment of the Route 61 Connector has been centered between the Gunter Development and Orchard Hills to better balance the impacts on the communities. In areas where the Route 61 Connector is in a cut condition, the roadway is not visible to the surrounding communities. Potential noise impacts will be reevaluated during Final Design.

- 1.
- 2.
- 3.
- 4.

**Additional Written Testimony Submitted
at 3/12/01 Public Hearing, Walz, Elaine Bates**

**Response to Additional Written Testimony
Submitted at 3/12/01 Public Hearing, Walz**

Walz, E.

**Reactions to the Draft Environmental Impact Statement and Section 404 Permit
Evaluation from a member of the Shamokin Dam/ Monroe Township Focus Group**

Upon learning that a Citizens Advisory Committee (CAC) and Public Official Work Group (POWG) were involved in the planning of a highway for our region without the benefit of a single person who actually lived in the Shamokin Dam area it was evident to this Shamokin Dam resident that there needed to be more feedback from residents of the area. For the past three years I have been a member of the Shamokin Dam/Monroe Township Focus group. It is important for those in the audience who have not been involved in these group meetings to understand that commonly used words have slightly different meanings when used by the personnel who have drafted the Draft Environmental Impact Statement.

AFFECTED

Does the proposed Central Susquehanna Valley Transportation Project affect you?

PennDOT's answer is that if the right-of-way required for highway construction is close enough to a house or business that it functionally impairs the use, PennDOT may acquire the whole property. It is up to PennDOT to make that determination, not the homeowner who may be sickened by the change to his property. If PennDOT decides not to acquire the homeowner's property, then the homeowner is not affected by the CSVTP according to PennDOT.

NOISE

Will there be a significant increase in noise upon completion of this project?

PennDOT's answer is no if it does not meet our criteria of a significant increase. Although this (DAMA) alternative produces the fewest number of residential noise impacts, the individual noise impacts may be considered substantially greater as no major traffic noise sources are present in much of the DAMA corridor.

Will a noise barrier protect my neighborhood?

PennDOT's answer is that barriers will only be built if it is determined by PennDOT to be reasonable and feasible.

In the I476 Blue Route transportation project near Philadelphia the roadway is lined with miles of noise abatement walls. Why was it deemed feasible and reasonable to construct those noise abatement walls in a noisy suburban area and not in a quiet country setting where there are no major traffic noise sources present?

NOTE: PennDOT indicated that noise levels would be tested again after completion to the project. Let's hope that this evaluation will be done.

1. Shamokin Dam Borough was invited to join the POWG. Mr. Tom McBryan, the Shamokin Dam Borough Manager, was designated by the borough to represent their interests on this committee.
2. It is acknowledged that there could be positive or negative effects to properties adjacent to the highway. The Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (42 U.S.C. 4601) of 1970, as amended, and the Pennsylvania Eminent Domain Code Act of June 22, 1964, as amended, apply to all project displacements. Generally, property acquisition applies only to those properties needed for project construction, or rendered functionally obsolete.
3. The level of noise considered for abatement is defined in FHWA traffic noise standards as outlined in 23 CFR 772 and PENNDOT guidelines. The intent of the noise analysis is to determine if predicted noise levels for the design year will approach or exceed State or Federal noise abatement criteria (NAC). Where design year levels are shown to approach or exceed NAC, mitigation consideration is warranted. FHWA's methodology and NAC are uniformly applied to any highway project undertaken throughout the United States.

**Additional Written Testimony Submitted
at 3/12/01 Public Hearing, Walz, Elaine Bates**

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**Response to Additional Written Testimony
Submitted at 3/12/01 Public Hearing, Walz**

Walz, E.

4. Where receptors are predicted to exceed the NAC, mitigation measures are considered. In order for a location to be considered for placement of a noise barrier, it must be considered feasible and reasonable in accordance with FHWA regulations and PENNDOT guidelines. Criteria for determining those requirements include:

1.
 - will provide a noise reduction of at least 5 dBA at a majority of impacted receptors
 - will not cause a safety problem with sight distance
2.
 - will not restrict vehicular access
 - must be constructable from an engineering standpoint
 - must meet the desires of those affected
3.
 - must consider development trends and land use controls
4.
 - cost per residence must not exceed \$50,000 per residence benefitted

Section IV.B of the Draft and Final EIS explain the criteria for noise abatement consideration in detail. Additionally, preliminary noise wall locations are indicated on the graphics Section IV.B of the Draft and Final EIS.

**Additional Written Testimony Submitted
at 3/12/01 Public Hearing, Walz, Elaine Bates**

**Response to Additional Written Testimony
Submitted at 3/12/01 Public Hearing, Walz**

Walz, E.

5. The noise barriers erected during construction along Route I-476 near Philadelphia were subjected to the FHWA and PENNDOT criteria for feasibility and reasonableness. These criteria are the same for suburban/urban areas as for rural areas.
6. PENNDOT indicated that noise impacts will be re-evaluated during Final Design.

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NOTE: PennDOT indicated that noise levels would be tested again after completion to the project. Let's hope that this evaluation will be done.

6.

**Additional Written Testimony Submitted
at 3/12/01 Public Hearing, Walz, Elaine Bates**

POLLUTION

Will the project cause adverse impact air quality within the project study area?

No, according to PennDOT Understandably that may be hard to explain to the homeowners who currently have deer grazing in their backyards

PUBLIC INPUT

It must be made clear that although residents were finally able to become involved in seeing the maps and figures, the chance to make significant changes to the plan was at most minimal The influence of big business clearly has more impact than the residents who live in the project study area

According to the DEIS the origin of the 61 connector was to develop a connection to PA Route 61 It states in the DEIS that "PA Route 61 is a major east-west corridor in the study area that carries traffic to/from Sunbury and points east to US Routes 11/15 in Shamokin Dam The concept suggested locally was to extend PA Route 61 to provide additional access to the new alignment alternatives where practicable" During a meeting in Shamokin Dam on 12/2/97 when a truck driver stated that he and other truckers would not use Route 61 because it was inadequate, a PennDOT Representative said that he not done a trucker survey so he couldn't comment

When PennDOT was asked if there would be more truck traffic in Sunbury as a result of the proposed Route 61 Connector, Bob Hippenstiel, assistant construction engineer for the project, said there was no current study of Sunbury in relation to the bypass In a written response to questions from the Association of Taxpayers Against the Connector (ATAAC), PennDOT replied to the question about the increased congestion in Sunbury by stating that related projects may be developed based upon need and available funding It seems rather shortsighted to ignore the increased traffic on one side of the Veterans Memorial Bridge when one is promoting the building of a Route 61 Connector on the other side of the bridge

A proposal for a grade separated structure for pedestrians and bicyclists over US Route 11/15 in conjunction with the 61 Connector was evaluated At a Shamokin Dam/Monroe Township Focus group PennDOT representatives stated that a similar structure in Danville was rarely used In the DEIS it is stated "A grade separated structure was determined to not be reasonable in the area of the 61 Connector and the existing Veteran's Memorial Bridge

7.

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10.

**Response to Additional Written Testimony
Submitted at 3/12/01 Public Hearing, Walz**

Walz, E.

7. A regional air quality analysis for this project was conducted in compliance with FHWA, U.S. Environmental Protection Agency (U.S. EPA) and PENNDOT's guidance. Modeling for carbon monoxide (CO) was conducted. The CO concentrations predicted for the design year (2030) are not substantially different from the CO concentrations predicted for the existing conditions. The future CO concentrations are well below the National Ambient Air Quality Standards (NAAQS) for CO, and regional air quality is expected to improve over the No-build, as a result of moving traffic more efficiently through the area.

8. The Public Participation Program for the CSVT Project has been extensive to date. Five public meetings, 18 Citizens Advisory Committee meetings, 17 Public Officials Work Group Meetings, 11 Monroe Township/Shamokin Dam Borough Focus Group meetings, 4 Point/Union Townships Focus Group meetings, 14 special purpose meetings, numerous project update meetings, and one public hearing have been held to date. The goal of each of these meetings has been to present up-to-date information at appropriate forums so that the environmental and engineering factors which form the basis for the decisions made are understood and commented on. Study area residents have been encouraged to participate in this program from the outset. Project information (i.e. maps and figures), although sometimes preliminary in nature, have been available at every meeting, beginning with the first Public Meeting in November of 1997. Maps are also available through the CSVT web site.

**Additional Written Testimony Submitted
at 3/12/01 Public Hearing, Walz, Elaine Bates**

**Response to Additional Written Testimony
Submitted at 3/12/01 Public Hearing, Walz**

Walz, E.

8. (cont.)

POLLUTION

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Numerous changes to the alternatives have been made as a direct result of input received from some type of public involvement meeting. The opinions of all persons throughout the study area are given equal consideration. The following are just a few of many project decisions and alignment modifications made as a result of public input:

- a. The Old Trail Alternatives were developed in response to a suggestion to put an alternative between U.S. Routes 11/15 and the river.
- b. The Route 61 Connector was suggested through early public involvement.
- c. Old Trail 2B using the Route 15 Connector/Stetler Avenue Interchange combination was developed as a result of public opposition to the Route 61 Connector.
- d. The alternatives were modified to maximize the use of PPL Ash Basins 2 and 3 rather than avoiding them.
- e. New river crossing options (RC5 and RC6) were added as a result of public involvement.
- f. The DAMA was modified in the Colonial Acres neighborhood as a result of public involvement.

**Additional Written Testimony Submitted
at 3/12/01 Public Hearing, Walz, Elaine Bates**

**Response to Additional Written Testimony
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A proposal for a grade separated structure for pedestrians and bicyclists over US Route 11/15 in conjunction with the 61 Connector was evaluated At a Shamokin Dam/Monroe Township Focus group PennDOT representatives stated that a similar structure in Danville was rarely used In the DEIS it is stated "A grade separated structure was determined to not be reasonable in the area of the 61 Connector and the existing Veteran's Memorial Bridge

g. The connection between the Route 61 Connector and U.S. Routes 11/15 was redesigned based on comments from local residents and businesses.

h. The Courtland Avenue Extension was developed in direct response to Shamokin Dam residents' concerns regarding community cohesion and emergency vehicle access.

i. The alignment of the Route 61 Connector was centered between Gunter Development and Orchard Hills to better balance the impacts on the communities.

**Additional Written Testimony Submitted
at 3/12/01 Public Hearing, Walz, Elaine Bates**

POLLUTION

Will the project cause adverse impact air quality within the project study area?

No, according to PennDOT Understandably that may be hard to explain to the homeowners who currently have deer grazing in their backyards

PUBLIC INPUT

It must be made clear that although residents were finally able to become involved in seeing the maps and figures, the chance to make significant changes to the plan was at most minimal The influence of big business clearly has more impact than the residents who live in the project study area

According to the DEIS the origin of the 61 connector was to develop a connection to PA Route 61 It states in the DEIS that "PA Route 61 is a major east-west corridor in the study area that carries traffic to/from Sunbury and points east to US Routes 11/15 in Shamokin Dam The concept suggested locally was to extend PA Route 61 to provide additional access to the new alignment alternatives where practicable" During a meeting in Shamokin Dam on 12/2/97 when a truck driver stated that he and other truckers would not use Route 61 because it was inadequate, a PennDOT Representative said that he not done a trucker survey so he couldn't comment

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**Response to Additional Written Testimony
Submitted at 3/12/01 Public Hearing, Walz**

Walz, E.

9. Traffic studies were completed for this project. These studies are discussed in detail in Section III and Section IV.M of the Draft and Final EIS, respectively. Traffic counts were taken in 1995 and origin/destination surveys were completed in 1995-96. Additional traffic counts were taken in mid-1999. Traffic volumes were initially projected to the year 2020. These projections were made by identifying the elements of traffic growth (i.e. population projections, employment projections). These traffic "growth projections" were verified by planners within each affected county. The projected traffic is then assigned to the various combinations of roadway improvements and alternative interchange locations. Future traffic volumes were assigned to the roadway network reflecting the most direct routing and the decreased travel time benefit. The effectiveness of the different build alternatives at reducing congestion, one of the primary purposes of the project, is then evaluated.

It was clear from the outset that the effectiveness of the different build alternatives at reducing congestion is related to how each build alternative interfaces with the existing system. All of the proposed build alternatives were shown to reduce congestion. However, those alternatives containing the Route 61 Connector show the largest decreases in traffic on the existing roadway network, specifically U.S. Routes 11/15 along the strip. The reason for this additional traffic reduction is that the Route 61 Connector, which provides a direct connection to PA Route 61, allows for the CSVT roadway alternatives (that include the Route 61 Connector) to serve additional traffic that would

**Additional Written Testimony Submitted
at 3/12/01 Public Hearing, Walz, Elaine Bates**

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7.

8.

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10.

**Response to Additional Written Testimony
Submitted at 3/12/01 Public Hearing, Walz**

Walz, E.

9. (cont.)

otherwise stay on the existing roadway system. Trips destined to/from U.S. Routes 11/15 to/from the Sunbury area are better served by these alignments, whereas trips to/from the Sunbury area from alternatives not having a direct connection to Route 61 would need to continue to use the existing roadway network to get there.

The Route 61 Connector will accommodate this east/west traffic. There is a substantial amount of traffic on U.S. Routes 11/15 desiring to get to the Sunbury area via Route 61. This traffic movement must be taken into account.

Origin/destination surveys were completed for this project. The origin/destination surveys indicated that trucks do travel on Route 61. For projected volumes, see Section IV-M of the Final EIS.

10. Essentially the traffic desiring to get to the Sunbury area from U.S. Routes 11/15 is already using existing Route 61 to get there. The completion of the Route 61 Connector will not create new traffic volumes in Sunbury. As noted however, additional projects may be developed based on the future transportation needs in Sunbury. The feedback that PENNDOT has received from Northumberland County and Sunbury officials and residents is that they are in favor of the Route 61 Connector.

**Additional Written Testimony Submitted
at 3/12/01 Public Hearing, Walz, Elaine Bates**

The residents of Shamokin Dam are not against the construction of a highway. The concern is that Shamokin Dam once again is divided for a transportation project and is dissected by the proposed highway. The concerns of business should not have priority over the residents. PennDOT will leave the area after the highway is built. The residents who live in Shamokin Dam will have to live with the loss of cohesion, the noise and pollution forever.

The proposed solution for the residents of Shamokin Dam is to build a road to connect the Gunter and Orchard Hills developments. This will bring more traffic directly into a development. There are no sidewalks for pedestrians in much of this area. It will become unsafe to go anywhere on foot. Another solution proposed was a pedestrian crossing at the intersection of Eighth Avenue and Routes 11-15. The residents of Shamokin Dam deserve more solutions in response to the damage that will be done to their neighborhood as a result of the proposed preferred alternative.



Mrs. Elaine Bates Walz
36 Jonathan Road
Selinsgrove, PA 17870
Shamokin Dam Resident and Shamokin Dam/Monroe Township Focus Group Member

**Response to Additional Written Testimony
Submitted at 3/12/01 Public Hearing, Walz**

Walz, E.

11. The concerns of business did not take priority over the residents of Shamokin Dam Borough. The concerns for the safety of the motoring public must be addressed, and the project being developed is for the greater public good. Unfortunately, there may be impacts on those communities surrounding the proposed improvements.
12. The connecting roadway, known as the Courtland Avenue Extension, connects the Gunter Development with Orchard Hills. This connecting roadway was developed in response to residents' and Shamokin Dam Borough officials' concerns about emergency service providers access and community cohesion issues. This connecting roadway is intended to provide alternate access into and out of Orchard Hills. Should Shamokin Dam Borough officials decide that this connection is not needed, this connecting roadway may be dropped from further consideration. Likewise, if Shamokin Dam Borough officials decide that the proposed pedestrian crossing at the intersection of Eighth Avenue and U.S. Route 11/15 is not needed, it will be dropped from further consideration.

**Additional Written Testimony Submitted
at 3/12/01 Public Hearing, Walz, Robert**



**PUBLIC HEARING - March 12, 2001
DEIS COMMENT FORM**

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Date: 3/12/01

Name (required): Robert WALZ

Address (required): 36 Jonathan Road

Phone (optional): Salusphere PA 17870 Email (optional): _____

COMMENTS

This project was initially designated as a bypass. Along with that designation goes the assumption that the goal of the project is to aid the local community by taking traffic out and around (to bypass) the community. The designation of the project was changed to thruway because ~~it became~~ ^{it became} clear that the ~~project's~~ ^{project's} priorities of the project had changed. Benefitting the community as an integral whole was no longer the purported goal of the project - rather, creating a road system that benefitted

Use reverse for additional comments.

(over)

Response to Additional Written Testimony Submitted at 3/12/01 Public Hearing, Walz

Walz, R.

1. Originally (prior to 1995) the project was denoted as the Central Susquehanna Valley Thruway Project. Locally, it may have been referred to as a "bypass", but the FHWA and PENNDOT did not begin the studies determining that a "bypass" was the appropriate transportation solution. In fact, at the outset of the project studies, the project name was changed to the "Central Susquehanna Valley Transportation Project" so that it was not assumed from the outset that PENNDOT would be constructing a "thruway" or a bypass. Upgrading and improving the existing system (on-line alternatives) as well as options involving new alignments were investigated, as were options potentially involving mass transit.
2. The project priority has always been to address the transportation needs of the study area. Since July of 1996 the purpose of the CSVT Project has been clearly stated as shown on pages 1-18 of the Draft EIS:
 - a. Reduce current congestion on study area roadways.
 - b. Improve safety for users of the roadway system through better accommodation of all traffic, with particular attention to trucks and through traffic.
 - c. Ensure sufficient capacity for the growth in population and employment that is expected for the study area.

Serving the needs of the motoring public is often difficult to accomplish without affecting communities near proposed highway projects.

Additional Written Testimony Submitted
at 3/12/01 Public Hearing, Walz, Robert

the public driving through the community became the priority, hence the integrity of the community became expendable and it was decided that the traffic ~~from~~ using the new route would best be served by dividing the borough of Shamokin Dam with the rd called "Rt 61 Connector". This road will destroy the contiguity of Shamokin Dam by physically dividing it. The proponents of the project have done a disservice to the community by first convincing them ~~of~~ the need for a bypass and then, after having convinced them of the need for this bypass, changing the designation and concept to a thru way that will destroy the community and serve those driving thru the heart of it.

Robert Walz

2.

3.

Response to Additional Written Testimony
Submitted at 3/12/01 Public Hearing, Walz

Walz, R.

3. The integrity of any community is never treated as expendable. Numerous federal and state laws require that multiple issues are considered on every proposed highway project. The Route 61 Connector was added to the CSVT Project because it helps the project alternatives to better achieve the goals of the project. We recognize that this improvement will not come without some impact to Shamokin Dam Borough. Mitigation measures have been proposed to help minimize the impact of the roadway, such as:
- a. Centering the Route 61 Connector between the Gunter Development and Orchard Hills to better balance the impacts on the communities.
 - b. Lowering the profile of the roadway where possible.
 - c. Erecting noise barriers where warranted, feasible and reasonable.
 - d. Providing a connecting roadway to maintain cohesion between neighborhoods, and improving emergency access to Orchard Hills.

**Additional Written Testimony Submitted
at 3/12/01 Public Hearing, Benner**

Snyder County Farm Bureau
Governmental Relations Division
RR 4 Box 223
Middleburg, PA 17842
(570) 539-8389
March 12, 2001

Good evening,

My name is Charles Benner, I am the Vice President and Governmental Relations Director of the Snyder County Farm Bureau which represents almost 400 farm families and others with an interest in agriculture

Our preference would have been the Old Trail alignment, but we realize that is not to be

However, we are highly concerned with a portion of the new alignment which is rerouted to avoid crossing through a so called "historical farm" just north of Selinsgrove which will cost approximately \$5 million or more

Penn DOT claims the government considers this amount insignificant in comparison to the overall cost of the project We disagree!

In addition to the extra cost, it will break up portions of the Heimbach farm making it difficult to farm with today's modern machinery It will also require the taking of the Comfort Inn and the Computer business

Common sense should and can prevail here

Legislators will usually vote for exceptions to laws if it is not controversial and will be beneficial to the general population

We ask you to consider putting more effort into changing this portion of the alignment

We thank you for this opportunity to express our opinion and concerns

- 1.
- 2.
- 3.
- 4.

**Response to Additional Written Testimony
Submitted at 3/12/01 Public Hearing, Benner**

Benner, C.

- 1. The preference of the Snyder County Farm Bureau for the Old Trail Alternatives is noted.
- 2. Your opposition to the proposed avoidance of the Simon P. App farm with the DAMA Alternative is noted. The Simon P. App farm was determined to be eligible for the National Register of Historic Places. As such, it is afforded the protection of Section 4(f). In avoiding the Simon P. App farm, we are complying with Section 4(f) of the U.S. Department of Transportation Act of 1966 (amended in 1968). This Act states, "The Secretary (of Transportation) may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local official having jurisdiction over the park, recreation area, refuge or site) only if:
 - There is no prudent and feasible alternative to using that land; and
 - the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife refuge, or historic site resulting from the use."

Case law for the application of Section 4(f) indicates that an avoidance alternative must be selected unless the avoidance alternative creates impacts of an "extraordinary magnitude." The DAMA is the Recommended Preferred Alternative because the information collected

**Additional Written Testimony Submitted
at 3/12/01 Public Hearing, Benner**

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**Response to Additional Written Testimony
Submitted at 3/12/01 Public Hearing, Benner**

Benner, C.

2. (cont.)

to date documents that it is a prudent and feasible alternative to the use of the Fisher Farm (aka App Farm), a property protected under Section 4(f) of the U.S. Transportation Act of 1966 (as amended).

3. It is acknowledged that the proposed DAMA Alternative is estimated to cost approximately \$5 million more than the DAM (Non-avoidance) Alternative and the DAMA Alternative creates some additional impacts. However, case law for the application of Section 4(f) indicates that the proposed avoidance alternative must be selected unless the avoidance alternative creates impacts of an "extraordinary magnitude." The DAMA is the Recommended Preferred Alternative because the information collected to date documents that it is a prudent and feasible alternative to the use of the Fisher Farm (aka App Farm), a property protected under Section 4(f) of the U.S. Transportation Act of 1966 (as amended).

4. For the purpose of compliance with Section 106 of the National Historic Preservation Act for the App Farm, the FHWA preliminary determined that criteria of the National Register were met and the SHPO agreed. The property is therefore considered eligible for the National Register for 106 purposes.

Due to the substantial controversy concerning the eligibility determination and boundaries of the App farm, FHWA elected to raise the questions of eligibility and boundaries with the Keeper of the National Register (Keeper), the individual delegated the authority by the

**Additional Written Testimony Submitted
at 3/12/01 Public Hearing, Benner**

**Response to Additional Written Testimony
Submitted at 3/12/01 Public Hearing, Benner**

Benner, C.

4. (cont.)

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U.S. Department of Interior, National Park Service to list properties and determine their eligibility for the National Register of Historic Places. The Keeper evaluated the information and responded that the App farm and boundaries of the App farm met the eligibility requirements.

The response, contained in Appendix C of the Final EIS, indicates that the "Simon P. App farm meets National Register Criteria A and C for its local historic and architectural significance. The approximately 31-acre boundary established for the register-eligible property is appropriate and justified as being the historic (1866) boundary of the property."

Should conditions in the study area change at any point prior to the construction of the CSVT project, we have committed to reevaluating the area of impact. If conditions warrant, alignment modifications may be made to further reduce project impacts. This commitment is inclusive of the entire CSVT project area, including the avoidance of the Simon P. App farm property.

**Additional Written Testimony Submitted
at 3/12/01 Public Hearing, Fairchild**

RUSS FAIRCHILD, MEMBER
LEGISLATIVE DISTRICT 85
85TH HOUSE DISTRICT
SNYDER COUNTY, PENNSYLVANIA 17242-2101
PH: 717-338-1100
FAX: 717-338-1100
E-MAIL: RFAIRCHILD@PAHOUSE.legis.state.pa.us



House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

COMMITTEES
TRANSPORTATION
CHAIRMAN, SUBCOMMITTEE ON
AVIATION
VETERANS AFFAIRS & EMERGENCY
PREPAREDNESS
PROFESSIONAL LICENSURE
STATE GOVERNMENT
MEMBER, HOUSE-LEADED BY
COMMISSION
MEMBER, MAJORITY STAFF COMMITTEE

**Statement
of
Representative Russ Fairchild
85th House District
Snyder and Union Counties**

My legislative district encompasses all of Union County and a portion of Snyder County

The focus of this public hearing is on a needed project that will affect every community in our region, as well as every person who drives through our area on Route 15

This project is the proposed Central Susquehanna Valley Thruway (CSVT) connecting the north end of the existing Selinsgrove by-pass with Route 147 north of the Borough of Northumberland

I would like to commend the District 85 project staff and their consultants for their commitment to meeting with individuals, communities, neighborhoods, and groups that had concerns or questions about the project over the past 4 years. The public has been a valuable resource for PennDot, as many of their suggestions have been incorporated into the CSVT project.

As you know, Route 15 is the main artery coming into and out of my two counties. It is this major highway that local industries, residents and travelers depend on for timely and safe movement through our valley. This highway is a major north-south connection in Pennsylvania bringing vital goods, services and tourist dollars to our area and our state. Conversely, Route 15 allows goods, services and benefits to flow to other areas of Pennsylvania, the United States, and Canada. Also, the thruway will allow greater access to existing industrial parks in Milton, Selinsgrove, and Great Stream Commons in Gregg Township, Union County.

The goal of this project is to reduce congestion, provide for future growth, and improve safety for the users of Routes 11/15 and 147. Without the CSVT project, traffic on Routes 11/15 is projected to grow from 42,100 vehicles per day to 79,000 vehicles per

**Additional Written Testimony Submitted
at 3/12/01 Public Hearing, Fairchild**

day in the year 2020 Safety is a primary concern According to PADOT studies, over a five year period, approximately 1,000 accidents occurred in the study area and involved 22 fatalities Although trucks comprise 13 % of the traffic, they are involved in 46% of the accidents

According to a recent Congestion Management report, prepared by SEDA-Council of Governments, US 15, which is part of the National Highway System, between Shamokin Dam and Selinsgrove is a highly congested roadway A well-designed thruway in this area would improve traffic conditions and safety in the immediate area and also in the surrounding communities of Northumberland, Point Township, Sunbury, Lewisburg, and many other smaller communities

The congestion and safety problems are a direct result of long distance and regional traffic traveling through the region as well as the commercial development that has and will continue to increase local traffic

This area is a commercial and retail intensive area and all studies indicate substantial growth will continue to take place in this region of Pennsylvania

Take a moment to visualize two funnels placed together at their smaller openings The larger openings on both ends represent traffic that will be coming to our area in ever increasing numbers, especially given the completion of the improvements to Route 15 to the north and south of our area The smaller ends of the joined funnels represent our area As more and more car and truck traffic is "funneled" through our area, transportation efficiency and safety will decline

This proposed thruway will create and enhance the regional highway system, linking existing rail, airports, public transportation, and provide for efficient, safe movement of persons and goods in Central Pennsylvania

However, this project cannot languish in the planning stages The Federal Highway Administration and the other coordinating agencies need to place this project on their priority list to avoid any unnecessary bureaucratic delays With the current congestion, and the continued growth in the region, the safety problems will only get worse People's lives are at stake and increased economic development is in jeopardy

Thank you for allowing me the opportunity to present testimony on behalf of the citizens of Central Pennsylvania

**Response to Additional Written Testimony
Submitted at 3/12/01 Public Hearing, Fairchild**

Fairchild, R.

1. Your support for the CSVT Project is noted.
2. FHWA and PENNDOT are committed to conducting the required studies to ensure that all important environmental and engineering issues, including public concerns, are properly considered. The Preferred Alternative must meet current and future transportation needs, and attempt to minimize environmental and social impacts. Final Design, Right-of-Way Acquisition, and Construction will proceed upon completion of the preliminary studies and issuance of the Record of Decision by the FHWA, and subject to the availability of funds.

- 1.
- 2.

**Additional Written Testimony Submitted
at 3/12/01 Public Hearing, Shirk**

**Response to Additional Written Testimony
Submitted at 3/12/01 Public Hearing, Shirk**



**PUBLIC HEARING - March 12, 2001
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Date mar. 12-01

Name (required) Carl M. Shirk

Address (required) R.D. 2 Box 161 Selinsgrove, Pa. 17870

Phone (optional) 570-743-7045 Email (optional) _____

COMMENTS

I understand we are on the very edge of the intended by-pass & we do not want to stay there, being that close.

We would appreciate more information as soon as possible.

Thank you

Carl Shirk

Shirk, C.

1 The Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (42 U.S.C. 4601) of 1970, as amended, and the Pennsylvania Eminent Domain Code Act of June 22, 1964, as amended, apply to all project displacements. Generally, property acquisition applies only to those properties needed for project construction or rendered functionally obsolete.

If your property is directly impacted by the final selected alternative, you will be contacted by a representative of PENNDOT's Right-of-Way Unit. The timing for this will be based on the future project schedule and the availability of funds.

Additional Written Testimony Submitted at 3/12/01 Public Hearing, Markunas



PUBLIC HEARING - March 12, 2001 DEIS COMMENT FORM

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Date 3/12/2001 Name (required) ANTHONY B. MARKUNAS Address (required) RR2 (RIDGE ROAD) P.O. BOX 92 NORTH D PA 17857 Phone (optional) 570-473-3947 Email (optional) SANIKRAM@HOTMAIL.COM

COMMENTS

I BELIEVE THAT THE IMPACT ON THE RIDGE ROAD NEIGHBORHOOD WOULD BE MINIMIZED BY NOT SEVERING THE AREA BY RELOCATING THE OUTLET OF RIDGE ROAD. RIDGE ROAD IS IN AND OF ITSELF A HISTORICAL ALIGNMENT WHICH COULD BE LEFT AS IS BECAUSE THE TRAFFIC OUTLETING ONTO THE EXISTING RT 147 SHOULD BE FAR LESS. MOST DEFINITELY, THE TRUCK TRAFFIC @ THE MERTZ INTERSECTION WOULD BE NEGLIGIBLE. ALSO THE PROPOSED ALIGNMENT WOULD YIELD AN INTERSECTION WITH MARGINAL SIGHT DISTANCES. LEAVE RIDGE ROAD AS IS AND SAVE SOME MONEY AND DON'T DISRUPT THE NEIGHBORHOOD ANY MORE THAN NECESSARY.

AB Markunas

Use reverse for additional comments

Response to Additional Written Testimony Submitted at 3/12/01 Public Hearing, Markunas

Markunas, A.

1. Ridge Road, in its present location and condition, would need to be improved to bring it in accordance with current engineering standards for the volume of traffic that is proposed to use it to access PA Route 147. These improvements would consist of widening Ridge Road from the area where RC5 crosses it westward to its intersection with PA Route 147. This widening would necessitate property acquisition from a property that has been determined eligible for the National Register (Property #220, the Mertz Family Historic District, see pages IV-238 and 239 in the Draft EIS; Section IV.H in the Final EIS).

Since the Mertz Family Historic District has been determined eligible for the National Register of Historic Places, this property is protected by Section 4(f) of the U.S. Department of Transportation Act of 1966 (as amended 1968). This Act states, "The Secretary (of Transportation) may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife or waterfowl refuge, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local official having jurisdiction over the park, recreation area, refuge, or site) only if:

- a. there is no prudent and feasible alternative to using that land; and
b. the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife refuge, or historic site resulting from the use."

Additional Written Testimony Submitted
at 3/12/01 Public Hearing, Markunas

Response to Additional Written Testimony Submitted
at 3/12/01 Public Hearing, Markunas

Markunas, A.

1. (cont.)



PUBLIC HEARING - March 12, 2001
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Date 3/12/2001

Name (required) ANTHONY B. MARKUNAS

Address (required) RR2 (RIDGE ROAD) P.O. BOX 92 NORTH D, PA 17857

Phone (optional) 570-473-3449 Email (optional) SENIORAM@HOTMAIL.COM

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AB MARKUNAS

Since it is possible to avoid the Mertz Family Historic District without causing additional impacts of an extraordinary magnitude, the avoidance option was advanced for further study. This is the reason that the proposed RC5 Alternative relocates Ridge Road.

Should conditions change from those currently present at any point prior to the construction of the CSVT project, we have committed to reevaluating the area of impact. If conditions warrant, modifications of the alignment will be made to further reduce project impacts. This commitment is inclusive of the entire CSVT project area, including the avoidance of the Mertz Family Historic District.

In Final Design, we will evaluate the intersection between relocated Ridge Road and PA Route 147 to be sure that the sight distance is appropriate.

1.

Use reverse for additional comments

Additional Written Testimony Submitted
at 3/12/01 Public Hearing, Zaleski



PUBLIC HEARING - March 12, 2001
DEIS COMMENT FORM

You may use this form to submit written comments on the CSVT Draft Environmental Impact Statement (DEIS). Place the form in the specially marked box. If you prefer to return the form by mail, refer to the Public Hearing handout for the appropriate address. All comments are due by March 26, 2001.

Date 3-17-01
Name (required) Charles Zaleski Jr.
Address (required) Lots 11 & 12 Gregory Dr Union Township
Phone (optional) _____ Email (optional) _____

COMMENTS

Let's get going!
Traffic is awful we need
this bypass now. Put a
shovel in the ground

a.

Use reverse for additional comments

Response to Additional Written Testimony
Submitted at 3/12/01 Public Hearing, Zaleski

Zaleski, C.

1. FHWA and PENNDOT are committed to conducting the required studies to ensure that all important environmental and engineering issues, including public concerns, are properly considered. The Preferred Alternative must meet current and future transportation needs, and attempt to minimize environmental and social impacts. Final Design, Right-of-Way Acquisition, and Construction will proceed upon completion of the preliminary studies and issuance of the Record of Decision by the FHWA, and subject to the availability of funds.

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***Cooperating Agency
Comment Letters***



Cooperating Agency Comment Letters, ACOE

Response to Cooperating Agency
Comment Letters, ACOE



DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 1715
BALTIMORE, MD 21203-1715

REPLY TO
ATTENTION OF
Operations Division

26 March 2001

Subject: S R 0015, Section 088, Central Susquehanna Valley Transportation Project

Mr Dave Cough
Director of Operations
Federal Highway Administration
228 Walnut Street, Room 536
Harrisburg, PA 17101-1720

Dear Mr Cough,

This is in response to FHWA's letter dated January 29, 2001 requesting comments on the subject Draft Environmental Impact Statement (DEIS). We have three major concerns with respect to the DEIS.

1 Floodplains

The Old Train Alternatives would result in a longitudinal impact on the floodplain of the Susquehanna River. The DEIS does not quantify the acreage of fill in the 100-year floodplain. However, it appears that the total encroachment would be in the range of 40 acres of direct fill, when you include the impact due to the relocation of the railroad. The impact could be even greater if the embankment is constructed as a levee. The document concludes that Alternatives OT2A and OT2B "would not constitute a significant encroachment on the 100-year floodplain due to the following," and proceeds to outline the justification for this conclusion. We have concerns that the analysis presented in the DEIS, as currently written, is insufficient to support this conclusion, for the reasons discussed below:

a. The third bullet on Page IV-264 states that "the Old Train Alternatives would require the filling of wetlands in the floodplain and the transformation of riverine forestlands to highway rights-of-way." It adds that "both of these impacts have been minimized and will be mitigated." We disagree with the statement that the impact to [12 acres of] wetlands has been minimized. The use of the term "minimized" implies that the impact has been reduced to the point that it is now minimal. This is not the case. The analysis of potential minimization measures (on Pages IV-198 and IV-201) concludes (1) that bridging is not reasonable, and (2) that narrowing of the roadway will be considered. Neither of these statements provides sufficient basis for a conclusion that the impacts to wetlands have been minimized (i.e., reduced to minimal). In fact, the former statement suggests that minimization will not be possible based on PennDOT's standards of reasonableness.

1. The development of the Old Trail Alternatives was a direct result of public input in the study area. Initially, all of the alternatives developed in Section I were located west of U.S. Routes 11/15 between U.S. Routes 11/15 and Penns Creek. Numerous suggestions by public officials and members of the general public to develop an alternative east of U.S. Routes 11/15, between U.S. Routes 11/15 and the Susquehanna River, led to the advent of project alternatives that would ultimately be designed as the Old Trail 2A and 2B Alternatives. As noted on Page IV-260 in the Draft EIS, and in Section IV.I of the Final EIS, the intent of the Old Trail Alternatives is to develop a highway option that runs east of existing U.S. Routes 11/15. In an effort to minimize the acquisition of homes and businesses in this urbanized area, the Old Trail Alternatives were located just west of the Susquehanna River necessitating a longitudinal encroachment on the 100-year floodplain of the Susquehanna River. It is policy to avoid longitudinal encroachments on floodplains, where practicable. However, as noted in the Draft EIS on page IV-264, and in Section IV.I of the Final EIS, it is virtually impossible to locate a highway alignment between U.S. Routes 11/15 and the river without this type of encroachment. The Final EIS has been clarified to identify that the Old Trail Alternatives require approximately 58 acres of fill in the floodplain. The Old Trail Alternatives do not encroach on the regulatory floodway of the Susquehanna River. The Old Trail Alternatives were not designed as a levee; therefore, there are no plans to construct any Old Trail Alternative as a levee so the impact of fill in the floodplain associated with the Old Trail Alternatives is not anticipated to increase.

Cooperating Agency Comment Letters, ACOE



REPLY TO
ATTENTION OF
Operations Division

DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, U. S. ARMY CORPS OF ENGINEERS
P.O. BOX 1718
BALTIMORE, MD 21205-1718

26 March 2001

Subject: S R 0015, Section 083, Central Susquehanna Valley Transportation Project

Mr Dave Cough
Director of Operations
Federal Highway Administration
228 Walnut Street, Room 536
Harrisburg, PA 17101-1720

Dear Mr Cough,

This is in response to FHWA's letter dated January 29, 2001 requesting comments on the subject Draft Environmental Impact Statement (DEIS). We have three major concerns with respect to the DEIS.

1 Floodplains

The Old Train Alternatives would result in a longitudinal impact on the floodplain of the Susquehanna River. The DEIS does not quantify the acreage of fill in the 100-year floodplain. However, it appears that the total encroachment would be in the range of 40 acres of direct fill, when you include the impact due to the relocation of the railroad. The impact could be even greater if the embankment is constructed as a levee. The document concludes that Alternatives OT2A and OT2B "would not constitute a significant encroachment on the 100-year floodplain due to the following," and proceeds to outline the justification for this conclusion. We have concerns that the analysis presented in the DEIS, as currently written, is insufficient to support this conclusion, for the reasons discussed below:

a. The third bullet on Page IV-264 states that "the Old Train Alternatives would require the filling of wetlands in the floodplain and the transformation of riverine forestlands to highway rights-of-way." It adds that "both of these impacts have been *minimized* and will be mitigated." We disagree with the statement that the impact to [12 acres of] wetlands has been minimized. The use of the term "minimized" implies that the impact has been reduced to the point that it is now minimal. This is not the case. The analysis of potential minimization measures (on Pages IV-198 and IV-201) concludes (1) that bridging is not reasonable, and (2) that narrowing of the roadway will be considered. Neither of these statements provides sufficient basis for a conclusion that the impacts to wetlands have been *minimized* (i.e., reduced to minimal). In fact, the former statement suggests that minimization will not be possible based on PennDOT's standards of reasonableness.

Response to Cooperating Agency Comment Letters, ACOE

2. As noted, the third bullet on Page IV-264 of the Draft EIS and in Section IV.i of the Final EIS states that impacts to wetlands in the floodplain and riverine forestlands have been "minimized." The use of the term minimized means that the impact has been reduced while still maintaining adequate engineering geometry for the Old Trail Alternatives. The median width has been reduced to 16 meters (54 feet) as opposed to the wider median of 27 meters (90 feet) associated with the DAMA Alternative. This minimal median width has been used to minimize impacts (to the floodplain, to wetlands, to riverine forestland, and to homes and businesses) in this urbanized area as much as possible. The use of the term "minimized" was never intended to signify "minimal" impacts. In fact, part of the reason for the recommendation of DAMA as the Recommended Preferred Alternative was due to the lower impact to wetlands and riverine forested habitat associated with the DAMA Alternative.

Section VI of the Draft and Final EIS note on Page VI-6 that the DAMA is recommended as the Preferred Alternative over the Old Trail Alternatives for several reasons, one of which is that the DAMA has no impact to the Susquehanna River floodplain in this area.

The analysis of potential minimization measures (Draft EIS, Pages IV-198 and IV-201 and Final EIS, Section IV.i) accurately concludes that bridging these wetlands (approximately 12 acres located in the canal area of the floodplain) would not be reasonable since the bridge would need to be so long it would be cost-prohibitive. Additionally, the Draft and Final EIS note that "minimization of the width of the roadway footprint, where practicable" will be considered to reduce wetland encroachments. However, it will not be practicable to further minimize the footprint in the floodplain area since it has already been reduced in width.

Cooperating Agency Comment Letters, ACOE

Response to Cooperating Agency Comment Letters, ACOE

b The fourth bullet on Page IV-264 states that the floodplain "encroachment does not support incompatible floodplain development" The remainder of the bullet concludes that secondary development of the floodplain would be unlikely We disagree with these statements for the following reasons: (1) The proximity of a freeway interchange will increase the development pressure on the portion of the floodplain that remains landward of the highway Assuming that PennDOT could obtain the necessary approval(s) to fill 40 acres of floodplain to construct the highway, it is unlikely that developers would have any trouble obtaining approval to fill the remaining acreage. (2) The Corps' regulations [at 33 CFR 320.4 (f)(2)] incorporate the Executive Order 11988 on Floodplains, and instruct "district engineers, as part of their public interest review, to avoid, to the extent practicable, long and short term significant adverse impacts associated with the occupancy and modification of floodplains, as well as the direct and indirect support of floodplain development whenever there is a practicable alternative" We note that the Corps' regulations require us to avoid all development in the floodplain, including highways, as well as the secondary development that they facilitate. Therefore, we would consider the highway itself to be an incompatible floodplain development

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In summary, there is insufficient information in the DEIS to support your finding that the floodplain impact is insignificant. Furthermore, our regulations [in 33 CFR 320.4(f)(3)] direct that "the district engineer should avoid authorizing floodplain developments whenever practicable alternatives exist outside the floodplain." Because the DAMA Alternate is clearly a practicable alternative, it is unlikely that either of the Old Trail alternatives could be authorized, based on our understanding of the magnitude of the floodplain impact. Furthermore, we question whether there would be support at the local level for such a large floodplain loss

2. Earthwork

According to Page IV-338 of the DEIS, the preferred DAMA alternative with River Crossing RC-3 would result in the need to dispose 4.46 million cubic yards of excess excavation The document notes that more than one million cubic yards of material could be used in the area of the ash basins. PennDOT and FHWA would require the contractor

3. FHWA continues to maintain the position discussed in the Draft EIS on Page IV-264 and in the Final EIS Section IV.I that the placement of the Old Trail Alternatives between U.S. Routes 11/15 and the Susquehanna River will not support incompatible floodplain development. The Old Trail Corridor is presently urbanized, especially the portion abutting U.S. Routes 11/15. Between U.S. Routes 11/15 and the river, the land use could be characterized as medium to high density residential, commercial, and industrial development. The growth in this area appears closely tied to the availability of public sewer and water service and the development of the roadway network.

Much of the development (residential, commercial, and industrial) that has occurred and continues to occur in Monroe Township is the result of economic growth and employment opportunities in the area which generated an influx of new residents to the region. The FHWA and PENNDOT in conjunction with the local planning entities have determined that the new highway, the Old Trail Alternatives in particular, will not substantially affect the development patterns in the region.

The Old Trail Alternatives are limited access; therefore, no new access will be provided to areas adjacent to the Old Trail with the exception of areas surrounding the interchanges. Additionally, the interchange closest to the area where the Old Trail Alternatives would encroach on the Susquehanna River floodplain presently exists. Although this interchange area would be slightly modified by the Old Trail Alternatives, the access to the study area would remain exactly as it exists today. The Secondary and Cumulative Impacts section of the Draft and Final EIS (Section IV.L) discusses the secondary impacts of the project and denotes areas on project mapping that may experience development pressure as a result of project alternatives. These secondary

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Cooperating Agency Comment Letters, ACOE

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In summary, there is insufficient information in the DEIS to support your finding that the floodplain impact is insignificant. Furthermore, our regulations [in 33 CFR 320.4(f)(3)] direct that "the district engineer should avoid authorizing floodplain developments whenever practicable alternatives exist outside the floodplain." Because the DAMA Alternate is clearly a practicable alternative, it is unlikely that either of the Old Trail alternatives could be authorized, based on our understanding of the magnitude of the floodplain impact. Furthermore, we question whether there would be support at the local level for such a large floodplain loss.

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Response to Cooperating Agency Comment Letters, ACOE

3.(cont.)

impact areas are primarily focused on the interchange areas. The area surrounding the proposed interchange at the southern terminus, however is deemed as "constrained" due to its being completely within the 100-year floodplain. Therefore, this area was eliminated from further consideration as an area affected by secondary development.

The findings of the secondary impact analysis were verified by discussing the outcome of the analysis with local planners. Local planners did not define the floodplain area surrounding the Old Trail Alternatives as an area marked for any new development.

Both Monroe Township and Shamokin Dam Borough have existing floodplain ordinances. Both ordinances prohibit development of any kind in the floodway. However, both ordinances allow for development in the floodway fringe (or 100-year floodplain) provided that appropriate flood-proofing mechanisms are part of the design, such as the requirement that structures must be designed to remain dry up to at least 1.5 feet above the 100-year flood. Therefore, even if development of some type is advanced in the 100-year floodplain of the Susquehanna River, it has restrictions placed on it that development in other locations would not have, making floodplain development more difficult and expensive.

FHWA's regulations concerning floodplains are found in 23 CFR Subchapter G-Engineering and Traffic Operations, Part 650 - Bridges, Structures and Hydraulics. PENNDOT and FHWA's policies concerning floodplains are specified on Page IV-253 of the Draft EIS and in Section IV.I of the Final EIS.

A review of the ACOE's regulations in 33 CFR 320 indicates that the ACOE's regulations require the avoid-

Cooperating Agency Comment Letters, ACOE

Response to Cooperating Agency Comment Letters, ACOE

3.(cont.)

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In summary, there is insufficient information in the DEIS to support your finding that the floodplain impact is insignificant. Furthermore, our regulations [in 33 CFR 320.4(f)(3)] direct that "the district engineer should avoid authorizing floodplain developments whenever practicable alternatives exist outside the floodplain." Because the DAMA Alternate is clearly a practicable alternative, it is unlikely that either of the Old Trail alternatives could be authorized, based on our understanding of the magnitude of the floodplain impact. Furthermore, we question whether there would be support at the local level for such a large floodplain loss

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ance of long and short term significant adverse impacts to floodplains as well as the direct and indirect support of floodplain development whenever there is a practicable alternative. The FHWA and PENNDOT note that the ACOE would consider the highway itself to be an incompatible floodplain development. This means that it would be difficult to secure the necessary Section 404 permit for this project. The possibility that a 404 permit may not be achievable was one of the many factors weighing in on the decision to select the DAMA Alternative in Section 1 as the Recommended Preferred Alternative.

The comment on Page IV-265 of the Draft EIS that "no impacts on natural and beneficial floodplain values are anticipated due to increases in backwater flooding at this location" is referring to the location where the OT2A alternative interchanges with the 61 Connector. This discussion begins on the bottom of Page IV-264 in the Draft EIS. The interchange area for the 61 Connector is located outside of the 100-year floodplain. However, there is a small encroachment on the 100-year floodplain where proposed Route 11 would rejoin the existing Route 11. This minor encroachment is unavoidable and would not cause any wetland impact, thereby preserving the natural and beneficial floodplain functions. However, given the rest of the general comments, we have interpreted these comments as focusing on the Old Trail Alternatives and impacts to the wetlands associated with the longitudinal encroachment on the floodplain.

The Draft and Final EIS document that the Old Trail Alternatives would require filling of wetlands in the floodplain and the transformation of riverine forestlands to highway right-of-way. Approximately 12 acres of wetlands would be impacted by the Old Trail Alternatives.

Cooperating Agency Comment Letters, ACOE

b The fourth bullet on Page IV-264 states that the floodplain "encroachment does not support incompatible floodplain development." The remainder of the bullet concludes that secondary development of the floodplain would be unlikely. We disagree with these statements for the following reasons: (1) The proximity of a freeway interchange will increase the development pressure on the portion of the floodplain that remains landward of the highway. Assuming that PennDOT could obtain the necessary approval(s) to fill 40 acres of floodplain to construct the highway, it is unlikely that developers would have any trouble obtaining approval to fill the remaining acreage. (2) The Corps' regulations [at 33 CFR 320.4 (f)(2)] incorporate the Executive Order 11988 on Floodplains, and instruct "district engineers, as part of their public interest review, to avoid, to the extent practicable, long and short term significant adverse impacts associated with the occupancy and modification of floodplains, as well as the direct and indirect support of floodplain development whenever there is a practicable alternative." We note that the Corps' regulations require us to avoid *all* development in the floodplain, including highways, as well as the secondary development that they facilitate. Therefore, we would consider the highway itself to be an incompatible floodplain development.

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In summary, there is insufficient information in the DEIS to support your finding that the floodplain impact is insignificant. Furthermore, our regulations [in 33 CFR 320.4(f)(3)] direct that "the district engineer should avoid authorizing floodplain developments whenever practicable alternatives exist outside the floodplain." Because the DAMA Alternate is clearly a practicable alternative, it is unlikely that either of the Old Trail alternatives could be authorized, based on our understanding of the magnitude of the floodplain impact. Furthermore, we question whether there would be support at the local level for such a large floodplain loss.

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According to Page IV-338 of the DEIS, the preferred DAMA alternative with River Crossing RC-5 would result in the need to dispose 4.46 million cubic yards of excess excavation. The document notes that more than one million cubic yards of material could be used in the area of the ash basins. PennDOT and FHWA would require the contractor

Response to Cooperating Agency Comment Letters, ACOE

4. (cont.)

In terms of their hydrogeomorphic characteristics, the impacted wetlands are grouped as River/Temporarily Ponded (RVP) or River/Temporarily Flooded (RVF) wetlands. The functions and values of these particular types of wetlands are presented in Wetland Technical Memorandum and summarized in Sections IV.F.2 and IV.I in the Final EIS. The wetlands impacted in this area of the floodplain of the Susquehanna River are jointly referred to as the "Canal Wetlands" due to their association with the old canal that historically ran along the river in this location.

The canal wetlands provide both biotic and abiotic functions. The position of these wetlands on the floodplain provides the opportunity for these wetlands to perform certain functions, such as flood flow alteration, sediment retention, nutrient removal, and provision of wildlife and aquatic habitat; however, the canal wetlands are not highly effective at performing these functions. This is due to the fact that the hydrologic regime of these wetlands does not involve a flow-through flooding regime. The hydrology of the canal wetlands is associated with the water table of the river. Field observations have correlated hydrology in the canal wetlands with the river stage. During the majority of the year when river elevations are at normal flow levels, the canal wetlands dry out. During the winter and spring when the river elevation rises, the canal wetlands fill with water. This hydrology is not the result of river water overtopping the banks and flooding the canal; the hydrologic input appears to result from the seasonal rise in groundwater elevation.

This lack of flow-through water characteristic limits the wetland's effectiveness at floodflow alteration and associated functions like sediment retention and nutrient removal.

Cooperating Agency Comment Letters, ACOE

Response to Cooperating Agency Comment Letters, ACOE

4. (cont.)

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In summary, there is insufficient information in the DEIS to support your finding that the floodplain impact is insignificant. Furthermore, our regulations [in 33 CFR 320.4(f)(3)] direct that "the district engineer should avoid authorizing floodplain developments whenever practicable alternatives exist outside the floodplain." Because the DAMA Alternate is clearly a practicable alternative, it is unlikely that either of the Old Trail alternatives could be authorized, based on our understanding of the magnitude of the floodplain impact. Furthermore, we question whether there would be support at the local level for such a large floodplain loss

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In addition to the seasonal hydrology, the canal wetlands also contain low vegetative species diversity, mostly Silver Maple and Poison Ivy. The lack of year-round water and species diversity limits the effectiveness of these wetlands at providing wildlife and aquatic habitat.

The size of the canal wetlands also limits their effectiveness; the relatively small size coupled with the limited interaction with the river results in limited effectiveness for numerous functions, including flood flow alteration, nutrient removal, sediment retention, and wildlife habitat.

In summary, the canal wetlands do provide biotic and abiotic functions; however, their effectiveness at performing these functions is not high or significant. The CSVT project was developed with respect to developing viable alternatives in accordance with avoidance and minimization measures outlined in the 404(1)(b) guidelines.

The cottages would remain in Shady Nook; therefore, the placement of the Old Trail Alternatives does not eliminate the ability of summer residents to enjoy the recreational boating and fishing offered by the Susquehanna River in this location. Additionally, a noise wall is being considered on the east side (Shady Nook side) of the Old Trail Alternatives in an effort to minimize the visual and noise intrusion of the highway into this area.

As noted previously, the FHWA and PENNDOT have attempted to minimize the impacts of the Old Trail Alternatives on the floodplain and the wetlands in the floodplain by reducing the footprint as much as possible in this location. The intent would be to mitigate these wetland impacts in the same general location, if possible.

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Cooperating Agency Comment Letters, ACOE

b The fourth bullet on Page IV-264 states that the floodplain "encroachment does not support incompatible floodplain development." The remainder of the bullet concludes that secondary development of the floodplain would be unlikely. We disagree with these statements for the following reasons: (1) The proximity of a freeway interchange will increase the development pressure on the portion of the floodplain that remains landward of the highway. Assuming that PennDOT could obtain the necessary approval(s) to fill 40 acres of floodplain to construct the highway, it is unlikely that developers would have any trouble obtaining approval to fill the remaining acreage. (2) The Corps' regulations [at 33 CFR 320.4 (j)(2)] incorporate the Executive Order 11988 on Floodplains, and instruct "district engineers, as part of their public interest review, to avoid, to the extent practicable, long and short term significant adverse impacts associated with the occupancy and modification of floodplains, as well as the direct and indirect support of floodplain development whenever there is a practicable alternative." We note that the Corps' regulations require us to avoid *all* development in the floodplain, including highways, as well as the secondary development that they facilitate. Therefore, we would consider the highway itself to be an incompatible floodplain development.

c Page IV-265 indicates that "no impacts on natural and beneficial floodplain values are anticipated due to flooding at this location." However, the document does not provide sufficient analysis to conclude that there are no impacts to natural and beneficial floodplain functions resulting from the highway construction. Page IV-197 indicates that almost 12 acres of riverine ponded and riverine flooded wetlands would be filled in the Susquehanna River floodplain. Based on the description of the wetland types, these wetlands would appear to be important for amphibian breeding; to provide cover and food for terrestrial wildlife; for flood storage; for water quality functions such as pollutant removal, nitrogen removal, and sediment trapping; and as a buffer between the summer cottages and the landward development, providing solitude for summer residents and facilitating the enjoyment of recreational boating and fishing. We would consider these to be the "natural and beneficial floodplain functions." The loss of these functions has not been discussed in the DEIS to provide a basis for your conclusion.

In summary, there is insufficient information in the DEIS to support your finding that the floodplain impact is insignificant. Furthermore, our regulations [in 33 CFR 320.4(j)(3)] direct that "the district engineer should avoid authorizing floodplain developments whenever practicable alternatives exist outside the floodplain." Because the DAMA Alternate is clearly a practicable alternative, it is unlikely that either of the Old Trail alternatives could be authorized, based on our understanding of the magnitude of the floodplain impact. Furthermore, we question whether there would be support at the local level for such a large floodplain loss.

2. Earthwork

According to Page IV-338 of the DEIS, the preferred DAMA alternative with River Crossing RC-5 would result in the need to dispose 4.46 million cubic yards of excess excavation. The document notes that more than one million cubic yards of material could be used in the area of the ash basins. PennDOT and FHWA would require the contractor

Response to Cooperating Agency Comment Letters, ACOE

4. (cont.)

In conclusion, the FHWA maintains that the Old Trail Alternatives would not constitute a significant floodplain encroachment because they do not result in significant adverse effects on natural and beneficial floodplain values. The wetlands in the floodplain certainly provide certain functions, but their effectiveness at performing the specific functions is limited. However, it is recognized that the floodplain and floodplain wetlands are impacted. These impacts were a large part of the reason for the recommendation of the DAMA as the Recommended Preferred Alternative in Section 1.

5. The FHWA acknowledges the ACOE's position on the floodplain impacts. The FHWA has reevaluated its position on the Old Trail Alternatives with respect to floodplain impacts and continues to maintain the position that the floodplain encroachment of the Old Trail Alternatives is not significant. The analysis performed indicated that the floodplain encroachments of the Old Trail Alternatives are not "significant" in that they do not pose a significant risk (interpreted as property loss and risk to life), a significant potential for interruption or termination of a transportation facility that is needed for emergency vehicles or is a community's only evacuation route, or a significant adverse effect on natural and beneficial floodplain values. The FHWA and PENNDOT acknowledge that the Old Trail Alternatives impact the 100-year floodplain and do not view these impacts as "insignificant." The impact to the floodplain is part of the reason for the selection of the DAMA Alternative in Section 1 as the Recommended Preferred Alternative.

6. The FHWA has noted the ACOE's statement that it is unlikely the ACOE could authorize either Old Trail Alternative. As such, the FHWA and PENNDOT continue to support the DAMA as the Recommended Pre-

Cooperating Agency Comment Letters, ACOE

to locate waste disposal sites for the remaining 3.5 million cubic yards. By PennDOT's calculations, the disposal of this amount of material would require 130 acres of land if the material were placed 20 feet high. It is not likely that this amount of land could be filled without having social, economic, and environmental impacts. The NEPA document must disclose the potential impact of all connected actions [40 CFR 1508.25(a)]. The disposal of excess excavation is a connected action.

PennDOT's practice is to make the contractor responsible for finding a disposal site. The Corps has a high level of discomfort with this practice, because fill material is typically disposed in low-lying areas, and the potential for unauthorized filling of wetlands and floodplains is high. The Corps does not have the staff to follow the contractor's trucks to determine whether the material is being dumped illegally in wetlands.

To address the problem with NEPA compliance and avoid potential 404 violations, we recommend that the excess material be used to construct earthen noise berms. The location of proposed earthen berms should be shown in the FEIS to disclose the impact of this construction on streams, farms, residences, etc. If the berms cannot use all the excess material, additional disposal sites should be identified in the FEIS. The contractor can be given the option to propose alternative disposal sites, but should not be allowed to use such sites until an environmental reevaluation has been conducted and any required supplemental NEPA documentation has been completed, and Section 105/404 permits issued. By condition of the 404 permit, the Corps will require that any disposal site(s) proposed by the contractor must undergo the following analysis: (1) an assessment by PennDOT to identify any wetlands on the site, (2) an environmental reevaluation of the NEPA document to determine whether any previously undisclosed significant impacts would occur, (3) circulation of any required supplemental NEPA documentation, and (4) issuance of any necessary Corps and PADEP permits. The contractor should be made aware, through the bid documents, that there is no guarantee that a 404 permit will be issued for his proposed disposal site, and that it could take several months to accomplish the processing of NEPA documentation and permits.

This new approach by the Baltimore District for dealing with the disposal issue was institutionalized on the Woodrow Wilson Bridge project, and is consistent with the guidance we are receiving from our Headquarters Office. This approach puts the burden on the permittee to ensure that the permittee's contractors are not dumping material illegally in wetlands.

3. 4(f) Avoidance

FHWA has proposed a 4(f) avoidance alternate to avoid the App Farm historic site. The original DA Modified alternate would bisect the App Farm property, but not destroy any of the historic structures. The avoidance alternate would impact 2 homes, 4 businesses, 0.75 acres of additional wetlands, and cost \$5 million more. In accordance with the 404 (b)(1) Guidelines (40 CFR 230.10), the Corps may authorize only the least environmentally damaging practicable alternative. While the original DA Modified

Response to Cooperating Agency Comment Letters, ACOE

5. (cont.)

ferred Alternative. Support at the local level is divided; there is some support at the local level for the Old Trail Alternatives, particularly amongst those who are affected by or in the vicinity of the proposed DAMA Alternative.

6. The FHWA and PENNDOT have noted that the Recommended Preferred Alternative (DAMA/RC 5) requires excess excavation. However, the amounts of excess waste discussed in the Draft and Final EIS are based on preliminary engineering level of detail. During Final Design, a detailed and comprehensive Geotechnical Survey will be conducted to ascertain site-specific information on geology and soils, as well as groundwater conditions. This information will be used to adjust the design of the selected alternative as appropriate such as providing for steeper rock cuts (thereby reducing excess material) or widening fill slopes, where possible. Additionally, the design team will investigate places where it may be possible to raise the profile of the selected alternative, also reducing excess excavation. This is discussed in the Final EIS in Section IV.O, Construction Impacts. FHWA is committed to working toward achieving a better balance between excavated and fill material. However, it is unlikely that any alternative could be brought into total balance. As such, there will be a need to dispose of the excess material somewhere in the project vicinity.

As noted in the Draft and Final EIS, the ash basin areas may be used for the disposal of approximately one million cubic yards of material. Additionally, PENNDOT has contacted each municipality within the CSVT study area to determine if other potential disposal sites exist. This coordination is currently in progress.

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Cooperating Agency Comment Letters, ACOE

to locate waste disposal sites for the remaining 3.5 million cubic yards. By PennDOT's calculations, the disposal of this amount of material would require 130 acres of land if the material were placed 20 feet high. It is not likely that this amount of land could be filled without having social, economic, and environmental impacts. The NEPA document must disclose the potential impact of all connected actions [40 CFR 1508 25(a)] The disposal of excess excavation is a connected action

PennDOT's practice is to make the contractor responsible for finding a disposal site. The Corps has a high level of discomfort with this practice, because fill material is typically disposed in low-lying areas, and the potential for unauthorized filling of wetlands and floodplains is high. The Corps does not have the staff to follow the contractor's trucks to determine whether the material is being dumped illegally in wetlands

To address the problem with NEPA compliance and avoid potential 404 violations, we recommend that the excess material be used to construct earthen noise berms. The location of proposed earthen berms should be shown in the FEIS to disclose the impact of this construction on streams, farms, residences, etc. If the berms cannot use all the excess material, additional disposal sites should be identified in the FEIS. The contractor can be given the option to propose alternative disposal sites, but should not be allowed to use such sites until an environmental reevaluation has been conducted and any required supplemental NEPA documentation has been completed, and Section 105/404 permits issued. By condition of the 404 permit, the Corps will require that any disposal site(s) proposed by the contractor must undergo the following analysis: (1) an assessment by PennDOT to identify any wetlands on the site, (2) an environmental reevaluation of the NEPA document to determine whether any previously undisclosed significant impacts would occur, (3) circulation of any required supplemental NEPA documentation, and (4) issuance of any necessary Corps and PADEP permits. The contractor should be made aware, through the bid documents, that there is no guarantee that a 404 permit will be issued for his proposed disposal site, and that it could take several months to accomplish the processing of NEPA documentation and permits.

This new approach by the Baltimore District for dealing with the disposal issue was institutionalized on the Woodrow Wilson Bridge project, and is consistent with the guidance we are receiving from our Headquarters Office. This approach puts the burden on the permittee to ensure that the permittee's contractors are not dumping material illegally in wetlands.

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Response to Cooperating Agency Comment Letters, ACOE

6. (cont.)

The FHWA and PENNDOT have also committed to the use of an Environmental Monitor (EM) throughout Final Design and construction. One of the responsibilities of the EM will be to track the placement of surplus material. However, beyond the ash basins and any locations identified by the local municipalities, the FHWA will not dictate the locations of the waste disposal sites prior to construction. The FHWA's policy is to make the locations of waste disposal site(s) the responsibility of the contractor. During construction, if excess material is disposed of outside the right-of-way, the contractor is required to obtain the necessary approvals, including all environmental clearances. PENNDOT's Specifications, Publication 408, provides contract requirements to assure that these approvals are secured prior to disposing of the waste. Additionally, PENNDOT will add a special provision to their specification to assure that the contractor will have qualified professionals to investigate and determine that no environmental concerns exist in the proposed disposal area. If environmental concerns exist, then the contractor's qualified professionals will secure the necessary permits and approvals. PENNDOT plans to use their EM to track the placement of excess material and to assure that all necessary approvals and permits are secured. PENNDOT, the contractor(s) and the EM will coordinate closely throughout construction to ensure that control measures are maintained and all necessary environmental clearances and permits are secured.

Additionally, during Final Design the possibility of using excess excavated material for the construction of earthen berms to mitigate noise impacts will be investigated. However, it must be noted that the Borough of Shamokin Dam, one of the municipalities impacted by construction, has gone on the record by saying they

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Cooperating Agency Comment Letters, ACOE

to locate waste disposal sites for the remaining 3.5 million cubic yards. By PennDOT's calculations, the disposal of this amount of material would require 130 acres of land if the material were placed 20 feet high. It is not likely that this amount of land could be filled without having social, economic, and environmental impacts. The NEPA document must disclose the potential impact of all connected actions [40 CFR 1508.25(a)]. The disposal of excess excavation is a connected action.

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Response to Cooperating Agency Comment Letters, ACOE

6. (cont.)

prefer noise walls as opposed to earthen noise berms. Earthen noise berms also require substantially more right-of-way to build than other noise abatement structures. Since noise walls are typically required in populated areas, it is usually the intention to keep the required right-of-way area to a minimum. The surrounding environment and width of the proposed right-of-way area must be considered in determining whether earthen noise berms are suitable for noise abatement.

7. The FHWA notes the ACOE's position on the avoidance of the Simon P. App Farm. However, the Simon P. App Farm was determined eligible for the National Register of Historic Places. As such, it is afforded the protection of Section 4(f) of the U.S. Department of Transportation Act of 1966 (amended in 1968). This Act states, "The Secretary (of Transportation) may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge, or land of an historic site of national, State, or local significance (as determined by the Federal, State, or local official having jurisdiction over the park, recreation area, refuge or site) only if:

- there is no prudent and feasible alternative to using that land; and
- the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife or waterfowl refuge, or historic site resulting from the use."

The ACOE correctly notes that the DAM Avoidance Alternative, or DAMA (the Recommended Preferred Alternative), does create some additional impact to the social and natural environments and it is more costly. However, case law for the application of Section 4(f)

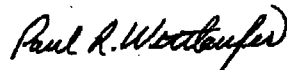
Cooperating Agency Comment Letters, ACOE

alternate would result in the loss of some of the historic property, it would be less damaging to the natural environment, less damaging to residences and businesses, less damaging to the tax base of the township, have lower cost, would not require abandonment of previously constructed portions of highway, and would be a straighter route. Although the regulations allow us to weigh and balance competing interests when deciding which alternative to authorize, it would, in this case, be extremely difficult to develop a justification for the authorization of the greater wetland impact because the original DA Modified alternate is less damaging in almost every impact category

In an effort to avoid impacts to one resource, numerous additional impacts have been created. We recommend that other 4(f) avoidance alternates be analyzed which would accomplish FHWA's objective of avoiding the App Farm, without increasing the impacts to resources which we regulate

We would be happy to discuss these comments at your convenience. If you have any questions, please contact me at 410-962-5676 Mr Mike Dombroskie is our project manager, and he may be reached at 814-235-0571

Sincerely,



Paul R. Wettlaufer
Transportation Program Manager

Response to Cooperating Agency
Comment Letters, ACOE

7. (cont.)

indicates that an avoidance alternative must be selected unless the avoidance alternative creates impacts of an "extraordinary magnitude." The DAMA is the Recommended Preferred Alternative because the information collected to date documents that it is a prudent and feasible alternative to the use of the Fisher Farm (aka App Farm), a property protected under Section 4(f) of the U.S. Transportation Act of 1966 (as amended).

During Final Design for DAMA, efforts will be made to mitigate adverse impacts, such as minimizing the wetland impacts associated with the DAMA Alternative.

The avoidance of the App farm has created considerable controversy. Approximately 30% of the comment letters and testimony received on the CSVT project raised the App farm issue. As a result of this considerable controversy, PENNDOT coordinated further with the FHWA, the agency responsible for making preliminary determinations on the eligibility and boundaries for historic properties. Due to the substantial controversy concerning the eligibility determination and boundaries of the App farm, the FHWA elected to raise the questions of eligibility and boundaries with the Keeper of the National Register (Keeper), the individual delegated the authority by the U.S. Department of Interior, National Park Service to list properties and determine their eligibility for the National Register of Historic Places. The Keeper evaluated the information concerning the App farm and responded that the App farm and boundaries of the App farm met the eligibility requirements. This correspondence is included in Section IX, Appendix C of the Final EIS. As a result, DAMA is recommended as the Preferred Alternative. DAMA satisfies the project need while avoiding use of the protected App farm.

Cooperating Agency Comment Letters, ACOE

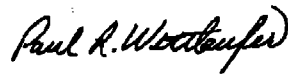
**Response to Cooperating Agency
Comment Letters, ACOE**

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Sincerely,



Paul R. Wettlaufer
Transportation Program Manager

7. (cont.)

Should conditions in the study area change from those currently present at any point prior to the construction of the CSVT project, we have committed to reevaluating the area of impact. If conditions warrant, modifications of the alignment will be made to further reduce project impacts. This commitment is inclusive of the entire CSVT project area, including the avoidance of the Simon P. App Farm property.

8. Additional alternatives that completely avoided the App farm were considered earlier in the study process. However, all of the other avoidance alternatives had more impacts on the social and natural environment(s) than the DAMA, or they did not avoid other protected eligible historic properties.

Cooperating Agency Comment Letters, EPA



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
 REGION III
 1650 Arch Street
 Philadelphia, Pennsylvania 19103-2029

MAR 26 2011

Mr James A Cheatham
 Division Administrator
 Federal Highway Administration
 228 Walnut Street, Room 536
 Harrisburg, PA 17101-1720

Re: Central Susquehanna Valley Transportation Project, Draft Environmental Impact Statement, Snyder, Union, and Northumberland Counties, PA

Dear Mr Cheatham:

In accordance with the National Environmental Policy Act (NEPA), the Council on Environmental Quality (CEQ) regulations (40 CFR 1500-1508), Section 309 of the Clean Air Act and Section 404 of the Clean Water Act, the Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement (DEIS) for the above referenced proposal. Based on our review of the DEIS, EPA has rated the environmental impacts of the action as "EC" Environmental Concerns and the adequacy of the impact statement as "2" Insufficient Information. A copy of EPA's ranking system is enclosed for your reference. The detailed basis for these ratings are contained in the following comments.

Project Description:

The proposed project involves a new four-lane limited access facility that extends approximately 12-13 miles from the existing Selingsgrove Bypass in Snyder County to the interchange between PA Route 147 and PA Route 25 in Northumberland County. The purpose of the project is to improve safety and traffic congestion.

In general the DEIS provides a good overview of the project area and the resources within the study area. All of the build alternatives evaluated in the DEIS have the potential to cause significant impacts to the cultural and natural resources in the study area. The project team appears to have done a good job working with the community, state and federal resource agencies and other interested parties to develop the alternatives and minimize impacts. Our major concerns involve the modification to the DA Modified Avoidance (DAMA) Preferred Alternative that avoids the App Farm and the lack of information provided on the mitigation plan for natural resources. More detailed comments are provided below.

While we understand the importance of protecting cultural resources, the preferred alternative which includes the shift to protect the historic App farm property produces a conflict that significantly impacts other resources. This modification has more residential, commercial, and

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Response to Cooperating Agency Comment Letters, EPA

1. The FHWA and PENNDOT note the EPA's position on the avoidance of the Simon P. App farm. However, the Simon P. App Farm was determined eligible for the National Register of Historic Places. As such, it is afforded the protection of Section 4(f) of the U.S. Department of Transportation Act of 1966 (amended in 1968). This Act states, "The Secretary (of Transportation) may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge, or land of an historic site of national, State, or local significance (as determined by the Federal, State, or local official having jurisdiction over the park, recreation area, refuge or site) only if:

- there is no prudent and feasible alternative to using that land; and
- the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife or waterfowl refuge, or historic site resulting from the use."

The DAM Avoidance Alternative, (DAMA the Recommended Preferred Alternative), does create some additional impacts to the social and natural environments and it is more costly. However, case law for the application of Section 4(f) indicates that an avoidance alternative must be selected unless the avoidance alternative creates impacts of an "extraordinary magnitude." The DAMA is the Recommended Preferred Alternative because the information collected to date documents that it is a prudent and feasible alternative to the use of the Fisher Farm (aka App Farm), a property protected under Section 4(f) of the U.S. Transportation Act of 1966 (as amended).

Cooperating Agency Comment Letters, EPA

Response to Cooperating Agency Comment Letters, EPA

1. (cont.)

wetland impacts and costs approximately \$5 million more than the DA Modified Alternative, which was dropped from consideration due to the 4(f) impact. Based on the information provided, the decision to protect the 4(f) resource does not seem to be balanced against the other impacts. In addition, it is unclear why the PADOT and FHWA are willing to spend such a large sum of money to protect property that is labeled as a "Planned Future Development Area" for a multi-family residential development in Chapter IV. This anticipated development would most likely significantly impact any remaining wetlands. We strongly recommend that PADOT and FHWA work closely with the Pennsylvania Historical and Museum Commission and other interested parties to develop an alternative that can protect the historical structure, while minimizing impacts to the community and natural resources.

1.

More information is needed on the mitigation plan for aquatic, terrestrial, and wetland impacts. This plan should be finalized prior to the FEIS. It would be helpful if the Table from Appendix L is incorporated into Chapter IV. The length of stream impacts that will be mitigated should be clearly presented. In addition, more information should be included on the locations of potential mitigation sites and the types of restoration that may be done. It is unclear if the proposed public access along the Susquehanna is intended to mitigate for aquatic impacts. While the access may provide a benefit to the public, it does not compensate for impacts that the project will have on the aquatic environment, and will not be acceptable mitigation for those impacts. The same information should be included for the wetland impacts and mitigation as well. Locations of terrestrial mitigation should be included as well as more details on restoration and enhancement. EPA should be included in the development of the mitigation plan for the resources listed above. The mitigation agreements should be incorporated into the Record of Decision.

2.

It is stated throughout the DEIS that the alternatives are similar in regard to meeting the project need. The DEIS should present more detailed information on the quality of the resources that may be impacted by the various alternatives and document more clearly why the preferred alternative was chosen. In addition, more information should be provided to describe how impacts to wetlands and other resources have been minimized for the various alternatives.

3.

More information is needed regarding the construction staging areas, locations of storm water management controls, and borrow and fill disposal locations. All of these activities have the potential to cause significant impacts and should be evaluated in the EIS. If this information is not evaluated in the EIS, the 404 permit should require an assessment of any disposal sites to identify wetlands and a reevaluation of the NEPA document to determine if the disposal would result in significant impacts. PADOT and FHWA should coordinate with the state and federal resource agencies regarding these issues.

4.

Page III-112 discusses the TSM alternatives that may be used in conjunction with the preferred alternative. The title of the section indicates that these alternatives are considered, but the text indicates that they will be used. This should be clarified.

5.

More information should be provided on the Sunbury Road modification that is mentioned on page III-103.

6.

The avoidance of the App farm has created considerable controversy. Approximately 30% of the comment letters and testimony received on the CSVT project raised the App farm issue. As a result of this considerable controversy, PENNDOT coordinated further with the FHWA, the agency responsible for making preliminary determinations on the eligibility and boundaries for historic properties. Due to the substantial controversy concerning the eligibility determination and boundaries of the App farm, the FHWA elected to raise the questions of eligibility and boundaries with the Keeper of the National Register (Keeper), the individual delegated the authority by the U.S. Department of Interior, National Park Service to list properties and determine their eligibility for the National Register of Historic Places. The Keeper evaluated the information concerning the App farm and responded that the App farm and boundaries of the App farm met the eligibility requirements. This correspondence is included in Section IX Appendix C of the Final EIS. As a result, DAMA is recommended as the Preferred Alternative. DAMA satisfies the project need while avoiding use of the protected App farm.

During Final Design for DAMA, efforts will be made to mitigate adverse impacts such as minimizing the wetland impacts associated with the DAMA Alternative.

National Register boundary determinations are based upon guidelines established in National Register Bulletin, "Defining Boundaries for National Register Properties" (1997). The proposed future uses of a property

Cooperating Agency Comment Letters, EPA

wetland impacts and costs approximately \$5 million more than the DA Modified Alternative, which was dropped from consideration due to the 4(f) impact. Based on the information provided, the decision to protect the 4(f) resource does not seem to be balanced against the other impacts. In addition, it is unclear why the PADOT and FHWA are willing to spend such a large sum of money to protect property that is labeled as a "Planned Future Development Area" for a multi-family residential development in Chapter IV. This anticipated development would most likely significantly impact any remaining wetlands. We strongly recommend that PADOT and FHWA work closely with the Pennsylvania Historical and Museum Commission and other interested parties to develop an alternative that can protect the historical structure, while minimizing impacts to the community and natural resources.

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It is stated throughout the DEIS that the alternatives are similar in regard to meeting the project need. The DEIS should present more detailed information on the quality of the resources that may be impacted by the various alternatives and document more clearly why the preferred alternative was chosen. In addition, more information should be provided to describe how impacts to wetlands and other resources have been minimized for the various alternatives.

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Response to Cooperating Agency
Comment Letters, EPA

1. (cont.)

are not taken into consideration when a property is being evaluated for potential historic significance or when a boundary determination is made. Only existing conditions can be used when evaluating a property's eligibility or National Register boundary. Proposed development cannot be considered. Section 4(f), Section 106, and NEPA are tools that dictate appropriate planning for projects. The essence of these regulations is to identify and evaluate resources as they currently exist. Once the App farm was determined eligible for the National Register, the provisions of Section 4(f) were applicable.

If the App Farm is eventually developed, the most significant impact will be to productive farmland. There are no wetlands identified on the App farm.

FHWA has worked with the SHPO and the Keeper of the National Register to resolve this issue. Additional avoidance alternatives were considered earlier in the study process. However, all of the previously considered avoidance alternatives had more impacts to the social and natural environment(s) than the DAMA, or they did not avoid other protected eligible historic properties.

Should conditions in the study area change from those currently present at any point prior to the construction of the CSVT project, we have committed to reevaluating the area of impact. If conditions warrant, modifications of the alignment will be made to further reduce project impacts. This commitment is inclusive of the entire CSVT project area, including the avoidance of the Simon P. App Farm property.

Cooperating Agency Comment Letters, EPA

wetland impacts and costs approximately \$5 million more than the DA Modified Alternative, which was dropped from consideration due to the 4(f) impact. Based on the information provided, the decision to protect the 4(f) resource does not seem to be balanced against the other impacts. In addition, it is unclear why the PADOT and FHWA are willing to spend such a large sum of money to protect property that is labeled as a "Planned Future Development Area" for a multi-family residential development in Chapter IV. This anticipated development would most likely significantly impact any remaining wetlands. We strongly recommend that PADOT and FHWA work closely with the Pennsylvania Historical and Museum Commission and other interested parties to develop an alternative that can protect the historical structure, while minimizing impacts to the community and natural resources.

More information is needed on the mitigation plan for aquatic, terrestrial, and wetland impacts. This plan should be finalized prior to the FEIS. It would be helpful if the Table from Appendix L is incorporated into Chapter IV. The length of stream impacts that will be mitigated should be clearly presented. In addition, more information should be included on the locations of potential mitigation sites and the types of restoration that may be done. It is unclear if the proposed public access along the Susquehanna is intended to mitigate for aquatic impacts. While the access may provide a benefit to the public, it does not compensate for impacts that the project will have on the aquatic environment, and will not be acceptable mitigation for those impacts. The same information should be included for the wetland impacts and mitigation as well. Locations of terrestrial mitigation should be included as well as more details on restoration and enhancement. EPA should be included in the development of the mitigation plan for the resources listed above. The mitigation agreements should be incorporated into the Record of Decision.

It is stated throughout the DEIS that the alternatives are similar in regard to meeting the project need. The DEIS should present more detailed information on the quality of the resources that may be impacted by the various alternatives and document more clearly why the preferred alternative was chosen. In addition, more information should be provided to describe how impacts to wetlands and other resources have been minimized for the various alternatives.

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Response to Cooperating Agency Comment Letters, EPA

1. A mitigation proposal has been developed to provide guidance and ensure the commitment of compensation for the unavoidable impacts of the project. Mitigation for natural resources, including wetlands, surface water resources, and terrestrial habitat is considered in this proposal. Mitigation commitments have been determined based on meetings with agency representatives occurring in April and July of 2001 and January of 2002. Summaries of these meetings and field views held for the purpose of coordinating to determine mitigation commitments are listed in Section V.A.3 - Coordination with Environmental Resource Agencies. More detailed records of the coordination activities can be found in the Wetlands, Surface Water/Aquatic Resources and Vegetation and Wildlife Technical Support Data.
- 2.

The FHWA and PENNDOT are attempting to provide a total ecosystem approach to natural resource mitigation in that attempts are being made to provide replacement of wetland and terrestrial habitat, reconstruction/restoration of streams, enhancement of wetlands and terrestrial habitat, and preservation of existing wetlands, streams and wildlife habitat in one location. The FHWA and PENNDOT are in the process of investigating alternative sites for the completion of the components of the proposal. The components of the proposal are discussed in detail in Sections IV.F.1, 2, and 3.

The mitigation proposal has been developed in coordination with the natural resource agencies including the EPA. The ultimate selection and development of the mitigation site or sites will also be coordinated with the natural resource agencies.

The mitigation proposal described in this Final EIS

Cooperating Agency Comment Letters, EPA

wetland impacts and costs approximately \$5 million more than the DA Modified Alternative, which was dropped from consideration due to the 4(f) impact. Based on the information provided, the decision to protect the 4(f) resource does not seem to be balanced against the other impacts. In addition, it is unclear why the PADOT and FHWA are willing to spend such a large sum of money to protect property that is labeled as a "Planned Future Development Area" for a multi-family residential development in Chapter IV. This anticipated development would most likely significantly impact any remaining wetlands. We strongly recommend that PADOT and FHWA work closely with the Pennsylvania Historical and Museum Commission and other interested parties to develop an alternative that can protect the historical structure, while minimizing impacts to the community and natural resources.

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Response to Cooperating Agency
Comment Letters, EPA

2. (cont.)

will be expanded and outlined in more detail. Once a site or sites has been selected, a draft mitigation plan will be prepared. This draft plan will show the conceptual designs for wetland, stream, and terrestrial mitigation sites. This mitigation plan will not be finalized until after the Record of Decision (ROD).

Mitigation efforts for natural resources will be maintained through Final Design as efforts at impact avoidance and minimization continue.

The Table in Volume 2, Appendix L showing stream impacts has been clarified and is included in the Final EIS in Section IV.F.3. The length of stream impact is clearly presented. Appropriate mitigation strategies are discussed.

The proposed public boat access along the West Branch of the Susquehanna River is intended to mitigate for possible impacts to the boating and fishing potential of the river in this location.

EPA will be included in the further development of the mitigation plan. All mitigation commitments will be discussed in detail in the CSVT Mitigation Report.

The quality of the impacted resources is discussed in detail in the Technical Support Data for the project. However, as requested by the EPA, the Final EIS provides more information on the quality of the resources that may be impacted by the alternatives studied in detail. This information is included in Section IV. The Final EIS documents the identification of the preferred alternative in more detail. This information is provided in Section VI.

Cooperating Agency Comment Letters, EPA

Response to Cooperating Agency Comment Letters, EPA

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1. The engineering for the CSVT project is in the preliminary design stage of the process. As such, the alternatives studied in detail have been engineered to such a point that it is possible to develop a footprint so that potential impacts can be determined. Along those lines, some of the staging areas, locations of stormwater management controls, and borrow/fill disposal locations have been identified. However, during Final Design the above noted issues will be determined in greater detail. During Final Design, a detailed and comprehensive Geotechnical Survey will be conducted to ascertain site-specific information on geology and soils, as well as groundwater conditions. This information will be used to adjust the design of the selected alternative as appropriate such as providing for steeper rock cuts (thereby reducing excess material) or widening fill slopes, where possible. Additionally, the design team will investigate places where it may be possible to raise the profile of the selected alternative, also reducing excess material. This is discussed in the Final EIS in Section IV.O., Construction Impacts. FHWA is committed to working toward achieving a better balance between excavated and fill material. However, it is unlikely that any alternative could be brought into total balance. As such, there will be a need to dispose of the surplus material somewhere in the project vicinity.
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As noted in the Draft and Final EIS, the ash basin areas may be used for the disposal of approximately one million cubic yards of material. Additionally, PENNDOT has contacted each municipality within the CSVT study area to determine if other potential disposal sites exist. This coordination is currently in progress.

FHWA and PENNDOT have also committed to the

Cooperating Agency Comment Letters, EPA

Response to Cooperating Agency Comment Letters, EPA

4. (cont.)

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use of an Environmental Monitor (EM) throughout Final Design and construction. One of the responsibilities of the EM will be to track the placement of surplus material. However, beyond the ash basins and any locations identified by the local municipalities, FHWA will not dictate the locations of the waste disposal sites prior to construction. The FHWA's policy is to make the locations of waste disposal site(s) the responsibility of the contractor. During construction, if excess material is disposed of outside the right-of-way, the contractor is required to obtain the necessary approvals, including all environmental clearances. PENNDOT's Specifications, Publication 408, provides contract requirements to assure that these approvals are secured prior to disposing of the waste. Additionally, PENNDOT will add a special provision to their specification to assure that the contractor will have qualified professionals on staff to investigate and determine that no environmental concerns exist in the proposed disposal area. If environmental concerns exist, then the contractor's qualified professionals will secure the necessary permits and approvals. PENNDOT plans to use their EM to track the placement of excess material and to assure that all necessary approvals and permits are secured. PENNDOT, the contractor(s) and the EM will coordinate closely throughout construction to ensure that control measures are maintained and all necessary environmental clearances and permits are secured.

5.

The TSM measures discussed in the Draft EIS on Pages III-109 and 112 will be implemented with the selected alternative. The title of this section has been changed to indicate that these measures will be imple-

Cooperating Agency Comment Letters, EPA

Response to Cooperating Agency Comment Letters, EPA

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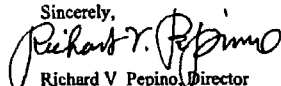
mented, not just considered.

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6. The realignment of the DAMA Alternative near Sunbury Road is discussed in more detail in Section III of the Final EIS. At the request of an affected local property owner and farmer, an alignment shift was evaluated. The modified alignment impacted 10.5 fewer acres of pastureland but 2.5 acres more of cropland. Overall, the modification affected 8.0 acres less of productive farmland and 1.7 acres less farmland in an agricultural security area (ASA). However, this modification does require the acquisition of two residences along Sunbury Road. As a result of the appreciable difference this modification had on the future of local farming operations, this modification was incorporated into all studied alternatives.

Cooperating Agency Comment Letters, EPA

- Page IV-20, more information should be provided on how access would be maintained between Shady Nook and East Hummels Wharf
- IV-99, more information should be provided on the minimization and mitigation for agricultural impacts
- IV-295, Section 3, should include other activities, not just those by other agencies This includes the activities discussed in the land use section The secondary and cumulative impact section should be expanded to discuss the trends and impacts to agricultural land and the natural resources of the project area This would include past, present and future activities There is a great deal of information provided in various sections of the DEIS that can be used in this section From the information provided, it appears that there has been a great deal of agricultural and environmental loss do to residential and commercial development, and that the resources may have been degraded by the activities in the project area Some of the mitigation that PADOT is proposing may remedy some of the problems The discussion of potential development in interchange locations should also be expanded
- The possibility of using some excess material for visual and noise barriers should be pursued The project team should continue to work with the community on visual and noise impacts

Thank you for the opportunity to offer these comments We look forward to working with you throughout project to complete the EIS, avoid and minimize impacts to the public and resources and to develop an acceptable mitigation package If you have any questions, please contact Barbara Okorn of my staff at (215)814-3330

Sincerely,

 Richard V. Pepino, Director
 Office of Environmental Programs

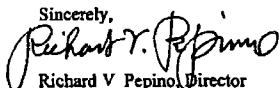
Response to Cooperating Agency
Comment Letters, EPA

7. The access between Shady Nook and East Hummel's Wharf will be maintained via 10th Street, the same way access is currently maintained between the two communities. Section IV of the Final EIS has been clarified to discuss how access is maintained between Shady Nook and East Hummels Wharf.
7. 8. Additional information regarding the minimization and mitigation for agricultural impacts is provided in the Final EIS. This information is discussed in detail in the Farmland Technical Support Data.
8. 9. Additionally, following the Record of Decision, a Farmland Assessment Report (FAR) will be prepared. The FAR will discuss the impacts of the project alternatives and proposed mitigation measures in detail. This report will be forwarded to all affected farmers and the PA Department of Agriculture prior to the Agricultural Lands Condemnation Approval Board (ALCAB) hearing. The ALCAB hearing will be required before PENNDOT receives the approval to condemn farmland, if condemnation is required, for the construction of the highway.
9. 10. The Secondary and Cumulative Impacts section of the Final EIS has been expanded to include additional "actions by others", including the local municipalities and proposed future development activities as discussed in the land use section. This section has also been modified to include information regarding the trends and impacts to agricultural lands and the natural resources of the study area, including potential impacts of past, present, and future activities. Information that is contained in other sections of the Draft EIS has been used to rewrite this section in the Final EIS. Additionally the discussion of potential development in the interchange areas has been expanded.

Cooperating Agency Comment Letters, EPA

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Response to Cooperating Agency Comment Letters, EPA

7. During Final Design, the possibility of using excess excavated material for the construction of earthen berms to mitigate noise impacts will be investigated. However, it must be noted that the Borough of Shamokin Dam, one of the municipalities impacted by construction, has gone on the record by saying they prefer noise walls as opposed to earthen noise berms. Earthen noise berms also require substantially more right-of-way to build than other noise abatement structures. Since noise walls are typically required in populated areas, it is usually the intention to keep the required right-of-way area to a minimum. The surrounding environment and width of the proposed right-of-way area must be considered in determining whether earthen noise berms are suitable for noise abatement. We will continue to work with the community on noise and visual issues.
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Cooperating Agency Comment Letters, DEP



Pennsylvania Department of Environmental Protection

208 West Third Street, Suite 101
 Williamsport, PA 17701-6448
 March 22, 2001

Northcentral Regional Office

James A. Kendter, P.E.
 District Engineer
 Engineer District 3-0
 Pennsylvania Department of Transportation
 P.O. Box 218
 Montoursville, PA 17754-0218

CRC	✓	Fax	570-327-3565
AD	✓		
ADE-CONST			
ADE-MAINT			
DES-SERVICES	✓		
MAINT. SERVICES			
CONST. SERVICES			
PLANS ENGR			
BRIDGE ENGR			
PP.H.	✓		
LVL	✓		

Re Draft Environmental Impact Statement
 Central Susquehanna Valley Transportation Project
 SR 0015, Section 088
 Snyder, Union and Northumberland Counties

Dear Mr. Kendter

The Department of Environmental Protection (DEP) has reviewed the project notice involving the Draft Environmental Impact Statement (DEIS) for the SR 0015, Section 088 Central Susquehanna Valley Transportation (CSV) Project in Snyder, Union and Northumberland Counties. We have the following comments:

1. The Department concurs with the DAMA/RC5 alternative as the preferred alternative. The Department agrees with this DEIS alternative recommendation for the following reasons:
 - a. In reference to practicable alignment alternatives, the combined DAMA/RC5 route maximizes wetland and stream impact avoidance and minimization.
 - b. The alternative appears to be the least environmentally impacting alternative alignment that achieves the project intent.
2. Page IV-4: Does the described construction area "buffer" include areas needed for sedimentation basins, stormwater basins, service roads, temporary haul roads, borrow areas, waste fill areas and staging areas? Please clarify.
3. Pages IV-154 and 155: It appears these pages are mis-numbered and out of order.

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 MONTOURSVILLE, PA

Response to Cooperating Agency Comment Letters, DEP

1. Your support for the Recommended Preferred Alternative is noted.
2. The construction area "buffer" described on Page IV-4 of the Draft and Final EIS generally includes the areas needed for construction (borrow/waste areas, staging areas), construction access (service roads, temporary haul roads) and stormwater management (stormwater basins, sedimentation basins). However, additional borrow/waste areas outside of this buffer area will be needed to accommodate those alternatives with a net waste situation (DAMA in Section 1, RC1-E, RC5, and RC6 in Section 2) or a net fill situation (OT 2A, OT2B, in Section 1 and RC1-W in Section 2).
3. The problem has been corrected in the Final EIS.

Cooperating Agency Comment Letters, DEP

Response to Cooperating Agency Comment Letters, DEP

James A. Kendler, P.E.

-2-

March 22, 2001

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| 4 | Pages IV-197 through 200 Efforts should continue to avoid or further minimize impacts on the exceptional value (EV) wetlands associated with Wooded Run, which are proposed with three of the four Section 2 alternatives | 4. |
| 5 | Page IV-209 Provide further explanation as to how bridge and culvert structures will be designed to maintain the existing fluvial geomorphological characteristics of channels and floodplains | 5. |
| 6 | Page IV-214 Benthic macroinvertebrate sampling for monitoring the PPL ash basins should be further defined in terms of methodology and a specific sampling schedule | 6. |
| 7 | Appendix L – Surface Water Resource Impacts Further agency coordination, or documentation of past coordination, is needed in regard to proposed impacts from culverts, bridges, relocations and hydrologic alterations In particular, decisions to use culverts rather than bridges on Type I and II streams need further explanation | 7. |
| 8 | Avoidance and minimization scrutiny of direct or indirect permanent and temporary water resource impacts should continue | 8. |
| 9 | Efforts should continue to minimize adverse wetland and stream impacts from culverts, sedimentation basins, stormwater basins, ditches, swales, fills and cuts Alternatives analysis should include, but not be limited to relocating, reshaping, redesigning and deepening | 9. |
| 10 | Efforts should continue to minimize the length of any culverts that are proposed for waterways within the project | 10. |
| 11 | Alternatives analysis and impacts analysis for service roads, temporary haul roads, borrow areas and waste fill areas should be addressed | 11. |
| 12 | Details (including plans and narratives) must be provided as to how springs and groundwater seeps, encountered on the project, will be handled | 12. |
| 13 | Provide a specific detailed restoration or replacement/compensation plan for wetland and stream resources impacted by the project | 13. |
| 14 | Resolution and documentation of issues relating to habitat for species of special concern should be finalized | 14. |

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| 4. | An agency field view was held on February 11, 2002 to field view the potential stream crossing locations for the DAMA/RC5 alternative. The crossing of Wooded Run was one of the areas field viewed. Efforts to minimize the impact to Wooded Run, such as spanning both braids of the stream with a bridge, or bridging one stream braid and possibly relocating the other stream braid were discussed. The details regarding this crossing will be more fully developed in Final Design. |
| 5. | Further explanation of how bridge and culvert structures will be designed to maintain the existing fluvial geomorphological characteristics of channels and floodplains has been added to Section IV.F.3, Impacts to Surface Water/Aquatic Resources. |
| 6. | A conceptual methodology for the benthic macroinvertebrate sampling that will be undertaken for monitoring the PPL ash basins is further defined in Section IV.F.3, Impacts of Surface Water Quality/Aquatic Resources. This sampling methodology will be reviewed with the PA DEP and PA F&BC. A specific sampling schedule will be developed during Final Design. |
| 7. | Further agency coordination will be undertaken regarding proposed impacts from culverts, bridges, relocations, and hydrologic alterations. The decision to use culverts rather than bridges on certain perennial watercourses is explained in the Surface Water Technical Support Data and summarized in Section IV.F.3, Impacts to Surface Water/Aquatic Resources. |

A meeting to view the proposed stream crossing locations on the DAMA/RC5 Alternative was held on February 11, 2002. The agency recommendations regarding stream crossings made at that meeting will be taken into consideration during Final Design.

Cooperating Agency Comment Letters, DEP

James A Kendter, P E

-2-

March 22, 2001

- 4 Pages IV-197 through 200 Efforts should continue to avoid or further minimize impacts on the exceptional value (EV) wetlands associated with Wooded Run, which are proposed with three of the four Section 2 alternatives | 4.
- 5 Page IV-209 Provide further explanation as to how bridge and culvert structures will be designed to maintain the existing fluvial geomorphological characteristics of channels and floodplains | 5.
- 6 Page IV-214 Benthic macronvertebrate sampling for monitoring the PPL ash basins should be further defined in terms of methodology and a specific sampling schedule | 6.
- 7 Appendix L – Surface Water Resource Impacts Further agency coordination, or documentation of past coordination, is needed in regard to proposed impacts from culverts, bridges, relocations and hydrologic alterations In particular, decisions to use culverts rather than bridges on Type I and II streams need further explanation | 7.
- 8 Avoidance and minimization scrutiny of direct or indirect permanent and temporary water resource impacts should continue | 8.
- 9 Efforts should continue to minimize adverse wetland and stream impacts from culverts, sedimentation basins, stormwater basins, ditches, swales, fills and cuts Alternatives analysis should include, but not be limited to relocating, reshaping, redesigning and deepening | 9.
- 10 Efforts should continue to minimize the length of any culverts that are proposed for waterways within the project | 10.
- 11 Alternatives analysis and impacts analysis for service roads, temporary haul roads, borrow areas and waste fill areas should be addressed | 11.
- 12 Details (including plans and narratives) must be provided as to how springs and groundwater seeps, encountered on the project, will be handled | 12.
- 13 Provide a specific detailed restoration or replacement/compensation plan for wetland and stream resources impacted by the project | 13.
- 14 Resolution and documentation of issues relating to habitat for species of special concern should be finalized | 14.

Response to Cooperating Agency Comment Letters, DEP

8. Avoidance and minimization of direct and/or indirect permanent and temporary water resource impacts will continue in Final Design.
9. Further avoidance and minimization efforts for wetland and stream impacts from culverts, basins, ditches, swales, and cuts/fills will be evaluated during Final Design. Efforts will include relocating, reshaping, redesigning, and deepening these features.
10. Efforts will continue in Final Design to minimize proposed culvert lengths.
11. The alternatives analysis for the service roads, temporary haul roads, and borrow/waste areas included within each alternative's footprint (as described on Page IV-4 of the Draft and Final EIS) has already been completed and is presented in Appendix G of the Draft and Final EIS, Section 404(b)(1) Alternative Analysis. The alternatives analysis for any previously mentioned feature that is located outside of the proposed footprint will be evaluated as part of the PA DEP Chapter 105 Permit and covered in a revised Section 404 Permit.
12. Groundwater is often encountered during earthwork operations occurring during construction, especially for cut slopes. PENNDOT has standard construction mechanisms in place to address springs and/or seeps encountered on the project. PENNDOT's Construction Specifications, Publication 408 outlines mechanisms to deal with springs and seeps in Section 200 (Earthwork) Section 600 (Incidental Construction) and Section 800 (Roadside Development). One mechanism, Standard-Roadway Construction detail RC-36M (Spring Boxes) addresses springs encountered during construction. If groundwater seeps are encountered, they should be addressed as specified,

Cooperating Agency Comment Letters, DEP

**Response to Cooperating Agency
Comment Letters, DEP**

12. (cont.)

James A. Kendter, P E

-2-

March 22, 2001

- 4 Pages IV-197 through 200 Efforts should continue to avoid or further minimize impacts on the exceptional value (EV) wetlands associated with Wooded Run, which are proposed with three of the four Section 2 alternatives | 4.
- 5 Page IV-209 Provide further explanation as to how bridge and culvert structures will be designed to maintain the existing fluvial geomorphological characteristics of channels and floodplains | 5.
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- 12 Details (including plans and narratives) must be provided as to how springs and groundwater seeps, encountered on the project, will be handled | 12.
- 13 Provide a specific detailed restoration or replacement/compensation plan for wetland and stream resources impacted by the project | 13.
- 14 Resolution and documentation of issues relating to habitat for species of special concern should be finalized | 14.

- 13. A mitigation proposal has been developed to provide guidance and ensure the commitment of compensation for unavoidable project impacts. Mitigation for natural resources, including wetlands, surface water resources, and terrestrial habitat is considered in this proposal. This proposal was developed in coordination with the natural resource agencies. The components of the proposal are discussed in this Final EIS, Sections IV.F.1, 2, and 3. This proposal will be expanded to a set of plans and presented in detail. Once a site or sites has been selected, a draft mitigation plan will be prepared. This draft plan will show the conceptual designs for wetland, stream, and terrestrial mitigation sites. The draft mitigation plan will not be finalized until after the Record of Decision (ROD).
- 14. Coordination has been undertaken with the appropriate Federal and State agencies regarding species of special concern including the U.S. FWS, PGC, PFBC, and PA DEP. Annual agency coordination updates (and any necessary fieldwork as a result of a new species) have been completed as appropriate. The results of this continuous coordination are included in the Draft and Final EIS, Appendix B.

No threatened or endangered plant species habitat or individuals have been confirmed in the CSVT study area at the end of the 2001 field survey season. An Indiana Bat survey was conducted in July 2001.

Cooperating Agency Comment Letters, DEP

Response to Cooperating Agency Comment Letters, DEP

James A. Kendler, P E

-3-

March 22, 2001

15 Coordination should continue with the Scenic Rivers Program staff of the Pennsylvania Department of Conservation & Natural Resources, in regard to any further recommendations they may have leading up to the final project design

15.

16 Air Quality Issues

Fugitive dust problems could result from land clearing, demolition of structures and construction operations DEP regulations require that all reasonable actions be taken to prevent particulate matter from becoming airborne, including the use of water or chemicals for control of dust and the prompt removal of earth or other material deposited onto paved roadways In addition, visible fugitive dust must not be allowed to pass onto adjacent property

16.

Any waste materials generated by construction or demolition operations must be handled and disposed of properly No open burning of construction or demolition waste is permitted

15.

As part of this project, if any buildings are to be demolished, they must be thoroughly inspected by a certified inspector for the presence of asbestos-containing materials (ACM) Any ACM that is friable or may be rendered friable during the demolition must be properly removed prior to the start of demolition If ACM will be removed or disturbed during the project, emission control procedures and waste handling and disposal requirements may apply Notification must be made prior to the start of the project

17.

If any paving materials, plant (or any other air contamination source) will be constructed as part of this project, plan approval and an operating permit from DEP may be required Please contact the New Source Review Section of the Air Quality Program to determine what approvals are required and to obtain the necessary application forms Any required plan approvals must be obtained prior to the construction of the sources

18.

Prior to Section 401 Water Quality Certification request and Chapter 105 permit application submission, resolution of the above concerns must be achieved or delays in processing or review may result

19.

14. (cont.)

None of the captured species were Federally or State listed threatened, endangered, or candidate species. A letter received from the U.S. FWS dated April 2, 2002 concurs that the proposed CSVT Project is not likely to adversely affect Indiana bats or their habitat. This letter appears in Appendix B of the Final EIS. No extant populations of Federal or State threatened or endangered species would be impacted by any proposed alternative. Appropriate coordination efforts will be continued to update plant and animal threatened and endangered species information prior to construction to confirm the absence of threatened or endangered species within the CSVT study area.

15. It is our understanding that PA DCNR no longer recognizes the priority designations of the Scenic Rivers Program, and that coordination is only necessary with PA DCNR if the project potentially impacts one of the 13 actually-listed Scenic Rivers in PA. The West Branch of the Susquehanna River has a Priority 1A designation, but is not a listed "Scenic River" in PA. However, we will continue to coordinate the bridge design with the PA DCNR if deemed necessary.

16. A discussion of potential impacts to air quality associated with dust from construction was included in the Draft EIS and is included in the Final EIS in the Construction Impacts section (Section IV.O). Procedures to control fugitive dust will be implemented as outlined in PENNDOT's Construction Specifications (Publication 408).

Any waste materials generated by construction or demolition operations will be handled and disposed of properly. Additionally, as indicated in the discussion

Cooperating Agency Comment Letters, DEP

Response to Cooperating Agency Comment Letters, DEP

James A Kendter, P E

-3-

March 22, 2001

15 Coordination should continue with the Scenic Rivers Program staff of the Pennsylvania Department of Conservation & Natural Resources, in regard to any further recommendations they may have leading up to the final project design

15.

16 Air Quality Issues

Fugitive dust problems could result from land clearing, demolition of structures and construction operations DEP regulations require that all reasonable actions be taken to prevent particulate matter from becoming airborne, including the use of water or chemicals for control of dust and the prompt removal of earth or other material deposited onto paved roadways In addition, visible fugitive dust must not be allowed to pass onto adjacent property

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As part of this project, if any buildings are to be demolished, they must be thoroughly inspected by a certified inspector for the presence of asbestos-containing materials (ACM) Any ACM that is friable or may be rendered friable during the demolition must be properly removed prior to the start of demolition If ACM will be removed or disturbed during the project, emission control procedures and waste handling and disposal requirements may apply Notification must be made prior to the start of the project

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If any paving materials, plant (or any other air contamination source) will be constructed as part of this project, plan approval and an operating permit from DEP may be required Please contact the New Source Review Section of the Air Quality Program to determine what approvals are required and to obtain the necessary application forms Any required plan approvals must be obtained prior to the construction of the sources

18.

Prior to Section 401 Water Quality Certification request and Chapter 105 permit application submission, resolution of the above concerns must be achieved or delays in processing or review may result

19.

16. (cont.)

of Construction Impacts (Section IV.O) in both the Draft and Final EIS, open burning of construction or demolition waste will not occur.

17. An Asbestos Containing Material (ACM) survey will be completed during Final Design and, if present, asbestos will be removed, handled, and disposed of properly. The project will comply with all Federal and State laws dealing with the removal, handling, and disposal of wastes.

18. If any paving materials plant (or any other air contamination source) will be constructed as part of this project, the New Source Review Section of the PA DEP's Air Quality Program will be contacted. This coordination will take place prior to construction, if necessary. Any required plan approvals will be obtained prior to construction.

19. Efforts will be made to resolve any outstanding issues with PA DEP prior to the request for 401 Water Quality Certification and the submission of the Chapter 105 Permit application.

Cooperating Agency Comment Letters, DEP

James A Kendler, P E

-4-

March 22, 2001

Thank you for the opportunity to comment on the Central Susquehanna Valley Transportation Project. If you have any questions concerning these findings, please contact Gerald Miller of this office at 570-321-6516.

Sincerely,



William P. Parsons
Assistant Regional Director
Northcentral Regional Office

cc: D Suci-Smith - FHA
P Wetlaufer - USACOE, Baltimore District
M Dombroskie - USACOE, Baltimore District
R McCoy - USFWS
B Okorn - EPA
D Spotts - PFBC
K Mixon - PGC
J Sieber - DEP Policy Office
G Miller - DEP NCRO
File

WPP/GGM/bls

Federal Agency Comment Letters,
Department of Commerce - NOAA



UNITED STATES DEPARTMENT OF COMMERCE
Office of the Under Secretary for
Oceans and Atmosphere
Washington D.C. 20230

V77


March 14, 2001

Mr. James A. Cheatham
U.S. Department of Transportation, FHA
228 Walnut Street
Harrisburg, Pennsylvania 17101-1720

Dear Mr. Cheatham:

Enclosed are comments on the Draft Environmental Impact Statement for Central Susquehanna Transportation Project S R 0015, Section 088 Snyder, Union, and Northumberland Counties, Pennsylvania. We hope our comments will assist you. Thank you for giving us an opportunity to review this document.

Sincerely,


Scott B. Gudes
Deputy Under Secretary

Enclosure



**Federal Agency Comment Letters,
Department of Commerce - NOAA**

MEMORANDUM FOR Margaret R. McCalla
Acting Director of Policy and Strategic Planning

FROM Charles W. Challstrom
Director, National Geodetic Survey

SUBJECT: DEIS-0201-02 Central Susquehanna Transportation Project
S R 0015, Section 088 Snyder, Union, and Northumberland
Counties, Pennsylvania

The subject statement has been reviewed within the areas of the National Geodetic Survey's (NGS) responsibility and expertise and in terms of the impact of the proposed actions on NGS activities and projects

All available geodetic control information about horizontal and vertical geodetic control monuments in the subject area is contained on the NGS home page at the following Internet World Wide Web address <http://www.ngs.noaa.gov>. After entering the NGS home page, please access the topic "Products and Services" and then access the menu item "Data Sheet ". This menu item will allow you to directly access geodetic control monument information from the NGS data base for the subject area project. This information should be reviewed for identifying the location and designation of any geodetic control monuments that may be affected by the proposed project.

If there are any planned activities which will disturb or destroy these monuments, NGS requires not less than 90 days' notification in advance of such activities in order to plan for their relocation. NGS recommends that funding for this project includes the cost of any relocation(s) required.

For further information about these monuments, please contact Rick Yorczyk, SSMC3 8636, NOAA, N/NGS, 1315 East West Highway, Silver Spring, Maryland 20910; telephone: 301-713-3230 x142; fax: 301-713-4175, Email: Rick.Yorczyk@noaa.gov

**Response to Federal Agency Comment Letters,
Department of Commerce - NOAA**

1. Coordination with NGS will be undertaken to identify the locations of any geodetic control monuments during Final Design activities. NGS will be notified 90 days or more prior to the required relocation of any monuments.

1.

**Federal Agency Comment Letters,
Department of Health and Human Services - CDC**



DEPARTMENT OF HEALTH & HUMAN SERVICES

Public Health Service

Centers for Disease Control
and Prevention (CDC)
Atlanta GA 30341 3724

March 25, 2001

James A. Cheatham, Division Administrator
Federal Highway Administration
228 Walnut Street, Room 540
Harrisburg, PA 17101-1720

Dear Mr. Cheatham:

Thank you for the opportunity to review the Draft Environmental Impact Statement (DEIS) for the S R 0015, Section 088, Snyder, Union, and Northumberland Counties, Pennsylvania. We are responding on behalf of the U S Department of Health and Human Services (DHHS), U S Public Health Service. Please note a correction in our mailing address on your Distribution List for receiving environmental impact statements/environmental assessments (EISs/EAs) developed under the National Environmental Policy Act (NEPA). The Centers for Disease Control & Prevention (CDC) reviews EISs/EAs on behalf of the DHHS, therefore, please correct the address on your mailing list for "US Department of Health and Human Services, Centers for Disease Control & Prevention, Special Programs Group MSF 29" with the following current address:

US Department of Health and Human Services
Centers for Disease Control & Prevention
National Center for Environmental Health
EEHS/CDB (F-16)
4770 Buford Hwy., NE
Atlanta, GA 30341-3724

A total of 16 public water supply wells, 3 institutional supply wells, 6 commercial supply wells, and 1 industrial supply well are located in the study area, and it is stated that the domestic/private water supply information may not be complete. Further, it is stated that none of the public water systems affected by the proposed alignments are currently involved in the local well head protection program based on information obtained from the PA DEP. We share the concern that safe residential potable water supply is of paramount importance. Water supply information must be complete and accurate before completing project plans to ensure that mitigation plans will apply to everyone potentially affected by the project. The DEIS appears to adequately describe the potential pathways of contamination and provides a list of mitigation measures to protect public health, including alternate provisions of safe drinking water should this need arise. We concur with these planned mitigation measures, and while this issue appears to be well thought out during preparation of this draft document, we stress the importance of

**Response to Federal Agency Comment Letters,
Department of Health and Human Services - CDC**

1. New mailing address has been noted.
2. Your concurrence with the proposed mitigation measures is noted.

Impacts to community and private water supplies, and the assurance of safe residential potable water are important concerns. As discussed in the Draft and Final EIS, a Geotechnical Survey will be conducted during Final Design. This investigation will address hydrogeological issues through collection of site-specific information on geology, soils, and groundwater conditions. In sensitive areas, an assessment of potentially affected individual domestic and public supply wells will be undertaken.

Additionally, as a result of a recommendation in the Draft EIS, a Groundwater Quality and Impact Monitoring Plan has been prepared for the Recommended Preferred Alternative, DAMA/RC5. This plan is intended to provide the means to ensure the health and safety with respect to groundwater quality particularly in the areas of the Ash Basins. This plan establishes the locations of groundwater monitoring, the types of groundwater sampling and analysis to be performed at these locations, and an abatement plan to be implemented if it is determined during the sampling that groundwater degradation will occur. An alternate water supply contingency plan is also outlined. This plan can be found in the Public/Private Water Supplies Technical Support Data. A summary of the plan is provided in Section IV.G.

The results of the Geotechnical Survey and Groundwater Quality and Impact Monitoring Plan will be used to minimize the risk of contamination and to refine the proposed mitigation measures.

DSS

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**Federal Agency Comment Letters, Department of
Health and Human Services - CDC**

Page 2 - Mr Cheatham

assuring that these mitigation measures are adequately implemented Also, collaboration with local/state health and environmental agencies with jurisdiction should be an important part of this planning process to ensure that water supplies remain safe and public health is protected

The monitoring plans for monthly sampling and analysis from representative surface water locations, leachate seeps, monitoring wells, and residential wells as applicable at each ash basin for a minimum of one year prior to and after construction appear to be reasonable To ensure a continued safe drinking water supply for the future, however, consideration should be given to continuing potable water well sampling/analysis beyond a year after construction, possibly on a less frequent basis The issue of the need for continued monitoring should be adequately discussed with the local or state health/environmental agency having jurisdiction over the project area and the water supplies potentially affected by this project In addition, the potentially affected public should be adequately informed about potential impacts upon their water supplies, planned mitigation should a problem develop, planned monitoring and if and when any of these measures will be terminated

We appreciate the opportunity to review this draft document Please send us a copy of the Final EIS when it becomes available, and any other EISs/EAs developed under NEPA for review

Sincerely,



Kenneth W Holt, MSEH
National Center for Environmental Health (F16)

**Response to Federal Agency Comment Letters,
Department of Health and Human Services - CDC**

3. When required, local and state (PA DEP) agencies will be part of the planning process to ensure that water supplies remain safe. Consideration will be given to continuing potable water well sampling/analysis beyond a year after construction. Additionally, the public potentially affected during construction will be informed about potential impacts during construction, available mitigation should a problem develop, and proposed monitoring efforts.

2. The Draft and Final EIS discuss that if impacts occur as a result of construction, the maintenance of water supplies to homes and properties not acquired as part of the right-of-way may by any one of the following:

- 3.
- provide connections to public water systems
 - provide water treatment
 - redrill existing wells to another water-producing zone at a greater depth
 - relocate a well to an adjacent water-producing formation not disturbed by construction
 - acquire the property

Federal Agency Comment Letters,
Department of Interior - USFWS

Response to Federal Agency
Comment Letters, Department of Interior - USFWS

07/16/2001 16:31 7172214553 FHWA PAGE 01



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240



JUL 13 2001

ER-01/92

Mr. James A. Cheatham
Division Administrator
Federal Highway Administration
228 Walnut Street, Room 516
Harrisburg, Pennsylvania 17101-1720

OPTIONAL FORM NO. 10 (7-98)

FAX TRANSMITTAL # of pages =

TO: ERIC HIGHT FROM: D. SUGRU SMITH

DEPT./AGENCY: FHWA PHONE #

FAX # 570-368-4321 PER #

MIN 7540-01-217-7000 5025-101 GENERAL SERVICES ADMINISTRATION

Dear Mr. Cheatham:

This is in response to your request for comments from the Department of the Interior on the Draft Environmental Impact Statement (DEIS)/Section 404 Permit Application for SR 0015, Section 088 in Snyder, Union, and Northumberland Counties, Pennsylvania.

SECTION 4(f) COMMENTS

At this time we can not concur that all possible planning has been done to avoid harm to Section 4(f) resources. We note that pages IV-28 to 29 indicate that the proposed project area incorporates several public recreational facilities including Shikellamy State Park. Moreover, the project will impact the west branch of the Susquehanna River and particularly, the Shamokin Dam. The Commonwealth of Pennsylvania has received Land and Water Conservation Fund grant monies for the Shamokin Dam, as well as other projects along, and in the vicinity of the west branch of the Susquehanna River. As a condition of their Land and Water Conservation Fund grant agreement, these projects are protected under Section 6(f) of the Land and Water Conservation Fund Act and can not be converted without the approval of the Secretary of the Interior to anything other than park and recreational use.

Currently, the DEIS contains no information as to whether this project will impact Section 6(f) protected resources and whether these impacts will create a Section 6(f) conversion.

Please contact Mr. Richard Sprengle, Deputy Secretary, Conservation and Engineering, Department of Conservation and Natural Resources, Post Office Box 8767, Harrisburg, Pa., 17105; phone: 717-783-8834, to determine the location of all Land and Water Conservation Fund-assisted properties in the vicinity of your project area as well as an assessment of whether or not your project will cause a conversion of Section 6(f) protected land.

General Comments on DEIS

The DEIS and supporting documents adequately describe fish and wildlife resources occurring within the study area and potential adverse effects on those resources that might be caused by the project alternatives under consideration. The Fish and Wildlife Service (FWS) concurs with the selection of the DMA/RCS as the preferred alternative.

- Several public and private recreational facilities are located in the CSVT study area. As noted, these facilities are discussed on Pages IV-28 and IV-29 in the Draft EIS. Public and private recreational facilities are also depicted on Figure IV-A-4, which is on pages IV-26 and IV-27 in the Draft EIS. The Draft EIS text and this figure verify that none of the alternatives studied in detail will have an impact on any public or private recreational facility.

The text of the Draft EIS denotes that the only public recreational resource that will be impacted by the proposed alignments is the West Branch of the Susquehanna River. All Section 2 alternatives (RC1-E, RC1-W, RC5, and RC6) require a new bridge crossing the Susquehanna River. Mitigation measures, such as a new boat launching facility in the vicinity of the new bridge have been proposed to minimize the impact to the recreational components of the river. (See Section IV.F.3.) The Shamokin Dam, an inflatable dam that creates a pool in the Susquehanna River when inflated (during the summer months), is located just south of the existing PA Route 61 bridge into Sunbury. The U.S. Department of Interior notes that this dam was funded, in part, by Federal Land and Water Conservation Fund grant monies. Additionally, Project 70 monies (a type of Federal Land and Water Fund money) were used to create a park in Shamokin Dam Borough in the vicinity of the dam. Neither the park, known as Fabridam Park, nor the Shamokin Dam is impacted by any project alternative.

No other Section 6(f) protected resources were identified in the study area.

None of the project alternatives will impact any Section 4(f) or 6(f) protected resources.

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Federal Agency Comment Letters,
Department of Interior - USFWS

Response to Federal Agency
Comment Letters, Department of Interior - USFWS

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FHMA

PAGE 01



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240



JUL 13 2001

ER-01/92

Mr. James A. Cheatham
Division Administrator
Federal Highway Administration
228 Walnut Street, Room 536
Harrisburg, Pennsylvania 17101-1720

Dear Mr. Cheatham:

This is in response to your request for comments from the Department of the Interior on the Draft Environmental Impact Statement (DEIS)/Section 404 Permit Application for SR 0015, Section 088 in Snyder, Union, and Northumberland Counties, Pennsylvania.

SECTION 4(f) COMMENTS

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Currently, the DEIS contains no information as to whether this project will impact Section 6(f) protected resources and whether these impacts will create a Section 6(f) conversion.

Please contact Mr. Richard Sprenkle, Deputy Secretary, Conservation and Engineering, Department of Conservation and Natural Resources, Post Office Box 8767, Harrisburg, Pa., 17105; phone: 717-783-8834, to determine the location of all Land and Water Conservation Fund-assisted properties in the vicinity of your project area as well as an assessment of whether or not your project will cause a conversion of Section 6(f) protected land.

General Comments on DEIS

The DEIS and supporting documents adequately describe fish and wildlife resources occurring within the study area and potential adverse effects on those resources that might be caused by the project alternatives under consideration. The Fish and Wildlife Service (FWS) concurs with the selection of the DMA/RCS as the preferred alternative.

OPTIONAL FORM 99 (7-99)

FAX TRANSMITTAL

TO: ERIC HUGHES
FROM: D. SUZUKI SMITH
DEPT/AGENCY: DOT 3-D
FAX #: 570-368-4321
NHN 7540-01-217-7000 5000-101 GENERAL SERVICES ADMINISTRATION

2. The Final EIS has been clarified to clearly indicate that no Section 4(f) or Section 6(f) protected resources will be impacted by any project alternative.
3. Mr. Larry Williamson, Director, PA Department of Conservation and Natural Resources, was contacted to determine the location(s) of all Land and Water Conservation Fund-assisted properties in the CSVT study area. His reply, dated February 6, 2002, indicated that the CSVT project will have no impact to Land and Water Conservation Fund-assisted properties and Section 6(f) protected land. His reply is shown in Appendix P.
4. Your concurrence with the Recommended Preferred Alternative is noted.

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Federal Agency Comment Letters,
Department of Interior - USFWS

Response to Federal Agency
Comment Letters, Department of Interior - USFWS

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FHWA

PAGE 02

2

Specific Comments on DEIS

Page IV-190; Wetland Impacts. This section indicates that only wetlands located within the footprint of the highway were counted as direct impacts, and only remnant parcels of affected wetlands less than 0.001 acre were considered as indirect impacts from highway construction. Studies have shown that even large wetlands adjacent to highways support lower diversity of plants and animals than similar wetlands farther away. Furthermore, small remnants left after construction are usually too small to provide all of the life requisite requirements for most wetland species. Therefore, the FWS recommends that all remnant wetland parcels less than 0.1 acre be considered as direct impacts and larger wetlands as indirect impacts, as well as appropriate wetland compensation provided for their loss.

Page IV-65; Surface Water and Aquatic Resources. The Summary of Surface Water Resource Impacts indicates that over 27,000 feet of streams will be either bridged, culverted, or relocated by the preferred alternative. Impacts to fish and wildlife could be further minimized by adjusting the design of bridges and culverts. Circular culverts have been shown to impede fish passage while box culverts can be designed with benches to allow for both fish passage and to provide a dry crossing for wildlife during normal flow periods. As an alternative to over-designing bridges and culverts to handle flood flows, we also recommend using fluvial geomorphology analyses to design structures that permit normal bedload movement and provide a low-flow channel to allow fish passage, with additional culverts installed above the bankfull elevation to maintain the hydrologic regime of floodplain areas. These measures may also reduce potential blowout events and future maintenance requirements.

Endangered Species Act Comments

Page IV-180; Threatened and Endangered Species. The study area is within the known range of the federally listed, endangered Indiana bat (*Myotis sodalis*). Land-clearing, especially of forested areas, may adversely affect Indiana bats by killing, injuring or harassing roosting bats, and by removing or reducing the quality of foraging and roosting habitat. Since approximately 360 acres of forested land will be removed during construction, a bat survey of the preferred alternative should be conducted. This survey should be conducted between May 15 and August 15 by a qualified biologist (see enclosed list) using the enclosed survey guidelines. We recommend that the mist-netting guidelines be modified to include using one net site per linear kilometer of project area. This recommendation is based on the linear configuration of the project area and is intended to represent as much of the forested habitat as possible inside the project boundaries. Survey results should be submitted for review and concurrence.

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In addition, the federally-listed, threatened bald eagle (*Haliaeetus leucocephalus*) is known to occur within the project area. Since bald eagles may forage along the Susquehanna River and the west branch, the Pennsylvania Department of Transportation should determine whether or not any nests are present within the project area. If nesting activity is documented for bald eagles, or Indiana bats are found during the bat surveys, further consultation will be necessary, including the submission of detailed project plans, and an analysis of alternatives to avoid and minimize adverse effects.

5. The impact determination for wetlands does include remnant portions of wetlands to be indirectly impacted. For example, in areas where the alternative(s) cross through the lower portion or side portion of a wetland and the source of hydrology and/or the drainage area would not be disrupted, nor would the functions and values provided by the wetland be compromised, these areas were not considered total impacts. In areas such as PJD 135 and PJD 136, the alternative crosses through the majority of the wetland and it was determined that the remaining portion of the wetland(s) would be impacted due to the disruption to the hydrology (indirect impact to PJD 135 = 0.01 acre and PJD 136 = 0.018 acre).

The statement in the Draft EIS regarding indirect impacts for remaining portions of 0.001 acre was intended to explain that all directly impacted wetlands that have small portions (0.001 acre) remaining outside of the area of disturbance, were considered total impacts regardless of hydrology. The Final EIS has been revised to ensure this statement is clear.

The Draft EIS and Final EIS contain a summary of the wetland impacts. For more detailed information on the wetlands and the impacts see the Wetland Technical Support Data.

Most of the wetlands in the CSVT study area contain limited species diversity and are not large in size. A location adjacent to a proposed roadway is not anticipated to affect diversity.

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Federal Agency Comment Letters,
Department of Interior - USFWS

Response to Federal Agency
Comment Letters, Department of Interior - USFWS

Specific Comments on DEIS

Pages IV-190; Wetland Impacts. This section indicates that only wetlands located within the footprint of the highway were counted as direct impacts, and only remnant parcels of affected wetlands less than 0.001 acre were considered as indirect impacts from highway construction. Studies have shown that even large wetlands adjacent to highways support lower diversity of plants and animals than similar wetlands farther away. Furthermore, small remnants left after construction are usually too small to provide all of the life requisite requirements for most wetland species. Therefore, the FWS recommends that all remnant wetland parcels less than 0.1 acre be considered as direct impacts and larger wetlands as indirect impacts, as well as appropriate wetland compensation provided for their loss.

Page IV-65; Surface Water and Aquatic Resources. The Summary of Surface Water Resource Impacts indicates that over 27,000 feet of streams will be either bridged, culverted, or relocated by the preferred alternative. Impacts to fish and wildlife could be further minimized by adjusting the design of bridges and culverts. Circular culverts have been shown to impede fish passage while box culverts can be designed with benches to allow for both fish passage and to provide a dry crossing for wildlife during normal flow periods. As an alternative to over-designing bridges and culverts to handle flood flows, we also recommend using fluvial geomorphology analyses to design structures that permit normal bedload movement and provide a low-flow channel to allow fish passage, with additional culverts installed above the bankfull elevation to maintain the hydrologic regime of floodplain areas. These measures may also reduce potential blowout events and future maintenance requirements.

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- 6. A meeting to view the proposed stream crossing locations on the DAMA/RC5 Alternative was held on February 11, 2002. The agency recommendations regarding stream crossings made at that meeting will be taken into consideration during Final Design.

The Surface Water Resource section (Section IV.F.3) of the Final EIS has been revised to include more detail regarding the perennial streams permanently impacted. The culvert designs will be specifically determined during Final Design. Consideration will be given to the use of box culverts where appropriate, versus circular culvert. Additionally, the principles of fluvial geomorphology will be considered during Final Design as efforts continue to retain the existing fluvial geomorphic characteristics of the channel. Consideration will be given to design structures that permit normal bedload movement and provide low flow channels to allow fish passage, along with additional culverts installed above the bank full elevation to help maintain the hydrologic regime of floodplain areas.

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A survey of the CSVT study area for Indiana Bats (*Myotis sodalis*) was conducted from July 16 to July 26, 2001 by Mr. John Chenger and the staff of Bat Conservation and Management. This mist net survey for the Federally endangered Indiana bat was conducted as approved by the US FWS. The results of the survey are summarized in the Final EIS, Section IV.F.1 Vegetation and Wildlife Habitat, and presented in detail in the report titled Central Susquehanna Valley Transportation Project, Indiana Bat Summer Survey, July 16-26, 2001. This report was submitted to the US FWS for review and comment. This report can also be found in the Technical Support Data for the CSVT project.

Federal Agency Comment Letters,
Department of Interior - USFWS

Response to Federal Agency
Comment Letters, Department of Interior - USFWS

7. (cont.)

07/16/2001 16:31 7172214553 FHWA PAGE 02

2

Specific Comments on DEIS

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No Indiana bats were captured as a result of mist netting efforts conducted in accordance with US FWS protocol at ten sites in the project area. 187 bats, consisting of six different species of bats were captured during the mist net survey of the CSVT study area. None of the captured species are Federally or State listed endangered, threatened, or candidate species.

A letter received from the U.S. FWS dated April 2, 2002 concurs that the proposed CSVT project is not likely to adversely affect Indiana bats or their habitat. This letter appears in Appendix B of the Final EIS.

Coordination with the PGC regarding the potential presence of Indiana bats in the study area has been ongoing. The PGC surveyed the CSVT study area along with PENNDOT and noted locations where bats may be present. The PGC conducted a bat survey of the one location in the CSVT study area where it was believed bats may be hibernating or roosting, the Epler Mine. The Epler Mine is located approximately 5 miles east of the CSVT study area. The PGC survey included a hibernacula survey completed in January 2000 and three bat trapping (mist netting surveys) that were completed in August and October 2000). No Indiana bats were captured. The data forms for this survey provided by the PGC are included as appendices in the CSVT Bat Survey Report.

Since no Indiana bats were found during the Bat Conservation and Management Survey of the CSVT study area and the PGC survey of the Epler Mine in the vicinity of the CSVT study area, no impact to this species should occur as a result of the CSVT project. Therefore, no additional coordination regarding this species is necessary.

Federal Agency Comment Letters,
Department of Interior - USFWS

Response to Federal Agency
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FHWA

PAGE 02

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9.

9. No bald eagle (*Haliaeetus leucocephalus*) nests were noted in field surveys conducted to date in the study area. The Susquehanna River crossing area will be resurveyed in the 2002 field season by a wildlife biologist. The results will be documented in the Technical Support Data for the CSVT project. If nesting activity is documented for the bald eagle, further consultation with the US FWS will occur, including the submission of detailed project plans and an analysis of alternatives to avoid and minimize potential adverse effects.

Federal Agency Comment Letters,
Department of Interior - USFWS

Response to Federal Agency
Comment Letters, Department of Interior - USFWS

10. The fact that the US FWS may recommend that the Section 404 permit requires features to fully mitigate project impacts to fish and wildlife is noted.

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3

FISH AND WILDLIFE COORDINATION ACT COMMENTS

The DEIS includes an application for a Clean Water Act Section 404 permit from the Corps of Engineers. At a later date, the FWS is expected to provide a separate evaluation of this permit application pursuant to the Fish and Wildlife Coordination Act. Based upon information provided in the DEIS, review of other documents pertaining to this project, and our knowledge of the project area, the FWS is not likely to object to issuance of a permit for this project but is likely to recommend that the Corps permit require features to fully mitigate project-related impacts to fish and wildlife resources.

10.

The FWS is available to provide limited technical assistance to the Pennsylvania Department of Transportation regarding further project evaluation and assessment.

For matters pertaining to fish and wildlife in Pennsylvania, contact the Supervisor (Attn: Richard McCoy), Fish and Wildlife Service, 318 South Allen Street, Suite 322, State College, Pennsylvania 16801-4850 (phone: 814-234-4090). For matters pertaining to open space and resource conservation issues, please contact Cynthia Haywood Wilkerson, 3rd Floor, US Customs House, 200 Chestnut Street, Philadelphia, Pennsylvania 19106 (phone: 215-597-1570).

INDIANA BAT MIST NETTING GUIDELINES

RATIONALE

A typical mist net survey is an attempt to determine presence or probable absence of the species, it does not provide sufficient data to determine population size or structure. Following these guidelines will standardize procedures for mist netting. It will help maximize the potential for capture of Indiana bats at a minimum acceptable level of effort. Although the capture of bats confirms their presence, failure to catch bats does not absolutely confirm their absence. Netting effort as extensive as outlined below usually is sufficient to capture Indiana bats. There have been instances in which additional effort was necessary to detect the presence of the species.

NETTING SEASON

May 15 - August 15

These dates define acceptable limits for documenting the presence of summer population of Indiana bats, especially maternity colonies. Several captures, including adult females and young, indicate that a nursery colony is active in the area. Outside these dates, even when Indiana bats are caught, data should be carefully interpreted: if only a single bat is captured, it may be a transient or migratory individual.

EQUIPMENT

Mist nets - Use the finest, lowest visibility mesh commercially available: 1) In the past, this was 1 ply, 40 denier monofilament - denoted 40/1; 2) Currently, monofilament is not available and the finest on the market is 2 ply, 50 denier nylon-denoted 40/1; 3) Mesh of approximately 1/2 (1 1/4-1 3/4 in (-38mm)); Hardware - No specific hardware is required. There are many suitable systems of ropes and/or poles to hold the nets (see NET PLACEMENT) below for minimum net heights, habitats, and other netting requirements that affect the choice of hardware. The system of Gardner, et al. (1989) has met the test of time.

NET PLACEMENT

Potential travel corridors such as streams or logging trails typically are the most effective places to net. Place the nets approximately perpendicular across the corridor. Nets should fill the corridor from side to side and from stream (or ground) level up to the overhanging canopy. A typical set is seven meters high consisting of three or more "stacked" on top one another and up to 20 meters wide. (Different width nets

Federal Agency Comment Letters, Department of Interior - USFWS

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FHWA

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may be purchased and used as the situation dictates.) Occasionally it may be desirable to net where there is no good corridor. Take caution to get the nets up into the canopy. The typical equipment described in the section above may be inadequate for these situations, requiring innovation on the part of the observers.

RECOMMENDED NET SITE SPACING: Stream corridors - one net site per km of stream. Non-corridor land tracts - two net sites per square km of forested habitat.

MINIMUM LEVEL OF EFFORT: Netting at each site should consist of: At least four net-nights (unless bats are caught sooner) (one net set up for one night = one net-night) a minimum of two net locations at each site (at least 30 m apart, especially in linear habitat such as a stream corridor) a minimum of two nights of netting; sample period: begin at sunset; net for at least 2 hrs; each net should be checked approximately every 20 minutes; no disturbance near the nets, other than to check nets and remove bats.

WEATHER CONDITIONS: Severe weather adversely affects capture of bats. If Indiana bats are caught during weather extremes, it is probably because they are at the site and active despite inclement weather. On the other hand, if bats are not caught, it may be that there are bats at the site but they may be inactive due to the weather. Negative results combined with any of the following weather conditions throughout all or most of a sampling period are likely to require additional netting: Precipitation; temperatures below 10 C; strong winds (Use good judgement: moving nets are more likely to be detected by bats.)

MOONLIGHT: There is some evidence that small myotis bats avoid brightly lit areas, perhaps as predator avoidance. It is typically best to set nets under the canopy where they are out of the moon light, particularly when the moon is 1/2-full or greater.

U.S. FISH AND WILDLIFE SERVICE Qualified Indiana Bat Surveyors*

List revised - 11/20/00

Dr. Virgil Brack, Jr.
Environmental Solutions
& Innovations
781 Neeb Road
Cincinnati, OH 45233
513-451-1777
FAX: 513-451-3321

Dr. Lynn Robbins
Southwest Missouri State Univ.
Biology Department
901 South National
Springfield, MO 658044
417-836-5366

Mr. John Macgregor
Berea Ranger District
Daniel Boone Nat'l Forest
1835 Big Hill Road
Berea, KY 40403
606-745-3100

Robert F. Madej
R.D. Zande & Associates
1237 Dublin Road
Columbus, OH 43215
800-340-2743
Fax: 614-486-4387

Dr. Karen Campbell
Biology Department
Albright College
Reading, PA 19614
610-921-2381

Mr. John Chenger
Bat Conservation & Management
90S Thornton Drive
Mechanicsburg, PA 17055
717-795-7527

Federal Agency Comment Letters,
Department of Interior - US FWS

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FHWA

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5


Mr. Hal Bryant
Eco-Tech, Inc.
P.O. Box 8
Frankfort, KY 40602-0008
Fax: 502-695-8061
814-949-5210

Drs. Michael Gannon/Tim Blackburn
Department of Biology
3000 Ivyside Park
Altoona College
Altoona, PA 16601-3760

* This list includes INDIVIDUALS who are qualified to conduct surveys for Indiana bats and identify this species in the field. This list may not include all individuals qualified to conduct such surveys. Inclusion of names on this list does not constitute endorsement by the U.S. Fish and Wildlife Service or any other U.S. Government agency. A scientific collecting permit will be required from the Pennsylvania Game Commission to sample for Indiana bats in Pennsylvania. Note that various survey and sampling techniques are used to detect, sample for, and monitor bats, including mist-netting, Anabat detection, radio-telemetry, harp-trapping and hibernacula surveys. Some individuals on this list may not be qualified to conduct all types of sampling.

We appreciate the opportunity to provide these comments.

Sincerely,


Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

State Agency Comment Letters, SHPO

Response to State Agency
Comment Letters, SHPO



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

COPY: BEP (LJL)

Feb 13, 2001

for: SHP
W...

James A. Cheatham
Federal Highway Administration
228 Walnut Street, Room 540
Harrisburg, PA 17101-1720

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

Re: ER 97-0475-042-BB
Northumberland and Union Counties
S.R. 0015, Section 088, FHWA-PA-01-01-D
Draft Environmental Impact Statement

Dear Mr. Cheatham

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. These requirements include consideration of the project's potential effect upon both historic and archaeological resources

The Draft Environmental Impact Statement adequately reports consultation for historic and archaeological resources undertaken for this project. It addresses the identification and evaluation and project effect findings for historic structures. It also outlines the Predictive Model developed to help identify archaeological resources. Additional consultation concerning the effect of the project on archaeological resources and the necessity for additional archaeological investigations are still ongoing

1.

If you need further information in this matter please consult Susan Zacher at (717) 783-9920.

Sincerely,

K. W. Carr

Kurt W. Carr, Chief
Division of Archaeology and
Protection

cc: S. McDonald, PDOT, BEQ
J. Smith, PDOT, BOD
R. Kennedy, PDOT, Dist. 3-0
KWC/smz

State Agency Comment Letters, PGC



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA GAME COMMISSION
 2001 ELMERTON AVENUE, HARRISBURG, PA 17110-9797

February 23, 2001

Mr Paul Heise
 PennDOT District 3-0
 PO Box 218
 Montoursville, PA 17754

GCRC	<input checked="" type="checkbox"/>
AD-CON	<input checked="" type="checkbox"/>
ADE-CONST	<input checked="" type="checkbox"/>
ADE-MAINT	<input checked="" type="checkbox"/>
DEE SERVICES	<input checked="" type="checkbox"/>
WANT SERVICES	<input checked="" type="checkbox"/>
CONST. SERVICES	<input checked="" type="checkbox"/>
PLANS ENGR	<input checked="" type="checkbox"/>
BRIDGE ENGR	<input checked="" type="checkbox"/>
EXCH. L.V.	<input checked="" type="checkbox"/>
KCY	<input checked="" type="checkbox"/>

fax file

In re S R 0015, Section 088
 Draft Environmental Impact Statement
 Snyder, Union, and Northumberland Counties, PA

Dear Mr Heise

The Pennsylvania Game Commission (PGC) would like to thank PennDOT District 3-0 for the opportunity to comment on the above referenced project

Page IV-185 indicates the final mitigation proposal will be documented in the Final Environmental Impact Statement (FEIS) The final mitigation proposal should be approved by the resource agencies prior to FEIS distribution

Page IV-190, third bullet indicates a maintenance plan to control noxious weeds will be developed, if required The PGC recommends Japanese Knotweed (*Polygonum cuspidatum*) control be considered for the island(s) impacted by the river crossing The elimination of Japanese Knotweed would increase the plant diversity and improve the wildlife habitat on the island Information should be provided to assess the likelihood of successful control of the noxious plant Other noxious plants that become established in the right-of-way (post construction) should be controlled until more beneficial species become established

- 1.
- 2.

Response to State Agency
 Comment Letters, PGC

1. A mitigation proposal has been developed to provide guidance and ensure the commitment of compensation for unavoidable project impacts. Mitigation for natural resources, including wetlands, surface water resources, and terrestrial habitat is included in this proposal. Mitigation commitments have been determined based on meetings with agency representatives occurring in April and July of 2001 and January of 2002. Summaries of these meetings and field views held for the purpose of coordinating to determine mitigation commitments are listed in Section V.A.3 - Coordination with Environmental Resource Agencies. More detailed records of the coordination activities can be found in the Wetlands, Surface Water/Aquatic Resources and Vegetation and Wildlife Technical Support Data.

The FHWA and PENNDOT are attempting to provide a total ecosystem approach to natural resource mitigation in that attempts are being made to provide replacement of wetland and terrestrial habitat, reconstruction/restoration of streams, enhancement of wetlands and terrestrial habitat, and preservation of existing wetlands, streams and wildlife habitat in one location. The FHWA and PENNDOT are in the process of investigating alternative sites for the completion of the components of the proposal. The components of the proposal are discussed in detail in Sections IV.F.1, 2, and 3.

The mitigation proposal has been developed in coordination with the natural resource agencies. The ultimate selection and development of the mitigation site or sites will also be coordinated with the natural resource agencies.

State Agency Comment Letters, PGC

Response to State Agency
Comment Letters, PGC



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA GAME COMMISSION
2001 ELMERTON AVENUE, HARRISBURG, PA 17110-9797

February 23, 2001

Mr Paul Heise
PennDOT District 3-0
PO Box 218
Montoursville, PA 17754

GCRC	✓
AD-CONS	✓
AD-CONST	✓
AD-MAINT	✓
DC-ADVICES	✓
MAINT SERVICES	✓
CONST SERVICES	✓
PLANS ENGR	✓
BRIDGE ENGR	✓
PER LVL	✓
RCY	✓

for file
Wagner

In re S R 0015, Section 088
Draft Environmental Impact Statement
Snyder, Union, and Northumberland Counties, PA

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1. (cont.)

The mitigation proposal described in this Final EIS will be expanded and outlined in more detail. Once a site or sites has been selected, a draft mitigation plan will be prepared. This draft plan will show the conceptual designs for wetland, stream, and terrestrial mitigation sites. This mitigation plan will not be finalized until after the Record of Decision (ROD).

Mitigation efforts for natural resources will be maintained through Final Design as efforts at impact avoidance and minimization continue.

2. A Noxious Plant Control Plan, if required, will be developed in accordance with Pennsylvania's Seed Act and PENNDOT's Specifications, Publication 408. The development of this plan will be coordinated with the PA Game Commission.

State Agency Comment Letters, PGC

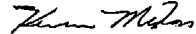
Mr Paul Heise

-2-

February 23, 2001

The project team has been doing a great job and the Game Commission looks forward to finalizing the terrestrial mitigation plan. If you have any questions, please contact me at (717) 783-5957

Very truly yours,



Kevin L. Mixon
Division of Environmental
Planning and Habitat Protection
Bureau of Land Management

cc NC Reg Dir, Hambley Atten. Dusza, LMS
Arway, PFBC
Sever, DEP, NC Reg Office
Densmore, U S FWS
Morrison, COE, Baltimore Dist
Okorn, EPA

State Agency Comment Letters, PFBC #1



March 21, 2001

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PEH	
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James A. Kendter, District Engineer
 Engineering District 3-0
 Department of Transportation
 P O Box 218
 715 Jordan Avenue
 Montoursville, PA 17754-0218

Re Snyder County
 S R 0015, Section 088
 Central Susquehanna Valley Transportation Project
 Draft Environmental Impact Study

Dear Mr. Kendter

The Pennsylvania Fish and Boat Commission (PFBC) has actively participated with the environmental review concerning the development of the proposed Central Susquehanna Valley Transportation Project. We do not have any objections to the Preferred Alternative DAMA/R CJ as outlined within the subject document. We do, however, have a few comments pertaining to the contents within the Draft Environmental Impact Statement. Our comments/recommendations are as follows:

- As discussed on pages 5-19 and 5-20, wetland and surface water mitigation efforts have been discussed but not concluded. The PBC strongly recommends that these sites be identified and approved prior to the completion of the Final Environmental Impact Statement.
- Within the Impacts to Surface Water/Aquatic Resources portion of Section IV, we could not determine which waterways were being bridged, culverted, or relocated. We also could not determine the total length of perennial streams being permanently impacted by the proposed alignment. This data may be included within Appendix L, which we never received. We recommend that this information be included within Section IV of the Final Environmental Impact Statement.

1.
2.

**Response to State Agency
 Comment Letters, PFBC #1**

- A mitigation proposal has been developed to provide guidance and ensure the commitment of compensation for unavoidable project impacts. Mitigation for natural resources, including wetlands, surface water resources, and terrestrial habitat is included in this proposal. Mitigation commitments have been determined based on meetings with agency representatives occurring in April and July of 2001 and January 2002. Summaries of these meetings and field views held for the purpose of coordinating to determine mitigation commitments are listed in Section V.A.3 - Coordination with Environmental Resource Agencies. More detailed records of the coordination activities can be found in the Wetlands, Surface Water/Aquatic Resources and Vegetation and Wildlife Technical Support Data.

The FHWA and PENNDOT are attempting to provide a total ecosystem approach to natural resource mitigation in that attempts are being made to provide replacement of wetland and terrestrial habitat, reconstruction/restoration of streams, enhancement of wetlands and terrestrial habitat, and preservation of existing wetlands, streams and wildlife habitat in one location. The FHWA and PENNDOT are in the process of investigating alternative sites for the completion of the components of the proposal. The components of the proposal are discussed in detail in Sections IV.F.1, 2, and 3.

The mitigation proposal has been developed in coordination with the natural resource agencies. The ultimate selection and development of the mitigation site or sites will also be coordinated with the natural resource agencies.

State Agency Comment Letters, PFBC #1



March 21, 2001

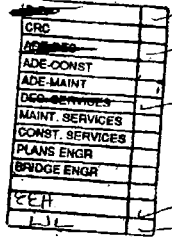
James A. Kendter, District Engineer
 Engineering District 3-0
 Department of Transportation
 P O Box 218
 715 Jordan Avenue
 Montoursville, PA 17754-0218

Re Snyder County
 S R. 0015, Section 088
 Central Susquehanna Valley Transportation Project
 Draft Environmental Impact Study

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Response to State Agency
 Comment Letters, PFBC #1

1. (cont.)

The mitigation proposal described in this Final EIS will be expanded and outlined in more detail. Once a site or sites has been selected, a draft mitigation plan will be prepared. This draft plan will show the conceptual designs for wetland, stream, and terrestrial mitigation sites. The mitigation plan will not be finalized until after the Record of Decision (ROD).

Mitigation efforts for natural resources will be maintained through Final Design as efforts at impact avoidance and minimization continue.

2.

Detailed information regarding those waterways being bridged, culverted, or relocated and the total length of permanent impact to perennial streams associated with each alternative studied in detail was presented in Appendix L. Appendix L was included in Volume 2 of the 2-volume CSVT Draft EIS. Volume 2 of the Draft EIS was forwarded to the PFBC upon receipt of this letter.

Detailed information regarding impacts to perennial waterways is included within Section IV.F.3 of this Final EIS.

A meeting to view the proposed stream crossing locations on the DAMA/RC5 Alternative was held on February 11, 2002. The agency recommendations regarding stream crossings made at that meeting will be taken into consideration during Final Design.

1.

2.

State Agency Comment Letters, PFBC #1

S R 0015, Section 088
March 21, 2001
Page 2

The PFBC looks forward to working with the Department of Transportation as the project progresses through the environmental review process. In the near future, we need to identify and approve wetland and stream mitigation sites. Thank you for providing us the opportunity to participate towards the development of the Central Susquehanna Valley Transportation Project.

Sincerely,



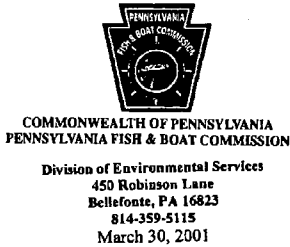
David E. Spotts, Chief
Watershed Analysis Section

DES :srh

c COE - Wetlauffer
DEP - Sever
EPA - Okorn
FWS - McCoy
PGC - Mixon

State Agency Comment Letters, PFBC #2

Response to State Agency Comment Letters, PFBC #2



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James A. Kendler, District Engineer
Engineering District 3-0
Department of Transportation
P O Box 218
715 Jordan Avenue
Montoursville, PA 17754-0218

Re Snyder County
S R 0015, Section 088
Central Susquehanna Valley Transportation Project
Additional Comments to the Draft Environmental Impact Study

Dear Mr Kendler

Thank you for forwarding us the Surface Water Resource Impacts (Appendix L) document for review and comment. The Pennsylvania Fish and Boat Commission (PFBC) requests that permanent impacts to perennial stream systems be compensated. Permanent impacts would include culverting and channel length loss from channel alterations, relocations, etc. Given this, there would be a minimum of 11,510 feet of stream compensation for the permanent impacts associated with the proposed DAMA/RC5 alternative. We expect this number to increase once we have more detailed information with the "hydrological alterations and relocations" that are also planned for the proposed project. Finally, there will also be floodplain, riverine habitat, and recreational impacts associated with the proposed new bridge across the West Branch Susquehanna River.

The PFBC supports all of the stream compensation proposals as outlined on IV-214 of the Draft Environmental Impact Statement. We strongly support the construction of a public access area along the West Branch Susquehanna River. As stated at earlier meetings, a boat launching facility on the western river bank at the new bridge crossing location would provide needed public access to Lake Augusta.

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MONTOURSVILLE, PA.

- Appendix L in the Draft EIS included a table that outlined the impacts to surface water resources associated with each alternative studied in detail. Appendix L has been revised to clarify the nature of streams (perennial, intermittent or ephemeral) and the extent of permanent and temporary impact to those streams. A summary table of these impacts has been included in Section IV.F.3. This summary table includes revisions based on the revisions made to Appendix L.

Additionally, a meeting to view the proposed stream crossing locations on the DAMA/RC5 Alternative was held February 11, 2002. At each crossing location, the proposed structure (bridge, culvert or pipe) was described. The agency recommendations regarding the stream crossings will be taken into consideration during Final Design.

Compensatory mitigation for permanent impacts to perennial streams has been determined through coordination with the natural resource agencies. Compensatory mitigation for surface water resources is outlined in the mitigation proposal, presented in Section IV.F.3. This proposal will be developed in more detail once a site or sites is selected and presented in a draft mitigation plan. This mitigation plan will be presented to all ACM agencies for review and comment.

- The proposed public access area along the West Branch of the Susquehanna River in the area of the RC5 crossing is intended to mitigate for the impact of the new bridge piers (preliminary design indicates 6

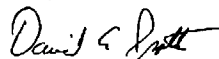
1.
2.

State Agency Comment Letters, PFBC #2

S R 0015, Section 088
March 30, 2001
Page 2

We look forward towards working with the Department of Transportation at the 17 April 2001 field view and future meetings to locate and approve stream mitigation sites to compensate for project impacts. Thank you again for allowing us to participate with the development of the Central Susquehanna Valley Transportation Project.

Sincerely,



David E. Spotts, Chief
Watershed Analysis Section

DES srh

c DEP - Miller
COE - Dombroskie
EPA - Okorn

**Response to State Agency
Comment Letters, PFBC #2**

2. (cont.)

new piers in the river) to the boating and fishing potential of the river in this location.

The PFBC support of the stream compensation proposals outlined in the Draft EIS and the proposed public access area on the western river bank at the new river crossing location is noted.

PENNDOT has coordinated with public officials and the Pennsylvania Fish & Boat Commission (PFBC) on the location of a public boat ramp along the West Branch of the Susquehanna River. The ramp will provide river access for boating and/or fishing uses. The River Crossing No. 5 (RC5) location and other sites were investigated for potential ramp use. Based on preliminary evaluations, PFBC believes that RC5 is the optimal location for the public boat ramp because it provides greater boater safety due to fewer boating restrictions, such as low water and submerged rocks.

Correspondence both in favor of and opposed to the proposed public boat ramp has been received. Please see petitions and other correspondence in the Petitions, Form Letters and Additional Correspondence chapter of Section V, Pages 445-467.



***Regional and Local
Organizations Comment Letters***



**Regional and Local Organizations Comment Letters,
Hummel's Wharf Fire Company**

HUMMEL'S WHARF FIRE COMPANY

Office of the Fire Chief

PO Box 253
Hummel's Wharf PA 17831
7342

Phone (570)743-6421
FAX (570)743-

March 9, 2001

James Cheatham, Division Administrator
Federal Highway Administration
228 Walnut Street
Harrisburg PA 17101-1720

Subject Opposition to Avoidance of the Simon P App Farm,
Monroe Township, Snyder County, Pennsylvania

Dear Federal highway Administration Officials

We would like to express our opposition to the avoidance of the Simon P App farm (PennDot's Site #153) proposed by the DA Modified Avoidance (DAMA) Alternative for the Central Susquehanna Valley Transportation (CSVT) Project Based upon information provided by Gerald E Bickhart & Sons, Inc , it is our understanding that PennDot proposes to spend in excess of \$5 million, take two additional homes and four businesses and unnecessarily disrupt the movement of traffic, including emergency vehicles, during the construction to avoid, but not in any way protect from future development, 15 acres of farmland. This land is located behind the historic farm buildings now owned by the Margaret E Fisher Trust on the eastern side of Airport Road The construction of a new overpass and demolition of the existing overpass will, at the very least, delay and hamper the passage of emergency vehicles between Hummel's Wharf and Selinsgrove, unnecessarily, for quite a period of time

Since the original proposed route came within 155 ft of, but did not require any alteration of the existing farm yard or buildings that may, at some time, be identified as historical in nature, we see no reason for the additional costs and the anticipated adverse impacts the avoidance creates We would ask that the consult be requested to define, and the Director of The Pennsylvania Historic and Museum Commission be asked to concur with a recommendation, considering the costs and adverse impacts associated with the inclusion of additional area, the absolute smallest parcel of land that would not alter eligibility for the site

Sincerely,

Chief Officers of the Hummel's Wharf Fire Company

**Response to Regional and Local Organizations
Comment Letters, Hummel's Wharf Fire Company**

1. The position of the Hummel's Wharf Fire Company on the avoidance of the Simon P. App farm is noted. For specifics on this issue, please review the response to Mr. Bickhart's letter.
2. It is acknowledged that the DA Modified Avoidance Alternative will have an impact on traffic patterns as the new overpass and interchange ramps are being constructed. A Maintenance and Protection of Traffic (MPT) Plan will be developed during Final Design to minimize the disruption of traffic as much as possible. Coordination will be undertaken with emergency service providers and agencies in the implementation of the MPT Plans during construction.
3. Due to the substantial controversy concerning the eligibility determination and boundaries for the App farm, FHWA elected to raise the questions of eligibility and boundaries with the Keeper of the National Register (Keeper), the individual delegated the authority by the U.S. Department of Interior, National Park Service, to list properties and determine their eligibility for the National Register of Historic Places. The Keeper evaluated the information concerning the App farm and stated, "the Simon P. App Farm meets National Register Criteria A and C for its local historic and architectural significance. The approximately 31-acre boundary established for the register-eligible property is appropriate and justified as being the historic (1866) boundary of the property." This correspondence is included in Appendix C of the Final EIS.

**Regional and Local Organizations Comment Letters,
Hummel's Wharf Fire Company**

**Response to Regional and Local Organizations
Comment Letters, Hummel's Wharf Fire Company**

HUMMEL'S WHARF FIRE COMPANY

Office of the Fire Chief

PO Box 253
Hummel's Wharf PA 17831
7342

Phone (570)743-6421
FAX (570)743-

March 9, 2001

James Cheatham, Division Administrator
Federal Highway Administration
228 Walnut Street
Harrisburg PA 17101-1720

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Monroe Township, Snyder County, Pennsylvania

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- 1.
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Sincerely,

Chief Officers of the Hummel's Wharf Fire Company

3. (cont.)

The frustration regarding the eligibility and boundaries of the site and the subsequent development and recommendation of the Avoidance Alternative is acknowledged.

Should conditions change from those currently present at any point prior to construction of the CSVT project, we have committed to reevaluating the area of impact. If conditions warrant, modifications of the alignment will be made to further minimize project impacts. This commitment includes the entire CSVT project area, as well as avoidance of the Simon P. App Farmstead.

**Regional and Local Organizations Comment Letters,
Monroe Township Emergency Management
Agency**

**MONROE TOWNSHIP
EMERGENCY MANAGEMENT AGENCY**

PO Box 235, Shamokin Dam PA 17676

John G Grove, Coordinator

March 9, 2001

James Cheatham, Division Administrator
Federal Highway Administration
228 Walnut Street
Harrisburg PA 17101-1720

Subject Opposition to Avoidance of the Simon P App Farm,
Monroe Township, Snyder County, Pennsylvania

Dear Federal highway Administration Officials

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Since the original proposed route came within 155 ft of, but did not require any alteration of the existing farm yard or buildings that may, at some time, be identified as historical in nature, I see no reason for the additional costs and the anticipated adverse impacts the avoidance creates. I would ask that the consult be requested to define, and the Director of The Pennsylvania Historic and Museum Commission be asked to concur with a recommendation, considering the costs and adverse impacts associated with the inclusion of additional area, the absolute smallest parcel of land that would not alter eligibility for the site.

Sincerely,



John G Grove, Coordinator
Monroe Township Emergency Management Agency

**Response to Regional and Local Organizations
Comment Letters, Monroe Township
Emergency Management Agency**

1. The position of the Monroe Township Emergency Management Agency is noted. For specifics on this issue, please review the response to Mr. Bickhart's letter.

2. Due to the substantial controversy concerning the eligibility determination and boundaries for the App farm, FHWA elected to raise the questions of eligibility and boundaries with the Keeper of the National Register (Keeper), the individual delegated the authority by the U.S. Department of Interior, National Park Service, to list properties and determine their eligibility for the National Register of Historic Places. The Keeper evaluated the information concerning the App farm and stated, "the Simon P. App Farm meets National Register Criteria A and C for its local historic and architectural significance. The approximately 31-acre boundary established for the register-eligible property is appropriate and justified as being the historic (1866) boundary of the property." This correspondence is included in Appendix C of the Final EIS.

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Regional and Local Organizations Comment Letters, Commissioners of Union County

Response to Regional and Local Organizations Comment Letters, Commissioners of Union County

COMMISSIONERS OF UNION COUNTY
103 SOUTH SECOND STREET LEWISBURG, PENNSYLVANIA 17037 1996 570/524-8686 FAX: 570/524-8635

County Commissioners
W Max Bossert, Chairman
Robert O Brouse, Jr., Vice Chairman
Harry A VanSickle, Secretary
Solicitor
Andrew D Lyons
County Administrator/Chief Clerk
Diana L Robinson



March 21, 2001

James A. Kendler, District Engineer
Engineering District 3-0
Pa Department of Transportation
P O Box 218
Montoursville, PA 17754-0218

Re Support for Central Susquehanna Valley Thruway

Dear Mr Kendler

The Union County Commissioners endorse the Penn Dot recommended alternative for the Central Susquehanna Valley Thruway project referred to as the DA Modified Avoidance Alternative with the PA 61 Connector and River Crossing No. 5, with the understanding that Penn DOT would modify this alternative to use a portion of the historic App Farm property should the owner of this farmstead change the historic integrity of the property This action would yield substantial cost savings on the project and improve traffic flow by utilizing the existing Selingsgrove interchange configuration

The Union County Planning Department has expressed the need for US 15 improvements throughout Pennsylvania for many years This project, upon completion, will have a significant impact on public safety and economic development benefits for the entire central region of Pennsylvania

If we may be of further assistance to your Department with regard to the Central Susquehanna Valley Thruway Project please do not hesitate to contact us

Sincerely,

UNION COUNTY COMMISSIONERS

W Max Bossert
W Max Bossert
Chairman
Robert O Brouse, Jr
Robert O Brouse, Jr
Vice Chairman
Harry A VanSickle
Harry A VanSickle
Secretary

CRC	
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ADE-MANT	
DESIGNER	
MAINT. SERVICES	
CONST SERVICES	
PLANS ENGR	
BRIDGE ENGR	
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1. Your support for the DAMA/RC5 Alternative is noted. Should conditions in the study area change from those currently present at any point prior to the construction of the CSVT Project, we have committed to re-evaluating the area of impact.

If conditions warrant, modifications of the alignment may be made to further reduce project impacts. This commitment is inclusive of the entire CSVT project area, including the avoidance of the Simon P. App farm property

1.

**Regional and Local Organizations Comment Letters,
Northumberland County Industrial Development**

**NORTHUMBERLAND COUNTY
INDUSTRIAL DEVELOPMENT
50 SOUTH SECOND STREET
SUNBURY, PA 17801**

Chairman **Francis Allis**
Executive Director **James E King**

March 22, 2001

District Engineer, District 3-0
Pennsylvania Department of Transportation
Post Office Box 218
Montoursville, PA 17754-0218

RE: Central Susquehanna Valley Transportation Project,
Draft Environmental Impact Statement

Dear Sir,

Having reviewed the referenced statement and having attended the public hearings on this project, this Authority fully supports the project and advocates its most immediate implementation. The Authority's mission is to integrate industrial development policy and planning across the entire county and sees this project as vital to the County's future progress.

Two points concerning the study, one positive and one not, deserve particular note. These are:

- a) The Route 61 Connector is crucial in relieving traffic congestion throughout the Sunbury-Northumberland area as well as in addressing the unique needs of Northumberland County's eastern and southern regions. Traffic using the Veterans Memorial Bridge (SR 61) absolutely needs this direct connection with US Route 15.
- b) The avoidance proposal with regard to the App property does not appear prudent. The additional cost of \$5 million, the impact on 4 additional businesses and 2 residences for a probably short term and questionable "preservation" seems excessive. Consideration should be given to possibly preserving the historic buildings w/o added land and thereby reducing not only the cited costs and impacts but also the impact on working farms of families - including the Hummel's for whom Hummel's Wharf is named - and other century farms in that vicinity.

Sincerely,

James E. King
James E King
TEL 570-988-4279
FAX 570-988-4314

RECEIVED
DISTRICT ENGINEER
DISTRICT 3-0
MONTOURSVILLE, PA.
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**Response to Regional and Local Organizations
Comment Letters, Northumberland County
Industrial Development**

1. FHWA and PENNDOT are committed to conducting the required studies to ensure that all important environmental and engineering issues, including public concerns, are properly considered. The Preferred Alternative must meet current and future transportation needs, and attempt to minimize environmental and social impacts. Final Design, Right-of-Way Acquisition and Construction will proceed upon completion of the preliminary studies and issuance of the Record of Decision by the FHWA and subject to the availability of funds.
2. Your support for the Route 61 Connector is noted.
3. Your position on the avoidance of the Simon P. App farm is noted. However, in avoiding the Simon P. App farm, we are complying with Section 4(f) of the U.S. Department of Transportation Act of 1966 (amended in 1968). This Act states, "The Secretary (of Transportation) may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge, or land of an historic site of national, state, or local significance (as determined by the Federal, state, or local official having jurisdiction over the park, recreation area, refuge or site) only if:
 - There is no prudent and feasible alternative to using that land; and
 - the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife or waterfowl refuge, or historic site resulting from the use."

Regional and Local Organizations Comment Letters, Northumberland County Industrial Development

Response to Regional and Local Organizations Comment Letters, Northumberland County Industrial Development

**NORTHUMBERLAND COUNTY
INDUSTRIAL DEVELOPMENT**
50 SOUTH SECOND STREET
SUNBURY, PA 17801

Chairman **Francis Allis**
Executive Director **James E King**

March 22, 2001

District Engineer, District 3-0
Pennsylvania Department of Transportation
Post Office Box 218
Montoursville, PA 17754-0218

RE: Central Susquehanna Valley Transportation Project,
Draft Environmental Impact Statement

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Sincerely,

James E. King
James E King
TEL 570-988-4279
FAX 570-988-4314

3. (cont.)

The Simon P. App farm was determined to be eligible for the National Register of Historic Places. As such, it is afforded the protection of Section 4(f).

The DAM Avoidance Alternative, (DAMA the Recommended Preferred Alternative), does create some additional impacts and it is more costly. However, case law for the application of Section 4(f) indicates that the proposed avoidance alternative must be selected unless the avoidance alternative creates impacts of an "extraordinary magnitude." The DAMA is the Recommended Preferred Alternative because the information collected to date documents that it is a prudent and feasible alternative to the use of the Fisher Farm (aka App Farm), a property protected under Section 4(f) of the U.S. Transportation Act of 1966 (as amended). The DAMA Alternative does impact Mr. Hummel's property, but so would the DAM (Non-avoidance) Alternative.

Should conditions in the study area change at any point prior to the construction of the CSVT Project, we have committed to reevaluating the area of impact. If conditions warrant, alignment modifications may be made to further minimize project impacts. This commitment is inclusive of the entire CSVT Project area, including the avoidance of the Simon P. App farm property.

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DISTRICT 3-0
MONTOURSVILLE, PA.

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**Regional and Local Organizations Comment Letters,
Shamokin Dam Borough**

4. Provide for a four way intersection at Route 15 and Route 11 in order to have adequate access to the river front property west of Tedd's Landing and East of the Veteran's Memorial Bridge. The Borough purchased the river frontage in this area with Federal Project 70 monies. This area has all public facilities on-site and could be a source of revenue for the Borough.

I appreciate your review and consideration in these matters. If you have any questions regarding these issues, please contact me.

Sincerely,

Thomas A. McBryen Jr.
Borough Manager

**Response to Regional and Local Organizations
Comment Letters, Shamokin Dam Borough**

5. Current public access to the river frontage property will be maintained. Options to provide additional access to this property will be investigated during Final Design.

5.

Regional and Local Organizations Comment Letters, Rhoads and Sinon LLP (on behalf of Monroe Township)

ROBERT H. LONG, JR.
SHERILY T. MOYER
JAY P. PAZDI
RICHARD B. WOOD
LAWRENCE W. HARRIS SR.
J. BAUCE WALTER
JOHN P. MARBER
FRANK J. LEBER
PAUL A. LUNDEN
JACK F. HURLEY, JR.
DAVID B. DOWLING
DAVID F. O'LEARY
DAVID O. TWADDLELL
CHARLES J. PERRY
STANLEY S. SMITH
JOHN H. DANGLARD
DRAKE D. RICHOLAS
THOMAS A. FRENCH
DEAN H. DOUTHETT
DONNA H. J. CLARK
CHARLES E. CLIFTELL
PAUL F. WISELL

RHOADS & SINON LLP
ATTORNEYS AT LAW
T WELFTH FLOOR
ONE SOUTH MARKET SQUARE
P O BOX 1146
HARRISBURG, PA 17108-1146
TELEPHONE (717) 233-5731
FAX (717) 231 6626
EMAIL kpedl@rhoads-sinon.com
WEBSITE: www.rhoads-sinon.com
March 23, 2001

RAH
8814
WL

OF COUNSEL
FRANK A. SINON
HENRY W. RHOADS
JOHN C. DOWLING
R. STEPHEN SHELBA

PAUL H. RHOADS
1907 1984
JOHN H. MUESELMAN
1919 1980
CLYDE R. HENDERSON
1922 1980

DIRECT DIAL NO
(717) 233-5731

FILE NO
6558/02

ALSO ADMITTED TO THE FLORIDA BAR

Re. Monroe Township - Comments on DEIS

James Kendler, P E
District Engineer, Engineering District 3-D
Pennsylvania Department of Transportation
715 Jordan Avenue, P O Box 218
Montoursville, PA 17754-0218

Dear Mr Kendler

On behalf of Monroe Township ("Monroe" or the "Township"), Rhoads & Sinon LLP submits these comments regarding the Draft Environmental Impact Statement and Section 404 Permit Evaluation ("DEIS") for the Central Susquehanna Valley Transportation Project, S R 0015, Section 088, Snyder, Union and Northumberland Counties, Pennsylvania ("CVST") As it relates to Monroe Township, through the DEIS, PennDOT has selected the DA Modified Alternative including the Route 61 Connector ("DAMA" or "Preferred Alternative") as its Preferred Alternative

Initially, it is the position of Monroe that improvements are needed to the present 11/15 corridor that passes through the Township In that regard, traffic delays, congestion and accidents mandate some type of improvement to the road system in this area Monroe, however, believes that there are significant problems and deficiencies with PennDOT's Preferred Alternative and, consequently, this correspondence is submitted to document and record these conclusions

Monroe Township

Monroe is a rural Township in Snyder County, Pennsylvania In fact, an overwhelming majority of the land within the Township is zoned for agricultural purposes Farming and agriculture are key components of life in Monroe Township While a significant portion of Monroe Township is agricultural in nature, there is concentrated commercial development along that end, along the current 11/15 is the "Golden Strip" The Golden Strip houses many businesses such as restaurants, the Susquehanna Valley Mall, gas stations and hotels Indeed, a major portion of the Township's budget is derived from this commercial development

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3814871

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1. The support of Monroe Township for the project is noted. Additionally, the township's concerns regarding the Recommended Preferred Alternative in Section I, DAMA, are noted.
2. Monroe Township is comprised of both rural and developed areas. Approximately 70% of the township is zoned agricultural. As noted, there is an area of concentrated commercial development along existing U.S. Routes 11/15.
3. It is our understanding that the total property tax revenue received by the township is approximately \$90,000. This information is contained in the Technical Files.

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by property taxes or by the business trade associated with this concentrated retail industry PennDOT's failure to continue 11/15 as a limited access highway years ago has resulted in the development patters seen in the Township at this time -- specifically, commercial development along 11/15 and residential development to the west of the Golden Strip

Because of its location, Monroe will bear the brunt of the CVST regardless of where the new road is built -- as a major component of the CVST will pass through Monroe Township In fact, virtually all of Section I of the project -- from the existing stub of the Selingsgrove by-pass to the Snyder/Union County line -- is in Monroe Township Further, the Preferred Alternative bisects the Township in general and several communities in particular Accordingly, Monroe Township has a unique interest not only in this project but also in ensuring that all possible measures can be taken to mitigate against the irreparable and certain harm that will befall the Township as a result of this freeway

Preferred Alternative -- DAMA

As noted, in terms of Monroe Township, PennDOT has selected -- as its preferred alternative -- the DAMA According to PennDOT, the DAMA was selected because it has fewer environmental, community and socioeconomic problems than either the Old Trail 2A or Old Trial 2B alignments While Monroe Township is not taking a position on any alignment, it wishes to stress that the selection of the DAMA results in significant and irreparable impacts to Monroe Township Further, Monroe Township believes that the DAMA, if selected, could and should be further modified to lessen the impact on the Township and its citizens

Project Needs/Purposes

First and foremost, it is critical to note that, in PennDOT's opinion, all alternatives advanced to the DEIS stage -- the DAMA, the Old Trail 2A and the Old Trail 2B -- meet all project needs In fact, these alternatives would not have been advanced to this stage if the project needs were not met See DEIS, III-61 Furthermore, both the DAMA and the Old Trail 2A have the same impacts on the transportation network and on the Level of Service ("LOS") in the future See DEIS, IV-314; DEIS, Table IV-M-1, DEIS, Table IV-M-2 (highlighting that the DAMA and the Old Trail 2A have identical effects on LOS), DEIS, Table IV-M-5, DEIS, IV-329; DEIS, Table IV-M-7, DEIS, Table IV-M-8¹ Also, the DAMA and the Old Trail 2A further the purposes of the project -- specifically, reducing the current congestion, improving safety through better accommodation of traffic and ensuring sufficient capacity for future growth

¹ Interestingly, neither the DAMA nor the Old Trail 2A is a solution for all traffic problems facing the Central Susquehanna Valley area as both will result in LOS D and LOS F for several intersections See DEIS, Table IV-M-1

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4. The development patterns seen in Monroe Township at this time are related to the developmental controls established by the township. Local zoning decisions are not within PENNDOT's jurisdiction. These decisions are made at the municipal level.
5. All alternatives studied in detail in Section I impact both Monroe Township and Shamokin Dam Borough. The DAMA does pass through Monroe Township; however, it will not bisect the township or any community in the township. No roadways will be cut off. All roadways crossed by the mainline will be bridged over the DAMA or the DAMA will be bridged over the local roadway.
6. We are committed to developing a roadway design that benefits the majority of people and causes the least amount of social/environmental effects. This project provides many advantages to Monroe Township, including but not limited to: increased traffic safety, reduced congestion, and allowance for future growth in the township.
7. The DAMA Alternative has not been selected. It was identified in the Draft EIS as the Recommended Preferred Alternative and remains the Preferred Alternative in the Final EIS. An alternative is not selected until FHWA issues a Record of Decision. The DAMA was recommended as the Preferred Alternative over the Old Trail Alternatives in Section I for the reasons identified in Section VI of the Draft EIS.

As noted in Response 6, above, we are committed to developing a roadway design that benefits the majority

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7. (cont.)

of people and causes the least amount of adverse environmental effects. All alternatives evaluated pass through Monroe Township. There are some disadvantages to Monroe Township as a result of all alternatives. However, Monroe Township also will notice benefits from all alternatives. We are committed to looking at measures that will further reduce the impacts of the alternative that is advanced to Final Design.

The DAM Alternative is essentially identical to the DAMA Alternative except at the southern terminus where DAM leaves Routes 11/15 and crosses the App farm. DAMA avoids the App farm.

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Significantly, these purposes are met equally by either alternative, since both alternatives contain the all-important separation of through and local traffic

NEPA's Command/Environmental Impacts

Pursuant to the National Environmental Policy Act ("NEPA"), PennDOT must develop and evaluate "all reasonable alternatives as part of the environmental impact statement process for a major transportation project" DEIS, III-1 This command is particularly critical for the CVST project since the DAMA, the Old Trail 2A and the Old Trail 2B

have the potential for environmental impacts to a variety of social, natural, and cultural resources Impacts to individual resources vary by alternative and represent an environmental trade-off scenario (i.e., one alternative has high farmland impacts, but low residential impacts versus another alternative with low farmland impacts but high residential impacts) **There is no minimum environmental impact alternative**

DEIS, III-60 (emphasis added)

With this in mind, then, Monroe wishes to underscore many of the environmental and socioeconomic impacts of the DAMA Monroe Township will not use this forum to repeat all impacts of the DAMA; instead, only the more detrimental impacts will be noted

Business Displacements/Tax Losses

The DAMA, as presently planned, will result in the loss of businesses and taxes to the Township As noted above, a significant portion of Monroe Township's revenues come from taxes The DAMA, however, will displace 7 businesses including a hotel These businesses contribute significant tax dollars to the Township and the business they generate also fuels the local economy Also, the DAMA will take a significant number of high-priced homes Indeed, in terms of tax revenues, the DAMA "will have the greatest impact to the local tax base in Monroe Township" and the tax losses in Monroe Township from the DAMA are "abnormally high" DEIS, IV-40, Table IV-A-8 These losses are irreparable

Noise

In terms of noise impacts, it is critical to note that any new limited access highway will create adverse noise impacts Significantly, however, since the DAMA alternative proceeds through farmland and residential areas, the impact of noise on the remaining persons may be considered "substantially greater as no major traffic noise sources are present in much of the DAMA corridor" DEIS, IV-57 Further, in terms of the ability to mitigate noise impacts, it

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8. The local property tax revenue received by Monroe Township is approximately \$90,000. The property tax revenue loss from the businesses directly impacted by the DAMA Alternative (buildings affected) would be approximately \$769. We do not view this loss of revenue as significant. Additionally, the impacted businesses could be viable at other locations in the township. There are undeveloped parcels of land in the vicinity of these businesses' present locations. Also, although the Comfort Inn is impacted, based on preliminary mapping, there appears to be sufficient land remaining to allow it to continue to operate as a motel at a reduced scale or the land could be developed for another commercial use.

The DAMA will require the acquisition of approximately 33 residences. These residences range in value.

According to the information presented in the Draft EIS, the DAMA does have the greatest impact to the local tax base in Monroe Township, although the impact is not anticipated to be significant. Additionally, page IV-42 of the Final EIS has been clarified to read that the "anticipated tax base impacts associated with DAMA in Monroe Township are higher than the Old Trail Alternatives due to the large assessed value of the Susquehanna Valley Mall property, which is minimally impacted by this alternative. The DAMA Alternative does not impact any mall buildings or parking lots. The DAMA Alternative impacts two vacant parcels of land owned by the mall owners, located west and north of the existing mall. Subtracting out the impact to the mall property, the impact of the DAMA to the local tax base is equivalent to that of OT2B."

By way of further clarification of this issue, coordination with the Snyder County Tax Assessment Office has indi-

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cated that two parcels owned by the Susquehanna Valley Mall are impacted by the DAMA Alternative, Parcels 12-09-283A and 12-09-283B. Both are vacant parcels. Parcel 12-09-283A has an assessed value of \$4,805,850 which is for the value of the stores in the mall, even though the mall is not physically located on this parcel. Similarly the \$137,200 assessment associated with Parcel 12-09-283B is for the value of the movie theatre complex in the mall, even though the movie structures are not physically located on this parcel. As such, the DAMA Alternative tax base impact calculation for the parcels associated with the mall is more fiscally representative of an impact to the actual mall structure itself, whereas the construction of the DAMA would truly impact only undeveloped land owned by the mall.

We do not believe that the tax base losses of the DAMA Alternative are irreparable. It is important to note that all impacts are based on preliminary plans and could be reduced as the project proceeds into more detailed design.

9. Any new limited access highway will create adverse noise impacts in Monroe Township. The DAMA Alternative causes noise impacts at 82 residences; the OT2A and OT2B Alternatives cause noise impacts at 260 and 247 residences, respectively. Although the Old Trail Alternatives are located in a more developed area of Monroe Township the same noise abatement criteria are applied. However, it is acknowledged that, according to noise abatement criteria outlined in Federal regulations (23 CFR 772), there are fewer opportunities for mitigation because the rural nature of the area does not meet the reasonableness criterion.

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must be stressed that the DAMA will only permit the mitigation of 14 residences (out of 82 impacted or 17%) DEIS, Table IV-B-4

Visual Quality

As with any highway project, all alternatives will have impacts to the visual quality within Monroe Township DEIS, IV-99 Here, however, the DAMA corridor presently consists of residences and farms Thus, the DAMA will be intrusive into its surrounding area because of the large cuts, fills and significant portions of elevated highways along that route

Land Use

Additionally, the DAMA has a tremendous impact on land use To that end, the DAMA uses 560.8 acres of land Further, in terms of specific land uses, the DAMA uses 115.0 acres of agricultural land, 183.9 acres of forested land and 157.0 acres of old field land

Farm Land

Another significant impact from the DAMA is the destruction of farmland In that regard, the DAMA takes 337.7 acres of farmland DEIS, Table IV-D-1 Further, the DAMA uses 154.7 acres of productive agricultural land DEIS, Table IV-D-3 In addition, the DAMA takes 120.5 acres of primary agricultural land DEIS, Table IV-D-5 Finally, in terms of agricultural security areas, the DAMA takes 58.4 acres of agricultural security land Id Given Monroe's agricultural and rural history, these taking impacts are especially damaging

Community Cohesion

In terms of community cohesion, it is significant that the DAMA will bisect Township In that regard, the DAMA will proceed through rural, residential and farmland and will cut the western portion of the Township from the eastern portion While Monroe Township understands that PennDOT intends to bridge the existing roads, the DAMA will intrude into the existing development pattern and, thus, has the potential to disrupt community cohesion

Terrestrial Community

Furthermore, in terms of terrestrial communities, the DAMA takes a significant amount of such resources DEIS, Table IV-F-1 These types of land provide shelter, food and breeding habitats for several small animals and birds DEIS, IV-156, IV-157

9. (cont.)

It is important to note that these impacts are probable impacts based on the preliminary designs of the Section I alternatives. The noise impacts will be further verified during Final Design for the selected alternative.

- 9. must be stressed that the DAMA will only permit the mitigation of 14 residences (out of 82 impacted or 17%) DEIS, Table IV-B-4
- 10. As noted, all alternatives will impact the aesthetics in Monroe Township. The DAMA and the DAM will be intrusive due to the rural nature of their locations. However, the Old Trail Alternatives will also be visually intrusive as they are both located on a substantial fill running the entire length of the East Hummels Wharf community. In addition, the noise walls on top of the fill could restrict the views of the surrounding area.
- 11. Of the 561 acres impacted by the DAMA Alternative, approximately 407 acres are impacted in Monroe Township. This amounts to approximately 4% of the total land area in Monroe Township (approximately 9,984 acres). This impact is not tremendous. The Old Trail Alternatives also impact land in Monroe Township; 2.8% of the land in Monroe Township is impacted by OT2A and 3% is impacted by OT2B.
- 12. The DAMA Alternative directly impacts 121 acres of productive farmland. Of this total, approximately 117 acres are in Monroe Township; the remainder of the impacted acreage is in Shamokin Dam Borough. Additionally, the DAMA Alternative renders 4.5 acres in Monroe Township impractical to farm and 26.3 acres in Monroe Township inaccessible for further farming. As a result, a total of 152 acres of productive farmland are impacted directly and indirectly by the DAMA Alternative. The 337.7 acres of farmland noted as being destroyed
- 13.

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12. (cont.)

by the DAMA Alternative are not all productive farmland. The DAMA Alternative impacts 337.7 acres of farmland soils, including 143.4 acres of prime farmland soils and 194.3 acres of additional farmland of statewide importance soils. These are impacts to soil types, not land uses. Not all prime farmland soil or additional farmland of statewide importance soils are actively farmed. Those that are, however, are already included in the 152 acre total noted above. Again, the 120.5 acres of "primary agricultural land" being affected by the DAMA are already included in the 152 acre total noted above. The "primary agricultural land" label is created by the Governor's Executive Order - the Agricultural Land Preservation Policy (4 PA Code Chapter 7 § 7.301 et seq). This label applies to productive agricultural land, not including timber, provided that the land has been in active agricultural use the preceding three years.

There are approximately 3,230 acres of productive farmland in Monroe Township. The impact to 152 acres of productive farmland is approximately 4.7% of the productive farmland in the township.

13. The DAMA will pass through the center part of Monroe Township. However, the roadway will not "bisect" the township since access will remain from one part of the township to the other on all roadways that are crossed. Additionally, the existing development is scattered throughout the township. The roadway should not intrude on the future development patterns.

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Major Forest Patch Networks/Impacts To Forest Interior

In terms of this environmental feature, again the DAMA takes 146.39 acres of land DEIS, Table IV-F-2. Furthermore, the DAMA directly impacts 20.52 acres, and indirectly impacts 30.84 acres, of Major Forest Patch Network DEIS, Table IV-F-3. The DAMA impacts 6 wildlife corridors DEIS, Table IV-F-4. Finally, the DAMA impacts a significant number of wildlife habitats -- including a greater amount of locally important wildlife habitats DEIS, Table IV-F-5.

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Watercourse Impacts

Another environmental item reviewed was the impact to watercourses by the new highways. Significantly, the DAMA impacts many such resources DEIS, Table IV-F-12. With respect to surface water resources, the DAMA impacts many such water resources DEIS, Table IV-F-13.

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Soil Impacts

With respect to the erosion of soils, the DAMA impacts a high amount of erodible soil -- including soil that is more prone to erosion DEIS, Table IV-F-15.

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Historic Archaeology

In absolute terms, the DAMA will impact 11.14 acres of high potential resources.

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Other Considerations

In addition to the above issues, Monroe Township notes other concerns with the DAMA alternative.

APP Farm

First, the DAMA was specifically designed to avoid the App Farm because, according to PennDOT, the App Farm is a protected §4(f) property. As PennDOT knows, however, this land is far from historic at this time. Significantly, the land is in an R-3 zoning district, which would permit heavily developed residential uses. In that regard, the owners of the App Farm sought the change in the Monroe Township Zoning Ordinance specifically to facilitate this development. Along with the zoning change, the owners of the App Farm have filed sewage modules with the Township to allow for the development of this land as high-density residential homes. Moreover, the home at the site has been modified over the years and the barn is ramshackled and ready to fall down. Even if the buildings had some remnants of historic significance, however, the entire property need not be so designated. In that regard, it is important to note that the Ash

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14. The DAMA Alternative impacts 146.39 acres of land known as major forest patch networks ("MFPN"). MFPNs represent a diversity of contiguous forest types with a combined area greater than 100 acres. Some of the MFPNs contain forest interior habitat. The DAMA Alternative directly impacts 20.52 acres of forest interior habitat. This 20.52 acres of impact is contained within the 146.39 acres of MFPN being impacted; it is not cumulative.

The OT2A and OT2B Alternatives also impact MFPNs and forest interior habitat. The OT2B Alternative impacts 38.64 acres of forest interior habitat, the most of all the Alternatives evaluated in Section 1. Additionally, the Old Trail Alternatives have a longitudinal encroachment on the floodplain of the Susquehanna River and impact riverine forested areas which are in short supply in the study area. The natural resource regulatory and review agencies have expressed concern over the impact of the project on riverine forestland habitats.

All alternatives studied in the Draft EIS impact wildlife corridors. The DAMA Alternative has the potential to affect 6 wildlife corridors, impacting approximately 12.39 acres. The Old Trail Alternatives also affect three wildlife corridors each. However, due to their longitudinal encroachment on the floodplain and their impact to riverine forested areas, the Old Trail Alternatives actually affect more land traversed by wildlife corridors than the DAMA Alternative. The OT2A Alternative impacts 23.83 acres while the OT2B Alternative impacts 23.36 acres. In comparison to the size of the project, the

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Soil Impacts

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Historic Archaeology

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14. (cont.)

impacts of the DAMA Alternative are not significant. Mitigation for impacts will be coordinated with the appropriate agencies.

15. All proposed alternatives in Section I impact water-courses. The DAMA Alternative has stream relocations, new bridges and new culverts associated with it. The Old Trail Alternatives also have impacts on water-courses. Significantly, the Old Trail Alternatives impact the floodplain of the Susquehanna River, the largest watercourse in the study area. One of the reasons for the recommendation of the DAMA Alternative over the Old Trail Alternatives is due to the significant impact of the Old Trail Alternatives on the 100-year floodplain of the Susquehanna River.

16. All alternatives impact erodible soils. As such, mitigation measures are planned to minimize the potential for soil erosion to impact water quality. A detailed Erosion and Sedimentation Pollution Control Plan (E&S Plan) will be prepared during Final Design. Measures to minimize erosion and sedimentation will also be coordinated with the appropriate agencies.

17. The Old Trail Alternatives will also impact historic archaeological resources. OT2A impacts 10.10 acres and OT2B impacts 14.78 acres.

18. In avoiding the Simon P. App farm, we are complying with Section 4 (f) of the U.S. Department of Transportation Act of 1966 (amended in 1968). This Act states

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Another environmental item reviewed was the impact to watercourses by the new highways Significantly, the DAMA impacts many such resources DEIS, Table IV-F-12 With respect to surface water resources, the DAMA impacts many such water resources DEIS, Table IV-F-13

15.

Soil Impacts

With respect to the erosion of soils, the DAMA impacts a high amount of erodable soil -- including soil that is more prone to erosion DEIS, Table IV-F-15

16.

Historic Archaeology

In absolute terms, the DAMA will impact 11 14 acres of high potential resources

17.

Other Considerations

In addition to the above issues, Monroe Township notes other concerns with the DAMA alternative

APP Farm

First, the DAMA was specifically designed to avoid the App Farm because, according to PennDOT, the App Farm is a protected §4(f) property As PennDOT knows, however, this land is far from historic at this time Significantly, the land is in an R-3 zoning district, which would permit heavily developed residential uses In that regard, the owners of the App Farm sought the change in the Monroe Township Zoning Ordinance specifically to facilitate this development Along with the zoning change, the owners of the App Farm have filed sewage modules with the Township to allow for the development of this land as high-density residential homes Moreover, the home at the site has been modified over the years and the barn is ramshackled and ready to fall down Even if the buildings had some remnants of historic significance, however, the entire property need not be so designated In that regard, it is important to note that the Ash

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18. (cont.)

“The Secretary (of Transportation) may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge, or land of an historic site of national, state or local significance (as determined by the federal, state, or local official having jurisdiction over the park, recreation area, refuge, or site) only if:

- there is no prudent and feasible alternative to using that land; and
- the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife or waterfowl refuge, or historic site resulting from the use.”

The Simon P. App farm was determined to be eligible for the National Register of Historic Places. As such, it is afforded the protection of Section 4(f).

Case law for the application of Section 4(f) indicates that an avoidance alternative must be selected unless the avoidance alternative creates impacts of an “extraordinary magnitude.” The DAMA is the Recommended Preferred Alternative because the information collected to date documents that it is a prudent and feasible alternative to the use of the Fisher Farm (aka App Farm), a property protected under Section 4(f) of the U.S. Transportation Act of 1966 (as amended).

It is acknowledged that the DAMA Alternative was specifically designed to avoid the App farm. The proposed future uses of a property are not taken into consider-

**Regional and Local Organizations Comment Letters,
Rhoads and Sinon LLP
(on behalf of Monroe Township)**

RHOADS & SINON LLP

March 23, 2001
Page 5

Major Forest Patch Networks/Impacts To Forest Interior

In terms of this environmental feature, again the DAMA takes 146 39 acres of land DEIS, Table IV-F-2 Furthermore, the DAMA directly impacts 20 52 acres, and indirectly impacts 30 84 acres, of Major Forest Patch Network DEIS, Table IV-F-3 The DAMA impacts 6 wildlife corridors DEIS, Table IV-F-4 Finally, the DAMA impacts a significant number of wildlife habitats -- including a greater amount of locally important wildlife habitats DEIS, Table IV-F-5

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18.

**Response to Regional and Local Organizations
Comment Letters, Rhoads and Sinon LLP
(on behalf of Monroe Township)**

18. (cont.)

ation when a property is being evaluated for potential historic significance or when a boundary determination is made. Only existing conditions can be used when evaluating a property's eligibility or National Register boundary.

National Register boundary determinations are based upon defined guidelines established in the National Register Bulletin, "Defining Boundaries for National Register Properties" (1997). The bulletin establishes appropriate factors such as setting and landscape features, integrity and use to consider when selecting and defining National Register boundaries. The five principle methods for determining National Register boundaries include:

- Distribution of Resources
- Current Legal Boundaries
- Historic Boundaries
- Natural Resources
- Cultural Features

Each of these methods was considered with respect to the Simon P. App property. Using these guidelines as a basis, the National Register boundary was recommended by a consultant qualified as defined in 36 CFR part 60. This recommendation was then reviewed and commented on by qualified cultural resource professionals and the project team. The preliminary determination on eligibility and boundaries is made by the lead federal agency, in this case the FHWA. FHWA

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**Response to Regional and Local Organizations
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March 23, 2001
Page 5

Major Forest Patch Networks/Impacts To Forest Interior

In terms of this environmental feature, again the DAMA takes 146.39 acres of land DEIS, Table IV-F-2. Furthermore, the DAMA directly impacts 20.52 acres, and indirectly impacts 30.84 acres, of Major Forest Patch Network DEIS, Table IV-F-3. The DAMA impacts 6 wildlife corridors DEIS, Table IV-F-4. Finally, the DAMA impacts a significant number of wildlife habitats -- including a greater amount of locally important wildlife habitats DEIS, Table IV-F-5.

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15.

Soil Impacts

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16.

Historic Archaeology

In absolute terms, the DAMA will impact 11.14 acres of high potential resources.

17.

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In addition to the above issues, Monroe Township notes other concerns with the DAMA alternative.

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18.

18. (cont.)

forwards its preliminary determination to the SHPO (State Historic Preservation Officer) for concurrence.

The avoidance of the App farm has created considerable controversy. Approximately 30% of the comment letters and testimony received on the CSVT project raised the App farm issue. As a result, PENNDOT coordinated further with FHWA, the agency responsible for making preliminary determinations on eligibility and boundaries for historic properties. Due to the substantial controversy concerning the eligibility determination and boundaries of the App farm, FHWA elected to raise the questions of eligibility and boundaries with the Keeper of the National Register (Keeper), the individual delegated the authority by the U.S. Department of Interior, National Park Service to list properties and determine their eligibility for the National Register of Historic Places. The Keeper evaluated the information concerning the App farm and responded that the App farm and the boundaries of the App farm met the eligibility requirements. This correspondence is included in Appendix C of the Final EIS.

Currently, the DA Modified Avoidance Alternative (DAMA) is the Preferred Alternative in the Final EIS. Should conditions change from those currently present at any point prior to the construction of the CSVT project, we have committed to reevaluating the area of impact. If conditions warrant, modifications of the alignment will be made to further reduce project impacts. This commitment is inclusive of the entire CSVT project area, including the avoidance of the Simon P. App farm.

**Regional and Local Organizations Comment Letters,
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(on behalf of Monroe Township)**

RHOADS & SINON LLP

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Page 6

Basin #1 (next to the PP&L site) was initially included within the boundaries of a §4(f) protection but later was excluded. Monroe Township believes that the App Farm should be reevaluated and that the property should be eliminated from historic consideration or, at a minimum, the boundaries should be reduced.

By changing the designation of the App Farm, PennDOT could use the existing by-pass stub -- assuming that the DAMA is still selected. This would provide many benefits including: (1) a significant monetary savings; (2) fewer impacts with existing traffic during construction, (3) fewer wetland takings; (4) less takings of agricultural security property, and (5) the saving of key businesses in Monroe Township. Monroe Township again stresses the need to reevaluate the App Farm.

Sunbury Road Shift

As a result of the destruction of a §4(f) property near Sunbury Road, the DAMA was shifted and takes two additional homes. Monroe Township requests that the DAMA be returned to its original alignment in this area so that these homes -- and the tax revenues generated by them -- can be saved.

Public Wells

Another consideration is that there is a public well that serves Monroe Manor that will be covered over by the highway. This source of water is critical to this neighborhood and the freeway's impact on this water source has not been evaluated.

Comprehensive Plan

As noted, Monroe Township will be bisected by the DAMA. As a result, the Comprehensive Plan and Township zoning will be nullified. As mentioned, development patterns have occurred because of the present road systems. The DAMA will necessitate significant expenditures to replan and rezone Monroe Township.

Excessive Median

Also, Monroe Township questions the need for a 90-foot median for the DAMA. Significantly, PennDOT can construct this highway with only a 50-foot median. In fact, such a design has been used for other highways and, indeed, was used for the Old Trail alternatives DEIS, III-111. Even with a 50-foot median, moreover, PennDOT can expand the highway later to accommodate 3 lanes of traffic in each direction. By reducing the median, Monroe Township will save homes and, thus, tax revenue. Also, less agricultural land will be taken and fewer impacts will occur to the persons remaining. Finally, by taking less land, the project will cost

**Response to Regional and Local Organizations
Comment Letters, Rhoads and Sinon LLP
(on behalf of Monroe Township)**

19. The realignment of DAMA near Sunbury Road was investigated at the request of an affected local property owner and farmer. The modified alignment impacted 10.5 fewer acres of pasture but 2.5 acres more of cropland. Overall, the modification affected 8.0 acres less productive farmland and 1.7 acres less agricultural security area. As noted, however, the realignment does require the acquisition of two residences along Sunbury Road. As a result of the appreciable difference this modification had on the future of the local farming operation, this modification was incorporated into all studied alternatives.

20. According to the Draft and Final EIS Section IV.G, no public supply wells are situated in the impact areas. There is a public well serving Monroe Manor that is in proximity to the impact area but it is not covered over by the highway.

Impacts to community and private water supplies, and the assurance of safe residential potable water are important concerns. As discussed in the Draft and Final EIS, Section IV.G, a Geotechnical Survey will be conducted during Final Design. This investigation will address hydrogeological issues through collection of site-specific information on geology, soils, and groundwater conditions. In sensitive areas, an assessment of potentially affected individual domestic and public supply wells will be undertaken. The results of the Geotechnical Survey will be used to minimize the risk of contamination and to refine the proposed mitigation measures. When required, state (PA DEP) and local agencies will be part of the planning process to ensure that water supplies remain safe.

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**Regional and Local Organizations Comment Letters,
Rhoads and Sinon LLP
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Page 6

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20. (cont.)

The Draft EIS and Final EIS discuss the desire to maintain a continued supply of safe drinking water to affected residents. If impacts occur as a result of construction, the maintenance of water supplies to homes and properties not acquired as part of the right-of-way may be by any one of the following:

- provide connections to public water systems
- provide water treatment
- redrill existing wells to another water-producing zone at a greater depth
- relocate a well to an adjacent water-producing formation not disturbed by construction
- acquire the property

Consideration may also be given to continuing potable water well sampling/analysis beyond a year after construction.

It is unclear how the identification of the DAMA as the Preferred Alternative will nullify the township's Comprehensive Plan and Zoning Ordinance. The DAMA does not introduce any new access points into Monroe Township that could significantly affect local development patterns. A review of individual county and municipal comprehensive plans was completed for the preparation of the Draft EIS. This review is discussed in Section IV.A.3.C, Planning Consistency, of the Draft and Final EIS.

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Regional and Local Organizations Comment Letters,
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Page 6

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Response to Regional and Local Organizations
Comment Letters, Rhoads and Sinon LLP
(on behalf of Monroe Township)

21. (cont.)

This review indicated that the 1986 Monroe Township Plan lists possible ways of resurrecting the CSVT project to some degree to spur economic development.

It is our understanding that Monroe Township is currently involved in the development of a new Comprehensive Plan.

22. A desirable median width for a rural expressway is between 60 and 90 feet. Originally, a 90 foot median was used to provide room for an additional lane in each direction and still maintain a median area in the future. Additionally, portions of the Old Trail Alternatives were developed using criteria that is appropriate for an urban expressway, which allows for a more compressed design.

The median width for the DAMA and the portions of the Old Trail Alternatives having a 90 foot median has been reduced to 60 feet. Alternate fill slopes will be used to help balance the earthwork.

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**Regional and Local Organizations Comment Letters,
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(on behalf of Monroe Township)**

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Page 7

less, which, in turn, will mean more mitigation measures can be provided to those who remain in the Township | 22.

Utility Relocation

Even though the DEIS states that no utility relocation will occur, Monroe questions this conclusion. In that regard, it appears that several high-tension wires and towers will need to be altered. Similarly, Monroe plans to extend sewer service and the DAMA, by bisecting the Township, will significantly reduce the ability to do this | 23.

On behalf of Monroe Township, I thank you for the opportunity to present these issues to you. As more issues occur, Monroe reserves its right to further comment on this project. If you have any questions or concerns, please contact me.

Very truly yours,

RHOADS & SINON LLP

By: 
Kenneth L. Joel

cc Monroe Township Supervisors
Charles Ax, Esq

**Response to Regional and Local Organizations
Comment Letters, Rhoads and Sinon LLP
(on behalf of Monroe Township)**

23. We are unable to locate where this statement occurs in the Draft EIS. In fact, there will be impacts to utilities for all alternatives studied. A utility relocation cost is factored into the total costs for each alternative. See Table VI-1, Cost Summary Table.

Coordination with PPL, the local water companies, and the telephone companies has been ongoing regarding utility relocation issues since the beginning of the project.

PENNDOT is certainly willing to coordinate with Monroe Township on the extension of sanitary sewer service. This coordination should be done during Final Design and prior to construction. Monroe Township should approach PENNDOT regarding this coordination during the early stages of sewer plan development.

Regional and Local Organizations Comment Letters,
Northumberland County Engineer's Office

Response to Regional and Local Organizations
Comment Letters, Northumberland County
Engineer's Office

ENGINEER'S OFFICE

855



NORTHUMBERLAND COUNTY PENNSYLVANIA

NORTHUMBERLAND COUNTY COURTHOUSE ANNEX
50 SOUTH SECOND STREET
SUNBURY, PA 17801

Phone (570) 988-4215 Fax (570) 988-4314

March 26, 2001

Federal Highway Administration
Attn: James Cheatham, Division Administrator
228 Walnut Street, Room 536
Harrisburg, PA 17101-1720

Reference: Central Susquehanna Valley Transportation Project

Dear Mr Cheatham:

After having attended public hearings and reviewing the EIS for the above referenced project, I would like to take this opportunity to express my support for the project. While I feel the project to be very significant regionally, I feel that the inclusion of a Route 61 connector is of vital importance for Northumberland County, its municipalities and the large volume of through traffic utilizing its roads.

1.

However, I am not as positive about the modified avoidance alternative. It does not appear to be prudent to spend in excess of \$5 million, while eliminating 4 additional businesses and 2 additional residences and impacting working farmland to protect some "historic" farmland. I have no qualm with protecting the historic structures located on adjacent property, but feel that these added expenditures and disruptions are not warranted.

2.

Again, I support this project and feel with the adjustment mentioned above it would be an even better project.

Very Truly Yours,

Charles Hopta, Jr., P E
Northumberland County Engineer

**Regional and Local Organizations Comment Letters,
Snyder County Board of Commissioners**

-County Commissioner-
STEVEN D. BILGER
Chairman
RICK L. BAILEY
Vice Chairman
GREGORY L. SHAMBACH
Secretary



-Chief Clerk-
LEE E. KNEPP
-Solicitor-
EDWARD G. MIHALIK, JR.

Snyder County Board of Commissioners
Court House, P. O. Box 217 • Middleburg, Pennsylvania 17842
(570) 837-4208 • FAX (570) 837-4282

March 26, 2001

Federal Highway Administration
Attn: James Cheatham, Division Administrator
228 Walnut Street, Room 536
Harrisburg, PA 17101-1720

RE: Central Susquehanna Valley Thruway Project

Dear Mr. Cheatham:

We are writing on behalf of the residents of Snyder County and the surrounding communities to express our appreciation for your continued support of the Central Susquehanna Valley Thruway Project.

Without the completion of this bypass, residents, businesses and visitors to the impacted area would face an unmitigated increase in traffic congestion which would pose a significant risk to public health and safety.

Completion of the Central Susquehanna Valley Thruway Project will serve as a catalyst in promoting the retention and attraction of tourism to our area because of the greater ease of access this area will have to the major transportation hubs and interstate highways outside the region.

We believe it is critical to move toward implementing a preferred alternative as quickly as possible in order to alleviate uncertainty within the residential and business communities, and to secure the necessary multi-year funding to finally make this project a reality.

However, we are highly concerned with a portion of the proposed alignment which is designed to avoid crossing through the App Farm simply because it has been designated as a "historic site." Not only will this route cost an additional \$5 million in construction costs, but it will also cause the loss of four businesses which we would like to retain.

The loss of The Comfort Inn, we believe, will be especially detrimental to a newly proposed revenue stream for Snyder County. We hope to implement a hotel room tax later this year and our projections indicate an annual revenue of approximately \$17,000 could be generated if this facility can be retained.

We applaud your efforts to date and would ask you to consider if other options could be pursued to save these four businesses which contribute to the revenues of our county. Please contact us if we can be of any assistance to you in this matter. Thank you.

Sincerely yours,
SNYDER COUNTY COMMISSIONERS

Steven D. Bilger
Steven D. Bilger

Rick L. Bailey
Rick L. Bailey

Gregory L. Shambach
Gregory L. Shambach

**Response to Regional and Local Organizations
Comment Letters, Snyder County
Board of Commissioners**

1. Your support of the CSVT project is noted.
2. FHWA and PENNDOT are committed to conducting the required studies to ensure that all important environmental and engineering issues, including public concerns, are properly considered. The Preferred Alternative must meet current and future transportation needs, and attempt to minimize environmental and social impacts. Final Design, Right-of-Way Acquisition and Construction will proceed upon completion of the preliminary studies and issuance of the Record of Decision by the FHWA, and subject to the availability of funds.
3. Your position on the avoidance of the Simon P. App farm is noted. Please see the response to the Northumberland County Industrial Development Authority for the details regarding this issue.

- 1.
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- 3.

**Regional and Local Organizations Comment Letters,
Central Susquehanna Valley Chamber of Commerce**

**Response to Regional and Local Organizations
Comment Letters, Central Susquehanna Valley
Chamber of Commerce**

1. Your support for the Recommended Preferred Alternative (DAMA/RC5) is noted.



Central Susquehanna Valley Chamber of Commerce

Routes 11 & 15, Post Office Box 10
Shamokin Dam, Pennsylvania 17876
Phone: (570) 743-4100 Fax: (570) 743-1221
Website: www.csvcc.org

March 27, 2001

Mr James Kendtner
District Engineer
PennDOT
Engineering District 3-0
715 Jordan Avenue
P O Box 218
Montoursville, PA 17754-0218

Dear Jim:

Enclosed for your information is a copy of a resolution adopted by the Board of Directors of the Central Susquehanna Valley Chamber of Commerce on March 20, 2001 supporting PennDOT's recommended DA Modified Avoidance (and Route 61 Connector) with River Crossing #6 as the preferred alignment for the Central Susquehanna Valley Thruway project. I am also enclosing for your information key points of the Chamber's testimony on the Draft Environmental Impact Statement (DREIS) presented by Mr. Ben Reichley, CSVCC Transportation Committee Chairman, on March 12, 2001 in Selinsgrove.

We look forward to welcoming you to our Chamber's March Monthly meeting this Friday at the Susquehanna Valley Country Club, and working closely with your office as we continue to build public support for this important economic development project.

Sincerely,

Kurt Kiseinger
President & COO

Enclosures

cc: Mr Ben Reichley

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**Regional and Local Organizations Comment Letters,
Central Susquehanna Valley Chamber of Commerce**



Central Susquehanna Valley Transportation Project

Public Hearing

Presented by:

**Mr. Ben Reichley, Chairman
CSVCC Transportation Committee**

March 12, 2001

The CSVT Project is important to economic viability of the region. With the other proposed improvements to 11 & 15 and its designation as a National Highway, increased traffic on the "Golden Strip" may begin to erode the current investment by businesses and restaurants along the road.

Travel on the Strip without the Bypass will become increasingly frustrating and hazardous for local citizens. Businesses will think twice about locating on a road that carries 80,000+ vehicles (80,000 is the projected traffic by 2020).

Routes 11 & 15 makes it easy for people and cargo to reach our region, but the current combination of local and through traffic makes it difficult to traverse the area safely and quickly.

The completion of the Bypass and CSVT will serve as a catalyst to help attract new businesses to the area through greater ease of access to major transportation hubs such as Harrisburg and key North/South and East/West Interstates such as I-80 and I-81.

Concerns about decreased patronage for businesses and restaurants on the Golden Strip when the Bypass is completed can be mitigated by good signage, coordination with local tourism agencies, and creative marketing to attract through travelers to detour to the Strip. Also, the completion of the 11/15 widening project will reduce travel time to the region, and potentially attract new patrons and shoppers to the area, including the Golden Strip.

**Response to Regional and Local Organizations
Comment Letters, Central Susquehanna Valley
Chamber of Commerce**

1. FHWA and PENNDOT are committed to working with the business community, the local municipalities, and local tourism agencies to determine appropriate signage for the business district and individual businesses during Final Design.

1.

Regional and Local Organizations Comment Letters, Central Susquehanna Valley Chamber of Commerce

Completion of the Bypass will reduce travel time for area residents and through travelers. This can result in reduced air pollution, better fuel economy for vehicles using both the Bypass and the Golden Strip, and more efficient local transportation both for employers and workers.

Merit of the project is evidenced by the long and persistent endeavor by local leaders and business people to bring us to this point. Now that PennDOT and the Federal Highway Administration are prepared to move forward once the Preferred Alignment and Environmental Impact Assessment are approved, it is in all our best interests to see that there are no unnecessary and frivolous delays.

Any protracted discussions or court suits will only add to the cost and possibly risk its status in the PennDOT 12-year plan and federal funding allocations.

There has been ample opportunity for local citizens, businesses and local officials to express their concerns and make recommendations. Our Regional District 3-0 Office has made an exceptional effort to inform and involve the local communities in the location and design of this road. We are especially thankful for your efforts last April to address our general membership and answering questions about the proposed alignment. Although it is not possible to achieve 100% consensus, you have attempted to fairly assess and balance the myriad of interests and issues that exist within the proposed alignments.

Ample opportunities have been provided for all concerned to review and make recommendations. These hearings are our opportunity to confirm the process PennDOT has followed and to express any remaining concerns. While people or businesses may have specific issues as the process continues, it is vital that we focus on the cumulative benefits for the region. By maintaining a positive dialogue with PennDOT, parties who are directly affected by construction can expect to reach the most equitable and timely adjustments and settlements.

Completing the CSVT project is a vital link in enhancing the transportation infrastructure of the region. We have reached a critical stage in the 35-year history of this endeavor. It's time for everyone to weigh the positive results against the increased costs and disruptions that will ensue if we drag out the process for another 5 - 10 years. The professional staff at Penn DOT and other officials have recommended the best alternative. We support their recommendation and go on record urging PennDOT and the Federal agencies to approve the DEIS.

2.

Response to Regional and Local Organizations Comment Letters, Central Susquehanna Valley Chamber of Commerce

2. The support of the Central Susquehanna Valley Chamber of Commerce for the Recommended Preferred Alternative (DAMA/RC5) is noted.

**Regional and Local Organizations Comment Letters,
Central Susquehanna Valley Chamber of Commerce**

**Response to Regional and Local Organizations
Comment Letters, Central Susquehanna Valley
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Central Susquehanna Valley Chamber of Commerce

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Resolution

supporting the

Central Susquehanna Valley Thruway

A resolution supporting the Pennsylvania Department of Transportation's recommended DA Modified Avoidance plan with River Crossing #5 as the Preferred Alternative for the Central Susquehanna Valley Thruway (CSVT) project to reduce congestion, improve safety and accessibility, and support the expected population and economic growth in the Central Susquehanna Valley

1.

WHEREAS, the unmitigated increase in traffic congestion within the impact area poses a significant risk to the public health and safety of visitors, residents and businesses alike, especially in Hummels Wharf, Shamokin Dam and Northumberland,

WHEREAS, the CSVT project serves as a catalyst in promoting the retention and attraction of business and tourism through greater ease of access to major transportation hubs and Interstate highways outside the region,

WHEREAS, the CSVT project will reduce travel time for area residents and travelers, thereby resulting in reduced air pollution, better fuel economy, and more efficient local transportation for both employers and workers,

WHEREAS, the Pennsylvania Department of Transportation through its District 3-0 office has since 1994 continuously partnered with local organizations such as the Chamber in seeking input from both the residential and business communities on the research, development and refinement of alternatives for the CSVT project,

WHEREAS, the Draft Environmental Impact Statement (DEIS) released by PennDOT and the Federal Highway Administration in January, 2001 evaluates the proposed CSVT alternatives within the greater context of the project's impact on socioeconomic resources such as homes, businesses, neighborhoods and communities, natural resources such as wetlands, streams, forest areas and wildlife, cultural resources such as historic properties and historic and prehistoric archaeological sites, and agricultural security and productive farmland areas,

WHEREAS, the DA Modified Avoidance (with Route 61 Connector) and River Crossing #5 achieves the greatest balance of all impact criteria as outlined in the DEIS, with the following specific advantages

- ◆ The least number of residential displacements,
- ◆ The least impact on such environmental issues as wetlands, noise, Susquehanna River floodplain, and riverine forested areas,
- ◆ The least impact to existing traffic patterns during construction
- ◆ The lowest total project cost

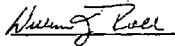
Regional and Local Organizations Comment Letters, Central Susquehanna Valley Chamber of Commerce

WHEREAS, it is critical to move forward in implementing a Preferred Alternative as quickly as possible in order to alleviate uncertainty within the residential and business communities regarding future planning, and secure the necessary multi-year funding to finally make this project a reality,

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Central Susquehanna Valley Chamber of Commerce endorses the DA-Modified Avoidance and River Crossing #5 as the Preferred Alternative for the CSVT Project, and that the Chamber – through its advocacy and committee work – strive to build public support for the Preferred Alignment to guaranty the project's successful implementation

ADOPTED by the Central Susquehanna Valley Chamber of Commerce
Board of Directors, Pennsylvania, this 20th day of March, 2001

ATTEST:

 Secretary

By: Jan Tippett
Seconded: Bob Chesson
Ayes: 16
Nays: 1
Abstained: 2

**Regional and Local Organizations Comment Letters,
Point Township Fire Department**

**Response to Regional and Local Organizations
Comment Letters, Point Township Fire Department**

RECEIVED
FIRE DEPARTMENT
COMMUNICATION
01 MAR 21 AM 10:17
DISTRICT 3-0
MONTGOMERYVILLE PA



Point Township Fire Department
R D 2, Box 485, Northumberland, PA 17857
Northumberland County Pennsylvania

CSVT
EEH

Mr Eric E High, P E
Civil Engineer Manager
Engineering District 3-0
715 Jordan Avenue
P O Box 218
Montoursville, PA 17754-0218

Sir,

I am sorry that this is taking so long to get to you We have been diligently seeking to compile a list of equipment that we feel would be necessary to establish an Emergency First Response to an incident on this project and in the future We have a committee that has been meeting and have had to wait for vendors to submit quotes for the equipment that the committee has selected Finally, I think we have it mostly together and so I am sending this to you as requested As you can see, it comes up to a significant amount and is certainly above what we as a small department could even hope to purchase We have never focused on rescue -other than light rescue - before and have relied on mutual aid, which is not always reliable Since the whole bridge and a lot of the bypass project is in Point Township, we need to be prepared for emergencies that may happen

Thanks for your help in securing financial aid or equipment purchase in connection with this project

Sincerely,


Leon Geise, Chief - Point Township Fire Department

Phone - Work (570) 473-3516 Ext 325 Home - (570) 473- 9509
Point Township Municipal Building (570) 473-3198

1. The concerns of the Point Township Fire Department regarding adequate emergency response capabilities are noted. Your request for acquiring additional permanent equipment for your fire company has been reviewed. However, because safety on the study area roadways is expected to improve as a result of this project, we are unable to justify providing the permanent emergency service equipment requested.

A Maintenance and Protection of Traffic (MPT) Plan will be developed during Final Design to minimize the disruption of traffic as much as possible. Coordination will be undertaken with emergency service providers and agencies in the implementation of the MPT Plans and during construction.

1.

**Regional and Local Organizations Comment Letters,
Point Township Fire Department**

Equipment Price List

Rescue Tool	Spreader and Accessories	\$5850 00
	Cutter	\$3950 00
	Sm , Med , Lg , Rams and Acc	\$9150 00
	Hydraulic Hose	\$1000 00
	Personal Power Unit	\$4650 00
	Total	\$24600 00
Air Bags	(2) 6" x 6", (2) 12" x 12", (2) 20" x 20", (2) 28" x 28" Control Package and Air Hose	\$6800 00 \$1300 00
	Total	\$8100 00
Truck	Crew Cab 4x4 with Utility Box Sirens, Lighting, Radios, ect CAFS	\$65000 00 \$12050 00 \$9000 00
	Total	\$86050 00
	2500w + Generator	\$1500 00
	Power Saw with Demo & Abrasive Blades	\$1500 00
	Reciprocating saw 24v cordless	\$ 300 00
	Torch Set	\$ 900 00
	Cordless Rebar Cutter	\$1700 00
	High Angle Rope Rescue Kit	\$2000 00
	Extension Cords and Reels	\$ 150 00
	(2) Portable Tripod Lights	\$ 200 00
	5 Gallon Safety Fuel Can	\$ 50 00
	2½ Gallon Safety Fuel Can	\$ 30 00
	Cribbing 6" x 6", 2" x 6", 4" x 4", 2" x 4"	\$ 200 00
	Total	\$8530 00
	Grand Total	\$127280 00

**Regional and Local Organizations Comment Letters,
Point Township Fire Department**

Mr High,

Here is the hard copy of our request to you This is a relatively new venture for me and for our Department You will mainly be working with one of the fire companies in the township Point Township has two Fire Companies - Tuckahoe Volunteer Fire Company and Point Township Fire Company The Tuckahoe Volunteer Fire Company is in the west end of the Township and will be the primary company in response to the project in the west end of Point Township We are just a small company with very limited income and work hard to purchase any equipment that we have Our income is from a small tax that gives us around \$6,000 per year and the rest comes from fund raisers such as dinners, bar-b-ques, and donations We try to operate with the money that comes in which is normally \$20,000 - \$25,000 per year It is hard to purchase, maintain, and operate the companies with this income

The equipment that we are looking to purchase to provide rescue capabilities for the upcoming project would be out of the question without some type of help to purchase it We basically have none of the requested equipment In the past, we have relied on mutual aid for the very few incidents that have required any kind of rescue With the new bridge - most of which is in Point Township - and the bypass traffic, and during the construction phase, we anticipate a dramatic increase in rescue opportunities We want to be prepared in advance for this Hopefully, you can help us with this project I know that the equipment that we are looking to purchase seem like a large amount of money, but what we have requested is very small compared to what a heavy well equipped rescue unit would cost As you can see the largest outlay would be for the vehicle we are looking at to respond to an incident

We are also working with other Fire Departments in the area to develop a task force that will complement each other in various types of rescue

Thanks for your help in advance and for the interest and encouragement you have already shown If you have other questions or need any other information, please let me know and I will provide what you need

Thanks, Leon



***Additional Written Comments
Submitted During the
DEIS Comment Period***



6

**Additional Written Comments Submitted During
the DEIS Comment Period, Harpster**

**JAMES D. HARPSTER
323 BOIARDI LANE
MILTON, PA 17847**

February 26 2001

US Army Corps of Engineers
State College Field Office
3947 South Atherton Street
State College, PA 16801
Attn: Mike Dombroskie

Dear Mr. Dombroskie:

I am writing in response to a letter I received from the PA Department of Transportation in regard to the Central Susquehanna Valley Transportation Project SR0015 Section 088 Snyder, Union and Northumberland Counties, PA

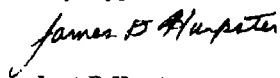
My home is situated as such that my back yard runs into the southbound off-ramp of 147 at the Broadway exit (Route 174 and Route 254). My concern is with the noise level that comes from the highway and especially the off-ramp when the trucks engage their "Jake Brakes"

I spoke with engineers at the Milton High School and they said we passed a noise level test. Any time from 12:00AM til 7AM, trucks come off this ramp using their engine brakes that shakes our home and the noise is enough to wake you in the summer with window open. My concern is that when this project is done I would assume there would be more truck traffic and compound this situation.

I would appreciate knowing if there is anything that can be done to lessen the traffic noise. At this point, our neighborhood is very quiet except for the traffic noise.

Please take another look at this concern and I would appreciate a response.

Very truly yours



James D. Harpster
323 Boiard Lane
Milton, PA 17847
Telephone: 570-742 8145

**Response to Additional Written Comments
Submitted During the DEIS Comment Period, Harpster**

Harpster, J.

1. These noise concerns are located outside the current impact area of the CSVT project (south of the interchange between PA Route 147 and PA Route 45). The area of concern is actually in the study area for the Build Out of PA Route 147 from 2 to 4 lanes. Information on noise levels in the Milton area is not available in the Draft EIS.

For this information, please contact Leon Liggitt at PENNDOT's District 3-0 office.

**Additional Written Comments Submitted During
the DEIS Comment Period, Mette, Evans, Woodside #1**

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Mette, Evans, Woodside #1**

METTE EVANS & WOODSIDE
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW

HOWELL C. METTE ROBERT MOORE CHARLES R. TWALLY PETER J. REISLER LLOYD R. PERLIN CLARK A. BROWN JAMES A. ULIN DANIEL L. SULLIVAN BREWEN D. BRYNER CHRISTOPHER C. CONNOR	JEFFREY A. TAYLOR KATHERINE L. SHUPROFF F. DANIEL AULTMAN ANDREW B. DOWLING MICHAEL D. BERRY PAUL J. LECHT CARY J. NEEM DAVID A. FITZMAURICE GUY F. BERMEYERLAND THOMAS F. SMITH	8401 NORTH FRONT STREET P.O. BOX 5950 HARRISBURG, PA 17110-0950 1250 PTO. 85-1986005 TELEPHONE (717) 538-8000 FAX (717) 538-1215 http://www.mets.com	JOSE V. YANUSIK VICKY ANN TENDLER TIMOTHY A. HOY KATHLEEN DOYLE YANUSIK JAMES M. STRONG SYLVIA S. MCGARY RUSSELL C. BURST EUGEN D. ANDERSON	OF COUNSEL JAMES W. EVANS
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March 1, 2001

Honorable Thomas J. Ridge
Governor
225 Capitol Building
Harrisburg, PA 17120 0001

RE: Farmland Protection Policy Act
Central Susquehanna Valley Transportation Project
Albert W. and Mary E. Heimbach

Dear Governor Ridge:

I am writing to you on behalf of a client, Mr. and Mrs. Albert W. Heimbach. They and two of their sons own and operate a family dairy farm near Selinsgrove. The area is being studied by PennDOT for a relief route for Routes 11-16 around Selinsgrove and vicinity. PennDOT refers to it as the Central Susquehanna Valley Transportation Project.

As part of the evaluation process, PennDOT and the USDA conducted a "Farmland Conversion Impact Rating" to determine if the provisions of the Farmland Protection Policy Act (FPPA—7 U.S.C. § 4201 et seq.) apply to the Heimbach farm. The Rating indicated that the Heimbach farm does not deserve protection.

The Heimbachs do not believe that the Rating was conducted according to legal requirements and would like to appeal or question the Rating and the underlying procedure used by PennDOT and the USDA. But without your help they cannot do that. Based on the assumption that protection under FPPA does not apply, PennDOT has made a preliminary decision that the best route for the new highway is to wind across the Heimbach family farm. If built, this route will seriously disrupt the Heimbachs' ability to maintain a viable and growing family farm operation.

The preferred route for the highway from the Heimbachs' standpoint is the "River" or the "Old Trail" routes because these routes would not directly impact the family's farm. Of the two possible routes that would take the Heimbachs' land and

Mette, Evans, Woodside #1

1. As outlined in the Federal Farmland Protection Policy Act (FPPA), the Farmland Conversion Impact Rating (FCIR) is completed by the study team in conjunction with the U.S. Department of Agriculture, Natural Resource Conservation Service (USDA NRCS). Where the FCIR total rating is below 160 points, the area is considered effectively committed to urban development, and no further studies are necessary to comply with the FPPA.

The procedure followed to comply with the FPPA was reviewed. The procedure used is based upon FPPA standard methodology to compute Farmland Conversion Impact Ratings (FCIR) and was correctly addressed during project development. The FCIR forms for the project can be found in Appendix E of the Draft and Final EIS. The methodology used to complete these forms is found in the Agricultural Resources Technical Memorandum. The methodology used to complete the forms is in accordance with PENNDOT's Publication 324, Agricultural Resource Handbook (February 1998).

Also, FPPA ratings are not the sole determining factor in the decision to recommend the DAMA as the Preferred Alternative in Section 1 in the Draft and Final EIS. The Draft EIS discusses the range of issues that factored into the recommendation for DAMA as the Recommended Preferred Alternative.

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2.

**Additional Written Comments Submitted During
the DEIS Comment Period, Mette, Evans, Woodside #1**

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Mette, Evans, Woodside #1**

Mette, Evans, Woodside #1

1. (cont.)

The FHWA and PENNDOT acknowledge the concerns the Heimbach family have regarding the disruption of farming operations associated with the Recommended Preferred Alternative.

2. The support of the Heimbach family for the Old Trail Alternatives is acknowledged.

METTE EVANS & WOODSIDE
A PROFESSIONAL CORPORATION
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LAOYD B. PERLIN	MICHAEL D. BEND	TEL NO.	JAMES M. STROSC	
CLAUDE A. STONE	PAUL J. LESCH	85-1888005	BRYAN E. MCGARY	
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		http://www.metta.com		

March 1, 2001

Honorable Thomas J. Ridge
Governor
225 Capitol Building
Harrisburg, PA 17120 0001

RE: Farmland Protection Policy Act
Central Susquehanna Valley Transportation Project
Albert W. and Mary E. Heimbach

Dear Governor Ridge:

I am writing to you on behalf of a client, Mr. and Mrs. Albert W. Heimbach. They and two of their sons own and operate a family dairy farm near Selinsgrove. The area is being studied by PennDOT for a relief route for Routes 11-15 around Selinsgrove and vicinity. PennDOT refers to it as the Central Susquehanna Valley Transportation Project.

As part of the evaluation process, PennDOT and the USDA conducted a "Farmland Conversion Impact Rating" to determine if the provisions of the Farmland Protection Policy Act (FPPA—7 U.S.C. § 4201 et seq.) apply to the Heimbach farm. The Rating indicated that the Heimbach farm does not deserve protection.

The Heimbachs do not believe that the Rating was conducted according to legal requirements and would like to appeal or question the Rating and the underlying procedure used by PennDOT and the USDA. But without your help they cannot do that. Based on the assumption that protection under FPPA does not apply, PennDOT has made a preliminary decision that the best route for the new highway is to wind across the Heimbach family farm. If built, this route will seriously disrupt the Heimbachs' ability to maintain a viable and growing family farm operation.

The preferred route for the highway from the Heimbachs' standpoint is the "River" or the "Old Trail" routes because these routes would not directly impact the family's farm. Of the two possible routes that would take the Heimbachs' land and

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**Additional Written Comments Submitted During
the DEIS Comment Period, Mette, Evans, Woodside #1**

March 1, 2001
Page 2

limit the growth and operation of their dairy/farm business in the future, the one that PennDOT has rejected for consideration has less adverse impact on the Heimbach farm operation. It is a reasonable alternative to PennDOT's preferred route, an alternative that would be less likely to destroy a family farm and which would cost \$5 million less (PennDOT's projection) than PennDOT's preferred route. The alternate route would still adversely affect the Heimbach farm, but not as severely. PennDOT has rejected this alternative route in order to protect lands that reportedly are planned to be developed as high density housing. Since PennDOT's decision is not yet final there is still time to reconsider the alternative route. We are asking PennDOT to do so but it needs an incentive to reconsider its decisions. FPPA protection would provide such an incentive.

We have obtained documents showing how the FPPA review of the Heimbach farm was carried out. We believe that in this case the process was seriously flawed. The law, however, does not allow affected citizens to bring an action to force the USDA to conduct these evaluations correctly. This power is reserved to the Governor of the state (7 U.S.C. § 4209).

We know that you are committed to saving farms, farmland and farm families and to controlling urban sprawl. We are asking you to use your power to investigate and evaluate a process that is failing to protect family farms. If a rational evaluation of the Heimbach farm under the FPPA is done, we believe that it would show that the farm is entitled to the protections of the FPPA. With that determination, we can ask PennDOT to reconsider its decision to take a significant portion of this valuable and historic family farm.

There are good reasons to take a second look at the evaluation process used in this case. Please give us an opportunity to show you what they are.

Very truly yours,

METTE, EVANS & WOODSIDE

Gary J. Heim
Gary J. Heim

cc: Honorable Samuel E. Hayes, Jr.
Mr. & Mrs. Albert W. Heimbach

253020

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Mette, Evans, Woodside #1**

Mette, Evans, Woodside #1

3. The DA Modified (DAM) Alternative takes more overall productive farmland (49.37 Acres) than the Recommended Preferred Alternative, the DA Modified Avoidance (DAMA) Alternative (46.99 Acres). However, the DAMA Alternative impacts more land owned by the Heimbach family than the DAM Alternative. The DAM Alternative was not the Recommended Preferred Alternative due to its impact on the Simon P. App Farm Property, a historic property eligible for the National Register of Historic Places, and protected by Section 4 (f) of the U.S. Department of Transportation Act of 1966 (as amended 1968). This situation is discussed in detail in the response to Mr. Heimbach's oral testimony received at the Public Hearing on March 12, 2001.

3.

1.

**Additional Written Comments Submitted During
the DEIS Comment Period, Mette, Evans, Woodside #2**

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Mette, Evans, Woodside #2**

METTE, EVANS & WOODSIDE
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW

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PETER J. RESSLER	ANDREW H. BOWLING		KATHLEEN DOYLE YANBEK	FAMES W. EVANS
LLOYD R. PENSON	MICHAEL D. REED	IRS NO	JAMES M. SHROCK	---
CRAIG A. STONE	PAUL J. FLEHN	28 1895005	BRYAN S. MURPHY*	
JAMES A. TUSH	CARY J. ROY	TEL: 717-209-6000	RANDALL G. HUBERT*	
DANIEL L. SULLIVAN	DAVID A. FITZSIMONS	FAX	SUSAN D. ANDERSON	*MAYLAND BAR
STEVEN D. SNYDER	GUY P. BENEVENTANO	(717) 636-1818		
CHRISTOPHER C. LONNER	THOMAS F. SMIDA	http://www.mette.com		

March 1, 2001

RECEIVED
PENNA DEPT OF TRANS
MAR 5 2001

SECRETARY'S OFFICE

The Honorable Bradley L. Mallory,
Secretary of Transportation
P O Box 3543
Harrisburg, PA 17105-3543

RE Central Susquehanna Valley Transportation Project
Historical Preservation of Family Farm

Dear Secretary Mallory

I am writing to you on behalf of a client, in the hope that someone with appropriate authority will look into a situation of great concern to the client and to the community in the Selinsgrove area. The referenced project is the extension of Routes 11 and 15 as a limited access highway north of Selinsgrove. The Department of Transportation has put enormous resources into identifying and evaluating many siting options and their impacts on the community. In spite of this effort, we believe that it is preparing to make a serious mistake.

One of the proposed alignments at the southern end of the project, denoted the DAMA route, is listed as preferred in the just-released Draft Environmental Impact Statement (DEIS). This alignment crosses our clients' property—the Albert W. and Mary E. Heimbach farm. The proposed route will not only take many acres of their prime farmland, it will disrupt the family's farming operation and will restrict their farm business growth, leading to the eventual loss of this family farm. In effect, this route threatens to destroy a historic functioning family farm.

The preferred routes from the Heimbachs' standpoint are the "River" or the "Old Trail" routes because those routes would not directly impact the Heimbach family's farm. However, it appears that these routes are unacceptable to PennDOT. Of the two possible routes that would take Heimbachs' land and limit the growth and operation of their dairy/farm business in the future, the one that PennDOT has rejected for consideration (DA-Modified) has less adverse impact on the Heimbachs' farm operation. While DA-Modified takes quite a few acres from the Heimbach farm and will restrict future facility growth, it takes fewer acres and lies nearer the

Mette, Evans, Woodside #2

1. The Recommended Preferred Alternative in Section 1 (DAMA) crosses property owned by Mr. Heimbach. DAMA will affect approximately 72.7 acres owned by Mr. Heimbach, 61.2 directly and 11.5 indirectly based on parcels of farmland which will either be unfarmable or inaccessible. During a personal interview, Mr. Heimbach indicated that he farmed approximately 1100 acres within the region. The DAMA impacts approximately 6.6% of Mr. Heimbach's total production. It is our opinion that this should be a sustainable loss to Mr. Heimbach's production.

In compliance with Section 106 of the National Historic Preservation Act, historic properties were identified as part of the CSVT Study. These properties were identified and their potential eligibility for the National Register of Historic Places was determined. Consistent with the National Historic Preservation Act, a historic property is any property older than 50 years. Not every property identified as historic is determined eligible for listing on the National Register of Historic Places.

2. It is noted that the Heimbachs prefer the Old Trail Alternatives. Neither of these routes (OT2A and OT2B) was the Recommended Preferred Alternative for the reasons discussed in Section VI of the Draft EIS.

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Additional Written Comments Submitted During the DEIS Comment Period, Mette, Evans, Woodside #2

March 1, 2001
Page 2

boundary of the property, so it would not disrupt the farming operation quite as immediately or severely as the alternate ("DAMA") route, which is the one that PennDOT is currently proposing. The DA-Modified route would also cross a neighboring property, the Fisher tract. This DA-Modified route is preferred by many local residents for several reasons, but was rejected by the Department as barred by the Section 4(f) requirement to preserve historic properties. We believe that the decision to apply Section 4(f) protection to the entire Fisher tract, but not to do the same for the entire Heimbach Farm (thereby forcing the use of the far more objectionable "DAMA" alignment) is erroneous. We are asking you to look into this matter.

It appears that PennDOT and its contractor followed a formulaic standardized procedure in making its 4(f) evaluation. We believe that such procedures are generally useful and proper. However, when the result of a process is an absurdity and a violation of public policy as stated in the law, then process should give way to law, policy, and common sense. In this case, the result of an uncritical adherence to process is the disruption of a historic family farm, an additional \$5 million in costs to the Commonwealth, the abandonment of an existing (already built) interchange, and more bad will for PennDOT, while accomplishing nothing to preserve any historic property. With such a result, we believe that the process used in this case should be reviewed and corrected.

The Fisher lands are accorded 4(f) protection because the property has a historic house, barn, and miscellaneous farm buildings. Because the bank barn of the farmstead is present and predates 1950, the evaluation process assigned historic significance to the entire farm (not only the buildings, but also the land).

The neighboring Albert W. and Mary E. Heimbach farm is also a historic farm, with a historic house and farm buildings, as confirmed by the *Historic Resources Survey* conducted by the PennDOT contractor. The evaluators also noted the fact that the Heimbach farm is the original homestead of the App family, which originally owned all of the lands in this area. The Fisher tract is a small subdivision of the original farm, the Heimbach farm encompasses more of the historic land as well as the App family homestead. Ironically, the Heimbach family farms part of the Fisher tract under contract. If any agricultural land in this area is worthy of historic preservation, it is the Heimbach farm, a representative historic family farm containing the original homestead and still working the land.

The PennDOT contractor identified only two differences between the Heimbach and Fisher properties. First, in contrast to the Fisher tract, the Heimbach farm is a working family farm that has preserved its historical roots; it was cited as an excellent example of the historical development of farming in this region in the *Snyder County Historical Society Bulletin* for 1999. In spite of its greater historical significance, the Heimbach farm was not found worthy of preservation. This decision was based entirely on the second difference between the two properties: Mr. Heimbach's historic barn burned down a few years ago and was replaced with a

Response to Additional Written Comments Submitted During the DEIS Comment Period, Mette, Evans, Woodside #2

Mette, Evans, Woodside #2

3. It is acknowledged that the DAM Alternative has less adverse impact than the DAMA Alternative on the Heimbach property and farm operation.
4. Section 4(f) of the U.S. Department of Transportation Act of 1966 (amended 1968) and its applicability to the Fisher (App) and Heimbach properties is described in detail in our response to Mr. Heimbach's oral testimony at the Public Hearing on March 12, 2001.
5. The FHWA has determined that Section 4(f) was properly applied and that there has been no violation of the law in identifying the DAMA as the Recommended Preferred Alternative. It is acknowledged that the DAMA Alternative is estimated to cost approximately \$5 million more than the DAM Alternative, and that portions of the existing interchange will be removed if the DAMA Alternative is the alternative selected for construction. The application of Section 4(f) prohibits the agencies of the U.S. Department of Transportation from affecting a protected property if a feasible and prudent option to the impact exists. Section 4(f) does not prohibit a private property owner from developing their property should they so desire.
6. The land associated with the Simon P. App Farm Property (presently owned by the Fisher trust) is protected by Section 4(f) because the land was determined to be within the boundary determined as eligible for the National Register of Historic Places. The applications of National Register criteria and historic agricultural

**Additional Written Comments Submitted During
the DEIS Comment Period, Mette, Evans, Woodside #2**

March 1, 2001
Page 3

modern barn. Without the historic barn, the evaluator decided that the associated farm land is not historically important (although the Heimbachs' house and other miscellaneous outbuildings are). Thus, although the evaluation acknowledged and discussed historic context, historic property lines, and continuing use in the historic tradition on the Heimbach farm, it considered all of these factors to be irrelevant. The presence or absence of one historic building was accorded 100% of the decisional weight. It is this fundamental flaw in the review process that led to the improbable result of a historic farm receiving no protection while an adjacent tract of crop land is accorded full protection.

The National Register of Historic Places establishes criteria for determining whether a site is eligible for listing. The criteria are not rigid and strict, but are broad and flexible to allow for the wide variety of historic places that may exist. This is in keeping with the purposes of the National Historic Preservation Act.

It shall be the policy of the Federal Government, in cooperation with the States, to—(1) foster conditions under which our modern society and our historic resources can exist in productive harmony and fulfill the social, economic, and other requirements of present and future generations, [and] encourage the public and private preservation and utilization of all useable elements of the Nation's historic built environment. 16 U.S.C.A. § 470-1

We have reviewed the guidelines published by the National Register. While they mention the importance of old barns in evaluating historic agricultural properties, they also discuss the need to evaluate historic context, set boundaries along historic property lines, and preserve cultural features of these lands. It appears that in this case the contractor's review ignored these many aspects of historic property review, as well as the purposes of the Act under which the program was developed. It is clear that, while technical aspects of the process were perfunctorily honored, the guidelines and goals of the Act were not.

The current owner of the Fisher tract allegedly intends to subdivide and develop his land for high density single family housing. The Department is aware of this, it is described in the DEIS. PennDOT knows that it cannot "preserve" the Fisher lands, and that the property's "historical" aspects—such as they are—will be irrevocably lost whether the DA-Modified alignment is chosen or not.

It is also important to note that the DA-Modified alignment which we advocate would NOT result in the taking of the historic house and farm buildings on the Fisher property. Only some crop land would be affected. (PennDOT has determined that a similar situation on the DAMA route would not affect the historic buildings on the Heimbach farm.)

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Mette, Evans, Woodside #2**

Mette, Evans, Woodside #2

context to the Simon P. App Farm Property (Fisher property) and the Heimbach property are described in detail in the responses to Mr. Bickhart and Mr. Heimbach.

6. An agricultural context was developed for the entire study area. This context is described in the Historic Resources Survey and Eligibility Report prepared for the project. This context was applied to every agricultural property within the study area that was determined to be 50 years old or older. Historic property lines were also considered. The FHWA and PENNDOT believe that the guidelines and goals of the National Historic Preservation Act were met.
7. Due to the substantial controversy concerning the eligibility determination and boundaries of the App farm, the FHWA elected to raise the questions of eligibility and boundaries with the Keeper of the National Register (Keeper), the individual delegated the authority by the U.S. Department of Interior, National Park Service to list properties and determine their eligibility for the National Register of Historic Places. The Keeper evaluated the information concerning the App farm, including the historic context information, forms and photos showing the actual condition of the structures and land in question, and information regarding the planned use of the property, and responded that the App farm and the boundaries of the App farm met the eligibility requirements. This correspondence is included in Appendix C of the Final EIS.
- 8.
- 9.

Additional Written Comments Submitted During the DEIS Comment Period, Mette, Evans, Woodside #2

Response to Additional Written Comments Submitted During the DEIS Comment Period, Mette, Evans, Woodside #2

March 1, 2001
Page 3

modern barn Without the historic barn, the evaluators decided that the associated farm land is not historically important (although the Heimbachs' house and other miscellaneous outbuildings are) Thus, although the evaluation acknowledged and discussed historic context, historic property lines, and continuing use in the historic tradition on the Heimbach farm, it considered all of these factors to be irrelevant The presence or absence of one historic building was accorded 100% of the decisional weight It is this fundamental flaw in the review process that led to the improbable result of a historic farm receiving no protection while an adjacent tract of crop land is accorded full protection

The National Register of Historic Places establishes criteria for determining whether a site is eligible for listing The criteria are not rigid and strict, but are broad and flexible to allow for the wide variety of historic places that may exist This is in keeping with the purposes of the National Historic Preservation Act

It shall be the policy of the Federal Government, in cooperation with the States, to—(1) foster conditions under which our modern society and our historic resources can exist in productive harmony and fulfill the social, economic, and other requirements of present and future generations, [and] encourage the public and private preservation and utilization of all useable elements of the Nation's historic built environment 16 U.S.C.A. § 470-1

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The current owner of the Fisher tract allegedly intends to subdivide and develop his land for high density single family housing The Department is aware of this, it is described in the DEIS PennDOT knows that it cannot "preserve" the Fisher lands, and that the property's "historical" aspects—such as they are—will be irrevocably lost whether the DA-Modified alignment is chosen or not

It is also important to note that the DA-Modified alignment which we advocate would NOT result in the taking of the historic house and farm buildings on the Fisher property Only some crop land would be affected (PennDOT has determined that a similar situation on the DAMA route would not affect the historic buildings on the Heimbach farm)

Mette, Evans, Woodside #2

6.

8. The fact that the current owner of the Simon P. App Farm Property (Fisher tract) allegedly intends to develop the property is not disputed. As previously noted, the application of Section 4(f) prohibits the agencies of the U.S. Department of Transportation from affecting a protected property if a feasible and prudent option to the impact exists. Section 4(f), however, does not prohibit a private property owner from developing their property.

9.

The DAM Alternative would not result in the taking of any structure on the Simon P. App Farm Property. However, the DAM Alternative impacts agricultural lands, which have been determined to be within the boundary of the Simon P. App Farm Property and determined eligible for the National Register of Historic Places.

7.

The only building on the Heimbach farm that has been determined eligible for the National Register is the farm house. This house, known as the "App Family Homestead Farm Property," was determined eligible as a residential resource meeting Criterion C (architectural significance). None of the cultivated fields surrounding the house were determined to be within the boundary of the App Family Homestead Farm Property.

8.

9.

For additional information on the distinctions between the App farm property and the farm property owned by Heimbach, please see the Response to Petition - Heimbach Property.

**Additional Written Comments Submitted During
the DEIS Comment Period, Mette, Evans, Woodside #2**

March 1, 2001
Page 4

While the historic resources evaluation "process" generally results in identification and protection of historic properties, in this case it led to the incredible conclusion that farm land that is still used by a family farmer, and which is at the heart of a historic tract, with historic buildings, is not eligible for protection, but that ancillary land, not associated with a working family farm and scheduled for development, should be avoided solely because it is on the same deed as property containing an historic barn. It is especially troubling because the owner of the "protected" lands has announced that he is willing to sell his land to the Commonwealth to build the DA-Modified route.

While the Heimbachs would prefer the Old Trail or River routes so they definitely would not lose their farm to this highway project, they need to respond to the current situation, which routes the highway across their farm. PennDOT's proposal to use the invasive DA-Modified route is not reasonable, nor is it supported by the law.

We are asking that you review the process and, much more importantly, its results, in light of the law and public policy. We can provide you or your staff with additional information regarding this matter. Please contact me, or Mr. Randall Hurst of our office with your questions or suggestions.

Very truly yours,
METTE, EVANS & WOODSIDE

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Mette, Evans, Woodside #2**

Mette, Evans, Woodside #2

10. The "process" applied in accordance with the application of the National Historic Preservation Act led to the conclusions that, while the Heimbach house was determined eligible for the National Register, the Heimbach farm was not eligible as a farm property because it did not meet the agricultural context developed for a "general farm" as part of this project, and the integrity of the farm property was compromised by the numerous modern agricultural outbuildings that overwhelm the historic components of the farmstead. The Simon P. App Farm Property (Fisher Tract), both the buildings on the tract and the surrounding cultivated land, have been determined eligible for the National Register because it meets the requirements for a "general farm" as determined by the agricultural context developed for the project.

The potential future uses of the property, or the desire of the owner to sell the property, are not considered when determining eligibility of the property for the National Register of Historic Places.

11. The preference of the Heimbach family for the Old Trail Alternatives is noted.

Additional Written Comments Submitted During the DEIS Comment Period, Bickhart

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GERALD E. BICKHART & SONS, INC.

CIVIL ENGINEERS
AND
LAND SURVEYORS

March 5, 2001

PennDOT District 3-0
Attn: Paul Heise, PE, District Engineer
P O Box 218
Montoursville PA 17754-0218

Table with 2 columns: Description, Initials. Rows include D.E., GRC, ADE-DEB, ADE-CONST, ADE-MAINT, DES. SERVICES, MAINT. SERVICES, CONST. SERVICES, PLANS ENGR, BRIDGE ENGR, and L.S.

Subject: Avoidance of the Simon P. App Farm (Site #153), Monroe Township, Snyder County
Re: DA Modified Avoidance Alternative for the Central Susquehanna Valley Transportation Project

Dear Mr. Heise,

Please accept this letter as a follow-up to my most recent letter dated December 6, 2000 and your letter of response dated December 12, 2000. For the benefit of the individuals to whom a copy of this letter is being sent, I have attached copies of the prior correspondence for their reference.

I appreciate that you have "fully evaluated the applicable regulations and supporting case law" pertaining to this situation and I believe that you share my frustration with the regulatory conditions that require your current position. I have, however, investigated in more detail what I believe to be the initiating action that has led to the current proposal to spend in excess of \$5 million to "avoid" 15 acres of farm fields, to "protect nothing" and to do so for a property that no one would consider worth anywhere near that much money to "preserve" forever. This entire situation appears to rest with the initial determination that the entire 31 acre tract of land is required to maintain the eligibility of the site for inclusion in the National Register. Based upon my research of the criteria and guidance for selecting boundaries for rural historic landscapes that would be eligible for inclusion in the National Register, I believe that this is not correct and that the consultant should be requested to define and the Director of the Pennsylvania Historic and Museum Commission (PHMC) should be asked to only "concur" with a recommendation of the absolute smallest parcel of land that would not alter eligibility for the site. With what I believe will be a recommendation for a much smaller parcel of land, the Federal and State regulations could be properly applied without the excessive costs and adverse impacts.

The following paragraphs are excerpts from more extensive written comments that I am preparing as a part of testimony that I plan to present at the Public Hearing scheduled for March 12, 2001.

RECEIVED
PA DEPARTMENT
OF TRANSPORTATION

The selection of the current 31 acre tract boundaries seems totally arbitrary and, under the circumstances, unjustifiable. It does not appear that any effort was made to document the smallest portion of the adjacent land used for farm land that would be "required" to be included with the farmstead and farm buildings to continue to have this site eligible for inclusion in the National Register under criteria "A" for agriculture, particularly since the site was also determined to be eligible for inclusion, under criteria "C" for architecture. The nearby App Family Homestead Farm #154, now owned by Albert Heimbach, was determined to be eligible for inclusion, under criteria "C" for architecture, with only a very small portion of the encompassing farmyard and none of the surrounding farm land. Within another portion of the CSVT Project, the entire PP&L Plant property was initially determined to be eligible for the National Register of Historic Places as a historical industrial site. Subsequently the area of the PP&L Plant property that was eligible was reduced to exclude the area of the ash basin and coal storage yard, thus permitting the development of an "Old Trail Alternative" that significantly reduced the number of homes and businesses impacted by a prior Old Trail Alternative. The avoidance of any more than the absolute minimum amount of land, considering the associated costs and adverse impacts, is not believed to be justifiable.

Response to Additional Written Comments Submitted During the DEIS Comment Period, Bickhart

Bickhart, J.

- 1. See response 17 to Bickhart letter in Supporting Documentation.
2. See responses 14, 15, and 16 to Bickhart letter in Supporting Documentation.

1.

2.

**Additional Written Comments Submitted During
the DEIS Comment Period, Bickhart**

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Bickhart**

GERALD E. BICKHART & SONS, INC.

The Simon App property, buildings and/or farm are not listed in the "Historic Site Inventory" prepared by the Snyder County Planning Commission in July of 1977. No effort has been made to update the Historic Site Inventory since 1977. The Snyder County Comprehensive Plan, currently being completed, does not include a listing of historic structures or properties. In 1988, Monroe Township, with a stated Goal/Objective of "The preservation of historic buildings." In their 1988 Comprehensive Plan, chose to zone the land of the Simon App farm from an existing "Active Agricultural Use" to future "High Density Residential" uses. No farms and no specific farm buildings were identified as historic within the Comprehensive Plan. A major amendment to the Monroe Township Zoning Ordinance in 1984 did not result in any changes being made to the zoning on the App Property. As zoning ordinances are to be prepared to implement the goals and objectives of a comprehensive plan, the Monroe Township Zoning Ordinance implements the future high density residential development of the App property and not preservation. Outside of the CSVT Project's EIS, there are no other known interests in the preservation of the former Simon App farm or buildings.

The portion of the Simon App farm that would seem to be reasonable to include in the area that is eligible for the National Register would better be identified as the "farmyard" or that area surrounding the farm buildings that would typically be enclosed to confine stock. Aerial photographs of this area, dated 1957, show a farmyard area of no more than three acres and extending no more than 300 feet from its frontage along Airport Road. The aerial photography also indicates that the rear of the farmyard was lined with trees, probably fruit trees, separating the farmyard from the adjoining farm fields. Although the trees have been removed, the boundary between the farmyard and the adjoining farm fields appears to be generally the same today as shown on the 1957 photography. The remaining portions of the Simon App farm are just farmland, no different than the land across Airport Road or any other parts of the 152.1 acres of current farmland that was at one time owned and farmed by the extended App family. The current 31 acre tract boundaries are the result of numerous purchases of adjacent tracts of land by the App family and the subsequent subdivision into smaller parcels as portions of the farmland were sold, sometimes to be farmed by others and sometimes to be used for other than agricultural purposes (ie Penn Lyon Home plant site, the Penn Valley Airport and various single-family dwellings).

Although "historic legal boundaries" are commonly used to define the edges of historic rural landscapes for nomination as National Register sites, the boundary between the farmyard and the adjoining farm fields could also be considered. In this case, the boundary should encompass the area of all of the farm buildings, the barnyard area located east of the bank barn, and the vegetable/fruit garden area located north of the farm buildings. These are the areas that have specific historic significance and contain contributing resources, as these areas were used to sustain the historic occupancy by the App family. Other than scenic value, there is nothing of historical note or significance about the surrounding 28 or so acres of farmland and these areas should not be eligible for inclusion. A paper, presented by Anna Vemer Andrezejewski, entitled "Architecture and Agriculture in Snyder County, 1800-1945" clearly establishes what she calls the "farmstead" (typically including a farmhouse, bank barn and an assortment of subsidiary agricultural buildings clustered together and either at the end of a long lane or immediately alongside a road) as the most telling evidence of the history of farming in Snyder County. Ms. Andrezejewski was a Senior Project Administrator at Cultural Heritage Research Services, Inc., the historic preservation sub-contractor employed as a part of the CSVT Project.

The Federal rules and regulations notwithstanding, the amount of land minimally needed to be included with the App farmstead to assure eligibility is a judgement and this judgement should have been made considering the costs and adverse impacts associated with the inclusion of additional area. I believe that to do so, under these circumstances, is an abuse of authority, and if it isn't, it should be criminal.

Bickhart, J.

3. See response 12 to Bickhart letter in Supporting Documentation.
4. See response 13 to Bickhart letter in Supporting Documentation.
5. See response 18 to Bickhart letter in Supporting Documentation.

3.

4.

5.

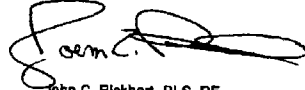
Additional Written Comments Submitted During the DEIS Comment Period, Bickhart

GERALD E. BICKHART & SONS, INC.

I am providing copies of this letter to all those that I believe may be of assistance in having this issue reevaluated by the historical preservation consultant and/or the PHMC

I would sincerely appreciate your assistance in this matter. I firmly believe that the current proposal represents an improper use of the applicable State and Federal regulations and will result in a totally unnecessary expenditure of public funds.

Respectfully submitted,



John C. Bickhart, PLS, PE
President

cc U S Senator Arlen Specter
U S Senator Rick Santorum
Pennsylvania Senator Edward Haefliger
Pennsylvania Representative Russ Fairchild
Deborah Suelo-Smith, Federal Highway Administration

ATTACHMENTS TO MR. BICKHART'S LETTER

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GERALD E. BICKHART & SONS, INC.

CIVIL ENGINEERS
AND
LAND SURVEYORS

To Adversely Affected Property Owners and Other Interested Parties

Subject Opposition to Avoidance of the Simon P. App Farm(153), Monroe Township, Snyder County
Re DA Modified Avoidance Alternative for the Central Susquehanna Valley Transportation Project

Date March 2001

I am writing to you to request your support in opposition of the avoidance of the Simon P. App Farm (PennDOT's site #153) proposed by the DA Modified Avoidance (DAMA) Alternative for the Central Susquehanna Valley Transportation (CSVT) Project. As currently proposed, PennDOT proposes to spend in excess of \$5 million, take two additional homes and four additional businesses, and disrupt the movement of traffic, including emergency vehicles, during construction, to avoid, but not in any way protect from future development, 16 acres of vacant farmland located behind the historic farm buildings on the former Simon App farm, now owned by the Margaret E. Fisher Trust and located along the east side of Airport Road. So that it is clear, the original proposed route came close to (within 155 feet), but did not require the removal of or alter in any way, any of the buildings within or any part of the farmyard area, only adjacent farmland. This proposal appears to be based solely on the recommendation of a historic preservation consultant who apparently made no attempt to define the smallest parcel of land that would maintain the properties eligibility for inclusion in the National Register, but chose to include the entire 31 acre lot that currently exists in the name of the current owner.

BACKGROUND OF WRITER

I am a life-long resident of Selingsrove Borough and a Professional Civil Engineer in private practice in the Selingsrove area for 25 years. I have closely followed the development of alternative routes for the CSVT Project and have represented the interests of Anil Thakrar, owner of the Comfort Inn, as they pertain to these alternative routes. I have had the opportunity to meet with representatives from the Pennsylvania Department of Transportation (PennDOT) and to discuss, in some detail, the issues as they related to the Comfort Inn property. I therefore believe that I have a better than average knowledge of the proposed project and the regulatory labyrinth through which the project must pass before it can be constructed.

EFFECT ON PROJECT SCHEDULE

My first concern is that the evaluation, design and construction phases of the CSVT Project proceed as expeditiously as possible. I believe that long before the time that even an expeditious project schedule is completed, we will all be wishing for relief from the increased traffic, the increased traffic congestion, and the resultant increase in traffic hazards that the future is sure to bring. I was initially concerned that raising an objection to the current preferred alternative would result in a delay in the completion of the project. I believe that PennDOT has prepared the documentation on this project to permit the overall project to proceed while a minor revision is made concerning this issue and to be able to expeditiously change the design back to what was initially defined as the DA-West Alternative, and is now termed the DA Modified (Non-Avoidance) Alternative. This portion of the project has also been identified as the probable last phase of the construction and, as a result, won't be ready for final design for several years.

Note: This exact letter was previously submitted to PENNDOT for comment. Please see pages 135-148 for responses to this letter.

ATTACHMENTS TO MR. BICKHART'S LETTER

GERALD E. BICKHART & SONS, INC.

GERALD E. BICKHART & SONS, INC.

RELEVANT PROJECT HISTORY

Prior to August 1998, the CSVT Project alternative route of choice was known as the DA-West Alternative of Section 1. This alternative had no unanticipated adverse impacts as it proposed to extend the existing unused extension of the existing Selinsgrove By-Pass in the same way as it was designed in the 1970's. This alternative did not result in the destruction of any of the buildings on the former Simon App property and was no closer than 155 feet to any of the buildings. Based upon information provided by PennDOT and dated November 1988, the DA-West Avoidance Alternative of Section 1 was identified as an alternative to avoid the Simon App farmland. With a determination from a historical consultant that all of the 31 acres that remain of the former Simon App farm must be avoided and with a Federal Highway Administration determination that a "prudent and feasible" alternative exists to do so, the DA-West Alternative was removed from further consideration and the DA-West Avoidance Alternative was incorporated into the renamed DA Modified Avoidance (DAMA) Alternative.

COST AND ADVERSE IMPACTS

Preliminary Construction Costs, not including right-of-way acquisition costs, provided at the time the DA-West Avoidance Alternative was proposed, were estimated to be \$2.6 million more than the DA-West Alternative. Based upon the information provided in the enclosed excerpts from Section III of the "Draft Environmental Impact Statement (EIS) and Section 404 Permit Evaluation" for the CSVT Project, these construction cost estimates now indicate that the DA Modified Avoidance Alternative is proposed to cost \$2.5 million more in construction costs and \$2.5 million more in right-of-way acquisition costs than the DA Modified Non-Avoidance Alternative. The DA Modified Avoidance Alternative will impact two additional residential properties and four additional business properties that are not impacted by the DA Modified Non-Avoidance Alternative. The DA Modified Avoidance Alternative will also impact approximately 13 acres more agricultural soils and approximately 1 acre more of wetlands.

These additional construction and right-of-way acquisition costs do not include the costs associated with the following:

1. the useful life value remaining of the initial construction costs for the 3,300 foot long section of the existing Selinsgrove By-Pass including access ramps and two overpass bridges, that are now proposed to be demolished and reconstructed approximately 250 feet north of their current location, (the design and construction cost were previously paid, so that in comparing alternatives, there is an additional cost associated with value of what will not be used)
2. the right-of-way acquisition costs associated with an approved development site for a future 54-unit motel, and the approved development site for a future 24-unit motel and indoor swimming pool, both adjacent to the Comfort Inn, and
3. the costs associated with the taking of an undeveloped portion of the Susquehanna Valley Mall property that was previously proposed and approved for a substantial stand-alone store.

In addition to right-of-way acquisition costs, that are probably significantly higher than those currently identified, the proposal to demolish the existing by-pass overpass and to construct a new overpass approximately 250 feet away, will create a substantial adverse impact on traffic patterns during the demolition and construction that would not be created if the existing overpass and associated ramps were to continue to be utilized. The portion of highway to be adversely affected by such demolition and construction is a major highway interconnection between Selinsgrove Borough and the Hummels Wharf/Shamokin Dam Borough population centers, and is a vital link in the provision of emergency services between these communities. Although the DA Modified Avoidance Alternative is now noted to have less impact to existing travel patterns during construction than the Old Trail Alternatives, the comparative impacts on existing traffic patterns was not noted in the documentation on the comparison of the DA Modified Avoidance Alternative and the DA Modified Non-Avoidance Alternative.

After construction, the DA Modified Avoidance Alternative may also result in increased traffic congestion, and the resultant hazards, associated with the 150' shortening of the current 600' mixing zone located between the end of the by-pass off-ramp, for northbound traffic on the current 11&15, and the intersection with Ninth Street. Although anticipated post-construction changes in traffic volumes and permitted traffic movements may serve to solve some of the current problems, a significantly shortened mixing zone for the DA Modified Avoidance Alternative is likely to be more hazardous than the longer mixing zone available for the DA Modified Non-Avoidance Alternative.

PROPOSED BENEFITS

The proposed location of the DA Modified Non-Avoidance Alternative would have nearly bisected the 31 acre parcel, leaving a parcel of approximately 16 acres containing all of the farm buildings and taking only vacant farm land. The DA Modified Avoidance Alternative, therefore, will result only in the avoidance of an additional 15 acres of vacant farmland and in the change in the closest distance from the proposed highway construction to the existing farm buildings from 155 feet to 768 feet. The DA Modified Avoidance Alternative will not result in any protection of the App farm from development or limit in any way the property owner's right to develop the property or to remove the historic farm buildings.

DEVELOPMENT POTENTIAL OF TRACT TO BE AVOIDED

The 31 acre parcel of land, formerly owned by Simon App and currently owned by the Margaret E. Fisher Trust, is currently zoned by Monroe Township for high density residential development and is one of only a few parcels of land zoned to accommodate high density residential development within the Township. Sewage Facilities Planning Modules for Land Development were approved by Monroe Township and the Pennsylvania Department of Environmental Protection for this parcel of land in 1996, as the initial step in the multi-family residential development of the property for 457 dwelling units. The "Plot Plan", prepared to accompany the Modules, illustrates the proposal to maintain the existing farm buildings on a parcel of land of approximately 1 acre, with a frontage of approximately 250 feet and a depth of approximately 200 feet. Development plans for this property have been put on hold pending a decision by PennDOT on the final route for the CSVT Project. Given the fact that public water service exists on the property and that an easement has been acquired for the extension of public sanitary sewer service to the property, there is a very high probability that, immediately following a decision on the CSVT Project location, development plans will be reinitiated. The current land owner has acquired a complete boundary and topographic survey of the property to support the land development design. Private sector development is not restricted by the potential of an existing building to be included in the National Register of Historic Places or the need to maintain a historic context and the private development could result in the total removal of the farm buildings or at the very least with the full development of the surrounding farmland.

HISTORIC SIGNIFICANCE OF SIMON APP PROPERTY

The Simon App property, buildings and/or farm are not listed in the "Historic Site Inventory" prepared by the Snyder County Planning Commission in July of 1977. No effort has been made to update the Historic Site Inventory since 1977. The Snyder County Comprehensive Plan, currently being completed, does not include a listing of historic structures or properties. In 1988, Monroe Township, with a stated Goal/Objective of "The preservation of historic buildings" in their 1988 Comprehensive Plan, chose to zone the land of the Simon App farm from an existing "Active Agricultural Use" to future "High Density Residential" uses. No farms and no specific farm buildings were identified as historic within the Comprehensive Plan. A major amendment to the Monroe Township Zoning Ordinance in 1994 did not result in any changes being made to the zoning on the App Property. As zoning ordinances are to be prepared to implement the goals and objectives of a comprehensive plan, the Monroe Township Zoning Ordinance implements the future high density residential development of the App property and not preservation. Outside of the CSVT Project's EIS there are no other known interests in the preservation of the former Simon App farm or buildings.

ATTACHMENTS TO MR. BICKHART'S LETTER

GERALD E. BICKHART & SONS, INC.

The portion of the Simon App farm that would seem to be reasonable to include in the area that is eligible for the National Register would better be identified as the "farmyard" or that area surrounding the farm buildings that would typically be enclosed to confine stock. Aerial photographs of this area, dated 1957, show a farmyard area of no more than three acres and extending no more than 300 feet from its frontage along Airport Road. The aerial photography also indicates that the rear of the farmyard was lined with trees, probably fruit trees, separating the farmyard from the adjoining farm fields. Although the trees have been removed, the boundary between the farmyard and the adjoining farm fields appears to be generally the same today as shown on the 1957 photograph. The remaining portions of the Simon App farm are just farmland, no different than the land across Airport Road or any other parts of the 152.1 acres of current farmland that was the original warrant survey for Henry Christ or the hundreds of contiguous acres of current farmland that was at one time owned and farmed by the extended App family. The current 31 acre tract boundaries are the result of numerous purchases of adjacent tracts of land by the App family and the subsequent subdivision into smaller parcels as portions of the farmland were sold, sometimes to be farmed by others and sometimes to be used for other than agricultural purposes (ie Penn Lyon Home plant site, the Penn Valley Airport and various single-family dwellings). Although "historic legal boundaries" are commonly used to define the edges of historic rural landscapes for nomination as National Register Sites, the boundary between the farmyard and the adjoining farm fields could also be considered. In this case, the boundary should encompass the area of all of the farm buildings, the barnyard area located east of the bank barn, and the vegetable/fruit garden area located north of the farm buildings. These are the areas that have specific historic significance and contain contributing resources, as these areas were used to sustain the historic occupancy by the App family. Other than scenic value, there is nothing of historical note or significance about the surrounding 28 or so acres of farmland and these areas should not be eligible for inclusion. A paper, presented by Anna Verner Andrezejewski, entitled "Architecture and Agriculture in Snyder County, 1800-1945" clearly establishes what she calls the "farmstead" (typically including a farmhouse, bank barn and an assortment of subsidiary agricultural buildings clustered together and either at the end of a long lane or immediately alongside a road) as the most telling evidence of the history of farming in Snyder County. Ms. Andrezejewski was a Senior Project Administrator at Cultural Heritage Research Services, Inc., the historic preservation sub-contractor employed as a part of the CSVT Project.

CONCLUSIONS

The selection of the current 31 acre tract boundaries seems totally arbitrary and, under the circumstances, unjustifiable. It does not appear that any effort was made to document the smallest portion of the adjacent land used for farm land that would be "required" to be included with the farmyard and farm buildings to continue to have this site eligible for inclusion in the National Register under criteria "A" for agriculture, particularly since the site was also determined to be eligible for inclusion under criteria "C" for architecture. The App Family Homestead Farm (154), now owned by Albert Heimbach, was determined to be eligible for inclusion, under criteria "C" for architecture, with only a very small portion of the encompassing farmyard and none of the surrounding farm land. Within another portion of the CSVT Project, the entire PP&L Plant property was initially determined to be eligible for the National Register of Historic Places as a historical industrial site. Subsequently the area of the PP&L Plant property that was eligible was reduced to exclude the area of the ash basin and coal storage yard, thus permitting the development of an "Old Trail Alternative" that significantly reduced the number of homes and businesses impacted by a prior Old Trail Alternative. The avoidance of any more than the absolute minimum amount of land, considering the associated costs and adverse impacts is not believed to be justifiable.

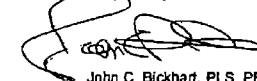
GERALD E. BICKHART & SONS, INC.

Section III 4 of the EIS, discussing the Historic App Property, indicates that "The local community has expressed frustration concerning the elevated protection status of historic resources over the protection of homes, farmland and businesses." In this instance, the frustration is with the fact that homes, farmland and businesses are not just getting a lower protection status, but are being taken and more than \$5 million additional dollars are being spent to avoid 15 additional acres of vacant land and to protect absolutely nothing, knowing full well that no one associated with this project or who has participated in this decision would ever agree to spend anywhere near \$5 million to preserve the App farm for ever or to agree to spend any money from their pockets. This is also particularly frustrating when this circumstance appears to result from the arbitrary decision of a private historic preservation firm from Philadelphia and from their decision being "concurrent" with by the Pennsylvania Historic and Museum Commission (PHMC). The Federal rules and regulations notwithstanding, the amount of land minimally needed to be included with the App farmstead to assure eligibility is a judgement and this judgement should have been made considering the costs and adverse impacts associated with the inclusion of additional area. I believe that to do so, under these circumstances, is an abuse of authority, and if it isn't, it should be criminal.

I would sincerely appreciate your support of a collective opposition to the decision to avoid the former Simon App farm as an unreasonable and unnecessary expenditure of public funds. I would prefer that you prepare a letter containing your thoughts on this matter and send the letter to the addresses shown below. But if you wish, you may use the form letter attached, if it adequately expresses your feelings. All written comments must be submitted before March 26, 2001. You may also wish to attend and provide oral and/or written comments at the March 12, 2001 public hearings to be held starting at 11:30 AM at Tedd's On The Hill or at 5:30 PM at the Selinsgrove High School (not the Middle School as initially advertised).

If you have any questions or require additional information, please contact the undersigned.

Respectfully submitted,



John C. Bickhart, PLS, PE
President

enclosures

Send Written Comments to

District Engineer
PennDOT District 3-0
P O Box 218
Montoursville PA 17754-0218

(and)

James Cheatham, Division Administrator
Federal Highway Administration
228 Walnut Street, Room 536
Harrisburg PA 17101-1720

ATTACHMENTS TO MR. BICKHART'S LETTER

PHONE (570) 374-1548
 FAX/MESSAGE (570) 374-7086
 EMAIL gbsi@sunlink.net

819 NORTH MARKET STREET
 SELINGSGROVE PA 17870-2009

GERALD E. BICKHART & SONS, INC.

CIVIL ENGINEERS
 AND
 LAND SURVEYORS

COPY

December 6, 2000

PennDOT District 3-0
 Attn: Leon Liggitt
 P O Box 218
 Montoursville PA 17754-0218

Subject: Written Comments for Public Hearing of December 8, 2000
 Re: CSVT Project

Dear PennDOT Officials,

I am a life-long resident of Selingsgrove Borough and a Professional Civil Engineer in private practice in the Selingsgrove area for 25 years. I have closely followed the development of alternative routes for the Central Susquehanna Valley Transportation (CSVT) Project and have represented the interests of the owner of the Comfort Inn, the National Limestone Quarry and the Margaret E. Fisher Trust Administrators as they pertain to these alternative routes. On October 28, 1999, I have had the opportunity to meet with representatives from PennDOT and to discuss, in some detail, the issues as they related to the Comfort Inn property. I therefore believe that I have a better than average knowledge of the proposed project and the regulatory labyrinth through which the project must pass before it can be constructed. I would like to make the following requests:

PROCEED WITH THIS PROJECT AS EXPEDITIOUSLY AS POSSIBLE

Speaking, I hope, for the vast majority of local residents who are not personally impacted by any of the proposed alternatives, but are adversely affected by the increased traffic and the resultant traffic hazards imposed as a result of any unnecessary delays in the design and construction of the project, I request that you proceed with the evaluation, design and construction phases of the CSVT Project as expeditiously as possible. I believe that long before the time that even an expeditious project schedule is completed, the local residents will all be wishing for relief from the traffic congestion.

RECONSIDER THE "AVOIDANCE" OF 15 ACRES OF FARMLAND TO PRESERVE ONLY THE "HISTORIC CONTEXT" OF THE FORMER APP FARMSTEAD.

I respectfully request your assistance in insuring that PennDOT has properly applied the current State and/or Federal Regulations and has reasonably considered all of the costs and impacts within their design process. It is my understanding that the change in the highway design was required to avoid the existing 31 acre parcel of land, on which farm buildings, that are potentially eligible for inclusion in the National Register of Historic Places, are located, but was not required to avoid the buildings themselves. I believe that this change, and the resulting costs and impacts, has been initiated by a largely arbitrary decision that the entire existing 31 acre parcel of land is required to maintain the "historic context" of the farm buildings. As defined below, it appears that in excess of 5 million dollars of additional construction costs, a yet unspecified amount for right-of-way acquisitions and the destruction of three homes and three businesses will be required to avoid approximately 15 acres of vacant farmland for "historic context." The costs and impacts associated with this change in the design, as compared to the benefit to be derived, seem to be totally unreasonable, particularly given the high probability that following PennDOT's avoidance of the land, the land owner will significantly alter the "historic context" with a residential development. The reasonableness of the effects of this decision appear to have been totally lost in the maze of State and Federal regulations and the extremely complicated design and approval process for a very complicated highway project.

GERALD E. BICKHART & SONS, INC.

RELEVANT PROJECT HISTORY

Prior to August 1999, the CSVT Project alternative route of choice was known as the DA-West Alternative of Section 1. This alternative had no unanticipated adverse impacts as it proposed to extend the existing, unused extension of the existing Selingsgrove By-Pass in the same way as it was designed in the 1970's. Based upon information provided by PennDOT and dated November 1998, the DA-West Avoidance Alternative of Section 1 was identified as an alternative to avoid the Simon App farmland. With the determination that all of the 31 acres that remain of the former Simon App farm must be avoided and that a "prudent and feasible" alternative exists, the DA-West Alternative was removed from further consideration and the DA-West Avoidance Alternative was incorporated into the renamed DA Modified Avoidance Alternative.

Preliminary Construction Costs, provided at the time the DA-West Avoidance Alternative was proposed, were estimated to be \$2.6 million more than the DA-West Alternative. Later in the project study, the construction cost estimates were revised to indicate that the DA-West Avoidance Alternative was proposed to cost \$5 million more than the DA-West Alternative. These differences in construction costs do not include the costs associated with the following:

1. the useful life value remaining of the initial construction costs for the portions of the Selingsgrove By-Pass project that are now proposed to be demolished to permit their replacement approximately 250 feet north,
2. the right-of-way acquisition costs including the acquisition of three more home sites and three more commercial establishments than required for the DA-West Alternative, including the existing 82 unit Comfort Inn and the 120 seat restaurant and bar, the approved development site for a 54-unit motel, and the approved development site for a 24-unit motel and indoor swimming pool
3. the socio-economic costs associated with the termination of an existing motel, restaurant and bar business, with the loss of two additional motels and one additional commercial use proposed for the future, or with the related loss of jobs and service and supply contracts
4. the costs associated with the taking of an undeveloped portion of the Susquehanna Valley Mall that was previously proposed and approved for a substantial stand-alone store

In addition to right-of-way acquisition costs, that are probably significantly higher than those currently identified, the proposal to demolish the existing by-pass overpass and to construct a new overpass approximately 250 feet away, will create a substantial adverse impact on traffic patterns during construction that would not be created if the existing overpass and associated ramps were to continue to be utilized. The portion of highway to be adversely effected by such demolition and construction is a major highway interconnection between Selingsgrove Borough and the Hummels What?/Shamokin Dam Borough population centers, and is a vital link in the provision of emergency services between these communities. Although the DA Modified Avoidance Alternative is now noted to have less impact to existing travel patterns during construction than the Old Trail Alternatives, the comparative impacts on existing traffic patterns was not noted in the documentation on the comparison of the DA Modified Avoidance Alternative and the DA-West Alternative.

The DA-West Avoidance Alternative was also identified to have required the acquisition of approximately 18 acres of additional land, including approximately 9 acres more in Agricultural Security Areas, approximately 7 acres more in Productive Farmland, and approximately 1 acre more of wetland.

DEVELOPMENT POTENTIAL OF TRACT TO BE AVOIDED

The 31 acre parcel of land, formerly owned by Simon App, is currently zoned by Monroe Township for high density residential development. Sewage Facilities Planning Modules for Land Development were approved by Monroe Township and the Pennsylvania Department of Environmental Protection for this parcel of land in 1996, as the initial step in the multi-family residential development of the property for 457 dwelling units. The "Plot Plan", prepared to accompany the Modules, illustrates the proposal to maintain the existing farm buildings on a parcel of approximately 1 acre, with a frontage of

ATTACHMENTS TO MR. BICKHART'S LETTER

GERALD E. BICKHART & SONS, INC.

approximately 250 feet and a depth of approximately 200 feet. Development plans for this property have been put on hold pending a decision by PennDOT on the final route for the CSVT Project. Given the fact that public water service exists on the property and that an easement has been acquired for the extension of public sanitary sewer service to the property, there is a very high probability that, immediately following a decision on the CSVT Projects location, development plans will be reinitiated. The current land owner has acquired a complete boundary and topographic survey of the property to support the land development design. Private sector development is not restricted by the potential of an existing building to be included in the National Register of Historic Places or the need to maintain an historic context and the private development could result in the total removal of the farm buildings or at the very least with the full development of the surrounding farmland.

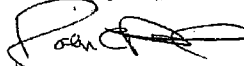
PROPERTY REQUIRED TO MAINTAIN THE HISTORIC CONTEXT

The proposed location of the DA-West Alternative of Section 1 would have nearly bisected the 31 acre parcel, resulting in a parcel of approximately 16 acres surrounding the farm buildings with a frontage of approximately 1300 feet and a depth of approximately 550 feet. The DA-West Avoidance Alternative, therefore, will result only in the avoidance of an additional 15 acres of farmland and in moving the proposed highway construction from a point approximately 350 feet east of the farm buildings to a point approximately 1,350 feet east of the farm buildings.

Within another portion of the CSVT Project, the entire PP&L Plant property was determined to be eligible for the National Register of Historic Places as an historical industrial site. Subsequently the area of the PP&L Plant property that was eligible was reduced to exclude the area of the ash basin and coal storage yard, thus permitting the development of an "Old Trail Alternative" that significantly reduced the number of homes and businesses impacted by a prior Old Trail Alternative. Why wouldn't a similar reduction in area be warranted considering the substantial benefits that would be realized? It should also be noted that neither the Simon App property nor buildings are listed in the "Historic Site Inventory" prepared by the Snyder County Planning Commission in July of 1977. No effort has been made to update the Historic Site Inventory since 1977. There are no other known interests in the preservation of the former App farmstead.

I would sincerely appreciate your assistance in this matter. I firmly believe that the current proposal represents an overuse of the applicable State and Federal regulations and will result in a totally unnecessary expenditure of public funds.

Respectfully submitted



John C. Bickhart, PLS, PE
President

cc Deborah Suci-Smith, FHA

FWA-PA-EIS-01-01-D

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION PROJECT
S.R. 0015, SECTION 088
SNYDER, UNION, AND NORTHUMBERLAND COUNTIES, PENNSYLVANIA

DRAFT ENVIRONMENTAL IMPACT STATEMENT
SECTION 404 PERMIT APPLICATION

Submitted Pursuant to 42 U.S.C. 4332(2)(c)

By The:
U.S. Department of Transportation, Federal Highway Administration,
Pennsylvania Department of Transportation,
and
Cooperating Agencies:
U.S. Army Corps of Engineers, U.S. Environmental Protection Agency,
and the Pennsylvania Department of Transportation

1/25/01
Date Approved
1/23/01
Date Approved

David W. Cough
for Federal Highway Administration
M.M. Ryan
for Pennsylvania Department of Transportation

A range of alternatives, including the No-Build Alternative, was developed for the Central Susquehanna Valley Transportation Project, S.R. 0015, Section 088 in Snyder, Union, and Northumberland Counties, Pennsylvania. A reasonable range of alternatives that would solve the problems defined as the project needs were developed. These alternatives include three Build (New Alignment) Alternatives in the southern section of the project area (Section 1) and four Build (New Alignment) Alternatives in the northern section of the project area (Section 2) including new river crossings across the West Branch of the Susquehanna River. All Build Alternatives are four-lane, limited access highways. The Draft Environmental Impact Statement describes the social, economic, environmental, and cultural impacts of the project alternatives. Mitigation measures are also recommended.

For Further Information Contact:

Mr. Paul E. Hess, P.E.
District Engineer, District 3-0
Pennsylvania Department of Transportation
Post Office Box 216
Montoursville, Pennsylvania 17754-0218
Phone: (570) 368-4258

Mr. James A. Cheatham
Division Administrator
Federal Highway Administration
228 Walnut Street, Room 536
Harrisburg, Pennsylvania 17101-1720
Phone: (717) 221-3461

Comments on this Draft EIS/Section 404 Permit Application are due by March 26, 2001, and should be directed to the Pennsylvania Department of Transportation, as noted above.

Section III

4. Historic App Property

As discussed earlier, the DA Modified Alternative directly impacts a property, the Simon P. App Farm Property, that has been determined eligible for the National Register. The impact to this property occurs just north and west of the new facility's connection to the Selinsgrove Bypass stub (see Figure III-18). The DA Modified Alternative affects property (9 acres) from within the boundary of the historic site, but it does not require the displacement of any structures on the property. However, the DA Modified Alternative would bisect the farm property and be located approximately 155 feet from the farmstead. Sites determined eligible for the National Register must have alternatives investigated to avoid the impact. Avoidance is necessary unless there is no feasible and prudent alternative to the "use" (or acquisition) of a 4(f) protected resource.

Alternatives can be found not feasible only if they cannot be constructed using sound engineering principles. Alternatives can be found not prudent if they do not meet the established project needs, or if they would result in unique problems or environmental (natural and socioeconomic) impacts of an extraordinary magnitude.

The DA Modified Avoidance Alternative (see Figure III-18) completely avoids the historic property and passes approximately 766 feet away from the farmstead; however, this avoidance alternative (DAMA) does have increased impacts to the community since it impacts residences (2) and businesses (4), (including the Comfort Inn) that the DA Modified (Non-avoidance) does not. Most of these impacts are necessitated by the fact that the DA Modified Avoidance Alternative requires the reconstruction of the interchange between the DA Modified Alternative and existing US Routes 11/15. The existing interchange stub is not used with the DA Modified Avoidance Alternative.

Table III-14 compares the impacts of the DA Modified Alternative and the DA Modified Avoidance Alternative. It is important to note that impact numbers shown on this table only represent a portion of the overall A-A Hybrid Corridor Alternatives, focused on the area around the App Property.

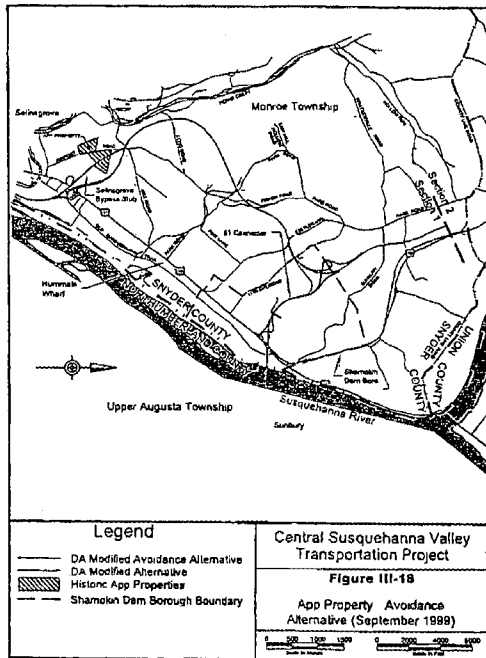
A review of Table III-14 indicates that the DA Modified Avoidance affects more area in total than the DA Modified. From a farmland perspective, the DA Modified Avoidance affects less productive farmland and less agricultural security areas due to a narrower impact area. However, the DA Modified Avoidance would impact more prime soils (6 acres), more statewide important soils (7 acres), and more wetlands (0.76 acre). The DA Modified Avoidance also impacts one potential waste site.

The DA Modified Avoidance Alternative will cost approximately \$2.5 million dollars more than the DA Modified in construction related costs and will also cost approximately \$2.5 million dollars more than the DA Modified in terms of right-of-way acquisition costs. Thus, the DA Modified Avoidance Alternative costs approximately \$5 million more overall than the DA Modified (non-Avoidance) Alternative.

III - 100

ATTACHMENTS TO MR. BICKHART'S LETTER

Draft Environmental Impact Statement



III - 101

Section III

TABLE III-14
CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION PROJECT
IMPACT SUMMARY TABLE
A-A HYBRID CORRIDOR-APP PROPERTY ALTERNATIVES

	DA MODIFIED (NON-AVOIDANCE)	DA MODIFIED AVOIDANCE
TOTAL ACREAGE (Acres)	100.84	118.59
STRUCTURES (No.)		
Residential	0	2
Residential Accessory Building	2	3
Commercial	0	4 ^a
AGRICULTURE (Acres)		
Agricultural Security Areas (ASA)	51.56	51.10
Productive Farmland	49.37	46.59
Agricultural Soils		
Prime	45.68	52.02
Statewide Important	41.32	48.10
HABITAT (Acres)		
Wetlands	1.23	1.59
Forest Land	1.90	1.90
Stream crossings	2	2
WASTE SITES (No.)	0	1
CULTURAL PROPERTIES		
Historic (No.)	1	0
High Probability Archaeology (Acres)	1.56	5.77

^a Comfort Inn, Performance Computers/Digital Link, Class A Auto/Class A Carpe/Styles Unlimited Fitness Center, Styles Unlimited Beauty Salon

The local community has expressed frustration concerning the elevated protection status of historic resources over the protection of homes, farmland, and businesses. However, PennDOT, in conjunction with the FHWA (which has final authority on the matter), has determined that the DA Modified Avoidance Alternative is feasible and prudent since the additional impacts of the Avoidance Alternative do not appear to be of an "extraordinary magnitude".

As a result of these discussions, PennDOT and the study team have advanced the DA Modified Avoidance Alternative for further study.

III - 102

ATTACHMENTS TO MR. BICKHART'S LETTER

OS 2 (8 95)

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
www dot state pa us
Post Office Box 218
Montoursville, Pennsylvania 17754-0218
Telephone: 1-888-878-2788
December 12, 2000



Mr John C Bickhart

-2-

December 12, 2000

I encourage you to continue to follow and participate in the development of this important transportation project. If you desire your comments to be included in the official project record, please submit them during the official comment period or offer verbal testimony at the public hearing. You have been added to the project mailing list and will be notified when the document is available for review and the public hearing is scheduled.

Subject: Northumberland, Snyder, and Union Counties
S R 0015, Section 088
Central Susquehanna Valley Transportation (CSVT)
Project

Gerald E Bickhart & Sons, Inc
819 North Market Street
Selinsgrove, PA 17870-2009

Attn: John C Bickhart, President

Dear Mr Bickhart:

This is in reference your letter, dated December 6, 2000, concerning the Central Susquehanna Valley Transportation (CSVT) project. Based upon the subject heading of the letter, it appears that you intended this letter to be submitted as formal testimony on the CSVT project. However, the official comment period does not begin until after the Draft Environmental Impact Statement (DEIS) is publicly circulated, which is scheduled for January/February 2001. Irrespective of this fact, I want to address the comments you provided.

Firstly, I appreciate your stated support of the project and concur with your desire to proceed with the project as expeditiously as possible. The CSVT project will certainly address the continuing concerns of congestion and safety along the existing traffic routes in the Central Susquehanna Valley.

Secondly, I understand your concerns related to avoiding the former App Farmstead, which has been determined to be eligible for the National Register of Historic Places. However, we have fully evaluated the applicable regulations and supporting case law in our evaluation of our Recommended Preferred Alternative, which includes the avoidance of the historic App Farmstead. Nevertheless, should conditions change at any point prior to construction from those currently present, we have committed to reevaluating the area of impact. If conditions warrant, modifications of the alignment will be made to further minimize project impacts. This commitment is inclusive of the entire CSVT project area, including the avoidance of the App Farmstead.

Sincerely,

Handwritten signature of Paul E. Heise in black ink.

Paul E Heise, P E
District Engineer
Engineering District 3-0

**Additional Written Comments Submitted During
the DEIS Comment Period, Maust**

**SCOTT & GLORIA MAUST
R.D.5 PARK ROAD
SELINGROVE PA. 17870**

570-743-7557 HOME
570-743-7196 WORKS
570-743-7195 FAX

Doc. Routing
1
2
3
4

March 7, 2001

ATTN. LEON LIGGIIT P. E. Project Engineer

My wife and I would like to give private testimony concerning our thoughts and concerns on the Central Susquehanna Valley Transportation Project. First of all let us go back to the start of this Project in the early 70's. The original route was in a totally different location. One that involved my parents who live on Park and App Road. The State came in and told them that they had 6 months to move and relocate their home and a commercial business or they would have to pay rent on their own property. They tried to comply. They bought new land and contracted a builder to draw plans up for a house and garage. Penn Dot kept stalling them off on settlement. They then obtained legal help. When the pressure was put on, Penn Dot put their hands up and said there weren't any funds to go ahead with the project. The bypass was then set-aside for many years. As you can well imagine, this put my parents in quite a financial bind. It took them many years to recover.

My wife and I now live on R.D. 5 Park Road. We bought land and built a new home in 1985 at a spot that was not supposed to be touched by the bypass. But low and behold here comes the State again with their may pencil pushers and now tell us that the bypass might run over us or almost on top of us. One time it's behind us the next time it's on top of us, and the next time it's in front of us. Any one of which will totally devastate our property. We have spent a lot of time, effort, and money to get our property the way we have it. We can't believe that you would run a bypass through the middle of Monroe Township. This would cut the Township in half and limit future growth into the outer areas not to mention the tax loss that would occur. We cannot believe you don't use the Old Trail route, shorter, flatter, not near as many overpasses and least amount of land used.

Our home has Deer and wild Turkey in our back yard. All the privacy you would want and certainly no highway noise. All this would be lost. You say that you will relocate us to an equivalent spot and compensate us for our home and trouble. How can you put a money figure on all the hard work and the blood, sweat and tears that was shield on this land? Try and find a spot like this one in Monroe Township that my wife and I love as much and is as close to my business as this one is.

UNIVERSITY CITY, PA.

DATE: 3-9 AM 9:20

1
2
3
4

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Maust**

Maust, S.

1. The CSVT project is in a stage of project planning called Preliminary Design. During Preliminary Design, reasonable alternatives to meet the purpose and need of the project are evaluated. The alternatives are dynamic and may change in location many times until Final Design is complete.
2. Your opposition to the DAMA Alternative is noted. The DAMA would cross many township roads but access is maintained on every roadway DAMA crosses. Access to the west side of Monroe Township would not be affected. Thus, except for land within the footprint of the project, future growth will not be limited by the DAMA Alternative. The potential tax losses associated with the DAMA are discussed in Section IV.A of the Draft EIS.
3. Your preference for the Old Trail Alternatives is noted. Preliminary Design studies have been conducted to assess environmental impacts of the various alternatives. As seen in the Impact Summary Table presented in Section VI of the Draft and Final EIS, the Recommended Preferred Alternative has fewer associated direct, secondary and cumulative impacts to natural resources and the community than the other alternatives.

- 1.
- 2.
- 3.
- 4.

**Additional Written Comments Submitted During
the DEIS Comment Period, Maust**

**SCOTT & GLORIA MAUST
R.D.5 PARK ROAD
SELINSGROVE PA. 17870**

570-743-7557 HOME
570-743-7196 WORKS
570-743-7195 FAX

101 Routing
11/11/01
11/11/01
11/11/01

March 7, 2001

ATTN. LEON LIGGITT P. E. Project Engineer

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My wife and I now live on R.D. 5 Park Road. We bought land and built a new home in 1985 at a spot that was not supposed to be touched by the bypass. But low and behold here comes the State again with their may pencil pushers and now tell us that the bypass might run over us or almost on top of us. One time it's behind us the next time it's on top of us, and the next time it's in front of us. Any one of which will totally devastate our property. We have spent a lot of time, effort, and money to get our property the way we have it. We can't believe that you would run a bypass through the middle of Monroe Township. This would cut the Township in half and limit future growth into the outer areas not to mention the tax loss that would occur. We cannot believe you don't use the Old Trail route, shorter, flatter, not near as many overpasses and least amount of land used.

Our home has Deer and wild Turkey in our back yard. All the privacy you would want and certainly no highway noise. All this would be lost. You say that you will relocate us to an equivalent spot and compensate us for our home and trouble. How can you put a money figure on all the hard work and the blood, sweat and tears that was shed on this land? Try and find a spot like this one in Monroe Township that my wife and I love as much and is as close to my business as this one is.

MONROE TOWNSHIP, PA.

21 APR -9 AM 9:20

11/11/01
11/11/01
11/11/01

- 1.
- 2.
- 3.
- 4.

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Maust**

Maust, S.

- 4. The impact lines for the DAMA Alternative are preliminary. Final right-of-way lines will be established during the next phase of project development called Final Design. The Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (42 U.S.C. 4601) of 1970, as amended, and the Pennsylvania Eminent Domain Code Act of June 22, 1964, as amended, apply to all project displacements. Generally, property acquisition applies only to those properties needed for project construction or rendered functionally obsolete. If either of these criteria apply to your property, you will be contacted by a representative of PENNDOT's Right-of-Way unit.

Additional Written Comments Submitted During the DEIS Comment Period, Maust

We would like some straight answers to some simple questions. We were told that in certain cases the highway could be adjusted to miss a property or lessen the impact there on. Our land is shown to be hit on the lower corner. If you do that you will not give use any access to our house? There is no other way to put a driveway in. The lay of the land will not allow it to be done. A slight shift in your highway would not hit us and allow us to keep our log home and land. Can you do this, and will you try? If not then why? If you do hit us then will we be a total take? When will we know? How long will we have to find new land, organize and plan a new home, build a new home and relocate? We have been looking for land for the past 2 years and have not found any that would equal what we have now. This is a real problem! We have worked so hard to have our home and land the way it is. This is where we intended to retire. Certainly not go out and rebuild at our age. As before the State is creating quite a problem for the Maust family. We will not be badgered into any hasty moves, nor will we commit to any property or home until we have all the information at hand. There are still many unpleasant memories from the past involvement with the State back in the 70's. We hope you understand our position and frustration. Please help us with understanding what is going to happen and when.

Concerned & Frustrated
Robert Maust

Robert Maust

5.

Response to Additional Written Comments Submitted During the DEIS Comment Period, Maust

Maust, S.

5. If the DAMA Alternative is selected and advanced into Final Design, your requests will be taken into consideration. Access to your property will be investigated. If access to your property cannot be maintained, your property will be acquired in accordance with the Department's guidelines.

Final right-of-way lines will be determined during Final Design, which will commence after FHWA formally selects an alternative by issuance of a Record of Decision (ROD). We anticipate that the ROD will be issued in 2003. Completion of Final Design and advancement of right-of-way and construction phases will be dependent on the availability of funds.

If your property is needed for the final selected alternative, you will be contacted by a representative of PENNDOT's Right-of-Way unit. The Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (42 U.S.C. 4601) of 1970, as amended, and the Pennsylvania Eminent Domain Code Act of June 22, 1964, as amended, apply to all project displacements. Generally, property acquisition applies only to those properties needed for project construction or rendered functionally obsolete. The Department will work with individual property owners regarding the schedule for relocation.

**Additional Written Comments Submitted During
the DEIS Comment Period, Reisinger**

2 N Stonebridge Drive
Selinsgrove, PA 17870
March 9, 2001

Federal Highway Administration
Attn James Cheatham, Division Administrator
228 Walnut Street, Room 536
Harrisburg, PA 17101-1720

PennDOT District 3-0
Attn Paul Heise, P E District Engineer
715 Jordan Avenue
P O Box 218
Mountoursville, PA 17754-0218

Dear Mr Cheatham and Mr Heise

The enclosed sample of materials demonstrates that the Stonebridge Homeowners Association has been active in voicing its members' concerns about neighborhood impacts of the CSVT alignments. Some of these concerns have been addressed by PennDOT, but others have not. The primary issues include

- the quality-of-life impacts, because the increase in noise, air pollution, and dirt from the roadway will be more noticeable in areas where these factors currently are low than in areas where the same increments are applied to larger base levels
- safety for bikers, joggers, and walkers, whose current pathways would take them underneath bridges on the CSVT roadway
- the potential for construction activities to have adverse impacts on individual wells, particularly given the recent concerns related to I-99 in Centre County and apparent impacts on stream water quality quite some distance away from the blasting
- impacts on property values near the roadway and the resulting decline in local property tax revenues
- additional societal costs associated with each of the 54,000 vehicles per day traveling the extra length on the DAMA alternative compared with the Old Trail alternatives

RECEIVED
FEDERAL HIGHWAY
ADMINISTRATION
MOUNTOURSVILLE, PA.
MAR 14 10:01 AM '01

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Reisinger**

Reisinger, S.

1. Presently, the DAMA Alternative does not directly impact the Stonebridge community. In fact, the centerline of the DAMA Alternative is more than 1,100 feet away from the closest house in the Stonebridge community. The DAMA should have little effect on the quality of life in the Stonebridge community. Air and noise impacts for the CSVT project are discussed in Sections IV.C and IV.B, respectively, of the Draft and Final EIS.
2. The crossings of the DAMA Alternative over all state and local roadways will be designed in accordance with PENNDOT's criteria.
3. Impacts to community and private water supplies and the assurance of safe residential potable water are important concerns. As discussed in the Draft EIS, a Geotechnical Survey will be conducted during Final Design. This investigation will address hydrogeological issues through collection of site-specific information on geology, soils and groundwater conditions. In sensitive areas, an assessment of potentially affected individual domestic and public supply wells will be undertaken. The results of the Geotechnical Survey will be used to minimize the risk of contamination and to refine the proposed mitigation measures.

When required, state (PA DEP) and local agencies will be part of the planning process to ensure that water supplies remain safe.

**Additional Written Comments Submitted During
the DEIS Comment Period, Reisinger**

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Reisinger**

2 N Stonebridge Drive
Selinsgrove, PA 17870
March 9, 2001

Federal Highway Administration
Attn James Cheatham, Division Administrator
228 Walnut Street, Room 536
Harrisburg, PA 17101-1720

PennDOT District 3-0
Attn Paul Heise, P E District Engineer
715 Jordan Avenue
P O Box 218
Mountoursville, PA 17754-0218

RECEIVED
FEDERAL HIGHWAY
ADMINISTRATION
01 MAR 14 AM 10:01
MOUNTOURSVILLE, PA.

Dear Mr Cheatham and Mr Heise

The enclosed sample of materials demonstrates that the Stonebridge Homeowners Association has been active in voicing its members' concerns about neighborhood impacts of the CSVT alignments. Some of these concerns have been addressed by PennDOT, but others have not. The primary issues include

- the quality-of-life impacts, because the increase in noise, air pollution, and dirt from the roadway will be more noticeable in areas where these factors currently are low than in areas where the same increments are applied to larger base levels
- safety for bikers, joggers, and walkers, whose current pathways would take them underneath bridges on the CSVT roadway
- the potential for construction activities to have adverse impacts on individual wells, particularly given the recent concerns related to I-99 in Centre County and apparent impacts on stream water quality quite some distance away from the blasting
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- 1.
- 2.
- 3.
- 4.
- 5.

Reisinger, S.

3. (cont)

The Draft EIS and Final EIS discuss the desire to maintain a continued supply of safe drinking water to affected residents. If impacts occur as a result of construction, the maintenance of water supplies to homes and properties not acquired as part of the right-of-way may be by any one of the following:

- provide connections to public water systems
- provide water treatment
- redrill existing wells to another water-producing zone at a greater depth
- relocate a well to an adjacent water-producing formation not disturbed by construction
- acquire the property

Consideration may also be given to continuing potable water well sampling/analysis beyond a year after construction.

4. All alternatives will have an initial negative impact on the tax base. However, this negative impact is not anticipated to be long-term as the project area continues to develop. It is acknowledged that property values of some properties, particularly those near interchanges, may increase while others may decrease. Additionally, displacement decisions are not based on property values. Overall, the improvement to the regional transportation system is anticipated to comple-

**Additional Written Comments Submitted During
the DEIS Comment Period, Reisinger**

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Reisinger**

Reisinger, S.

4. (cont)

ment the long-term development of the Central Susquehanna Valley.

5. It is acknowledged that the DAMA Alternative is longer than either of the Old Trail Alternatives. The DAMA was recommended as the preferred alternative for numerous reasons; the lower project cost was one of many factors leading PENNDOT and the FHWA to prefer it over the Old Trail Alternatives. The DAMA has less impact in terms of displaced residences, less impact in terms of community disruption, less impact to the cultural environment by avoiding the area of potentially deeply buried archaeological deposits along the Susquehanna River, and less impact to the natural environment since it impacts fewer wetlands, less riverine forest land, and does not infringe on the floodplain of the Susquehanna River.

For more information on the rationale behind the recommendation of DAMA as the Recommended Preferred Alternative, see Section VI of the Draft and Final EIS.

2 N Stonebridge Drive
Selinsgrove, PA 17870
March 9, 2001

Federal Highway Administration
Attn James Cheatham, Division Administrator
228 Walnut Street, Room 536
Harrisburg, PA 17101-1720

PennDOT District 3-0
Attn Paul Heise, P E District Engineer
715 Jordan Avenue
P O Box 218
Mountoursville, PA 17754-0218

RECEIVED
 FEDERAL HIGHWAY ADMINISTRATION
 DISTRICT 3-0
 MOUNTOURSVILLE, PA.
 01 MAR 14 AM 10:01

Dear Mr Cheatham and Mr Heise

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- the quality-of-life impacts, because the increase in noise, air pollution, and dirt from the roadway will be more noticeable in areas where these factors currently are low than in areas where the same increments are applied to larger base levels
- safety for bikers, joggers, and walkers, whose current pathways would take them underneath bridges on the CSVT roadway
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- 1.
- 2.
- 3.
- 4.
- 5.

**Additional Written Comments Submitted During
the DEIS Comment Period, Reisinger**

Thus the Stonebridge Homeowners Association feels that the DAMA alternative for Section 1 of the proposed roadway is inappropriate. Although any alternative will cause some costs to the community, the long-term impacts of the Old Trail alternatives involve less of a change in the character of the community and would have lower overall societal costs.

Sincerely,



Susan M. Reisinger, President
Stonebridge Homeowners Association
570/743-1809

enc Agenda for meeting with PennDOT, March 23, 1999
 March 23, 1999 comments by Ann Fisher
 March 23, 1999 comments by Warren Fisher
 May 8, 1999 letter to Eric High, PennDOT
 June 2, 1999 letter to Eric High, PennDOT
 June 20, 1999 letter to Congressman Bud Shuster

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Reisinger**

Reisinger, S.

6. Your opposition to the DAMA is noted. PENNDOT and the FHWA are committed to developing a roadway design that benefits the majority of people and causes the least amount of adverse environmental effects. The proposed alternatives and the associated impacts on communities and natural resources have been carefully considered. We believe the choice of the DAMA over the Old Trail Alternatives best minimizes impacts to resources while meeting the regional needs for improved traffic safety and capacity.

ATTACHMENTS TO MRS. REISINGER'S LETTER

Agenda for PennDOT Meeting March 23, 1999

Introduction - Sue Reisinger

Other Corridor Possibilities - Charles Krebs

Impact on Life - noise, traffic and visual - Ann Fisher

Wildlife, Habitat Preservation - Warren Fisher

Dump & Groundwater Concerns - Lynn Fiedler

Businesses - Sue Reisinger

PP&L - Jim App

Flood Impact - Jim App

Comments by Ann Fisher, March 23, 1999
PENN DOT Informational Meeting

Quality of Life Issues Related to the "Western" Corridor

1 Noise

Much of the Western Corridor currently is very quiet, particularly at night when many people open their windows to hear the sounds of nature. It is common for residents in the Stonebridge area to enjoy wildlife sounds from turkeys, owls, hawks, woodpeckers and other birds, squirrels, and -- in the summer -- crickets and cicadas. Traffic noise from an Interstate-like highway such as the proposed Central Susquehanna Valley Transportation (CSVT) would drown out many of those sounds, decreasing the quality of life for nearby residents and visitors.

Sounds carry extremely well in this area. For example, on summer weekend evenings, it is not unusual for me to be able to identify the tune on the portable radio and the number of people talking around a picnic table or campfire at the small campground along Penns Creek. The campers are not playing the radio loudly, or I wouldn't be able to distinguish the number of different voices in their conversation. My home is about a mile from Penns Creek, and the campground is downstream and around the next ridge, rather than line-of-sight from my home. People living in nearby neighborhoods cite other examples of sounds carrying surprisingly far.

These occasional sounds are much less disruptive than the constant drone of Interstate-like highway traffic that, according to PENN DOT's traffic projections, would be the norm in this predominantly agricultural, wooded, residential area. Even more disruptive would be the grinding of gears as trucks shift to make it up and then down the grades necessary for the Western Corridor.

It is likely that the additional traffic noise would be nearly as great along the Old Trail Corridor. However, the impact on quality of life (and property values, thus property tax revenues) would be substantially less along the Old Trail Corridor, because that area already is noisy. The incremental impact of the additional noise would be much smaller along the Old Trail Corridor than along the Western Corridor.

Residents in the Western Corridor also are concerned about the modeling approach used to estimate noise impacts. Based on the sketchy information available, it appears that the sparse monitoring results used to validate the noise model are not representative of typical noise levels in the Western Corridor. Instead, the few monitoring results apparently are for unusually noisy spots.

2 Visual Impacts

People self-select to developed areas or to secluded areas. So people along the Old Trail Corridor prefer the bundle of characteristics typical of that area, compared with people who live in secluded areas, and vice versa. Using the Western Corridor would substantially change the

ATTACHMENTS TO MRS. REISINGER'S LETTER

character of that area, decreasing the quality of life for those who see the highway from their homes or as they drive through what they had come to know as "out in the sticks"

Economic theory and empirical results clearly show that it is inefficient, from a societal perspective, to treat all areas the same by making them equally developed (so they look about alike and have about the same noise level, etc.) This is one of the reasons that communities develop zoning and master plans. According to the current zoning map for Monroe Township, most of the Western Corridor is zoned to be agricultural, with small residential portions. Substantial portions of the Old Trail Corridor are zoned for commercial or industrial use, with some residential areas.

Monroe Township developed a Comprehensive Plan in 1986. Page 12 of that Plan begins the listing of the goal and objectives for planning, and states "THE PRIMARY GOAL FOR THE FUTURE OF MONROE TOWNSHIP IS TO PROVIDE FOR SUBURBAN EXPANSION WHILE PRESERVING THE VALUABLE, FERTILE FARM LANDS IN ITS OUTER REACHES (emphasis in original). Several of the 36 objectives interpret this goal. For example (pages 12-15)

#8 Commercial activities on the "Golden Strip" will be recognized as the primary general and highway commercial area of the Township. As such it will be improved in terms of aesthetics, function, and reuse of vacant buildings. The traveler and tourist trade will also be given recognition.

10 The existing character of the Old Trail area as "heavy commercial" and industrial will be recognized.

17 The preservation of farm land will be pursued.

32 Pursue long-range goals and planning policies to guide the growth and development of the Township, and enforce or adopt codes and ordinances (e.g., zoning, subdivision, building, fire, property maintenance) as a means to implement these policies.

While many residents in Monroe Township would prefer NOT to have the Central Susquehanna Valley Transportation (CSVT) cut through the Township at all, the impacts along the Old Trail conflict less (compared with the Western Corridor) with current zoning and the Township's Comprehensive Plan.

3. Property Tax Revenues

Monroe Township accounts for 12.7 percent of the parcels in Snyder County, but 23.6 percent of assessed real estate values. Additional high-value assessments come mostly from a) large new homes or b) large new commercial ventures. But b) depends on a), entrepreneurs will not invest in large expensive commercial activities unless they expect a vibrant market for their wares. In the Old Trail Corridor, very little land is available for a). The Old Trail area currently is transitional, with many parcels being converted from residential to commercial use. This reflects a

declining residential tax base, at least in relative terms, because of the age and size of homes there compared with the rest of the Township.

If the Western Corridor is used for CSVT, there will be fewer large homes built (because of the loss in seclusion, the increase in noise, and the undesirable visual impacts), and property values for existing parcels will decline or grow more slowly. Using this corridor also may depress assessed values along the Old Trail, because its commercial establishments could experience a decline in business because they will not be visible from the Interstate-type highway. This lack of visibility also will make it difficult to satisfy objective #8 cited above.

Without specific alignments, it is impossible to determine whether construction in one corridor removes more ASSESSED VALUE than in the other corridor. But even if using the Old Trail Corridor would have a larger negative impact on property tax revenues initially, the economics literature suggests that it would rebound more quickly than the loss of revenues if the highway uses the Western Corridor. This is because the characteristics of the highway, particularly if travelers have ready access to commercial establishments along the "Golden Strip," are more compatible with the predominant existing and planned land uses in the Old Trail area, compared with the Western Corridor.

On behalf of the residents of Monroe Township, I hope these factors will be considered in the decisions about which corridor is preferred.

Ann Fisher
19 Stonebridge Drive
Selinsgrove, PA 17870

ATTACHMENTS TO MRS. REISINGER'S LETTER

FILE

March 23, 1999

I'm pleased to make a statement with suggestions about environmental and economic losses and damages from a D-A west highway.

I began this day watching a scene from my bedroom window. A half dozen deer were going about their business of life. A tom turkey made a cameo appearance. Backlit by a dawning sun, it appeared to have a florescent head. The real show, though, was watching the deer. The does were running off last year's young in preparation for mothering 1999's fawns.

Twin fawns have been the rule in the 8 years we've enjoyed watching local deer. That verifies a healthy, expanding population. Any high-speed road transacting their community will invite ~~deer-vehicle collisions~~. According to an Erie Insurance study, each one costs an average of \$1500. Such ongoing and accumulating costs can be avoided.

Another cost that can be avoided is the maintenance of extra miles of road. Per personal correspondence with Mr. Eric High, an extra mile of highway (four lane highway of the type being considered for D-A west) would have annual maintenance costs into perpetuity of \$825 (with a concrete surface) to \$1,825 (if a bituminous surface). Why go a long way? That's quite an unnecessary mortgage!

Another mortgage cost--a cost into perpetuity--is the increased fuel use. At a highway speed of 65 miles per hour, an average vehicle is estimated to burn about 0.03563885 gallons of fuel. That figure, perhaps a serious overestimate of fuel economy, implies 28 miles per gallon as the average for the fleet. With The relevant current volume of traffic is about 42,100 vehicles per day. That is to grow to about 54,000 per day in benchmark year 2020. In that year, at 28 miles per gallon per vehicle, each additional mile of limited access highway would require an extra 1,924.5 gallons of fuel per day. Each mile would require an extra 702,442 gallons per year (704,366 on leap years).

It is estimated that 2020's traffic will include 46,800 cars and 7,200 trucks. Will that fleet achieve 28 miles per gallon? If that traffic were to average 19.71 miles per gallon, it would consume an extra million gallons of fuel per extra mile per year! That's environmentally wasteful.

With each mile's fuel use comes increased environmental loadings of "stuff." The Environmental Protection Agency is in the process of issuing standards for emissions of particles that will complement those already in place for carbon monoxide, nitrous oxide and volatile organics. My information from a Department of Environmental Protection employee is that cars emit few

particulates, but the set of trucks on an interstate will emit between about 19 and about 39 pounds of particles per mile per day.

Using the middle of the range, 29 pounds, an additional mile of CSVP highway would deposit over 5 tons of particles (10,585 pounds) per year. At a projected per mile fuel use of 702,442 gallons per year, additional environmental loadings of about 49,101 kilograms (54.12 tons) of carbon monoxide, 9,553 kilograms (10.53 tons) of nitrous oxide and 11,380 kilograms (12.54 tons) of volatile organic compounds.

Recall that these are annual loadings per mile. Tons and tons into perpetuity. Five tons of particles; 54 tons of carbon monoxide; over 10 tons of nitrous oxide; and, over 12 tons of volatile organics. Even if we remain within the EPA's limits at this time, these contributions to crud in the airshed can be avoided by not going an extra mile. With it, there will be more ease of compliance in the future, and/or less morbidity and mortality in the human and other populations.

I will end this day having made some rough approximations using data from several sources. The intent is solely to point out the nature of extra costs per mile that routes such as the D-A corridor involve beyond initial construction costs. For reasons including these, I urge decision makers to look most unfavorably at highway system alternatives that involve extra miles.

Sincerely,
Warren L. Fisher
March 23, 1999

Note: *line.*

$$\left(\frac{54,000 \text{ mi}}{\text{day}}\right) \left(\frac{\text{hour}}{60 \text{ mi}}\right) \left(\frac{385 \text{ lbs}}{\text{year}}\right)$$

831 hours/day ; 303,231 hours/year

at 86/hour 84,985/day ; 81,819,385/year

at 81/hour 8,308/day ; 83,032,308/year

long 4865/year

ATTACHMENTS TO MRS. REISINGER'S LETTER

copy

Susan M Reisinger
 Pres, Stonebridge Homeowners Assoc
 2 N Stonebridge Dr
 Selinsgrove, PA 17870
 (570)743-1809

May 8, 1999

Eric High, P E
 Commonwealth of Penna
 Dept of Transportation
 P O Box 218
 Montoursville, PA 17754-0218

RE Stonebridge Community Meeting, May 18, 1999

Dear Eric

Per our conversation this past week, I have compiled the questions that our group wanted to see addressed at the meeting

- 1 Results of testing to this point ✓
- 2 Why aren't air quality studies done for emissions, as well as noise? ✓
- 3 Who actually makes the final decision on corridors and the final route?
Federal Highway Dept
- 4 If it is undesirable to divide some communities, why is it okay to divide others?
- 5 Does PennDOT do any studies on endangered and threatened plant material, animals and birds? Note bluebird boxes in Stonebridge and our plants ✓

Perhaps this will aid you in your presentation and prepare you for further questions
 Thank you for all you have done to help our community and for keeping us informed

Sincerely,

Susan M Reisinger

Pres, Stonebridge Homeowners Assoc
 2 N Stonebridge Dr
 Selinsgrove, PA 17870
 (570)743-1809

June 2, 1999

Eric High, P E
 Commonwealth of Penna
 Dept of Transportation
 P O Box 218
 Montoursville, PA 17754-0218

RE: Stonebridge Questions

Dear Eric:

Several questions have arisen since the last meeting on May 18 We would appreciate it if you could address some of these issues for us by mail before the next meeting

- 1 How will the power lines be effected adjacent to Stonebridge?
- 2 Since PP&L has been bought, do you have contact with WPS, Inc as to how they will utilize the ash pond? If so, do they have a timeline to work with your studies? Do they have a spokesperson regarding the bypass? We feel if any route could be devised to satisfy the majority of Old Trail as well as Colonial Acres & Stonebridge, that is the way we should go
- 3 We want to make it clear that Stonebridge is 100% against the DA West Modified as Colonial Acres is against the DA The majority of Stonebridge is also against the DA Our understanding is that not 100% of the Old Trail residents are against the Old Trail route Do you have data on this?
- 4 The Bilger horse farm on the DA West Modified has two barns This was not reflected on the Impact Summary Table This was brought up before, we would like verification that this has been noted
- 5 I have not received copies of the sign-in sheets for the May 18 meeting yet

Sincerely,

Susan M Reisinger

*long range plan
 airport concelung of Airport Authority
 runway extension
 check E Joyce on her litigation lawyer*

ATTACHMENTS TO MRS. REISINGER'S LETTER

June 20, 1999

The Honorable Bud Shuster
U S House of Representatives
RD 2, Box 711
Altoona, PA 16601

RE CVST Project

Dear Mr Shuster

Thank you for responding to our invitation to attend our meeting with PennDOT regarding the Central Susquehanna Valley Transportation Project (CVST) We would like to apprise you of our concerns about the project and our reactions to the meeting of May 18

Among our concerns is the drastic change we will experience in our quality of life if the bypass goes through our area The DA West Modified goes through our development, but even the DA alternative will detract from our way of living Our quality of life will be altered by noise, pollution and impact the visual aesthetics of our area

The majority of houses in our development were built in the last ten years under strict deed restrictions to preserve the quiet atmosphere and the natural woodland habitat The noise study results given at the meeting proved our area would experience high enough levels of noise to warrant intervention Unfortunately, we were very disturbed to hear nothing could be done to lessen the noise because not enough houses are effected to justify the cost involved in building a wall We all built or moved to this area to get away from highway noise and to be close to nature We enjoy the wildlife and the views from our homes There is no other wooded development like ours in the area Appraisers have trouble finding comparables We also have areas maintained beneath the large power lines providing fruit trees for deer and bluebird boxes I have limited grassland on my property and have utilized Pennsylvania natives plants as much as possible

We are baffled as to why another natural area will be intruded upon imposing such changes when other routes already have higher levels of noise Other areas also have enough houses effected to justify walls to correct the noise They may have less noise if the bypass is built whether it is close to them or not We were also disappointed that the air quality is only checked in terms of carbon monoxide We believe the pollution from exhaust and dirt spread from travel will spread to our homes and disturb the wildlife beyond the 120 foot wide corridor

One of our homeowners checked the current zoning map for Monroe Twp and found that most of the Western Corridor is zoned agricultural with small residential portions Substantial portions of the Old Trail Corridor are zoned for commercial or

industrial use, with some residential areas We have acres of agriculture security areas involved Monroe Township also developed a Comprehensive Plan in 1986 Page 12 states, "The primary goal is to provide for suburban expansion while preserving the valuable, fertile farm lands in its outer reaches Several of the 36 objectives interpret this goal

#8 Commercial activities on the "Golden Strip will be recognized as the primary general and highway commercial area of the Township As such it will be improved in terms of aesthetics, function, and reuse of vacant buildings The traveler and tourist trade will also be given recognition

#10 The existing character of the Old Trail area as "heavy commercial" and industrial will be recognized

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#32 Pursue long-range goals and planning policies to guide the growth and development of the Township, and enforce or adopt codes and ordinances (e g, zoning, subdivision, building, fire, property maintenance) as a means to implement these policies

While residents in Monroe Township would prefer NOT to have the CSVT cut through the township at all, the impacts along the Old Trail conflict less than the Western Corridor with current zoning and the township's Comprehensive Plan

Monroe Township accounts for 12 7% of the parcels in Snyder County, but 23 6% of assessed real estate values Additional high-value assessments come from a) large new homes or b) large new commercial ventures But b) depends on a); entrepreneurs will not invest in large expensive commercial activities unless they expect a vibrant market for their wares In the Old Trail Corridor, very little land is available for a) The Old Trail area currently is transitional, with many parcels being converted from residential or commercial use This reflects a declining residential tax base due to the age and size of homes there compared to the rest of the Township If the Western Corridor is used for the CSVT, there will be fewer large homes built because of the loss in seclusion, the increase in noise and the undesirable visual impacts Property values for existing parcels will decline or grow more slowly This is of great concern in our development since we were required by deed restrictions to have a certain size and quality of home which required substantial investment for all of us The current assessed values on the Old Trail may also decline because of a probable decrease in business for the commercial establishments that would no longer be visible or have easy access to an Interstate highway Through personal contacts, we know the Chamber of Commerce is very concerned about visibility and access

Though we can only speculate on the loss of assessed values, economics literature suggests the Old Trail Corridor would rebound more quickly from loss of revenues than the Western Corridor This is because the characteristics of the highway are more compatible with the predominant existing and planned land use in the Old Trail area

ATTACHMENTS TO MRS. REISINGER'S LETTER

There are more houses effected on the Old Trail by their route, but some of these have expressed no opposition to the Old Trail Corridor. Conversely, all of the residents in Stonebridge and Colonial Acres are opposed to the DA routes. Paul E. Heise, P.E., District Engineer for district 3-0 informed us that there is no statistical data on support from those living within any of the routes. It would seem to be to their benefit to survey those in the corridors to determine where there may be support from those constituents making it less controversial. Of course there are other requirements to consider, but it could be helpful.

We are also concerned how construction may effect our lifestyle through the wildlife patterns, our water tables and our access to our homes. Old Trail is also concerned about whether construction will effect inches of flooding in their area. There is great potential here for the CSVT to also help with flood control that may need to be addressed in the future anyway. Bloomsburg and Sunbury are working on projects that may already cause more inches to flood the Old Trail area. There is also the possibility of using the ashpond adjacent to the PP&L since it was sold. This depends on how they will utilize the plant.

There have also been concerns about dividing the community with the 61 connector. The Old Trail allows for an alternative to use a 15 connector that would not further divide the community.

We would like to arrange a meeting with you whenever you may be in the area so we may personally share our thoughts with you, as well as the beauty of our community.

Sincerely,

Susan M. Reisinger, President
Stonebridge Homeowners Association
2 N Stonebridge Dr
Selinsgrove, PA 17870

570/743-1809

**Additional Written Comments Submitted During
the DEIS Comment Period, Bingaman**

Penn DOT District 3-0
Attn: Paul Heise, P E, District Engineer
715 Jordan Ave
P O Box 218
Montoursville, Pa 17754-0218

March 12, 2001

Dear Sir,

I am writing this letter in response to the Draft Environmental Impact Statement for the Central Susquehanna Valley Transportation Project. As my parents and neighbors, Richard and Leah Bingaman, and I reside on County Line Road between Route 15 and Park Road, I am most concerned about this geographic area. I wish to point out that the combined Routes 11 & 15 as they go northward to Shamokin Dam is composed of four highway lanes. At Shamokin Dam Route 11 splits eastward while Route 15 still containing four lanes goes northward. My house along County Line Road is situated about one block east of Park Road and about five blocks west of Route 15. I can see both Park Road and Route 15 from my lawn as they run northward and southward parallel to each other, and I can hear the traffic noise from both roads. When I try to envision another four-lane highway in between Park Road and Route 15 also running parallel northward and southward, I have great difficulty discerning the logic of this project. Any major league baseball player of any slugging capability could stand on any one of these three highways and hit a home run to the next highway. I keep asking myself the same question, "Why, if four highways lanes enter Shamokin Dam from the south, are ten highway lanes, which would be jammed into an area on a road map as narrow as the center of an hour glass, needed exiting Shamokin Dam to the north?"

For several years during the warmer months I have hung a large carved wooden sign on the front of my house. It depicts a pastoral scene and displays carved letters spelling out the phrase "Country Living". From my lawn I can already see the two lanes of County Line Road intersecting the six lanes of Route 15 and Park Road. It is somewhat frightening envisioning four more lanes in this picture. The word "Country" in my sign would probably have to be changed to "Urban". My parents have lived on their farm for more than a half century and the farm is more than a century old. They have had countless inquiries from strangers who wanted to buy parcels of farmland. In fact, just last month a cellular phone company wanted 10,000 square feet of land behind my house for a tower (I have read that there are over 70,000 such towers in the United States and apparently this is not enough). If my parents had satisfied all of these requests, the farm would look like the former farmland around Park Road and on the opposite side of Route 15—covered with homes leaving less and less frontage or open areas left. Apparently this an example of "sprawl" as mentioned in the enclosed article entitled "What is Sprawl?"

RECEIVED
DISTRICT ENGINEER
MONTOURSVILLE, PA.
MAR 14 AM 9:59
DISTRICT 3-0

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Bingaman**

Bingaman, R.

1. With the construction of the Recommended Preferred Alternative, DAMA/RC5, four lanes of traffic will enter the Shamokin Dam area from the south (two on existing U.S. Routes 11/15, two on DAMA/RC5) and six lanes of traffic will leave the Shamokin Dam area to the north (two on existing U.S. Route 15, two on existing Route 11 after they split near Tedd's Landing, and two on DAMA/RC5).

The CSVT alternatives were designed to accommodate projected design year (2030) traffic volume and to address the project purpose and needs, as described Section I of the Draft and Final EIS.

1.

Additional Written Comments Submitted During the DEIS Comment Period, Bingaman

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The section of the Draft dealing with wildlife lists species in varying categories of prevalence such as endangered and listed on state or federal endangered species lists, threatened species, rare species, etc. The narrative contains contacts with professional biologists seeking verification that the geographic area in-harms way contains few, if any species in any endangered categories. The conclusion of the Draft seems to be that there are no endangered species in the way and mistakenly gives the impression to readers that the County Line Road area is devoid of wildlife. It only states what wildlife are not present according to biologists who reside elsewhere, and it does not mention what forms of wildlife are actually present or commonly seen in this area. There is no inventory of wildlife inhabiting the area between Shamokin Dam and Winfield. There is no list of contacts with local residents detailing what critters they have seen in their years of residing in this area. After reading this section of the Draft, one could come away with the impression that nothing lives there and therefore there would be not great loss.

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Bingaman, R.

2. The mission of the FHWA and PENNDOT is to safely and efficiently move people and goods. The control of sprawl is an issue to be addressed by the local municipalities. The control of growth and development is under the jurisdiction of the local planning entities, not the Department of Transportation. Local planning and zoning decisions are monitored by local officials. Recognizing that roadways can affect local planning trends PENNDOT will continue to coordinate with local officials regarding the development of this project.
- 3.
4. Roads are built to accommodate existing and future traffic demands. The stated purposes of the CSVT project are to reduce congestion on study area roadways, improve safety for users of the roadway system, and ensure sufficient capacity for the expected growth in the area. This highway is not intended to be a catalyst for growth. However, recognizing that growth may be stimulated by better access to and through an area, the potential secondary and cumulative impacts of the proposed CSVT roadway are addressed in Section IV.L Secondary and Cumulative Impacts.
- 5.
3. Mass transit alternatives were considered for the CSVT project and are discussed in Section III, Page III-12 of the Draft and Final EIS. The creation and maintenance of a light rail transit option was not considered a reasonable alternative because it did not meet the project need. Improvements to the existing bus transit system were also considered but dismissed as

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3. (cont.)

not being reasonable since only a small portion of the study area is presently served by public transit. Additionally, mass transit options did not serve all of the project needs since they only addressed potential relief to local traffic and not the through traffic. The mix of through and local traffic, through truck traffic in particular, is a major problem on the study area roadways.

4. All alignments evaluated in the Draft EIS impact your parent's property. However, until a Record of Decision (ROD) is issued, the alternative selected could be different from the Recommended Preferred Alternative. Additionally, once an alternative is selected, it is subject to modifications during Final Design.

The alignment of County Line Road was modified to accommodate the alignment of the main line alternative and to provide access to Route 15, not to provide fill for the changes in terrain.

5. The impacts of the County Line Road relocation are covered within the overall impacts presented for the Section 2 Alternatives (RC1-E, RC1-W, RC5, and RC6). Impacts to farmland and forest land are presented in the Draft EIS in Section IV-D and IV-F.1, respectively.

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2. The Draft EIS reflects considerable condensing of technical information. Data summarized in the Draft EIS are provided in detail in the Technical Support Data files for the project. A technical file has been assembled for vegetation and wildlife where the details regarding the wildlife located in the CSVT study area are discussed. It is acknowledged that many forms of wildlife, such as those listed in Mr. Bingaman's letter, are present in the CSVT study area.

3. The impacts of the CSVT Project on wildlife movements and habitat are a concern. Total avoidance of wildlife habitat is not possible. Thus, efforts will be undertaken in Final Design to minimize adverse impacts to terrestrial resources and wildlife habitat. These minimization measures are discussed on Pages IV-182, 184-189 on the Draft EIS. Initially, the study area may experience a loss in species populations and diversity. However, over time, wildlife in the area will adjust to the new highway. The introduction of the new highway to this area does not mean that the study area as a whole will not continue to provide habitat and will not support any wildlife species. The location of the Winfield Interchange in an area designated as "Locally Important Wildlife Habitat" was not intentional. This was simply the best location for the new interchange.

As discussed on Pages IV-182 through 190 of the Draft EIS, mitigation for impacts to Locally Important Wildlife Habitat will be considered. The types of wildlife habitat

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The Draft Environmental Impact Statement contains maps of the County Line Road area which are color-coded according to a rating of prime wildlife habitat, marginal wildlife habitat, barren or developed, etc. Ironically only the forest on the eastern side of Route 15 is designated prime wildlife habitat and this is the general area where the Winfield interchange will be located. The forest on the western side of Route 15 bordering my home and my parents' home is designated marginal wildlife habitat along with my parents' farmland. Strangely this is the same area where I have seen and continue to see all of the wildlife I mentioned above and the area where the new four-lane highway will be placed. I fail to grasp any logic in these wildlife habitat designations which don't seem to matter anyhow since much of the land classified in all categories will be destroyed and will cease to support any wildlife. This loss of habitat is usually what causes species in large numbers to become endangered or even extinct.

I could not find, in the Draft Environmental Impact Statement, any mention of endangered plants or trees. I know that wild dogwood trees grow along County Line Road and in the forests bordering my parents' farm on the north and south. All of these areas are in the direct path of the new highway. I also have read more than one article declaring that the wild dogwood is virtually extinct in Maryland thanks to the spread of a disease.

The Draft Environmental Impact Statement fails to deal with the radon issue, which I raised at a public meeting in Winfield late last year. It is no secret that radon persists throughout much of Union County and Central Pennsylvania. There have been numerous articles in local newspapers warning readers of the potential danger of radon. I have had my basement tested for radon and the results were positive. I know of a neighbor whose basement likewise has tested positive. The new highway according to maps presented at public meeting will require a mini canyon to be cut deep enough in the County Line Road area that retaining walls will be required. Since my house sits very near to this projected canyon, I doubt that the radon is confined only to my basement and I suspect it will be released in great quantities over the new roadbed. The question, which I asked at the Winfield meeting was, "What if any health hazard would be presented by a colorless, odorless cloud of radon perpetually hanging over the local area of the new highway?" My father, although a nonsmoker and a nondrinker of alcoholic beverages, has been fighting a form of cancer since the late 1980s. Is his cancer linked to his close residence to Route 15, which had a deep cut made in the roadbed when expanded to four lanes in the early 1960s? The Pennsylvania Department of Transportation representatives who were in attendance at the Winfield public meeting, to which I refer, admitted that they did not know the answer.

I have doubts that this new highway system will do very much to benefit the local residents. I do agree that the Shamokin Dam and Hummels Wharf areas of Route 15 are congested which is largely the fault of near unlimited sprawl. I personally do not expect to use the new highway. For several years I have entered Route 15 when going northward via Park Road at the Winfield intersection, which a few years ago had a traffic light installed. This has always been an easier route than trying to go north directly from County Line Road. I likewise often go south on Park

5. (cont.)

being affected by the CSVT Alternatives are generally abundant and widely distributed throughout the study area. Most of the affected species have already adjusted to human activities nearby. None of the alternatives studied will cause any plant or animal species to become endangered or extinct.

6. Page IV-180 of the Draft EIS states, "No threatened and endangered plant species preferred habitat or individuals have been confirmed in the project study corridor at the end of the 2000 field survey season." A similar statement is included in the Final EIS discussing that no threatened and/or endangered plant species habitat or individuals were confirmed in 2002. Annual surveys for threatened and/or endangered plant species have been conducted since 1996 and will continue to be conducted until construction begins.

7. With respect to wild dogwood trees, no dogwood species is presently listed by the U.S. Fish and Wildlife Service as a proposed or candidate endangered or threatened species in Pennsylvania. Similarly, the Pennsylvania Natural Diversity Inventory (PNDI) (a branch of the Bureau of Forestry in the PA Department of Conservation and Natural Resources) does not list any dogwood on the list of Plants of Special Concern in Pennsylvania.

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7. Radon is a naturally produced gas which is always present in our environment. Adverse health effects are associated with prolonged exposure to radon when it is confined in closed areas, such as basements. It is expected that any small amounts of radon released will be dissipated into the atmosphere.
8. It is anticipated that this project will provide benefits to the local residents by reducing congestion and improving safety on local roadways. The through traffic, particularly the through truck traffic, will be separated from the local traffic which will minimize the conflicts on local roadways.
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Road to Shamokin Dam to enter onto Route 15 I actually would not need the County Line Road intersection with Route 15 to get onto Route 15 I doubt that many other local residents would really miss this intersection if it were removed, because they could always get to Route 15 by a short alternative road, either Park Road west of Route 15 or the back roads on Blue Ridge to the east of Route 15 In short I still believe that the existing Route 15 would be a better selection for the freeway (a point which I stated in writing to your office after the initial public meeting a few years ago) The expanse in question is an approximate length of three to four miles between Shamokin Dam and the Winfield bridge- site It would certainly be far less expensive to the taxpayer to have Park Road and the back roads to the east of Route 15 improved and perhaps widened to handle increased local traffic and direct traffic going through this area onto the existing four lanes of Route 15 Some local people living along Route 15 probable could be connected to alternate back roads if Route 15 were converted to a limited access route Converting Route 15 to a thruway would certainly be a case of minimal impact upon the land whether farmland, forestland, or residential land A new road system compressed between the existing parallel road systems would cause maximum impact upon the land Labeling grandiose construction projects, such as strip malls, multiple lane highways, housing complexes, etc as land development ventures, is actually a misnomer Nature has already "developed" the land into forests, meadows, hills, mountains, and to a certain extent even farmland Anything else is really a land "un-development" project I regret that of all the wildlife in North America, none is apparently more important than the American sacred cow—the automobile

Sincerely yours



Richard L. Bingaman

Cc Rep Russell Fairchild
Felmey Rd
Winfield, Pa 17889

Sen Edward W Helfrick
144 West 8th Ave
Shamokin Dam, Pa 17876

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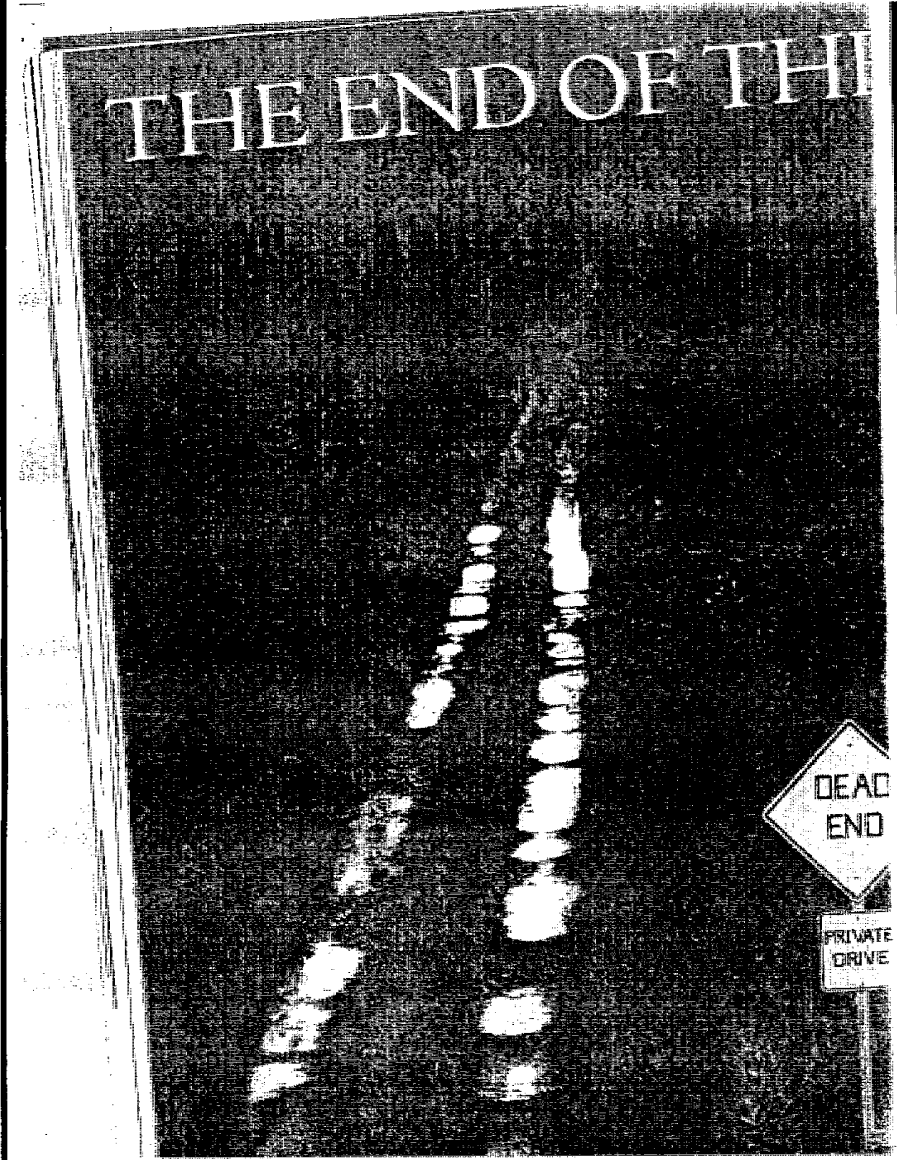
Bingaman, R.

9. An alternative that used existing Route 15 in this area was considered during the Preliminary Alternatives analysis. At first glance the use of existing U.S. Route 15 between the U.S. Route 11/15 split and Winfield might appear to be a reasonable alternative since this is the least congested portion of U.S. Route 15 in the study area. But several factors impede its use as part of the new highway.

The curves and grades of this portion of the highway do not meet current minimum design criteria. Extensive redesign and reconstruction would be required to bring this portion of roadway in compliance with current criteria.

Additionally, one of the ways to achieve two of the project purposes (improve safety and reduce congestion) is the separation of through and local traffic. The new highway will be limited access. Access to properties located along, and in the vicinity of, existing U.S. Route 15 would be affected if it became part of the new facility. A means of access would be required for the affected properties. Additional roadways, called frontage roads, would be needed to carry local traffic. The impact and cost of reconstructing the existing highway and adding frontage roads could be greater than constructing a separate new facility. It is generally more cost effective to construct the new facility to carry the through traffic and allow the existing roadway system to remain intact to carry local traffic. Reconstruction of an existing facility such as U.S. Route 15 also could severely restrict traffic for several years during construction.

ATTACHMENTS TO MR. BINGAMAN'S LETTER



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ROADS?

By Joel Bourne

THE NATION IS LOSING MUCH OF ITS PRISTINE WILDERNESS TO PAVEMENT AND GRAVEL—ALMOST AS FAST AS SCIENTISTS ARE FINDING NEW EVIDENCE THAT ROADS DESTROY WILDLIFE AND WATERSHEDS.

Mark Skatrud dug his snowshoes into the side of the hill and pulled out his topographical map for the third time in 10 minutes. This did not bode well. We had spent the last hour trudging through a dense thicket of lodgepole pines in the Loomis State Forest, through a three-mile-wide, nearly treeless swath of conifers and natural meadows on the Oregon-Canada border. It was February and snowing.

"Neither of us had a tent or a sleeping bag. I think the road is this way," said Skatrud, a member of a small forest-watch group called Friends of the Loomis.

As he turned to head back the way we had come, he said, "In five years from now, finding a road here may not be a problem. Under pressure from local timber interests, Washington's Department of Natural Resources, which manages the Loomis, has been building roads in the forest at what is the fastest rate in the contiguous United States.

In five miles of logging roads were built here during the last five years, and another 23 are scheduled for this year. Virtually all of the 134,000-acre Loomis forest, which the tract Skatrud and I were wandering, may be paved with roads and clearcuts. The state has agreed to protect 10 percent of the area, but only if cash-strapped local communities can come up with some \$30 million to offset the state's revenue that the state will be giving up.

Some estimates, the United States loses as many as 100,000 acres of wilderness each year because of timber sales and road construction. Highways, powerlines, mining operations, and oil and gas exploration destroy perhaps 1 million acres. More than 1 percent of the nation is now designated an area as big as the state of South Carolina.

Building has long been the surest way for politicians to get home the bacon. Congress's recent \$200 billion highway bill prompted conservative columnist David Frum in the *New York Times* of "the colossal highway bill, which would leave scarcely a blade of grass in the lower 48 untrammeled. (Where are the environmentalists when you need them?)"

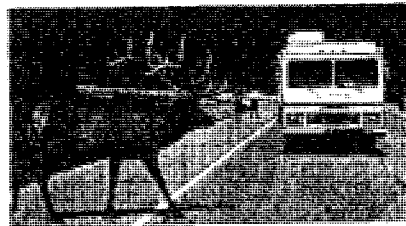
Of the roadless land that remains in this country, only 10 million acres is protected as designated wilderness. The Wilderness Act, signed in 1964 by President Lyndon Johnson, originally protected 9.3 million acres, places "where the sense of its community of life are untrammeled by man, himself is a visitor who does not remain."

In 34 years the system has expanded to more than 100 million acres of wilderness, ranging in size from the 100-acre Breadloaf Wilderness Area, in Vermont, to

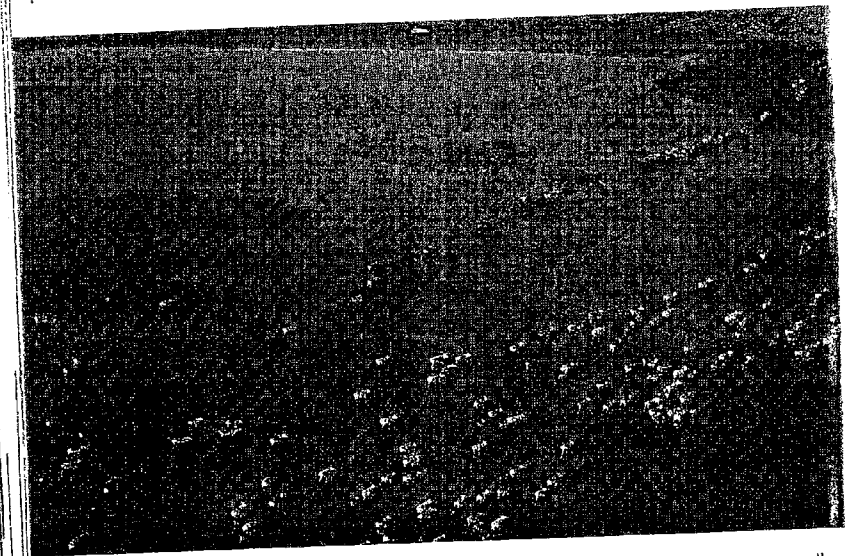
the 2.4 million-acre River of No Return Wilderness Area, in Montana and Idaho. These reserves provide more protection for wildlife and habitat than even national parks do. Not only are roads prohibited, but so are all modes of mechanical transportation, including snowmobiles and all-terrain vehicles. Aldo Leopold, who inspired the modern wilderness system, envisioned wilderness areas as pure pockets of nature so big that one could spend two weeks meandering through them on horseback. Today, however, just one day in the saddle will take you across most federal wilderness areas.

New studies show that wild areas play an important role in providing clean water and a haven for wildlife in an ever more urban world. Roads, by contrast, increase species' chances of becoming extinct by dividing their populations into smaller and smaller groups. Yet even as scientists are coming to understand the harmful effects of roads, politicians are debating whether to maintain pristine wilderness in Alaska, Utah, and other parts of the country.

The U.S. Forest Service and the Bureau of Land Management (BLM) control most of the unprotected federal land that remains roadless. In 1979 the Forest Service estimated that there were roughly 62 million roadless acres in national forests—though some conservationists believe that the figure should have been about 80 million. Since then, 13.2 million acres have been protected as wilderness. Of the rest, the Forest Service estimated in January that only 33 million acres remained. (Conservationists put the figure at about 50 million.) The BLM, which completed an inventory in 1992, estimated 25 million roadless acres on its land. Of that, 5.2 million acres have been designated as wilderness, and 17 million remain unprotected.



A North American elk braves a busy highway in Jasper National Park, Canada. Opposite: A side road off the Dalton Highway, in Alaska. The state still has more unroaded wilderness areas than anywhere else in the United States.



Since 1990 the Forest Service has constructed an average of 2,000 miles of logging roads each year. In the past hundred years, more than 430,000 miles of gravel roads have been built in national forests, eight times the length of the interstate highway system. Many of these roads are now eroding, clouding the drinking water of more than 900 communities across the nation. Faced with hundreds of lawsuits and administrative appeals, Forest Service chief Michael Dombeck moved last January to restore faith in his beleaguered agency. In one of the boldest moves seen in the capital in recent times, Dombeck proposed an 18-month moratorium on road construction in many of the remaining roadless areas. "The unfortunate reality is that many people presently do not trust us to do the right thing," Dombeck had testified to Congress the year before. "Until we rebuild that trust and strengthen those relationships, it is simply common sense that we avoid riparian, old-growth, and roadless areas."

The Loomis State Forest is a vivid microcosm of the debate. Its 35,000 acres of roadless lands contain the headwaters of the Sialahekin and Tous Coulee creeks, which irrigate cropland and apple orchards throughout the Okanogan Valley. Rare redband trout swim in its pools. A recent study by the Forest Service and other agencies of the Columbia River Basin, which includes the Loomis, found that untrammeled roadless areas contained some of the healthiest forests left, largely because they haven't been subjected to logging, fire suppression, and exotic weeds spread from roads. More than 60 percent of the healthiest aquatic habi-

tars occurred in areas with very few roads or none at all. In 70 percent of indicator species were harmed in some way by roads. The roadless parts of the Loomis provide a vital refuge for grizzly bears, moose, wolves, and wolverines—animals that have all but disappeared from the lower 48 states. Last year in this forest, Mark Skatrud found the first fish track seen in Washington State in nearly a decade. And the Loomis and surrounding forests are home to the largest concentration of lynx left in the Lower 48. The elusive cat being considered for listing as a federally threatened species.

The day we hiked the Loomis, Skatrud had led me to a bluff overlooking three forests caught in the road-build-

The 16 Largest Roadless Areas in the Contiguous United States in 1992

ROADLESS AREA	STATE	ACRES
River of No Return	Idaho, Montana	3,250,000
High Sierra	California	2,800,000
Grand Canyon	Arizona	2,700,000
Bob Marshall	Montana	2,540,000
South Alaska	Wyoming	2,190,000
Selway-Sitterroot	Idaho, Montana	1,860,000
Everglades	Florida	1,650,000
Gleason Peak	Washington	1,550,000
Cabota Priets	Arizona	1,250,000
Asaroka-Beartooth	Montana, Wyoming	1,250,000
Total		21,410,000

*From *The Big Outside*, by Dave Foreman and Howie Wolke. Ecosystems administered by more than one agency, as well as private land.

ATTACHMENTS TO MR. BINGAMAN'S LETTER

controversy. To the west lay the 530,000-acre Pasayten Wilderness, dominated by Windy Peak, a bare cone of rock and snow piercing the clouds. Beneath us lay the Long Swamp Roadless Area of the Okanogan National Forest. It flowed into the roadless watershed of the Touca Coulee Creek to form a seamless river of lodgepole pine and spruce flowing all the way to Canada, a protected corridor for a number of rare carnivores.

The Pasayten, as a wilderness area, is protected from roads. The Forest Service has tried to build logging roads in the Long Swamp for years, only to be thwarted by conservationists' legal maneuvers. Dombeck's moratorium, which could go into effect as early as this summer, would give it a reprieve. But the Touca Coulee watershed is owned

by the state of Washington and is therefore out of Dombeck's purview.

In early April, Friends of the Loomis Forest and other grass-roots conservation groups struck a deal with the state that would protect 75

of the remaining lands of the environmental trust to drop several million dollars they had filed

as much as \$30 million would replace the lost logging revenue. The group is based in Loomis, Washington,

has been fighting to preserve the forest for nearly a decade. "The roadless areas still left are at the highest altitude," he says. "They produce the lowest-value timber, the smallest trees. Yet they're the core habitat for a lot of species. What are we losing by leaving them alone?"

Many scientists believe that it's imperative for the nation to answer that question. "Roads as an ecological factor have been pretty much ignored," says Richard T. Forman, co-author of a new study on the effects of roads on wildlife and a professor at Harvard University's Graduate School of Design. "With a four-million-mile network of roads, we can't keep closing our eyes to the impacts, especially if biodiversity and water quality are important to us."

In addition to silting streams, roads fragment and destroy habitat. Recent studies in Europe have indicated that roads through wooded areas reduce the total population of birds

by 33 percent for as far as a third of a mile on either side. The traffic on the roads has an impact as well. Cars are the biggest predator of all sorts of wildlife, from the lowly opossum to such imperiled species as the Florida black bear, the desert tortoise, and the Texas ocelot. Millions of vertebrates die under our tires each year. Above all, roads block the movement of animals across landscapes. "Any road is a barrier," says Forman. "The wider the road, the more traffic, the more noise, and the greater the effect."

In an ongoing study in the Rocky Mountains of Alberta and British Columbia, Mike Gibeau, a conservation biologist at the University of Calgary, has determined that the most significant human impacts on grizzly bears in the region come from the Canadian Pacific Railway and the Trans Canada Highway. These are among the country's most important transportation arteries, for everything from tourists to wheat. In the summer, 21,000 vehicles a day cruise the road at 60 miles per hour—one car every four seconds.

"This is a highway that you and I would have trouble crossing," says Gibeau. "It's pretty tough to get across without getting mowed down." In five years and 5,300 radio-telemetry "sightings," he has never documented a female grizzly crossing the Trans Canada Highway. Since all the bears in the region are descended from a single female ancestor, the bears have reached a genetic bottleneck, which can diminish their ability to adapt to environmental change. Surrounded by roads, prairies, and the headwaters of the Columbia River, the bears might as well be stranded on Vancouver Island. Only a few males have figured out how to cross the road regularly under cover of night, but according to Gibeau, their chances of surviving long enough to pass along their knowledge are slim.



Wildlife underpasses help animals from panthers to turkeys cross "Alligator Alley," in southern Florida. Opposite: In an unroaded part of the Arctic National Wildlife Refuge, Porcupine caribou migrate across the coastal plain.

at all... some way... divide a... he first... ade. And... the largest... exclusive... ened spec... led me... road-bui...

Wilderness Areas in the United States in 1986*

STATE	ACRES
Utah, Arizona	8,890,000
Idaho, Oregon, Nevada	4,130,000
Arizona	4,000,000
Alaska	2,800,000
Washington	2,510,000
Idaho	2,000,000
Nevada	2,670,000
Utah, Colorado	2,420,000
California	2,300,000
Wyoming	2,000,000
	34,810,000

*Source: The Living Wilderness, the magazine of the Audubon Society.

For 25 miles the highway runs through Banff National Park, in Alberta. In 1983 the Canadian government erected a seven-foot-high fence to keep animals from trying to cross the highway, but it impedes the free movement of grizzlies and other animals. So in 1985 the government began building underpasses like those constructed for Florida panthers along busy Interstate 75, also known as Alligator Alley. (Many other species, from alligators to turkeys, depend on them too.) In Banff, the 22 underpasses

have cut the highway mortality of elk by nearly 95 percent. Unfortunately, the road-shy grizzlies still shun them. So last fall the government took a cue from European countries and built two landscaped overpasses more than 150 feet wide. Gibeau has been studying the bears' reaction to the structures since they rose from their dens last spring.

The impact of roads through natural areas is apparent in the national parks of the United States as well. Only a few decades ago, the National Park Service was luring windshield tourists with scenic highways that brought Yosemite's sheer granite walls and Yellowstone's geysers within easy reach of millions. But increasing traffic is turning our favorite parks into something akin to the Yellowstone National Parking Lot. Since 1992, gridlock has forced rangers to close Yosemite's gates 18 times. Air pollution from cars threatens the forest giants of Sequoia National Park, while motorists in Grand Canyon National Park kill more than two dozen deer and elk each year—plus many squirrels and raccoons.

Officials at nearly a third of the 54 U.S. parks are trying to reduce car congestion. Public transportation is being proposed or is operating in parks from Acadia to Yosemite. At Grand Canyon, a tourist railroad carries 120,000 people each year. Still, on a busy July day on the South Rim, 6,500 drivers vie for 2,400 parking spaces.

ROADLESS AREAS ARE as much political creations as wonders of nature, and politics is often the art of compromise. Dombeck's moratorium, for example, excludes 29 of the 104 national forests with timber programs, including 19 in the Pacific Northwest and the Tongass, in southeast Alaska, the country's largest temperate rainforest. Nor does it cover any roadless area smaller than 5,000 acres that does not adjoin a larger block of protected federal land, such as a national park—even though in December more than 100 conservation scientists urged President Bill Clinton to protect roadless lands of 1,000 acres or more, plus smaller but biologically important areas. The higher minimum meant the omission of most roadless areas east of the Mississippi River.

Nonetheless, congressional leaders who represent states with large federal timber programs have called Dombeck on



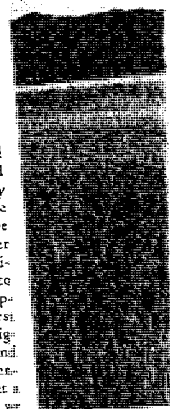
A clearcut in the Cherokee National Forest, in Tennessee. Below: The mountains of the Scapegoat Wilderness Area, in Montana, rise above rangeland.

the carpet and introduced legislation to block his moratorium. Senator Frank Murkowski (R-AK) has even threatened to slash the Forest Service budget. "The Forest Service has chosen this tactic, a moratorium to buy time—for what we don't know," he told reporters recently. "There no justification to the U.S. taxpayer for that."

Murkowski has also launched an attack on the Wilderness Act, sponsoring a bill that would plow a 3-mile gravel road across remote Izembek National Wildlife Refuge and Wilderness Area, on the Alaska Peninsula. (The bill was slated to come up this summer, but conservationists expected a close vote.) The \$30- to \$40-million project would connect the villages of Cold Bay (population 120) and King Cove (population 800), ostensibly to give King Cove residents access to Cold Bay's all-weather airport in medical emergencies. "This is a terrible place to have to fly out of if you can't afford to wait," says Murkowski.

But opponents of the road contend that driving in bad weather would be equally dangerous; they say the health needs of King Cove residents would be better met by establishing helicopter or boat service to Cold Bay. The road, if approved, would be the first ever constructed in a designated wilderness area, and conservationists and scientists fear that it would set a dangerous precedent. "If we do it here," says federal biologist Mike Roy, who works at the Izembek refuge, "Yellowstone, Yosemite, or the Boundary Waters?"

The Izembek, an internationally recognized wetland, is one of the world's largest eelgrass beds. Hundreds of thousands of waterfowl depend on the eelgrass—as wintertime staging areas for long migrations. Among them are emperor geese, and nearly the entire population of Pacific black brant, small geese that feed in the before flying to Baja California. The southern-Ala-



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ROADS AS AN ECOLOGICAL FACTOR HAVE BEEN PRETTY MUCH IGNORED," SAYS ONE RESEARCHER. "WITH A FOUR-MILLION-MILE NETWORK OF ROADS, WE CAN'T KEEP CLOSING OUR EYES TO THE IMPACTS."

The chosen caribou herd, whose population has dropped from 10,000 animals to 3,400 over the past decade, feeds along what is a 30-mile corridor where the road is planned, as do the healthy populations of coastal brown bears and gray wolves. Nowhere have opponents of federal wilderness been more brazen as in the redrock-canyon country of southern Utah. In 1996 President Clinton established the Grand Staircase-Escalante National Monument there. Adjacent to the national parks and a national recreation area, the 1.7 million-acre monument created one of the largest protected areas in the Lower 48. Its striated sandstone canyons and desert sage steppes are home to endangered peregrine falcons and threatened Mexican spotted owls—as well as the backstop for nearly every sport-utility-vehicle commercial on television.

around. "They want to point out any two-track, off-road trail or prospector's path that may have been used over the last century and say, 'Wherever you see these tracks you can't designate wilderness,'" says Heidi McIntosh, legal director for the Southern Utah Wilderness Alliance. Last summer Congress voted down a bill upholding the Utah counties' rights to build roads. A lawsuit against the Interior Department by the counties is being heard in U.S. Federal District Court this summer.

AS DUSK APPROACHED, Skatrud and I finally reached a narrow logging road that would take us out of the Loomis. Tramping through the woods, I had found it easy to forget that the debate over roads and wilderness was as old and tangled as the thicket of lodgepole pines behind us. Nearly 65 years ago Robert Marshall, another proponent of the national wil-



Congress, most Utah respondents supported a bill that would designate an additional 5.7 million acres of federal land in Kane, Garfield, and San Juan counties—who favor allowing ranching, mining, and off-road vehicles on federal lands—distinguish between heavy equipment to preempt preservation. County officials have plowed or widened jeep trails in the new monument in one of the national parks, and on other federal lands being considered for wilderness protection. In some areas, simply scraped tracks into the desert and turned

derness system, wrote, "What makes wilderness areas most susceptible to annihilation is that the arguments in favor of roads are direct and concrete, while those against them are subtle and difficult to express." He tried nonetheless, likening wilderness to a Brahms symphony that offers the best opportunity for "pure esthetic rapture." As I snowshoed through the Loomis, accompanied by creaking branches and the calls of boreal chickadees, the orchestra was in full swing. And I was glad that there were still a few roadless areas big enough to get lost in, if only for a while. *

What is sprawl?

Sprawl is low-density development beyond the edge of service and employment, which separates where people live from where they shop, work, recreate, and educate—thus requiring cars to move between zones.

The consequences of sprawl:

- Traffic congestion.
- Longer commutes that steal time from family and work.
- Worsening air and water pollution.
- Loss of farmland, open fields, forests and wetlands.
- Increased flooding.
- Raised taxes to pay for services — police and fire departments — and infrastructure — new schools, roads, water, and sewer structure.

How does sprawl hurt cities?

- Sprawl erodes the city's tax base as people flock to the suburbs, forcing cities to raise taxes on remaining taxpayers to pay for city services.
- Sprawl destroys downtown commerce by pulling shoppers from once-thriving locally owned stores and restaurants to large regional malls.
- Sprawl increases unemployment and concentrates poverty in urban centers.
- Sprawl undercuts property values and investment opportunities.
- Sprawl robs cities of character as abandoned factories, boarded-up homes and decaying retail centers dominate the landscape.

It's not just about cities

— Sprawl costs America's rural landscapes

The movement of people from rural or "nonmetro" areas of the country to more heavily populated cities and towns (an established trend for many years) has been reversed, according to the U.S. Department of Agriculture. As people leave the city, they bring development — residential and commercial — to the countryside.

The haphazard and arbitrary scattering of structures across the landscape devastates rural areas in many ways: it homogenizes the countryside once dotted by forests, fields, farmland, and rivers, lakes and

ponds; it destroys the agricultural heritage of this country; it upsets small-town life; and it changes the economic and cultural character of these areas.

Between 1970 and 1990, almost 20 million acres of rural land were developed nationwide. A total of 400,000 acres a year are chewed up to build residential and commercial centers.

Even places like Vermont, a state with a powerful rural legacy, is not immune to development pressures. The very name of the state, "Vermont" is practically synonymous with rural life in this country. Its rural personality is largely responsible for the area's economic health, as millions of tourists visit Vermont each year and produce billions of dollars in revenue for state coffers.

Yet, beginning in the 1980s, as more and more people moved to Vermont in search of a better quality of life, development (often in the form of malls and superstores) began to slice up this bucolic countryside. In just two years, the state lost 10 percent of its farmland.

Farmland all across the country is threatened by contagious sprawl. Today ribbons of highway reach across acre after acre of lush fields. The seemingly unstoppable march of development across fertile, high quality farmland is quickly undermining the nation's agricultural productivity.

An astounding 70 percent of prime or unique farmland is now in the path of rapid development, according to a report recently released by the American Farmland Trust which analyzed 181 major land resource areas. Texas lost more prime and unique farmland than any other state, nearly a half million acres from 1982 to 1992.

Rural areas everywhere are today paying the price for the sprawl that inevitably accompanies population growth — traffic jams, more air pollution, cookie cutter-like housing, and ruined environment.

Sprawl costs our natural environment

Sprawl chews up the countryside rolling over millions of acres of forest, wetlands, and prairie, fragmenting landscapes, disrupting wildlife habitat, and altering rivers streams and watersheds.

One of the most damaging impacts of sprawl on the country's natural resources is run-off from farms and city streets which carries pollutants and excess sediment into waterways, degrading water quality and smothering habitat.

Two of this country's greatest natural assets, the Chesapeake Bay, the largest watershed in the states of Maryland, Virginia, and Delaware, and the Sonoran Desert are suffering the ravages of sprawl.

Around the Chesapeake Bay, sprawl is gobbling up open space and forest lands quickly. According to the Chesapeake Bay Foundation, more than 90,000 acres are consumed by sprawl each year in the bay states. Today, 4 to 5 times more land is used per person than 40 years ago. As a result, toxins and sediments are flowing into the bay in increasing amounts and upsetting the delicate balance of the watershed's ecosystem. Sprawl

Congratulations, Marilyn!

Marilyn Skelnick, our Chapter Transportation, Land Use, and Growth Management Chair, has been honored with inclusion in the 21st edition of *Who's Who of American Women*.

In addition to her Sierra Club activities, Marilyn serves on numerous regional and national planning and environmental boards and committees. She also hosts and produces *Focus on Issues*, a local cable television program.

ATTACHMENTS TO MR. BINGAMAN'S LETTER

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is undermining progress in cleaning up the Chesapeake Bay and protecting habitat for fish and wildlife.

The Sonoran Desert is the largest desert in North America, covering about 120,000 square miles. Daily summer temperatures exceed 100° F (38° C). Most parts of the desert receive less than 10 in. (less than 250 mm) of rainfall a year. But, far from being a parched and barren wasteland, the Sonoran Desert is one of the most botanically diverse deserts in the world. More than 2,500 plant species and various desert animals call the Sonoran Desert home.

Today, more than 80 percent of Arizona's population lives in the Sonoran Desert, which includes the rapidly growing areas around Phoenix and Tucson. For the natural habitat of the Sonoran Desert, which evolved gradually over millennia, the rapid changes brought by man-made development, including fragmented habitats, new competition for food and water by imported non-native species, and changes in air and climate conditions, could pose a very serious threat.

Sprawl costs our historic treasures

When commercial and residential development swarms over the countryside, people are drawn away from the older, established central cities, downtowns, and neighborhoods where so much of this nation's heritage is concentrated. These areas then lose their economic health, and the buildings and other historical reminders which define these once bustling places fall into disrepair.

Two examples of historically important centers now experiencing this trend are Spokane, Washington and Lancaster County, Pennsylvania.

Lancaster County has been called "the Garden Spot of America, a kind of Eden on the East Coast, the idyllic farm landscape where the Amish retreat from the modern world" (*Boston Globe*, Michael Grunwald). The county also produces hundreds of millions of dollars in farm products and hosts thousands of tourists every year who come to enjoy the area's beauty and experience a piece of American history.

But Lancaster is beginning to take on the cast of the rest of suburbia. While an agricultural protection program is in place, the county has lost about 4,800 acres to development each year since 1980 — or 68 square miles over a ten-year period — to house 60,000 people, according to the National Trust for Historic Preservation (NTHP). To add insult to injury, WalMart has proposed building five stores which the Amish and other dedicated citizens are trying to prevent from happening. Lancaster County has in fact been named one of the most endangered historic sites in the world by the NTHP because of the devastating effects of sprawl.

The historic city of Spokane, Washington used to be known as "The City Beautiful." But today citizens believe the car has taken over and crushed the area's charm. While the pressures of growth are nothing new for Spokane (beginning as early as the 1900's), now the city is at a crossroads. A projected 54,000 new residents are expected to move to Spokane in the next 20 years. Citizens are now mobilizing to find ways to miti-

gate sprawl while accommodating growth that is consistent with quality of life.

Sprawl and flooding

Overdevelopment can have disastrous consequences. Filling in and paving over wetlands is increasing flooding all across America. With few exceptions, floods are most frequent, and loss of life and property are greatest, in counties that have lost the most wetlands — especially in the past 30 years.

The science is simple: Wetlands work as natural sponges that soak up and store rain and runoff. When these wetlands are bulldozed over and asphalted under, water that would have been stopped or slowed is free to flood.

According to the Federal Emergency Management Agency (FEMA), the government entity responsible for disaster response and prevention, the number of floods, flood deaths and property losses caused by flooding is increasing. Nationwide, floods killed 892 people between 1988-97, and cost an average of \$4.2 billion each year during the same time period. And FEMA believes a principle cause for this increased flooding is poor planning and unwise development that destroys the wetlands and open space that protect communities.

In an effort to promote and encourage local communities to stop destroying wetlands and building in the floodplains, to manage their growth wisely and include disaster prevention in their land use planning, FEMA has inaugurated Project Impact: Building a Disaster Resistant Community. Specifically, this initiative is designed to reduce the costs of future disasters by helping local governments work with business, education and environmental partners in their communities. They can take action before disasters strike, in-

cluding altering zoning laws, buying out flood plains, and discouraging destructive and potentially disastrous development. For more information, call Kim Fuller in FEMA's Office of Emergency Information and Media Affairs at 202-646-4117. kim.fuller@fema.gov.

Who pays for sprawl? We all do.

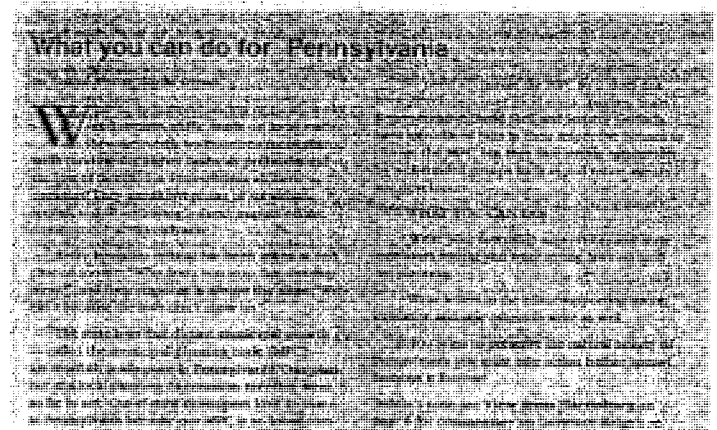
The idea that development strengthens the local tax base — a fact in the 1980s — has turned into fiction in the 1990s. Today, increases in tax revenue are eaten up by the costs to the community of delivering new services, including water and sewer lines, schools, police and fire protection, and roads for people who live far away from existing infrastructure. Here are some examples:

Between 1970 and 1995, Maine spent over \$338 million building new schools while the number of public school students declined by 27,000.

From 1970 to 1990, Minneapolis-St. Paul closed 152 physically adequate schools in urban and central suburban areas and opened 78 brand new schools in the outer suburbs.

Providing services to new development has grown so costly in Prince William County, Virginia, near Washington, D.C., that even though the county has the highest property-tax rate in the Commonwealth, every new house brings a \$1,688 shortfall.

[This article is excerpted from a Sierra Club monograph entitled *The Dark Side Of The American Dream: The Costs and Consequences of Suburban Sprawl*. The full text can be found at: http://www.sierraclub.org/transportation/sprawl/sprawl_report/



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**Additional Written Comments Submitted During
the DEIS Comment Period, Wolfe**

Timothy L. Wolfe
RR#2 Box 175B
Selinsgrove, Pa 17870
March 19, 2001

Federal Highway Administration
Attn James Cheatham, Division
Administrator

Mr Cheatham,

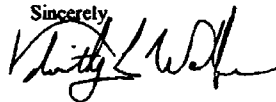
After studying the most recent proposal by PaDot on the DEIS on the Central
Susquehanna Valley I have the following concerns

The road recently shifted in the Sunbury Road area now will include the taking of
two of the western most houses and impacting the adjacent houses (approximately 6
remaining houses) The reason was to lessen the impact to farmland and that a historic
building on Kratzerville Road was eliminated However, looking at PaDot's map it
appears that this is not the case Indeed it appears that more Agricultural Security land
will be impacted It may also leave a small unfarmable strip (remnant) of farmland to the
southeast One must also contest the future of some of the farms in the impact areas I
have lived here for over 20 years and have been familiar with this area for over 40 years
I have watched the continual development of farmland and can attest to the fact that
within the last ten years the eight houses aforementioned have been built on farmland It
is also noteworthy that the amount of ground being utilized by the farmers in some cases
does not reflect the true amount of property owned In other words, some if not a majority
of land farmed may be and is leased thus reducing the possibility of its future of being a
viable farm (reference Section IV, figure IV-D-1, the DAMA rating is 130 FCIR. The
FCIR rating below 160 points is considered to be already committed to urban
development and not eligible for mitigation ")

Also, this shift will impact viable wetlands which were not newly created such as
those to the southwest of the Ash Basin number 3 This wetland is also a semi-wooded
wetlands and it is believed harder to replace

In conclusion we are asking for the reconsideration of returning to the original
alignment because of the impacts as stated This would eliminate the remnant of farmland
to the east, preserve two houses and greatly lower impacts to the remaining houses, and
save more viable wetlands

Sincerely,



**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Wolfe**

Wolfe, T.

1. The realignment of the DAMA Alternative near Sunbury Road is discussed in more detail in Section III of the Final EIS. At the request of an affected local property owner and farmer, an alignment shift was evaluated. The modified alignment impacted 10.5 fewer acres of pastureland but 2.5 acres more cropland. Overall, the modification affected 8.0 acres less of productive farmland and 1.7 acres less of farmland in an agricultural security area (ASA). However, this modification does require the acquisition of two residences along Sunbury Road. As a result of the appreciable difference this modification had on the future of the local farming operation, this modification was incorporated into all studied alternatives.
2. Private property owners can sell their property for development whether the land is productive farmland or not. However, due to various federal and state laws and regulations, impacts of roadways to productive farmland must be avoided and/or minimized if at all possible.
3. Many farmers farm land they own, and lease additional land for the production of crops and/or pasture. Productive farmland, whether owned or leased, is treated the same way by PENNDOT.

Additional Written Comments Submitted During the DEIS Comment Period, Wolfe

Timothy L. Wolfe
RR#2 Box 175B
Selinsgrove, Pa 17870
March 19, 2001

Federal Highway Administration
Attn: James Cheatham, Division
Administrator

Mr Cheatham,

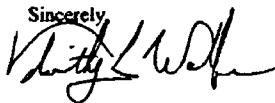
After studying the most recent proposal by PaDot on the DEIS on the Central Susquehanna Valley I have the following concerns

The road recently shifted in the Sunbury Road area now will include the taking of two of the western most houses and impacting the adjacent houses (approximately 6 remaining houses) The reason was to lessen the impact to farmland and that a historic building on Kratzerville Road was eliminated However, looking at PaDot's map it appears that this is not the case Indeed it appears that more Agricultural Security land will be impacted It may also leave a small unfarmable strip (remnant) of farmland to the southeast One must also contest the future of some of the farms in the impact areas I have lived here for over 20 years and have been familiar with this area for over 40 years I have watched the continual development of farmland and can attest to the fact that within the last ten years the eight houses aforementioned have been built on farmland It is also noteworthy that the amount of ground being utilized by the farmers in some cases does not reflect the true amount of property owned In other words, some if not a majority of land farmed may be and is leased thus reducing the possibility of its future of being a viable farm (reference Section IV, figure IV-D-1, the DAMA rating is 130 FCIR. The FCIR rating below 160 points is considered to be already committed to urban development and not eligible for mitigation')

Also, this shift will impact viable wetlands which were not newly created such as those to the southwest of the Ash Basin number 3 This wetland is also a semi-wooded wetlands and it is believed harder to replace

In conclusion we are asking for the reconsideration of returning to the original alignment because of the impacts as stated This would eliminate the remnant of farmland to the east, preserve two houses and greatly lower impacts to the remaining houses, and save more viable wetlands

Sincerely,



Response to Additional Written Comments Submitted During the DEIS Comment Period, Wolfe

Wolfe, T.

- 4. This shift does impact an additional 0.04 acre of wetland. This additional impact was considered minimal. The impacted wetlands are not classified as forested wetlands (Palustrine Forested [PFO]) but contain a mixture of emergent and shrubby vegetative growth and are clasified as Palustrine Emergent (PEM) and Palustrine Scrub Shrubs (PSS) wetlands. Any wetland areas impacted by the selected alternative will be mitigated for during construction. Generally, forested wetlands are replaced using a 2:1 ratio, scrub shrub wetlands using a 1½:1 ratio and emergent wetlands using a 1:1 ratio.
- 5. Further evaluation of the Sunbury Road modification and the original alignment of the DAMA Alternative indicates that the Sunbury Road modification will remain part of all study alternatives.

**Additional Written Comments Submitted During
the DEIS Comment Period, Varner**

RANDALL AND JAMI VARNER

2

March 19 2001

Federal Highway Administration
Attn James Cheatham Division
Administrator
228 Walnut Street Room 536
Harrisburg PA 17101-1720

Dear Sir;

On March 12,2001 my wife and I attended the hearings for the proposed thruway project for Routes 11 and 15 in Snyder County

We have attended all meetings prior to this meeting In November of 1999 we received a registered letter asking us to attend a meeting at the Christ Community church At which time the preferred route was given and our home was a complete and total take

Then in November or December of 2000 we attended a meeting at the Selinsgrove Middle School At which time we were then informed that our home was to stay and be approximately 200 feet from the road and that approximately one third of our land was to be "road right of way" When we questioned several of the engineers about this, they could give us no clear answer to why it was changed from a complete take, to such a short distance away We did notice at that time though that instead of 3 homes being taken in the Colonial Drive area that there now was to be 7 homes taken

Attending the meeting on March 12, 2001 at the Selinsgrove Area High School, we were asking some of the other engineers other questions concerning the area, and the noise study At this time we were told by one of the engineers (who shall remain nameless) that in fact the reason the roadway shifted near our home was because of the changes that were made to the Colonial Drive area and the appeasement of these people And that because there had to be more homes taken from that area they had to leave other homes to equal the costs

If this is the case, and what we were told was and is true, we feel that money and power has corrupted this whole project And there will never be any justice for the little guy My wife and I have lived in our home for 20 years and the home once belonged to my Grandparents We do realize that the road project is desperately needed and all that we are asking is that you look at this section of the road project (over pass of 11th Avenue) again, to see if something can be done differently With the road 200 feet behind us the value of our home is nothing We also feel that the noise will make it unbearable to be outside in our yard We feel that it will be an invasion of our privacy

We are asking you to reconsider the placement of this section And to go back to the

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Varner**

Varner, R.

1. The Varners' concerns have been addressed previously. Please see Pages 91-95 and Pages 164-166.

**Additional Written Comments Submitted During
the DEIS Comment Period, Varner**

way it was before the change for Colonial drive Or to move it up 11th Avenue more
leaving all the homes on Miller's Drive

1.

We would appreciate an answer to our questions And we ask for fairness and
reasonable sense in determining the road path

Sincerely



Signature

**Additional Written Comments Submitted
During the DEIS Comment Period,
Bobb, D.**



**PUBLIC HEARING – March 12, 2001
DEIS COMMENT FORM**

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Date 3-22
Name (required) DAVID M BOBB
Address (required) RD 2 Box 150-A Selinsgrove PA 17870
Phone (optional) _____ Email (optional) _____

COMMENTS

Please consider this: Instead of crossing the power lines at Stetler Ave, turn and go parallel with them just west of the Snook residence in a somewhat straight line up between the Swineford and Benner residences on 11th Ave across at about the Borow line into the vacant unsold building lots owned by Craft Valley Nursery (the land is being farmed until the lots are sold). This idea would not take away residences and very little farmland.

Use reverse for additional comments

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Bobb, D.**

Bobb, D.

1. In response to Mr. Bobb's request, a modification of the DAMA Alternative was considered. This modification paralleled the power line, as suggested, and crossed 11th Avenue approximately 1,200 feet north of its present location. An evaluation of potential impacts of this modification was completed. A summary of this assessment follows.

The suggested modification does reduce the impacted homes along 11th Avenue. However, the alignment modification does not maximize the use of land associated with Ash Basin 3, as the DAMA Alternative attempts to do. As a result, the impacts to environmental features are higher. For example, the modification requires additional impacts to productive farmland (39.1 acres greater impact), agricultural security areas (20.3 acres greater impact) and prime agricultural soils (14.2 acres). Additional forested areas (8.7 acres) are also impacted. Additionally, a small amount (.1 acre) of wetland area is impacted.

The alignment modification also creates some additional engineering concerns. It passes close to the breast of the dam for Ash Basin 2, which causes geotechnical concerns. Additionally, the alignment modification has more involvement with utilities. It is anticipated that the DAMA Alternative will require the relocation of four powerline towers while the modified alignment will require the relocation of ten towers. This

Additional Written Comments Submitted During the DEIS Comment Period, Bobb, D.

Response to Additional Written Comments Submitted During the DEIS Comment Period, Bobb, D.



PUBLIC HEARING - March 12, 2001 DEIS COMMENT FORM

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Date 3-22
Name (required) DAVID M BOBB
Address (required) RD 2 Box 150-A Selinsgrove, PA 17870
Phone (optional)
Email (optional)

COMMENTS

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This idea would not take any residences and very little farmland

1.

Bobb, D.

1. (cont.)

will also raise the cost estimates substantially. Based on a review of this information, the suggested modification will not be pursued. Despite taking fewer residences, it has increased impacts to farmlands, wild-life habitat and wetlands. Additionally, it is closer to the breast of the dam at Ash Basin 2 and does not maximize the use of the property at Ash Basin 3.

**Additional Written Comments Submitted During
the DEIS Comment Period,
Bobb, M.**



**PUBLIC HEARING - March 12, 2001
DEIS COMMENT FORM**

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Date 3/24/01

Name (required) MICHAEL O. BOBB

Address (required) RR3 Box 1312 MILTON, PA. 17847

Phone (optional) 570-742-7735 Email (optional) _____

COMMENTS

IN YOUR RESPONSE TO THE CSVT (DEIS), MY OPINION FOR THE RIVER RISE ON THE FLOOD ZONE WAS NEVER CONSIDERED ABOUT THE CITY OF BLOOMSBURG. THEY ARE TALKING ABOUT RISING A FLOOD DIKE IN THE FUTURE. WILKES-BARRE WILL (OR DID) INCREASE THEIR DIKE AND NOW SUNBURY WILL ALSO (SOMETIME) ^{INCREASE} THEIR DIKE AND WALL BUT, WHAT ABOUT BLOOMSBURG? NOTHING SAID YET. I CAN SEE IT NOW. MORE WATER OVER THE DIKE + WALL FOR SUNBURY AND THEN SHAMONIN DAM, HUMMELS WHARF AND SELINGSGROVE WITH WATER ON THEIR STREETS, HIGHWAYS.

TRUCKS WITH YOUR WINFIELD BRIDGE? WHAT ABOUT TRUCKS ENTERING, GETTING THROUGH, AND LEAVING OUR TWO TOWNS, NORTH-UMBERLAND BORO (RT. 11 + 147) AND THE CITY OF SUNBURY (RT 61 + 147) AND GETTING TO RT. 11/15 AND YOUR PROPOSED BYPASS. HOW ABOUT DOING IT THIS WAY (SEE ATTACHMENTS). THIS WOULD SOLVE EVERYTHING!

SINCE NOV. 7, 1996, I ATTENDED MOST OF THE PUBLIC MEETINGS AS MUCH AS I COULD.

M.O.B.

Use reverse for additional comments

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Bobb, M.**

Bobb, M.

1. The potential impacts of the alternatives studied in detail on the Susquehanna River floodplain are presented in Section IV.I, Floodplains, of the Draft and Final EIS. The DAMA Alternative will not impact the Susquehanna River floodplain. This is one of the reasons why DAMA is the Recommended Preferred Alternative. The projected impacts on the Susquehanna River floodplain associated with the Old Trail Alternatives are based on the existing conditions and do not assume any potential levee modifications in the Bloomsburg area. There was coordination with the U.S. Army Corps of Engineers (ACOE) regarding a levee in the Wilkes Barre area.
2. The future traffic conditions, including future truck volumes are discussed in the Draft EIS, Section III (2020 volumes) and Final EIS, Section IV.M (2030 volumes). With the construction of the CSVT, truck traffic volumes in Northumberland are expected to decrease.
3. The alternative corridor suggested by Mr. Bobb was evaluated. However, this corridor was dismissed from further study because it did not meet the project needs as well as the alternatives studied in detail in the Draft EIS. The stated purposes of the project are to:
 - reduce congestion on study area roadways
 - improve safety for users of the roadway system

Additional Written Comments Submitted During the DEIS Comment Period, Bobb, M.



PUBLIC HEARING - March 12, 2001 DEIS COMMENT FORM

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Date 3/24/01

Name (required) MICHAEL O. BOBB

Address (required) RR3 Box 1312 MILTON, PA - 17847

Phone (optional) 570-742-7735 Email (optional)

COMMENTS

IN YOUR RESPONSE TO THE CSVT (DEIS), MY OPINION FOR THE RIVER RISE ON THE FLOOD ZONE WAS NEVER CONSIDERED ABOUT THE CITY OF BLOOMSBURG. THEY ARE TALKING ABOUT RISING A FLOOD DIKE IN THE FUTURE. WILKES-BARRE WILL (OR DID) INCREASE THEIR DIKE AND NOW SUNBURY WILL ALSO (SOMETIME) INCREASE THEIR DIKE AND WALL BUT, WHAT ABOUT BLOOMSBURG? NOTHING SAID YET. I CAN SEE IT NOW. MORE WATER OVER THE DIKE + WALL FOR SUNBURY AND THEN SHAMOKIN DAM, HUMMELS WHARF AND SELINGSGROVE WITH WATER ON THEIR STREETS, HIGHWAYS.

TRUCKS WITH YOUR WINFIELD BRIDGE? WHAT ABOUT TRUCKS ENTERING, GETTING THROUGH, AND LEAVING OUR TWO TOWNS, NORTH-UMBERLAND BORO (RT. 11 + 147) AND THE CITY OF SUNBURY (RT 61 + 147) AND GETTING TO RT. 11/15 AND YOUR PROPOSED BYPASS. HOW ABOUT DOING IT THIS WAY (SEE ATTACHMENTS). THIS WOULD SOLVE EVERYTHING!

SINCE NOV. 7, 1996, I ATTENDED MOST OF THE PUBLIC MEETINGS AS MUCH AS I COULD.

M.O.B.

Use reverse for additional comments

Response to Additional Written Comments Submitted During the DEIS Comment Period, Bobb, M.

Bobb, M.

3. (cont.)

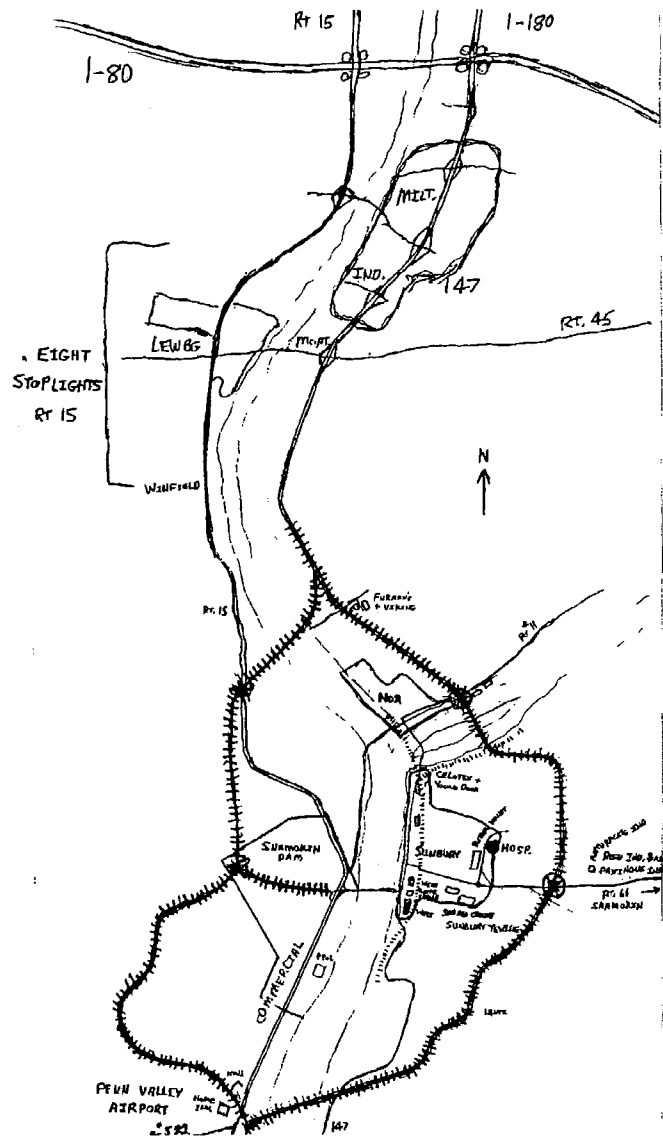
- ensure sufficient capacity for the expected growth in population and employment

Traffic projections were developed for the corridor suggested by Mr. Bobb. Using the same methodology used for the alternatives studied in detail in the Draft EIS, the traffic projections indicated that this corridor would carry only 60% of the traffic projected for the other alternatives. Thus, the project purpose of reducing congestion on study area roadways is not adequately met because of the considerable amount of regional traffic that would remain on the existing roadway network.

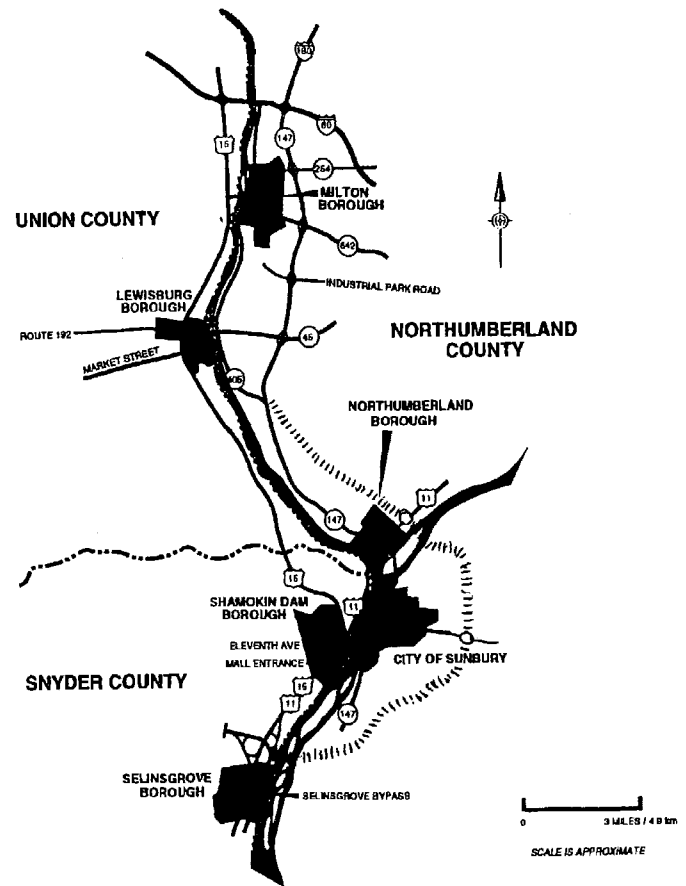
This corridor is also not desirable from an engineering and environmental perspective. In general, the proposed corridor is approximately four miles longer than the longest alternative discussed in the Draft EIS. With the added length comes the potential for additional environmental impacts. The proposed corridor would also require two new bridges over the Susquehanna River instead of the one new river bridge currently proposed with the CSVT Alternatives. The additional bridge would add substantial costs and additional environmental impacts to the project.

For these reasons, a corridor to the east of Sunbury was dismissed from further consideration.

ATTACHMENTS TO MR. BOBB'S LETTER



STUDY AREA MAP



**Additional Written Comments Submitted
During the DEIS Comment Period, Stuck**



**PUBLIC HEARING - March 12, 2001
DEIS COMMENT FORM**

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Date MARCH 24, 2001

Name (required) ALBERT & CAROLYN STUCK

Address (required) R.R. # 2 BOX 517 NORTHUMBERLAND PA. 17857

Phone (optional) 570-473-9106 Email (optional) AFSTUCK@PTD.NET

COMMENTS

DEAR SIR'S

Regarding the paragraph stating "a business, farm or non-profit organization that cannot be relocated without substantial loss of profits may chose either an actual moving expense payment option or an alternative business allowance payment" I would like to go on record that I and my wife currently operates two businesses from home and has been established in that location for 35 years
Thank you for your attention

ALBERT & CAROLYN STCK

Use reverse for additional comments

**Response to Additional Written Comments Submitted
During the DEIS Comment Period, Stuck**

Stuck, A&C

1. Your business ownership in the project area is noted.

Additional Written Comments Submitted During the
DEIS Comment Period, Deromedi



**PUBLIC HEARING - March 12, 2001
DEIS COMMENT FORM**

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Date 3-25-01

Name (required) Bernard + Elizabeth Deromedi

Address (required) RD #5 Box 120 (Fisher Road)

Phone (optional) 570-743-8382 Email (optional) _____

COMMENTS

To whom it may concern:

In light of our previous correspondence on March 12th at Selinsgrove High School it is apparent that none of our questions + concerns have been addressed to date. I would like to have the following issues + concerns be resolved in a timely fashion.

Our main issues are centered around our current + future health. As you know we are both in our seventies and with the proximity of the road to our home the impact on our future health can only be negative. With the potential of noxious fumes, noise etc the point is obvious. Additionally any future handicapped access will be impossible.

Secondly, our quality of life can only be diminished in the future. Points previously cited such as proximity of road, fumes, noise etc. will hamper us in the future as we attempt to enjoy our retirement years in peace. This project

Use reverse for additional comments

Response to Additional Written Comments Submitted
During the DEIS Comment Period, Deromedi

Deromedi, B&E

1. The Deromedi's concerns have been addressed previously. Please see Pages 116-117.

Additional Written Comments Submitted During the
DEIS Comment Period, Deromedi



PUBLIC HEARING - March 12, 2001
DEIS COMMENT FORM

You may use this form to submit written comments on the CSVT Draft Environmental Impact Statement (DEIS). Place the form in the specially marked box. If you prefer to return the form by mail, refer to the Public Hearing handout for the appropriate address. All comments are due by March 28, 2001.

Date 3-25-01
Name (required) Brenda + Elizabeth Deromedi
Address (required) RD #5 Box 120 (Fishes Road)
Phone (optional) 570-743-8382 Email (optional) _____

COMMENTS

will make this impossible as your plan currently stands
Thirdly any reasonable person can see the devastating
effect this project will have on the future value of our
property. Based on our aforementioned concerns, if you
cannot see your way to relocate us we will be forced
to sell our property. Obviously, what an individual would
pay before the project will be significantly greater
than after the project.

Lastly, in light of the changes made by request of
the Colonial Acres residents enumerated in Volume #1 Section III,
page 103 of your DEIS and the Newsletter Volume 10 October
2000 which further encroaches onto our property by being
shifted south. This is unacceptable to us for health,
quality of life, (the fumes, noise, litter, visual, water supply
etc) property value and others which you yourself have listed
in the Newsletter and DEIS.

In closing we request to be included in relocating with
the 7 Colonial Acres residence at the earliest convenience

Use reverse for additional comments

I thank you,
Elizabeth Deromedi
Brenda C. Deromedi

Response to Additional Written Comments Submitted
During the DEIS Comment Period, Deromedi

Deromedi, B&E

1. The Deromedi's concerns have been addressed previously. Please see Pages 116-117.

Additional Written Comments Submitted During the DEIS Comment Period, Smith

In the rural area through which Route 15 runs, the opportunities for public transportation are pitiful. As the modernization of this Route 15 proceeds, it could provide the start of a solution to this problem. There should be facilities for bus passengers at selected exits. It should be up to the state to help local communities develop imaginative systems to transport discharged passengers to their local destinations. Public transportation has to be heavily subsidized. It cannot succeed if it is not perceived as significantly cheaper than travel in a private car. Private car travel is heavily subsidized, most highways being free.

I had a public transportation experience last fall out of Harrisburg. I wanted to go to Bangor, Maine. It cost me, as a very senior citizen, \$60 to get to Boston by train. I arrived in Boston, got on a bus (about \$30) which went to Bangor with a single stop at Portland. The bus terminal and the train terminal are very convenient in Boston, about as convenient as the arrangements in Harrisburg. I left Harrisburg at 7:00 AM, got to Bangor about 9 PM. Not nearly as fast as it could be by ground transportation. But try driving it in one day (more than 600 miles).

Manning A Smith
Lewisburg PA, 17837
570-524-9267

Response to Additional Written Comments Submitted During the DEIS Comment Period, Smith

Smith, M.

1. Early in the project studies various mass transit options were evaluated to determine if they were reasonable options to solving the transportation problems in the study area. The project goals, which were based on the problems being experienced in the study area, included:
 - a. reduce congestion on study area roadways, namely U.S. Routes 11/15, U.S. Route 15, U.S. Route 11, and PA Route 147;
 - b. improve safety for roadway users; and
 - c. provide adequate capacity for the expected growth in population and employment.

The mass transit options were eliminated as reasonable options since they would not meet most of the project goals.

The mass transit options had the potential to reduce congestion, and, by doing so, improve safety. However, the potential mass transit options available in the area really only dealt with the potential congestion relief of the local traffic, not the through traffic. The mix of through and local traffic, through truck traffic in particular, was noted as one of the major problems on the study area roadways. The mass transit options would not address this issue.

**Additional Written Comments Submitted During
the DEIS Comment Period, Smith**

In the rural area through which Route 15 runs, the opportunities for public transportation are pitiful. As the modernization of this Route 15 proceeds, it could provide the start of a solution to this problem. There should be facilities for bus passengers at selected exits. It should be up to the state to help local communities develop imaginative systems to transport discharged passengers to their local destinations. Public transportation has to be heavily subsidized. It cannot succeed if it is not perceived as significantly cheaper than travel in a private car. Private car travel is heavily subsidized, most highways being free.

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Manning A Smith
Lewisburg PA, 17837
570-524-9267

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Smith**

Smith, M.

2. Highways are not subsidized; they are paid for by highway users. Money for highways comes from liquid fuels taxes, vehicle registration fees, etc.

1.
2.

**Additional Written Comments Submitted During
the DEIS Comment Period, Sholley**

PennDot District 3-0
715 Jordan Avenue
PO Box 218
Montoursville, PA 17754-0218 Attn Mr Paul Heise, P E , District Engineer

RHH
EEH
LWL

Dear Mr Heise

I have been agonizing for weeks thinking about writing you this letter concerning the route of the Central Susquehanna Valley Transportation (CSVTV) Project, which will run directly through our home in the Colonial Acres development in Monroe Township I begin by enclosing a copy of the letter I had written to the Sunbury Daily Item in November, 2000 (see attached) As I emphasized in the letter to the editor of the Daily Item, **We do not wish to lose our home!**

| 1.

I would now like to add to what I said in that correspondence which was printed in the editorial section of the Daily Item The following is from memory, and the dates may not be 100 percent correct

In the spring of 1991, my wife and I purchased the property at 8 Colonial Drive Over the next six months, we did the following

- added a 12' X 30' room to the rear of the home, explicitly to accommodate a train layout and collection that was previously displayed on the third floor of our former Sunbury home,
- moved all the plantings from our yard, including thousands of bulbs (tulips, daffodils, crocus, hyacinth, grape hyacinth, roses, etc) After discovering the type of soil on our property at 8 Colonial Drive, we moved a large amount of the soil from the planting beds from our former Sunbury property to our new property
- moved all our belongings, furniture, trains, a shop full of woodworking tools, etc All of the moving was done by my wife and I

As my lifetime occupation involved the selling and installing of floor coverings, I was able to purchase and install better quality than average floor covering at Colonial Acres I even moved from our Sunbury home to the bedrooms at Colonial Acres wool carpeting the quality of which you probably could not purchase today

In September of 1991, we moved ourselves in the house at Colonial Acres and began the task of turning it into a home

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Sholley**

Sholley, M.

1. Your concern about losing your home is acknowledged.

**Additional Written Comments Submitted During
the DEIS Comment Period, Sholley**

- 2 -

As the years passed we worked at the following

- In the train room, built shelving, built the train layout, unpacked the trains, and placed them on the shelves, etc
- In the basement, I built a room separate from the heat exchanger. This room was built to house the wood-working tools and was made dust tight and completely keeps the dust from entering the heat exchanger and into the rest of the house. I will not be able to do this again and do not think I could pay someone to take enough care needed to make a dust tight area

The seasons came and went. We worked in the yard, building beds with yard timbers, improving the soil, paving the driveway, and developing a small vegetable garden in the rear yard. The bulbs increased in number (we have pictures showing this)

The roses (there were 70-80 of them that we moved) died out over the years. They were old when we transplanted them, and also the winter temperatures were much lower than normal and the insects worse than in Sunbury. Therefore, I replaced the roses with various types of Juniper which are doing well.

After about the third year, the summer coming to a close, we moved inside and continued to work in the train room and the basement. At this time, we also upgraded the kitchen countertops with Corian tops, Corian deep welled double sink, and upgraded the faucet. Also during this time, we worked on the garage. I added two overhead door openers, and shelving and cupboards around the perimeter.

We definitely planned to spend the rest of our lives at 8 Colonial Drive from where we could drive on back roads without one traffic light to K-Mart, our bank, the post office, the recycling center, our voting polling site, fall & spring clean-up site, health care center, and a large shopping mall (that includes a large supermarket) that had almost everything else we would ever need. All of this is within five miles of our home at 8 Colonial Drive.

My wife tells me that nothing I can say in this letter is going to change a thing. That may be true, but I am getting things off my chest and maybe help me better to cope with the stress I am experiencing.

The last five or six years since planning on the CSVT began, it has been for me periods of both deep depression and great highs. At first it appeared that the new highway was either going to be built below or around us. | 2.

**Response to Written Comments Submitted During
the DEIS Comment Period, Sholley**

Sholley, M.

2. The CSVT Project is in a phase of project development known as Preliminary Design. During this phase, project alternatives are dynamic and modifications to alternatives are continually being evaluated. Multiple versions of potential alignments have been considered through Monroe Township and Shamokin Dam Borough.

**Additional Written Comments Submitted During
the DEIS Comment Period, Sholley**

- 3 -

Then you discovered the former disposal site used by Monroe Township and planned for a route that went even further out. But later, the route plans changed to go right through Colonial Drive

Even between the public meetings, we have had periods of trying to accept our circumstances and then again depression. We did not expect to spend our lives after retirement like this

I feel that circumstances of the last five to six years has injured my wife and I emotionally and physically

At your meeting on March 12, 2001, we spoke to a gentleman who pulled our home up on your computer and showed us that our home was definitely inside the preferred route given to the federal government. At that time, I asked how we would be compensated for our home. He said that we would be paid the same as if we had decided to move to Florida and had to put our home on the market

We don't intend to move to Florida, we never have and never will consider that. We lived in the Sunbury house for 44 years before we moved to 8 Colonial Drive. We intended to be here the rest of our lives

What we need if it ends up that we have to move is to be able to build a house exactly like this one (to the inch). In this way we could move everything we own to a home that is identical to the one we are in now. At our age we do not need more confusion

We also understand that this process will take another two to three years before the buying of properties begins. We have been in limbo and will continue to be in limbo for some time, in what should be the best years of our lives. It is not only the work that I have done since we moved here, it is also what I have **NOT** done in the past five years due to the uncertainty of things (adding scenery, wiring, etc. to the train layout because of facing the possibility of having to tear it all down). This is time that I have lost, never to regain

Sincerely
Melton W Sholley

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Sholley**

Sholley, M.

3. Once the location and dimensions of the landfill in Monroe Township were verified, additional alternatives were developed to avoid the site. This situation is discussed in the Draft EIS on Pages III-95 through III-99. Two alternative modifications were evaluated at that time (March through August 1999); one to the north and west of the landfill known as DA West Modified and one to the south and east of the landfill known as DA Modified. The DA Modified Alternative impacted Colonial Acres.
4. In August of 1999, the DA West Modified Alternative was eliminated from further study because it generated excessive amounts of waste material, crossed Ash Basin 2 in a cut and breached the dam of the Ash Basin, potentially compromising its stability. The DA Modified Alternative (through Colonial Acres) was chosen as the alternative to advance to detailed studies and to avoid impacting the closed municipal landfill.
5. 4. As correctly noted in your letter, the proposed alternative that is currently being recommended to the FHWA does directly impact your property and home. However, until a Record of Decision is issued, the alternative selected could be different from the Recommended Preferred Alternative. Additionally, once an alternative is selected, it is subject to modifications during Final Design.

Additional Written Comments Submitted During
the DEIS Comment Period, Sholley

Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Sholley

- 3 -

Then you discovered the former disposal site used by Monroe Township and planned for a route that went even further out. But later, the route plans changed to go right through Colonial Drive

Even between the public meetings, we have had periods of trying to accept our circumstances and then again depression. We did not expect to spend our lives after retirement like this

I feel that circumstances of the last five to six years has injured my wife and I emotionally and physically

At your meeting on March 12, 2001, we spoke to a gentleman who pulled our home up on your computer and showed us that our home was definitely inside the preferred route given to the federal government. At that time, I asked how we would be compensated for our home. He said that we would be paid the same as if we had decided to move to Florida and had to put our home on the market

We don't intend to move to Florida, we never have and never will consider that. We lived in the Sunbury house for 44 years before we moved to 8 Colonial Drive. We intended to be here the rest of our lives

What we need if it ends up that we have to move is to be able to build a house exactly like this one (to the inch). In this way we could move everything we own to a home that is identical to the one we are in now. At our age we do not need more confusion

We also understand that this process will take another two to three years before the buying of properties begins. We have been in limbo and will continue to be in limbo for some time, in what should be the best years of our lives. It is not only the work that I have done since we moved here, it is also what I have NOT done in the past five years due to the uncertainty of things (adding scenery, wiring, etc. to the train layout because of facing the possibility of having to tear it all down). This is time that I have lost, never to regain

Sincerely
Melton W Sholley

Sholley, M.

4. (cont.)

3.

The Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (42 U.S.C. 4601) of 1970, as amended, and the PA Eminent Domain Code Act of June 22, 1964, as amended, apply to all project displacements. Generally, property acquisition applies only to those properties needed for project construction or rendered functionally obsolete.

4.

5.

It is recognized that this process is time-consuming and difficult for those potentially impacted by the proposed alternatives. At this point it is anticipated that Final Design and Right-of-Way acquisition will not begin until 2003.

5.

ATTACHMENT TO MR. SHOLLEY'S LETTER

November 12, 2000

Dear Editor

I would like the following letter placed in your newspaper. I had a copy of this emailed to you on November 12 at 4.20 p m

I am writing this in response to your editorial of November 8, 2000 entitled "PennDot - The Road to Success". I would like to tell you that not all of the Colonial Acres Homeowners Association accepts the fate of losing their homes. True, we belong to the Colonial Acres Homeowners Association, but our goal as a group was to have the Central Susquehanna Valley Thruway (CSVT) by-pass our development completely. Somewhere this goal was forgotten and the lower half of Colonial Acres was sacrificed. **We do not wish to lose our home!** I will tell you why.

In 1990 as we retired, we decided to look for a house we could turn into a home. We had lived at the corner of 5th and Line Streets in Sunbury for 44 years. We kept the corner neat and clean, planting roses, tulips, daffodils, etc.

After finding this house at 8 Colonial Drive, which was within 3 miles of a shopping center, supermarket, bank and post office, we decided to turn it into a home we could spend the rest of our lives in.

In the first five years, we moved our furnishings, most of the plantings, flowers and bulbs from our Sunbury yard, and even some of the soil in which the plants grew. We built planters and began nourishing the soil in our Colonial Acres yard.

The largest chore was moving an extensive collection of 50 year old American Flyer trains and a large train layout from the third floor of our Sunbury home. We began this by building a room on the rear of the new home. Then we spent the next five years building the layout, the shelving, counters, etc. and placing the collection appropriately.

Then, news began concerning the CSVT began coming in. The first maps I saw showed the closed route traveling on the flat completely below Colonial Acres. I said to my wife, that's OK, it will be nice on a summer evening to look down on the traffic. Then CSVT was moved up to hit Colonial Acres. Later it was stated that CSVT would go around Colonial Acres, until the dump was discovered. We have been in limbo now the last six years. **We are now 73 years old.**

We feel we have lost the last 10 years of our lives and will not be able to do it again (what we have done to make 8 Colonial Drive a home)

In closing, let me say I do not expect this letter to be world changing, but I sure hope this letter will be therapeutic for my wife and myself, and we find the inner strength to get through this as we have done many times before in our 54 years of married life.

Thank you for your anticipated cooperation.

Sincerely,

Milton Sholley

8 Colonial Acres
Selinsgrove PA 17870
(570) 743-7818

**Additional Written Comments Submitted During
the DEIS Comment Period, Reeder**

*Robert Reeder
714 Picnic Lane*

rrr@paonline.com

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Wetlands No ranking of wetland value. There are a few common, but not always used, wetland ranking systems (HEP, WET) so that pristine, hydrologically functioning, and hydrogeomorphically unique wetlands are not grouped into the same wetland class as coal-silt filled-in abandoned canals or manmade drainage ditches (as most of the "wetlands" identified by Skelly and Loy along the old trail alternative seem to be). Almost astonishingly, these same wetlands are identified as "forested", and therefore should be replaced at a 2:1 ratio! Has anybody bothered to tell the Army Corps of Engineers that these "woodlands" are young, invasive, scrub species that have grown up around the abandoned canal and railroad line? No natural soil in this area is identified as a wetland soil so all these wetlands were man made. In fact, the only "natural" wetlands to be disturbed would be along the preferred route.

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**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Reeder**

Reeder, R.

1. The contents of an EIS are dictated by specific Federal and State laws, regulations, and guidance. The Draft EIS for the CSVT Project consists of two volumes containing approximately 600 pages of text plus an additional 150 pages of Appendices and detailed mapping. The Draft EIS was not intended to be "purposefully confusing." Rather, it represents considerable condensing of technical information and studies collected over more than five years of investigation.

Every alternative evaluated in the Draft EIS was seriously considered. Otherwise, we would not have taken the time or gone to the expense of studying each of these alternatives. The Recommended Preferred Alternative, DAMA/RC5, is not the same alignment that was designed years ago. The only way it is similar is that it runs to the west of U.S. Routes 11/15.

2. Wetland functions and values were determined for all wetlands delineated in the CSVT study area. The wetlands in the CSVT study area were divided into different groups based upon common hydrogeomorphic characteristics. The common hydrogeomorphic characteristics included landscape position and hydrologic regime. After the wetlands were grouped into the different hydrogeomorphic groups, the functions and values were then determined. The functions and values of the different hydrogeomorphic groups were determined using the functional parameters outlined in the Wetland Evaluation Technique (WET) 2.0. A formal WET 2.0 modeling run was not completed. The

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functional assessment completed for the project consisted of providing a narrative description of the potential functions and values based upon the functional parameters and their descriptions outlined in the WET manual.

The results of this functional assessment are presented in the Wetland Technical Memorandum. In Section IV.F.2 of the Draft EIS, Page IV-190 the text indicates that "detailed wetland impact summary tables are provided for each project alternative in the Wetlands Technical Summary Memorandum. The Wetland Impact Summary Tables summarize the wetland impacts by different categories such as size, vegetative classification, and hydrogeomorphic and functional characterization (HFC)." For further clarification, a table showing wetland impacts by functional type has been added to Section IV.F.2 of the Final EIS.

In regard to the functions and values of the "Canal Wetlands" found along the Old Trail Alternatives, these wetlands are grouped as River/Temporarily Pondered Wetlands. The functional description for this type of wetland is provided in the Wetland Technical Memorandum. The provided summary addresses the different functional parameters outlined in WET 2.0: floodflow alteration, sediment/toxicant retention, nutrient removal/transformation, sediment stabilization, wildlife and aquatic habitat,

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Reeder, R.

2. (cont.)

groundwater discharge and recharge, production export, uniqueness and heritage. The opportunity for this type of wetland (River/Temporarily Ponded) to perform the stated function(s) and the effectiveness of the wetland type in performing the stated function(s) are addressed in the Technical Memorandum.

As part of addressing the functions and values, the assessment indicates whether the wetland is effective at providing a particular function or value. The determination of whether the wetland is effective at providing a function or value is based upon the characteristics provided in WET 2.0 for a particular function and the evaluator's professional judgment. The functional assessment does not summarize the results of the different functions and values and assign an overall "value rating" to each wetland or hydrogeomorphic group. For example, the functional assessment does not state wetland "#1" is a high or low quality wetland or the Hydrogeomorphic group wetlands "#1" are high or low quality wetlands. The determination of whether a wetland is of high quality or low quality is subjective and based upon each person's opinion or perspective. There are no jurisdictional guidelines or methodologies for identifying high quality or low quality wetlands, except for the PA DEP Exceptional Value wetlands defined in Chapter 105.

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3. The wetlands along the canal are identified as forested wetlands because the dominant vertical vegetative layer extends into the overstory canopy layer. Based upon the U.S. Fish and Wildlife Services "Classification of Wetlands and Deepwater Habitats of the United States, (Cowardin 1979)", the vegetative cover in the uppermost layer that possesses an aerial coverage of 30% or greater is considered the vegetative cover of the wetland." Wetlands with tree cover are forested, with shrub cover are scrub shrub, and with herbaceous cover are emergent. In the canal area, the wetlands are vegetated with Silver Maple and Poison Ivy vegetation. The Silver Maple trees comprise at least 30% of the vegetative cover; therefore, vegetative cover type of the canal wetlands is considered forested. As such, the standard U.S. Army Corps of Engineers (U.S. ACOE) wetland mitigation ratio of 2:1 for the replacement of forested wetlands is assumed. The U.S. ACOE has not stated that a reduced or inflated mitigation ratio would be required for this project.
4. The wetlands delineated for the CSVT project were discussed and reviewed in the field with representatives of the U.S. ACOE on July 17, 1998 and September 29, 1998. The Wetland Delineation procedures and interpretations were provided to the U.S. ACOE. The U.S. ACOE indicated on the field views and in their review of the environmental reports prepared for the project that the wetlands located along the canal are regulated wetlands.

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Reeder, R.

4. (cont.)

In addition to their approval of the methodology used to identify and delineate wetlands for the project, the U.S. ACOE addressed their opinion of the functions and values of the "canal wetlands" in their comment letter on the Draft EIS. The U.S. ACOE indicates that the canal wetlands "appear to be important for amphibian breeding; to provide cover and food for terrestrial wildlife; for flood storage; for water quality functions such as pollutant removal, nitrogen removal, and sediment trapping; and as a buffer between the summer cottages and the landward development, providing solitude for summer residents and facilitating the enjoyment of recreational boating and fishing." Please see Pages 209-221.

5. The Snyder County Soil Survey identifies Pits (Pa) and Basher Soils, frequently flooded (Bd) as the dominant soil map unit along the canal area. Pits map soil units are described as areas that have been mined for sand, gravel, or shale. Based upon this description, the soils in these areas were evaluated under disturbed soil conditions. This delineation procedure and interpretations were documented and presented to the U.S. ACOE. As previously indicated, the U.S. ACOE viewed the canal area wetlands and determined them to be "regulated" wetlands.

6. As explained in the Draft EIS, Section IV.H.2.a.i., the DAMA Alternative does intersect the mapped boundaries of two recorded archaeological sites, 36Sn3 and

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Reeder, R.

6. (cont.)

36Sn43. Site 36Sn3 is a broad artifact scatter located in the high floodplain (high bottom) landform of the Susquehanna River. The existing U.S. Routes 11/15 interchange roadway bisects the recorded site 36Sn3 boundaries, causing significant disturbance to the deposits within the central portion of the site. This disturbance, and the lack of disturbance to the eastern and western portions of the site, were verified by field investigations performed by the project archaeologist and the project geomorphologist. The Area of Potential Effect (APE) of the DAMA Alternative is comprised almost entirely of the previously disturbed central portion of the site. Based on the intersection of the APE and the evidence of disturbance within this portion of the site, project impacts of the DAMA Alternative to undisturbed portions of site 36Sn3 should be minimal. The intact areas of site 36Sn3 extend into the "open fields" to the west and east of the existing roadway disturbance. It is the site area extending into the open field to the east of the existing roadway which would be impacted by the proposed APE for the OT2A and OT2B (Old Trail) Alternatives. Given the intersection between the OT2A/OT2B Alternatives and the intact floodplain deposits containing site 36Sn3, impact to the site and required deep testing for archaeological resources would be expected. The nature and depth of the alluvial deposits within this area of the site were investigated by the project archaeologist and geomorphologist. The investigation included the excavation of a backhoe trench within the deepest portion of the mapped site boundary.

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2.

3.

4.

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7.

The mapped location of site 36Sn43 is situated along the southern margin of the existing interchange of U.S. Routes 11/15 with Route 61. This small lithic scatter, located on a terrace landform above the floodplain of the river, appears to be entirely disturbed by the roadway construction associated with the existing interchange. Given the complete disturbance of the site, no impacts would be expected from either the DAMA or the OT2A/OT2B Alternatives. This finding was coordinated with, and approved by the State Historic Preservation Office (SHPO). This finding was stated in Section IV of the Draft EIS.

Section 1 of the DAMA Alternative contains very few locations exhibiting a high potential for prehistoric archaeological sites. This estimation of potential is based on regional site distribution patterns and other factors considered within the creation of the CSVT predictive model described in Section IV of the Draft EIS and discussed in detail in the Archaeological Predictive Model Development and Testing Report (November 1999). The locations which do exhibit a higher potential for archaeological sites are localized areas within the terrace landforms adjacent to or overlooking streams such as Penns Creek. These terrace landforms do not exhibit deep deposits. The DAMA Alternative in Section 1 does not intersect any significant floodplain deposits and is considered to have very little potential for deep testing and associated expensive Phase III investigations.

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6. (cont.)

By comparison, the OT2A/OT2B Alternatives have a substantial potential for impacts to deeply buried, archaeologically significant resources within the floodplain of the Susquehanna River. This potential is greatest within the floodplain levee landform which exhibits a very deep profile of testable deposits and contains recorded site 36Sn199. The intersection between the APE for the OT2A/OT2B Alternatives and this landform is considerable in its extent along the west side of River Road. While large portions of the floodplain have been disturbed by industrial, commercial, and residential development along the Old Trail route, deep intact alluvial deposits do exist, particularly within the area of River Road. The nature and extent of the floodplain deposits were investigated in the field by the project archaeologist and project geomorphologist. These investigations included the placement of backhoe trenches. It should also be noted that the various "disturbances" related to the Old Trail area include historic period activities which may have created associated historic archaeological deposits. As discussed in Section IV of the Draft EIS, these resources may be related to the Susquehanna Division canal and the neighboring concentration of historic residential and commercial development along the Old Trail Road. The DAMA Alternative intersects more dispersed rural properties associated with existing or historically mapped farmsteads and residences.

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- 2.
- 3.
- 4.
- 5.
- 6.
- 7.

7. Alternatives analysis for estimated impacts to prehistoric and historic archaeological resources was performed using the results and synthesis of the predictive

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model created for the prehistoric archaeological resources (an acceptable methodology in the field of archaeology), the resource sensitivity map created for the historic archaeological resources, the background research (including informant interviews) performed for these studies, and the archaeological/geomorphological reconnaissance field investigations performed by the project archaeologists and project geomorphologist. This approach to alternatives analysis for the EIS process, described in the Draft EIS and discussed in detail within the available technical files, was developed in coordination with and approval of the Pennsylvania Historical and Museum Commission (PHMC), the State Historic Preservation Office (SHPO) (see PHMC correspondence in Section IX, Appendix C). According to agreement with the PHMC, Phase I archaeological survey is not required for purposes of alternatives analysis within the EIS process of the CSVT project.

While proximity to water resources is a contributing factor in site distribution patterns within the region, it was not the only predictor used in the development of the predictive model. As described in the Archaeological Predictive Model Development and Testing Report (November 1999), fifty-nine variables were explored for use in the model and eighteen were selected as significant for the predictive model formula. Mr. Reeder is correct in his assumption that proximity to the Susquehanna River within the floodplain land-

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7. (cont.)

form can be a significant but not absolute indicator of both archaeological potential and potential for deep deposits. The actual potential, as Mr. Reeder states, is dependent on localized conditions related to the nature of the deposits (soil texture, drainage characteristics, testable depth, temporal stability, etc.) and the preservation of the deposits. It is for this reason that field investigations by the project archaeologist and geomorphologist, described in Section IV of the Draft EIS, were conducted in floodplain locations, such as the Old Trail area. Both recent and historic earth disturbances within this area were considered and synthesized into the assessment of the archaeological potential and difficulty of archaeological testing for the area.

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Cost of archeological surveys Note that the cost for the preferred route is for only one month, while the Old Trail alternative is for one year! This is clearly an attempt to fool the average reader into thinking the costs for archaeological survey work would be substantially less if the preferred route is chosen No respectable archaeological firm could look at both alternatives and come up with a one month phase I survey in one area and a one year phase I survey in another (smaller) area No matter, both alternatives will eventually need long, expensive phase III surveys, however the cost of nearly all these surveys would be equal to the cost of buying and demolishing the \$5 million Comfort Inn and associated buildings if the preferred route is chosen With the OTA, there is at least a chance that some of the deep sites along the old trail have been destroyed by canal construction and repair, railroad construction, industrial development, residential development, and recent road construction while the "preferred alternative" has only been plowed, impacting the top 12 inches of land If indeed the preferred alternative is chosen I can guarantee that the archeological costs will be much higher than the obvious low-ball estimate in the EIS

Finally, PennDOT insists that building in a flood plain is not allowed and will raise the river level (during a flood) by two inches I have asked to see the specifics of how this estimate was formulated, but was denied Even if this wild claim is true, there are already a number of existing structures in this flood plain, surely the costs saved by removing them (and therefor eliminating any costs of rebuilding after a flood) would offset the costs of rebuilding other existing flood plain structures up-river

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- 8. The costs/work effort required for Phase I archaeological survey is estimated on the basis of the appropriate (and safe) archaeological testing methodologies which would be required given the nature, extent, and archaeological potentials of the deposits within the proposed alternatives, not solely on the basis of surface area. As described in the Draft EIS and discussed above, the DAMA Alternative has only a few localized areas with a good potential for containing archaeological site remains, with very little potential for deeply buried remains or deposits that would require deep testing. As Mr. Reeder notes, large portions of the testable area within the DAMA Alternative are upland landforms that have been plowed, disturbing the upper 12 inches of the deposits. In many cases, this plow disturbance has effectively disturbed the shallow zone of deposition that would potentially contain any prehistoric archaeological remains. This disturbance makes the archaeological significance of these sites debatable and the testing methods much faster. The plow disturbance allows for a Phase I survey methodology that is much more time and cost efficient per acre of test area than that of hand excavation. Within shallow, upland plow disturbed areas, the Phase I survey methodology involves plowing, disking, and pedestrian survey of the fields. In unplowed locations, the testable areas would be tested, in accordance with PHMC field archaeology guideline, with evenly spaced, shallow, relatively small, hand excavated pits. These pits are much quicker to excavate than the broad, deep units re-

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8. (cont.)

8.

quired to safely test deep deposits, such as those in the river floodplain. Therefore, the Phase I survey of the testable area within the DAMA Alternative (which is only marginally greater in acreage than the archaeologically testable area in either the OT2A or OT2B Alternatives) requires appropriate testing methodologies that are relatively less costly and time consuming. In addition, the assessment of the DAMA Alternative as having less potential for significant archaeological remains means that the costs and effort for subsequent site evaluation (Phase II archaeology) and data recovery (Phase III archaeology) are not as likely to be incurred or involve extensive excavation. More importantly, the potential impacts to intact, valuable archaeological resources have been avoided.

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In comparison, the OT2A/OT2B Alternatives have a considerable potential for significant archaeological resources in the floodplain deposits along the Susquehanna River, particularly within the levee landform. However, the archaeological potential is only a part of the problems faced in the performance of Phase I survey within the floodplain environment. As mentioned in the Draft EIS, recent local archaeological investigations have indicated the potential along the Susquehanna River floodplain for the occurrence of very significant deeply buried early prehistoric remains. Testing to basal channel lag (erosional base) within the floodplain alluvium is required. According to the

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8. (cont.)

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reconnaissance geomorphological investigations in the floodplain levee, the testable deposits are very deep, up to 13 feet. In addition, the deposits are not stable and the base is often water saturated. Safe archaeological testing, in accordance with OSHA standards, would require very large hand excavated test pits and probably the use of shoring and pumping. The geometry of the intersection of the APE and the floodplain is such that these large excavations would be required repeatedly for an extensive length. Just to complete the Phase I survey, an exploratory level of investigation, would require a tremendous work effort in hand excavation, a substantial investment in time and equipment, and would very likely result in the discovery of site remains requiring additional subsequent levels of detailed and costly investigation. These are the reasons why the costs for archaeological survey work would be substantially less if the preferred route is chosen.

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9.

On Page IV-252 of the Draft EIS it is stated that, "when floodways are identified, municipalities must include regulations which restrict any new development within the floodway which would cause any increase in flood heights. There is no such restriction to development within the floodway fringe." PENNDOT does not "insist" that building in the floodplain is not allowed. Rather, they have noted that the Old Trail Alternatives create a longitudinal encroachment on the 100-year

10.

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Cost of archeological surveys Note that the cost for the preferred route is for only one month, while the Old Trail alternative is for one year! This is clearly an attempt to fool the average reader into thinking the costs for archaeological survey work would be substantially less if the preferred route is chosen No respectable archaeological firm could look at both alternatives and come up with a one month phase I survey in one area and a one year phase I survey in another (smaller) area No matter, both alternatives will eventually need long, expensive phase III surveys, however the cost of nearly all these surveys would be equal to the cost of buying and demolishing the \$5 million Comfort Inn and associated buildings if the preferred route is chosen With the OTA, there is at least a chance that some of the deep sites along the old trail have been destroyed by canal construction and repair, railroad construction, industrial development, residential development, and recent road construction while the "preferred alternative" has only been plowed, impacting the top 12 inches of land If indeed the preferred alternative is chosen I can guarantee that the archeological costs will be much higher than the obvious low-ball estimate in the EIS

Finally, PennDOT insists that building in a flood plain is not allowed and will raise the river level (during a flood) by two inches I have asked to see the specifics of how this estimate was formulated, but was denied Even if this wild claim is true, there are already a number of existing structures in this flood plain, surely the costs saved by removing them (and therefore eliminating any costs of rebuilding after a flood) would offset the costs of rebuilding other existing flood plain structures up-river

Without these three questionable claims, PennDOT is left with the following facts (from their own hand-picked EIS) about their preferred route

- 1 Impacts nearly 140 acres more than Old Trail route
- 2 Impacts over 100 acres more farmland (most of it prime farmland)
- 3 "Displaces" nearly as many properties (this can be argued either way, especially when considering replacement costs)
- 4 Disturbs between 100 to 80 acres more forest
- 5 Has two expensive bridge crossings, versus none for the Old Trail

I don't feel PennDOT has considered the future of our region The future is not a four-lane highway with an endless stream of traffic in the middle of prime farmland We who actually live here should take a moment and think about our future here Why do we like it here? Good schools? Rural atmosphere? Farms to show our kids? Convenient shopping? What don't we like about it here? The traffic? The imposing smokestack skyline of the former PP&L's outdated coal-burning plant? Why can't we keep the things we like and fix the things we don't? Why do they have to be mutually exclusive? Why does PennDOT get to tell us what is best for us? I think everyone, including PennDOT, should take a walk along both alternatives to see what will be sacrificed and what will remain standing The local paper (TheDaily Item) would do a service to this community by photographing the entire route from the ground and posting the pictures on its web page for those who can not or will not take the walk If this is done, I think most people will be as shocked as I am at PennDOT's preferred route And if PennDOT insists on its preferred route, at least we will have a photographic inventory of what we used to like about this area

Response to Additional Written Comments Submitted During the DEIS Comment Period, Reeder

Reeder, R.

9. (cont.)

8.

floodplain, cause a maximum rise in water surface elevation of 3 1/4 inches and put five additional residences into the 100-year floodplain (post construction). The specifics of the floodplain analysis (which include only direct project impacts) are presented in detail in the project's associated *Floodplain Technical Memorandum*. To view the Technical memoranda, please contact PENNDOT's District 3-0 office.

9.

The letter written by the U.S. ACOE commenting on the Draft EIS expresses multiple concerns related to the floodplain encroachments caused by the Old Trail Alternatives. Please see U.S. ACOE letter Pages 209 to 221.

10.

10.

- The DAMA Alternative impacts 138 total acres more than OT2A and 90 acres more than OT2B
- The DAMA Alternative impacts 63 acres more productive farmland than OT2A and 57 acres more productive farmland than OT2B. Actually, the OT2A Alternative impacts the most prime soils (174 acres), not the DAMA Alternative (143 acres) as put forth by Mr. Reeder
- The DAMA displaces 33 residences. The OT2A displaces 43 and the OT2B 46.

**Additional Written Comments Submitted During
the DEIS Comment Period, Reeder**

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Reeder**

Reeder, R.

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10. (cont.)

8.

- The DAMA impacts 102 acres more forest land than OT2A and 60 acres more forest land than OT2B.
- The cost summary table presented in the Draft EIS in Section VI shows the OT Alternatives have much higher estimated structure costs.

9.

The advantages of the DAMA Alternative over the Old Trail Alternatives are elaborated in Section VI in a table entitled "Advantages/Disadvantages" of Project Alternatives. The DAMA Alternative provides the least environmentally damaging alternative at the lowest cost.

10.

Additional Written Comments Submitted During
the DEIS Comment Period, Mertz, Doris

Dear Sir
I am writing regarding the Impact on Altern
ative 5 Bridge crossing in Susquehanna Valley
The gentlemen from Harrisburg - 2 years ago -
met with us at Doug Mertz's home and told
us Penn that would not take our farm land
if there was another alternative
According to our meeting in November at
Mertz's home with Penn State officials the other
3 alternatives weren't even considered
You are taking most of our land the Mertz
family has worked and operated since 1906. It
now belongs to Steven, Douglas & Jeffrey Mertz -
grandsons of William S. Mertz. It has never been
out of the Mertz hands. Don't it seem that
the homes are listed historical, our land is
part of that heritage - even the foundation of
the barn is listed historical.
You are taking Doug's home, barn & land,
Jeff's land, greater part of Steve's land and
my new home. Homes can be replaced. Land
cannot - when it is gone - it is gone! It is
farmed (and has been for 15-20 years) by the
handicapped - speech & hearing impaired. You
are taking a high acreage from these folks
and it is their very livelihood.
We are hoping you still might consider
another alternative.

Sincerely,
Doris M. Mertz
Steven, Douglas & Jeffrey

Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Mertz, Doris

Mertz, Ds.

1. In Section 2, the northern section of the study area (which extends from just south of Winfield in Union County across the West Branch of the Susquehanna River to the PA Route 147/PA Route 45 interchange), four different alternatives were investigated in the Draft EIS. All of these alternatives (RC1-East, RC1-West, RC5 and RC6) were examined in detail and impacts for each of the alternatives were presented in the Draft EIS. All four alternatives were evaluated equally. River Crossing 5 (RC5) was recommended as the Preferred Alternative in the Draft EIS for the reasons outlined in Section VI of the Draft EIS. It is noted that RC5 does have the greatest impact of all the Section 2 alternatives on productive farmland and productive agricultural security areas. However, the RC5 Alternative minimizes the impact to residences and businesses, riverine forest land, very high and high probability archaeological areas and does not necessitate a major river crossing pier be placed on a geological formation containing a high amount of limestone and prone to dissolution. Additionally, the RC5 Alternative has the best interchange geometry for the interchange with PA Route 147 and has the lowest estimated total project cost of all the river crossing options.
- 2.
- 3.
- 4.

**Additional Written Comments Submitted During
the DEIS Comment Period, Mertz, Doris**

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Mertz, Doris**

Mertz, Ds.

Dear Sir
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ative 5 Bridge crossing in Susquehanna Valley
The gentlemen from Harrisburg - 2 years ago -
met with us at Doris Mertz's home and told
us Penn Dept would not take our farm land
if there was another alternative

According to our meeting in November at
Mertz Meats with Penn Dept Officials the other
3 alternatives weren't even considered

You are taking most of our land the Mertz
family has owned and operated since 1906. It
now belong to Steven, Douglas & Jeffrey Mertz -
grandsons of William S Mertz. It has never been
out of the Mertz hands. Don't it seem that
the homes are listed historical, our land is
part of that heritage - even the foundation of
the barn is listed historical.

You are taking Doug's home, barn & land,
Jeff's land, greater part of Steve's land and
my new home. Homes can be replaced. Land
cannot - when it is gone - it is gone! It is
farmed (and has been for 15-20 years) by the
handicapped - speech & hearing impaired. You
are taking a huge acreage from these folks
and it is their very livelihood.

We are hoping you still might consider
another alternative.

Sincerely,
Doris M Mertz
Steven, Douglas & Jeffrey

2. It appears from project files and tax records that the Mertz Family (Doris, Steven, Douglas and Jeffrey) own approximately 118 acres in the project area. Of the holdings, approximately 48 acres are impacted by the RC5 Alternative. The impacted land is not within the boundary of any historic property, including the Mertz Family Historic District. Unfortunately, it is impossible to develop a project as large as the CSVT project without impacting a number of individuals (like the Mertz family), communities and environmental resources.

3. As noted in your letter, the Recommended Preferred Alternative (RC5) does directly impact Doris Mertz's and Douglas Mertz's property and home and Steven and Jeffrey's properties. However, until a Record of Decision (ROD) is issued, the alternative selected could be different from the Recommended Preferred Alternative. Additionally once an alternative is selected it is subject to modifications during Final Design.

We are aware that the property is farmed. The Draft EIS and the Agricultural Resources Technical File indicate that the RC5 Alternative impacts approximately 46 acres of land farmed by Mr. Hilbish. Interviews with Mr. Hilbish indicate that he farms a total of approximately 1800 acres. The impact to 46 acres is approximately 2.5% of Mr. Hilbish's total operation.

Additional Written Comments Submitted During
the DEIS Comment Period, Mertz, Doris

Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Mertz, Doris

Mertz, Ds.

4. Until the Record of Decision is signed, all studied alternatives are still under consideration.

Dear Sir

I am writing regarding the Impact on Altman
at the 5 Bridge crossing in Susquehanna Valley
The gentlemen from Harrisburg - 2 years ago -
met with us at Doug Mertz's home and told
us Penn Dot would not take our farm land
if there was another alternative

According to our meeting in November at
Mertz's home with Penn Dot officials the other
3 alternatives weren't even considered

You are taking most of our land the Mertz
family has owned and operated since 1906. It
now belongs to Steven, Douglas & Jeffrey Mertz -
grandsons of William & Mertz. It has never been
out of the Mertz hands. And it is ironic that
the homes are listed historical, our land is
part of that heritage - even the foundation of
the barn is listed historical.

You are taking Doug's home, barn & land,
Jeff's land, greater part of Steve's land and
my new home. Homes can be replaced. Land
cannot - when it is gone - it is gone! It is
farmed (and has been for 15-20 years) by the
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and it is their very livelihood.

We are hoping you will might consider
another alternative.

Sincerely,
Doris M. Mertz
Steven, Douglas & Jeffrey

**Additional Written Comments Submitted During
the DEIS Comment Period, Mertz, Doris**

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Mertz, Doris**

205120

50-R
DOT-~~PLA~~

April 17, 2001

President George W. Bush
The White House
1600 Pennsylvania Ave
Washington D.C.

Dear President Bush,

First of all I want to thank you for bringing honor and dignity to our White House, which we so desperately needed. We are very proud of you and the Vice President and wish you the very best in your rein of office. I was a Republican committee woman for years and have always worked for our party and am proud of it.

My family and I are facing a dilemma at the present time and are desperate for help. I know you will help us if you can, we feel like our hands are tied behind our backs.

encl
~~We are located in Central Pennsylvania, Northumberland, which is situated just a few miles between Bucknell University (Lewisburg) and Susquehanna University (Selinsgrove). PennDot is planning to build a hypass here in the Susquehanna Valley which we truly need, we are just very upset because we feel our farm is historical- but not listed as such- only the homes are that were built on the land.~~

5.

The Mertz's purchased this land in 1906, they had to relocate then to build the railroad. When they purchased this land (as you can see on the 1911 photo) it consisted of the house, barn, outbuilding and a large greenhouse. It was owned by Emeline and William H. Mertz, Sr. who had four sons and four daughters. The daughters all became school teachers and the sons took over the farm when their father died in 1915 and built homes closeby the homestead in the early 1920's.

They not only raised tomatoes, lettuce and plants in the greenhouses, but grew all kinds of fruits and vegetables in the fields, selling them in the front yard at the homestead. They also raised cattle and pigs on over 200 acres.

In 1960 the three Mertz brothers (William, Harold and Boyd, George was then deceased) retired and sold out to William's sons, Robert and Neil. Robert operated the farm and Neil the roadside market. After two years, Robert took over the farm and market. Boyd's son (Boyd A. Mertz) took over the greenhouses. Harold didn't have any sons. The elder Mertz brothers tended Sunbury Market all these years and had wholesale routes selling their meats and produce.

Mertz, Ds.

5. Some land and buildings that were at one time in the ownership of the Mertz family have been determined eligible for the National Register of Historic Places. Please see our response to comment 3 on Page 127.

Additional Written Comments Submitted During the DEIS Comment Period, Mertz, Doris

Since Robert's retirement his three sons, Steven, Douglas and Jeffrey own the land. It is being farmed by the handicapped (speech and hearing impaired). Farming is their only livelihood and they are being robbed of this.

The proposed bypass will wipe out our whole farm, it will take Doug's home, barn and land, Jeffrey's land and most of Steve's. Two years ago when they supposedly were in the planning stages they distinctly told us they would not take our farmland if there was another alternative. Well there are three other alternatives and our farm is almost 100 years old and has always been owned by the Mertz's. (river crossing #5 alternative is where we are located)

We had a meeting at Mertz's Meat Shop on November 2, 2000 with PennDot, the PA Historical Society and a person from CHRIS Inc. from North Wales, PA, State Rep. Merle Phillips and his secretary and our attorney's Joseph Klein and Mark Silver from Harrisburg. This little blonde from North Wales, and her alone, determined our land was not historical because it does not have a barn on it. As you can see by the picture it did have a barn on it, it was destroyed by a very bad wind storm. The barn foundation is listed in the historical district. Our land is part of this heritage and we are fighting for them (PennDot) to consider another alternative so we can preserve our farmland. An adjoining farm is listed historical and isn't as old as ours and had changed ownership many times.

They will be taking my new home also, but I am not disturbed about that. I can always build another home, but once land is gone, it is gone forever. We need to preserve land, especially historical farms.

The bypass should be north of us, for a more direct route to RT. 147. This is to much of an impact on our family and the Mertz heritage.

I pray you will help us, our State Representative is Merle Phillips of Sunbury, PA. (570-286-5885) Our Congressman is Tim Holden (570-622-4212). We have been in touch with him but he forwards our letters to PennDot- which PennDot already has. Our attorney's are Joseph Klein and Mark Silver in Harrisburg, PA (717-233-0132).

I can be reached at 570-473-1126 (9am to 1pm daily) or 570-473-7363 (2pm to 6pm daily) I am 71 years old and still work full time.

We need someone to take the bull by the horns. It's called passing the buck. PennDot doesn't want to hear any of this. They made up their minds several years ago. This is a proposal, it has not been accepted as yet, but will be soon.

Enclosed is literature pertaining to the historical properties that were built on the Mertz land and a map showing the four river crossings.

I am the mother of Steven, Douglas and Jeffrey Mertz and I am writing this letter on their behalf also.

Please be in touch, Thanking you

Response to Additional Written Comments Submitted During the DEIS Comment Period, Mertz, Doris

Mertz, Ds.

- 6. It is acknowledged that the Mertz family lands are farmed by Mr. Hilbish, a local farmer who is hearing and speech impaired. The Draft EIS and the Agricultural Resources Technical File indicate that the RC5 Alternative impacts approximately 46 acres of land farmed by Mr. Hilbish. Interviews with Mr. Hilbish indicate that he farms a total of approximately 1,800 acres. The impact to 46 acres is acres is approximately 2.5% of Mr. Hilbish's total operation.
- 7. As noted, the Recommended Preferred Alternative (RC5) does directly impact Doris Mertz's and Douglas Mertz's property and home, and Steven and Jeffrey's properties. Approximately 48 acres of the 118 acres (approximate), (or 40%) in the project area, that are owned by the above Mertz family are affected.
- 8. The position of both FHWA and PENNDOT regarding impacts to farmland is to avoid farmland where prudent and reasonable. In fact, condemnation of productive farmland is restricted by law and policies, and requires approval by the Agricultural Lands Condemnation Approval Board (ALCAB). An alternatives analysis must be conducted to evaluate alternatives to avoid, minimize, and mitigate for impacts to farmland and to demonstrate that no practical alternative to the condemnation of farmland exists. Even though RC5 has the most impact to farmland of the four alternatives studied in Section 2, it minimizes impacts on many other social and environmental features. The reasons for the recommendation of RC5 are outlined in Section VI of the Draft EIS.
- 9.
- 10.

**Additional Written Comments Submitted During
the DEIS Comment Period, Mertz, Doris**

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**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Mertz, Doris**

Mertz, Ds.

8. In compliance with Section 106 of the National Historic Preservation Act, historic properties were identified as part of the CSVT Study. These properties were identified and their eligibility for the National Register of Historic Places was determined. For the purposes of the National Register evaluation, a historic property is any property older than fifty years. However, not every property determined to be "historic" is determined "eligible for the National Register of Historic Places."

Written historic "contexts" are valuable tools when evaluating historic properties. Historic contexts are defined as those "patterns, themes, or trends in history by which a specific occurrence, property, or site is understood and its meaning (and ultimately its significance) within prehistory or history is made clear." Historic contexts can be defined at a local, state, or national level and can be organized by a variety of themes. Resources are then evaluated against the historic context(s) to determine if they are significant, and eligible for the National Register.

Due to the size and scope of the CSVT Project, historic contexts were developed specifically for the study area to streamline the survey process and provide a focused context within which historic resources could be evaluated. Two principal contexts were developed and approved, one on Agriculture and the other on Village development. These contexts are described in detail on Pages 31 through 68 of the Historic Resources Survey and Determination of Eligibility Report, Volume I for the CSVT Project (September 1998).

Additional Written Comments Submitted During the DEIS Comment Period, Mertz, Doris

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Response to Additional Written Comments Submitted During the DEIS Comment Period, Mertz, Doris

Mertz, Ds.

8. (cont.)

6.

National Register eligibility determinations are based upon guidelines established in National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation" and historic contexts defined and written in accordance with federal guidelines. Using these guidelines, the qualified cultural resource professionals (as defined in 36 CFR part 60) for the study team recommend whether or not a property is eligible.

7.

8.

If a property is recommended as eligible, a boundary is then established. These boundary determinations are also based upon guidance established in the National Register Bulletin: "Defining Boundaries for National Register Properties." Using these guidelines as a basis the qualified cultural resource professionals (as defined in 36 CFR part 60) for the study team recommend a boundary for an eligible property.

9.

10.

These eligibility and boundary recommendations are then reviewed and commented on by PENNDOT and the Federal Highway Administration. The recommendations on eligibility and boundaries are then forwarded to the State Historic Preservation Officer (SHPO) in Pennsylvania, known as the Pennsylvania Historic and Museum Commission (PHMC), for concurrence.

The Mertz properties were assessed according to the guidelines outlined in the above noted National

**Additional Written Comments Submitted During
the DEIS Comment Period, Mertz, Doris**

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**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Mertz, Doris**

Mertz, Ds.

8. (cont.)

6.

Register Bulletin and the criteria laid out in the Agriculture context specifically prepared for the CSVT Project. The Mertz properties did not meet the criteria set forth in the Agriculture Context as a "general farm." To be eligible as a general farm, a property must meet three basic standards. It must contain a historic house and barn, other outbuildings to demonstrate farm evolution, and farm fields and/or pasture. The historic barn on this property is no longer extant. Although remaining features of the barn exist, they do not provide the physical integrity needed for the barn to be considered extant.

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However, portions of the Mertz properties did meet the context for a "specialized farm." This means that the property conveys the manner in which a family settled on a "general farm" but adapted that farm to new, more specialized uses, and constructed new outbuildings more suited to their specialized agricultural interests.

The Mertz family specialized in vegetable and flower production, building a series of greenhouses and support buildings related to their new pursuits. For a specialized farm to be considered eligible for listing in the National Register, the property "must possess its original buildings, namely the farmhouse and the purpose-built buildings that served the specialized function.

**Additional Written Comments Submitted During
the DEIS Comment Period, Mertz, Doris**

Since Robert's retirement his three sons, Steven, Douglas and Jeffrey own the land. It is being farmed by the handicapped (speech and hearing impaired). Farming is their only livelihood and they are being robbed of this.

The proposed bypass will wipe out our whole farm, it will take Doug's home, barn and land, Jeffrey's land and most of Steve's. Two years ago when they supposedly were in the planning stages they distinctly told us they would not take our farmland if there was another alternative. Well there are three other alternatives and our farm is almost 100 years old and has always been owned by the Mertz's. (river crossing #5 alternative is where we are located)

We had a meeting at Mertz's Meat Shop on November 2, 2000 with PennDot, the PA Historical Society and a person from CHRS Inc. from North Wales, PA, State Rep. Merle Phillips and his secretary and our attorney's Joseph Klein and Mark Silver from Harrisburg. This little blonde from North Wales, and her alone, determined our land was not historical because it does not have a barn on it. As you can see by the picture it did have a barn on it, it was destroyed by a very bad wind storm. The barn foundation is listed in the historical district. Our land is part of this heritage and we are fighting for them (PennDot) to consider another alternative so we can preserve our farmland. An adjoining farm is listed historical and isn't as old as ours and had changed ownership many times.

They will be taking my new home also, but I am not disturbed about that, I can always build another home, but once land is gone, it is gone forever. We need to preserve land, especially historical farms.

The bypass should be north of us, for a more direct route to RT. 147. This is to much of an impact on our family and the Mertz heritage.

I pray you will help us, our State Representative is Merle Phillips of Sunbury, PA. (570-286-5885) Our Congressman is Tim Holden (570-622-4212). We have been in touch with him but he forwards our letters to PennDot- which PennDot already has. Our attorney's are Joseph Klein and Mark Silver in Harrisburg, PA (717-233-0132).

I can be reached at 570-473-1126 (9am to 1pm daily) or 570-473-7363 (2pm to 6pm daily) I am 71 years old and still work full time.

We need someone to take the bull by the horns. It's called passing the buck, PennDot doesn't want to hear any of this. They made up their minds several years ago. This is a proposal, it has not been accepted as yet, but will be soon.

Enclosed is literature pertaining to the historical properties that were built on the Mertz land and a map showing the four river crossings.

I am the mother of Steven, Douglas and Jeffrey Mertz and I am writing this letter on their behalf also.

Please be in touch. Thanking you

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Mertz, Doris**

Mertz, Ds.

8. (cont.)

6.

The Mertz Family Historic District meets the criteria as a specialized farm. The multiple farmhouses and greenhouses, in addition to the other contributing elements, convey the historic use of the property as a specialized farm.

7.

Once determined eligible, a boundary was determined. There are five principle methods for determining boundaries. Each method is evaluated for its applicability to a particular property, and more than one method may be applied to a single property. The use of legal tax parcel lines and landscape features were used to provide the boundary most appropriate to include those features which demonstrate the evolution of the resource as a specialized farming operation. Since the district was not eligible as a general farm, the appropriate boundary should not reflect the expanse of the general farm, but the land associated with the evolution of the greenhouse business. The remaining portions of the landholdings of the Mertz family were not included within the boundary of the historic district due to modern intrusions, subdivisions, and modifications to the property as well as the fact that the expanded boundary did not apply to the specialized farm. The eligibility and boundaries were concurred upon by the SHPO in a letter dated October 19, 1998 (see Draft and Final EIS, Section IX, Appendix C).

8.

9.

10.

**Additional Written Comments Submitted During
the DEIS Comment Period, Mertz, Doris**

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Please be in touch. Thanking you

**Response to Additional Written Comments
Submitted During the DEIS Comment Period,
Mertz, Doris**

Mertz, Ds.

8. (cont.)

6.

Subsequent to this determination and as a result of concerns raised by the Mertz family, representatives of the FHWA, PHMC, and PENNDOT met with the Mertz family to specifically review the historic eligibility and boundary of the Mertz historic district.

7.

9.

The adjoining farm that is listed as historical was evaluated on its own merits. The basis for the eligibility determination and boundary identification for this property (Property 215) is discussed in the Historic Resources Survey and Determination of Eligibility Report (September 1998).

8.

9.

10.

The Mertz Family's preference for the more northern alternatives is noted.

10.

**Additional Written Comments Submitted During
the DEIS Comment Period, Mertz, Doris**

Sincerely,

Doris M. Mertz

Doris M. Mertz
RD#2, Box 490K
Northumberland, PA 17857

ATTACHMENTS TO MRS. MERTZ'S LETTER

MERTZ BROTHERS PRODUCE FARMS

The history of Mertz's vegetables begins in 1830 when George P. Mertz came to Point Township from Snyder County and began farming. He was succeeded by his son, William H. Mertz, Sr., who pioneered in many farming techniques. He purchased the first vege-
table and potato planter in the township. In the 1880's, William Mertz planted a large acreage of raspberries which required over one hundred pickers to harvest. He purchased a hot-house in Paxinos, tore it down and re-
built it on his farm. His farm was located in the present railroad yards and the V.F.W. home is the relocated farm house.

In the June, 1889, flood, the giant logs at the saw mills at Williamsport were torn loose and came down the river. His river fields were covered with these logs from the canal to the river short. A person could walk this distance without stepping on the ground. The lum-
ber companies paid ten cents per log for the privilege of removing them.

In 1900, William H. Mertz bought an 1898 or 1899 Haines and Apperson car in Philadelphia, the first horse-
less carriage in the area. He was his own auto mechanic and also made his own farm wagon, horse-drawn car-
riage, and two-seated sleigh.

When the present St. John's Lutheran Church was being built in 1878, he hauled the large main log on his sturdy hand-made wagon.

Because of the building of the railroad yards, the Mertzes moved in 1911 to a 120 acre farm at the junc-
tion of the Milton highway and the Ridge Road. Wil-
liam H. Mertz, Sr., passed away in 1915. His sons, George P., William H., Jr., Boyd F., and Harold R. farmed as the Mertz Brothers from 1917 to 1960. They operated a modern fruit and vegetable market along the Milton Highway and sold produce in the Sunbury Market House and to many area retail stores.

The farm operations have been expanded by the grandsons of William H. Mertz, Sr.

Dean W. Mertz, son of George P., started by rais-
ing nineteen turkeys in 1932 at the farm opposite the Curve Inn Restaurant. He bought the James Heckert farm in 1937. The Chili-Point farm expanded to 600 acres of corn, hay, oats, wheat and woodland, producing annually over 18,000 turkeys, chickens, beef cattle and sheep. Dean W. Mertz died in 1969, and his family con-
tinues the operation today, producing 6200 turkeys, beef cattle, sheep and hogs on 800 acres.

Boyd A. Mertz, son of Boyd F., operates the green-
houses and annually produces about twenty tons of leaf lettuce and eighty tons of tomatoes, in addition to other vegetable and flower plants. He is rated the third largest grower of tomatoes in Pennsylvania.

Robert K. Mertz, son of William H., Jr., runs the farm, the orchard, the pork production and the Market. Neil Mertz, son of William H., Jr., operates the "Gun Rack," a sporting goods store, adjacent to the produce market.

THE NORTHUMBERLAND WATER COMPANY
(See Part I — Page 40)

The Northumberland Water Company provides water service for both public and private consumption in the Borough of Northumberland and sections of Point Township, located in Northumberland County, Pa. The average population served directly is approximately 5,820.

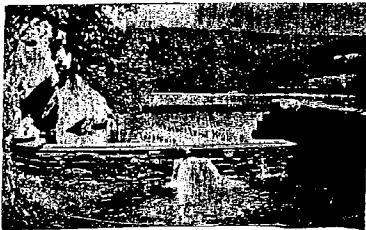
The Company's property includes an impounded surface supply, a surface supply on Johnson's Run, three drilled wells, a mine tunnel, distribution storage, and a distribution system consisting of water mains, fire hydrants, service, and meters, also recording equipment located in office advising the water level and pressure in standpipe.

Six sources of water supply have been developed as follows:

1. Geise's Dam, a surface supply of Johnson's Run at the Lithia Springs Pumping Station. This dam was developed about 1900 and rebuilt in 1960, consists of a small concrete dam, forming a reservoir. The water-
shed is mainly farm land. The supply is diverted to a small screened intake chamber serving as a suction well for the high service pumps when this supply is in use. The dam and pumping station are located about three and one-half miles northeast of Northum-
berland.
2. Spring Reservoir, an earthen dam, is an important surface supply on a tributary to Johnson's Run. De-
veloped in 1894, it is located about one mile above Geise's Dam upon a branch of Johnson's Run. A wasteway constructed along one side of the reservoir serves as a bypass for creek water during periods of high turbidity. A ten-inch gravity transmission main 4,600 feet long conducts this supply to the Lithia Springs Pumping Station.
3. Well System — comprised of three drilled wells, two of which were drilled in 1910 and are located near the upper end of Spring Reservoir. Each well is equipped with a submersible pump, and the discharge is made directly into the reservoir. Well No. 3 was drilled in 1956, and is located to the rear of Lithia Springs Pumping Station. It is provided with a tur-
bine type pump, the supply being pumped to an aerator located behind Geise's Dam. Following aeration, the water discharges into Johnson's Run at a point above the intake facilities. The well system is used infrequently as a stand by source of supply.
4. Mine Tunnel — was developed in 1894 and is located about two and one-half miles east of Spring Rese-
voir, and is a spring supply in an abandoned iron ore mine. By changing valves this water will flow into the reservoir, other times into the stream at Geise's Dam.

From the Lithia Springs Pumping Station, the sup-
ply is pumped following chlorination, through a trans-
mission main to the distribution system.

In the year of 1922, on Prince Street, a distribution storage tank was made available for Fire Protection pur-
poses and general usage.



PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - PHOTO/SITE PLAN SHEET

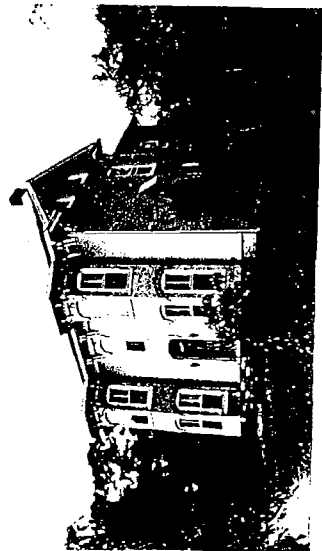
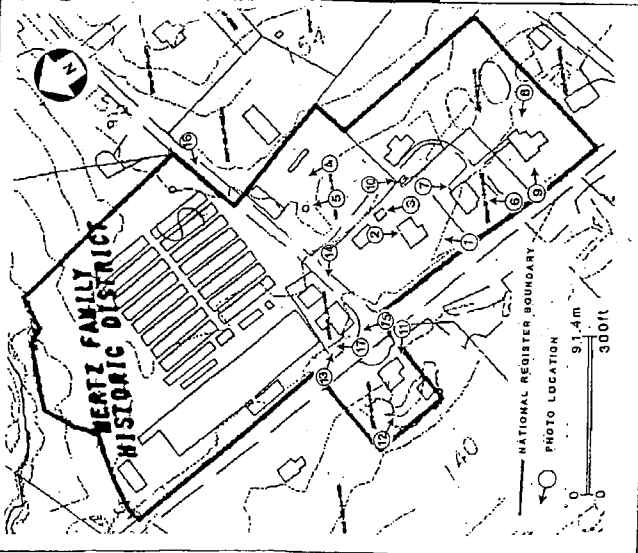
09A

Pennsylvania Historical and Museum Commission
Bureau of Historic Preservation
Box 1026, Harrisburg, PA 17108-1026

Survey Code/Parcel/Other No.: _____ County: Northumberland
Municipality: Point Township
Historic Name/Other: Mertz Family Historic District [220] Tuckahoe Road
Site Plan Address: Along S.R. 017 at the Junction of Ridge Road East (formerly
Tuckahoe Road)

Photo Information

Attach Photo Here



Number _____ Direction of View _____
West (main) and south sides of Italianate NE
house, the oldest house in the district.

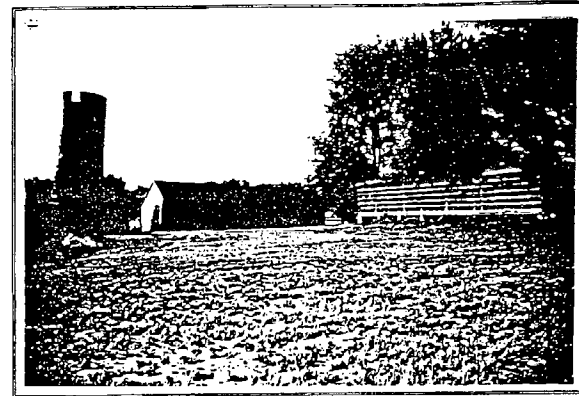
Photographer Name: Nancy Holst
Register Location: CHRS, Inc. 401 E. Walnut St. North Wales, Pa. 19454
Date: 5/90

See reverse for additional instruction

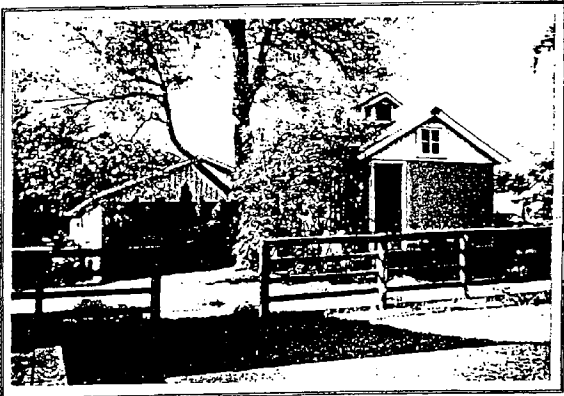
ATTACHMENTS TO MRS. MERTZ'S LETTER



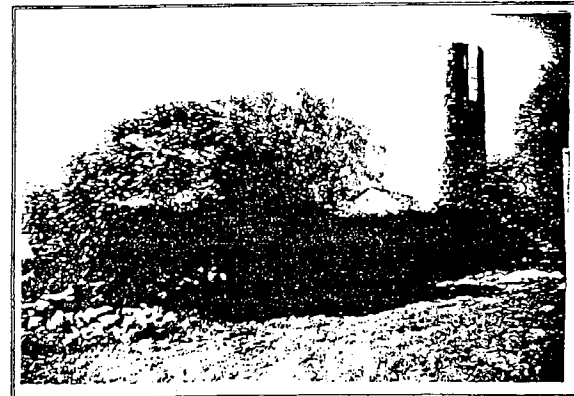
Mertz Family Historic District (220): Photo 2 - View of north and east (rear) sides of brick Italianate house. The first house on the property purchased by the Mertz family in 1906 is adorned with segmental lintels and decorative cornice brackets.



Mertz Family Historic District (220): Photo 4 - View looking northeast showing the historic corn crib, machine shed, and silo. Previous to Mertz Family ownership, the property was managed as a general farm.



Mertz Family Historic District (220): Photo 3 - View of south facade of historic summer kitchen associated with the Italianate house. Note historic window and bell tower.

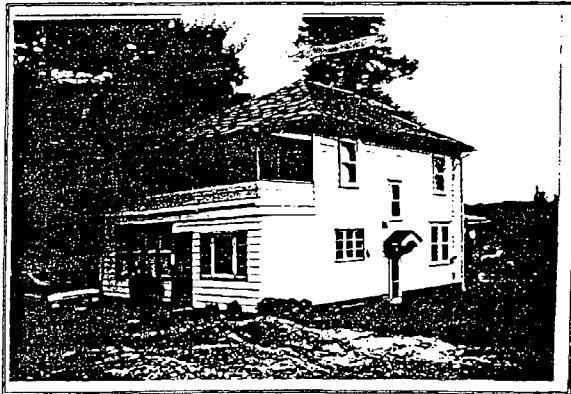


Mertz Family Historic District (220): Photo 5- View looking north, showing the historic silo and the remaining stone foundation wall for a bank barn which no longer remains on the property.

ATTACHMENTS TO MRS. MERTZ'S LETTER



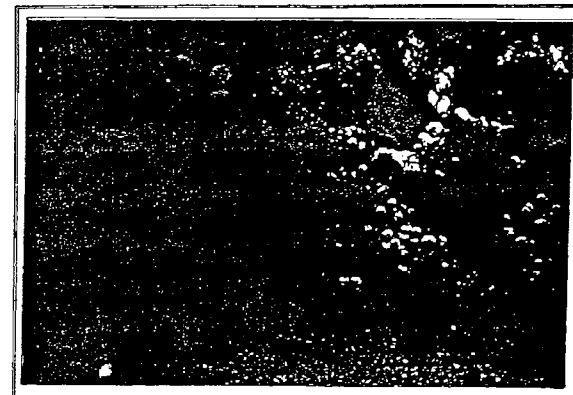
Mertz Family Historic District (220): Photo 6 - View of west (main) and south facades of the fully intact foursquare house. Note the Craftsman style porch. The house was built by William Henry Mertz, Jr. during a period of growth for the family greenhouse enterprise.



Mertz Family Historic District (220): Photo 7 - View of north and east (rear) facades of the foursquare house with Craftsman details. Note the historic two-story extension with screened-in porch.



Mertz Family Historic District (220): Photo 8 - View of south and east (rear) facades of a ca. 1948 cottage built by Robert K. Mertz, a grandson of William Henry, Sr.



Mertz Family Historic District (220): Photo 9 - View of west (front) facade of ca. 1948 cottage. Note the scalloped trim embellishment.

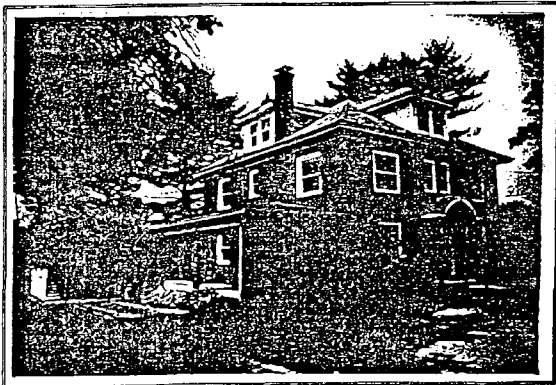
ATTACHMENTS TO MRS. MERTZ'S LETTER



Mertz Family Historic District (220): Photo 10 - View of north and east sides of historic smokehouse.



Mertz Family Historic District (220): Photo 12 - View of north and west (rear) sides of brick foursquare house. The rear addition is historic.



Mertz Family Historic District (220): Photo 11 - View of south and east (main) sides of brick foursquare house, and garage. Note the Colonial Revival front porch hood. The house was built by George Mertz, during the growth period for the greenhouse business.

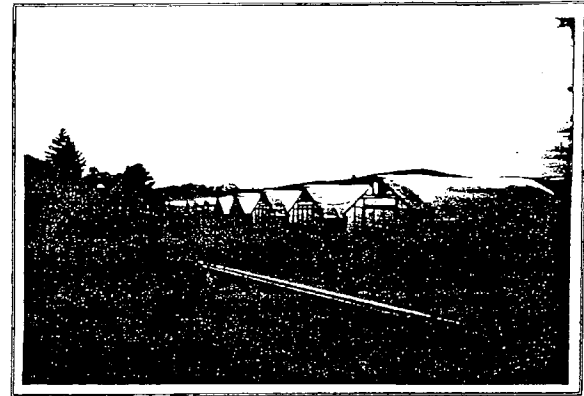


Mertz Family Historic District (220): Photo 13 - View of north and west (main) facades of gable-front-with-wing house. Note the Craftsman porch styling, and stained glass windows by the chimney. The house is one of three homes built during the 1920s by the sons of William Henry Mertz, Sr.

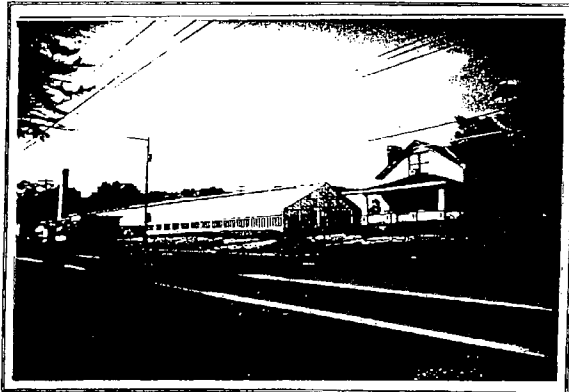
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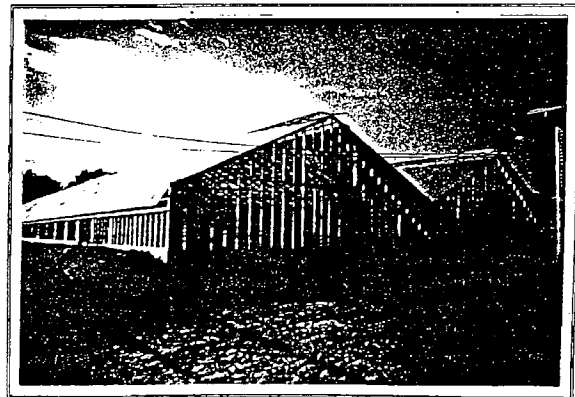
Mertz Family Historic District (220): Photo 14 - View of south and east (rear) sides of gable-front-with-wing house, and associated modern garage.



Mertz Family Historic District (220): Photo 16 - View looking northwest down Ridge Road East, showing one row of eight modern greenhouses. The two greenhouses furthest in the background are historic.

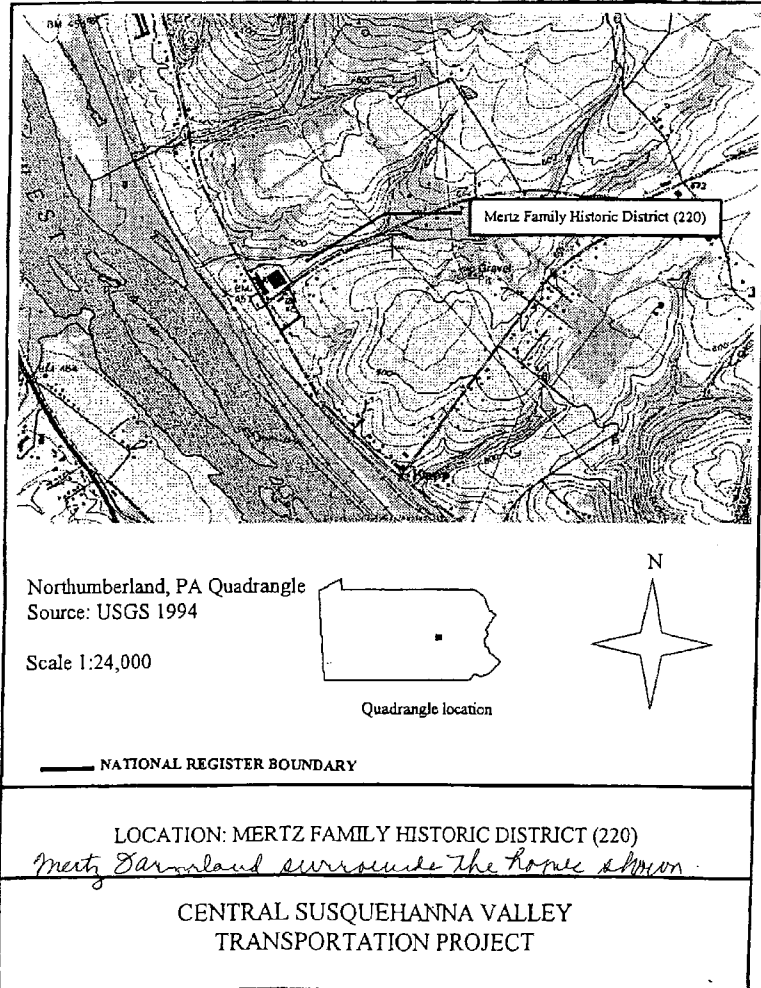


Mertz Family Historic District (220): Photo 15 - View looking northeast down S.R. 0147 showing the gable-front-with-wing house, one of two 1920s wood-frame greenhouses, and the historic furnace building and garage.



Mertz Family Historic District (220): Photo 17 - View of south and west sides of ca. 1920s wood-frame greenhouses. They, in conjunction with the other historic resources in the district, represent the development of the Mertz Family greenhouse business during the twentieth century.

ATTACHMENTS TO MRS. MERTZ'S LETTER



PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - NARRATIVE SHEET 87
Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

Survey Code:	Tax Parcel/Other No.:
County: Northumberland	Municipality: Point Township
Address: Junction of S.R. 0147 and Ridge Road East (formerly Tuckahoe Road)	
Historic Other Name: Mertz Family Historic District (220)	Sheet 1 of 6

PHYSICAL DESCRIPTION:

The proposed Mertz Family Historic District is comprised of five late nineteenth to mid-twentieth-century houses, twenty greenhouses, and thirteen additional buildings located along S.R. 0147 at the junction of Ridge Road East (formerly Tuckahoe Road) in Point Township, Northumberland County, Pennsylvania. Ridge Road East extends eastward from where it joins S.R. 0147. The proposed district includes five historic houses (three with a historic garage or historic outbuildings), and a historic commercial greenhouse complex. Barbara LaBant owns tax parcel number P-34-6D. Neil D. Mertz and Ann F. Engler own tax parcel number P-34-6G. Betsy and Robert Mertz own tax parcel number P-34-5. Larry A. Rohland owns tax parcel number P-34-4. Lisa Snyder owns tax parcel number P-34-6E. Boyd A. Mertz owns tax parcel number P-34-6A. The built environment conveys the evolution of the Mertz Family in the area, particularly their involvement in specialized farming over time.

The oldest historic resource in the proposed district, a brick Italianate house, dates to 1876. The majority of the historic resources were constructed by Mertz family members in the early twentieth century. They include two foursquare dwellings, one with Craftsman styling, a gable-front with wing house, also with Craftsman details, a cottage, two greenhouses, a furnace building, equipment shed/garage, and garage. Historic buildings in the proposed district retain integrity of design and materials. Each of them, on their original sites facing S.R. 0147, are surrounded by relatively unaltered settings. Together, all of these historic resources possess the ability to convey the development of the Mertz Family in Point Township and their participation in the agricultural and commercial progress of the area.

A late nineteenth-century two-story Italianate house stands at the southeast corner of S.R. 0147 and Ridge Road East. It is located on tax parcel P-34-6D. The I-house-with-ell is presently a single-family dwelling but was originally part of a farm. Set on a stone foundation facing west towards S.R. 0147, the three-bay side-gabled, center-passage, brick structure features decorative embellishments such as molded cornices, gingerbread fascia, scrolled brackets, segmental rowlock lintels with keystones, and a dated (1876) keystone above the front door. The building is lit by historic two-over-two wood windows with arched upper panes. The reproduction double front door is solid oak topped by a single-pane transom. The modern front stoop is constructed of a stone deck with a metal railing, however the ghost of the original porch can be seen in the brick of the front facade. It wrapped around the two two-story front bays located on either side of the front door. The historic one-story rear porch has been enclosed. An interior brick chimney is located at the south gable. Northeast of the house is a historic stucco-clad summer kitchen. It features a concrete foundation, exposed rafters, historic two-over-two windows, a gabled bell tower, and a modern door. On this building's north side is a modern garage. Situated across an asphalt driveway to the east is a historic open frame corn crib, a historic machine shed, a historic silo constructed of hollow-tile blocks, and the remaining stone foundation wall for the original barn.

On the south side of the Italianate house, separated only by lawn and interspersed shrubs, stands an early twentieth-century four-square dwelling in the Craftsman style. The two-and-one-half-story single-family dwelling faces a westerly direction towards S.R. 0147. It sits on tax parcel number P-34-6G. The rectangular hipped building, set on a stone foundation, features a hipped dormer, original wood shingle siding, and deep reveals which indicate the double frame construction technique employed for air insulation. The house is lit by historic one-over-one wood double-hung and six-pane casements windows. They are topped by molded lintels and covered with historic wood storm windows. All the doors installed in the house are historic. The front door is a wood-and-pane door with side windows and egg-and-dart molding. A historic wood storm door protects it. The historic front porch is Craftsman in style and constructed primarily of fieldstone. It features a tongue-and-groove deck and a wood plank ceiling. The historic chimney is also constructed of fieldstone. It is located on the exterior of the south wall. A historic rear addition extends from the east side of the house. The second story is a screened-iron porch.

ATTACHMENTS TO MRS. MERTZ'S LETTER

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - NARRATIVE SHEET		89C
Historic/Other Name: Mertz Family Historic District (220)	Sheet 2 of 6	

PHYSICAL DESCRIPTION (CONT.):

South of the Craftsman foursquare dwelling is a paved driveway. This driveway is shared by the next house along the east side of S.R. 0147. It is a ca. 1948 rectangular cottage situated on tax parcel number P-34-5. The one-and-one-half-story concrete single-family dwelling is three bays wide and features a concrete foundation, an asphalt-covered side-gable roof, and embellishment in the form of calloped trim on the main facade. The building is lit by historic wood eight-over-eight, six-over-six, and picture windows with multiple sidelights. They sit upon brick rowlock sills. The front entry is a modern wood door. The historic front porch has a concrete deck and wood posts and trellises. A modern aluminum-clad addition is attached to the south side of the house. Extended from the east side is a modern shed addition and a carport. The house is set in a grove of mature trees and shrubs. Northeast of the cottage, situated directly behind (east) of the Craftsman foursquare, are two outbuildings. One is a historic smokehouse constructed of hollow-tile block. The second is a modern concrete-block butcher house.

On the west side of S.R. 0147, north of the intersection with Ridge Road East, stands an early twentieth-century foursquare dwelling that faces east towards S.R. 0147. The property's tax parcel number is P-34-4. The two-and-one-half-story brick building rests on a concrete foundation with a soldier-course brick water table. The hipped roof features three hipped dormers. The main, or eastern, facade is three bays wide. The two outer bays are historic one-over-one double-hung wood windows set in wood surrounds with row-lock sills and older-course lintels; representative of the windows throughout most of the house. The historic front wood panel door is flanked by beveled four-pane-and-one-panel side-lights, and protected by a historic wood storm door. It is recessed in a paneled porch alcove behind a porch hood with a matchstick ceiling and decorative braces. Additional doors in the house are historic pane-and-panel. A side-porch with gabled roof, wood deck, brick columns, and concrete foundation is attached to the south facade. A historic frame addition with historic loding, windows, and door is built onto the rear side. The house features two historic brick chimneys, one on the exterior of the south side and an interior stack on the west side. A historic hipped garage is situated southwest of the house. Set on a concrete-block foundation, it displays historic eight-pane wood windows, horizontal-wood siding, a historic pane-and-panel wood door, and a historic paneled garage door. The house and garage are set within a stand of mature trees.

At the northeast corner of S.R. 0147 and Ridge Road East are two tax parcels, P-34-6E and P-34-6A, upon which stand an early twentieth-century house with Craftsman details and a modern garage, and a commercial greenhouse complex, respectively. Until recently, this was one property. The frame, one-and-one-half-story, gable-front with wing, three-bay, single-family dwelling features a cross-gable roofline, aluminum cladding, and a dormer. The house is lit by historic one-over-one wood double-hung windows. Two historic stained glass windows flank the historic brick exterior chimney located on the north facade of the gable-front. The house also has two bay windows, one on the west side of the wing and one on the south facade. The doors in the house are all historic; the main entry being a wood single-pane door set on a wood sill. The historic front porch is Craftsman in style. Its hipped roof is supported by tapered wood columns set on paneled wood piers. The two piers beside the brick steps are without columns. A historic enclosed porch lit by historic four-pane windows, and entered by a historic pane-and-panel door topped by a transom and protected by a historic wood screen door extends from the east facade. A modern recessed garage constructed of concrete block is situated east of the house. Mature trees tower over the house and garage.

Situated alongside this house to the north are the earliest buildings of a commercial greenhouse operation. Two 1920s wood-frame greenhouses abut one another, extending northward. At the north end of one is what appears to be a greenhouse extension. This, however, as built in 1918 according to the tax assessment card on file at the Northumberland County Tax Assessor's Office in Sunbury. Situated east of the historic greenhouses, at the edge of S.R. 0147, is a historic brick furnace building/garage with original coal furnace, six-over-six wood windows, and wood pane-and-panel door. A historic equipment shed/garage with vertical-board siding and open bays, in addition to garage doors, is located north of the historic greenhouses and furnace building. East of these historic buildings are numerous modern buildings that have been built on the property within the past fifty years. They include two modern greenhouses, a prefabricated garage, a cement-block furnace building, and a child's playhouse. Beyond this row of buildings, further to the east are sixteen modern greenhouses arranged in two rows of eight. Fields extend beyond the buildings contributing to the rural atmosphere of the property. In addition, trees are aligned along the northern edge of the property and around the fields.

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - NARRATIVE SHEET		89C
Historic/Other Name: Mertz Family Historic District (220)	Sheet 3 of 6	

HISTORICAL NARRATIVE:

The oldest historic resource in the proposed district was built in 1876 by Robert Curry McWilliams. Primarily a farmer, he was born in Mooresburg, Montour County, Pennsylvania in 1845, of Scotch-Irish extraction. He received his education at public schools, and at academies at Millville, Pennsylvania, and Newark, New Jersey. He came to Northumberland County in 1872 to establish a small farm. A building owned by a Mr. McWilliams (the first name is indistinguishable) appears on an 1874 map within the proposed district. It is the only building in the immediate area at this time (Cummins 1874). Always an active worker in the Democratic party, in the winter of 1883-84 he represented Northumberland County in the State legislature, and was a member of the committees on military, election, federal relations, and banking, as well as filling various township offices. He was also a deacon and elder in the Presbyterian church of Northumberland (Bell 1891:1105).

In October, 1875 Mr. McWilliams married Louisa Reighard. In that year he built the large brick Italianate house. According to the current owner, Barbara LaBant, the house was constructed as a summer house. Robert Mertz adds that it was used for entertaining Barbara LaBant, pers. com., May 19, 1998; Robert Mertz, pers. com., May 19, 1998). The property at this time consisted of 127.88 hectares (316 acres). McWilliams established the property as a "country-seat" farm, and a bank barn, silo, corn crib and assorted other agricultural outbuildings were constructed. These buildings appear on a 1938 aerial photograph (U.S. Department of Agriculture 1938). In 1886, McWilliams was forced to mortgage the property to a Henry A. Fonda. When McWilliams could not meet the terms of the mortgage repayment, the property was sold at Sheriff's sale and purchased by the heirs of Henry A. Fonda. The heirs quickly sold the property the following year to Cary Bertillon who owned the adjacent farm to the east. The Mertz Family acquired the property in 1906.

Peter Mertz was a pioneer of Union County. He settled near Freeburg and began farming on 45.32 hectares (112 acres). Peter's son George was a wheelwright, and after his marriage he went into the mercantile and hotel business in Freeburg. In 1885, he came to Northumberland County, living in Point Township where he farmed, until he retired to Northumberland Borough three years before his death (Floyd 1911).

In 1906, Emeline Mertz, wife of George's son William Henry, bought a 78.91 hectare (195 acre) parcel of what had been the McWilliams Farm. Ownership of the property transfers to William Henry in 1909 (Northumberland County Deed Book 151, Page 366). His acreage would later become the entire Mertz Farm; and the Italianate house would be known by the children and grandchildren as the Old Homestead. Shortly after the purchase of the property in 1906, William Henry apparently erected one or more greenhouses on the site. Boyd A. Mertz recalls that it was said that his grandfather, William Henry, set up greenhouses in the 1890s or early 1900s (Boyd A. Mertz, pers. com., July 8, 1998). The second period is most probable as the property was not purchased by the Mertz Family until after 1900. Although they no longer exist today, two greenhouses do appear on the southeast corner of S.R. 0147 and Ridge Road East on a 1938 aerial photograph (U.S. Department of Agriculture 1938). In addition, a modern deed mentions a "former Mertz Green House" which apparently stood between the Italianate house and the intersection of S.R. 0147 and Ridge Road East (Northumberland County Deed Book 619, Page 402). During the first decade of the twentieth century, William Henry began the family's involvement in specialized farming by establishing Mertz Greenhouse, growing mainly garden vegetables and some flowering plants as an offshoot of the farming business.

Between 1921 and 1925 three houses were constructed near the Italianate dwelling, on family land, for three of William Henry's sons. George P. built a foursquare home ca. 1921-22. Boyd F. constructed a gable-front with wing dwelling ca. 1921-22. William Henry constructed a foursquare with Craftsman details ca. 1925. William Henry's fourth son, Harold, lived in the Italianate house (Boyd A. Mertz, pers. com., July 8, 1998).

In the early 1920s the greenhouse business expanded. According to the tax assessment card for the property on file at the Northumberland County Tax Assessor's Office in Sunbury, two large greenhouses, abutting one another, and a furnace/garage building were constructed across Ridge Road East to the north in 1924. In 1926/27, approximately eleven years after William Henry's death, the greenhouse business became Mertz Brothers Greenhouses, owned and operated by Boyd F. and George P. Mertz. Harold and William Henry continued to run the farm and dairy. With the construction of new homes for the next generation, and the official shift in management of the farm and greenhouse operations, the Mertz Family was further establishing themselves as important participants in the agricultural and commercial activities in Northumberland County. Harold Mertz is remembered in the Northumberland Point Township Bicentennial publication as a "very successful and prosperous" farmer. His "roadside markets were very popular" (Acon, 1972).

ATTACHMENTS TO MRS. MERTZ'S LETTER

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - NARRATIVE SHEET		89C
Historic Other Name: Mertz Family Historic District (220)	Sheet 4 of 6	

HISTORICAL NARRATIVE (CONT.):

On February 14, 1938, all of the Mertz property, already partitioned and built upon by Emeline Mertz' heirs, as evidenced by the indenture language, was sold to a Carrie Deppen and promptly sold back again that same day. None of the properties change hands among the children however; the Mertz seller of a certain tract is the subsequent buyer of that same tract. In personal communication with Boyd A. and Neil Mertz, two of William Mertz's grandsons, the reason behind the wholesale transfer of the Mertz Farm and Greenhouse could not be discerned. The Indentures also offered no clue for the sale (Boyd A. Mertz, pers. com., July 8, 1998; Neil Mertz, pers. com., July 1998). It can be concluded that by the recording of Emeline's Last Will and Testament in 1928, tracts of land had already been informally allotted to George P., Boyd F. and William Henry Jr., as their houses had been built. The only known formal transfer is the conveyance of the greenhouse property which Emeline decided to George P. and Boyd F. in 1924. The 1938 transactions appear to be legalizing the ownership of each individual tract of land; and were done at the time of Emeline's death since as William's widow she was owner of the property. Tax assessment records no longer exist from this time, so could not be used in verification.

In the ensuing years, new generations of the Mertz Family would establish themselves in the family business. In 1948/49 William Henry Jr.'s son Robert K. acquired a parcel of land and built a cottage adjacent to the Craftsman foursquare his father had built a quarter century before (Northumberland County Deed Book 339, Page 167). William Henry Jr.'s son Neil now owns the Craftsman foursquare. The house that Boyd F. built is now occupied by his granddaughter Lisa (Mertz) Snyder. The dwelling built by George P. remained in the family until sometime after 1960. The "Old Homestead," the Italianate house, did not lose family ownership until 1985. In 1960 Boyd A. took over the greenhouse business from his father. Today, Mertz Brothers Greenhouses grows hothouse tomatoes and basket plants such as geraniums. The specialized business established by William Henry Mertz in 1906 sustained itself and grew throughout the twentieth century. The farm, managed by ~~Boyd A. Mertz~~ and Robert K. Mertz is now primarily leased to neighboring farmers (Boyd A. Mertz, pers. com., July 8, 1998). All the historic buildings situated in the proposed district remained in Mertz Family ownership at least until 1948; most until the present. Additional buildings along S.R. 0147, housing a variety of other Mertz Family businesses, were built after 1948.

The Mertz Family Historic District was evaluated according to criteria set forth in *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1991). It was assessed in terms of its significance as an agricultural resource, a "specialized farm," as defined in the Agricultural Context prepared in the *Historic Resources Survey/Determination of Eligibility Report* for the Central Susquehanna Valley Transportation Project (Andrzejewski et al. 1998). The Mertz Family Historic District appears to be an eligible historic district under Criterion A, local historical significance. The proposed district is significant because it conveys the evolution of how a local family adapted to changing conditions in the agricultural economy during the early twentieth century. By 1900 the Midwest had assumed dominance over the production of wheat and other grains. In the increasingly competitive agricultural environment, farmers in the central Susquehanna Valley, such as the Mertz, looked to new ways to profit. Specialty farm "businesses" were established that focused upon making a profit through maximizing efficiency by intensive focus on one or at most two agricultural activities. Although the most successful specialized farms in the first half of the twentieth century were dairy farms, some farmers explored opportunities in fruit or vegetable production. The Mertz family enterprises shows how one family negotiated the changes in agriculture during this period. In 1906, shortly after settling in a "general farm" property, William Henry Mertz established a "specialized" farm, a greenhouse complex, that was developed specifically for the growing of garden vegetables and flowers. The 1940 Census of Agriculture indicates that tomatoes (currently being grown by Mertz Brothers Greenhouses) were among a variety of products that were especially popular for growing in Northumberland County (United States Census of Agriculture 1940). The Mertz family's activities illustrate an important shift that took place in the agricultural history of the region in the first half of the twentieth century as farmers sought new ways to succeed in agricultural pursuits.

The contributing buildings within the Mertz Family Historic District illustrate the evolution of the property through time, visually telling the story of how the farmers in the region adapted to changes in agriculture during the late nineteenth and early twentieth centuries. The earliest farm in the district, the McWilliams Farm, was constructed as a "general farm," as most farms during the nineteenth century were, replete with a bank barn, silo, and corn crib. When the Mertz family settled in the area and purchased this farm and land around it in the first decade of the twentieth century, they adapted the general farm to new uses and constructed new farmhouses and new outbuildings more suited to their more specialized agricultural interests. These changes are readable on the landscape today through the surviving built fabric. The original McWilliams farm complex survives and illustrates the earliest farm operations in the area. While only the ramp to the threshing floor and part of the stone foundation remains of the bank barn, this in itself a telling sign of the decline of general farming in the region. The bank barn, the index of the success of the nineteenth-century general farm, no longer served the needs of

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - NARRATIVE SHEET		89C
Historic Other Name: Mertz Family Historic District (220)	Sheet 5 of 6	

HISTORICAL NARRATIVE (CONT.):

farmers in the twentieth century, who required different outbuildings to meet their more specialized needs. The other farmhouses and outbuildings in the Mertz Family Historic District, all of which date to the early twentieth century, convey the shift away from general farming toward specialty farming. New houses, all of which possess a high level of integrity, were built immediately adjacent to the earlier farm to house members of the family who worked in the greenhouses. The early twentieth-century greenhouses built by William Henry Mertz ca. 1920, as well as the adjacent brick furnace building, are examples of such specialized buildings that met the new needs of the region's farmers. As a whole the proposed district retains a high level of architectural integrity. All of the houses are intact, and most of the agricultural buildings associated with the original farm and the greenhouse business still exist in an unaltered state. The setting in which these buildings stand also remains; their arrangement around the junction of two roads, Ridge Road East (formerly Tuckahoe Road) and S.R. 0147, has not changed. Modern buildings that have been constructed over the years, including new greenhouses, do not compromise the historical identity of the proposed district, representing the continued adaptation of the region's farmers to the ever-changing agricultural economy.

The Mertz Family Historic District also appears to meet the criteria for listing in the National Register under Criterion C, for architecture and design. Four of the five dwellings in the proposed district are outstanding and highly intact examples of fashionable houses during their construction periods. The brick Italianate house, built in 1876, maintains integrity of massing and most of its materials. It retains its historic form and fenestration, wood windows, and decorative roof details such as gingerbread trim and scroll brackets. The brick facade exhibits features such as segmental double rowlock lintels with keystones. The installation of reproduction doors, the enclosure of the rear porch, and the removal of the front porch are minor alterations that do not detract from the overall integrity of the house. The foursquare dwelling with Craftsman styling, built ca. 1925, has a high degree of integrity. The house retains its historic massing, cladding, windows, doors, and stone chimney and front porch. It is fully intact, down to historic wood storm windows. A second foursquare dwelling, also built in the 1920s, is highly intact. The house displays historic massing, windows, doors, side porch, and Colonial Revival front porch hood. Rowlock sills, soldier-course lintels, and a soldier-course water table are still evident on the brick facade. The modern storm windows installed on the bays on the north side do not lessen the overall integrity of the house. The third house built in the 1920s is a gable-front with wing house. It retains its historic massing, windows, door, corbeled chimney, and Craftsman front porch. Minor changes which do not affect the integrity of the house include the application of aluminum siding, window surrounds, and storm windows. In addition to these houses, the historic wood frame and glass greenhouses in the district are intact examples of the few remaining early twentieth-century agricultural buildings of their type. Together, the houses in the Mertz Family Historic District represent the evolution of building styles on changing farm properties between the late nineteenth and the mid-twentieth century.

NATIONAL REGISTER BOUNDARY AND JUSTIFICATION:

The National Register boundary for the proposed Mertz Family Historic District follows legal tax parcel lines and landscape features. The boundary begins at a point on the shoulder of the eastern side of S.R. 0147 and heads south for approximately 137.16 meters (450 feet). It then turns west, crosses S.R. 0147 and continues for approximately 60.96 meters (200 feet) where it again heads south. After traveling approximately 48.77 meters (160 feet) the boundary turns east and continues approximately 60.96 meters (200 feet) to another point on the shoulder of the eastern side of S.R. 0147. The boundary continues south along this road for approximately 164.59 meters (540 feet). It then heads east for approximately 109.73 meters (360 feet). Turning north, it continues for approximately 106.68 meters (350 feet). At this point, it turns east and travels 24.38 meters (80 feet). The boundary then heads northwest for approximately 79.25 meters (260 feet) before turning east again and traveling approximately 45.72 meters (150 feet). It then continues north for approximately 124.97 meters (410 feet) along the western edge of a field. At this point the boundary follows a treeline west, curving northwest and southwest at varying points, for approximately 173.74 meters (570 feet) to the place of beginning. The boundary includes all of tax parcels P-34-4, P-34-6D, P-34-6G, P-34-5, P-34-6E, and part of P-34-6A.

The proposed Mertz Family Historic District encompasses approximately 4.11 hectares (10.15 acres) of land. The boundary includes all of the buildings and landscape features historically associated with the farms in this area. It includes the Mertz Family greenhouse business and family dwellings, as well as the buildings associated with the McWilliams Farm that the Mertz acquired in the early twentieth century. The period of significance extends from the date of construction of the earliest "general farm" in 1876 through 1948, a time which witnessed the change from general farming to specialty farming in the area. Although the earliest house was not constructed by a member of the Mertz family, the Mertz's adapted it to new uses, and is significant to understanding their farm operations during the early twentieth century. The closing date of 1948 may be reevaluated in the future as the district continues to maintain integrity as a family

ATTACHMENTS TO MRS. MERTZ'S LETTER

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - NARRATIVE SHEET 89C
 Sheet 6 of 6
 (Historic) Other Name: Mertz Family Historic District (220)

NATIONAL REGISTER BOUNDARY AND JUSTIFICATION (CONT.):

business and living environment. The boundary includes five historic dwellings, two historic greenhouses, a historic furnace building/garage, a historic equipment shed/garage, a historic garage, numerous historic domestic and agricultural outbuildings, driveways, walkways, fences, yards, and assorted trees and bushes; all contributing features. The boundary also includes five modern garages, a modern furnace building and shed, and eighteen modern greenhouses which are all non-contributing features. Additional family business buildings, built after 1948, may be evaluated in the future for inclusion in the district. The boundary follows the western edge of a field and a treeline on the north side of tax parcel P-34-6A. This is to include within the boundary, on this tax parcel, only features which demonstrate the continuing evolution of the greenhouse business. The boundary for the district was prepared in accordance with guidelines set forth in *National Register Bulletin 21: "How to Establish Boundaries for National Register Properties"* (National Park Service 1995).

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Anonymous
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 1938 *Maps and Aerial Photography Survey 1937-1947, 36 cu. ft. Series of aerial photographs of Snyder, Union, and Northumberland Counties.* Pennsylvania State Archives.

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 1940 *Sixteenth Census of the United States, Agricultural Schedules.* Microfilm on file at the Mid-Atlantic Office of the National Archives, Philadelphia, PA.

Box 1026, Harrisburg, PA 17108-1026

PENNSYLVANIA HISTORIC RESOURCE FORM - DATA SHEET 8
 Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

IDENTIFICATION AND LOCATION

Survey Code: _____ Tax Parcel/Other No.: _____
 County: 1. Northumberland 0 9 7 2.
 Municipality: 1. Point Township 2.
 Address: Junction of S.R. 0147 and Ridge Road East (formerly Tuckahoe Road)
 Historic Name: Mertz Family Historic District (220)
 Other Name: _____
 Owner Name/Address: Multiple
 Owner Category: XX Private _____ Public-local _____ Public-state _____ Public-federal _____
 Resource Category: Building XX District _____ Site _____ Structure _____ Object _____
 Number/Approximate Number of Resources Covered by This Form: 38
 USGS Quad: 1. Northumberland, PA 2.
 UTM A. zone 18 4530520(N) 0345180(E) C. zone 18 4530840(N) 0344980(E)
 References: B. zone 18 4530840(N) 0345100(E) D. zone 18 4530620(N) 0344980(E)

HISTORIC AND CURRENT FUNCTIONS

Historic Function Category:	Subcategory:	Code:
A. Domestic	Single dwelling	0 1 A
B. Domestic	Single dwelling	0 1 A
C. Agriculture/subsistence	Horticultural facility	0 9 F
D. Domestic	Secondary structure	0 1 C

Particular Type: A. House
 B. House
 C. Greenhouse
 D. Garage

Current Function Category:	Subcategory:	Code:
A. Domestic	Single dwelling	0 1 A
B. Domestic	Single dwelling	0 1 A
C. Agriculture/subsistence	Horticultural facility	0 9 F
D. Domestic	Secondary structure	0 1 C

PHYSICAL DESCRIPTION

Architectural Classification: A:	Italianate	4	2
B. Bungalow	6 5 C.		
D. Other:	Foursquare dwelling	8	0
Exterior Materials: Foundation	Concrete	6	5
Walls	Brick	3	0
Other	Other		
Roof	Asphalt	6	3
Walls	Shingle	2	2
Structural System: 1. Timber-light frame	1	4	2
2. Brick		2	1
Width: 3 bays	C Depth: 2 rooms	B Stories/Height: 2	B

ATTACHMENTS TO MRS. MERTZ'S LETTER

HISTORICAL INFORMATION

Year Built: <u> </u> C. 1876 to <u> </u> X C. 1948	Additions/Alterations Dates: <u> </u> X C. 1965 ; <u> </u> C. <u> </u>
Basis for Dating: <u> </u> XX Documentary <u> </u> XX Physical	
Explain: Based on historic maps, historic aerial photographs, communication with owners, Agricultural Context for the Central Susquehanna Valley Transportation Project (Andrzejewski et al. 1998), primary documents, secondary sources, and an examination of the resource.	
Cultural/Ethnic Affiliation: 1. <u> </u> N/A	2. <u> </u>
Associated Individuals: 1. <u> </u> N/A	2. <u> </u>
Associated Events: 1. <u> </u> N/A	2. <u> </u>
Architects/Engineers: 1. <u> </u> N/A	2. <u> </u>
Builders: 1. <u> </u> N/A	2. <u> </u>

MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheet

PREVIOUS SURVEY, DETERMINATIONS

None

EVALUATION *(Survey Director/Consultants Only)*

Individual NR Potential: <u> </u> XX Yes <u> </u> No	Context(s): <u> </u> Agriculture
Contributes to Potential District: <u> </u> Yes <u> </u> XX No	District Name/Status: <u> </u>
Explain: The Mertz Family Historic District appears to be an eligible historic district under Criterion A, local historical significance. The proposed district is significant because it conveys the evolution of how a local family adapted to changing conditions in the agricultural economy during the early twentieth century. The Mertz Family Historic District also appears to meet the criteria for listing in the National Register under Criterion C, for architecture and design. Four of the five dwellings in the proposed district are outstanding and highly intact examples of fashionable houses during their construction periods.	

THREATS

Threats: <u> </u> 2 1. None 2. Public Development 3. Private Development 4. Neglect 5. Other
Explain: This property may be affected by proposed road improvements as part of the Central Susquehanna Valley Transportation Project.

SURVEYOR INFORMATION

Surveyor Name/Title: <u> </u> Laura S. Black/Preservation Specialist	Date: <u> </u> May 19, 1998
Project Name: <u> </u> Central Susquehanna Valley Transportation Project	
Organization: <u> </u> CHRS, Inc.	Telephone: <u> </u> (215) 699-8009
Street and No.: <u> </u> 403 East Walnut Street	
City State: <u> </u> North Wales, PA	Zip Code: <u> </u> 19454
Additional Survey Documentation: <u> </u> Site plan, photographs, and property location map appended	
Associated Survey Codes: <u> </u>	

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***Petitions, Form Letters,
and Additional Correspondence***



Petition - Heimbach Property

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March 26, 2001

Federal Highway Administration
Attn: James Cheatham, Division Administrator
228 Walnut Street, Room 536
Harrisburg, PA 17101-1720
VIA Facsimile - 717 221-3494

PennDOT District 3-0
Attn: Paul Heise, P.E., District Engineer
715 Jordan Avenue
P.O. Box 218
Montoursville, PA 17754-0218
VIA Facsimile - 570 368-4311

RE: Central Susquehanna Valley Transportation Project
Draft Environmental Impact Statement
Albert and Mary Heimbach Property

Dear Messrs Cheatham and Heise

These comments are being submitted on the date indicated above by facsimile to the Federal Highway Administration ("FHA") and the Pennsylvania Department of Transportation (PennDOT). This time and method (facsimile) of submission was approved in a telephone conversation this date between the undersigned and Ms. Deborah Smith of the FHA.

We are attorneys representing landowners—Albert Heimbach and Mary Heimbach—who will be personally affected by the referenced project and their farm family business interests that will also be affected. On behalf of these affected property owners, we are submitting comments on the Draft Environmental Impact Statement (DEIS) regarding a number of deficiencies and errors in that document. We urge the FHA and PennDOT (hereinafter collectively the "Agencies") to revisit the methods and decisions made in developing the DEIS and correct these numerous errors of fact and law, so as to produce an accurate final Environmental Impact Statement.

- Omission of the DA-Modified Alignment from consideration**
The most glaring error in the DEIS is the omission of one of the major identified alignments from full consideration. The DA-Modified alignment (hereinafter "DAM") is a viable

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MONTGOMERY COUNTY
HARRISBURG, PA

Response to Petition - Heimbach Property

- Appropriate methodologies were used to investigate and prepare the Draft EIS and Final EIS.
- The DA Modified Alternative is discussed throughout Section III, Alternatives, of the Draft and Final EIS. The situation surrounding the elimination of the DA Modified Alternative from further evaluation is discussed in detail on Page III-100 of the Draft EIS.

The DAM Alternative is essentially identical to the DAMA Alternative except at the southern terminus where DAM leaves Routes 11/15 and crosses the App farm. DAMA avoids the App farm.

The DA Modified Alternative affected land within the boundary of a historic property - a farmstead determined eligible for listing on the National Register of Historic Places (NRHP). As such, Section 4(f) of the U.S. Department of Transportation Act of 1966 (amended 1968) applies. This Act necessitates that sites determined eligible for the NRHP must have alternatives investigated to avoid impacting the historic property. Avoidance is necessary unless there is no feasible and prudent alternative to the "use" or acquisition of the 4(f) protected resource. The DA Modified Avoidance Alternative was created to completely avoid impacting land within the boundary of the historic property.

- 1.
- 2.

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and highly preferable alignment to the one preliminarily chosen—the DA-Modified Avoidance (“DAMA”) route. The DEIS states that the DAM route was not considered because the Agencies concluded that it is protected under Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. § 303(c)). It is clear that this determination is erroneous and that such protection does not apply, for several reasons. This comment letter is insufficient to detail the many errors that were made in making the determination, but a representative list may suffice to bring the issue to the attention of the Agencies for their reconsideration.

- The determination that the entire “Simon App Farm,” over a portion of which the DAM route would pass, is eligible for inclusion on the National Register of Historic Places was flawed in that consideration was not given to historic context, the alignment of historic property boundaries, the continuing use (or lack thereof) of the farm, or the historic relationship between this property and other adjacent properties. In fact, in reviewing the *Historic Resources Survey and Determination of Eligibility* (“Survey”) prepared by a PennDOT contractor, one is struck by the lack of historic evaluation of the property. Even the name is erroneous. The “Simon App Farm” is not used as a farm by the landowner or the family members. The croplands are worked by a neighbor and the farmstead itself is not used for farming. In fact, the lands that are in use are adjacent to and historically a part of the App Homestead, which is currently the farm owned and operated by our clients, the Heimbachs. Instead of a historic evaluation of the App property as a whole, the reviewers chose to focus on the existence of historic buildings, then apply this result to unrelated lands owned by the same person, but farmed by non-family members. Noting that a historic barn is present, along with other historic farm buildings, on the land of the current owner (the Margaret E. Fisher Trust), the evaluators determined that cropland also owned by it is eligible for historic preservation. The only relationship between the “eligible” cropland and the historic buildings is that they are currently owned by the same entity. This coincidence is not sufficient to accord historic protection to the entire property.

- The lands on the Simon App Farm are intended to be developed for high density residential housing. The Fisher Trust has made no secret of that fact and the Agencies are well aware of it. Nowhere in the National Historic Preservation Act (16 U.S.C. § 470 *et seq.*) does it state that land used or planned for new housing development has historic value or is eligible for listing on the National Register. Similarly, the Advisory Council on Historic Preservation (“ACHP”) guidelines do not advocate the preservation of isolated fragments of land, outside of their historic context, and scheduled for high density development.

- Conversely, the determination of the “App Family Homestead” (the Heimbach farm) land as ineligible for inclusion on the National Register of Historic Places was flawed for the same reasons as stated above. This tract, adjacent to the “Simon App Farm,” is part of the historic property owned by the App family to a greater degree than the Simon App Farm. Historic context, placement in the community, the relationship between this property and the historic boundaries of the App Family lands, and other historical considerations were ignored or

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3. All of the properties in the CSVT study area determined “historic” (i.e. defined as 50 years old or older) were evaluated in accordance with established criteria. These criteria are set forth in the National Register Bulletin 15: “How to Apply the National Register Criteria for Evaluation.” Additionally, at the outset of the CSVT Project, a series of historic contexts were assembled to guide the future cultural work to be performed for the project. This is in direct contradiction to your statement that historic context was not considered in our evaluation of the Simon P. App Farm Property. The purpose of the development of these contexts was two-fold. First, the historic contexts help to identify some of the broad patterns of history which are important in the study region and provide the basis for the evaluation of properties using the National Register Criteria, specifically properties eligible under Criteria A and B. Second, the preparation of contexts helps to identify some of the broad patterns of architectural style which may be important in the study region and provide the basis for the evaluation of properties under Criterion C.

Two principal contexts were developed; one on “Agriculture” and one on “Village Development.” These contexts are presented in detail in the Historic Resources Survey and Determination of Eligibility Report, Volume 1, pages 31-68 (September 1998). Page 49 of the Eligibility Report discusses the significance and integrity assessment for resources to be evaluated under the Agricultural Context. The report notes that “for a general farm to be determined eligible under Criteria A or C, it must meet all three of the following characteristics:

- a. The farmstead must contain the historic house and barn;

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3. (cont.)

- b. Other outbuildings must survive on the farm which demonstrate how the farm evolved through time;
- c. Farm fields and pasture must survive around the farmstead in order to provide a context for understanding how the farm was used.”

Therefore, the National Register Criteria, in conjunction with the defined historic contexts, were applied to each historic property.

The Simon P. App Farm Property was determined to meet the criteria for eligibility under Criterion A for its ability to convey the historic pattern of agricultural development and change, and also under Criterion C for architectural significance.

The Simon P. App Farm Property was also assessed as an agricultural resource as defined in the Agricultural Context. The property satisfies the physical requirements for an eligible “general farm.” The historic house and bank barn survive, and multiple agricultural and domestic outbuildings also survive that illustrate the farm’s evolution through time. The rural agricultural setting of the property remains intact since it is still surrounded by fields that are cultivated. Whether the property owner is the one cultivating the fields is unimportant. In addition to meeting these basic requirements for eligibility according to the Agricultural Context, the farmstead possesses integrity.

The property is denoted the “Simon App Farm” because: 1) properties are typically named according to the earliest property owner that documentation ex-

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ists for (this is accepted practice), hence Simon App, and 2) while not farmed by the current owner the property still looks much as it did when it was a working farm, hence the title farm.

Once the property was preliminarily determined eligible for the NRHP, boundaries were determined. The National Register boundary determination is based on guidelines established in the National Register Bulletin: “Defining Boundaries for National Register Properties.” This bulletin establishes appropriate factors, such as integrity, use, setting, and landscape features to consider when identifying boundaries.

The five principle methods for determining National Register boundaries include:

- Distribution of Resources
- Current Legal Boundaries
- Historic Boundaries
- Natural Features
- Cultural Features

Each of these methods for determining boundaries was considered. Further, in accordance with the Agriculture Context, contributing elements to the property were determined to include the residence, domestic and agricultural outbuildings, yards, and the cultivated fields that surround the property. As a result, the buildings and agricultural fields (those essential qualities that contribute to the property’s significance) had to be included within the boundary. Because the agricultural fields contribute to the property’s eligibility under Criterion A, defining the boundary based on the Distribution of Resources method is not appropriate. However, in the case of the Simon P. App Farm Property, the current property boundaries are the same as those originally established for the

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The lands on the Simon App Farm are intended to be developed for high density residential housing. The Fisher Trust has made no secret of that fact and the Agencies are well aware of it. Nowhere in the National Historic Preservation Act (16 U.S.C. § 470 *et seq.*) does it state that land used or planned for new housing development has historic value or is eligible for listing on the National Register. Similarly, the Advisory Council on Historic Preservation (“ACHP”) guidelines do not advocate the preservation of isolated fragments of land, outside of their historic context, and scheduled for high density development.

4.

Conversely, the determination of the “App Family Homestead” (the Heimbach farm) land as ineligible for inclusion on the National Register of Historic Places was flawed for the same reasons as stated above. This tract, adjacent to the “Simon App Farm,” is part of the historic property owned by the App family to a greater degree than the Simon App Farm. Historic context, placement in the community, the relationship between this property and the historic boundaries of the App Family lands, and other historical considerations were ignored or

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farmstead in 1866. Copies of these deeds are contained in the Tech File. These boundaries also encompass the residence, outbuildings, yards, and cultivated fields. Therefore, the Current Legal Boundaries method was determined appropriate for selecting the National Register boundary for the property. Further, to confirm the appropriateness of this selection, it was determined that no natural or cultural features were evident on the landscape that could be used to modify the National Register boundary from the current (and historic) property tax parcel boundaries.

Thus, the agricultural fields are within the boundaries and determined eligible for historic preservation because the land is a contributing element to what makes the property significant. The relationship between these fields and the buildings goes beyond the fact that they are currently owned by the same entity. They have been connected throughout history, dating back into the 1800’s and the integrity, use, landscape, and setting of this property have been minimally altered.

An historic evaluation of the App Properties as a whole was evaluated in the Historic Resources Survey and Determination of Eligibility Report (September 1998). Pages 111-114 describe how three historic farms survive in the southwestern end of the CSVT study area in Monroe Township just north of the Selinsgrove Bypass stub. All of these historic properties were owned in the 19th and early 20th centuries by the App family. The App family owned grist and saw mills in addition to multiple farmsteads in the region. Most of these farms were sold. Historically owned App farmsteads that survive within the area include the Solomon App Farm Property, the Simon P. App Farm Property and the App Family Homestead Farm Property. Because of their proximity to one an-

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other the historic properties were evaluated not only for their individual attributes, but also as potential contributing elements to an App Family Farms Historic District. However, it was determined that an App Family Farms Historic District did not exist due to numerous modern alterations to the landscape in this area. The largest intrusion was the construction of the Penn Valley Airport. Other intrusions include the modern homes constructed along Mill Road and Airport Road and a modern housing development on App Road north of its intersection with Mill Road. The construction of a modern commercial operation (Penn Lyon Homes) further detracts from the rural setting. Because of these modern intrusions, no rural historic district exists despite the historical connection between the farmsteads.

Using the identified guidelines as a basis, the National Register boundary was recommended by a consultant qualified as defined in 36 CFR part 60. This recommendation was then reviewed and commented on by qualified cultural resource professionals and the project team. The preliminary determination on eligibility and boundaries is made by the lead federal agency, in this case the FHWA. FHWA forwards its preliminary determination to the SHPO (State Historic Preservation Officer) for concurrence. The SHPO concurred with the eligibility determination and boundaries.

4.

It is acknowledged that the lands on the Simon P. App Farm Property, presently in the ownership of the Fisher Trust, may potentially be developed in the future. However, the proposed future uses of a property are not taken into consideration when a property is being evaluated for potential historic significance or when a boundary determination is made. Only existing conditions can be used when evaluating a

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4. (cont.)

property’s preliminary determination of eligibility or National Register Boundary.

The Simon P. App Farm Property is not an isolated fragment of land outside of its historic context. The approximately 31-acre boundary includes structures and land that have been connected to the agriculture in the valley since 1866.

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5. Mr. Heimbach’s property was evaluated for its historical significance as part of this project. His property was assessed as an agricultural resource as defined in the Agricultural Context previously described in 3 above. It was determined that the Heimbach property does not meet the physical criteria established for the “general farm” as described in the Agricultural Context because the historic barn, which must survive for a property evaluated under this context to be considered potentially eligible, no longer survives. Further, although the setting remains rural and agricultural, the farmstead as a whole has lost integrity. Numerous modern agricultural outbuildings overwhelm the farmstead. A few historic outbuildings survive, but they are widely scattered between large modern metal structures. These modern buildings have diminished the integrity of the farmstead.

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5. However, the house on the Heimbach property or “App Family Homestead Farm Property” was also assessed as a residential resource. The house possesses a high level of integrity and is one of the oldest standing structures in the area. As a residential resource, the house and historic outbuildings that immediately surround it meet Criterion C (architectural significance) for listing in the National Register.

The historic contexts, the placement in the community, the relationship between this property and the

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5. (cont.)

other historic App land holdings all played major roles in the determinations that:

- a) No App Family Farms Historic District is present due to multiple modern intrusions on the landscape.
- b) The App Family Homestead Farm Property and Heimbach Property do not meet the physical criteria established to be evaluated as a “general farm.”
- c) The house of the App Family Homestead Farm Property was assessed as a residential resource.
- d) The Simon P. App and likewise, the Solomon App Farm Properties do meet the physical criteria established to be evaluated as a general farm and, as such, were determined to be farmsteads eligible for the NRHP.

All necessary rules and regulations governing the identification and evaluation of historic properties were adhered to for this project.

As discussed in the response to Comment No. 3, the National Register boundary at the App Property was recommended by a consultant qualified in 36 CFR part 60, reviewed and commented on by qualified resource professionals and submitted as a preliminary determination on eligibility and boundaries by teh FHWA to the SHPO (State Historic Preservation Officer). The SHPO concurred with eligibility and boundaries.

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minimized, and extraordinary emphasis was placed on the fact that the Heimbach Farm includes a new barn. By failing to adhere to the ACHP guidelines for evaluation of historic properties, the Agencies failed to include for protection the lands of the Heimbach Family, over which the DAMA route will pass.

In fact, had the reviewers completed the historic resources review in accordance with ACHP guidelines, including current uses, historic context, property boundaries, and other relevant factors, they would likely have concluded that the Heimbachs' "App Family Homestead" and its adjacent lands, including some of those owned by the owner of the "Simon App Farm" but farmed by the Heimbachs, are eligible for registration, and therefore Section 4(f) protection.

In a letter dated March 1, 2001, we requested the Secretary of the Department of Transportation to review the process of historic evaluation used in this case because it is leading to an absurd result—land that the agencies know will be cleared and developed for high density housing is "protected" for its "historic value" while a historic working family farm, preserving historic buildings and land, and a historic (and increasingly rare) way of life, is to be jeopardized as "not historic." Clearly, a narrow and perfunctory adherence to bureaucratic process, ignoring the facts, is at the heart of this travesty. In a letter dated March 15, 2001, PennDOT (James A. Kendter, P.E., District Engineer) states, in response to our inquiry, that the agency has "fully evaluated the applicable regulations and supporting case law in our evaluation of the Recommended Preferred Alternative." Because no mention of an evaluation of the actual condition of the lands, historic context, the planned development, or other extremely important issues is mentioned, this letter, in our opinion, is an admission that the Agencies ignored facts, common sense, and obvious realities in order to mechanically implement an inflexible and inapplicable interpretation of regulatory requirements. The Agencies' proposition that virtual destruction of a historic farm to preserve a housing development is mandated by regulations or case law is proof of the Agencies' failure to responsibly examine either

2. Failure to apply the Farm Protection Policy Act

The Heimbach farm is eligible for protection under the Farm Protection Policy Act ("FPPA") (7 U.S.C. § 4201 *et seq.*). However, PennDOT and the USDA concluded otherwise. It is clear that these agencies, in particular the USDA, performed the Farmland Conversion Impact Rating analysis incorrectly, in that all lands affected by the DAMA alignment were aggregated for soils evaluation. By including non-farm land—including a reported landfill—in the analysis, the evaluators created an artificial situation in which prime soils and significant impact were accorded too small a proportion of the affected land to qualify for protection. The DEIS needs to be corrected by re-evaluating the Heimbach Farm correctly and as required by law, by excluding distant properties affected by other portions of the project as irrelevant to an evaluation of the impact on farmland.

Response to Petition - Heimbach Property

6. The avoidance of the App farm has created considerable controversy. Approximately 30% of the comment letters and testimony received on the CSVT project raised the App farm issue. As a result, PENNDOT coordinated further with the FHWA, the agency responsible for making decisions on the eligibility and boundaries for historic properties. Due to the substantial controversy concerning the eligibility determination and boundaries of the App farm, the FHWA elected to raise the questions of eligibility and boundaries with the Keeper of the National Register (Keeper), the individual delegated the authority by the U.S. Department of Interior, National Park Service to list properties and determine their eligibility for the National Register of Historic Places. The Keeper evaluated the information concerning the App farm (including the historic context information, forms and photos showing the actual condition of the structures and land in question, and information regarding the planned use of the property) and concurred with the eligibility and boundaries of the site. This correspondence is included in Appendix C of the Final EIS.
- 5.
- 6.
7. For environmental studies, farmland is evaluated according to respective Federal and State laws that define it as a resource. Federal law (i.e. the Federal Farmland Protection Policy Act or FPPA) defines "farmland" based upon the natural soil and topographic conditions mapped by the U.S. Department of Agriculture (USDA). Current productivity is not considered for farmland classification.
- 7.

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minimized, and extraordinary emphasis was placed on the fact that the Heimbach Farm includes a new barn. By failing to adhere to the ACHP guidelines for evaluation of historic properties, the Agencies failed to include for protection the lands of the Heimbach Family, over which the DAMA route will pass.

• In fact, had the reviewers completed the historic resources review in accordance with ACHP guidelines, including current uses, historic context, property boundaries, and other relevant factors, they would likely have concluded that the Heimbachs' "App Family Homestead" and its adjacent lands, including some of those owned by the owner of the "Simon App Farm" but farmed by the Heimbachs, are eligible for registration, and therefore Section 4(f) protection.

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Response to Petition - Heimbach Property

7. (cont.)

For the study area, FPPA farmland is defined based on the county soil surveys and published lists and information available from the USDA, Natural Resource Conservation Service (NRCS).

The Farmland Conversion Impact Rating (FCIR) form, as stipulated in the FPPA, was completed for this project. The methodology used to assign the FCIR ratings is contained in CFR 658.5 (b) Site Assessment Criteria, and is in accordance with PENNDOT's Publication 324, Agricultural Resources Handbook, (February 1998). This project is a corridor-type project and is addressed accordingly. The NRCS also uses an established methodology to assign the Part IV ratings including quantitative comparison of converted FPPA farmland with available farmland in the county, a local site assessment, and other considerations. The FCIR is contained in Section IX, Appendix E of the Draft and Final EIS. The Rationale for Site Assessment Criteria and additional information are contained in the Agricultural Resources Technical Support Data File.

In light of the concerns raised, the procedure we followed to comply with FPPA was reviewed. The procedure is based upon a standard methodology to compute the FCIR and was correctly addressed during project development.

Additionally, it is refuted that the reported landfill is included in the impact analysis. The landfill is located outside of the impact area for DAMA. In fact, none of the alternatives studied in detail in the Draft and Final EIS affect the landfill.

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3 Socio-economic impacts

The proposed DAMA alignment would essentially destroy a working and productive family farm, one of the few left in the region. The proposed alignment not only takes more acreage than the DAM alternative, but takes those acres from near the center of the arable land, leaving useless remnants. Thus, the acreage taken by the proposed alignment is much greater than the Agencies represent. In order to be economically viable, family farms must have sufficient productive acreage to grow crops. In addition, farms need the ability to grow to react to changing economic conditions. By creating an impenetrable wall, the proposed road will severely restrict the potential for growth of the Heimbach farm. Three families depend on this farm for their livelihood, a livelihood that could be completely lost as a result of constructing the DAMA route. While the DAM route will also have a severe negative impact on the Heimbach family farm, it will take fewer acres, and create fewer useless remnants, thus the viability of the family farm as a whole will be less affected and the Heimbach family might be able to continue the family farm at its present location. It is clear that, had the Agencies considered the socio-economic impacts of the two routes, as they are required to do, the extraordinary negative impact of the DAMA route would have been noted in the DEIS. By failing to undertake an analysis of the impacts of the proposals, and failing to consider a viable alternative route with a much lower economic impact—the DAM route—the Agencies have failed to fulfill their responsibilities. In preparing the final EIS, we urge the Agencies to consider the social and economic impacts of all alternative routes.

4 Reconsideration of the Old Trail Routes

Both the DAM and DAMA alignments will have a severe negative physical and economic impact on the historic farmland constituting the Heimbach farm. Of the options considered by the agencies, the Old Trail alignments, or "river routes" are more preferable when preservation of farmland, community values, and aesthetics are considered. We urge the Agencies to reconsider the river routes in light of the severe problems posed by the DAMA route discussed above, which were ignored in preparation of the DEIS.

5 Creation of an abandoned eyesore

The DEIS indicates that the preferred DAMA alignment will necessitate the construction of a new interchange at the southern end, to connect the extension to the existing road. An interchange has already been constructed at this place. The DAM alignment would make use of the existing interchange structure instead of requiring its abandonment and construction of a new one nearby. The proposed DAMA alignment, therefore, would result in the abandonment of an existing structure, creating a worthless eyesore for the community. To address this issue, the Agencies should consider its demolition as part of the DAMA project, should that alignment be ultimately constructed.

6 Unnecessary additional costs

PennDOT estimates that the construction of the DAMA route would cost \$5 million more

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Response to Petition - Heimbach Property

8. It is acknowledged that there will be impacts to the Heimbach farm. The DAMA Alternative would affect 12.8% of the farmed Heimbach family landholdings and 6.6% of the total amount of ground farmed by Mr. Heimbach.
9. Overall, the DAMA Alternative affects less productive farmland and less agricultural security areas than the DAM Alternative. Table III-14 on page III-102 of the Draft EIS shows this quantitatively. However, it is acknowledged that the DAMA affects more land farmed by Mr. Heimbach than does DAM. This includes approximately 32 acres that he owns and approximately 40 acres that he rents. In total, Mr. Heimbach farms 250 acres of land that he owns and 850 acres of land that he rents. The impacts of DAMA include direct impacts to 31.9 acres owned and farmed by Mr. Heimbach; indirect impacts to 0.2 acres of land owned by Mr. Heimbach and rendered inaccessible or unfarmable; direct impacts (61.3 acres) to all land farmed by Mr. Heimbach; and, indirect impacts (11.4 acres) to all land farmed by Mr. Heimbach. This information is addressed in the Draft EIS (p. IV-90) and in the Agricultural Resources Technical Support Data File (p. 30).
10. The DAMA Alternative may limit future growth of the Heimbach farm. However, the DAM Alternative will also limit the potential for future growth since this alternative is coincident with the DAMA Alternative through the area of the Heimbach Farm where most growth (defined as the addition of new or enlarged facilities) is more likely to occur, based on interviews with Mr. Heimbach.
11. Socioeconomic impacts were considered. The DAM Alternative will affect fewer acres, create fewer remnant parcels, and have less impact on the Heimbach

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3 Socio-economic impacts

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The DEIS indicates that the preferred DAMA alignment will necessitate the construction of a new interchange at the southern end, to connect the extension to the existing road. An interchange has already been constructed at this place. The DAM alignment would make use of the existing interchange structure instead of requiring its abandonment and construction of a new one nearby. The proposed DAMA alignment, therefore, would result in the abandonment of an existing structure, creating a worthless eyesore for the community. To address this issue, the Agencies should consider its demolition as part of the DAMA project, should that alignment be ultimately constructed.

6 Unnecessary additional costs

PennDOT estimates that the construction of the DAMA route would cost \$5 million more

11. (cont.)

- 8.
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farm. While the impacts were less favorable under the DAMA, they were not determined to be extraordinary. Plus, other factors are considered in the decisionmaking process for determining the Recommended Preferred Alternative. The Simon P. App Property has been determined eligible for the National Register. As a result of that determination, Section 4(f) of the FHWA regulations applies. This regulation is very stringent and requires that the FHWA avoid the "use" of protected properties, unless it can be demonstrated that there are unique problems or unusual factors involved in the use of alternatives that avoid these properties or that the impacts resulting from these "avoidance" alternatives reach extraordinary magnitudes. The Preferred Alternative (DAMA), which avoids the Simon P. App Property, does not exhibit the referenced extraordinary magnitude of impacts. Therefore, DAMA is the Preferred Alternative. Please review Table III-14 in the Draft and Final EIS to compare DAM and DAMA impacts. The differences do not constitute "extraordinary negative impacts".

12. Your preference for the Old Trail Alternatives is noted. The impacts of the DAMA Alternative were not ignored in the preparation of the Draft EIS. The DAMA has more impact to productive farmland than the Old Trail Alternatives. However, the DAMA has fewer social, cultural, and natural impacts overall than the Old Trail Alternatives. To see the reasons for the recommendation of the DAMA, please see Section VI of the Draft and Final EIS which discusses the recommendation of the Preferred Alternative.

13. Assuming the DAMA is selected, it is anticipated that the existing interchange will be removed during construction.

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than the DAM route. The additional costs include the construction of the second interchange discussed above and the longer route. In addition, costs for the demolition of the abandoned interchange should be added to this cost. We question why a more expensive alternative should be selected when the more acceptable alignment is less expensive. While cost is not a major element of an EIS, when the extra cost is incurred in order to take dozens of additional acres of valuable farm land, and destroy the economic viability of a working historic farm, merely to preserve a planned housing development, we must object, as over two hundred of the citizens of the area have by means of a petition. A representative part of which is attached to this letter and made a part hereof by this reference.

Summary

Upon review of the DEIS and the important information omitted from the DEIS, it is apparent that if either of the DA routes is to be chosen, the preferable one is the DAM route, which the DEIS virtually ignored. The DAM route results in preservation of more historic property, preservation of more valuable agricultural land protected under the FPPA, a smaller socio-economic impact on the community, the utilization of an existing road structure, and savings of well over \$5 million. The selection of the DAMA route, as proposed in the DEIS, is a costly alternative that destroys historic agriculturally important property while preserving nothing. PennDOT has indicated that this decision was based on a narrow reading of regulations, without regard to the facts of the case or the application of the regulations to the situation at hand. This costly error desperately needs to be corrected. On behalf of the Heimbachs and over 200 concerned citizens of the area, as reflected in the attached petitions, we request the Agencies to conduct a meaningful evaluation of the alternative routes using a thoughtful and rational process in keeping with the requirements of the laws.

Very truly yours,
METTE, EVANS & WOODSIDE


for Gary J Heim

Attorneys for
Albert and Mary Heimbach

cc Mr & Mrs Albert Heimbach

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Response to Petition - Heimbach Property

14. It is acknowledged that the proposed DAMA Alternative is estimated to cost approximately \$5 million more than the DAM (Non-avoidance) Alternative, including demolition costs for the existing interchange. However, case law for the application of Section 4(f) indicates that an avoidance alternative must be selected unless it creates impacts of an "extraordinary magnitude." The DAMA is the Recommended Preferred Alternative because the information collected to date documents that it is a prudent and feasible alternative to the use of the Fisher Farm (aka App Farm), a property protected under Section 4(f) of the U.S. Transportation Act of 1966 (as amended).

15. It is not agreed that the DAMA Alternative takes "dozens of additional acres of valuable farmland" more than the DAM Alternative. The DAM actually affects approximately 2.4 acres more of productive farmland than the DAMA; this is discussed on Page III-102 of the Draft EIS.

16. Receipt of the enclosed petition is acknowledged.

15. The Draft EIS did not ignore the DAM Alternative. It is discussed in Section III of the Draft EIS, pages III-100 to 102. The DAM Alternative is essentially identical to the DAMA Alternative except at the southern terminus where DAM leaves Routes 11/15 and crosses the App farm. DAMA avoids the App farm. Your preference for the DAM Alternative is noted. However, we must refute your position that the DAM route results in the preservation of more historic property as defined as property meeting the National Register of Historic Places criteria. The DAM affects a farmstead protected by Section 4(f); in fact, the im-

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Upon review of the DEIS and the important information omitted from the DEIS, it is apparent that if either of the DA routes is to be chosen, the preferable one is the DAM route, which the DEIS virtually ignored The DAM route results in preservation of more historic property, preservation of more valuable agricultural land protected under the FPPA, a smaller socio-economic impact on the community, the utilization of an existing road structure, and savings of well over \$5 million The selection of the DAMA route, as proposed in the DEIS, is a costly alternative that destroys historic agriculturally important property while preserving nothing PennDOT has indicated that this decision was based on a narrow reading of regulations, without regard to the facts of the case or the application of the regulations to the situation at hand This costly error desperately needs to be corrected On behalf of the Heimbachs and over 200 concerned citizens of the area, as reflected in the attached petitions, we request the Agencies to conduct a meaningful evaluation of the alternative routes using a thoughtful and rational process in keeping with the requirements of the laws

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Ra. Lee G. Heim
for Gary J Heim

Attorneys for
Albert and Mary Heimbach

cc Mr & Mrs Albert Heimbach

Response to Petition - Heimbach Property

15. (cont.)

pact to this farmstead is what necessitated the development of the DAMA in the first place

Case law regarding the application of Section 4(f) indicates that an avoidance alternative must be selected unless the avoidance alternative creates impacts of an "extraordinary magnitude." The DAMA is the Recommended Preferred Alternative because the information collected to date documents that it is a prudent and feasible alternative to the use of the Fisher Farm (aka App Farm), a property protected under Section 4(f) of the U.S. Transportation Act of 1966 (as amended).

14.

15.

16.

16. As documented in the Draft and Final EIS, this recommendation was not based on a narrow reading of regulations, but was based on the applicable laws and regulations as well as case law and the particular conditions of this project (see Section VI of the Draft and Final EIS).

Petition - Heimbach Property

Response to Petition - Heimbach Property

PETITION

Routes 11-15 Bypass — DA-Modified Avoidance Route — NO!

According to the Draft Environmental Impact Statement prepared by PennDOT, it prefers and intends to build the southern portion of the Route 11-15 Bypass along the "DA-Modified Avoidance Route" (DAMA). Using the DAMA route would result in the following:

- Severely splitting the Albert and Mary Heimbach farm—a functioning historic family farm, one of the few left in the Hummels Wharf area.
- Jeopardizing the future of the Heimbach Farm and its three families
- Possible loss of the Fisher tract to development—in spite of its "historic" designation by PennDOT
- An additional cost of \$5 million compared to the alternative
- The existing interchange remnant already constructed will remain as an unused eyesore

PennDOT is no longer considering construction of the alternative "DA-Modified Route" (DA-M), which crosses the Fisher tract and takes less of the Heimbach Farm. DA-M is preferred because:

- It will take a smaller piece of the Heimbach Farm, and keep a larger portion of it intact, thus more likely to preserve this historic farm and way of life
- It will save taxpayers AT LEAST \$5 million
- It will use the existing interchange (that taxpayers have already paid for) instead of abandoning it and constructing another one right next to it
- The house and farm buildings on the Fisher tract, including the old barn, will not be affected, only some crop land already planned to be developed

By signing this Petition, I urge PennDOT to use the DA-Modified Route instead of the DA-Modified Avoidance Route, and support the preservation of historic properties, the preservation of family farms, the preservation and continued use of prime agricultural soil, the reuse of existing constructed roadways and the conservation of taxpayers' money. I oppose spending an extra \$5 million of tax money to further the destruction of historic family farms and increase urban sprawl.

<u>Name</u>	<u>Address</u>	<u>Telephone No.</u>
Math Horstke	RR #1, Port Trevorton	374-5520
Lord Updegraff	Rt #1 Selinsgrove	374-9247
Chris Horstke	RR 2, Selinsgrove	743-6405
Ben Rogge	Rt. 43, Middleburg	
Sto Day	Selinsgrove	
Klaus Dice	Selinsgrove	
Peter Edwards	Selinsgrove	
Linda Leach	Freeburg Pt	
Sandra Underhill	Middleburg, Pa.	

17. Your support of the DAM is noted.

17.

Petition - Heimbach Property

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17. Your support of the DAM is noted.

Name	Address	Telephone No.
Rob Adrian	RR#1 Box 343C Selinsgrove PA	374-0976
Tom Hantala	RR#1 Box 430 A Port Trevorton	570-374-5826
Angela Grotz	27 Fishers Rd, Selinsgrove PA	570-884-9048
Ally	27 Fishers Rd Selinsgrove Pa	570 884-9048
Michelle Clark	RR#1 Box 2100 Selinsgrove	374-8521
Walter Miller	RR#1 Box 109 Port Trevorton	372-9980
Linda White	PO#1, Box 157c Port Trevorton	374-4601
Shirley Brown	RR#1 Box 557 Port Trevorton PA	374-6008
Jean B. Heber	210 Fairview Dr. Selinsgrove	374-4296
Daniel L. Duesigat	216 Pleasant Drive	374-4850
Eric Miller	RR#3 Box 118 Mifflintown	966-8695
Brian D. Dinkel	1-18th Street Selinsgrove PA	374-0581
Julia Horst	RD3 Box 258 Selinsgrove Pa	374-9971
Marion Kunkler	1201 St. Louis Selinsgrove PA	743-7693
John M. J. J. J.	RR#1 Box 854 Selinsgrove PA	374-7740
Ray Farmer	RR#1 Box 4540 Selinsgrove Pa.	743-6643
Kathleen Schradler	Selinsgrove Pa.	374-2326
Linda K. Farmer	Milroy PA	713-0052
Raymond Ernest Egan	RR#1 Selinsgrove	374-6147
John M. J. J.	Box 336 Weisfield PA	17889 374-4724
Shirley Miller	RR#1 Box 355 Selinsgrove PA	17870 374-6027
Judy Singer	R.R. #1 Selinsgrove	374-8521
Jane M. B. B.	10 Linda Lane Selinsgrove PA	374-8521
Gay Mays	1612 E. MARKET ST. FREEBURG PA	
Jean Mays	Selinsgrove PA	374-2733
Martine Hostetter	RD3 Box 265 Selinsgrove PA	374-9276

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Response to Petition - Heimbach Property

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17.

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Name	Address	Telephone No.
Jeff Hon	22 RT 204 Selinsgrove Pa	570-374-3922
Marie Hove	22 RT 204 Selinsgrove Pa	570-374-3922
D. Morone	119 Independence St. Selinsgrove Pa	570-374-5986
Shirley Longmire	920 Old Colony Rd Selinsgrove Pa	570-374-8687
Carl Pleasant	3 Peachtree Dr Selinsgrove Pa	
Melanie Bryan	RD#1 Box 268 Selinsgrove Pa	374-0807
Michael A Kemmer	RD#1 Box 268 Selinsgrove Pa	374-3348
Nicole L Weber	RD1 Box 188 Selinsgrove Pa	17870 374-2990
Patricia A Troutman	97 Walnut Dr Greensburg PA	17827 374-4025
P. Terrance Stanton	Cambridge C Liverpool	17045 441-2682
Wm Heimbach	301 Airport Rd Selinsgrove Pa	17870
Wm Heimbach	803 Bellins Grove Dr Selinsgrove Pa	
William E. Hauer	PO Box 397 Hummelts Wharf Pa	17870 374-6798
Jean Klause	PO Box 294 Hummelts Wharf Pa	17870 374-6798
Debra R Yoder	RD#4, Box 4 Middleburg Pa	17842 837-5922
Therese Stinger	429 Race St Selinsgrove Pa	17870
Virginia Stinger	229 Race St Selinsgrove Pa	17870
Patricia Heimbach	RD#1 Box 117 Selinsgrove Pa	17870
Shawna Barry	RR1 Box 310 Winfield Pa	17889 374-3962
Robert M Burgess	North Pa	17857
Candace Burgess	North Pa	17857
Celeste Zischler	606 S Market St Selinsgrove Pa	17870
Doug Buehler	111 Independence St Selinsgrove Pa	17870
John Burgess	103 Salem Rd Selinsgrove Pa	17870
Leanne Burgess	P.O. Box 42 Hummelts Wharf PA	17870
Lucille Amstadt	" " " "	" "

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Response to Petition - Heimbach Property

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Name	Address	Telephone No.
BLAZE F FUNK	Box 272 RD 4 Sunbury	286-0499
BARRARA LAUVER	R.D. 3 Box 329 MIDDLEBURG, PA	
JAMES KERSTETTER	RR #1 Box 96 MIDDLEBURG, PA	837-0318
Tonia Kalich	RD 3 Box 1957 Selinsgrove PA 17870	374-9189
Ashley Hackett	RR 3 Box 270 Selinsgrove PA 17870	374-4518
Cheryl Scott	RR #1 Box 326A Sunbury PA 17801	286-7679
Bob & Joy Brian	RD #1 Box 47 Beaver Springs PA 17812	684-7768
DARA HARTMAN	P.O. Box 184 Petrus Creek Pa 17862	831-3194
Walter R. ...	RR #2 Box 8478 Port Trevorton Pa	374-1251
SCOTT & TARA CAWENTER	RR #5 Box 3-C Selinsgrove, Pa	374-7617
Charles & Nancy Shurwood Sr.	RD #5, Box 5 Selinsgrove, Pa	374-8075
Tom & Judy ...	RR 5 Box C Selinsgrove Pa	374-3638
Maureen ...	RR #5 Box F-D Selinsgrove	374-6111
Clude & Joyce Lauver Jr.	RR 5 Box 9 Penns Drive Selinsgrove PA 17870	374-726
Amy ...	RR 5 BOX 10 Penns Drive, Selinsgrove	
Mike ...	RD #1 Box 354 Selinsgrove Pa 17870	374-78
Jimmy ...	P.O. Box 52 Keener Pa	374-7048
...	R.D. # Box 436 Keener Pa	374-5719
Amey ...	RR 1 Box 457 W Port Trevorton PA	374-5736
Wesley R. ...	RR #1 Box 457 W Port Trevorton Pa	374-5455
...	1442 Cassman St. Sunbury, Pa	286-3017
...	282 King St. Northid	473-8208
Crystal ...	RR #5 Box 18 Selinsgrove	374-9214
...	RD #1 Box 172C Selinsgrove	374-8023
Nancy ...	RD #5 Box 127 Selinsgrove	743-7644
...	Box 554 RR 1 Selinsgrove Pa	374-9966

17. 17. Your support of the DAM is noted.

Petition - Heimbach Property

Response to Petition - Heimbach Property

PETITION

Routes 11-15 Bypass — DA-Modified Avoidance Route — NOI

Name	Address	Telephone #
Ross Hayes	RD#3 Box Selinsgrove	374-1952
Amber Osgood	RD#3 Selinsgrove	374-1952
Bill Kerstetter	RD#2 Mt Pleasant Mills PA	539-2676
Chad Bastian	RR1 Box 214-C Mt Pleasant Mills PA	539-2465
Crystal Kuhns	R.R.#2 Box 194 Middleburg, PA 17842	837-0428
Penny Heckman	General Delivery Swengel, Pa. 17880	932-1791
Brenda Longue	RR#1 Middleburg Pa.	837-6210
Raym Jann	Box 134 Fork Creek PA	837-0240
David Long	R.D1 Middleburg PA.	837-6210.
Jack Pinsky	RD1 MIDDLEBURG PA	463-3113
Ken Hill	RR#1 Liverpool PA	444-2545
Buddy Romano	Frank Ave Selinsgrove Pa	743-6648
Joseph Nipple	RR1 Liverpool PA.	539-8468
Robert Nipple	516 Lime Ridge Rd. M: Selinsgrove Pa.	966-3349
Michelle Frucht	514-D S High St Selinsgrove Pa 17870	374-3232
Robert Kersh	322 Valley St. LewisTown, Pa. 17044	717-248-3467
Greg Clark	R.R.#1 Box 218D SELINSGROVE PA 17870	570-374-8521

17. Your support of the DAM is noted.



Albert Heimbach
521 Mill Rd.
Selinsgrove, PA 17870-9120

Petition - Heimbach Property

Response to Petition - Heimbach Property

PETITION

Routes 11-15 Bypass — DA-Modified Avoidance Route — NOI

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17. 17. Your support of the DAM is noted.

Name	Address	Telephone No.
Christa Heimbach	RR#1 Box 3192 Selinsgrove	374-9324
Mona J. Hauerbach	RD1 Selinsgrove	374-8454
Gary & Patricia	RD#1 Box 219A Selinsgrove	374-8090
Windy Mattiney	27 Wedgewood Arms Selinsgrove	374-5794
Elin Miller	8 Juniper Ave Selinsgrove	743-5011
Iselther Kreizer	RR#1 Box 255 B Selinsgrove	374-7014
Carusa Knott	RR#1 Box 255B Selinsgrove	374-7014
Bradley A. Chase	RR5 Box 21c Selinsgrove	374-7050
Ross Knott	R.R.1 Box 255-B Selinsgrove	374-7014
Chas. F. Pickett	R.R. # Box 205 Selinsgrove	374-8438
Rita Knott	RD#3 Selinsgrove	374-0348
Stephen Knott	RD#3 Selinsgrove PA	374-0348
Kathy A. Wooten	203 B Sunnyside Selinsgrove	374-5258
Robert W. Wooten	203 B Sunnyside Selinsgrove PA 17857	374-5258
Judy Hummel	RD1 Selinsgrove PA	374-3571
John Cloud	RR2 Box 139 Selinsgrove PA	570-743-1139
James Woods	RR2 Box 139 Selinsgrove PA	570-743-1139
Raymond Munt	700 AIRPORT ROAD Selinsgrove PA	570-374-8270
Chris Munt	700 Airport Rd. Selinsgrove PA	570-374-8270
Christine Rouns	RR1 Box 77 Winfield PA	570-374-0120
John L. L.	5 meadowbrook Dr Selinsgrove PA	570-743-2415
Robert L. L.	RR#1 Box 246D Selinsgrove PA	570-374-3788
Shannon S. Jones	R.R. 4 Box 146M Selinsgrove PA	(570) 374-8802
Jara Brown	RR#1 Box 274N Selinsgrove PA	374-7130

Petition - Heimbach Property

Response to Petition - Heimbach Property

PETITION

Routes 11-15 Bypass — DA-Modified Avoidance Route — NOI

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<u>Name</u>	<u>Address</u>	<u>Telephone No.</u>
Brenda Fuller	RD1 Mt Pleasant Mills	(570) 539-8340
Bruce L. Minter	" " " "	(570) 539-8105
Joseph W. Minter	RD#1 Box 1050000	(570) 539-8186
Chris Lepore	RD#1 Box 1050000	(570) 539-8902
Henry J. Minter	R.D. 1 Box 931 Mt Pleasant Mills PA	570 539-2415
William J. Minter	RD#1 Box No 9 M.P.M. PA	(570) 539-8340
Joe O. Burkheimer	RD1 Box 110A M.P.M. PA	(570) 539-2910
Key Board	R.D. 2 Box 916 Port Trevorton	374-05716
Brenda Wood	850 S. Swart St. Selinsgrove PA	(570) 879-4542

Petition - Heimbach Property

Response to Petition - Heimbach Property

PETITION

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Name	Address	Telephone No.
Albert W Heimbach	521 Mill Pond Selinsgrove, PA	570-374-1713
Walt Stone	26 Fairway Drive Selinsgrove PA	374-1151
Ernie	510 N 9th St Selinsgrove Pa	570-374-6171
James	525 McIlRae Selinsgrove PA	570-374-0694
Jacqueline	RR#1 Box 334 Paxinos PA	570-672-5076
Bert Klein	RD#1 SELINS GROVE	570-374-5925
Robert A. Dinkel	Box 20 Selinsgrove Pa	570-374-4183
DeWitt	RD#1 Box 162 Middleburg PA	570-837-3964
	Selinsgrove, PA	570-374-2580

17. Your support of the DAM is noted.

17.

Petition - Heimbach Property

Response to Petition - Heimbach Property

PETITION

Routes 11-15 Bypass — DA-Modified Avoidance Route — NOI

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Name	Address	Telephone No.
Margaret Botner	RD 2 Selinsgrove Pa	743-7104
Pauline Wright	RD Selinsgrove	374-8680
K. Earl Opper	RR 2 Selinsgrove	374-7617
Jeanne Hill	Selinsgrove	374-4709
Carol Dickerson	Selinsgrove, Pa.	374-4947
Beverly May	221 Orange St Selinsgrove, Pa.	374-6730
Alison Fiesel	RD 4 Selinsgrove, Pa.	374-8152
Wanda Evans	RD 3 Selinsgrove, Pa.	743-7948
NISA KREZ	2 MELODY LN SELINGROVE	374-5035

17. Your support of the DAM is noted.

17.

Petition - Heimbach Property

Response to Petition - Heimbach Property

~~LRB~~
LRB
~~RPH~~
EEH
LJC

PETITION

Routes 11-15 Bypass — DA-Modified Avoidance Route — NO!

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Name	Address	Telephone No.
Charles Benson	R.R. 4 Box 223 Middleburg	539 8389
Dale L. Musser	18 Greenbrier Ave. Selinsgrove, Pa	743-3102
Mary Musser	18 Greenbrier Ave. Selinsgrove, Pa.	743-3102
Marion Greene	24 " " " "	743-8447
Charles Shank	R.D. #412 Winfield Pa. 17889	524-4209
Kathy Shank	R.D. 1 Box 412 Winfield Pa. 17889	524-4209
Mary Press	98 Peach Orchard Middleburg PA	374-8490
Rosella Spinosa	22 Greenbrier Ave Selinsgrove Pa. 17870	



Albert Heimbach
521 Mill Rd.
Selinsgrove, PA 17870-9120

17. Your support of the DAM is noted.

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Petition - Heimbach Property

Response to Petition - Heimbach Property

pick up this

PETITION

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<u>Name</u>	<u>Address</u>	<u>Telephone No.</u>
<i>Whigman, Steve</i>	<i>311 N High St. Sel</i>	
<i>Louise Kluge</i>	<i>Levinfield</i>	
<i>Gwendy Kenkinson</i>	<i>Salinsgrove</i>	
<i>Angela Weaver</i>	<i>Middleburg</i>	
<i>Melina Mearns</i>	<i>181 Ex 166 Salinsgrove</i>	
<i>Polly Fawcett</i>	<i>Mt. Pleasant Mills</i>	
<i>Calorie Bowersox</i>	<i>Middleburg</i>	
<i>Brooks Stapley</i>	<i>Salinsgrove</i>	
<i>Janet Brubaker</i>	<i>11 Stone Mills</i>	

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Petition - Heimbach Property

Response to Petition - Heimbach Property



Albert Heimbach
521 Mill Rd.
Selinsgrove, PA 17870-9120

PETITION

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Name	Address	Telephone No.
David A. Heimbach	Route 5 Box 2 Selinsgrove	570-374-9328
Michael B. Thurgate	RD1 Box 369 Selinsgrove	570-374-8680
Michael B. Thurgate	RD #2 Selinsgrove, Pa	570-374-7705
Rafael H. Hile	WINEFIELD R. D #1 PA.	774-0298
John Spigelmeier	Selinsgrove RD.5-	34164
John Spigelmeier	3 Hinlock Lane Middleburg PA	374-9371
Norman A. Murrell	RD #3 Box 327 Middleburg	837-3426
Michael Spang	RD #2 Box 166 Acadiaville Pa	717-463-2492
John Spigelmeier	RD #2 Box 215 Selinsgrove PA	1770-743531
George W. Bailey	RD 5 BOX 67 Selinsgrove PA	
Scott A. Hummel	R.D. #3 Box 72A-5 Sunbury, Pa	86-2384
Leon R. H. H. H.	17 Villa Lane, Selinsgrove Pa	17870-9100
Norman & Virginia Hahn	RD5 Box 32 Selinsgrove	

Petition - Heimbach Property

Response to Petition - Heimbach Property

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Name	Address	Telephone No.
James McRade	RR5 Selinsgrove PA	570-743-5410
Jane Young	Selinsgrove Pa	570-374-5500
Craig R. Ross	6 Selinsgrove PA	570-774-0717
Beth D. Smilaker	601 Airport Rd Selinsgrove, Pa	570-374-4430
Malcolm O. Waller	RR2 SELINGSGROVE PA	717-66239
Cathy Kratzer	RD#5 Box 79 Selinsgrove PA	717-3428
Elizabeth M. Parker	RD#5 Box 190 Selinsgrove Pa	717-7436
Caroline K. ...	RR5 Box 2K Selinsgrove Pa	570-9950
Steven L. Graftowitz	5 Fairway Dr Selinsgrove Pa	717-0178

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Petition - Heimbach Property

Response to Petition - Heimbach Property

PETITION

Routes 11-15 Bypass — DA-Modified Avoidance Route — NOI

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Name	Address	Telephone No.
Chris Newmyer	RR1 Box 296 Selinsgrove	837-9941
William Conner Miller	PO Box 355 Selinsgrove	374-6627
Harry Mummey	Box 164 Selinsgrove	unlisted
Matthew J. Mummey	RR #1 Box 164 Selinsgrove PA 17870	unlisted
Chris Mummey Sr.	516 edgemoor Ave Sunbury Pa	863-0182
MARTY MUMMEY	RR1 Box 164 Selinsgrove Pa 17870	unlisted
Virginia Anderson	405 11th St Sunbury Pa	286-2044
Louise Hermon	619 Walnut St Sunbury Pa	286-4563
John E. Mummey	P.O. Box 466 Selinsgrove Pa	17870

17. Your support of the DAM is noted.

17.

Petition - Heimbach Property

Response to Petition - Heimbach Property



Albert Heimbach
521 Mill Rd.
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ORIGINAL

PETITION

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Name	Address	Telephone No.
Russell Metzger	RD2, Selinsgrove	717-1914
Janice Bussey	Lot 8 Salem Manor Selinsgrove	374-6899
Janice Bussey	RR1 Selinsgrove	374-9203
Janice Bussey	1002 Creek Light	
Janice Bussey	6000 Dr. Selinsgrove	374-0732
John Stauffer	25 Wagonwheel Drive	374-8234
John Stauffer	Selinsgrove	884-5706
Leonard R. Dull	912 N. First St Selinsgrove	286-1335
Melissa Bechtel	RR1 BOX 1715 Selinsgrove	374-3741

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Petition - Heimbach Property

Response to Petition - Heimbach Property

PETITION

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Name	Address	Telephone No.
Ed Engler	224 2nd 3642 Selinsgrove PA 17870	374-0522
Carne Engler	6 Market St Selinsgrove PA 17870	374-1546
JEFF HERROLD	137 N. 6th ST SUNBURY	286-7253
Nancy Engler	RR 1 Box 300F Selinsgrove PA 17870	374-0527
Jane Engel	2801 W. 1st St Mifflinburg Pa 17244	
Paul Engler	PO Pleasant Mills Pa.	
Julie Harris	133 Penna. Ave. Sunbury PA	
Dave + Jeannine McKinney		
Carl + Nancy McKinney		
Connie Stroker		
Jamie Herold		

Petition - Heimbach Property

Elaine Boyce RD 2 Box 2164 Mt. Pleasant PA 539-8878
 Tania Kestelten RD#1 Box 258AA Mt. Pleasant Mills PA 539-4609
 Jill VonHeida PO Box 245 Kremer PA 17833 (374-8201)
 Esther Selman PO Box 307 North Id PA 17857
 Stephanie Lindley RR#1 Box 221 Middleburg PA 17842
 Virginia K. Apple 75 Elliott Dr. North Id PA 17857 473-8246
 Robert E. Buck PO Box Starbuck Pa 15462
 Stella Hoover RR1 Box 364F Selmsgrove Pa 17890 - 374-0529

Response to Petition - Heimbach Property

17. Your support of the DAM is noted.

Petition - Heimbach Property

Response to Petition - Heimbach Property

PETITION

Routes 11-15 Bypass — DA-Modified Avoidance Route — NO!

By signing this Petition, I urge PennDOT to use the DA-Modified Route instead of the DA-Modified Avoidance Route, and support the preservation of historic properties, the preservation of family farms, the preservation and continued use of prime agricultural soil, the reuse of existing constructed roadways and the conservation of taxpayers' money. I oppose spending an extra \$5 million of tax money to further the destruction of historic family farms and increase urban sprawl.

17. 17. Your support of the DAM is noted.

Name	Address	Telephone No.
James Kinsuit	441 Liberty St Millers PA	17847-742-9748
Ann Spitzer	P.O. Box 166 Selins PA	17870-374-5003
Don Hamman	RR 1 Box 166 Sel PA	17870-374-6134
Donna Hamman	RR 1 Box 166 Sel. VA	17870-374-6134
Debra Rose	RR#3 Box 142 Middleburg PA	17842-374-4951
John Rose	RR 5 Box 60 Middleburg Pa.	17842
David P. Smith	R.R. 3 Box 83 Middleburg Pa	17842
William J. Matthews	R.D. #5 Box 60 Middleburg Pa.	17842
Wendell - Anne	R.D. 2 Box 44 Middleburg PA	17842
Charles Newman	R.D. #2 Box 44 Middleburg Pa	17842
Paula Jankis	R.D. #2 Box 28 Middleburg Pa.	17842-374-9230
Thomas A. Lamb	P.O. 2 Box 128 Middleburg, PA	17842-374-6441
Sara Nettleton	RR 5 Box 62 Middleburg, Pa	
Charles Spambel	R.D. #2 MDRS	
Grace C. Gray	R.D. #1 MDRS	
Virginia Netherton	River Rd Middleburg	
Kathleen Swales	River Rd Middleburg	
Carolyn Huddelright	162 Queen St Northumberland PA	
Cathy Weaver	303 S River Ave. Sunbury Pa.	286-5031
Paul J. Taylor	1630 E. Chestnut St. Sunbury Pa	286-2227
Burton K. Thomas	225 Water St. Sunbury Pa.	570-966-7445
Deanna J. Glass	RR 5 Box 88 Middleburg	
Pat Speck	PO Box 272 Parkville Pa.	570-837-2307
John J. ...	RR Middleburg Pa.	966-6033
Marjorie White	R.R. Middleburg	837-3196

Petition - Heimbach Property

Response to Petition - Heimbach Property

Name	Address	Telephone No.
Michelle Dampiran	345 Market St. Apt. 5 Sunbury	(570) 863-2425
Michelle Walters	196 Kinsman Rd. Mdbg.	(570) 831-6539
Jean Mussen	24 Clifford Rd. Selinsgrove	(570) 317-4282
Donald J. Smalley	151 Blossom Rd. Landisville	(570) 295-1206
Joseph K. ...	143 E. Main Middleburg, PA 17042	(570) 827-2203
James P. Hood	850 S. Front St. Selinsgrove PA 17870	(570)-374-4542
Nancy Lee Helwig	621 Rolling Crk. Selinsgrove, Pa	(570) 743-7352
Ken Zimmund	RD1 Beantown - Pa	658-4650
Bob Zimmund	RD1 Beantown - Pa	658-4650
Janelle Klax	PO Box 5 Trickettsville Pa	658-2059
Richard BKlax Jr.	P.O. Box 5 Trickettsville Pa	658-2059
Hannah & Tiffany Mamon	P.O. Box 619 Shamokin Dam, Pa	717-6227
Aunt NetherTON	523 MAPLE AVE. MIDDLEBURG, PA. 17842	837-0190
Jeanne Whitman	523 Maple Ave Middleburg, Pa.	837-0190

17. Your support of the DAM is noted.

Petition - Heimbach Property

Response to Petition - Heimbach Property

PETITION

Routes 11-15 Bypass — DA-Modified Avoidance Route — NOI

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17. 17. Your support of the DAM is noted.

Name	Address	Telephone No.
Donald A. Heimbach	R.R.#1 Selinsgrove PA	570-374-0479
Kristin Martin	448 Catawissa Ave Selinsgrove	988-3488
Brook A. Hickey	RD 3 Box 108 Selinsgrove	374-3612
Bill R. Bortman	RD 1 Pox 455 Lewisburg	523-8227
James Behrman	Box 946A 1756074	2674
Det. Bingham	709 Lincoln Road, Selinsgrove	374-2418
Harry R. Bortman	1-14th St, Selinsgrove PA	374-6127
Ramona Mangano	Apt. N-3 Pine Meadow's Apt	374-2793
John Namb	Pine meadow Apts	374-2486
Dawn Slaughter	RR1 Box 93 Mifflintown	570-966-4287
Susan A. Heimbach	R.D.#5 Box 2 Selinsgrove	374-9328
Daniel A. Heimbach	R.D.#5 Box 2 Selinsgrove PA	17570

Form Letter - Opposed to App Avoidance

March 2001

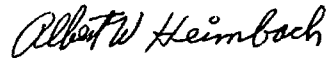
District Engineer
PennDOT District 3-0
P O Box 218
Montoursville PA 17754-0218

Subject Opposition to Avoidance of the Simon P App Farm, Monroe Township,
Snyder County, Pennsylvania

Re DA Modified Avoidance Alternative for the Central Susquehanna Valley
Transportation Project

Dear PennDOT Officials

I wish to express my opposition to the avoidance of the Simon P App Farm (PennDOT's site #153) proposed by the DA Modified Avoidance (DAMA) Alternative for the Central Susquehanna Valley Transportation (CSV) Project. Based upon information recently provided by Gerald E Bickhart & Sons, Inc, it is my understanding that PennDOT proposes to spend in excess of \$5 million, take two additional homes and four additional businesses, and disrupt the movement of traffic, including emergency vehicles, during construction, to avoid, but not in any way protect from future development, 15 acres of vacant farmland located behind the historic farm buildings on the former Simon App farm, now owned by the Margaret E Fisher Trust and located along the east side of Airport Road. Since the original proposed route (now termed the DA Modified Non-Avoidance Alternative) came close to (within 155 feet), but did not require the removal of or alter in any way, any of the buildings within or any part of the farmyard area, I do not believe that the anticipate adverse impacts and additional costs justify the avoidance of additional adjacent farmland. I concur with the request that the consult should be requested to define and the Director of the Pennsylvania Historic and Museum Commission should be asked to only "concur" with a recommendation, considering the costs and adverse impacts associated with the inclusion of additional area, of the absolute smallest parcel of land that would not alter eligibility for the site.



Sincerely yours,



Albert Heimbach
521 Mill Rd
Selinsgrove, PA 17870-9120

1-570-374-1713

Response to Form Letter - Opposed to App Avoidance

Heimbach, A.

1. Your opposition to the avoidance of the Simon P. App Farm Property with the DAMA Alternative is noted.

The Simon P. App Farm was determined to be eligible for the National Register of Historical Places. As such, it is afforded the protection of Section 4(f) of the U.S. Department of Transportation Act of 1966 (amended in 1968). This Act states, "The Secretary (of Transportation) may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge, or land of an historic site of national, state or local significance (as determined by the federal, state, or local official having jurisdiction over the park, recreation area, refuge or site) only if:

- there is no prudent and feasible alternative to using that land; and
- the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife refuge, or historic site resulting from the use."

Case law for the application of Section 4(f) indicates that an avoidance alternative must be selected unless the avoidance alternative creates impacts of an "extraordinary magnitude." The DAMA is the Recommended Preferred Alternative because the information collected to date documents that it is a prudent and feasible alternative to the use of the Fisher Farm (aka App Farm), a property protected under Section 4(f) of the U.S. Transportation Act of 1966 (as amended).

Form Letter - Opposed to App Avoidance

March 2001

District Engineer
PennDOT District 3-0
P O Box 218
Montoursville PA 17754-0218

Subject Opposition to Avoidance of the Simon P App Farm, Monroe Township,
Snyder County, Pennsylvania

Re DA Modified Avoidance Alternative for the Central Susquehanna Valley
Transportation Project

Dear PennDOT Officials

I wish to express my opposition to the avoidance of the Simon P App Farm (PennDOT's site #153) proposed by the DA Modified Avoidance (DAMA) Alternative for the Central Susquehanna Valley Transportation (CSVT) Project. Based upon information recently provided by Gerald E Bickhart & Sons, Inc, it is my understanding that PennDOT proposes to spend in excess of \$5 million, take two additional homes and four additional businesses, and disrupt the movement of traffic, including emergency vehicles, during construction, to avoid, but not in any way protect from future development, 15 acres of vacant farmland located behind the historic farm buildings on the former Simon App farm, now owned by the Margaret E Fisher Trust and located along the east side of Airport Road. Since the original proposed route (now termed the DA Modified Non-Avoidance Alternative) came close to (within 155 feet), but did not require the removal of or alter in any way, any of the buildings within or any part of the farmyard area, I do not believe that the anticipate adverse impacts and additional costs justify the avoidance of additional adjacent farmland. I concur with the request that the consult should be requested to define and the Director of the Pennsylvania Historic and Museum Commission should be asked to only "concur" with a recommendation, considering the costs and adverse impacts associated with the inclusion of additional area, of the absolute smallest parcel of land that would not alter eligibility for the site.

Albert W Heimbach

Sincerely yours,



Albert Heimbach
521 Mill Rd
Selinsgrove, PA 17870-9120

1-570-374-1713

Response to Form Letter - Opposed to App Avoidance

Heimbach, A.

1. (cont.)

National register boundary determinations are based upon defined guidelines established in the National Register Bulletin, "Defining Boundaries for National Register Properties" (1997). The bulletin establishes appropriate factors such as setting and landscape features, integrity, and use to consider when selecting and defining National Register boundaries. The five principle methods for determining National Register boundaries include:

- Distribution of Resources
- Current Legal Boundaries
- Historic Boundaries
- Natural Resources
- Cultural Features

Each of these methods was considered with respect to the Simon P. App property. Using these guidelines as a basis, the National Register boundary was recommended by a consultant qualified as defined in 36 CFR part 60. This recommendation was then reviewed and commented on by qualified cultural resource professionals and the project team. The preliminary determination on eligibility and boundaries is made by the lead federal agency, in this case the FHWA. FHWA forwards its preliminary determination to the SHPO (State Historic Preservation Officer) for concurrence.

The avoidance of the App farm has created considerable controversy. Approximately 30% of the comment letters and testimony received on the CSVT project raised the App farm issue. As a result, PENNDOT coordinated further with the FHWA, the agency responsible for making preliminary determinations on the eli-

Form Letter - Opposed to App Avoidance

March 2001

District Engineer
PennDOT District 3-0
P O Box 218
Montoursville PA 17754-0218

Subject Opposition to Avoidance of the Simon P App Farm, Monroe Township,
Snyder County, Pennsylvania

Re DA Modified Avoidance Alternative for the Central Susquehanna Valley
Transportation Project

Dear PennDOT Officials

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Albert W Heimbach

Sincerely yours,



Albert Heimbach
521 Mill Rd
Selinsgrove, PA 17870-9120

1-570-374-1713

Response to Form Letter - Opposed to App Avoidance

Heimbach, A.

1. (cont.)

gibility and boundaries for historic properties. Due to the substantial controversy concerning the eligibility determination and boundaries of the App farm, the FHWA elected to raise the questions of eligibility and boundaries with the Keeper of the National Register (Keeper), the individual delegated the authority by the U.S. Department of Interior, National Park Service to list properties and determine their eligibility for the National Register of Historical Places. The Keeper evaluated the information concerning the App farm (including the historic context information, forms and photos showing the actual condition of the structures and land in question, and information regarding the planned use of the property) and responded that the App farm and boundaries of the App farm met the eligibility requirements. This correspondence is included in Appendix C of the Final EIS.

1.

The frustration regarding the eligibility and boundaries of the site and the subsequent development and recommendation of the Avoidance Alternative is acknowledged. Should conditions change from those currently present at any point prior to construction of the CSVT project, we have committed to reevaluating the area of impact. If conditions warrant, modifications of the alignment will be made to further minimize project impacts. This commitment includes the entire CSVT project area, as well as avoidance of the Simon P. App Farmstead.

Form Letter - Opposed to App Avoidance

Response to Form Letter - Opposed to App Avoidance

Kelly, F&D

March 2001

District Engineer
PennDOT District 3-0
P O Box 218
Montoursville PA 17754-0218

Subject Opposition to Avoidance of the Simon P App Farm, Monroe Township,
Snyder County, Pennsylvania

Re DA Modified Avoidance Alternative for the Central Susquehanna Valley
Transportation Project

Dear PennDOT Officials

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1.

Sincerely yours,

FRED W. KELLY JR
DANNELL W. KELLY
18 FAIRWAY DRIVE
(MONROE TOWNSHIP)
SELWINGRANE, PA. 17871

RECEIVED
PLANNING
DEPARTMENT
MONTOURSVILLE PA
01 MAR 14 AM 9:25
DISTRICT 3-0

Form Letter - Opposed to App Avoidance

Response to Form Letter - Opposed to App Avoidance

Stuck, P.

- 1. Please see response to Heimbach Form Letter on pages 434-436.

DSS

March 2001

James Cheatham, Division Administrator
 Federal Highway Administration
 228 Walnut Street, Room 536
 Harrisburg PA 17101-1720

Subject Opposition to Avoidance of the Simon P App Farm, Monroe Township,
 Snyder County, Pennsylvania

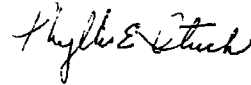
Re DA Modified Avoidance Alternative for the Central Susquehanna Valley
 Transportation Project

Dear Federal Highway Administration Officials

I wish to express my opposition to the avoidance of the Simon P App Farm (PennDOT's site #153) proposed by the DA Modified Avoidance (DAMA) Alternative for the Central Susquehanna Valley Transportation (CSVTV) Project. Based upon information recently provided by Gerald E Bickhart & Sons, Inc, it is my understanding that PennDOT proposes to spend in excess of \$5 million, take two additional homes and four additional businesses, and disrupt the movement of traffic, including emergency vehicles, during construction, to avoid, but not in any way protect from future development, 15 acres of vacant farmland located behind the historic farm buildings on the former Simon App farm, now owned by the Margaret E Fisher Trust and located along the east side of Airport Road. Since the original proposed route (now termed the DA Modified Non-Avoidance Alternative) came close to (within 155 feet), but did not require the removal of or alter in any way, any of the buildings within or any part of the farmyard area, I do not believe that the anticipate adverse impacts and additional costs justify the avoidance of additional adjacent farmland. I concur with the request that the consult should be requested to define and the Director of the Pennsylvania Historic and Museum Commission should be asked to only "concur" with a recommendation, considering the costs and adverse impacts associated with the inclusion of additional area, of the absolute smallest parcel of land that would not alter eligibility for the site.

1.

Sincerely yours,



Form Letter - Opposed to App Avoidance

Response to Form Letter - Opposed to App Avoidance

Moerschbacher, R.

March 2001

District Engineer
PennDOT District 3-0
P O Box 218
Montoursville PA 17754-0218

CRD	
AGE-CONST	
AGE-MAINT	
CONSTRUCTION	
MAINT SERVICES	
CONST SERVICES	
PLANS ENGR	
BRIDGE ENGR	
REH	
LSI	

Subject Opposition to Avoidance of the Simon P App Farm, Monroe Township,
Snyder County, Pennsylvania

Re DA Modified Avoidance Alternative for the Central Susquehanna Valley
Transportation Project

Dear PennDOT Officials

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1.

Sincerely yours,

Mr + Mrs.
Ralph C Moerschbacher
Ralph Moerschbacher
R.R.#5 Box 160
Selin Grove Pa
17870

RECEIVED
TRANSPORTATION
01 MAR 23 AM 9:56
MONTOURSVILLE, PA.

Form Letter - Opposed to App Avoidance

Response to Form Letter - Opposed to App Avoidance

Stine, P.

- 1. Please see response to Heimbach Form Letter on pages 434-436.

March 2001

James Cheatham, Division Administrator
 Federal Highway Administration
 228 Walnut Street, Room 536
 Harrisburg PA 17101-1720

Subject Opposition to Avoidance of the Simon P App Farm, Monroe Township,
 Snyder County, Pennsylvania

Re DA Modified Avoidance Alternative for the Central Susquehanna Valley
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1.

Sincerely yours,

Paul Stine
 415
 431
 7870 1264

Form Letter - Opposed to App Avoidance

Response to Form Letter - Opposed to App Avoidance

Wilcox, J.

1. Please see response to Heimbach Form Letter on pages 434-436.

March 2001

James Cheatham, Division Administrator
Federal Highway Administration
228 Walnut Street, Room 536
Harrisburg PA 17101-1720

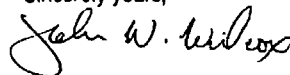
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Sincerely yours,



Form Letter - Opposed to App Avoidance

Response to Form Letter - Opposed to App Avoidance

Wolf, V&S

1. Please see response to Heimbach Form Letter on pages 434-436.

March 2001

District Engineer
 PennDOT District 3-0
 P O Box 218
 Montoursville PA 17754-0218

Subject Opposition to Avoidance of the Simon P App Farm, Monroe Township,
 Snyder County, Pennsylvania

Re DA Modified Avoidance Alternative for the Central Susquehanna Valley
 Transportation Project

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Sincerely yours,

Vaughn Wolf
Jandra Wolf

6 Greenbriar Ave.
 Selinsgrove, Pa. 17870
 570-743-8366

\$5M is a lot of money - please give this serious consideration

RECEIVED
 DISTRICT 3-0
 TRANSPORTATION
 01 MAR 14 AM 9:35
 MONTOURSVILLE, PA

1.

Petition Opposed to RC-5 and Boat Access

March 20, 2001

PennDOT
District 3-0
Attn Mr Leon Liggitt
PO Box 218
Montoursville, Pa 17754-0218

PRO	
ADE-DES	
ADE-CONST	
ADE-MAINT	
DESIGN-BEG	
MAINT-SERVICES	
CONST-SERVICES	
PLANS ENGR	
BRIDGE ENGR	
RL	✓
BL	✓

We, the undersigned residents, property owners and affected parties, wish to submit the following testimony concerning the CSVTP. Specifically the bridge crossing of the Susquehanna River at Winfield, Pa., Union Twp., Union Co.

We are first and foremost opposed to the crossing at this location and would prefer the RC-6 alternative. RC-5 alignment traverses the heart of the Lake Augusta recreational area. This is a very highly trafficked area of the waterway as alluded to in Vol 1, Sect IV, page IV 208. The crossing should be further North away from the high use area. Also, the Western shore site is located in an irreplaceable summer residential area. Development of river frontage in this manner is no longer allowed and these properties have been "grandfathered" to allow them to remain. The loss of the use of this property cannot be mitigated. Also, it will impact the Winfield River Edge Campsites, as it will cross diagonally in front of the campsites, impacting the frontage area. The RC-6 alignment being in a vacant field, will not impact irreplaceable properties and is in an area of less watercraft usage. However, as the "Dept" has brought forward RC-5 as their preferred alternative we would like to address issues concerning the RC-5 alignment.

Concerning the RC-5 Bridge we have the following comments. We are opposed to the placement of piers in the traveled waterway. As previously stated this is the most traveled area on Lake Augusta. This fact is derived from our time and experience in this area for the past 30 years. The installation of six piers (3 per bridge) on either side of the crossing island will be a hazard to boat navigation. Ref Vol 1 Sect IV I 1 b(IV-265). This most assuredly will result in accidents, injuries, and probably fatalities. This design has inherent safety violations by placing obstructions in the waterway at this location. The bridge can and should be specifically designed to eliminate piers from the traveled waterway. Remember this is essentially within the confines of a State Park recreational area formed by the Fabridam to create Lake Augusta. Another concern with piers is their impact on ice flow. They will exacerbate the ice-jamming problem, which is severe enough due to the proximal islands to the North. If the bridge is to be at this location we implore the use of good design to mitigate these impacts to the crossing and upstream areas.

Also at issue is the compensatory mitigation to the Pennsylvania Fish and Boat Commission. This consists of a proposed public access facility in the area of the bridge's western shore. This is stated in Vol 1, Sect F 3 C iii (page IV-214). Having understood mitigation by compensation we realize the PF&BC requested this as compensatory mitigation for the bridge pier placement. You may be compensating the PF&BC (who have no stake in this) but you are amplifying the impacts of this project to the local residents and landowners. We will be here to deal with these created impacts. The PF&BC's presence is on a patrol basis only. We are vehemently opposed to this access area. This is already a high volume boat traffic area. Increased boat traffic caused by this facility, in this area, will add to the congestion and further reduce the safety factor. Judging from its use, Lake Augusta seems to have plenty of access. Due to its remote location, the access area will be a source of undesirable activity. This is historically a problem in park areas of this nature. You are placing this, so called, mitigation amid summer residential properties, which will increase the impacts to us while, ostensibly, mitigating the bridge placement to the PF&BC. First should be the consideration of the people residing adjacent to the project. It is ironic that this compensatory mitigation to the PF&BC will inflict additional

cc: Rep. Russell H. Fairchild
State Senator Edward W Helfrick

Response to Petition Opposed to RC-5 and Boat Access

- The opposition of those signing the enclosed petition to RC5 is noted.
- All alternatives studied in Section 2 cross the West Branch of the Susquehanna River in an area of the river that is influenced by the inflation of the Fabridam to create Lake Augusta. Both RC5 (the southernmost crossing) and RC6 (the northernmost crossing) require the placement of piers in a part of the West Branch of the Susquehanna River used for recreation. The preference of those signing the petition for RC6 is noted. We refute your statement that the RC5 crossing is in the "heart" of Lake Augusta. The PA Fish and Boat Commission (PFBC) views the RC5 area as a relatively slow area due to its restricted width (due to the island) and the steadily decreasing water depth proceeding northward from this location. The PFBC views the "heart" of Lake Augusta as the area south from the RC5 crossing where the water depth and recreational boating traffic increase.
- The RC5 alignment does not directly impact the Winfield River Edge Campsites. The river crossing will be visible from the Winfield River Edge Campsites boat launch; however, no Campsites property will be required for the river crossing. RC5 does impact the northern fringe of a summer residential area located along the river. All persons displaced will be eligible for relocation assistance. The Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act and the PA Eminent Domain Code will apply. We acknowledge that replacement property abutting the river may not be readily available.

Petition Opposed to RC-5 and Boat Access

March 20, 2001

PennDOT
District 3-0
Attn Mr Leon Liggett
PO Box 218
Montoursville, Pa 17754-0218

	✓
PRO	✓
ADE-DES	✓
ADE-CONST	
ADE-MAINT	
DES-SERVICES	✓
MAINT-SERVICES	
CONST-SERVICES	
PLANS ENGR	
BRIDGE ENGR	
	✓
	✓

We, the undersigned residents, property owners and affected parties, wish to submit the following testimony concerning the CSVTP Specifically the bridge crossing of the Susquehanna River at Winfield, Pa , Union Twp , Union Co

We are first and foremost opposed to the crossing at this location and would prefer the RC-6 alternative RC-5 alignment transverses the heart of the Lake Augusta recreational area This is a very highly trafficked area of the waterway as alluded to in Vol 1, Sect IV, page IV 208 The crossing should be further North away from the high use area Also, the Western shore site is located in an irreplaceable summer residential area Development of river frontage in this manner is no longer allowed and these properties have been "grandfathered" to allow them to remain The loss of the use of this property cannot be mitigated Also, it will impact the Winfield River Edge Campsites, as it will cross diagonally in front of the campsites, impacting the frontage area The RC-6 alignment being in a vacant field, will not impact irreplaceable properties and is in an area of less watercraft usage However, as the "Dept" has brought forward RC-5 as their preferred alternative we would like to address issues concerning the RC-5 alignment

Concerning the RC-5 Bridge we have the following comments We are opposed to the placement of piers in the traveled waterway As previously stated this is the most traveled area on Lake Augusta This fact is derived from our time and experience in this area for the past 30 years The installation of six piers (3 per bridge) on either side of the crossing island will be a hazard to boat navigation Ref Vol 1 Sect IV I 1 b(IV-265) This most assuredly will result in accidents, injuries, and probably fatalities This design has inherent safety violations by placing obstructions in the waterway at this location The bridge can and should be specifically designed to eliminate piers from the traveled waterway Remember this is essentially within the confines of a State Park recreational area formed by the Fabridam to create Lake Augusta Another concern with piers is their impact on ice flow They will exacerbate the ice-jamming problem, which is severe enough due to the proximal islands to the North If the bridge is to be at this location we implore the use of good design to mitigate these impacts to the crossing and upstream areas

Also at issue is the compensatory mitigation to the Pennsylvania Fish and Boat Commission This consists of a proposed public access facility in the area of the bridge's western shore This is stated in Vol 1, Sect F 3 C iii(page IV-214) Having understood mitigation by compensation we realize the PF&BC requested this as compensatory mitigation for the bridge pier placement You may be compensating the PF&BC (who have no stake in this) but you are amplifying the impacts of this project to the local residents and landowners We will be here to deal with these created impacts The PF&BC's presence is on a patrol basis only We are vehemently opposed to this access area This is already a high volume boat traffic area Increased boat traffic caused by this facility, in this area will add to the congestion and further reduce the safety factor Judging from it's use, Lake Augusta seems to have plenty of access Due to it's remote location, the access area will be a source of undesirable activity This is historically a problem in park areas of this nature You are placing this, so called, mitigation amid summer residential properties, which will increase the impacts to us while, ostensibly mitigating the bridge placement to the PF&BC First should be the consideration of the people residing adjacent to the project It is ironic that this compensatory mitigation to the PF&BC will inflict additional

cc: Rep. Russell H. Fairchild
State Senator Edward W Helfrick

Response to Petition Opposed to RC-5 and Boat Access

7. The FHWA and PENNDOT are required to coordinate with the PFBC for projects that have the potential to impact surface water resources. The PFBC suggested the addition of public boat access area on the west side of the West Branch of the Susquehanna River in response to frequent comments that the Shikellamy boat access area is overly congested at peak times of the season. Additionally, the boat launch was suggested by the PFBC as an access on the west side of the West Branch of the Susquehanna River since there is no public boat access to the river in all of Union County, not just the Winfield area. The PFBC is interested in providing fishing and boating opportunities to the public at large and believes that this project provides an opportunity to do so. The PFBC has noted that the value of a public boat access at this site lies in its location between the more frequently used (i.e. congested) recreational boating areas (southward) and the area less frequently used for recreational boating, yet commonly used for fishing (northward). Your opposition to the boat launch in the RC5 location is noted.

Correspondence with the PFBC indicated that it has many remote access areas, and issues related to them are minimal.

The use of all PFBC access areas is dedicated to fishing and boating. The PFBC would regulate the use of the boat launch area and enforce the proper use of the facility. Enforcement officers patrol day and night and respond to calls regarding disturbances at their facilities. The PFBC would also coordinate back-up for calls at these locations with the local police if necessary. Citations are issued to those who fail to follow the rules at PFBC facilities.

Petition Opposed to RC-5 and Boat Access

undesirable impacts and amplify existing impacts to the residents and Lake users. The CSVTP is a needed project and many people will make sacrifices. This access area is a totally unnecessary part of the project that will further impact those already sacrificing. When it comes to property use and ownership on Lake Augusta, the PF&BC is a non-entity who does not need to be compensated. The impacts of this "mitigation" will be more severe than the project itself.

One final thought as to the placement of the access area. The proposed access is several hundred yards off township roads among private lands. It is not readily accessible by the public. Additional impact will be increased vehicular traffic on township and private roads. If this access area is a must, there are other locations to the North more accessible, more public, and in a less traveled area of the lake. Mitigation of the impacts of this bridge would be to minimize its impact by a design using no piers in the waterway.

Thank you for hearing our concerns. We trust they will be sincerely considered. This is not pleasant for any of us. Please do not create more problems than necessary.

Thomas Rutz	Joseph C. Meyer
Elizabeth S. Rutz	Leon & Meyer
Sara A. Rutz	Donald S. Walker
Mark S. Rutz	Kenda Seibler
Vicki L. Rutz	Betty Rutz
Lou Weidner	Ala. Elliott
Judy Weidner	Nedra Elshart
John C. Shipton	Larry L. New
Cindy E. Shipton	Eleanor D. Newman
Edward E. Shipton	Robert A. Long
John P. Schwaner	Debbie G. Long
Theresa Schwaner	Foto Wright
Ernest A. Ritz	MSS
Gary Cronrath	Kay S. Hornberger
Roberta R. Cronrath	Clara Shaffer
E. J. McCallum	David R. Schwaner
J. E. Kline	Adam M. Shaffer
Kristie T. Blinger	Nick & Hara
	Richard L. Samuel

Response to Petition Opposed to RC-5 and Boat Access

- 7. Your opinion about the impacts of the proposed boat launch is noted.
- 8. The location of the proposed boat launch is within minutes of Route 15. Differences in accessibility between the proposed boat launch and other locations to the North are negligible.
- 9.

Access to the proposed public boat access area will be developed in detail during Final Design. Also during Final Design, efforts will be made to minimize the number of bridge piers in the waterway. Coordination with the township will take place with respect to improving township roads that provide access to the site.

PENNDOT has coordinated with public officials and the Pennsylvania Fish & Boat Commission (PFBC) on the location of a public boat ramp along the West Branch of the Susquehanna River. The ramp will provide river access for boating and/or fishing uses. The River Crossing No. 5 (RC5) location and other sites were investigated for potential ramp use. Based on preliminary evaluations, PFBC believes that RC5 is the optimal location because it provides greater boater safety due to fewer boating restrictions, such as low water and submerged rocks.

Petition Opposed to RC-5 and Boat Access

~~Copyright~~
Larson & Rose

Glenn Eberhart Sr.

Jennie & Eberhart.

Cheryl Daves
owner Wapiti River Edge Campground

Paul Daves

Tom Beaver

Angela Haines

Petition Opposed to RC-5 and Boat Access

3-19-2001 9:57AM FROM CSOR DESIGN INC 540 586 6275
 03-19-01 10:04 DEIBLER DRUG 10-717 382 4314

P 2

P 02

One final thought as to the placement of the access area. The proposed access is several hundred yards off township roads among private lands. It is not readily accessible by the public. Additional impact will be increased vehicular traffic on township and private roads. If this access area is a must, there are other locations to the north more accessible, more public, and in a less traveled area of the lake. Mitigation of the impacts of this bridge would be to minimize its impact by a design using no piers in the waterway.

Thank you for hearing our concerns. We trust they will be sincerely considered. This is not pleasant for any of us. Please do not create more problems than necessary.

Wanda Schmebl
 Tony C Schmebl
 Leon Schadle
 Nancy Schadle
 Yvonne Adams
 Lester Adams Jr
 Mark Schadle
 Pennie Schadle
 Cathi Shaffer
 Jean Shaffer
 Jules Bush
 Kal Bush
 Keith Strub

Petition Opposed to RC-5 and Boat Access

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Chad Ellett
Rick Elvehart

Petition Opposed to RC-5 and Boat Access

One final thought as to the placement of the access area. The proposed access is several hundred yards off township roads among private lands. It is not readily accessible by the public. Additional impact will be increased vehicular traffic on township and private roads. If this access area is a must, there are other locations to the north more accessible, more public, and in a less traveled area of the lake. Mitigation of the impacts of this bridge would be to minimize its impact by a design using no piers in the waterway.

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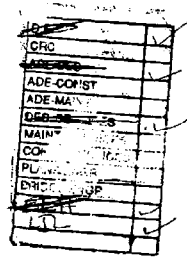


Form Letter Supporting Public Boat Access

Response to Form Letter Supporting Public Boat Access

Duttry, R.

1. Your support of a public boat access area on the west side of the West Branch of the Susquehanna River is noted.



James A. Kendter, District Engineer
 Engineering District 3-0
 Department of Transportation
 P. O. Box 218
 715 Jordan Avenue
 Montoursville, PA 17754-0218

Dear Mr. Kendter,

I understand during construction of the Central Susquehanna Valley Transportation Project PENN DOT has offered to donate a boating access area on the West Branch of the Susquehanna River to the Pennsylvania Fish & Boat Commission. This access area would be located directly under and north of the bridge.

Currently, there is no public access on the Winfield side of the river to the Lake Augusta pool. The proposal by PENN DOT to add this access to the construction project would greatly benefit the citizens of the Susquehanna Valley as well as reduce high volume recreational traffic at the Shikellamy boat ramp.

Therefore, I am offering my support and encourage PENN DOT to include this access area as part of the Central Susquehanna Valley Transportation Project.

Sincerely,

Ronald Duttry

5/27/20 AM 7:39
 ENGINEERING DISTRICT 3-0
 MONTOURSVILLE, PA

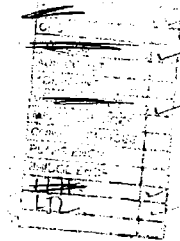
1.

Form Letter Supporting Public Boat Access

**Response to Form Letter Supporting
Public Boat Access**

Schnerr, G., III

1. Your support of a public boat access area on the west side of the West Branch of the Susquehanna River is noted.



James A. Kendter, District Engineer
 Engineering District 3-0
 Department of Transportation
 P. O. Box 218
 715 Jordan Avenue
 Montoursville, PA 17754-0218

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Therefore, I am offering my support and encourage PENN DOT to include this access area as part of the Central Susquehanna Valley Transportation Project.

Sincerely,

0-200-20 Sat 7:30
 MONTGOMERY
 HARRISBURG, PA.

1.

Form Letter Supporting Public Boat Access

Response to Form Letter Supporting Public Boat Access

Schnerr, G., Jr.

- 1. Your support of a public boat access area on the west side of the West Branch of the Susquehanna River is noted.



James A. Kendter, District Engineer
 Engineering District 3-0
 Department of Transportation
 P. O. Box 218
 715 Jordan Avenue
 Montoursville, PA 17754-0218

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Therefore, I am offering my support and encourage PENN DOT to include this access area as part of the Central Susquehanna Valley Transportation Project.

Sincerely,

01 APR 20 AM 7:30
 ENGINEERING DISTRICT 3-0
 HORTONSVILLE, PA

1.

Form Letter Supporting Public Boat Access

Response to Form Letter Supporting Public Boat Access

Mr. & Mrs. Michael A. Mengel
RR 2 Box 12
Mt Pleasant, PA 17833

cc Sol
WINS:1

DEC	
CRC	✓
ADP	✓
AD-CCINT	
AD-CCRT	
DEPT	✓
MAINT	
CONSP	
PLANN	
BRIDGE	
LTL	✓

James A. Kendter, District Engineer
Engineering District 3-0
Department of Transportation
P. O. Box 218
715 Jordan Avenue
Montoursville, PA 17754-0218

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Therefore, I am offering my support and encourage PENN DOT to include this access area as part of the Central Susquehanna Valley Transportation Project.

Sincerely,

Michael A. Mengel

01 JUN 16 AM 9:27
MONTOURSVILLE, PA.

Mengel, M.

1. Your support of a public boat access area on the west side of the West Branch of the Susquehanna River is noted.

1.

Form Letter Supporting Public Boat Access

01 APR 13 PM 1:57
MONTGOMERY, PA.

	✓
OPC	
ADE-DES	✓
ADE-CONST	
ADE-MAINT	
MAINT-SERVICES	
CONST-SERVICES	
PLANS ENGR	
BRIDGE ENGR	
	✓

James A. Kendter, District Engineer
Engineering District 3-0
Department of Transportation
P. O. Box 218
715 Jordan Avenue
Montoursville, PA 17754-0218

Dear Mr. Kendter,

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Currently, there is no public access on the Winfield side of the river to the Lake Augusta pool. The proposal by PENN DOT to add this access to the construction project would greatly benefit the citizens of the Susquehanna Valley as well as reduce high volume recreational traffic at the Shikellamy boat ramp.

Therefore, I am offering my support and encourage PENN DOT to include this access area as part of the Central Susquehanna Valley Transportation Project.

Sincerely,

James D. Shade
P.O. Box 191
Newman, Pa. 17830

Response to Form Letter Supporting Public Boat Access

Shade, J.

1. Your support of a public boat access area on the west side of the West Branch of the Susquehanna River is noted.

1.

Form Letters Supporting Public Boat Access

**Response to Form Letter
Supporting Public Boat Access**

Sykes, C.

1. Your support of a public boat access area on the west side of the West Branch of the Susquehanna River is noted.

RECEIVED
MONTGOMERY COUNTY
ENGINEERING DISTRICT 3-0
AUG 13 PM 1:59
MONTGOMERY COUNTY
ENGINEERING DISTRICT 3-0
MONTGOMERYVILLE, PA.

August 10, 2001

James A. Kendter, District Engineer
Engineering District 3-0
Department of Transportation
P. O. Box 218
715 Jordan Avenue
Montoursville, PA 17754-0218

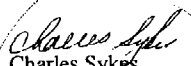
Dear Mr. Kendter,

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Currently, there is no public access on the Winfield side of the river to the Lake Augusta pool. The proposal by PENN DOT to add this access to the construction project would greatly benefit the citizens of the Susquehanna Valley as well as reduce high volume recreational traffic at the Shikellamy boat ramp.

Therefore, I am offering my support and encourage PENN DOT to include this access area as part of the Central Susquehanna Valley Transportation Project.

Sincerely,


Charles Sykes
14 Vertie Lane
Milton, PA 17847

1.

**Additional Correspondence
Supporting Public Boat Access**

725 Sunset Lane
Northumberland PA 17857-9654
August 10, 2001

RECEIVED
DEPARTMENT OF TRANSPORTATION
01 AUG 14 AM 9:16
DISTRICT 3-0
MONTOURSVILLE, PA.

James A Kendter
District Engineer
Engineering District 3-0
Department of Transportation
Box 218
715 Jordan Avenue
Montoursville PA 17754-0219

D.E.	
GRC	
ADE-DES	
ADE-CONST	
ADE-MAINT	
DES. SERVICES	
MAINT. SERVICES	
CONST. SERVICES	
PLANS ENGR	
BRIDGE ENGR	

9/21/01
SUBMITTED
LIPAWED
6/23/01
OK
JL

Dear Mr. Kendter:

With the impending construction of the new bridge to cross the Susquehanna River south of Winfield, I felt it important to offer feedback in support of an "access facility" that could accompany this project.

As a sportsman who spends countless days on this magnificent fishery each year, I cannot emphasize strongly enough the critical part that access areas play for myself and other sportsmen -fishermen, duck hunters and recreational boating families.

As a taxpayer, I am more than willing to see my tax dollars put to use for such a worthy investment. The revenue from sportsmen that comes into an area is undoubtedly correlated to the placement of access areas. When I pull into an access area and see vehicles sporting license plates from countless states, I know that this translates directly to lodging, meals, licenses, sporting supplies, gasoline and related revenues for local businesses.

Please advise me if there are to be open meetings specific to this topic. Should you feel that petitions would be beneficial in support of this cause, I would be willing to initiate such an effort.

Sincerely,

John Martz
A lifelong PA resident/sportsman

**Response to Additional Correspondence
Supporting Public Boat Access**

Martz, J.

1. Your support of a public boat access area on the west side of the West Branch of the Susquehanna River is noted.

1.

**Additional Correspondence
Supporting Public Boat Access**

BACKWOODS BASSMASTERS
24 SOUTH JONES STREET
LOCK HAVEN, PA 17745

November 7, 2001

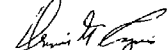
James A. Kendler
Engineering District 3-0
Department of Transportation
PO Box 218
715 Jordan Ave
Montoursville, PA 17745-0218

Mr. Kendler:

Our organization was made aware of a pending project for PennDot to construct a boat launch on the Susquehanna River as part of the Central Susquehanna Valley Transportation Project. We are in favor of an additional launch in this area. We feel that this move would alleviate some of the congestion at the Shickellamy launch. I am not sure how many tournaments are conducted a year in this area, but the Fish & Boat Commission may want to designate this launch as the primary launch for Bass tournaments.

If you have any questions, please contact me at 570-748-8367 or 570-893-4096.

Sincerely,


Dennis M. Caprio
Secretary

Cc: Steven G. Boughter, WCO

ADG	
CRC	
ADG	
ADG	
ADG-CONST	
ADG-INTNT	
ADG	
MAINT SERVICES	
CONV SERVICES	
PLANNING	
ADGCE ENGR	

**Response to Additional Correspondence,
Supporting Public Boat Access**

Caprio, D.

1. Your support of a public boat access area on the west side of the West Branch of the Susquehanna River is noted.

1.

RECEIVED
NOV 13 2001
11:00 AM
MONTOURSVILLE, PA.

Additional Correspondence
Supporting Public Boat Access

Response to Additional Correspondence
Supporting Public Boat Access

Lilley, D.

1. Your support of a public boat access area on the west side of the West Branch of the Susquehanna River is noted.

MR KENDLER + PA FISH + BOAT

~~JK~~
~~JK~~
~~JK~~
~~JK~~
 LJC

PLEASE TAKE ADVANTAGE OF THE
 ADDITIONAL ^{BOATING} ACCESS AREA PENN DOT
 IS OFFERING UNDER THE NEW BRIDGE
 AT WINFIELD PA.

THE LAUNCH AT SHIK STATE PARK
 IS OVER WHEMED AT TIMES AND IS OUT
 OF THE WAY. FOR THOSE WANTING TO
 USE THE WEST BRANCH.

1.

Thank you
D

DAVID LILLEY
 P.O. BOX 412A
 LEWISBURG PA 17833

PA
 DEPT OF ENVIRONMENTAL PROTECTION
 01 AUG -6 0411:44
 HIGHTSBURG, PA

**Additional Correspondence
Supporting Public Boat Access**

August 28, 2001

James A. Kendter, District Engineer
Engineering District 3-0
Department of Transportation
PO Box 218
715 Jordan Avenue
Montoursville, PA 17754-00218

Dear Mr. Kendter:

We would like to express our great interest in the launch proposed at the Winfield bridge project. This launch would be a great asset to the boating community. Not only would it decrease conflicts between pleasure boaters and fisherman, it could more evenly distribute traffic on the very popular West Branch.

Currently, 3 out of the 4 public launching sites on Lake Augusta are located at Northumberland and the Marina. This causes great congestion in the confluence area during peak boating times. The Chillisquaque launch located above the islands is perfect for car-top boats like kayaks, canoes and small jon boats and jet skis, however, for larger boats it can be difficult and even dangerous due to it's shallowness. A launch at Winfield would provide a much needed public resource for all the users of the West Branch.

Please accept this letter as signifying our support for this project. Thank you for your generosity and willingness to donate a valuable public resource to the PA Fish and Boat Commission.

Sincerely,

Eric Picarella
Jody Picarella

Mr. and Mrs. Eric and Jody Picarella

**Response to Additional Correspondence
Supporting Public Boat Access**

Picarella, E&J

1. Your support of a public boat access area on the West Branch of the Susquehanna River is noted.

~~JAR~~

LRB

EE#

LTL

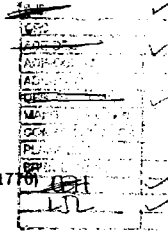
1.

Petition Supporting Public Boat Access

SOUTHSIDE BAIT & TACKLE

TO: JAMES A. KENDLER
DISTRICT ENGINEER

1051 S. FRONT ST
SUNBURY PA. 17801
570-988-0360 (Fax 570-988-1770)
kenguide@ptd.net



I FOUND OUT FROM STEVE BOUGHTER ABOUT
THE POSSIBILITY OF A NEW BOAT RAMP IN THE WINFIELD
AREA. WE PUT A PETITION OUT AT THE SHOP AND
IN 1 WEEK GATHERED THESE SIGNATURES IN FAVOR OF
A NEW RAMP. PLEASE CONSIDER THIS WHEN THE
DECISION IS MADE.

THANK YOU,
Ken Maurer
OWNER, "SOUTHSIDE"

PETITIONS RECD
2 - 8-16-01 W/FAIS
LGT/HP
1 - 8-24-01 SEPARATE
ENVELOPE

WINFIELD, PA.
AUG 27 11 52 AM '01

Response to Petition
Supporting Public Boat Access

Maurer, K.

1. Your petition supporting a public boat access area on the West Branch of the Susquehanna River is acknowledged.

1.

Petition Supporting Public Boat Access

Response to Petition Supporting Public Boat Access

1. The support of those signing the enclosed petition for a public boat ramp on the West Branch of the Susquehanna River is acknowledged.

REQ 8-16-01



Petition Letter For Boat Ramp

We the undersigned are in favor of the new proposed boat ramp on the west branch of the river, Near the Winfield campgrounds.

1.

Name	Address
rick Matt Barnhart	RR 2 Box 338 Sunbury PA 17801
rick Dale Alvarez	529 Dan Street Sunbury Pa 17801
Danny L. Evans	RR 2 Box 400 Sunbury Pa 17801
MARK BROSIUS	267 PAXTON DR DALMATER PA 17017
Luke Brasius	Box 10 Reback PA 17867
Brian Risse	26 Marie Dr, Halifax, PA 17032-9222
Wes Child	331 N. Vine St. Mt. Carmel PA 17851
Bill Roodman	202 Front St. PA 17852
John V. Martz	735 Sunset Lane, Northumberland PA 1785
LEONOR Chris Lehnert	RD 1 Box 89 Delbert Pa 17017
Paul Swartz	160 N Front St. Sunbury PA 17801
JOHN WILLIAMS JR	30 South 21st SHANKLE PA 17872
D. C. C. Bill	715 South St. Sunbury PA 17801
Raymond	RR 3 Box 36 Sunbury Pa
LA JUAN	1324 RACE SUNBURY
Paul PR	13111 Line St
Ronnie Fentim	1312 Line St. Sky, PA
George E. Mosha	246 S Center St. Sky Pa
Robert Mosha	RR 1 Box 1676, Honesdale, PA 17822

Petition Supporting Public Boat Access

Response to Petition Supporting Public Boat Access

REC'D 5-16-01



Petition Letter For Boat Ramp

We the undersigned are in favor of the new proposed boat ramp on the west branch of the river.
WINDFIELD AREA

1.

CANTON

HOLLAND

MASTZ

MAN

Name	Address
Gary McNeil	82 Queen St Northumberland Pa 17857
Gary Reed Jr.	RD 1 Box 207A Dornsife, PA 17825
Jesse Fay	23 Fey Lane Hugonia Pa 17938
Raymond WANNEN	98 W Mill St Elyshburg Pa.
Rose Mauer	1051 S FRONT ST Sunbury PA 17801
Misty Faust	250 Spruce St Sunbury PA 17801
Jon Simpson	425 Fair Mount Ave Sunbury PA 17801
Billy Kenter	725 MARKET ST Sunbury
Gary Beant	RD 1 Dornsife PA 17823
Dean Hubbard	39 N. Old Trail Sellers Grove 17880
Jack Neidig	89 N L BARTIST A Sunbury Pa 17801
Bob Sweet	241 6th St Northumberland Pa 17857
Jadey E. Bruce	RD 4 Box 243 Sunbury PA 17801
Mike Warka	226 Prince St Northumberland Pa 17857
Don Sura	519 Main St Poughkeepsie NY 12566
Bob Sura	101 Center St Malaga Pa 17851
Bill Pitt	Box 1152 Rt 111 Hagerstown PA 17830
Jim Williams	341 S 5th Shamokin Pa.
Jim Ankus	RD 3 Box 121-D1 Sunbury PA 17801
MILES STRAL	250 Spruce St Sunbury PA 17801
A.S. PISHACK	25 BROAD ST. ASHLAND PA 17921

- The support of those signing the enclosed petition for a public boat ramp on the West Branch of the Susquehanna River is acknowledged.

Petition Supporting Public Boat Access

Response to Petition Supporting Public Boat Access

For
SOUTH SIDE BAIT & TACKLE
SUNBURY, PA 570-938-2360



Petition Letter For Boat Ramp

We the undersigned are in favor of the new proposed boat ramp on the west branch of the river, Near the Winfield campgrounds.

Name	Address
Pat Hollenbach	
Jason Mervin	405 Marshall St. Trenton
David Leib	RR1 Paxinos PA 17860
Bill Equick	RR1 Box 484 Shermans
Opamus, Jemison	141 Packer St Sunbury
A. Mott	RR2 Sunbury PA
Wanda Krumm	162 Box 313 Sunbury PA
Melvin D. Beck	205 N. 1st St. Lewisburg PA 17827
Scott Swann	911 Hillcrest Lane Lewisburg PA 17827
Steven Shaw	RD #3 Box 202m Selkirk Grove PA 17870
Debra M. Borden	1005 Penn St. Sunbury PA 17801
Tom J. Moore	804 N. Front St. Sunbury Pa. 17801
Mark Boke	261 East Drive Sunbury PA 17801
Amy L. Hollenbach	804 N. Front St Sunbury PA 17801
Eric Frank	108 Carewell Lane Selinsgrove PA 17880
Chloe Brown	315 S. River Ave. Sunbury 17801
David Radak	41 N. Sixth St., Sunbury, PA 17801
Donna F. Fata	121 Oak Pl. North, Pa. 17801
Chuck Kinzel	343 Pennsylvania Ave. Sunbury Pa. 17801

1. The support of those signing the enclosed petition for a public boat ramp on the West Branch of the Susquehanna River is acknowledged.

Form Letter - County Line Road

Response to Form Letter - County Line Road

Auman, G.

1. Your position is noted and your concern to minimize disturbance to land is noted.
2. It may cost less to use existing County Line Road; however, the main lines of all CSVT alternatives studied in Section 2 cross County Line Road. Access on County Line Road needed to be maintained from one side of the main line to the other. The decision was made to keep the at-grade intersection between U.S. Route 15 and County Line Road at its existing location. Given the terrain in the area, it was also decided to relocate County Line Road approximately 200 feet to the south and have it cross over the main line on a structure rather than have it cross over the main line in its present location. This minor relocation of County Line Road provides for the optimal crossing of the main line since the bridge is shorter than it would be if County Line Road remained in its current location. Additionally, this minor relocation of County Line Road provides better horizontal alignment than what presently exists on County Line Road. This minor relocation extends for approximately 600 feet, running east and west before intersecting with Park Road in exactly the same location as the existing intersection between County Line Road and Park Road.
3. We disagree that the minor realignment of County Line Road will encourage drivers to use Park Road as an alternate. In fact, by removing the congestion on existing U.S. Routes 11 and 15, the CSVT project should actually reduce traffic on Park Road since traffic will no longer be looking to avoid traveling on U.S. Route 15 by using alternate routes, like Park Road.

To: Federal Highway Administration
Attn: James Cheatham, Division Administrator

Notice "x" on map

From: Residents of the immediate Winfield community, especially those living along Park Rd. South of County Line Rd. to the business strip at 11 & 15, and those along County Line Rd. West of Park Rd. to Rt. 304 toward New Berlin

- 1 We don't want the current land disturb more than necessary!
- 2 It should cost less to use the existing County Line Rd connection to Park Rd
- 3 The proposed new County line Rd. Connector between Rt 15 and Park Rd -
 - A Would encourage drivers to use Park Rd (which is already over traveled and has many dangerous hills and sharp curves) as an alternative short cut to the malls and business strip of Selinsgrove area.
 - B Would avoid bringing more traffic and noise closer to residents of Park Rd. south of County Line Rd
 - C. Would require a major expansion to handle more traffic and higher speeds on Park Rd and adjacent roads
 - D Would further complicate the high speeds and volume traffic on County Line Rd west of Park Rd. to Rt. 304, which runs right through a growing horse and buggy community and school. This direction (twisty and hilly) is abuse by traveler who avoid connecting at 304 in Winfield at Rt.15 which is a much safer road for main traffic to New Berlin and Mifflinburg

- 1.
- 2.
- 3.
- 4.
- 5.

Therefore, for the above reasons, please use your engineering skills to keep the current County Line Rd. connector to Park Rd., not the proposed expansion. Respectfully Submitted,

Name Gloria A. Auman
Address Rt 110, Winfield, PA 17887 Date 3/11/01
Road Park

Form Letter - County Line Road

Response to Form Letter - County Line Road

Auman, G.

3. (cont.)

To: Federal Highway Administration
Attn: James Cheatham, Division Administrator

Notice "x" on map

From: Residents of the immediate Winfield community, especially those living along Park Rd South of County Line Rd to the business strip at 11 & 15, and those along County Line Rd West of Park Rd to Rt 304 toward New Berlin

1 We don't want the current land disturb more than necessary!

2 It should cost less to use the existing County Line Rd connection to Park Rd

3 The proposed new County line Rd. Connector between Rt 15 and Park Rd -

A Would encourage drivers to use Park Rd (which is already over traveled and has many dangerous hills and sharp curves) as an alternative short cut to the malls and business strip of Selinsgrove area.

B Would avoid bringing more traffic and noise closer to residents of Park Rd. south of County Line Rd

C. Would require a major expansion to handle more traffic and higher speeds on Park Rd and adjacent roads

D Would further complicate the high speeds and volume traffic on County Line Rd west of Park Rd to Rt. 304, which runs right through a growing horse and buggy community and school. This direction (twisty and hilly) is abuse by traveler who avoid connecting at 304 in Winfield at Rt.15 which is a much safer road for main traffic to New Berlin and Mifflinburg

Therefore, for the above reasons, please use your engineering skills to keep the current County Line Rd. connector to Park Rd., not the proposed expansion. Respectfully Submitted,

Name Gloria A. Auman
Address RR1 Box 110, Winfield, PA 17887 Date 3/11/01
Road Park

- 1.
- 2.
- 3.
- 4. The anticipated reduction in traffic using County Line Road and Park Road as alternate routes to traveling on U.S. Route 15 should actually make these township roads safer for horse and buggy traffic.
- 5. County Line Road will not be expanded. Nor will an interchange between County Line Road and the new CSVT Roadway be provided. County Line Road is being re-aligned to allow for construction of the main line alternatives. The intersection between U.S. Route 15 and County Line Road will remain an at-grade intersection in the same location. The intersection between County Line Road and Park Road will remain unchanged. The re-alignment of County Line Road will not act as an incentive for additional vehicles to traverse Park Road. In fact, the anticipated reduction in traffic on the existing system associated with the CSVT roadway should encourage traffic to use the existing system rather than alternate routes.

Form Letter - County Line Road

Response to Form Letter - County Line Road

Cooper, J.

1. See response to Form Letter on pages 466-467.

To: Federal Highway Administration
Attn: James Cheatham, Division Administrator

← Notice "X" on map

From: Residents of the immediate Winfield community, especially those living along Park Rd South of County Line Rd to the business strip at 11 & 15, and those along County Line Rd West of Park Rd to Rt 304 toward New Berlin

- 1 We don't want the current land disturb more than necessary!.
- 2 It should cost less to use the existing County Line Rd connection to Park Rd
- 3 The proposed new County line Rd Connector between Rt.15 and Park Rd -

A Would encourage drivers to use Park Rd (which is already over traveled and has many dangerous hills and sharp curves) as an alternative short cut to the malls and business strip of Selingsrove area.

B Would avoid bringing more traffic and noise closer to residents of Park Rd south of County Line Rd.

C Would require a major expansion to handle more traffic and higher speeds on Park Rd. and adjacent roads.

D Would further complicate the high speeds and volume traffic on County Line Rd. west of Park Rd to Rt 304, which runs right through a growing horse and buggy community and school. This direction (twisty and hilly) is abuse by traveler who avoid connecting at 304 in Winfield at Rt.15. which is a much safer road for main traffic to New Berlin and Mifflinburg

Therefore, for the above reasons, please use your engineering skills to keep the current County Line Rd. connector to Park Rd., not the proposed expansion. Respectfully Submitted,

Name John M Cooper
Address RD # 2 Box 186 Selingsrove, PA Date 3/3/01
Road Park Road

Form Letter - County Line Road

Response to Form Letter - County Line Road

Herman, M.

- 1. See response to Form Letter on pages 466-467.

To: Federal Highway Administration
 Attn: James Cheatham, Division Administrator

NOTICE X on map

3/14/01

From: Residents of the immediate Winfield community especially those living along Park Rd South of County Line Rd to the business strip at 11 & 15, and those along County Line Rd West of Park Rd to Rt 304 toward New Berlin

1 We don't want the current land disturb more than necessary!

2 It should cost less to use the existing County Line Rd connection to Park Rd.

3 The proposed new County line Rd Connector between Rt.15 and Park Rd. -

Winfield
 Mr. Pegg
 exchange
 plus

A. Would encourage drivers to use Park Rd.(which is already over traveled and has many dangerous hills and sharp curves) as an alternative short cut to the malls and business strip of Selingsgrove area.

B. Would avoid bringing more traffic and noise closer to residents of Park Rd. south of County Line Rd

C. Would require a major expansion to handle more traffic and higher speeds on Park Rd. and adjacent roads.

D Would further complicate the high speeds and volume traffic on County Line Rd. west of Park Rd. to Rt. 304, which runs right through a growing horse and buggy community and school. This direction (twisty and hilly) is abuse by traveler who avoid connecting at 304 in Winfield at Rt.15. which is a much safer road for main traffic to New Berlin and Millinburg

1.

Therefore, for the above reasons, please use your engineering skills to keep the current County Line Rd. connector to Park Rd., not the proposed expansion. Respectfully Submitted,

Name Mark C. Herman
 Address Winfield Rd Date 3/19/2001
 Road County line west of park.

Ames in community
 13 families



Form Letter - County Line Road

Response to Form Letter - County Line Road

Keiper, N.

- 1. See response to Form Letter on pages 466-467.

To: Federal Highway Administration
 Attn: James Cheatham, Division Administrator

Justice "x" on map

From: Residents of the immediate Winfield community especially those living along Park Rd South of County Line Rd to the business strip at 11 & 15 and those along County Line Rd West of Park Rd to Rt 104 toward New Berlin

1 We don't want the current land disturb more than necessary!

2 It should cost less to use the existing County Line Rd connection to Park Rd

3 The proposed new County line Rd Connector between Rt 15 and Park Rd -

A Would encourage drivers to use Park Rd (which is already over traveled and has many dangerous hills and sharp curves) as an alternative short cut to the malls and business strip of Selinsgrove area

B Would avoid bringing more traffic and noise closer to residents of Park Rd south of County Line Rd

C Would require a major expansion to handle more traffic and higher speeds on Park Rd and adjacent roads

D Would further complicate the high speeds and volume traffic on County Line Rd west of Park Rd to Rt 304, which runs right through a growing horse and buggy community and school This direction (twisty and hilly) is abuse by traveler who avoid connecting at 304 in Winfield at Rt 15 which is a much safer road for main traffic to New Berlin and Mifflinburg

Therefore, for the above reasons, please use your engineering skills to keep the current County Line Rd. connector to Park Rd., not the proposed expansion. Respectfully Submitted,

Name Naomi W. Keiper
 Address Box 445 at 1 Winfield PA 17887 Date 3/9/01
 Road County Line Rd. west of Park Rd

1.

Form Letter - County Line Road

Response to Form Letter - County Line Road

Martino, D.

- 1. See response to Form Letter on pages 466-467.

Attn: James Chestnam Division Administrator

From: Residents of the immediate Winfield community especially those living along Park Rd South of County Line Rd to the business strip at 11 & 15 and those along County Line Rd West of Park Rd to Rt 304 toward New Berlin

114102
 DSS
 Winfield
 Park Rd
 Exchange Plus

- 1 We don't want the current land disturb more than necessary!
- 2 It should cost less to use the existing County Line Rd connection to Park Rd
- 3 The proposed new County line Rd Connector between Rt 15 and Park Rd -

A Would encourage drivers to use Park Rd (which is already over traveled and has many dangerous hills and sharp curves) as an alternative short cut to the malls and business strip of Selingsrove area

B Would avoid bringing more traffic and noise closer to residents of Park Rd south of County Line Rd

C Would require a major expansion to handle more traffic and higher speeds on Park Rd and adjacent roads

D Would further complicate the high speeds and volume traffic on County Line Rd west of Park Rd to Rt 304, which runs right through a growing horse and buggy community and school This direction (twisty and hilly) is abuse by traveler who avoid connecting at 304 in Winfield at Rt 15 which is a much safer road for main traffic to New Berlin and Mifflinburg

Therefore, for the above reasons, please use your engineering skills to keep the current County Line Rd connector to Park Rd, not the proposed expansion. Respectfully Submitted,

Name: David Martino
 Address: Rt 111 Winfield Date: 03-12-01
 Road: County Line X Park Rd / (bypass Park to line)



Form Letter - County Line Road

Response to Form Letter - County Line Road

Peachey, W.

- 1. See response to Form Letter on pages 466-467.

To: Federal Highway Administration
 Attn James Cheatham Division Administrator

Notice 'x' on map

From: Residents of the immediate Winfield community especially those living along Park Rd South of County Line Rd to the business strip at 11 & 15 and those along County Line Rd West of Park Rd to Rt 104 toward New Berlin

- 1 We don't want the current land disturb more than necessary!
- 2 It should cost less to use the existing County Line Rd connection to Park Rd
- 3 The proposed new County line Rd Connector between Rt 15 and Park Rd

A Would encourage drivers to use Park Rd (which is already over traveled and has many dangerous hills and sharp curves) as an alternative short cut to the malls and business strip of Selinsgrove area

B Would avoid bringing more traffic and noise closer to residents of Park Rd south of County Line Rd

C Would require a major expansion to handle more traffic and higher speeds on Park Rd and adjacent roads

D Would further complicate the high speeds and volume traffic on County Line Rd west of Park Rd to Rt 304, which runs right through a growing horse and buggy community and school This direction (twisty and hilly) is abuse by traveler who avoid connecting at 304 in Winfield at Rt 15 which is a much safer road for main traffic to New Berlin and Mifflinburg

Therefore for the above reasons please use your engineering skills to keep the current County Line Rd, connector to Park Rd., not the proposed expansion. Respectfully Submitted

Name Walter F. Peachey
 Address Rt 1 Box 446 Winfield Date 3/12/01
 Road County line west of Park Rd.



Form Letter - County Line Road

Response to Form Letter - County Line Road

Rhoads, G.

- 1. See response to Form Letter on pages 466-467.

To: Federal Highway Administration
 Attn: James Cheatham, Division Administrator

Notice "x" on map

From: Residents of the immediate Winfield community, especially those living along Park Rd South of County Line Rd to the business strip at 11 & 15, and those along County Line Rd West of Park Rd to Rt 304 toward New Berlin

- 1 We don't want the current land disturb more than necessary!
- 2 It should cost less to use the existing County Line Rd connection to Park Rd
- 3 The proposed new County line Rd Connector between Rt 15 and Park Rd -

A Would encourage drivers to use Park Rd (which is already over traveled and has many dangerous hills and sharp curves) as an alternative short cut to the malls and business strip of Selinsgrove area.

B Would avoid bringing more traffic and noise closer to residents of Park Rd. south of County Line Rd

C. Would require a major expansion to handle more traffic and higher speeds on Park Rd and adjacent roads

D Would further complicate the high speeds and volume traffic on County Line Rd west of Park Rd to Rt 304, which runs right through a growing horse and buggy community and school. This direction (twisty and hilly) is abuse by traveler who avoid connecting at 304 in Winfield at Rt.15 which is a much safer road for main traffic to New Berlin and Mifflinburg

Therefore, for the above reasons, please use your engineering skills to keep the current County Line Rd. connector to Park Rd., not the proposed expansion. Respectfully Submitted,

Name GENE Rhoads
 Address RR2 Box 190-1 Selinsgrove PA 17870 Date 3/3/01
 Road Park Road

1.

Form Letter - County Line Road

Response to Form Letter - County Line Road

Santer, B.

Winfield Bypass Exchange

Before it's too late - No Later than March 21 if sent in the mail!

Your opportunity and responsibility for preserving the pleasantry of your community and value of your homes

Please review the map and this petition Then , if you support the petition - just tear off at dotted line and send to Federal Highway Administration or it can be dropped off at the hearing sites The public hearing is scheduled to March 12, at Tedds landing (on the hill) 11 30 to 3 p m and at Selingsgrove Middle School at 5 30 to 9 p m

You can make a difference now, not later! You must have you address and signature included to make it valid You may copy this - Success is in numbers

To: Federal Highway Administration
Attn: James Cheatham, Division Administrator

Notice "x" on map

From: Residents of the immediate Winfield community especially those living along Park Rd South of County Line Rd to the business strip at 11 & 15 and those along County Line Rd West of Park Rd to Rt 304 toward New Berlin

- 1 We don't want the current land disturb more than necessary!
- 2 It should cost less to use the existing County Line Rd connection to Park Rd
- 3 The proposed new County line Rd Connector between Rt 15 and Park Rd -

A Would encourage drivers to use Park Rd (which is already over traveled and has many dangerous hills and sharp curves) as an alternative short cut to the malls and business strip of Selingsgrove area.

B Would avoid bringing more traffic and noise closer to residents of Park Rd south of County Line Rd

C Would require a major expansion to handle more traffic and higher speeds on Park Rd and adjacent roads.

D Would further complicate the high speeds and volume traffic on County Line Rd west of Park Rd to Rt 304, which runs right through a growing horse and buggy community and school This direction (twisty and hilly) is abuse by traveler who avoid connecting at 304 in Winfield at Rt.15 which is a much safer road for main traffic to New Berlin and Mifflinburg

1.

Therefore, for the above reasons, please use your engineering skills to keep the current County Line Rd. connector to Park Rd., not the proposed expansion. Respectfully Submitted,

Name Barbara Santer
Address Rt 15 Rd Winfield, PA Date 3/12/01
Road County Line Rd. (PANORAMA EXTENSION)

Form Letter - County Line Road

Response to Form Letter - County Line Road

Smith, L. & T.

- 1. See response to Form Letter on pages 466-467.

To: Federal Highway Administration
 Attn: James Cheatham, Division Administrator

Notice 'x' on map

From: Residents of the immediate Winfield community especially those living along Park Rd. South of County Line Rd. to the business strip at 11 & 15 and those along County Line Rd. West of Park Rd. to Rt. 304 toward New Berlin

- 1 We don't want the current land disturb more than necessary!
- 2 It should cost less to use the existing County Line Rd connection to Park Rd
- 3 The proposed new County line Rd Connector between Rt 15 and Park Rd

A. Would encourage drivers to use Park Rd (which is already over traveled and has many dangerous hills and sharp curves) as an alternative short cut to the malls and business strip of Sellinsgrove area.

B. Would avoid bringing more traffic and noise closer to residents of Park Rd south of County Line Rd.

C. Would require a major expansion to handle more traffic and higher speeds on Park Rd. and adjacent roads.

D. Would further complicate the high speeds and volume traffic on County Line Rd. west of Park Rd to Rt. 304, which runs right through a growing horse and buggy community and school. This direction (twisty and hilly) is abuse by traveler who avoid connecting at 304 in Winfield at Rt. 15 which is a much safer road for main traffic to New Berlin and Mifflinburg.

Therefore, for the above reasons, please use your engineering skills to keep the current County Line Rd. connector to Park Rd., not the proposed expansion. Respectfully Submitted,

Name Larry & Tammy Smith - Larry Smith & Tammy J. Smith
 Address 9 Mark Drive, Winfield, PA 17889 Date 3/11/01
 Road Park Road - Shawna Lane, Mark Drive

1.

Form Letter - County Line Road

Response to Form Letter - County Line Road

Yoder

- 1. See response to Form Letter on pages 466-467.

To: Federal Highway Administration
 Attn: James Cheatham, Division Administrator

Notice "x" on map

3/14/01

From: Residents of the immediate Winfield community especially those living along Park Rd. South of County Line Rd. to the business strip at 11 & 15 and those along County Line Rd. West of Park Rd. to Rt 304 toward New Berlin

*Winfield, Pa
 Exchange*

- 1 We don't want the current land disturb more than necessary!
- 2 It should cost less to use the existing County Line Rd connection to Park Rd
- 3 The proposed new County line Rd Connector between Rt 15 and Park Rd -
 - A. Would encourage drivers to use Park Rd (which is already over traveled and has many dangerous hills and sharp curves) as an alternative short cut to the malls and business strip of Selinsgrove area
 - B Would avoid bringing more traffic and noise closer to residents of Park Rd south of County Line Rd
 - C Would require a major expansion to handle more traffic and higher speeds on Park Rd and adjacent roads
 - D Would further complicate the high speeds and volume traffic on County Line Rd west of Park Rd to Rt 304, which runs right through a growing horse and buggy community and school This direction (twisty and hilly) is abuse by traveler who avoid connecting at 304 in Winfield at Rt 15 which is a much safer road for main traffic to New Berlin and Mifflinburg

1.

Therefore, for the above reasons, please use your engineering skills to keep the current County Line Rd. connector to Park Rd., not the proposed expansion. Respectfully Submitted,

Name *James Yoder*
 Address *17559 Park Rd* Date *11/1/01*
 Road *County Line Rd West of Park Rd.*

*Amish Community
 19 Families*



Form Letter - County Line Road

Response to Form Letter - County Line Road

Yoder, M.

To: Federal Highway Administration
Attn: James Cheatham, Division Administrator

ROUTE X ON MAP

3/14/67

From: Residents of the immediate Winfield community, especially those living along Park Rd. South of County Line Rd. to the business strip at 11 & 15, and those along County Line Rd. West of Park Rd. to Rt 304 toward New Berlin

Winfield
Rt 1233
Exchange/1614

- 1 We don't want the current land disturb more than necessary!
- 2 It should cost less to use the existing County Line Rd connection to Park Rd.
- 3 The proposed new County line Rd Connector between Rt 15 and Park Rd. -

A. Would encourage drivers to use Park Rd (which is already over traveled and has many dangerous hills and sharp curves) as an alternative short cut to the malls and business strip of Selinsgrove area.

B Would avoid bringing more traffic and noise closer to residents of Park Rd south of County Line Rd

C. Would require a major expansion to handle more traffic and higher speeds on Park Rd. and adjacent roads.

D Would further complicate the high speeds and volume traffic on County Line Rd. west of Park Rd. to Rt. 304, which runs right through a growing horse and buggy community and school. This direction (twisty and hilly) is abuse by traveler who avoid connecting at 304 in Winfield at Rt.15. which is a much safer road for main traffic to New Berlin and Millinburg

Therefore, for the above reasons, please use your engineering skills to keep the current County Line Rd. connector to Park Rd., not the proposed expansion. Respectfully Submitted,

Name Manasa R. Yoder
Address Rt 1 Box 1355 Date Mar 9, 67
Road Spley Road Winfield Pa 17857

along County line Rd west of Park Rd
Amish
Community
13 families



- 1. See response to Form Letter on pages 466-467.

Form Letter - County Line Road

Response to Form Letter - County Line Road

Yoder, L.

- 1. See response to Form Letter on pages 466-467.

To: Federal Highway Administration
 Attn: James Cheatham, Division Administrator

NOTICE "x" on map

3/14/06

From: Residents of the immediate Winfield community especially those living along Park Rd South of County Line Rd to the business strip at 11 & 15 and those along County Line Rd West of Park Rd to Rt 304 toward New Berlin

- 1 We don't want the current land disturb more than necessary!
- 2 It should cost less to use the existing County Line Rd connection to Park Rd
- 3 The proposed new County line Rd Connector between Rt 15 and Park Rd -

A Would encourage drivers to use Park Rd (which is already over traveled and has many dangerous hills and sharp curves) as an alternative short cut to the malls and business strip of Sellsgrove area

B Would avoid bringing more traffic and noise closer to residents of Park Rd south of County Line Rd

C Would require a major expansion to handle more traffic and higher speeds on Park Rd and adjacent roads

D Would further complicate the high speeds and volume traffic on County Line Rd west of Park Rd to Rt 304, which runs right through a growing horse and buggy community and school This direction (twisty and hilly) is abuse by traveler who avoid connecting at 304 in Winfield at Rt 15 which is a much safer road for main traffic to New Berlin and Mifflinburg

Therefore, for the above reasons, please use your engineering skills to keep the current County Line Rd. connector to Park Rd., not the proposed expansion. Respectfully Submitted,

Name James Yoder
 Address RR #1 P.O. #148 Date 3-7-06
 Road County Road West Park



1.

Form Letter - County Line Road

Response to Form Letter - County Line Road

Yoder, G.

Wisconsin Highway Administration
Attn: James Cheatham, Division Administrator

Notice "x" on map.

3/19/01

From: Residents of the immediate Winfield community, especially those living along Park Rd. South of County Line Rd. to the business strip at 11 & 1, and those along County Line Rd. West of Park Rd. to Rt. 304 toward New Berlin.

- 1. We don't want the current land disturb more than necessary!
- 2. It should cost less to use the existing County Line Rd connection to Park Rd.
- 3. The proposed new County line Rd. Connector between Rt.15 and Park Rd. -

Winfield, WI
Exchange

A. Would encourage drivers to use Park Rd. (which is already over traveled and has many dangerous hills and sharp curves) as an alternative short cut to the malls and business strip of Selinsgrove area.

B. Would avoid bringing more traffic and noise closer to residents of Park Rd. south of County Line Rd.

C. Would require a major expansion to handle more traffic and higher speeds on Park Rd. and adjacent roads.

D. Would further complicate the high speeds and volume traffic on County Line Rd. west of Park Rd. to Rt. 304, which runs right through a growing horse and buggy community and school. This direction (twisty and hilly) is abuse by traveler who avoid connecting at 34 in Winfield at Rt.15, which is a much safer road for main traffic to New Berlin and Mifflinburg.

Therefore, for the above reasons, please use your engineering skills to keep the current County Line Rd. connector to Park Rd., not the proposed expansion. Respectfully Submitted,

Name Shelina M. Yoder
Address Winfield, WI Box 155 Date _____
Road County Line Rd. West of Park Rd.

OPTIONAL FORM NO. 7-81
FAX TRANSMITTAL

- 1. See response to Form Letter on pages 466-467.

Form Letter - County Line Road

Response to Form Letter - County Line Road

Witmer, R.

To: Federal Highway Administration
Attn.: James Cheatham, Division Administrator

Notice "X" on map.

From: Residents of the immediate Winfield community, especially those living along Park Rd. South of County Line Rd. to the business strip at 11 & 15, and those along County Line Rd. West of Park Rd. to Rt. 304 toward New Berlin.

1. We don't want the current land disturb more than necessary!

2. It should cost less to use the existing County Line Rd connection to Park Rd.

3. The proposed new County line Rd. Connector between Rt.15 and Park Rd. -

A. Would encourage drivers to use Park Rd.(which is already over traveled and has many dangerous hills and sharp curves) as an alternative short cut to the malls and business strip of Selinsgrove area.

B. Would avoid bringing more traffic and noise closer to residents of Park Rd. south of County Line Rd.

C. Would require a major expansion to handle more traffic and higher speeds on Park Rd. and adjacent roads.

D. Would further complicate the high speeds and volume traffic on County Line Rd. west of Park Rd. to Rt. 304, which runs right through a growing horse and buggy community and school. This direction (twisty and hilly) is abuse by traveler who avoid connecting at 304 in Winfield at Rt.15. which is a much safer road for main traffic to New Berlin and Mifflinburg.

Therefore, for the above reasons, please use your engineering skills to keep the current County Line Rd. connector to Park Rd., not the proposed expansion. Respectfully Submitted,

Name Russell S. Witmer
Address Rt. Winfield PA Date 3/12/2001
Road Park Road

Russell S. Witmer

1. See response to Form Letter on pages 466-467.

1.



***VI. Recommendation of the
Preferred Alternative***



VI. RECOMMENDATION OF THE PREFERRED ALTERNATIVE

The National Environmental Policy Act (NEPA) regulations for Environmental Impact Statements (EIS's) [40 CFR Part 1502.14(e)] state that the lead agency shall, "identify the agency's preferred alternative or alternatives, if one or more exists, in the draft statement and identify such alternative in the final statement unless another law prohibits the expression of such a preference." The Federal Highway Administration (FHWA), the lead agency for the CSVT Project, is to recommend an alternative that it believes would fulfill its statutory mission and responsibilities, giving consideration to economic, environmental, and engineering factors.

The FHWA and PENNDOT believe the transportation project development process has led to the identification of a Preferred Alternative, as described herein.

Early in the study process, it became obvious that developing and evaluating alternatives would involve the quantitative and qualitative assessments of many environmental features. No alternatives, developed to meet the project needs, could be designed and constructed without impacts to various resources that are highly valued by one or more interested parties. This fact often resulted in conflicting preferences during the evaluation process. In general, the resulting differences in opinion involved discussions on:

- how to characterize a resource and quantify the potential impact to the resource;
- how to assess the quality of a resource and incorporate the quality assessment into the alternatives evaluation process; and
- how to compare and assess the impacts on different resources to one another.

From the beginning of the study process, efforts were made to design alternatives that would satisfy the need with sensitivity to community concerns and special features of the study area. Alternatives that were determined to not fully meet the project need or had substantial impact to valuable and protected resources were not advanced for detailed study.

At the conclusion of the Phase I (preliminary) investigations, the transportation improvement alternatives remaining for detailed study consisted of highway alignments that were investigated to further assess the impacts on the various important resources and the ability to mitigate adverse impact that cannot be avoided. Section IV of this Final EIS (Environmental Consequences and Mitigation) describes the detailed studies conducted for the following set of alternatives.

Section 1

- DAMA (with 61 Connector)
- OT2A (with 61 Connector)
- OT2B (with 15 Connector and Stetler Avenue Interchange)

Section 2

- RC1-E
- RC1-W
- RC5
- RC6

All of the alternatives studied in detail and listed above meet the project needs of reducing congestion, improving safety and ensuring sufficient capacity for future growth. All of the Section 2 alternatives meet the needs and no one alternative is better at meeting the project needs. However, in Section 1, it is important to note that the alternatives that connect back to the existing roadway network by the way of the 61 Connector (DAMA and OT2A) best meet the project needs since they are the most effective at providing traffic congestion relief on the existing roadway network.

The 61 Connector serves traffic that would ordinarily need to travel on existing US Routes 11/15. Of the estimated traffic that the 61 Connector serves (24,000 trips), approximately 14,000 trips are coming from and going to the south. Of the 14,000 trips coming from and going to the south, more than 5,100 are coming to / from Sunbury and destinations along Route 61 east of the Susquehanna River and Route 147 east of the river and south of Sunbury, 3,600 are coming to / from the strip area in Shamokin Dam and 5,300 are coming to / from Northumberland Borough. This traffic would no longer need to travel on US Routes 11/15 from Route 61 south (through the heavily congested, commercialized “strip” area) since the 61 Connector would provide a direct connection to the new bypass.

The Route 15 Connector alone cannot provide for traffic relief as well as the 61 Connector. The 5,100 to / from Sunbury and the 3,600 trips to / from the strip area in Shamokin Dam are not likely to travel north to ultimately head south. It is anticipated that this traffic would not head north on US Routes 11/15 to the “split,” then travel on the new alignment. Additionally, the trips to Northumberland Borough from the 15 Connector would need to complete the difficult left turn movement at the 11/15 split instead of the free flowing right turn movement if coming from the south via the 61 Connector to US Routes 11/15 North of Route 61. The addition of the Stetler Avenue interchange serves as an additional way to accommodate the southern-bound and strip-bound travelers. However, more traffic is left using the heavily congested portions of US Routes 11/15 to access the Stetler Avenue Interchange.

Approximately 2,000 to 3,500 more vehicles remain on the existing network between the Veterans Memorial Bridge and the Stetler Avenue Interchange with the OT2B alternative. South of the Stetler Avenue Interchange the number of vehicles remaining on the existing system with the Stetler Avenue Interchange / 15 Connector combination alternative (OT2B) decreases by 2,000 to 11,000 vehicles. The OT2B alternative leaves 6,500 vehicles more than the DAMA / OT2A alternatives (those using the 61 Connector) on the stretch of US 15 between the 15 Connector and the 11/15 split.

As noted, there is no alternative in either study area section (Section 1 and Section 2) that does not impact important environmental features. In making a recommendation for a Preferred Alternative, attempts were made to recommend the alternative that causes the least damage overall to the social, biological and cultural environment. This decision involved difficult judgments, particularly in balancing one environmental value against another.

The FHWA, in consultation with PENNDOT and the cooperating agencies (including the US Army Corps of Engineers, US Environmental Protection Agency, and PA Department of Environmental Protection), used the information from the detailed studies reported in Section IV along with feedback from the other governmental agencies and the public to make a recommendation for a Preferred Alternative. The Recommended Preferred Alternative includes the following alternatives.

Section 1

- DAMA (with 61 Connector)

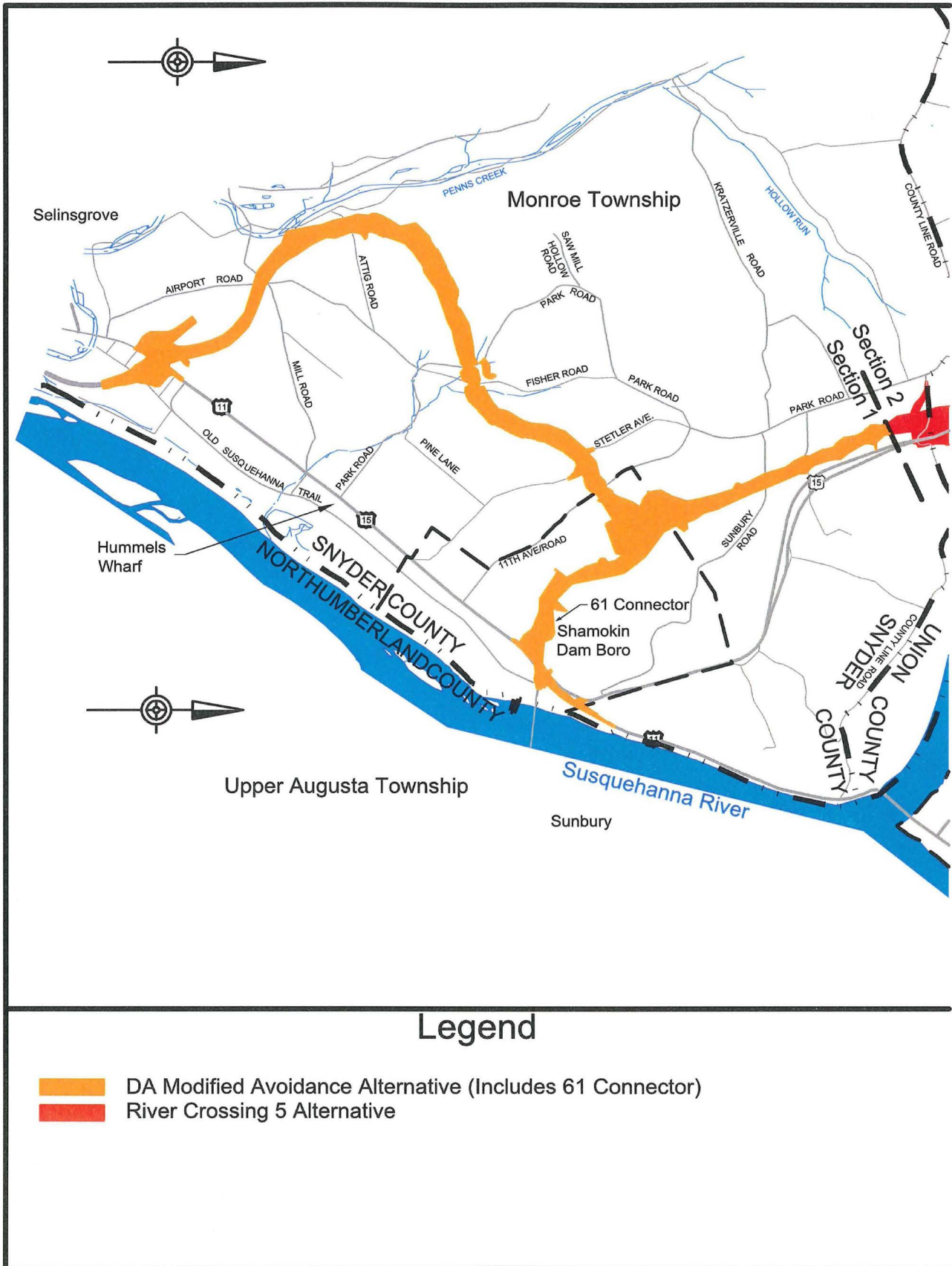
Section 2

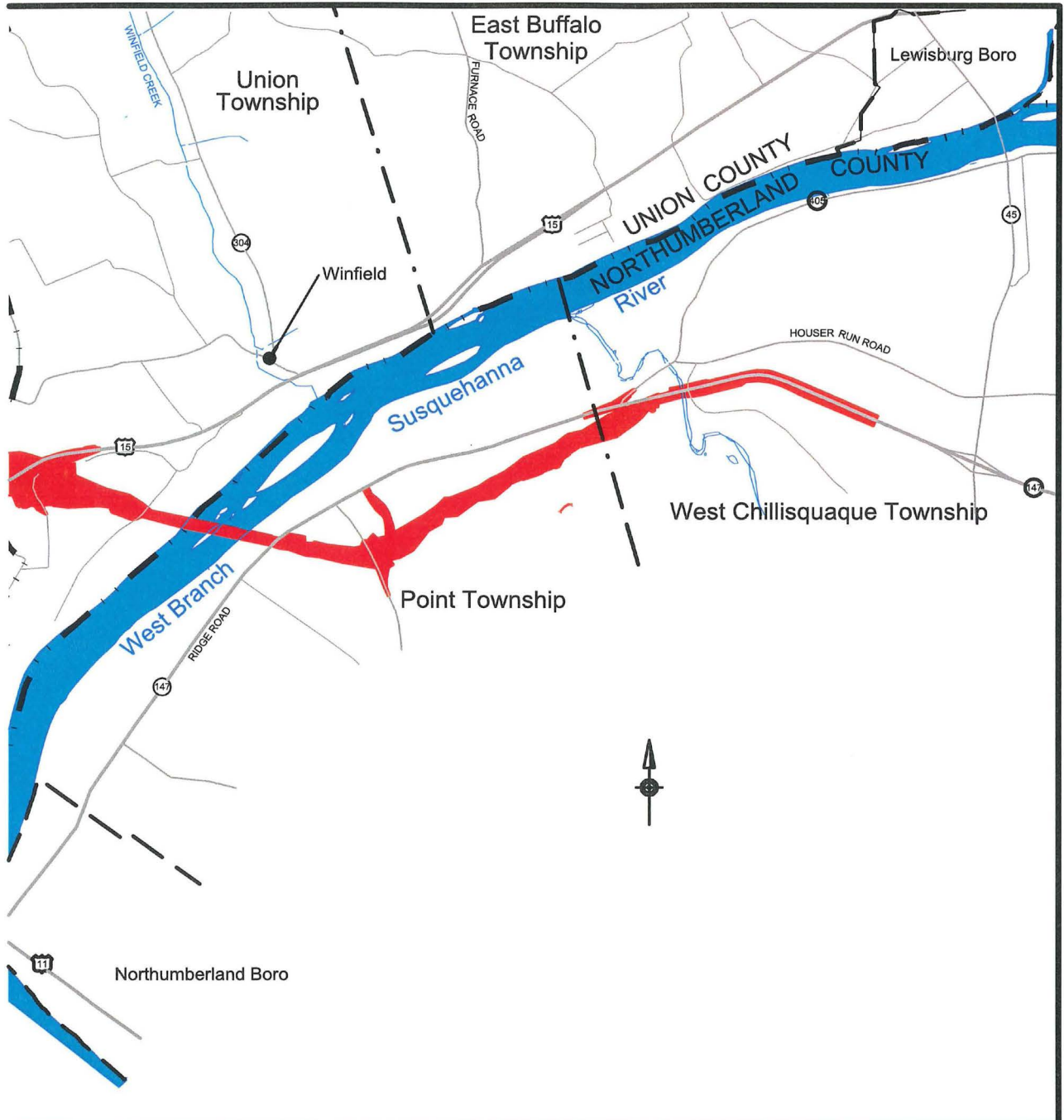
- RC5

The Recommended Preferred Alternative is shown in Figure VI-1.

In Section 1 the DAMA is recommended as the Preferred Alternative over the Old Trail Alternatives based on the following reasons.

- Least impact to residences (33)
- Least impact to travel patterns on the existing network during construction
- Least impact to wetlands (4.8 Ac)
- No impact to Susquehanna River floodplain, including the canal wetland systems located on the floodplain

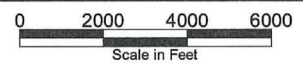
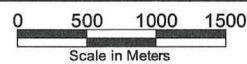




Central Susquehanna Valley
Transportation Project

Figure VI-1

Recommended Preferred
Alternative



- Least impact to high probability archaeological areas
- Minimizes impacts to communities
- Lowest total project cost

The overall impacts of the Section 1 Alternatives are shown in the Cost Summary Table (see Table VI-1) and the Impact Summary Table (see Table VI-2).

In Section 2, the RC5 emerged as the Preferred Alternative for the following reasons.

- Least impact to residences (25) and businesses (0)
- Does not require the placement of a river bridge pier on a geological formation prone to sinkholes
- Best avoids areas of high probability archaeology
- Best design for the interchange east of the river (with PA Route 147)
- Lowest total project cost

Again, the overall impacts of the Section 2 Alternatives are shown on the Cost Summary Table (see Table VI-1) and the Impact Summary Table (see Table VI-2).

A more complete listing of the advantages and disadvantages of each alternative in each section appears in Table VI-3.

The alignment of the Preferred Alternative (DAMA/RC5) is the most environmentally sound alignment when all components of the study area environment are considered, along with the ability to mitigate for those impacts that cannot be avoided. The Recommended Preferred Alternative will provide safe and efficient travel while minimizing impacts to valuable community and natural resources.

As noted, the Preferred Alternative consists of DAMA in Section 1 and RC5 in Section 2, as illustrated in Figure VI-1. These alignments required the construction of a new four-lane, limited access facility that will meet FHWA and PENNDOT design criteria. The proposed design includes a 60-foot grassed median, an 8-foot inside shoulder, two 12-foot lanes (in each direction) and a 12-foot outside shoulder. A typical section is shown in Figure III-21.

The recommendation of the Preferred Alternative is subject to further and full evaluation of comments received after the review of the Final EIS. The final selection of an alternative will not be made until thorough consideration is given to all comments.



**TABLE VI-1
CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION PROJECT
COST SUMMARY TABLE (\$)**

**DRAFT
2-28-03**

	Section 1 (Southern) Alternatives			Section 2 (Northern) Alternatives			
	DA Modified Avoidance	Old Trail 2A	Old Trail 2B	RC1-W	RC1-E	RC5	RC6
Construction	29,164,500	40,529,500	45,865,500	9,601,500	15,502,500	16,069,500	19,975,000
Earthwork	12,416,929	11,792,330	12,342,434	7,258,540	\$6,030,635	5,762,310	6,565,790
Pavement	2,581,000	1,117,000	1,121,000	0	0	0	0
Geotechnical Structures	34,085,000	53,778,000	55,901,000	95,258,000	102,479,000	89,925,000	95,487,000
Relocation of RR	0	1,560,000	1,607,000	0	0	0	0
Miscellaneous	23,474,229	32,633,049	35,051,080	33,635,412	37,203,641	33,527,043	36,608,337
Total	101,721,658	141,409,879	151,888,014	145,753,452	161,215,776	145,283,853	158,636,127
Utility Relocation	5,786,520	6,993,060 ^c	8,411,640 ^c	594,000	954,000	945,000	1,032,000
Right-of-Way Acquisition	12,305,834 ^a	11,535,858 ^b	16,248,978 ^b	8,992,672 ^a	6,297,104 ^a	4,458,304 ^a	6,328,864 ^a
Mitigation							
Wetland Replacement	214,864	978,590	953,934	106,421	125,657	152,967	192,795
Stream Enhancement	127,500	113,750	120,125	109,625	114,125	82,000	106,875
Noise Barriers	3,199,550	11,532,150	8,637,050	861,650	861,650	861,650	861,650
Total	3,541,914	12,624,490	9,711,109	1,077,696	1,101,432	1,096,617	1,161,320
Archaeology							
Phase I Testing	280,000 ^c	2,779,000 ^d	2,771,000 ^d	1,313,000	1,315,000	589,000	933,000
Total	123,635,926	175,342,287	189,030,741	157,730,820	170,883,312	152,372,774	161,762,447

Footnotes:

- a Relocation benefits are included.
- b Relocation benefits and flooding mitigation are included.
- c Time involved = 1 month (approximately).
- d Time involved = 1 year (approximately)
- e Includes \$3,000,000 for reconfiguration of Ash Basin No. 1.



TABLE VI-2
IMPACT SUMMARY

DRAFT
2-28-03

SECTION 1 (SOUTHERN) ALTERNATIVES			
	DA Modified Avoidance	Old Trail 2A	Old Trail 2B
TOTAL AREA (ACRES)	561.22	423.23	470.69
Structures (No.)			
Residential	33	43	46
Residential Accessory	12	38	43
Agricultural - Barns	1	1	1
Agricultural - Outbuildings	3	3	3
Utility Structure	1	0	0
Commercial (# Structures/Businesses Affected)	4/7 ^a	2 ^b	13/12 ^d
Industrial (# Structures/Businesses Affected)	0	1/2 ^c	1/2 ^c
Churches	0	0	1 ^e
Abandoned	0	0	0
Agriculture (Acres)			
Agricultural Security Area (Total)	98.72	25.49	25.21
Agricultural Security Area (In Production)	71.2	20.70	20.90
Productive Farmland (Direct and Indirect)	151.60	74.00	76.70
Agricultural Soils			
Prime	143.35	174.12	169.61
Statewide Important	194.34	115.20	134.57
Habitat (Acres)			
Wetlands (Direct and Indirect)	4.79	14.13	14.19
Forest Land	183.89	81.93	123.68
Old Field (Herbaceous and Shrubland)	157.02	118.81	124.26
Riverine Forest	0.05	45.36	45.30
Waste Sites (No.)	5 ^k	5 ^l	10 ^m
Surface Water Resources			
Stream Relocations (No.)	3	4	2
Hydrologic Alterations (No.)	4	0	3
Bridge Crossings (No.)	2	0	0
Culverts (No.)	14	14	14
Total Length of Impact (Ft.)	16,445	13,770	14,945
Cultural			
Historic Properties (No.)	0	0	0
Prehistoric Archaeological Resource Potential (Acres)			
Very High	0.82	35.69	34.87
High	14.93	49.79	47.30
Moderate	155.26	103.42	92.08
Low	164.12	106.00	120.88
Very Low	215.93	128.23	175.36
Historic Archaeological Resource Potential (Acres)			
High	11.14	10.10	14.78
Moderate	32.83	66.50	73.98
Low	44.64	20.88	40.92
Noise Impacts			
Noise Impacted Residences	109	234	209
Residences with Reasonable Mitigation	32	192	167
Earthworkⁿ			
Cut (CY)	8,477,000	4,964,000	5,782,000
Fill (CY)	6,120,000	5,913,000	5,790,000
Net	2,357,000	-949,000	-8,000
Length			
Segment Length (Ft./Miles)	35,984/6.82	32,333/6.12	32,333/6.12

Footnotes

- a Comfort Inn, Performance Computers/Digital Link, Class A Auto/Class A Carpet Outlet/Styles Unlimited Fitness Center, Styles Unlimited Beauty Salon
b Denise Skotedis Interior Design, Rex's Audio and Video
c Wildland Floral Supply/Rollins Leasing Company
d Denise Skotedis Interior Design, Pulse Fitness Center/Nextel, Sunbury Sewing/Rental Stop, Hummels Service, McDonalds, Leading Electronics, Bailey's Produce Patch (4 buildings), Mulls Auto Sales (2 buildings), Ulrich's Fruit Market, Rex's Audio and Video
e Calvary Baptist Church
f Central Penn Carpet/Duo-Fast/Mid Atlantic/Pella Window/PA Home Accents, Automart (2 buildings), Kohl's Market, US Cargo, Lahr's Mini Storage (2 buildings), Weathervane Boarding Dogs and Cats
g PG Energy
h Ridgeview Evangelical Free Church



TABLE VI-2
IMPACT SUMMARY

DRAFT
2-28-03

SECTION 2 (NORTHERN) ALTERNATIVES				
	RC1-W	RC1-E	RC5	RC6
TOTAL AREA (ACRES)	389.95	403.49	400.48	415.31
Structures (No.)				
Residential	46	28	25	26
Residential Accessory	30	24	22	21
Agricultural - Barns	2	1	2	1
Agricultural - Outbuildings	13	3	3	3
Utility Structure	0	0	0	0
Commercial (# Structures/Businesses Affected)	8/10 ⁱ	4/7 ⁱ	0/0	5/8 ⁱ
Industrial (# Structures/Businesses Affected)	1 ^p	1 ^p	0	1 ^p
Churches	1 ⁿ	0	0	0
Abandoned	10	9	9	9
Agriculture (Acres)				
Agricultural Security Area (Total)	30.14	14.99	49.01	14.94
Agricultural Security Area (In Production)	12.60	2.60	25.5	2.60
Productive Farmland (Direct and Indirect)	140.1	162.4	165.6	142.6
Agricultural Soils				
Prime	45.60	55.80	56.40	61.80
Statewide Important	100.90	107.60	114.40	116.30
Habitat (Acres)				
Wetlands (Direct and Indirect)	2.62	3.10	2.98	4.18
Forest Land	164.47	208.43	181.13	209.96
Old Field (Herbaceous and Shrubland)	21.77	33.64	38.92	35.17
Riverine Forest	10.52	11.17	5.66	11.28
Waste Sites (No.)	3 ⁿ	1 ^p	0	2 ^p
Surface Water Resources				
Stream Relocations (No.)	0	0	2	0
Hydrologic Alterations (No.)	2	2	3	2
Bridge Crossings (No.)	3	3	4	3
Culverts (No.)	8	7	5	7
Total Length of Impact (Ft.)	7,395	7,210	8,480	6,825
Cultural				
Historic Properties (No.)	0	0	0	0
Prehistoric Archaeological Resource Potential (Acres)				
Very High	8.35	9.31	2.77	6.19
High	10.03	9.59	8.25	15.59
Moderate	57.62	54.18	44.40	62.36
Low	136.56	134.58	151.88	134.67
Very Low	177.31	195.13	192.44	195.77
Historic Archaeological Resource Potential (Acres)				
High	3.02	1.28	1.26	1.40
Moderate	56.61	38.80	23.91	41.50
Low	56.58	52.92	51.89	62.56
Noise Impacts				
Noise Impacted Residences	37	36	42	35
Residences with Reasonable Mitigation	15	15	15	15
Earthwork^q				
Cut (CY)	2,311,000	4,506,000	4,671,000	4,015,000
Fill (CY)	2,486,000	3,000,000	2,562,000	2,769,000
Net	-175,000	1,505,000	2,108,000	1,246,000
Length				
Segment Length (Ft./Miles)	28,816/5.46	28,943/5.48	29,196/5.53	29,767/5.64

Footnotes

- i Central Penn Carpet/Duo-Fast/Mid Atlantic/Pella Window/PA Home Accents, Automart (2 buildings), US Cargo
- j Central Penn Carpet/Duo-Fast/Mid Atlantic/Pella Window/PA Home Accents, Automart (2 buildings), US Cargo, Winfield Auction and Surplus Outlet
- k Class A Auto, PP&L Ash Basin #2, Auto Credit, Inc., PP&L Ash Basin #3, Tax Parcel No. 12-05-146
- l Wildland Floral Supply/Rollins Leasing Company, PP&L Ash Basin #1, Abandoned Lot Tax Parcel No. 12-11-298, PP&L Ash Basin #3, Tax Parcel No. 12-05-146
- m Wildland Floral Supply/Rollins Leasing Company, Hummels Service, Sunbury Sewing/Rental Stop, Pulse Fitness Center/The Country Edition, Mulls Auto Sales, Budget Bakery, PP&L Ash Basin #1, PP&L Ash Basin #3, Abandoned Lot Tax Parcel No. 12-11-298, Tax Parcel No. 12-05-146
- n US Cargo, C&G Rabbitry, Kohl's Market
- o US Cargo
- p US Cargo, Winfield Auction and Surplus Outlet
- q The cut quantities are based on a 2:1 cut slope. These quantities may be reduced during final design

**TABLE VI-3
SECTION 1 ALTERNATIVES
ADVANTAGES/DISADVANTAGES**

DA MODIFIED AVOIDANCE	OT 2A	OT 2B
ADVANTAGES		
<ul style="list-style-type: none"> • Has the lowest number of residential displacements (33) • Has the least impact to wetlands (4.8 ac) • Has the least impact to very high (0.8 ac) and high (14.9 ac) probability archaeological areas • Has the least impact to noise sensitive receptors (109 receptors) • Has no impact to the Susquehanna River floodplain • Has the least impact to riverine forested areas, a habitat type considered important in the study area (0.05 ac) • Minimizes impact to communities • Has the lowest construction cost • Has the lowest mitigation cost • Has the lowest projected costs for Phase I Archaeological Survey • Has the lowest total project cost • Generates minimal disruption to existing traffic patterns during construction 	<ul style="list-style-type: none"> • Has the least impact to businesses (4 businesses directly acquired) • Has the least impact to productive farmland (74.0 ac) • Of the 234 noise impacted receptors, mitigation is feasible and reasonable at 192 receptors (82%) • Has the least impact to Productive Agricultural Security Areas (20.7 ac) • Is shorter than DAMA 	<ul style="list-style-type: none"> • Has a lower impact to productive farmland than DAMA (76.7 ac) • Has a lower impact to Productive Agricultural Security Areas than DAMA (20.9 ac) • Of the 209 noise impacted receptors, mitigation is feasible and reasonable at 167 receptors (80%) • Is shorter than DAMA • Achieves the best earthwork balance (borrow of 8,000 cubic yards)

**TABLE VI-3
(CONTINUED)**

DA MODIFIED AVOIDANCE	OT 2A		OT 2B
DISADVANTAGES			
<ul style="list-style-type: none"> • Has the greatest impact to Productive Agricultural Security Areas (71.2 ac) • Has the greatest impact to productive farmland (151.6 ac) • Has the greatest impact to forest land (183.9 ac) • Has the greatest length (linear) of surface water impact (16,445 ft) • Of the 109 noise impacted receptors, mitigation is feasible and reasonable at only 32 receptors (29%) • Is the longest alternative • Has the greatest earthwork imbalance (Waste of 2,357,000 cubic yards) 	<ul style="list-style-type: none"> • Impacts more residences than DAMA (43 compared to 33) • Has the greatest impact to very high (35.7 ac) and high (49.8 ac) probability archaeological areas • Has the greatest impact to noise sensitive receptors (234 receptors) • Causes a rise in the 100-year flood elevation of approximately 3 inches (maximum) • Necessitates the most stream relocations • Has the greatest impact to riverine forested areas, a habitat type considered important in the study area (45.4 ac) • Involves a \$3 million reconfiguration of Ash Basin #1 • Necessitates relocation of a railroad spur line • Has higher construction costs than DAMA (\$141 million vs. \$102 million) • Has the highest mitigation costs (involves more wetland replacement costs and noise wall costs) • Has the highest projected Phase I archaeological costs (10 times higher cost) • Has a higher total project cost than DAMA • Will have substantial impact to existing traffic patterns during construction • Will breach the breast of Ash Basin #3 • Has a greater earthwork imbalance than OT2B (borrow of 949,000 cubic yards) 		<ul style="list-style-type: none"> • Has the greatest impact to residences (46) • Has the greatest impact to businesses (14 businesses directly acquired) • Has the greatest impact to potential waste sites (10) • Has a greater impact to very high (34.9 ac) and high (47.3 ac) probability archaeological areas than DAMA • Has a greater impact to noise sensitive receptors than DAMA (209 receptors) • Causes a rise in the 100-year flood elevation of approximately 3 inches (maximum) • Has a greater impact to riverine forested areas than DAMA (45.3 ac) • Involves a \$3 million reconfiguration of Ash Basin #1 • Necessitates relocation of a railroad spur line • Has the highest construction cost (\$152 million) • Has higher mitigation costs than DAMA • Has higher projected Phase I archaeological costs than DAMA (10 times higher) • Has the highest total project cost • Will have substantial impact to existing traffic patterns during construction • Will breach the breast of Ash Basin #3 • Has the greatest impact to wetlands (14.2 ac)

**TABLE VI-3
SECTION 2 ALTERNATIVES
ADVANTAGE/DISADVANTAGE
(CONTINUED)**

RC1-E	RC1-W	RC5	RC6
ADVANTAGES			
<ul style="list-style-type: none"> ● Has a lower impact to residences than RC1-W (28 versus 46) ● Has the least impact to Productive Agricultural Security Areas (2.6 ac) ● Has a lower impact to wetlands than RC6 (3.10 ac) 	<ul style="list-style-type: none"> ● Has a lower impact to Productive Agricultural Security Areas than RC5 (12.6 ac versus 25.5 ac) ● Has the least impact to productive farmland (140.1 ac) ● Has the least impact to wetlands (2.62 ac) ● Achieves the best earthwork balance (borrow of 175,000 cubic yard) ● Has the lowest utility relocation costs 	<ul style="list-style-type: none"> ● Has the least impact to residences (25) ● Has the least impact to businesses (0) ● Has a lower impact to wetlands than RC6 (2.98 ac) ● Has the lowest impact to riverine forest land, a habitat type determined important in the study area (5.66 ac) ● Has no impact to potential waste sites ● Has the least impact to very high (2.77 ac) and high (8.25 ac) probability archaeological areas ● Does not necessitate a major river crossing pier be placed on geological formation prone to sinkholes (high concentrations of limestone) ● Crosses W. Branch Susquehanna on the small island which has lower habitat value than the larger island ● Has the lowest construction cost ● Has the lowest projected Phase I archaeology costs ● Has the lowest total project cost ● Has the best interchange geometry on the east side of the river 	<ul style="list-style-type: none"> ● Has a lower impact to residences than RC1-W (26 versus 46) ● Has the least impact to Productive Agricultural Security Areas (2.6 ac) ● Has a lower impact to productive farmland than RC5 (142.6 ac) ● Has the least impact to noise sensitive receptors

**TABLE VI-3
(CONTINUED)**

RC1-E	RC1-W	RC5	RC6
DISADVANTAGES			
<ul style="list-style-type: none"> ● Has a greater number of affected businesses than RC5 (8) ● Has the greatest impact to very high (9.31 ac) probability archaeological areas ● Necessitates a major river crossing pier be placed on geological formation prone to sinkholes (high concentrations of limestone) ● Crosses West Branch Susquehanna on large island ● Has the highest construction cost ● Has the highest Phase I archaeological costs (1.2 times higher than RC5) ● Has the highest total project cost 	<ul style="list-style-type: none"> ● Has the greatest impact to residences (46) ● Has the greatest impact to businesses (11) ● Has the greatest impact to potential waste sites (3) ● Necessitates a major river crossing pier be placed on geological formation prone to sinkholes (high concentrations of limestone) ● Crosses West Branch of Susquehanna on large island 	<ul style="list-style-type: none"> ● Has the greatest impact to Productive ASAs (25.5 ac) ● Has the greatest impact to productive farmland (165.6 ac) ● Has the most impact to noise sensitive receptors (42 receptors) ● Has the greatest earthwork imbalance (waste of 2,108,000 cubic yards) 	<ul style="list-style-type: none"> ● Has a greater number of affected businesses than RC5 (9) ● Has the greatest impact to wetlands (4.18 ac) ● Has the highest impact to riverine forest land, a habitat type determined important in the study area (11.3) ● Has the greatest impact to high (15.59 ac) probability archaeological areas ● Necessitates a major river crossing pier be placed on geological formation prone to sinkholes (high concentrations of limestone) ● Crosses West Branch of Susquehanna on large island ● Has the highest utility relocation costs

The total impacts of the Recommended Preferred Alternative in both Sections 1 and 2 are shown in Table VI-4.

**TABLE VI-4
IMPACTS OF THE RECOMMENDED PREFERRED ALTERNATIVE**

	Section 1	Section 2	Total
	DA Modified Avoidance	RC5	
TOTAL AREA (ACRES)	561.22	400.48	961.70
Structures (No.)			
Residential	33	25	58
Residential Accessory	12	22	34
Agricultural - Barns	1	2	3
Agricultural - Outbuildings	3	3	6
Utility Structure	1	0	1
Commercial (# Structures/Businesses Affected)	4/7 ^a	0/0	4/7
Industrial (# Structures/Businesses Affected)	0	0	0
Churches	0	0	0
Abandoned	0	9	9
Agriculture (Acres)			
Agricultural Security Area (Total)	98.72	49.01	147.73
Agricultural Security Area (In Production)	71.2	25.5	96.70
Productive Farmland (Direct and Indirect)	151.60	165.6	317.20
Agricultural Soils			
Prime	143.35	56.40	199.75
Statewide Important	194.34	114.40	308.74
Habitat (Acres)			
Wetlands (Direct and Indirect)	4.79	2.98	7.77
Forest Land	183.89	181.13	365.02
Old Field (Herbaceous and Shrubland)	157.02	38.92	195.94
Riverine Forest	0.05	5.66	5.71
Waste Sites (No.)	5 ^b	0	5
Surface Water Resources			
Stream Relocations (No.)	3	2	5
Hydrologic Alterations (No.)	4	3	7
Bridge Crossings (No.)	2	4	6
Culverts (No.)	14	5	19
Total Length of Impact (Ft.)	16,445	8,480	24,925
Cultural			
Historic Properties (No.)	0	0	0
Prehistoric Archaeological Resource Potential (Acres)			
Very High	0.82	2.77	3.59
High	14.93	8.25	23.18
Moderate	155.26	44.40	199.66
Low	164.12	151.88	316.00
Very Low	215.93	192.44	408.37
Historic Archaeological Resource Potential (Acres)			
High	11.14	1.26	12.40
Moderate	32.83	23.91	56.74
Low	44.64	51.89	96.53
Noise Impacts			
Noise Impacted Residences	109	42	151
Residences with Reasonable Mitigation	32	15	47
Earthwork^a			
Cut (CY)	8,477,000	4,671,000	13,148,000
Fill (CY)	6,120,000	2,562,000	8,682,000
Net	2,357,000	2,108,000	4,465,000
Length			
Segment Length (Ft./Miles)	35,984/6.82	29,196/5.53	65,180/12.35
Total Costs	123,635,926	152,372,774	276,008,700

Footnotes

- a Comfort Inn, Performance Computers/Digital Link, Class A Auto/Class A Carpet Outlet/Styles Unlimited Fitness Center, Styles Unlimited Beauty Salon
- b Class A Auto, PPL Ash Basin 2, Auto Credit, Inc., PPL Ash Basin 3, Tax Parcel No. 12-05-146



***VII. List of Preparers
and Reviewers***



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Seneca - Cayuga Tribe of Oklahoma

P.O. Box 1283
Miami, OK 74355

Delaware Tribe of Indians, Oklahoma

220 NW Virginia Avenue
Bartlesville, OK 74003

Seneca Nation of Indians

467 Center Street
Salamanca, NY 14779

Absentee - Shawnee Tribe of Oklahoma

2025 S. Gordon Cooper Drive
Shawnee, OK 74801

Cayuga Nation

P.O. Box 11
Versailles, NY 14168

Eastern Shawnee Tribe of Oklahoma

P.O. Box 350
Seneca, MO 64865

Onondaga Indian Nation

RR #1, Box 319-B
Nedrow, NY 13120

St. Regis Mohawk Tribe
412 State Route 37
Akwasasne, NY 13655

Tonawanda Band of Seneca Indians
7027 Meadville Road
Basom, NY 14013

Tuscarora Nation
2006 Mount Hope Road
Lewistown, NY 14092

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IX. Appendices





*Appendix A -
Technical Support Data Index*





**CENTRAL SUSQUEHANNA VALLEY
TRANSPORTATION PROJECT (CSV)
S.R. 0015, SECTION 088
SNYDER, UNION, AND NORTHUMBERLAND COUNTIES,
PENNSYLVANIA**

TECHNICAL SUPPORT DATA MASTER INDEX

- 1. SOCIAL AND ECONOMIC CONSIDERATIONS**
- 2. NOISE**
- 3. AIR QUALITY**
- 4. FARMLANDS**
- 5. VISUAL QUALITY**
- 6. NATURAL RESOURCES**
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- 13. PUBLIC INVOLVEMENT**
- 14. AGENCY COORDINATION**
- 15. PROJECT NEEDS**
- 16. TRAFFIC AND TRANSPORTATION NETWORK**
- 17. ENGINEERING**
- 18. ALTERNATIVES**



***Appendix B -
Agency Correspondence -
Threatened and Endangered Species***



BLT

DEC - 8 1995

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
Rachel Carson State Office Building
P.O. Box 8552
Harrisburg, PA 17105-8552
December 5, 1995

717-787-3444

Bureau of Forestry

Ms. Bonnie Tweedy
Skelly and Loy, Inc.
2601 North Front Street
Harrisburg, PA 17110

RE: PNDI Review of Central Susquehanna Valley Thruway (CSV T), Snyder, Union and Northumberland Counties, PA

Dear Bonnie:

In response to your office review on 28 November 1995, for information on the presence of resources of special concern within the Central Susquehanna Valley Thruway project site, PNDI records indicate many historic and confirmed occurrences of species of special concern within the vicinity of the project area. The following list is provided for your planning needs.

The confirmed occurrences include:

Lupinus perennis, Lupine, PR

Dodecatheon amethystinum, Jeweled Shooting-Star, PT

Northern Appalachian Shale Cliff Community

Habitat for the Jeweled Shooting Star occurs along the western bank of the Susquehanna River in the river bluff communities referred to as Northern Appalachian Shale Cliff Community. The community extends from the Route 11 and 15 split north to approximately 2.5 miles north of where Route 11 crosses the river into Northumberland. The Lupine occurs in sandy soils along Route 15 north of the Route 11 and 15 split.

Other species that occurred historically include:

Alisma plantago-aquatica var americana, Broad-Leaved Water-Plantain, PE

Lupinus perennis, Lupine, PR

Populus balsamifera, Balsam Poplar, PE

Hemicarpha micrantha, Common Hemicarpha, PE

Monarda punctata, Spotted Bee Balm, PE

Eupatorium rotundifolium, A Eupatorium, TU

Opheodrys aestivus, Rough Green Snake, PT

Montandon Marsh located west of Montandon and south of S.R. 45, contains several species of special concern. At present the project boundaries do not include this area but if they are revised please consult PNDI in order to update your information.

As alignments are established another PNDI review may determine direct impacts to confirmed occurrences. In that case we suggest a site visit(s) with Bureau of Forestry, Native Plant Program personnel to locate the confirmed occurrences and determine habitat protection needs of the confirmed occurrences in the project area. Please contact us early in the field season so that we can schedule dates during optimum flowering times. We also recommend field investigations by a qualified botanist to determine the absence or presence of the species that historically occurred within the project area.

The Rough Green Snake is under the jurisdiction of the Pennsylvania Fish and Boat Commission. Please contact Andy Shiels at (814) 359-5113 or write to him at Pennsylvania Fish & Boat Commission, Bureau of Fisheries and Engineering, 450 Robinson Lane, Bellefonte, PA 16823 in order to determine if a field investigation is needed.

PNDI is a site specific information system which describes significant natural resources of Pennsylvania. This system includes data descriptive of plant and animal species of special concern, exemplary natural communities and unique geological features. PNDI is a cooperative project of the Department of Conservation and Natural Resources, The Nature Conservancy and the Western Pennsylvania Conservancy. This response represents the most up-to-date summary of the PNDI data files and is applicable for one year. However, an absence of recorded information does not necessarily imply actual conditions on-site. A field survey of any site may reveal previously unreported populations.

PNDI is partially funded through contributions to the Wild Resource Conservation Fund. If you feel that this information has been of value to your company please use the enclosed flyer to make a donation to the Wild Resource Conservation Fund.

Legal authority for Pennsylvania's biological resources resides with three administrative agencies. The enclosure titled PNDI Management Agencies, outlines which species groups are managed by these agencies. If data provided by the PNDI system are to be published in any form, the Inventory should be informed at the outset and credited as the source.

Bonnie Tweedy

-3

December 5, 1995

Please phone this office if you have questions concerning this response or the PNDI system.

Sincerely,

Chris Klinedinst Firestone
Plant Program Specialist
Pennsylvania Natural Diversity Inventory

Enclosures

cc: Jill Belfonti, PNDI-East
Andy Shiels, PFBC



COMMONWEALTH OF PENNSYLVANIA

PENNSYLVANIA GAME COMMISSION

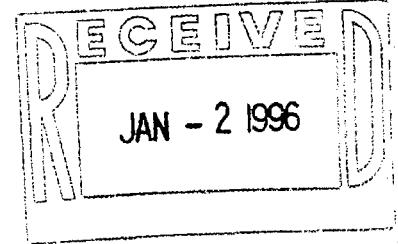
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SYSTEMS717-787-4076

December 29, 1995

Ms. Bonnie L. Tweedy
Skelly and Loy, Inc.
2601 North Front Street
Harrisburg, PA 17110



BLT

In re: Central Susquehanna Valley Thruway
S.R. 0015 Section 088, S.R. 0147
Northumberland, Snyder, and Union Counties, PA

Dear Ms. Tweedy:

This is in response to your letter of December 15, 1995 requesting information concerning endangered and threatened species of birds and mammals as related to this project.

Our office review has determined that the below listed species of special concern has historically occurred and might presently occur within the project area.

<u>Quadrangle</u>	<u>Species</u>	<u>Habitat</u>
Northumberland	Peregrine Falcon (<u>Falcon peregrinus</u>)	Cliffs, ledges, and along rivers.

Please develop a study plan to determine whether there might be a significant impact upon the above species and its habitat. The Pennsylvania Game Commission would like to review and comment on the study plan before it is implemented. We must reserve final comment on wildlife impacts until this agency is provided with the completed study.

If it is determined that the project may impact State Game Lands NO. 193 or critical and unique wildlife habitat you may be requested to conduct additional surveys.

You should be aware that any impacts to wetlands or other bodies of water will require permits from the U.S. Army Corps of Engineers, Baltimore District (410-962-3670); and the Pennsylvania Department of Environmental Protection, Bureau of Water Quality Management, Soils and Waterways Section Northcentral Regional Office in Williamsport (717-327-3574).

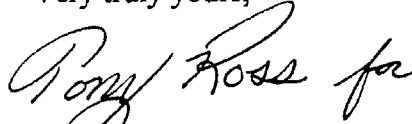
Ms. Bonnie Tweedy

-2-

December 28, 1995

If you have any questions, please contact Kevin Mixon of my staff at (717) 783-5957.

Very truly yours,

A handwritten signature in cursive script that reads "Denver A. McDowell" followed by a small "fa" or similar mark.

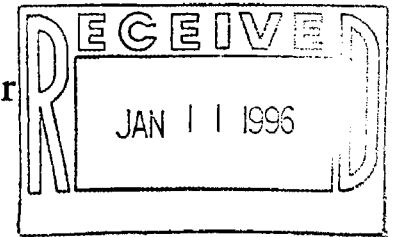
Denver A. McDowell, Chief
Division of Environmental
Planning and Habitat Protection
Bureau of Land Management

KM/pfb



BLT
United States Department of the Interior

FISH AND WILDLIFE SERVICE
Suite 322
315 South Allen Street
State College, Pennsylvania 16801



January 10, 1996

Ms. Bonnie L. Tweedy
Environmental Scientist
Skelly and Loy, Inc.
2601 North Front Street
Harrisburg, PA 17110

Dear Ms. Tweedy:

This responds to your letter of December 15, 1995 requesting information about federally listed and proposed endangered and threatened species within the area affected by the proposed Central Susquehanna Valley Thruway project (S.R. 0015, Section 088, S.R. 0147) located in Northumberland, Snyder, and Union Counties, Pennsylvania. The following comments are provided pursuant to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) to ensure the protection of endangered and threatened species.

Except for occasional transient species, no federally listed or proposed threatened or endangered species under our jurisdiction are known to exist in the project impact area. Therefore, no Biological Assessment or further Section 7 consultation under the Endangered Species Act is required with the Fish and Wildlife Service. Should project plans change, or if additional information on listed or proposed species becomes available, this determination may be reconsidered. A compilation of federally listed species in Pennsylvania is enclosed for your information.

This response relates only to endangered or threatened species under our jurisdiction based on an office review of the proposed project's location. No field inspection of the project area has been conducted by this office. Consequently, this letter is not to be construed as addressing other Service concerns under the Fish and Wildlife Coordination Act or other legislation.

Requests for information regarding State-listed endangered or threatened species should be directed to the Pennsylvania Game Commission (birds and mammals), the Pennsylvania Fish and Boat Commission (fish, reptiles, and amphibians), and the Pennsylvania Department of Conservation and Natural Resources (plants).

Please contact Marjorie Dunlop of my staff at 814-234-4090 if you have any questions or require further assistance regarding endangered, threatened, or candidate species.

Sincerely,

Charles J. Kulp
Supervisor

Enclosure

FEDERALLY LISTED SPECIES IN PENNSYLVANIA

<u>COMMON NAME</u>	<u>SCIENTIFIC NAME</u>	<u>STATUS*</u>	<u>DISTRIBUTION</u>
<u>FISHES</u>			
Shortnose sturgeon**	<i>Acipenser brevirostrum</i>	E	Delaware River and other Atlantic coastal waters
<u>REPTILES & AMPHIBIANS</u>			
None			
<u>BIRDS</u>			
Bald eagle	<i>Haliaeetus leucocephalus</i>	T	Entire state. Recent nesting in Butler, Crawford, Dauphin, Forest, Lancaster, Pike, Tioga, Warren and York Counties
Peregrine falcon (American)	<i>Falco peregrinus anatum</i>	E	Entire state. Recent nesting in and around Philadelphia and Pittsburgh (Allegheny, Delaware, Philadelphia and Bucks Counties)
Piping plover	<i>Charadrius melodus</i>	E	Presque Isle (Erie County). Migratory. No nesting in Pennsylvania since mid-1950s
<u>MAMMALS</u>			
Indiana bat	<i>Myotis sodalis</i>	E	Summer range: possibly state-wide in suitable habitat. Only one known winter hibernaculum (south-central Pennsylvania)
<u>MOLLUSKS</u>			
Clubshell mussel	<i>Pleurobema clava</i>	E	French Creek and Allegheny River watersheds; Clarion, Crawford, Erie, Forest, Mercer and Venango Counties
Northern riffleshell	<i>Epioblasma torulosa rangiana</i>	E	French Creek and Allegheny River watersheds; Crawford, Erie, Forest, Venango and Warren Counties
<u>PLANTS</u>			
Northeastern bulrush	<i>Scirpus ancistrochaetus</i>	E	Current - Blair, Centre, Clinton, Cumberland, Dauphin, Franklin, Huntingdon, Lackawanna, Lehigh, Monroe, Perry and Union Counties. Historic - Northampton County
Small-whorled pogonia	<i>Isotria medeoloides</i>	T	Current - Centre and Venango Counties. Historic - Berks, Chester, Greene, Monroe, Montgomery, Philadelphia Counties

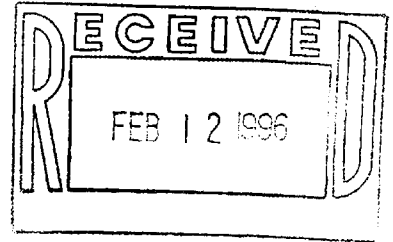
* E = Endangered, T = Threatened

Revised 7/13/95

** Shortnose sturgeon is under the jurisdiction of the National Marine Fisheries Service



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA FISH & BOAT COMMISSION
Division of Fisheries Management
450 Robinson Lane
Bellefonte, PA 16823-9620
(814) 359-5110



BLT

IN REPLY REFER TO
PNDI# 1006

February 8, 1996

SKELLY AND LOY, INC.
Bonnie L. Tweedy
2601 North Front Street
Harrisburg, PA 17110

Dear Ms. Tweedy:

**RE: Environmental Assessment
Central Susquehanna Valley Thruway
SR 0015, Section 088, SR 0147
Northumberland, Snyder and Union Counties
Pennsylvania**

The study area for the above proposed project was reviewed for species of concern under PFBC protection. Depending on the location of the proposed roadway corridor and project design, potential adverse impacts may occur to the Rough green snake (*Opheodrys aestivus*), a PA threatened species, and the Spadefoot toad (*Scaphiopus h. holbrookii*), a PA secure species with a limited distribution in the state. Both species are known from the vicinity of the proposed project.

Unfortunately, with the information available to me, it is impossible to assess potential adverse impacts to either species. The rough green snake is a diurnal, mostly arboreal serpent that is frequently encountered in forested areas with an open canopy and dense understory shrub layer, or early successional sites with a well developed mosaic of shrubs and thickets. Their diet consists of small terrestrial arthropods (spiders and insects) and it is not uncommon to find them in the wetter, less drained areas, possibly to improve their foraging opportunities. Overwintering occurs in dry upland burrows often frequented by other serpents.

The spadefoot toad is a small burrowing toad that is rarely encountered on the surface. Its presence can best be determined by listening for its young crow-like breeding call in early spring during and following heavy rains.

Proposed roadway alignments through undisturbed potential habitat for the rough green snake should be surveyed early in the warm season (May - June). Due to this snake's unique habits and behavior, at least one biologist performing the survey should be

B. Tweedy
February 8, 1996
Page 2

familiar with this species in the field. Surveys specifically for the spadefoot toad are not required, but an effort should be made to distinguish their call from other amphibians if conducting wetland-related work in the earlier part of the warm season shortly after heavy rains.

In your response to this letter, please provide USGS 7.5 minute maps showing proposed alignments through the study corridor. Please also identify areas that could represent suitable habitat for the rough green snake.

Please call me at (814) 359-5113 or 5186 if you have any questions regarding this matter.

Sincerely,



Andrew L. Shiels
Herpetology, Endangered Species &
Triploid Grass Carp Coordinator

sal

c: R. Snyder



COMMONWEALTH OF PENNSYLVANIA

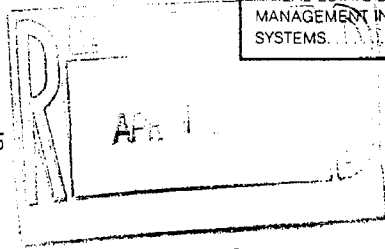
PENNSYLVANIA GAME COMMISSION

2001 ELMERTON AVENUE
HARRISBURG, PA 17110-9797

ADMINISTRATIVE BUREAUS:

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LAND MANAGEMENT	717-787-6818
REAL ESTATE DIVISION	717-787-6568
MANAGEMENT INFORMATION SYSTEMS	717-787-4076

April 9, 1996



Ms. Michelle Cohen
Skelly and Loy, Inc.
2601 North Front St.
Harrisburg, PA 17110

Dear Ms. Cohen:

In response to your request for information services, we are providing the enclosed printout from the Pennsylvania Fish and Wildlife Data Base.

We have record of the **Bald Eagle** (PA/Fed Threatened), **Massasauga**, (PA Endangered), **Upland Sandpiper** (PA Threatened), occurring on or near the project area.

Please contact Andy Shiels, Endangered Species Coordinator, PA Fish and Boat Commission (814-359-5113) for more information on the **Massasauga**.

Additional comments concerning this data search are included on the attached pages.

The charge for this search is \$9.50, due within fifteen days of receipt of this letter.

Very truly yours,

Calvin W. DuBrock, Director
Bureau of Wildlife Management
Pennsylvania Game Commission

Encl.
CWD:sp

Pennsylvania Fish and Wildlife Data Base
LIST A: Endangered and Threatened Species
**** Skelly and Loy Central Susquehanna Valley Thruway Project ****
08 APR 1996

Quadrangles Included:

- Lewisburg
- Freeburg
- Milton
- Northumberland
- West Sunbury

Common Name.....	Scientific Name.....	Status.....	Status
Eagle, Bald	<i>Haliaeetus leucocephalus</i>	PA / Fed Endangered	A

Massasauga	<i>Sistrurus catenatus</i>	PA Endangered	E

Sandpiper, Upland	<i>Bartramia longicauda</i>	PA Threatened	T

Note: The purpose of the following list is to identify endangered, threatened, and special concern species which may potentially occur within a designated area. This list includes species which may exist on your project area as well as migrating and accidental species. This information is based on records of these animals inhabiting specific habitat types within each county.

Pennsylvania Fish and Wildlife Data Base
LIST B: Potential Special Concern Species
(Includes Accidental and Migrant Species)

**** Skelly and Loy Central Susquehanna Valley Thruway Project ****
08 APR 1996

Counties Included:

Snyder
Northumberland
Union

Status.....	No. of Species Listed
PA / Fed Endangered	2
PA Endangered	4
PA Threatened	6
Candidate Species	29
Total Species Listed:	41

Pennsylvania Fish and Wildlife Data Base
 LIST B: Potential Special Concern Species
 (Includes Accidental and Migrant Species)

** Skelly and Loy Central Susquehanna Valley Thruway Project **
 08 APR 1996

Common Name.....	Scientific Name.....	Status.....	Status
Eagle, Bald	<i>Haliaeetus leucocephalus</i>	PA / Fed Endangered	A
Falcon, Peregrine	<i>Falco peregrinus</i>	PA / Fed Endangered	A

Osprey	<i>Pandion haliaetus</i>	PA Endangered	E
Owl, Short-eared	<i>Asio flammeus</i>	PA Endangered	E
Rail, King	<i>Rallus elegans</i>	PA Endangered	E
Tern, Black	<i>Chlidonias niger</i>	PA Endangered	E

Snake, Rough Green	<i>Opheodrys aestivus</i>	PA Threatened	T
Bittern, American	<i>Botaurus lentiginosus</i>	PA Threatened	T
Bittern, Least	<i>Ixobrychus exilis</i>	PA Threatened	T
Flycatcher, Yellow-bellied	<i>Empidonax flaviventris</i>	PA Threatened	T
Sandpiper, Upland	<i>Bartramia longicauda</i>	PA Threatened	T
Myotis, Eastern Small-footed	<i>Myotis leibii</i>	PA Threatened	T

Harrier, Northern	<i>Circus cyaneus</i>	Candidate - At Risk	U
Owl, Common Barn	<i>Tyto alba</i>	Candidate - At Risk	U
Snipe, Common	<i>Gallinago gallinago</i>	Candidate - At Risk	U
Sparrow, Henslow's	<i>Ammodramus henslowii</i>	Candidate - At Risk	U
Warbler, Prothonotary	<i>Protonotaria citrea</i>	Candidate - At Risk	U
Bobcat	<i>Felis rufus</i>	Candidate - At Risk	U
Cottontail, New England	<i>Sylvilagus transitionalis</i>	Candidate - At Risk	U
Otter, River	<i>Lutra canadensis</i>	Candidate - At Risk	U

Coot, American	<i>Fulica americana</i>	Candidate - Rare	V
Goshawk, Northern	<i>Accipiter gentilis</i>	Candidate - Rare	V
Grebe, Pied-billed	<i>Podilymbus podiceps</i>	Candidate - Rare	V
Grosbeak, Blue	<i>Guiraca caerulea</i>	Candidate - Rare	V
Tanager, Summer	<i>Piranga rubra</i>	Candidate - Rare	V
Teal, Green-winged	<i>Anas crecca</i>	Candidate - Rare	V
Thrush, Swainson's	<i>Catharus ustulatus</i>	Candidate - Rare	V

Bobwhite, Northern	<i>Colinus virginianus</i>	Candidate - Undeterm	W
Crossbill, Red	<i>Loxia curvirostra</i>	Candidate - Undeterm	W
Dickcissel	<i>Spiza americana</i>	Candidate - Undeterm	W
Duck, Ruddy	<i>Oxyura jamaicensis</i>	Candidate - Undeterm	W
Egret, Cattle	<i>Bubulcus ibis ibis</i>	Candidate - Undeterm	W
Gadwall	<i>Anas strepera</i>	Candidate - Undeterm	W
Nighthawk, Common	<i>Chordeiles minor</i>	Candidate - Undeterm	W

Pennsylvania Fish and Wildlife Data Base
 LIST B: Potential Special Concern Species
 (Includes Accidental and Migrant Species)

** Skelly and Loy Central Susquehanna Valley Thruway Project **
 08 APR 1996

Common Name.....	Scientific Name.....	Status.....	Status
Owl, Long-eared	Otus asio	Candidate - Undeterm	W
Owl, Northern Saw-whet	Aegolius acadicus	Candidate - Undeterm	W
Pintail, Northern	Anas acuta	Candidate - Undeterm	W
Whip-poor-will	Caprimulgus vociferus	Candidate - Undeterm	W
Vigeon, American	Anas americana	Candidate - Undeterm	W
Weasel, Least	Mustela nivalis	Candidate - Undeterm	W

Rattlesnake, Timber	Crotalus horridus	Candidate Species	Y

Pennsylvania Fish and Wildlife Data Base
LIST C: Potential Special Concern Species Land Use/Cover Type List
** Skelly and Loy Central Susquehanna Valley Thruway Project **
08 APR 1996

Counties Included: Snyder, Northumberland, Union

<u>Land Use/Cover Type</u>	<u>No. Species</u>
Urban Land	11
Agricultural Land - Cropland/Pasture	25
Agricultural Land - Orchards/Vineyards/Nurseries	9
Agricultural Land - Confined Feeding Operations	4
Rangeland - Herbaceous	20
Rangeland - Shrub/Brush	16
Rangeland - Mixed	12
Forest Land - Deciduous	26
Forest Land - Evergreen	23
Forest Land - Mixed	24
Water - Streams/Rivers/Canals	18
Water - Lakes	17
Water - Reservoirs	15
Water - Estuaries	13
Wetland - Forested	27
Wetland - Nonforested	24
Barren Land	7

Pennsylvania Fish and Wildlife Data Base
 LIST C: Potential Special Concern Species Land Use/Cover Type List
 ** Skelly and Loy Central Susquehanna Valley Thruway Project **
 08 APR 1996

Counties Included: Snyder, Northumberland, Union

Species Common Name.....	Feeding Behavior *Stat. Herb Omni Carn..	Land Use/Cover Type															
		Urban.. (10's)	Agric Crops (21)	Agric Orchd (22)	Agric.. Feed (23)	Range Herb (31)	Range Shrub (32)	Range.. Mix (33)	Forest Decid (41)	Forest Conif (42)	Forest.. Mix (43)	Water. Stream (51)	Water Lake (52)	Water. Reserv (53)	Water.. Bay (54)	WetInd Forest (61)	WetInd.. Non-For (62)
Rattlesnake, Timber	Y				X				X	X							
Snake, Rough Green	T			X					X			X	X				
Bittern, American	T			X							X	X	X	X	X	X	
Bittern, Least	T			X							X	X	X	X	X	X	
Bobwhite, Northern	W	X			X		X	X	X	X					X		
Coot, American	V	X			X						X	X	X	X	X	X	
Crossbill, Red	W	X				X			X	X					X		
Dickcissel	W	X	X		X	X	X										
Duck, Ruddy	W	X									X	X	X				X
Eagle, Bald	E		X		X				X	X	X	X	X		X	X	
Egret, Cattle	W	X			X	X	X	X	X	X	X	X	X	X	X	X	X
Falcon, Peregrine	E		X	X	X	X	X	X							X	X	X
Flycatcher, Yellow-bellied	T	X							X	X	X				X		
Gadwall	W	X			X		X			X		X	X	X	X	X	X
Goshawk, Northern	V		X		X		X		X	X	X				X		
Grebe, Pied-billed	V		X								X	X	X	X			X
Grosbeak, Blue	V	X				X	X	X	X								
Harrier, Northern	U		X	X	X		X	X	X							X	X
Nighthawk, Common	W		X	X	X		X										
Osprey	E		X	X					X	X	X	X	X	X	X	X	X
Owl, Common Barn	U		X	X	X	X	X		X	X	X				X	X	
Owl, Long-eared	W		X	X	X	X	X	X	X	X	X				X		
Owl, Northern Saw-whet	W		X		X				X	X	X				X		
Owl, Short-eared	E		X		X		X	X	X					X		X	X
Pintail, Northern	W		X		X		X				X	X	X	X		X	
Rail, King	E		X		X						X	X	X	X		X	
Sandpiper, Upland	T		X		X		X		X	X	X						

* Status Codes: E = Endangered; T = Threatened. Candidate Classifications: U = At Risk; V = Rare; W = Undetermined Status; Y = Unspecified.

Pennsylvania Fish and Wildlife Data Base
 LIST C: Potential Special Concern Species Land Use/Cover Type List
 ** Skelly and Loy Central Susquehanna Valley Thruway Project **
 08 APR 1996

Counties Included: Snyder, Northumberland, Union

Species Common Name.....	Feeding Behavior *Stat. Herb Omni Carn..	Land Use/Cover Type																
		Urban.. (10's)	Agric Crops (21)	Agric Orchd (22)	Agric.. Feed (23)	Range Herb (31)	Range Shrub (32)	Range.. Mix (33)	Forest Decid (41)	Forest Conif (42)	Forest.. Mix (43)	Water. Stream (51)	Water Lake (52)	Water. Reserv (53)	Water.. Bay (54)	WetInd Forest (61)	WetInd.. Non-For (62)	Barren. (70's)
Snipe, Common	U		X			X	X	X	X	X	X					X	X	X
Sparrow, Henslow's	U		X			X											X	
Tanager, Summer	V		X		X				X		X					X		
Teal, Green-winged	V		X		X		X		X	X	X	X	X	X	X	X	X	X
Tern, Black	E				X							X	X	X			X	
Thrush, Swainson's	V		X			X			X	X	X					X		
Warbler, Prothonotary	U				X				X							X		
Whip-poor-will	W				X	X	X	X	X	X	X					X		
Wigeon, American	W		X		X				X	X	X	X	X	X	X	X	X	
Bobcat	U				X	X	X	X	X	X	X					X	X	X
Cottontail, New England	U	X						X	X	X								
Myotis, Eastern Small-footed	T				X	X	X	X	X	X	X	X			X	X	X	X
Otter, River	U		X						X	X	X	X	X	X	X	X	X	
Weasel, Least	W		X		X	X	X	X	X	X	X	X			X	X		

* Status Codes: E = Endangered; T = Threatened.

Candidate Classifications: U = At Risk; V = Rare; W = Undetermined Status; Y = Unspecified.



COMMONWEALTH OF PENNSYLVANIA

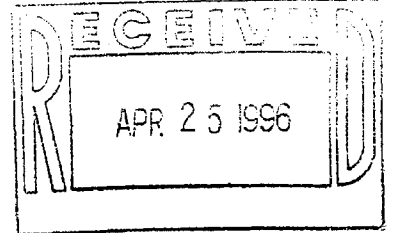
PENNSYLVANIA GAME COMMISSION

2001 ELMERTON AVENUE
HARRISBURG, PA 17110-9797

ADMINISTRATIVE BUREAUS:

ADMINISTRATION	717-787-5670
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PROCUREMENT DIVISION	717-787-6594
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PERSONNEL DIVISION	717-787-7836
WILDLIFE MANAGEMENT	717-787-5529
INFORMATION & EDUCATION	717-787-6286
LAW ENFORCEMENT	717-787-5740
LAND MANAGEMENT	717-787-6818
REAL ESTATE DIVISION	717-787-6568
MANAGEMENT INFORMATION	
SYSTEMS	717-787-4076

April 24, 1996



Ms. Michelle Cohen
Skelly and Loy, Inc.
2601 North Front St.
Harrisburg, PA 17110

Dear Ms. Cohen:

In response to your request for information services, we are providing the enclosed printout from the Pennsylvania Fish and Wildlife Data Base.

We have record of the **Bald Eagle**, (PA/Fed Threatened), **Massauga** (PA Endangered), and the **Upland Sandpiper**, (PA Threatened) occurring at or near the project area.

Please contact Andy Shiels, Endangered Species Coordinator, PA Fish and Boat Commission (814-359-5113) for more information on the **Redbelly Turtle**.

Additional comments concerning this data search are included on the following page.

The bill for this service is \$9.50. Please make reimbursement to the Pennsylvania Game Commission, Division of Wildlife Management, 2001 Elmerton Ave., Harrisburg, PA 17110-9797, within fifteen days.

Please note, you have already received a bill for this printout.

Very truly yours,

Calvin W. DuBrock, Director
Bureau of Wildlife Management

CWD/smp
Encl.

Note: The purpose of the following list is to identify endangered or threatened species which occur or are likely to occur on a designated site. We have record of the following species occurring in or near your project area. Their occurrence may depend on season, habitat type, and individual movements or migration patterns. Field surveys may be required to determine whether these species exist on your project area. If an endangered/threatened bird or mammal survey is planned for a project site, please contact the Division of Wildlife Data Base, Pennsylvania Game Commission (717-787-1570).

Pennsylvania Fish and Wildlife Data Base
 LIST A: Endangered and Threatened Species
 ** Central Susquehanna Valley Thruway Project **
 22 APR 1996

Quadrangles Included:

Freeburg
 Lewisburg
 Milton
 Northumberland
 West Sunbury

Land Use/Cover Types Included:

Rangeland - Herbaceous
 Rangeland - Shrub/Brush
 Agriculture - Cropland/Pasture
 Rangeland - Mixed
 Forest - Deciduous
 Forest - Evergreen
 Forest - Mixed
 Wetland - Forested
 Wetland - Nonforested
 Barren - Strip Mines/Quarries/Gravel Pits
 Barren - Transitional Areas

Common Name.....	Scientific Name.....	Status.....
Eagle, Bald	<i>Haliaeetus leucocephalus</i>	PA / Fed Endangered
Massasauga	<i>Sistrurus catenatus</i>	PA Endangered
Sandpiper, Upland	<i>Bartramia longicauda</i>	PA Threatened

Note: The purpose of the following list is to identify endangered, threatened, and special concern species which may potentially occur within a designated area. This list includes species which may exist on your project area as well as migrating and accidental species. This information is based on records of these animals inhabiting specific habitat types within each county.

Pennsylvania Fish and Wildlife Data Base
 LIST B: Potential Special Concern Species
 (Includes Accidental and Migrant Species)
 ** Central Susquehanna Valley Thruway Project **
 22 APR 1996

Counties Included:

Northumberland
 Snyder
 Union

Land Use/Cover Types Included:

Rangeland - Herbaceous
 Rangeland - Shrub/Brush
 Agriculture - Cropland/Pasture
 Rangeland - Mixed
 Forest - Deciduous
 Forest - Evergreen
 Forest - Mixed
 Wetland - Forested
 Wetland - Nonforested
 Barren - Strip Mines/Quarries/Gravel Pits
 Barren - Transitional Areas

Status.....	No. of Species Listed
PA / Fed Endangered	2
PA Endangered	4
PA Threatened	6
Candidate Species	29
 Total Species Listed:	 41

Pennsylvania Fish and Wildlife Data Base
 LIST B: Potential Special Concern Species
 (Includes Accidental and Migrant Species)
 ** Central Susquehanna Valley Thruway Project **
 22 APR 1996

Common Name.....	Scientific Name.....	Status.....
Eagle, Bald	<i>Haliaeetus leucocephalus</i>	PA / Fed Endangered
Falcon, Peregrine	<i>Falco peregrinus</i>	PA / Fed Endangered
Osprey	<i>Pandion haliaetus</i>	PA Endangered
Owl, Short-eared	<i>Asio flammeus</i>	PA Endangered
Rail, King	<i>Rallus elegans</i>	PA Endangered
Tern, Black	<i>Chlidonias niger</i>	PA Endangered
Snake, Rough Green	<i>Opheodrys aestivus</i>	PA Threatened
Bittern, American	<i>Botaurus lentiginosus</i>	PA Threatened
Bittern, Least	<i>Ixobrychus exilis</i>	PA Threatened
Flycatcher, Yellow-bellied	<i>Empidonax flaviventris</i>	PA Threatened
Sandpiper, Upland	<i>Bartramia longicauda</i>	PA Threatened
Myotis, Eastern Small-footed	<i>Myotis leibii</i>	PA Threatened
Harrier, Northern	<i>Circus cyaneus</i>	Candidate - At Risk
Owl, Common Barn	<i>Tyto alba</i>	Candidate - At Risk
Snipe, Common	<i>Gallinago gallinago</i>	Candidate - At Risk
Sparrow, Henslow's	<i>Ammodramus henslowii</i>	Candidate - At Risk
Warbler, Prothonotary	<i>Protonotaria citrea</i>	Candidate - At Risk
Bobcat	<i>Felis rufus</i>	Candidate - At Risk
Cottontail, New England	<i>Sylvilagus transitionalis</i>	Candidate - At Risk
Otter, River	<i>Lutra canadensis</i>	Candidate - At Risk
Coot, American	<i>Fulica americana</i>	Candidate - Rare
Goshawk, Northern	<i>Accipiter gentilis</i>	Candidate - Rare
Grebe, Pied-billed	<i>Podilymbus podiceps</i>	Candidate - Rare
Grosbeak, Blue	<i>Guiraca caerulea</i>	Candidate - Rare
Tanager, Summer	<i>Piranga rubra</i>	Candidate - Rare
Teal, Green-winged	<i>Anas crecca</i>	Candidate - Rare
Thrush, Swainson's	<i>Catharus ustulatus</i>	Candidate - Rare
Bobwhite, Northern	<i>Colinus virginianus</i>	Candidate - Undeterm
Crossbill, Red	<i>Loxia curvirostra</i>	Candidate - Undeterm
Dickcissel	<i>Spiza americana</i>	Candidate - Undeterm
Duck, Ruddy	<i>Oxyura jamaicensis</i>	Candidate - Undeterm
Egret, Cattle	<i>Bubulcus ibis ibis</i>	Candidate - Undeterm
Gadwall	<i>Anas strepera</i>	Candidate - Undeterm
Nighthawk, Common	<i>Chordeiles minor</i>	Candidate - Undeterm

Pennsylvania Fish and Wildlife Data Base
 LIST B: Potential Special Concern Species
 (Includes Accidental and Migrant Species)
 ** Central Susquehanna Valley Thruway Project **
 22 APR 1996

Common Name.....	Scientific Name.....	Status.....
Owl, Long-eared	Otus asio	Candidate - Undeterm
Owl, Northern Saw-whet	Aegolius acadicus	Candidate - Undeterm
Pintail, Northern	Anas acuta	Candidate - Undeterm
Whip-poor-will	Caprimulgus vociferus	Candidate - Undeterm
Wigeon, American	Anas americana	Candidate - Undeterm
Weasel, Least	Mustela nivalis	Candidate - Undeterm
Rattlesnake, Timber	Crotalus horridus	Candidate Species

Pennsylvania Fish and Wildlife Data Base
 LIST C: Potential Special Concern Species Land Use/Cover Type List
 ** Central Susquehanna Valley Thruway Project **
 22 APR 1996

Counties Included: Northumberland, Snyder, Union

Land Use/Cover Type	No. Species
Urban Land	11
Agricultural Land - Cropland/Pasture	25
Agricultural Land - Orchards/Vineyards/Nurseries	9
Agricultural Land - Confined Feeding Operations	4
Rangeland - Herbaceous	20
Rangeland - Shrub/Brush	16
Rangeland - Mixed	12
Forest Land - Deciduous	26
Forest Land - Evergreen	23
Forest Land - Mixed	24
Water - Streams/Rivers/Canals	18
Water - Lakes	17
Water - Reservoirs	15
Water - Estuaries	13
Wetland - Forested	27
Wetland - Nonforested	24
Barren Land	7

Pennsylvania Fish and Wildlife Data Base
 LIST C: Potential Special Concern Species Land Use/Cover Type List

** Central Susquehanna Valley Thruway Project **

22 APR 1996

Counties Included: Northumberland, Snyder, Union

Species Common Name.....	Feeding Behavior *Stat.	Land Use/Cover Type																			
		Herb	Omni	Carn..	Urban.. (10's)	Agric Crops (21)	Agric Orchd (22)	Agric.. Feed (23)	Range Herb (31)	Range Shrub (32)	Range.. Mix (33)	Forest Decid (41)	Forest Conif (42)	Forest.. Mix (43)	Water. Stream (51)	Water. Lake (52)	Water. Reserv (53)	Water.. Bay (54)	Wet Forest (61)	Ind Non-For (62)	Barren. (70's)
Rattlesnake, Timber	Y		X			X	X			X	X	X	X								
Snake, Rough Green	T		X						X			X		X	X					X	
Bittern, American	T			X										X	X	X	X	X	X	X	
Bittern, Least	T			X										X	X	X	X	X	X	X	
Bobwhite, Northern	W		X			X		X	X	X	X	X	X						X		
Coot, American	V		X			X								X	X	X	X	X	X	X	
Crossbill, Red	W		X				X				X	X	X						X		
Dickcissel	W		X		X	X	X	X	X	X											
Duck, Ruddy	W		X											X	X	X					X
Eagle, Bald	E			X		X					X	X	X	X	X	X			X	X	
Egret, Cattle	W			X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Falcon, Peregrine	E			X	X	X		X	X	X									X	X	X
Flycatcher, Yellow-bellied	T		X								X	X	X						X		
Gadwall	W		X			X		X				X		X	X	X	X	X	X	X	
Goshawk, Northern	V			X		X	X	X			X	X	X						X		
Grebe, Pied-billed	V			X										X	X	X	X				X
Grosbeak, Blue	V		X				X	X	X	X	X										
Harrier, Northern	U			X	X	X		X	X	X										X	X
Nighthawk, Common	W			X	X	X		X													
Osprey	E			X	X						X	X	X	X	X	X	X	X	X	X	
Owl, Common Barn	U			X	X	X	X	X			X	X	X						X	X	
Owl, Long-eared	W			X	X	X		X	X	X	X	X	X						X		
Owl, Northern Saw-whet	W			X		X					X	X	X						X		
Owl, Short-eared	E			X		X		X	X	X								X		X	X
Pintail, Northern	W		X			X		X						X	X	X	X	X		X	
Rail, King	E		X			X								X	X	X	X			X	
Sandpiper, Upland	T		X		X	X		X			X	X	X								

* Status Codes: E = Endangered; T = Threatened. Candidate Classifications: U = At Risk; V = Rare; W = Undetermined Status; Y = Unspecified.

Pennsylvania Fish and Wildlife Data Base
 LIST C: Potential Special Concern Species Land Use/Cover Type List
 ** Central Susquehanna Valley Thruway Project **
 22 APR 1996

Counties Included: Northumberland, Snyder, Union

Species Common Name.....	Feeding Behavior *Stat. Herb Omni Carn..	Land Use/Cover Type																
		Urban.. (10's)	Agric Crops (21)	Agric Orchd (22)	Agric.. Feed (23)	Range Herb (31)	Range Shrub (32)	Range.. Mix (33)	Forest Decid (41)	Forest Conif (42)	Forest.. Mix (43)	Water. Stream (51)	Water Lake (52)	Water. Reserv (53)	Water.. Bay (54)	WetInd Forest (61)	WetInd.. Non-For (62)	Barren. (70's)
Snipe, Common	U		X	X		X	X	X	X	X	X					X	X	X
Sparrow, Henslow's	U		X			X											X	
Tanager, Summer	V		X	X					X		X					X		
Teal, Green-winged	V		X			X			X	X	X	X	X	X	X	X	X	X
Tern, Black	E			X								X	X	X			X	
Thrush, Swainson's	V		X						X	X	X					X		
Warbler, Prothonotary	U			X					X							X		
Whip-poor-will	W			X		X	X	X	X	X	X					X		
Wigeon, American	W		X			X			X	X	X	X	X	X	X	X	X	
Bobcat	U			X		X	X	X	X	X	X					X	X	X
Cottontail, New England	U	X							X	X	X							
Myotis, Eastern Small-footed	T			X		X			X	X	X	X	X		X	X	X	X
Otter, River	U			X					X	X	X	X	X	X	X	X	X	
Weasel, Least	W			X		X			X	X	X	X			X	X		

* Status Codes: E = Endangered; T = Threatened.

Candidate Classifications: U = At Risk; V = Rare; W = Undetermined Status; Y = Unspecified.

SKELLY AND LOY, INC.
ENGINEERS • CONSULTANTS

PROJECT NUMBER: 1295129
PROJECT NAME: Central Susq Valley Trans.
ORIGINATOR: Michelle Cohen

PHONE CONVERSATION RECORD

Conversation with: _____ Date: 12 / 16 / 96
Name: Chris Klinedinst Firestone _____ AM
Title: Plant Program Specialist _____ PM
Company: PA DCNR _____ Phone: (717) 787-3444
Subject: Threatened and Endangered Species

Notes:

Chris will review the December 5, 1995 letter to Bonnie Tweedy and provide Skelly and Loy with general locations of those species listed as historic occurrences. The update will include those species added during the 3/29/96 update (the Meadow Willow, *Salix petiolaris* and the Northeastern white water crowfoot, *Ranunculus trichophyllus*)

Chris indicated that the status for the Meadow Willow and Northeastern whitewater crowfoot were changed in October, 1996. Meadow willow changed from TU to PE and NE whitewater crowfoot changed from TU to PR.

Chris will verify that an update letter was not sent for
Follow-up Action: the 3/29/96 visit and will also resend the 12/5/96 letter.

Project File Others: KMJ
 Originator's File _____
 Project Manager SKB _____

SKELLY AND LOY, INC.
ENGINEERS • CONSULTANTS

PROJECT NUMBER: 1295129
PROJECT NAME: CSV T
ORIGINATOR: Michelle Cohen

PHONE CONVERSATION RECORD

Conversation with:

Name: Andy Shiels

Title: Herpetology Coordinator

Company: PFBC

Subject: Threatened/Endangered Species

Date: 3/31/97

Time: 1:15 AM PM

Phone: (717) 359-5113

Notes:

Andy indicated that the massasauga and the red-bellied turtle identified by the PGC as species of concern within the CSV T project are not a concern. The massasauga's known habitat is in Western PA and the turtle's ~~known~~ known habitat is south of the project area.

Follow-up Action:

Project File
 Originator's File
 Project Manager SKB
Others: KMJ

PROJECT NUMBER: 1295129003

PROJECT NAME: CSVT

ORIGINATOR: Michelle Cohen

PHONE CONVERSATION RECORD

Conversation with:

Date: 4/27/98

Name: Dr. Hulse

Time: 9:00 AM PM

Title: Herpetologist / IUP
also head of the Herp Atlas Project

Company: _____

Phone: 412 357-2279

Subject: Rough Green Snake (PAT) / Spade foot Toad (TU)

Notes: Dr. Hulse indicated that it is highly doubtful that the rough green snake occurs in the CSVT study area. He knows of no populations. He said two viable populations occur in the state - (Chester Co, Greene Co) He knows of an old literature record that the snake may be in the CSVT study area - He said to verify, with Andy Shields that the record is historic. He said prime habitat for the snake is shrub and tree habitat along streams + lakes. - Shrub understory 5-10' w/ tall trees or young trees present along the stream. Structure is important not the species. (Down logs ect not that important) - Species is arboreal - Best way to find - Survey at night w/ flash light - belly pale green + stands out in light.

~~Spade foot Toad~~ Spade foot Toad - Sandy loam soils preferred adjacent to forest areas. These species are very difficult to locate - They can breed anytime ^{of year} as long as it is warm enough, the female is ready, and surface water present. The spade foot is heard sometimes after very heavy rains. I told Dr. Hulse we would pay close attention to wetlands with sand / sandy loam soils in a forested setting as we conduct our field work.

- Project File
 - Originator's File
 - Project Manager SKB
- Others: PJD

included in ACM
Meeting Minutes
7/30/98

MEMORANDUM
S.R. 0015, SECTION 008
CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION
(CSV) PROJECT
JULY 30, 1998

This memorandum provides an update regarding the status of the threatened and endangered species evaluation for bird species. The update was inadvertently omitted during the July 22, 1998, Agency Coordination Meeting. Coordination with the Pennsylvania Game Commission (PGC) and the U.S. Fish and Wildlife Service (U.S. FWS) indicated that transient species such as the peregrine falcon (*Falco peregrinus*), Pennsylvania and Federally endangered, and the bald eagle (*Haliaeetus leucocephalus*), Pennsylvania endangered and Federally threatened, may occur in the project vicinity. The species are not known to inhabit the study area. The PGC also noted that the upland sandpiper (*Bartramia longicauda*), Pennsylvania threatened, may occur in the vicinity but is not known in the CSVT study area. Recent coordination with Mr. Dan Brauning, Ornithologist, PGC, revealed that sightings of the sandpiper have not been reported locally. Historical sightings (1970-1985) of the birds west and northeast of the study area were reported in the "Birds of the Central Susquehanna Valley" by Allen R. Schweinsberg. Suitable upland sandpiper habitat is grassland/pastureland and is approximately 40.5 hectares (100 acres) in size, according to Mr. Brauning. The reclaimed ash pond (Pond 3) in conjunction with the adjacent active pasture comprise greater than 40.5 hectares (100 acres). The presence of upland sandpipers has not been noted in the pond area while conducting wetland or wildlife studies from April through July. The most recent search of the pond area did not reveal the presence of the upland sandpiper. In addition, no peregrine falcons or bald eagles were noted in the study area while conducting other studies. Searches for the three bird species of concern will continue throughout the study. Any questions regarding this memorandum may be directed to Michelle Cohen at 717-232-0593.

Respectfully Submitted,



Michelle S. Cohen

MSC/veb

cc: Sandy Basehore
REM/1295129003

File: MEMO.MSC

BUREAU OF FISHERIES

Delano R. Graff, Director
(814) 359-5154
FAX: (814) 359-5153

IN REPLY REFER TO
PNDI# 2804



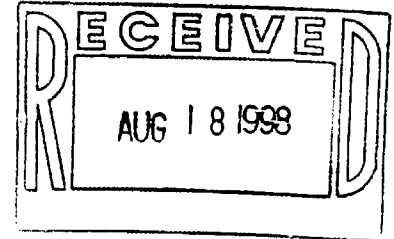
MSC

DIVISION OF FISHERIES MANAGEMENT

Richard A. Snyder, Chief
(814) 359-5110
FAX: (814) 359-5153

COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA FISH & BOAT COMMISSION
Division of Fisheries Management
450 Robinson Lane
Bellefonte, PA 16823-9620
(814) 359-5110

August 17, 1998



SKELLY AND LOY, INC.
Michelle S. Cohen
2601 North Front Street
Harrisburg, PA. 17110-1185


Dear Michelle:

**RE: Central Susquehanna Valley Transportation Project
S.R. 0015, Section 088
Northumberland, Snyder, and Union Counties, Pennsylvania**

Thank you for your June 3, 1998 letter. Based on your phone conversation with my assistant Chris Urban on 8/12/98 and subsequent correspondence with this office, there appears to be no apparent adverse impacts to the Pennsylvania species of concern, timber rattlesnake (*Crotalus horridus*) and rough green snake (*Opheodrys aestivus*) with regards to the above referenced project.

Please contact my office if you have questions regarding this response. Thank you for your patience, cooperation, and concern of the fate of nongame Pennsylvania reptiles, amphibians, fish and invertebrate species.

Sincerely,


Andrew L. Shiels
Nongame and Endangered Species Unit

CU/kjd

cc: R. Snyder

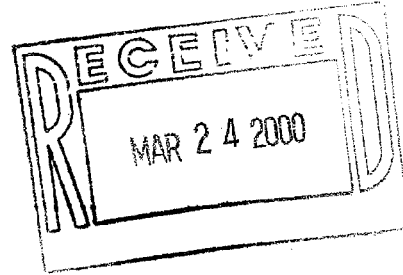


United States Department of the Interior

FISH AND WILDLIFE SERVICE
Pennsylvania Field Office
315 South Allen Street, Suite 322
State College, Pennsylvania 16801-4850

March 13, 2000

Mr. Leon Liggitt
Pennsylvania Department of Transportation
District 3-0
715 Jordan Avenue
Montoursville, PA 17754



Dear Mr. Liggitt:

This letter provides updated information about federally listed and proposed endangered and threatened species within the area affected by the proposed Central Susquehanna Valley Transportation Project (S.R. 0015, Section 088) located in Snyder, Union, and Northumberland Counties, Pennsylvania. The following comments are provided pursuant to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) to ensure the protection of endangered and threatened species.

It was brought to our attention at the February 23, 2000, Agency Coordination Meeting (held at McCormick, Taylor & Associates, Inc., in Harrisburg) that the last written communication regarding endangered species issues associated with the subject project was a January 3, 1995, letter from the Service. Since the 1995 letter, new species information has become available, therefore, this letter will serve to update our federally-listed threatened and endangered species determination.

The study area is within the known range of the Indiana bat (*Myotis sodalis*), a species that is federally listed as endangered. Land clearing, especially of forested areas, may adversely affect Indiana bats by killing, injuring or harassing roosting bats, and by removing or reducing the quality of foraging and roosting habitat. Due to the size of the proposed project (approximately 81 to 209 acres of forest land to be cleared) and its proximity to an active Indiana bat hibernaculum (located in Mifflin County), a bat survey of the project alternatives considered for detailed study should be conducted. This survey should be conducted between May 15 and August 15 by a qualified, Service-approved biologist (see enclosed list) using the enclosed survey guidelines. Survey results should be submitted to the Service for review and comment.

If any natural caves or abandoned mines occur within the project area, it is possible that Indiana bats or other bat species may be using them during hibernation or potentially as summer roost sites. If potential Indiana bat hibernacula (i.e., caves or abandoned mines) occur within the project study area, they should be surveyed by a qualified biologist. Prior to conducting any survey, however, the Pennsylvania Game Commission (PGC) should be contacted to determine whether or not they have surveyed the cave/mine in the past. If adequate surveys have been

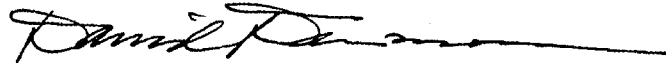
SKB
ACK
EEH
EVE
RORR → PEN/WRB/RAH/
EAD
STL
SANDY
BASENABE

conducted in the recent past, this may preclude the need to conduct additional surveys.

Should Indiana bats be found during any of these surveys, further consultation with the Service will be necessary, including the submission of detailed project plans, and an analysis of alternatives to avoid and minimize adverse effects.

Please contact Christy Johnson-Hughes of my staff at 814-234-4090 if you have any questions or require further assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "David Densmore", with a long horizontal flourish extending to the right.

David Densmore
Supervisor

Enclosures

Qualified Indiana Bat Surveyors*

list revised - 2/25/00

Dr. Virgil Brack, Jr.
BHE Environmental, Inc.
11733 Chesterdale Road
Cincinnati, OH 45246
513-326-1500

Mr. John Macgregor
Berea Ranger District
Daniel Boone National Forest
1835 Big Hill Road
Berea, KY 40403
606-745-3100

Dr. Karen Campbell
Biology Department
Albright College
Reading, PA 19614
610-921-2381

Hal Bryant
Eco-Tech, Inc.
P.O. Box 8
Frankfort, KY 40602-0008
502-695-8060
Fax: 502-695-8061
email: myotis2000@aol.com

Mr. Chris Sanders
121 Queen Ester Drive
Sayre, PA 18840
570-888-2290
email: foom@clarityconnect.com

Dr. Phillip Clem
University of Charleston
2300 MacCorkle Ave., SE
Charleston, WV 25304
304-357-4793

Dr. Lynn Robbins
Southwest Missouri State University
Biology Department
901 South National
Springfield, MO 65804
417-836-5366

Robert F. Madej
R.D. Zande & Associates
1237 Dublin Road
Columbus, OH 43215
800-340-2743
Fax: 614-486-4387

Mr. John Chenger
Bat Conservation & Management
905 Thornton Drive
Mechanicsburg, PA 17055
717-795-7527

Steve Balzano
63 Ryerson Ave.
Newton, NJ 07860
210-579-9567

Dr. Michael Gannon and
Tim Blackburn
Department of Biology
Penn State University
Altoona College
3000 Ivyside Park
Altoona, PA 16601-3760
814-949-5210

* This list includes **INDIVIDUALS** who are qualified to conduct surveys for Indiana bats. This list may not include all individuals qualified to conduct such surveys. Inclusion of names on this list does not constitute endorsement by the U.S. Fish and Wildlife Service or any other U.S. Government agency. A scientific collecting permit will be required from the Pennsylvania Game Commission to sample for Indiana bats in Pennsylvania. Note that various techniques are used to sample for and study bats, including mist-netting, Anabat detectors and radio-telemetry. Some individuals on this list may not be qualified to conduct all types of sampling.



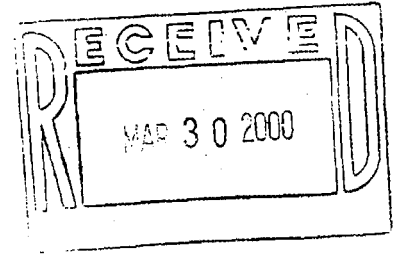
PENNSYLVANIA GAME COMMISSION

2001 ELMERTON AVENUE
HARRISBURG, PA 17110-9797

ADMINISTRATIVE BUREAUS:	
ADMINISTRATION	717-787-5670
AUTOMOTIVE AND	
PROCUREMENT DIVISION	717-787-6594
LICENSE DIVISION	717-787-2084
PERSONNEL DIVISION	717-787-7836
WILDLIFE MANAGEMENT	717-787-5529
INFORMATION & EDUCATION	717-787-6286
LAW ENFORCEMENT	717-787-5740
LAND MANAGEMENT	717-787-6818
REAL ESTATE DIVISION	717-787-6568
MANAGEMENT INFORMATION	
SYSTEMS	717-787-4076

March 28, 2000

Ms. Michelle S. Cohen
Skelly and Loy, Inc.
2601 North Front Street
Harrisburg, PA 17110



In re: S.R. 0015, Section 088
Northumberland, Snyder,
and Union Counties, PA

Dear Ms. Cohen:

This is in response to your letter of March 7, 2000, requesting information concerning endangered and threatened species of birds and mammals as related to this project.

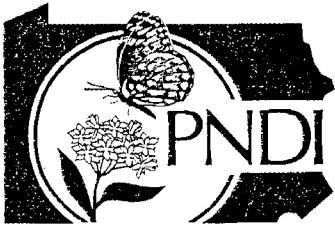
Upon further review, the Pennsylvania Game Commission has determined that no significant impact to state listed endangered and threatened species will occur within the proposed project area. Should project plans extend beyond the present study area, or if additional information on endangered or threatened species of birds or mammals becomes available, this review may be reconsidered.

This reply relates only to endangered and threatened species and does not address other concerns of the Pennsylvania Game Commission. If an on-site field investigation determines that the project may impact critical and unique wildlife habitat such as wetlands, you may be requested to conduct additional surveys.

If you have any questions, please contact me at (717) 783-5957.

Very truly yours,

Kevin L. Mixon
Division of Environmental
Planning and Habitat Protection
Bureau of Land Management



Pennsylvania Natural Diversity Inventory

Scientific information and expertise for the conservation of Pennsylvania's native biological diversity
November 21, 2000

Bureau of Forestry

717-787-3444

Karen Johnston
Skelly and Loy, Inc.
2601 North Front St.
Harrisburg, PA 17110-1185

Re: Pennsylvania Natural Diversity Inventory Review of Central Susquehanna Valley
Transportation, Snyder, Union, and Northumberland Counties, PA. **Update PER NO: 10311**

Dear Ms. Johnston:

In response to your request on October 5, 2000 to review the above mentioned project, we have reviewed the area using the Pennsylvania Natural Diversity Inventory (PNDI) information system. PNDI records indicate no additional occurrences of species of special concern within the project area, therefore we do not anticipate any impact on endangered, threatened, or rare species at this location.

PNDI is a site specific information system that describes significant natural resources of Pennsylvania. This system includes data descriptive of plant and animal species of special concern, exemplary natural communities and unique geological features. PNDI is a cooperative project of the Department of Conservation and Natural Resources, The Nature Conservancy and the Western Pennsylvania Conservancy. This response represents the most up-to-date summary of the PNDI data files and is good for one year. An absence of recorded information does not necessarily imply actual conditions on-site. A field survey of any site may reveal previously unreported populations.

Feel free to phone our office if you have questions concerning this response or the PNDI system, and please refer to the P.E.R. Reference Number at the top of the letter in future correspondence concerning this project.

Sincerely,

Jeanne Brennan
Environmental Review Specialist

BUREAU OF FISHERIES

Delano R. Graff, Director
(814) 359-5154
FAX: (814) 359-5153



SKB

DIVISION OF FISHERIES MANAGEMENT

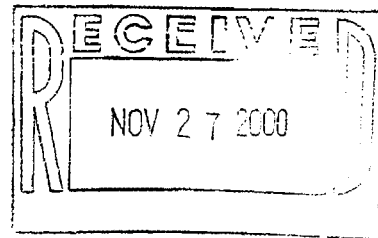
Richard A. Snyder, Chief
(814) 359-5110
FAX: (814) 359-5153

IN REPLY REFER TO
SIR# 5361

COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA FISH & BOAT COMMISSION

450 Robinson Lane
Bellefonte, PA 16823-9620

November 22, 2000



SKELLY AND LOY, INC.
Ms. Michelle Cohen
2601 North Front Street
Harrisburg, PA 17110-1185

Dear Ms. Cohen:

**RE: Species Impact Review (SIR) – Rare, Candidate, Threatened and Endangered Species
S.R. 0015, Section 088 – Central Susquehanna Valley Transportation (CSVT) Project
Northumberland, Snyder, and Union Counties, Pennsylvania**

I have examined the map accompanying your correspondence which shows the study area for the above referenced project. Based on records maintained in the Pennsylvania Natural Diversity Inventory (PNDI) database and our own files, the rough green snake (*Opheodrys aestivus*), state listed as a threatened species, is known from the vicinity of the project area. However, based on additional maps of the project alignment alternatives, we anticipate no adverse impacts to the rough green snake from this proposed project.

If you have questions regarding this response, please contact me at (814) 359-5236. Thank you for your patience and cooperation in this matter of threatened and endangered species conservation.

Sincerely,

Jeff Schmid, Fisheries Biologist
Nongame and Endangered Species Unit

cc: D. Spotts, PFBC-DES

SKELLY AND LOY, INC.
ENGINEERS - CONSULTANTS

PROJECT NUMBER: 1295129003

PROJECT NAME: CSV T

ORIGINATOR: Michelle Cohen

FIELD REPORT

Present at Site:

Michelle Cohen

Date: 6/14/01

Temperature: 75° Time: 7:20 AM PM

Location: Ash Pond No. 3, CSV T project area

Contractor:

Subject: Upland Sandpiper Survey

Weather: foggy (lifting) humid

Notes: PP+L's Ash ponds No. 3 was surveyed by traversing the site in search of the Upland sandpiper, a Pennsylvania species of special concern (threatened status). The survey began at 7:20am. The following species were observed in the ^{herbaceous} habitat of the ~~pond~~ area:

- field sparrow
- song sparrow
- redwing blackbird
- A goldfinch
- red tailed hawk
- chimney swifts.

The following were also observed in the ^{herbaceous and shrub} habitat of the ~~pond area~~ area:

- A goldfinch
- field sparrow
- Catbird
- Crow
- Thrasher
- song sparrow
- juncos
- scold towhee
- ~~red wing blackbird~~ N. cardinal
- American robin
- N. mockingbird
- cedar waxwing

Follow-up Action: Other species observed included bull frog, green frog, chipmunk, deer and gray fox.

The adjacent agriculture (pasture) land was also surveyed cursorarily. The following species were noted: N. flicker, blue jay, red tailed hawk, A. robin ^{and} song sparrow.

Project File

Others: _____

Originator's File

Project Manager SKB ✓

No upland sandpipers were observed flying, flushed or perched.

Note: The habitat of the ash pond ~~has~~ is changing as the shrubs grow and new shrubs emerge. The majority of the grass land habitat is now concentrated in the center of the pond.

The survey ended at 9:25 am



Pennsylvania Natural Diversity Inventory

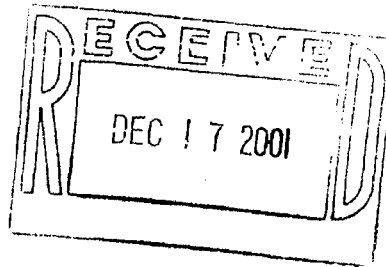
Scientific information and expertise for the conservation of Pennsylvania's native biological diversity
December 13, 2001

Handwritten initials/signature

fax 717-772-0271
717-772-0258

Bureau of Forestry

Karen Johnston
Skelly and Loy, Inc.
2601 North Front Street
Harrisburg, PA 17110-1185



Re: Pennsylvania Natural Diversity Inventory Review of SR 15, Section 88, CSVT Project, Snyder, Union, and Northumberland Counties, PA. **PER NO: 12241**

Dear Ms. Johnston:

In response to your request on November 20, 2001 to update the above mentioned project, we have reviewed the area using the Pennsylvania Natural Diversity Inventory (PNDI) information system. PNDI records indicate **no new occurrences** of species of special concern within the project area, therefore we do not anticipate any impact on endangered, threatened, or rare species at this location. There is one alternative that is least preferred, due to the close proximity to a shale cliff community. The alternative that crosses the river to the far east appears to go through habitat that may contain species of special concern.

PNDI is a site specific information system that describes significant natural resources of Pennsylvania. This system includes data descriptive of plant and animal species of special concern, exemplary natural communities and unique geological features. PNDI is a cooperative project of the Department of Conservation and Natural Resources, The Nature Conservancy and the Western Pennsylvania Conservancy. This response represents the most up-to-date summary of the PNDI data files and is good for one year. An absence of recorded information does not necessarily imply actual conditions on-site. A field survey of any site may reveal previously unreported populations.

Feel free to phone our office if you have questions concerning this response or the PNDI system, and please refer to the P.E.R. Reference Number at the top of the letter in future correspondence concerning this project.

Sincerely,

Jeanne Harris
Environmental Review Specialist



United States Department of the Interior

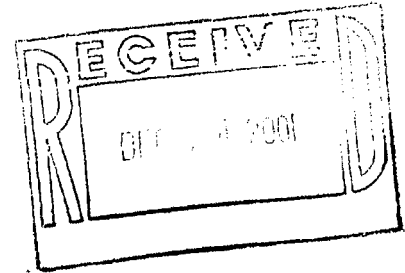
FISH AND WILDLIFE SERVICE
Pennsylvania Field Office
315 South Allen Street, Suite 322
State College, Pennsylvania 16801-4850

SKB
KMT



December 21, 2001

Karen M. Johnston
Skelly and Loy
2601 North Front Street
Harrisburg, PA 17110-1185



Dear Ms Johnston:

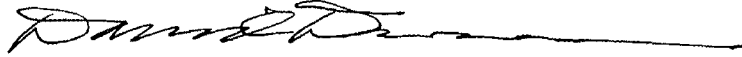
This responds to your letter of November 20, 2001, requesting information about federally listed and proposed endangered and threatened species within the area affected by the proposed Central Susquehanna Valley Transportation (CSVT) Project located in Snyder, Union, and Northumberland Counties, Pennsylvania. The following comments are provided pursuant to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) to ensure the protection of endangered and threatened species.

Except for occasional transient species, and the Indiana bat (*Myotis sodalis*), which was previously addressed in our March 13, 2000, correspondence, no federally listed or proposed threatened or endangered species under our jurisdiction are known to occur within the project impact area described as the "Section 1 Alternatives." We cannot comment on the results of the Indiana bat surveys until the report of the studies performed during the summer of 2001 is submitted for our review. Should project plans change, or if additional information on listed or proposed species becomes available, this determination may be reconsidered. A compilation of certain federal status species in Pennsylvania is enclosed for your information. This response relates only to endangered or threatened species under our jurisdiction based on an office review of the proposed project's location. Consequently, this letter is not to be construed as addressing potential Service concerns under the Fish and Wildlife Coordination Act or other authorities.

Requests for information regarding State-listed endangered or threatened species should be directed to the Pennsylvania Game Commission (birds and mammals), the Pennsylvania Fish and Boat Commission (fish, reptiles, amphibians and aquatic invertebrates), and the Pennsylvania Department of Conservation and Natural Resources (plants).

Please contact Robert Anderson of my staff at 814-234-4090 if you have any questions or require further assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "David Densmore", with a long horizontal flourish extending to the right.

David Densmore
Supervisor

Enclosure

FEDERALLY LISTED, PROPOSED AND CANDIDATE SPECIES
(in Pennsylvania)

<u>Common Name</u>	<u>Scientific Name</u>	<u>Status</u> ¹	<u>Distribution</u>
<u>FISHES</u>			
Shortnose sturgeon ²	<i>Acipenser brevirostrum</i>	E	Delaware River & other Atlantic coastal waters
<u>REPTILES</u>			
Bog turtle	<i>Clemmys muhlenbergii</i>	T	Current - Adams, Berks, Bucks, Chester, Cumberland, Delaware, Franklin, Lancaster, Lebanon, Lehigh, Monroe, Montgomery, Northampton and York Co. Historic - Crawford, Mercer and Philadelphia Co.
Eastern massasauga rattlesnake	<i>Sistrurus catenatus catenatus</i>	C	Current - Butler, Crawford, Mercer and Venango Co. Historic - Allegheny and Lawrence Co.
<u>BIRDS</u>			
Bald eagle	<i>Haliaeetus leucocephalus</i>	T	Suitable habitats across the state. Recent nesting in Butler, Cameron, Centre, Chester, Crawford, Dauphin, Erie, Forest, Huntingdon, Lancaster, Lebanon, Mercer, Northumberland, Pike, Tioga, Venango, Warren and York Co. Wintering concentrations occur near ice-free sections of rivers, lakes and reservoirs, including the Delaware River.
Piping plover	<i>Charadrius melodus</i>	E	Presque Isle (Erie County). Migratory. No nesting in Pennsylvania since mid-1950s.
<u>MAMMALS</u>			
Indiana bat	<i>Myotis sodalis</i>	E	Winter hibernacula: Armstrong, Blair, Lawrence, Luzerne, Mifflin and Somerset Co.
<u>MOLLUSKS</u>			
Dwarf wedgemussel	<i>Alasmidonta heterodon</i>	E	Current - Delaware River (Wayne Co.). Historic - Delaware River watershed (Bucks, Carbon, Chester and Philadelphia Co.); Susquehanna River watershed (Lancaster Co.)
Clubshell mussel	<i>Pleurobema clava</i>	E	French Creek and Allegheny River watersheds (Clarion, Crawford, Erie, Forest, Mercer, Venango and Warren Co.)
Northern riffleshell	<i>Epioblasma torulosa rangiana</i>	E	French Creek and Allegheny River watersheds (Clarion, Crawford, Erie, Forest, Mercer, Venango and Warren Co.)
<u>PLANTS</u>			
Northeastern bulrush	<i>Scirpus ancistrochaetus</i>	E	Current - Adams, Bedford, Blair, Carbon, Centre, Clinton, Cumberland, Dauphin, Franklin, Huntingdon, Lackawanna, Lehigh, Lycoming, Mifflin, Monroe, Perry, Snyder and Union Co. Historic - Northampton Co.
Small-whorled pogonia	<i>Isotria medeoloides</i>	T	Current - Centre, Chester and Venango Co. Historic - Berks, Greene, Monroe, Montgomery and Philadelphia Co.

¹ E = Endangered, T = Threatened, PE = Proposed Endangered, PT = Proposed Threatened, C = Candidate Revised 12/05/00

² Shortnose sturgeon is under the jurisdiction of the National Marine Fisheries Service

**FEDERALLY LISTED AND PROPOSED SPECIES
THAT NO LONGER OCCUR IN PENNSYLVANIA**

<u>COMMON NAME</u>	<u>SCIENTIFIC NAME</u>	<u>STATUS**</u>	<u>FORMER DISTRIBUTION</u>
<u>MAMMALS</u>			
Canada lynx	<i>Lynx canadensis</i>	PT	north-central PA (Tioga Co.)
Delmarva Peninsula fox squirrel	<i>Sciurus niger cinereus</i>	E	mature forests of southeastern PA (Delaware and Chester Co.)
Eastern cougar	<i>Felis concolor cougar</i>	E	state-wide
Grey wolf	<i>Canis lupus</i>	E	state-wide
<u>MOLLUSKS</u>			
Fanshell*	<i>Cyrogenia stegaria</i>	E	Ohio River drainage
Orange pimpleback*	<i>Plethobasus striatus</i>	E	Ohio River drainage
Pink mucket pearly mussel*	<i>Lampsilis abrupta</i>	E	Ohio River drainage
Ring pink mussel*	<i>Obovaria retusa</i>	E	Ohio River drainage
Rough pigtoe*	<i>Pleurobema plenum</i>	E	Ohio River drainage
<u>INSECTS</u>			
American burying beetle	<i>Nicrophorus americanus</i>	E	state-wide
Karner blue butterfly	<i>Lycaeides melissa samuelis</i>	E	pine barrens, oak savannas (wild lupine habitat) (Wayne Co.)
Northeastern beach tiger beetle	<i>Cicindela dorsalis dorsalis</i>	T	along large rivers in southeastern PA
<u>PLANTS</u>			
Eastern prairie fringed orchid	<i>Platanthera leucophaea</i>	T	wet prairies, bogs (Crawford Co.)
Sensitive joint-vetch	<i>Aeschynomene virginica</i>	T	freshwater tidal marshes of Delaware river (Delaware and Philadelphia Co.)
Virginia spiraea*	<i>Spiraea virginiana</i>	T	along Youghiogheny River (Fayette Co.)
Smooth coneflower	<i>Echinacea laevigata</i>	E	serpentine barrens (Lancaster Co.)

Revised 10/19/00

* It is possible that remnant populations of some of these species (indicated with an *) may still occur in Pennsylvania, however, there have been no confirmed sightings of these species for over 70 years.

** E = Endangered, T = Threatened, PT = Proposed Threatened

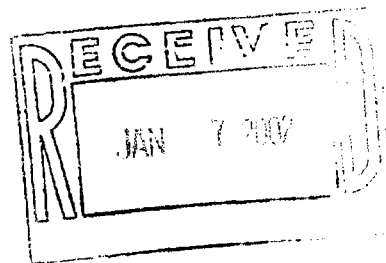
The following is a partial list of additional species that no longer occur in Pennsylvania: moose, bison, wolverine, passenger pigeon, Bachman's sparrow, greater prairie-chicken, olive-sided flycatcher, Bewick's wren, eastern tiger salamander, blue pike, butterfly mussel, Diana fritillary butterfly, precious underwing moth, deertoed mussel, marbled underwing moth, cobblestone tiger beetle, mountain clubmoss, crested yellow orchid, red milkweed, American barberry, small white lady's-slipper, etc, etc.

SKB



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA GAME COMMISSION
2001 ELMERTON AVENUE, HARRISBURG, PA 17110-9797

January 4, 2002



Ms. Karen M. Johnston
Skelly and Loy, Inc.
2601 North Front Street
Harrisburg, PA 17110

In re: S.R 0015, Section 088
Central Susquehanna Valley Transportation Project
Snyder, Union, and Northumberland Counties, PA

Dear Ms. Johnston:

This is in response to your letter of November 20, 2001, requesting information concerning endangered and threatened species of birds and mammals as related to this project.

Our office review has determined that no state listed endangered or threatened species are known to occur within the proposed project area. Should project plans extend beyond the present study area, or if additional information on endangered or threatened species of birds or mammals becomes available, this review may be reconsidered.

This reply relates only to endangered and threatened species and does not address other concerns of the Pennsylvania Game Commission. If an on-site field investigation determines the project may impact critical and unique wildlife habitat such as wetlands, you may be requested to conduct additional surveys.

If you have any questions, please contact me directly at (717) 783-5957.

Very truly yours,

Kevin L. Mixon
Division of Environmental
Planning and Habitat Protection
Bureau of Land Management

KLM/pfb

ADMINISTRATIVE BUREAUS:

PERSONNEL: 717-787-7836 ADMINISTRATION: 717-787-5670 AUTOMOTIVE AND PROCUREMENT DIVISION: 717-787-6594
LICENSE DIVISION: 717-787-2084 WILDLIFE MANAGEMENT: 717-787-5529 INFORMATION & EDUCATION: 717-787-6286 LAW ENFORCEMENT: 717-787-5740
LAND MANAGEMENT: 717-787-6818 REAL ESTATE DIVISION: 717-787-6568 AUTOMATED TECHNOLOGY SYSTEMS: 717-787-4076 FAX: 717-772-2411

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FHWA

PAGE 01/02



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Pennsylvania Field Office
315 South Allen Street, Suite 322
State College, Pennsylvania 16801-4850

April 2, 2002

James A. Cheatham
Federal Highway Administration
228 Walnut Street, Room 308
Harrisburg, PA 17101-1720

OPTIONAL FORM 99 (7-99)

FAX TRANSMITTAL

To	Leon Liagitt	From	D. S. [unclear]
Dept./Agency		Phone	717-221-4553
Fax	570-368-4321	Web	
NSN 7540-01-517-7388		5099-106	

Dear Mr. Cheatham:

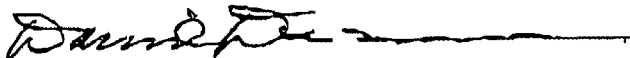
This responds to your letter of March 6, 2002, which provided the Fish and Wildlife Service with information regarding the proposed Central Susquehanna Valley Transportation (CSVT) project (SR 0015, Section 088) located in Northumberland, Snyder, and Union Counties, Pennsylvania. The proposed project is within the known range of the Indiana bat (*Myotis sodalis*), a species that is federally listed as endangered. The following comments are provided pursuant to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) to ensure the protection of endangered and threatened species.

You provided copies of a report summarizing the methods and results of a summer bat survey prepared by Bat Conservation and Management. The mist net survey consisted of 10 sites sampled between three and five set-nights per site, exceeding the minimum of two sets per site recommended in the Service's Indiana Bat Survey Protocol. Netting took place between July 16 and 26, 2001. Reported weather conditions were suitable for Indiana bat activity. One hundred and eighty-seven bats of six species were captured during the project, with capture rates that ranged between eight and fifty-four per night. Also included in this report are the results of bat trapping surveys at the entrance of the Epler Iron Mine conducted in the late summer and fall of 2000, and a hibernaculum survey of this mine conducted January 11, 2001. Three bat species were documented utilizing the mine: little brown bat (*Myotis lucifugus*), eastern pipistrelle (*Pipistrellus subflavus*), and northern long-eared bat (*Myotis septentrionalis*). No Indiana Bats were captured in mist net surveys or surveys of the Epler Iron Mine, indicating that this species either occupies the area at population abundance levels that are below detection at the effort extended, or the species is absent from the project area.

The Service concurs that the proposed project, which comprises a 12- to 13-mile, four-lane limited access highway from the existing Selinsgrove Bypass in Monroe Township, Snyder County to PA 147 in West Chillisquaque Township, Northumberland County, is not likely to adversely affect Indiana bats or their habitat. This response relates only to endangered and threatened species under our jurisdiction, based on an office review of the proposed project's location. No field inspection of the project area has been conducted by this office. Consequently, this letter is not to be construed as addressing potential Service concerns under the Fish and Wildlife Coordination Act or other authorities.

Please contact Robert Anderson of my staff at 814-234-4090 if you have any questions or require further assistance regarding this matter.

Sincerely,



David Densmore
Supervisor

Rickalon L. Hoopes, Director

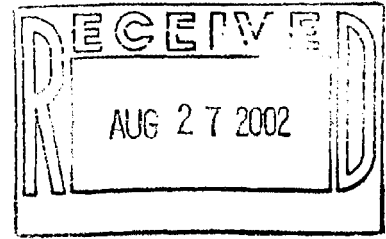
IN REPLY REFER TO
SIR # 8093



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA FISH & BOAT COMMISSION
450 Robinson Lane
Bellefonte, PA 16823-9620

August 26, 2002

Richard A. Snyder, Chief



KAT SKB/Fil

SKELLY AND LOY, INC.
Karen Johnston
2601 North Front Street
Harrisburg, PA 17110-1185

Dear Ms. Johnston:

**RE: Species Impact Review (SIR) – Rare, Candidate, Threatened and Endangered Species
S.R. 0015, Section 088 – Central Susquehanna Valley Transportation (CSVT) Project
Northumberland, Snyder, and Union Counties, Pennsylvania**

I have examined the map accompanying your correspondence which shows the study area for the above referenced project. Based on records maintained in the Pennsylvania Natural Diversity Inventory (PNDI) database and our own files, the following species of concern is known from the vicinity of the project area:

Common Name	Scientific Name	PA Status
Yellow lampmussel	<i>Lampsilis cariosa</i>	rare

The yellow lampmussel is a rare freshwater mussel species of the Commonwealth. Nearly half of the mussel species known to occur in Pennsylvania are now extirpated. The status of freshwater mussel species in Pennsylvania is currently under review. Although the yellow lampmussel is not currently listed as protected, it is a species of concern due to its rarity in Pennsylvania waterways, and may be listed for protection in the future.

Instream structures and associated construction activities, both temporary and permanent, have the potential to cause severe adverse impacts to mussel species through direct crushing, burial, sedimentation, induced riverbed scour, modified flow hydraulics, and other means of degrading the existing habitat. Mussels are also vulnerable to various types of water pollution including accidental spills of toxic liquids during construction.

During 2001, the yellow lampmussel was encountered within the proposed project area, both within the Susquehanna River and in Chillisquaque Creek. Due to the presence of this mussel species of concern within the project study area, we will need additional information to allow a more thorough evaluation of potential adverse impacts from the proposed project to the aforementioned species. We therefore request that a mussel survey be completed to identify the locations and abundance of yellow lampmussel and other mussel species within the zones of direct and indirect effects associated with proposed new bridges that will span the Susquehanna River and Chillisquaque Creek. The mussel survey should be conducted according to the methods discussed in the enclosed "Survey protocol for assessment of endangered freshwater mussels in the Allegheny River, Pennsylvania." Before initiating such a survey, please provide us with a proposed sampling protocol for our review and approval. Mussel surveys are to be performed by qualified biologists (see enclosed list) with the appropriate Scientific Collector's Permit issued by the Pennsylvania Fish and Boat Commission for the species and waterway(s) targeted. Upon completion of the mussel survey, please send a copy of the final report to this office for further evaluation. Following our review of the mussel survey report, additional consultation with the Pennsylvania Fish and Boat Commission may be necessary.

K. Johnston
August 26, 2002
Page 2

Please contact my office at (814) 359-5236 if you have questions regarding this response. In any future correspondence with us regarding this specific project, please refer to the SIR tracking number indicated above. Thank you for your cooperation and attention to this matter of rare species conservation.

Sincerely,

A handwritten signature in cursive script that reads "Jeff Schmid". The signature is written in black ink and is positioned above the printed name.

Jeff Schmid, Fisheries Biologist
Nongame and Endangered Species Unit

ENCL. (2)

cc: D. Spotts, PFBC

MUSSEL SURVEYORS – Susquehanna, Allegheny, and Ohio River Drainages*

(List revised: May 24, 2002)

<p>Steven Ahlstedt Tennessee Valley Authority Aquatic Biology Lab Norris, TN 37828 (615) 632-1781</p> <p>OR U.S. Geological Survey 1013 North Broadway Knoxville, TN 37917 (615) 632-4716</p>	<p>Marian Havlik Malacological Consultants 1603 Mississippi Street La Crosse, WI 54601 (608) 782-7958</p>	<p>Dr. David Stansbury Ohio State University Museum of Biological Diversity 1315 Kinneer Rd. Columbus, OH 43212-1192 (614) 292-8560</p>
<p>Aquatic Systems 247 Hilands Avenue Pittsburgh, PA 15202 (412) 321-0734 (W) (412) 761-1416 (H)</p>	<p>Dr. Martin K. Huehner Biology Department Hiram College Hiram, OH 44234 (330) 569-5266</p>	<p>Gregory Styborski Civil & Environmental Consultants, Inc. 333 Baldwin Road Pittsburgh, PA 15205-9702 (412) 429-2324</p>
<p>Charles Bier Western Pennsylvania Conservancy 316 Fourth Avenue Pittsburgh, PA 15222 (412) 288-2777</p>	<p>Lewis Long Aquatic Resources Center P.O. Box 680818 Franklin, TN 37068-0818 (615) 790-0172</p>	<p>Dr. Thomas Watters Aquatic Ecology Lab Ohio State University 1314 Kinneer Rd. Columbus, OH 43212 (614) 292-6170</p>
<p>Dr. Arthur E. Bogan North Carolina Museum of Natural Sciences P.O. Box 29555 Raleigh, NC 27626 (919) 733-7450 - fax (919) 733-1573</p>	<p>Dr. Richard Neves Virginia Cooperative Fish & Wildlife Research Unit 106 Cheatham Hill Virginia Polytechnic Institute and State University Blacksburg, VA 24061-0321 (703) 231-5927</p>	<p>Gregory Zimmerman EnviroScience, Inc. 3781 Darrow Road Stow, OH 44224 (330) 688-0111 - (800) 940-4025 fax (330) 688-3858</p>
<p>Heidi Dunn Ecological Specialists, Inc. 1417 Hoff Industrial Drive O'Fallon, MO 63366 (636) 281-1982 - fax (636) 281-0973</p>	<p>Douglas Shelton Barry A. Vittor & Associates, Inc. 8060 Cottage Hill Road Mobile, AL 36695 (334) 633-6100</p>	

*This list includes INDIVIDUALS who are qualified to conduct surveys for native freshwater mussel species occurring in Pennsylvania. This list may not include all individuals qualified to conduct mussel surveys. Inclusion of names on this list does not constitute endorsement by the Pennsylvania Fish and Boat Commission, the U.S. Fish and Wildlife Service, or any other Pennsylvania or U.S. Government agency. A Scientific Collector's Permit is required from the Pennsylvania Fish and Boat Commission to sample for endangered mussels in Pennsylvania.



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Pennsylvania Field Office
315 South Allen Street, Suite 322
State College, Pennsylvania 16801-4850

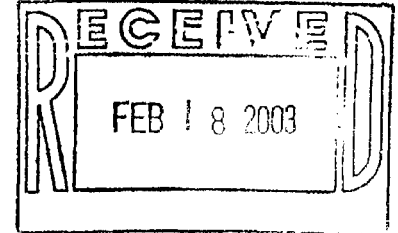


SKB/IKS

Handwritten initials or signature.

February 13, 2003

Karen M. Johnston
Botanist
Skelly and Loy, Inc.
2601 North Front Street
Harrisburg, PA 17110-1185



Dear Ms. Johnston:

This responds to your letters of January 9 and 14, 2003, requesting information about federally listed and proposed endangered and threatened species within the area affected by the proposed roadway expansion and bridge replacement projects (SR 0015, Section 088 and SR 1004, Section 004) located in Snyder, Union, Northumberland, and Dauphin Counties, Pennsylvania. The following comments are provided pursuant to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) to ensure the protection of endangered and threatened species.

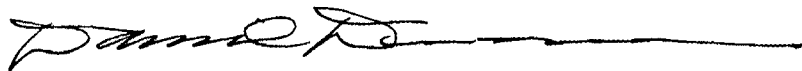
Except for occasional transient species, no federally listed or proposed threatened or endangered species under our jurisdiction are known to occur within the projects' impact areas. Therefore, no biological assessment nor further consultation under the Endangered Species Act are required with the Fish and Wildlife Service. This determination is valid for two years from the date of this letter. If the proposed projects have not been fully implemented prior to this, an additional review by this office will be necessary. Also, should projects' plans change, or if additional information on listed or proposed species becomes available, this determination may be reconsidered. A compilation of certain federal status species in Pennsylvania is enclosed for your information.

This response relates only to endangered or threatened species under our jurisdiction based on an office review of the proposed projects' locations. No field inspection of the projects' areas has been conducted by this office. Consequently, this letter is not to be construed as addressing potential Service concerns under the Fish and Wildlife Coordination Act or other authorities.

Requests for information regarding State-listed endangered or threatened species should be directed to the Pennsylvania Game Commission (birds and mammals), the Pennsylvania Fish and Boat Commission (fish, reptiles, amphibians and aquatic invertebrates), and the Pennsylvania Department of Conservation and Natural Resources (plants).

Please contact Robert Anderson of my staff at 814-234-4090 if you have any questions or require further assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "David Densmore", followed by a long horizontal line extending to the right.

David Densmore
Supervisor

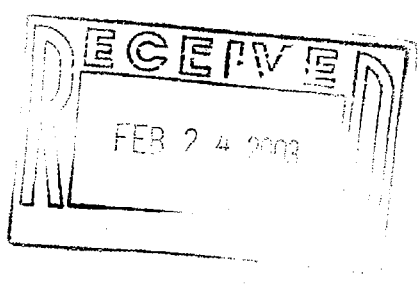
Enclosure

SKB/LD



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA GAME COMMISSION
2001 ELMERTON AVENUE, HARRISBURG, PA 17110-9797

February 21, 2003



Ms. Karen M. Johnston
Skelly and Loy
2601 North Front Street
Harrisburg, PA 17110

In re: S.R. 0015, Section 088
Central Susquehanna Valley Transportation Project
Snyder, Union, and Northumberland Counties, PA

Dear Ms. Johnston:

This is in response to your letter of January 9, 2003, requesting information concerning endangered and threatened species of birds and mammals as related to this project.

Our office review has determined that no state listed endangered or threatened species are known to occur within the proposed project area. Should project plans extend beyond the present study area, or if additional information on endangered or threatened species of birds or mammals becomes available, this review may be reconsidered.

This reply relates only to endangered and threatened species and does not address other concerns of the Pennsylvania Game Commission. If an on-site field investigation determines the project may impact critical and unique wildlife habitat such as wetlands, heron rookeries, or bat hibernaculum, you may be requested to conduct additional surveys.

If you have any questions, please contact me directly at (717) 783-5957.

Very truly yours,

Kevin L. Mixon
Division of Environmental
Planning and Habitat Protection
Bureau of Land Management

KLM/pfb

ADMINISTRATIVE BUREAUS:

PERSONNEL: 717-787-7836 ADMINISTRATION: 717-787-5670 AUTOMOTIVE AND PROCUREMENT DIVISION: 717-787-6594
LICENSE DIVISION: 717-787-2084 WILDLIFE MANAGEMENT: 717-787-5529 INFORMATION & EDUCATION: 717-787-6286 LAW ENFORCEMENT: 717-787-5740
LAND MANAGEMENT: 717-787-6818 REAL ESTATE DIVISION: 717-787-6566 AUTOMATED TECHNOLOGY SYSTEMS: 717-787-4076 FAX: 717-772-2411



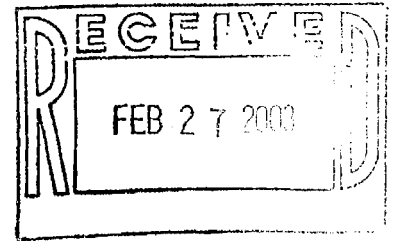
United States Department of the Interior

FISH AND WILDLIFE SERVICE

Pennsylvania Field Office
315 South Allen Street, Suite 322
State College, Pennsylvania 16801-4850

February 25, 2003

Karen M. Johnston
Botanist
Skelly and Loy, Inc.
2601 North Front Street
Harrisburg, PA 17110-1185



Dear Ms. Johnston:

This rescinds and supercedes our letter of February 13, 2003, regarding your request for information about federally listed and proposed endangered and threatened species with in the area affected by the proposed roadway expansion and bridge replacement projects (SR 0015, Section 088 and SR 1004, Section 004) located in Snyder, Union, Northumberland, and Dauphin Counties, Pennsylvania. The following comments are provided pursuant to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) to ensure the protection of endangered and threatened species.

It has come to our attention that we have not yet received results of a survey for bald eagle nests in the project area. We previously reviewed and commented on the results of surveys for Indiana bats in and near the project area in an April 2, 2002, letter to James Cheatham of the Federal Highway Administration. Surveys for both Indiana bats and bald eagle nests were requested in the July 13, 2001, Department of the Interior comments on the Draft Environmental Impact Statement for this project.

Bald eagles typically occur in the vicinity of aquatic ecosystems; they frequent lakes, reservoirs, large rivers (e.g., Delaware River, Juniata River, Susquehanna River), and wetland systems. Their nests are usually built in large trees within two miles of these features. Because eagles are vulnerable to human disturbance, particularly during the nesting season, nests are often located in relatively remote forested areas.

The Fish and Wildlife Service proposed to remove the bald eagle from the federal *List of Endangered and Threatened Wildlife* on July 6, 1999 (*Federal Register*, Vol. 64, No. 128), but final action on that proposal has not been taken. The bald eagle, therefore, continues to be listed under the Endangered Species Act. Any changes in the regulatory status of the bald eagle can be monitored by accessing the Service's web site (www.fws.gov).

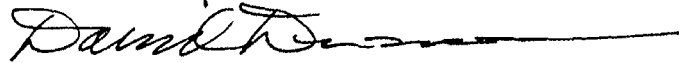
The bald eagle population in Pennsylvania has increased substantially from the three nest sites found in the State from 1963 through 1980. In 2001, 53 eagle nests were documented. Because bald eagles are continuing to recover and expand their breeding range in Pennsylvania, new eagle nests may be found in previously undocumented locations.

Project activities are proposed in or near potentially suitable bald eagle habitat and adverse effects to the species may occur. Prior to implementing this project, a mid-winter, aerial survey should be conducted by a qualified biologist to determine whether or not bald eagle nests occur in or near the action area. The search should be focused on areas within two miles of lakes, reservoirs, rivers and large wetlands. Survey results should be submitted to the Service for review and concurrence and consultation completed prior to issuance of the Final Environmental Impact Statement.

This response relates only to endangered or threatened species under our jurisdiction based on an office review of the proposed project's location. This letter is not to be construed as addressing potential Service concerns under the Fish and Wildlife Coordination Act or other authorities.

If you have any questions regarding these comments, please contact Robert Anderson of my staff at 814-234-4090.

Sincerely,

A handwritten signature in black ink, appearing to read "David Densmore", with a long horizontal flourish extending to the right.

David Densmore
Supervisor



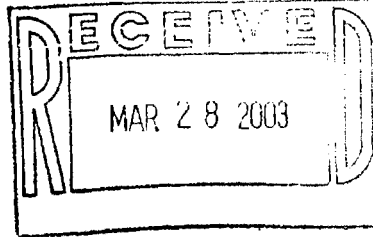
SKB

March 20, 2003

Bureau of Forestry

Karen M. Johnston
Botanist
Skelly and Loy
2601 North Front Street
Harrisburg, PA 17110-1185

717-787-7067
Fax 717-772-0271



Re: Bureau of Forestry, Pennsylvania Natural Diversity Inventory Search for SR 0015 Section 088 Update, Snyder, Union, and Northumberland Counties, PA - PNDI# 013978, 12241

Dear Karen:

After reviewing the information you submitted on January 9, 2003 regarding the above project, we have determined that no additional Pennsylvania species of special concern will be impacted by the activities you detailed.

PNDI is a site specific information system which describes significant natural resources of Pennsylvania. This system includes data descriptive of plant and animal species of special concern, exemplary natural communities and unique geological features. PNDI is a cooperative project of the Department of Conservation and Natural Resources, The Nature Conservancy and the Western Pennsylvania Conservancy. This response represents the most up-to-date summary of the PNDI data files and is good for one year. An absence of recorded information does not necessarily imply actual conditions on-site. A field survey of any site may reveal previously unreported populations.

Please phone this office if you have questions concerning this response.

Sincerely,

Autumn E. Sabo
Environmental Review Botanist



*Appendix C -
Agency Correspondence -
Historical and Archaeological Issues*





Historical Correspondence





Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission

Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

RECEIVED

May 20, 1997

MAY 22 1997

ENVIRONMENTAL QUALITY

Paul E. Heise, P.E.
Dept. of Transportation, District 3-0
P O Box 218
Montoursville, PA 17754-0218

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

Re: ER 97-0475-042-C
Northumberland, Union and Snyder Counties
Central Susquehanna Valley Transportation Project
Historic Contexts and Summary of Historic Resource
Windshield Survey

Dear Mr. Heise:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

We have reviewed the historic context report for the above listed project. Please see our specific comments below.

The historic context analysis is overly complicated. Instead of selecting eight or nine separate themes, all called "context," there appear to be two central contexts, one rural and one urban. The first is 19th and 20th century agriculture (including processing such as milling) and the second is commercial and related development (center Sunbury, Northumberland, etc.).

The property types which reflect the primary historic contexts are:

1. commercial/residential historic districts reflecting crossroads development from the early 19th century to ca. 1947;
2. transportation corridors where integrity is present to suggest significance for engineering and transportation;
3. rural historic districts (contiguous or individual farms) reflecting 19th and 20th century agricultural use and evolution;
4. individual resources (municipal buildings, schools, churches, factories etc.) reflecting specific themes within the larger agricultural, commercial, and architectural history of this region.

Page 2
P. Heise
May 20, 1997

For the most prevalent resource types please define the level of integrity necessary for National Register eligibility so that the evaluation of specific resources can be made. For example, farmsteads that have lost their barns or their 12' x 14' gable-front, or their associated outbuildings may, in context, lack integrity. So too factory complexes where only an office building remains or canals and railroads where the towpath and prism or the road bed has been obliterated may not possess sufficient integrity to be eligibility. The context and integrity criteria established should be a tool used to evaluate eligibility.

Some resources have different, specific themes or even contexts (Bucknell and Susquehanna Universities be may seen as part of a trend which also includes Penn State and Bloomsburg for example), and should be evaluated as thematically peripheral to the contexts of the study area. Other historic themes and related resources should be treated as components, not defining features of, the larger contexts.

In the first 42 pages of the document, the historic resources in the study area should be tied to the general themes and should be discussed to demonstrate relevance (see middle of page 22). This discussion occurs regularly in the second half of the document. However, the more holistic approach is missing. Some merging of the two halves may be useful to provide "big picture" ideas and context with specific examples of resource property types and documentation.

The document would benefit from thoughtful editing. The discussion of the automobile era beginning on p. 38, for example, should be summarized/deleted since most of it not yet historic. Other information is unclear (third para. p. 31: "farmers in Western Pennsylvania could save money by shipping goods (not crops?) to New York City via the Erie Canal." What relation does this have to the study area? Similarly, is scientific farming or good soil (p. 45) responsible for agricultural success? Other examples exist and a close reading would help.

Page 3
P. Heise
May 20, 1997

If you need further information in this matter please
consult Susan Zacher or Douglas Reynolds at (717) 783-8946.

Sincerely,



Kurt W. Carr, Chief
Division of Archaeology
and Protection

cc: ~~Wayne W. Rober, PDOT, Bureau of Environmental Quality,~~
J. Clouse, PDOT, BEQ
KWC/smz



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission

Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

May 27, 1998

Wayne W. Kober, Director
Bureau of Environmental Quality
Department of Transportation
Forum Place, 555 Walnut Street
Harrisburg, PA 17101-1900

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

Re: ER 97-0475-042-G
Snyder, Union and Northumberland Counties
S.R. 0015, Section 088 Central Susquehanna Valley
Transportation Project, Determination of
Eligibility for PP&L Property

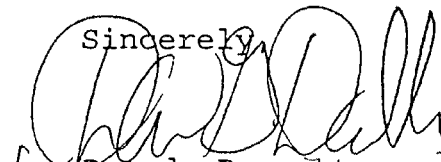
Dear Mr. Kober:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

We concur with the findings of the agency that the Pennsylvania Power and Light Sunbury Steam Electric Station, in Shamokin Dam and Monroe Townships, Snyder County is eligible for the National Register of Historic Places under criteria A and C. While we do not agree that it possesses national significance, we do concur that it is a locally significant industry and important in the local economy. We agree with the boundaries selected for the property.

If you need further information in this matter please consult Susan Zacher at (717) 783-9920.

Sincerely,


Brenda Barrett
Director

PennDOT BEQ Concur.
Please Proceed Accordingly.

Initial ROB Date 6/3/98

cc: C. Vaughn, ACHP
D. Schreiber, PDOT, Bur. of Design
R. Betterly, PDOT, BEQ
BB/smz

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JUN 01 1998

ENVIRONMENTAL QUALITY



Commonwealth of Pennsylvania
 Pennsylvania Historical and Museum Commission
 Bureau for Historic Preservation
 Post Office Box 1026
 Harrisburg, Pennsylvania 17108-1026

RECEIVED

OCT 19 1998

October 19, 1998 ENVIRONMENTAL QUALITY

Wayne W. Kober, Director
 Bureau of Environmental Quality
 Department of Transportation
 Forum Place, 555 Walnut Street
 Harrisburg, PA 17101-1900

TO EXPEDITE REVIEW USE
 BHP REFERENCE NUMBER

Re: ER 97-0475-042-H
 Union and Northumberland Counties
 S.R. 0015, Section 088 Central Susquehanna Valley
 Historic Resources Survey/Determination of
 Eligibility

Dear Mr. Kober:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

Area of Potential Effect and Historic Context Report

The historic context report for the study area was well done and historic resources were well researched. However, it was difficult to understand the relationship of the resources to each other and the surrounding terrain without a master map showing the location of the study area and the properties surveyed. In the future a master map(s), preferably a U.S.G.S. quadrangle should be submitted with all historic surveys. The area of potential effect selected for this project appears to be appropriate.

We concur with the findings of the agency and consultant concerning the eligibility of the following properties. We concur that these properties are eligible for the National Register of Historic Places.

1. Blair Property (51), Monroe Twp., Snyder County: We concur that this property meets National Register criterion C for its Craftsman style architecture. We agree with the boundaries selected since they include the setting for the house, however, it is our opinion that the resource does not meet criterion A.

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W. Kober
Oct. 19, 1998

2. James Kessler Property (81), Monroe Twp., Snyder County: We concur that this property meets National Register criterion C as a 19th century vernacular Italianate style residence. We agree with the boundaries selected for this property.
3. Daniel Hummel Tavern (112), Shamokin Dam Borough, Snyder County: We concur that this property meets National Register criteria A and C. We agree with the boundaries selected for this resource. This property may be eligible under criterion D, however, an archaeological investigation must be completed before this evaluation can be made.
4. Aurand Hotel (138), Shamokin Dam Borough, Snyder County: We concur that this former hotel meets National Register criterion A for its 20th century significance as a hostelry and the local economy. We agree with the boundaries selected for this resource.
5. Solomon App Farm (152), Monroe Twp., Snyder County: We concur that the App Farm meets National Register criteria A and C for agriculture and architecture. We agree with the boundaries selected for this property.
6. Simon P. App Farm (153), Monroe Twp., Snyder County: We concur that this farm meets National Register criteria A for agriculture and C for its architecture. We agree with the boundaries selected for this resource.
7. App Family Homestead Farm (154), Monroe Twp., Snyder County: We concur that this farm meets National Register criterion C for its architectural significance. We agree with the boundaries selected for this resource.
8. Captain J. Hehn Farm (166), Monroe Twp., Snyder County: We agree with the consultant that this farm meets National Register criteria A and C. We agree with the boundaries selected for this resource.
9. Jacob Hoch Farm (183), Monroe Twp., Snyder County: We concur that this farm meets National Register criteria A and C. We agree with the boundaries selected for this resource.
10. Jacob Hoch, Jr. Farm (184), Monroe Twp., Snyder County: We concur that this farm meets National Register criteria A and C. We agree with the boundaries selected for this resource.

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11. Brown Farm (187), Monroe Twp., Snyder County: We concur that this farm meets National Register criteria A and C. We agree with the boundaries selected for this resource.

12. Trexler Property (191), Union Twp., ^{Union}Northumberland County: We concur that this property meets National Register criterion C as a good example of a vernacular Italianate style residence. We do not agree with the boundaries selected for this resource. Boundaries should either include the tax parcel associated with the structure or boundaries selected to include the surrounding setting. Please revise the boundaries and submit them for our concurrence.

13. Gulik Farm (215), Point Twp., Northumberland County: We concur that this farm meets National Register criteria A and C. We agree with the boundaries selected for this resource.

14. Mertz Family Historic District (220), Point Twp., Northumberland County: We concur that this resource meets National Register criteria A and C. This property also appears to be eligible for its Horticulture significance under criterion A. We agree with the boundaries selected for this district.

15. Dentler Farm (232), Point/W. Chillisquaque Twps., Northumberland County: We concur that this farm meets National Register criterion C. We agree with the boundaries selected for this resource.

16. Keyser Property (242), W. Chillisquaque Twp., Northumberland County: We concur that this farm meets National Register criterion C. We agree with the boundaries selected for this resource.

17. Barnhart Farm (244), W. Chillisquaque Twp., Northumberland County: We concur that this farm meets National Register criteria A and C. We agree with the boundaries selected for this resource.

18. Sunbury-to-Erie Division of the Pennsylvania Railroad (252), Northumberland County: We concur that this significant transportation resource meets National Register criterion A. We agree with the boundaries selected for the portion of the railroad which are located in the project's area of potential effect.

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19. Winfield Historic District (248), Union Twp., Union County: We concur that this district meets National Register criteria A and C and a rural iron furnace related community from the 19th through early 20th centuries. We agree with the boundaries selected for this resource.

We disagree with the findings of eligibility for the following properties. In our opinion, these resources are eligible for the National Register of Historic Places.

20. William Wagner Farm (167), Monroe Twp., Snyder County: We agree with the consultants not the agency that this farmstead meets National Register criteria A and C. It is a good representative example of a mid-19th century farmstead and possesses sufficient integrity to convey this agricultural and architectural significance. However, we disagree with the boundaries selected. These boundaries need to be expanded to include related agricultural fields.

21. Watts Farm (224), Point Twp., Northumberland County: The Bureau agrees with the findings of the consultant that the Watts Farm meets National Register criterion A for agriculture. While the house has suffered some loss of integrity of design, the farm retains sufficient integrity to convey its agricultural significance. We agree with the boundaries selected for this resource by the consultant. The barn and other outbuildings are an important part of the significance of this property as a farm.

22. St. Joseph's Catholic Cemetery (247), W. Chillisquaque Twp., Northumberland County: We disagree with the findings of the consultant and the agency concerning this property. In our opinion this early 19th century cemetery meets National Register criterion A as a criteria exception. This early ethnic cemetery is reflective of the patterns of development along the Western Branch of the Susquehanna River during the early canal building period. Boundaries for this resource need to be developed.

23. Western Branch Division of the Pennsylvania Canal, Northumberland, Northumberland County to Farrandsville, Colebrook Twp., Clinton County: Construction on this 73 mile branch of the Pennsylvania Canal began in 1828 and was completed in 1835. This transportation resource meets National Register criterion A. To date, the only portion of the canal listed on the National Register are the Limestone Run Aqueduct and canal at Milton (12/19/78). The overall integrity of all the sections of the canal have not been evaluated. However, we concur with the consultant that the portion of the canal within the area of potential effect of

this project has suffered a loss of integrity and no longer contributes to the larger eligible resource. This section is located between the Susquehanna River and S.R. 0147 from the northern end of the borough of Northumberland to Chillisquaque Creek near the village of Chillisquaque in Point and West Penn Townships, Northumberland County.

We concur with the findings of the agency that the following properties are not eligible for the National Register of Historic Places. These properties are not historically or architecturally significant and many have suffered a loss of integrity.

24. Albert Heimbach Property (1), Monroe Twp., Snyder County
25. H.N. Bachus Farm (2), Monroe Twp., Snyder County
26. Smoker Property (3), Monroe Twp., Snyder County
27. Reiber Property (4), Monroe Twp., Snyder County
28. John (Oscar) Stuck Property (5), Monroe Twp., Snyder County
29. Cover Property (6), Monroe Twp., Snyder County
30. Wilcox Property (7), Monroe Twp., Snyder County
31. Zentner Property (8), Monroe Twp., Snyder County
32. Sanzotto/Badman Property (9), Monroe Twp., Snyder County
33. Benner Property (10), Monroe Twp., Snyder County
34. Varndell Property (11), Monroe Twp., Snyder County
35. Grahn Property (12), Monroe Twp., Snyder County
36. Foreman Property (13), Monroe Twp., Snyder County
37. Fox Property (14), Monroe Twp., Snyder County
38. Kreisher Property (17), Monroe Twp., Snyder County
39. Jonathan Hartman Property (19), Monroe Twp., Snyder County
40. Heiser Property (20), Monroe Twp., Snyder County
41. Hare Property (21), Monroe Twp., Snyder County
42. Kann Property (22), Monroe Twp., Snyder County
43. Townsend's, Inc. Property (24), Monroe Twp., Snyder Co.
44. E. Russell Leitzel Property (25), Monroe Twp., Snyder County
45. Lauver Property (26), Monroe Twp., Snyder County
46. Davidson Property (27), Monroe Twp., Snyder County
47. Gill Property (28), Monroe Twp., Snyder County
48. Robert Wert Property (29), Monroe Twp., Snyder County
49. Neitz Property (30), Monroe Twp., Snyder County
50. Bohner Property (31), Monroe Twp., Snyder County
51. Townsend's, Inc. Property B (32), Monroe Twp., Snyder County
52. Greene Silk Company (33), Monroe Twp., Snyder County
53. Hummels Wharf Fire Company (34), Monroe Twp., Snyder County
54. Betty Schrawder Property (35), Monroe Twp., Snyder Co.

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55. Bordner Property (36), Monroe Twp., Snyder County
56. Sarfine Property (37), Monroe Twp., Snyder County
57. Hoover Property A (38), Monroe Twp., Snyder County
58. Hoover Property B (39), Monroe Twp., Snyder County
59. Hummels Wharf Fire Company Residential Property (40)
Monroe Twp., Snyder County
60. Buckley Property (41), Monroe Twp., Snyder County
61. Frederick Property (42), Monroe Twp., Snyder County
62. Bruner Property (43), Monroe Twp., Snyder County
63. Bower Property (45), Monroe Twp., Snyder County
64. Ellsworth Kuhns Property (46), Monroe Twp., Snyder
County
65. Marie S. Sassman Property (47), Monroe Twp., Snyder
County
66. Lenig Property (48), Monroe Twp., Snyder County
67. Buckley and Sprengle Property (49), Monroe Twp., Snyder
County
68. William Trutt Property (50), Monroe Twp., Snyder County
69. Barbara Ann Schrauder Property (52), Monroe Twp., Snyder
County
70. Heintzelman Property (53), Monroe Twp., Snyder County
71. Bright & Ella Naugle Property (54), Monroe Twp.,
Snyder County
72. Duttry Property A (55), Monroe Twp., Snyder County
73. Duttry Property B (56), Monroe Twp., Snyder County
74. Hoang Property (57), Monroe Twp., Snyder County
75. Connolly Property (58), Monroe Twp., Snyder County
76. Jarrett Trust Property (59), Monroe Twp., Snyder County
77. Ledsome Property (60), Monroe Twp., Snyder County
78. Carson Schrawder Property (61), Monroe Twp., Snyder
County
79. Jamie Heidig Property (62), Monroe Twp., Snyder County
80. Maude E. Schrawder Property (63), Monroe Twp., Snyder
County
81. Schrawder Property (64), Monroe Twp., Snyder County
82. Evangelical United Brethern Property (65), Monroe Twp.,
Snyder County
83. Sunbury Hospital Residential Property (66), Monroe Twp.,
Snyder County
84. Schmidt Property (67), Monroe Twp., Snyder County
85. Ryan Property (68), Monroe Twp., Snyder County
86. Greenwalt Property (69), Monroe Twp., Snyder County
87. Robert & Nancy Reynolds Property (70), Monroe Twp.,
Snyder County
88. Brown Street Associates Residential Property (71).
Monroe Twp., Snyder County
89. Bogar Property (72), Monroe Twp., Snyder County
90. Riegel Property (73), Monroe Twp., Snyder County
91. Joseph Ulrich Property (74), Monroe Twp., Snyder County
92. Romig Property (75), Monroe Twp., Snyder County

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93. Williams Property (77), Monroe Twp., Snyder County
94. Baker Property (78), Monroe Twp., Snyder County
95. B.K.W. Coach Line Property (79), Monroe Twp., Snyder County
96. Lepley Property (80), Monroe Twp., Snyder County
97. William Hoke Property (82), Monroe Twp., Snyder County
98. Tanner Property (83), Monroe Twp., Snyder County
99. Bittner Property B (84), Monroe Twp., Snyder County
100. Ammann Property (85), Monroe Twp., Snyder County
101. Kerstetter Property (86), Monroe Twp., Snyder County
102. Klinger Property (87), Monroe Twp., Snyder County
103. McGlynn Property (88), Monroe Twp., Snyder County
104. Hahn Property (89), Monroe Twp., Snyder County
105. Neal Property (90), Monroe Twp., Snyder County
106. Lanovara Property (91), Monroe Twp., Snyder County
107. Yetter Property (92), Monroe Twp., Snyder County
108. Aumiller Property (93), Monroe Twp., Snyder County
109. Reichenbach Property (94), Monroe Twp., Snyder County
110. Bischof Property (95), Monroe Twp., Snyder County
111. Berger Property (96), Monroe Twp., Snyder County
112. Fawn Leitzel Property (97), Monroe Twp., Snyder County
113. Ray M. Hummell Property (98), Monroe Twp., Snyder County
114. Pontius Property (99), Monroe Twp., Snyder County
115. Michael Sullivan Property (100), Monroe Twp., Snyder County
116. Michael & Donna Sullivan Property (101), Monroe Twp., Snyder County
117. Shellerberger Property (102), Monroe Twp., Snyder County
118. Hummels Cemetery (103), Monroe Twp., Snyder County
119. Debra Sauers Property (104), Monroe Twp., Snyder County
120. MacCuish Property (105), Monroe Twp., Snyder County
121. Melvin Naugle Property (106), Monroe Twp., Snyder County
122. Neil & Carol Ulrich Property (107), Monroe Twp., Snyder County
123. Snipe Property (108), Monroe Twp., Snyder County
124. Freeman & Abate Property (109), Monroe Twp., Snyder County
125. Kline Property (110), Monroe Twp., Snyder County
126. George Reynolds Property (111), Monroe Twp., Snyder County
127. Ayers Property (113), Monroe Twp., Snyder County
128. Paul & Betty Neidig Property (115), Shamokin Dam Boro, Snyder County
129. Renee & James Kuhns Property (116), Shamokin Dam Boro, Snyder County

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130. Stauffer Property (117), Shamokin Dam Boro, Snyder County
131. Burkey Property (118), Shamokin Dam Boro, Snyder County
132. Greak Farm (119), Monroe Twp., Snyder County
133. Reich Property (120), Monroe Twp., Snyder County
134. Brouse Property (121), Shamokin Dam Boro, Snyder County
135. Roy & Kathy Sassaman Property (122), Shamokin Dam Boro, Snyder County
136. Matsko Property (123), Shamokin Dam Boro, Snyder County
137. Kenneth H. Smith Property (124), Shamokin Dam Boro, Snyder County
138. Kenneth H. Smith, Jr., Property (125), Shamokin Dam Boro, Snyder County
139. Dave Hoke Property (126), Shamokin Dam Boro, Snyder County
140. Wenrich Property (127), Shamokin Dam Boro, Snyder County
141. Erdman Property (128), Shamokin Dam Boro, Snyder County
142. Anselmo Property (129), Shamokin Dam Boro, Snyder County
143. Hottenstein Cemetery (130), Shamokin Dam Boro, Snyder County
144. Krohn Property (132), Shamokin Dam Boro, Snyder County
145. Lockcuff Property (133), Shamokin Dam Boro, Snyder County
146. Ressler Property B (134), Shamokin Dam Boro, Snyder County
147. Robatin Property (135), Shamokin Dam Boro, Snyder County
148. Harry Sauers Property (137), Shamokin Dam Boro, Snyder County
149. Michael Stuck Property (139), Shamokin Dam Boro, Snyder County
150. Rosancrans Property (140), Shamokin Dam Boro, Snyder County
151. Bowersox Property (141), Shamokin Dam Boro, Snyder County
152. Bond Property (142), Shamokin Dam Boro, Snyder County
153. Bittner Property A (143), Shamokin Dam Boro, Snyder County
154. Bickhart Property (144), Shamokin Dam Boro, Snyder County
155. Ressler Property A (145), Shamokin Dam Boro, Snyder County
156. Serojo, Inc. Residential Property (146), Shamokin Dam Boro, Snyder County
157. Paul Stine Automobile Dealership (147) Monroe Twp., Snyder County

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158. Kepler Chevrolet Property (148), Monroe Twp., Snyder County
159. 11-15 Associates Property (149), Monroe Twp., Snyder County
160. Charles R. Stuck Property (150), Monroe Twp., Snyder County
161. Robert C. Stuck Property (151), Monroe Twp., Snyder County
162. Scott/Carpenter Property (155), Monroe Twp., Snyder County
163. Facer Property (156), Monroe Twp., Snyder County
164. Arthur & Vernetta Wager Property (157), Monroe Twp., Snyder County
165. Baton Property (159), Monroe Twp., Snyder County
166. Arthur W. Wagner Property (160), Monroe Twp., Snyder County
167. Mrs. N. Jarrett Property (161), Monroe Twp., Snyder County
168. Jonathan Sholler Property (162), Monroe Twp., Snyder County
169. Jacob Smith Property (163), Monroe Twp., Snyder County
170. Rothrock Property (164), Monroe Twp., Snyder County
171. J.A. Heimbach Property (165), Monroe Twp., Snyder County
172. I. App Farm (168), Monroe Twp., Snyder County
173. Malcolm Debo Property (169), Monroe Twp., Snyder County
174. Slearer Farm (170), Monroe Twp., Snyder County
175. Richner Property (171), Monroe Twp., Snyder County
176. M. Hehn Farm (172), Monroe Twp., Snyder County
177. Deromedi Farm (173), Monroe Twp., Snyder County
178. John Rathfon Farm (174), Monroe Twp., Snyder County
179. Greiner Farm (175), Monroe Twp., Snyder County
180. Eugene A. Rathfon Farm (176), Monroe Twp., Snyder County
181. Michael Hummel Farm (177), Monroe Twp., Snyder County
182. 11th Avenue Bridge (178), Shamokin Dam Boro, Snyder County
183. Galer Property (179), Shamokin Dam Boro, Snyder County
184. Myers Property (180), Monroe Twp., Snyder County
185. PPL Residential Property (181), Monroe Twp., Snyder County
186. Shaffer Farm (182), Monroe Twp., Snyder County
187. Delosier Farm (185), Monroe Twp., Snyder County
188. Kuhn Property (186), Monroe Twp., Snyder County
189. Straub Property (188), Monroe Twp., Snyder County
190. Bingaman Farm (189), Union Twp., Union County
191. Irene Hummel Farm (190), Union Twp., Union County
192. Sholly Farm (192), Union Twp., Union County
193. Bush Farm (193), Union Twp., Union County

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194. Deibler Property (194), Union Twp., Union County
195. Sandel Schoolhouse (195), Union Twp., Union County
196. Richard & Patricia Smith Property (196), Union Twp.,
Union County
197. Wehry Property (197), Union Twp., Union County
198. Leroy Gabel Property (198), Union Twp., Union County
199. Leroy Gabel Property B (199), Union Twp., Union County
200. John Gabel Property (200), Union Twp., Union County
201. Frey Property (201), Union Twp., Union County
202. Sandel Farm (202), Union Twp., Union County
203. Glick Property (203), Union Twp., Union County
204. Hironomus Property (204), Union Twp., Union County
205. Gruneberg Property (205), Union Twp., Union County
206. Richard Property (206), Union Twp., Union County
207. Kenneth & Linda Wagner Property (207), Union Twp.,
Union County
208. Leroy Rohland Property (208), Union Twp., Union County
209. Weller Property (209), Union Twp., Union County
210. Walder Property (210), Union Twp., Union County
211. Dreese Property (211), Union Twp., Union County
212. Ploch Property (212), Union Twp., Union County
213. Chapel Property (213), Union Twp., Union County
214. Noquchi Property (214), Union Twp., Union County
215. Gautsch Property (216), Point Twp. Northumberland Co.
216. Robert L. Stuck Property (217), Point Twp.,
Northumberland County
217. Bickel Property (218), Point Twp., Northumberland Co.
218. Hand Farm (219), Point Twp., Northumberland County
219. Dill Property (221), Point Twp., Northumberland County
220. Thomas Farm (222), Point Twp., Northumberland County
221. Allabaugh Property (225), Point Twp., Northumberland
County
222. Kohl Farm (226), Point Twp., Northumberland County
223. Engelhardt Property (227), Point Twp., Northumberland
County
224. Hudock Farm (228), Point Twp., Northumberland County
225. Dunkleberger Farm (229), Point Twp., Northumberland
County
226. Heckert Property (230), Point Twp., Nortumberland
County
227. Montgomery Property (231), Point Twp., Northumberland
County
228. Edna Mae Ulrich Property (233), W. Chillisquaque Twp.,
Northumberland County
229. Yach Farm (234), W. Chillisquaque Twp., Northumberland
County
230. Strassner Property (235), W. Chillisquaque Twp.,
Northumberland County
231. Loeb Property (236), W. Chillisquaque Twp.,
Northumberland County

Page 11
W. Kober
Oct. 19, 1998

232. Baller Property (237), W. Chillisquaque Twp., Northumberland County
233. Hans Property (238), W. Chillisquaque Twp., Northumberland County
234. Monaghan Property (239), W. Chillisquaque Twp., Northumberland County
235. Dunkle Property (240), W. Chillisquaque Twp., Northumberland County
236. Abraham Property (241), W. Chillisquaque Twp., Northumberland County
237. Strawser Property (243), W. Chillisquaque Twp., Northumberland County
238. Bacon Property (245), W. Chillisquaque Twp., Northumberland County
239. Vincent Memorial Chapel Church Property (246), W. Chillisquaque Twp., Northumberland County
240. PPL Company Railroad (250), Monroe Twp., Shamokin Dam Boro, Snyder County
241. Philadelphia and Reading Railroad (251), along western side of the West Branch of the Susquehanna in Shamokin Dam Boro, Lewisburg Boro, Snyder and Union Counties
242. DiMaglio Property (253), Shamokin Dam Boro, Snyder County
243. Penn Valley Airport (254), Monroe Twp., Snyder County
244. Wertz Property (18), Monroe Twp., Snyder County
245. Zerbe Property (23), Monroe Twp., Snyder County

The Bureau disagrees with the findings of the agency and the consultant on the eligibility of the following properties. In our opinion these properties are not eligible for the National Register of Historic Places.

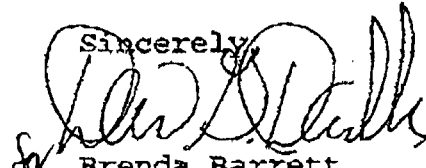
246. Albert C. Luck Property (13), Monroe Twp., Snyder County: loss of integrity
247. Andrew Trutt Property (44), Monroe Twp., Snyder County: loss of integrity
248. Sarah & Jacob P. Hummel Property (114), Shamokin Dam Boro, Snyder County: This property is not architecturally significant.
249. William L. Hottenstein Property (136), Shamokin Dam Boro, Snyder County: This property is not architecturally significant.
250. Rhodenbaugh Property (223), Point Twp., Northumberland County: This property is not architecturally significant.
251. Jaxett Property (158), Monroe Twp., Snyder County: loss of integrity.

Page 12
W. Kober
Oct. 19, 1998

The Bureau agrees with the finding of the agency that the following properties are not eligible for the National Register of Historic Places.

- 252. Oliver P. Wert Property (76), Monroe Twp., Snyder County
- 253. R.J. Leitzel Property (131), Shamokin Dam Boro, Snyder County

If you need further information in this matter please consult Susan Zacher at (717) 783-9920.

Sincerely,

Brenda Barrett
Director

cc: D. Schreiber, PDOT, Bur. of Design
R. Betterly, PDOT, BEQ



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

Oct. 30, 1998

Wayne W. Kober, Director
Bureau of Environmental Quality
Department of Transportation
Forum Place, 555 Walnut Street
Harrisburg, PA 17101-1900

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

Re: ER 97-0475-042-G
Snyder, Union and Northumberland Counties
S.R. 0015, Section 088 Central Susquehanna Valley
Transportation Project: Determination of
Eligibility and Boundaries

Dear Mr. Kober:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

The following property was accidentally excluded from our letter of Oct. 19, 1998. We concur with the findings of the agency concerning the National Register eligibility of the following property. This property is not historically or architecturally significant.

Shady Nook River Cottages Property (14), Monroe Township,
Snyder County

In addition, we have re-evaluated the boundaries for the National Register eligible, Pennsylvania Power and Light Steam Electric Station, Shamokin Dam and Monroe Township, Snyder County. Following a Bureau for Historic Preservation site visit we have revised the National Register boundaries to include the main generating facilities and omitting the storage yard and half dam. It appears that an area of 4000 feet north to south encompasses all the eligible resources. The area is located approximately 2000 feet north and 2000 feet south of the dam and includes the gate house. The proposed eastern and western boundaries of the site remain the same.

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NOV 12 1998

ENVIRONMENTAL QUALITY



Page
W. Kober
Oct. 30, 1998

Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

If you need further information in this matter please
consult Susan Zacher at (717) 783-9920.

Sincerely,

Brenda Barrett
Director

PennDOT BEQ Concurs
Please Proceed Accordingly
Initial Rns Date 11-13-98

cc: D. Schreiber, PDOT, Bur. of Design
R. Betterly, PDOT, BEQ
KWC/smz



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

December 14, 1998

Wayne W. Kober, Director
Bureau of Environmental Quality
Department of Transportation
Forum Place, 555 Walnut Street
Harrisburg, PA 17101-1900

RECEIVED

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

DEC 21 1998

ENVIRONMENTAL QUALITY

Re: ER 97-0475-042-J
Snyder, Union and Northumberland Counties
S.R. 0015, Section 088, Central Susquehanna
Valley: Determination of Eligibility/National
Register Boundaries

Dear Mr. Kober:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

We are in receipt of your agency's questions concerning the following properties which were discussed at our December 10, 1998 National Register committee meeting.

1. St. Joseph's Catholic Cemetery, W. Chillisquaque Twp., Northumberland County: This cemetery is clearly the burial ground for Irish Catholics who had no other church or cemetery. Whether gravestones remain reflecting Irish Catholic iconology is not necessary to document the association of this cemetery with Irish Catholic immigration. Therefore, in our opinion, this cemetery meets National Register criterion exception D.
2. Trexler Property, Monroe Twp., Snyder County: Please note the boundary description in the form, "Esther's comment reveals the continuing rural character of the original setting of the Trexler house, even into the early twentieth century. In its present setting, the Trexler house once again stands within expansive rural grounds and gardens, which amplify the architectural features of the dwelling and maintain the historic feeling of the property despite the removal of the house from the main road." Therefore, we continue to hold that the current tax parcel is appropriate for the resource to maintain its rural setting.

Page 2
W. Kober
Dec. 14, 1998

3. PP&L Sunbury Steam Electric Station, Shamokin Dam, Snyder County: in our opinion the significant resources associated with the facility are encompassed within the new boundaries developed by our site visit. The features outside of the boundaries are not eligible for the National Register and are not necessary to support the eligibility of the Steam Electric Station. The mapping and revised boundaries you submitted match our recommended boundaries.

If you need further information in this matter please consult Susan Zacher at (717) 783-9920.

Sincerely,

K.W. Carr Az

Kurt W. Carr, Chief
Division of Archaeology
and Protection

cc: D. Schreiber, PDOT, Bur. of Design
R. Betterly, PDOT, BEQ
KWC/smz



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

March 8, 1999

Wayne W. Kober, Director
Bureau of Environmental Quality
Department of Transportation
Forum Place, 555 Walnut Street
Harrisburg, PA 17101-1900

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

Re: ER 97-0475-042-K
S.R. 0015, Section 088
Request for Re-Evaluation of the St. Joseph's
Catholic Cemetery, West Chillisquaque Township,
Northumberland County

Dear Mr. Kober:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

At your request, Dan Deibler, of our National Register division is sending the following additional information concerning our review and evaluation of the National Register eligibility for the St. Joseph's Catholic Cemetery

The evaluation presented in the historic resource study for this cemetery addresses only two of the four aspects outlined in Criteria Consideration D: Cemeteries: "A Cemetery is eligible if it derives its primary significance (1) from graves of persons of transcendent importance, (2) from age, (3) from distinctive design features, or (4) from events. The evaluation addressed the graves of persons of transcendent importance and the distinctive design issues." We agree that the cemetery is not eligible for either of these reasons. However, it is our opinion that the cemetery is significant for the other two consideration points - age and association with historic events.

The inventory documents the cemetery to 1805 and explains that Manus McGee deeded the burial ground to the Roman Catholic Society of Chillisquaque Township in 1827 for the burial of Roman Catholics. These events fall within the area's early settlement period. The cemetery reflects the

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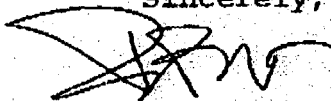
Page 2
W. Kober
March 8, 1999

ethnic and cultural diversity from the area's earliest period of development. Burial is required in consecrated ground. No other resource in the study area documents this cultural/religious group from this early period. A 1790 chapel in Lewisburg is no longer extant. The cemetery is close to the village of Chillisquaque which suggests an association; however, the village has little integrity and was evaluated as not being National Register eligible (SHPO concurs). It is well documented that Irish immigrants were the principal laborers used in building the canals in the United States in the 1830's and 1840's. Although the report does not make this association, it is our opinion that such a connection can be made. In the absence of other resources that reflect this important historical event, it is also our opinion that the cemetery documents this association.

It is our opinion that St. Joseph's Roman Catholic Cemetery is significant for its association with the early settlement of an ethnic/cultural group and for its association with an ethnic/cultural group that played an important role in the construction of the West Branch of the Pennsylvania Canal.

If you need further information in this matter please consult Susan Zacher at (717) 783-9920.

Sincerely,



Brenda Barrett
Director

Enclosure

cc: D. Suci-Smith, FHWA
D. Schreiber, PDOT, Bur. of Design
R. Betterly, PDOT, BEQ

BB/smz



Commonwealth of Pennsylvania
 Pennsylvania Historical and Museum Commission
 Bureau for Historic Preservation
 Post Office Box 1026
 Harrisburg, Pennsylvania 17108-1026

May 5, 1999

Wayne W. Kober, Director
 Bureau of Environmental Quality
 Department of Transportation
 Forum Place, 555 Walnut Street
 Harrisburg, PA 17101-1900

TO EXPEDITE REVIEW USE
 BHP REFERENCE NUMBER

Re: ER 97-0475-042-L
~~Snyder, Union and Northumberland Counties~~
 S.R. 0015, Section 088; Central Susquehanna Valley
~~National Register Boundaries for Wagner Farm and~~
 Trexler Property

Dear Mr. Kober:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

The Bureau agrees with the boundaries selected for the two properties listed below.

1. William Wagner Farm Property (167) Monroe Township, Snyder County
2. Trexler Property, Union Township, Union County

If you need further information in this matter please consult Susan Zacher at (717) 783-9920.

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MAY 05 1999

ENVIRONMENTAL QUALITY

Sincerely,

Kurt W. Carr, Chief
 Division of Archaeology
 and Protection

cc: D. Schreiber, PDOT, Bur. of Design

R. Betterly, PDOT, BEQ

KWC/smz

PennDOT BEQ Concurs.
 Please Proceed Accordingly.

Initial RMB Date 5-7-99



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

July 13, 1999

Wayne W. Kober, Director
Bureau of Environmental Quality
Department of Transportation
Forum Place, 555 Walnut Street
Harrisburg, PA 17101-1900

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

Re: ER 97-0475-042-P
Snyder, Union and Northumberland Counties
S.R. 0015, Section 088, Central Susquehanna Valley
Determination of Eligibility Report Addendum

Dear Mr. Kober:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above listed project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation as revised in 1999. These requirements include consideration of the project's potential effect on both historic and archaeological resources.

We concur with the findings of the agency that the following properties are not eligible for the National Register of Historic Places.

1. H. Jarrett Property (255), Monroe Twp., Snyder County
2. P. Bailey Property (256), Monroe Twp., Snyder County

If you need further information in this matter please consult Susan Zacher at (717) 783-9920.

RECEIVED

JUL 15 1999

ENVIRONMENTAL QUALITY

Sincerely,

Brenda Barrett
Director

cc: D. Schreiber, PDOT, Bur. of Design
R. Betterly, PDOT, BEQ
BB/smz

PennDOT BEQ Concurs.
Please Proceed Accordingly.
Initial ROB Date 7-16-99



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

August 19, 1999

Wayne W. Kober, Director
Bureau of Environmental Quality
Department of Transportation
Forum Place, 555 Walnut Street
Harrisburg, PA 17101-1900

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

Re: ER 97-0475-042-S
Snyder, Union and Northumberland Counties
S.R. 0015, Section 088, Central Susquehanna Valley
Historic Resource Survey/Determination of
Eligibility Report Additional Historic Resource
Survey Forms

Dear Mr. Kober:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above listed project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation as revised in 1999. These requirements include consideration of the project's potential effect on both historic and archaeological resources.

We agree with the selection of the expanded Area of Potential Effect. It appears that it is adequate to address any project effects.

We concur with the findings of the agency that the following three properties are not eligible for the National Register of Historic Places.

1. Jacob Hoch, Jr. Farm, Monroe Township, Snyder County: due to a loss of integrity
2. Springfield Property, Monroe Township, Snyder County
3. Kresteter Property, Monroe Township, Snyder County

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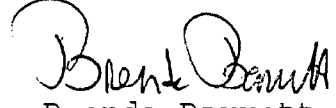
AUG 20 1999

ENVIRONMENTAL QUALITY

Page 2
W. Kober
August 19, 1999

If you need further information in this matter please
consult Susan Zacher at (717) 783-9920.

Sincerely,


Brenda Barrett
Director

cc: D. Schreiber, PDOT, Bur. of Design
R. Betterly, PDOT, BEQ
BB/smz

PennDOT BEQ Concurs.
Please Proceed Accordingly.
Initial RAB Date 8-26-99



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

TO: Wayne Kober, Director
Bureau of Environmental Quality

FM: Brenda Barrett, Director
Bureau for Historic Preservation

SUBJ: National Register evaluation for St. Joseph's Catholic Cemetery
West Chillisquaque Twp
Northumberland County, PA
ER1997-04-042 -V
75

DATE: 27 September 1999

We have completed our review of the additional information you provided for the above referenced property.

The National Register nomination (1986) for the Milton Historic District documents that the Episcopal Church (1849) in Milton is the only church that survived the "Great Fire of 1880" which destroyed some 665 buildings. Based on this, it is quite possible that St. Joseph's Catholic Cemetery may be the earliest property associated with Irish settlement in this region.

The research, however, does not demonstrate that Irish Catholic's had a significance presence in the region in the settlement period. The additional research also demonstrates that the information that the cemetery can convey about the presence of this ethnic group is available in documentary resources.

We, therefore, concur that St. Joseph's Catholic Cemetery does not meet Criteria Consideration D and is not eligible for listing in the National Register of Historic Places.

If you have any additional questions, please contact our office.

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SEP 27 1999

ENVIRONMENTAL QUALITY



Commonwealth of Pennsylvania
 Pennsylvania Historical and Museum Commission
 Bureau for Historic Preservation
 Commonwealth Keystone Building, 2nd Floor
 400 North Street
 Harrisburg, PA 17120-0093

~~DATE~~
 EEH

7/13/01:

DEBORAH SUZUKI-SMITH
 CONTACTED SUSAN
 ZACHER TO CONFIRM
 THAT THIS LETTER
 SUPERCEDES THE
 PREVIOUS LETTER OF
 THE SAME DATE AND
 SUBJECT AND TO

~~Nov 8, 2000~~

TO EXPEDITE REVIEW USE CONSIDER THAT
 BHP REFERENCE NUMBER THIS LETTER
 INDICATES CONCURRENT
 WITH THE FINDINGS OF
 THE EFFECTS REPORT
 MS. ZACHER CONFIRMS
 THE ABOVE INFORMATION

Susan McDonald
 Pennsylvania Department of Transportation
 Bureau of Environmental Quality
 P O Box 3790
 Harrisburg, PA 17105-3790

RE: ER 97-0475-042-AA
 Snyder, Union and Northumberland Counties
 S.R. 0015, Section 088, Central Susquehanna Valley Transportation
 Project: Determination of Effect Report & Addendum for Historic
 Resources

EEH
 7/16/01

Dear Ms. McDonald:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

We concur with the findings of the agency concerning the potential effects of the above listed project on historic resources. This project will have no effect on historic resources, especially the Simon P. App Farm, an eligible resource in the Area of Potential Effect. This finding only includes comments on the above-ground resources, since archaeological investigations are not complete and an effect finding for the entire project has not yet been determined.

Page 2
S. McDonald
Nov. 8, 2000

If you need further information in this matter please consult Susan Zacher at (717)
783-9920.

Sincerely,

A handwritten signature in black ink, appearing to read "Kurt W. Carr". The signature is written in a cursive style with a large, prominent "K" and "C".

Kurt W. Carr, Chief
Division of Archaeology and
Protection

cc: D. Cough, FHWA
D.L. Kerns, PDOT, BOD
R. Kennedy, PDOT, Dist. 3-0
KWC/snz

RAM



United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO: 2280

Fax: Skelly & Hoy
Candy Baschore
717-232-1799

2 pages

To: James A. Cheatham
Division Administrator
FHWA
PA Div
228 Walnut St. Room 536
Harrisburg, PA 17101-1720

cc: L.JL

from: EEA

The Director of the National Park Service wishes to inform you of our determination pursuant to the National Historic Preservation Act, as amended, and Executive Order 11593 in response to your request for a determination of eligibility for inclusion in the National Register of Historic Places. Our determination appears on the enclosed material.

As you know, your request for our professional judgment constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act analysis and the analysis required under section 4(f) of the Department of Transportation Act, if this is a transportation project, to bring about the best possible program decisions.

This determination does not serve in any manner as a veto to uses of property, with or without Federal participation or assistance. The responsibility for program planning concerning properties eligible for the National Register lies with the agency or block grant recipient after the Advisory Council on Historic Preservation has had an opportunity to comment.

Attachment

OPTIONAL FORM 89 (7-90)

FAX TRANSMITTAL # of pages -

To: Sue Zacher	From: D. Sudiu Smith
Dept./Agency: BMMC - BHP	Phone #: 221-5785
Fax #: 772-0920	Fax #:

NSN 7540-01-317-7300 5000-101 GENERAL SERVICES ADMINISTRATION

OPTIONAL FORM 89 (7-90)

FAX TRANSMITTAL # of pages -

To: ERIC HIGH	From: D. SUDIUSMITH
Dept./Agency: PDOT 3-0	Phone #:
Fax #: 570-368-4321	Fax #:

NSN 7540-01-317-7300 5000-101 GENERAL SERVICES ADMINISTRATION

OPTIONAL FORM 89 (7-90)

FAX TRANSMITTAL # of pages -

To: Daryl Kerns	From: D. SUDIUSMITH
Dept./Agency: PDOT	Phone #: 221-3785
Fax #: 705-2379	Fax #:

NSN 7540-01-317-7300 5000-101 GENERAL SERVICES ADMINISTRATION



United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

DETERMINATION OF ELIGIBILITY NOTIFICATION

National Register of Historic Places
National Park Service

Name of Property: Simon P. App Farm

Location: Snyder County

State: Pennsylvania

Request submitted by: James A. Cheatham, Division Administrator, FHWA, Pennsylvania Division

Date received: 07/05/01

Additional information received

Opinion of the State Historic Preservation Officer:

Eligible Not Eligible No Response Need More Information

Comments:

The Secretary of the Interior has determined that this property is:

Eligible Applicable criteria: A,C Not Eligible

Comments:

The Simon P. App Farm meets National Register Criteria A and C for its local historic and architectural significance. The approximately 31 acre boundary established for the register-eligible farm is appropriate and justified as being the historic (1866) boundary of the property.

Patrick Andrews
Keeper of the National Register
Date: 7/16/2001



Archaeological Correspondence





Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

May 24, 2000

Wayne W. Kober, Director
PA Department of Transportation
Bureau of Environmental Quality
7th Floor, Forum Place
555 Walnut Street
Harrisburg, PA 17101-1900

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

Re: File No. ER 97-0475-042-X
FHWA: Central Susquehanna Valley
Transportation Project, SR 0015, Section
088, Final Geomorphology Report
Northumberland, Snyder & Union Counties

Dear Mr. Kober:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

Thank you for sending the additional copies of this report as requested in our final review. Your cooperation in dealing with this project has been greatly appreciated.

If you need further information in this matter please consult Noël Strattan at (717) 772-4519. If you need a **status only** of the reviewed project please call Tina Webber at (717) 705-4036.

Sincerely,

Kurt W. Carr, Chief
Division of Archaeology &
Protection

Cc: D.L. Kerns, PE, FP7, BOD
R.C. Kennedy, Environmental Manager, District 3-0
D.W. Cough, FHWA
J.M. Verbka, District 2-0
R.T. Baublitz, FP7, BEQ
Scott Shaffer, FP7, BEQ

KWC/tmw



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

May 24, 1999

Wayne W. Kober
Bureau of Environmental Quality
Department of Transportation
555 Walnut Street
Harrisburg, PA 17120

Re: ER # 97-0475-042-M
FHWA, Archaeological Predictive Model for Central Susquehanna Valley Transportation
Project S.R. 0015 Sect. 088, Northumberland, Snyder, and Union Counties

Dear Mr. Kober:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

In our opinion, the predictive model developed for the CSVT project was thoughtfully conceived, developed, and tested. Based on its accuracy in predicting the location of upland and valley floor sites, the model is adequate to assess the relative archaeological sensitivity of CVST alternatives and to guide the Phase I/II survey strategy. In our opinion, the Phase I/II testing strategy should be designed to test and further refine this model through testing some percentage of medium and low probability areas at a 15 meter interval. We look forward to working with your staff and the consultant in developing such a testing strategy. Please provide 3 copies of this report (2 bound, 1 unbound) for our files. If you have any questions regarding our review of this submission, please contact Andrew Wyatt at (717) 772-0923.

Sincerely,

Kurt W. Carr, Chief
Division of Archaeology &
Protection

cc:R. Kennedy, DOT, Dist. 3-0
D. Baublitz, DOT, BEQ
KWC:AW



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

June 1, 1999

Wayne W. Kober
Bureau of Environmental Quality
Department of Transportation
555 Walnut Street
Harrisburg, PA 17120

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

Re: ER # 97-0475-042-N

FHWA, Summary of Geomorphological Studies Within the Floodplain, Central
Susquehanna Valley Transportation Project S.R. 0015 Sect. 088, Northumberland,
Snyder, and Union Counties

Dear Mr. Kober:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

We agree that the geomorphological studies performed to date will provide useful information both for the evaluation of alternative alignments and for developing a Phase I survey strategy. Although we concur with the need for coring on the West Branch floodplains and islands, an effort should be made to identify buried A horizons and obvious discontinuities in soil development while in the field. This information may be critical in the development of a Phase I testing strategy in alluvial settings. If you have any questions regarding our review of this submission, please contact Andrew Wyatt at (717) 772-0923.

Sincerely,

Kurt W. Carr, Chief
Division of Archaeology &
Protection

cc:R. Kennedy, DOT, Dist. 3-0 ✓
D. Baublitz, DOT, BEQ
KWC:AW



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

September 13, 1999

Wayne W. Kober
Bureau of Environmental Quality
555 Walnut Street
7th floor
Harrisburg PA 17120

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

Re: ER # 97 0475 042 U
SR 0015 S 088
Archaeological Predictive Model
Northumberland, Snyder, & Union Counties

Dear Mr. Kober:

Thank you for submitting the final copies of this predictive model. Two copies will remain on file at this office. The other copies will be distributed to Temple University and the Carnegie Museum of Natural History for research purposes. We concur that the coordination for the review of this document has been completed. We look forward to reviewing the testing that results from the use of this model.

If you need further information in this matter please consult Noël Strattan at (717) 772-4519.

RECEIVED

OCT 23 1999

ENVIRONMENTAL QUALITY

Sincerely,

Kurt W. Carr, Chief
Division of Archaeology &
Protection

cc: R.T. Baublitz, BEQ, 7th Floor Forum Place
KWC/DNS

PennDOT BEQ Concurs.
Please Proceed Accordingly.
Initial RTB Date 11/1/99



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

RECEIVED

MAR 17 2000

ENVIRONMENTAL QUALITY

March 13, 2000

Department of Transportation
Attn: Wayne W. Kober, Director
Bureau of Environmental Quality
555 Walnut Street, 7th Floor
Harrisburg, PA 17120

RE: ER# 97- o475-042-W
S.R. 0015, Section 088, Northumberland &
Union Counties
Geomorphological Report

Dear Mr. Kober:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above referenced report in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. Our comments are as follows:

This report indicates that all three alternatives under consideration have varying levels of archaeological potential. We concur with this assessment. Once a preferred alternative has been selected, please provide a draft scope of work for our review and comment. We appreciate your cooperation in this matter.

Please provide three additional copies of this report for our files and for distribution to the other report repositories.

If you have any questions or comments concerning our review of this project, please contact Noel Strattan at (717) 772-4519 or me at (717) 783-9926.

Sincerely,

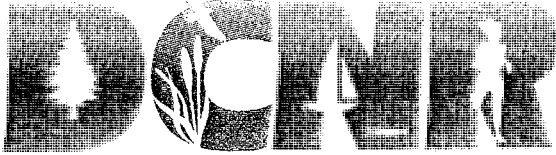
Kurt W. Carr, Chief
Division of Archaeology & Protection

Cc: Dick Baublitz, PennDOT/BEQ
Joe Verbka, PennDOT District 2-0



*Appendix D -
Agency Correspondence - Scenic Rivers*

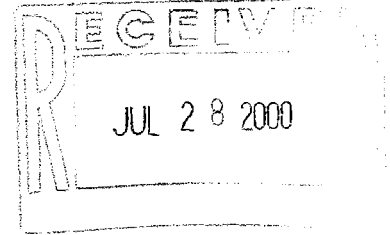




Pennsylvania Department of Conservation and Natural Resources

105

Rachel Carson State Office Building
P.O. Box 8475
Harrisburg, PA 17105-8475
July 21, 2000



717-783-8526

Bureau of Recreation and Conservation

Mr. Kevin J. Starner
Environmental Planner
Skelly and Loy, Inc.
2601 North Front Street
Harrisburg, PA 17110-1185

RE: S.R. Reviews – Bridges/Highways
S.R. 0015, Section 088 – River Crossing #5
Central Susquehanna Valley Transportation Project

Dear Mr. Starner:

The Scenic Rivers staff has reviewed the information submitted concerning the proposed construction of a bridge to be located over the West Branch of the Susquehanna River between Union Township, Union County, and Point Township, Northumberland County. Since this segment of the Susquehanna River is a 1-A Priority waterway listed in the Pennsylvania Scenic Rivers Inventory, our staff is concerned about maintaining the scenic characteristics of the river and its immediate environs.

Based on state agency consistency requirements of the Scenic Rivers Act, the following recommendations should be incorporated into the permit conditions:

- The construction staging areas should be screened by vegetative buffer and set back as far as possible from the river's edge.
- The materials in the bridge should reflect the natural character of the surrounding area as much as possible.
- An approved erosion and sedimentation control plan must be utilized.
- Native or local stone should be used in areas where riprap is needed.
- Once construction is underway, river users shall be notified of construction activities upstream and downstream from the construction site by using appropriate signage. Signs of sufficient size should be appropriately located to notify all river users they are entering a construction area.
- Since the West Branch of the Susquehanna River is a canoeable stream, an identification sign should be incorporated on the parapet on the upstream side of the bridge identifying it as the

State Route 15 Bridge. The specifications of the sign should be developed so that canoeists can read the sign from the river. Final sign specifications need to be developed through consultation with PennDOT.

- If a causeway is to be used as a temporary crossing during construction of the bridge, the Contractor must adhere to the requirements of DEP permit BDWW-GP-8 – Temporary Road Crossings.
- During construction and cleanup, all debris entering the river shall be removed.

In addition, several governmental agencies, municipalities, and non-profit organizations, including PennDOT, are exploring the possibility of studying the area for the potential development of a greenway along the Susquehanna River. You should coordinate with PennDOT to insure that access to the river and potential development for recreational facilities (such as a trail or greenway) is maintained.

We do not have any other comments on the project at this time, but we would appreciate being kept informed of the progress of the design of the bridge. All future correspondence regarding this project should be sent to:

Mr. Jim Mays
Environmental Planner
Greenways and Conservation Partnerships Division

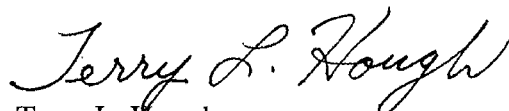
His address and telephone number are shown above.

Please provide us with the following documentation during the preliminary design phase:

- Description of the project.
- An 8½" x 11" (7.5 minute quadrangle) sheet showing location of the project.
- Preliminary plans for the design of the bridge, including elevations.
- Description and methodology of the erosion and sedimentation control.

Should you have any additional Scenic River questions or comments, please contact me at the above telephone number.

Sincerely,



Terry L. Hough
Environmental Planner
Grants Projects Management Division

cc: Jim Mays, Environmental Planner



***Appendix E -
Farmland Conversion Impact
Rating Form***



FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date of Land Evaluation Request October 18, 1999				
Name of Project S.R. 0015, CSVT Project, Section 1		Federal Agency Involved U.S. DOT, FHWA				
Proposed Land Use Transportation/Highway		County and State Snyder County, Pennsylvania				
PART II (To be completed by NRCS)		Date Request Received by NRCS 11/10/99				
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form). Yes No <input checked="" type="checkbox"/> <input type="checkbox"/>					Acres Irrigated 0	
					Average Farm Size 126	
Major Crop(s) CORN		Farmable Land in Government Jurisdiction Acres: 127 539 % 61			Amount of Farmland as Defined in FPPA Acres: 127539 61%	
Name of ___ Land Evaluation or ___ Local Site Assessment System LESA				Date Returned by NRCS 11/22/99		
PART III (To be completed by Federal Agency)		Alternative Site Rating				
		OT 2A	OT 2B	DA MA	DA M	Site E
A. Total Acres to be Converted Directly (Preliminary ROW)		427.4	474.5	551.9	534.6	
B. Total Acres to be Converted Indirectly N/A, see text		---	---	---	---	
C. Total Acres in Site		427.4	474.5	551.9	534.6	
PART IV (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime and Unique Farmland (Direct Impact)		183.1	178.2	144.3	151.5	
B. Total Acres Statewide and Local Important Farmland (Direct Impact)		109.3	128.8	188.6	188.6	
C. Percentage of Farmland in County or Local Govt. Unit to be Converted		.335	.372	.433	.419	
D. Percentage of Farmland in Govt. Jurisdiction With Same or Higher Relative Value		49	49	49	49	
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland to be Converted (Scale of 0 to 100 points)		59	55	47	46	
PART VI (To be completed by Federal Agency) Site Assessment Criteria. These criteria are explained in 7 CFR 658.5(b).		Maximum Points	OT 2A	OT 2B	DA Mod Avd.	DA Mod
1. Area in Nonurban Use		15	0	0	8	8
2. Perimeter in Nonurban Use		10	2	2	6	6
3. Percent of Site Being Farmed		20	4	6	9	9
4. Protection Provided by State & Local Govt.		20	0	0	0	0
5. Distance from Urban Builtup Area		N/A	---	---	---	---
6. Distance Urban Support Services		N/A	---	---	---	---
7. Size of Present Farm Unit Compared to Avg.		10	10	10	10	10
8. Creation of Nonfarmable Farmland		25	25	25	25	25
9. Availability of Farm Support Services		5	5	5	5	5
10. On-Farm Investments		20	3	3	5	4
11. Effects of Conversion on Farm Support Services		25	6	7	10	10
12. Compatibility With Existing Agricultural Uses		10	5	5	5	5
TOTAL SITE ASSESSMENT POINTS		160	60	63	83	82
PART VII (To be completed by Federal Agency)						
Relative Value of Farmland (From Part V)		100	59	55	47	46
Total Site Assessment (From Part VI above or a local site assessment)		160	60	63	83	82
TOTAL POINTS (Total of above 2 lines)		260	119	118	130	128
Site Selected:		Date of Selection:		Was a Local Site Assessment Used? Yes ___ No ___		
Reason for Selection:						

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date of Land Evaluation Request October 18, 1999				
Name of Project S.R. 0015, CSVT Project, Section 2		Federal Agency Involved U.S. DOT, FHWA				
Proposed Land Use Transportation/Highway		County and State Snyder County, Pennsylvan.				
PART II (To be completed by NRCS)		Date Request Received by NRCS 11/10/99				
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form). Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>					Acres Irrigated 0	
Major Crop(s) CORN					Average Farm Size 126	
Farmable Land in Government Jurisdiction Acres: 127539 % 61					Amount of Farmland as Defined in FPPA Acres: 127539 61%	
Name of ___ Land Evaluation or ___ Local Site Assessment System LESA					Date Returned by NRCS 11/22/	
PART III (To be completed by Federal Agency)		Alternative Site Rating				
		RC 1E	RC 1W	RC 5	RC 6	Site E
A. Total Acres to be Converted Directly Preliminary ROW		32.7	32.6	30.7	32.7	
B. Total Acres to be Converted Indirectly N/A, see text		---	---	---	---	
C. Total Acres in Site		32.7	32.6	30.7	32.7	
PART IV (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime and Unique Farmland		8.7	8.8	5.4	8.7	
B. Total Acres Statewide and Local Important Farmland		22.8	22.8	23.8	22.9	
C. Percentage of Farmland in County or Local Govt. Unit to be Converted		.026	.026	.024	.026	
D. Percentage of Farmland in Govt. Jurisdiction With Same or Higher Relative Value		49	49	49	49	
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland to be Converted (Scale of 0 to 100 points)		67	67	65	67	
PART VI (To be completed by Federal Agency) Site Assessment Criteria. These criteria are explained in 7 CFR 658.5(b).		Maximum Points	RC 1E	RC 1W	RC 5	RC 6
1. Area in Nonurban Use		15	10	10	10	10
2. Perimeter in Nonurban Use		10	10	10	10	10
3. Percent of Site Being Farmed		20	18	18	18	18
4. Protection Provided by State & Local Govt.		20	0	0	0	0
5. Distance from Urban Builtup Area		N/A	---	---	---	---
6. Distance Urban Support Services		N/A	---	---	---	---
7. Size of Present Farm Unit Compared to Avg.		10	10	10	10	10
8. Creation of Nonfarmable Farmland		25	25	25	25	25
9. Availability of Farm Support Services		5	5	5	5	5
10. On-Farm Investments		20	0	0	0	0
11. Effects of Conversion on Farm Support Services		25	3	3	3	3
12. Compatibility With Existing Agricultural Uses		10	5	5	5	5
TOTAL SITE ASSESSMENT POINTS		160	86	86	86	86
PART VII (To be completed by Federal Agency)						
Relative Value of Farmland (From Part V)		100	67	67	65	67
Total Site Assessment (From Part VI above or a local site assessment)		160	86	86	86	86
TOTAL POINTS (Total of above 2 lines)		260	153	153	151	153
Site Selected:		Date of Selection:			Was a Local Site Assessment Used? Yes ___ No ___	
Reason for Selection:						

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date of Land Evaluation Request October 18, 1999				
Name of Project S.R. 0015, CSVT Project, Section 2		Federal Agency Involved U.S. DOT, FHWA				
Proposed Land Use Transportation/Highway		County and State Northumberland County, Pennsylvania				
PART II (To be completed by NRCS)		Date Request Received by NRCS				
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form.)		Yes No <input checked="" type="checkbox"/> <input type="checkbox"/>		Acres Irrigated 0	Average Farm Size 179	
Major Crop(s) CORN	Farmable Land in Government Jurisdiction Acres: 167,541 % 58%		Amount of Farmland as Defined in FPPA Acres: 133,838 % 41			
Name of <input checked="" type="checkbox"/> Land Evaluation or <input type="checkbox"/> Local Site Assessment System Northumberland County		Date Returned by NRCS				
PART III (To be completed by Federal Agency)		Alternative Site Rating				
		RC Site A 1E	RC Site B 1W	RC Site C 5	RC Site D 6	Site E
A. Total Acres to be Converted Directly		158.6	207.8	246.1	214.4	
B. Total Acres to be Converted Indirectly		---	---	---	---	
C. Total Acres in Site		158.6	207.8	246.1	214.4	
PART IV (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime and Unique Farmland		41.2	30.8	45.0	41.0	
B. Total Acres Statewide and Local Important Farmland		54.5 52.3	48.3 45.8	76.6 74	52.3 50.3	
C. Percentage of Farmland in County or Local Govt. Unit to be Converted		< 0.001%	< 0.001%	< 0.001%	< 0.001%	
D. Percentage of Farmland in Govt. Jurisdiction With Same or Higher Relative Value		31%	31%	31%	31%	
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland to be Converted (Scale of 0 to 100 points)		61	53	52	58	
PART VI (To be completed by Federal Agency) Site Assessment Criteria. These criteria are explained in 7 CFR 658.5(b).		Maximum Points	RC 1E	RC 1W	RC 5	RC 6
1. Area in Nonurban Use		15	14	12	10	14
2. Perimeter in Nonurban Use		10	9	3	8	9
3. Percent of Site Being Farmed		20	6	5	7	5
4. Protection Provided by State & Local Govt.		20	0	0	0	0
5. Distance from Urban Builtup Area		N/A	---	---	---	---
6. Distance Urban Support Services		N/A	---	---	---	---
7. Size of Present Farm Unit Compared to Avg.		10	10	10	10	10
8. Creation of Nonfarmable Farmland		25	25	25	25	25
9. Availability of Farm Support Services		5	5	5	5	5
10. On-Farm Investments		20	5	19	3	2
11. Effects of Conversion on Farm Support Services		25	4	4	6	3
12. Compatibility With Existing Agricultural Uses		10	5	5	5	5
TOTAL SITE ASSESSMENT POINTS		160	83	88	79	78
PART VII (To be completed by Federal Agency)						
Relative Value of Farmland (From Part V)		100	61	53	52	58
Total Site Assessment (From Part VI above or a local site assessment)		160	83	88	79	78
TOTAL POINTS (Total of above 2 lines)		260	144	141	131	136
Site Selected:		Date of Selection:		Was a Local Site Assessment Used? Yes ___ No ___		
Reason for Selection:						

U.S. Department of Agriculture
FARMLAND CONVERSION IMPACT RATING

NOV 10 1999

PART I (To be completed by Federal Agency)		Date of Land Evaluation Request October 18, 1999				
Name of Project: S.R. 0015, CSVT Project, Section 2		Federal Agency Involved: U.S. DOT, FHWA				
Proposed Land Use: Transportation/Highway		County and State: Union County, Pennsylvania				
PART II (To be completed by NRCS)		Date Request Received by NRCS				
Does this site contain prime, unique, statewide or local important farmland? (If no, then FPPA does not apply - do not complete additional parts of this form.)		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>			Acres Irrigated: 0	Average Farm Size: 134
Major Crops(s): CORN		Farmable Land In Government Jurisdiction Acres: 100,348 % 49%			Amount of Farmland as Defined in FPPA Acres: 76,806 38%	
Name of Land Evaluation or Local Site Assessment System: UNION COUNTY		Date Returned by NRCS				
PART III (To be completed by Federal Agency)		Alternative Site Rating				
		RC Site A 1E	RC Site B 1W	RC Site C 5	RC Site D 6	Site E
A. Total Acres to be Converted Directly	Preliminary ROW	142.7	142.6	135.2	160.9	
B. Total Acres to be Converted Indirectly	N/A, see text	---	---	---	---	
C. Total Acres in Site		142.7	142.6	135.2	160.9	
PART IV (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime and Unique Farmland		11.6	11.8	9.5	18.3	
B. Total Acres Statewide and Local important Farmland		31.8 44.0	31.7 40.9	24 26.7	34.2 30.2	
C. Percentage of Farmland in County or Local Govt. Unit to be Converted		< 0.001%	< 0.001%	< 0.001%	< 0.001%	
D. Percentage of Farmland in Govt. Jurisdiction With Same or Higher Relative Value		32	32	32	32	
PART V (To be completed by NRCS) Land Evaluation Criterion						
Relative value of Farmland to be Converted (Scale of 0 to 100 points)		56	56	55	53	
PART VI (To be completed by Federal Agency) Site Assessment Criteria. These criteria are explained in 7 CFR 658.5(b).		Maximum Points	RC 1E	RC 1W	RC 5	RC 6
1. Acres in Nonurban Use	15	5	5	7	4	
2. Perimeter in Nonurban Use	10	0	0	0	0	
3. Percentage of Site Being Farmed	20	10	10	10	10	
4. Protection Provided by State & Local Govt.	20	0	0	0	0	
5. Distance from Urban Builtup Area	N/A	---	---	---	---	
6. Distance Urban Support Services	N/A	---	---	---	---	
7. Size of Present Farm Unit Compared to Avg.	10	10	10	10	10	
8. Conversion of Nonfarmable Farmland	25	25	25	25	25	
9. Availability of Farm Support Services	5	5	5	5	5	
10. On-farm Investments	20	8	8	8	8	
11. Effects of Conversion on Farm Support Services	25	2	2	2	3	
12. Compatibility With Existing Agricultural Uses	10	5	5	5	5	
TOTAL SITE ASSESSMENT POINTS	160	70	70	72	70	
PART VII (To be completed by Federal Agency)						
Relative value of Farmland (From Part V)	100	56	56	55	53	
Total Site Assessment (From Part VI above or a local site assessment)	160					
TOTAL POINTS (Total of above 2 lines)	260					
Site Selected:	Date of Selection:	Was a Local Site Assessment Used? Yes ___ No ___				
Reason for Selection:						



*Appendix F -
Draft Environmental Impact
Summary Tables (June 1997)*



**CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION PROJECT
IMPACT SUMMARY TABLE**

DRAFT

June 2, 1997

RESOURCE	PRELIMINARY ALTERNATIVES																
	A1	A2	B1	B2	BA1	BA2	BE1	BE2	C1	C2	D	E1	E2	F1	F2	G1	G2
Impact Area (Acres)	1073.3	1032.1	902.2	803.9	1093.2	1052.0	918.4	811.8	969.7	913.6	810.8	925.7	899.7	959.2	918.0	958.7	917.5
Number of Displaced Structures	176	165	146	133	175	164	155	148	361	350	97	164	157	279	268	351	340
Number of Stream/River Crossings	42	41	29	28	42	41	39	38	34	33	34	37	36	36	35	40	39
Predictive Wetlands (Acres)	80.9	76.2	76.4	69.9	81.9	77.2	77.2	72.1	77.7	73.1	69.6	76.2	71.1	96.2	91.5	76.8	71.9
State Park Land (Roadside Rest) (Acres)	4.6	4.6	4.6	2.0	4.6	4.6	4.6	4.6	4.6	4.6	0.0	4.6	4.6	4.6	4.6	4.6	4.6
Local Park Land (Acres)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.6*	6.6*
Productive Agricultural Land (Acres)	313.2	327.8	277.3	275.1	317.2	331.7	268.1	280.6	208.9	223.4	367.7	287.9	300.4	245.0	259.6	189.8	204.4
Agricultural Security Areas (Acres)	121.3	147.2	98.7	123.2	84.4	110.3	122.4	121.2	31.5	57.4	112.1	169.4	195.3	37.9	63.8	29.3	55.2
Prime/Statewide Important Farmland Soils (Acres)	671.6	641.6	470.1	463.2	673.5	643.5	559.6	546.0	574.2	544.2	542.0	485.9	574.8	667.5	637.5	534.4	504.4
Number of Possibly Eligible National Register Historic Sites	6	5	8	7	8	7	8	7	10	9	6	6	5	8	7	11	10
Forested Land (Acres)	592.7	555.8	501.0	396.1	603.0	566.1	485.0	450.7	529.6	492.7	335.2	375.8	446.3	515.1	478.2	513.9	477.0
Herbaceous Land/Shrub Land (Acres)	192.6	191.1	198.5	203.8	201.8	200.3	202.7	202.9	200.4	198.8	191.8	193.3	193.6	191.5	189.9	204.8	203.2
Number of Potential Waste Sites	17	17	10	10	20	20	14	14	30	30	6	12	12	20	20	31	31
Number of Sites with Threatened or Endangered Species Habitats	2	2	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1
Number of Wellhead Protection Areas (# and Acres)																	
• Zone 1	1 (1.3)	1 (1.3)	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)	1 (0.8)	1 (0.8)	0 (0.0)	0 (0.0)	0 (0.0)	1 (2.0)	1 (2.0)	0 (0.0)	1 (1.0)	0 (0.0)	0 (0.0)
• Zone 2	6 (281.8)	6 (246.3)	4 (144.2)	4 (127.4)	6 (256.0)	6 (220.5)	5 (254.0)	5 (234.0)	6 (351.7)	6 (316.2)	3 (73.8)	5 (278.5)	5 (258.8)	7 (385.2)	7 (349.7)	7 (333.6)	7 (298.1)
State Game Lands (Acres)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
State Forest Lands (Acres)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Concerns	A, B, C, D	A, B, C, D	E, F, I, V	E, G, H, V	C, D, E, F	C, D, E, G	E, F, J, K	E, G, H, J	D, E, F, N	D, E, G, H	E, P, Q, V	A, B, E, F	A, B, E, G	D, E, F, U	D, E, G	D, E, F	D, E, G, H
• Community Cohesion**	E, F	E, G, H			H	H	L, M, V	K, L, M, V	O	N, O		K, L, M, S, V	H, K, L, M, S, V		H, U	N, T	N, T
Fire Stations	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
US Route 117/15*** (Existing Traffic Volume - 42,100)																	
• Traffic Volume Year 2020	33,000	33,000	48,500	48,500	33,000	33,000	48,500	48,500	33,000	33,000	48,500	48,500	48,500	44,000	44,000	33,000	33,000
• Volume Reduction %	62%	62%	44%	44%	62%	62%	44%	44%	62%	62%	44%	44%	44%	49%	49%	62%	62%
US Route 147 in Northumberland*** (Existing Traffic Volume - 13,550)																	
• Traffic Volume Year 2020	21,000	21,000	21,500	21,500	21,000	21,000	21,500	21,500	21,000	21,000	21,500	21,500	21,500	23,500	23,500	21,000	21,000
• Volume Reduction %	29%	29%	27%	27%	29%	29%	27%	27%	29%	29%	27%	27%	27%	20%	20%	29%	29%
US Route 15 in Lewisburg*** (Existing Traffic Volume - 21,350)																	
• Traffic Volume Year 2020	38,500	38,500	39,500	39,500	38,500	38,500	39,500	39,500	38,500	38,500	39,500	39,500	39,500	38,500	38,500	38,500	38,500
• Volume Reduction %	26%	26%	24%	24%	26%	26%	24%	24%	26%	26%	24%	24%	24%	26%	26%	26%	26%

* Includes Portions of Fabridam Park (Federally Funded)

* See Page 3 of 4 for Code Description

** Volume reduction in % represents % reduction from the No Build estimate for the year 2020 the alternative will afford. The 2020 No Build estimate can be calculated by dividing the (Traffic Volume Year 2020) ÷ (Volume Reduction %).

Note: Impact numbers on this table include 61 Connector. To get total impact with 15 Connector, subtract 61 Connector numbers from "Connector Alternative" Table and add in the 15 Connector numbers (Alternatives A1, A2, BA1, and BA2).

COMMUNITY COHESION CODE DESCRIPTION

- A dissects Mill Rd. subdivision (Monroe Twp)
- B dissects Attig and Kingswood Road subdivisions (Monroe Twp)
- C dissects Colonial Drive/Fisher Road subdivisions (Monroe Twp)
- D impacts existing and planned subdivisions (O5) along Old Sunbury Road (Monroe Twp)
- E impacts numerous small subdivisions (many along existing 15 and 147) until joining 147 ROW
- F impacts entry area of planned subdivision along 147 (P1) (Point Twp)
- G dissects Ridge Road West subdivision (Point Township)
- H dissects planned subdivision along 147 (P1) (Point Twp)
- I dissects subdivision along County Line Road (Monroe & Union Twps)
- J dissects Stonebridge Drive subdivision (Monroe Township)
- K impacts Peachtree Drive subdivision (Monroe Township)
- L nearly eliminates residential subdivision south of Kratzerville Road (Monroe Township)
- M nearly eliminates residential subdivision north of Shaffer Lane (Monroe Township)
- N substantial impact to Old Susquehanna Trail corridor (businesses & homes) (Monroe Township and Shamokin Dam Borough)
- O forces relocation of Shamokin Dam Fire Company
- P impacts 2 subdivisions on Union - East Buffalo Township line
- Q impacts subdivision along 147 at bridge crossing (Point Twp)
- R impacts a number of small subdivisions along 147 north before joining 147 ROW
- S impacts entry area and homes in Stonebridge Drive subdivision (Monroe Twp)
- T impacts Fabridam Park (federally funded regional recreation facility) (Shamokin Dam)
- U moderate impact to Old Susquehanna Trail corridor (businesses & homes) (Monroe Township and Shamokin Dam Borough)
- V limited access to regional commercial center
- W substantial impact to Route 11/147 corridor (businesses and homes) (Point Township and Northumberland Borough).
- X substantial impact to Routes 15 and 45 (businesses and homes) in Lewisburg TSM/Upgrade area (Moore Avenue north along Route 15 to Hafer Road).

**CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION PROJECT
 IMPACT SUMMARY TABLE
 TSM/UPGRADE ALTERNATIVE**

DRAFT

RESOURCE	IMPACTS
Impact Area (acres)	283.6
Number of Displaced Structures***	315
Number of Stream/River Crossings	21
Predictive Wetlands (acres)	57.5
State Park Land (Roadside Rest) (acres)	0.0
Local Park Land (acres)*	5.1
Productive Agricultural Land (acres)	12.8
Agricultural Security Areas (acres)	11.6
Prime/Statewide Important Farmland Soils (acres)	192.0
Number of Possibly Eligible National Register Historic Sites	18
Forested Land (acres)	116.9
Herbaceous Land/Shrub Land (acres)	123.8
Number of Potential Waste Sites***	64
Number of Sites with Threatened or Endangered Species Habitats	2
Number of Wellhead Protection Areas (# and acres) <ul style="list-style-type: none"> • Zone 1 • Zone 2 	3 (6.2) 6 (62.1)
State Game Lands (acres)	0.0
State Forest Lands (acres)	0.0
Other Concerns <ul style="list-style-type: none"> • Community Cohesion** 	N, W, X
Fire Stations	0
US Route 11/15 (Existing Traffic Volume - 42,100) <ul style="list-style-type: none"> • Traffic Volume Year 2020 • Volume Reduction % 	42,100 0%
US Route 147 in Northumberland (Existing Traffic Volume - 13,550) <ul style="list-style-type: none"> • Traffic Volume Year 2020 • Volume Reduction % 	13,550 0%
US Route 15 in Lewisburg (Existing Traffic Volume - 21,350) <ul style="list-style-type: none"> • Traffic Volume Year 2020 • Volume Reduction % 	21,350 0%

* Includes Portions of Northumberland Boat Club and Pine Knotter Park.

** See Page 3 of 4 for Code Description.

*** This number is only constraint that includes Lewisburg TSM/Upgrade area. Other areas are beyond the constraints mapping boundary.

**CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION PROJECT
IMPACT SUMMARY TABLE
CONNECTOR ALTERNATIVES**

DRAFT

RESOURCE	15 CONNECTOR IMPACTS	61 CONNECTOR IMPACTS
Impact Area (acres)	89.9	87.3
Number of Displaced Structures	1	9
Number of Stream/River Crossings	7	6
Predictive Wetlands (acres)	1.1	1.4
State Park Land (Roadside Rest) (acres)	0.0	0.0
Local Park Land (acres)	0.0	0.04
Productive Agricultural Land (acres)	0.7	9.0
Agricultural Security Areas (acres)	0.0	1.1
Prime/Statewide Important Farmland Soils (acres)	40.6	16.7
Number of Possibly Eligible National Register Historic Sites	0	0
Forested Land (acres)	84.1	52.1
Herbaceous Land/Shrub Land (acres)	1.4	8.7
Number of Potential Waste Sites	0	0
Number of Sites with Threatened or Endangered Species Habitats	0	0
Number of Wellhead Protection Areas (# and acres)		
• Zone 1	0 (0.0)	0 (0.0)
• Zone 2	0 (0.0)	0 (0.0)
State Game Lands (acres)	0.0	0.0
State Forest Lands (acres)	0.0	0.0
Other Concerns		
• Community Cohesion*	D	None**
Cemetery	6.0	0.0
Total Volume on Connector	30,000 ADT	19,500 ADT
Volume Reduction		
• On US Route 11 (Blue Hill Bridge)	11,500 ADT	10,500 ADT
• On US Route 15 (between Connector and US Route 11 and US Route 15 intersection)	35,500 ADT	18,500 ADT
• On PA Route 147 in Northumberland Borough	8,500 ADT	7,500 ADT
Level of Service at US Route 11 and US Route 15 Intersection (Design Year 2020)	D	F

* See Page 3 of 4 for Code Description

** Based on information in-house to date

DRAFT

**CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION PROJECT
IMPACT SUMMARY TABLE
2 ON 4 LANE BUILD-OUT ROW (EAST)
FROM THE CHILLISQUAQUE CREEK NORTH TO EXISTING 4 ON 4 (JUST SOUTH OF I-80)**

RESOURCE	IMPACTS
Impact Area (acres)*	17.8
Number of Displaced Structures*	6
Number of Stream/River Crossings	9
Predictive Wetlands (acres)	54.4
State Park Land (Roadside Rest) (acres)	0.0
Local Park Land (acres)	0.0
Productive Agricultural Land (acres)*	2.2
Agricultural Security Areas (acres)*	2.9
Prime/Statewide Important Farmland Soils (acres)	135.4
Number of Possibly Eligible National Register Historic Sites	1
Forested Land (acres)	65.8
Herbaceous Land/Shrub Land (acres)	97.0
Number of Potential Waste Sites	0
Number of Sites with Threatened or Endangered Species Habitats	0
Number of Wellhead Protection Areas (# and acres) <ul style="list-style-type: none">• Zone 1• Zone 2	0 (0.0) 0 (0.0)
State Game Lands (acres)	0.0
State Forest Lands (acres)	0.0
Other Concerns <ul style="list-style-type: none">• Community Cohesion**	None
Fire Stations	0

* Impacts are only within new required ROW at the Chillisquaque Creek area where new road ties into existing 2 on 4 ROW. All others in existing plus new required ROW.

** See Page 3 of 4 for Code Description

June 2, 1997

Page 4 of 4



*Appendix G -
Section 404 Permit Application
and Section 404 (b)(1)
Alternatives Analysis*



**APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT
(33 CFR 325)**

**OMB APPROVAL NO. 0710-003
Expires October 1996**

Public reporting burden for this collection of information is estimated to average 5 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate of any other aspect of this collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters Service Directorate of Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302; and to the office of Management and Budget, Paperwork Reduction Project (0710-0003), Washington DC 20503. Please DO NOT RETURN your form to either of those addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity.

PRIVACY ACT STATEMENT

Authority: 33 USC 401, Section 10; 1413, Section 404. Principal Purpose: These laws require permits authorizing activities in, or affecting, navigable waters of the United States, the discharge of dredged or fill material into waters of the United States, and the transportation of dredged material for the purpose of dumping it into ocean waters. Routine Uses: Information provided on this form will be used in evaluating the application for a permit. Disclosure: Disclosure of requested information is voluntary. If information is not provided, however, the permit application cannot be processed nor can a permit be issued.

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see example drawings and instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETED
--------------------	----------------------	------------------	-------------------------------

(ITEMS TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME FHWA and PENNDOT See attached sheet for contact names.	8. AUTHORIZED AGENT'S NAME AND TITLE (<i>an agent is not required</i>) N/A
6. APPLICANT'S ADDRESS See attached sheet for addresses.	9. AGENT'S ADDRESS N/A
7. APPLICANT'S PHONE NOS. W/AREA CODE	10. AGENT'S PHONE NOS. W/AREA CODE
a. Residence	a. Residence
b. Business See attached sheet.	b. Business N/A

11. STATEMENT OF AUTHORIZATION

I hereby authorize _____ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

APPLICANT'S SIGNATURE

DATE

NAME, LOCATION AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (see instructions) Central Susquehanna Valley Transportation Project (S.R. 0015, Section 088, Snyder, Union, and Northumberland Counties, Pennsylvania)	
13. NAME OF WATERBODY, IF KNOWN (<i>if applicable</i>) Susquehanna River and associated tributaries	14. PROJECT STREET ADDRESS (<i>if applicable</i>)
15. LOCATION OF THE PROJECT Snyder, Union, and Northumberland _____ Pennsylvania COUNTY STATE	

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN, (see instructions)

See attached sheet.

17. DIRECTIONS TO THE SITE

See attached sheet.

18. Nature of Activity (Description of project, include all features)

See attached sheet.

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

The purpose and need for this project are discussed in detail in Section I of the FEIS (Section I.D, in particular).

USE BLOCKS 20-22 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

21. Types of Material Being Discharged and the Amount of Each Type in Cubic Yards

Earth and rock material will be used as highway fill. DAMA and RCS will require the placement of a total of 8.7 million cubic yards of fill.

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

DAMA and RCS would have 3.15 hectares (7.77 acres) of impacts to wetlands. This includes direct and indirect impacts. More details related to wetland impacts are included in Section IV.F.2 of the FEIS and the Wetlands Technical Summary Memorandum (see Appendix A).

23. Is Any Portion of the Work Already Complete? Yes _____ No X IF YES, DESCRIBE THE COMPLETED WORK

24. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (If more than can be entered here, please attach a supplemental list).

A list of names and addresses of all property owners within the project study area is included in Technical File 3 (Socioeconomic Consequences). Each list is sorted by parcel number and can be used with the project area tax maps which are also located in Public Involvement Technical Support Data File. These lists and maps are being provided to the U.S. Army Corps of Engineers under separate cover.

25. List of Other Certifications or Approvals/Denials Received from other Federal, State or Local Agencies for Work Described in this Application.

AGENCY	TYPE OF APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
--------	-------------------	-----------------------	--------------	---------------	-------------

See attached sheet.

Would include but is not restricted to zoning, building and flood plain permits

26. Application is hereby made for a permit or permits to authorize the work described in this application. I certify that the information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT

DATE

SIGNATURE OF AGENT

DATE

The application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in Block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT

BLOCKS 5-7 APPLICANT CONTACT INFORMATION

James A. Cheatham
Division Administrator
Federal Highway Administration (FHWA)
228 Walnut Street
Room 536
Harrisburg, Pennsylvania 17101-1720
Telephone: (717) 221-3461

James Kendter
District Executive
Pennsylvania Department of Transportation (PENNDOT)
Engineering District 3-0
715 Jordan Avenue
Post Office Box 218
Montoursville, Pennsylvania 17754
Telephone: (570) 368-4200

BLOCK 16 OTHER LOCATION DESCRIPTIONS

The Central Susquehanna Valley Transportation Project is proposed as a new highway to reduce congestion along a 12- to 13-mile section of U.S. Routes 11/15 and PA Route 147 between the northern end of the Selinsgrove Bypass and the existing PA Route 147 and PA Route 45 intersection. The Preferred Alternative in Section 1, DA Modified Avoidance (DAMA), parallels existing U.S. Routes 11/15 to the west between Hummels Wharf and Winfield. The Preferred Alternative in Section 2, River Crossing 5 (RC5), crosses the Susquehanna River near Winfield and parallels existing PA Route 147 to its intersection with PA Route 45 near Chillisquaque Creek.

BLOCK 17 DIRECTIONS TO THE SITE

From Harrisburg: Take U.S. Routes 11/15 north from the Harrisburg area. Follow U.S. Routes 11/15 past Selinsgrove on the Selinsgrove Bypass. The project begins at the end of the four-lane bypass. Follow U.S. Routes 11/15 and U.S. Route 11 through the project area. In Northumberland Borough, follow PA Route 147 north to the northern termini of the project near the PA Route 147 and PA Route 45 intersection.

BLOCK 18 NATURE OF ACTIVITY

The Preferred Alternative, DA Modified Avoidance (DAMA) and River Crossing 5 (RC5), will involve the construction of a four-lane, limited-access roadway apart from the current U.S. Routes 11/15 and PA Route 147 alignment. The Preferred Alternative includes interchanges in Monroe Township near Selinsgrove, PA Route 61 (Shamokin Dam Borough), U.S. Route 15 near Winfield, and PA Route 147. The Preferred Alternative will include two 12-foot wide travel lanes in each direction, a 12-foot wide right shoulder, and 8-foot wide left shoulder, and a 60-foot wide median. There will be 13.1 million cubic yards of excavation and approximately 8.7 million cubic yards of fill

embankment required to construct the Preferred Alternative. The Preferred Alternative will include the construction of new bridges across the Susquehanna River, Chillisquaque Creek, Rolling Green Run, Channel 23, Channel 42, and Wooded Run as well as culverting of 21 lesser watercourses.

BLOCK 20 REASON(S) FOR DISCHARGE

The construction of a new four-lane limited access facility on any of the alignments studied within the project study area would have unavoidable impacts to wetlands and watercourses regulated under Section 404 of the Clean Water Act. The placement of fill within wetlands and watercourses has been avoided and minimized to the extent possible, and mitigation measures are proposed for unavoidable impacts. Impacts to wetlands are discussed in Section IV.F.2 of the FEIS, and impacts to watercourses are discussed in Section IV.F.3 of the FEIS. A detailed tabulation of watercourse impacts is attached to this application. A Section 404(b)(1) Alternatives Analysis is included in Appendix G of the FEIS.

BLOCK 25 LIST OF OTHER CERTIFICATIONS OR APPROVALS/DENIALS

In addition to the U.S. Army Corps of Engineers Section 404 Permit, the following permits, certifications, and/or authorizations are required for the Central Susquehanna Valley Transportation Project.

- Pennsylvania Department of Environmental Protection Chapter 105 Permit
- Pennsylvania Department of Environmental Protection 401 Water Quality Certification
- Pennsylvania Individual NPDES Permit for Construction
- Pennsylvania Agricultural Land Condemnation Approval Board (ALCAB) Approval
- Pennsylvania Department of Environmental Protection Residual Waste Permit or Permit Modification

NOTE: This list is also included in Section IV.S of the FEIS.

Drawings and Illustrations

Project overview mapping and environmental constraints mapping are located in Volume No. 2, Section X of the FEIS. More detailed engineering plans are contained in the Engineering Technical Support Data File (see File index in Appendix A).

**CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION
(CSVT) PROJECT
SNYDER, UNION, AND NORTHUMBERLAND COUNTIES
DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
AUGUST 2000**

SECTION 404(b)(1) ANALYSIS

The following Section 404(b)(1) analysis has been completed for the CSVT Project. The 404(b)(1) analysis addresses 40 CFR Part 230 Subparts B - F, of the Clean Water Act. Subparts B through F include the following components.

- Subpart B - Compliance with the Guidelines
- Subpart C - Potential Impacts on the Physical and Chemical Characteristics of the Aquatic Ecosystem
- Subpart D - Potential Impacts on Biological Characteristics of the Aquatic Ecosystem
- Subpart E - Potential Impacts on Special Aquatic Sites
- Subpart F - Potential Effects on Human Use Characteristics

The following analysis addresses each of the different components of each subpart of the regulations.

SUBPART B

Subpart B deals with the aspect of the regulations commonly referred to as the Alternatives Analysis. The proposed transportation improvement project is not water dependent since the construction of a highway does not need to be located within waters to fulfill its basic purpose. In this analysis, it must be demonstrated that there are no practicable alternatives which would result in less adverse impacts on the aquatic ecosystem as long as the alternative does not have other significant environmental consequences. The development of practicable alternatives has been completed for the CSVT Project and are discussed in the following reports.

- Phase I - Summary of the Development and Evaluation Process for the Preliminary Alternatives
- Phase II - Alternatives Assessment, Section III of the DEIS

The development of a preferred alternative will comply with Executive Order 11990. Wetlands are located throughout the project study area and each project alternative impacts wetlands. Avoidance and minimization measures have been incorporated into the development process for each alternative. There are no practical alternatives that avoid wetland impacts. The selection of a preferred alternative would incorporate measures to minimize impacts to wetlands.

SUBPART C

Subpart C deals with potential impacts to physical and chemical characteristics of the aquatic ecosystem. The individual components of Subpart C include Substrate, Suspended Particulates/Turbidity, Water, Current Patterns and Water Circulation, Normal Water Fluctuations, and Salinity Gradients. Each component is discussed below.

230.20 Substrate - The construction and operation of any of the proposed alternatives would have the potential to impact substrate conditions within the project area. Specific to this project, substrate impacts could include the following:

- permanent impacts to wetlands from the direct placement of the roadway;
- placement of culverts or piers within the stream course; and
- sedimentation impacts from construction of the roadway.

Wetland impacts are described in the CSVT DEIS: Section IV.F.2, Wetlands and in the CSVT Project: Wetlands Technical Summary Memorandum (July 2000). Impacts to surface water resources are discussed in CSVT DEIS: Section IV.F.3, Surface Waters/Aquatic Resources and in the CSVT Project: Surface Water Quality and Aquatic Resources Technical Summary Memorandum (July 2000). The design alternatives have been shifted and modified to minimize direct impacts.

Summary of Impacts

Impacts to wetlands associated with each alternative are listed in Table 1. Impacts to aquatic substrate from the use of culvert crossings associated with each alternative are also listed in Table 1.

**TABLE 1
SECTION 404 ANALYSIS
SUMMARY OF IMPACTS**

ALTERNATIVE	WETLANDS	WATERCOURSES											
		TOTAL # OF WATER-COURSE CROSSINGS	LENGTH METERS (FEET)	TOTAL PERMANENT CONSTRUCTION IMPACTS		BRIDGE CROSSINGS		CULVERT CROSSINGS		CHANNEL RELOCATIONS		HYDROLOGIC ALTERATIONS	
				NO.	LENGTH METERS (FEET)	NO.	LENGTH METERS (FEET)	NO.	LENGTH METERS (FEET)	NO.	LENGTH METERS (FEET)	NO.	LENGTH METERS (FEET)
SECTION 1													
DA MODIFIED Avoidance	1.94 Ha (4.79 ac)	16	2,294.1 (7,525)	23	5,012.4 (16,445)	2	121.9 (400)	14	2,172.2 (7,125)	3	1,804.9 (5,920.0)	4	914.6 (3,000)
OLD TRAIL 2A	5.72 Ha (14.13 ac)	14	2,256.1 (7,400)	18	4,197.1 (13,770)	0	0	14	2,256.1 (7,400)	4	1,942.1 (6,370)	0	0
OLD TRAIL 2B	5.74 Ha (14.19 ac)	14	2,090.0 (68.55)	19	4,555.2 (14,945)	0	0	14	2,090.0 (6,855)	2	1,631.1 (5,350)	3	835.2 (2,740)
SECTION 2													
River Crossing 1E	1.25 Ha (3.10 ac)	10	1,588.4 (5,210)	12	2,197.6 (7,210)	3	196.6 (645)	7	1,391.4 (4,565)	0	0	2	609.8 (2,000)
River Crossing 1 W	1.06 Ha (2.62 ac)	11	1,644.8 (5,395)	13	2,254.0 (7,395)	3	155.5 (510)	8	1,489.3 (4,885)	0	0	2	609.8 (2,000)
River Crossing 5	1.21 Ha. (2.98 ac.)	9	1,243.9 (4,080)	14	2,584.7 (8,480)	4	198.2 (650)	5	1,045.7 (3,430)	2	304.9 (1,000)	3	1,036 (3,400)
River Crossing 6	1.69 Ha (4.18 ac.)	10	1,471.0 (4,825)	12	2,080.3 (6,825)	3	167.7 (550)	7	1,303.0 (4,275)	0	0	2	609.8 (2,000)

Watercourse total impacts represent the direct and indirect impacts to Type I-IV watercourses for each alternative. The bridge crossing, culvert crossing, total number of watercourse crossings, channel relocations, and hydrologic alterations only report direct impacts for each alternative; the summation of these columns does not equal the total impacts.

Proposed Mitigation Measures

The following design and construction activities will be evaluated to mitigate potential impacts to substrate conditions of wetlands and waters of the United States in the project area.

- Consider bridges rather than culverts on Type I watercourse crossings, where practical and feasible. Refer to the CSVT Project: Surface Water Quality and Aquatic Resources Technical Summary Memorandum (July 2000) for the description of the stream "typing" classification completed for the project.
- Proposed culvert crossing structures will employ fish passage strategies developed by PENNDOT, PF&BC, and PA DEP. The design of box culverts will include standardized construction details (i.e., BD632M or revisions thereto) including depression below streambed and baffle geometry to allow for fish passage.
- Use protective fencing and silt fence around wetlands located outside of the limits of disturbance but within or adjacent to the right-of-way.
- Implement the Erosion and Sediment Pollution Control Plan to minimize sedimentation impacts to substrate conditions.
- Direct surface water runoff from the roadway into stormwater management basins to minimize sedimentation impacts.

There will be no cumulative impacts to substrate conditions of wetland and waters of the United States in the project area.

230.21 Suspended Particulates/Turbidity and 230.22 Water - The construction and operation of any of the proposed alternatives would have the potential to impact suspended solids/turbidity and water quality conditions within the project area. Specific to this project, these impacts could result from the following:

- sedimentation impacts to waters and wetlands from the construction of the roadway including earth disturbance and in-stream construction activities;
- erosion and sedimentation due to the redirection or changes in flow patterns; and
- accidental spill of toxic material resulting from vehicle accident on the roadway.

Impacts due to potential sedimentation and the redirection or changes in flows are described in CSVT DEIS: Section IV.F.3, Surface Waters/Aquatic Resources and in the CSVT Project: Surface Water Quality and Aquatic Resources Technical Summary Memorandum (July 2000). Section IV - Surface Water Resources.

Proposed Mitigation Measures

The following design and construction activities will be evaluated to mitigate potential impacts to suspended solids/turbidity and water quality conditions in the project area.

- Consider bridges rather than culverts on Type I watercourse crossings, where practical and feasible.
- Limit disturbances to riparian vegetation.
- Use silt fence around wetlands outside of the limits of disturbance but within or adjacent to the right-of-way.
- Implement the Erosion and Sediment Pollution Control Plan to minimize sedimentation impacts to downslope wetlands or waters.
- Direct surface water runoff from roadway into stormwater management basins to minimize sedimentation impacts.
- Install culvert pipes for all perennial watercourses (or bridges on the selected Type I watercourses), to maintain the hydrologic distribution in the watershed traversed by an alternative. The cross culverts would maintain flow through the roadway embankment. Every effort will be made, where practical, to avoid or minimize the collection of flows from several watercourses into a common culvert through the roadway.
- Use clean rock material and filter fabric for all erosion and sedimentation control measures, diversion channels, and causeways.
- Locate all construction fueling stations outside of the reaches of the aquatic habitat to avoid any accidental discharge of toxic pollutants.

Particulates that are discharged to watercourses should not substantially increase the expected bed load capacity of the receiving watercourse; therefore, no cumulative sediment impacts to water clarity are anticipated.

230.23 Current Patterns and Water Circulation and 230-24 Normal Water Fluctuations

- The construction and operation of any of the proposed alignments would have the potential to impact current patterns, water circulation, and normal water fluctuations. Specific to this project, these impacts could result from the following:

- changes to surface water drainage patterns which could affect hydrologic inputs to wetlands and waters; and
- changes to stream course flow characteristics associated with bridge crossings and culvert installations.

Current patterns, water circulation, and normal water fluctuation impacts to wetlands and waters are discussed in the following project documentation.

- CSVT DEIS: Section IV.F.2, Wetlands
- CSVT Project: Wetlands Technical Summary Memorandum (July 2000)
- CSVT DEIS: Section IV.F.3, Surface Waters/Aquatic Resources
- CSVT Project: Surface Water Quality and Aquatic Resources Technical Summary Memorandum (July 2000)

Proposed Mitigation Measures

The following design and construction activities will be evaluated to mitigate potential impacts to current patterns, water circulation, and normal water fluctuations.

- Each watercourse intercepted by an alternative will be (to the extent physically possible) culverted directly through the embankment of the alternative and discharged into its original channel downslope of the roadway.
- Surface water runoff from the roadway area will be directed to stormwater management basins. The treated runoff will be discharged into the subwatershed or catchment of its origin.
- The "hydrologic opening" of each major watercourse crossing will be designed to have minimal impact on the flow characteristics (including floodflow) of the watercourse.
- The Hydrologic and Hydraulic Analysis would be used for the final design of bridges, culverts, and channel relocations to ensure that these structures are of sufficient capacity to accommodate the design year storm without obstruction and minimize estimated increases in water surface elevations.
- Fill encroachment and pier placement in the floodplain will be minimized.
- Conduct installation of structure during low-flow conditions, if possible.

No cumulative impacts to water circulation and fluctuations are anticipated.

230.25 Salinity Gradients - Not applicable to the CSVT project study area.

SUBPART D

Subpart D deals with potential impacts to biological characterizations of aquatic ecosystems. Construction of any of the proposed alternatives would unavoidably impact aquatic organisms (such as amphibians, reptiles, fish and macroinvertebrates) and food web conditions within the project area. Subpart D addresses impacts to Threatened and Endangered Species, Aquatic Organisms and Food Webs, and Other Wildlife. The individual parts of Subpart D are discussed below.

230.30 Threatened and Endangered Species - Addressed in the CSVT DEIS: Section IV.F.1 -Vegetation and Wildlife and CSVT Project: Vegetation and Wildlife Technical Summary Memorandum (July 2000).

Summary of Impacts

No impacts to known Federal or State threatened or endangered plant or animal species are anticipated with any of the proposed alternatives.

230.31 Aquatic Organisms and Food Webs - The construction and operation of any of the proposed alternatives would have the potential to impact aquatic organisms and food web conditions within the project area. Specific to this project, these impacts could result from the following:

- permanent impacts to wetlands from the direct placement of the roadway;
- placement of culverts or piers within the stream channel; and
- sedimentation impacts from construction of the roadway.

Wetland and watercourse impacts are discussed in the following project documentation.

- CSVT DEIS: Section IV.F.2, Wetlands
- CSVT Project: Wetlands Technical Summary Memorandum (July 2000)
- CSVT DEIS: Section IV.F.3, Surface Waters/Aquatic Resources
- CSVT Project: Surface Water Quality and Aquatic Resources Technical Summary Memorandum (July 2000)

Summary of Impacts

Impacts to wetland habitat associated with each alternative are listed in Table 1. Impacts to aquatic substrate from the use of culvert crossings for the different watercourses associated with each alternative are also listed in Table 1.

Proposed Mitigation Measures

The following design and construction activities will be evaluated to mitigate potential impacts to substrate conditions in the project area:

- Consider bridges rather than culverts on Type I watercourse crossings, where practical and feasible;
- avoid in-stream construction activities from October 1 through December 31 on all wild trout streams;
- minimize to the extent possible, the length of stream relocations;
- develop minor shifts in alignment and/or the position of the stormwater management basins to minimize direct impacts to wetlands;
- use protective fencing and silt fence around wetlands outside of the limits of disturbance but within or adjacent to the right-of-way;
- implement the Erosion and Sediment Pollution Control Plan to minimize sedimentation impacts to substrate conditions; and
- direct surface water runoff from roadway into stormwater management basins to minimize sedimentation impacts.
- Proposed culvert crossing structures will employ fish passage strategies developed by PENNDOT, PF&BC, PA DEP. The design of box culverts will include standardized construction details (i.e., BC632M or revisions thereto) including depression below streambed and baffle geometry to allow for fish passage.

Cumulative impacts to Aquatic Organisms and Food Webs are not anticipated with any of the proposed alternatives.

230.32 Other Wildlife - The construction and operation of any of the proposed alternatives will result in unavoidable impacts to wildlife habitat and wildlife species that require terrestrial and/or palustrine habitat to fulfill life requisite requirements of food, cover, and breeding.

Impacts to wildlife may include the following:

- direct loss of habitat quantity and a reduction of habitat quality through physical encroachment;
- increased wildlife mortality via vehicle collisions;
- disruption and altering of wildlife movement patterns via construction and operation of a highway; and
- changes to existing patterns of species distribution resulting from changes to landscape distribution patterns.

Impacts to terrestrial wildlife habitat resulting from the construction of the proposed alternatives are discussed in the CSVT DEIS: Section IV.F.1, Vegetation and Wildlife. The section also discusses measures to minimize impacts to wildlife and wildlife habitat during final design and construction.

SUBPART E

Subpart E deals with potential impacts to special aquatic sites. Special aquatic sites include Sanctuaries and Refugees, Wetlands, Mud Flats, Vegetated Shallows, Coral Reefs, and Riffle and Pool Complexes. Sanctuaries and Refugees, Mud Flats, Vegetated Shallows, and Coral Reefs are not located within the CSVT project area and thus there are no impacts to these resources. Wetlands and Riffle and Pool Complexes of Subpart E are discussed below.

230.41 Wetlands - There are 450 wetlands identified and delineated within the Project Study Corridors. The preferred alternative identified for the project is the DA Modified Avoidance Alternative in Section 1 and the River Crossing 5 alternative in Section 2. Table IV-1 summarizes the wetland impacts for each alternative. Wetlands are detailed further in following project documentation.

- CSVT DEIS: Section IV.F.2, Wetlands
- CSVT Project: Wetlands Technical Summary Memorandum (July 2000)

Wetland impacts would be mitigated through habitat creation - replacement as described in Section IV - Wetlands. No cumulative or secondary impacts are anticipated from the construction and operation of any of the proposed alternatives. Each wetland impact for the DA Modified Avoidance-River Crossing 5 (DAMA-RC-5) alternative is discussed below and justification is provided for each unavoidable impact.

Wetland Impacts

Section 1 - DA Modified Avoidance (DAMA)

The DAMA Alternative impacts 1.94 hectares of wetlands. The following section outlines the different wetland and watercourse impacts and discusses avoidance and minimization measures. The impacts are grouped and discussed by general locations; for example, the Route

11/15 interchange, S.R. 61 interchange, Ash Pond 2 and 3, and the crossing over U.S. Route 15. The discussion starts with the southern end of the alternative and proceeds northward.

The DAMA Alternative originates from the existing S.R. 11/15 interchange. The existing interchange is required to be renovated to accommodate an interstate grade interchange for a four-lane, limited-access roadway. The renovations would occur in relatively the same area as the existing interchange. The location of DAMA at this location avoids numerous wetland resources located within the impact area for the Old Trail Alternatives, in addition to avoiding the Susquehanna Valley Mall located on the northern side of the interchange. There are several commercial, industrial and residential buildings avoided to the southwestern side of the proposed alternative. The proposed location of the DAMA interchange avoids and minimizes impacts to wetlands. Wetland impacts would occur to PJD-130, PJD-131, PJD-132, PJD-133, PJD-134, PJD-135, PJD-136, PJD-137, PJD-203, DMG-084, DMG-085, and DMG-086, totaling 0.92 hectares. PJD-137 is a large palustrine emergent system that was constructed as a wetland mitigation area for the Susquehanna Valley Mall. The other wetlands are small pockets located between the interchange and the mall. The alternative also crosses CHN-17 which is a small Type II perennial stream.

North of the interchange area the alternative swings to the east of an Historic Resource property, the Simon P. App Farm. The alternative proceeds toward the Penns Creek Valley and swings to the north prior to Penns Creek. The alternative is positioned to avoid the Heimbach Farmstead, the App Family Homestead historic resource property, and the different residential developments to the east of the alternative. The alternative crosses through CHN-18, a small Type II channel. A culvert structure would be used to convey flow through the alternative crossing.

After the Heimbach Farm, the alternative is positioned between Penns Creek and the Captain J. Hehn Farm Historic Resource property to the west and residential development and the William Wagner Farm Historic Resource property to the east. The alternative crosses over CHN-19 and CHN-20 along with Wetlands PJD 150, MSC-028, PJD-149, MSC-027, and PJD-151. CHN-019 and CHN-020 are Type III watercourses with intermittent flow patterns. Culvert pipes would be used to convey flow through the alternative crossing. These wetlands are small riparian pockets with limited size and hydrology. Wetland impacts in this area would total 0.15 hectares.

As the alternative continues northward, it is positioned along the hillside just west of CHN-20, Quarry Run. At this position, the alternative impacts wetland BTB-018 and crosses over several small headwater tributaries, CHN-02, CHN-03, CHN-04, and the upper reaches of CHN-20. CHN's 02, 03, and 04 are Type IV watercourses with ephemeral flow patterns. The alternative is positioned to avoid the agricultural lands, Monroe Township Municipal building, and residential development to the east and the Stonebridge residential development to the west. As the alternative continues to the east, toward the Rolling Green Creek, CHN-05 and wetland BTB-024 would also be crossed. CHN-05 is a small Type III watercourse and BTB-024 is a small wetland pocket.

At the Rolling Green Creek crossing, the alternative impacts wetlands PJD-157, PJD-158, PJD-159, PJD-160, DMG-024, DMG-026, and DMG-027, totaling 0.02 hectares. A bridge structure would be used to cross over the two main branches of Rolling Green Creek, CHN-22 and CHN-023. Rolling Green Creek (CHN-22 and 23) is designated as a Type I watercourse. CHN-07 is a Type IV watercourse.

North of the Rolling Green Creek crossings, the alternative is positioned to avoid the abandoned landfill and minimize encroachment upon Colonial Acres to the west. A shift to the east is limited by the dam breast at Ash Pond 2. Shifting to the east would require the destruction and reconstruction of the dam breast. The alternative is positioned to cross through the central portion of the closed Ash Pond 2. This location allows the alternative to impact disturbed industrial land and avoid impacts to the surrounding habitats and farmlands. The crossing through Ash Pond 2 results in an unavoidable crossing over the upper reaches of CHN-24 (Type I watercourse). After the crossing through Ash Pond 2, the alternative is directed toward a longitudinal crossing through Ash Pond 3. In order to get to Ash Pond 3, the Alternative crosses over Shreiners Creek, CHN-25. Shreiners Creek, a Type II watercourse, extends both upstream and downstream of the alternative; therefore, avoidance was not practical. At this location the alternative also impacts wetlands DMG-101 and DMG-100, totaling 0.06 hectares. After the Shreiners Creek crossing the alternative bends to the west and traverses up through Ash Pond 3. Ash Pond 3 is an abandoned sedimentation pond for PP&L. The pond is capped and is vegetated with a mix of grasses. In the Ash pond, there are a few small wetlands that have formed in the cap liner of the Ash Pond. Wetlands RLI -013, RLI-014, RLI-015, RLI-016, PJD-078, PJD-079, and PJD-080 are located in the Ash Pond area. These impacts total 0.54 hectares. These wetlands are small emergent pockets with limited hydrology. Because the alternative crosses over several different segments of CHN-26, it would be necessary to relocate CHN-26 along the eastern side of the alternative. CHN-26 is a Type I watercourse with perennial flow. CHN-09 and CHN-14 are also crossed by the alternative in the vicinity of Ash Pond 3. CHN-09 (Type IV) and CHN-14 (Type III) are small tributaries to CHN-026.

The State Route 61 interchange connection impacts several wetlands and requires a culvert crossing over CHN-28, a Type I watercourse. Wetland impacts include PJD-063, PJD-071, PJD-072, PJD-064, PJD-065, PJD-066, and PJD-069, totaling 0.20 hectares. Wetland PJD-069 is a large groundwater discharge spicebush/skunk cabbage system located in a topographic low area below the existing S.R. 61 exit ramp. The 61 connector is positioned to make a connection with the existing Route 61 interchange with U.S. Route 11 and 15.

Once through Ash Pond 3, the alternative heads north and crosses over CHN 15, CHN-34, CHN-35, and CHN-08. Wetland DMG-005 is also impacted by the alternative in this area, totaling 0.01 hectare of impact. The alternative is positioned to avoid the Jacob Hoch Farm Historic Resource property to the west and upslope of existing S.R. 15 (to the east). A shift to the east would mix the CSVT traffic with local S.R. 15 traffic. This would not satisfy the need for the project. One of the goals of the project is to separate through traffic from local traffic. A shift in the alternative to the west would encroach upon several residential developments. CHN-34, CHN-35, CHN-15, and CHN-08 are small Type III watercourses with limited hydrology and habitat. Culvert crossings would be proposed to convey hydrology to the downstream resource, CHN-31 (Monroe Creek).

Section 2 - River Crossing 5 (RC-5)

The preferred alternative in Section 2 is River Crossing 5. The River Crossing 5 alternative is positioned to connect into the DAMA, cross over existing U.S. Route 15, and approach the Susquehanna River crossing south of Mulls Hollow. The River Crossing 5 alternative will impact 1.21 hectares of wetlands.

At the start of Section 2, the alternative is positioned to avoid the Brown Farm Historic Resource property. In the vicinity of the Route 15 Interchange/Mulls Hollow crossing, the

alternative impacts wetlands RLI-017 and RLI-018, and crosses over CHN-45. CHN-45 is a small intermittent Type III watercourse. From there, MSC-19, MSC-18, and MSC-17A are impacted, along with CHN-37 and CHN-36. CHN-36 is a Type I watercourse and CHN-037 is a Type III watercourse. The wetland impacts total 0.07 hectares. CHN-36 is impacted by both the interchange with existing Route 15, and by the new highway alternative. Wetland impacts in the vicinity of the CHN-37 and CHN-36 crossings include MSC-020, PJD-086, PJD-087, PJD-088, PJD-089, PJD-090, PJD-091, and PJD-092, totaling 0.13 hectares. A culvert crossing would be installed to maintain hydrology through the alternative.

The alternative is positioned to avoid Mulls Hollow Run in the west. The alternative crosses over the upper section of CHN-46 in the high ground above the Susquehanna floodplain. CHN-46 is a small Type III watercourse. After the crossing of CHN-46, the alignment impacts wetlands AMB-022, AMB-023, PJD-114, and AMB-024 along the western floodplain of the Susquehanna River. These wetland impacts total 0.42 hectares. The alternative is positioned to avoid the campground to the north. The alternative crosses the floodplain at a relative perpendicular crossing.

The alternative crosses the Susquehanna River (CHN-48) in a northern direction, and impacts several wetlands in the eastern floodplain. Wetlands PJD-123, DMG-015, AMB-059, DMG-016, and DMG-049 are located in the floodplain and will be impacted by the RC-5 alternative, totaling 0.17 hectares. An alternative shift to avoid wetland impacts in this area is not prudent because there are an equal amount of similar wetlands both upstream and downstream of this highway alternative.

Once out of the river floodplain, the alternative crosses over S.R. 147 onto the western facing hillside area. The alternative is positioned to avoid the residential development along S.R. 147 and the Gulick Farm Historic Resource property to the west. A shift to the east would impact additional woodlands, wetlands, and the Mertz Family Historic Resource property. On the western hillside, the alternative crosses over CHN-39 (Ridge Run) and CHN-40. CHN 39 and 40 are Type III watercourses. The alternative continues along the hillside in a northwest direction and crosses over CHN-42 and CHN-41 (Wooded Run). CHN-41 is a Type I watercourse that supports wild trout and CHN-42 is a small watercourse with intermittent flow. CHN-41, despite supporting individuals of wild trout, is exposed to many residential stream crossings and other land development encroachments in and along its drainage area. Wetlands AMB-038, AMB-047, DMG-034, and DMG-033 are also impacted, (totaling 0.05 hectares) by the alternative.

Continuing farther along the hillside, in the same direction, the alternative crosses CHN-43 (John Deere Run-Type-II), and impacts adjacent wetlands BTB-006, BTB-001, AMB-053, AMB-052, AMB-051, and BTB-005, totaling 0.26 hectares. The alternative continues in a northwest direction toward the Chillisquaque Creek (Type I) and begins to move off the hillside so that it will cross the Chillisquaque Creek parallel and adjacent to the existing S.R. 147. Wetlands PJD-189, AMB-056, PJD-190, AMB-057, DMG-047, AMB-058, DMG-048, and BTB-003 are all impacted by the alternative as it connects into existing S.R. 147. These impacts total 0.11 hectares, and occur to wetlands located just upslope and to the east of existing S.R. 147. CHN-52, a Type IV watercourse, will also be impacted by the RC-5 alignment in this vicinity. One new bridge crossing over the Chillisquaque Creek (CHN-44 - Type I) will be necessary, and will be installed immediately adjacent to the existing two lane bridge structure. After the crossing of the Chillisquaque Creek, and near the end of the work area, Wetland AMB-013 is impacted by the alternative, totaling 0.004 hectares.

230.45 Riffle and Pool Complexes - The CSVT project area contains a wide variety of surface water resources, ranging from the Susquehanna River to numerous small first order ephemeral Type IV watercourses. Associated with the wide range of stream size and hydrology, these resources also contain varying qualities of aquatic habitats. The surface water resources in the CSVT project study area were considered not to contain sufficient physical characteristics to warrant the designation and afforded protection for Riffle and Pool Complexes, with the exception of the Susquehanna River.

The Susquehanna River is the largest and most prominent surface water resource in the project study area. Within the project study area, the Susquehanna River is located within the pool elevation of Lake Augusta (the recreational pool created with the inflation of the Sunbury fabric dam). The river is considered to contain pool characteristics in the project area during portions of the year when the fabric dam is inflated. When the dam is lowered, the river is considered to contain riffle/pool complexes in the project area. A bridge structure would be used for a project alternative to cross the river. The use of the bridge structure will avoid and minimize direct impacts to the hydrologic flow characteristics and habitat features of the river through the study area for both the inflated and deflated condition associated with the Sunbury fabric dam. Because the bridge structure avoids and minimizes impacts to riffle/pool complexes of the river, mitigation is not warranted.

The other Type I watercourses were not considered to contain the physical characteristics to warrant a Riffle and Pool Complex designation. The Type II, Type III, and Type IV watercourses are small resources with limited hydrology and physical habitat features sufficient to support an aquatic community. Due to the lack of Riffle and Pool Complexes in the CSVT Project Study area, mitigation is not warranted for the project.

SUBPART F

Subpart F deals with potential impacts to human use characteristics. The individual portions of Subpart F have been analyzed as follows.

230.50 Municipal and Private Water Supplies - The construction and operation of any of the proposed alternatives would have the potential to impact water supplies. These impacts could result from the following:

- highway cut intercepting the existing water table impeding the flow to wells located down gradient;
- highway cut intercepting spring discharges and existing water table; and
- lowering the original water table by affecting the permeability of underlying bedrock.

Impacts to municipal and private water supplies are discussed in the CSVT DEIS: Section IV.G, Public and Private Water Supplies.

Proposed Mitigation Measures

The preliminary highway designs for each alignment have been developed to minimize the depth of bedrock that would require excavation thereby minimizing potential impacts to groundwater sources and water supply. Impacts to both private and domestic water supplies will be mitigated by one or more of the following:

- provide connections to public water systems;
- redrill existing wells to another water-producing zone; and
- relocate a well within an adjacent water-producing formation.

A detailed assessment of individual domestic wells will be undertaken during final design. PennDOT will ensure the maintenance of existing water supplies for homes and properties not acquired as part of the right-of-way areas.

To prevent the possibility of highway runoff water impacting the well field, roadway stormwater runoff would be directed through an approved Stormwater Management Basin.

230.51 Recreational and Commercial Fisheries and 230.52 Water-Related Recreation -

There would be no commercial fisheries affected by this project. The primary recreational fishery and water-related recreation within the project area is associated with recreational fishing and boating on the Susquehanna River. The Chillisquaque Creek also has adequate size to provide some recreational fishing. Additionally, there is a potential for minor recreational fishery associated with numerous small ponds within the project area. These ponds and adjacent palustrine wetlands provide limited opportunities for waterfowl hunting. The construction and operation of any of the proposed alternatives would have minor impacts to recreational fishing and other water-related activities. The proposed river crossing is located at the upper limits of the Lake Augusta pool. The bridge crossing would minimize the direct disturbance to the recreational opportunities. It is anticipated that staged rock causeways will be used for the construction of the selected bridge structure. The causeway would temporarily impact the bed of the river and the recreational uses of the river during construction. A partial width (or staged) causeway is preferable and would minimize the impacts to recreation. The proposed bridge crossing over the Chillisquaque Creek would avoid direct impacts to the stream and will not impact the fishing opportunity.

There should be no impacts to waterfowl hunting potential within the project area. These impacts would be associated with the direct loss of target species habitat and/or the degradation of those habitats. Impacts to stream and wetland habitats are further discussed in the following project documentation.

- CSVT DEIS: Section IV.F.2, Wetlands
- CSVT Project: Wetlands Technical Summary Memorandum (July 2000)
- CSVT DEIS: Section IV.F.3, Surface Waters/Aquatic Resources
- CSVT Project: Surface Water Quality and Aquatic Resources Technical Summary Memorandum (July 2000)

Proposed Mitigation Measures

Mitigation measures implemented to protect riverine habitat and maintain water quality will mitigate potential impacts to recreational fishing and other water-related activities. These mitigation measures are detailed in the CSVT DEIS: Section IV.F.3, Surface Waters / Aquatic Resources and can be summarized as follows:

- minimize physical encroachments on the Susquehanna River;
- minimize encroachments in the other riverine habitats;
- design and implement erosion and sedimentation control and construction operation procedures to protect benthic substrate (from sedimentation) and water quality;

- evaluate roadway embankment material for the potential of acid leaching and other water quality reducing runoff products; and
- develop roadway drainage and stormwater management systems to help protect water quality and riverine habitat.

230.53 Aesthetics - Addressed in the CSVTEIS: Section IV.E, Visual Quality.

Summary of Impacts

With proper design and implementation of landscaping measures, impacts to aesthetics and visual landscape quality can be minimized. There are no park impacts.

230.54 4 (f) Features - Addressed in the CSVTEIS: Section IV.A.1, Social and Economic Considerations.

Summary of Impacts

Proposed Mitigation Measures

Alternative selection, final design refinements, replacement lands (where applicable), and landscaping with vegetative plantings would reduce impacts to important recreational and cultural resources.



*Appendix H -
Request for 401 Water Quality
Certification and PA DEP
Environmental Assessment
(EA) Form*



ENVIRONMENTAL ASSESSMENT FORM

**CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION
(CSVT) PROJECT**

**SNYDER, UNION, AND NORTHUMBERLAND COUNTIES,
PENNSYLVANIA**

PREPARED AS PART OF

**FINAL
ENVIRONMENTAL IMPACT STATEMENT
AND
SECTION 404/CHAPTER 105 PERMIT EVALUATION**

SEPTEMBER 2002

ENCLOSURES

- ENCLOSURE A** **Wetland Delineation Report** - Please refer to the **Central Susquehanna Valley Transportation Project: Wetlands Technical Summary Memorandum (July 2000)**, which will stand as the wetland delineation report for this project.
- ENCLOSURE B** **Project Mapping** - Please refer to the **Central Susquehanna Valley Transportation Project DEIS (January 2001) and FEIS (September 2002) Volume #2, Section X**, which includes mapping of project alternatives and environmental constraints at a scale of 1":400'.
- ENCLOSURE C** **Description of Aquatic Habitat** - Attached
- ENCLOSURE D** **Project Impacts** - Attached

ENVIRONMENTAL ASSESSMENT FORM

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION (CSVT) PROJECT SNYDER, UNION, AND NORTHUMBERLAND COUNTIES, PENNSYLVANIA

ENCLOSURE C - DESCRIPTION OF AQUATIC HABITAT

A. Aquatic Habitats

(1, 2) Aquatic habitats identified within the Central Susquehanna Valley Transportation (CSVT) Project area include both watercourses and wetlands. The project area is drained by three main watercourses: Susquehanna River, Penns Creek, and Chillisquaque Creek. There are numerous smaller tributaries throughout the project area which drain to the three main watersheds. In addition, 450 palustrine wetlands totaling 29.79 hectares were identified and delineated during the wetland field investigation (Spring - Summer 1998). Detailed information related to food chain production and general habitat of watercourses and wetlands can be found in the following documents prepared for the project.

- **Central Susquehanna Valley Transportation Project: Surface Water Quality and Aquatic Resources Technical Summary Memorandum (July 2000)**

- ▶ Introduction/Overview
- ▶ Appendix A - Surface Waters and Aquatic Resources Map
- ▶ Appendix B - Historic Natural Resource Agency Reports
- ▶ Appendix C - Classification of Surface Water Resources within the Project Area by Type

- **Central Susquehanna Valley Transportation Project: Wetlands Technical Summary Memorandum (July 2000)** (referenced as Enclosure A of this Environmental Assessment Form)

- ▶ Section I - Existing Conditions
- ▶ Appendix A - Wetland Map
- ▶ Appendix B - Wetland Data Forms
- ▶ Appendix C - Existing Conditions Summary Table
- ▶ Appendix D - PA DEP Riverine Wetland Table

(3) Threatened and endangered species coordination with State and Federal agencies was conducted for the project. No threatened or endangered species preferred habitat or individuals had been confirmed in the project study corridor at the end of the 1999 field survey season. Therefore, it is concluded that no impact to threatened and/or endangered species should occur as a result of the project. Information related to threatened and/or endangered species is documented in the following.

- **Central Susquehanna Valley Transportation Project: Vegetation and Wildlife Technical Summary Memorandum (July 2000)**

- ▶ Threatened and Endangered Species Section

- **Central Susquehanna Valley Transportation Project - Vegetation and Wildlife - Technical File**

- ▶ Technical file includes all coordination and correspondence between the project study team and agency representatives or experts on particular species of concern

(4) The project study area does not serve as or include any part of a sanctuary or refuge.

(5) Detailed information related to macroinvertebrate communities found within the project study area watercourses can be found in the following documentation prepared for the project.

- **Central Susquehanna Valley Transportation Project: Surface Water Quality and Aquatic Resources Technical Summary Memorandum (July 2000)**

- ▶ Table 2 - Benthic Macroinvertebrate Data - Collected from Selected Points within the Central Susquehanna Valley Transportation Project Area
- ▶ Appendix B - Historic Natural Resource Agency Reports

B. Water Quantity and Stream Flow

(1-6) Descriptions pertaining to hydrologic regime, drainage patterns, stream flow/floodflow, and physical characteristics of the aquatic resources within the project study area are included in the following documentation prepared for the project.

- **Central Susquehanna Valley Transportation Project: Surface Water Quality and Aquatic Resources Technical Summary Memorandum (July 2000)**

- ▶ Table 1: field collected stream flow data
- ▶ Drainage areas are summarized for perennial watercourses in tabular form
- ▶ Appendix B - Historic Natural Resource Agency Reports
- ▶ Appendix C - Classification of Surface Water Resources within the Project Area by type of flow

- **Central Susquehanna Valley Transportation Project: Floodplains and Flood Hazard Areas Technical File**

- **Central Susquehanna Valley Transportation Project: Wetlands Technical Summary Memorandum (July 2000)**

- ▶ Section I - Existing Conditions - Hydrogeomorphic and Functional Characterization (HFC) Classification: discusses hydrologic regime characteristics and functions and values evaluated for the project area wetlands

C. Water Quality

(1, 2, 4) Water quality data for the project study area watercourses were obtained through field investigations and historic reports. Discussions pertaining to functions and values of the project study area wetlands also provide information related to water quality. Information related to water quality of the aquatic resources is located in the following documentation prepared for the project.

- **Central Susquehanna Valley Transportation Project: Surface Water Quality and Aquatic Resources Technical Summary Memorandum (July 2000)**
 - ▶ Table 1 - Field collected water quality data
 - ▶ Appendix B - Historic Natural Resource Agency Reports
 - ▶ Appendix C - Classification of Surface Water Resources within the Project Area by type of flow

- **Central Susquehanna Valley Transportation Project: Wetlands Technical Summary Memorandum (July 2000)**
 - ▶ Section I - Existing Conditions - Hydrogeomorphic and Functional Characterization (HFC) Classification: discusses hydrologic regime and landscape characteristics, including substrate and typical distribution of vegetation and functions and values

(3) Salinity Distribution: Not Applicable

D. Recreation

(1-6) The CSVT project area contains several opportunities for recreation. The Susquehanna River provides opportunity for recreational fishing, boating, swimming, and other water activities. Within the project area, there is an inflatable fabric dam (Fabridam) on the Susquehanna River. When inflated, the fabridam creates a water pool referred to as Lake Augusta. The Shikellamy State Park provides recreational opportunities within the project area. Other areas not designated specifically for recreational use but could provide some recreational opportunity includes the diverse land cover compartments throughout the project area. These provide some opportunity for recreational hunting and fishing, as well as hiking and observation of wildlife and plant species. Information related to local parks, and to terrestrial and aquatic habitats providing opportunities for recreational activities is located in the following documentation prepared for the project.

- **Central Susquehanna Valley Transportation Project: Social and Economic Consequences/Secondary and Cumulative Impacts Technical File**
 - ▶ Community Facilities Section

- **Central Susquehanna Valley Transportation Project: Vegetation and Wildlife Technical Summary Memorandum (July 2000)**
 - ▶ Existing Conditions

- **Central Susquehanna Valley Transportation Project: Surface Water Quality and Aquatic Resources Technical Summary Memorandum (July 2000)**
 - ▶ Introduction/Overview
 - ▶ Appendix B - Historic Natural Resource Agency Reports

E. Upstream and Downstream Property

Surrounding land use and watershed characteristics, including descriptions of upstream impoundments and downstream aquatic resources, are described for the major surface water resources in the project study area within the following documentation prepared for the project.

- **Central Susquehanna Valley Transportation Project: Surface Water Quality and Aquatic Resources Technical Summary Memorandum (July 2000)**
 - ▶ Introduction/Overview
 - ▶ Appendix B - Historic Natural Resource Agency Reports

Information on land use within and surrounding the project area is located in the following documentation prepared for the project.

- **Central Susquehanna Valley Transportation Project: Social and Economic Consequences/Secondary and Cumulative Impacts Technical File**
 - ▶ Land Use Section
- **Central Susquehanna Valley Transportation Project: Vegetation and Wildlife Technical Summary Memorandum (July 2000)**
 - ▶ Existing Conditions

F. Other Environmental Factors

Existing conditions for other environmental resources within the project area are discussed in detail in the appropriate technical memoranda prepared for the project. All the technical memoranda are listed in the **Central Susquehanna Valley Transportation Project DEIS and FEIS, Appendix A - Technical Support Data Master Index**.

ENVIRONMENTAL ASSESSMENT FORM

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION (CSVT) PROJECT SNYDER, UNION, AND NORTHUMBERLAND COUNTIES, PENNSYLVANIA

ENCLOSURE D - PROJECT IMPACTS

A. The following resources do not occur within the project study area; therefore, no impacts will occur to these resources as a result of construction of the Preferred Alternative (Alternative DAMA).

2. Natural, wild, or wilderness area
4. National natural landmark
5. National wildlife refuge
7. State Game Lands
8. Federal, State, local or private plant or wildlife sanctuaries

The following resources do occur within the project study area. Any impacts which would be anticipated as a result of construction of the Preferred Alternative are discussed below.

1. National, State, or local park, forest, or recreation area - The RC-5 alternative crosses over the upper reaches of Lake Augusta of the Susquehanna River. This resource provides recreation opportunity for fishing, boating, swimming, and other water activities. A bridge would be used to cross the river. The use of a bridge would minimize impacts to the River. No impacts would occur to the local parks as a result of construction of Alternative DAMA-RC-5. Impacts to community and social resources are summarized in the **CSVT DEIS and FEIS, Section IV.A**. Detailed information related to local parks and other community facilities is located in the following documentation prepared for the project.

- **Central Susquehanna Valley Transportation Project: Social and Economic Consequences/Secondary and Cumulative Impacts Technical File**

- ▶ Community Facilities

3. National, State, or local historic sites - No National, State, or local Historic Sites are impacted by the DAMA-RC-5 alternative. Therefore, construction of Alternative DAMA-RC-5 would have no effect on these historic properties. Historic resources are summarized in the **CSVT DEIS and FEIS, Section IV.H**. Detailed information related to historic properties within the project study area is located in the following documentation prepared for the project.

- **Central Susquehanna Valley Transportation Project: Historic Resources-Determination of Effect Report**

- ▶ Evaluation of Potential Effects on NRHP-Eligible Resources

6. Cultural and Archaeological Landmarks - Impacts to areas with known archaeological resources and to areas with varying levels of potential for archaeological resources are anticipated as a result of construction of the preferred alternative. Potential impacts and

mitigation measures for prehistoric and historic archaeological resources are summarized in the **CSVT DEIS, Section IV.H**. Detailed information related to archaeological resources is located in the following documentation prepared for the project.

- **Central Susquehanna Valley Transportation Project: Archaeology Technical File**

9. Areas identified as Prime Farmlands - Prime farmlands are located throughout the project area. All of the project alternatives impact prime farmlands, including the DAMA-RC-5 alternative. The farmland impact determination is described in the **CSVT DEIS and FEIS, Section IV-D**. More complete information related to Prime Farmland/FPPA compliance is located in the following documentation prepared for the project.

- **Central Susquehanna Valley Transportation Project: Farmland Technical Support Data File**

- ▶ FPPA Farmland Impacts
- ▶ Appendix - Farmland Conversion Impact Rating (includes NRCS Correspondence and complete analysis)

- B. Environmental Impacts

1. Aquatic Habitats

- (a, b) Impacts to aquatic habitats include impacts to watercourses and wetlands. Because there are numerous watercourses and wetlands throughout the project area, impacts could not be avoided. The DAMA-RC-5 alternative crosses 37 watercourses, including a large bridge crossing over the Susquehanna River. Wetland impacts for Alternative DAMA-RC-5 total 3.15 hectares. Impacts and mitigation measures for wetlands and surface waters (watercourses) are summarized in the **CSVT DEIS and FEIS, Section IV.F.2 - Wetlands and Section IV.F.3 - Surface Water Resources**. Detailed discussions are located within the following documentation prepared for the project.

- **Central Susquehanna Valley Transportation Project: Surface Water Quality and Aquatic Resources Technical Summary Memorandum (July 2000)**

- ▶ Section III - Impacts
- ▶ Appendix D - Profile of Impacts to Surface Water Resources by Highway Alternatives

- **Central Susquehanna Valley Transportation Project: Wetlands Technical Summary Memorandum (July 2000)**

- ▶ Section II - Environmental Consequences
- ▶ Appendix E - Wetland Impact Summary Tables

- (c) No impacts will occur to known habitat for threatened and endangered species as a result of the construction of Alternative DAMA-RC-5. Additional information related to the assessment of impacts to threatened and endangered species is located in the following documentation prepared for the project.

- **Central Susquehanna Valley Transportation Project: Vegetation and Wildlife Technical Summary Memorandum (July 2000)**
 - ▶ Consequences and Mitigation (Impact Conditions); Threatened and Endangered Species

2. Water Quantity and Stream Flow

Impacts to water quantity and stream flow include construction and operational impacts to project area surface water resources, direct and indirect impacts to project area wetlands, impacts to groundwater recharge areas, and impacts to floodplains. Impacts and mitigation measures for these resources are summarized in the following sections of the DEIS.

CSV T DEIS and FEIS:

- Section IV.F.2, Wetlands**
- Section IV.F.3, Surface Waters**
- Section IV.G., Public and Private Water Supplies**
- Section IV.I., Floodplains and Flood Hazard Areas**

Detailed discussions are located within the following documentation prepared for the project.

- **Central Susquehanna Valley Transportation Project: Surface Water Quality and Aquatic Resources Technical Summary Memorandum (July 2000)**
 - ▶ Section III - Impacts
 - ▶ Appendix D - Profile of Impacts to Surface Water Resources by Highway Alternatives
- **Central Susquehanna Valley Transportation Project: Wetlands Technical Summary Memorandum (July 2000)**
 - ▶ Section II - Environmental Consequences
 - ▶ Appendix E - Wetland Impact Summary Tables
- **Central Susquehanna Valley Transportation Project: Public/Private Water Supply Technical File**
- **Central Susquehanna Valley Transportation Project: Floodplains and Flood Hazard Areas Technical File**

3. Water Quality

Impacts to water quality include construction and operational impacts to project area surface water resources, direct and indirect impacts to project area wetlands, and impacts to groundwater recharge areas. Impacts and mitigation measures for these resources are summarized in the following sections of the DEIS.

CSVT DEIS and FEIS: **Section IV.F.2, Wetlands**
 Section IV.F.3, Surface Waters
 Section IV.G., Public and Private Water Supplies
 Section IV.I., Floodplains and Flood Hazard Areas

Detailed discussions are located within the following documentation prepared for the project.

- **Central Susquehanna Valley Transportation Project: Surface Water Quality and Aquatic Resources Technical Summary Memorandum (July 2000)**
 - ▶ Section III - Impacts
 - ▶ Appendix D - Profile of Impacts to Surface Water Resources by Highway Alternatives

- **Central Susquehanna Valley Transportation Project: Wetlands Technical Summary Memorandum (July 2000)**
 - ▶ Section II - Environmental Consequences
 - ▶ Appendix E - Wetland Impact Summary Tables

- **Central Susquehanna Valley Transportation Project: Public/Private Water Supply Technical File**

- **Central Susquehanna Valley Transportation Project: Floodplains and Flood Hazard Areas Technical File**

4. Recreation

The DAMA-RC-5 alternative crosses over the upper reaches of Lake Augusta on the Susquehanna River. A bridge would be used to minimize the impact to the recreational use. No other areas which are specifically set aside for recreational use (i.e., State Game Lands, local parks, etc.) would be impacted by the DAMA-RC-5 alternative. The project will result in the direct permanent loss of some habitat which provides suitable settings for recreational hunting and fishing, as well as hiking and observation of wildlife and plant species. Impacts and mitigation to resources which provide opportunities for recreational activities in the project area are summarized in the **CSVT DEIS: Section IV.F.1, Vegetation and Wildlife** and **Section IV.F.3, Surface Waters Resources**. Temporary impacts resulting from the construction of the project which may affect recreational activities within the project area are summarized in the **CSVT DEIS Section IV.O, Construction Impacts and Mitigation**. Detailed information related to potential impacts to project area resources which may provide opportunity for recreational activities is located in the following documentation prepared for the project.

- **Central Susquehanna Valley Transportation Project: Vegetation and Wildlife Technical Summary Memorandum (July 2000)**
 - ▶ Consequences and Mitigation

- **Central Susquehanna Valley Transportation Project: Surface Water Quality and Aquatic Resources Technical Summary Memorandum (July 2000)**

- ▶ Section III - Impacts
- ▶ Appendix E - Profile of Impacts to Surface Water Resources by Highway Alternatives

5. Upstream and Downstream Property

With respect to aquatic resources, no adverse impacts are anticipated to upstream areas. Construction of the preferred alternative will have some impacts to aquatic resources downstream of the project area. Impacts to downstream properties associated with highway runoff area are summarized for surface water resources in the **CSVT DEIS, Section IV.F.3, Surface Waters**. Impacts to land use are summarized in **CSVT DEIS, Section IV.A.3, Land Use** and **Section IV.F.1, Vegetation and Wildlife**. Detailed information related to these impacts is located within the following documentation prepared for the project.

- **Central Susquehanna Valley Transportation Project: Surface Water Quality and Aquatic Resources Technical Summary Memorandum (July 2000)**

- ▶ Section III - Impacts
- ▶ Appendix E - Profile of Impacts to Surface Water Resources by Highway Alternatives

- **Central Susquehanna Valley Transportation Project: Social and Economic Consequences/Secondary and Cumulative Impacts Technical File**

- ▶ Land Use Section

- **Central Susquehanna Valley Transportation Project: Vegetation and Wildlife Technical Summary Memorandum (July 2000)**

- ▶ Consequences and Mitigation

6. Other Environmental Factors

Impacts to environmental resources studied in detail are summarized in the **CSVT DEIS and FEIS, Section IV - Environmental Consequences**. Detailed discussions of the impacts to each resource are included in the appropriate technical memoranda prepared for the project. All the technical memoranda are listed in the **Central Susquehanna Valley Transportation Project DEIS and FEIS, Appendix A - Technical Support Data Master Index**.

C. Impacts to Adjacent Land and Water Resources

Potential secondary impacts which may be anticipated within the project study area following construction are discussed in the **CSVT DEIS and FEIS, Section IV.L**.

D. Cumulative Environmental Impacts

Potential cumulative impacts which may be anticipated within the project study area are discussed in the **CSVT DEIS and FEIS, Section IV.L.**

E. Other Dams, Water Obstructions, and Encroachments

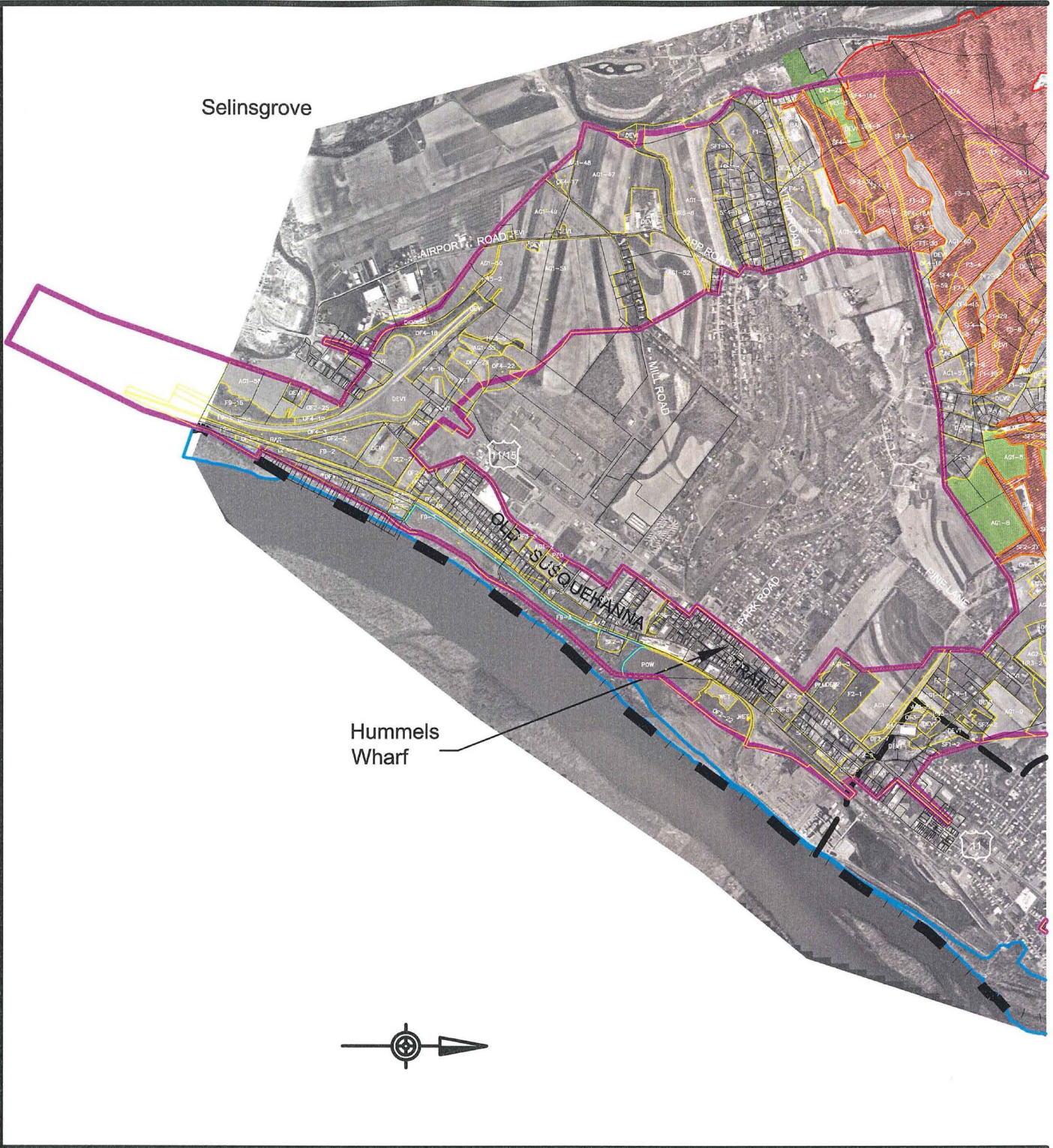
No dams, water obstructions, or encroachments other than those discussed in this Environmental Assessment Form and/or in the **CSVT DEIS and FEIS** are anticipated to be necessary for fulfillment of the purpose of the project.



*Appendix I -
Potential Areas Suitable for
Participation in the Natural Resources
Compensation Proposal*








Selinsgrove



Hummels Wharf

Legend

-  Study Corridor
-  Vegetative Community
-  Major Forest Patch Network
-  Riparian Corridor
-  Priority Forested Areas Suitable for Forest Preservation

-  Unforested Parcels Suitable for Forest Expansion
-  Parcels Suitable for Grassland Replacement

Note: Habitats within major forest patch networks and riparian corridors are suitable for preservation.

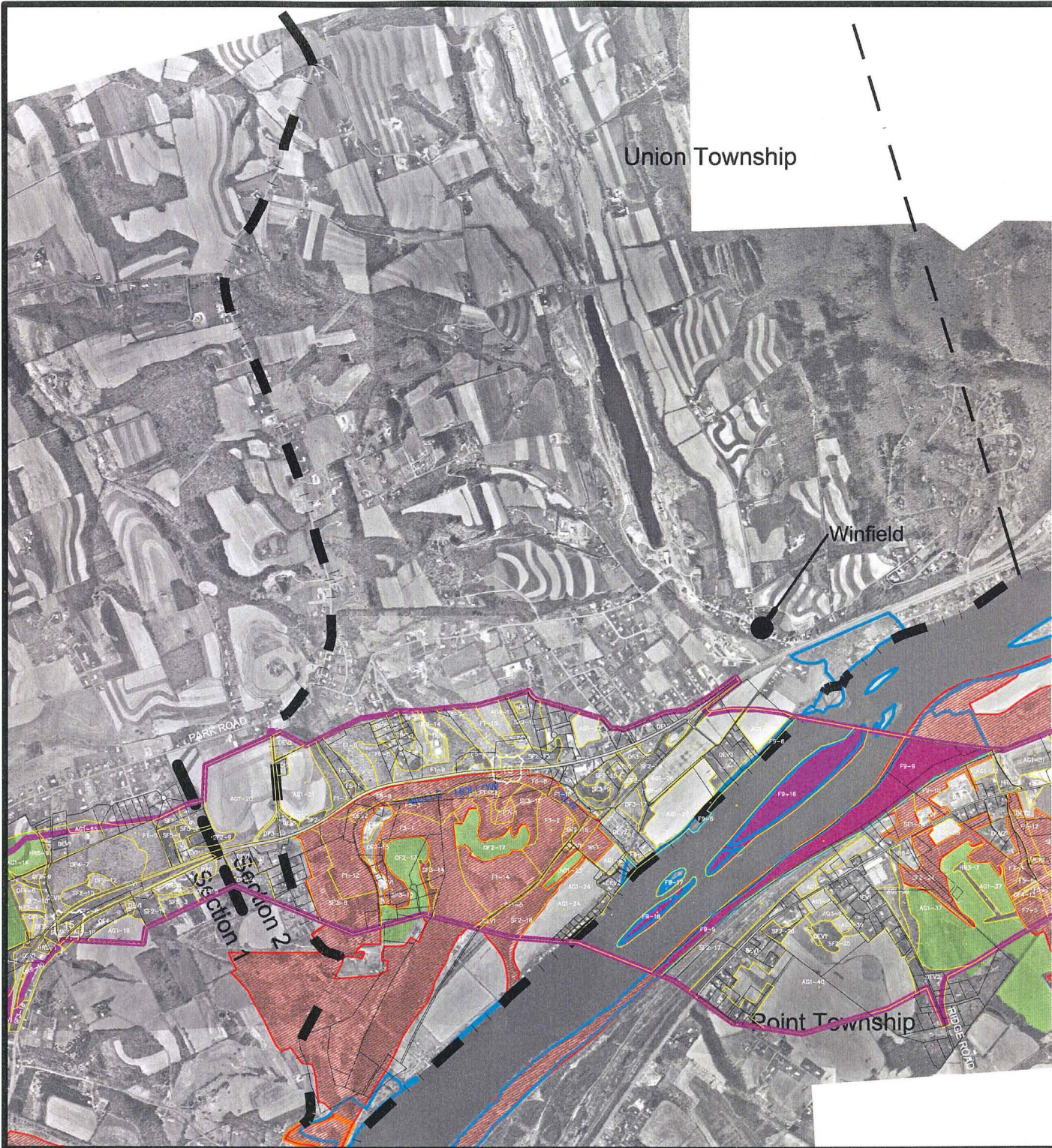


Central Susquehanna Valley Transportation Project






Figure I-1
Section 1 - Areas Suitable for
Participation in the Natural Resource
Compensation Proposal

0 300 600 900
Scale in Meters

0 1250 2500 3750
Scale in Feet

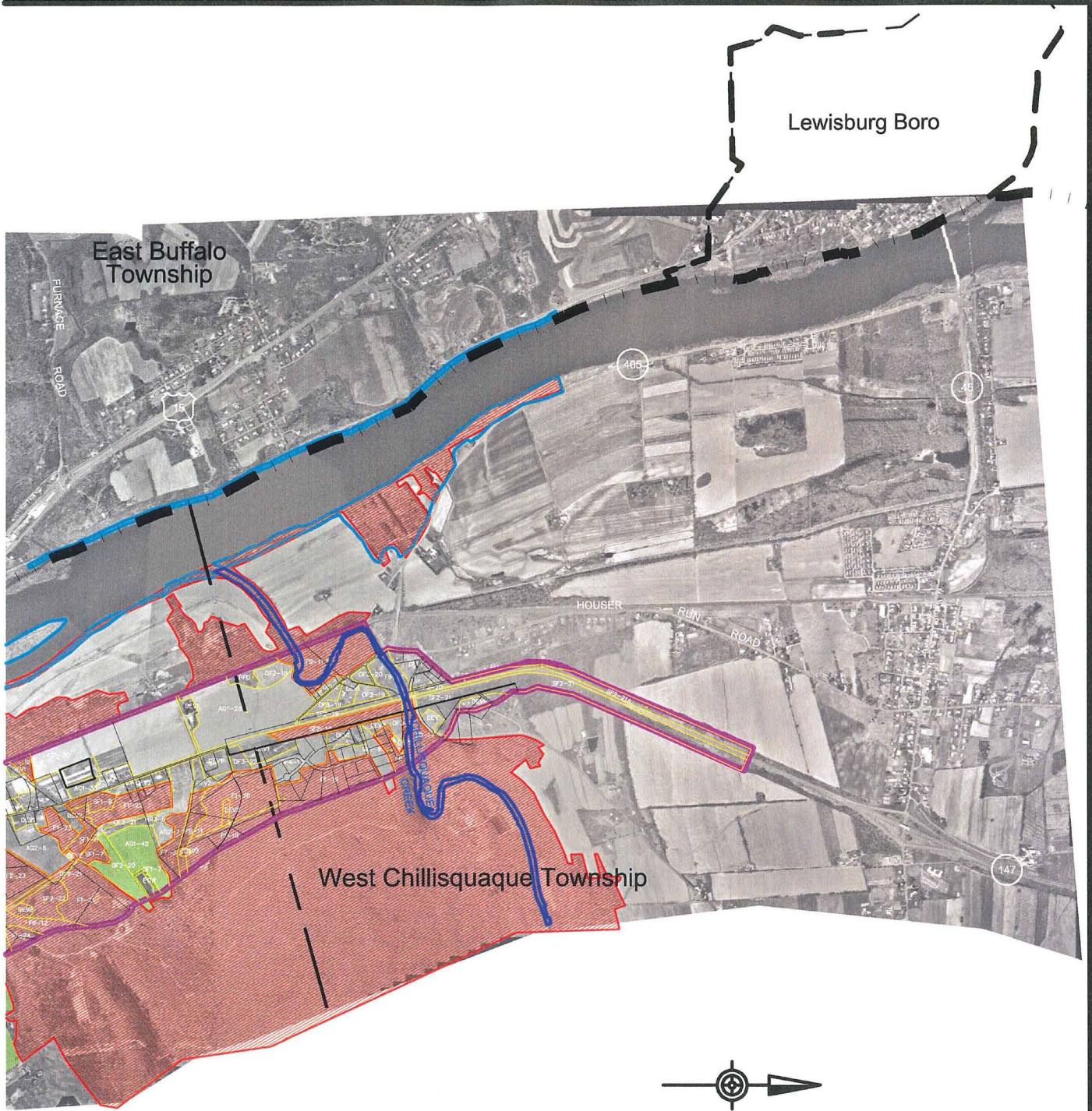


Legend

-  Study Corridor
-  Vegetative Community
-  Major Forest Patch Network
-  Riparian Corridor
-  Priority Forested Areas Suitable for Forest Preservation

-  Unforested Parcels Suitable for Forest Expansion
-  Riparian Corridor Revegetation

Note: Habitats within major forest patch networks and riparian corridors are suitable for preservation.



Central Susquehanna Valley
Transportation Project

Figure I-2
Section 2 - Areas Suitable for
Participation in the Natural Resource
Compensation Proposal

0 300 600 900
Scale in Meters

0 1250 2500 3750
Scale in Feet



***Appendix J -
Cooperating Agency Letters***





→ 3-1030-1-2
CC S+L 3/5/98
Pennsylvania Department of Environmental Protection

208 West Third Street, Suite 101
Williamsport, PA 17701-6448
August 8, 1997

Northcentral Regional Office

717-327-3695
Fax 717-327-3565

Mr. Ronald W. Carmichael
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
228 Walnut Street, Room 558
Harrisburg, PA 17101-1720

RE: Snyder, Northumberland and Union Counties
Central Susquehanna Valley Transportation Study

Dear Mr. Carmichael:

Thank you for your August 4, 1997, letter requesting our continued cooperation with the Federal Highway Administration and the Pennsylvania Department of Transportation in the Central Susquehanna Valley Project.

John Blacksmith of my office has been involved in the development of this project for quite some time. In addition, our Assistant Regional Director, Bill Parsons will be available to assist in the Analysis of the Environmental Impacts Statement and coordinating related permitting activities. Bill should be included on the mailing list for all cooperation agency meetings, field views, etc. He may be reached at the above address and his phone number is 717-327-3320.

We look forward to our role as a cooperating agency to assist in the completion of this much needed transportation project.

Sincerely,

Robert C. Yowell
Regional Director
Northcentral Regional Office

cc: Paul Heise - PennDOT District Engineer



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 1715
BALTIMORE, MD 21203-1715

→ 315 x 030 250
cc SRL 3/5/95

Operations Division

7
7

Mr. Ronald W. Carmichael
Division Administrator
Federal Highway Administration
228 Walnut Street, Room 558
Harrisburg, Pennsylvania 17101-1720

Dear Mr. Carmichael:

This is in reply to your letter dated August 4, 1997 requesting the U.S Army Corps of Engineers to be a cooperating agency in the preparation of your Environmental Impact Statement (EIS) for the Central Susquehanna Valley Transportation Study in Snyder County, Pennsylvania.

We look forward to working with you on this major undertaking, utilizing the NEPA/404 process. From my staff's involvement thus far, we are aware that this project could involve significant impacts to residences, aquatic resources, farmlands, and commercial property, and we understand the complexities of balancing these competing interests. We will rely on your expertise in providing the necessary documentation for our evaluation.

If you have any questions regarding our involvement in the study, the point of contact is Mr. Michael Dombroskie of our State College Field Office at (814) 466-7796.

Sincerely,

Paul R. Wettlaufer

Paul R. Wettlaufer
Chief, River Basin Permit Section



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
 REGION III
 841 Chestnut Building
 Philadelphia, Pennsylvania 19107-4431

FEB 26 1998

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Mr. Ronald W. Carmichael
 Division Administrator (HE-PA.5)
 Federal Highway Administration
 Pennsylvania Division
 228 Walnut Street
 Harrisburg, PA 17101-1720

RE: Central Susquehanna Valley Transportation Project
 Snyder, Northumberland and Union Counties
 Cooperating Agency Request
 FPN: 315-x030-002

Dear Mr. Carmichael:

Thank you for your letter requesting our involvement as a Cooperating Agency for the above referenced project. EPA would be happy to participate thoroughly in this project. We agree with the scope of responsibility outlined in your August 4, 1997 letter. Our responsibilities will focus on our special expertise with respect to the National Environmental Policy Act, Section 309 of the Clean Air Act, and the Section 404 (B)(1) guidelines. Depending upon the impacts incurred by this project, we may also have jurisdiction under other environmental regulations or programs implemented by our agency.

If you have any questions regarding this correspondence, please feel free to contact Ms. Denise M. Rigney at (215) 566-2726.

Sincerely,

Roy E. Denmark, Jr.
 Deputy Director
 Office of Environmental Programs



***Appendix K -
Chronology of Major Events
for Current CSV T Studies***



CSVT - CHRONOLOGY OF MAJOR EVENTS FOR CURRENT STUDIES

Date	Event
October 1995	Traffic studies begin.
December 5, 1995	Public Officials Meeting - Project purpose, study approach, and planned traffic studies are presented.
December 6, 1995	Origin/Destination Study performed.
June 1996	Publication of CSVT, SR 0015, Section 088, <u>Needs Analysis</u> . Needs for CSVT include reduce congestion, improve safety, and increase capacity of network for future traffic growth.
July 16, 1996	Public Officials Meeting - Present results of traffic investigations and Needs Analysis present. Highlight problems with existing and future roadway network.
July 22, 1996	First meeting of Citizens Advisory Committee (CAC). Present results of traffic studies and Project Needs Analysis presented.
July 24, 1996	Agency Coordination Meeting (ACM) No. 1 - Present Project Needs. Concurrence of Project Needs received from resources agencies.
August 2, 1996	Additional Origin/Destination Study performed in Lewisburg.
October 28, 1996	CAC Meeting - Discuss additional traffic studies, present environmental constraint mapping and review plans for Public Meeting No. 1.
October 29, 1996	First meeting of Public Officials Work Group (POWG). Present Project Needs, environmental constraints, and discuss additional traffic studies.
November 7, 1996	First Public Meeting - Present traffic studies, Needs Analysis, and environmental constraint mapping.
December 4, 1996	ACM No. 2 - Present environmental overview mapping. Discuss critical features that will shape development of preliminary (Phase I) Alternatives.
January 1997	Publication of <u>Historic Contexts and Summary of Historic Resources Windshield Survey</u> , CSVT, SR 0015, Section 088
January 1997	CSVT Newsletter Volume 1 distributed.
January 28, 1997	POWG Meeting - Present conceptual alignment locations.
January 30, 1997	CAC Meeting - Present conceptual alignment locations.

**CSVT - CHRONOLOGY OF MAJOR EVENTS FOR CURRENT STUDIES
(CONTINUED)**

Date	Event
March 21, 1997	First meeting with PP&L. Discuss present and future plant operations, transmission lines, and other activities that may shape development of preliminary alternatives. PP&L requests PennDOT modify preliminary alternatives to avoid impact to Sunbury facility and Ash Basin No. 1 (basin to south of plant).
March 24, 1997	CAC Meeting - Use CAC input to validate traffic models, discuss preliminary (Phase I) Alternatives.
March 25, 1997	POWG Meeting - Use POWG input to validate traffic models, discuss preliminary (Phase I) Alternatives.
April 15, 1997	ACM No. 3 - Field view each preliminary (Phase I) Alternative; present preliminary environmental impacts.
May 1997	CSVT Newsletter Volume 2 distributed.
May 14, 1997	ACM - Additional field view held for those agencies unable to attend 4/15/97 field view.
May 19, 1997	First joint meeting of CAC/POWG. Present revisions to preliminary alternatives, discuss future traffic projections, review environmental impacts, and discuss public meeting plans.
June 5, 1997	Second Public Meeting - Present preliminary alternatives including the No-Build Alternative and upgrade of existing facilities and present environmental impacts of each alternative.
July 23, 1997	ACM No. 4 - Present upgrade of existing facilities alternative, discuss engineering and environmental impacts of upgrade, and review preliminary conclusions of Phase I Alternatives Analysis.
August 25, 1997	CAC/POWG Meeting - Describe modifications to preliminary alternatives and present preliminary conclusions of Phase I studies.
August 27, 1997	ACM No. 5 - Present additional Phase I Alternative, DA, developed in response to public input.
September 1997	CSVT Newsletter Volume 3 distributed.
September 1997	FHWA agrees to separate the build-out of the Two on Four section from the CSVT and advance the Two on Four as an independent project. This separation causes the northern project terminus of the CSVT to be redefined as the PA Route 147/PA Route 45 Interchange.
September 24, 1997	ACM No. 6 - Present conclusions of Phase I Alternatives Analysis Report; plan field view.
October 1997	CSVT Newsletter Volume 4 distributed.

**CSVT - CHRONOLOGY OF MAJOR EVENTS FOR CURRENT STUDIES
(CONTINUED)**

Date	Event
October 1997	Publication of CSVT, SR 0015, Section 088, <u>Phase I Alternatives Analysis</u> . Study area broken into sections (Section 1 - southern terminus to interchange with existing US 15 near Winfield, Section 2- interchange near Winfield across river to reconnection with PA Route 147). Build-Out of the Two on Four section of Route 147 will be advanced as a separate project. Northern project terminus redefined to PA Route 147/PA Route 45 Interchange. Report conclusions indicate two corridors will be carried into detailed (Phase II) analysis: In Section 1 - A-A Hybrid Corridor, Old Trail Corridor; In Section 2 - River Crossing (RC) 1, RC2, RC3.
October 2, 1997	ACM No. 7 - Field view of two corridors in Section 1 (Old Trail Corridor, A-A Hybrid Corridor) and the potential river crossing locations (RC1, RC2, RC3) and interchange with PA Route 147 in Section 2 to be carried into detailed (Phase II) studies.
October 22, 1997	ACM No. 8 - Present Phase I Alternatives Analysis. Two on Four section of CSVT (build-out of PA Route 147 from 2 to 4 lanes) approved as a separate and distinct project. Northern terminus of the CSVT project adjusted to just south of the interchange between PA Route 147 and PA Route 45.
October 27, 1997	CAC/POWG Meeting - Review conclusions of Phase I studies (detailed studies on A-A Hybrid Corridor and Old Trail Corridor), present overview of Phase II (detailed) studies, and discuss right-of-way (ROW) acquisition process.
November 12, 1997	Third Public Meeting - Present conclusions and recommendations of Phase I Alternatives Analysis Report. A number of public meeting attendees express opposition to the 61 Connector. Request PennDOT reinvestigate the 15 Connector as an option.
November 26, 1997	Second meeting with PP&L. PennDOT presents preliminary (Phase I) alternatives. PennDOT explains that the modification to avoid Ash Basin No. 1 causes a substantial number of residences and businesses to be displaced in Hummels Wharf. PennDOT and PP&L discuss possibility of dual use of Ash Basin No. 1.
December 2, 1997	Meeting with residents of Orchard Hills and Gunter development to discuss 61 Connector.
December 3, 1997	ACM No. 9 - Discuss outcome of Third Public Meeting. Concurrence on Phase I Alternatives Analysis received from resource agencies.
December 9, 1997	Meeting with residents of Colonial Drive to discuss A-A Hybrid Corridor Alternatives.
January 1998	Begin development of detailed (Phase II) Alternatives in Sections 1 and 2. PennDOT begins investigation of feasibility of a Route 15 Connector in conjunction with a new interchange on existing US 11/15 in vicinity of Stetler Avenue.

**CSVT - CHRONOLOGY OF MAJOR EVENTS FOR CURRENT STUDIES
(CONTINUED)**

Date	Event
January 20, 1998	Meeting with residents of Old Trail area to discuss Old Trail Corridor Alternatives.
January 28, 1998	ACM No. 10 - Present Plan of Study for Phase II (detailed) studies.
February 10, 1998	Meeting with Monroe Township officials and residents to discuss A-A Hybrid and Old Trail Corridor Alternatives.
February 13, 1998	Third meeting with PP&L. PP&L representatives note that conceptually it would be possible to modify layout of Ash Basin No. 1. PP&L also notes pond modifications have technical and permitting issues attached and would be expensive.
March 1998	CSVT Newsletter Volume 5 distributed.
March 2, 1998	CAC/POWG Meeting - Review traffic issues associated with 61 Connector, discuss recent community meetings, and present ideas for formation of Community Interest Focus Groups.
March 25, 1998	ACM No. 11 - Discuss status of detailed (Phase I) studies and present ideas for formation of special interest Community Focus Groups.
March 30, 1998	Convene first meeting of Point/Union Township Focus Group. Group to discuss concerns regarding river crossing locations and locations of interchange between the CSVT and PA Route 147.
March 30, 1998	CAC/POWG Meeting - Convene panel of environmental resource agency representatives to present their mission statements and regulatory authority. Permitting issues also discussed. PennDOT announces that the Old Trail Alternative including the 15 Connector in conjunction with a new interchange with US Routes 11/15 in the vicinity of Stetler Avenue appears to meet Project Needs. Will discuss further study with FHWA.
May 1998	PA SHPO concurs that the PP&L site is eligible for National Register of Historic Places. Boundaries of eligible property include Ash Basin No. 1. Eligible historic properties must be avoided unless there is no prudent and feasible avoidance alternative.
May 6, 1998	Convene first meeting of Monroe Township/Shamokin Dam Focus Group. Discuss concerns relative to impacts in Shamokin Dam and Monroe Township. Announcement made that the Old Trail Alternative, including the 15 Connector in conjunction with a new interchange with US Routes 11/15 in the vicinity of Stetler Avenue, appears to meet Project Needs. Will discuss further study with FHWA.
May 8, 1998	FHWA approves the addition of the Old Trail Alternative with the Stetler Avenue Interchange/Route 15 Connector combination as an alternative to be studied in detail in Phase II.

**CSVT - CHRONOLOGY OF MAJOR EVENTS FOR CURRENT STUDIES
(CONTINUED)**

Date	Event
June 29, 1998	CAC/POWG Meeting - Present Phase II Alternatives (alternatives to be studied in detail) within the A-A Hybrid and Old Trail Study Corridors (Section 1) and in the River Crossing Corridor (Section 2). Discuss addition of alternative in Old Trail Corridor in response to public input. Alternative provides an option to 61 Connector. Alternative connects to existing network via Stetler Avenue interchange and 15 Connector.
June 29, 1998	Point/Union Township Focus Group Meeting - Present Phase II Alternatives (alternatives to be studied in detail) in the River Crossing Corridor (Section 2).
June 30, 1998	Meeting with Point Township officials to discuss the Phase II Alternatives in Section 2.
July 1, 1998	Monroe Township/Shamokin Dam Focus Group Meeting - Present Phase II Alternatives (alternatives to be studied in detail) within the A-A Hybrid and Old Trail Study Corridors (Section 1). Discuss addition of alternative in Old Trail Corridor in response to public input. Alternative provides an option to 61 Connector. Alternative connects to existing network via Stetler Avenue interchange and 15 Connector.
July 6, 1998	Meeting with Monroe Township officials to present the Phase II Alternatives (alternatives to be studied in detail) within the A-A Hybrid and Old Trail Study Corridors (Section 1). Discuss addition of alternative in Old Trail Corridor in response to public input. Alternative provides an option to 61 Connector. Alternative connects to existing network via Stetler Avenue interchange and 15 Connector.
July 22, 1998	ACM No. 12 - Present Phase II Alternatives (alternatives to be studied in detail) in AA Hybrid Corridor, Old Trail Corridor (Section 1), and River Crossing Corridor (Section 2). Discuss addition of alternative in Old Trail Corridor in response to public input. Alternative provides an option to 61 Connector. Alternative connects to existing network via Stetler Avenue interchange and 15 Connector.
July 22, 1998	Meeting with Hummels Wharf citizens to discuss Old Trail Corridor Alternatives.
August 26, 1998	ACM No. 13 - Review preliminary impacts of Phase II Alternatives.
September 1998	Publication of <u>Historic Resources Survey and Determination of Eligibility Report</u> , CSVT, SR 0015, Section 088.
September 23, 1998	ACM No. 14 - Present impacts of Phase II Alternatives.
September 28, 1998	CAC/POWG Meeting - Present revised Phase II Alternatives and discuss impacts.
September 28,	Point/Union Township Focus Group - Discuss impacts of river crossing options and potential revisions to

**CSV T - CHRONOLOGY OF MAJOR EVENTS FOR CURRENT STUDIES
(CONTINUED)**

Date	Event
September 29-30, 1998	ACM No. 15 - Field view to review Phase II Alternatives and discuss environmental and engineering impacts of alternatives in detailed study.
October 1998	Boundaries of PP&L site reevaluated. New boundary does not include Ash Basin No. 1.
October 7, 1998	Meeting with West Chillisquaque Township residents and officials to discuss build-out of Two on Four section of PA Route 147.
October 28, 1998	ACM No. 16 - Discuss impacts of Phase II Alternatives and impacts to 100-year floodplain of Susquehanna River.
November 1998	CSV T Newsletter Volume 6 distributed.
November 5, 1998	Monroe Township/Shamokin Dam Focus Group Meeting - Discuss impacts of Phase II Alternatives, including impacts to 100-year floodplain of Susquehanna River.
November 12, 1998	Fourth Public Meeting - Present results of Phase II (detailed) Alternatives Analysis. Impacts presented for DA West Alternative (A-A Hybrid Corridor Alternative) and Old Trail 1A (61 Connector option), 1A Ash Basin Avoidance, 1B (Stetler Avenue Interchange/15 Connector Option), 1B Ash Basin Avoidance (Old Trail Corridor Alternatives) in Section 1 and four river crossing options (RC1-E, RC1-W, RC5, RC6) in Section 2. Study area residents expressed concern about impact of DA West on closed municipal landfill.
November 18, 1998	Meeting with residents of Hummels Wharf/Shady Nook to address questions on dismissal of Phase I (preliminary) Alternatives and impacts of Phase II (detailed) Alternatives.
December 10, 1998	First meeting with Orchard Hills Plaza businesses and other businesses in vicinity to discuss Route 61 Connector interchange with existing US Routes 11/15.
January 8, 1999	Plan of Study discussed to investigate closed municipal landfill.
January 13, 1999	Fourth meeting with PP&L. New historic property boundaries at PP&L discussed. PP&L still opposed to use of Ash Basin No. 1 for any CSV T alternative.
January 25, 1999	Second meeting with Orchard Hills Plaza businesses. New options for interchange discussed.
January 25, 1999	CAC/POWG Meeting - Present and discuss 61 Connector interchange options, report on continued floodplain investigations, and discuss Phase II Alternatives status.
January 25, 1999	Point/Union Township Focus Group Meeting - Discuss feedback from residents on Section 2 (river crossing) options.

**CSV T - CHRONOLOGY OF MAJOR EVENTS FOR CURRENT STUDIES
(CONTINUED)**

Date	Event
January 25, 1999	Meeting with Monroe Township Planning Commission to discuss flooding issues associated with Old Trail Alternatives.
January 26, 1999	Monroe Township/Shamokin Dam Focus Group Meeting - Present and discuss 61 Connector interchange options, report on continued studies at landfill, and discuss expansion of corridor to analyze landfill avoidance alternatives.
February 1999	PP&L willing to provide preliminary evaluation of impacts of CSV T alternatives to all PP&L facilities.
March 1, 1999	Third meeting with Orchard Hills Plaza businesses. Review suggested modifications for 61 Connector interchange. Present computer simulation of traffic flow with various interchange options.
March 2, 1999	Meeting with Point Township residents and officials to discuss Phase II studies and impacts of river crossing options and interchange locations in Point Township.
March 22, 1999	CAC/POWG Meeting - View traffic simulation of Phase II Alternatives, update on 61 Connector and associated interchange options, report on continued studies at landfill, and discuss corridor expansion of ± 200 acres to analyze landfill avoidance alternatives.
March 23, 1999	Meeting with Stonebridge Homeowners Association to review impacts of DA West Alternative on landfill and discuss expansion of A-A Hybrid Corridor.
March 29, 1999	Monroe Township/Shamokin Dam Focus Group Meeting - Present new developments on 61 Connector and 11/15 interchange. Discuss impacts of DA West Alternative on landfill, and discuss expansion of A-A Hybrid Corridor.
March 31, 1999	ACM No. 17 - Discuss expansion of A-A Hybrid Corridor and modifications to DA West Alternative due to impacts on closed municipal landfill. Detailed environmental impacts of Phase II Alternatives discussed.
April 12, 1999	Fourth meeting with Orchard Hills Plaza businesses. All businesses agree to Sketch 8 as preferred option for interchange between 61 Connector and US Routes 11/15.
May 1999	CSV T Newsletter Volume 7 distributed.
May 1999	PP&L provides report indicating approximate cost to reconfigure Ash Basin No. 1 (\$3 million). Benefit of saving additional residences and businesses justifies additional expense. Eliminates Ash Basin Avoidance Alternatives from further consideration.
May 10, 1999	Meeting with Colonial Acres residents to discuss results of landfill testing and present alternatives under consideration. Original DA Alternative reinvestigated as a potential way to avoid landfill.

**CSV T - CHRONOLOGY OF MAJOR EVENTS FOR CURRENT STUDIES
(CONTINUED)**

Date	Event
May 17, 1999	Monroe Township/Shamokin Dam Focus Group Meeting- Discuss elimination of DA West Alternative and Old Trail Ash Basin Avoidance Alternatives from further consideration, impacts comparison for 61 Connector options, and floodplain coordination.
May 18, 1999	Meeting with Stonebridge Homeowners Association and residents of Colonial Acres - Discuss decision to eliminate DA West from further consideration due to cost and liability issues. Discuss reinvestigation of original DA Alternatives and a modification to the DA West Alternative to avoid landfill.
May 24, 1999	CAC/POWG Meeting - Discuss decision to eliminate DA West from further consideration due to cost and liability issues. Discuss elimination of Old Trail Ash Basin Avoidance from further consideration due to use of Ash Basin No. 1. Also discuss alternatives remaining under study, ongoing studies on 61 Connector, and archaeological and geological study update for Section 2 Alternatives.
June 1999	Publication of <u>Historic Resources Survey and Determination of Eligibility Report Addendum</u> , CSV T, SR 0015, Section 088.
June 21-22, 1999	Meeting(s) with Monroe Township Planning Commission Supervisors and residents to discuss impacts of Old Trail Alternatives on 100-year floodplain of Susquehanna River.
June 22, 1999	ACM No. 18 - Discuss elimination of the DA West Alternative from further study due to impact to the landfill and cost and liability issues associated with the landfill impact. Identify alternatives under study to avoid landfill (DA Alternative, DA West Modified Alternative). Discuss elimination of Old Trail Ash Basin Avoidance from further consideration due to use of Ash Basin No. 1. Discuss ongoing Section 2 archaeological and geological studies.
July 19, 1999	CAC/POWG Meeting - Present draft environmental impacts of landfill avoidance alternatives in A-A Hybrid expanded corridor (DA, DA Modified, DA West Modified Alternatives). Discuss impacts of Section 2 Alternatives. Elimination of Old Trail Ash Basin Avoidance Alternatives announced.
July 20, 1999	Monroe Township/Shamokin Dam Focus Group Meeting - Present draft environmental impacts of landfill avoidance alternatives in A-A Hybrid expanded corridor (DA, DA Modified, DA West Modified Alternatives). Discuss impacts of Section 2 Alternatives. PennDOT announces elimination of Old Trail Ash Basin Avoidance Alternatives.
July 21, 1999	ACM No. 19 - Present impact table for landfill avoidance alternatives in A-A Hybrid Corridor.
August 1999	Publication of additional Historic Resource Survey Forms as an addendum to the <u>Historic Resources Survey and Determination of Eligibility Report</u> .

**CSVT - CHRONOLOGY OF MAJOR EVENTS FOR CURRENT STUDIES
(CONTINUED)**

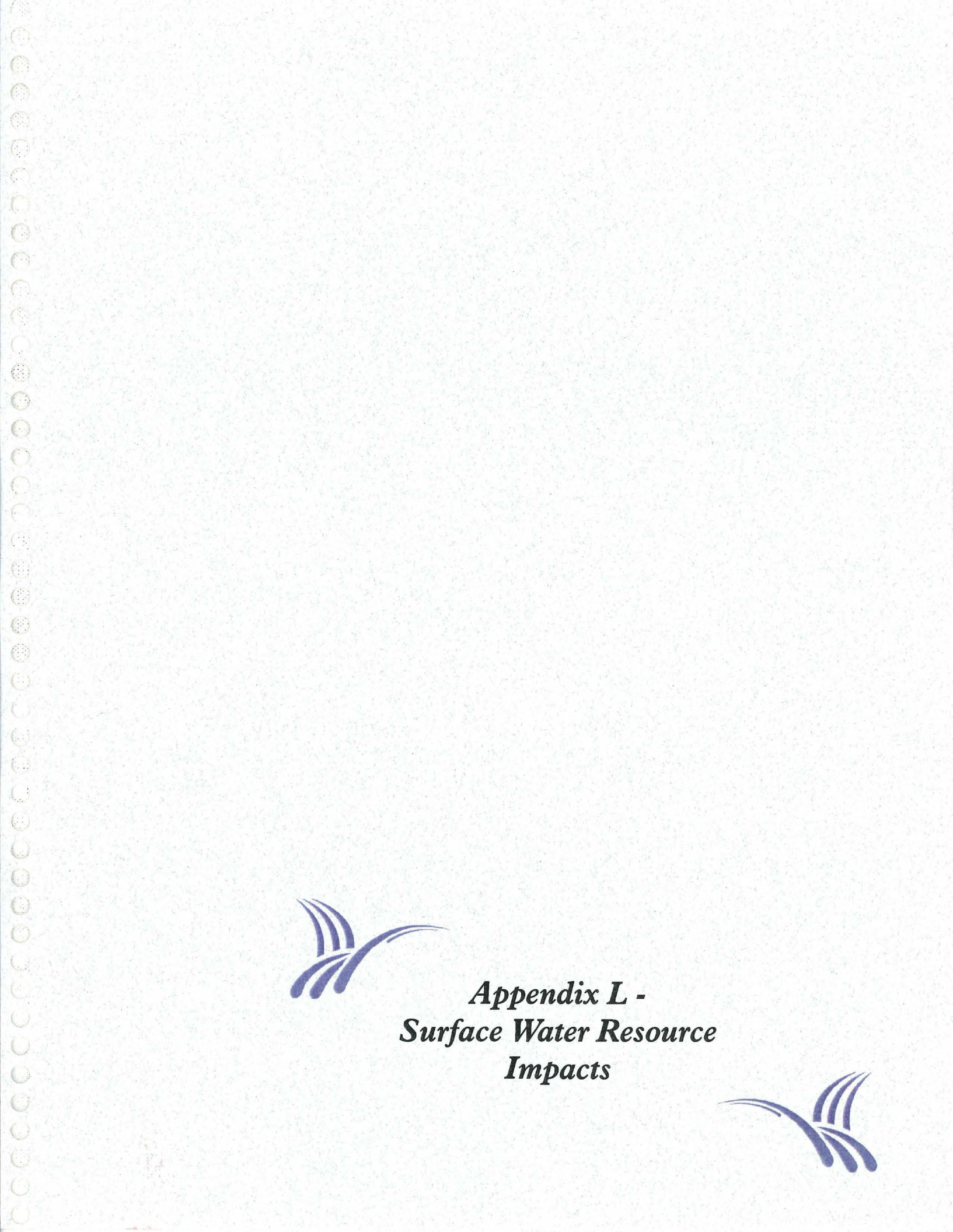
Date	Event
August 10, 1999	Meeting with Stonebridge and Colonial Acres residents- Present impacts of landfill avoidance alternatives in A-A Hybrid Corridor. Based on engineering and safety reasons, announce DA Modified is alternative to be advanced for further study to avoid landfill.
August 25, 1999	ACM No. 20 - Discuss decision to advance DA Modified as alternative to avoid landfill in A-A Hybrid Corridor and decision to dismiss DA due to environmental considerations and DA West Modified due to engineering and safety considerations. Discuss results of geological and archaeological investigations in Section 2. Distribute Phase II Concurrence Forms to resource agencies.
September 27, 1999	CAC/POWG Meeting - Present environmental and engineering impact comparison of all Phase II Alternatives in both Section 1 and Section 2.
September 28, 1999	Monroe Township/Shamokin Dam Focus Group - Present environmental and engineering impact comparison of all Phase II Alternatives in both Section 1 and Section 2.
October 1999	CSVT Newsletter Volume 8 distributed.
February 23, 2000	ACM No. 21 - Phase II Concurrence Forms collected. Review alternatives studied in detail. Discuss Recommended Preferred Alternative.
February 28, 2000	CAC/POWG Meeting - Present revised alternative impacts and costs. Announce DAMA/RC5 as Recommended Preferred Alternative.
February 29, 2000	Monroe Township/Shamokin Dam Focus Group Meeting - Present revised alternative impacts and costs. Announce DAMA/RC5 as Recommended Preferred Alternative.
March 2000	CSVT Newsletter Volume 9 distributed.
April 6, 2000	Meeting with Colonial Acres residents - Meeting held in response to Colonial Acres residents requests. Detailed information on the impacts of the DAMA Alternative on the neighborhood were presented. The recommendation of DAMA as the Preferred Alternative was discussed. A 4-dimensional video animation was presented to visually clarify the impacts of the DAMA. Detailed information on the noise impacts was presented.
May 22, 2000	CAC/POWG and Monroe Township/Shamokin Dam Focus Group Meeting - Meeting held to update the committees on modifications that were made to the DAMA Alternative in response to concerns from residents of Colonial Acres. Visualizations of the DAMA and Old Trail Alternatives were presented. Feedback was received on the Recommended Preferred Alternative. Plans for future public meetings were discussed.

**CSVT - CHRONOLOGY OF MAJOR EVENTS FOR CURRENT STUDIES
(CONTINUED)**

Date	Event
May 25, 2000	Meeting with Colonial Acres residents - Meeting held to present modifications to the DAMA in response to citizens concerns. Detailed visual and noise presentations were given.
July 11, 2000	Colonial Acres Residents - A field view was held with concerned residents to review existing and projected noise levels along various study area roadways. Additional modifications to the DAMA Alternative were discussed.
August 23, 2000	ACM No. 22 – Review modifications of alternatives, review Recommended Preferred Alternative, present environmental impact and cost summaries for each DEIS Alternative, discuss mitigation options, and review project schedule.
September 19, 2000	Meeting with Union Township Supervisors and residents. Discussed impacts of River Crossing options. Discussed potential Fish and Boat access ramp.
October 2000	CSVT Newsletter Volume 10 distributed.
December 6, 2000	Fifth Public Meeting – Meeting held to present the Recommended Preferred Alternative, announce the release of the Draft EIS and discuss how community input and ongoing engineering and environmental studies have shaped the alternatives.
January 2001	Draft EIS Circulated.
March 12, 2001	Public Hearing held.
March 29, 2001	Meeting with PA DEP to discuss impacts of Draft EIS alternatives on the Ash Basins.
July 16-26, 2001	Indiana Bat Mist Net Survey performed. 187 bats captured; none was a federal or state listed or candidate species.
July 25, 2001	ACM No. 23 – Update on mitigation planning, discuss comments on the Draft EIS and proposed responses to comments, and review project schedule.
December 2001	CSVT Newsletter Volume 11 distributed.
December 2001	First draft of proposed 2030 traffic volumes.
January 23, 2002	ACM No. 24 – Update on mitigation planning, Indiana Bat Survey.
January 28, 2002	Meeting with review agencies to discuss their comments and PENNDOT's draft responses to the comments.
February 4, 2002	Suit filed by Monroe Township against the FHWA.
February 5, 2002	Meeting with PA DEP to discuss dam safety and ground and surface water issues associated with the construction of a roadway and placement of excess earth on Ash Basins.

**CSV T - CHRONOLOGY OF MAJOR EVENTS FOR CURRENT STUDIES
(CONTINUED)**

Date	Event
February 11, 2002	Meeting held with agency representatives to field view proposed stream crossing locations and to discuss crossing options.
October 3, 2002	Meeting held to discuss Susquehanna River Bridge design.
January 28, 2003	Meeting held to discuss yellow lampmussel.
February 26, 2003	ACM No. 25 – Update on release of Final EIS and mitigation planning.
August 2003	Final EIS circulated.



*Appendix L -
Surface Water Resource
Impacts*



CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION PROJECT
PHASE II ALTERNATIVES
PROFILE OF IMPACTS TO SURFACE WATER RESOURCES
SECTION 1: DA MODIFIED WITH ROUTE 61 CONNECTOR

PERMANENT CONSTRUCTION
IMPACTS

TEMPORARY CONSTRUCTION
IMPACTS

CHANNEL NAME	STREAM TYPE	CHANNEL WIDTH	IMPACT TYPE	LINEAR FEET OF IMPACT*	SQUARE FEET OF IMPACT**	LINEAR FEET OF IMPACT*	SQUARE FEET OF IMPACT**
CH-17, Canal Run	PERENNIAL	4	CULVERT	530	2120	150	600
CH-18, Heimbach Run	PERENNIAL	4	CULVERT	425	1700	150	600
CH-19, Drill Rig Run	PERENNIAL	3	CULVERT	530	1590	150	450
CH-20, Quarry Run	PERENNIAL	4	CULVERT	680	2720	150	600
CH-4	INTERMITTENT	3	HYDROLOGIC	800	2400	0	0
CH-3	INTERMITTENT	2.5	HYDROLOGIC	800	2000	0	0
CH-2	INTERMITTENT	2.5	HYDROLOGIC	1000	2500	0	0
CH-20, Quarry Run	PERENNIAL	4	HYDROLOGIC	400	1600	0	0
CH-5	PERENNIAL	3	CULVERT	500	1500	150	450
CH-22, Rolling Green Run	PERENNIAL	7	AERIAL BRIDGE	200	1400	0	0
CH-23	PERENNIAL	5	AERIAL BRIDGE	200	1000	0	0
CH-24	PERENNIAL	4	CULVERT	470	1880	150	600
CH-25	PERENNIAL	4	CULVERT	450	1800	150	600
CH-26, Shreiners Creek	PERENNIAL	6	RELOCATION	5100	30600	0	0
CH-26, Shreiners Creek	PERENNIAL	6	CULVERT	1000	6000	150	900
CH-9	PERENNIAL	3	CULVERT	250	750	50	150
CH-28, Shamokin Dam Creek	PERENNIAL	5	RELOCATION	570	2850	0	0
CH-28, Shamokin Dam Creek	PERENNIAL	5	CULVERT	450	2250	50	250
CH-14	PERENNIAL	3	RELOCATION	250	750	0	0
CH-15	PERENNIAL	3	CULVERT	450	1350	100	300
CH-34	PERENNIAL	3	CULVERT	450	1350	150	450
CH-35	PERENNIAL	3	CULVERT	470	1410	150	450
CH-8	PERENNIAL	2	CULVERT	470	940	150	300
PROJECT TOTAL				16445	72460	1850	6700

* Linear feet of impact was calculated by measuring the length of stream channel inside the cut and fill

** Square feet of impact represents the amount of watercourse surface area directly impacted by the alignment

*** Aerial bridge crossing impact lengths represent the length of stream between terminus of bridge deckings

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION PROJECT
PHASE II ALTERNATIVES
PROFILE OF IMPACTS TO SURFACE WATER RESOURCES
SECTION 1: OLD TRAIL 2A WITH ROUTE 61 CONNECTOR

CHANNEL NAME	STREAM TYPE	CHANNEL WIDTH	IMPACT TYPE	PERMANENT CONSTRUCTION IMPACTS		TEMPORARY CONSTRUCTION IMPACTS	
				LINEAR FEET OF IMPACT*	SQUARE FEET OF IMPACT**	LINEAR FEET OF IMPACT*	SQUARE FEET OF IMPACT**
CH-17, Canal Run	PERENNIAL	4	CULVERT	1275	5100	150	600
CH-17, Canal Run	PERENNIAL	4	CULVERT	340	1360	150	600
CH-17, Canal Run	PERENNIAL	4	CULVERT	425	1700	150	600
CH-22, Rolling Green Run	PERENNIAL	7	CULVERT	255	1785	150	1050
CH-24	PERENNIAL	4	CULVERT	385	1540	150	600
CH-25	PERENNIAL	4	CULVERT	600	2400	50	200
CH-26, Shreiners Creek	PERENNIAL	6	RELOCATION	450	2700	0	0
CH-26, Shreiners Creek	PERENNIAL	6	CULVERT	400	2400	150	900
CH-27	EPHEMERAL	2	CULVERT	250	500	150	300
CH-28, Shamokin Dam Creek	PERENNIAL	5	RELOCATION	570	2850	0	0
CH-28, Shamokin Dam Creek	PERENNIAL	5	CULVERT	450	2250	50	250
CH-26, Shreiners Creek	PERENNIAL	6	RELOCATION	5100	30600	0	0
CH-26, Shreiners Creek	PERENNIAL	6	CULVERT	1000	6000	150	900
CH-14	PERENNIAL	3	RELOCATION	250	750	0	0
CH-15	PERENNIAL	3	CULVERT	450	1350	100	300
CH-34	PERENNIAL	3	CULVERT	550	1650	150	450
CH-35	PERENNIAL	3	CULVERT	550	1650	150	450
CH-8	PERENNIAL	2	CULVERT	470	940	150	300
PROJECT TOTAL				13770	67526	1850	7500

* Linear feet of impact was calculated by measuring the length of stream channel inside the cut and fill

** Square feet of impact represents the amount of watercourse surface area directly impacted by the alignment

*** Aerial bridge crossing impact lengths represent the length of stream between terminus of bridge deckings

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION PROJECT

PHASE II ALTERNATIVES

PROFILE OF IMPACTS TO SURFACE WATER RESOURCES

SECTION 1: OLD TRAIL 2B WITH STETLER AVENUE AND ROUTE 15 CONNECTORS

CHANNEL NAME	STREAM TYPE	CHANNEL WIDTH	IMPACT TYPE	PERMANENT CONSTRUCTION IMPACTS		TEMPORARY CONSTRUCTION IMPACTS	
				LINEAR FEET OF IMPACT*	SQUARE FEET OF IMPACT**	LINEAR FEET OF IMPACT*	SQUARE FEET OF IMPACT**
CH-17, Canal Run	PERENNIAL	4	CULVERT	1275	5100	150	600
CH-17, Canal Run	PERENNIAL	4	CULVERT	340	1360	150	600
CH-17, Canal Run	PERENNIAL	4	CULVERT	425	1700	150	600
CH-22, Rolling Green Run	PERENNIAL	7	CULVERT	255	1785	150	1050
CH-26, Shreiners Creek	PERENNIAL	6	CULVERT EXT.	170	1020	0	0
CH-24	PERENNIAL	4	CULVERT	385	1540	150	600
CH-25	PERENNIAL	4	CULVERT	600	2400	50	200
CH-9	INTERMITTENT	3	HYDROLOGIC	600	1800	0	0
CH-26, Shreiners Creek	PERENNIAL	6	RELOCATION	5100	30600	0	0
CH-26, Shreiners Creek	PERENNIAL	6	CULVERT	1000	6000	0	0
CH-14	PERENNIAL	3	RELOCATION	250	750	0	0
CH-15	PERENNIAL	3	CULVERT	450	1350	100	300
CH-34	PERENNIAL	3	CULVERT	550	1650	150	450
CH-35	PERENNIAL	3	CULVERT	550	1650	150	450
CH-31, Monroe Creek	PERENNIAL	6	CULVERT	170	1020	150	900
CH-8	PERENNIAL	2	CULVERT	470	940	150	300
CH-28, Shamokin Dam Creek	PERENNIAL	5	CULVERT	215	1075	150	750
CH-10	INTERMITTENT	2	HYDROLOGIC	640	1280	0	0
CH-11	INTERMITTENT	2	HYDROLOGIC	1500	3000	0	0
PROJECT TOTAL				14945	66020	1650	6800

* Linear feet of impact was calculated by measuring the length of stream channel inside the cut and fill

** Square feet of impact represents the amount of watercourse surface area directly impacted by the alignment

*** Aerial bridge crossing impact lengths represent the length of stream between terminus of bridge deckings

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION PROJECT
PHASE II ALTERNATIVES
PROFILE OF IMPACTS TO SURFACE WATER RESOURCES
SECTION 2: RIVER CROSSING 1 - EAST

CHANNEL NAME	STREAM TYPE	CHANNEL WIDTH	IMPACT TYPE	PERMANENT CONSTRUCTION IMPACTS		TEMPORARY CONSTRUCTION IMPACTS	
				LINEAR FEET OF IMPACT*	SQUARE FEET OF IMPACT**	LINEAR FEET OF IMPACT*	SQUARE FEET OF IMPACT**
CH-45	PERENNIAL	3	HYDROLOGIC	1000	3000	0	0
CH-37	PERENNIAL	4	CULVERT EXT.	300	1200	0	0
CH-36, Mulls Hollow Run	PERENNIAL	6	CULVERT	2000	12000	150	900
CH-36, Mulls Hollow Run	PERENNIAL	6	CULVERT	680	4080	150	900
CH-47	INTERMITTENT	2	CULVERT	510	1020	150	300
CH-48, W.Br.Susq.Riv.	PERENNIAL	1615	BRIDGE***	170	274550	150	242250
CH-39, Ridge Run	PERENNIAL	5	CULVERT/EXT.	250	1250	200	1000
CH-41, Wooded Run	PERENNIAL	5	CULVERT EXT.	100	500	0	0
CH-41, Wooded Run	PERENNIAL	5	AERIAL BRIDGE***	350	1750	0	0
CH-43, John Deere Run	PERENNIAL	4	CULVERT	725	2900	150	600
CH-52	INTERMITTENT	3	HYDROLOGIC	1000	3000	0	0
CH-44, Chillisquaque Creek	PERENNIAL	100	BRIDGE***	125	12500	0	0
PROJECT TOTAL				7210	317750	960	245950

* Linear feet of impact was calculated by measuring the length of stream channel inside the cut and fill

** Square feet of impact represents the amount of watercourse surface area directly impacted by the alignment

*** Aerial bridge crossing impact lengths represent the length of stream between terminus of bridge deckings

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION PROJECT
PHASE II ALTERNATIVES
PROFILE OF IMPACTS TO SURFACE WATER RESOURCES
SECTION 2: RIVER CROSSING 1 - WEST

CHANNEL NAME	STREAM TYPE	CHANNEL WIDTH	IMPACT TYPE	PERMANENT CONSTRUCTION IMPACTS		TEMPORARY CONSTRUCTION IMPACTS	
				LINEAR FEET OF IMPACT*	SQUARE FEET OF IMPACT**	LINEAR FEET OF IMPACT*	SQUARE FEET OF IMPACT**
CH-45	PERENNIAL	3	HYDROLOGIC	1000	3000	0	0
CH-37	PERENNIAL	4	CULVERT EXT.	300	1200	0	0
CH-36, Mulls Hollow Run	PERENNIAL	6	CULVERT	2000	12000	150	900
CH-36, Mulls Hollow Run	PERENNIAL	6	CULVERT	680	4080	150	900
CH-47	INTERMITTENT	2	CULVERT	510	1020	150	300
CH-48, W.Br.Susq.Riv.	PERENNIAL	1615	BRIDGE***	170	274550	150	242250
CH-39, Ridge Run	PERENNIAL	5	CULVERT	425	2125	150	750
CH-41, Wooded Run	PERENNIAL	5	CULVERT	130	650	150	750
CH-41, Wooded Run	PERENNIAL	5	AERIAL BRIDGE***	215	1075	0	0
CH-51	INTERMITTENT	3	CULVERT	500	1500	150	450
CH-43, John Deere Run	PERENNIAL	4	CULVERT	340	1360	150	600
CH-52	INTERMITTENT	3	HYDROLOGIC	1000	3000	0	0
CH-44, Chillisquaque Creek	PERENNIAL	100	BRIDGE***	125	12500	0	0
PROJECT TOTAL				7395	318060	1200	247500

* Linear feet of impact was calculated by measuring the length of stream channel inside the cut and fill

** Square feet of impact represents the amount of watercourse surface area directly impacted by the alignment

*** Aerial bridge crossing impact lengths represent the length of stream between terminus of bridge deckings

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION PROJECT
PHASE II ALTERNATIVES
PROFILE OF IMPACTS TO SURFACE WATER RESOURCES
SECTION 2: RIVER CROSSING 5

CHANNEL NAME	STREAM TYPE	CHANNEL WIDTH	IMPACT TYPE	PERMANENT CONSTRUCTION IMPACTS		TEMPORARY CONSTRUCTION IMPACTS	
				LINEAR FEET OF IMPACT*	SQUARE FEET OF IMPACT**	LINEAR FEET OF IMPACT*	SQUARE FEET OF IMPACT**
CH-45	PERENNIAL	3	HYDROLOGIC	1000	3000	0	0
CH-37	PERENNIAL	4	CULVERT	170	680	150	600
CH-36, Mulls Hollow Run	PERENNIAL	6	CULVERT	2000	12000	150	900
CH-46	PERENNIAL	3	HYDROLOGIC	1400	4200	0	0
CH-48, W.Br.Susq.Riv.	PERENNIAL	2250	BRIDGE***	170	382500	150	337500
CH-39, Ridge Run	PERENNIAL	5	CULVERT	510	2550	150	750
CH-40	PERENNIAL	3.5	RELOCATION	900	3150	0	0
CH-40	PERENNIAL	3.5	CULVERT	150	525	50	175
CH-42	PERENNIAL	3	AERIAL BRIDGE***	140	420	0	0
CH-42	PERENNIAL	3	RELOCATION	100	300	0	0
CH-41, Wooded Run	PERENNIAL	5	AERIAL BRIDGE***	215	1075	0	0
CH-43, John Deere Run	PERENNIAL	4	CULVERT	600	2400	150	600
CH-52	INTERMITTENT	3	HYDROLOGIC	1000	3000	0	0
CH-44, Chillisquaque Creek	PERENNIAL	100	BRIDGE***	125	12500	0	0
PROJECT TOTAL				8480	428300	800	340525

* Linear feet of impact was calculated by measuring the length of stream channel inside the cut and fill

** Square feet of impact represents the amount of watercourse surface area directly impacted by the alignment

*** Aerial bridge crossing impact lengths represent the length of stream between terminus of bridge deckings

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION PROJECT

PHASE II ALTERNATIVES

PROFILE OF IMPACTS TO SURFACE WATER RESOURCES

SECTION 2: RIVER CROSSING 6

PERMANENT CONSTRUCTION
IMPACTS

TEMPORARY CONSTRUCTION
IMPACTS

CHANNEL NAME	STREAM TYPE	CHANNEL WIDTH	IMPACT TYPE	LINEAR FEET OF IMPACT*	SQUARE FEET OF IMPACT**	LINEAR FEET OF IMPACT*	SQUARE FEET OF IMPACT**
CH-45	PERENNIAL	3	HYDROLOGIC	1000	3000	0	0
CH-37	PERENNIAL	4	CULVERT	170	680	150	600
CH-36, Mulls Hollow Run	PERENNIAL	6	CULVERT	2000	12000	150	900
CH-36, Mulls Hollow Run	PERENNIAL	6	CULVERT	680	4080	150	900
CH-47	INTERMITTENT	2	CULVERT	550	1100	150	300
CH-48, W.Br.Susq.Riv.	PERENNIAL	1445	BRIDGE***	170	245650	150	216750
CH-39, Ridge Run	PERENNIAL	5	CULVERT EXT.	50	250	0	0
CH-41, Wooded Run	PERENNIAL	5	CULVERT EXT.	100	500	0	0
CH-41, Wooded Run	PERENNIAL	5	AERIAL BRIDGE***	255	1275	0	0
CH-43, John Deere Run	PERENNIAL	4	CULVERT	725	2900	150	600
CH-52	INTERMITTENT	3	HYDROLOGIC	1000	3000	0	0
CH-44, Chillisquaque Creek	PERENNIAL	100	BRIDGE***	125	12500	0	0
PROJECT TOTAL				6825	286935	900	220050

* Linear feet of impact was calculated by measuring the length of stream channel inside the cut and fill

** Square feet of impact represents the amount of watercourse surface area directly impacted by the alignment

*** Aerial bridge crossing impact lengths represent the length of stream between terminus of bridge deckings



*Appendix M -
Table III-4 (October 1997) -
Metric Version*



**CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION PROJECT
NEW ALIGNMENT ALTERNATIVES
IMPACT SUMMARY (METRIC)**

RESOURCE	PRELIMINARY ALTERNATIVES				
	SECTION 1				
	A	B	BA	BE	C
Impact Area (Hectares)	334	265	342	272	292
Number of Stream/River Crossings	33	20	33	30	25
Predictive Wetlands (Hectares)	7	5	7	5	6
Productive Agricultural Land (Hectares)	101	87	103	83	59
Agricultural Security Areas (Hectares)	43	33	28	43	6
Prime/Statewide Important Farmland Soils (Hectares)	182	100	183	136	142
Number of Possibly Eligible National Register Historic Sites	2	4	4	4	6
Forested Land (Hectares)	74	128	170	122	140
Herbaceous Land/Shrub Land (Hectares)	21	21	23	23	22
Number of Potential Waste Sites	15	8	18	12	28
Number of Sites with Threatened or Endangered Species Habitats (Hectares)	2(8.0)	1(6.5)	2(8.0)	1(6.0)	1(4.5)
Number of Wellhead Protection Areas (Hectares)					
• Zone 1	1(0.5)	0	0	1(0.3)	0
• Zone 2	6(106)	4(50)	6(236)	5(95)	7(134)
Other Concerns					
• Community Cohesion*	A, B, C, D, E	E, I, V	C, D, E	E, J, K, L, M, V	D, E, N, O
Number of Displaced Residential Dwellings	83	71	77	74	192
Number of Displaced Commercial Establishments	9	7	9	1	27
Potential Number of Category "B" Receptors Impacted by Elevated Noise Levels †	337	76	258	87	409
High/Very High Potential Archaeology Site (Hectares)	17	19	20	17	31
Number of Potential 4(f) Uses Impacted	2	4	4	4	6
Number of Communities Impacted with Environmental Justice Issues	0	0	0	0	1

Note: Impact numbers on this table include PA Route 61 Connector where applicable (Alternatives A, BA, DA).

** = 2 on 4 is within the existing ROW.

† = Impacts are based on FHWA/PennDOT's Absolute (>66 dBA) Criteria and PennDOT's substantial increase above existing criteria.

†† = The majority of the 2 on 4 area has been previously disturbed; however, an archaeological investigation will be conducted.

* COMMUNITY COHESION KEY

- A dissects Mill Rd. subdivision (Monroe Twp)
- B dissects Attig and Kingswood Road subdivisions (Monroe Twp)
- C dissects Colonial Drive/Fisher Road subdivisions (Monroe Twp)
- D impacts existing and planned subdivisions (O5) along Old Sunbury Road (Monroe Twp)
- E impacts numerous small subdivisions (many along existing 15 and 147) until joining 147 ROW
- F impacts entry area of planned subdivision along 147 (P1) (Point Twp)
- G dissects Ridge Road West subdivision (Point Township)
- H dissects planned subdivision along 147 (P1) (Point Twp)
- I dissects subdivision along County Line Road (Monroe & Union Twps)
- J dissects Stonebridge Drive subdivision (Monroe Township)
- K impacts Peachtree Drive subdivision (Monroe Township)
- L nearly eliminates residential subdivision south of Kratzerville Road (Monroe Township)

**CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION PROJECT
NEW ALIGNMENT ALTERNATIVES
IMPACT SUMMARY (METRIC)**

PRELIMINARY ALTERNATIVES									
SECTION 1					SECTION 2				2 ON 4
D	DA	E	F	G	RC1	RC2	RC3	RCD	SECTION**
245	290	275	288	288	99	95	79	82	63
25	34	28	27	31	9	8	6	9	7
3	5	5	13	5	4	3	3	4	3
128	88	91	74	51	25	34	38	20	0
31	36	62	9	5	5	16	25	13	0
134	133	140	180	126	38	36	44	31	48
3	1	2	4	7	3	2	3	2	0
83	130	120	134	134	52	38	23	30	17
13	28	19	19	24	20	20	11	26	36
5	18	10	18	29	2	1	5	1	0
0	2(13.0)	1(6.0)	1(4.5)	2(6.0)	0	0	1(4.0)	1(1.0)	0
0	0	1(2)	0	0	0	0	0	0	0
3(30)	6(65)	5(104)	7(148)	7(127)	1(8)	1(7)	1(5)	0	0
E, P, V	W	A, B, E, K, L, M, S, V	D, E, U	D, E, N, T	E, F, R	E, G, H, R	E, R	Q, R	
31	48	82	129	184	19	21	13	19	0
0	1	1	23	25	1	1	6	1	0
75	268	141	294	357	11	24	20	20	Not Evaluated Yet
18	14	15	39	28	2	1	3	3	††
3	1	2	4	8	4	3	4	3	0
0	0	0	1	1	0	0	0	0	0

Note: Impact numbers on this table include PA Route 61 Connector where applicable (Alternatives A, BA, DA).

** = 2 on 4 is within the existing ROW.

† = Impacts are based on FHWA/PennDOT's Absolute (≥ 66 dBA) Criteria and PennDOT's substantial increase above existing criteria.

†† = The majority of the 2 on 4 area has been previously disturbed; however, an archaeological investigation will be conducted.

* COMMUNITY COHESION KEY

- M nearly eliminates residential subdivision north of Shaffer Lane (Monroe Township)
- N substantial impact to Old Susquehanna Trail corridor (businesses & homes) (Monroe Township and Shamokin Dam Borough)
- O forces relocation of Shamokin Dam Fire Company
- P impacts 2 subdivisions on Union - East Buffalo Township line
- Q impacts subdivision along 147 at bridge crossing (Point Twp)
- R impacts a number of small subdivisions along 147 north before joining 147 ROW
- S impacts entry area and homes in Stonebridge Drive subdivision (Monroe Twp)
- T impacts Fabridam Park (federally funded regional recreation facility) (Shamokin Dam)
- U moderate impact to Old Susquehanna Trail corridor (businesses & homes) (Monroe Township and Shamokin Dam Borough)
- V limited access to regional commercial center
- W dissects Market Street subdivision in Union Township, Union County



***Appendix N -
Programmatic Agreement***



**PROGRAMMATIC AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION
AND
THE PENNSYLVANIA STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR § 800.14(b)(1)**

**REGARDING THE S. R. 0015, SECTION 088, CENTRAL SUSQUEHANNA VALLEY
TRANSPORTATION PROJECT
SNYDER, UNION, AND NORTHUMBERLAND COUNTIES, PENNSYLVANIA**

WHEREAS the Federal Highway Administration (FHWA), in order to relieve traffic congestion and to improve safety, proposes to construct a new highway along the existing S.R. 0015, S.R. 0011, S.R. 0011/0015, and S.R. 0147 roadways in Snyder, Union, and Northumberland Counties, Pennsylvania; and

WHEREAS, the FHWA has involved and will continue to involve the public and Native American Tribes with cultural affiliations to the project area, as stipulated under the National Environmental Policy Act (NEPA) of 1969, as amended, in a manner consistent with Pennsylvania Department of Transportation's (PENNDOT) Public Involvement Procedures and the National Historic Preservation Act (NHPA) as amended [16 U.S.C. § 470], and its implementing regulations (36 CFR § 800); and

WHEREAS the FHWA has established that the S.R. 0015, Section 088, Central Susquehanna Valley Transportation (CSVT) Project's area of potential effect (APE), as defined at 36 CFR § 800.16(d), includes all potential direct or indirect impacts to historic resources located within audible and visual distance of the proposed construction area. This is an area extending south from the existing S.R. 0147 and S.R. 0045 Interchange (the northern terminus) to the end of the existing Selinsgrove Bypass (the southern terminus). The Selinsgrove Bypass is where the existing S.R. 0011/0015 changes from a four-lane, limited access expressway to a five-lane (four lanes plus center turn lane), free access facility; and

WHEREAS the FHWA, pursuant to 36 CFR § 800.4(c), has determined that the Simon P. App Farm, an historic property located within the APE, is eligible for inclusion in the National Register of Historic Places; and

WHEREAS the FHWA has determined that the CSVT Project's preferred alternative in Section 1, the DA Modified Avoidance Alternative (DAMA), will have no adverse effect on the Simon P. App Farm, the only historic architectural resource that could potentially be affected by the preferred alternative, as detailed in the Determination of Effect Report (April 2000) prepared for the project; and

WHEREAS the FHWA has determined that there are no architectural resources listed in or eligible for inclusion in the National Register of Historic Places adversely affected by the proposed CSVT Project's preferred alternatives DAMA in Section 1 and River Crossing 5 (RC5) in Section 2; and

WHEREAS for purposes of this agreement, the term 'Tribe(s)' shall mean any Federally Recognized Tribe that may attach religious and/or cultural significance to historic properties that may be located within the project APE; and

WHEREAS Tribes that may attach religious and/or cultural significance to historic properties that may be located within the project APE have been invited to consult on this undertaking; and

WHEREAS the FHWA has consulted with the Pennsylvania State Historic Preservation Officer (SHPO) to develop and test a predictive model for archaeological resources (August 1999); and

WHEREAS the model was applied to a large study area, through which a range of reasonable alternatives meeting the needs of the Project passed; and

WHEREAS the areas identified by the predictive model as having a high sensitivity for archaeological resources were avoided, where possible, during the development of the alternatives; and

WHEREAS the FHWA has requested the comments of the Tribes on the proposed predictive model for archaeological resources;

WHEREAS the FHWA has determined that the Project may have an effect on NRHP-eligible archaeological sites; and

WHEREAS archaeological studies have not been completed for the CSVT Project and the FHWA has elected to comply with the NHPA through execution and implementation of a Programmatic Agreement (Agreement) pursuant to 36 CFR § 800.14; and

WHEREAS the FHWA has invited the Tribes to participate in the consultation and to concur in this Programmatic Agreement (Agreement); and

NOW, THEREFORE, the FHWA, the Tribes and the SHPO agree that, upon FHWA's decision to proceed with the CSVT Project, the project shall be administered in accordance with the following stipulations so as to take into consideration potential effects to archaeological sites eligible for inclusion in the National Register of Historic Places.

Stipulations

The FHWA shall ensure that the following stipulations are carried out:

1. PENNDOT shall conduct an archaeological identification survey of the Selected Alternative of the CSVT project in a manner consistent with the *Secretary of the Interior's Standards and Guidelines for Identification* (46 FR 44720-23), also taking into account the National Park Service's publication *The Archaeological Survey: Methods and Uses* (1978: GPO stock #024-016-00091) and the Bureau for Historic Preservation (BHP)/Pennsylvania Historical and Museum Commission's (PHMC) *Cultural Resource Management in Pennsylvania: Guidelines for Archaeological*

Investigations (July 1991). The archaeological predictive model developed for the CSVT Project (*Archaeological Predictive Model Development and Testing, August 1999*) as presented and/or amended through consultation with Tribes and other consulting parties will be used as a guide in conducting field investigations and subsequent site analysis.

2. PENNDOT will evaluate archaeological resources identified within the APE in accordance with 36 CFR § 800.4(c), in order to recommend NRHP eligibility which will be made by FHWA in consultation with the SHPO and Tribe(s). If any archaeological sites are determined to be eligible for listing in the NRHP, PENNDOT will consider design alternatives that would avoid or minimize the project impacts on these resources. If eligible archaeological sites cannot be avoided the FHWA will ensure that they are treated in accordance with Stipulation 3.

3. If eligible archaeological sites cannot be avoided, PENNDOT, in consultation with the SHPO and the Tribe(s) will apply the Criteria of Adverse Effect in accordance with 36 CFR § 800.5. If it is determined that the CSVT project will have an adverse effect on archaeological resources important chiefly for the information it contains and does not warrant preservation in place, PENNDOT will develop a data recovery plan or a plan for alternative mitigation in consultation with the SHPO and Tribe(s). The views of the public will be considered in the development of the plan. Any data recovery plan will be consistent with the *Secretary of the Interior's Standards and Guidelines for Archaeological Documentation* (48 FR 44734-37) and the BHP/PHMC's *Cultural Resource Management in Pennsylvania: Guidelines for Archaeological Investigations (July 1991)*. If archaeological resources are important chiefly for values other than for the information contained and do warrant preservation in place, then PENNDOT shall comply with 36 CFR § 800.6.

4. If eligible archaeological sites cannot be avoided, PENNDOT, in consultation with the SHPO and the Tribe(s) may develop additional creative mitigation options. The views of the public will be considered in the development of any creative mitigation options.

5. If archaeological data recovery or other alternative mitigation is necessary, PENNDOT will ensure that the mitigation plan includes dissemination of the results to the public and the Tribe(s). The materials for public distribution will be determined individually for each archaeological site and may include pamphlets, brochures, artifact displays, lectures, or exhibits. Drafts of all public education materials will be submitted to FHWA, the Tribe(s) and SHPO for comment during development and prior to distribution.

6. PENNDOT will ensure that any human remains and grave-associated artifacts encountered during the archaeological investigations are brought to the immediate attention of the FHWA, the ACHP, the Tribe(s) and the SHPO. Notification will be within 24 hours of the discovery. A field view of the site will take place within 72 hours of notification. No activities that might disturb or damage the remains will be conducted until the FHWA, in consultation with the appropriate parties, has determined whether excavation is necessary and/or desirable. All procedures will take into account the guidance outlined in the National Park Service publication *National Register Bulletin 41: Guidelines for Evaluating and Registering Cemeteries and Burial Places*, the Native American Graves Protection and Repatriation Act (NAGPRA) of 1990 (PL 101-601) and the Pennsylvania Historical and Museum Commission's *Policy for the Treatment of Burials and Human Remains*

(1993).

7. PENNDOT shall insure that all archaeological reports and public information materials resulting from actions pursuant to this Agreement will be provided to the FHWA, the Tribe(s) and the SHPO for review and comment. The review period will be 30 days. Reports may include a Phase I Identification Report, an Identification and Evaluation (Phase I & II) Report, a Mitigation Plan, a Data Recovery Report, and Management Summaries, as appropriate. Draft Data Recovery reports shall be submitted for review within two years of completion of archaeological fieldwork. All final Data Recovery reports will be completed and provided to FHWA, the Tribe(s) and SHPO within three years of the completion of the archaeological fieldwork.

8. PENNDOT shall ensure that all records and materials resulting from the archaeological investigations that are not privately-owned shall be curated in accordance with 36 CFR 79 and the curation guidelines developed by the Pennsylvania State Museum. Curation will be arranged at an appropriate facility, after consultation with the FHWA, the Tribe(s), the SHPO and the public. For artifacts recovered from privately owned land, PENNDOT shall ask the property owner to donate the artifacts to the Pennsylvania State Museum.

Administrative Conditions

A. Personnel Qualifications

PENNDOT shall ensure that all archaeological investigations carried out pursuant to this Agreement will be by or under the direct supervision of a person or persons meeting at a minimum the *Secretary of the Interior's Professional Qualification Standards for Archaeologists* (48 FR 44738-9).

B. Archaeological Sites

If an archaeological site is encountered during the project, an effort will be made to determine the cultural affiliation of any artifacts recovered from the site. Should cultural affiliation be linked with any federally recognized Native American tribes that might attach religious and cultural significance to the property, those tribes will be contacted.

C. Late Discovery

If any unanticipated discoveries of historic properties or archaeological sites are encountered during the implementation of this undertaking, work shall be suspended in the area of the discovery and the FHWA shall comply with 36 CFR, 800.13 by consulting with the Tribe(s) and the SHPO. The FHWA will notify the SHPO and the Tribe(s) within twenty-four (24) hours of the discovery. The FHWA will invite the SHPO and the Tribe(s) to meet at the location within seventy-two (72) hours of the initial notification to determine appropriate treatment of the discovery prior to the resumption of construction activities in the area of the discovery.

D. Amendments

Any party to this Agreement may propose to the FHWA that the Agreement be amended, whereupon the FHWA shall consult with other parties to this Agreement to consider such an amendment in accordance with 36 CFR § 800.6(c)(7).

E. Resolving Objections by the Signatory Parties

1. Should any party to this Agreement object in writing to the FHWA regarding any action carried out or proposed with respect to the Project or implementation of this Agreement, the FHWA shall consult with the objecting party to resolve the objection. If after initiating such consultation, the FHWA determines that the adequately justified objection cannot be resolved through consultation, the FHWA shall forward all documentation relevant to the objection to the ACHP including the FHWA's proposed response to the objection. Within thirty (30) days after receipt of all pertinent documentation, the ACHP shall exercise one of the following options:

- Advise the FHWA that the ACHP concurs in the FHWA's proposed response to the objection, whereupon the FHWA shall respond to the objection accordingly; or
- Provide the FHWA with recommendations, which the FHWA shall take into account in reaching a final decision regarding its response to the objection; or
- Notify the FHWA that the objection will be referred for comment pursuant to 36 CFR, 800.7, and proceed to refer the objection and comment. The FHWA in accordance with 36 CFR, 800.7(c) (4) and Part 110(1) of the NHPA shall take the resulting comment into account.

2. Should the ACHP not exercise one of the above options within thirty (30) days after receipt of all pertinent documentation, the FHWA may assume the ACHP's concurrence in its proposed response to the objection.

The FHWA shall take into account any ACHP recommendation or comment provided in accordance with this stipulation with reference only to the subject of the objection; the FHWA's responsibility to carry out all actions under this Agreement that are not the subjects of the objection shall remain unchanged.

F. Resolution of Objections by the Public

Should an objection pertaining to historic preservation or implementation of the terms of this Agreement be raised by a member of the public in a timely and substantive manner, the FHWA shall notify the parties to this Agreement and take the objection into account, consulting with the objector and, should the objector so request, with any of the parties to this Agreement to resolve the objection.

G. Review of Implementation

This Agreement is designed to implement final design and construction of the preferred alternative, DAMA/RC5 or modifications thereto. Should this alternative not be selected or should FHWA not otherwise approve Federal funding for this alternative, this Agreement shall be null and void. Further, if the stipulations have not been implemented within three (3) years after execution of this PA, the parties to this agreement shall review the Agreement to determine whether revisions are needed. Periodic status reports will document implementation. If revisions are needed; the parties to this Agreement shall consult in accordance with 36 CFR, 800 to make such revisions.

H. Sunsetting/Duration

If the terms of this Agreement have not been implemented by five (5) years from date of signed Agreement, or if no significant action has taken place on the project in at least three (3) years, this Agreement shall be considered null and void. In such event the FHWA shall so notify the parties to this Agreement, and if it chooses to continue with the undertaking, shall reinitiate review of the CSVT Project in accordance with 36 CFR § 800.

I. Termination

1. If the FHWA determines that it cannot implement the terms of this Agreement or SHPO opinions that the Agreement is not being properly implemented, the FHWA or the SHPO may propose to the other parties to this Agreement that it be terminated.
2. The party proposing to terminate this Agreement shall so notify all parties to this Agreement, explaining the reasons for termination and affording them at least thirty (30) days to consult and seek alternatives to termination. The parties shall then consult.
3. Should consultation fail, the FHWA or the SHPO may terminate the Agreement by so notifying all parties.
4. Should this Agreement be terminated, the FHWA shall either:
 - a) Consult in accordance with 36 CFR § 800.6(a)(1) to develop a new Agreement; or
 - b) Request the comments of the ACHP pursuant to 36 CFR § 800.7(a)(1). The ACHP shall have forty-five (45) days to respond with comments.
5. The FHWA and the ACHP may conclude the Section 106 process with an Agreement between them if the SHPO terminates consultation in accordance with 36 CFR § 800.7(a)(2).

Execution of this Agreement by the FHWA and the SHPO, and implementation of its terms, evidence that the FHWA has taken into account the effects of the undertaking on historic properties and fulfilled its responsibilities under Section 106 of the 1966 National Historic Preservation Act (as amended).

FEDERAL HIGHWAY ADMINISTRATION

By: _____ Date: _____

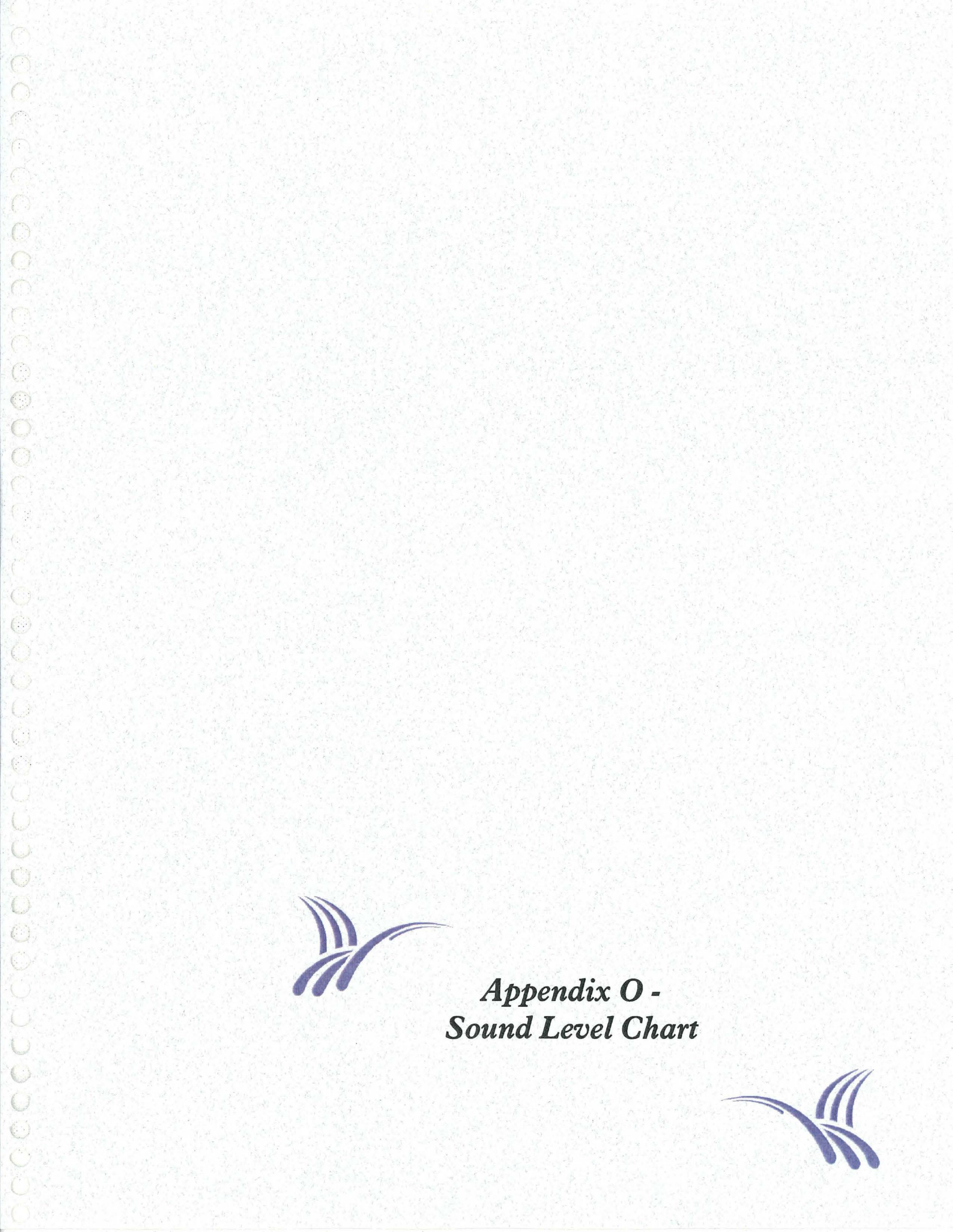
PENNSYLVANIA STATE HISTORIC PRESERVATION OFFICER

By: *Jean H. Cutler, DSHPO* Date: *5/28/03*

CONCUR:

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

By: *Dean A. Schurr* Date: *5/19/03*



***Appendix O -
Sound Level Chart***



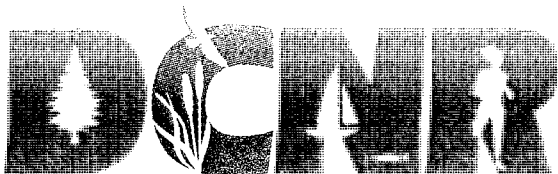
TYPICAL SOUND LEVELS FOR COMMON NOISE SOURCES IN dBA

<u>OVERALL QUALITY</u>	<u>dB A SCALE</u>	<u>RELATIVE ENERGY SCALE</u>	<u>NOISE SOURCE</u>
	130	10,000,000,000,000 = 10^{13}	50 - Horsepower siren at 100 feet
Threshold of Pain	120	1,000,000,000,000 = 10^{12}	Jet take-off at 200 feet
	110	100,000,000,000 = 10^{11}	Rock band at 15 feet
Very Loud	100	10,000,000,000 = 10^{10}	Home lawn mower, Jet flyover at 1000 feet
	90	1,000,000,000 = 10^9	Motorcycle at 25 feet, Heavy city traffic
Moderately Loud	80	100,000,000 = 10^8	Passenger car at 65 mph, at 25 feet
Loud	70	10,000,000 = 10^7	Vacuum cleaner at 10 feet, TV audio
	60	1,000,000 = 10^6	Large business office, Air conditioner at 20 feet
Quiet	50	100,000 = 10^5	Light traffic at 100 feet, Dishwasher next room
	40	10,000 = 10^4	Library, Bird calls
Very Quiet	30	1,000 = 10^3	Soft whisper
	20	100 = 10^2	Broadcast and Recording studio
	10		
Threshold of Hearing	0		

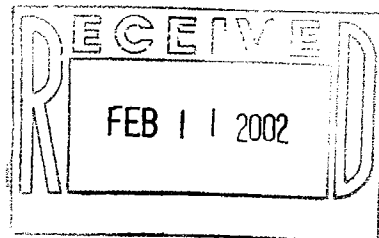


***Appendix P -
Agency Coorespondence -
Public Recreation Areas***





Rachel Carson State Office Building
P.O. Box 8475
Harrisburg, PA 17105-8475
February 6, 2002



Bureau of Recreation and Conservation

Mr. Kevin J. Starner
Skelly and Loy
2601 North Front Street
Harrisburg, PA 17110-1185

RE: Central Susquehanna Valley Transportation Project

Dear Mr. Starner:

We acknowledge receipt of your letter dated November 29, 2001 and the map delineating the Preferred Alternative for the proposed Central Susquehanna Valley Transportation (CSVT) Project.

The only potential area identified was the Fabri Dam Park in Shamokin Dam, Snyder County. However, based on the meeting with you, our staff, and PennDot representatives on Monday, February 4, 2002, it appears that there is no impact on this public recreation area.

If you have any questions or need further information, please feel free to contact me at your convenience.

Sincerely,

Larry G. Williamson
Director
Bureau of Recreation and Conservation
Department of Conservation and
Natural Resources

cc. Mary Vavra, NPS
Lori Kieffer Yeich, Recreation and Parks Adviser



*Appendix Q -
Information on Plants of Concern*



List of all PNDI plants of concern:

Wild blue lupine (Lupinus perennis), PA rare – habitat is alluvial sand and gravel bars, open fields, woods edges and roadsides in sandy soil. This plant was looked for each year in the area of Ash Pond No.3 wood edges, 61 connector area, river crossing area and forest edges above Route 147 in Point Township since these had best potential habitat and were little to undisturbed habitats. No plants have been found through 2001. Will check in 2002 late summer survey since did not get done in spring (vegetative parts will still be identifiable).

Shooting-star (Dodecatheon amethystinum), PA threatened – habitat is open woods, wooded slopes, bluffs and meadows, on calcareous soils. The confirmed site was below the Shikallemy State Park (one found in 1994 scoping for proposal and new one in 2001), but none found in the project area. The best potential habitat that was surveyed each year was the river crossing area at Winfield. No plants found through 2002.

Broad-leaved Water Plantain (Alisma plantago-aquatica var. americana), PA endangered – habitat shallow water of ditches, lake margins and stream edges. Wetlands that had this habitat were checked in 1998, and 1999 but no plants found. A few wetlands had potential habitat and were checked in 2000 and 2001 on the DAMA (Rolling Green and Fisher road creeks, Ash Pond No. 3 ditch, and river crossing wetlands). No plants were found and habitats not changed in four years, so not continued to be surveyed in future.

Balsam Poplar (Populus balsamifera), PA endangered – habitat swamps, thickets, alluvial gravels and riverbanks. Wetlands were surveyed in 1998 and 1999 and none of this tree species were found, so not surveyed for in the future.

Common hemicarpha (Hemicarpha micrantha), PA endangered – habitat wet, sandy shores and barrens. None have been found to date, but with the potential of seed moving down the river from the confirmed site north of the CSVT project area at the Montandon Marsh, this species was surveyed for each fall in the river crossing area and will be looked for in 2002.

Spotted bee balm (Monarda punctata), PA endangered – habitat is dry, open, sandy fields. This habitat was found in several areas of the CSVT project and each was surveyed every year and will be surveyed again in 2002. These areas are in the Ash Pond No. 3, 61 connector area, along Route 15 just above Krautzerville Road, and above Route 147 in Point Township near the Chillisquaque. There were a few other areas that were either determined during earlier field surveys to not be habitat or have since been disturbed, therefore no longer potential habitat. To date no plants have been found.

Eupatorium (Eupatorium rotundifolium), PA tentatively undetermined – habitat is dry sandy fields, exposed sandstone rocks and serpentine barrens. The sandy fields were the potential habitat and a few areas of exposed rock (mostly shale so not correct habitat). No serpentine barrens are in the project area. This plant was surveyed at the same sites at

the spotted bee balm and the results were the same, there are three potential habitats that will be surveyed again in 2002, but to date no plants have been found.

Slender Willow (Salix petiolaris), PA endangered – habitat is meadows and swales. All wetlands that had willows listed were surveyed in 1998 and 1999. No plants were found, so no continued field surveys.

White water-crowfoot (Ranunculus trichophyllus), PA rare – habitat is lakes, ponds, and other slow-moving water. As per PNDI, this would only be a concern if impact to Penns Creek would occur. Since there was not impact during the study to date, no survey of Penns Creek was performed. Each creek crossing was surveyed in 1998 and 1999 and the DAMA crossings in 2000 to assure no plants were found. None were, therefore, no additional surveys were completed for this plant.

Golden Corydalis (Corydalis aurea), proposed PA endangered – habitat roadsides. None site is along the Shikallemey cliffs, but none found during our survey since it is out of the project area along the old railroad trail below Shikallemey State park. No plants were found in the part of the shale cliff community in Winfield area, nor along other roads (other roads are maintained with spray and mowing, so too disturbed for this plant, therefore only re-surveyed in the Winfield River crossing areas. No plants found to date, but will be checked for in 2002.

The plants that were carried through for all year surveys were the shooting-star, lupine, golden corydalis, eupatorium, spotted bee balm and hemicarpha. This was based on the presence of potential habitat that was not disturbed (all plants), and if there was confirmed sites that could provide seed sources (hemicarpha). The water plantain and water-crowfoot potential habitats were surveyed into 2000 on the DAMA, but no plants were found and no habitat changes, therefore not continued beyond 2000.

The one ecologically unique community listed by PNDI was the shale cliff community that runs from above Ted's landing along the river north to the Winfield River crossing area. The area impacted by the No. 5 crossing (one furthest to the east) is noted by PNDI in their December 13, 2001 update response letter as their least preferred alternative since plants of concern could be present, mainly the shooting-star and the corydalis. To date no plants have been found in this area and the cliff community is more disturbed by past logging than the area to the south near the Shikallemey Park. This logging as allowed for very dense herbaceous cover to grow that could out compete the listed plants.



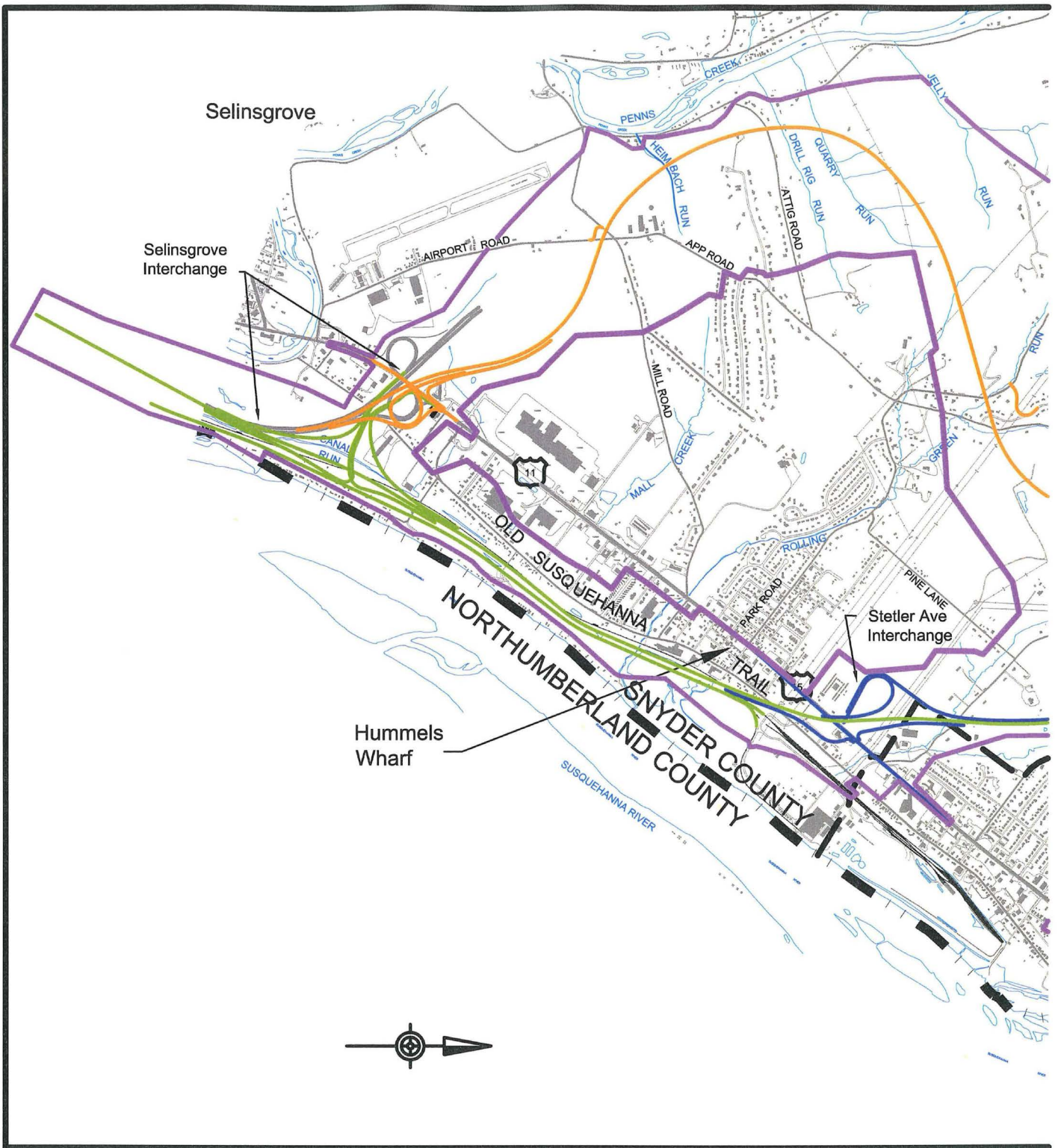
X. Constraint Mapping





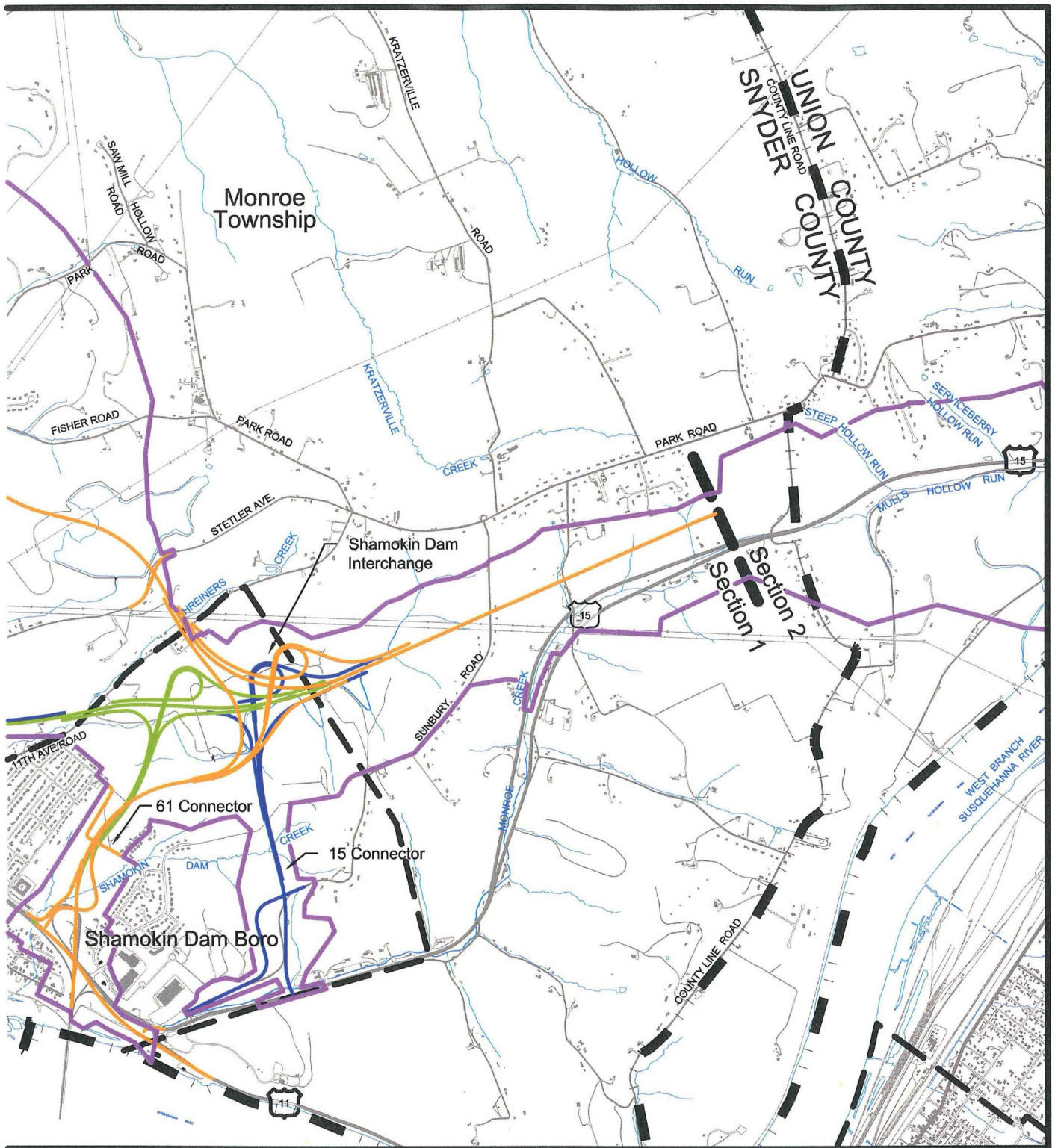
Part I-
General Project Area





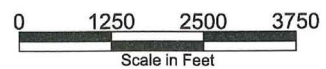
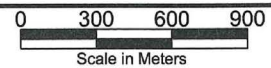
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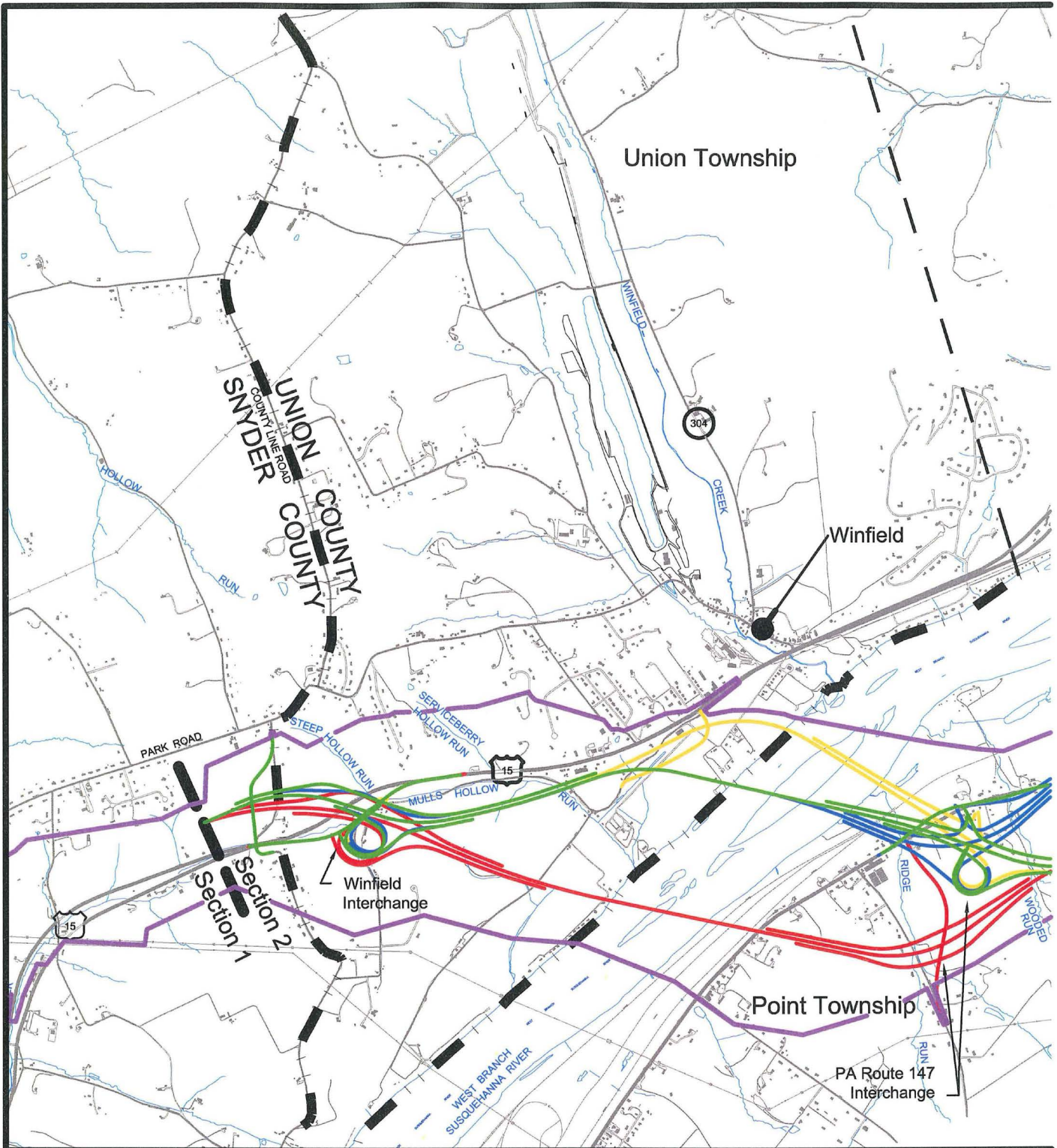
- Study Area Boundary
- DA Modified Avoidance Alternative
- Old Trail 2A Alternative (61 Connector)
- Old Trail 2B Alternative (Stetler Ave. Interchange / Route 15 Connector)



Central Susquehanna Valley Transportation Project

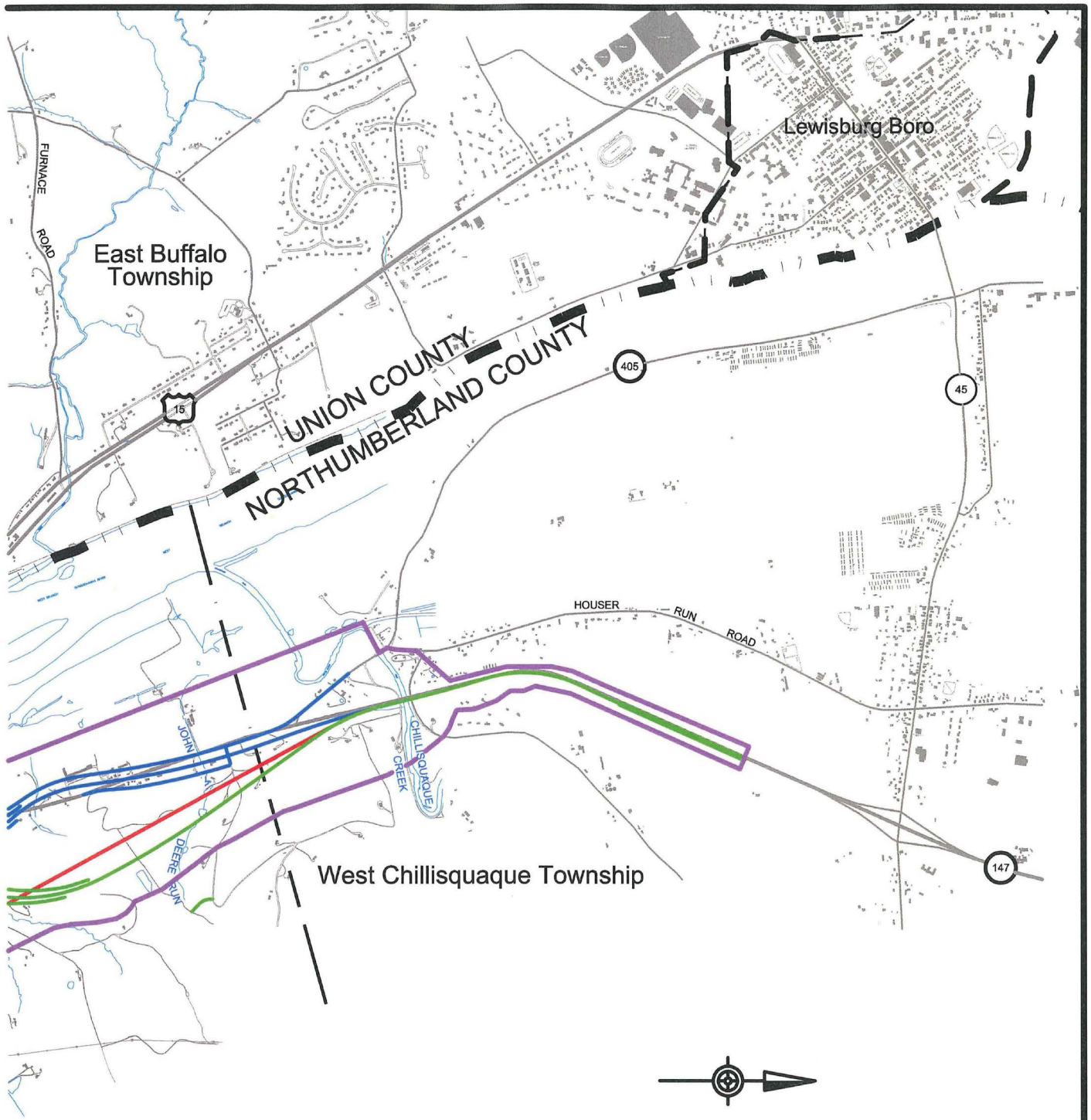
Map I - A SECTION 1 - GENERAL PROJECT AREA AND DEIS ALTERNATIVES





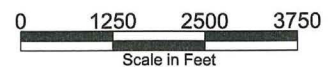
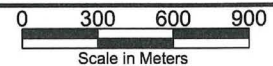
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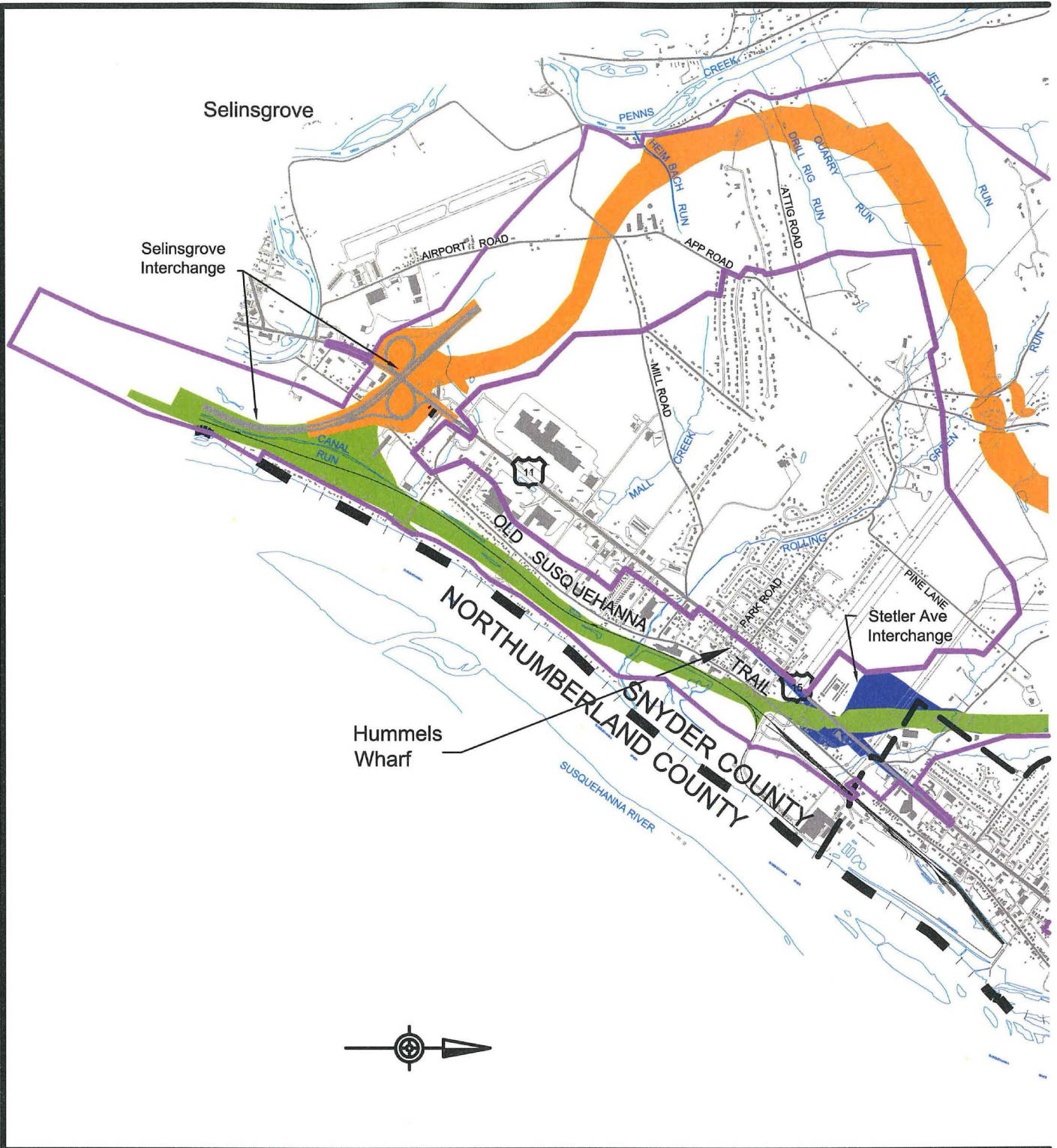
- Study Area Boundary
- River Crossing 1 - East Alternative
- River Crossing 1 - West Alternative
- River Crossing 5 Alternative
- River Crossing 6 Alternative



Central Susquehanna Valley Transportation Project

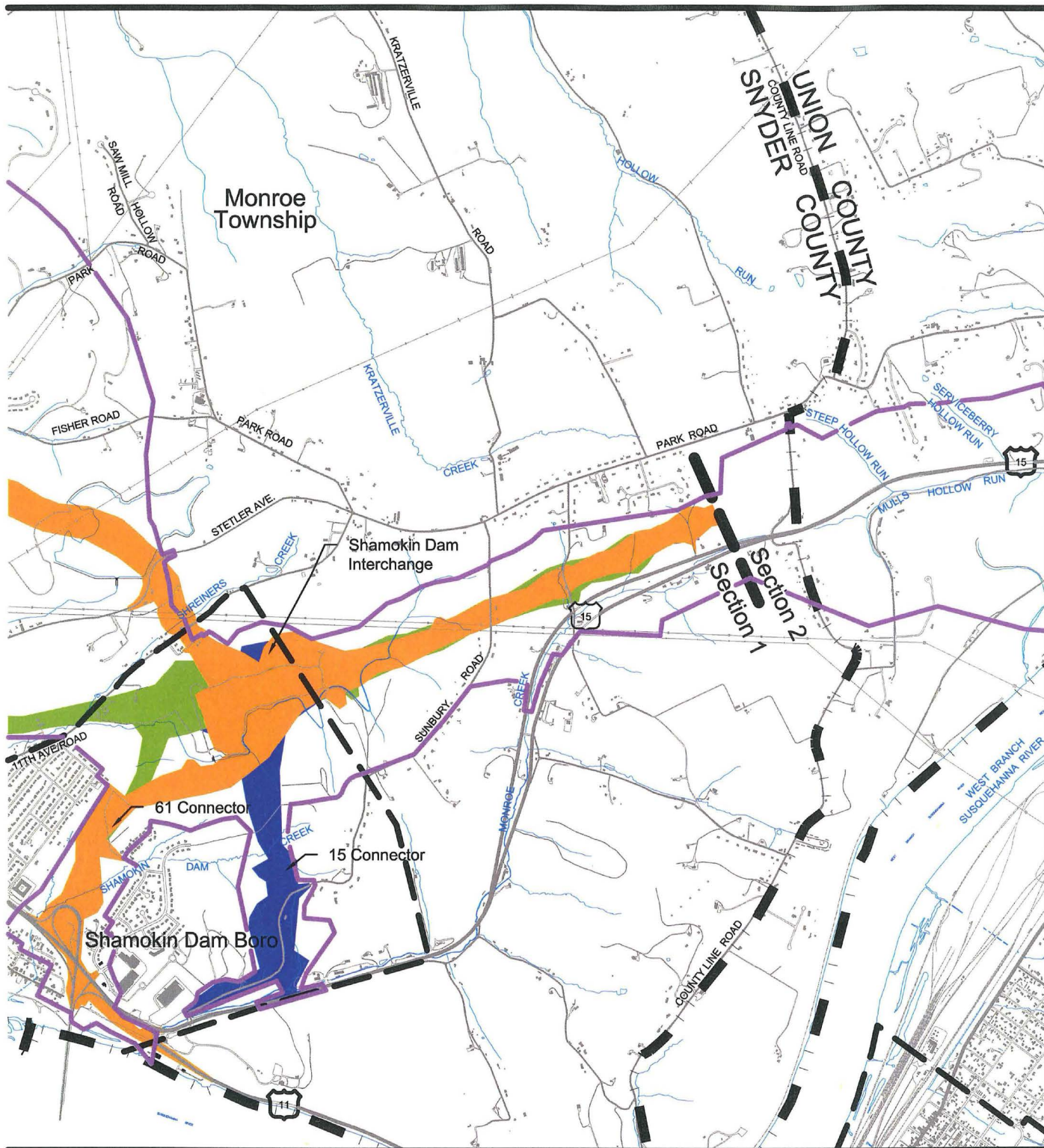
Map I - B SECTION 2 - GENERAL PROJECT AREA AND DEIS ALTERNATIVES





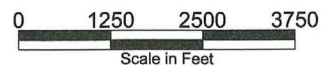
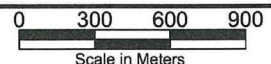
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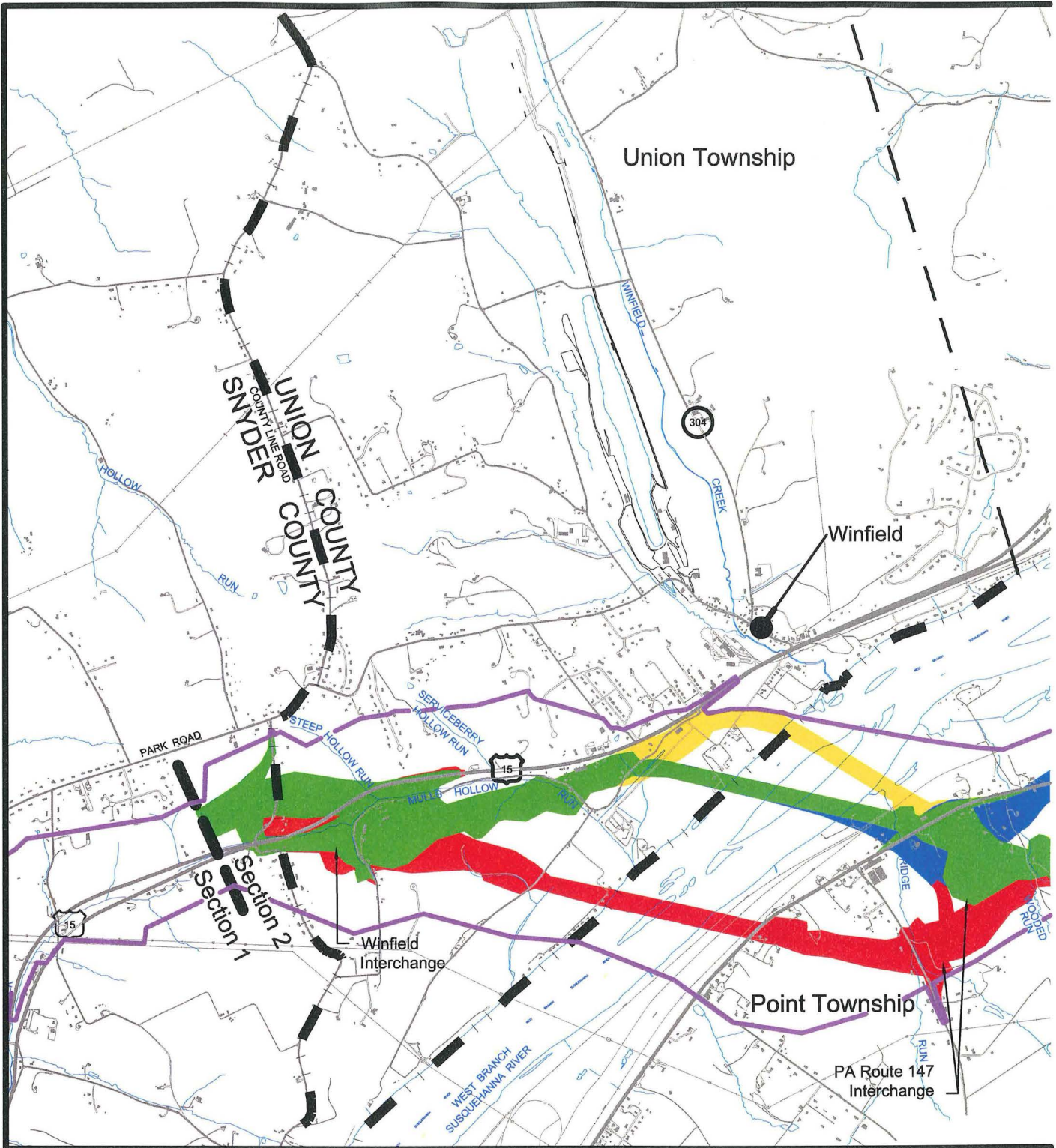
- Study Area Boundary
- DA Modified Avoidance Alternative
- Old Trail 2A Alternative (61 Connector)
- Old Trail 2B Alternative (Stetler Ave. Interchange / Route 15 Connector)








Central Susquehanna Valley Transportation Project

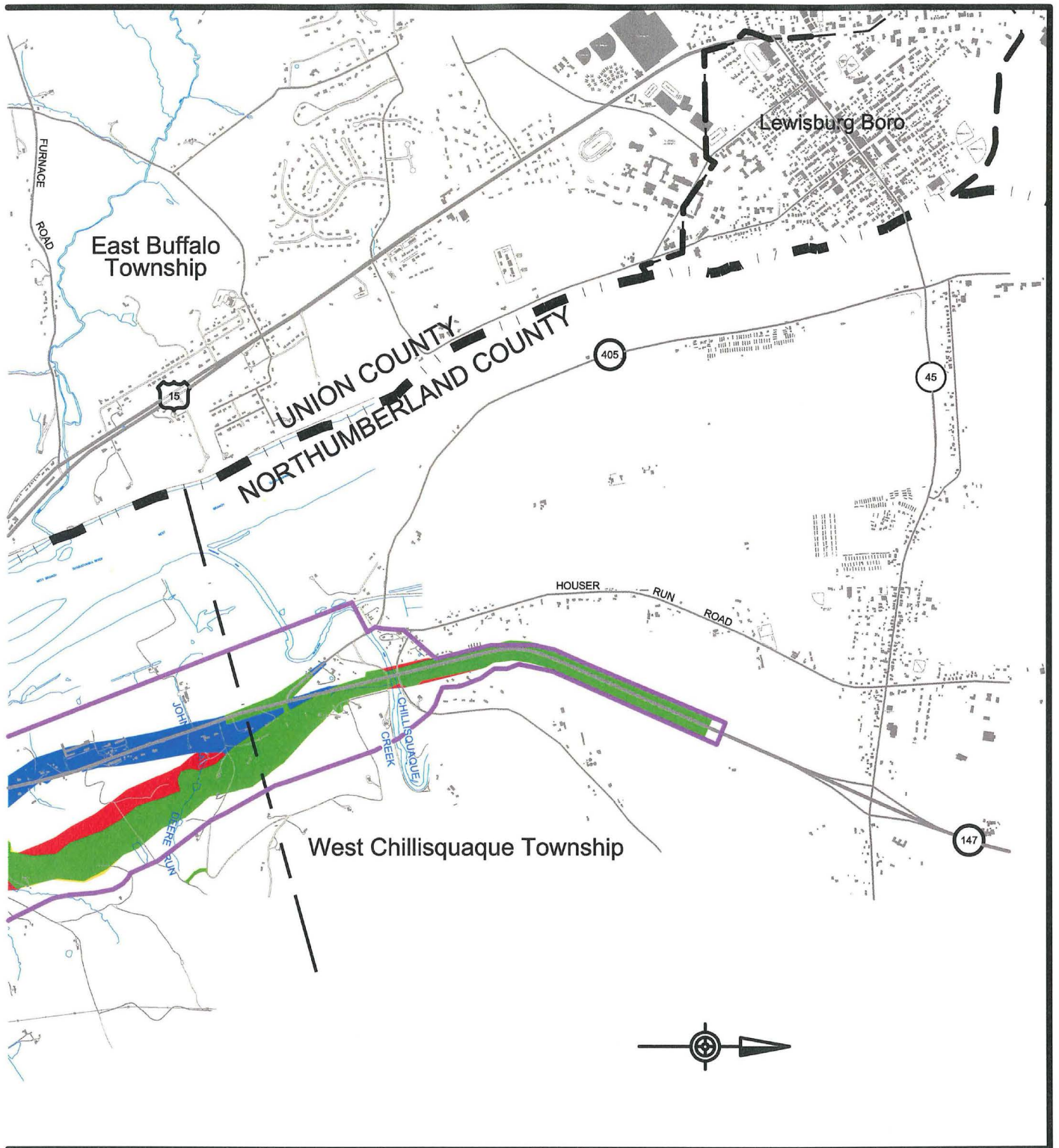
Map I - C SECTION 1 - IMPACT AREAS FOR DEIS ALTERNATIVES





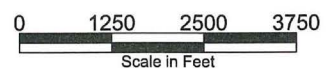
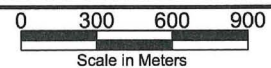
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-  Study Area Boundary
-  River Crossing 1 - East Alternative
-  River Crossing 1 - West Alternative
-  River Crossing 5 Alternative
-  River Crossing 6 Alternative



Central Susquehanna Valley Transportation Project

Map I - D SECTION 2 - IMPACT AREAS FOR DEIS ALTERNATIVES





Part II-
Environmental Constraint Mapping





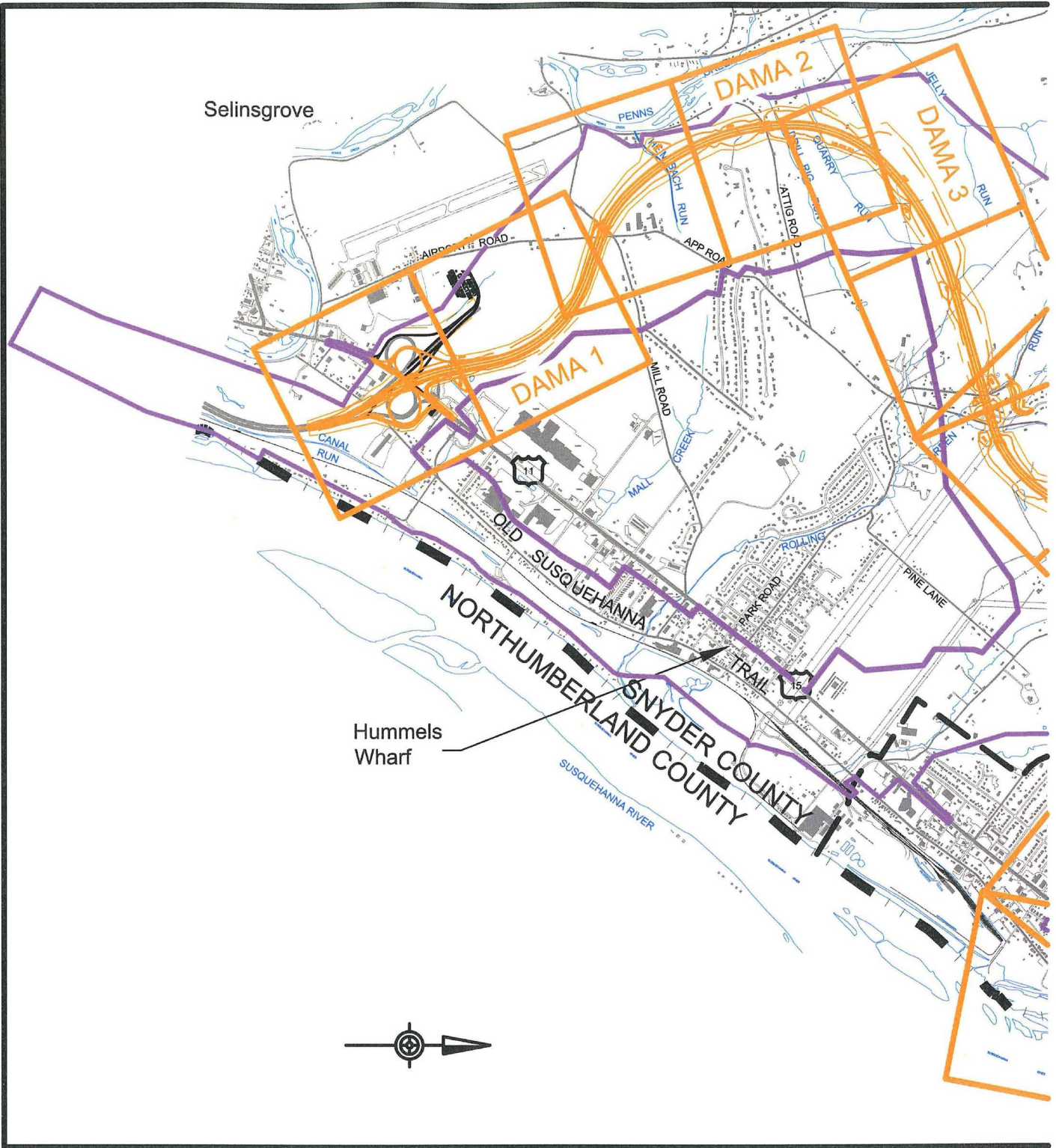
A. Section 1
Constraint Mapping





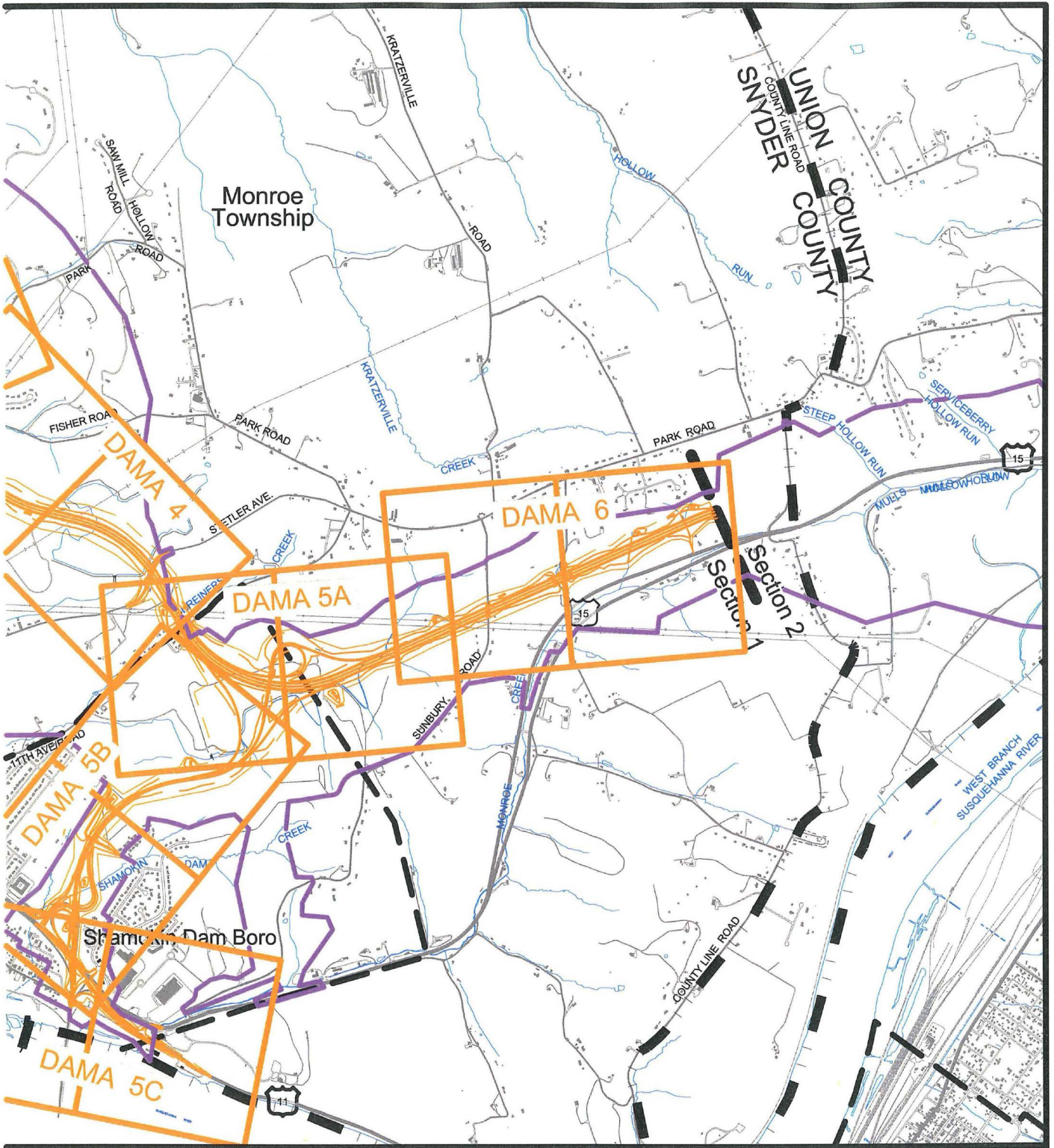
Alternative DAMA





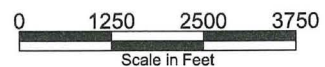
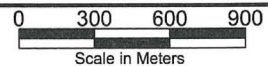
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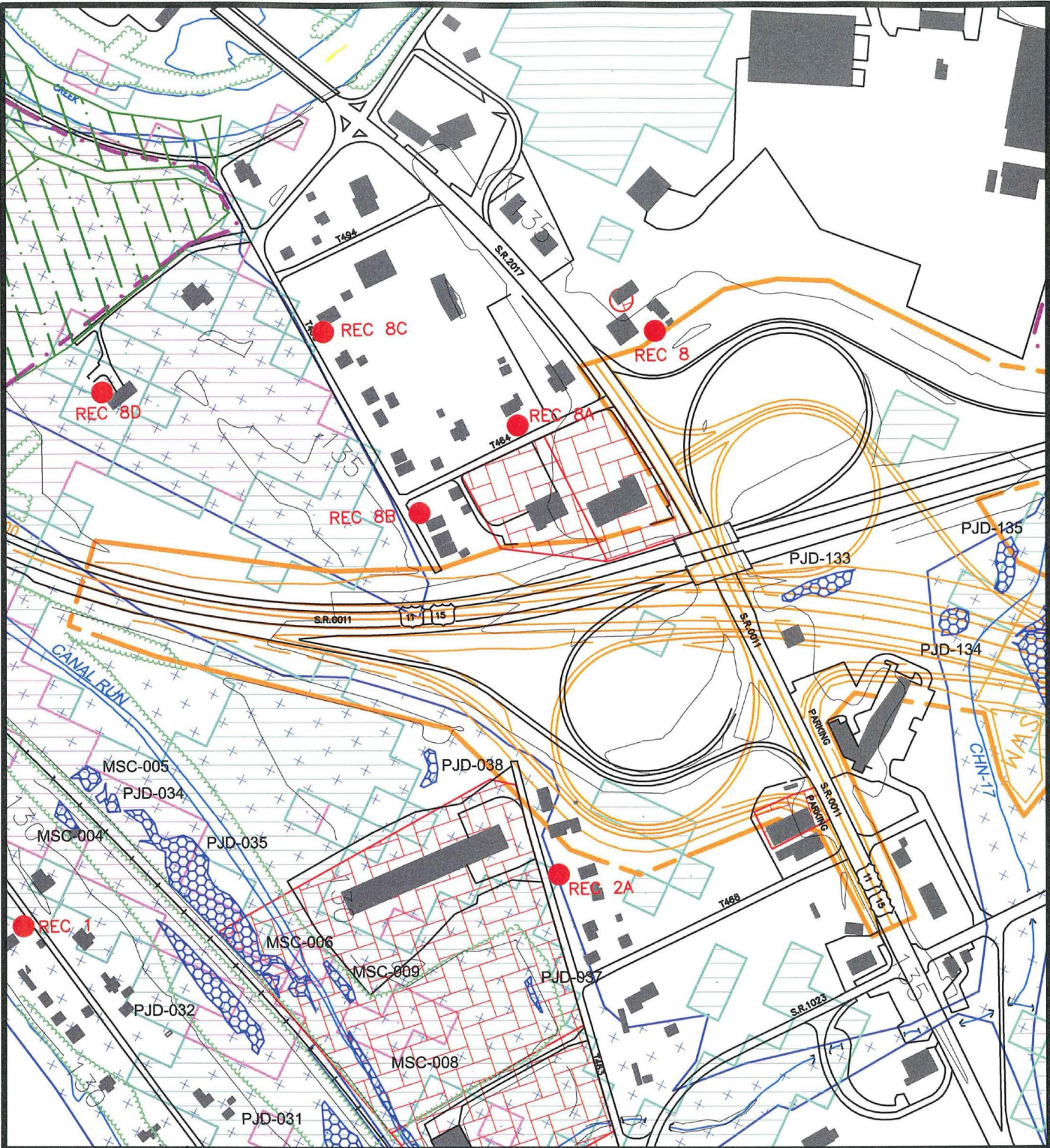
- Study Area Boundary
- DA Modified Avoidance Alternative



Central Susquehanna Valley
Transportation Project

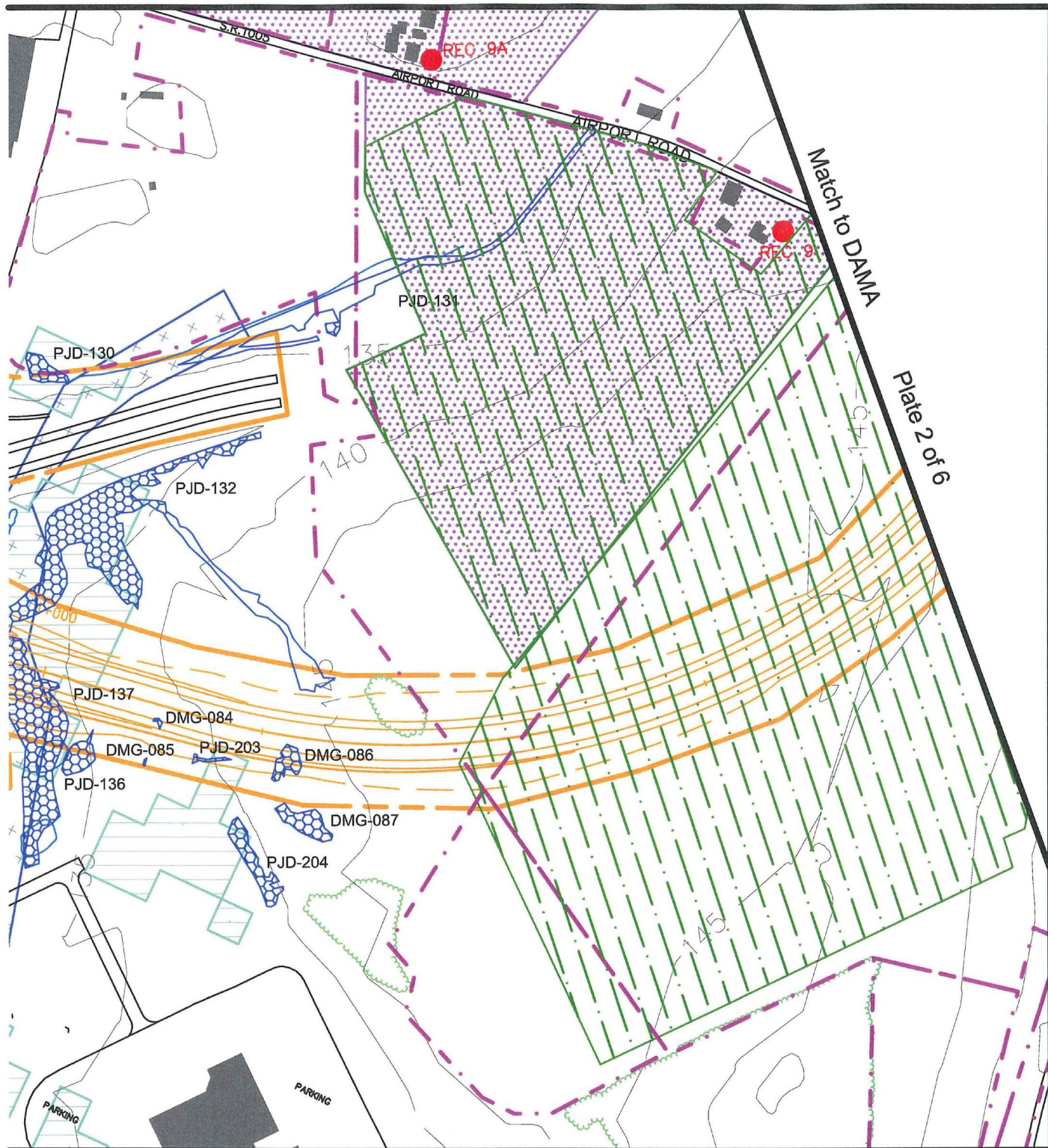
DAMA CONSTRAINT
MAPPING SHEET INDEX





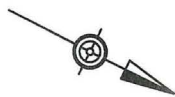


Legend

- | | | |
|--|--|---|
|  Agricultural Security Areas |  Historic Resource Areas |  High Archaeology |
|  Productive Farmland |  Wetland Area |  Stream |
|  Noise Receptor |  100 Year Floodplain |  Treeline |
|  Air Quality Modeling Site |  Very High Archaeology |  DA Modified Avoidance Alignment |
|  Noise Receptor and Air Quality Modeling Site |  Properties Containing Potential AST, UST, and Dump Areas | |



-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope



Central Susquehanna Valley Transportation Project

Alternative DAMA

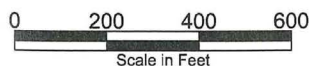
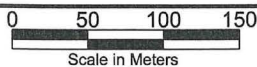
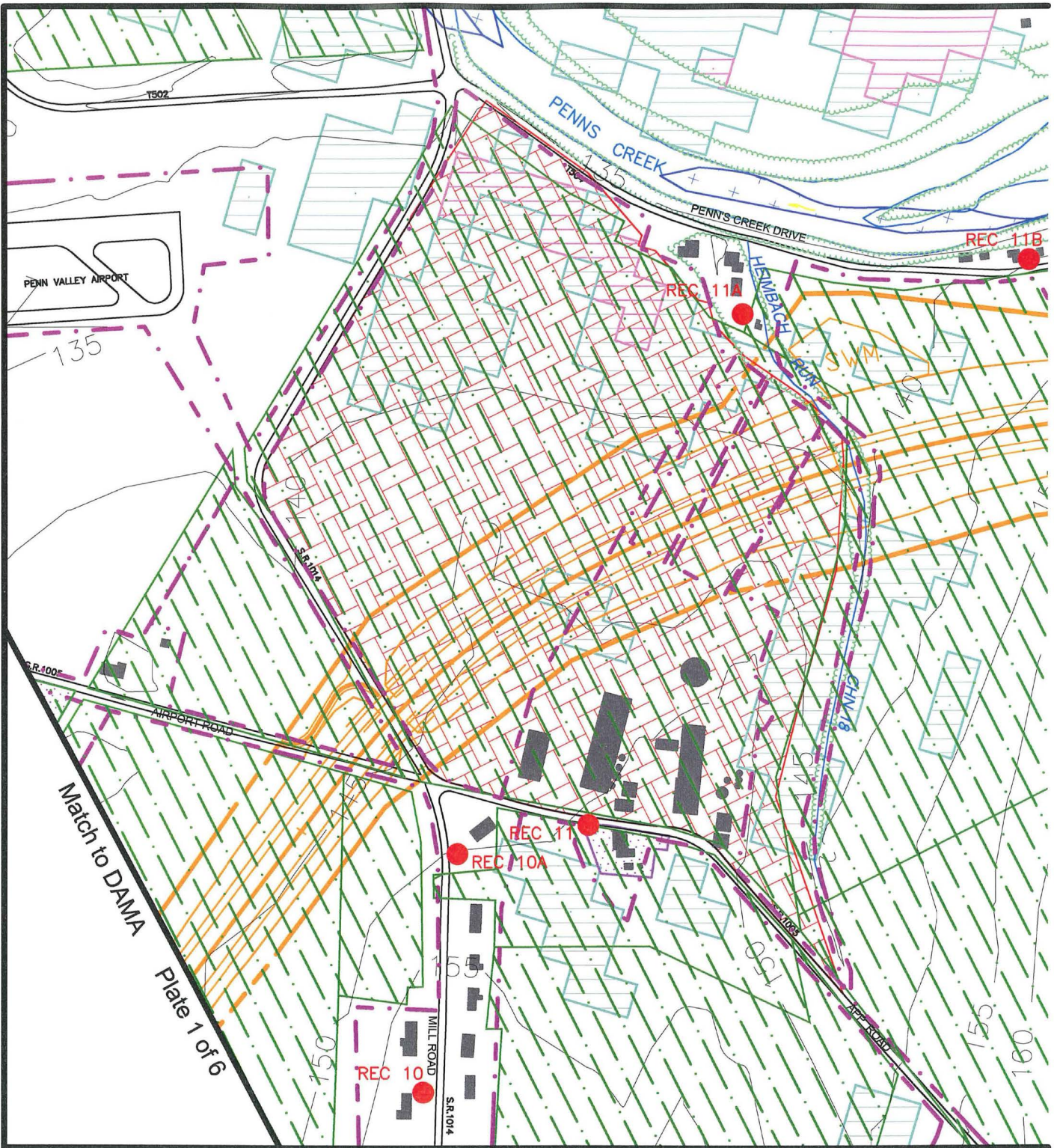
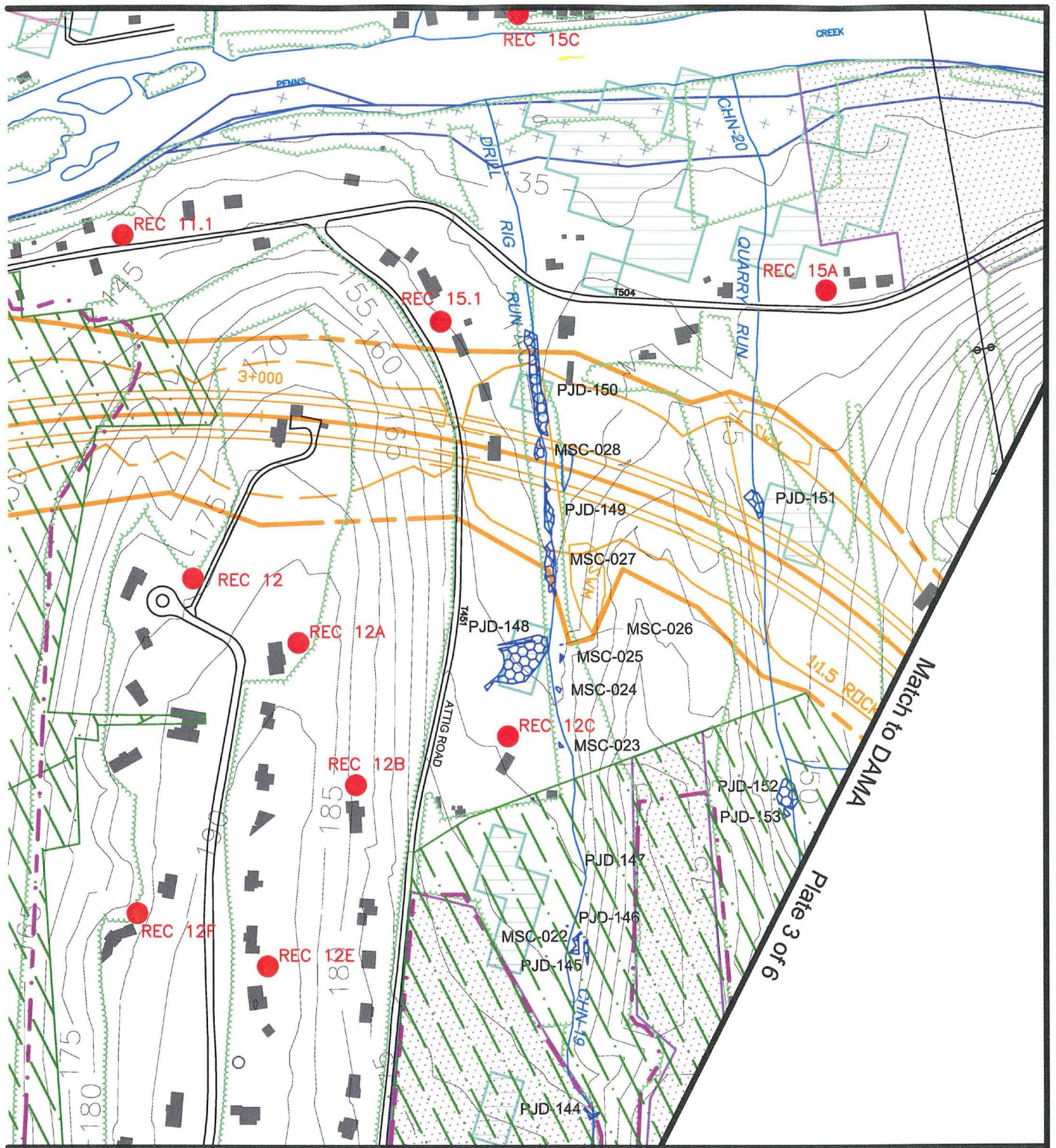


Plate 1 of 6



Legend

- | | | | | | |
|---|--|---|--|---|---------------------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
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- Proposed Right-of-Way Line
- Top of Cut
- Toe of Fill Slope



Central Susquehanna Valley Transportation Project

Alternative DAMA

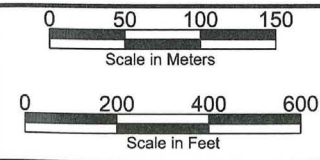
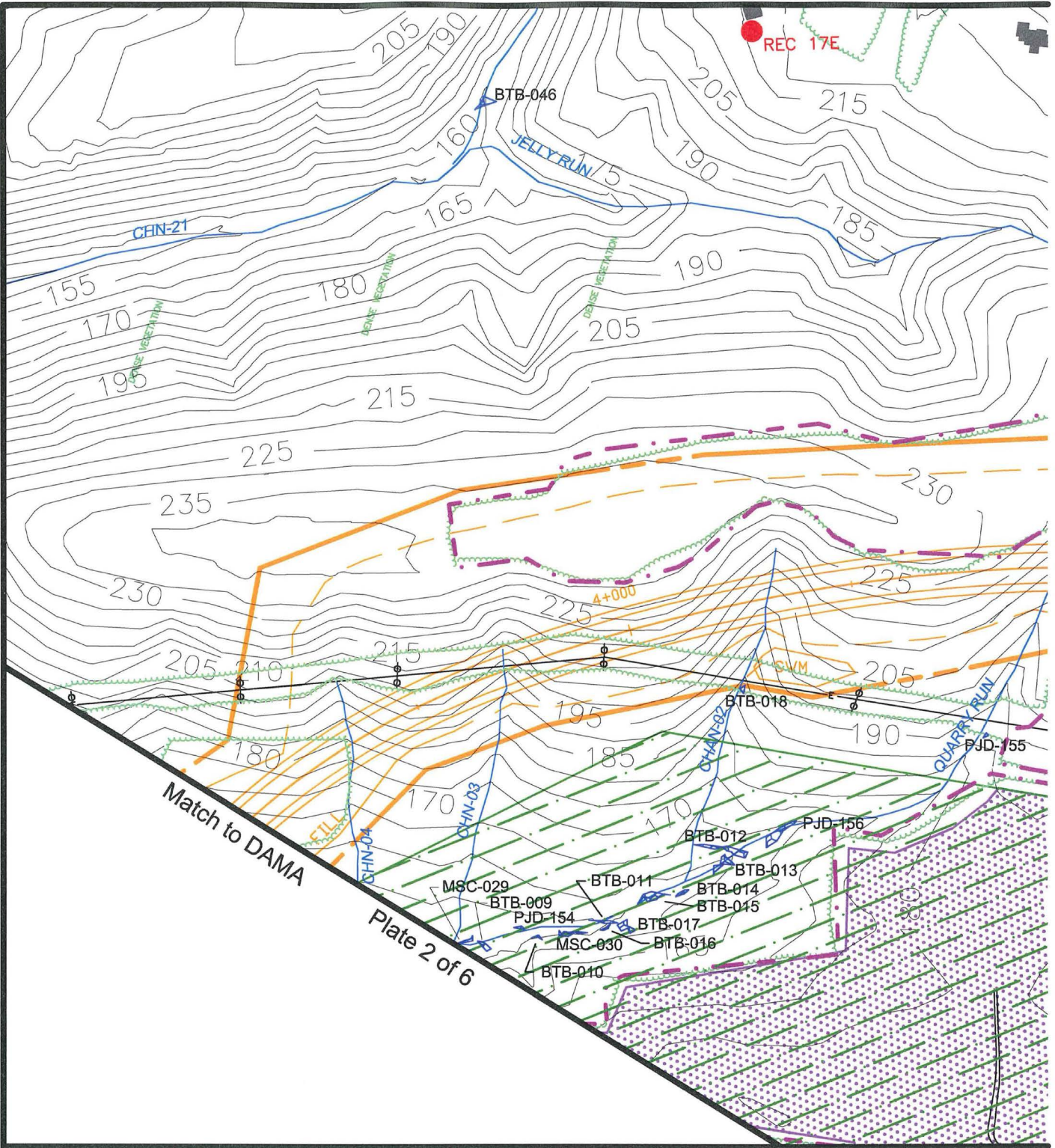
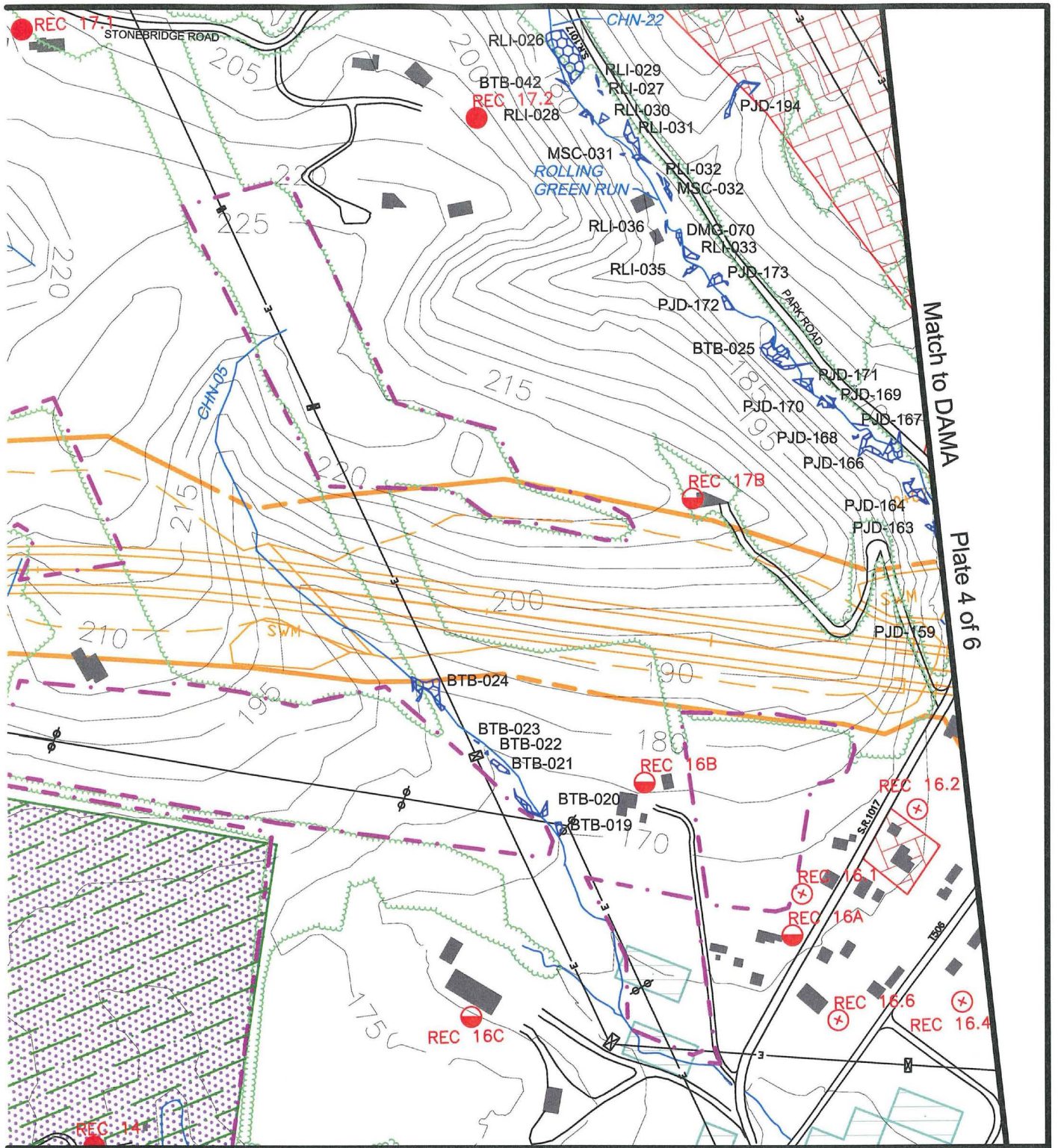


Plate 2 of 6



Legend

- | | | | | | |
|---|--|---|--|---|---------------------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
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|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas | | |



Central Susquehanna Valley
Transportation Project

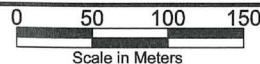
Alternative DAMA

Plate 3 of 6

Proposed Right-of-Way Line

Top of Cut

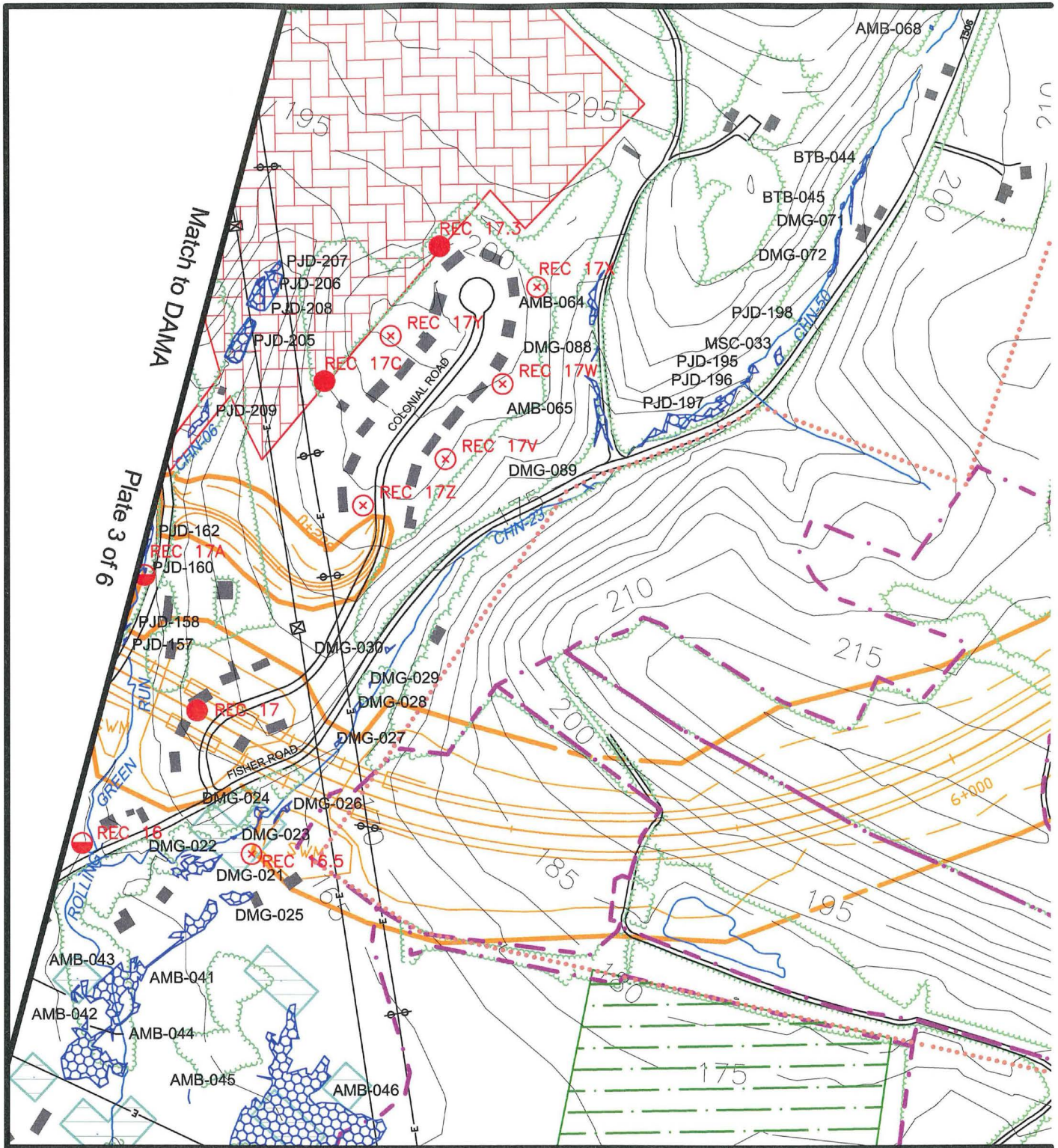
Toe of Fill Slope



Scale in Meters



Scale in Feet

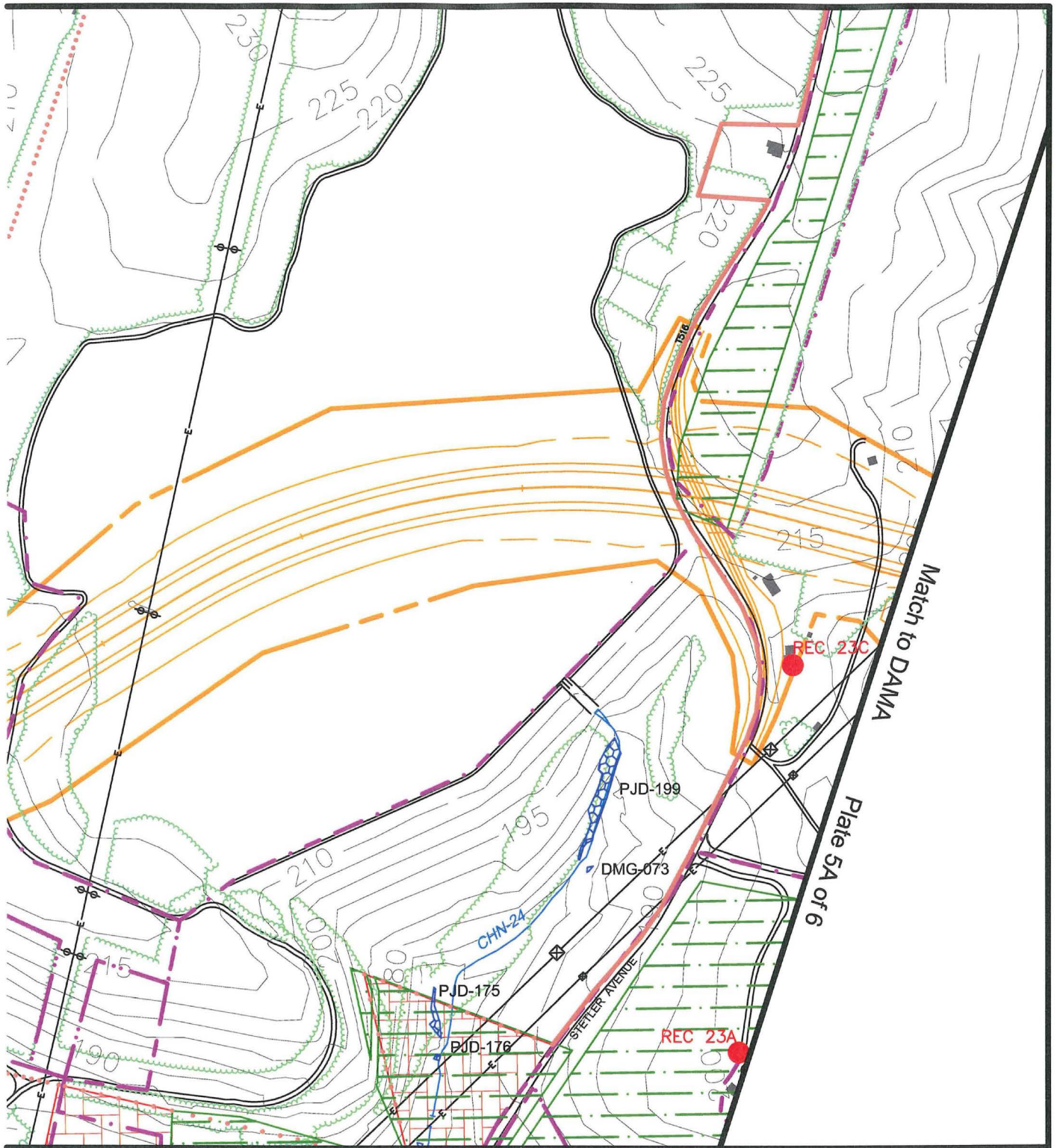


Match to DAMA

Plate 3 of 6

Legend

- | | | | | | |
|---|--|---|--|---|---------------------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
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|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas | | |



Match to DAMA

Plate 5A of 6

Central Susquehanna Valley Transportation Project

Alternative DAMA

-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope
-  Ash Basin Properties

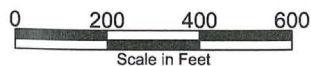
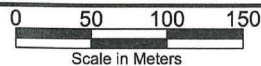
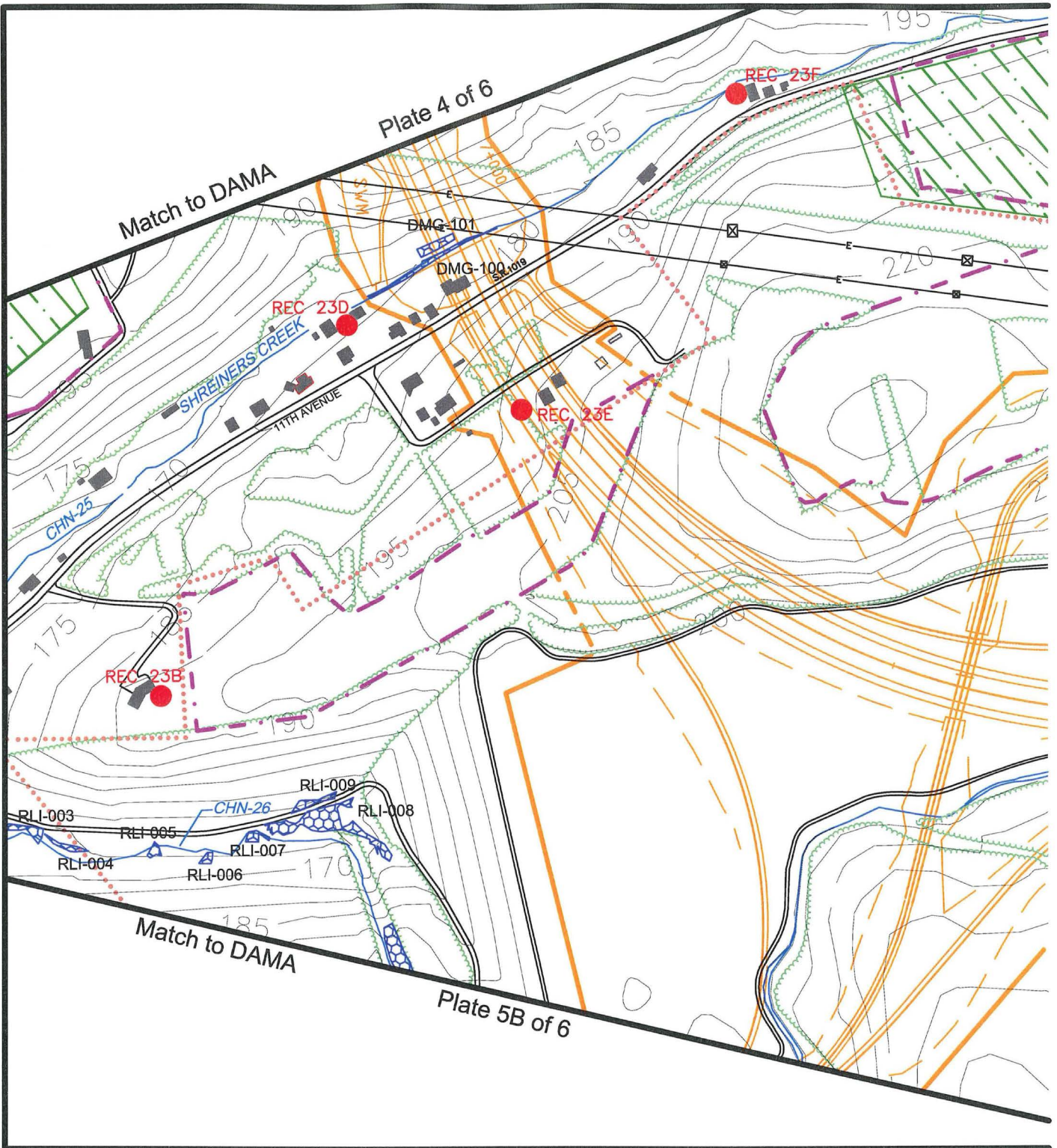
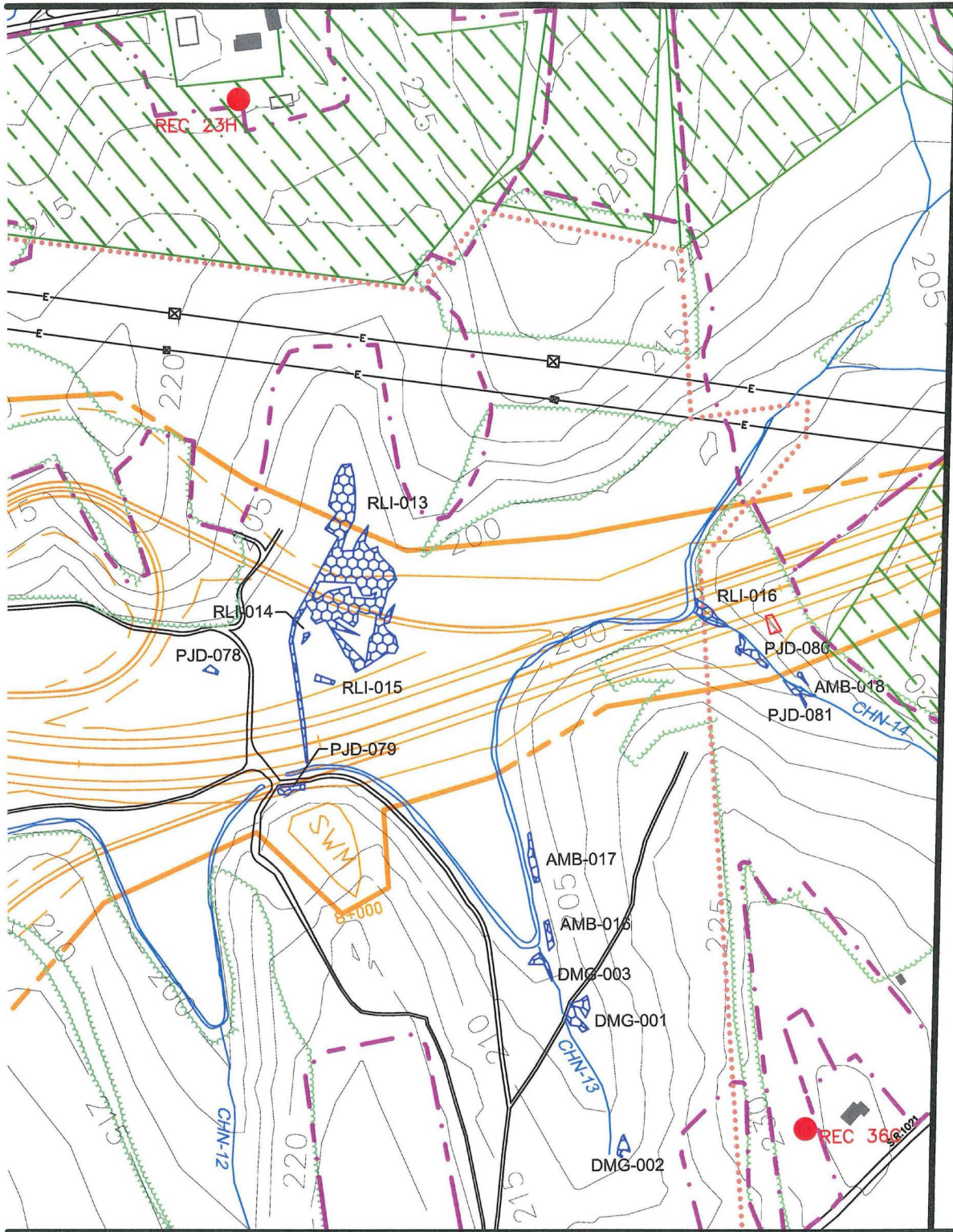


Plate 4 of 6



Legend

- | | | | | | |
|---|--|---|--|---|---------------------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
|  | Air Quality Modeling Site |  | Very High Archaeology |  | DA Modified Avoidance Alignment |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas | | |



Match to DAMA

Plate 6 of 6

-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope
-  Ash Basin Properties



Central Susquehanna Valley Transportation Project

Alternative DAMA

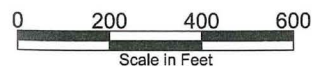
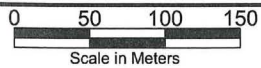
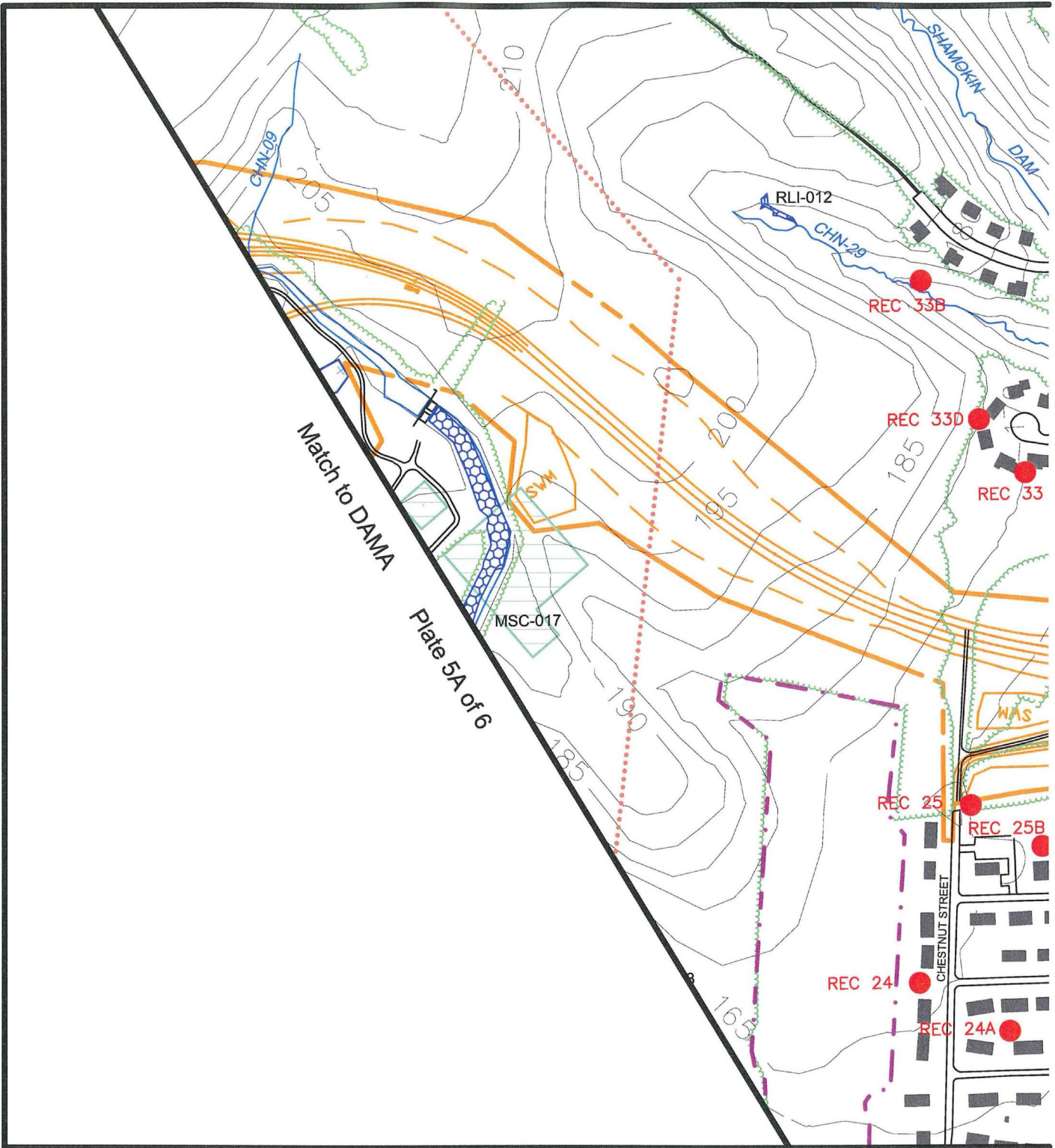
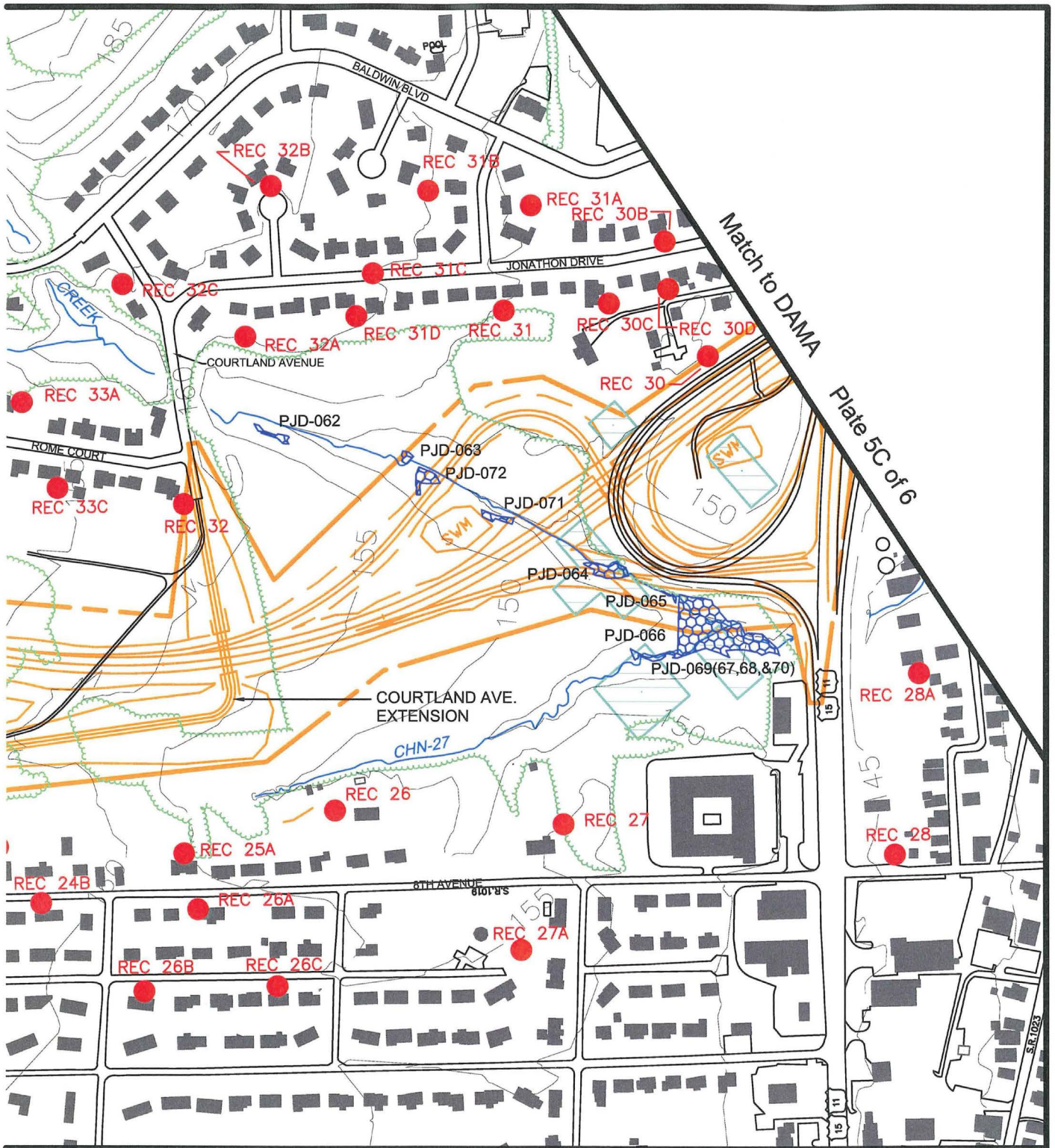



Plate 5A of 6



Legend

- | | | | | | |
|---|--|---|--|---|---------------------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
|  | Air Quality Modeling Site |  | Very High Archaeology |  | DA Modified Avoidance Alignment |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas | | |

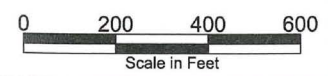
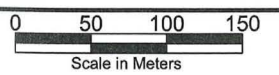


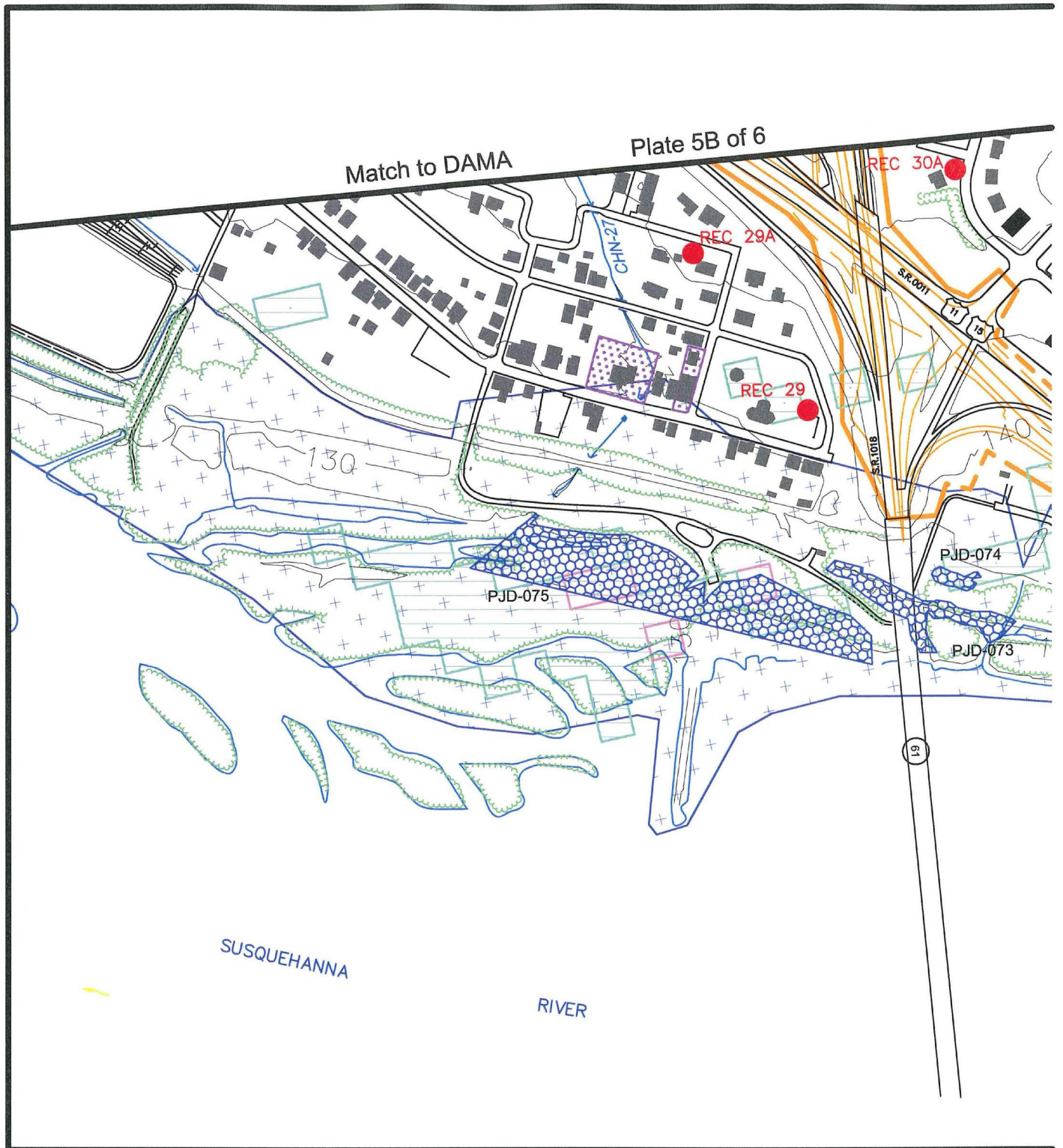
-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope
-  Ash Basin Properties



Central Susquehanna Valley
Transportation Project

Alternative DAMA



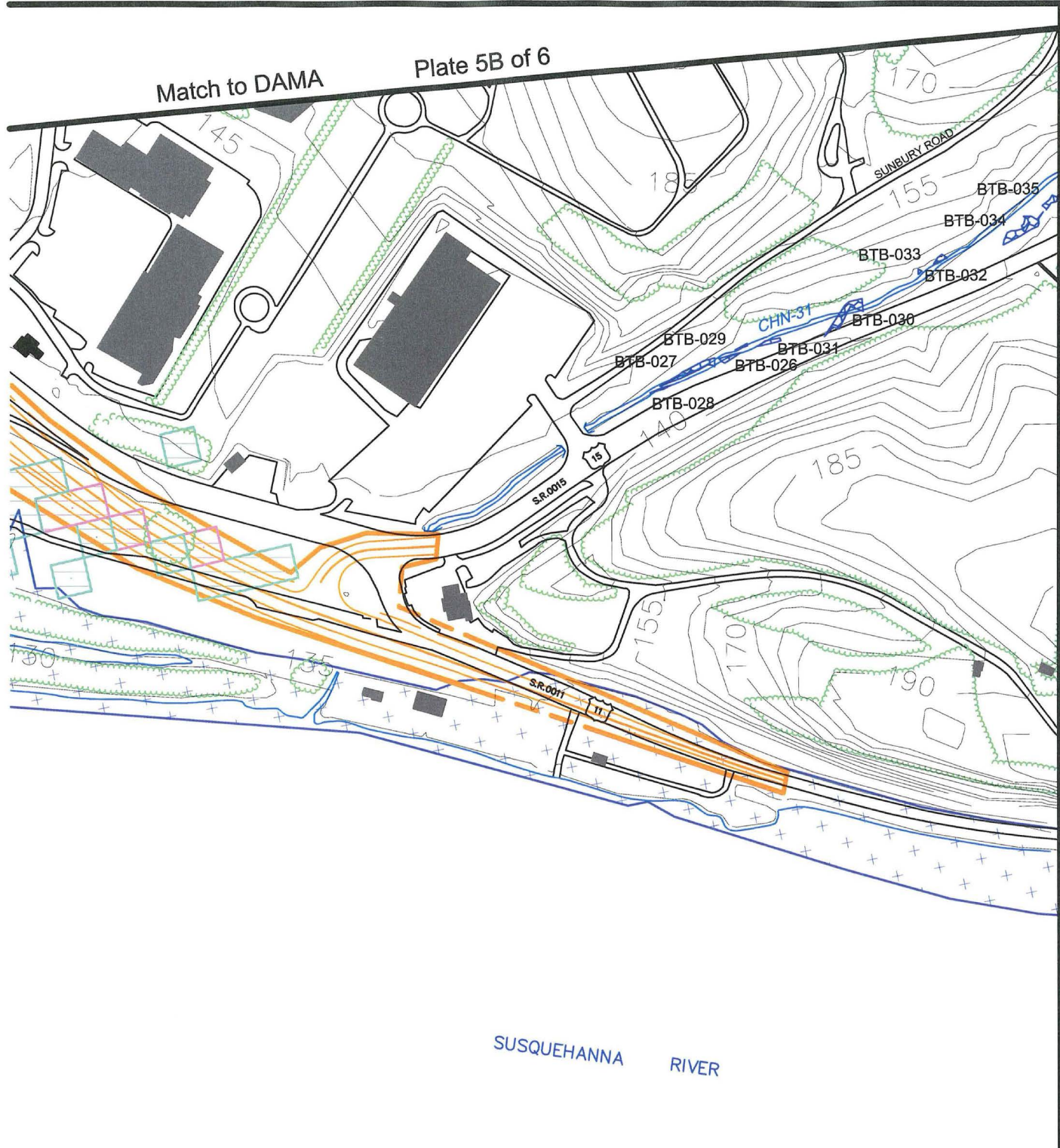


Legend




- | | | | | | |
|---|--|---|--|---|---------------------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
|  | Air Quality Modeling Site |  | Very High Archaeology |  | DA Modified Avoidance Alignment |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas | | |

Match to DAMA

Plate 5B of 6



SUSQUEHANNA RIVER

-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope



Central Susquehanna Valley Transportation Project

Alternative DAMA

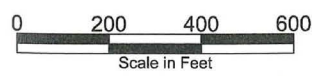
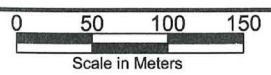
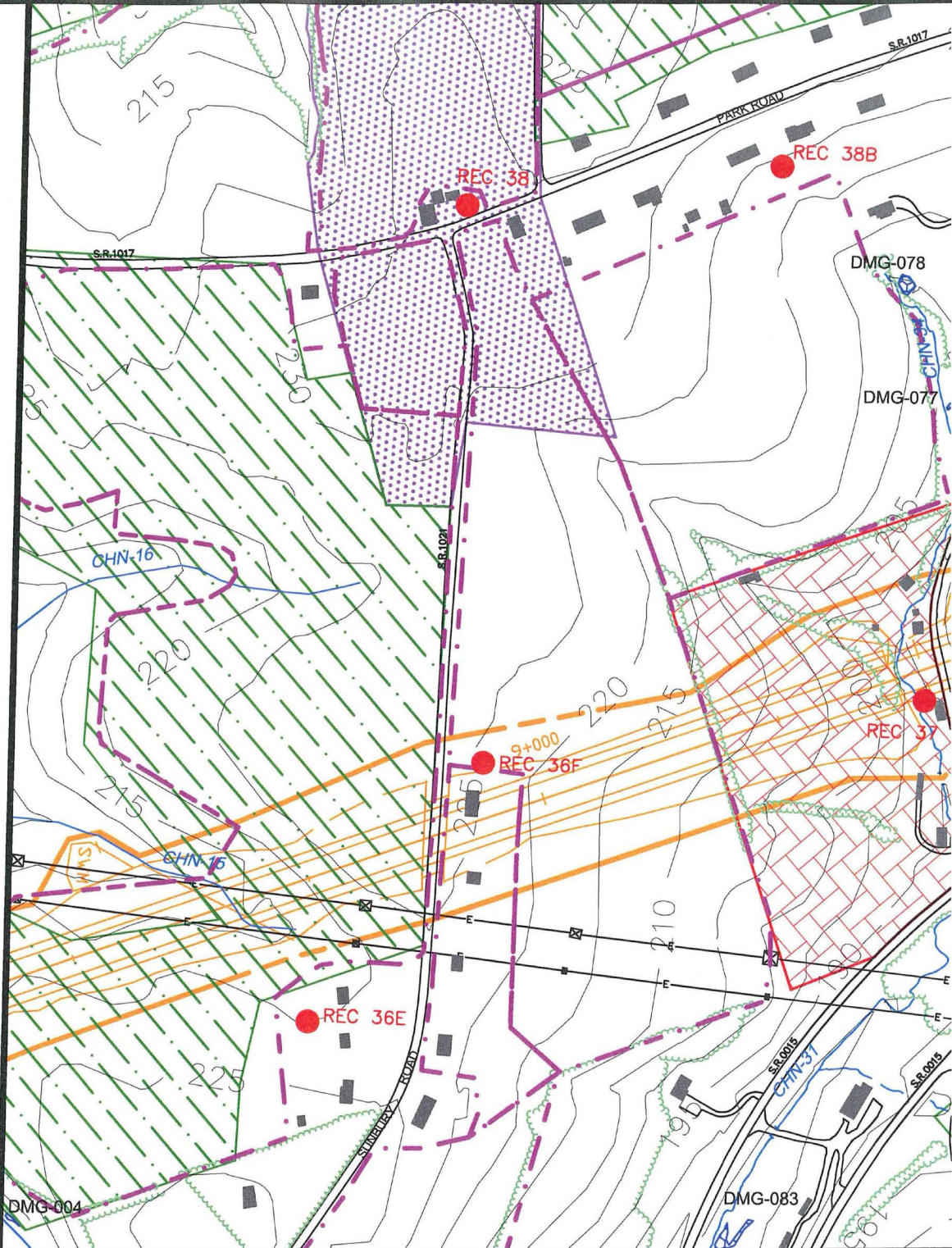


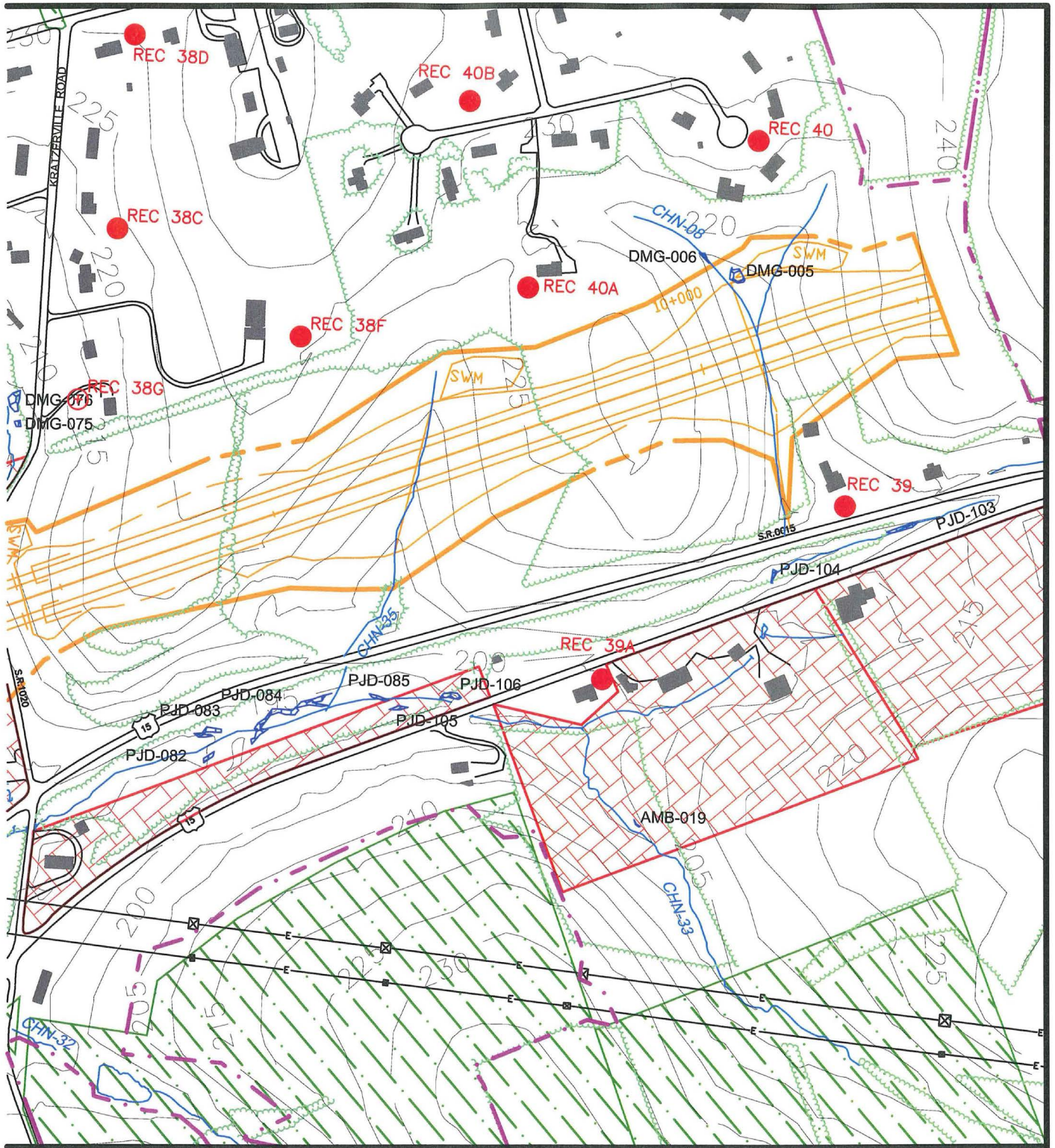
Plate 5C of 6


Match to DAMA
Plate 5A of 6



Legend

- | | | | | | |
|---|--|---|--|---|---------------------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
|  | Air Quality Modeling Site |  | Very High Archaeology |  | DA Modified Avoidance Alignment |
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-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope



Central Susquehanna Valley Transportation Project

Alternative DAMA

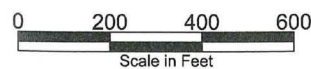
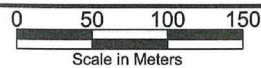
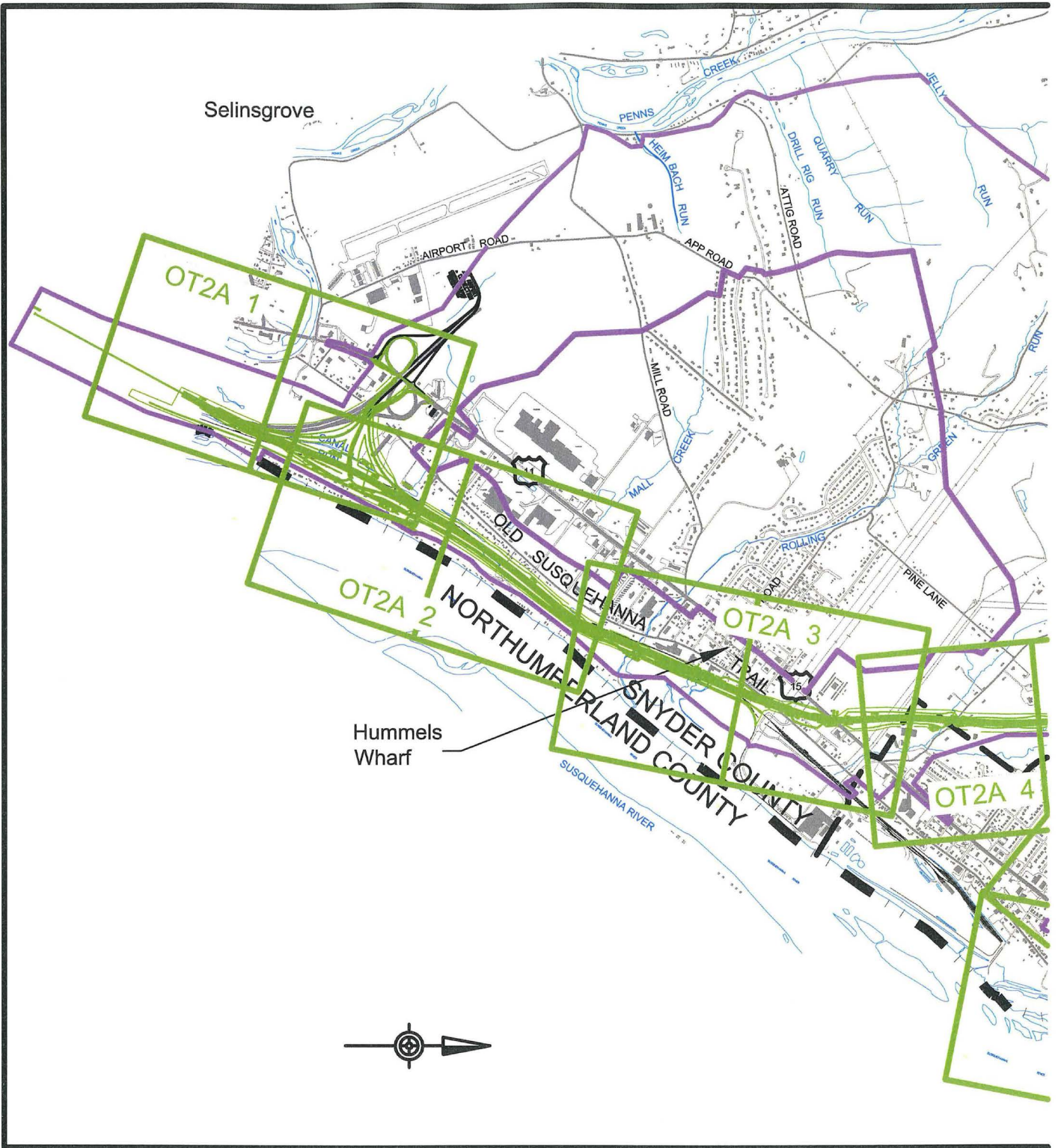


Plate 6 of 6



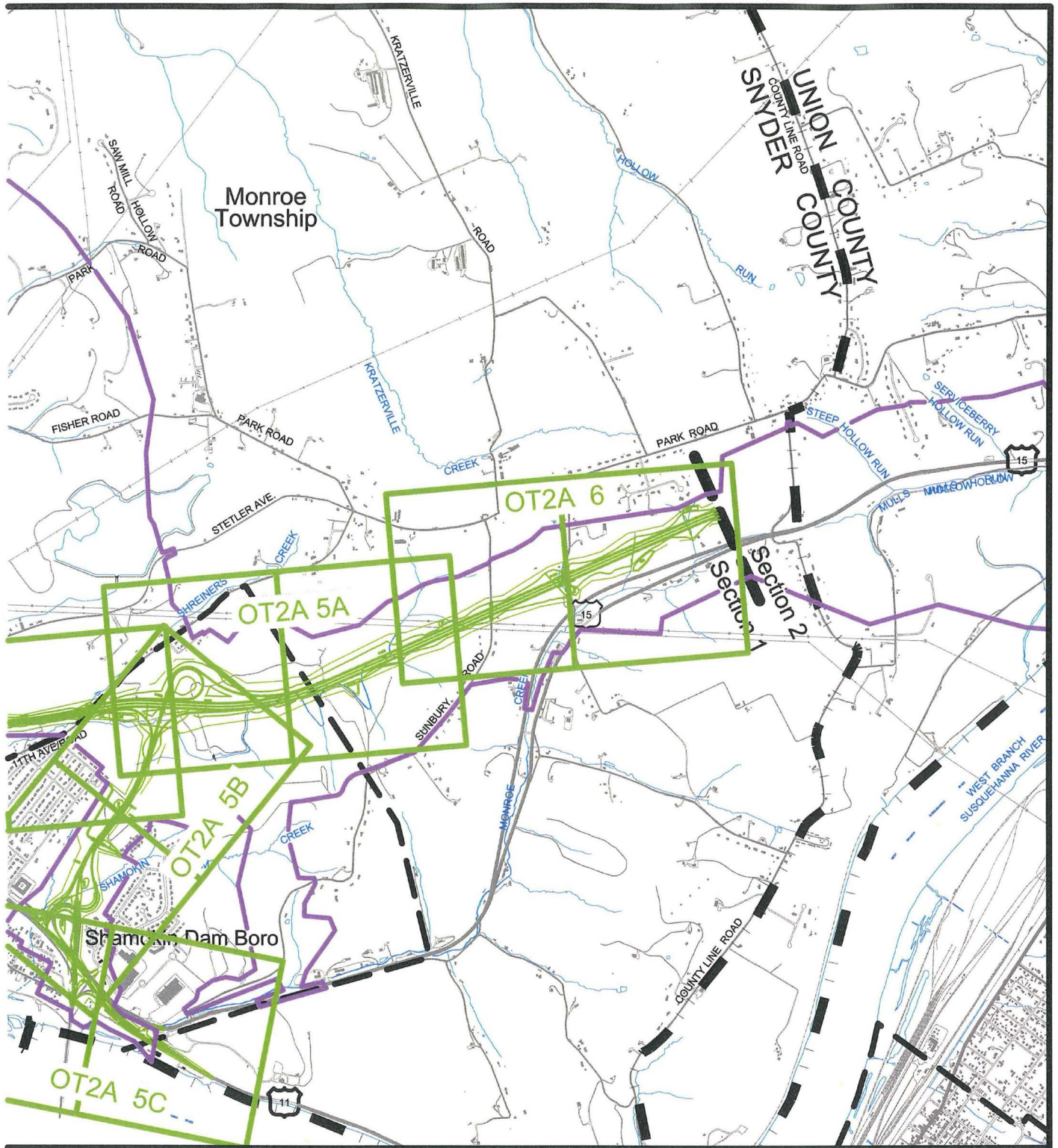
Alternative OT2A





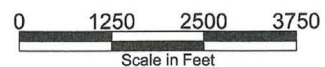
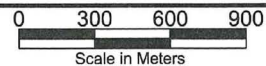
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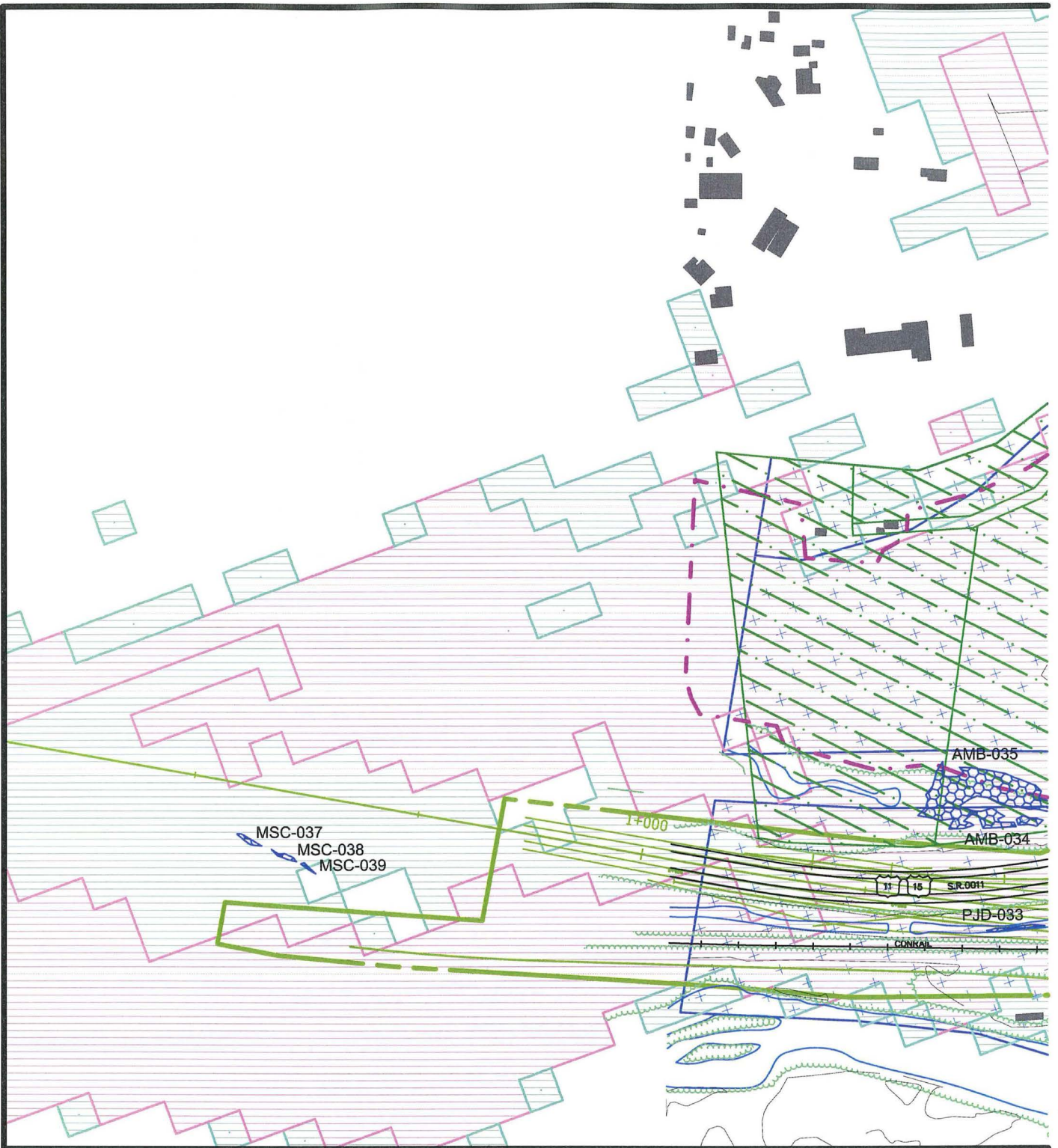
- Study Area Boundary
- Old Trail 2A Alternative



Central Susquehanna Valley
Transportation Project

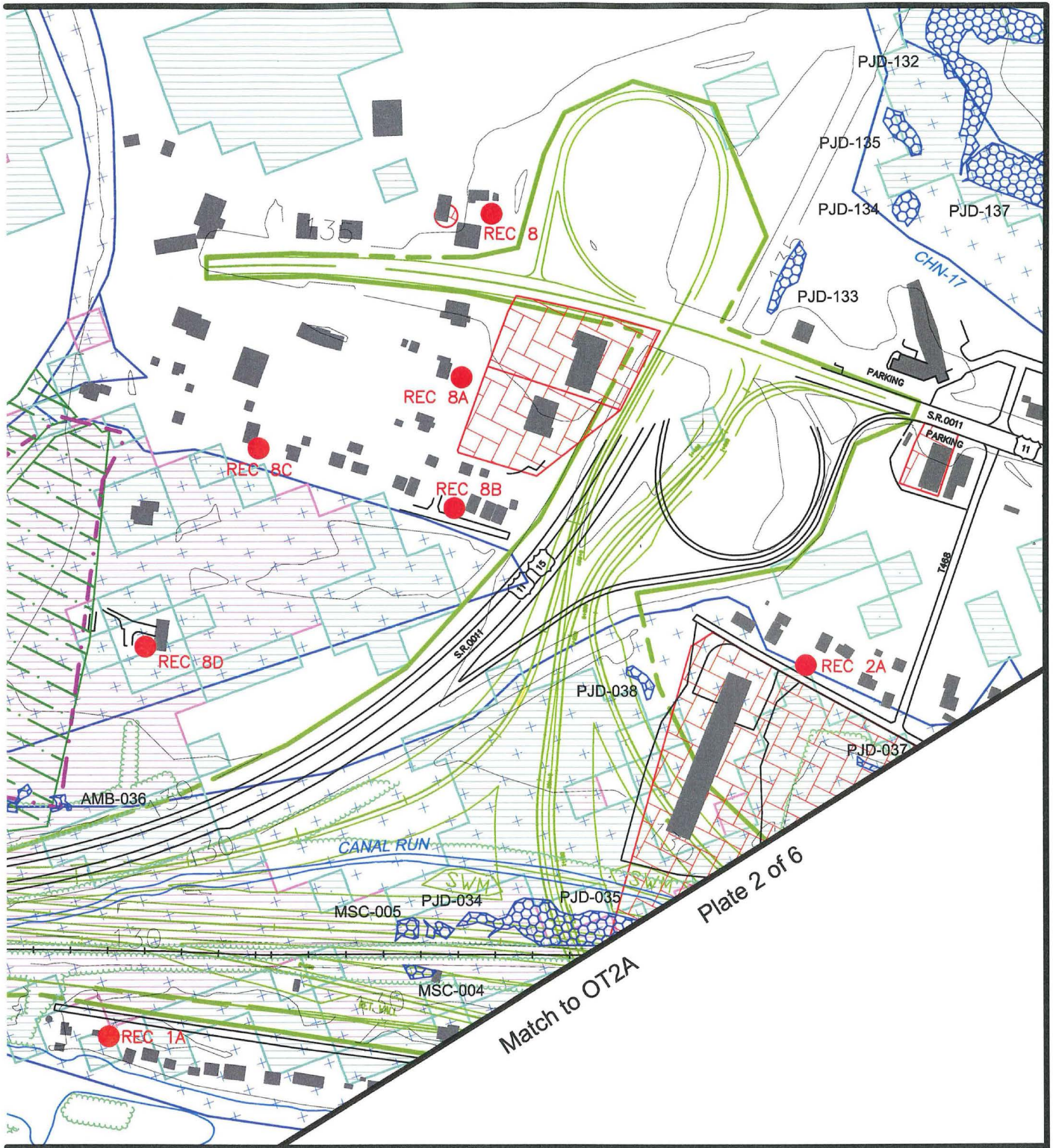
OT2A CONSTRAINT
MAPPING SHEET INDEX








Legend

- | | | | | | |
|---|--|---|--|---|------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
|  | Air Quality Modeling Site |  | Very High Archaeology |  | OT2A Alignment |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas | | |



-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope



Central Susquehanna Valley Transportation Project

Alternative OT2A

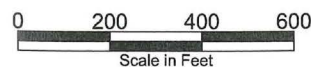
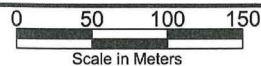
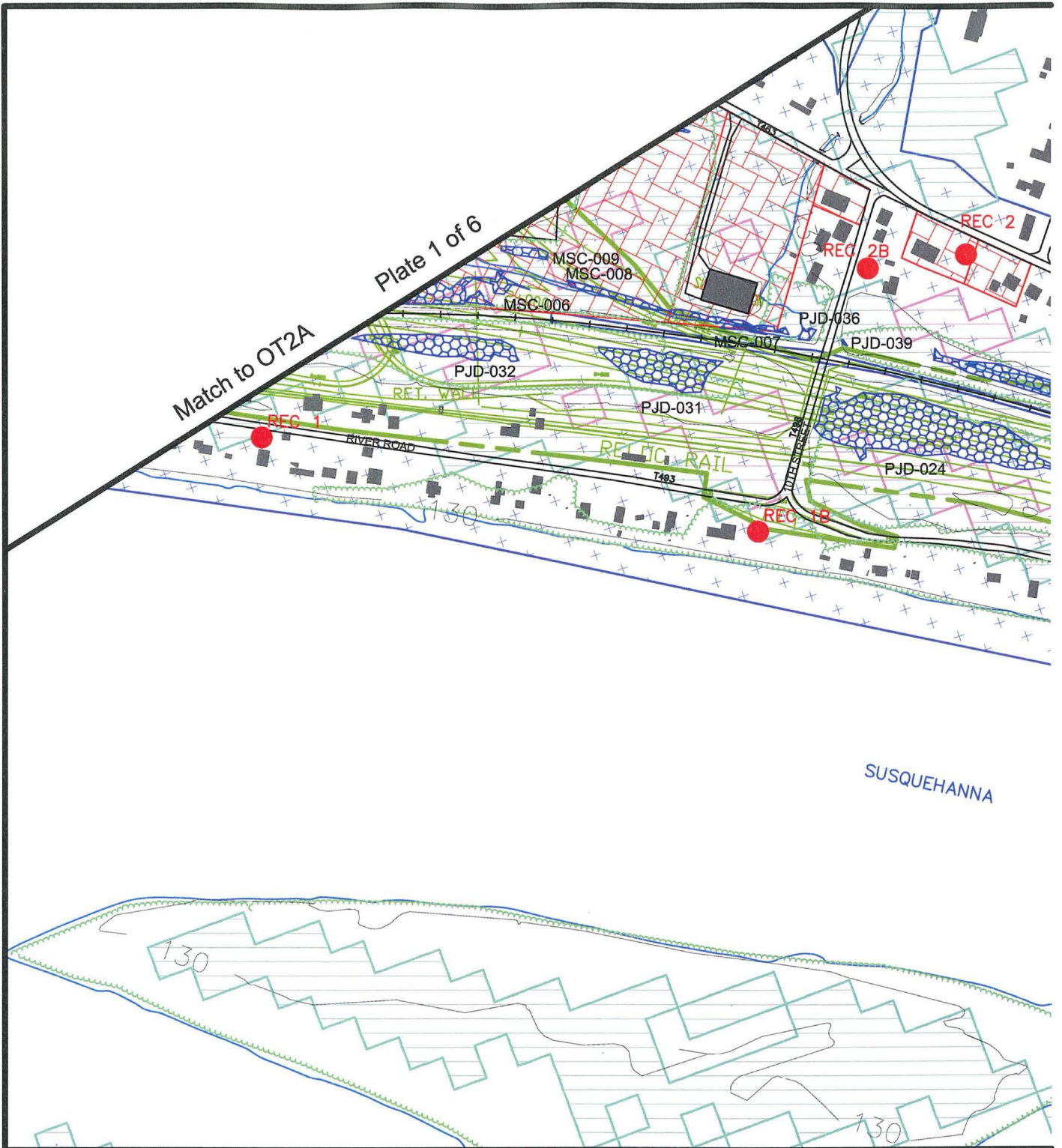
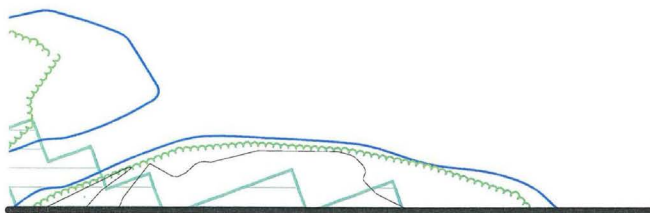


Plate 1 of 6



Legend

- | | | | | | |
|---|--|---|--|---|------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
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- Proposed Right-of-Way Line
- Top of Cut
- Toe of Fill Slope
- Ash Basin Properties



Central Susquehanna Valley Transportation Project

Alternative OT2A

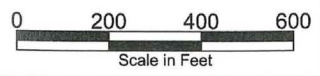
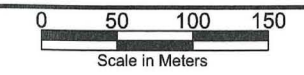
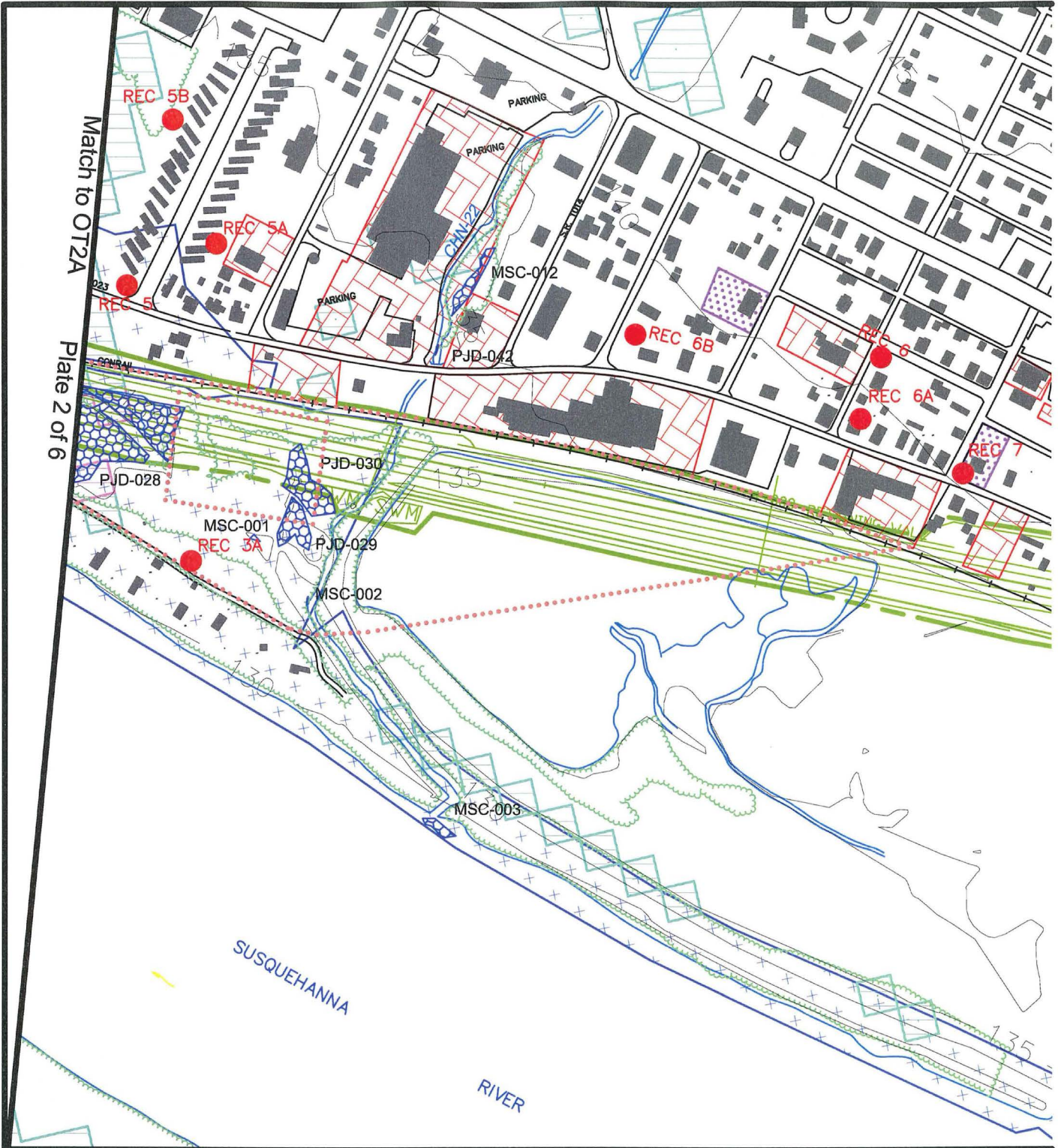
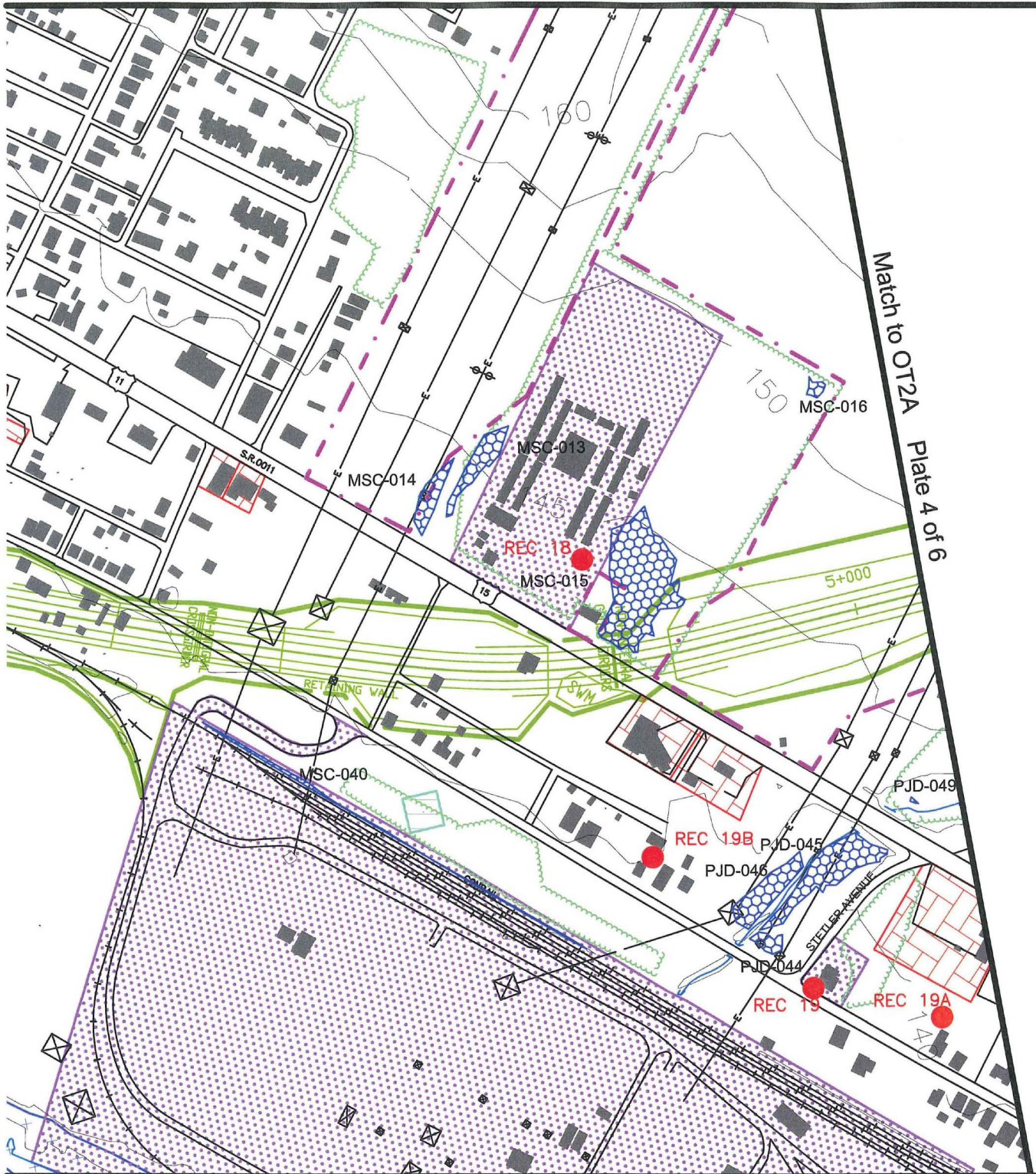


Plate 2 of 6



Legend

- | | | |
|--|--|--|
|  Agricultural Security Areas |  Historic Resource Areas |  High Archaeology |
|  Productive Farmland |  Wetland Area |  Stream |
|  Noise Receptor |  100 Year Floodplain |  Treeline |
|  Air Quality Modeling Site |  Very High Archaeology |  OT2A |
|  Noise Receptor and Air Quality Modeling Site |  Properties Containing Potential AST, UST, and Dump Areas | |



Match to OT2A Plate 4 of 6

-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope
-  Ash Basin Properties



Central Susquehanna Valley Transportation Project

Alternative OT2A

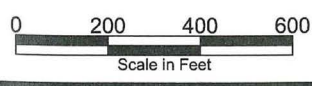
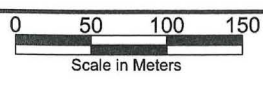
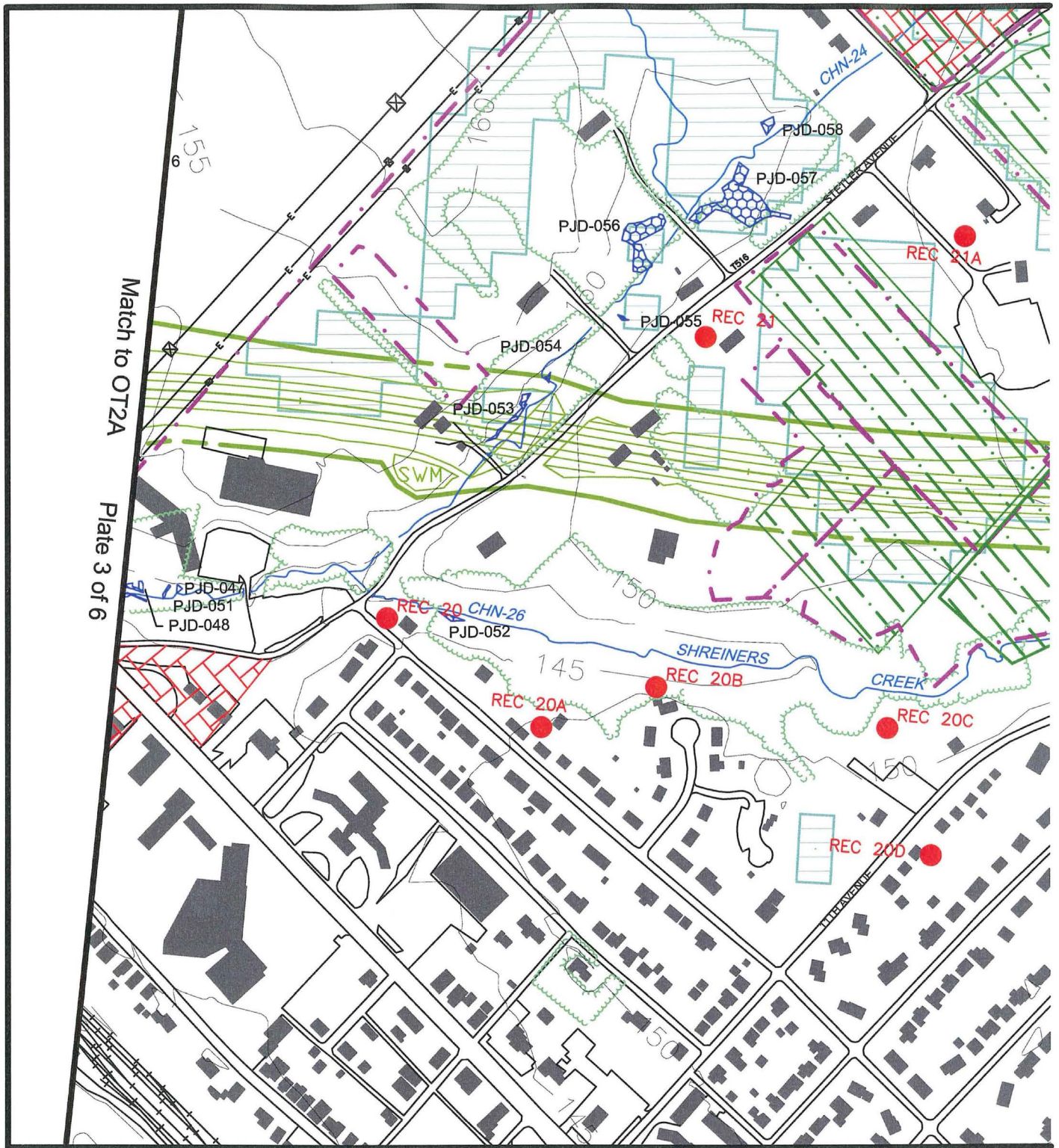


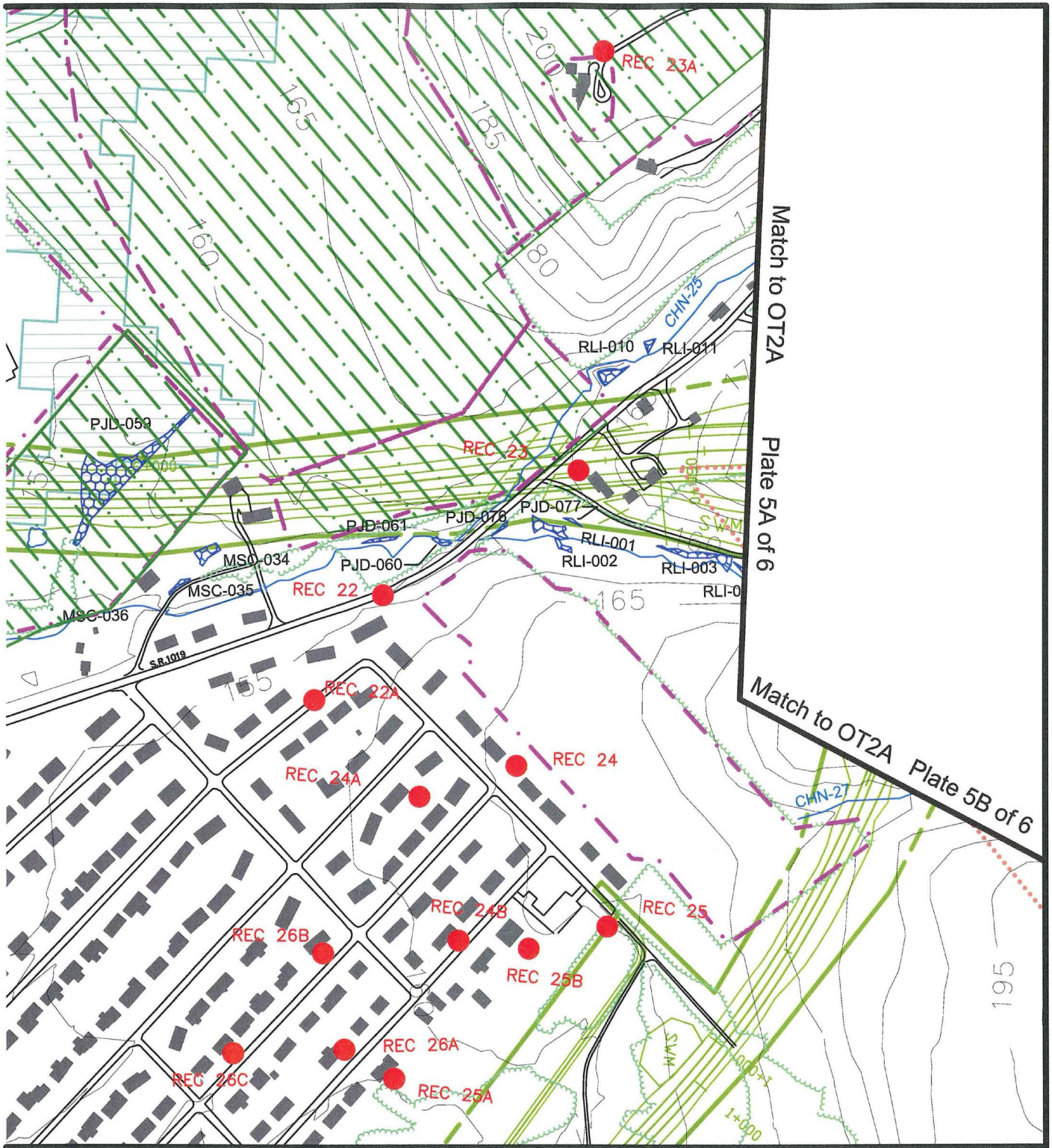
Plate 3 of 6





Match to OT2A
Plate 3 of 6

Legend

- | | | |
|--|--|--|
|  Agricultural Security Areas |  Historic Resource Areas |  High Archaeology |
|  Productive Farmland |  Wetland Area |  Stream |
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-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope
-  Ash Basin Properties



Central Susquehanna Valley
Transportation Project

Alternative OT2A

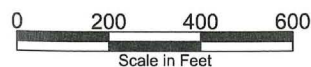
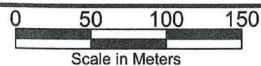


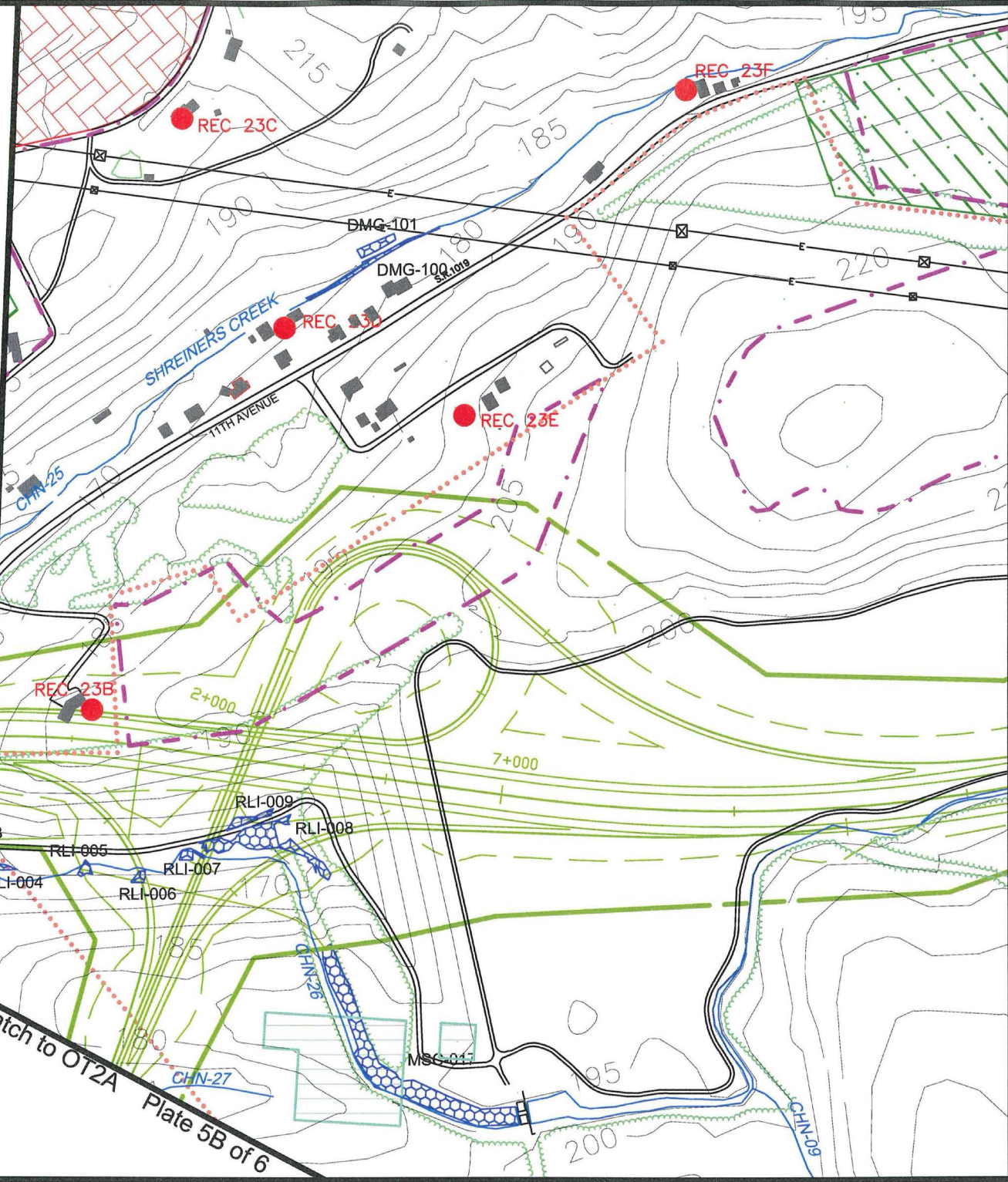
Plate 4 of 6

Match to OT2A

Plate 4 of 6

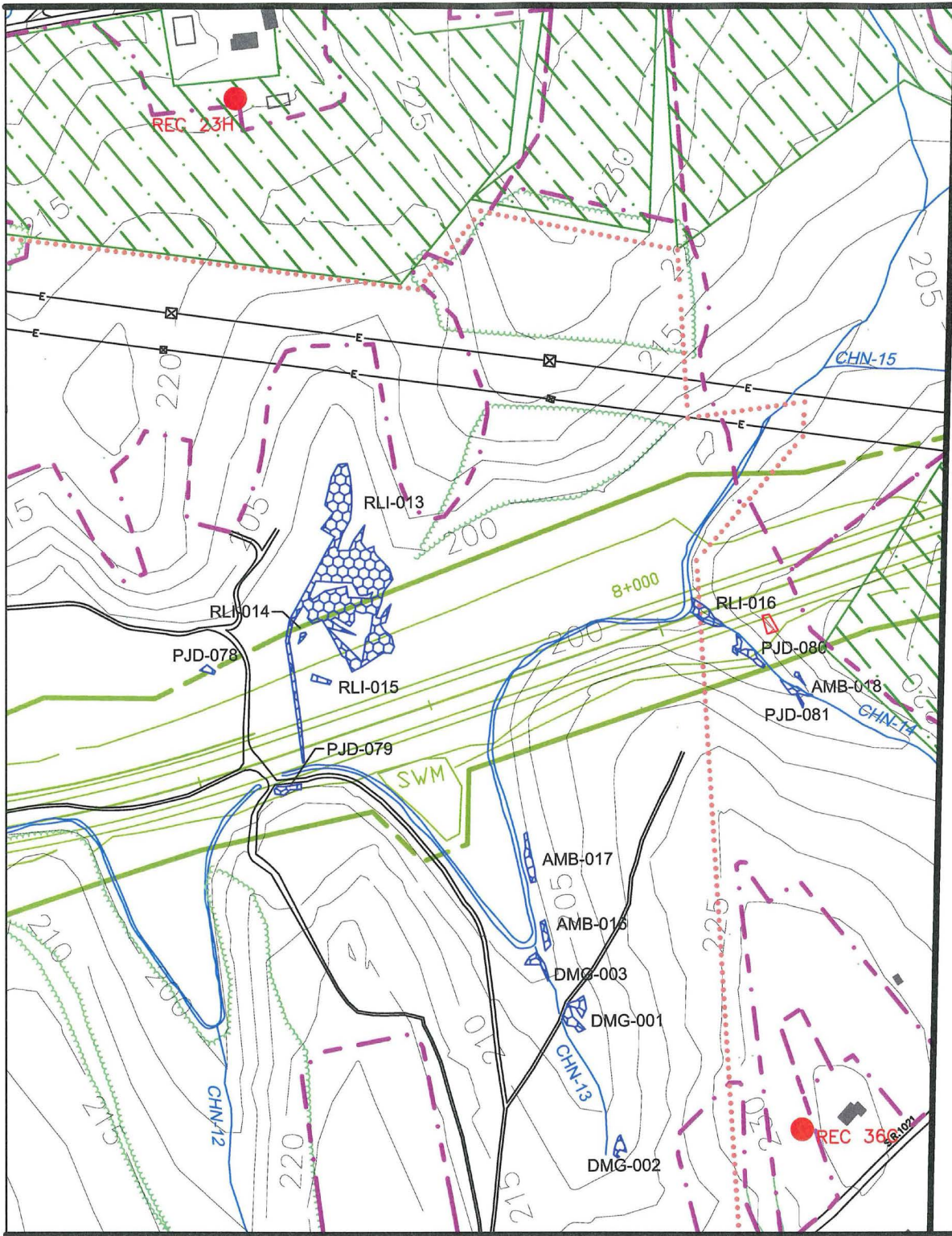
Match to OT2A

Plate 5B of 6



Legend

- | | | |
|--|--|--|
|  Agricultural Security Areas |  Historic Resource Areas |  High Archaeology |
|  Productive Farmland |  Wetland Area |  Stream |
|  Noise Receptor |  100 Year Floodplain |  Treeline |
|  Air Quality Modeling Site |  Very High Archaeology |  OT2A Alignment |
|  Noise Receptor and Air Quality Modeling Site |  Properties Containing Potential AST, UST, and Dump Areas | |



Match to OT2A

Plate 6 of 6

- Proposed Right-of-Way Line
- Top of Cut
- Toe of Fill Slope
- ... Ash Basin Properties



Central Susquehanna Valley Transportation Project

Alternative OT2A

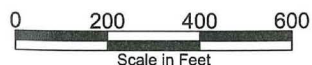
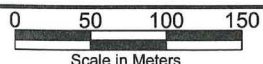
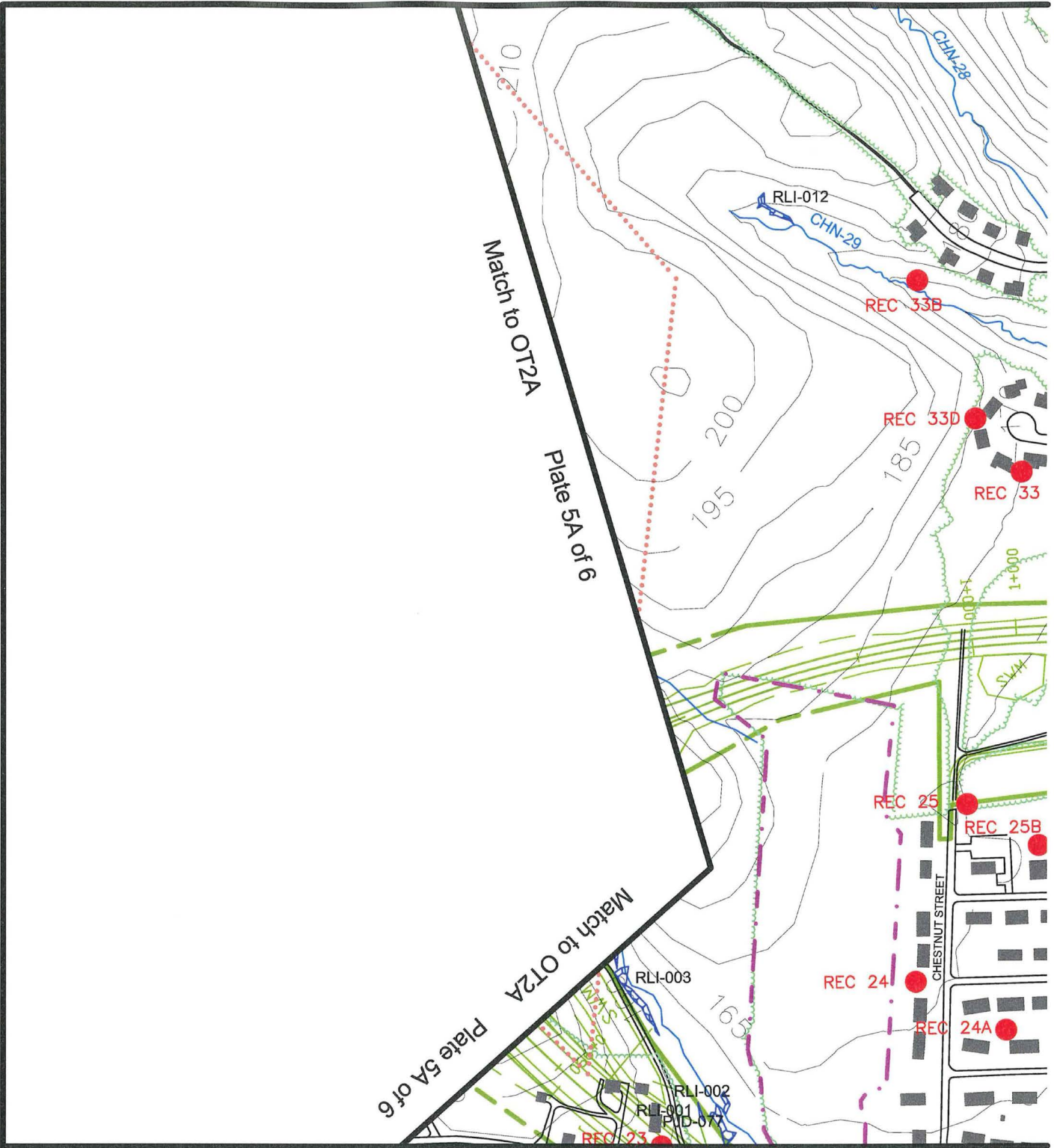
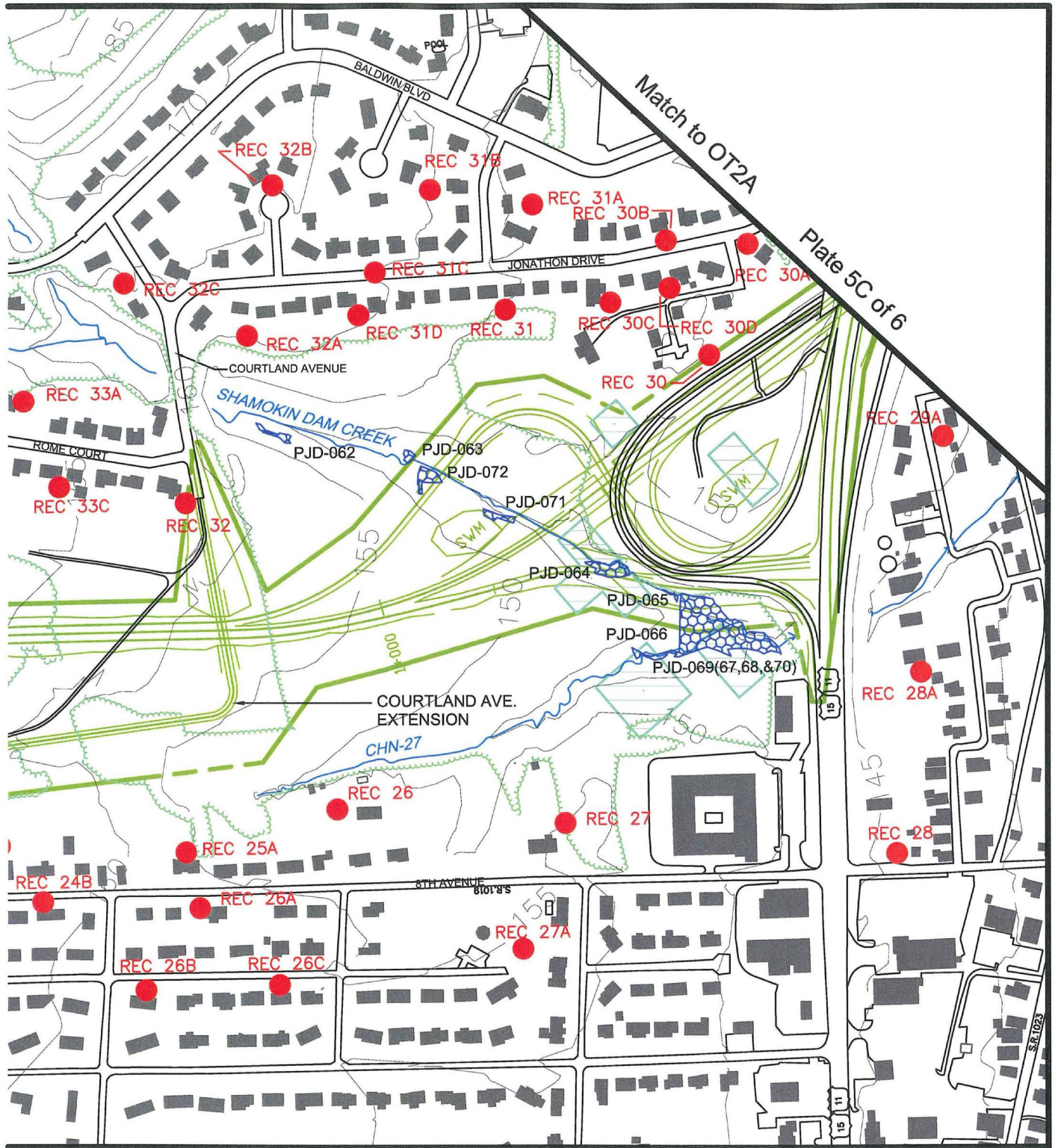


Plate 5A of 6



Legend

- | | | |
|--|--|--|
|  Agricultural Security Areas |  Historic Resource Areas |  High Archaeology |
|  Productive Farmland |  Wetland Area |  Stream |
|  Noise Receptor |  100 Year Floodplain |  Treeline |
|  Air Quality Modeling Site |  Very High Archaeology |  OT2A Alignment |
|  Noise Receptor and Air Quality Modeling Site |  Properties Containing Potential AST, UST, and Dump Areas | |



Match to OT2A

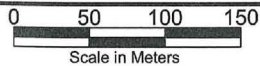
Plate 5C of 6

- Proposed Right-of-Way Line
- Top of Cut
- Toe of Fill Slope
- Ash Basin Properties

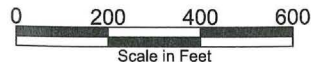


Central Susquehanna Valley Transportation Project

Alternative OT2A



Scale in Meters



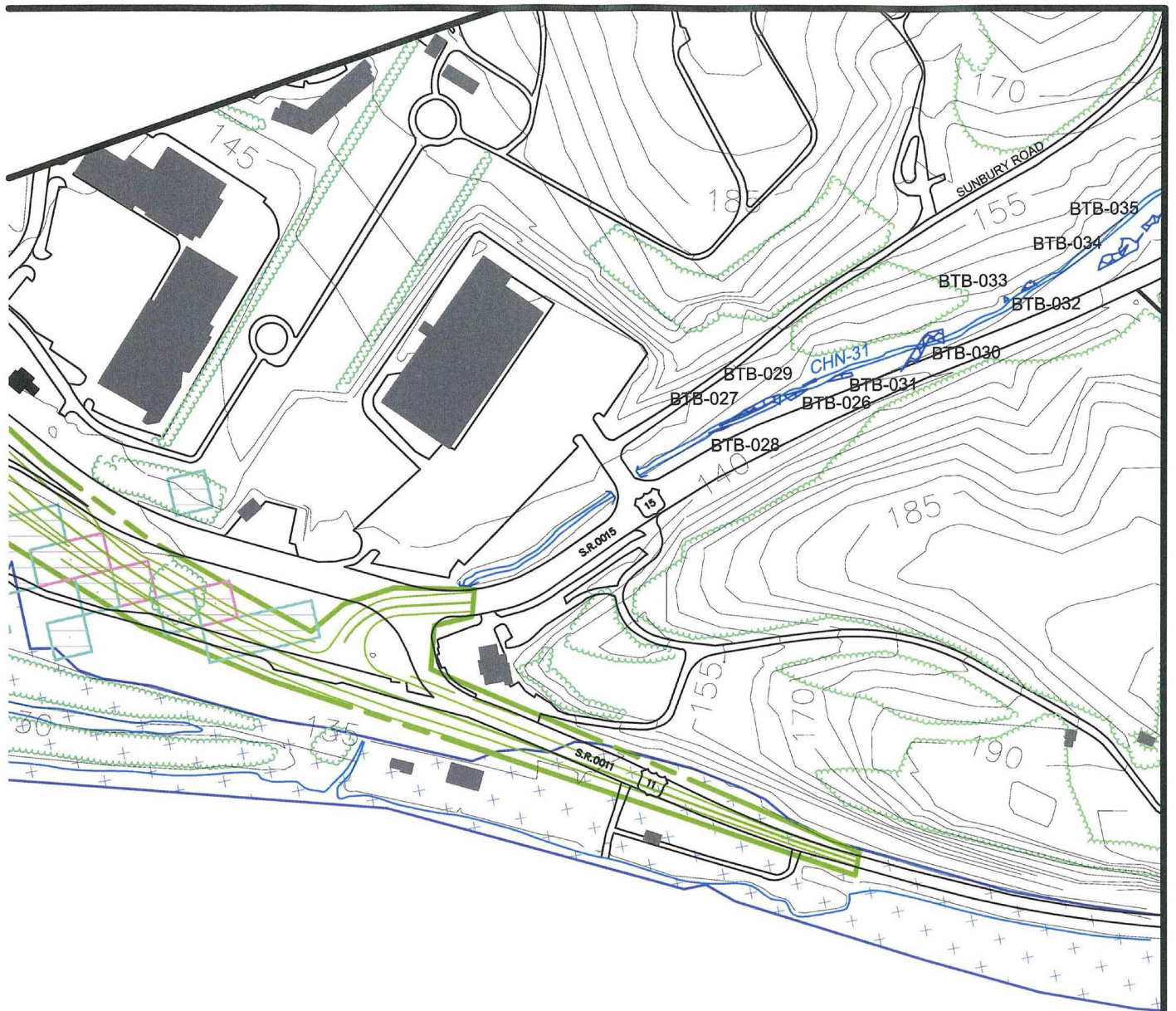
Scale in Feet

Plate 5B of 6





Legend

- | | | | | | |
|---|--|---|--|---|------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
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|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas | | |



SUSQUEHANNA RIVER

-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope



Central Susquehanna Valley Transportation Project

Alternative OT2A

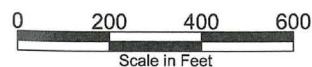
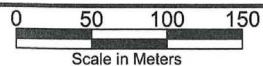
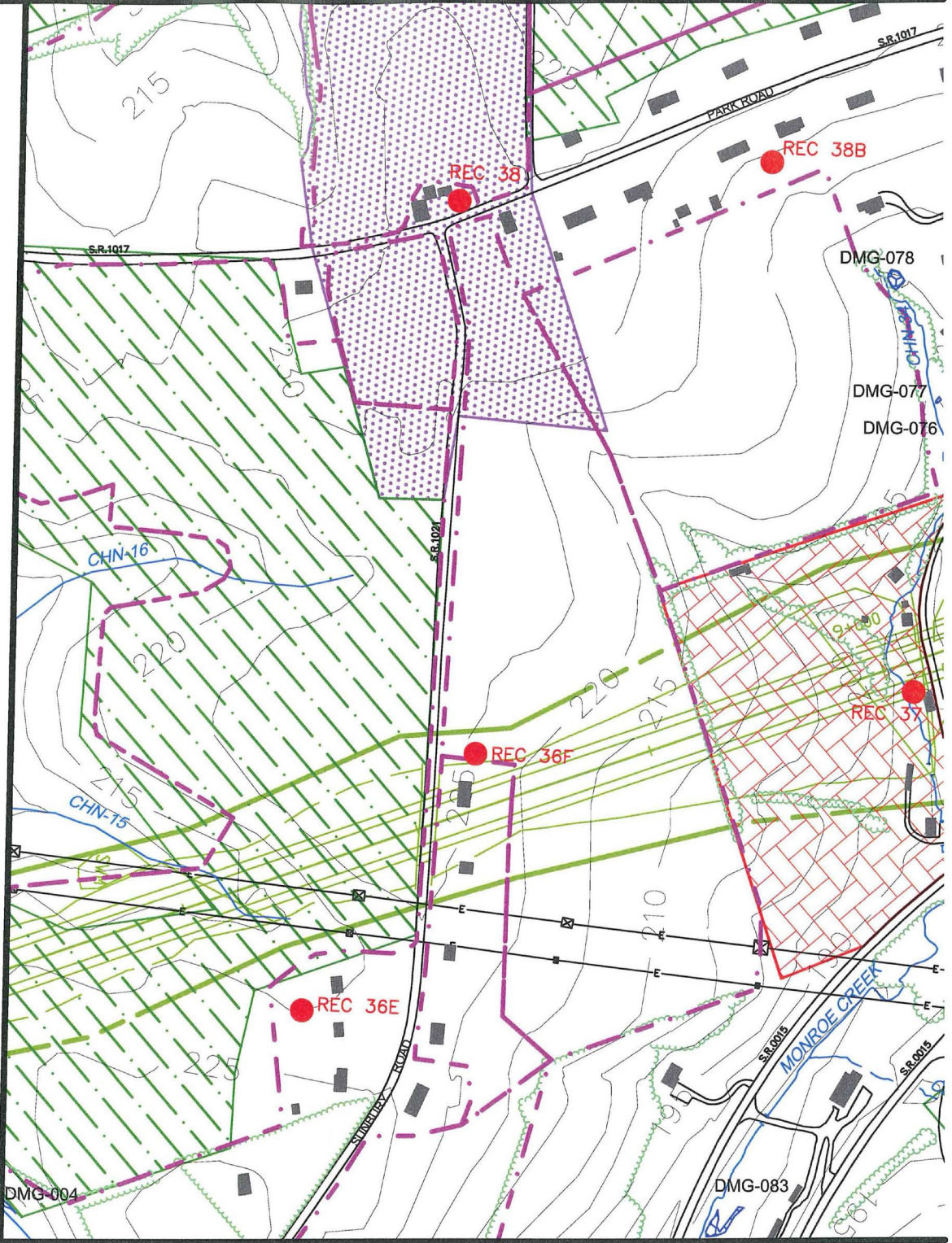


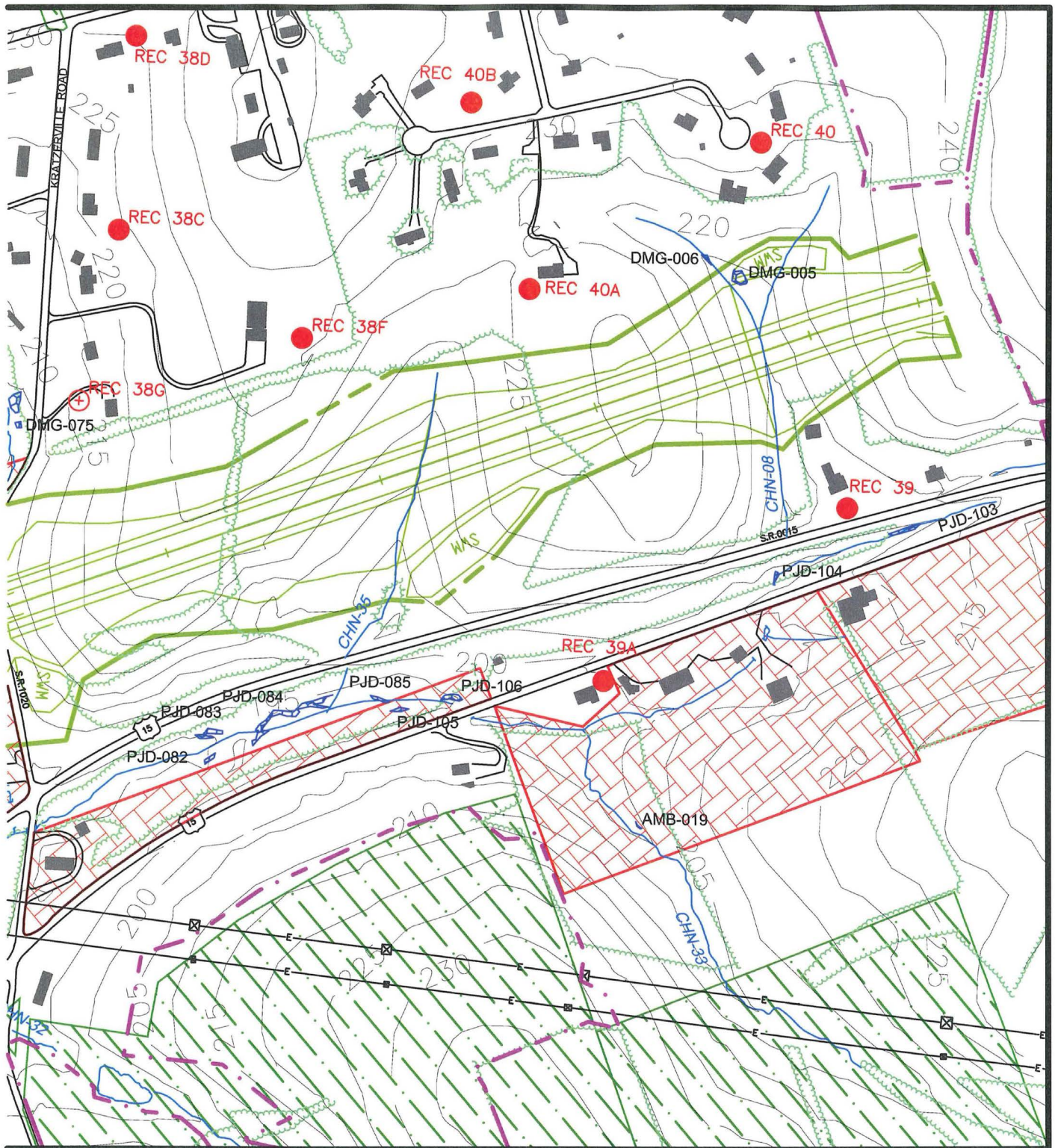
Plate 5C of 6

Match to OT2A
Plate 5A of 6



Legend

- | | | | | | |
|---|--|---|--|---|------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
|  | Air Quality Modeling Site |  | Very High Archaeology |  | OT2A Alignment |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas | | |



- Proposed Right-of-Way Line
- Top of Cut
- Toe of Fill Slope



Central Susquehanna Valley Transportation Project

Alternative OT2A

0 50 100 150
Scale in Meters

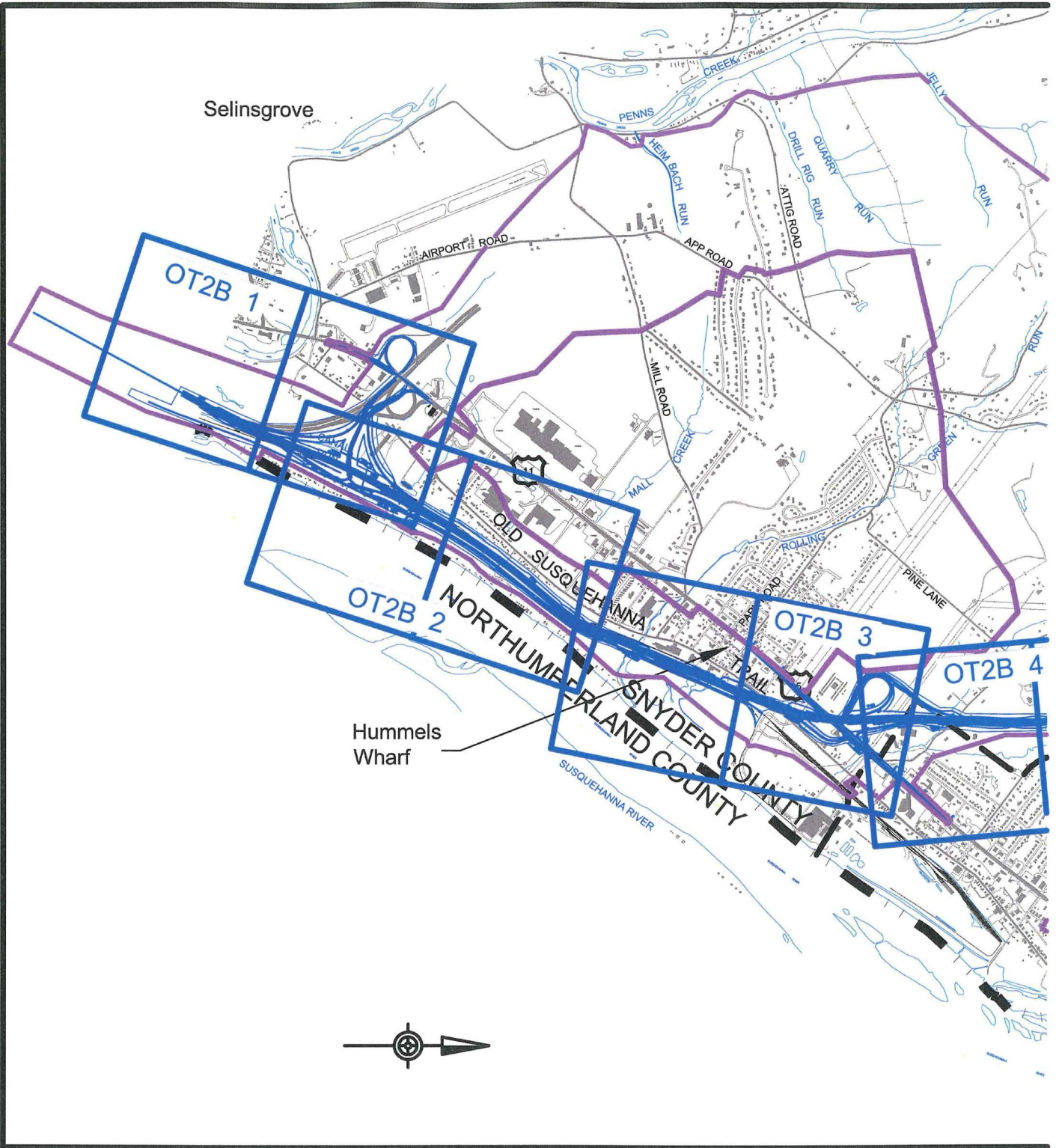
0 200 400 600
Scale in Feet

Plate 6 of 6



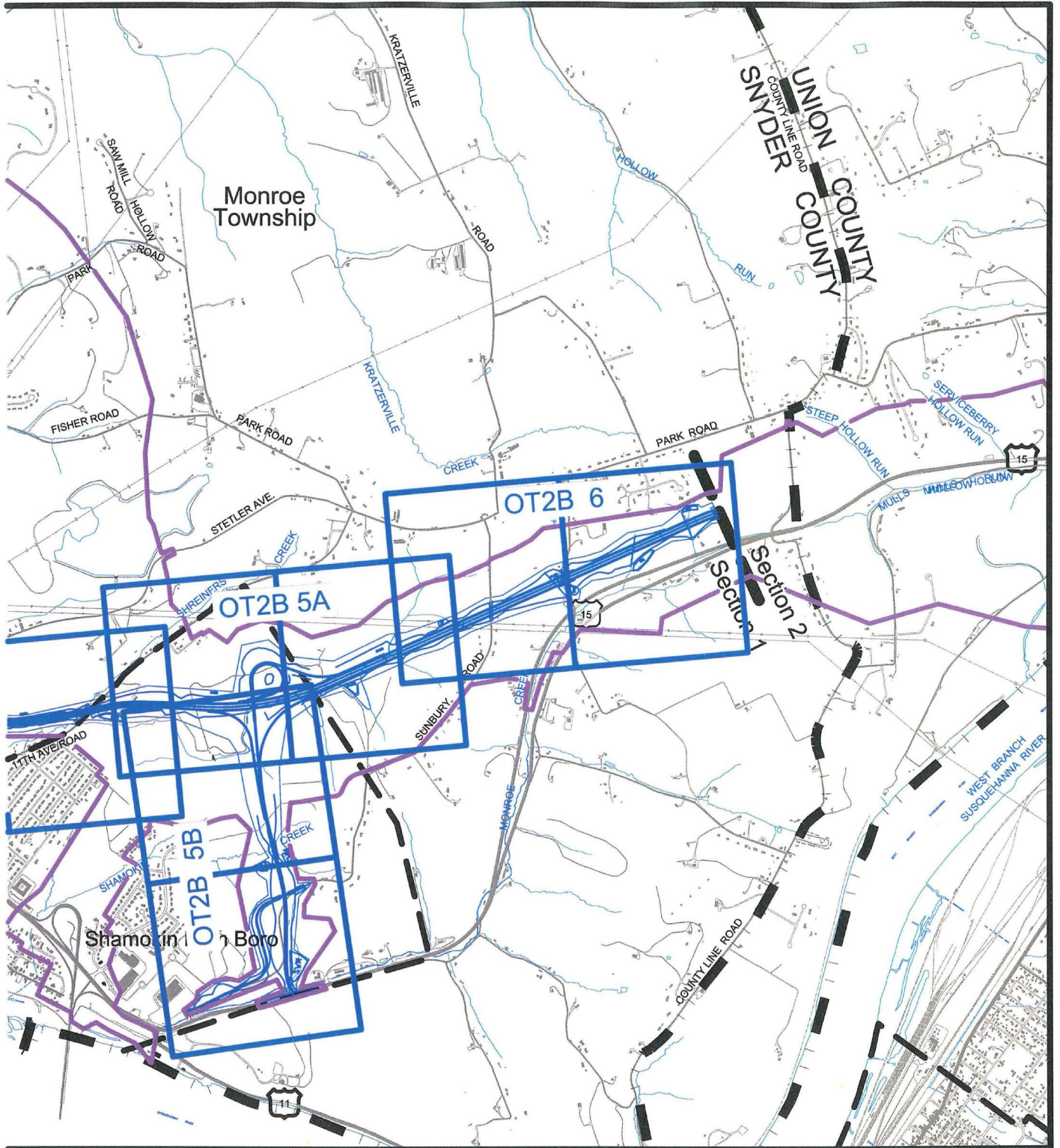
Alternative OT2B





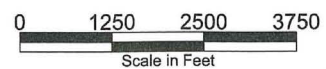
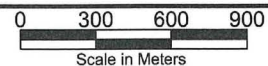
Legend

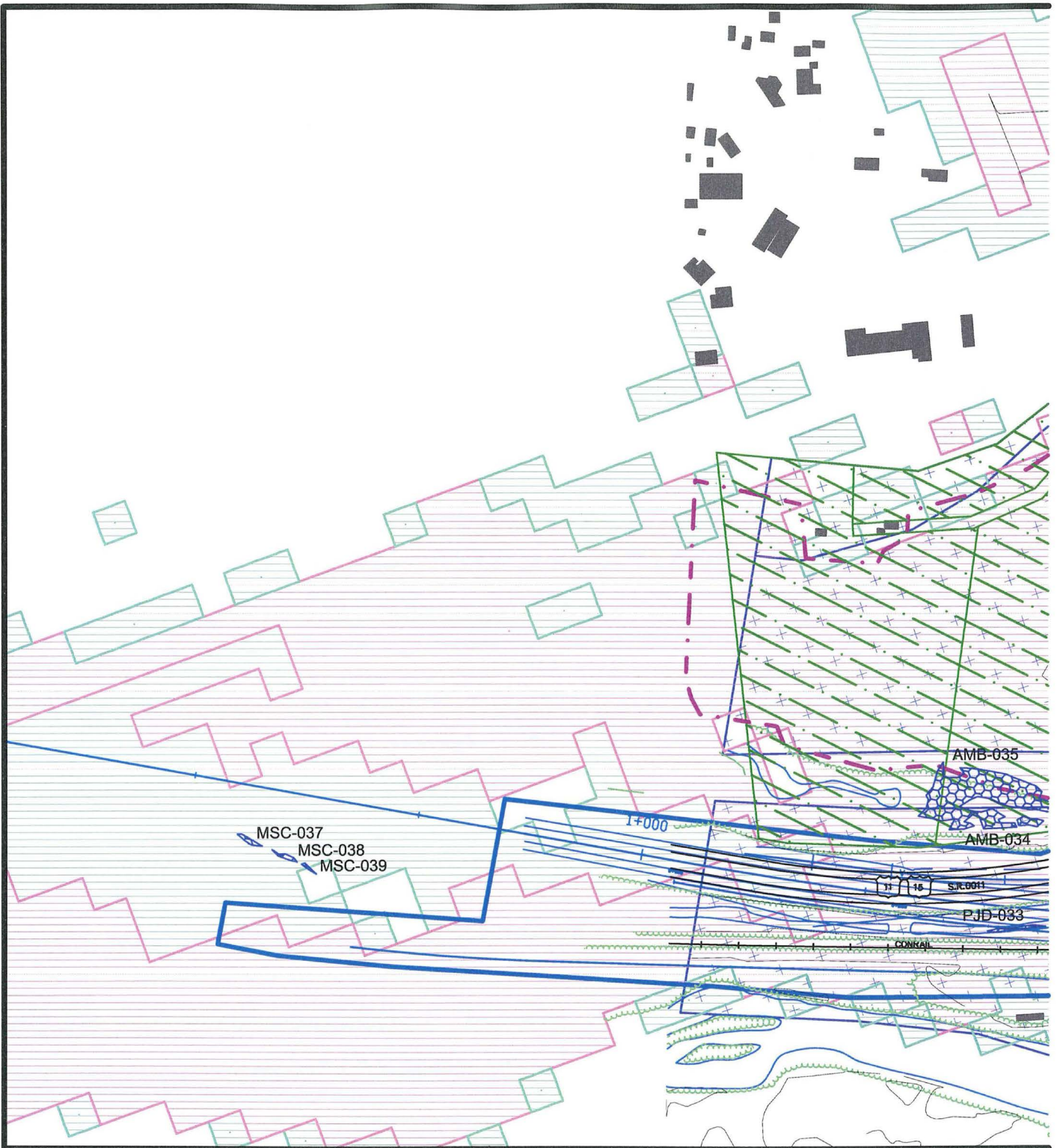
- Study Area Boundary
- Old Trail 2B Alternative



Central Susquehanna Valley
Transportation Project

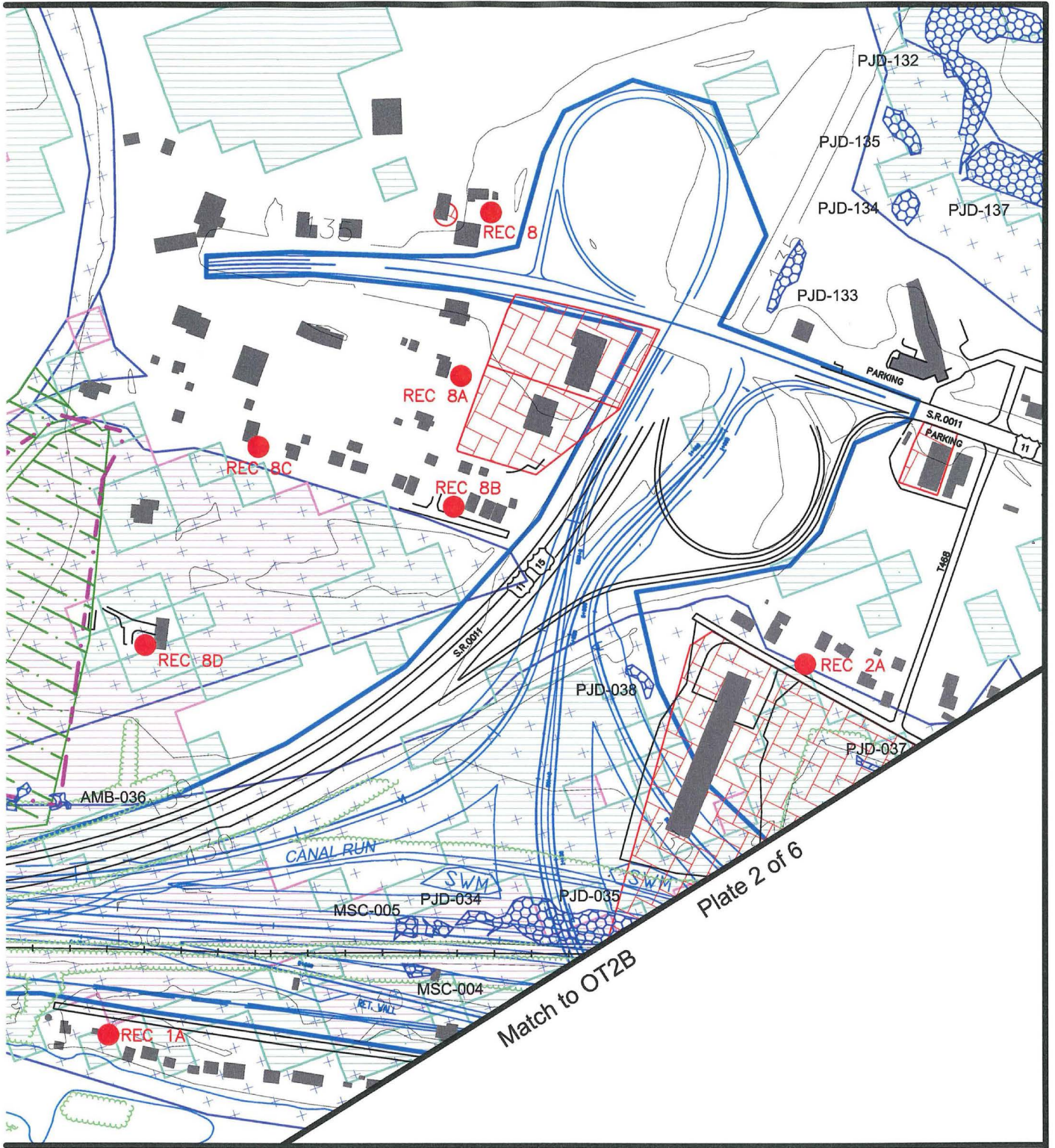
OT2B CONSTRAINT
MAPPING SHEET INDEX





Legend

- | | | | | | |
|---|--|---|--|---|------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
|  | Air Quality Modeling Site |  | Very High Archaeology |  | OT2B Alignment |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas | | |

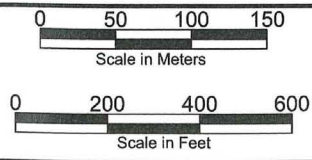


-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope



Central Susquehanna Valley
Transportation Project

Alternative OT2B





Legend

- | | | |
|--|--|--|
|  Agricultural Security Areas |  Historic Resource Areas |  High Archaeology |
|  Productive Farmland |  Wetland Area |  Stream |
|  Noise Receptor |  100 Year Floodplain |  Treeline |
|  Air Quality Modeling Site |  Very High Archaeology |  OT2B Alignment |
|  Noise Receptor and Air Quality Modeling Site |  Properties Containing Potential AST, UST, and Dump Areas | |



Match to OT2B

Plate 3 of 6

-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope
-  Ash Basin Properties



Central Susquehanna Valley Transportation Project

Alternative OT2B

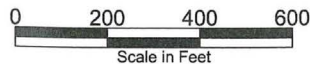
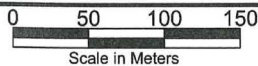
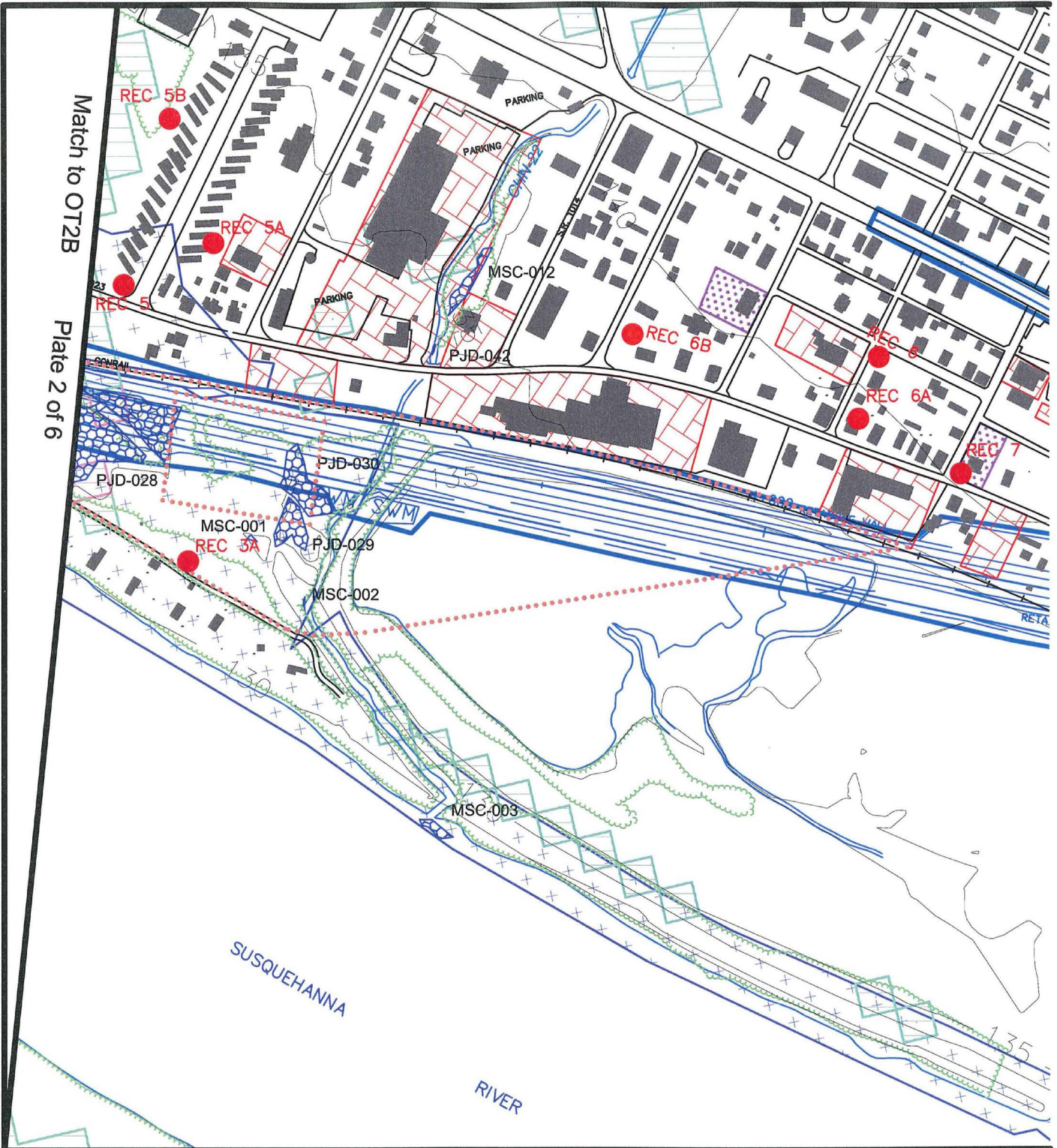


Plate 2 of 6



Legend

- | | | |
|--|--|--|
|  Agricultural Security Areas |  Historic Resource Areas |  High Archaeology |
|  Productive Farmland |  Wetland Area |  Stream |
|  Noise Receptor |  100 Year Floodplain |  Treeline |
|  Air Quality Modeling Site |  Very High Archaeology |  OT2B Alignment |
|  Noise Receptor and Air Quality Modeling Site |  Properties Containing Potential AST, UST, and Dump Areas | |

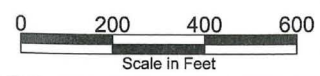
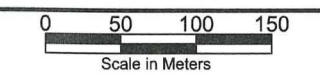


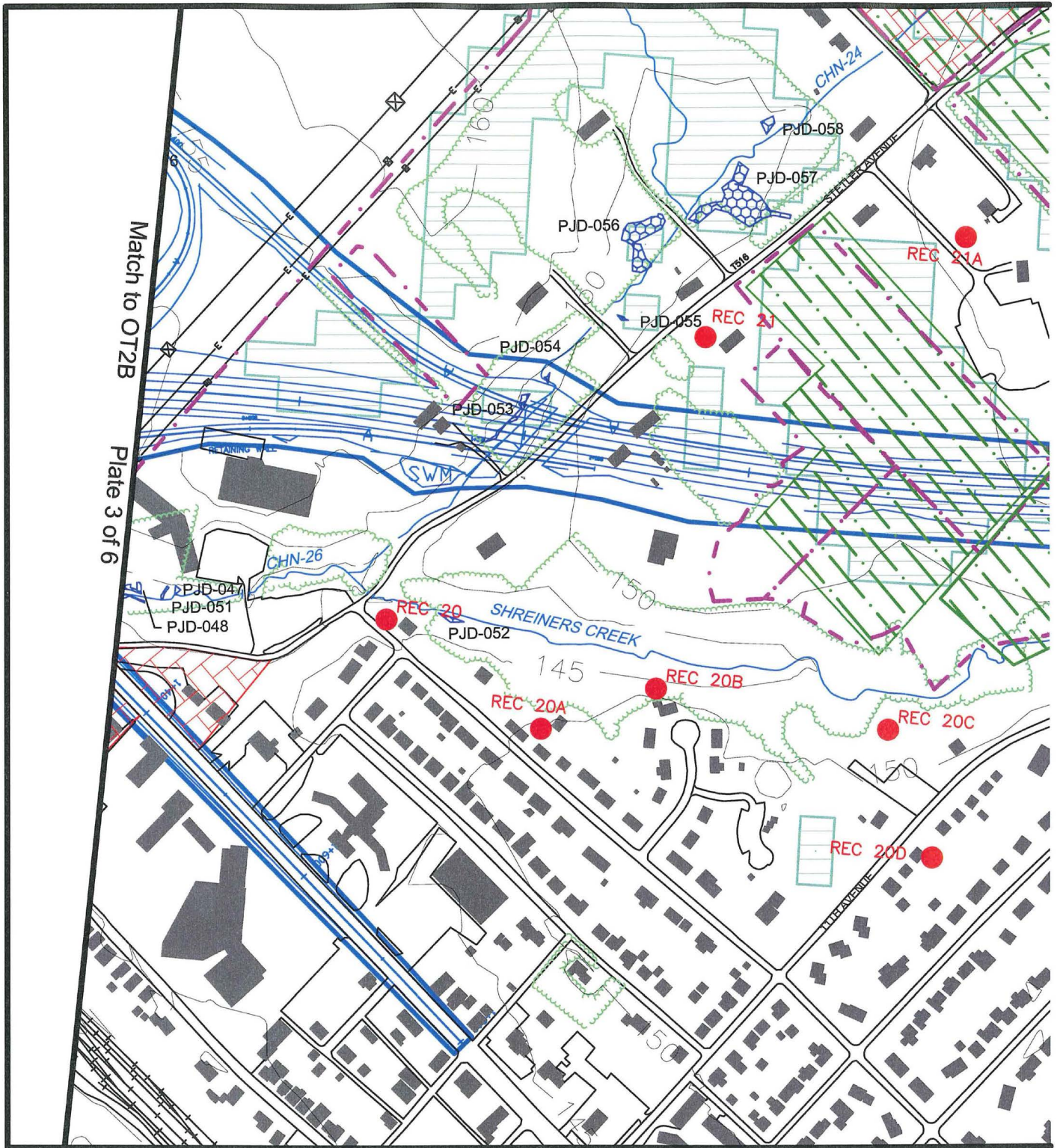
- - - Proposed Right-of-Way Line
- - - Top of Cut
- Toe of Fill Slope
- · · Ash Basin Properties



Central Susquehanna Valley
Transportation Project

Alternative OT2B

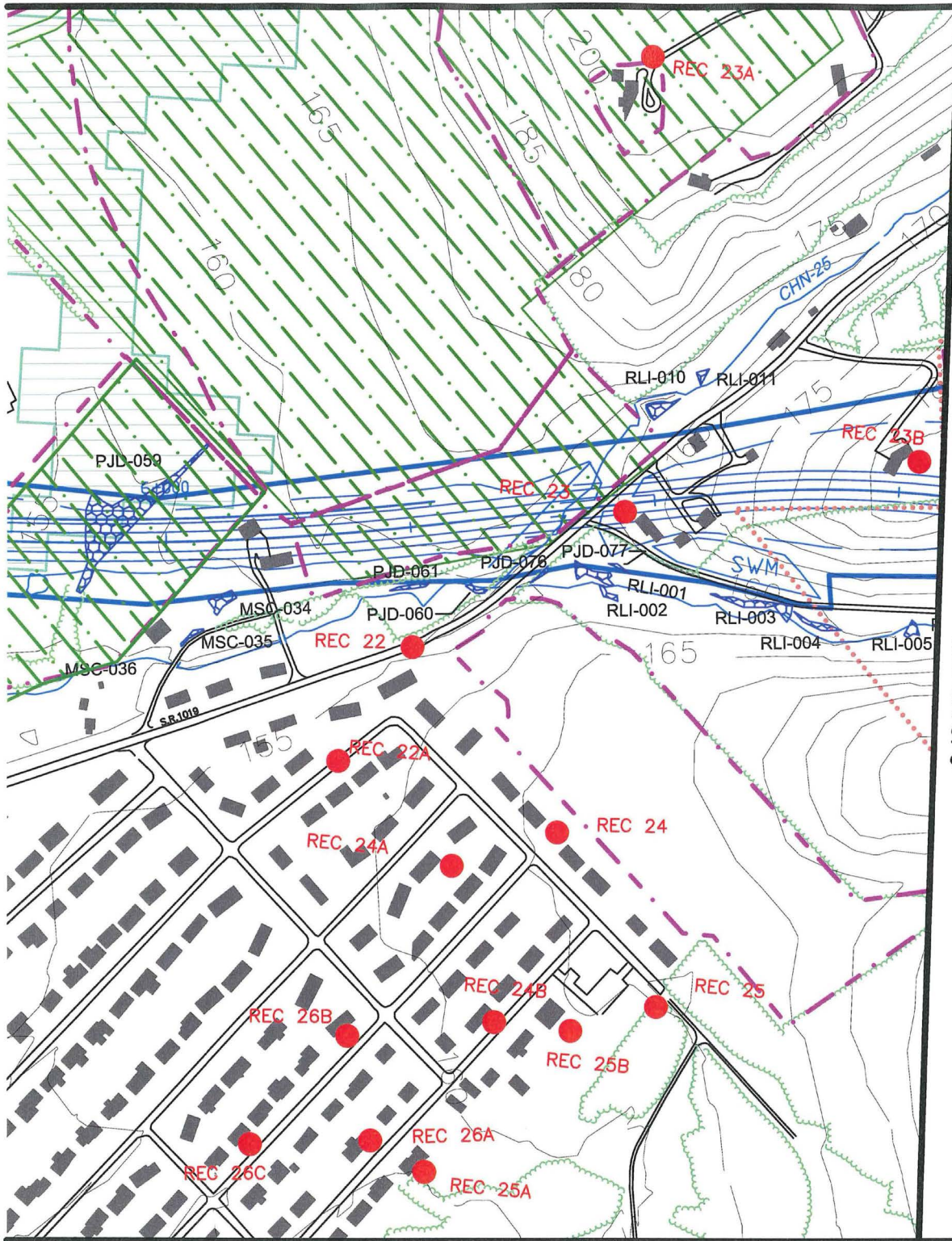








Match to OT2B
Plate 3 of 6

Legend

- | | | | | | |
|---|--|---|--|---|------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
|  | Air Quality Modeling Site |  | Very High Archaeology |  | OT2B Alignment |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas | | |



Match to OT2B
Plate 5A of 6

-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope
-  Ash Basin Properties



Central Susquehanna Valley Transportation Project

Alternative OT2B

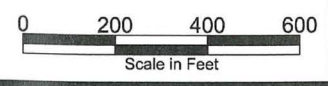
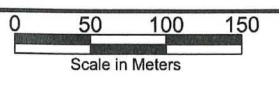
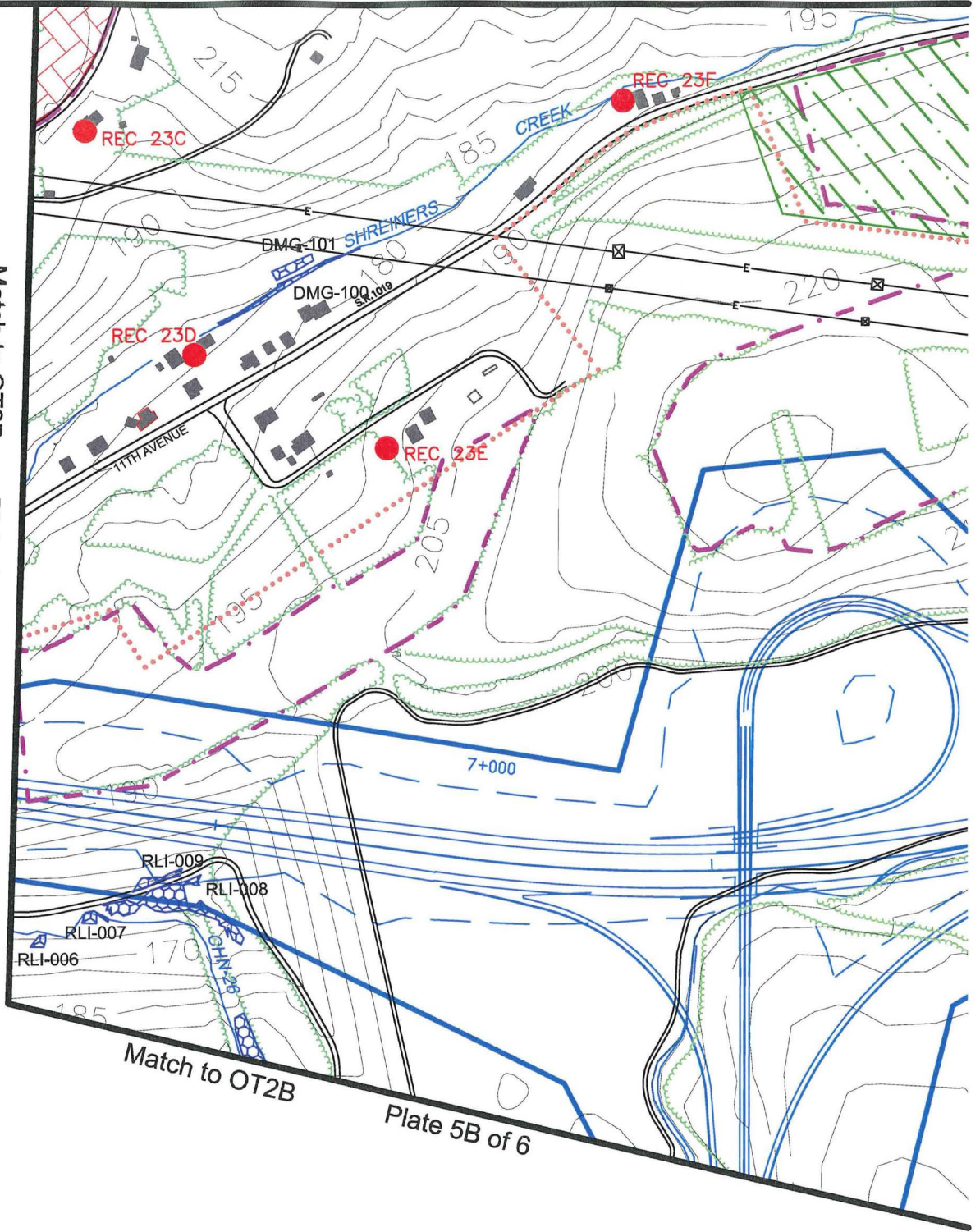


Plate 4 of 6

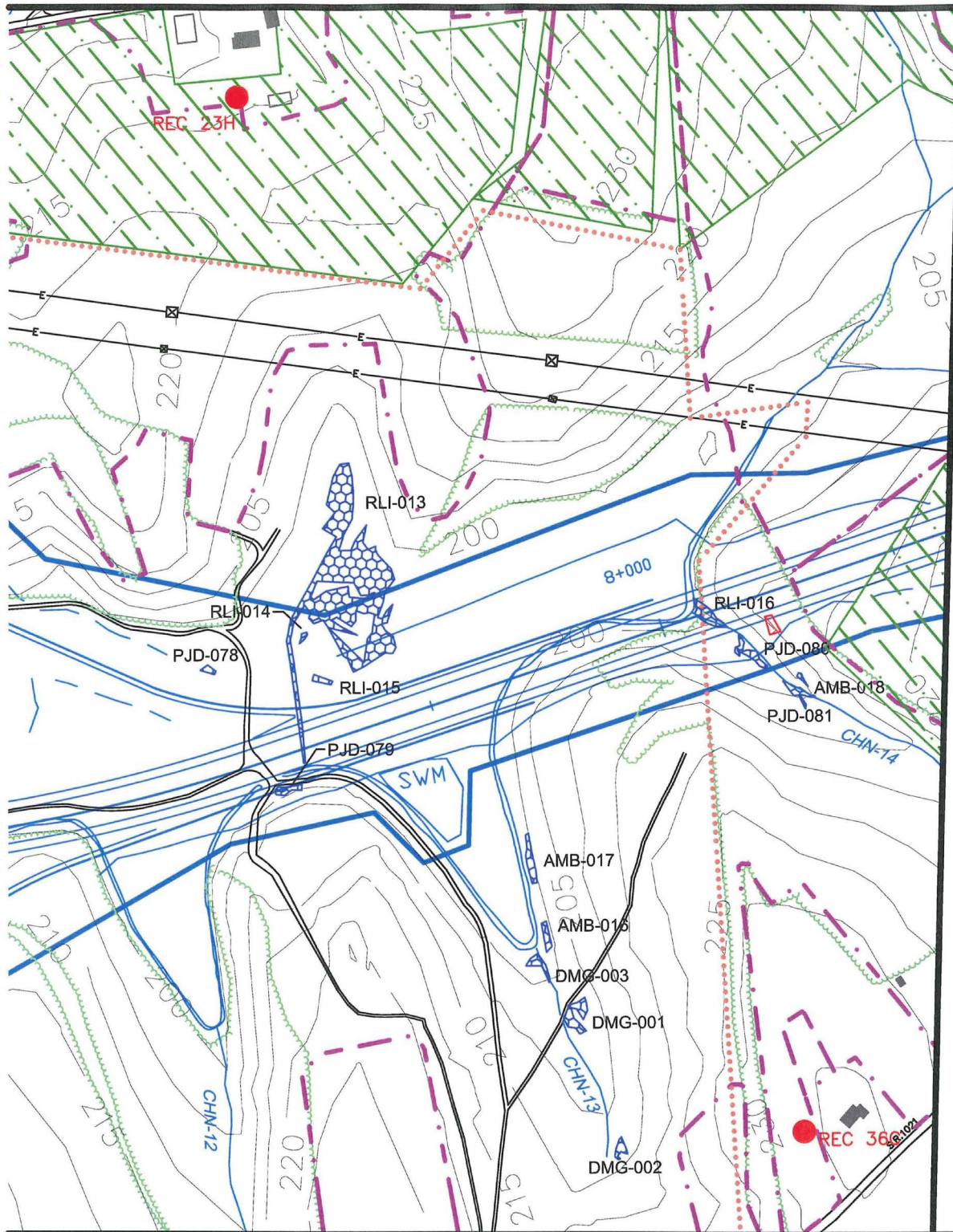
Match to OT2B
Plate 4 of 6



Match to OT2B
Plate 5B of 6

Legend

- | | | |
|--|--|--|
|  Agricultural Security Areas |  Historic Resource Areas |  High Archaeology |
|  Productive Farmland |  Wetland Area |  Stream |
|  Noise Receptor |  100 Year Floodplain |  Treeline |
|  Air Quality Modeling Site |  Very High Archaeology |  OT2B Alignment |
|  Noise Receptor and Air Quality Modeling Site |  Properties Containing Potential AST, UST, and Dump Areas | |



Match to OT2B

Plate 6 of 6

-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope
-  Ash Basin Properties



Central Susquehanna Valley Transportation Project

Alternative OT2B

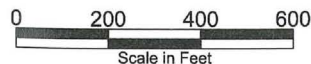
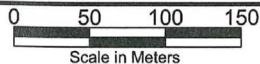
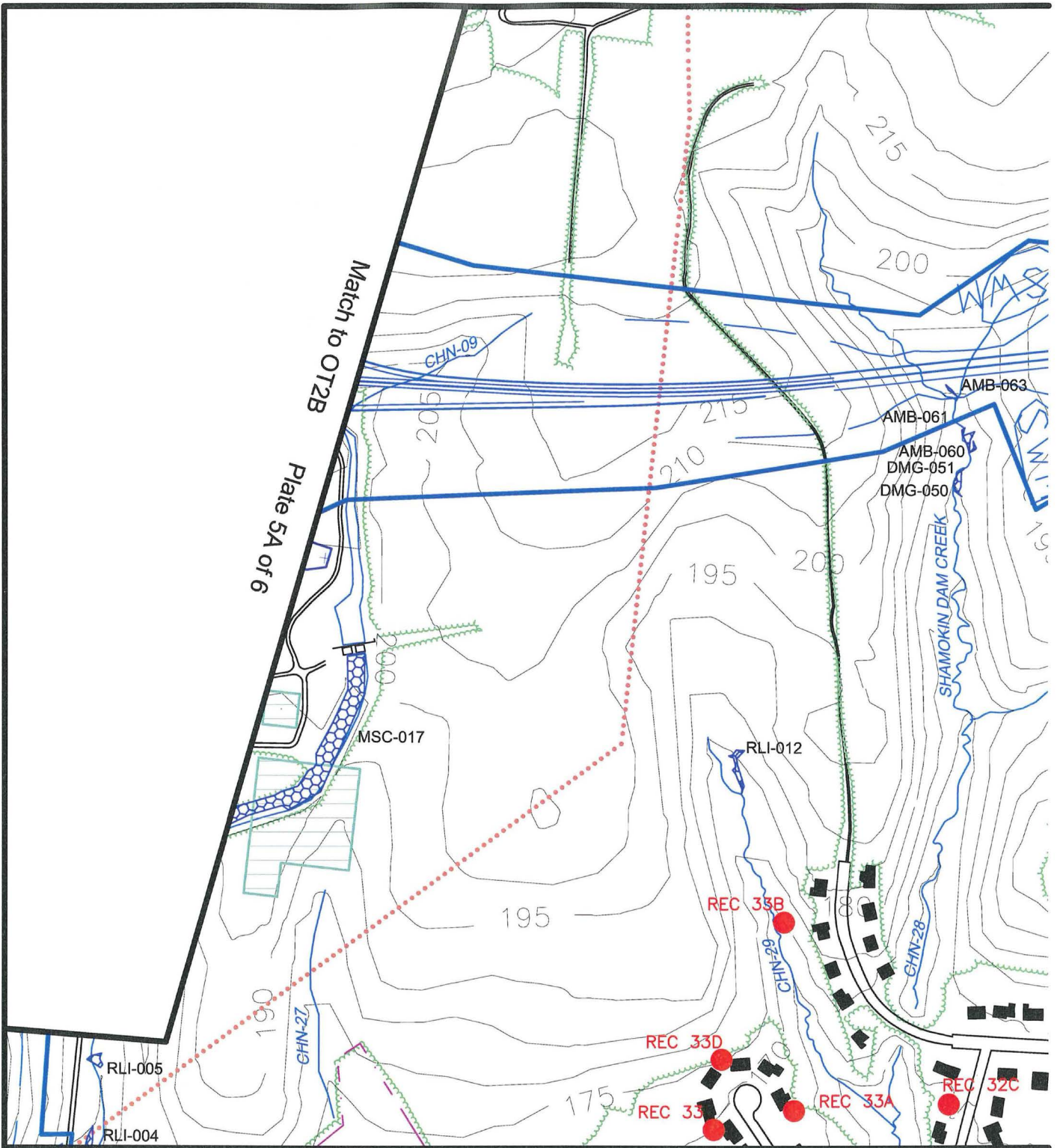
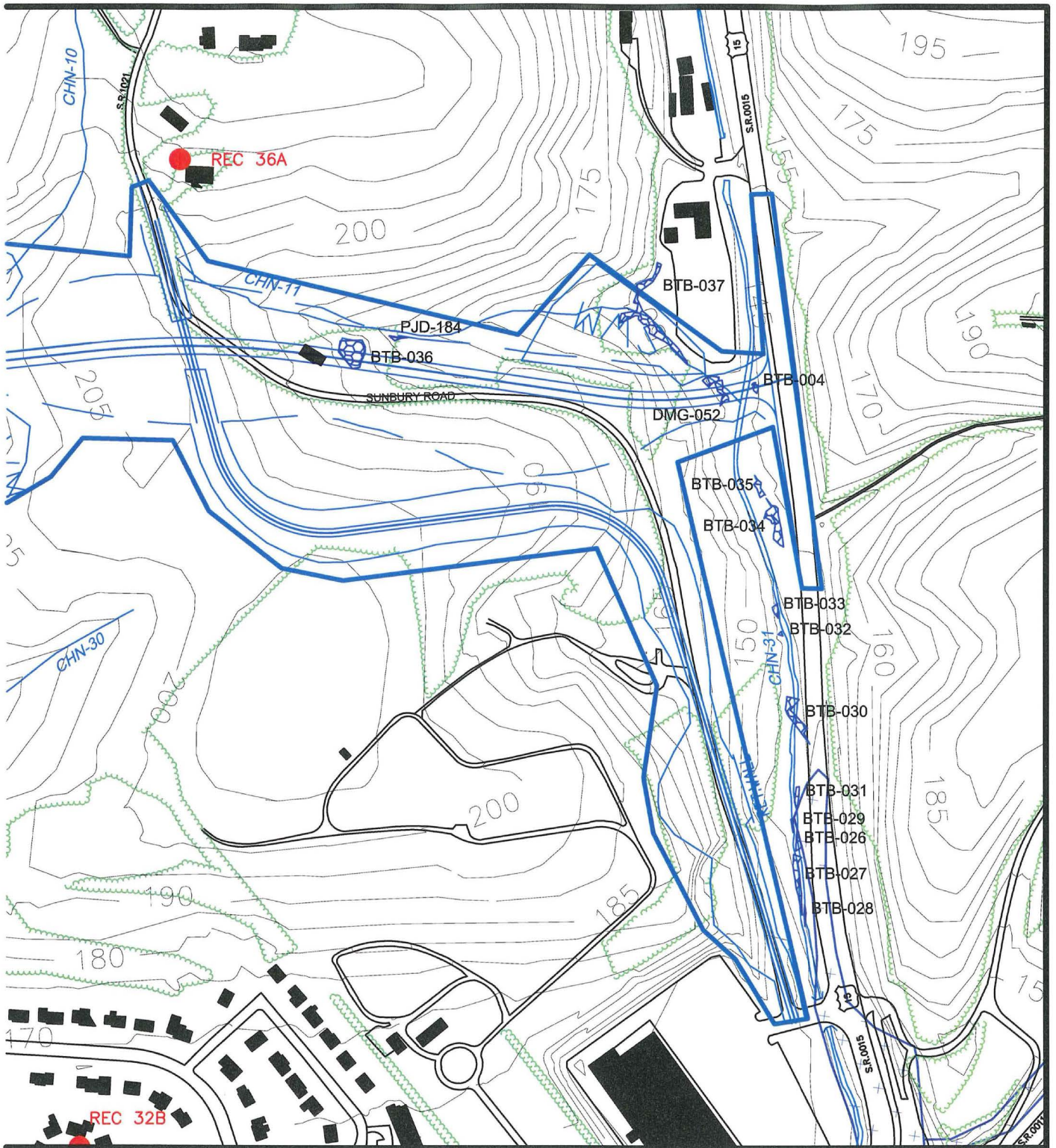


Plate 5A of 6



Legend

- | | | | | | |
|---|--|---|--|---|------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
|  | Air Quality Modeling Site |  | Very High Archaeology |  | OT2B Alignment |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas | | |



- Proposed Right-of-Way Line
- - - Top of Cut
- Toe of Fill Slope
- Ash Basin Properties



Central Susquehanna Valley Transportation Project

Alternative OT2B

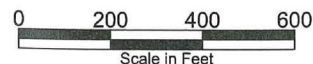
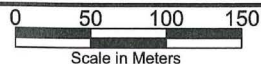
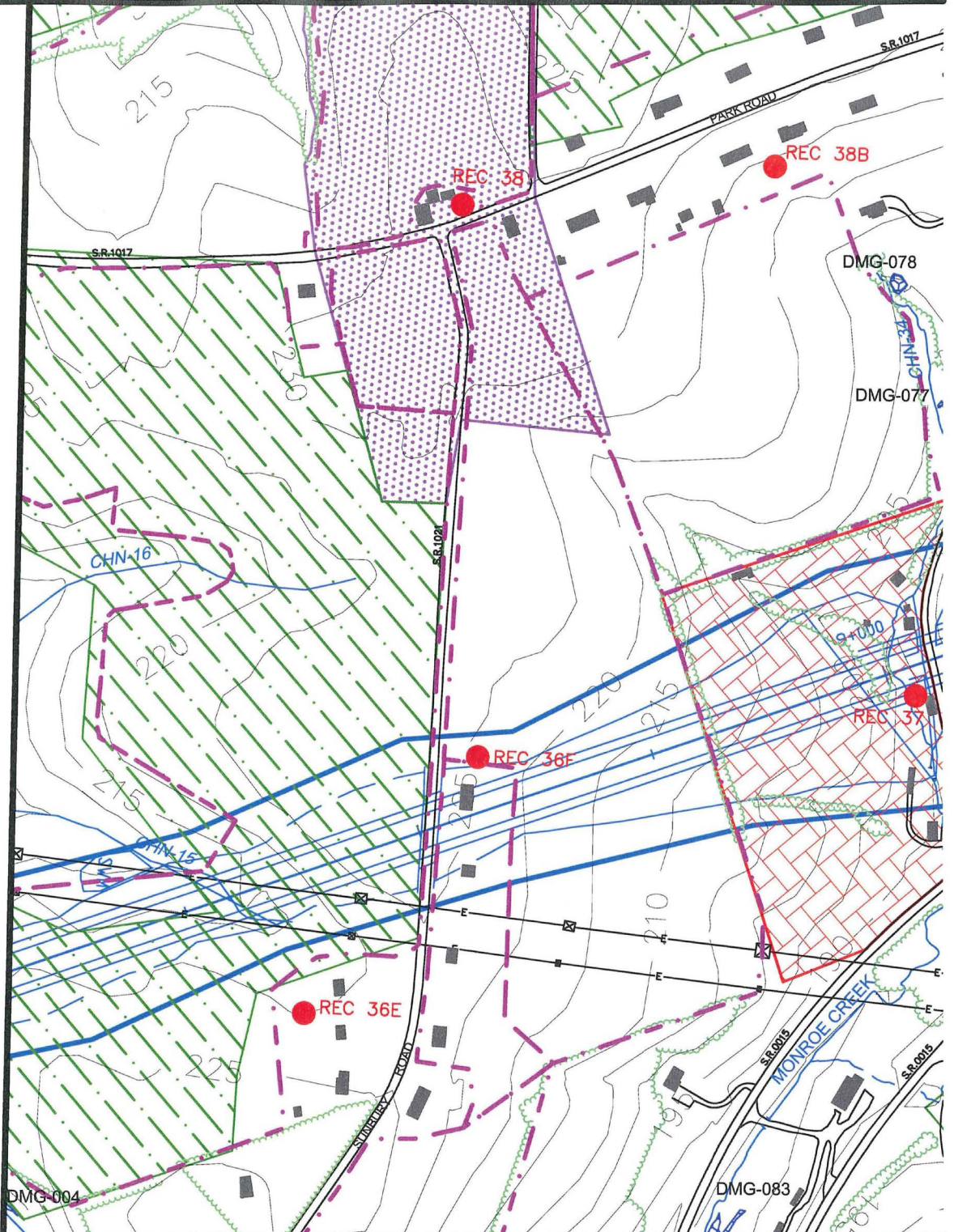


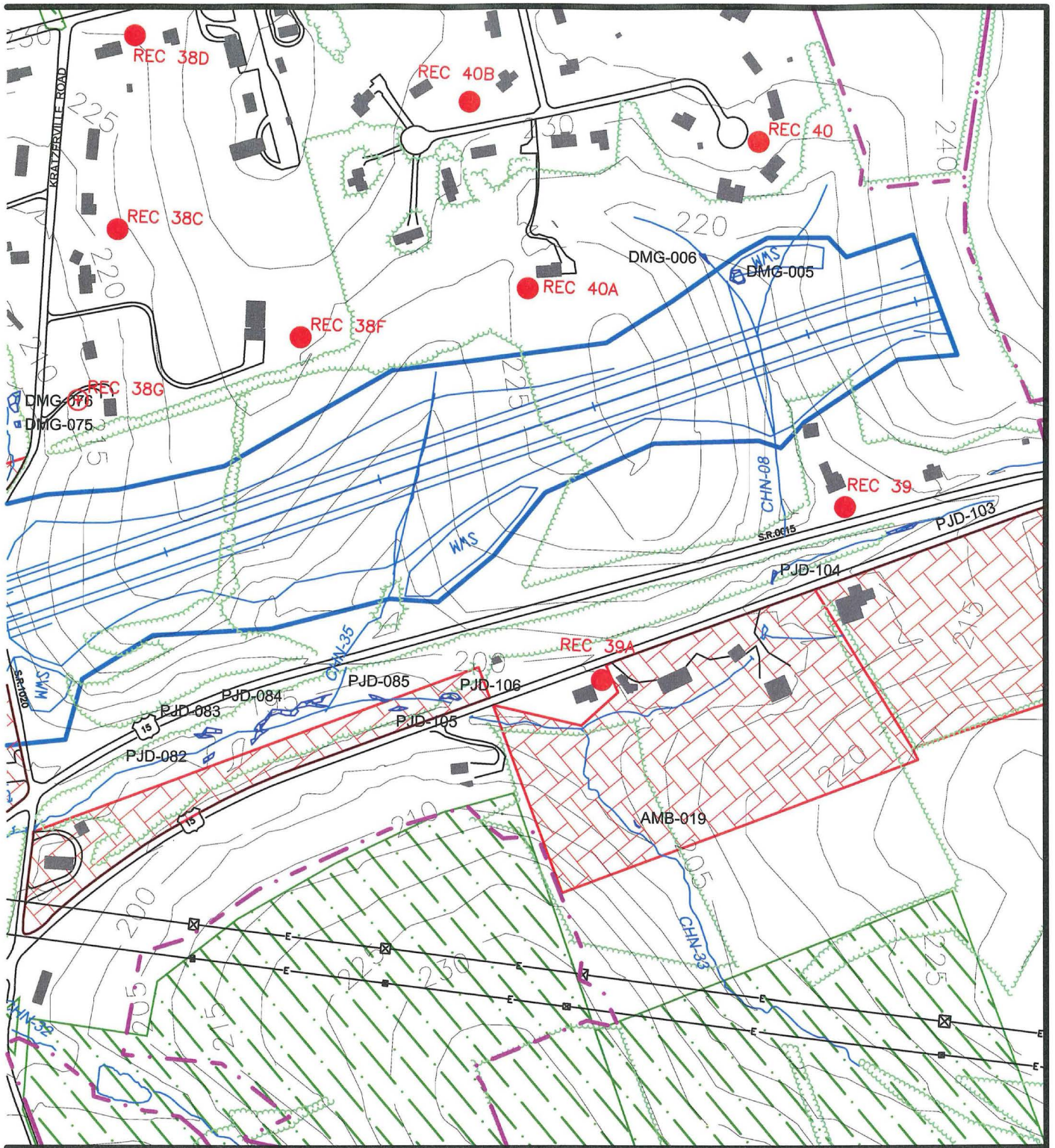
Plate 5B of 6

Match to OT2B
Plate 5A of 6



Legend

- | | | | | | |
|---|--|---|--|---|------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
|  | Air Quality Modeling Site |  | Very High Archaeology |  | OT2B Alignment |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas | | |



— Proposed Right-of-Way Line

- - - Top of Cut

— Toe of Fill Slope



Central Susquehanna Valley Transportation Project

Alternative OT2B

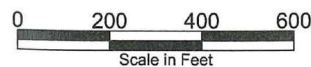
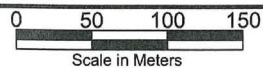


Plate 6 of 6



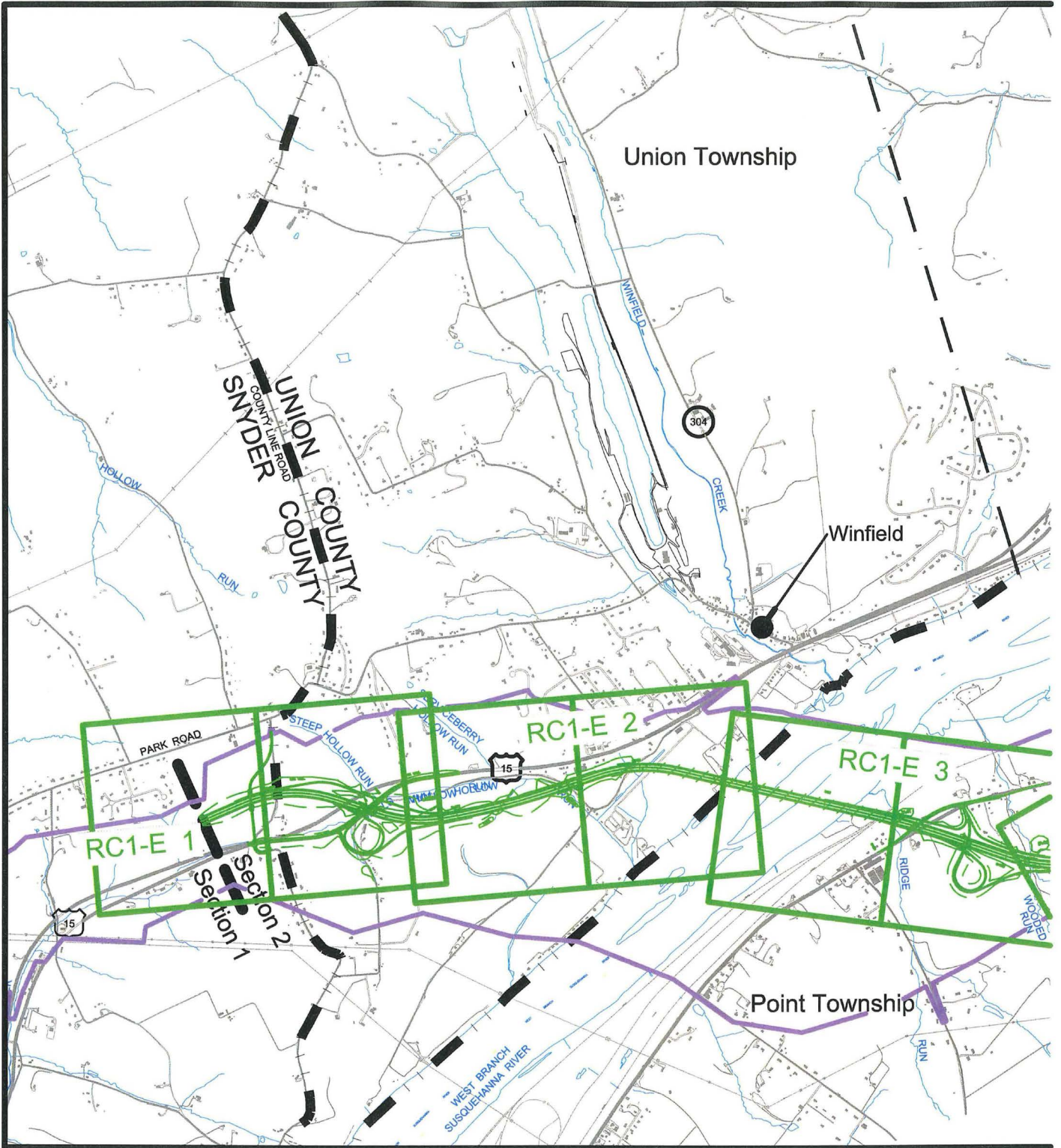
B. Section 2
Constraint Mapping





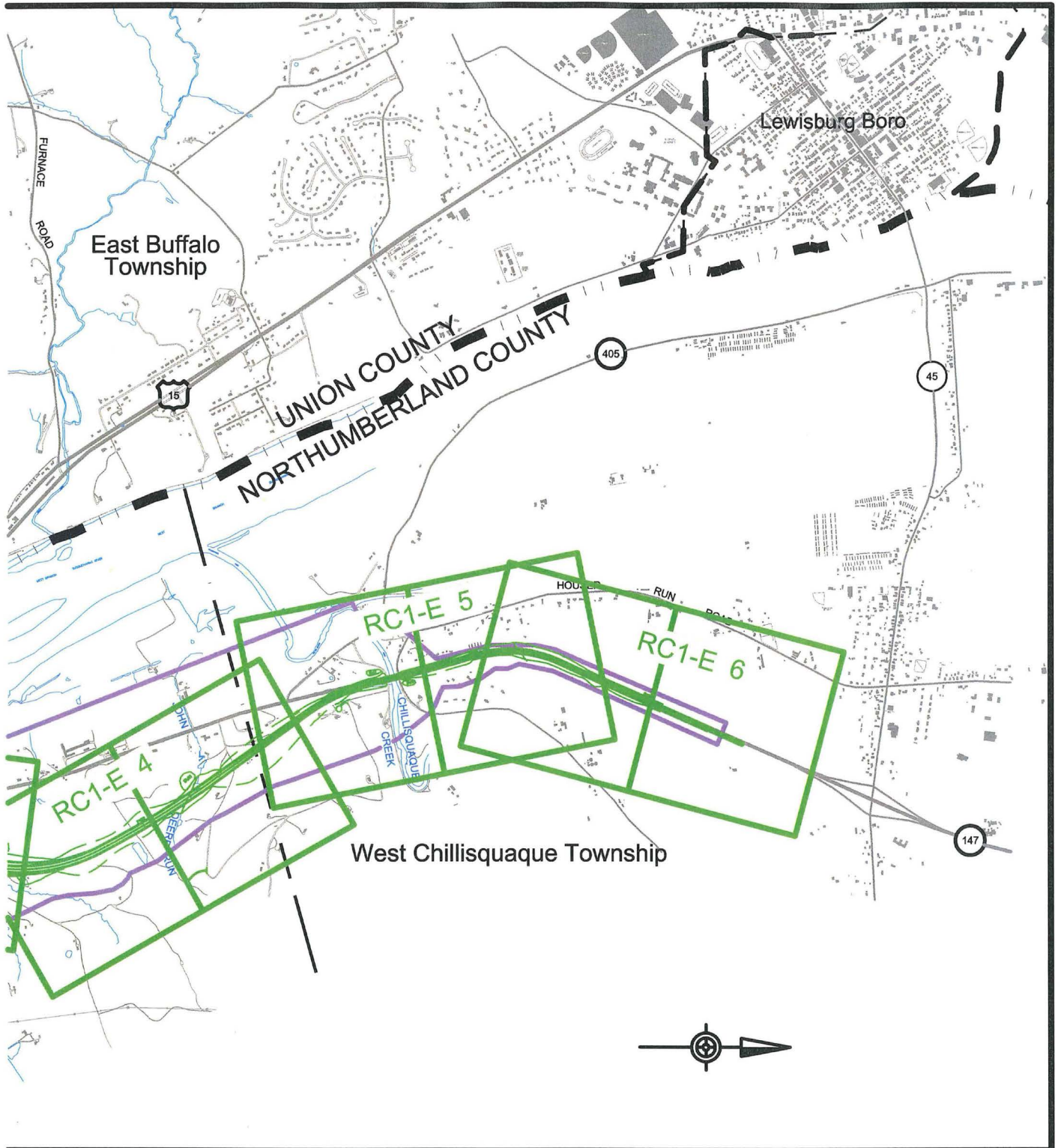
Alternative RC1-E





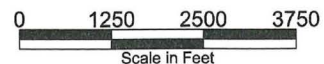
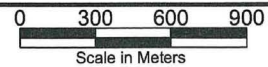
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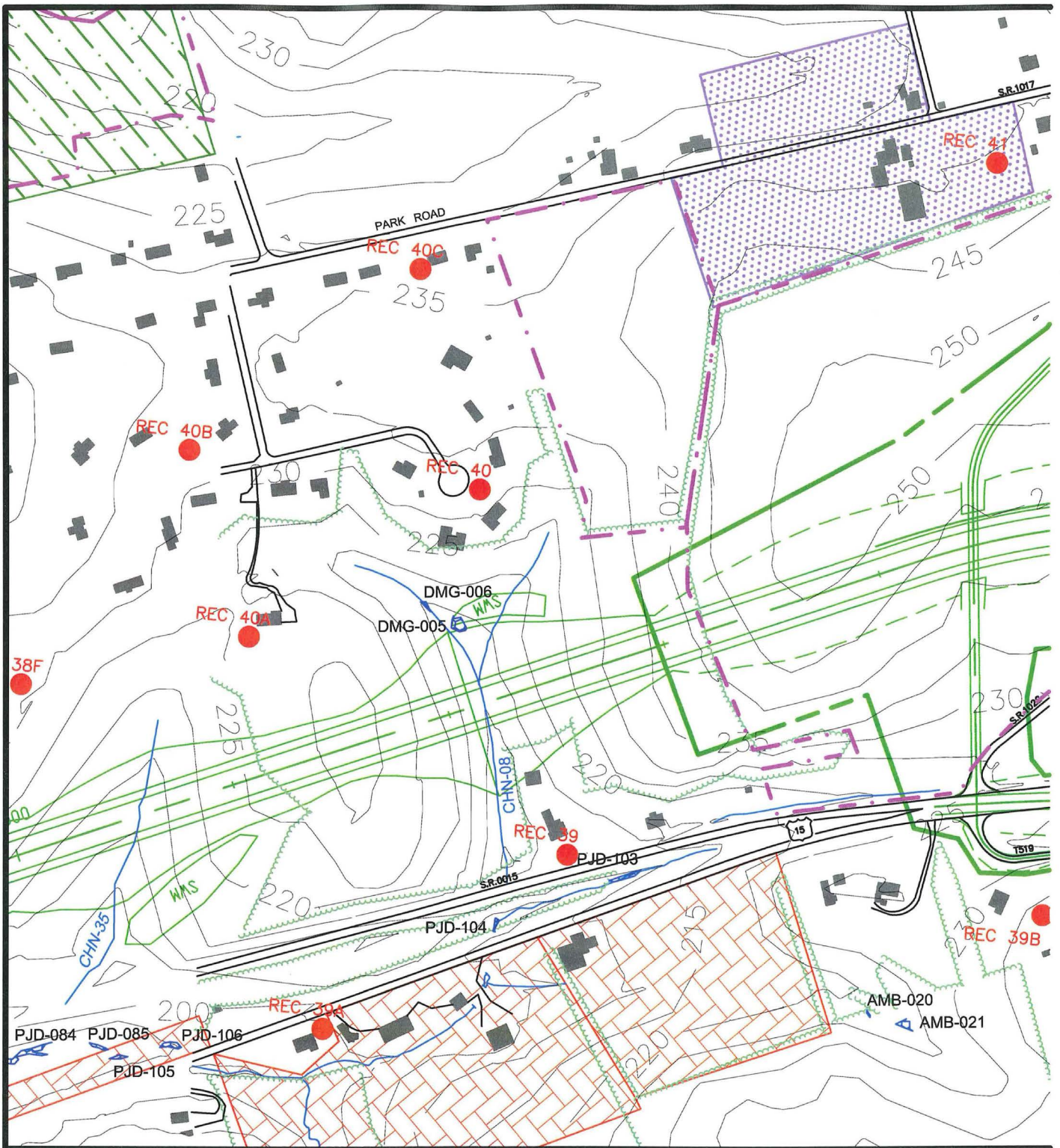
- Study Area Boundary
- River Crossing 1 - East Alternative



Central Susquehanna Valley
Transportation Project

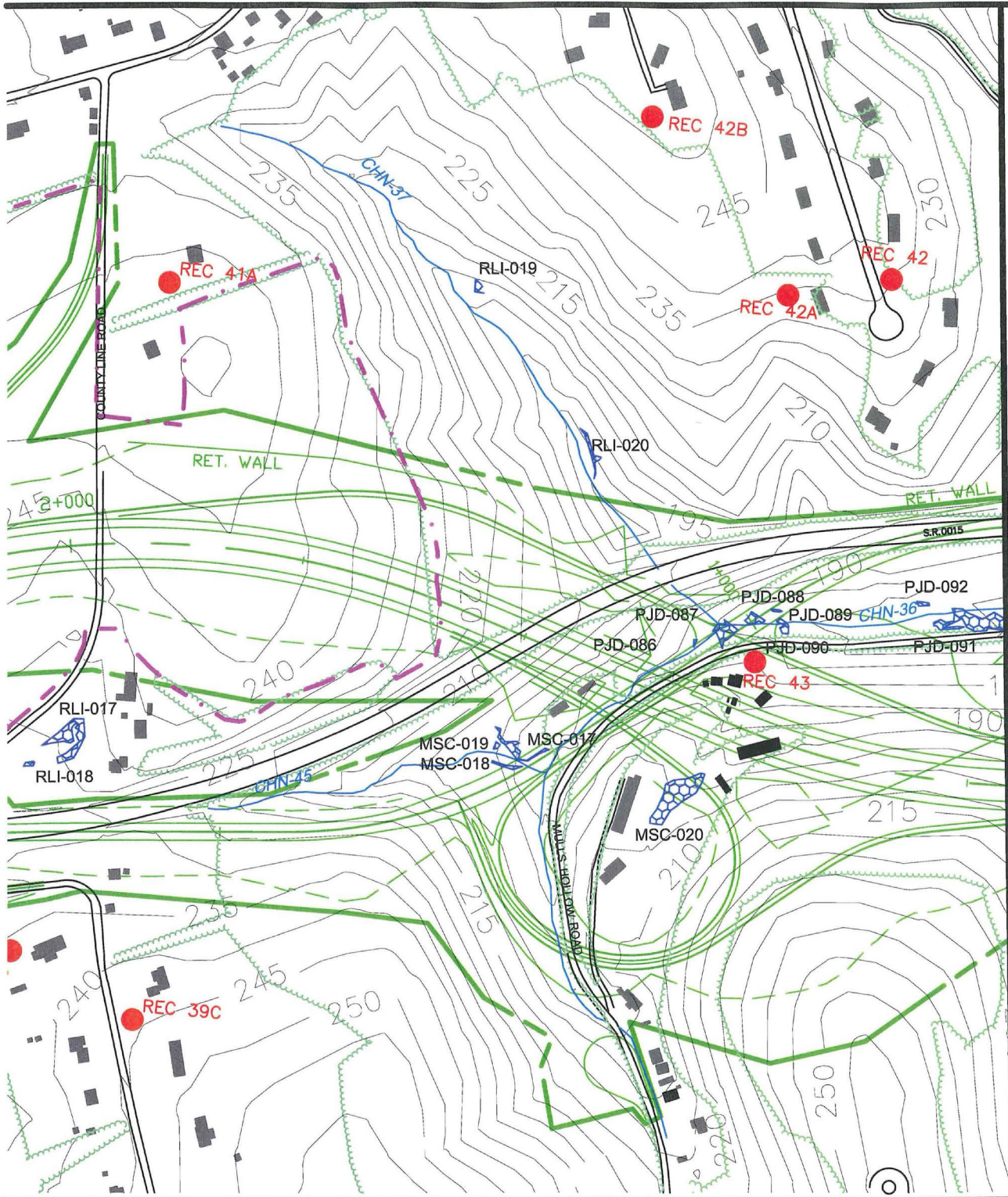
RC1-E CONSTRAINT
MAPPING SHEET INDEX







Legend

- | | | | | | |
|---|--|---|--|---|------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
|  | Air Quality Modeling Site |  | Very High Archaeology |  | RC1-E Alignment |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas | | |



Match to RC1-E
Plate 2 of 6

-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope



Central Susquehanna Valley Transportation Project

Alternative RC1-E

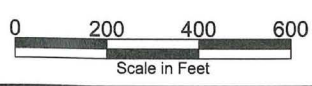
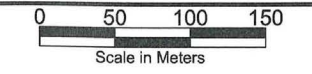
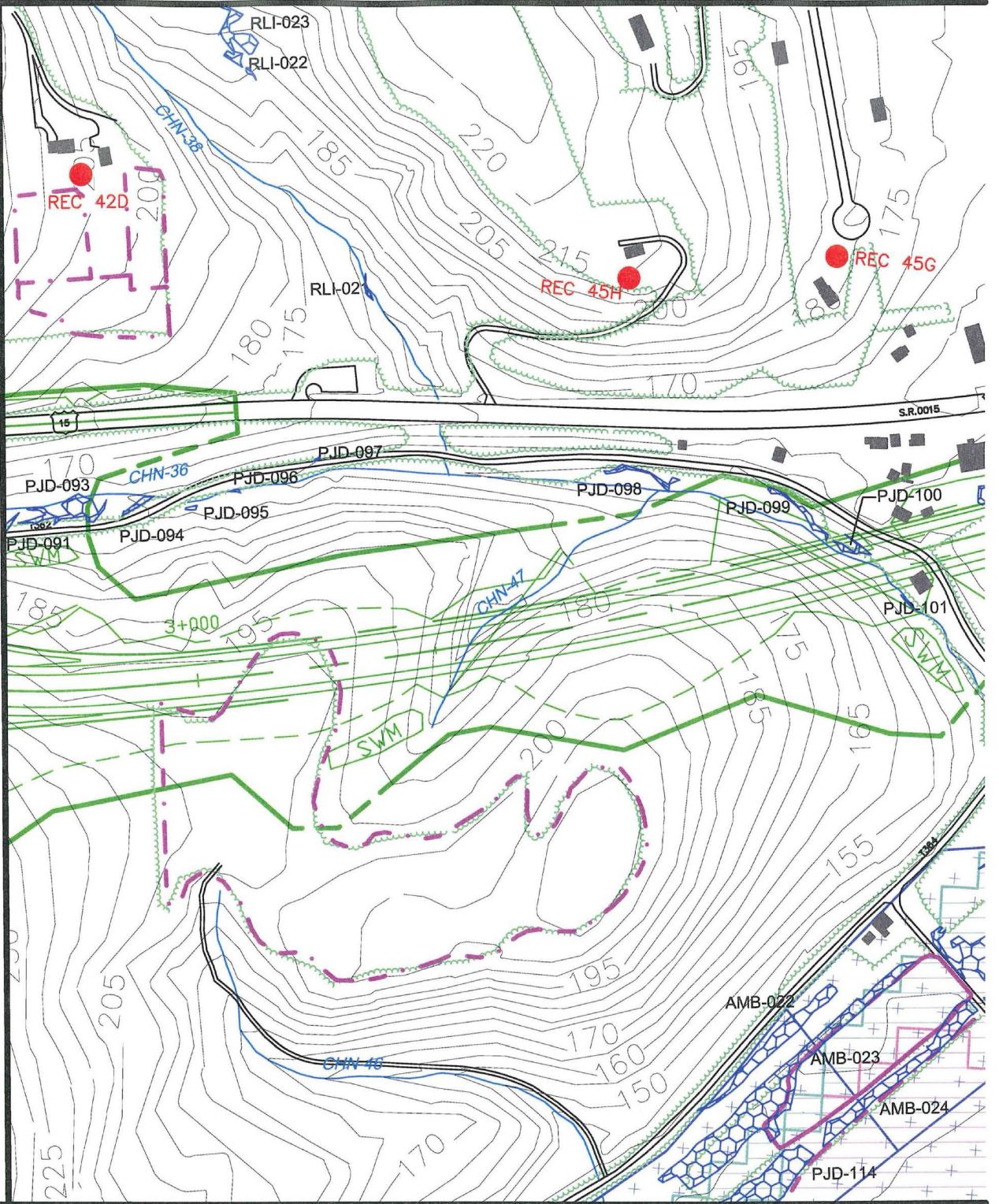


Plate 1 of 6

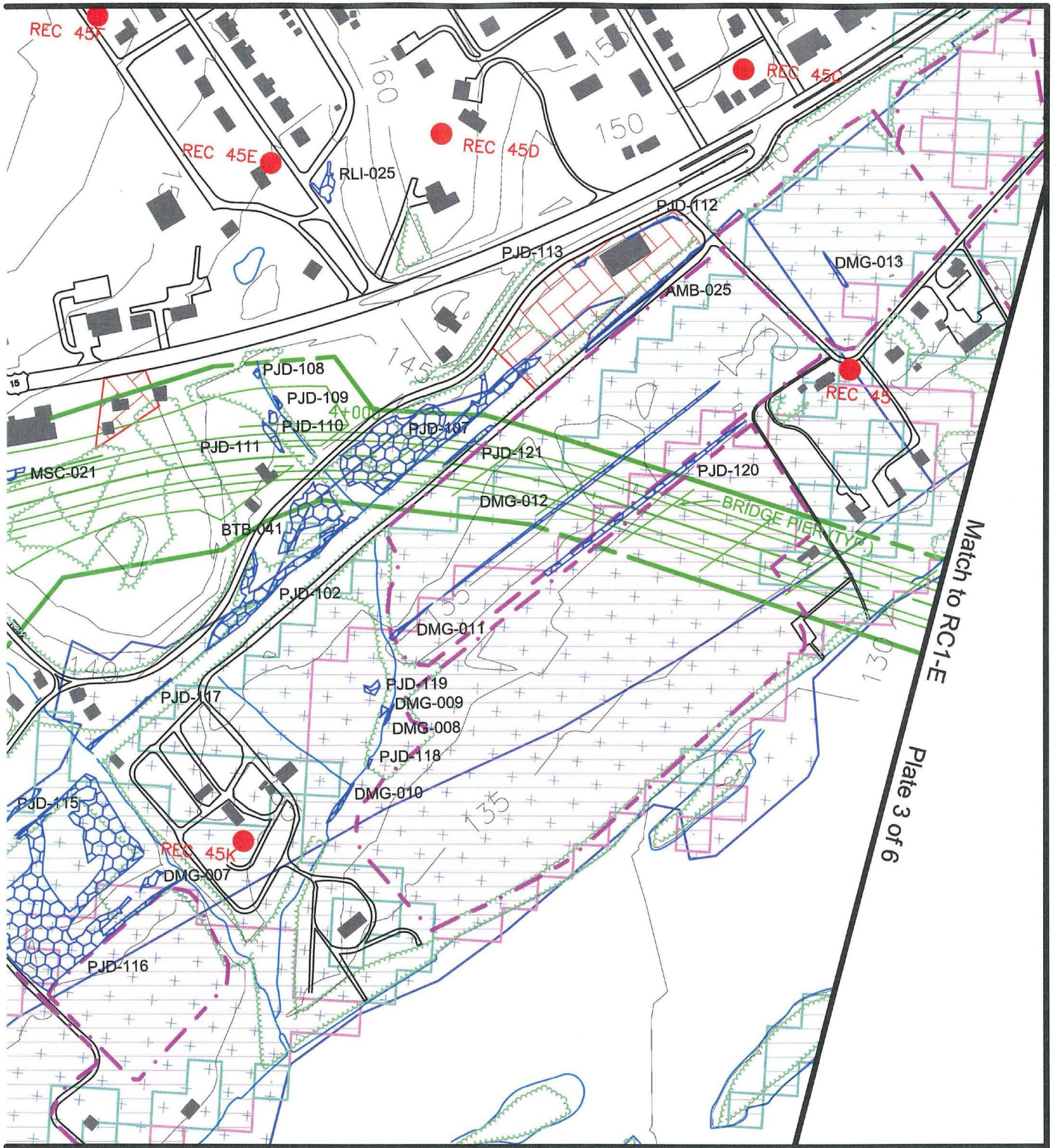
Match to RC1-E

Plate 1 of 6



Legend

- | | | |
|--|--|--|
|  Agricultural Security Areas |  Historic Resource Areas |  High Archaeology |
|  Productive Farmland |  Wetland Area |  Stream |
|  Noise Receptor |  100 Year Floodplain |  Treeline |
|  Air Quality Modeling Site |  Very High Archaeology |  RC1-E Alignment |
|  Noise Receptor and Air Quality Modeling Site |  Properties Containing Potential AST, UST, and Dump Areas | |



- - - Proposed Right-of-Way Line
- - - Top of Cut
- Toe of Fill Slope



Central Susquehanna Valley Transportation Project

Alternative RC1-E

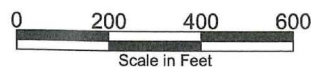
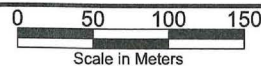


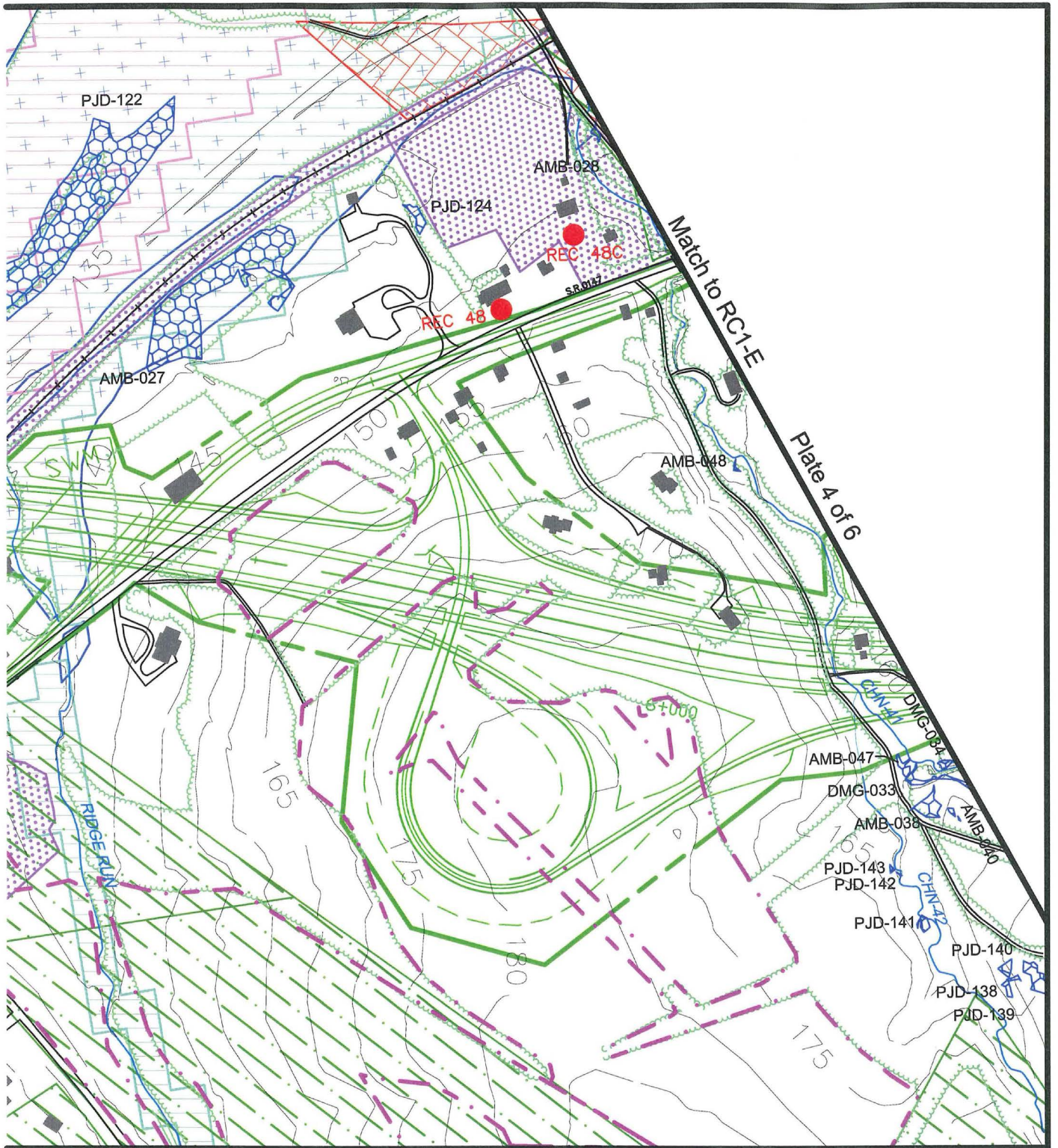
Plate 2 of 6

Match to RC1-E
Plate 2 of 6



Legend

- | | | |
|--|--|--|
|  Agricultural Security Areas |  Historic Resource Areas |  High Archaeology |
|  Productive Farmland |  Wetland Area |  Stream |
|  Noise Receptor |  100 Year Floodplain |  Treeline |
|  Air Quality Modeling Site |  Very High Archaeology |  RC1-E Alignment |
|  Noise Receptor and Air Quality Modeling Site |  Properties Containing Potential AST, UST, and Dump Areas | |



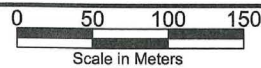
Central Susquehanna Valley
Transportation Project

Alternative RC1-E

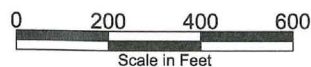
--- Proposed Right-of-Way Line

- - - Top of Cut

— Toe of Fill Slope

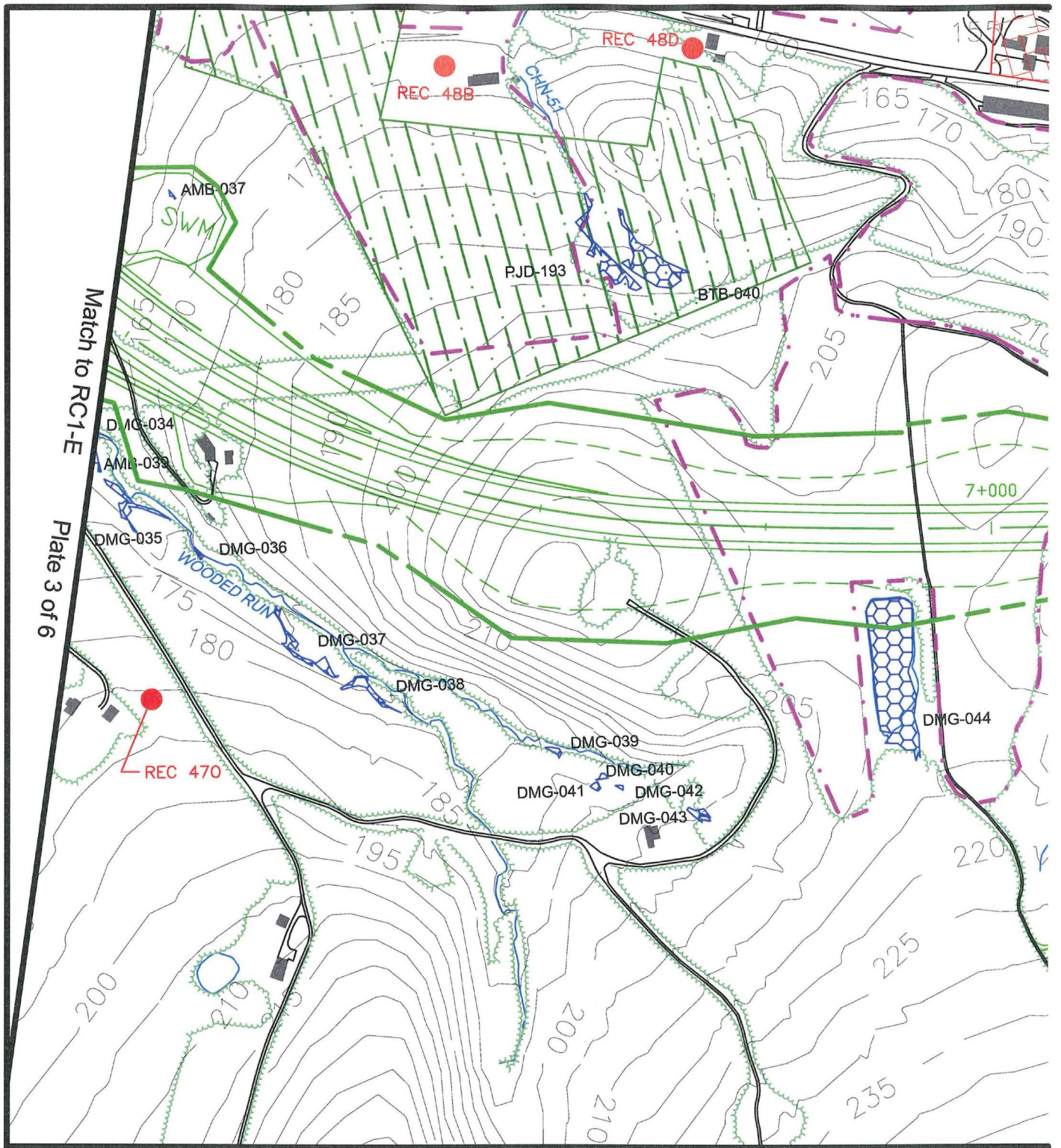


Scale in Meters



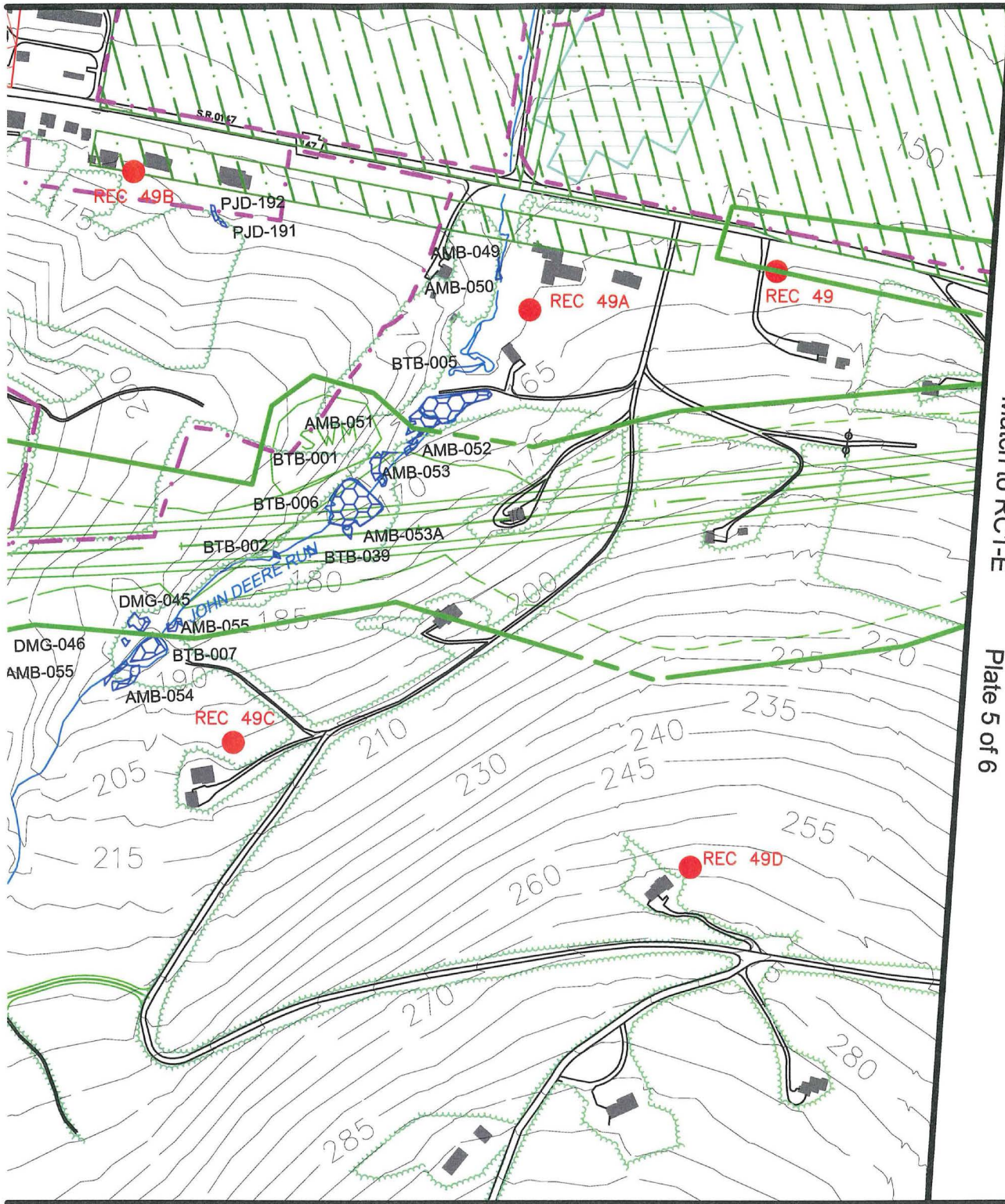
Scale in Feet

Plate 3 of 6






Legend

- | | | | | | |
|---|--|---|--|---|------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
|  | Air Quality Modeling Site |  | Very High Archaeology |  | RC1-E Alignment |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas | | |



Match to RC1-E

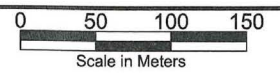
Plate 5 of 6

-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope

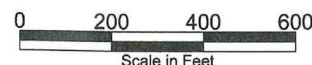


Central Susquehanna Valley Transportation Project

Alternative RC1-E

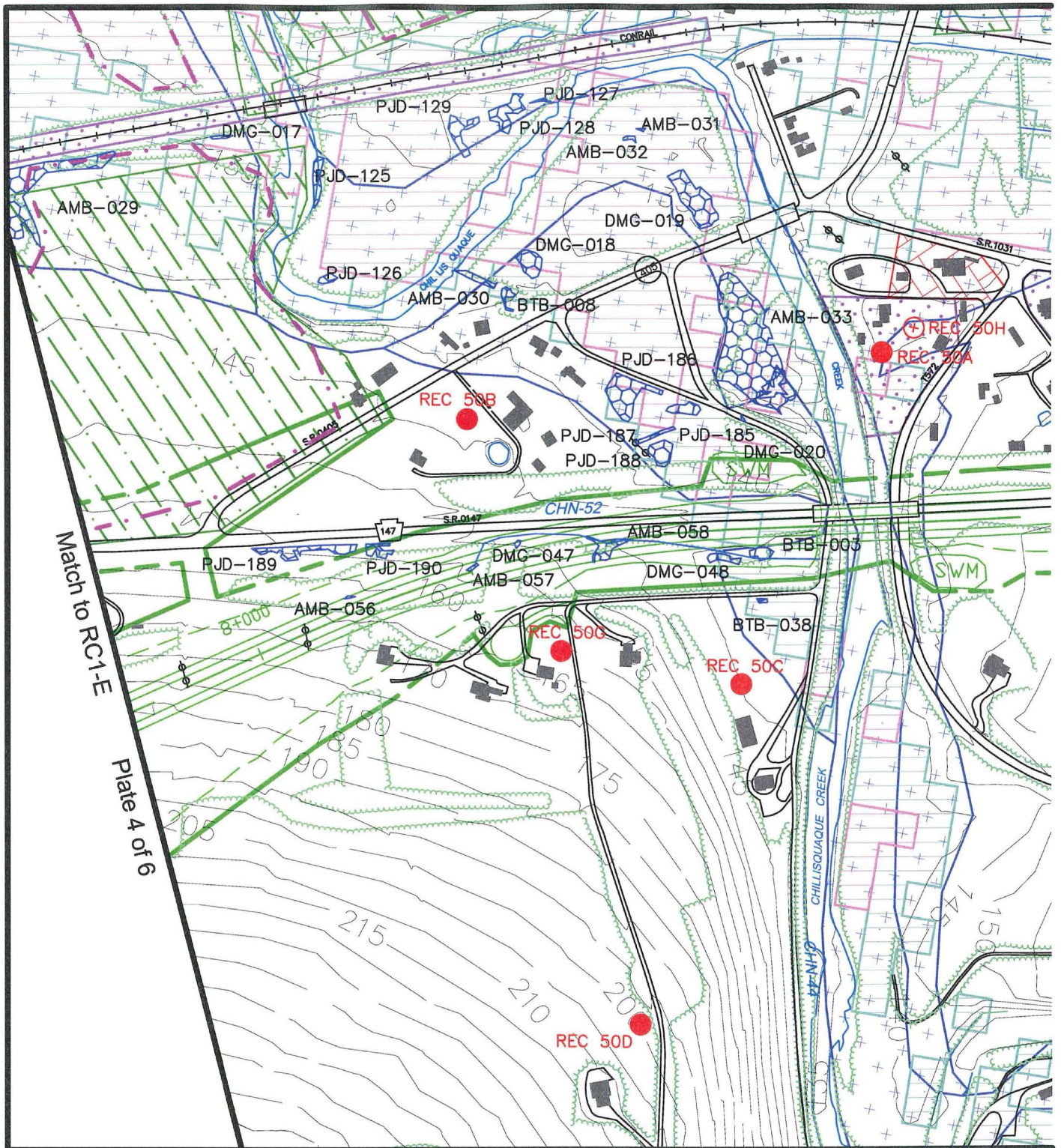


Scale in Meters



Scale in Feet

Plate 4 of 6



Match to RC1-E
Plate 4 of 6

Legend

- | | | | | | |
|---|--|---|--|---|------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
|  | Air Quality Modeling Site |  | Very High Archaeology |  | RC1-E Alignment |
|  | Noise Receptor and Air Quality Modeling Site | | Properties Containing Potential AST, UST, and Dump Areas | | |



--- Proposed Right-of-Way Line

- - - Top of Cut

— Toe of Fill Slope



Central Susquehanna Valley
Transportation Project

Alternative RC1-E

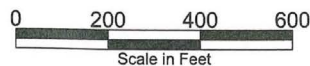
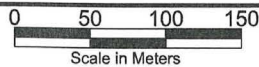


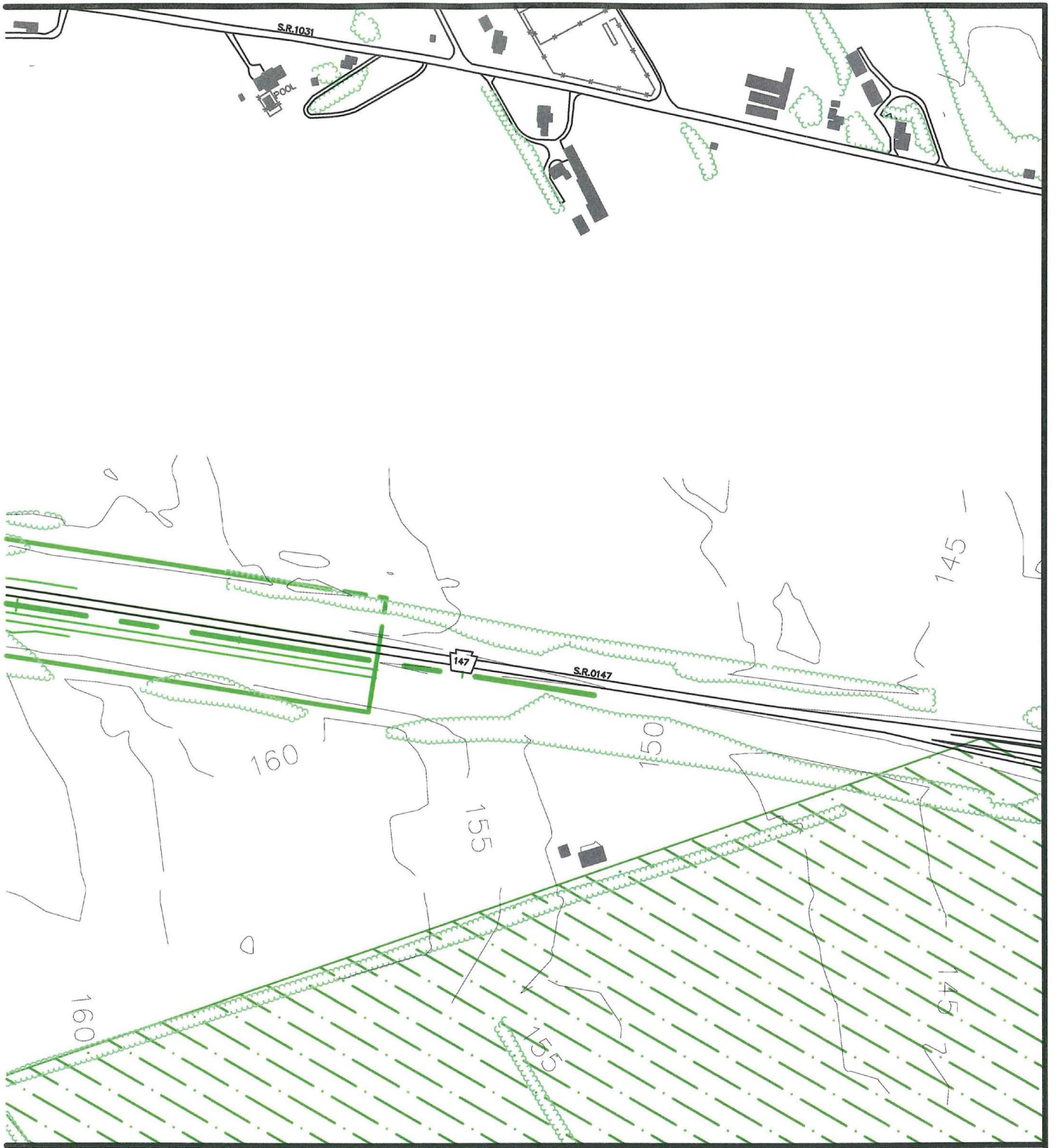
Plate 5 of 6




Match to RC1-E Plate 5 of 6



Legend

- | | | | | | |
|---|--|---|--|---|------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
|  | Air Quality Modeling Site |  | Very High Archaeology |  | RC1-E Alignment |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas | | |



-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope



Central Susquehanna Valley Transportation Project

Alternative RC1-E

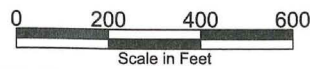
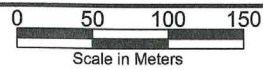
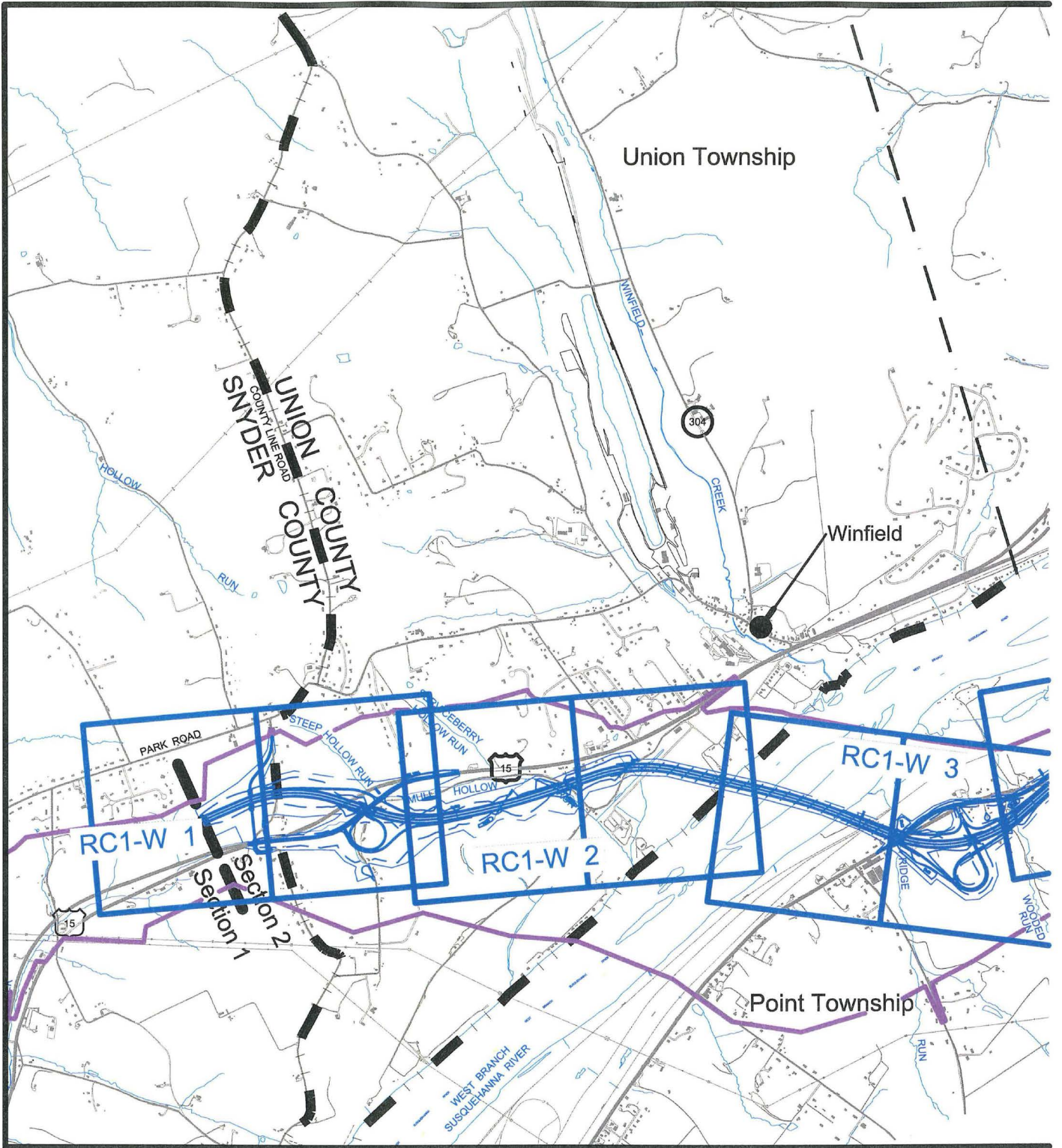


Plate 6 of 6



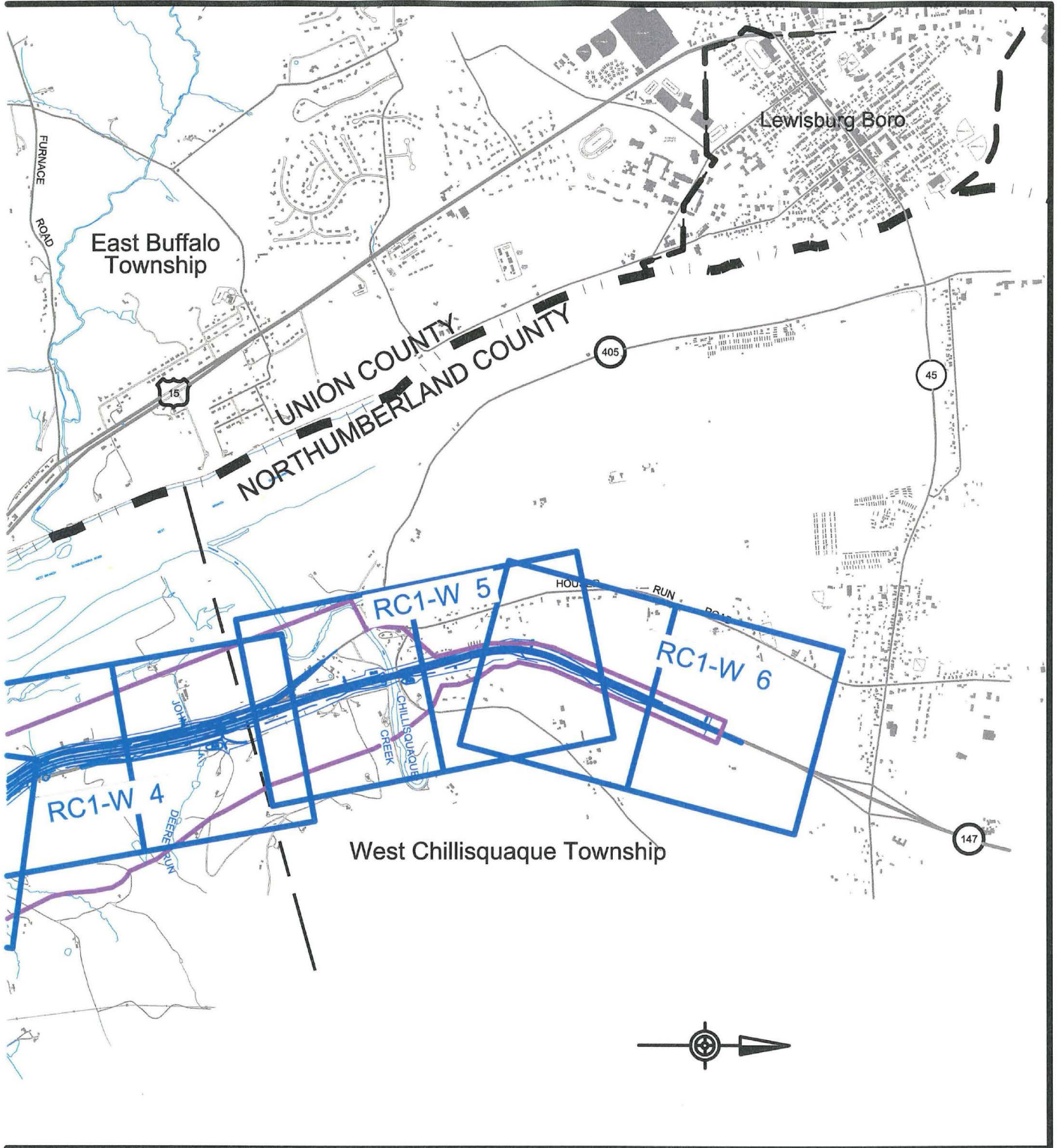
Alternative RC1-W





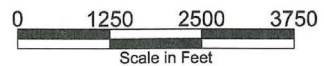
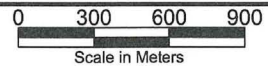
Legend

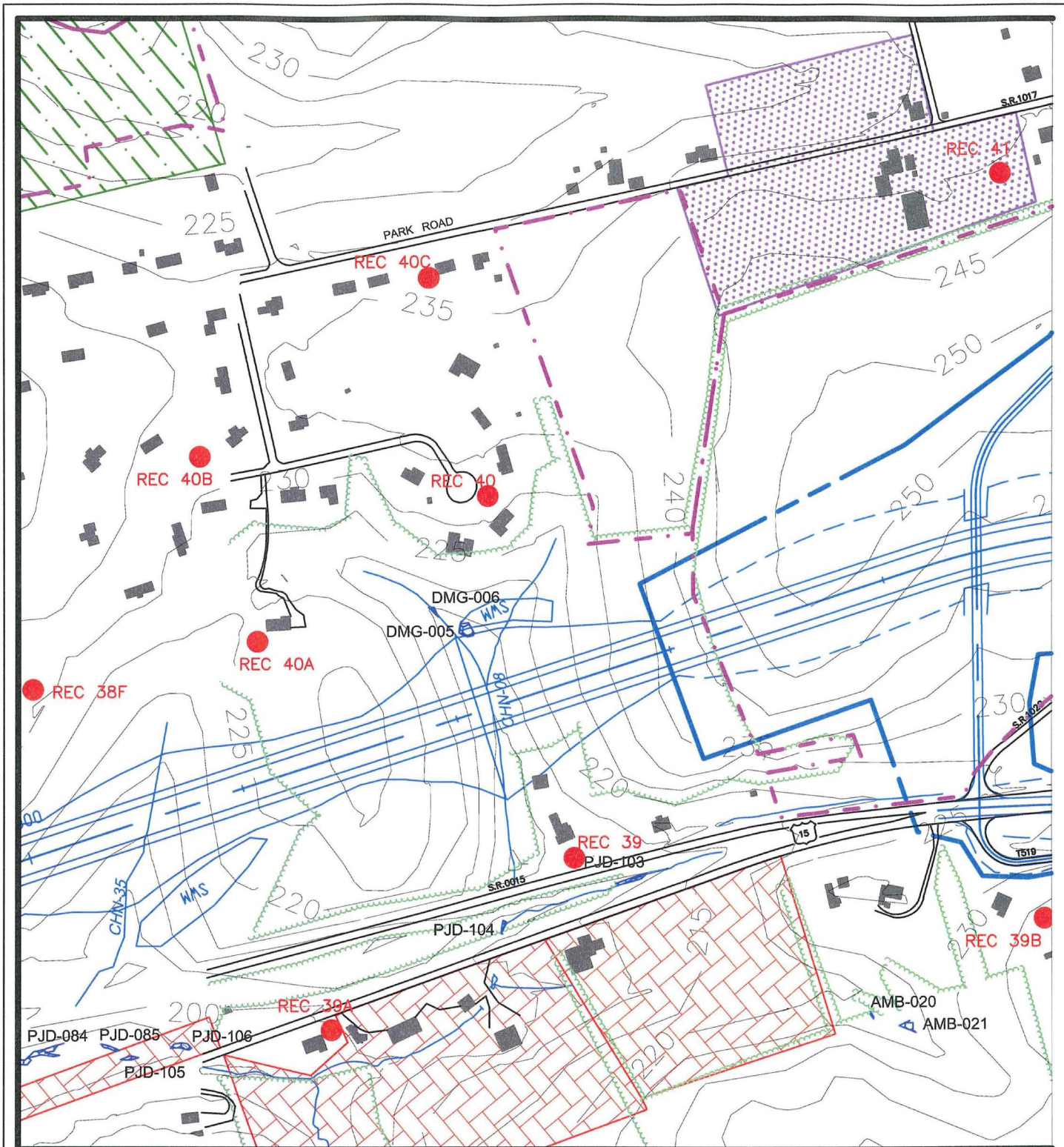
- Study Area Boundary
- River Crossing 1 - West Alternative



Central Susquehanna Valley
Transportation Project

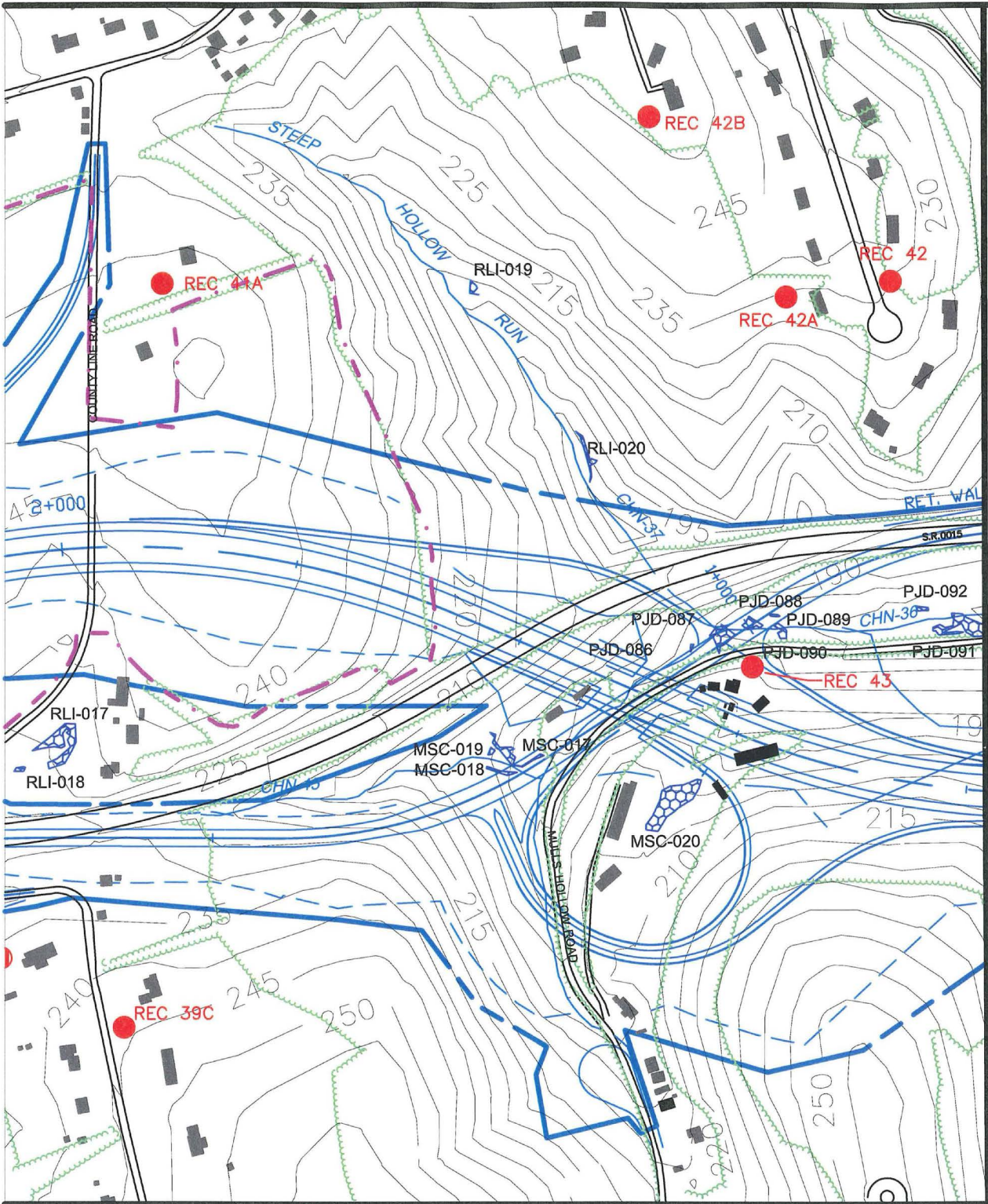
RC1-W CONSTRAINT
MAPPING SHEET INDEX





Legend

- | | | | | | |
|---|--|---|--|---|------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
|  | Air Quality Modeling Site |  | Very High Archaeology |  | RC1-W Alignment |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas | | |



Match to RC1-W

Plate 2 of 6

- - - - Proposed Right-of-Way Line
- · - · - Top of Cut
- - - - Toe of Fill Slope



Central Susquehanna Valley Transportation Project

Alternative RC1-W

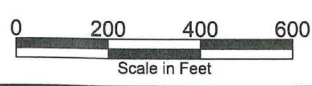
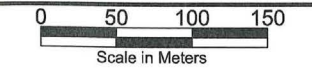
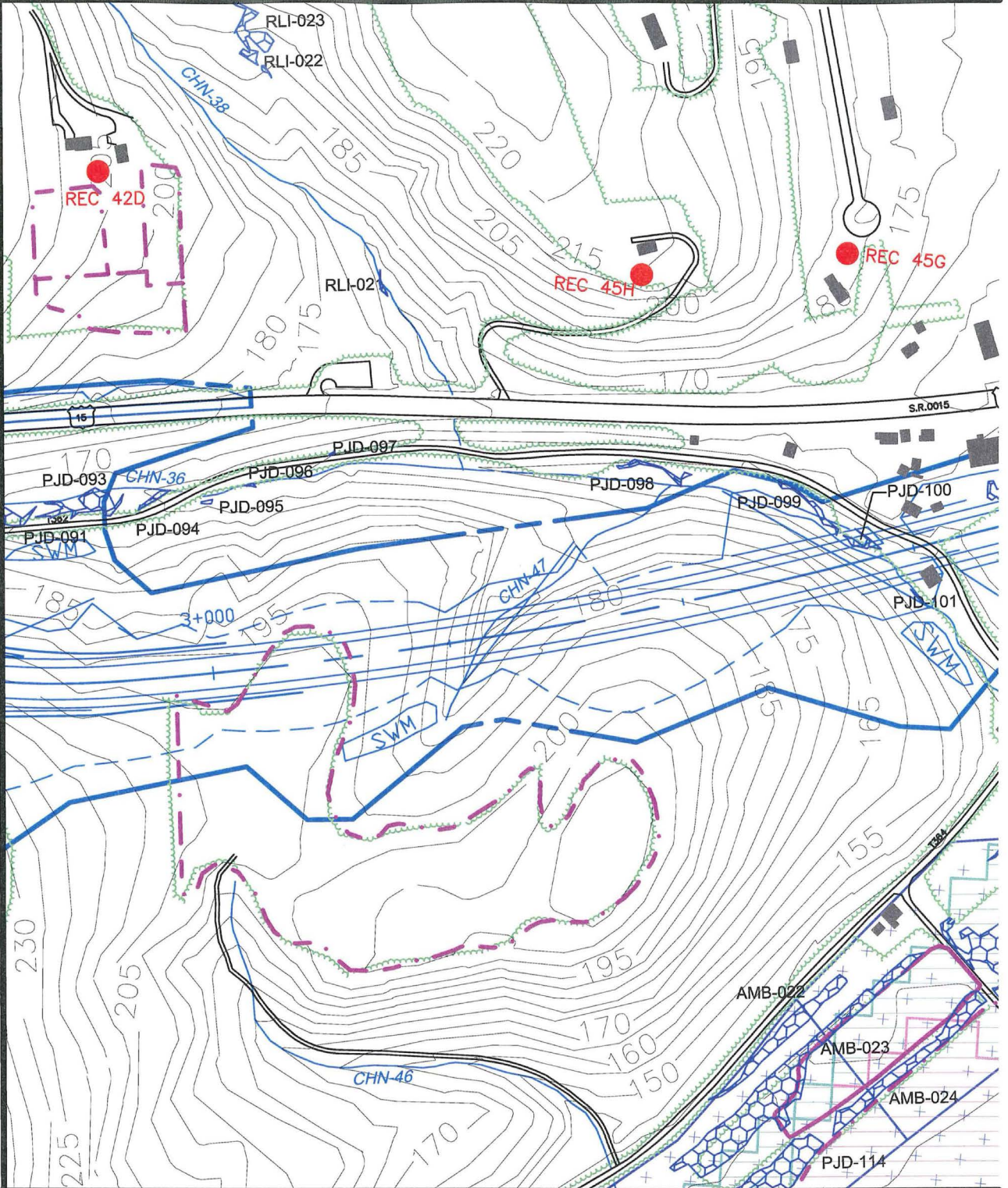


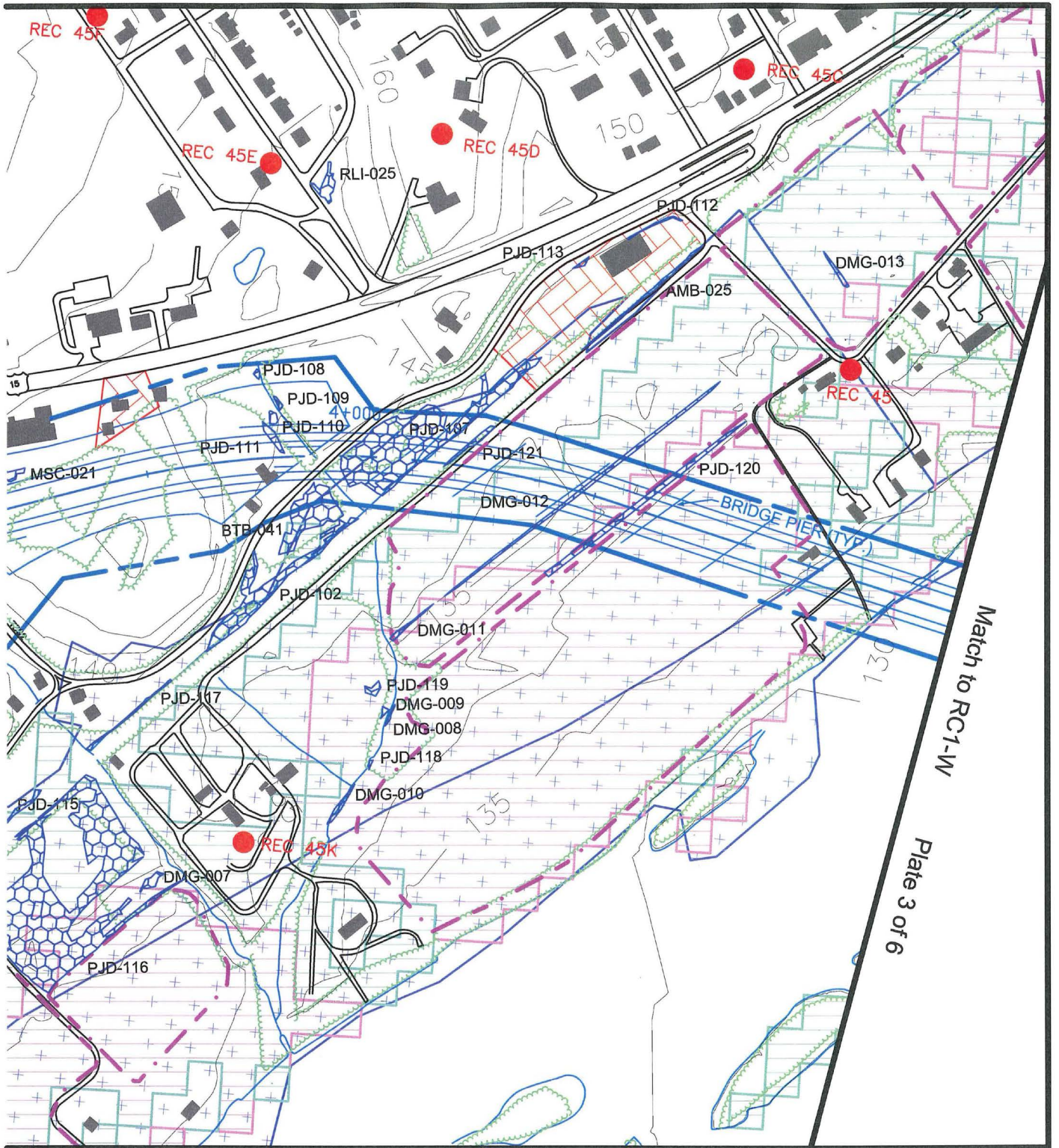
Plate 1 of 6

Match to RC1-W
Plate 1 of 6



Legend

- | | | |
|--|--|--|
|  Agricultural Security Areas |  Historic Resource Areas |  High Archaeology |
|  Productive Farmland |  Wetland Area |  Stream |
|  Noise Receptor |  100 Year Floodplain |  Treeline |
|  Air Quality Modeling Site |  Very High Archaeology |  RC1-W Alignment |
|  Noise Receptor and Air Quality Modeling Site |  Properties Containing Potential AST, UST, and Dump Areas | |



Match to RC1-W

Plate 3 of 6

- Proposed Right-of-Way Line
- - - Top of Cut
- Toe of Fill Slope



Central Susquehanna Valley Transportation Project

Alternative RC1-W

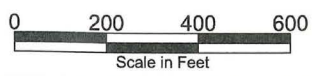
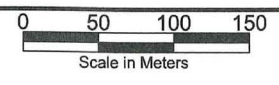
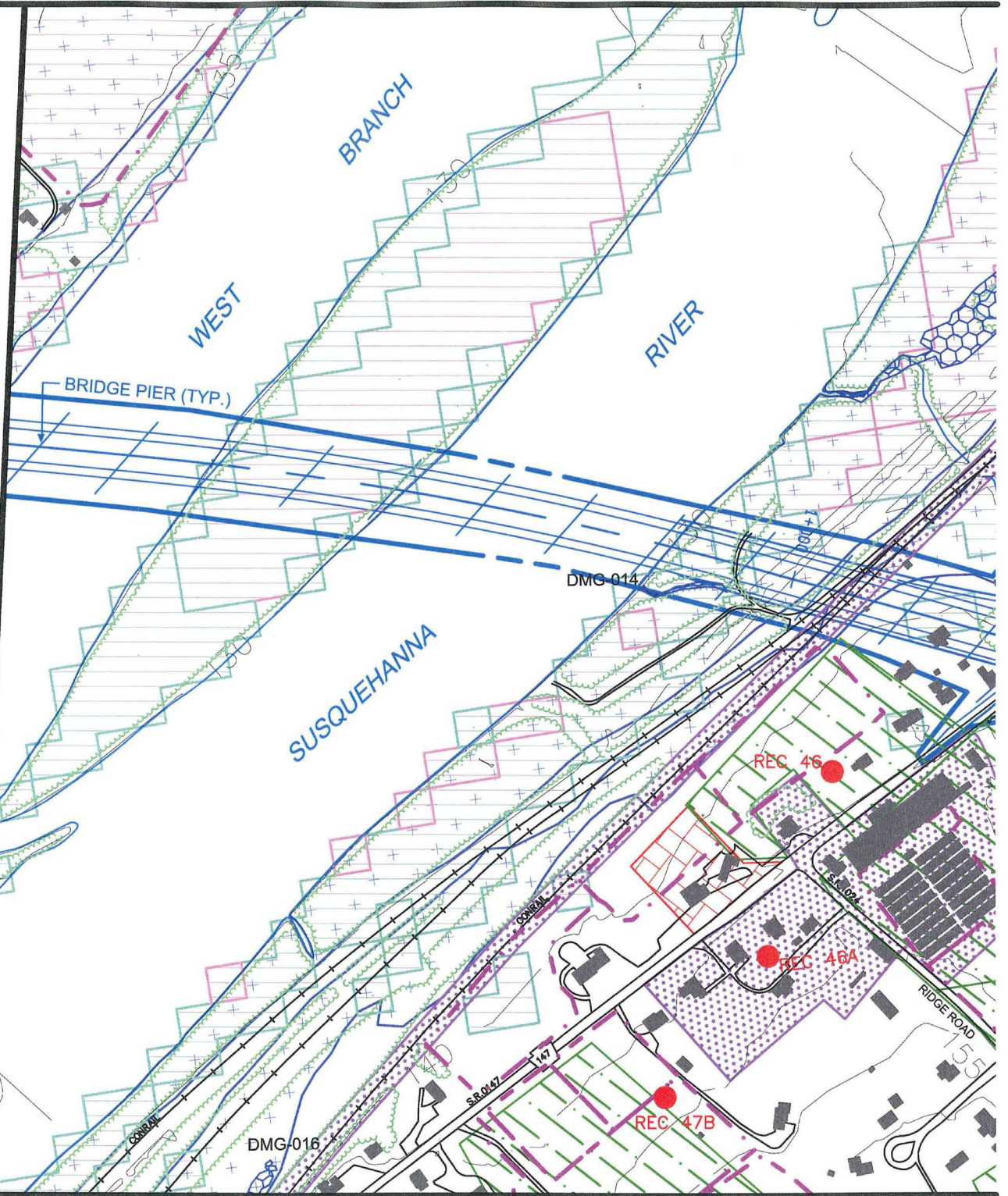


Plate 2 of 6

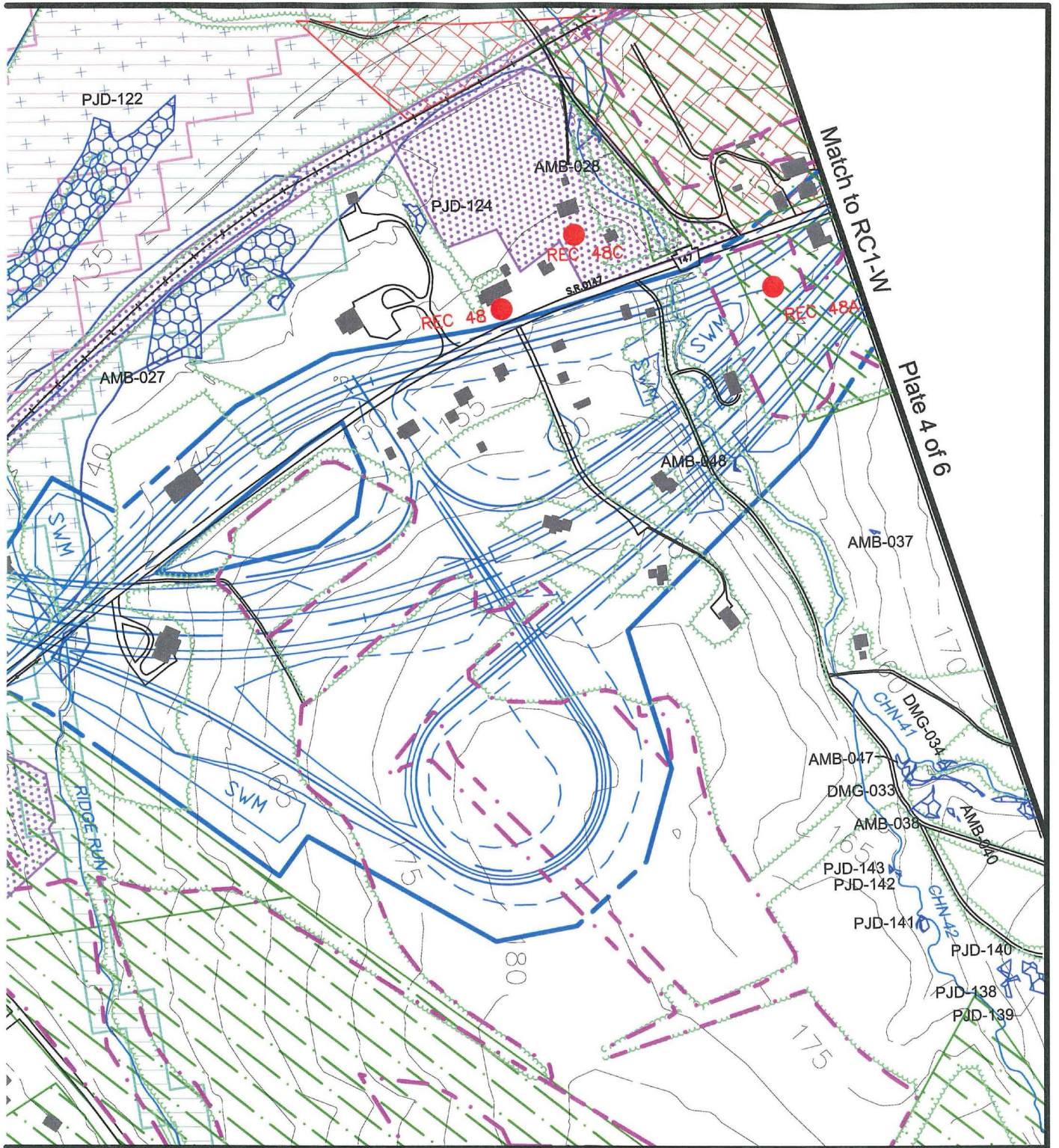
Match to RC1-W




Plate 2 of 6



Legend

- | | | |
|--|--|--|
|  Agricultural Security Areas |  Historic Resource Areas |  High Archaeology |
|  Productive Farmland |  Wetland Area |  Stream |
|  Noise Receptor |  100 Year Floodplain |  Treeline |
|  Air Quality Modeling Site |  Very High Archaeology |  RC1-W Alignment |
|  Noise Receptor and Air Quality Modeling Site |  Properties Containing Potential AST, UST, and Dump Areas | |



-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope



Central Susquehanna Valley Transportation Project

Alternative RC1-W

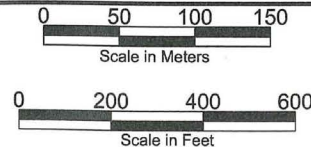
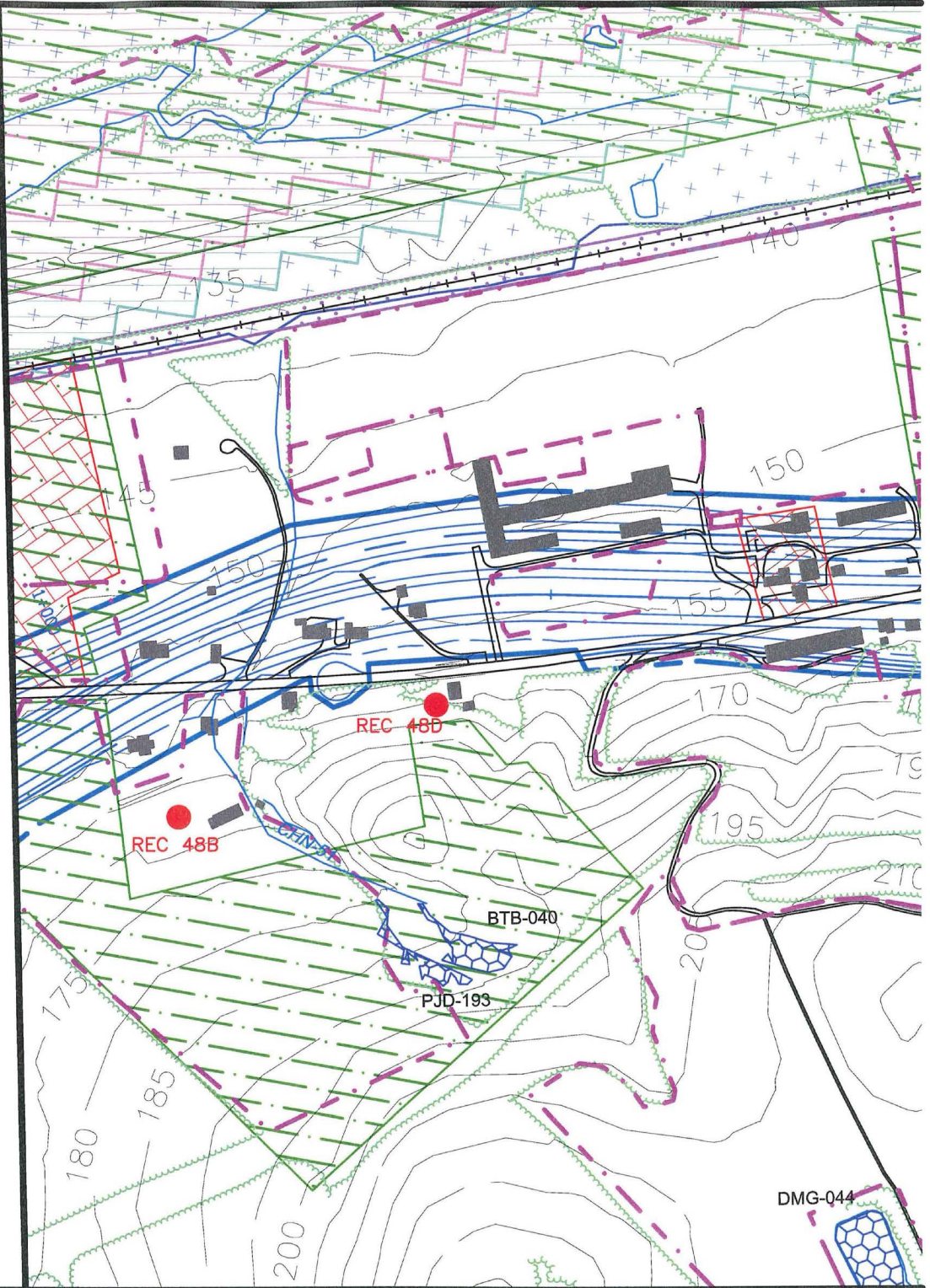


Plate 3 of 6

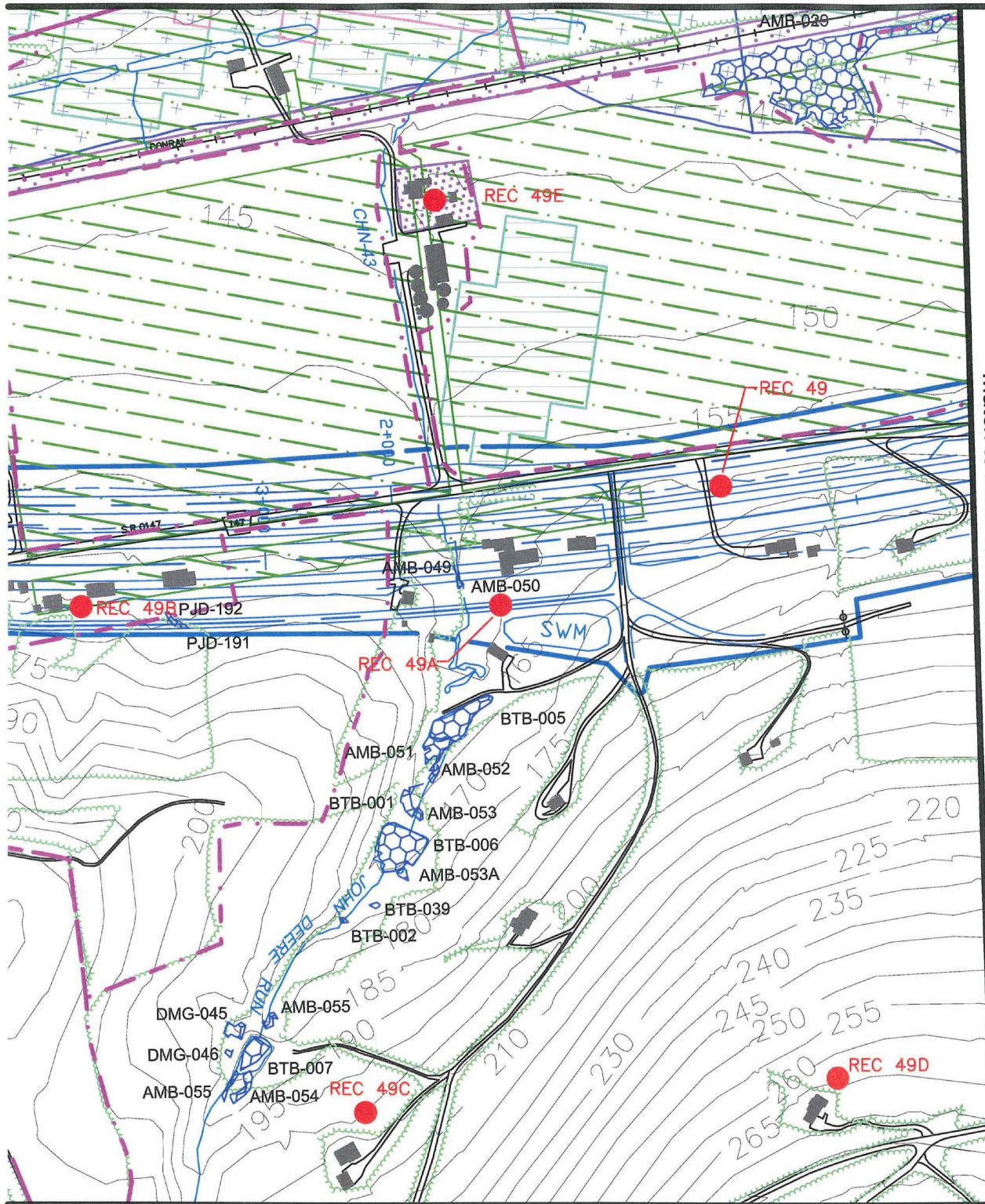
Match to RC1-W

Plate 3 of 6





Legend

- | | | |
|--|--|--|
|  Agricultural Security Areas |  Historic Resource Areas |  High Archaeology |
|  Productive Farmland |  Wetland Area |  Stream |
|  Noise Receptor |  100 Year Floodplain |  Treeline |
|  Air Quality Modeling Site |  Very High Archaeology |  RC1-W Alignment |
|  Noise Receptor and Air Quality Modeling Site |  Properties Containing Potential AST, UST, and Dump Areas | |



Match to RC1-W
Plate 5 of 6

-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope



Central Susquehanna Valley Transportation Project

Alternative RC1-W

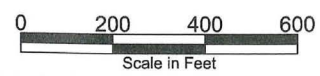
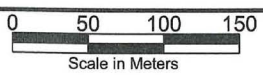
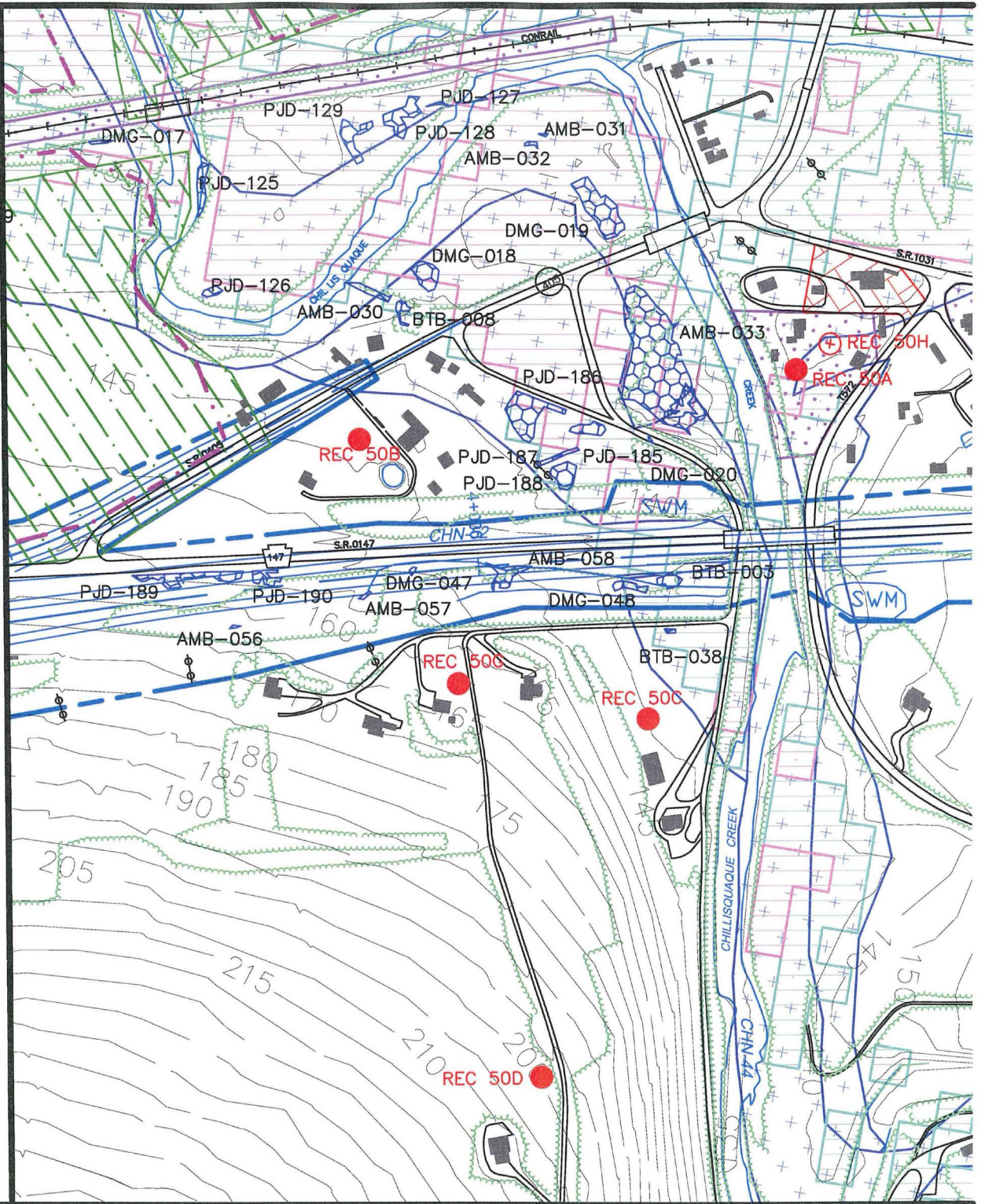







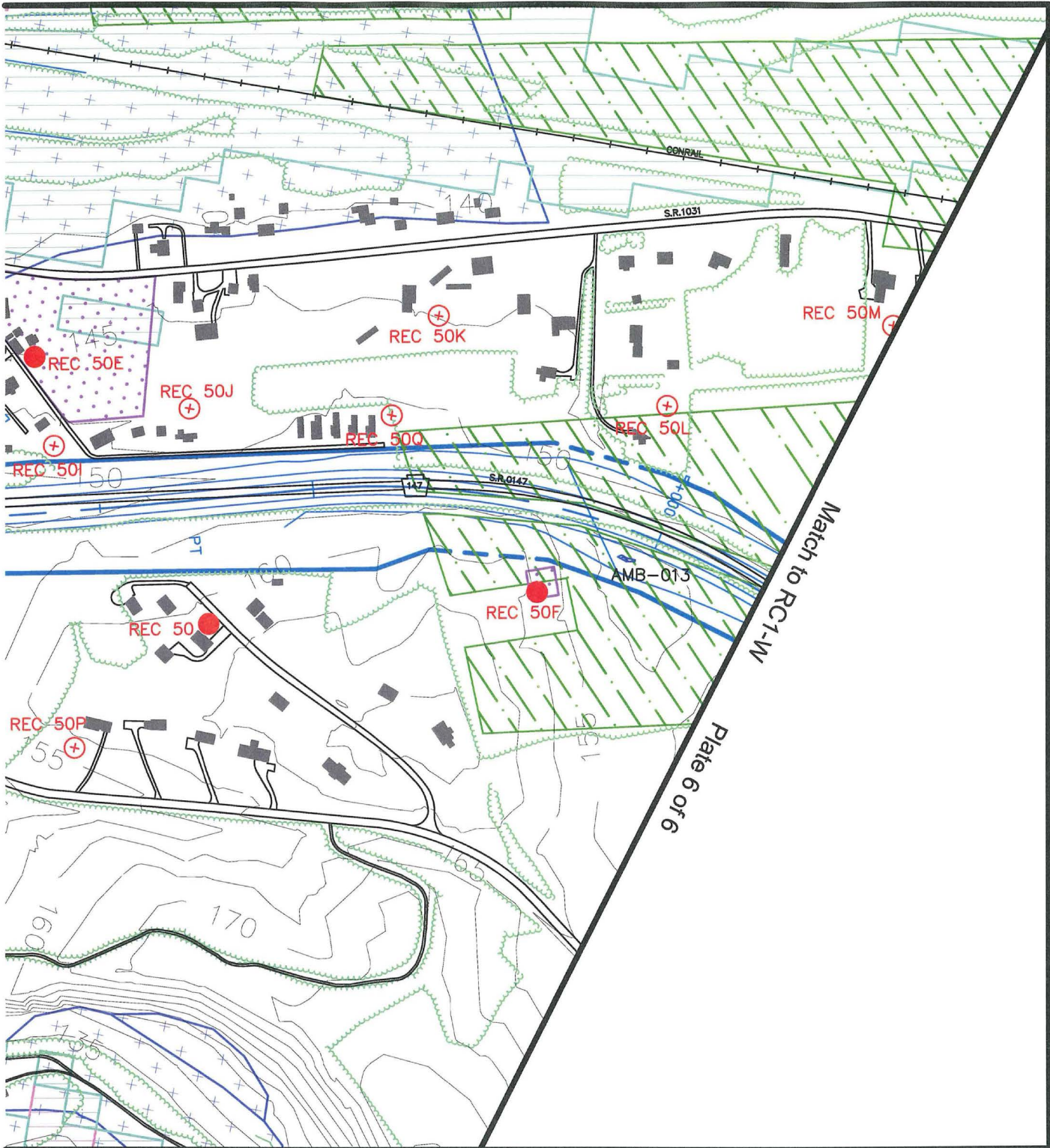
Plate 4 of 6




Match to RC1-W
Plate 4 of 6



Legend

- | | | | | | |
|---|--|---|--|---|------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
|  | Air Quality Modeling Site |  | Very High Archaeology |  | RC1-W Alignment |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas | | |

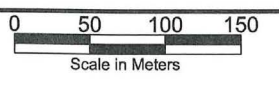


-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope

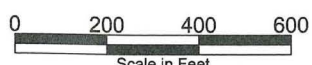


Central Susquehanna Valley
Transportation Project

Alternative RC1-W



Scale in Meters

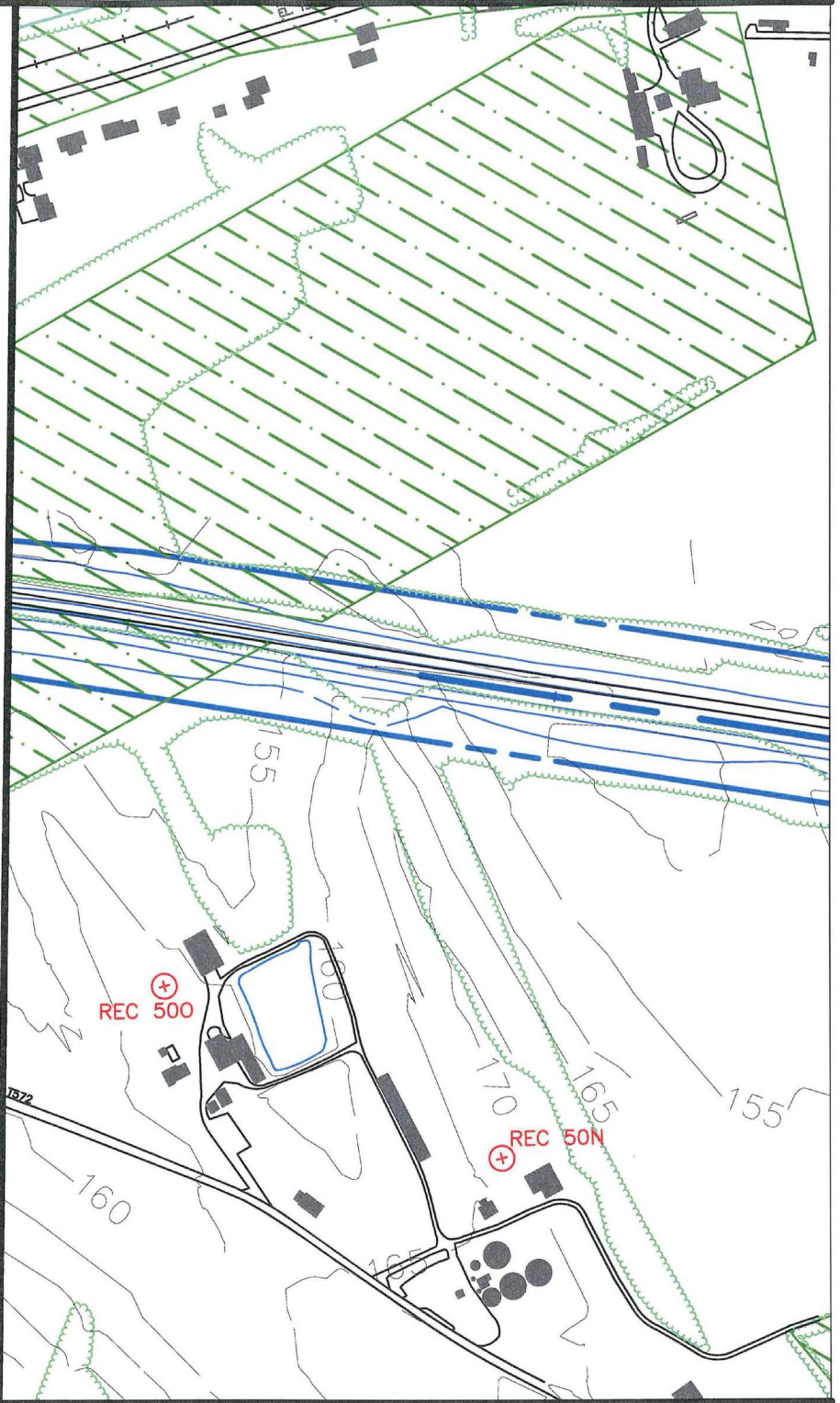


Scale in Feet

Plate 5 of 6

Match to RC1-W




Plate 5 of 6



Legend

- | | | |
|--|--|--|
|  Agricultural Security Areas |  Historic Resource Areas |  High Archaeology |
|  Productive Farmland |  Wetland Area |  Stream |
|  Noise Receptor |  100 Year Floodplain |  Treeline |
|  Air Quality Modeling Site |  Very High Archaeology |  RC1-W Alignment |
|  Noise Receptor and Air Quality Modeling Site |  Properties Containing Potential AST, UST, and Dump Areas | |



-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope



Central Susquehanna Valley Transportation Project

Alternative RC1-W

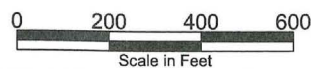
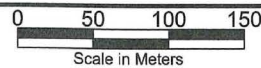
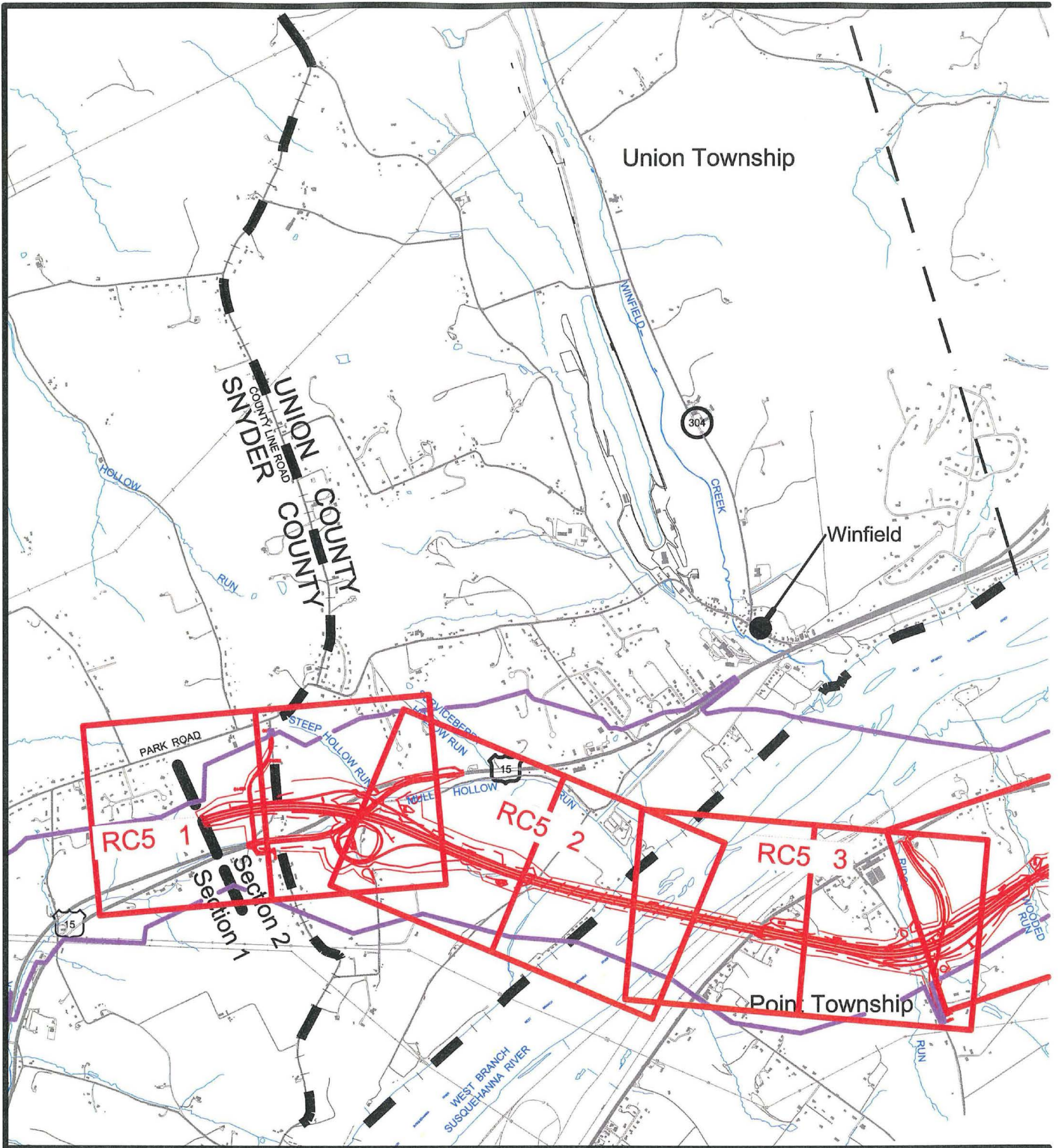


Plate 6 of 6



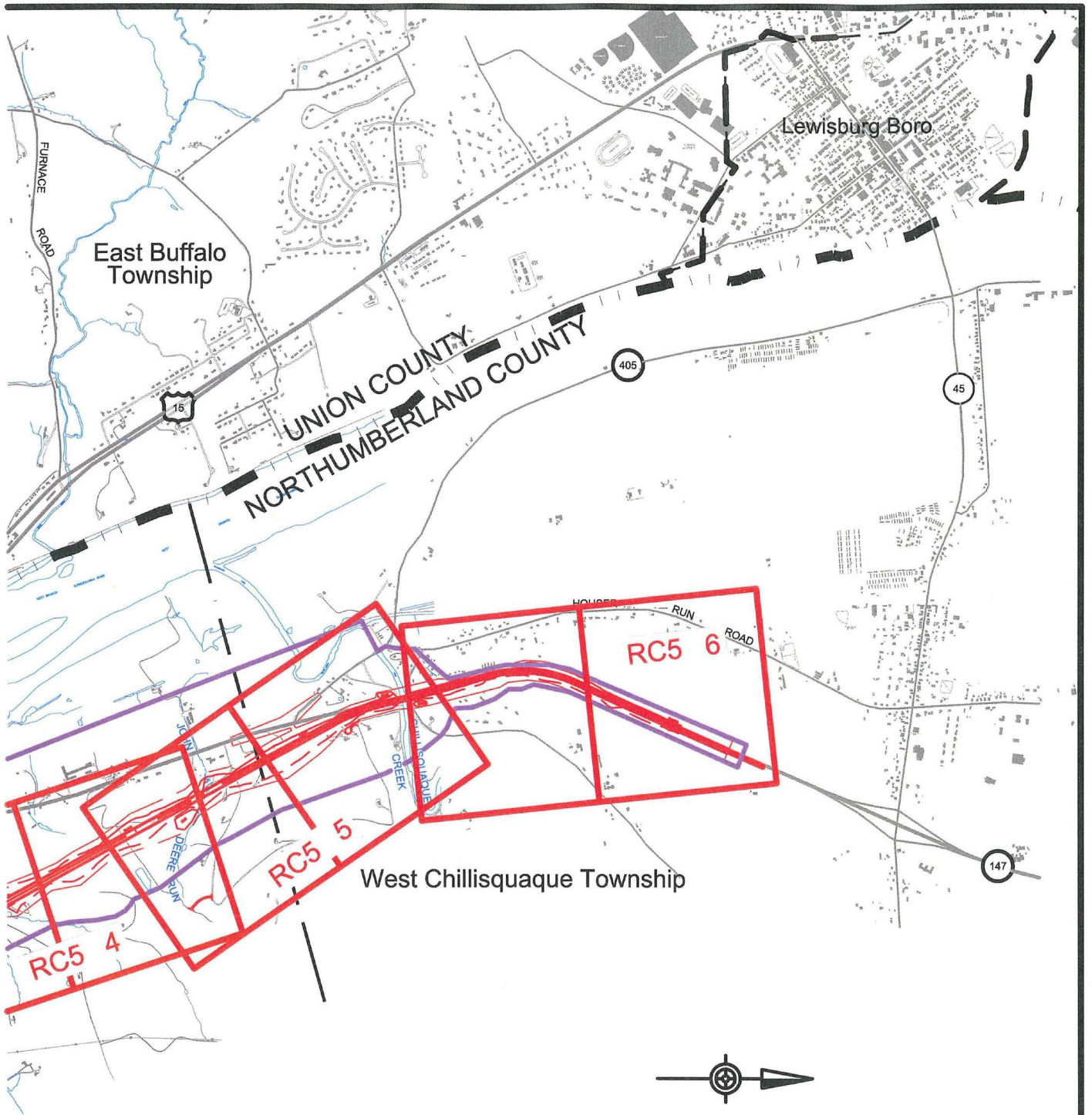
Alternative RC5





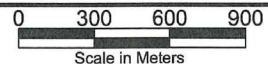
Legend

- Study Area Boundary
- River Crossing 5 Alternative

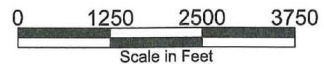


Central Susquehanna Valley
Transportation Project

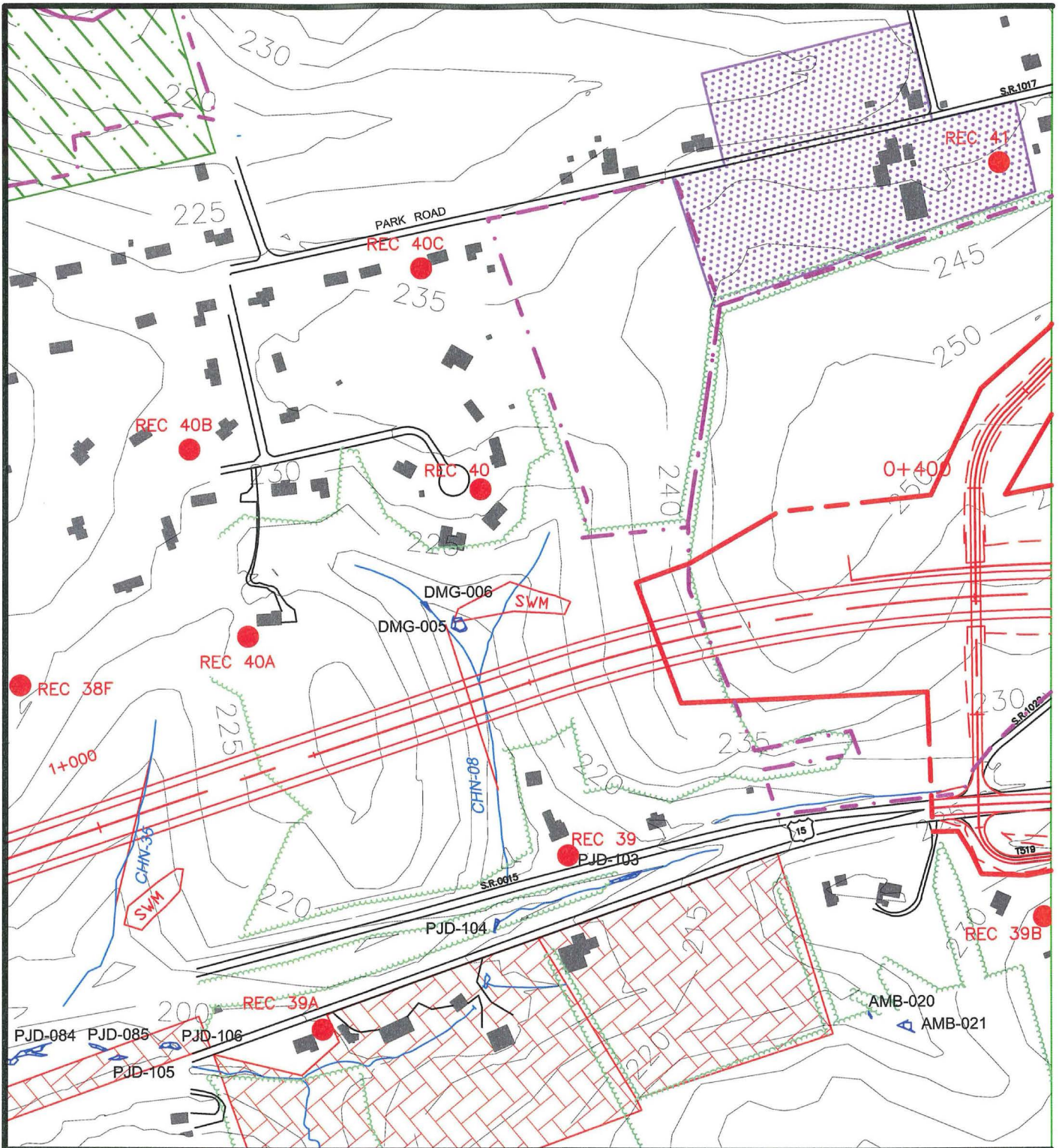
RC5 CONSTRAINT
MAPPING SHEET INDEX



Scale in Meters

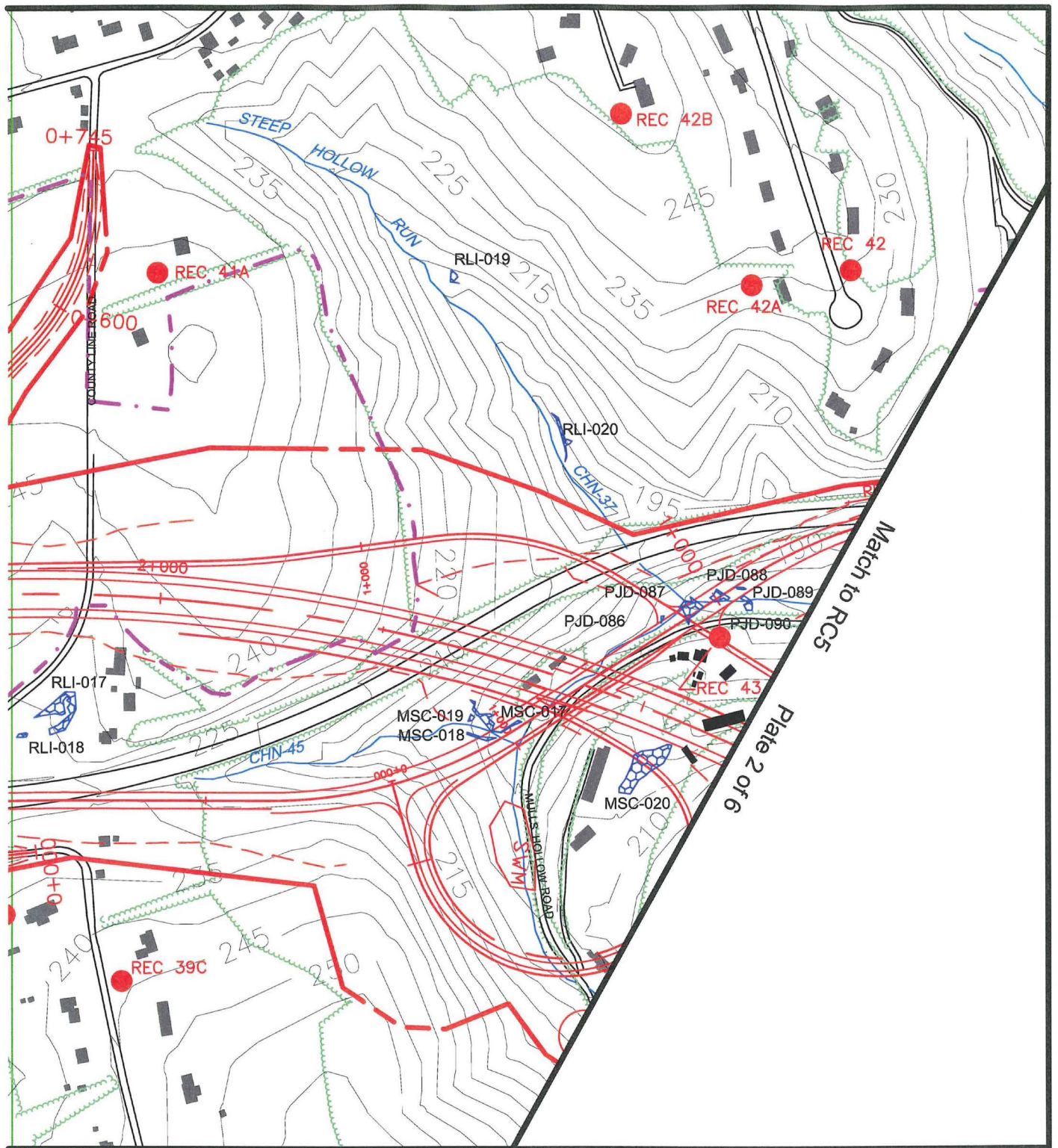





Scale in Feet



Legend

- | | | | | | |
|---|--|---|--|---|------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
|  | Air Quality Modeling Site |  | Very High Archaeology |  | RC5 Alignment |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas | | |

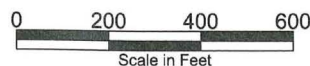
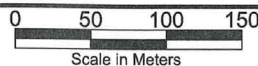


-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope

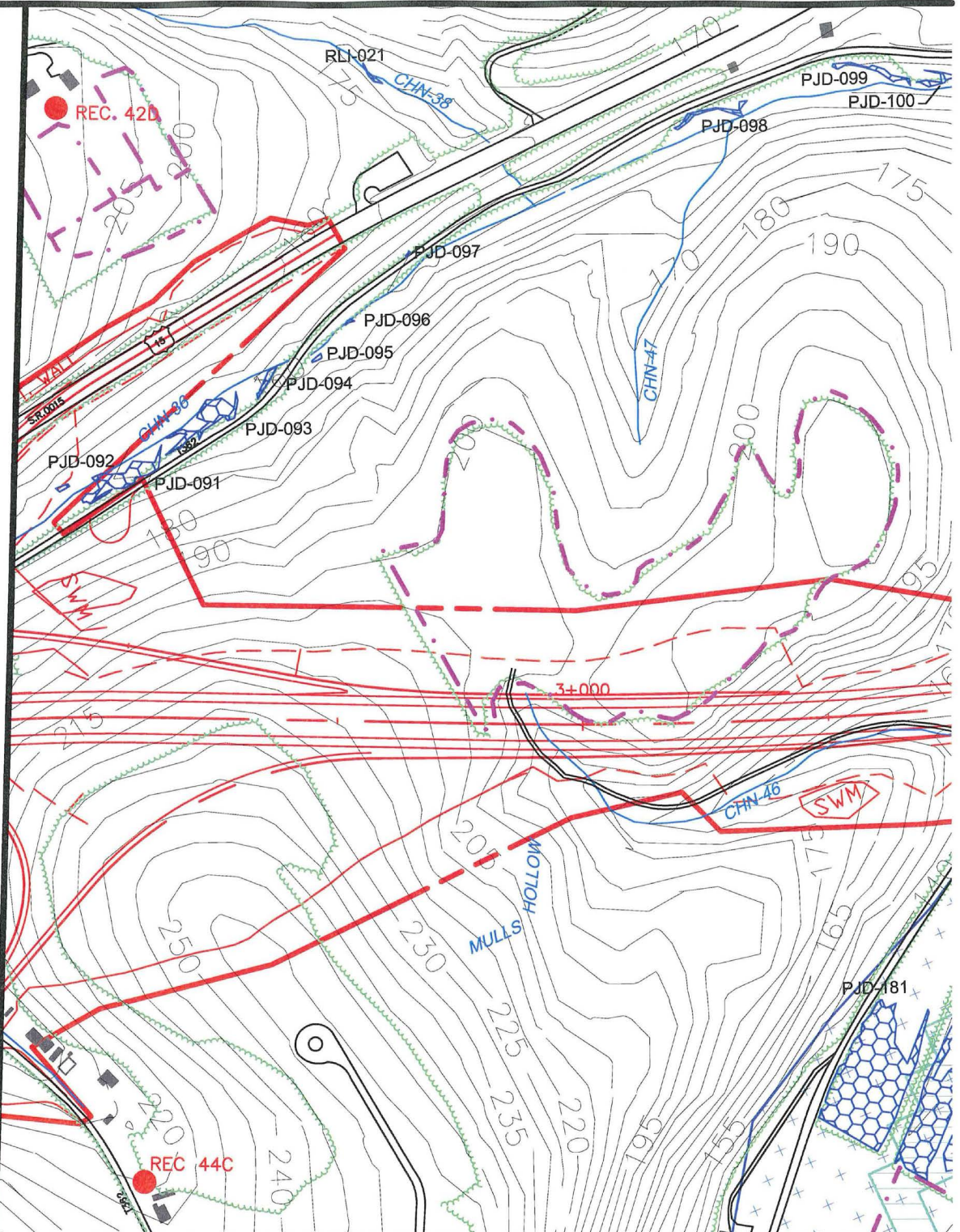


Central Susquehanna Valley
Transportation Project

Alternative RC5

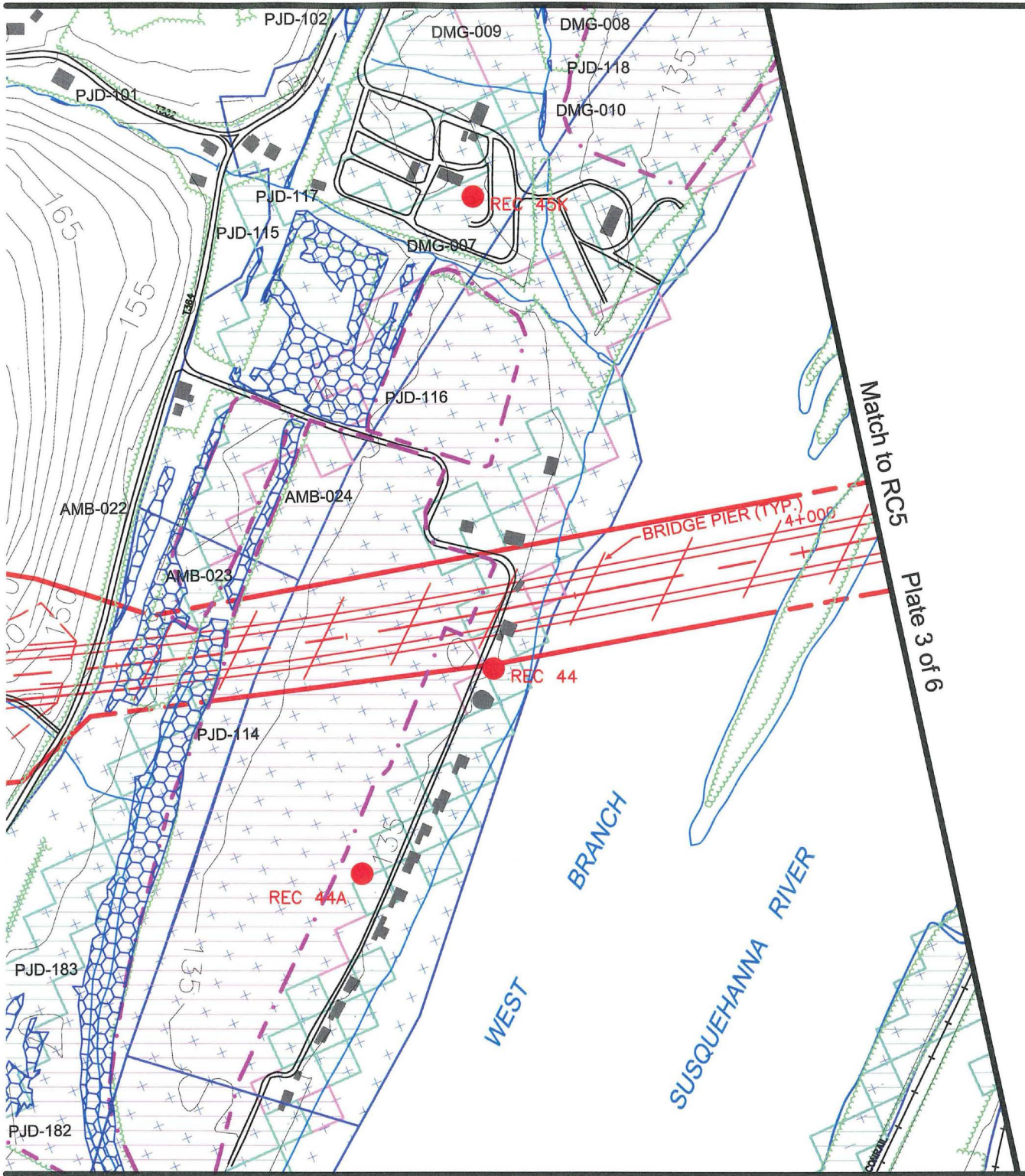


Match to RC5
Plate 1 of 6



Legend

- | | | | | | |
|---|--|---|--|---|------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
|  | Air Quality Modeling Site |  | Very High Archaeology |  | RC5 Alignment |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas | | |



Match to RC5
Plate 3 of 6

- Proposed Right-of-Way Line
- - - Top of Cut
- Toe of Fill Slope



Central Susquehanna Valley Transportation Project

Alternative RC5

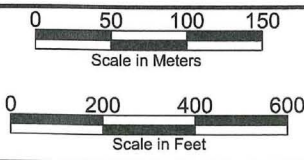
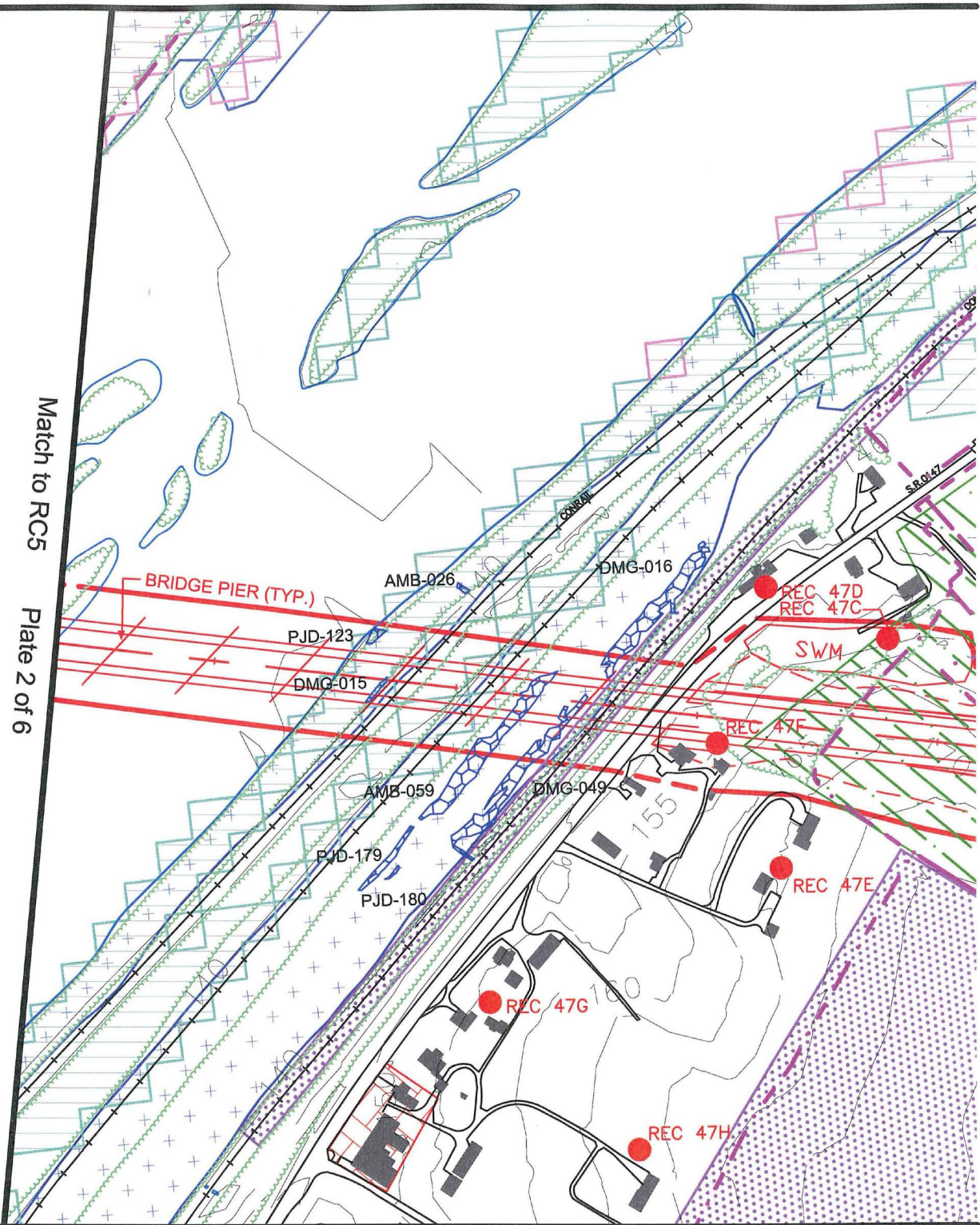


Plate 2 of 6

Match to RC5
Plate 2 of 6






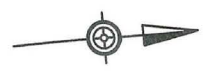
Legend

- | | | | | | |
|---|--|---|--|---|------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
|  | Air Quality Modeling Site |  | Very High Archaeology |  | RC5 Alignment |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas | | |



Match to RC5 Plate 4 of 6

-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope



Central Susquehanna Valley Transportation Project

Alternative RC5

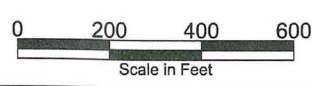
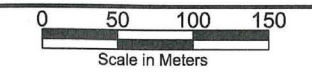
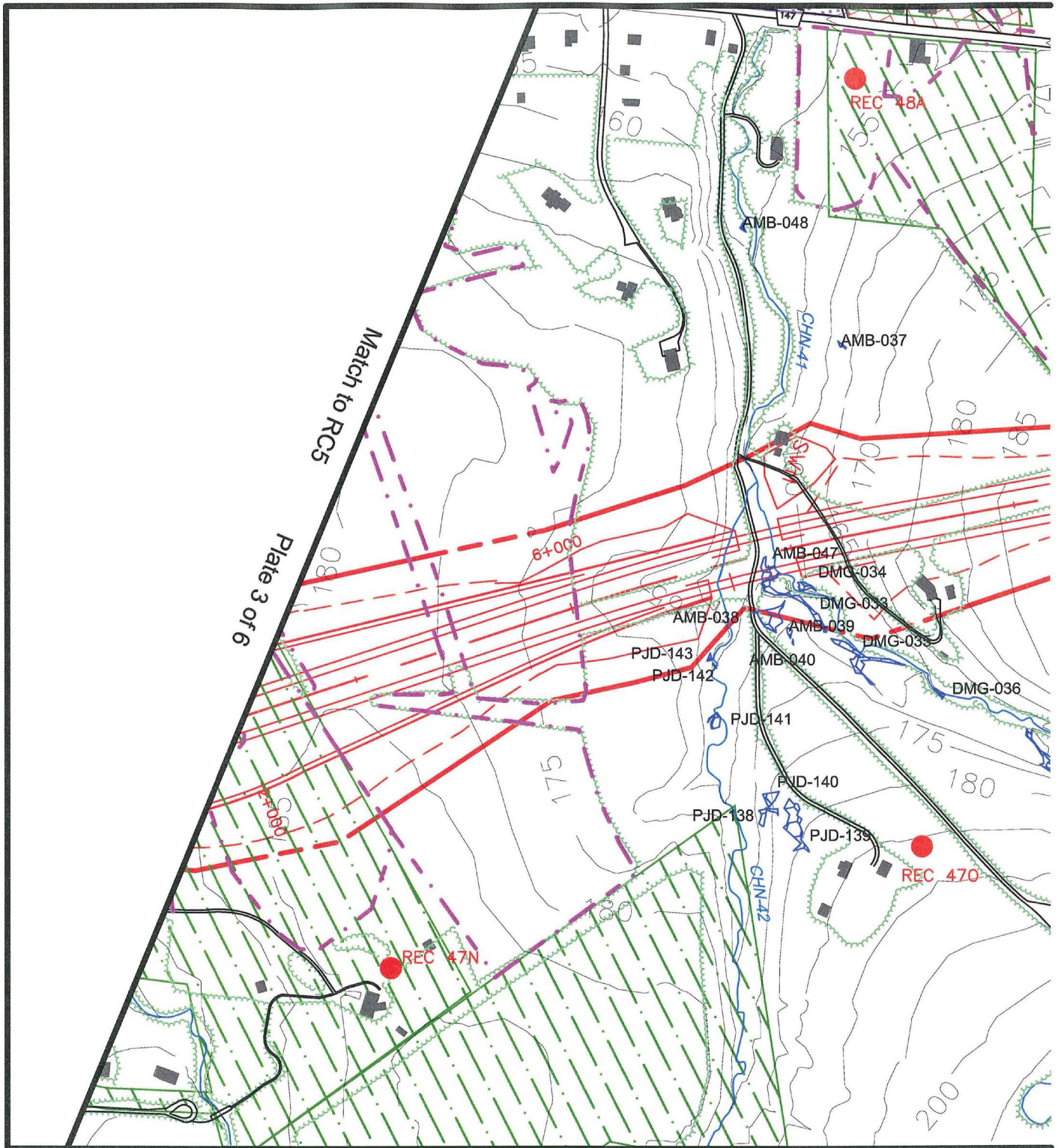
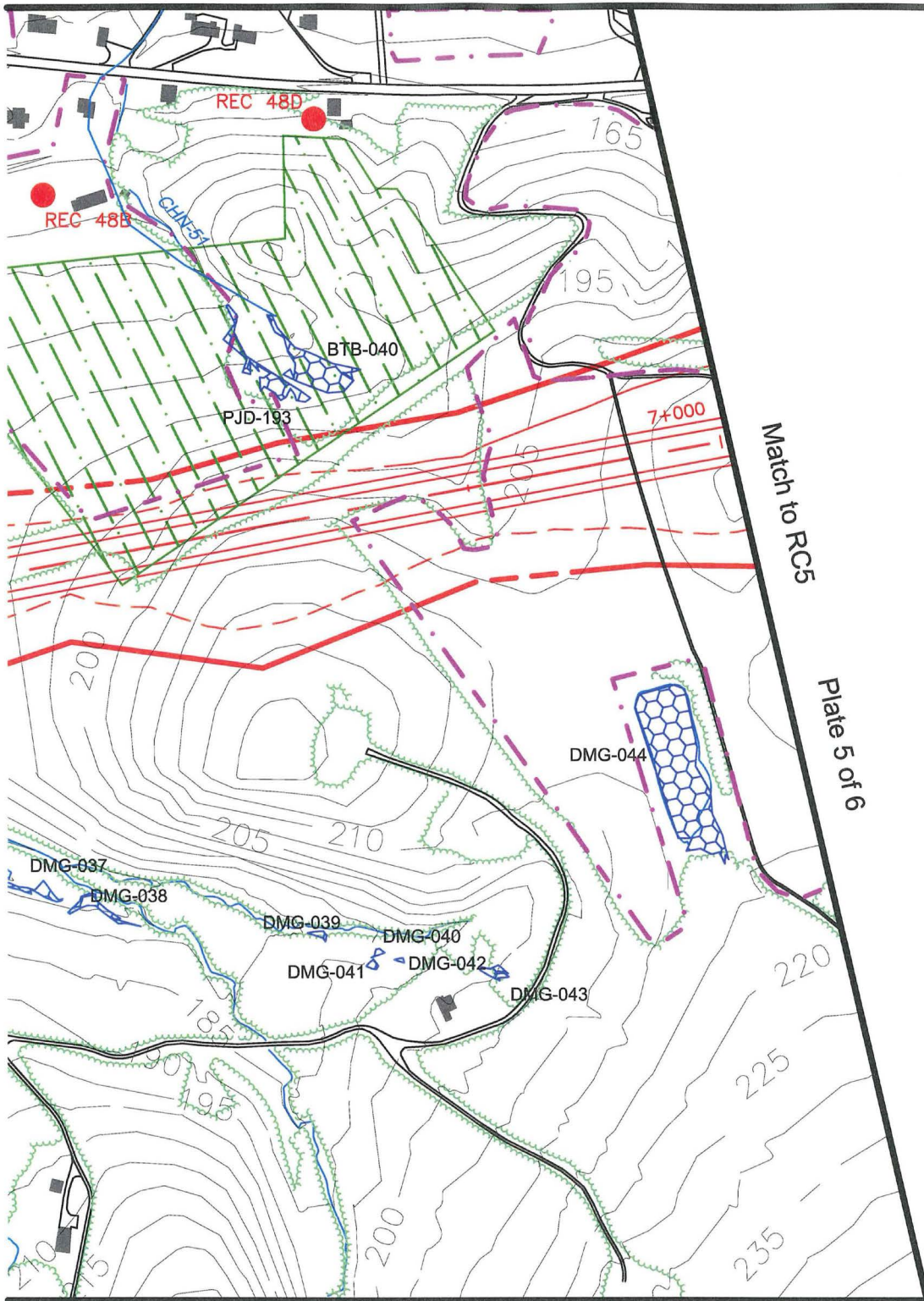


Plate 3 of 6



Legend

- | | | | | | |
|---|--|---|--|---|------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
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- - - - Proposed Right-of-Way Line
- - - - Top of Cut
- Toe of Fill Slope



Central Susquehanna Valley Transportation Project

Alternative RC5

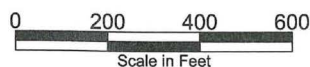
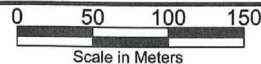
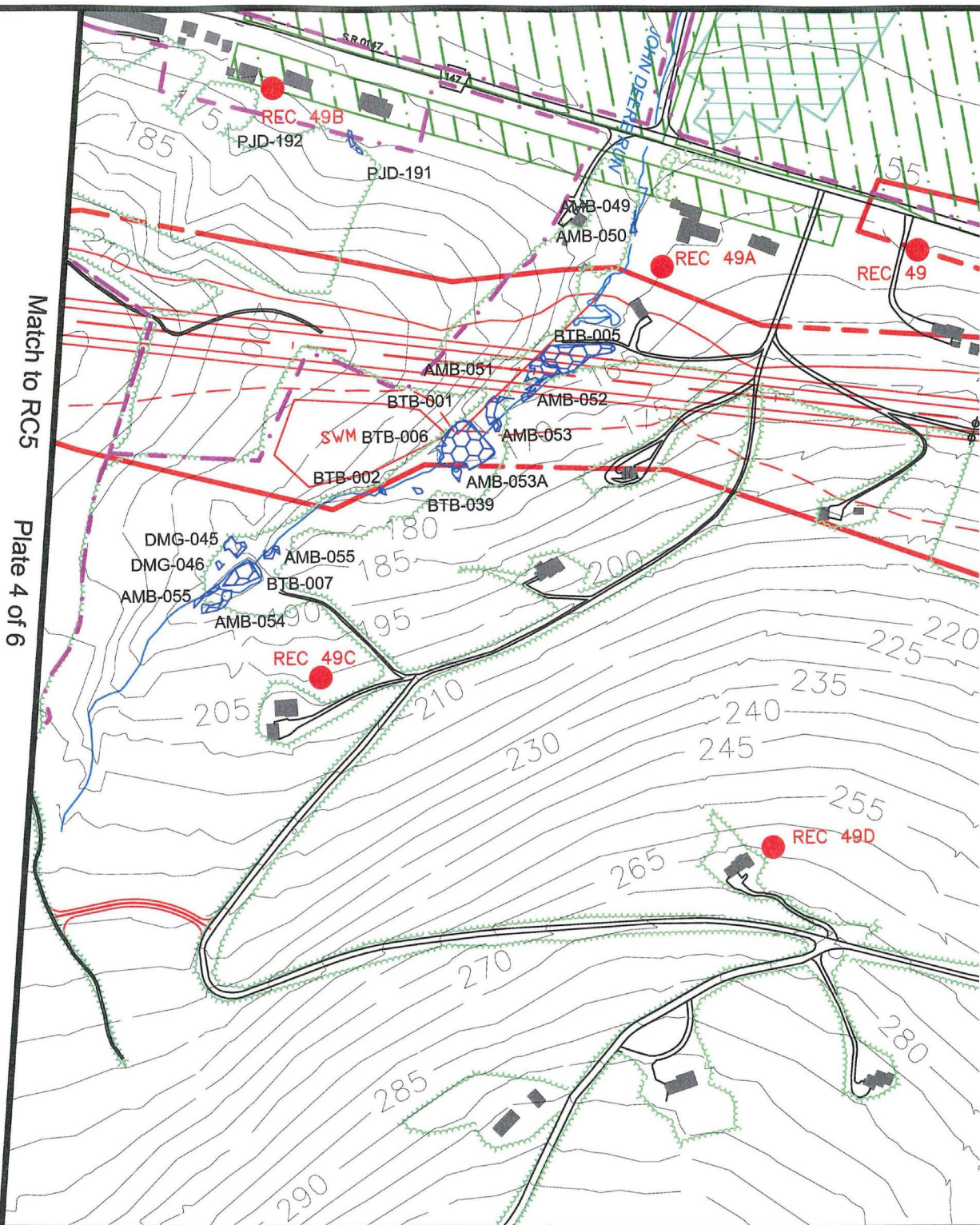


Plate 4 of 6

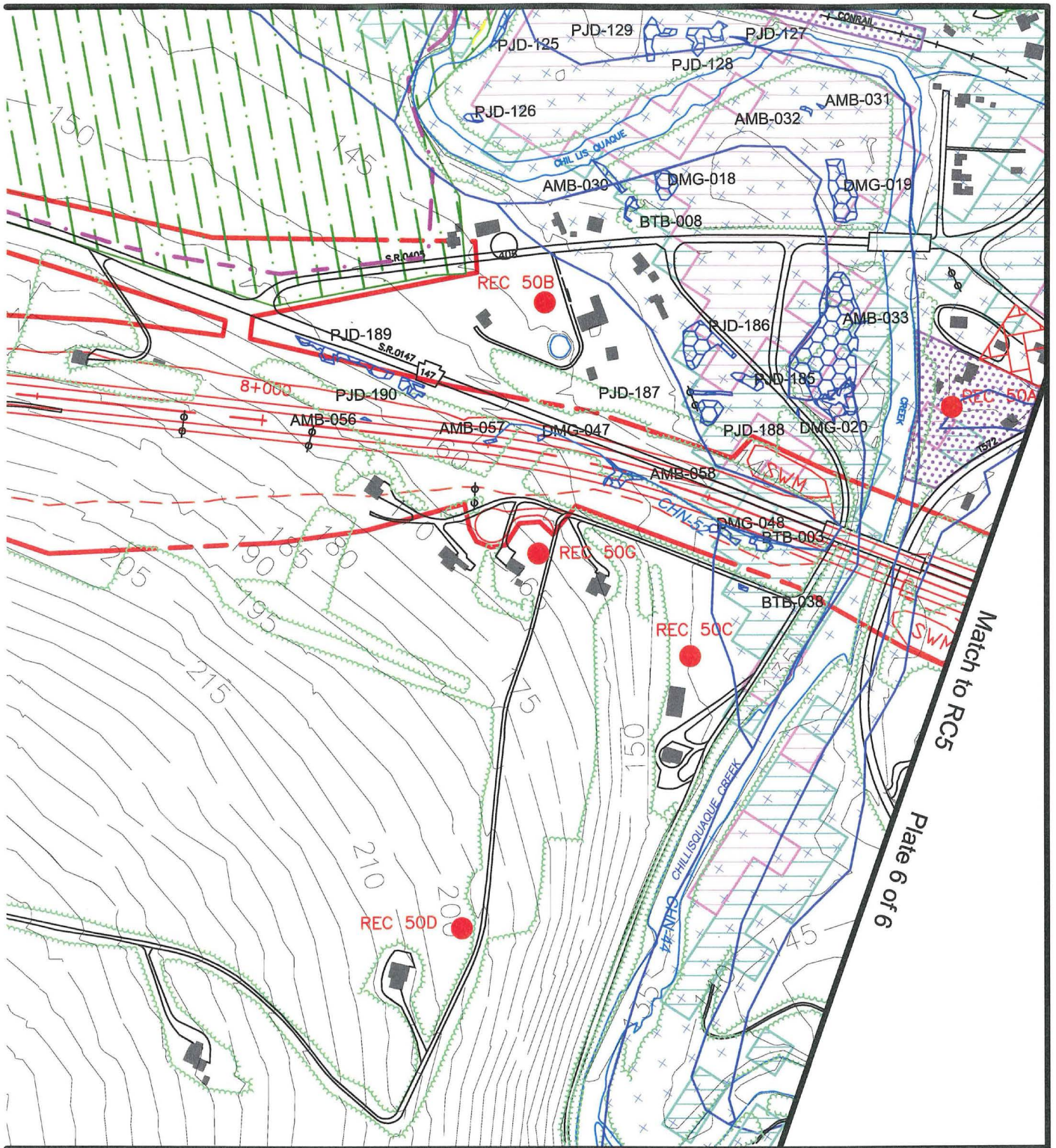


Match to RC5




Plate 4 of 6

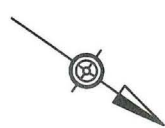
Legend

- | | | | | | |
|---|--|---|--|---|------------------|
|  | Agricultural Security Areas |  | Historic Resource Areas |  | High Archaeology |
|  | Productive Farmland |  | Wetland Area |  | Stream |
|  | Noise Receptor |  | 100 Year Floodplain |  | Treeline |
|  | Air Quality Modeling Site |  | Very High Archaeology |  | RC5 Alignment |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas | | |



Match to RC5
Plate 6 of 6

-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope



Central Susquehanna Valley Transportation Project

Alternative RC5

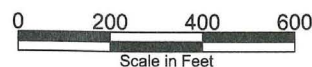
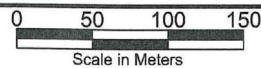
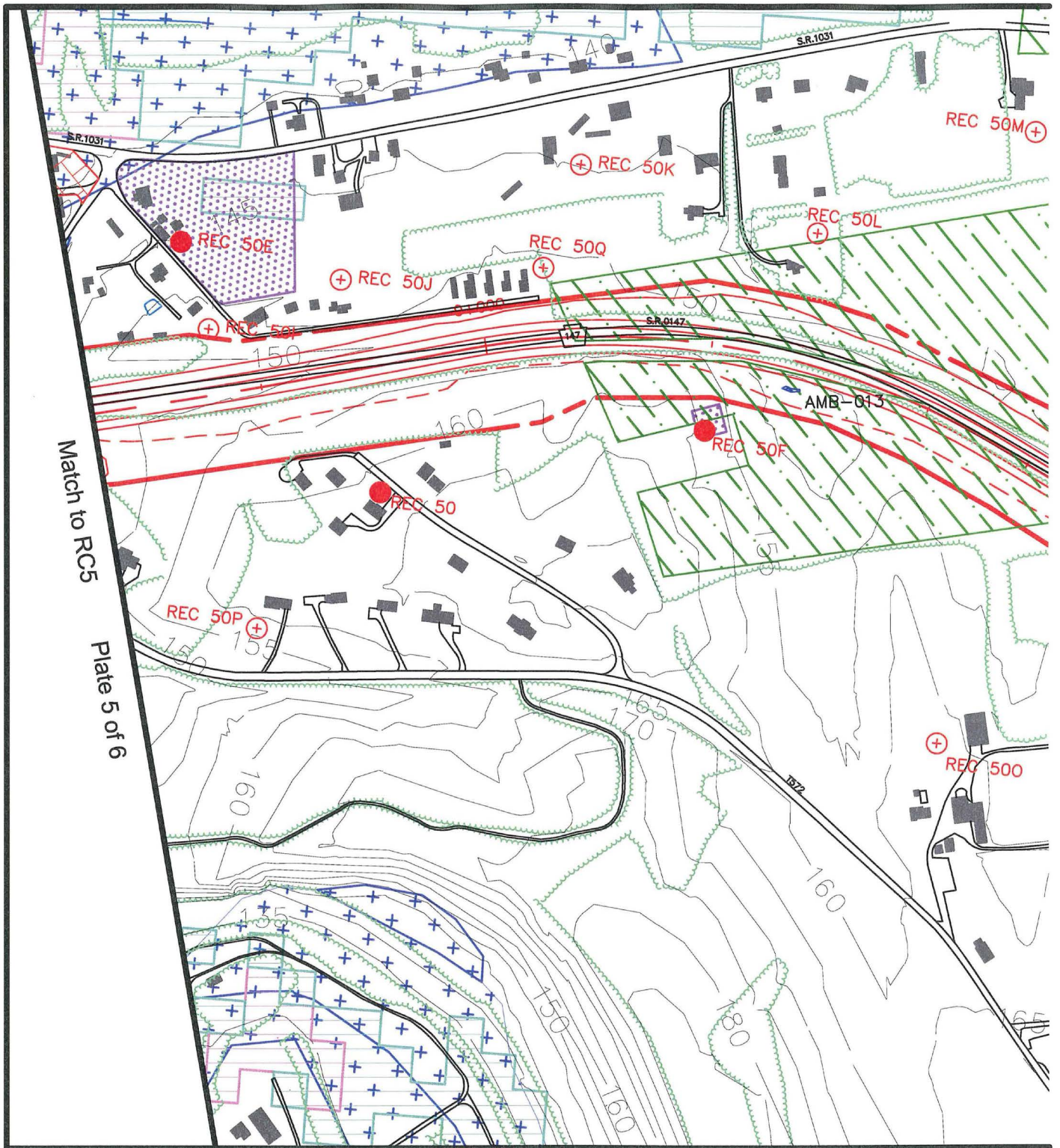


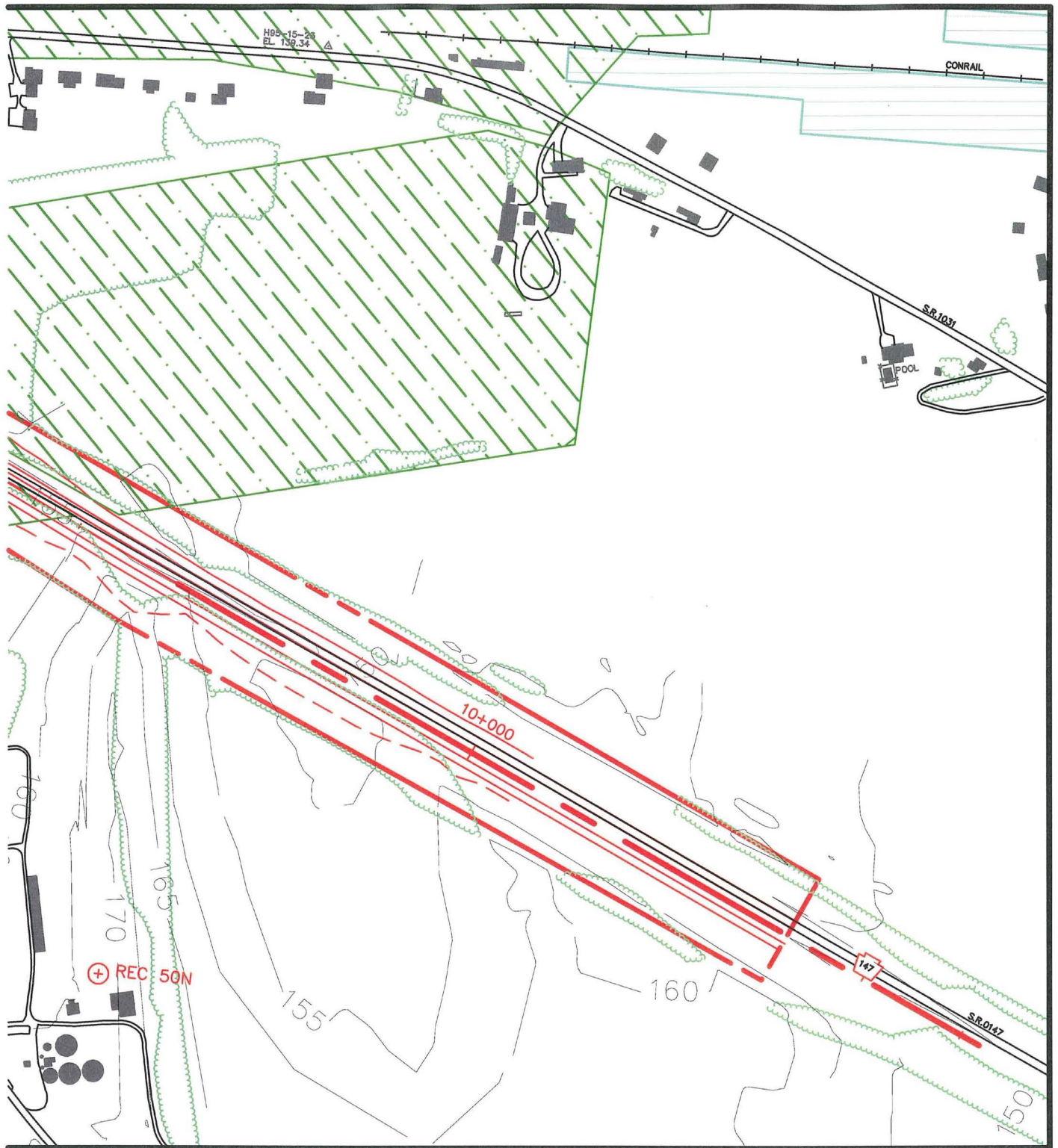
Plate 5 of 6



Match to RC5
Plate 5 of 6

Legend

- | | | | | | |
|--|--|--|--|--|------------------|
| | Agricultural Security Areas | | Historic Resource Areas | | High Archaeology |
| | Productive Farmland | | Wetland Area | | Stream |
| | Noise Receptor | | 100 Year Floodplain | | Treeline |
| | Air Quality Modeling Site | | Very High Archaeology | | RC5 Alignment |
| | Noise Receptor and Air Quality Modeling Site | | Properties Containing Potential AST, UST, and Dump Areas | | |



----- Proposed Right-of-Way Line

- - - - - Top of Cut

~~~~~ Toe of Fill Slope



## Central Susquehanna Valley Transportation Project

# Alternative RC5

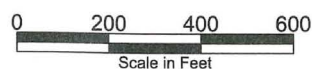
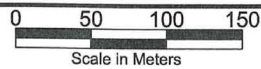
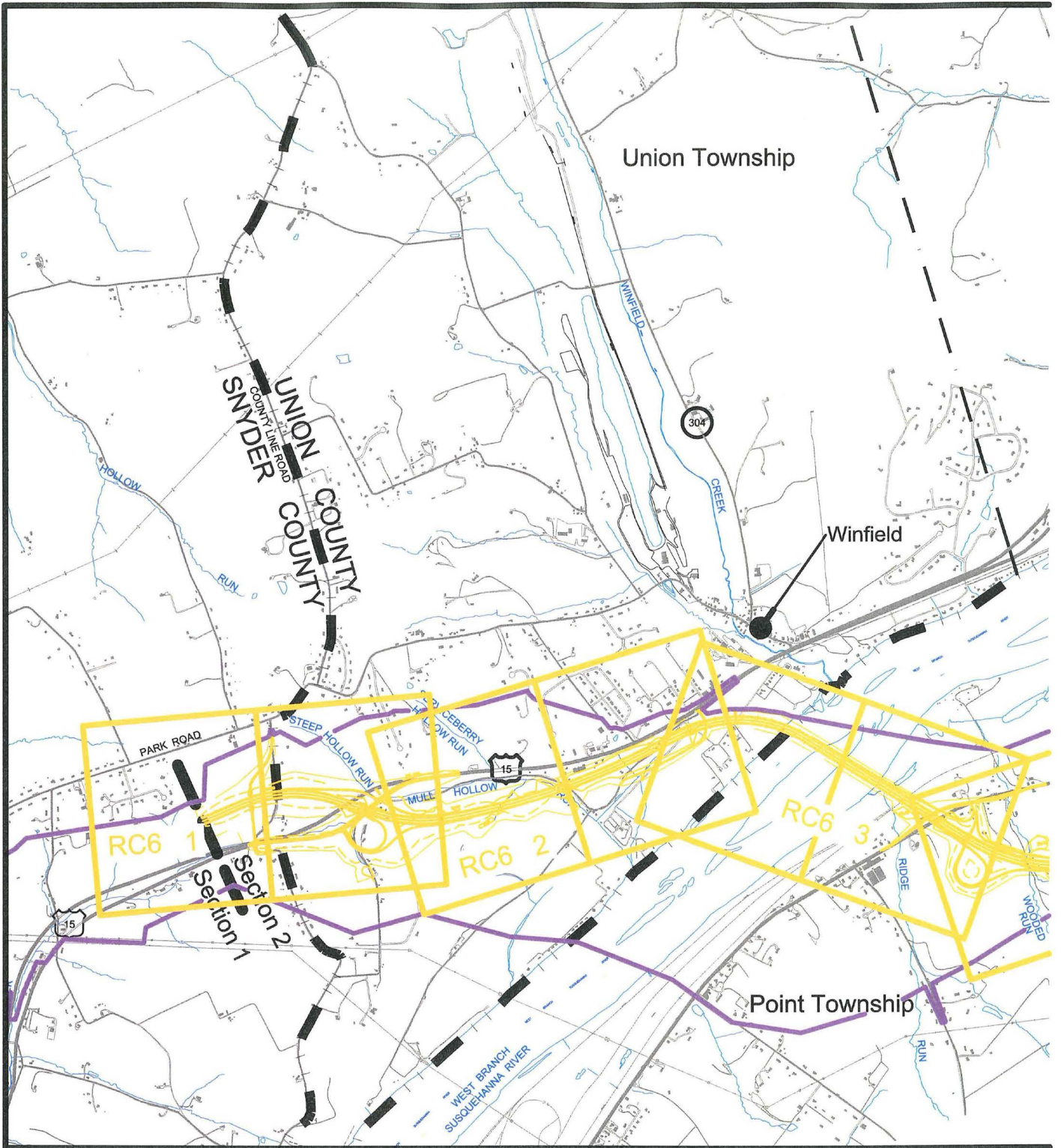


Plate 6 of 6



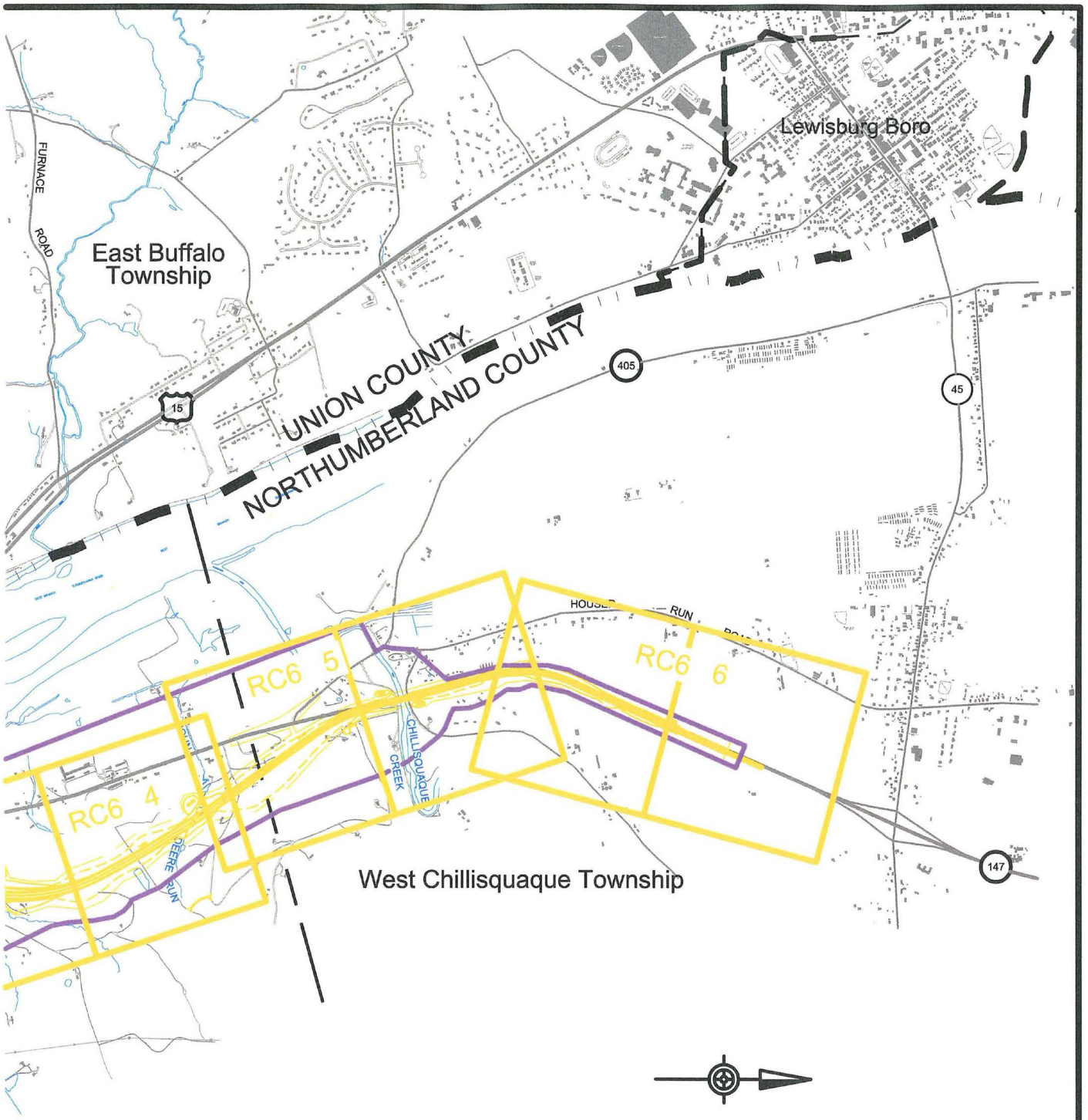
*Alternative RC6*





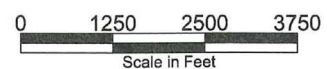
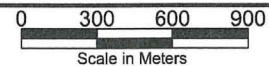
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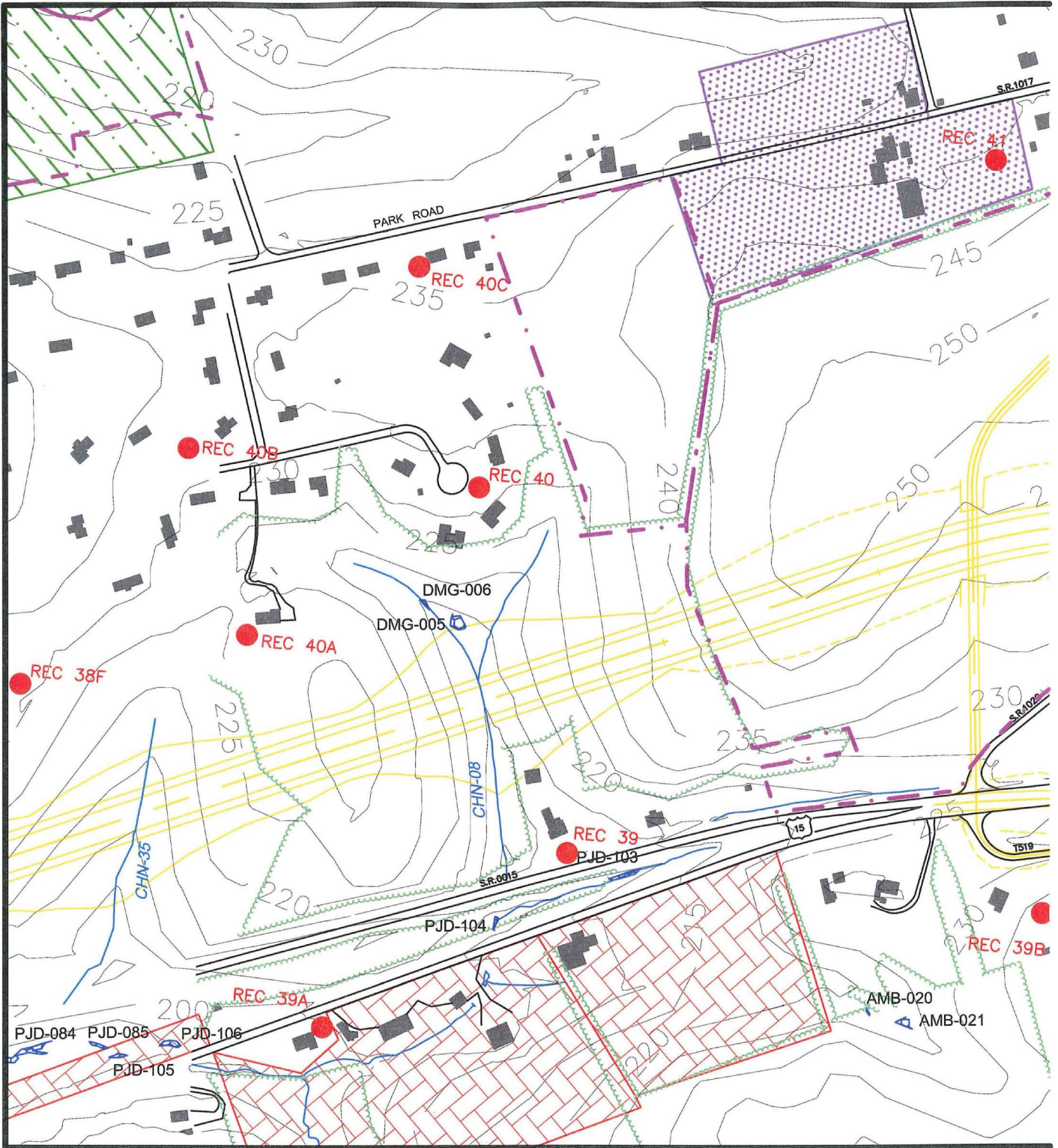
- Study Area Boundary
- River Crossing 6 Alternative






Central Susquehanna Valley  
Transportation Project

RC6 CONSTRAINT  
MAPPING SHEET INDEX

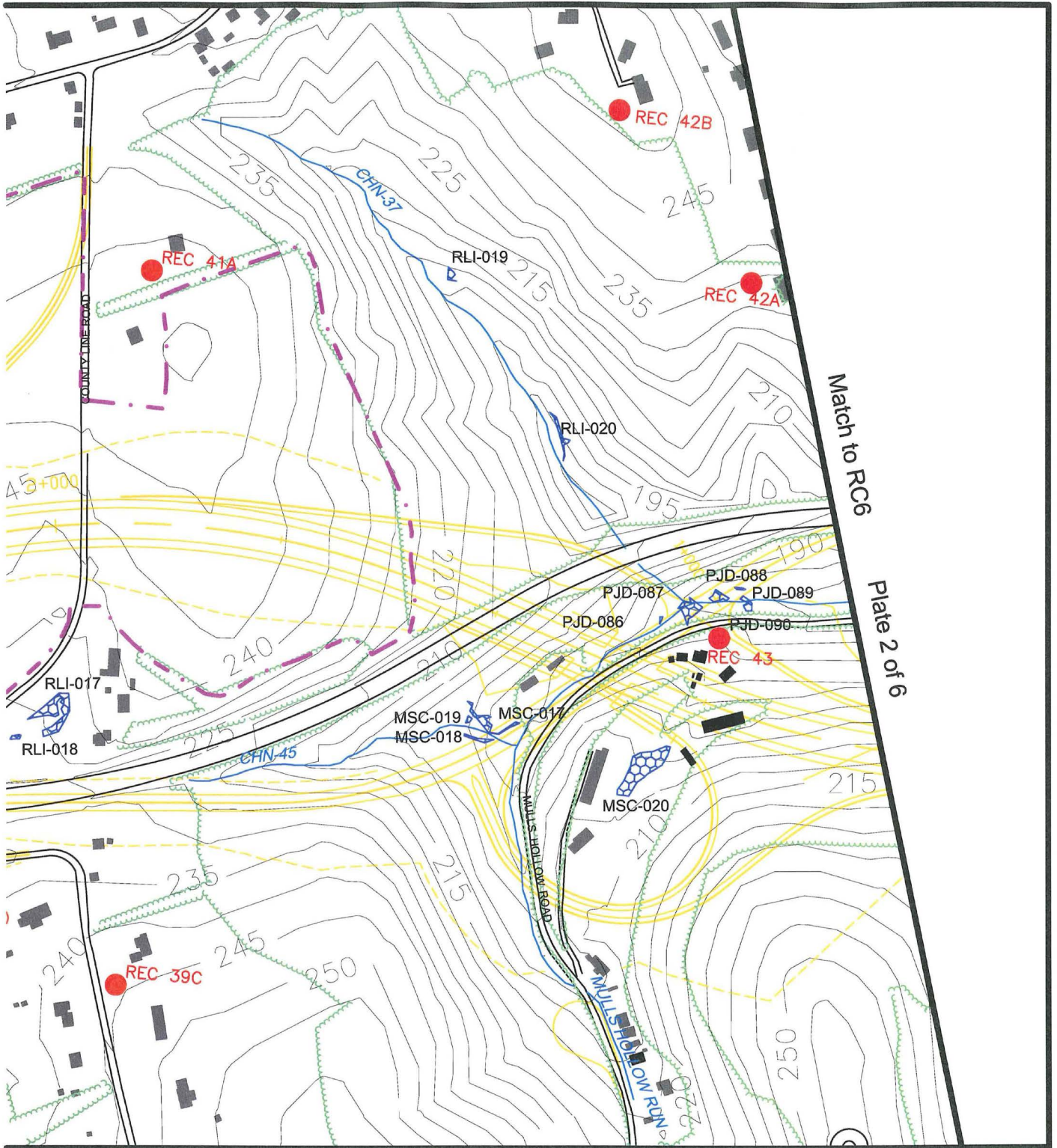







## Legend

- |                                                                                     |                                              |                                                                                     |                                                          |                                                                                       |                  |
|-------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------|---------------------------------------------------------------------------------------|------------------|
|  | Agricultural Security Areas                  |  | Historic Resource Areas                                  |  | High Archaeology |
|  | Productive Farmland                          |  | Wetland Area                                             |  | Stream           |
|  | Noise Receptor                               |  | 100 Year Floodplain                                      |  | Treeline         |
|  | Air Quality Modeling Site                    |  | Very High Archaeology                                    |  | RC6 Alignment    |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas |                                                                                       |                  |





Match to RC6  
Plate 2 of 6

-  Proposed Right-of-Way Line
-  Top of Cut
-  Toe of Fill Slope



## Central Susquehanna Valley Transportation Project

# Alternative RC6

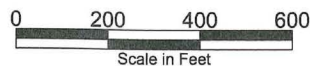
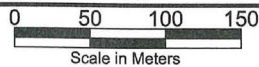
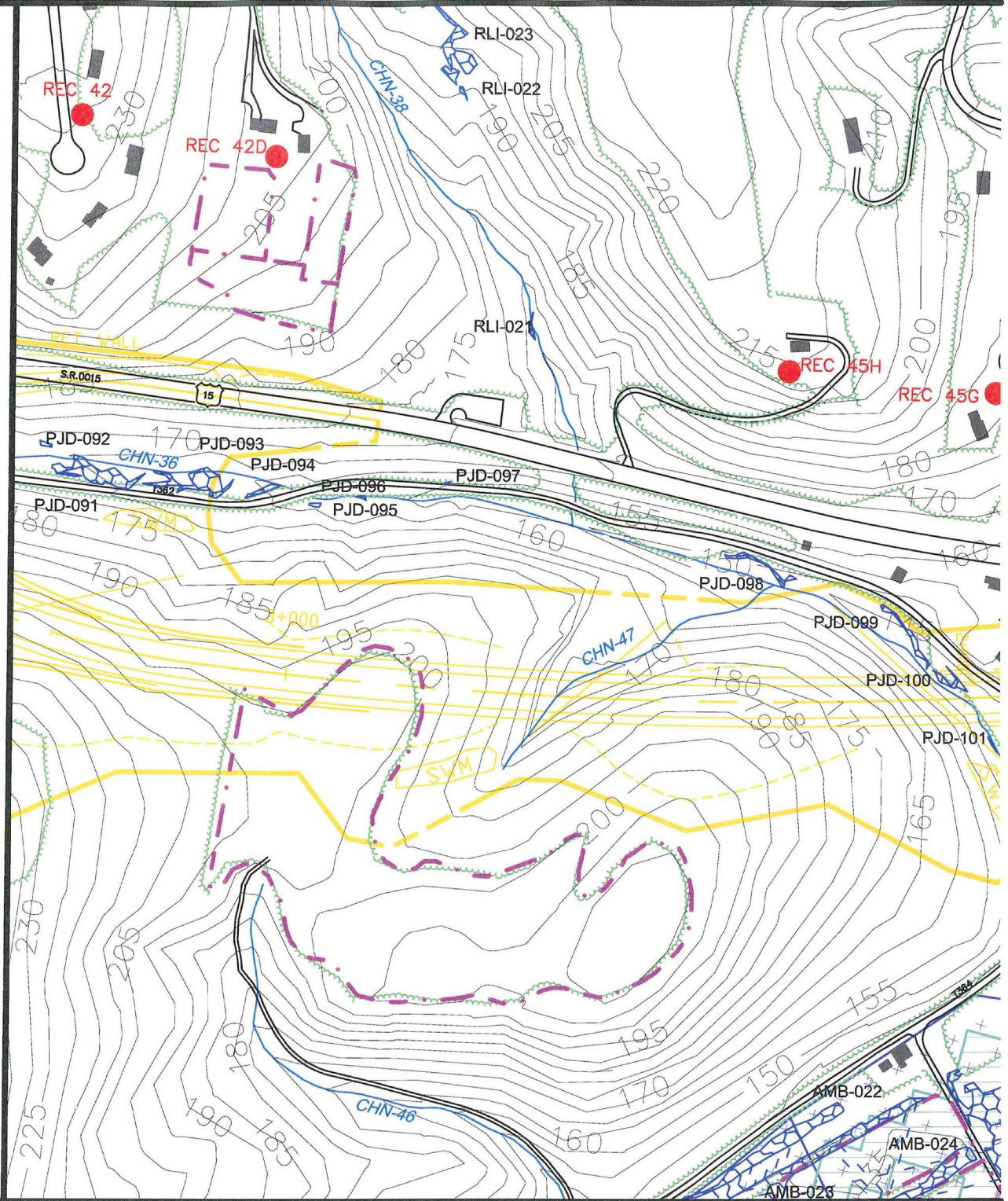


Plate 1 of 6

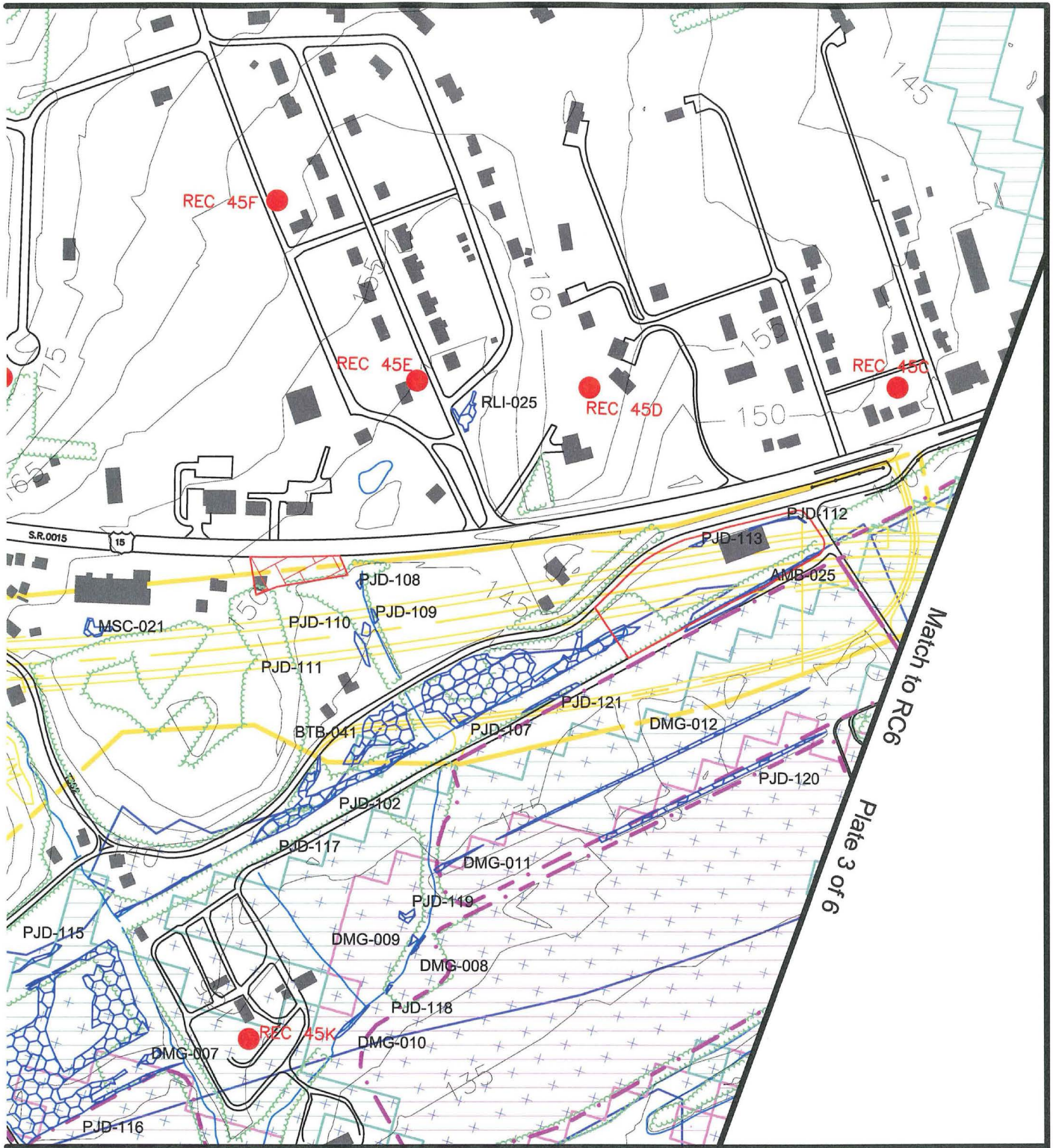
Match to RC6

Plate 1 of 6



### Legend

- |                                                                                                                                  |                                                                                                                                              |                                                                                                        |
|----------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
|  Agricultural Security Areas                  |  Historic Resource Areas                                  |  High Archaeology |
|  Productive Farmland                          |  Wetland Area                                             |  Stream           |
|  Noise Receptor                               |  100 Year Floodplain                                      |  Treeline         |
|  Air Quality Modeling Site                    |  Very High Archaeology                                    |  RC6 Alignment    |
|  Noise Receptor and Air Quality Modeling Site |  Properties Containing Potential AST, UST, and Dump Areas |                                                                                                        |

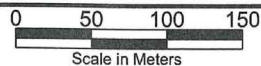


- Proposed Right-of-Way Line
- Top of Cut
- Toe of Fill Slope

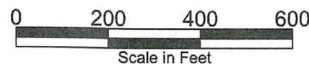


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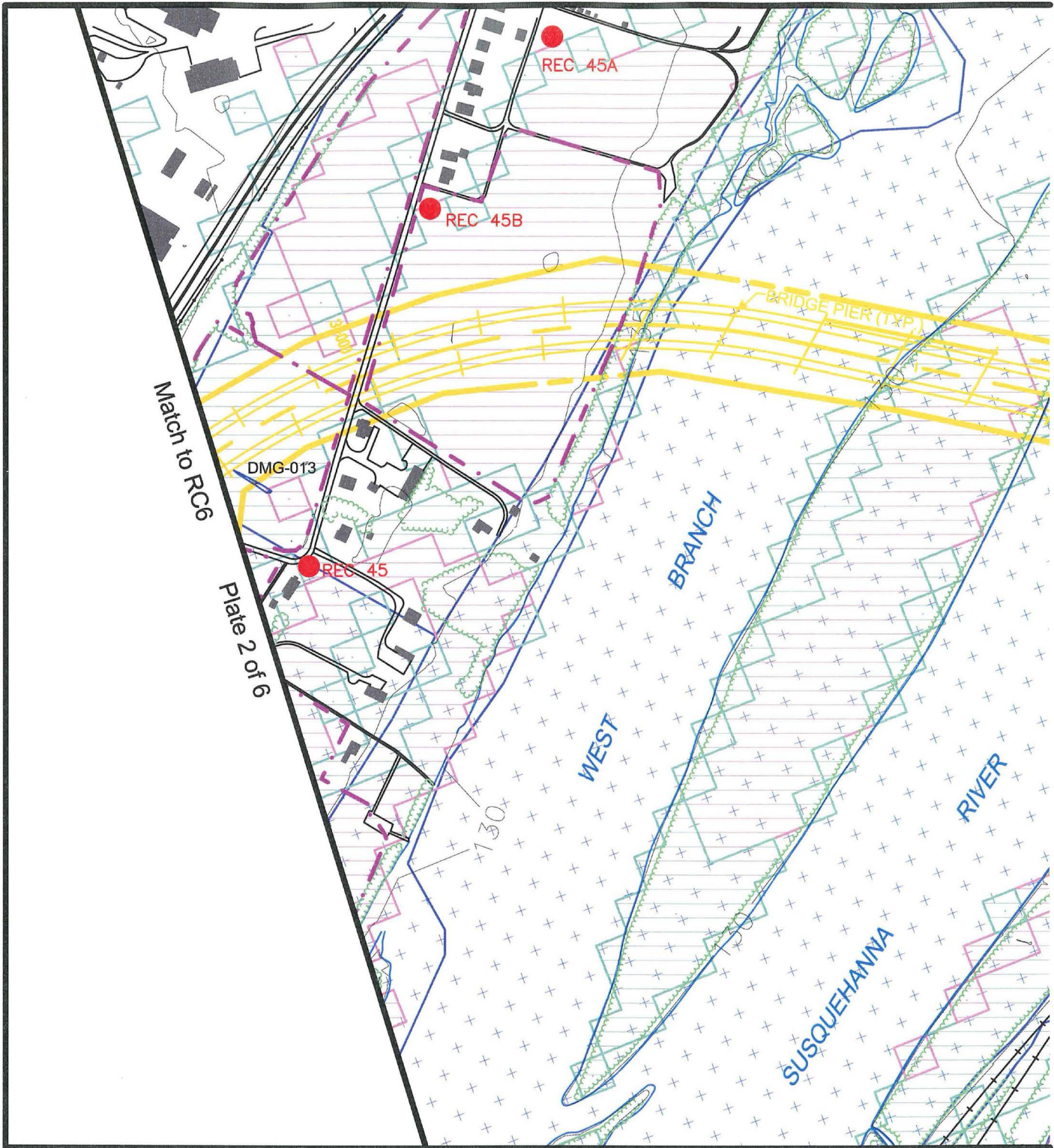


Scale in Meters



Scale in Feet

Plate 2 of 6



### Legend

- |                                                                                     |                                              |                                                                                     |                                                          |                                                                                       |                  |
|-------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------|---------------------------------------------------------------------------------------|------------------|
|  | Agricultural Security Areas                  |  | Historic Resource Areas                                  |  | High Archaeology |
|  | Productive Farmland                          |  | Wetland Area                                             |  | Stream           |
|  | Noise Receptor                               |  | 100 Year Floodplain                                      |  | Treeline         |
|  | Air Quality Modeling Site                    |  | Very High Archaeology                                    |  | RC6 Alignment    |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas |                                                                                       |                  |

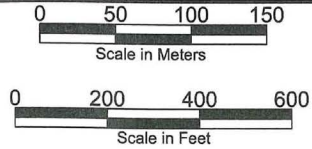


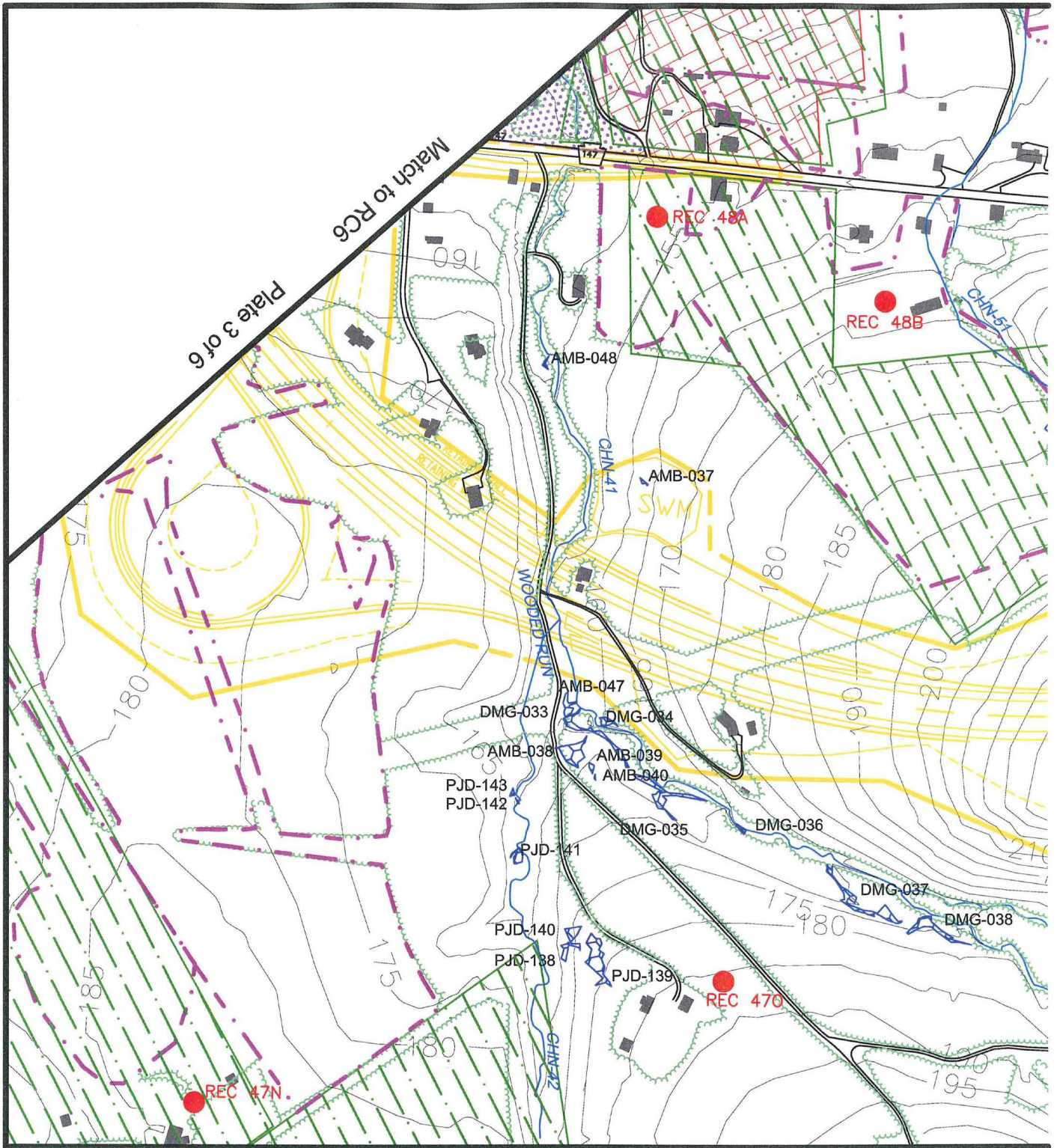
- Proposed Right-of-Way Line
- Top of Cut
- Toe of Fill Slope



Central Susquehanna Valley  
Transportation Project

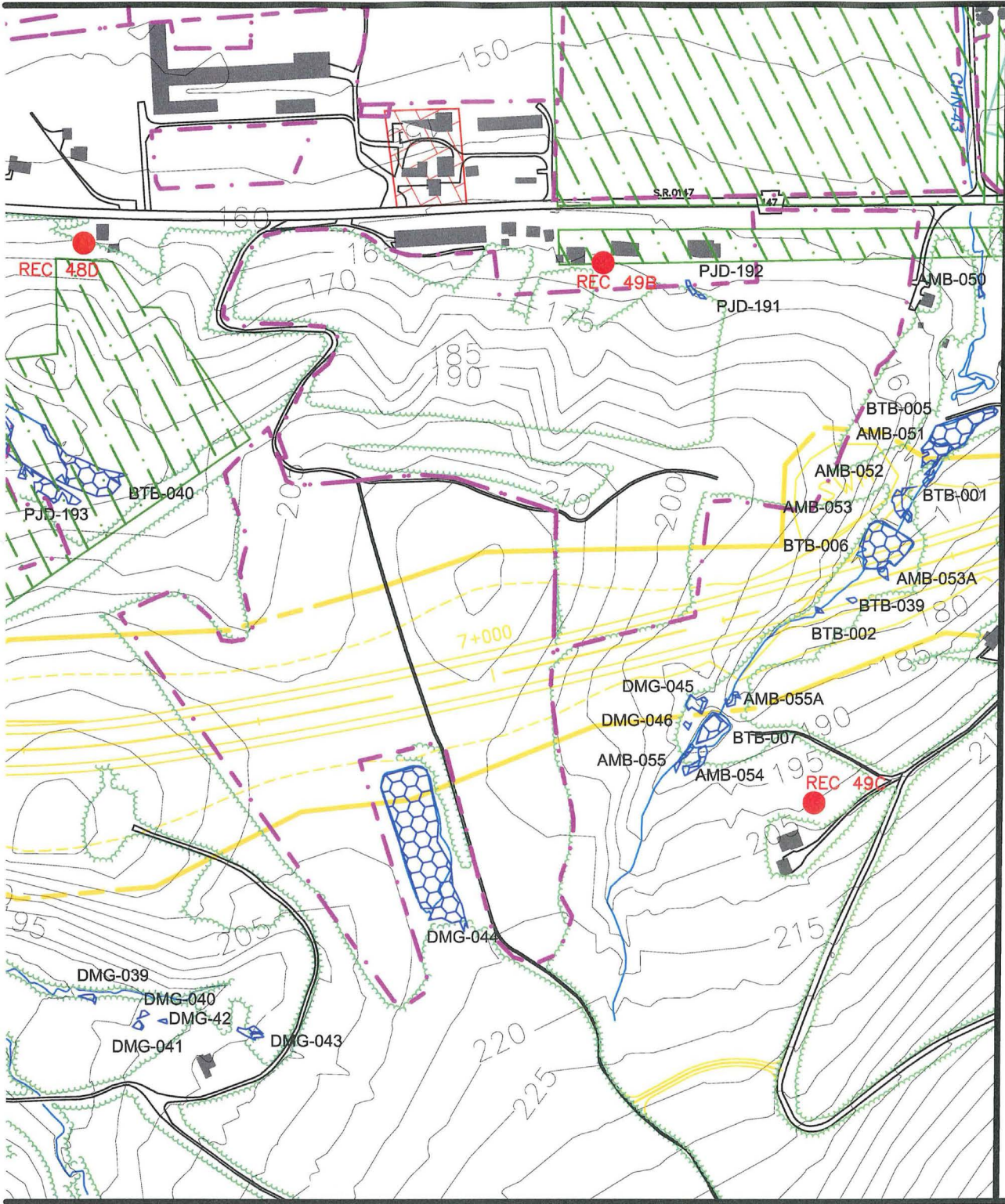
Alternative RC6





## Legend

- |  |                                              |  |                                                          |  |                  |
|--|----------------------------------------------|--|----------------------------------------------------------|--|------------------|
|  | Agricultural Security Areas                  |  | Historic Resource Areas                                  |  | High Archaeology |
|  | Productive Farmland                          |  | Wetland Area                                             |  | Stream           |
|  | Noise Receptor                               |  | 100 Year Floodplain                                      |  | Treeline         |
|  | Air Quality Modeling Site                    |  | Very High Archaeology                                    |  | RC6 Alignment    |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas |  |                  |



Match to RC6  
Plate 5 of 6

- Proposed Right-of-Way Line
- Top of Cut
- Toe of Fill Slope



## Central Susquehanna Valley Transportation Project

# Alternative RC6

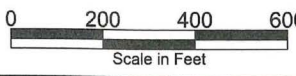
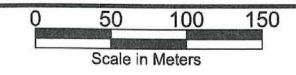
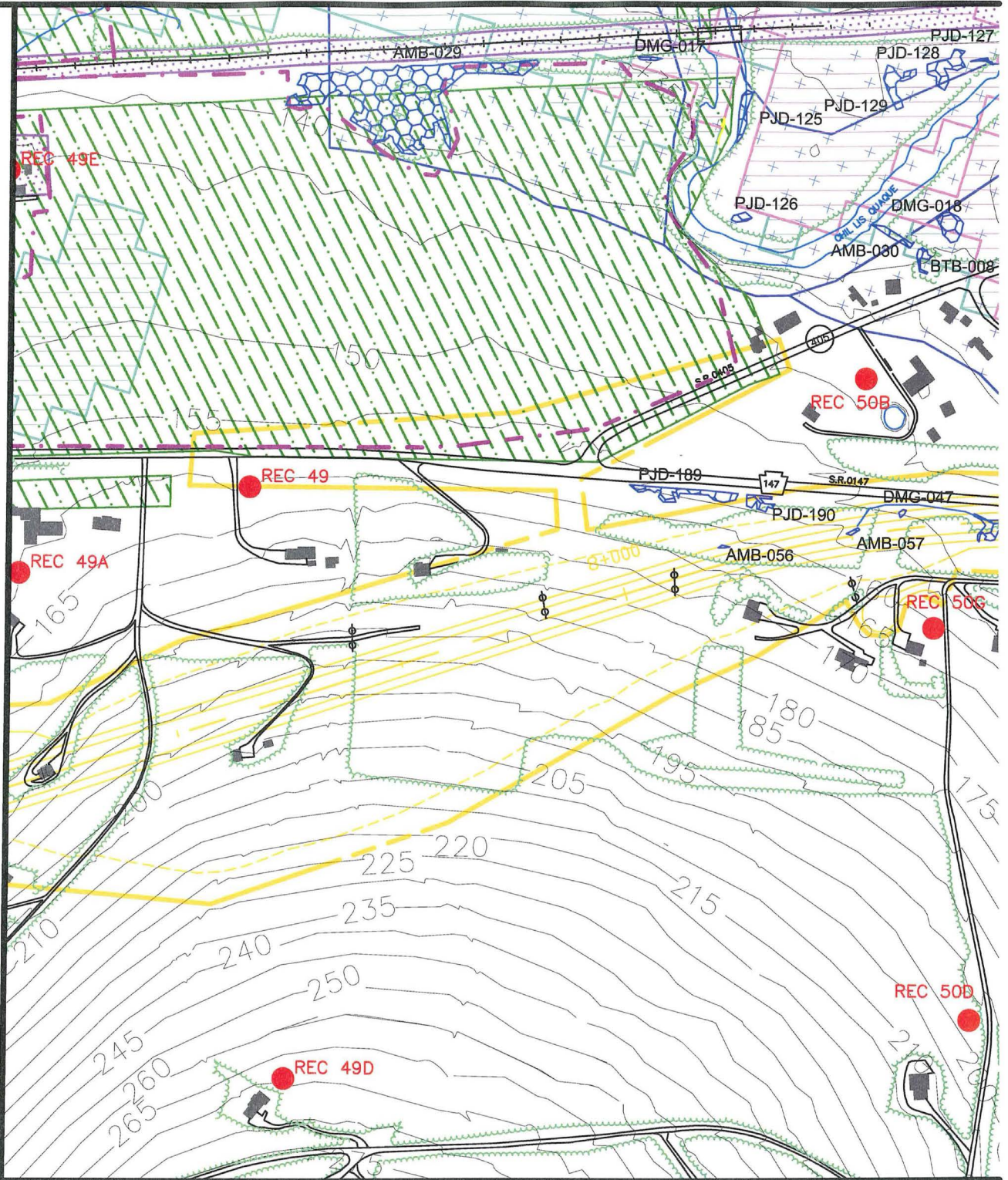


Plate 4 of 6

Match to RC6

Plate 4 of 6



## Legend

- |                                                                                                                                  |                                                                                                                                              |                                                                                                        |
|----------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
|  Agricultural Security Areas                  |  Historic Resource Areas                                  |  High Archaeology |
|  Productive Farmland                          |  Wetland Area                                             |  Stream           |
|  Noise Receptor                               |  100 Year Floodplain                                      |  Treeline         |
|  Air Quality Modeling Site                    |  Very High Archaeology                                    |  RC6 Alignment    |
|  Noise Receptor and Air Quality Modeling Site |  Properties Containing Potential AST, UST, and Dump Areas |                                                                                                        |





----- Proposed Right-of-Way Line

- - - - - Top of Cut

\_\_\_\_\_ Toe of Fill Slope



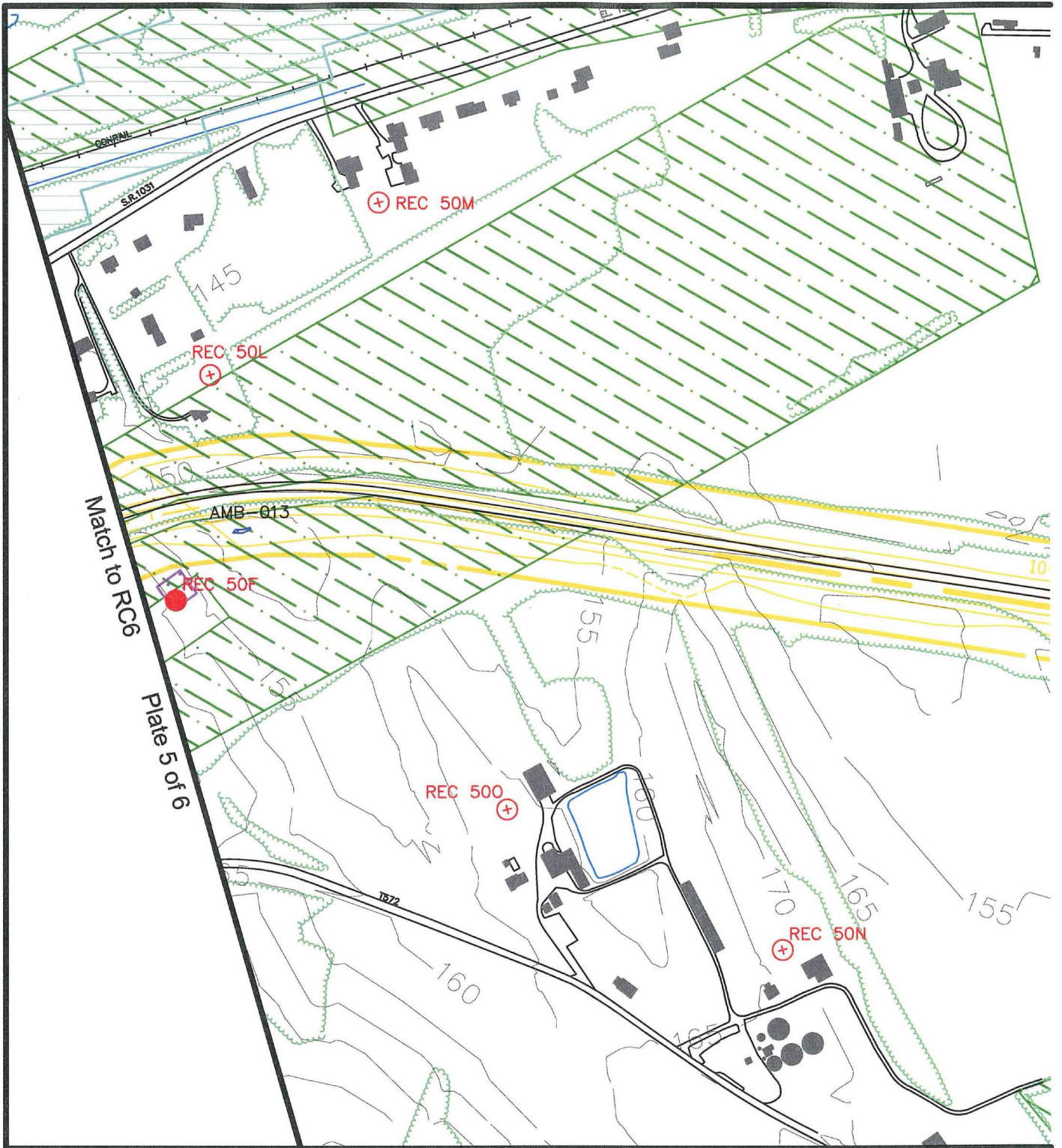
## Central Susquehanna Valley Transportation Project

# Alternative RC6

0 50 100 150  
Scale in Meters

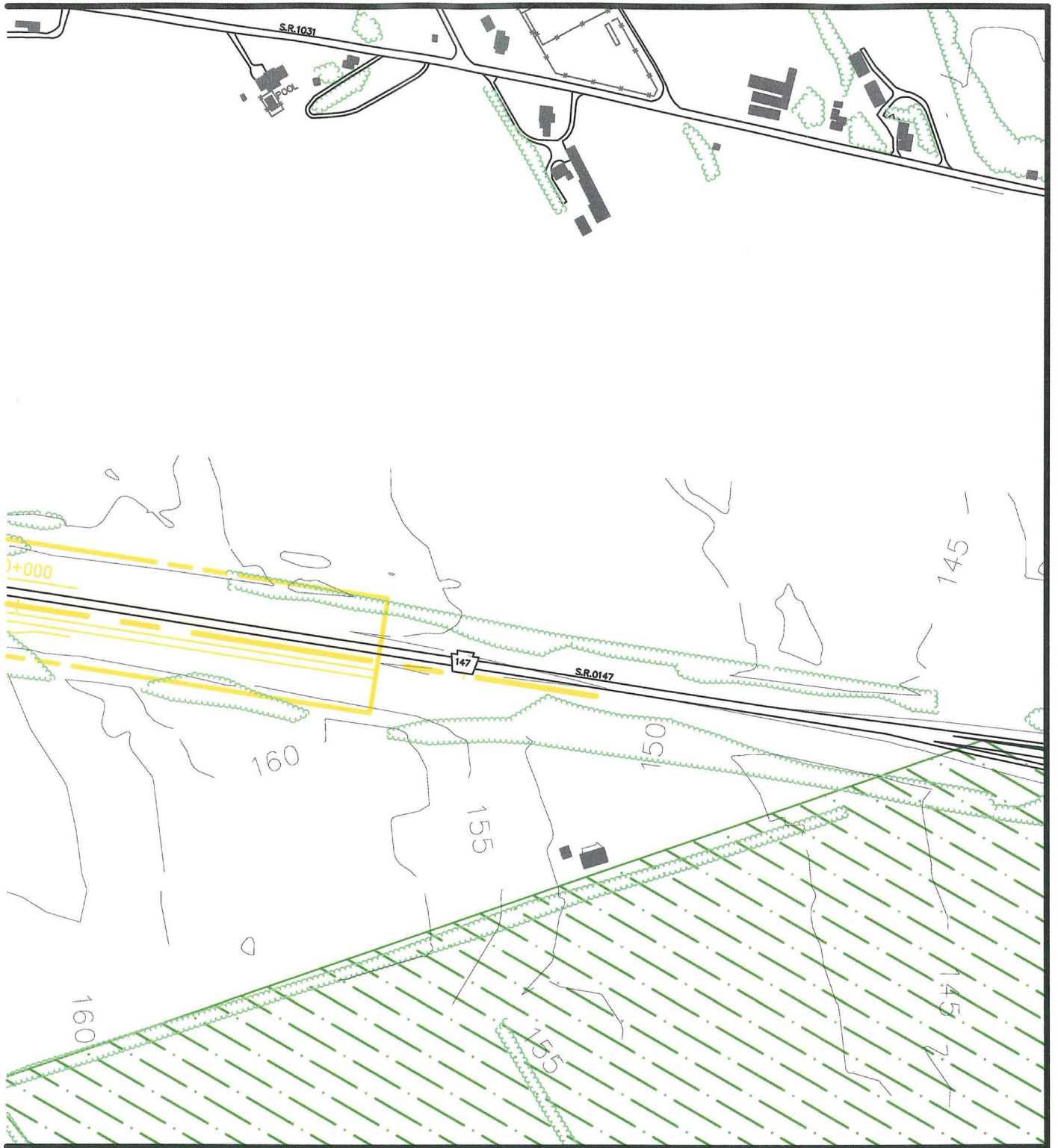
0 200 400 600  
Scale in Feet

Plate 5 of 6



## Legend

- |                                                                                     |                                              |                                                                                     |                                                          |                                                                                       |                  |
|-------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------|---------------------------------------------------------------------------------------|------------------|
|  | Agricultural Security Areas                  |  | Historic Resource Areas                                  |  | High Archaeology |
|  | Productive Farmland                          |  | Wetland Area                                             |  | Stream           |
|  | Noise Receptor                               |  | 100 Year Floodplain                                      |  | Treeline         |
|  | Air Quality Modeling Site                    |  | Very High Archaeology                                    |  | RC6 Alignment    |
|  | Noise Receptor and Air Quality Modeling Site |  | Properties Containing Potential AST, UST, and Dump Areas |                                                                                       |                  |



--- Proposed Right-of-Way Line

- - - Top of Cut

— Toe of Fill Slope



Central Susquehanna Valley  
Transportation Project

Alternative RC6

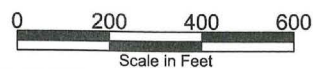
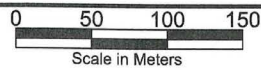


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