

## Welcome and Meeting Purpose

Thank you for taking the time to attend this evening's public meeting regarding the Central Susquehanna Valley Transportation Project (CSV T), Southern Section. The primary purpose of tonight's meeting is to present and receive feedback on the results of the detailed studies performed this past summer along with PennDOT's recommended alternative to avoid construction on the existing fly ash waste basins. A recap of feedback received at the May public meeting, other design changes, and anticipated next steps to move the project forward to completion are also being presented.

Following the presentation, an open house will be held in the lobby and gymnasium. There will be many displays illustrating the topics covered tonight. Project team members will be on hand to answer your questions and record your feedback. A questionnaire will be available in the gymnasium or at [www.csvt.com](http://www.csvt.com) as another means to collect your input.

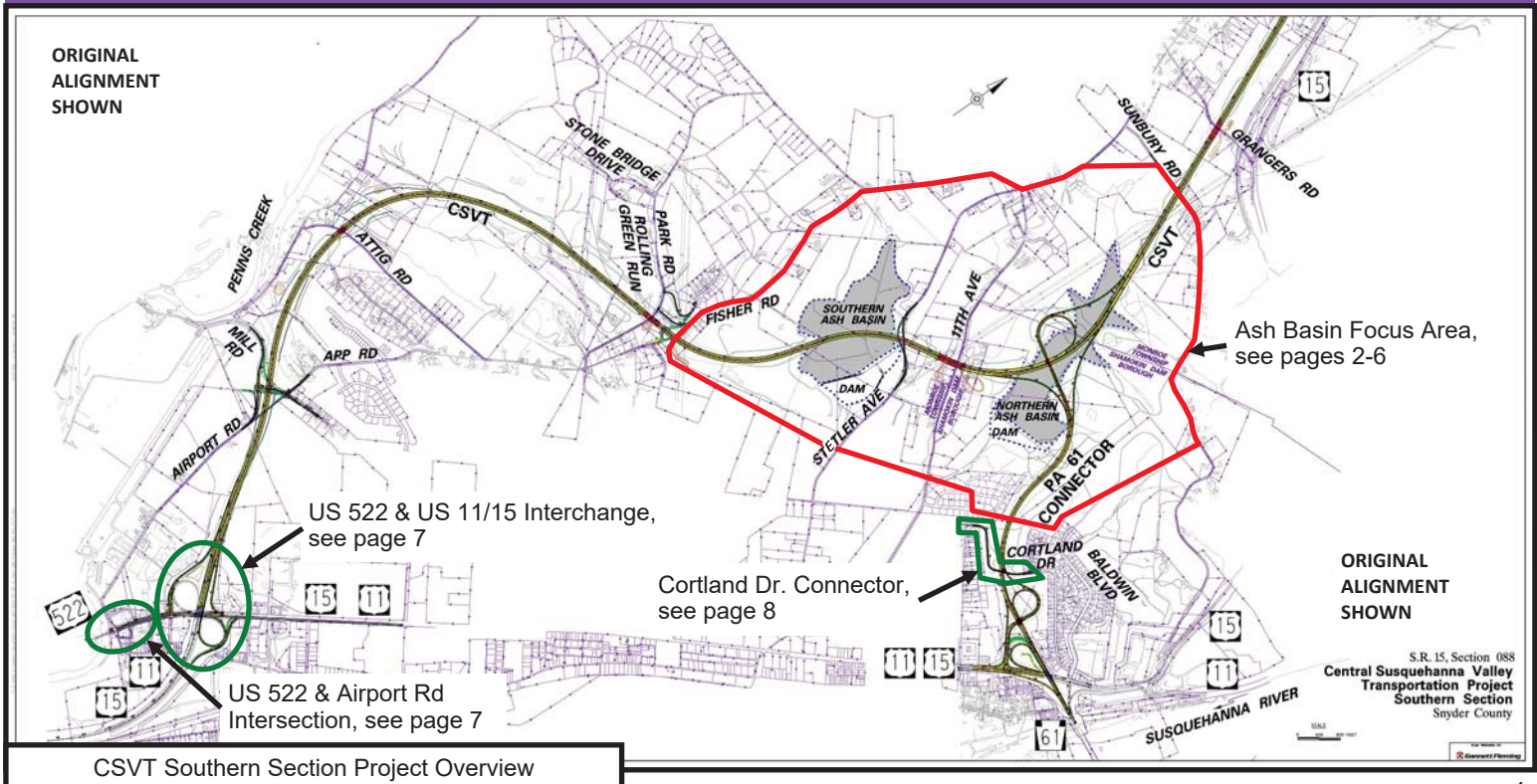
## Key Points

CSV T continues to move forward, and its long-term benefits for the region are coming. Since the May public meeting, the project team has worked diligently to refine and evaluate the three ash basin avoidance alternatives through detailed studies and further coordination with project stakeholders.

PennDOT has recommended the Eastern Alternative for realigning CSV T and the PA 61 Connector around the ash basins. The selection of this alternative is not finalized until the Federal Highway Administration (FHWA) issues environmental clearance for the portion of the project within the ash basin focus area outlined in red below. The project team is currently preparing an Environmental Assessment in order to obtain that clearance. After the document is prepared, a public review and comment period will be provided and a public hearing will be scheduled. At the hearing, the public will have the opportunity to provide oral or written testimony, which PennDOT will consider and respond to before requesting environmental clearance from FHWA.

As design work progresses, the project team will continue to evaluate opportunities to minimize and/or mitigate impacts on land owners, communities, and environmental resources. Some examples of potential mitigation measures include minor design adjustments, slope changes, noise barriers, access adjustments, landscaping, construction restrictions, and environmental mitigation.

## CSV T Southern Section Overview

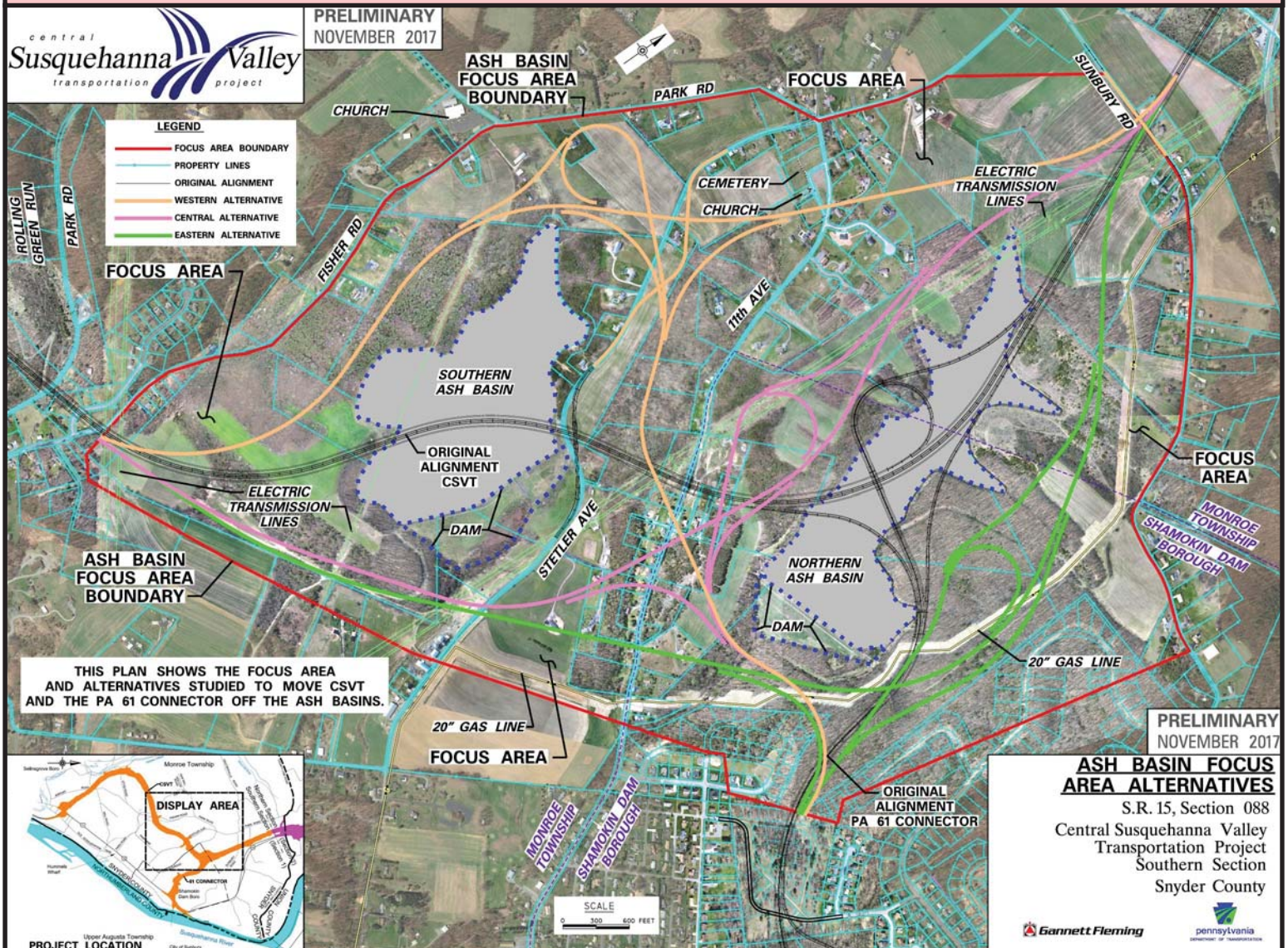


# Ash Basin Avoidance Alternatives

At the May public meeting, the project team presented three alternatives that were developed within the ash basin focus area. The alternatives were named based on the corridor in which they are located. The *Western Alternative*, shown below in tan, passes west of both ash basins. The *Central Alternative*, shown below in pink, passes between the two ash basins. The *Eastern Alternative*, shown below in green, passes east of both ash basins. All three alternatives include a PA 61 Connector and an interchange between CSV T and the PA 61 Connector.

Following the May meeting, these alternatives were revised / refined based on detailed studies and further coordination with project stakeholders. The alternatives were then evaluated and compared based on their engineering characteristics and their environmental impacts. The results of the engineering comparison are shown on page 3, and the results of the environmental comparison are shown on page 6.

PennDOT has recommended the Eastern Alternative, shown below in green, within the ash basin focus area. This recommendation is not based on a single viewpoint or any prescribed formula or algorithm. The decision comes from considering many factors including engineering analysis, community impacts, environmental impacts, public feedback, agency input, project needs, utility impacts, and right-of-way impacts, with the goal of recommending the alternative that is the best overall.



Ash Basin Focus Area

## Ash Basin Avoidance Alternatives (cont.)

### Engineering Characteristics Comparison

	WESTERN ALTERNATIVE	CENTRAL ALTERNATIVE	EASTERN ALTERNATIVE
<b>EARTHWORK</b> CUT FILL	2.21M CY 2.55M CY	1.91M CY 2.07M CY	1.88M CY 2.13M CY
<b>ROADWAY LENGTH</b> MAINLINE <sup>1</sup> RAMPS AND SIDE ROADS	21,509 LF 16,845 LF	19,553 LF 15,152 LF	19,798 LF 16,669 LF
<b>BRIDGE AREA</b>	91K SF	191K SF	145K SF
<b>ASH BASIN FOCUS AREA CONSTRUCTION COST</b>	\$110M	\$127M	\$119M
<b>UTILITY RELOCATION</b> UGI GAS LINE PPL ELECTRIC TRANSMISSION LINE	350 LF 4,990 LF	350 LF 10,800 LF	3,500 LF 3,230 LF
<b>ASH BASIN FOCUS AREA TOTAL COST<sup>2</sup></b>	\$118M	\$139M	\$131M
<b>PA 61 CONNECTOR USAGE VS. ORIGINAL DESIGN</b>	30% less traffic removed from existing road network	10% more traffic removed from existing road network	30% more traffic removed from existing road network
<b>GEOTECHNICAL CONSIDERATIONS</b>	<ul style="list-style-type: none"> <li>Potential for acid rock</li> <li>Steepened slope below Northern Ash Basin dam</li> <li>Blasting restrictions needed near ash dams</li> </ul>	<ul style="list-style-type: none"> <li>Steepened slope below Northern Ash Basin dam</li> <li>Blasting restrictions needed near ash dams</li> </ul>	<ul style="list-style-type: none"> <li>Steepened slope below Northern Ash Basin dam</li> <li>Realigned spillway channel below Northern Ash Basin dam</li> <li>Blasting restrictions needed near ash dams</li> </ul>

**NOTES:**

1. Mainline includes CSV T and PA 61 Connector.
2. Total Cost = Construction Cost + Right-of-way Cost + Utility Relocation Cost

**ABBREVIATIONS:**

- M - million
- K - thousand
- CY - cubic yards
- LF - lineal feet
- SF - square feet

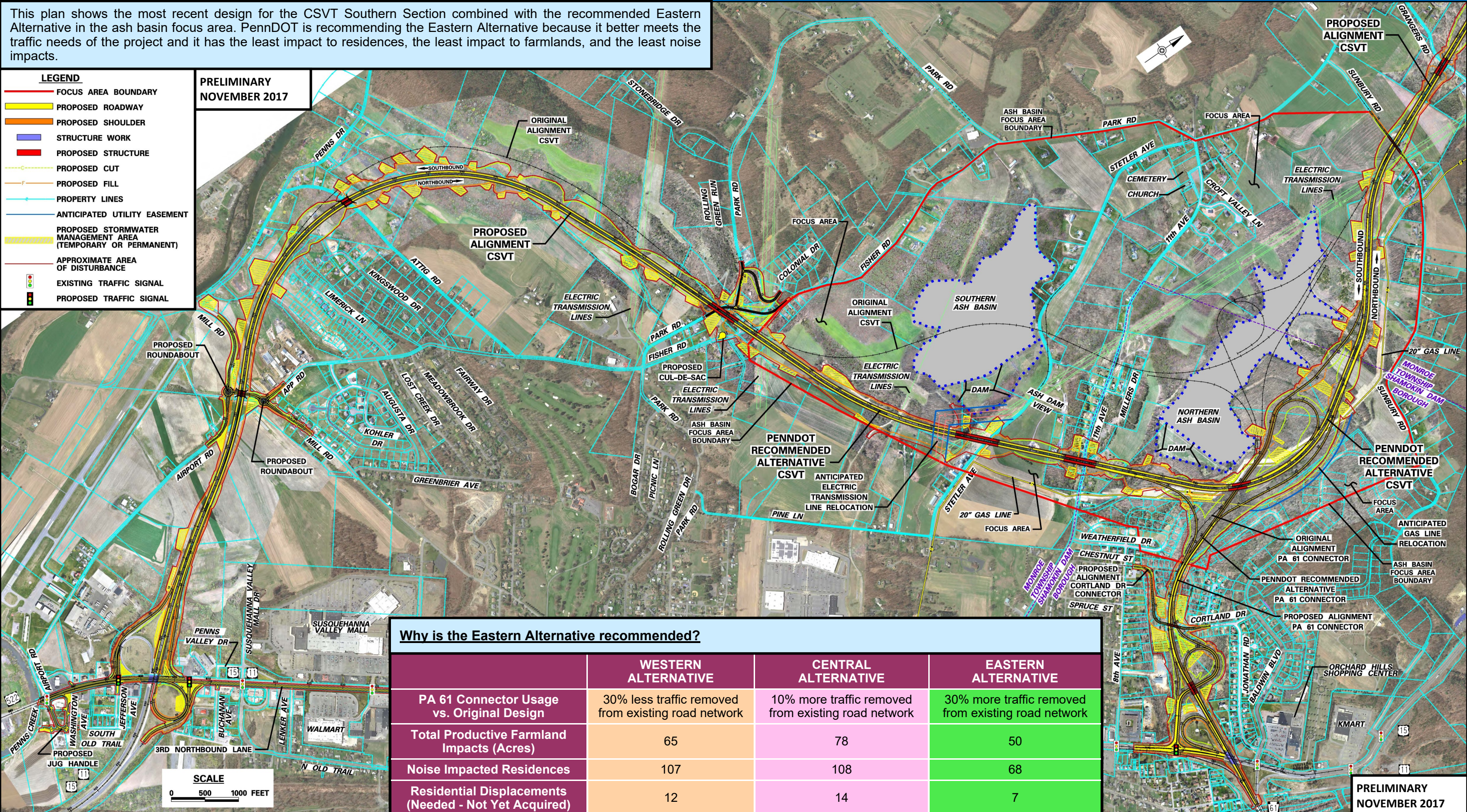
# CSV T Southern Section with PennDOT Recommended Alternative (Eastern Alternative)

This plan shows the most recent design for the CSV T Southern Section combined with the recommended Eastern Alternative in the ash basin focus area. PennDOT is recommending the Eastern Alternative because it better meets the traffic needs of the project and it has the least impact to residences, the least impact to farmlands, and the least noise impacts.

**LEGEND**

- FOCUS AREA BOUNDARY
- PROPOSED ROADWAY
- PROPOSED SHOULDER
- STRUCTURE WORK
- PROPOSED STRUCTURE
- PROPOSED CUT
- PROPOSED FILL
- PROPERTY LINES
- ANTICIPATED UTILITY EASEMENT
- PROPOSED STORMWATER MANAGEMENT AREA (TEMPORARY OR PERMANENT)
- APPROXIMATE AREA OF DISTURBANCE
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL

PRELIMINARY  
NOVEMBER 2017



**Why is the Eastern Alternative recommended?**

	WESTERN ALTERNATIVE	CENTRAL ALTERNATIVE	EASTERN ALTERNATIVE
PA 61 Connector Usage vs. Original Design	30% less traffic removed from existing road network	10% more traffic removed from existing road network	30% more traffic removed from existing road network
Total Productive Farmland Impacts (Acres)	65	78	50
Noise Impacted Residences	107	108	68
Residential Displacements (Needed - Not Yet Acquired)	12	14	7

PRELIMINARY  
NOVEMBER 2017

## Ash Basin Avoidance Alternatives (cont.)

### Environmental Impacts Comparison

		WESTERN ALTERNATIVE	CENTRAL ALTERNATIVE	EASTERN ALTERNATIVE	
<b>Total Area / Required Right-of-way (Acres)</b>		166	164	166	
<b>Farmlands</b>	<b>Agricultural Security Areas (Acres)</b>	49	26	26	
	<b>Productive Farmlands (Acres)</b>	<b>Hummel Bros.</b>	45	63	34
		<b>Stump Valley</b>	8	6	12
		<b>J. Goedek</b>	12	9	4
<b>Total</b>		65	78	50	
<b>Natural Resources</b>	<b>Streams (Feet)</b>	4,081	4,014	6,073	
	<b>Wetlands (Acres)</b>	1.8	1.6	1.1	
	<b>Old Field Habitat (Acres)</b>	11	10	13	
	<b>Forest Land Habitat (Acres)</b>	62	71	94	
	<b>Threatened &amp; Endangered Species Suitable Habitat</b>	Northern Long-Eared Bat	Northern Long-Eared Bat	Northern Long-Eared Bat	
<b>Cultural Resources</b>	<b>High Prehistoric Archaeological Resource Potential (Acres)</b>	0.7	0.8	1.9	
	<b>Historic Resources</b>	0	0	0	
<b>Waste Sites</b>		0	0	0	
<b>Recreational Areas/Section 4(f) Resources</b>		0	0	0	
<b>Noise Impacted Residences</b>		107	108	68	
<b>Residential Displacements</b>	<b>Needed - Not Yet Acquired</b>	12	14	7	
	<b>Needed - Already Acquired</b>	2	4	0	
	<b>Not Needed - Already Acquired</b>	3	1	5	
	<b>Total</b>		17	19	12
<b>Planned Developments</b>	<b>Weatherfield Development (Acres)</b>	0.8	0.8	1.1	
	<b>Grayston Property (Acres)</b>	0	0	3.5	
	<b>Broschious Property (Acres)</b>	13.7	13.7	12.8	
	<b>Total (Acres)</b>		14.5	14.5	17.4
<b>Public Opinion (volume of comments received)</b>	<b>Positive</b>	Medium	Low	High	
	<b>Negative</b>	Medium	Medium	High	

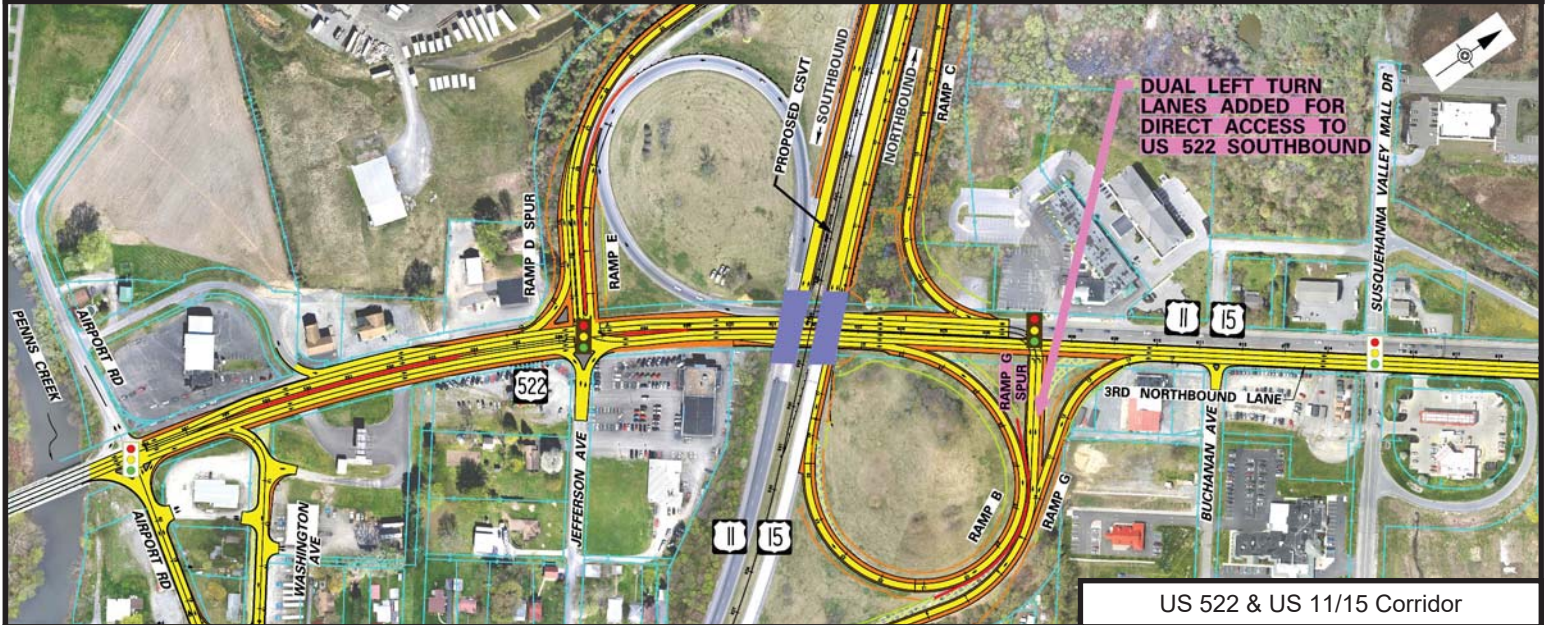
**NOTES:**

1. Values above include impacts associated with anticipated utility relocations required for each ash basin avoidance alternative.

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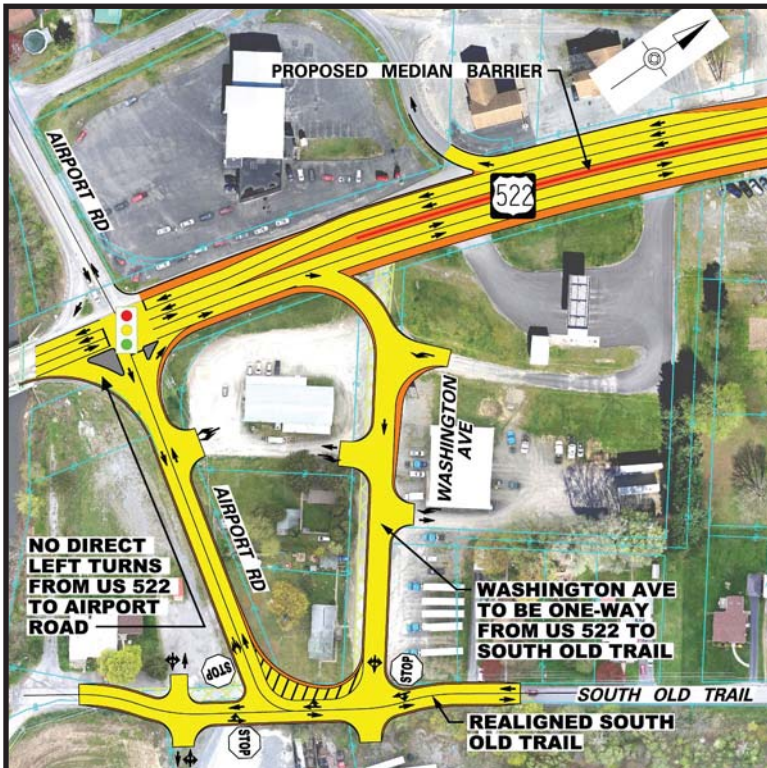
# Design Changes

## US 522 & US 11/15 Interchange



US 522 & US 11/15 Corridor

The proposed interchange of CSV T, US 522 and US 11/15 has been slightly modified to improve future traffic operations. In response to concerns from local officials and other stakeholders, the project team reviewed traffic projections and investigated alternatives to better accommodate northbound US 11/15 traffic to southbound US 522. The proposed design is shown in the figure above. Dual left turn lanes and a new traffic signal have been added to the end of the northbound US 11/15 off-ramp (Ramp G). This change will improve operations by allowing northbound motorists to turn directly onto southbound US 522, rather than requiring them to first travel north and then reverse direction using the existing jug handle at Susquehanna Valley Mall Drive.



Proposed Jug Handle at US 522 & Airport Road Intersection

## US 522 & Airport Road Intersection

As explained at past meetings, to ensure efficient traffic flow in the future, the existing two-lane section of US 522 southbound will be extended from the interchange through the Airport Road intersection and carried across the existing Penns Creek truss bridge toward Selinsgrove. To avoid impact to the existing bridge, the existing US 522 northbound left turn lane to Airport Road will be removed and replaced with a jug handle at Washington Avenue.

Based on input received at previous public meetings and further coordination with local property owners and Monroe Township representatives, the proposed jug handle has been modified to the design shown in the figure to the left.

Northbound US 522 motorists who wish to travel west on Airport Road will proceed straight through the signalized intersection and then turn right onto Washington Ave. They will then proceed to the end of the block, turn right onto South Old Trail for a short distance, and then turn right again onto Airport Road to head in a westerly direction. Traffic in the jug handle will have the right-of-way.

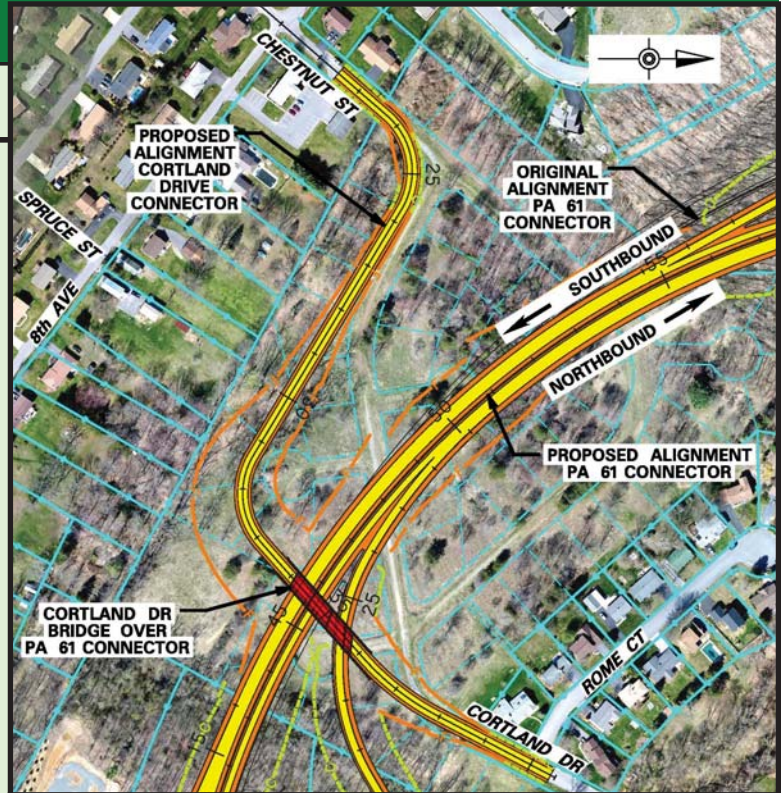
## Design Changes (cont.)

### Cortland Drive Connector

After study of two different Cortland Drive Connector alignments, the original alignment which connects to Chestnut Street has been chosen and will be advanced through the remainder of the design process. The alternate alignment which connects to Spruce Street is being dropped from consideration.

The primary reason for proceeding with the connection to Chestnut Street is that it avoids residential displacements. Connecting to Spruce Street would have provided a more direct route to 11th Avenue and would have preserved slightly more land for future development; however, these benefits were outweighed by two residential displacements that would have been required.

The figure to the right shows the proposed Cortland Drive Connector alignment. From the Orchard Hills area in the lower right corner, the proposed Cortland Drive Connector will extend in a southerly direction and be bridged over the proposed PA 61 Connector. From there, the two-lane roadway will curve to the right to parallel 8th Avenue before curving to the left and connecting to Chestnut Street.



Cortland Drive Connector Proposed Alignment

## Anticipated Next Steps

The project team is currently preparing an Environmental Assessment for the purpose of obtaining environmental clearance from FHWA on the recommended Eastern Alternative. A 30-day public review and comment period for the document is anticipated to be provided in Spring 2018, and a public hearing is anticipated to be held in late Spring. At the hearing, the public will have the opportunity to provide oral or written testimony, which PennDOT will consider and respond to before requesting environmental clearance from FHWA. Environmental clearance is currently anticipated to be received in late Summer 2018.

Pending environmental clearance, final design activities will proceed within the ash basin focus area. During final design, the project team will continue its efforts to minimize and/or mitigate impacts to land owners, communities, and environmental resources. Right-of-way acquisitions will continue, utility relocations will be performed, and environmental permits required for construction will be obtained. Final construction plans and bidding documents will also be prepared.

All of the activities above are necessary to advance the project to construction. It is too early to predict how much time will be required for each of those activities, but the project team anticipates next summer being able to estimate start and completion dates for construction of the CSV T Southern Section.

Much progress has been made since the ash basin challenge was initially identified, and the project team will continue to work diligently toward project completion so that the area can benefit from CSV T as soon as possible.

## Project Contact Information



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The presentation slides, open house displays, and questionnaire from the public meeting are available at [www.csvt.com](http://www.csvt.com).