



state college area **CONNECTOR**

Public Hearing

April 7th, 2026



Pennsylvania
Department of Transportation

PennDOT.pa.gov/SCAC



U.S. Department of Transportation
Federal Highway Administration



State College Area Connector Project Public Hearing

The Pennsylvania Department of Transportation (PennDOT) Engineering District 2-0 and the Federal Highway Administration (FHWA) welcome you to tonight's Public Hearing for the State College Area Connector Project, located in Centre County, Pennsylvania. Tonight's agenda includes:

Doors Open and Registration
4:00 PM

Public Open House and Private Testimony
4:00 PM - 8:00 PM

Public Hearing
5:00 PM - 8:00 PM

- **Opening Remarks**
5:00 PM - 5:30 PM
- **Public Testimony**
5:30 PM - 8:00 PM

The purpose of the State College Area Connector Project Public Hearing is to afford the public an opportunity to formally present their views on the proposed project. This hearing is being conducted as part of the 45-day comment period on the Draft Environmental Impact Statement (DEIS) and Draft Individual Section 4(f) Evaluation (Section 4(f)). The public review and comment period began on March 6, 2026, and will end on April 20, 2026. All comments received either in writing or via the website during the designated comment period and at this public hearing (either verbally or in writing) will bear the same weight and will be considered equally. All comments will become part of the public record for this project.

As the hearing proceeds, and to ensure everyone who signed up and wants to speak gets their chance, please be courteous in the hearing room and adhere to the following guidelines:

- Please silence your cell phones.
- Please refrain from side conversations during testimony.
- Please do not interrupt individuals speaking at the microphone providing testimony.

What's Changed Since the May 2025 Public Meeting?

A minor adjustment was made to the North Alternative near Wagner Road to relocate a stormwater management facility to avoid impact on a historic resource. The Central Alternative was shifted to avoid the baseball fields at the Potter Township Athletic Complex and reduce impacts on a farm operation. A noise barrier was included from west of Jack's Mill Road to east of Bear Meadows Road.

How to Provide Testimony

How to Comment on the DEIS

For your convenience, there are four ways to testify or provide comments on the DEIS. They include:

- **Provide public verbal testimony** (5-minute limit) between 5:30 PM and 8:00 PM (after opening remarks) at the public hearing. Individuals were able to register in advance on the project website or at the hearing.
- **Provide private verbal testimony** (5-minute limit) to a stenographer at the public hearing between 4:00 PM and 8:00 PM. Testimony will be taken on a first-come, first-serve basis.
- **Submit written comments in person** by completing a comment form at the public hearing between 4:00 PM and 8:00 PM.
- **Submit written comments online** through the project website (www.PennDOT.pa.gov/SCAC) or by sending letters or emails to:

PennDOT Engineering District 2-0

70 PennDOT Drive, Clearfield, PA 16830

Attn: Eric Murnyack, P.E.

EMurnyack@PA.gov



Please note, if you wish to provide testimony, it will become part of the public hearing record, and PennDOT and FHWA will review and consider your testimony. You are encouraged to provide comments on the contents of the Draft Environmental Impact Statement, including the Draft Individual Section 4(f) Evaluation. Testimony should be limited to the public hearing aspects and statements or opinions about the State College Area Connector Project. Team members are available to answer questions related to the project during this evening's open house portion of the hearing only. These comments will not be recorded by the stenographer or included in the public hearing record. No questions will be answered during the formal testimony portion of the hearing. To sign up to testify, publicly or privately, go to the testimony sign-up table outside the hearing room.

The public hearing will be recorded, and a transcript will be prepared. In addition to the testimony provided, all displays, handouts and presentations will be included in the transcript. Other materials, along with other written testimony received after the public hearing, will be added to the official public hearing transcript if they are postmarked by April 20, 2026. We will carefully review and consider project concerns and preferences expressed at tonight's public hearing and during the public review and comment period.

Project Overview

The Pennsylvania Department of Transportation (PennDOT), with oversight by the Federal Highway Administration (FHWA), prepared the Draft Environmental Impact Statement (DEIS) and the Draft Individual Section 4(f) Evaluation (Section 4(f)) for the State College Area Connector Project. The project proposes to construct an eight-mile, four-lane limited-access highway from the end of United States Route (US) 322/ Mount Nittany Expressway in Boalsburg to the limited-access section of US 322 at Potters Mills in Centre County, Pennsylvania.

The DEIS includes the analysis of the:

- Needs for the proposed project
- Alternatives considered
- Impacts to the natural, cultural, social and economic environments
- Mitigation commitments
- Agency and public outreach efforts
- Identification of the preferred alternative
- Associated technical memorandums and supporting documents, including the Draft Individual Section 4(f) Evaluation

To view the DEIS and associated technical documentation visit the project website at www.PennDOT.pa.gov/SCAC or scan the QR code.



Website

Purpose and Need

Purpose: The purpose of this project is to improve roadway congestion by achieving acceptable Levels of Service and to address safety issues by reducing the predicted crash frequency along the US 322 corridor between Potters Mills and Boalsburg. Additionally, the project will aim to provide a transportation network that meets driver expectations.

Project Needs:

PennDOT identified three project needs:

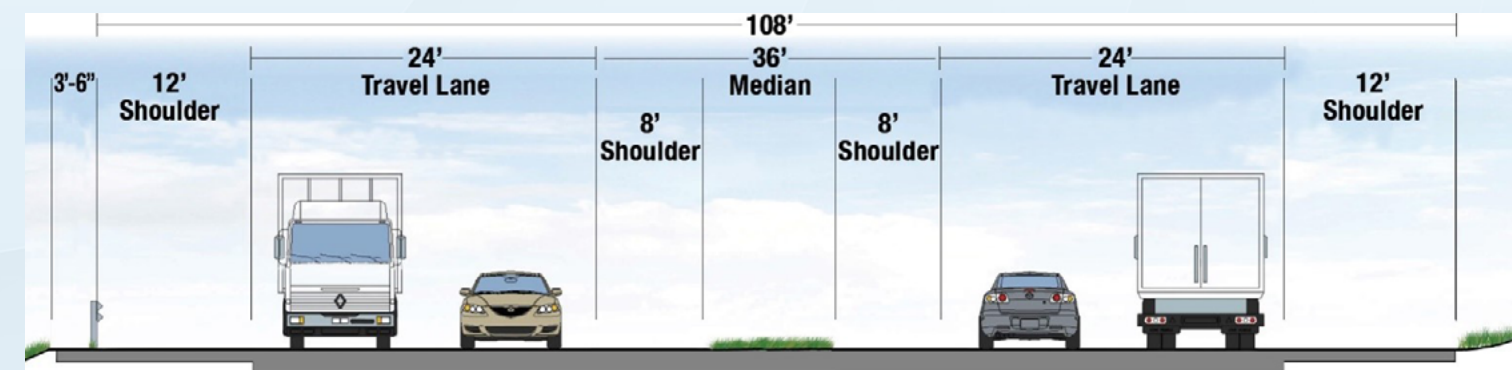
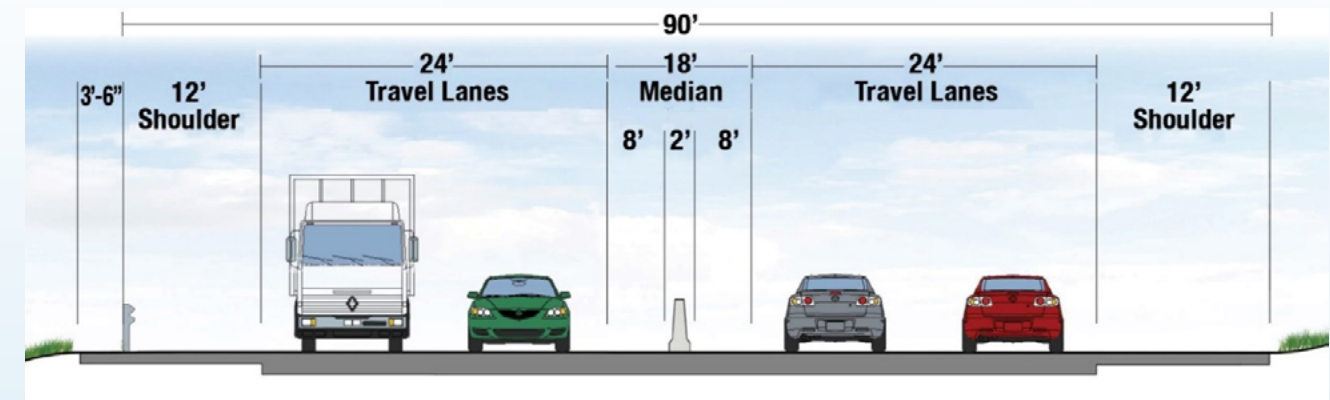
- High peak hour traffic volumes cause congestion and result in unacceptable Levels of Service on the US 322 roadway and intersections.
- Existing roadway configurations and traffic conditions contribute to safety concerns in the project area.
- The roadway configuration in the project area lacks continuity and does not meet driver expectations.



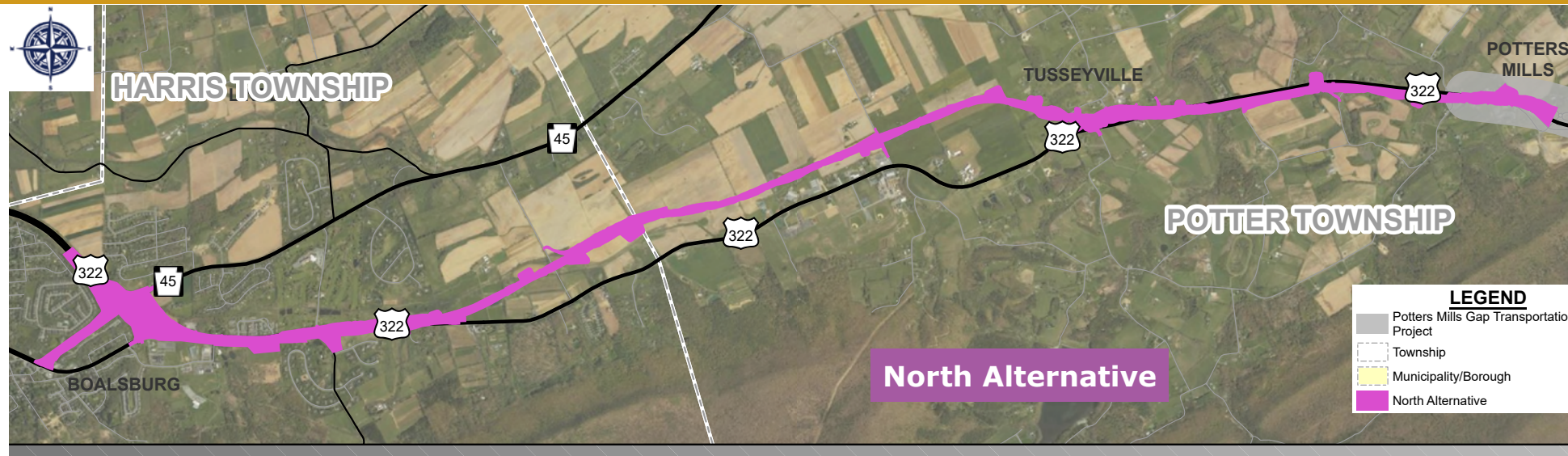
What Alternatives Were Considered in the DEIS?

The **State College Area Connector Project** was initiated after the completion of a Planning and Environmental Linkages (PEL) Study, which identified and screened a wide range of alternatives, including the No Build, Upgrade Existing, Transportation Control Measures (TCM), Transportation Systems Management (TSM), Transit, and Build Alternatives. Only the **Upgrade Existing** and **Build Alternatives** were advanced for further evaluation.

The PEL Study ultimately recommended advancing **three Build Alternative Corridors** along the US 322 corridor for detailed engineering and environmental analysis. These corridors formed the basis for the **North, Central, and South Alternatives** evaluated in the DEIS. Each alternative used the same general roadway design to establish a consistent project footprint for impact assessment: two 12-foot lanes in each direction with 12-foot shoulders. In constrained areas, an 18-foot median was applied, while in less constrained areas a 36-foot median was used to allow for emergency access and potential stormwater management facilities. The western and eastern termini for all three Build Alternatives are all on the same alignments. The key differences are how each alternative traverses through the central portion of the project area.



****Graphic not to scale**



The **North Alternative** follows US 322 from Potters Mills Gap to Tusseyville, then shifts north to parallel the existing corridor before rejoining near Tait Road and continuing to the Mount Nittany Expressway. From Bear Meadows Road to Boal Avenue, the project includes a shared use path for bicyclists and pedestrians. The North Alternative avoids or minimizes impacts on sensitive environmental areas—including Spring Creek headwaters, Important Bird Areas, bat habitats, and has a low potential for encountering acid producing rock—but has other concerns. It causes the most agricultural impacts, has the highest risk to karst features, has the most residential displacements, and the greatest impacts on historic resources, including the Penns Valley/Brush Valley Rural Historic District and the Tusseyville Historic District.



The **Central Alternative** follows US 322 from Potters Mills Gap to just east of Taylor Hill Road, where it continues south of the Potter Township Athletic Complex ballfields, crossing north over the US 322 corridor east of Laurel Meadow Lane. It then rejoins the US 322 corridor near Tait Road and continues to the Mount Nittany Expressway. From Bear Meadows Road to Boal Avenue, the project includes a shared use path for bicyclists and pedestrians. The Central Alternative avoids or minimizes impacts to sensitive environmental areas—including Spring Creek headwaters, Important Bird Areas, bat habitats, residential displacements, and on historic resources while avoiding the Tusseyville Historic District. However, it does have higher wetland and stream impacts, an impact on the Potter Township Athletic Complex, and an adverse effect on the Penns Valley/Brush Valley Rural Historic District.



The **South Alternative** follows US 322 from Potters Mills Gap to just east of Taylor Hill Road, then continues south of the Potter Township Athletic Complex and along the base of Tussey Mountain before rejoining the US 322 corridor near Tait Road and continuing to the Mount Nittany Expressway. Between Bear Meadows Road and Boal Avenue, it includes a shared-use path for bicyclists and pedestrians. This alternative avoids or minimizes impacts to wetlands, productive agricultural lands, the Tusseyville Historic District, and results in the fewest adverse effects on historic resources. However, it has extensive impacts on streams—particularly the headwaters of Spring Creek—as well as Important Bird Areas, bat habitats, and forestland. The significant cut slopes along Tussey Mountain also raise concerns related to acid producing rock, altered drainage patterns, and water quality.

Alternative Impact Summary

	Feature	Build Alternative		
		North	Central	South
Natural Resources	Agriculture			
	Productive Agricultural Land (total direct/ indirect impacts) (acres)	165	139	159
	Farm Operations Impacted (#)	20	18	14
	Agricultural Conservation Easements (within productive agricultural land) (acres)	18	16	0
	Agricultural Security Areas (within productive agricultural land) (acres)	71	34	38
	Clean and Green (within productive agricultural land) (acres)	133	106	85
	Agricultural Zoning Districts (within productive agricultural land)	104	86	72
	Soil Capability Classes I-IV (within productive agricultural land) (acres)	137	117	103
	Water Resources			
	Wetlands (total direct/indirect impacts) (acres)	14.5	15.0	11.9
	Streams Total (direct/indirect impacts) (linear ft.)	1,615	3,799	8,452
	Floodplains (acres)	4.8	4.5	3.7
	Floodways Total (acres)	4.7	10	13.9
	Terrestrial Habitat			
Forested/Wooded Habitats (acres)	25	31	123	
Important Bird Area (acres)	0	2	110	
Bat Swarming Habitat (forested areas only) (acres)	86	74	77	
Clearwater Conservation Easements (acres)	21	37	26	
Geological Resources				
Potential for Encountering Acid Producing Rock (APR)	Very Low	Low	High	
Potential for Encountering Sinkholes	High	Moderate	Low	
Cultural Resources	Historic Resources			
	National Register Historic Places (NRHP) Eligible Property with Adverse Effect (#)	6	4	3
	Penns Valley/Brush Valley Rural Historic District Contributing Properties (# acres)	14 263.5	16 271.5	13 307.1
	Tusseyville Historic District Contributing Properties (# acres)	7 6	0 0	0 0
	Other Individually Eligible Property with Adverse Effect (#)	4	3	2
Archaeological Resources				
Known Archaeological Sites (#)	4	5	5	
Socioeconomic Resources	Socioeconomic Resources			
	Residential Unit Displacements (#)	22	15	18
	Commercial Displacements (non-ag operations) (#)	3	2	2
	Visual/Aesthetic Impacts	High	High	High
	Places of Worship (#)	1	1	1
	Parks/Recreation Areas (# acres)	0 0	1 6	0 0
	Potential Waste Sites (#)	36	33	28
Section 4(f) Resources Use (#)	7	5	4	

Red highlight denotes higher impact. Green highlight denotes lower impact. For more information on the proposed impacts, see Table ES-2 in the DEIS.



Preferred Alternative – Central Alternative

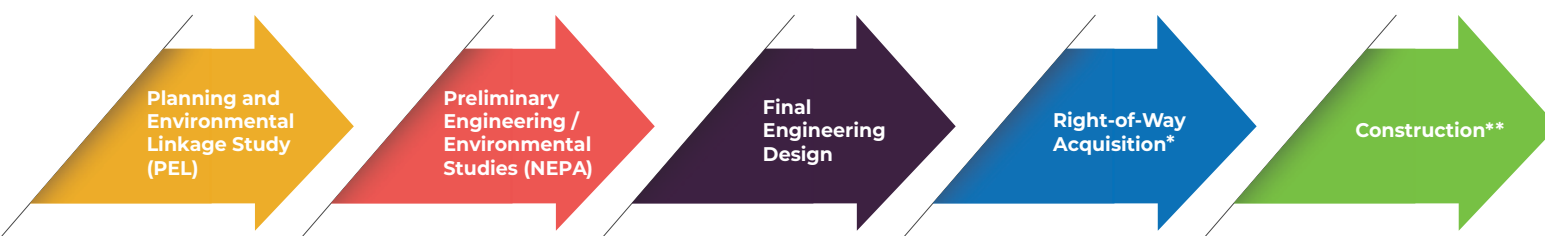
The Central Alternative will meet the project purpose and needs by advancing transportation improvements that address operational and safety concerns and provide a roadway network that meets driver expectations. The project is estimated to cost from \$843 million to \$1.06 billion (2031 construction estimate).

The Central Alternative is identified as the preferred alternative and provides the following differentiating advantages over the North and South Alternatives:

- Provides the best overall balance of impacts to resources
- Avoids the headwaters of Spring Creek
- Avoids an adverse effect on the Tusseyville Historic District
- Minimizes impact on the Important Bird Areas (IBA)
- Minimizes impacts to productive agricultural land
- Minimizes effects on protected bat species based on forest and IBA impacts
- Limits adverse effect on contributing resources in the Penns Valley/Brush Valley Rural Historic District
- Low potential for encountering acid producing rock
- Least number of displacements, with 15 residential and two commercial

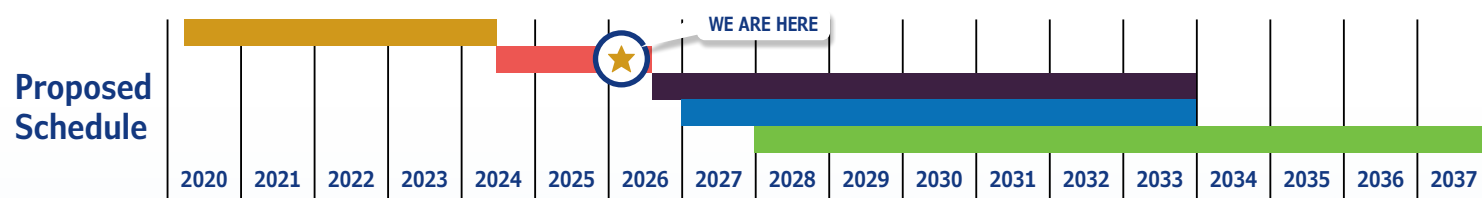
Proposed mitigation for the Central Alternative impacts can be found in Table ES-3 of the DEIS.

Project Schedule



NOTE: Project timelines are estimated.

* ROW will be completed in phases
** Construction will be completed in phases.



Right of Way Information

For information on the right-of-way process, see PennDOT’s Bulletin 47, “A General Guide to the Relocation Assistance Program of the Pennsylvania Department of Transportation”, PennDOT Publication 83, “When Your Land is Needed for Transportation Purposes” on PennDOT’s website, or visit the right-of-way team at tonight’s public hearing.



Where to View the DEIS/Section 4(f) Documentation

To review the DEIS and Draft Section 4(f) during the 45-day Public Comment Period ending **April 20, 2026**, visit the project website at www.PennDOT.pa.gov/SCAC or one of the following public viewing locations:

Federal Highway Administration - PA Division
30 North Third Street, Suite 700
Harrisburg, PA 17101
(717) 221-3461
Office Hours: 8:00 AM to 4:00 PM
(Monday to Friday)

PennDOT Engineering District 2-0
70 PennDOT Drive
Clearfield, PA 16830
(814) 765-0400
Office Hours: 8:00 AM to 4:00 PM
(Monday to Friday)

Harris Township
224 East Main Street
Boalsburg, PA 16827
(814) 466-6228
Office Hours:
8:00 AM to 4:30 PM
(Monday to Friday)

Potter Township
124 Short Road
Spring Mills, PA 16875
(814) 364-9176
Office Hours: 8:00 AM to 12:00 PM
and 1:00 PM to 5:00 PM
(Monday, Wednesday, Friday)

Benner Township
1224 Buffalo Run Road
Bellefonte, PA 16823
(814) 355-1419
Office Hours:
8:00 AM to 4:00 PM
(Monday to Friday)

Centre Hall Borough
134 North Hoffer Avenue
Centre Hall, PA 16828
(814) 364-1772
Hours:
7:00 AM to 3:30 PM
(Monday to Friday)

College Township
1481 East College Avenue
State College, PA 16801
(814) 231-3021
Office Hours:
8:00 AM to 5:00 PM
(Monday to Friday)

Centre County Metropolitan Planning Organization
2643 Gateway Drive, Suite 4
State College, PA 16801
(814) 231-3050 | Office Hours:
8:00 AM to 12:00 PM and 1:00 PM to 5:00 PM (Monday to Friday)

Spring Township
1309 Blanchard Street
Bellefonte, PA 16823
(814) 355-7543
Office Hours:
8:00 AM to 5:00 PM
(Monday to Friday)

Centre County Government
420 Holmes Street, 3rd Floor
Bellefonte, PA 16823
(814) 355-6700
Office Hours:
8:00 AM to 5:00 PM
(Monday to Friday)

Centre Hall Library and Historical Museum
109 West Beryl Street
Centre Hall, PA 16828
(814) 364-2580 | Hours: 10:00 AM to 4:00 PM
(Monday, Wednesday and Friday); 1:00 PM to 7:00 PM
(Tuesday and Thursday); 10:00 AM to 4:00 PM
(Friday); 10:00 AM to 2:00 PM (Saturday)



What's Next?

- At the conclusion of the 45-day comment period ending April 20, 2026, PennDOT and FHWA will address all substantive comments received and include a section on public involvement in the Final Environmental Impact Statement (FEIS)/Record of Decision (ROD). The FEIS/ROD will also record any adjustments made to the DEIS. The FEIS/ROD will identify a Selected Alternative. The Selected Alternative will be advanced for final design and construction.
- PennDOT will continue to refine the engineering design and develop right-of-way plans to initiate consultation with affected property owners.
- A geotechnical testing program will be conducted to obtain core samples in support of design activities.
- During the 2026 Spring and Summer seasons, survey crews will conduct cross-section surveys for streams and floodplains in support of hydraulic analysis, continue to conduct mapping edits, collect utility and drainage information, and stake out proposed geotechnical borings prior to initiation of the drilling contract.
- The environmental team will conduct additional farm operator interviews to assess any changes to the overall operations. Teams will also initiate archaeology testing within the proposed limits of disturbance for the Preferred Alternative - Central Alternative.
- PennDOT and FHWA will develop a project-specific mitigation plan and initiate completion of the identified commitments. This includes the formation of the Design Advisory Committee.

The project documents can be made available in alternative languages or formats if requested. If you need translation/interpretation services or have special needs or special concerns that require individual attention, please see staff at the sign-in table for assistance.

Pursuant to Title VI of the Civil Rights Act of 1964, PennDOT does not discriminate on the basis of race, color, national origin, gender, age, or disability. If you feel that you have been denied the benefits of, or participation in, a PennDOT program or activity, you may contact the PennDOT Bureau of Equal Opportunity, DBE/Title VI Division at 717-787-5891.

Stay up-to-date with PennDOT

You can play a part in this process by scanning the QR Code below to sign up to be included on the email distribution list.



For more information contact:

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