

Virtual Public Meeting Summary Report for the State College Area Connector Planning and Environmental Linkage Study (PEL)



December 15, 2020

Revised February 19, 2021

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Overview

The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), hosted a virtual public meeting for the State College Area Connector (SCAC) Planning and Environmental Linkage (PEL) Study. The SCAC PEL study area is in southern Centre County. The SCAC PEL Study is a collaborative and integrated study approach to transportation planning that considers the environment, community, and local and regional economic goals early in the planning phase and is used to inform transportation decision making. PEL data and study recommendations will be utilized in the subsequent National Environmental Policy Act (NEPA) environmental review process.

A virtual public meeting was held to present an overview of the transportation development process, the SCAC PEL process, environmental resources, engineering and traffic data, study purpose, and study needs within the study area. The virtual public meeting also provided an opportunity to comment on the study materials. The virtual public meeting was housed on the study website (www.PennDOT.gov/SCAC) beginning Wednesday, October 28th at 5:30 P.M. and continued through Wednesday, November 4th at 11:59 P.M. Access to the meeting was available 24 hours/day during that time period.

This report documents the virtual public meeting that was conducted to introduce the study to the public and obtain public input. This virtual public meeting was held in lieu of a traditional in person public meeting, due to health and safety concerns related to the COVID-19 pandemic.

Meeting Notification and Advertisement

A variety of methods were used to notify citizens, stakeholders, local leaders, and elected and public officials about the SCAC virtual public meeting. These notifications included:

Email Letter Invitations

Meeting invitations were sent via e-mail to 23 elected officials, 60 governmental partners/representatives, eight federally recognized Native American Tribes, and 92 interested parties (e.g. property and business owners, etc.) from the study website mailing list. The invitations included date, time, and online location for the virtual public meeting. A copy of the invitation and the letters emailed to officials and interested parties are included in **Appendix A**.

Virtual Public Meeting Flyers

A flyer was developed to advertise the virtual public meeting logistics, provide general study information, and study contact information. Flyers were distributed on October 23rd at public places throughout the study area. Meeting flyers were printed and posted at municipal buildings, libraries, gas stations, and other locations. **Table 1** provides an overview of the 23 locations where flyers were posted. **Figures 1 and 2** show examples

of where these flyers were located at the various businesses. A copy of the flyer is included in **Appendix B**.

Table 1 – Flyer Distribution

Busines Name	Business General Location
American Legion Post 245	1950 Pine Hall Road, State College, PA 16801
American Legion Post 779	2928 Penns Valley Pike, Centre Hall, PA 16828
Bellefonte Intervally Area Chamber of Commerce	320 W. High St., Bellefonte, PA 16823
Bellefonte YMCA	125 West High Street, Bellefonte, PA 16823
Benner Township	1224 Buffalo Run Road, Bellefonte, PA 16823
Buckholder's Country Market	107 Market Drive #8420, Spring Mills, PA 16875
Centre County Community Action	109 W Bishop St, Bellefonte, PA 16823
Centre County Library	200 North Allegheny Street, Bellefonte, PA 16823
Centre County Office	420 Holmes Street, Bellefonte PA 16823
Centre County United Way	126 W Pine Grove Road Pine Groves Mills, PA 16868
Centre Hall Borough Office	134 North Hoffner Avenue, Centre Hall, PA 16828
Centre Hall Library	109 West Beryl Street, Centre Hall, PA 16828
Chamber of Business & Industry of Centre County	131 South Fraser Street #1, State College, PA 16801
Gregg Township Office	106 School Street, Spring Mills, PA 16875
Harris Township Office	224 E. Main Street, Boalsburg, PA 16827
Penn Valley YMCA	115 West Streamside Place, Spring Mills, PA 16875
Post Office	136 School Street, Spring Mills, PA 16875
Potter Township Office	124 Short Road, Spring Mills, PA 16875
Sheetz	106 Savannah Lane, Centre Hall, PA 16828
Snappy's	2892 Earlstown Road, Centre Hall, PA 16828
State College Borough Office	243 South Allen Street, State College, PA 16801
State College YMCA	677 W. Whitehall Road, State College, PA 16801
Veterans of Foreign Affairs	160 VFW Post, Bellefonte, PA 16823

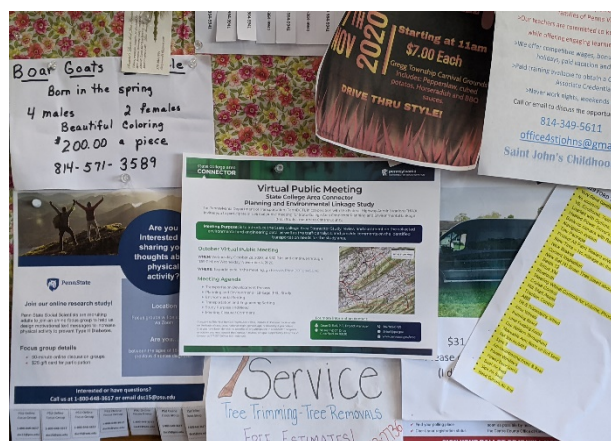


Figure 1 - Flyer posted at Buckholder's Country Market exit.



Figure 2 - Flyer posted on bulletin board at Sheetz.

Outreach to the Amish Community

Targeted outreach was made to the local Amish community to determine what their access potential was to the virtual public meeting information. **Table 2** provides a summary of the outreach with the three church districts that have the closest proximity to the SCAC study area. Based on information gathered during these conversations, each of the church districts noted that they had little or no internet access. Initially, paper copies of meeting notifications were sent to the three church bishops to inform the church community of the overall study and virtual public meeting. As a follow up, on November 2, 2020, a paper copy set of meeting boards and associated narratives were provided to each of the identified church bishops to inform the community of the PEL Study and 15 copies of the comment form were provided to obtain their input. Copies of the transmittal letter providing the meeting materials to the church bishops are included in **Appendix C** and meeting materials are consistent with information located in **Appendix E and Appendix F**.

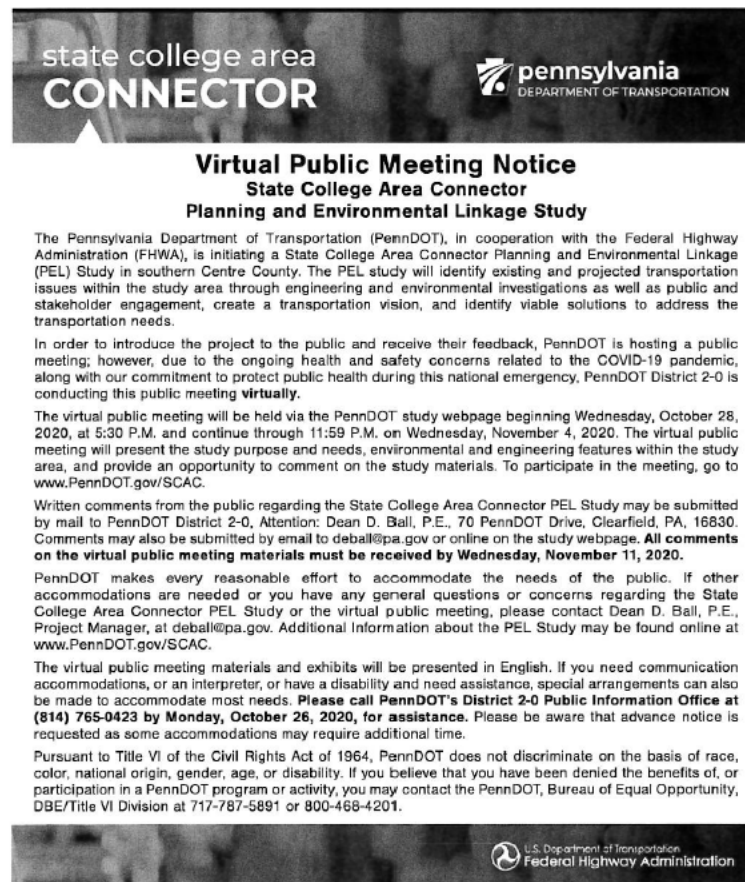
Table 2 – Amish Outreach Summary

Church District Contact	Date	Summary and Follow-Up
West Penns Valley Church District, John Lapp (Bishop)	Oct. 16, 2020 (Phone interview) Nov. 2, 2020	Bishop Lapp described the locations of three additional Amish Church Districts, including West Brush Valley, Nittany Valley and Little Nittany Valley (located outside of study area proximity and no further outreach was completed for Little Nittany Valley). Bishop Lapp indicated that no Amish families live west of SR 144 within the SCAC study area but there is one Amish school located within the project study area to the east of SR 144. Internet is available in one building but is rarely used. Mailed Bishop Lapp 10 study area maps and 10 newspaper advertisement for the virtual public meeting. Provided a set of meeting materials in paper form and 15 comment forms.
Aaron Esh West Brush Valley Church District, Aaron Esh (Bishop)	Oct. 23, 2020 (Phone Interview) Nov. 2, 2020	West Brush Valley Church District is located just north of the West Penns Valley Church District. There is no internet available in this Church District. Mailed Bishop Esh 10 study area maps and 10 newspaper advertisement for the virtual public meeting. Provided a set of meeting materials in paper form and 15 comment forms.
Nittany Valley Church District, David Fisher (Bishop)	Oct. 23, 2020 (Phone Interview) Nov. 2, 2020	Nittany Valley Church District is located north of West Brush Valley and within Nittany Valley, that lies north of Nittany Mountain and includes SR 64. Bishop Fisher indicated the Amish in this valley do not live in the SCAC study area but are located east of the quarry and closer to Mill Hall. The Amish may travel to Bellfonte, which would intersect the north portion of the study area. Mailed Bishop Fisher 10 study area maps and 10 newspaper advertisement for the virtual public meeting. Provided a set of meeting materials in paper form and 15 comment forms.

Media Notification

The virtual public meeting was advertised in advance with display ads in the Centre Daily Times on Sunday, October 11, 2020 and Sunday, October 18, 2020. Display ads ran in the Lewistown Sentinel on Saturday, October 10, 2020 and Saturday, October 17, 2020. **Figure 3** provides an overview of the ad that was placed in each of the newspapers. **Appendix D** contains copies of all the newspaper advertisements and the official affidavits from newspapers confirming their publication.

Figure 3 - Example Ad that was placed in the local newspapers.



The advertisement is a full-page layout with a dark background. At the top left, it says "state college area CONNECTOR" in white. At the top right is the "pennsylvania DEPARTMENT OF TRANSPORTATION" logo. The main heading is "Virtual Public Meeting Notice" followed by "State College Area Connector Planning and Environmental Linkage Study". The text below explains the project and the virtual meeting details. At the bottom right is the "U.S. Department of Transportation Federal Highway Administration" logo.

state college area
CONNECTOR

pennsylvania
DEPARTMENT OF TRANSPORTATION

Virtual Public Meeting Notice
State College Area Connector
Planning and Environmental Linkage Study

The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), is initiating a State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County. The PEL study will identify existing and projected transportation issues within the study area through engineering and environmental investigations as well as public and stakeholder engagement, create a transportation vision, and identify viable solutions to address the transportation needs.

In order to introduce the project to the public and receive their feedback, PennDOT is hosting a public meeting; however, due to the ongoing health and safety concerns related to the COVID-19 pandemic, along with our commitment to protect public health during this national emergency, PennDOT District 2-0 is conducting this public meeting **virtually**.

The virtual public meeting will be held via the PennDOT study webpage beginning Wednesday, October 28, 2020, at 5:30 P.M. and continue through 11:59 P.M. on Wednesday, November 4, 2020. The virtual public meeting will present the study purpose and needs, environmental and engineering features within the study area, and provide an opportunity to comment on the study materials. To participate in the meeting, go to www.PennDOT.gov/SCAC.

Written comments from the public regarding the State College Area Connector PEL Study may be submitted by mail to PennDOT District 2-0, Attention: Dean D. Ball, P.E., 70 PennDOT Drive, Clearfield, PA, 16830. Comments may also be submitted by email to deball@pa.gov or online on the study webpage. **All comments on the virtual public meeting materials must be received by Wednesday, November 11, 2020.**

PennDOT makes every reasonable effort to accommodate the needs of the public. If other accommodations are needed or you have any general questions or concerns regarding the State College Area Connector PEL Study or the virtual public meeting, please contact Dean D. Ball, P.E., Project Manager, at deball@pa.gov. Additional information about the PEL Study may be found online at www.PennDOT.gov/SCAC.

The virtual public meeting materials and exhibits will be presented in English. If you need communication accommodations, or an interpreter, or have a disability and need assistance, special arrangements can also be made to accommodate most needs. **Please call PennDOT's District 2-0 Public Information Office at (814) 765-0423 by Monday, October 26, 2020, for assistance.** Please be aware that advance notice is requested as some accommodations may require additional time.

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 believe 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 or 800-468-4201.

U.S. Department of Transportation
Federal Highway Administration

state college area CONNECTOR

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Social Media

A virtual public meeting notification was posted on PennDOT's Facebook page and PennDOT's District 2's Twitter account. The Facebook post on the PA Department of Transportation's page occurred on October 28, 2020. **Figure 4** shows the Facebook post. PennDOT tweeted meeting announcements via their 511PAStateCollege account. Tweets were released October 25, 2020, October 26, 2020, October 28, 2020, and November 2, 2020. **Figure 5** shows an example of a meeting tweet issued for the SCAC virtual public meeting. Copies of all the Facebook and Twitter notices are included in **Appendix D**.

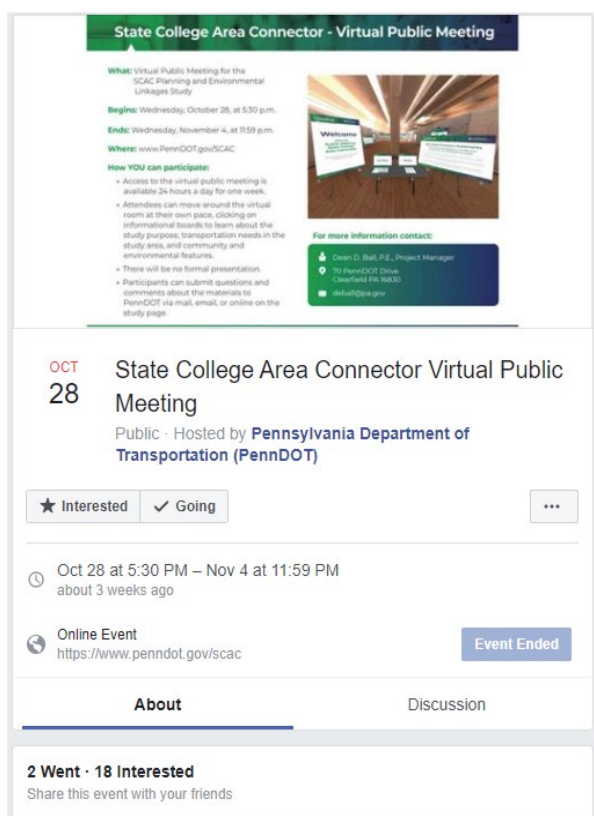


Figure 4 - PennDOT Facebook Meeting Notification.

Press Releases

As part of the public involvement process, official Press Releases were issued by PennDOT's Press Office on Monday, October 26, 2020, Wednesday, October 28, 2020, and Monday, November 2, 2020 to announce the virtual public meeting. Press Releases were distributed to major media outlets in the Centre County region. A copy of the press release is included in **Appendix D**.

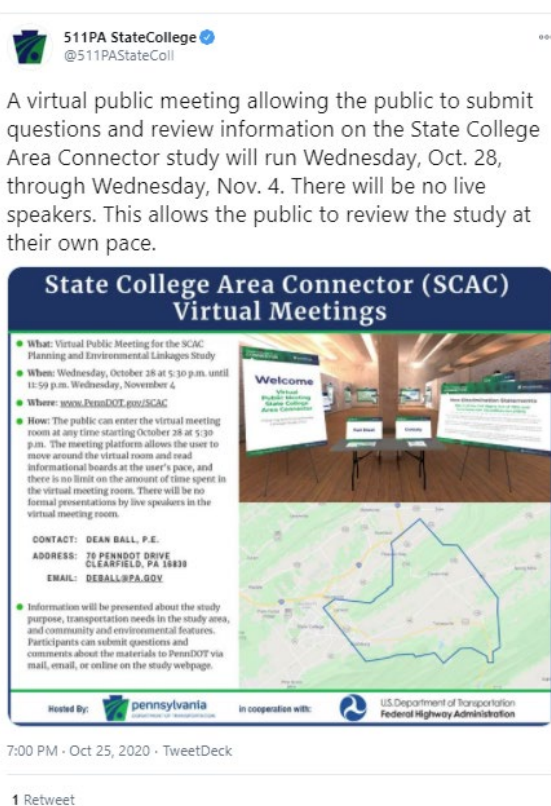


Figure 5 - PennDOT example Tweet for the virtual public meeting.

Other Notification Efforts

Centre County Metropolitan Planning Organization (CCMPO) assisted with advertising the virtual public meeting. **Figure 6** depicts the announcement used by CCMPO in their advertising notifications. CCMPO emailed over 300 officials and members of the public via six contact lists. Contact lists included:

- CCMPO Technical Committee
- CCMPO Coordinating Committee
- CCMPO agenda contact list
- CCMPO interested parties contact list
- CCMPO SCAC-specific stakeholders contact list
- Centre Regional Planning Commission

CCMPO posted the invitation on their website and Facebook page. Notifications were posted daily between October 23, 2020 and November 4, 2020.

The virtual public meeting invitation was added as an agenda item for CCMPO Technical Committee, CCMPO Coordinating Committee, Centre Regional Planning Commission, and Centre Region Council of Governments (COG) Transportation and Land Use Committee. The invitation was also shared with the Centre County Planning and Community Development Office (CCPCDO).

The CCPCDO distributed the notice to the Centre County Planning Commission'

Nittany Valley Joint Planning Commission and Penns Valley Regional Planning Commission.

State College Area Connector (SCAC) Virtual Meetings

- **What:** Virtual Public Meeting for the SCAC Planning and Environmental Linkages Study
- **When:** Wednesday, October 28 at 5:30 p.m. until 11:59 p.m. Wednesday, November 4
- **Where:** www.PennDOT.gov/SCAC
- **How:** The public can enter the virtual meeting room at any time starting October 28 at 5:30 p.m. The meeting platform allows the user to move around the virtual room and read informational boards at the user's pace, and there is no limit on the amount of time spent in the virtual meeting room. There will be no formal presentations by live speakers in the virtual meeting room.

CONTACT: DEAN BALL, P.E.
ADDRESS: 70 PENNDOT DRIVE, CLEARFIELD, PA 16830
EMAIL: DEBALL@PA.GOV

Information will be presented about the study purpose, transportation needs in the study area, and community and environmental features. Participants can submit questions and comments about the materials to PennDOT via mail, email, or online on the study webpage.

Hosted By: pennsylvania DEPARTMENT OF TRANSPORTATION in cooperation with: U.S. Department of Transportation Federal Highway Administration

Figure 6 – Sample of the MPO notification disseminated.

Virtual Public Meeting Overview

The virtual public meeting agenda included an overview of the transportation development process, the PEL Study process, the environmental features, the operation of the local transportation network, and the Study's purpose and needs. The virtual public meeting also provided an opportunity to provide input on the study materials and the overall study.

The virtual public meeting information was presented online. Participants had two options for accessing the information. The first option included entering into a virtual public meeting room where attendees could virtually walk around the room to different topic stations and click on boards to have them enlarged, read a narrative about the board, or click to hear the narrative read to them. **Figure 7** shows the entrance into the virtual meeting room. The blue box in the top left allowed attendees to jump from one station to another. Attendees could also navigate the meeting by clicking the double arrows to the left and right of the screen.

The second option was for those attendees who did not want to enter the virtual meeting room. They were able to review and download all of the boards and written narratives directly from the project webpage (**Figure 8**).

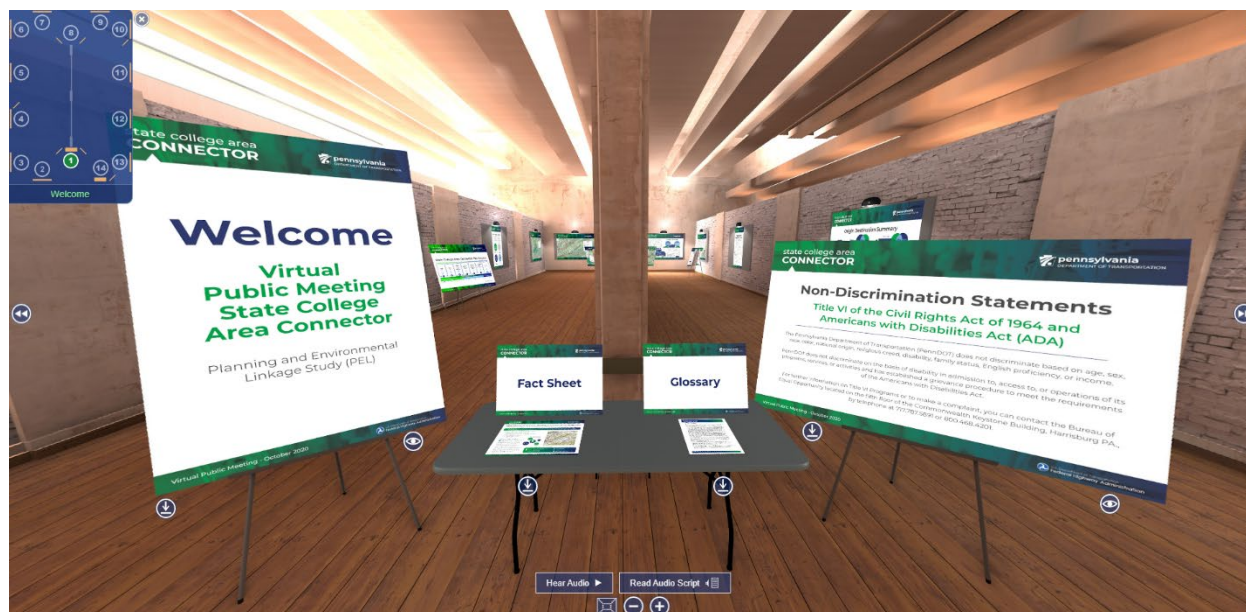


Figure 7 - Virtual Public Meeting room entrance.

Documents

- [State College Area Connector Fact Sheet](#) (PDF)
- [Public Meeting Comment Card](#)  (PDF)
- [Glossary of Terms](#) (PDF)

Display Boards

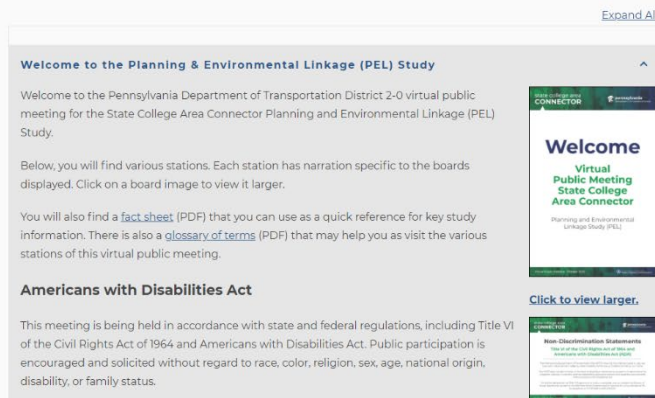


Figure 8 - Example of alternative access to virtual public meeting information.

Meeting Materials

Meeting Handouts

There were three specific handouts developed and made available at the virtual public meeting. The first two handouts were provided at the Welcome station. They included a State College Area Connector Fact Sheet which provided an agenda for the virtual public meeting and a Glossary of Terms to help attendees better understand key technical terms from the virtual public meeting displays. The third handout was a Public Meeting Comment Card that was located at the “How Can You Participate?” station. This comment card was also available to complete via an electronic survey. Copies of the meeting handouts are included in **Appendix E**.

Meeting Boards

There were 17 meeting boards and associated narratives that comprised the virtual public meeting. Copies of the boards and associated narratives are included in **Appendix F**.

Meeting Participation

Participation at the virtual public meeting can be tracked in several different ways. The first way to track participation was with an official sign-in page which was initiated when a participant first opened the virtual meeting room. This page was visited by 177 participants, however only 78 participants completed the registration form. **Figure 9** shows the general location of the registered participants based on information provided. In summary, out of the 78 registered participants, 28 reside within SCAC study area.

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The second way to track participation was to evaluate the number of times the virtual public meeting webpage was accessed during the meeting time period. Participants that accessed the main virtual public meeting may have only reviewed the meeting information without entering the virtual public meeting room. Based on the webpage analytics, 416 participants accessed the main virtual public meeting webpage. It should be noted that 358 of the participants had unique IP computer address inferring that 358 different participants accessed the meeting site. An overview of the meeting attendance metrics is included in **Appendix G**.

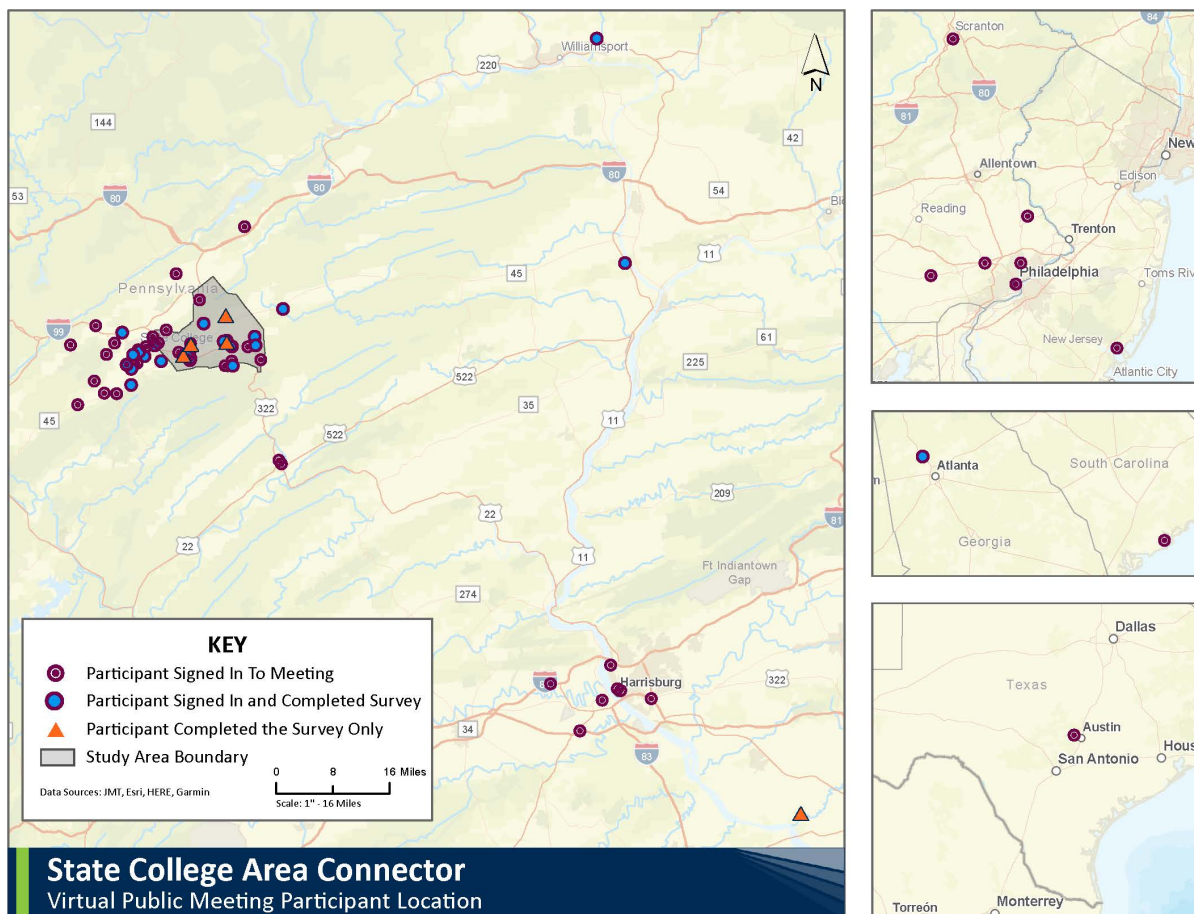


Figure 9 - Map showing virtual public meeting attendee location.

Public Survey and Responses

Twenty-eight online surveys, one email comment, and an email that provided local cultural resource information were received during the meeting comment period. No hard copy surveys were received. The survey was designed to understand who the participants were, determine their relative familiarity with the local transportation network, request specific information from participants regarding their experience and concerns with the local transportation network, identify environmental information, and finally to include any final comments they had on the overall SCAC study. The following section provides a brief summary of the survey comments. **Table 3** provides a comment response to specific questions or comments that were noted throughout the. **Table 4** provides a response to the email comment. **Appendix H** provides the full online survey analytics and copies of the comment and the cultural resource emails.

Survey Summary

The first several questions of the survey were designed to obtain information about the survey participant and understand how they heard about the virtual public meeting. Of the 28 online survey responses, 57-percent (16 participants) were from private property owners and 57-percent acknowledged living in the project area. However, only 21-percent work in the study area. Fifty percent (50%) of participants learned of the virtual public meeting from PennDOT's website or emails, and 25-percent found the virtual public meeting through city or county communications.

The next several questions were designed to obtain the participant's opinion and concerns for various transportation modes on the local network. Participants were specifically polled about their transportation use within the study area. Personal vehicles represented the most common form of transportation as 97-percent of survey participants acknowledged traveling by vehicle on at least a weekly basis within the study area. Nearly 50-percent and 38-percent of survey participants reported walking and using bicycles for transportation in the study area on a weekly basis, respectively. No survey participants reported using public transportation and only five percent use car or vanpools.

The survey asked participants about transportation concerns in the study area. Survey participants identified truck traffic volumes (74%) and general safety concerns (74%) as the two key issues in the study area, followed by traffic delays (63%), and environmental/noise concerns (41%). Public transportation received the least concern for the study area (7%). While only 37-percent of the survey participants identified bicycle/pedestrian facilities a concern, 66-percent of the survey participants indicated bicycle and pedestrian paths to schools in the study area were not safe. participants also indicated that non-traditional vehicle traffic (farm equipment, horse and buggies, etc.) created safety problems along some corridors (52%).

Survey participants were asked to identify specific sections of roadway or intersections of concern within the study area. Numerous intersections along United States Route (US) 322 and Pennsylvania Route (PA) 45 were highlighted as problem areas, along with traffic volumes on PA 144. The following intersections were specifically mentioned:

- US 322 at
 - Bear Meadow Road/Country Club Road
 - Taylor Hill Road
 - Churchill Road
- PA 144 at
 - PA 193
 - Bible Road
- PA 45 at
 - Linden Hall Road

Specific concern was also expressed for the safety of roadway users along US 322 and PA 45.

One of the survey questions asked for input on the collected environmental information presented at the meeting. Eight specific comments were noted by attendees. These comments are documented in **Table 3**.

At the conclusion of the survey, 92-percent of participants indicated the project information was presented in a comprehensive, clear, and concise manner. **Appendix H** provides the full survey analytics.

Table 3 presents the written survey comments received during the comment period and appropriate comment response. Specific comments that provided clarification from participants regarding the classification that best represents them, where they work, live, or how they heard about the meeting were not included in **Table 3** but can be found in the **Appendix H**. **Table 4** presents the email comment received during the comment period and associated disposition.

Table 3 – Survey Comment and Responses

Question	Comment	Comment Response
How many times per week do you use the following transportation modes when traveling through the study area?		
	I usually drive on PA 45 but there are times when the 322 corridor is preferable	Thank you for your comment.
	In addition to being a resident and a bicyclist, I have had a CDL for almost 50 years. I am very familiar with the issues facing transportation professionals.	Thank you for your comment.
	The speed on route 45 needs to be addressed. Posted speed limits are not being followed. The intersections of 322 and Elk Road/Tussey Ski Mt. road and route 45 at the Willowbrook/Rockey Ridge development is dangerous even with turning lanes	During the PEL Study, various intersections will be evaluated for improvement. The study team will include these specifically mentioned roadways in that evaluation. While speed enforcement is always a concern when considering the safety of the traveling public, it is not under PennDOT purview and specific concern areas should be addressed with state and local law enforcement.
	Have noticed increased truck traffic on 45 which is concerning given the original design of sections of that roadway. Two way traffic on two lane portion of 322 with a speed limit of 55mph	Truck traffic on the transportation network within the study area has been increasing. As presented at the virtual public meeting, by 2050, truck traffic is expected to increase within the study area an additional 31-percent and nearly double along PA 45. The PEL study, will investigate ways to address the increase in truck traffic and overall traffic from the local road network.
	Daily commuter on portions of the 322 and 45 corridors	Thank you for your comment.
	Studebaker Road is traveled by two families living off the road	Thank you for your comment.
	Occasionally pass through study area	Thank you for your comment.
What issues concern you along the roads within the study area? Select all that apply.		
	Local Access	Thank you for your comment.
	322 cross traffic crash opportunities	Thank you for your comment.
	Safety on 322	Thank you for your comment.
	Fear of being walked-over by property owners in State College to run rough-show over my land with a new road	During the PEL Study, a range of alternatives will be considered along with the minimization of impacts to resources and properties in the area. Final decision-making on the range of alternatives will be completed by FHWA and PennDOT.
	Make 322 limited access	The PEL will identify and evaluate a range of alternatives which will include various build scenarios. These alternatives will include

Question	Comment	Comment Response
		potential upgrades to the existing roadway network, and potential limited access to these roadways.
Do you feel that bicycle/pedestrian routes to the schools within the study area are safe? If no, please explain.		
	I only know of the Centre Hall school in the study area and the current bicycle/pedestrian routes are as safe as practicable	Thank you for your comment.
	Not enough shared-use paths or protected bike lane facilities	The PEL will identify and evaluate a range of alternatives which will include bicycle accommodations. Local plans will provide valuable input into identification of future dedicated bicycle facilities.
	too dangerous by bike	Thank you for your comment.
	Sharing bicycle with car traffic is unavoidable	Thank you for your comment.
	Most of the dedicated pedestrian & cycling routes in the state college area go perpendicular to the direction desired	The PEL will identify and evaluate a range of alternatives which will include bicycle accommodations. Local plans will provide valuable input into future identification and consideration of any bicycle routes and associated connections.
	The volume and speed of traffic is not safe for bicyclists	Thank you for your comment.
	Don't travel those areas well enough to comment	Thank you for your comment.
	Upper Brush Valley Road between Linden Hall and Centre Hall needs a bike/walking/jogging path	The PEL will identify and evaluate a range of alternatives which will include bicycle accommodations. Local plans will provide valuable input into future identification and consideration of any bicycle routes and associated connections.
	I wouldn't let a child on mine ride a bike on any of the roads in the study area. Even when wide shoulders are present, drivers tend to wander....these roads are simply not safe for any non-adult rider (and some are not safe for any rider).	Thank you for your comment.
	more extensive bicycle/pedestrian routes needed	The PEL will identify and evaluate a range of alternatives which will include bicycle accommodations. Local plans will provide valuable input into future identification and consideration of any bicycle routes and associated connections.
	too much truck traffic with narrow shoulders	Thank you for your comment.

Question	Comment	Comment Response
	Great connections around the Warner Blvd Area, but connections to housing areas along 45 and 322 corridors to south and east not as inviting	The PEL will identify and evaluate a range of alternatives which will include bicycle accommodations. Local plans will provide valuable input into future identification and consideration of any bicycle routes and connections.
	too much traffic	Thank you for your comment.
Do you feel that traffic from non-traditional vehicles (farm equipment, horse & buggy, etc.) is an issue (safety or otherwise) within the study area?		
	Slow Moving Vehicle traffic and bus stops cause accidents or near misses on daily basis in study area	Thank you for your comment.
	Slow moving vehicles on PA 45 do not disturb me (I am patient) but I observe frequent unsafe practices near slow moving vehicles	Thank you for your comment.
	tractors	Thank you for your comment.
	Lots of non-vehicle traffic	Thank you for your comment.
	farm equipment uses Brush Valley Rd. every day, especially during planting & harvesting times	Thank you for your comment.
	Unless current roads are going to remain and be replaced there will be nowhere for those modes of traffic to go to	Thank you for your comment.
	These vehicles are a hazard to the operator and riders...no because they are unsafe but drivers are	Thank you for your comment.
	Increasing Amish buggy traffic	We appreciate your feedback on non-traditional vehicle traffic and will consider (or use) this information as we develop our range of alternatives to meet the projects purpose and need.
	322 not so much, but 45 I have seen farm equipment nearly take out opposing traffic	
	Hills create blind spots as well as not having adequate shoulders create real safety issues	The PEL study will identify and evaluate a range of alternatives which will include an alternative to upgrade the existing roadway network considering current roadway design criteria for horizontal and vertical geometry, lane and shoulder widths, sight distance, etc. New roadway alignments will be designed per current standards.
Are there any roadways or intersections within the study area that are of particular concern to you? If yes, please state the location in the comment box below.		
Intersection Concerns Noted		
	Intersection between 322 and Tusseyville roads. I use this fairly often and the current alignment is fine with 2 lanes but anything wider would require significant alterations	The PEL Study will identify and evaluate a range of alternatives which will include various build scenarios and improvements to the existing roadway network. Any identified improvements

Question	Comment	Comment Response
		will be designed to meet PennDOT and FHWA's current roadway and intersection design criteria.
	Rt 192 & 144	In the next phase of the PEL Study, the design team will identify and evaluate a range of alternatives to address the purpose and needs of the transportation system within the study area. One of the build alternatives to be evaluated will include upgrades/improvements to the existing roadway network. Improvements to intersections identified as a concern by participants will be evaluated from a safety and traffic operations standpoint based on the projected traffic volumes and current intersection configuration. Any identified improvements will be designed to meet PennDOT and FHWA's current roadway and intersection design criteria.
	322 between Boalsburg and new Potters Mills intersection	
	Taylor Hill Rd and 322, Churchill Rd and 322	
	Potters mills from 144 to 322 headed to State College. Visibility of the new merge there coming out of the potters mills gap project. Honestly could just be people need to get used to it, but was almost side swiped twice in the week it was open	
	Bear Meadows Road/Country Club Road and 322, all commercial business entrances onto 322 and most local road intersections with 322	
	Intersection of Rt. 45 and Linden Hall Road. Concern that limited access Rt. 322 will increase traffic on Rt. 45 and make it more difficult to access Rt. 45 from Linden Hall Road	
	Mentioned above - 322 and the Tussey Ski Mt and Elk Road (golf course) intersections for the Kaywood Development and the Willowbrook/Rockey Ridge Developments	
	Linden Hall Rd. & rt. 45	
	US-322 and PA-45 Intersection	
	Bible Road	
	Bear Meadows Road/Country Club Road and 322	
	322/45 intersections	
Roadway Section Concerns Noted		
	Need Road Diet / lower speeds on Boal Ave	This comment will be forwarded to PennDOT for other consideration.
	Cross traffic (near Harley D) 322 commercial strip Route 45 speed limits reduction/enforcement ... due to rapid residential development	In the next phase of the PEL Study, the Design Team will identify and evaluate a range of alternatives within the study area which will include various build scenarios including improvements to the existing roadway network. During the PEL, improvements to problem roadway section identified by participants will be considered along with the projected traffic volumes and current roadway configuration. Any identified improvements will be developed in accordance with PennDOT's and FHWA's
	Potters mills 7 mountain access	
	144 between 26 and 45 seems unable to handle more traffic	
	Route 45 is approaching a level as dangerous as 322 has been for years	
	Route 144, especially as it crosses Nittany Mountain.	

Question	Comment	Comment Response
	322 between Boalsburg and Potters Mills is a safety hazard with the volume of traffic, trucks, speed and rolling terrain	current roadway design criteria to address the project’s purpose and need.
	RT 322 Boalsburg to Potters Mills is extremely dangerous.	
Other Concerns		
	House on 322	Thank you for your comment.
	selfishly any new rt322 realignments that may impact me. Also mixed (farm implements and buggy) traffic on rt 45 and 192.	During the PEL Study, a range of alternatives will be considered along with the minimization of impacts to resources and properties in the area.
Based on the environmental mapping presented at today’s meeting, did you notice any resource or feature of concern that is missing from our maps?		
	Current and future bike facilities, especially the proposed Penn's Valley Rail Trail: https://centrecountypa.gov/DocumentCenter/View/2818/A---FULL-PVRT-FINAL-REPORT-with-APPENDIX?bidId=	Local plans will be consulted, and mapping updated accordingly.
	It is hard to see where the current building are	Thank you for your comment.
	You have done an OUTSTANDING job of researching, organizing and documenting the issues	Thank you for your comment.
	The wetlands by Fasick Park	Wetland specialists will investigate wetland data sources and conduct field verifications to confirm the wetland noted. Mapping will be updated accordingly.
	Preserved farmland & historic districts	Resource specialist will investigate local agricultural preservation programs as well as historic properties and districts. Mapping will be updated as the study progresses, accordingly.
	Yes...Upper Brush Valley Road is missing	Upper Brush Valley Road is included on all maps, however not labeled on the environmental mapping. Mapping will be updated accordingly.
	2004 the stream in Black Hawk Gap was submitted to the United States Board of Geographic Names of the U.S. Geological Survey to be named—BLACK HAWK GAP RUN They approved the name in 2004 and it was presented to Spring and Potter Townships for approval	Water resource specialists will confirm the designation of Black Hawk Gap Run with the resource agencies. Mapping will be updated accordingly.
	Head end latitude 40° 50° 19° N longitude 77° 43° 32° W	

Question	Comment	Comment Response
	Mouth end latitude 40° 49° 49 N longitude 77° 43° 03° W	
	Harvest Fields church and park areas missing from map	Field verification will be conducted to confirm the location of the church and park noted. Mapping will be updated accordingly.
	In Boalsburg, a planned Township Park and Calvary Church are missing. They are adjacent to each other along Discovery Drive. The Calvary Church property is very large and includes a sports field, frisbee golf course and developed mountain bike trail that are all open to the public	Field verification will be conducted to confirm the location of the church noted. Local plans will also be consulted regarding the planned park status. Mapping will be updated accordingly.
Please provide any additional comments or thoughts about the virtual meeting that you would like to share with us.		
	Public Safety is my primary concern. Having responded to numerous fatal accidents on this section of roadway over the past 30+ years I am concerned that emergency responders, especially volunteer Fire and EMS are not involved with study and design. It is my goal to keep them informed during each phase of the process. Thank you for the virtual meeting.	Outreach to local emergency service providers will be conducted throughout subsequent phases of the process to understand and address their needs and concerns both during construction and post-construction.
	Questions left blank did not seem to have a n obvious response for me.	Thank you for your comment.
	The existing 322 corridor is the best alignment even if it requires elevation to allow traffic to flow under the main road. A frontage road may alleviate some of the problems although it would require significant changes to existing structures and commercial enterprises.	As shown in the PEL process portion of the virtual public meeting, the PEL will identify and evaluate a range of alternatives which will include various build scenarios including an upgrade to the existing roadway network.
	As Turnpike tolls rise in the coming decades, more and more traffic may be cutting through Centre Hall on 144 to avoid the Turnpike between Harrisburg and Erie or Youngstown. Completing 322 to Boalsburg will probably not serve people headed for 80 Westbound.	During the PEL, a range of alternatives will be developed, and traffic analysis will be conducted to determine what impacts and benefits the proposed alternatives would have on the transportation network. The analysis will also include determination of anticipated traffic patterns based on the origin and destination data for both local and regional traffic.
	Please consider right-of-way acquisition and construction of the Penn's Valley Rail Trail, which parallels PA 45 as a multimodal part of this project: https://centrecountypa.gov/DocumentCenter/View/2818/A---FULL-PVRT-FINAL-REPORT-with-APPENDIX?bidId=	The PEL will identify and evaluate a range of alternatives which will include bicycle accommodations. Local plans will provide valuable input into the identification of future bicycle and pedestrian facilities.

Question	Comment	Comment Response
	The maps need to be cleaned up. 1.) There is a Linden Hall tag that is not near the actual site of Linden Hall and it appears on almost all of the maps, look at the 'Above Ground Historical' and compare the tag with box #9. 2.) the Municipal boundaries are over emphasized and confusing. 3.) There are two versions of the Natural Resources 'G' map. One has much more Natural Heritage Area than the other. 4.) Could you make the satellite image easier to see? Trying to look for routes that minimize impact to existing buildings, etc. will be easier if they are a little more vivid. 5.) Thanks for bringing the bicycle problem in right at the beginning. We have opportunities to develop old rail lines for bikes and this study may help raise acceptance for future bike trails. 6.) I hope the study can approach the problem of adding various feeder roads to the arterial highway from Potters Mills to Centre Region. I would like to see planning for a road that starts on Rt 192 East of Centre Hall, goes southwest and picks up Route 45 traffic east of Old Fort and takes that traffic over to the new 322 road. It doesn't need to be built yet, but if we could identify the location now and then guide future development with that new route in mind, we will save a lot of future headaches as the area grows.	Thank you for your comment. The mapping will be updated accordingly. The Natural Resources 'G' map has been updated to reflect the current Natural Heritage Area. The size of the project area makes presenting some features difficult. Scale consideration will be addressed in subsequent plan displays once the range of alternatives are developed. These displays will be more geographically focused providing an opportunity to show a greater level of detail. The PEL will identify and evaluate a range of alternatives which will include bicycle accommodations. Local plans will provide valuable input into the identification of future bicycle facilities. The PEL Study will identify and evaluate a range of alternatives which will include various build scenarios and improvements to the existing roadway network. Your alternative will be considered during these investigations to determine if it would meet the identified purpose and need for the SCAC study.
	Would have loved to hear more about an estimated timeline for the entire project. If I'm going to lose my house to widening the existing road, will it be in 2 years, 5 years, 20 years? I'm sure that will be discussed in the future, I'm just getting antsy :-). Thanks for all your hard work on the study!	As shown on the "Process for Advancing Transportation Projects" display at the virtual public meeting, the PEL Study is the first step in the overall process. The PEL process is anticipated to extend into early 2022. Currently, anticipated dates for subsequent phases are as follows: Environmental (NEPA) decision - Early 2024 Final Engineering Design 2024 - 2026

Question	Comment	Comment Response
		Right-of-Way Acquisition - Beginning early 2026 Construction - Beginning early 2027
	At this stage this was an amazing format. In upcoming phases, I can see the need for live interactive meetings. At a minimum, a live "Zoom" meeting but ideally in-person. Another virtual meeting like this one a week before a live meeting would be useful for all parties to prepare.	Thank you for your comment. As the study progresses, it is the intent to hold in person meetings when is it safe to resume large gatherings. PennDOT and FHWA are currently working to develop hybrid meeting formats to further improve the exchange of information and public input.
	Linden Hall is mis-labeled on all of the maps. Label is 1 or 2 miles east of actual location of village.	Thank you for your comment. The mapping will be updated accordingly.
	Address the problems that would let truck traffic use 144 between Potters Mills and I-99 at Pleasant Gap. Not only would this address the immediate issues on 144, but it would also address the worst of the pressure and conflicts on 322. The shortest distance between Potters Mills to I-99 is via 144. Diverting regional truck traffic away from the most congested part in the study area solves two problems at once.	As shown in the PEL process portion of the virtual public meeting, the PEL will identify and evaluate a range of alternatives which will include various build scenarios and an upgrade to the existing roadway network. The development of alternatives will consider both local and regional traffic needs.
	What follow ups on the study can I expect to be made aware of?	Study updates and information releases will be conducted as the study progresses. Information will be released via the study website and email notification. Email notification will provided to all individuals that have signed up on the mailing list.
	Keep up the good work and please continue to be transparent with the study. We were in the original study almost 20 years ago and one of the final options was to displace our house; so, we have concerns this time around.	Thank you for your comment. PennDOT and FHWA are utilizing the PEL process to engage local officials and the community early in the planning phase of project development specifically to be transparent. The study website will be key in disseminating information and collecting community input. These efforts are in addition to the traditional meetings and workshops that are anticipated to occur as during the study.
	Having been involved 10 year ago in the SCCTS, I hope this attempt is more transparent & objective.	Thank you for your comment. PennDOT and FHWA are utilizing the PEL process to engage local officials and the community early in the planning phase of project development specifically to be transparent. The study website will be key in disseminating information and collecting community input. These efforts

Question	Comment	Comment Response
		are in addition to the traditional meetings and workshops that are anticipated to occur as during the study.
	I have some questions, comments and observations I'll be submitting via email to Dean Ball. Please incorporate those with this response when you reply and respond to them. Thanks for your efforts.	Response to all comments submitted via email within the comment period for the Virtual Public Meeting have been incorporated in the responses.
	I did not hear any audio when I viewed the individual graphics explains that phase of the study.	Thank you for your comment. Hopefully, the written narrative enabled you to understand the intent of each display as the audio version was not work properly for you.
	I would prefer to see an elevated highway through this area that disrupts private land owners as little as possible.	During the PEL Study, a range of alternatives will be considered along with the minimization of impacts to resources and properties in the area.
	I know residences and businesses have been added to the Rt 322 corridor and this needs to be considered. Please use the useful information gathered during the initial costly study conducted 10 years ago. Don't reinvent the wheel.	In 2017 and 2018, PennDOT updated the information from the 2003 study to provide a basis for the current SCAC study. The current study will verify the information remains valid and proceed accordingly. These steps need to occur as communities and resources continually change as do the requirements which need to be followed.
	The governor's announcement emphasized access to State College from afar. I think it mentioned football traffic. This study seems to be focused on traffic within the region itself, not access. It is obvious that any connector providing access from Harrisburg to Interstate 80 will become a high-speed diesel raceway. That will not be in the best interest of the State College area.	As the origin and destination information presented at the virtual public meeting showed, the transportation network currently transports both local and regional traffic. As a result, solutions will consider both types of traffic. Additionally, the study purpose and need document identified the need to separate regional truck traffic from local travel.
	Complex commuter patterns. 45 and 322 corridors both serve as major routes to jobs within the State College area from residents in outlying areas. Additionally, Hanover Foods on 45 corridor may serve as a destination for regional freight, and has a medium size workforce (~140), with many employees commuting from Mifflin County. Notable oversize freight traffic on 45 corridor - prefab housing from manufacturers east of area destined to other regions.	The origin and destination study showed at the virtual public meeting revealed the complex traffic patterns in the study area. As the study progresses, the range of alternatives evaluated will consider these travel patterns and address the identified transportation purpose and need.
	I was not able to attend the online meeting, but have a fear that a road which should go through	During the PEL Study, a range of alternatives will be considered including upgrades to the

Question	Comment	Comment Response
	Rothrock State Forest land as a nearly "at-grade road, will, instead traverse across great farm land and ruin a mountain (Egg Hill) at great cost. I'm happy to share these concerns with PennDOT	existing highway facilities and new alignment alternatives. In all cases, these alternatives will be developed to minimize impacts to environmental resources and properties in the area.
	US 322 should be limited access within this area (preferred interstate design). It would complete the roadway network within the area. It would also remove through traffic from the local roadway network thereby greatly decreasing traffic especially truck traffic.	The PEL Study will identify and evaluate a range of alternatives which will include various build scenarios and improvements to the existing roadway network. During the PEL, traffic analysis will be conducted for considered solutions to determine what impacts and benefits the proposed alternatives would have on the transportation network.

Table 4 – Email Comment Disposition

Comment	Comment Disposition
My first question has to do with the legitimacy of using this virtual session and referring to it as a "public meeting". I'm not sure of the legal definition of the term, but I submit that this format is devoid of multiple elements of any other public meeting I've ever attended and I don't view it as an acceptable substitute. I was disappointed in the lack of new information. Everything I saw while clicking through was part of information reported in Spring to us during an MPO Tech committee Zoom session. It was four or five months ago and there's nothing new that should be part of reporting out to the public?	The Federal Highway Administration launched the "Every Day Counts" program to help advance practice-ready innovations into everyday use. Virtual Public Involvement is one of the featured innovations of this program. Virtual public meetings allow for early, effective, and continuous public involvement which brings diverse viewpoints and values into the decision-making process. Virtual tools provide increased transparency and access to transportation planning activities and project development and decision-making processes. In addition, this virtual public meeting was held in lieu of a traditional in person public meeting, due to health and safety concerns related to the COVID-19 pandemic. In the spring, presentations to the MPO and other agencies were focused on introducing the study and the study process. It was an introduction to the data which had been collected and stated that verification of that information was underway in advance of developing the study transportation purpose and need. The general public was not privy to those discussion and needed to be informed of the intent to conduct a PEL Study and to understand the study process. Additionally, the draft purpose and need was developed since the initial MPO meeting and presented at the virtual public meeting.

Comment	Comment Disposition
What are the plans for providing transparency to the data behind the white boards? I was hoping this format was in place because data rooms were going to be available in the background. We all know "the devil is in the details" and this is especially true as it relates to the analysis behind the "safety board" and results that came from the study showing detail of intersections, segments and sites the study recommends for improvements. Details are also critically important regarding Origin / Destination data. The predominance of O&D from route 80, 81, 76 and 99 and the to and from quadrant to quadrant locations needs to be the primary input to the highway relocation decision flowchart. One can only hope that minds are open to routings that result in regional and long haul truck traffic being diverted away from already busy University Park area roadways.	Study data which support the information presented on the virtual public meeting boards are included in the technical support data files for the study. As the study progresses, reports and associated studies will be included on the website, accordingly.
I would like to put out there for consideration that we think about the option of not spending this money on a roadway expansion, but taking earmarked funds and making them available to transit and trucking companies to cover costs of turnpike tolls. By utilizing already under traveled superhighways of 76 and 99 we would save significant construction materials and resources, protect the local environment and allow current roadway configurations relief from the levels of congestion that this endeavor is based upon.	Thank you for your comment. Funding earmarks are beyond the purview of PennDOT. Earmarks are congressional actions at the state and federal levels.
When can participants in this virtual meeting expect responses to their submitted questions? When can I expect visibility to the questions and answers provided by and in response to the balance of those in virtual attendance?	The Virtual Public Meeting Summary Report will be available on the study website.
A critical component of a real public meeting is that it provides a forum for exchange of ideas and concepts where everyone, including the presenters, organizers and decision makers benefit from hearing what the collective has to say. There	As the study progresses, it is the intent to hold in person meetings when is it safe to resume large gatherings as currently these formats are not available due to the COVID-19 pandemic. However, PennDOT and FHWA are currently working to develop hybrid meeting formats to

Comment	Comment Disposition
is opportunity to evaluate and gauge the scope of alternatives and for everyone to get a sense of the degree of harmony or discord surrounding key issues. As we get only slightly further into this process we will not be able to do without public meetings in their traditional form. And I refer back to my opening question of whether it's even legal to try?	further improve the exchange of information and public input while maintaining the study schedule.

Conclusion

The information presented in this report summaries the efforts conducted for the SCAC PEL Study to engage the public virtually. The virtual public meeting held from October 28th to November 4th was viewed by 358 individual participants that accessed the meeting site with 28 comment surveys and one comment email received. Information received from this virtual public meeting will be used to guide the study team during future studies and aid in the informing the future Study decisions.

APPENDIX A – Public Notification

1. Email Letter Invitation

- Elected Officials on 10/16/20
- Government Partners on 10/16/20
- Property Owners, Business Owners, and Interested Persons on 10/21/20

2. Email Blast Reminders on 10/28/20 and 11/4/20

ELECTED OFFICIALS LIST

FEDERAL ELECTED OFFICIALS

The Honorable Robert P. Casey, United States Senate
The Honorable Patrick J. Toomey, United States Senate
The Honorable Fred Keller, United States House of Representatives, District 12
The Honorable Glenn Thompson, United States House of Representatives, District 15

STATE ELECTED OFFICIALS

The Honorable Tom Wolf, Pennsylvania Governor
The Honorable Stephanie Borowicz, Pennsylvania House of Representatives
The Honorable Rich Irvin, Pennsylvania House of Representatives
The Honorable H. Scott Conklin, Pennsylvania House of Representatives
The Honorable Kerry Benninghoff, Pennsylvania House of Representatives
The Honorable John Hershey, Pennsylvania House of Representatives
The Honorable Jake Corman, The Pennsylvania Senate

CENTRE COUNTY ELECTED OFFICIALS

The Honorable Michael Pipe, Commissioner, Chair
The Honorable Mark Higgins, Commissioner, Vice Chair
The Honorable Steven Dershem, Commissioner
The Honorable Bryan Sampsei, Sheriff

STATE COLLEGE ELECTED OFFICIALS

The Honorable Ronald Filippeli, Mayor
The Honorable Jesse Barlow, Council President
The Honorable Deanna Behring, Council Member
The Honorable Janet Engerman, Council Member
The Honorable Peter Marshall, Council Member
The Honorable Theresa Lafer, Council Member
The Honorable Evan Myers, Council Member
The Honorable John Gardner, Chief of Police

state college area **CONNECTOR**

PennDOT.gov/SCAC



October 16, 2020

RE: Virtual Public Meeting
State College Area Connector
Planning and Environmental Linkage Study

Dear Elected Official:

The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), invites you to participate in a virtual public meeting for the State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County. The PEL study will identify existing and projected transportation issues within the study area through engineering and environmental investigations as well as public and stakeholder engagement, create a transportation vision, and identify viable solutions to address the transportation needs.

In order to introduce the project to the public and receive their feedback, PennDOT is hosting a public meeting. Due to the ongoing health and safety concerns related to the COVID-19 pandemic, along with our commitment to protect public health during this national emergency, PennDOT District 2-0 is conducting this public meeting virtually.

The virtual public meeting will be held via the PennDOT study webpage beginning Wednesday, October 28 at 5:30 P.M. and continuing through 11:59 P.M. on Wednesday, November 4. The virtual public meeting will present the study purpose, study needs, environmental and engineering features within the study area, and provide an opportunity to comment on the study materials. To participate in the meeting, go to www.PennDOT.gov/SCAC.

Written comments regarding the State College Area Connector PEL Study may be submitted by mail to PennDOT District 2-0, Attention: Dean D. Ball, P.E., 70 PennDOT Drive, Clearfield, PA, 16830. Comments may also be submitted by email to deball@pa.gov or online on the study webpage. All comments on the virtual public meeting materials must be received by Wednesday, November 11, 2020.

PennDOT makes every reasonable effort to accommodate the needs of the public. If other accommodations are needed or you have any general questions or concerns regarding the State College Area Connector PEL Study or the virtual public meeting, please contact Dean D. Ball, P.E., Project Manager, at deball@pa.gov. Additional information about the PEL Study may be found online at www.PennDOT.gov/SCAC.

The virtual public meeting materials and exhibits will be presented in English. If you need communication accommodations, or an interpreter, or have a disability and need assistance, special arrangements can be made to accommodate most needs. Please call PennDOT's District 2-0 Public Information Office at (814) 765-0423 by Monday, October 26, 2020, for assistance. Please be aware that advance notice is requested as some accommodations may require additional time.

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 believe 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 or 800-468-4201.



Virtual Public Meeting Summary Report

GOVERNMENT PARTNERS LIST

Mr. Gay Vietke, National Park Service
Mr. Steven Putt, PA Department of Environmental Protection
Mr. Jacob Carson, PA Department of Environmental Protection
Mr. Kipp Starks, PA Department of Environmental Protection
Mr. John Gible, U.S. Army Corps of Engineers
Ms. Joy Gillespie, U.S. Environmental Protection Agency, Region III
Ms. Barbara Rudnick, U.S. Environmental Protection Agency, Region III
Ms. Sonja Jahrsdoerfer, U.S. Fish & Wildlife Service
Mr. Bob Anderson, U.S. Fish & Wildlife Service
Ms. Jennifer Kagel, U.S. Fish & Wildlife Service
Ms. Alison Whitlock, U.S. Fish & Wildlife Service
Ms. Ashley Robert, Department of Conservation & Natural Resources
Mr. Greg Podniesinski, Department of Conservation & Natural Resources
Ms. Megan Pulver, Department of Conservation & Natural Resources
Ms. Danielle Guttman, Department of Conservation & Natural Resources
Mr. Dough Wolfgang, PA Department of Agriculture
Ms. Heather Smiles, PA Fish & Boat Commission
Mr. Bill Savage, PA Fish & Boat Commission
Mr. Josh Wisor, PA Fish & Boat Commission
Mr. Michael DiMatteo, PA Game Commission
Ms. Tracey Librandi Mumma, PA Game Commission
Mr. Dough McLearn, PA Historical & Museum Commission
Ms. Andrea MacDonald, PA Historical & Museum Commission
Ms. Elizabeth Rairigh, PA Historical & Museum Commission
Ms. Lisa Kroner, Potter Township Board of Supervisors
Mr. Michael Danneker, Spring Township Board of Supervisors
Mr. Hal Pitts, United States Coast Guard, Fifth District
Ms. Sharon Royer, Benner Township Board of Supervisors
Ms. Margaret Gray, Centre County Board of Commissioners
Mr. James Coslo, Centre County Conservation District
Ms. Beth Araujo, Centre Hall Borough Council
Mr. Adam Brumbaugh, College Township Board of Supervisors
Ms. Amy Farkas, Harris Township Board of Supervisors

Mr. Van Winter, Boalsburg Fire Company
Ms. Jaqueline Sheader, Centre Area Transportation Authority
Ms. Louwana Oliva, Centre Area Transportation Authority
Mr. Chris Jordan, Centre Area Transportation Authority
Ms. Natalie Smith, Centre County
Mr. Dale Neff, Centre County 911
Mr. Norm Spackman III, Centre County 911
Mr. Jeff Wharran, Centre County Emergency Management
Mr. Paul Rito, Centre Region Bike Coalition
Ms. Pam Salonkangas, Centre Region Parks and Recreation
Mr. Tom Zilla, Centre Regional Planning Agency
Ms. Trish Meek, Centre Regional Planning Agency
Mr. Greg Kausch, Centre Regional Planning Agency
Ms. Nicole Yatta, Chamber of Business & Industry Centre County
Ms. Dana Price, Chamber of Business & Industry Centre County
Mr. Richard Makin, Central Pennsylvania Institute of Science & Technology
Mr. Todd Taylor, Central Pennsylvania Institute of Science & Technology
Mr. Thomas Cutrona, Federal Highway Administration
Ms. Nicole Monica, Mount Nittany Health—State College
Mr. Todd Meyers, Penelec
Ms. Kristina Petersen, Penn State Press Office
Ms. Brandon Moree, Penna Motor Truck Association
Mr. Brian Griffith, Penns Valley School District
Mr. Edward LeClear, State College Borough, Planning Department
Mr. Thomas King, State College Borough, Neighborhood & Community Services
Mr. Eric Brooks, State College Borough, Public Works
Mr. Robert O'Donnell, State College School District

FEDERALLY RECOGNIZED AREA NATIVE AMERICAN TRIBES LIST

Mr. Devon Frazier, Absentee-Shawnee Tribe of Indians of Oklahoma
Ms. Erin Thompson-Paden, Delaware Nation
Ms. Susan Bachor, Delaware Tribe of Indians
Mr. Brett Barnes, Eastern Shawnee Tribe of Oklahoma
Ms. Kristine Hill, Oneida Nation
Dr. Joe Stahlman, Seneca Nation of Indians
Mr. William Tarrant, Seneca-Cayuga Nation
Ms. Tanya Tipton, Shawnee Tribe

state college area **CONNECTOR**

PennDOT.gov/SCAC



October 16, 2020

RE: Virtual Public Meeting
State College Area Connector
Planning and Environmental Linkage Study

Dear Government Partner:

The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), invites you to participate in a virtual public meeting for the State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County. The PEL study will identify existing and projected transportation issues within the study area through engineering and environmental investigations as well as public and stakeholder engagement, create a transportation vision, and identify viable solutions to address the transportation needs.

In order to introduce the project to the public and receive their feedback, PennDOT is hosting a public meeting. Due to the ongoing health and safety concerns related to the COVID-19 pandemic, along with our commitment to protect public health during this national emergency, PennDOT District 2-0 is conducting this public meeting virtually.

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PennDOT makes every reasonable effort to accommodate the needs of the public. If other accommodations are needed or you have any general questions or concerns regarding the State College Area Connector PEL Study or the virtual public meeting, please contact Dean D. Ball, P.E., Project Manager, at deball@pa.gov. Additional information about the PEL Study may be found online at www.PennDOT.gov/SCAC.

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state college area **CONNECTOR**

PennDOT.gov/SCAC



October 21, 2020

RE: Virtual Public Meeting
State College Area Connector
Planning and Environmental Linkage Study

Dear Property Owners, Business Owners, and Interested Persons:

The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), invites you to participate in a virtual public meeting for the State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County. The PEL study will identify existing and projected transportation issues within the study area through engineering and environmental investigations as well as public and stakeholder engagement, create a transportation vision, and identify viable solutions to address the transportation needs.

In order to introduce the project to the public and receive their feedback, PennDOT is hosting a public meeting. Due to the ongoing health and safety concerns related to the COVID-19 pandemic, along with our commitment to protect public health during this national emergency, PennDOT District 2-0 is conducting this public meeting virtually.

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Written comments regarding the State College Area Connector PEL Study may be submitted by mail to PennDOT District 2-0, Attention: Dean D. Ball, P.E., 70 PennDOT Drive, Clearfield, PA, 16830. Comments may also be submitted by email to deball@pa.gov or online on the study webpage. All comments on the virtual public meeting materials must be received by Wednesday, November 11, 2020.

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State College Area Connector - Virtual Public Meeting

What: Virtual Public Meeting for the SCAC Planning and Environmental Linkages Study

Begins: Wednesday, October 28, at 5:30 p.m.

Ends: Wednesday, November 4, at 11:59 p.m.

Where: www.PennDOT.gov/SCAC

How YOU can participate:

- ▶ Access to the virtual public meeting is available 24 hours a day for one week.
- ▶ Attendees can move around the virtual room at their own pace, clicking on informational boards to learn about the study purpose, transportation needs in the study area, and community and environmental features.
- ▶ There will be no formal presentation.
- ▶ Participants can submit questions and comments about the materials to PennDOT via mail, email, or online on the study page.



For more information contact:

 Dean D. Ball, P.E., Project Manager

 70 PennDOT Drive
Clearfield PA 16830

 deball@pa.gov

Hosted By:  **pennsylvania**
DEPARTMENT OF TRANSPORTATION

In Cooperation With:  U.S. Department of Transportation
Federal Highway Administration

October 28th and November 4th Email Blast Information

APPENDIX B – Flyer

1. Virtual Public Meeting Flyer

Virtual Public Meeting State College Area Connector Planning and Environmental Linkage Study

The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA) invites you to participate in a virtual public meeting for State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County.

Meeting Purpose: is to introduce the State College Area Connector Study, review and comment on the collected environmental and engineering data, as well as the traffic analysis, and provide comments on the identified transportation needs for the study area.

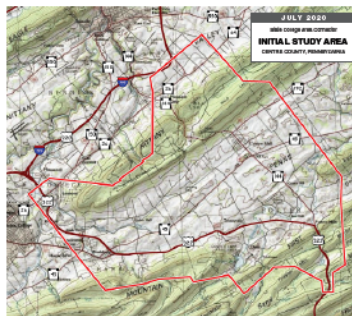
October Virtual Public Meeting

WHEN: Wednesday, October 28, 2020, at 5:30 P.M. and continue through 11:59 P.M. on Wednesday, November 4, 2020.

WHERE: To participate in the meeting, go to www.PennDOT.gov/SCAC

Meeting Agenda

- ▶ Transportation Development Process
- ▶ Planning and Environmental Linkage (PEL) Study
- ▶ Environmental Setting
- ▶ Transportation and Engineering Setting
- ▶ Study Purpose and Need
- ▶ Meeting Closure / Comment



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 believe 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 or 800-468-4201.

For more information contact:

Dean D. Ball, P.E., Project Manager
70 PennDOT Drive
Clearfield PA 16830

814-765-0439
deball@pa.gov
www.penndot.gov/scac

APPENDIX C – Amish Community Notification

1. Transmittal of Meeting Notification on 10/16/20 and 10/23/20
2. Transmittal of Meeting Materials on 11/2/20

APPENDIX D – Media Notification

1. Newspaper Display Ads

- Center Daily Times on 10/11/20 and 10/18/20
- Lewistown Sentinel on 10/10/20 and 10/17/20

2. Social Media Posts

3. Press Release

**SKELLY AND LOY**

449 Eisenhower Boulevard, Suite 300
Harrisburg, Pennsylvania 17111
(717) 232-0593 • FAX (717) 232-1799
www.skellyloy.com

LETTER OF TRANSMITTAL

DATE	Oct. 16, 2020	JOB NO.	JN197202
ATTENTION Mr. John Lapp			
RE: State College Area Connector (SCAC)			
Public Meeting Advertisement and			
Project Location Mapping			

TO: Mr. John Lapp
201A Reeder Road
Spring Mills, PA 16875

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

- ☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
☐ Copy of letter ☐ Change order ☒ Public Meeting Advertisements and Location Maps

COPIES	DATE	NO.	DESCRIPTION
10			Virtual Public Meeting Notice for West Penns Valley Church District
10			SCAC Project Location Mapping for West Penns Valley Church District
10			Virtual Public Meeting Notice for West Brush Valley Church District
10			SCAC Project Location Mapping for West Brush Valley Church District
10			Virtual Public Meeting Notice for Nittany Valley Church District
10			SCAC Project Location Mapping for Nittany Valley Church District

THESE ARE TRANSMITTED as checked below:

- ☐ For approval ☐ Approved as submitted ☐ Resubmit _____ copies for approval
☒ For your use ☐ Approved as noted ☐ Submit _____ copies for distribution
☐ As requested ☐ Returned for corrections ☐ Return _____ corrected prints
☐ For review and comment ☒ For distribution
☐ FOR BIDS DUE _____ 20 ____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS Mr. Lapp,

Please see the attached ten copies of the public meeting notice and State College Area Connector project location mapping. As discussed, please distribute within the West Penns Valley Church District, and if possible, the West Brush Valley and Nittany Valley Church Districts.

Feel free to contact me with any questions, Eric Bruggeman, cell phone: 717-576-9568

COPY TO JN197202, M. Bower

SIGNED _____

If enclosures are not as noted, kindly notify us at once.

**SKELLY AND LOY**

449 Eisenhower Boulevard, Suite 300
Harrisburg, Pennsylvania 17111
(717) 232-0593 • FAX (717) 232-1799
www.skellyloy.com

LETTER OF TRANSMITTAL
23

DATE	Oct. 28, 2020	JOB NO.	JN197202
ATTENTION	Mr. John Lapp Aaron Esh		
RE:	State College Area Connector (SCAC)		
Public Meeting Advertisement and			
Project Location Mapping			

TO: Mr. John Lapp Mr. Aaron Esh
201A Reeder Road 199 Alebach Ln
Spring Mills, PA 16875

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

- | | | | | |
|---|---------------------------------------|---|----------------------------------|---|
| ☐ Shop drawings | ☐ Prints | ☐ Plans | ☐ Samples | ☐ Specifications |
| ☐ Copy of letter | ☐ Change order | ☒ Public Meeting Advertisements and Location Maps | | |

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10			SCAC Project Location Mapping for West Penns Valley Church District
10			Virtual Public Meeting Notice for West Brush Valley Church District
10			SCAC Project Location Mapping for West Brush Valley Church District
10			Virtual Public Meeting Notice for Nittany Valley Church District
10			SCAC Project Location Mapping for Nittany Valley Church District

THESE ARE TRANSMITTED as checked below:

- | | | |
|--|--|---|
| ☐ For approval | ☐ Approved as submitted | ☐ Resubmit _____ copies for approval |
| ☒ For your use | ☐ Approved as noted | ☐ Submit _____ copies for distribution |
| ☐ As requested | ☐ Returned for corrections | ☐ Return _____ corrected prints |
| ☐ For review and comment | ☒ For distribution | |
| ☐ FOR BIDS DUE _____ | 20 _____ | ☐ PRINTS RETURNED AFTER LOAN TO US |

REMARKS Mr. Lapp, Mr. Esh,
Please see the attached ten copies of the public meeting notice and State College Area Connector project location mapping. As discussed, please distribute within the ~~West Penns Valley Church District,~~ and if possible, the West Brush Valley and Nittany Valley Church Districts.
Feel free to contact me with any questions, Eric Bruggeman, cell phone: 717-576-9568

COPY TO JN197202, M. Bower

SIGNED

Eric Bruggeman

If enclosures are not as noted, kindly notify us at once.

**SKELLY AND LOY**

449 Eisenhower Boulevard, Suite 300
Harrisburg, Pennsylvania 17111
(717) 232-0593 • FAX (717) 232-1799
www.skellyloy.com

LETTER OF TRANSMITTAL
23

DATE	Oct. 18, 2020	JOB NO.	JN197202
ATTENTION	Mr. John Lapp <i>David Fisker</i>		
RE:	State College Area Connector (SCAC) Public Meeting Advertisement and Project Location Mapping		

TO: Mr. John Lapp *David Fisker*
201A Reeder Road *151 Brinkard Ln*
Spring Mills, PA 16875 *Mt. Hall, PA 17751*

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

- ☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
☐ Copy of letter ☐ Change order ☒ Public Meeting Advertisements and Location Maps

COPIES	DATE	NO.	DESCRIPTION
10 10			Virtual Public Meeting Notice for West Penns Valley Church District
			SCAC Project Location Mapping for West Penns Valley Church District
10 10			Virtual Public Meeting Notice for West Brush Valley Church District
			SCAC Project Location Mapping for West Brush Valley Church District
10			Virtual Public Meeting Notice for Nittany Valley Church District
10			SCAC Project Location Mapping for Nittany Valley Church District

THESE ARE TRANSMITTED as checked below:

- ☐ For approval ☐ Approved as submitted ☐ Resubmit _____ copies for approval
☒ For your use ☐ Approved as noted ☐ Submit _____ copies for distribution
☐ As requested ☐ Returned for corrections ☐ Return _____ corrected prints
☐ For review and comment ☒ For distribution
☐ FOR BIDS DUE _____ 20 _____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS Mr. ~~Lapp~~ *Fisker*,

Please see the attached ten copies of the public meeting notice and State College Area Connector project location mapping. As discussed, please distribute within the ~~West Penns Valley Church District~~, and if possible, the West Brush Valley and Nittany Valley Church Districts.

Feel free to contact me with any questions, Eric Bruggeman, cell phone: 717-576-9568

COPY TO JN197202, M. Bower

SIGNED

Eric Bruggeman

If enclosures are not as noted, kindly notify us at once.

LETTER OF TRANSMITTAL



SKELLY AND LOY
A Terracon COMPANY

SKELLY AND LOY
449 Eisenhower Boulevard, Suite 300
Harrisburg, Pennsylvania 17111
(717) 232-0593 • FAX (717) 232-1799
www.skellyloy.com

DATE 11/2/20	JOB NO. JN169202
ATTENTION Mr. David Fisher	
RE: State College Area Connector	
Public Meeting Materials	

TO: Nittany Valley Church District
151 Burngard Lane
Mill Hall, PA 17751

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

- ☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
☐ Copy of letter ☐ Change order ☐ _____

COPIES	DATE	NO.	DESCRIPTION
1	10/28/20		Public meeting packet of project information
15	10/28/20		Comment forms for distribution and return request

THESE ARE TRANSMITTED as checked below:

- ☐ For approval ☐ Approved as submitted ☐ Resubmit _____ copies for approval
☒ For your use ☐ Approved as noted ☐ Submit _____ copies for distribution
☐ As requested ☐ Returned for corrections ☐ Return _____ corrected prints
☐ For review and comment ☒ For review and comment _____
☐ FOR BIDS DUE _____ 20 ____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS Mr. Fisher, _____

Please see the enclosed materials for the public meeting. Hard copies are provided for your
for review and 15-copies of the comment form are provided for distribution to your Church District.
Please call me with any questions, 717-576-9568.

COPY TO _____ SIGNED _____

If enclosures are not as noted, kindly notify us at once.

LETTER OF TRANSMITTAL



SKELLY AND LOY
A Terracon COMPANY

SKELLY AND LOY
449 Eisenhower Boulevard, Suite 300
Harrisburg, Pennsylvania 17111
(717) 232-0593 • FAX (717) 232-1799
www.skellyloy.com

DATE 11/2/20	JOB NO. JN169202
ATTENTION Mr. Aaron Esh	
RE: State College Area Connector	
Public Meeting Materials	

TO: West Brush Valley Church District
199 Alebach Lane
Spring Mills, PA 16875

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

- ☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
☐ Copy of letter ☐ Change order ☐ _____

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☐ For review and comment ☒ For review and comment _____
☐ FOR BIDS DUE _____ 20 ____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS Mr. Esh, _____

Please see the enclosed materials for the public meeting. Hard copies are provided for your
for review and 15-copies of the comment form are provided for distribution to your Church District.
Please call me with any questions, 717-576-9568.

COPY TO _____ SIGNED _____

If enclosures are not as noted, kindly notify us at once.

LETTER OF TRANSMITTAL



SKELLY AND LOY
A Terracon COMPANY

SKELLY AND LOY
449 Eisenhower Boulevard, Suite 300
Harrisburg, Pennsylvania 17111
(717) 232-0593 • FAX (717) 232-1799
www.skellyloy.com

DATE 11/2/20	JOB NO. JN169202
ATTENTION Mr. John Lapp	
RE: State College Area Connector	
Public Meeting Materials	

TO: West Penns Valley Church District
201A Reeder Road
Spring Mills, PA 16875

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

- ☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
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☐ FOR BIDS DUE _____ 20 ____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS Mr. Lapp, _____

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Please call me with any questions, 717-576-9568.

COPY TO _____ SIGNED _____

If enclosures are not as noted, kindly notify us at once.

APPENDIX D – Media Notification

1. Newspaper Display Ads

- Center Daily Times on 10/11/20 and 10/18/20
- Lewistown Sentinel on 10/10/20 and 10/17/20

2. Social Media Posts

3. Press Release

CENTRE DAILY TIMES

AFFIDAVIT OF PUBLICATION

Account #	Ad Number	Identification	PO	Amount	Cols	Depth
792809	0004778141		State College Area Connector		5	6.00 In

Attention: Lori Cole

JOHNSON, MIRMIRAN & THOMPSON (JMT)
214 SENATE AVE., SUITE 102
CAMP HILL, PA 17011

VICTORIA RODELA, being duly sworn, according to law says that he/she is an agent of the Centre Daily Times, a daily newspaper of general circulation, having its place of business in State College, Centre County, Pennsylvania, and having been established in the year 1898; that the advertisement appeared in said newspaper, that the affiant is not interested in the subject matter of the notice or advertisement; that all of the allegations contained herein relative to the time, place and character of the publication are true.

1 Insertion(s)

Published On:
October 11, 2020

THE STATE OF TEXAS
COUNTY OF DALLAS

VRodela

Witness Signature

Subscribed and sworn to before me, this
12th day of October in the year of 2020.

Stefani Scott Beard

Notary Signature



Extra charge for lost or duplicate affidavits.
Legal document please do not destroy!

state college area CONNECTOR



Virtual Public Meeting Notice State College Area Connector Planning and Environmental Linkage Study

The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), is initiating a State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County. The PEL study will identify existing and projected transportation issues within the study area through engineering and environmental investigations as well as public and stakeholder engagement, create a transportation vision, and identify viable solutions to address the transportation needs.

In order to introduce the project to the public and receive their feedback, PennDOT is hosting a public meeting; however, due to the ongoing health and safety concerns related to the COVID-19 pandemic, along with our commitment to protect public health during this national emergency, PennDOT District 2-0 is conducting this public meeting **virtually**.

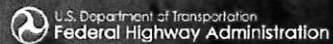
The virtual public meeting will be held via the PennDOT study webpage beginning Wednesday, October 28, 2020, at 5:30 P.M. and continue through 11:59 P.M. on Wednesday, November 4, 2020. The virtual public meeting will present the study purpose and needs, environmental and engineering features within the study area, and provide an opportunity to comment on the study materials. To participate in the meeting, go to www.PennDOT.gov/SCAC.

Written comments from the public regarding the State College Area Connector PEL Study may be submitted by mail to PennDOT District 2-0, Attention: Dean D. Ball, P.E., 70 PennDOT Drive, Clearfield, PA, 16830. Comments may also be submitted by email to deball@pa.gov or online on the study webpage. **All comments on the virtual public meeting materials must be received by Wednesday, November 11, 2020.**

PennDOT makes every reasonable effort to accommodate the needs of the public. If other accommodations are needed or you have any general questions or concerns regarding the State College Area Connector PEL Study or the virtual public meeting, please contact Dean D. Ball, P.E., Project Manager, at deball@pa.gov. Additional Information about the PEL Study may be found online at www.PennDOT.gov/SCAC.

The virtual public meeting materials and exhibits will be presented in English. If you need communication accommodations, or an interpreter, or have a disability and need assistance, special arrangements can also be made to accommodate most needs. **Please call PennDOT's District 2-0 Public Information Office at (814) 765-0423 by Monday, October 26, 2020, for assistance.** Please be aware that advance notice is requested as some accommodations may require additional time.

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 believe 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 or 800-468-4201.



CENTRE DAILY TIMES

AFFIDAVIT OF PUBLICATION

Account #	Ad Number	Identification	PO	Amount	Cols	Depth
792809	0004778592		State College Area Connector		3	6.00 In

Attention: Lori Cole

JOHNSON, MIRMIRAN & THOMPSON (JMT)
214 SENATE AVE., SUITE 102
CAMP HILL, PA 17011

VICTORIA RODELA, being duly sworn, according to law says that he/she is an agent of the Centre Daily Times, a daily newspaper of general circulation, having its place of business in State College, Centre County, Pennsylvania, and having been established in the year 1898; that the advertisement appeared in said newspaper, that the affiant is not interested in the subject matter of the notice or advertisement; that all of the allegations contained herein relative to the time, place and character of the publication are true.

1 Insertion(s)

Published On:
October 18, 2020

THE STATE OF TEXAS
COUNTY OF DALLAS

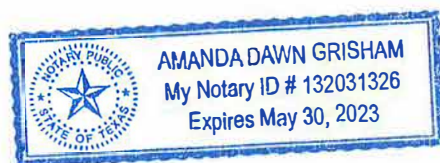
V Rodela

Witness Signature

Subscribed and sworn to before me, this
19th day of October in the year of 2020.

Amanda Dawn Grisham

Notary Signature



Extra charge for lost or duplicate affidavits.
Legal document please do not destroy!

state college area CONNECTOR



Virtual Public Meeting Notice State College Area Connector Planning and Environmental Linkage Study

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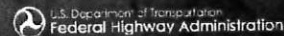
The virtual public meeting will be held via the PennDOT study webpage beginning Wednesday, October 28, 2020, at 5:30 P.M. and continue through 11:59 P.M. on Wednesday, November 4, 2020. The virtual public meeting will present the study purpose and needs, environmental and engineering features within the study area, and provide an opportunity to comment on the study materials. To participate in the meeting, go to www.PennDOT.gov/SCAC.

Written comments from the public regarding the State College Area Connector PEL Study may be submitted by mail to PennDOT District 2-0, Attention: Dean D. Ball, P.E., 70 PennDOT Drive, Clearfield, PA, 16830. Comments may also be submitted by email to deball@pa.gov or online on the study webpage. **All comments on the virtual public meeting materials must be received by Wednesday, November 11, 2020.**

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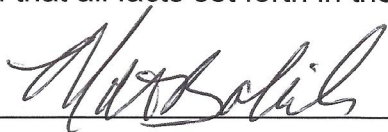


THE SENTINEL

352 Sixth Street, Lewistown, PA 17044
717-248-6741 FAX 717-248-3481

STATE OF PENNSYLVANIA
COUNTY OF MIFFLIN: ss

Matthew Bolich personally appeared before me a Notary Public in and for said County and State. Matthew Bolich, who being duly sworn according to law, doth depose and say that he is the Advertising Director of The Lewistown Sentinel, a daily newspaper of general circulation, established in 1903, and published every week day at 352 Sixth Street, Lewistown, Pennsylvania. The advertisement was inserted in the regular issue of said publications, October 10, and October 17, 2020 and the affiant has no interest in the subject matter of said advertisement and that all facts set forth in the statement are true and correct.



Sworn to and subscribed before me

This 21 day of October 2020
Sue Kline

Commonwealth of Pennsylvania - Notary Seal
Sue Kline, Notary Public
Mifflin County
My commission expires February 18, 2022
Commission number 1328015

Member, Pennsylvania Association of Notaries

state college area CONNECTOR

Virtual Public Meeting State College Area Co Planning and Environmental

The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), is initiating a State College Area Connector Planning and Environmental (PEL) study in Mifflin County. The PEL study will identify existing and projected transportation and environmental investigations as well as public and stakeholder input to identify viable solutions to address the transportation needs.

In order to introduce the project to the public and receive their feedback due to the ongoing health and safety concerns related to the COVID-19 pandemic, PennDOT District 2-0 is holding a virtual public meeting.

The virtual public meeting will be held via the PennDOT study website on Wednesday, November 4, 2020, from 6:00 P.M. to 8:00 P.M. The purpose of the meeting is to discuss the project purpose and needs, environmental and engineering features with the public and receive comments. To participate in the meeting, go to the meeting link.

Written comments from the public regarding the State College Area Connector Planning and Environmental Study should be submitted to PennDOT District 2-0, Attention: Dean D. Ball, P.E., 70 PennDOT Drive, Harrisburg, PA 17104.

Virtual Public Meeting Notice

State College Area Connector Planning and Environmental Linkage Study

The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), is initiating a State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County. The PEL study will identify existing and projected transportation issues within the study area through engineering and environmental investigations as well as public and stakeholder engagement, create a transportation vision, and identify viable solutions to address the transportation needs.

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PennDOT makes every reasonable effort to accommodate the needs of the public. If other accommodations are needed or you have any general questions or concerns regarding the State College Area Connector PEL Study or the virtual public meeting, please contact Dean D. Ball, P.E., Project Manager, at deball@pa.gov. Additional Information about the PEL Study may be found online at www.PennDOT.gov/SCAC.

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PA Department of Transportation Facebook



Pennsylvania
Department of
Transportation
(PennDOT) ✓
@PennsylvaniaDepartmentofTransportation

Home
Posts
Events
Videos
Photos
About
Community
Groups
Quiz
Create a Page

For the latest on PennDOT's operational and service changes due to COVID-19, visit

www.PennDOT.gov



Like Follow Share ...

Contact Us

NOV 2 Virtual Public Meeting - Beaver Dam Creek ...
Nov 2 - Nov 16 · 11 guests

OCT 28 State College Area Connector Virtual Public ...
Oct 28 - Nov 4 · 20 guests

OCT 26 Townhall Road Bridge Project Virtual Public ...
Oct 26 - Nov 9 · 35 guests

OCT 6 Route 21 Bridge Project Public Meeting
Oct 6 - Oct 19 · 11 guests

SEP 28 Fairwood Drive Bridge Project Public Meeting
Sep 28 - Oct 12 · 17 guests

State College Area Connector - Virtual Public Meeting

What: Virtual Public Meeting for the SCAC Planning and Environmental Linkages Study

Begins: Wednesday, October 28, at 5:30 p.m.

Ends: Wednesday, November 4, at 11:59 p.m.

Where: www.PennDOT.gov/SCAC

How YOU can participate:

- Access to the virtual public meeting is available 24 hours a day for one week.
- Attendees can move around the virtual room at their own pace, clicking on informational boards to learn about the study purpose, transportation needs in the study area, and community and environmental features.
- There will be no formal presentation.
- Participants can submit questions and comments about the materials to PennDOT via mail, email, or online on the study page.

For more information contact:

Dean D. Ball, P.E., Project Manager
70 PennDOT Drive
Clearfield PA 16830
ddball@pa.gov



OCT 28 State College Area Connector Virtual Public Meeting

Public · Hosted by **Pennsylvania Department of Transportation (PennDOT)**

★ Interested ✓ Going ...

Oct 28 at 5:30 PM – Nov 4 at 11:59 PM
about 3 weeks ago

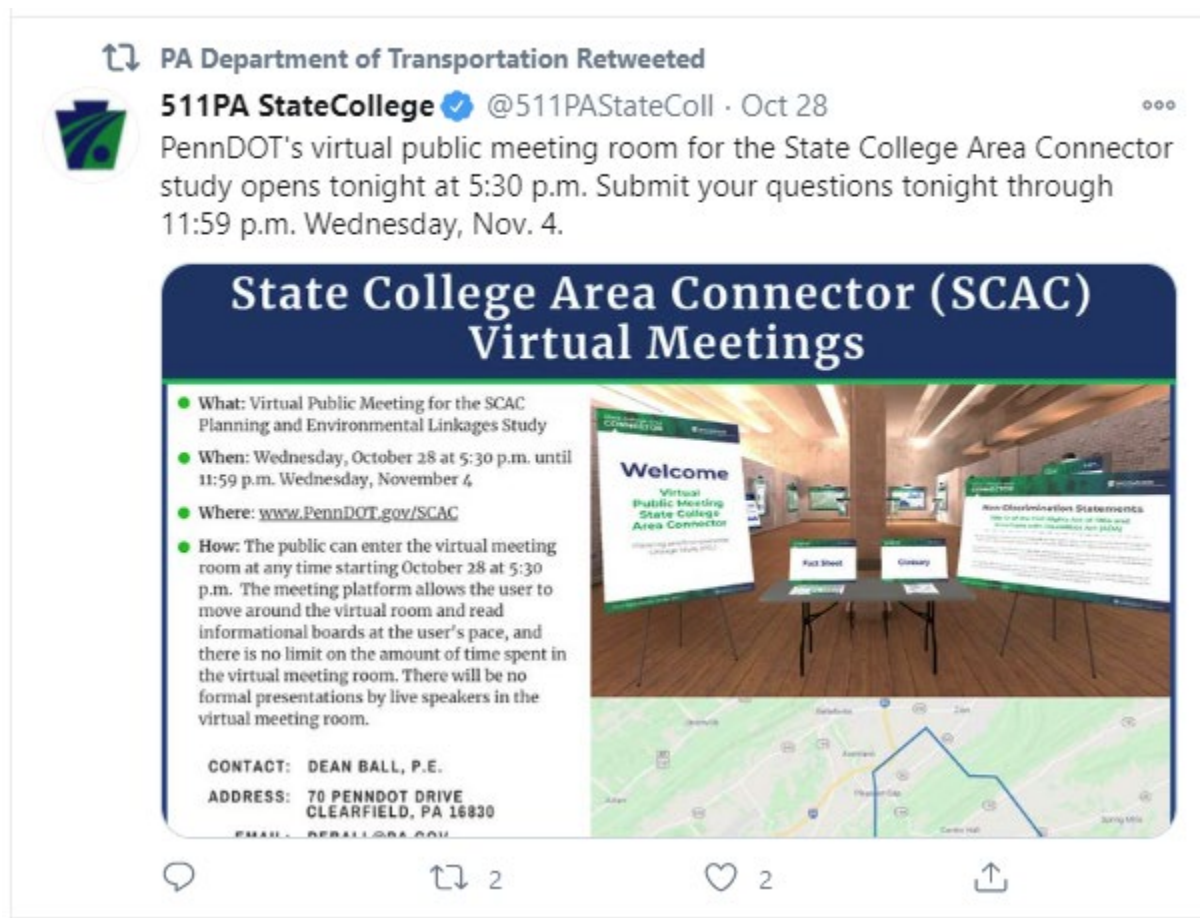
Online Event
<https://www.pennidot.gov/scac> **Event Ended**

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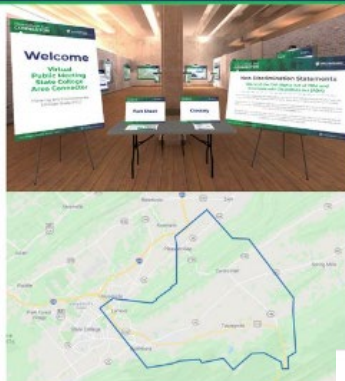
The public is invited to submit questions and review information about the State College Area Connector study Wednesday, Oct. 28, through Wednesday, Nov. 4. This is a virtual platform that allows participants to consume the information at their own pace with no live speakers.

State College Area Connector (SCAC) Virtual Meetings

- What:** Virtual Public Meeting for the SCAC Planning and Environmental Linkages Study
- When:** Wednesday, October 28 at 5:30 p.m. until 11:59 p.m. Wednesday, November 4
- Where:** www.PennDOT.gov/SCAC
- How:** The public can enter the virtual meeting room at any time starting October 28 at 5:30 p.m. The meeting platform allows the user to move around the virtual room and read informational boards at the user's pace, and there is no limit on the amount of time spent in the virtual meeting room. There will be no formal presentations by live speakers in the virtual meeting room.

CONTACT: DEAN BALL, P.E.
ADDRESS: 78 PENNDOT DRIVE
CLEARFIELD, PA 16830
EMAIL: DEBALL@PA.GOV

- Information will be presented about the study purpose, transportation needs in the study area, and community and environmental features. Participants can submit questions and comments about the materials to PennDOT via mail, email, or online on the study webpage.



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6:00 PM · Oct 23, 2020 · TweetDeck

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 **511PA StateCollege** @511PAStateColl · Oct 24

MULTI VEHICLE CRASH ON US 15 NORTHBOUND BETWEEN INTERSECTION OF FISHER MOBILE HOME COURT, FOR SR 0015 AND 9402 IN GREGG [2WP] and Old Mill Rd/Gregg. There is a traffic disruption.

🗨️ 🔄 ❤️ 📌

511PA StateCollege @511PAStateColl · Oct 24

The public is invited to attend a virtual public meeting on the State College Area Connector study Wednesday, Oct. 28, through Wednesday, Nov. 4. This virtual platform allows participants to review the information at submit feedback at their own pace. No live presentations.

State College Area Connector (SCAC) Virtual Meetings

- What:** Virtual Public Meeting for the SCAC Planning and Environmental Linkages Study
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🗨️ 🔄 ❤️ 📌

state college area CONNECTOR

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A virtual public meeting allowing the public to submit questions and review information on the State College Area Connector study will run Wednesday, Oct. 28, through Wednesday, Nov. 4. There will be no live speakers. This allows the public to review the study at their own pace.

State College Area Connector (SCAC) Virtual Meetings

- What: Virtual Public Meeting for the SCAC Planning and Environmental Linkages Study
- When: Wednesday, October 28 at 5:30 p.m. until 11:59 p.m. Wednesday, November 4
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CLEARFIELD, PA 16830
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Information will be presented about the study purpose, transportation needs in the study area, and community and environmental features. Participants can submit questions and comments about the materials to PennDOT via mail, email, or online on the study webpage.

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State College Area Connector Planning and Environmental Linkage Study Virtual Public Meeting Begins October 28
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511PA StateCollege @511PAStateColl · Oct 26
PennDOT is inviting questions and offering an opportunity to review information on the State College Area Connector study. A virtual public meeting room will open Wednesday at 5:30 p.m. and remain open until 11:59 p.m. Wednesday, Nov. 4.

State College Area Connector (SCAC) Virtual Meetings

- What: Virtual Public Meeting for the SCAC Planning and Environmental Linkages Study
- When: Wednesday, October 28 at 5:30 p.m. until 11:59 p.m. Wednesday, November 4
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State College Area Connector Planning and Environmental Linkage Study Virtual Public Meeting Begins Today
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511PA StateCollege @511PAStateColl · Oct 28
Roadwork on US 220 southbound between Harvest St. There is a lane restriction.

Embed Tweet



511PA StateCollege @511PAStateColl · Oct 28
Roadwork on US 220 southbound between To PA 287 and PA 287. There is a lane restriction.



511PA StateCollege @511PAStateColl · Oct 28
PennDOT's virtual public meeting room for the State College Area Connector study opens tonight at 5:30 p.m. Submit your questions tonight through 11:59 p.m. Wednesday, Nov. 4.

State College Area Connector (SCAC) Virtual Meetings

- What: Virtual Public Meeting for the SCAC Planning and Environmental Linkages Study
- When: Wednesday, October 28 at 5:30 p.m. until 11:59 p.m. Wednesday, November 4
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FOR IMMEDIATE RELEASE
October 26, 2020

State College Area Connector Planning and Environmental Linkage Study Virtual Public Meeting Begins October 28

State College, PA – The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), will host a virtual public meeting to provide information on the State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County. The purpose of the PEL study is to identify existing and projected transportation issues within the study area through engineering and environmental investigations as well as public and stakeholder engagement, create a corridor vision, and identify viable solutions to address transportation needs.

In accordance with Governor Tom Wolf's COVID-19 mitigation efforts, the **virtual** public meeting will be held via the PennDOT study webpage. To participate in the meeting, go to **www.PennDOT.gov/SCAC**.

The virtual public meeting will be live:

Wednesday, October 28, at 5:30 P.M. through 11:59 P.M. Wednesday, November 4.

The virtual public meeting will present the study purpose, study needs, environmental and engineering features within the study area, and provide an opportunity to comment on the study materials.

Written comments from the public regarding the State College Area Connector PEL Study may be submitted by mail to PennDOT District 2-0, Attention: Dean D. Ball, P.E., 70 PennDOT Drive, Clearfield, PA, 16830. Comments may also be submitted by email to deball@pa.gov or online on the project website. **All comments on the virtual public meeting materials must be received by Wednesday, November 11, 2020.**

The virtual public meeting materials and exhibits will be presented in English. If you need communication accommodations, or an interpreter, or have a disability and need assistance, special arrangements can be made to accommodate most needs. Please call PennDOT's District 2-0 Public Information Office at (814) 765-0423 for assistance. Please be aware that advance notice is requested as some accommodations may require additional time.

MEDIA CONTACT: Marla Fannin, (814) 765-0423

###



FOR IMMEDIATE RELEASE
October 28, 2020

State College Area Connector Planning and Environmental Linkage Study Virtual Public Meeting Begins Today

State College, PA – Starting late this afternoon, the Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), will host a virtual public meeting to provide information on the State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County. The purpose of the PEL study is to identify existing and projected transportation issues within the study area through engineering and environmental investigations as well as public and stakeholder engagement, create a corridor vision, and identify viable solutions to address transportation needs.

In accordance with Governor Tom Wolf's COVID-19 mitigation efforts, the **virtual** public meeting will be held via the PennDOT study webpage. To participate in the meeting, go to **www.PennDOT.gov/SCAC**.

The virtual public meeting will be available on-line:

Wednesday, October 28, at 5:30 P.M. through 11:59 P.M. Wednesday, November 4.

The virtual public meeting will present the study purpose, study needs, environmental and engineering features within the study area, and provide an opportunity to comment on the study materials.

Written comments from the public regarding the State College Area Connector PEL Study may be submitted by mail to PennDOT District 2-0, Attention: Dean D. Ball, P.E., 70 PennDOT Drive, Clearfield, PA, 16830. Comments may also be submitted by email to deball@pa.gov or online on the project website. **All comments on the virtual public meeting materials must be received by Wednesday, November 11, 2020.**

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MEDIA CONTACT: Marla Fannin, (814) 765-0423

###



FOR IMMEDIATE RELEASE
November 2, 2020

Reminder: State College Area Connector Planning and Environmental Linkage Study Virtual Public Meeting Runs Through Wednesday

State College, PA – The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), is reminding the public that the virtual public meeting for the State College Area Connector study **runs through Wednesday, November 4.**

In accordance with Governor Tom Wolf's COVID-19 mitigation efforts, the **virtual** public meeting is being held via the PennDOT study webpage. To participate in the meeting, go to **www.PennDOT.gov/SCAC**.

The virtual public meeting will provide information on the State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County. The purpose of the PEL study is to identify existing and projected transportation issues within the study area through engineering and environmental investigations as well as public and stakeholder engagement, create a corridor vision, and identify viable solutions to address transportation needs.

Having begun on October 28, the virtual public meeting continues to be available on-line through 11:59 P.M. Wednesday, November 4.

The virtual public meeting presents the study purpose, study needs, environmental and engineering features within the study area, and provide an opportunity to comment on the study materials.

Written comments from the public regarding the State College Area Connector PEL Study may be submitted by mail to PennDOT District 2-0, Attention: Dean D. Ball, P.E., 70 PennDOT Drive, Clearfield, PA, 16830. Comments may also be submitted by email to deball@pa.gov or online on the project website. **All comments on the virtual public meeting materials must be received by Wednesday, November 11, 2020.**

The virtual public meeting materials and exhibits will be presented in English. If you need communication accommodations, or an interpreter, or have a disability and need assistance, special arrangements can be made to accommodate most needs. Please call PennDOT's District 2-0 Public Information Office at (814) 765-0423 for assistance. Please be aware that advance notice is requested as some accommodations may require additional time.

MEDIA CONTACT: Marla Fannin, (814) 765-0423

###

APPENDIX E – Meeting Handouts

1. State College Area Connector Fact Sheet
2. Glossary of Terms
3. Virtual Public Meeting Comment Card (content same as online survey)

State College Area Connector Planning and Environmental Linkage Study

The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), is initiating a State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County.

Meeting Purpose: is to introduce the State College Area Connector Study, review and comment on the collected environmental and engineering data, as well as the traffic analysis, and provide comments on the identified transportation needs for the study area.

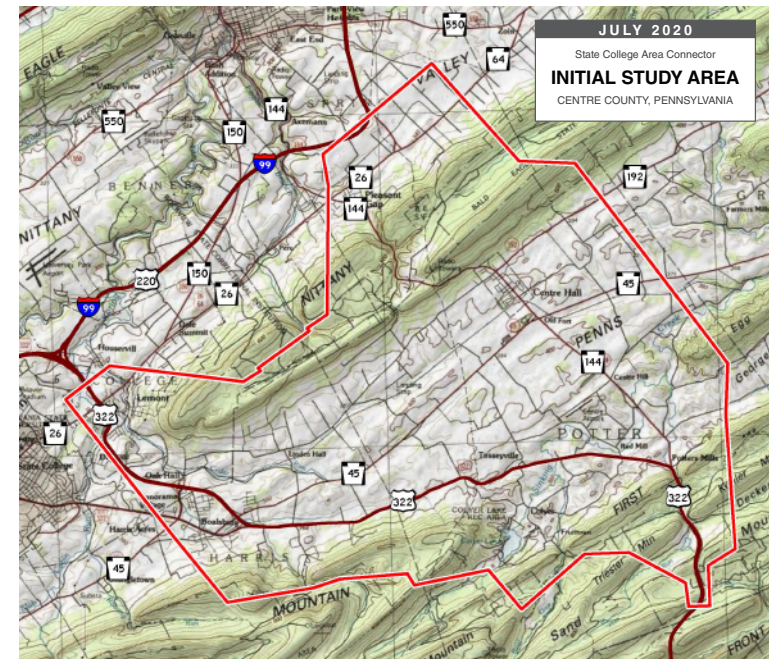
October Virtual Public Meeting Agenda

- ▶ Transportation Development Process
- ▶ Planning and Environmental Linkage (PEL) Study
- ▶ Environmental Setting
- ▶ Transportation and Engineering Setting
- ▶ Study Purpose and Need
- ▶ Meeting Closure

What is a PEL Study?



The PEL Study process is a high-level, early-planning approach to transportation decision making that considers environmental, community, and economic goals early in the planning stage, resulting in projects that can be carried through design and construction. Public and agency involvement is conducted throughout this phase. Overall, the PEL Study helps inform planning decisions, streamline the project delivery process, and can serve as a way for the public to discuss and prioritize transportation issues.



For more information contact:



Dean D. Ball, P.E., Project Manager



70 PennDOT Drive
Clearfield PA 16830



814-765-0439



deball@pa.gov

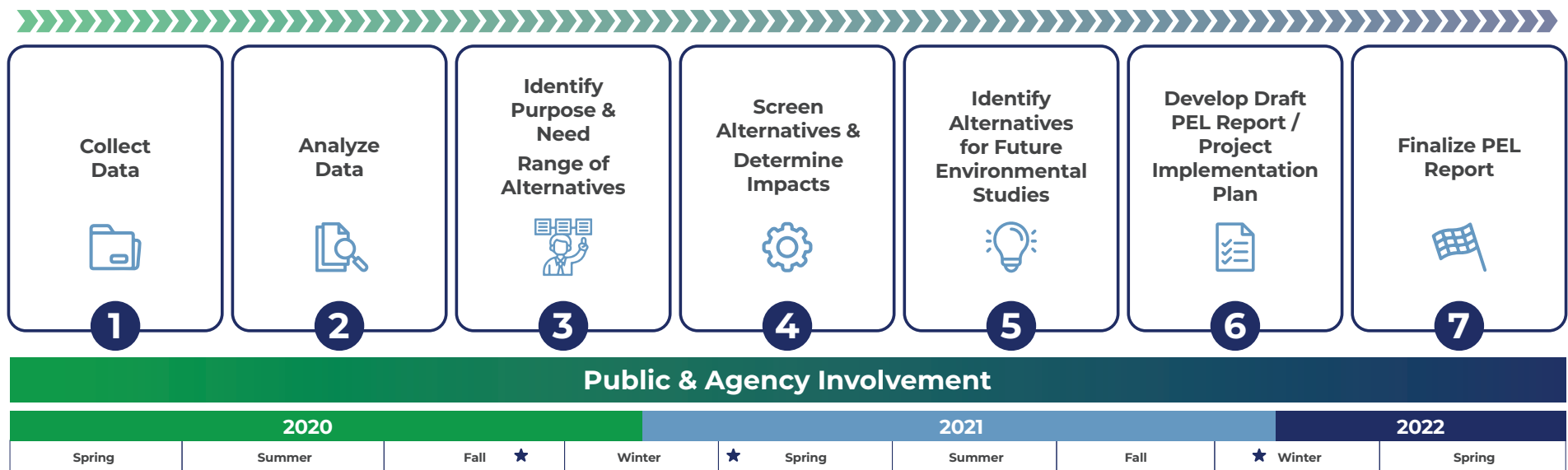


www.penndot.gov/scac

What is the PEL Process?

 There are 7 Steps to complete the State College Area Connector Planning and Environmental Linkage Study. **Step 1** collects environmental, engineering, and traffic data to provide a foundation for use in future steps. **Step 2** analyzes the collected data to identify the challenges on the existing transportation system. **Step 3** documents transportation challenges by developing purpose and needs statements that will be used to identify a Range of Alternatives to be further evaluated. **Step 4** analyzes the alternatives to determine the benefits they provide to the transportation system and their associated impacts. **Step 5** identifies alternatives to advance for evaluation in future environmental and engineering studies. **Step 6** documents the results of the PEL study and develops an implementation plan for the future studies or specific projects. **Step 7** finalizes the PEL and receives study concurrence from the Federal Highway Administration.

The State College Area Connector PEL Study is currently at the beginning of Step 3 with the identification of purpose and needs. The Range of Alternatives will soon be identified as part of the study and presented during Step 4 in the spring of 2021. A third public meeting will occur during Step 6 in the winter of 2021 where we anticipate presenting the draft PEL Study results.



GLOSSARY OF TERMS

A

Above Ground Historic Resource – A building, structure, site, district, or object which is significant in American history, architecture, engineering, and culture.

Agricultural Conservation Easements – US Department of Agriculture-Natural Resource Conservation Service (USDA-NRCS) works with eligible partners who purchase Agricultural Land Easements that protect the agricultural use and conservation values of eligible land. The easements can help farmers and ranchers preserve their land for agriculture use. The program also protects grazing land by conserving grassland, rangeland, pastureland, and shrubland. Eligible partners include Indian tribes, state and local governments, and nongovernmental organizations, such as Land Trusts that have farmland or grassland protection programs. USDA-NRCS does not work directly with landowners; instead NRCS provides financial assistance to entities that have existing land trust or protection programs. These entities include the Centre County Farmland Trust (private, non-profit), the ClearWater Conservancy (private, nonprofit), and the Centre County Agricultural Land Preservation Board (public) in Centre County.

Agricultural Security Area (ASA) – Special areas created at the municipal level, comprising of at least 250 acres of viable agricultural land, which may include noncontiguous tracts that are at least 10 acres in size, or a farm parcel less than 10 acres that has an anticipated yearly gross income from agricultural production of at least \$2000. An ASA may exist in more than one local government unit for the same parcel. An ASA protects farmland by prohibiting municipalities from enacting laws or ordinances that would unreasonably restrict farm use.

Americans with Disabilities Act (ADA) – The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public. The purpose of the law is to make sure that people with disabilities have the same rights and opportunities as everyone else. It guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, state and local government services, and telecommunications.

Annual Average Daily Traffic (AADT) – The total number of vehicles, including both directions of travel, that use a roadway segment on a typical day. Expressed as vehicles per day (VPD).

Average Daily Truck Traffic (ADTT) – The total number of trucks, including both directions of travel, that use a roadway segment on a typical day. Expressed as vehicles per day (VPD).

B

Bicycle Level of Service (BLOS) – BLOS is measure of an on-road bicyclist's comfort level using a roadway's geometric and operational characteristics such as lane width, vehicle speed, and traffic volume.

Bike Lanes – A section of road marked off with painted lines, for use by cyclists.

C

Chapter 93 – Refers to 25 Pennsylvania Code of Regulations Chapter 93 which sets forth water quality standards for surface waters of the Commonwealth, including wetlands. These standards are based on water uses which are to be considered in order to protect surface water quality.

Cold Water Fishes (CWF) – Streams that support fish species that are indigenous to a cold-water habitat.

Community – A community is comprised of people having common interests, and the places where these people live, work, shop, socialize, conduct business, and recreate. Communities can be identified based on geographical, natural, physical, social, racial, ethnic, religious, economic relationships or characteristics that members have in common with one another.

Community Resource – A broad term used to identify facilities that are used by local communities and include schools, places of worship, emergency services facilities, libraries, parks and recreation facilities, and museums.

Congestion – The level at which transportation system performance is no longer acceptable due to traffic interference. The level of acceptable system performance may vary by type of transportation facility, geographic location (metropolitan area or subarea, rural area) and/or time of day.

Conservation Reserve Enhancement Program – A USDA program designed to conserve highly erodible cropland. Farmers are given annual payments in return for taking their highly erodible land out of agricultural production for a minimum of ten years. Essentially, the federal government leases the land and requires a cover crop that may be harvested in the event of a disaster declaration. Therefore, PennDOT considers this land as land used for productive agricultural purposes. Farmer participation is voluntary.

Construction Phase – The last phase of the Transportation Program Development Process (encompassing Mitigation Follow-Through), in which a contractor selected by PennDOT constructs the improvement alternative selected in the Design Phase.

Cultural Resource - A broad term that is used to cover architectural, cultural, and archaeological resources. Cultural resources include bridges, buildings, archeological sites, cemeteries, sacred or religious landmarks, agricultural sites and landscapes, and historical objects such as sculptures and roadside markers.

D

Design Year – The future year specified and used by planners and engineers to assess the conditions (population, number of vehicles, etc.) which are to be the basis for the design of a proposed improvement. The design year of a transportation facility is typically 20 years after the facility has been opened for use. For this study, the design year is 2050.

E

Easement – A right, given to specific people or entities (easement holder), to cross or otherwise use someone else's land for a specified purpose.

F

Federal Highway Administration (FHWA) – An agency within the United States Department of Transportation that supports state and local governments in the design, construction, and maintenance of the Nation’s highway system and various federally and tribal owned lands and roadways.

Federal Emergency Management Agency (FEMA) - An agency of the United States Department of Homeland Security that supports citizens and emergency personnel to build, sustain, and improve the nation’s capability to prepare for, protect against, respond to, recover from, and mitigate hazards.

Final Engineering Design Phase – The third of the five phases of Transportation Project Development Process. It includes the development of detailed plans, specifications, and estimates for approved transportation projects. This phase includes right-of-way property acquisition, utility relocation, and construction contract advertisement and award.

Floodplain – The area directly adjacent to and outside of the watercourse channel that conveys and attenuates flow associated with high-water flooding events (such as 1-, 10-, 100-, and 500-year storm events).

G

Geographic Information System (GIS) – A computer-based system that links the geographic location of map features to text information or databases.

H

Historic District - a concentration or group of sites, buildings, structures, or objects that are linked through shared history or aesthetics.

Highway Safety Manual (HSM) – The Highway Safety Manual, developed by the American Association of State Highway and Transportation Officials (AASHTO), is the guidance document for incorporating quantitative safety analysis into the highway transportation project planning and development processes.

Horizontal Roadway Deficiency – Roadway features (including lane or shoulder width, cross slope, and curve radii) which do not meet current state and national design standards for the posted speed limit and classification of the highway.

I

Implementation Plan – A plan that identifies the priority of individual tasks, actions, or projects that can be advanced as a result of the PEL Study results when funding is available.

Initial Study Area – A geographic area, selected and defined at the outset of the planning study, to evaluate any relevant factors that may influence the study needs; including the identification of logical project termini, range of alternatives, environmental impacts, potential mitigation, and associated project costs.

J

None identified to date

K

None identified to date

L

Level of Service (LOS) – A performance rating system for motorized vehicles that represents quality of service on an A to F scale with “A” representing the best (free-flow) condition while “F” is the worst-possible (congested) condition.

M

Mitigation Measures – Measures taken to eliminate or reduce the negative impacts of a project. Specific to transportation projects, these commitments are made during the environmental evaluation and study process and serve to moderate or lessen impacts deriving from the proposed action. These measures may include planning and development commitments, environmental measures, right-of-way improvements, and agreements with resource or other agencies to effect construction or post construction action.

N

National Environmental Policy Act of 1969 (NEPA) – The federal law that was created to ensure federal agencies consider the environmental impacts of their actions and decisions and requires the preparation of specific environmental documents for any undertakings that use Federal funds. To comply with NEPA, PennDOT has developed a process to address all potential environmental, social, cultural, and economic impacts of a proposed highway project before design decisions are reached. Public involvement is an integral component of the NEPA process.

National Register of Historic Places (NRHP) – The official national list of historic buildings, districts, sites, structures, and objects worthy of preservation. It was established as part of the National Historic Preservation Act of 1966 and is overseen by the National Park Service.

Natural Heritage Areas (NHA) – Sites that have been identified as areas that support rare plants or animals, exemplary ecological communities, and Pennsylvania’s native species biodiversity. PA Natural Heritage Program inventories and reports the critical biological resources found within each NHA and throughout each county in Pennsylvania.

Natural Resources – Land, fish, wildlife, air, water, and other natural assets belonging to, maintained by, or otherwise regulated by federal, state, or local governments.

O

Origin and Destination Study – A study used to determine travel patterns of traffic on a roadway network during a typical day providing valuable insight for assisting long-range traffic planning especially when there may be substantial changes anticipated within a region.

P

Peak Hour - A part of the day during which traffic congestion on roads and crowding on public transit is at its highest. Typically for one hour during the morning and one hour during the evening time periods.

Pennsylvania Department of Transportation (PennDOT) – PennDOT oversees transportation in the Commonwealth of Pennsylvania. For this study, PennDOT will act as the lead state agency.

Planning and Environmental Linkage Study (PEL) – A PEL is a high-level, early-planning study process that represents an approach to transportation decision-making that considers environmental, community and economic goals early in the planning stage (Pre-NEPA). Decisions made during the PEL study will be advanced through project development, including the NEPA, design and construction phases.

Potential for Safety Improvement (PSI) – Is a measure that is derived from the Highway Safety Manual (HSM) analysis which predicts segments of roadway or intersections that may have a safety benefit if engineering adjustments are implemented.

Potters Mills Gap Project – A transportation improvement project located along Route 322 from the Centre County/Mifflin County line to west of the Route 322/Route 144 intersection at Potters Mills. The project is being advanced to improve safety, reduce congestion, and alleviate access concerns along the section of Route 322. The last section is currently under construction and is scheduled to be physically complete and fully open to traffic by the end of 2020.

Preliminary Engineering Phase – The sixth phase of the Transportation Program Development Process. Preliminary engineering includes focused studies about traffic, safety, the environment, and the development of project alternatives. The information collected helps FHWA and PennDOT make decisions about the specific improvements that are needed to improve the transportation network. Assessments are also conducted to determine the benefits and impacts the alternatives would have on natural, cultural, and socio-economic environments. Public and agency involvement is conducted through this phase. The preliminary engineering/environmental studies phase ends with the selection of an alternative to advance into final design. Approval from FHWA must be received at the end of the preliminary engineering (PE)/environmental studies phase prior to advancing into final engineering design.

Productive Agriculture – Any land used for commercial production of crops, livestock, and livestock products, including the processing or retail marketing of such crops, livestock, or livestock products, if more than 50 percent of such processed or merchandised products are produced by the farm operator.

Public Involvement – A process to ensure that citizens have a direct voice in public decisions. In this situation public involvement is focused on ensuring public input through the transportation decision-making process that will accompany this project. Public input can be gathered in many ways including in-person meetings, comment cards or letters, online surveys, websites, mailed newsletters, or email communications.

Public Meeting – An announced open meeting conducted by transportation officials designed to facilitate public participation in the decision-making process and to assist the public in gaining an informed view of a proposed study or project. Such a gathering may also be referred to as a Public Open House Meeting.

R

Range of Alternatives – Different transportation solutions that can be considered in environmental and engineering studies to address the study's transportation purpose and need within a defined geographic area.

Resource Agencies – Federal, state, and local agencies that have regulatory oversight of features (e.g. wetlands, farmland, zoning, historic structures).

Right-of-Way (ROW) Acquisition – The purchase of land from a private landowner by the state for transportation purposes (e.g. to build or maintain a public road).

Roadway Classification – The categorical classification of our nation's urban and rural roadways by road function, as determined by the U.S. DOT's FHWA. Each functional class is based on the type of service the road provides to the public. Each class has a range of allowable lane widths, shoulder widths, curve radii, etc. The roadway classification designation is used for data and planning purposes, with design standards also tied to functional class.

S

Study Area – A geographic area, selected and defined at the outset of planning, engineering, or environmental evaluations to address all pertinent project matters and impacts.

Study Need – The study needs are statements that identify and document specific transportation problems or issues within a defined area. The need statements provide the foundation for the study to identify potential alternatives that can be evaluated to address the transportation problems. The needs are typically based on technical information and analyses.

Study Purpose – A broad statement of the overall goals or objectives to be achieved by a proposed transportation improvement.

T

Trout Stream – Waters that have significant portions open to public fishing and are stocked with trout by the PA Fish and Boat Commission.

U

None identified to date

V

Vertical Grade Deficiency – Vertical grades (steepness) and vertical curves (crests and sags) which do not meet current state and national design standards for the posted speed and classification of the highway.

W

Watershed – An area of land that drains all the streams and rainfall to a common outlet such as the outflow of a reservoir, mouth of a bay, or any point along a stream channel.

Wetland – Areas inundated or saturated by surface water or groundwater at a frequency or duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

X

None identified to date

Y

None identified to date

Z

None identified to date

First and Last Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Email Address: _____

1. Please select the option the most accurately represents you.

- ☐ Private Property Owner
- ☐ Business Owner
- ☐ Elected Official
- ☐ News/Media
- ☐ Other

2. How did you hear about the virtual meeting?

- ☐ PennDOT website/email
- ☐ News _____
- ☐ Social media
- ☐ Local city/County email or web posting
- ☐ Other _____

3. Do you live in the study area? If yes, please state the nearest roadway intersection(s).

- ☐ Yes (Please specify) _____
- ☐ No

4. Do you work in the study area? If yes, please state the nearest roadway intersection(s).

- ☐ Yes (Please specify) _____
- ☐ No

5. How many times per week do you use the following transportation modes when traveling through the study area? If 'other' please write provide information.

	0	1-5	5-10	10 or more
Walk	☐	☐	☐	☐
Bicycle	☐	☐	☐	☐
Transit (CATA/Bus Service)	☐	☐	☐	☐
Carpool/Vanpool	☐	☐	☐	☐
Personal Vehicle	☐	☐	☐	☐

6. Do you feel that bicycle/pedestrian routes to the schools within the study area are safe? If no, please explain.

- ☐ Yes
- ☐ No

7. **What issues concern you along the roads within the study area? Select all that apply.**

- ☐ Safety Issues Related to the Roadway (Pedestrian, Bicycle, or Vehicular)
- ☐ Traffic Delays
- ☐ Bicycle/Pedestrian Facilities
- ☐ Transit Options (Bus Services)
- ☐ Truck Traffic
- ☐ Noise or Other Environmental Concerns
- ☐ Other (Please specify) _____

8. **Do you feel that traffic from non-traditional vehicles (farm equipment, horse & buggy, etc.) is an issue (safety or otherwise) within the study area? If yes, please explain.**

- ☐ Yes (Please specify) _____
- ☐ No

9. **Are there any roadways or intersections within the study area that are of particular concern to you? If yes, please state the location on the line below.**

- ☐ Yes (Location) _____
- ☐ No

10. **Based on the environmental mapping presented at today's meeting, did you notice any resource or feature of concern that is missing from our maps? If yes, please state the resource or feature on the line below.**

- ☐ Yes (Please specify) _____
- ☐ No

11. **Was the information presented comprehensive, clear, and concise?**

- ☐ Yes
- ☐ No

12. **Please provide any additional comments or thoughts about the virtual meeting that you would like to share with us.**

Return completed survey to:

PennDOT District 2-0
Attn: Dean Ball, PE
70 PennDOT Drive
Clearfield, PA 16830

APPENDIX F – Display Boards and Narratives

1. Welcome
2. Title VI
3. Transportation Process
4. What is a PEL?
5. SCAC PEL Process
6. Environmental Resources
7. Agricultural Resources
8. Natural Resources
9. Above Ground Historic Resources
10. Socioeconomical Resources
11. Traffic Growth
12. Motorized Level of Service
13. Safety Analysis
14. Origin and Destination
15. Purpose and Need
16. Comments / Thank you

Welcome

Virtual Public Meeting State College Area Connector

Planning and Environmental
Linkage Study (PEL)

Non-Discrimination Statements

Title VI of the Civil Rights Act of 1964 and Americans with Disabilities Act (ADA)

The Pennsylvania Department of Transportation (PennDOT) does not discriminate based on age, sex, race, color, national origin, religious creed, disability, family status, English proficiency, or income.

PennDOT does not discriminate on the basis of disability in admission to, access to, or operations of its programs, services, or activities and has established a grievance procedure to meet the requirements of the Americans with Disabilities Act.

For further information on Title VI Programs or to make a complaint, you can contact the Bureau of Equal Opportunity located on the fifth floor of the Commonwealth Keystone Building, Harrisburg PA., by telephone at 717.787.5891 or 800.468.4201.

Welcome Board

Welcome to the Pennsylvania Department of Transportation District 2-0 virtual public meeting for the State College Area Connector Planning and Environmental Linkage (PEL) Study.

Room Navigation Instructions

Let's go over some virtual room navigation instructions. To get around in the meeting room, you can use the site map provided in the upper left-hand corner to identify and click on the station you would like to visit. This site map can be minimized by clicking the X in the upper left-hand corner. Or, to visit each station in order, simply click the double right arrow on the right side of each page to advance through the room.

To zoom in and out, you can scroll your mouse backwards or forwards, hold your left mouse button down and move your mouse to the right or left, or click the + icon to zoom in or the — icon to zoom out at the bottom of the page. The icon with the screen and arrow at the bottom of the page allows you to view each board or station in full screen - click the icon to do so, and to return to normal view, either hit the escape (ESC) button on your keyboard or click the icon again.

To zoom in on a board at a station, click the eye icon. To download a board, fact sheet, or other meeting materials, click the icon with the down arrow. Items will open in another window as a .pdf file that you can also zoom in on or choose to save and print.

In addition to these instructions, each station has narration specific to the boards displayed. There is the option to play an audio file of the narration or download a pdf of the script to read it. To hear the narration, click the rectangular button with the play button that says Hear Audio; to download and read the script, click the rectangular button with the document icon that says Read Audio Script.

On the table, you will find a fact sheet that you can use as a quick reference for key study information. There is also a glossary of terms that may help you as visit the various stations of this virtual public meeting.

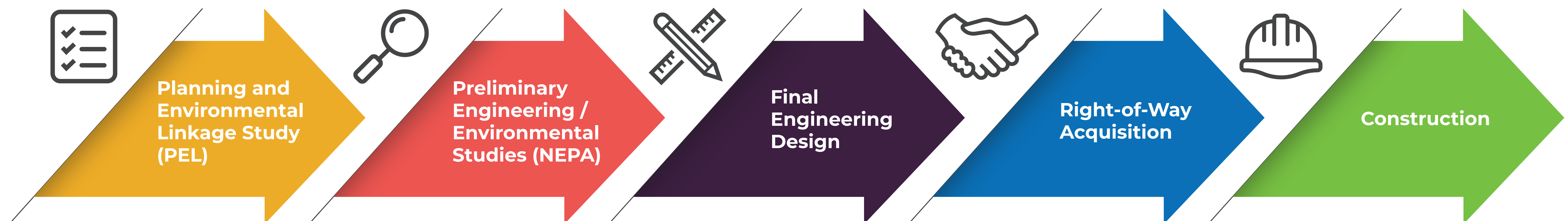
Americans with Disabilities Act Board

This meeting is being held in accordance with state and federal regulations, including Title VI of the Civil Rights Act of 1964 and Americans with Disabilities Act. Public participation is encouraged and solicited without regard to race, color, religion, sex, age, national origin, disability, or family status.

Persons wishing to express their concerns about Title VI may do so by contacting either the Bureau of Equal Opportunity located on the fifth floor of the Commonwealth Keystone Building, Harrisburg, PA., by telephone at 717.787.5891 or 800.468.4201.

What is the Process for Advancing Transportation Projects?

Transportation projects advance through five phases before they are able to be used by the traveling public.



state college area **CONNECTOR**

Transportation Development Process Board

Large-scale transportation projects advance through a five-phase process before they can be used by the traveling public. Each phase includes public outreach.

The first phase is a Planning and Environmental Linkage (PEL) study. A PEL Study is a high-level planning effort that considers the environment, community, and economic goals early in the planning process to facilitate informed transportation decision making. This step results in identifying alternatives to advance as future projects into preliminary engineering and environmental studies.

The second phase is Preliminary Engineering and Environmental studies that satisfy the National Environmental Policy Act, which is often referred to simply as NEPA. This phase analyzes traffic, safety, environmental and economic data to develop project specific alternatives which minimize impacts. The information allows the Federal Highway Administration and the Pennsylvania Department of Transportation (PennDOT) to prioritize and plan future transportation improvements.

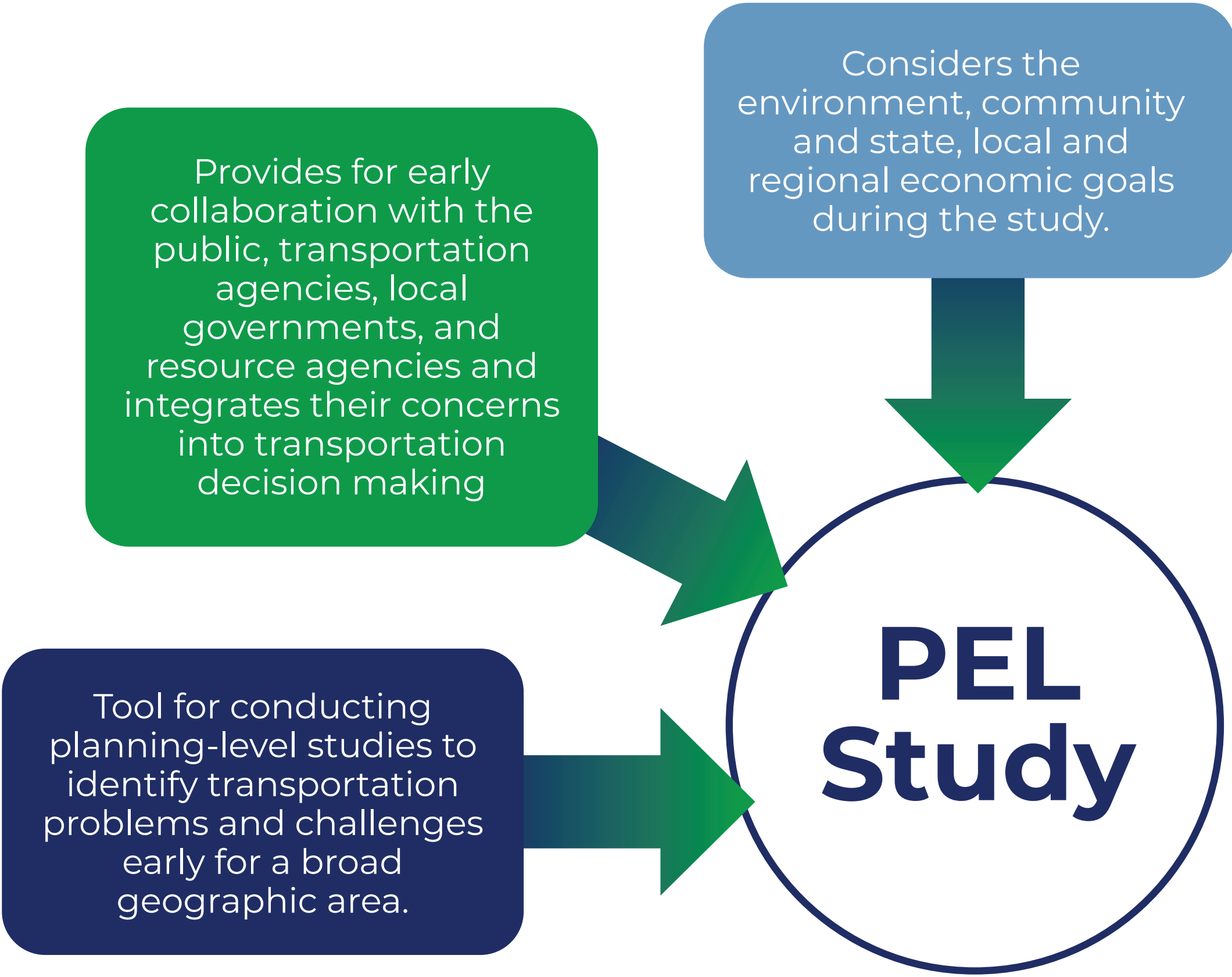
Once the preliminary engineering and environmental studies are complete, a project enters the third phase, which is Final Engineering Design. During this phase, construction plans are developed.

If a project cannot be constructed within existing legal right of way, the project will have a Right-of-Way acquisition phase. During this fourth phase, PennDOT will negotiate with the landowner for the purchase of additional right-of-way necessary to construct the project.

The last phase is construction of the project which is the result of the planning and design phases. By following the process described, the finished project will successfully address the purpose and need for transportation improvements, while minimizing impacts.

What is a Planning & Environmental Linkage (PEL) Study?

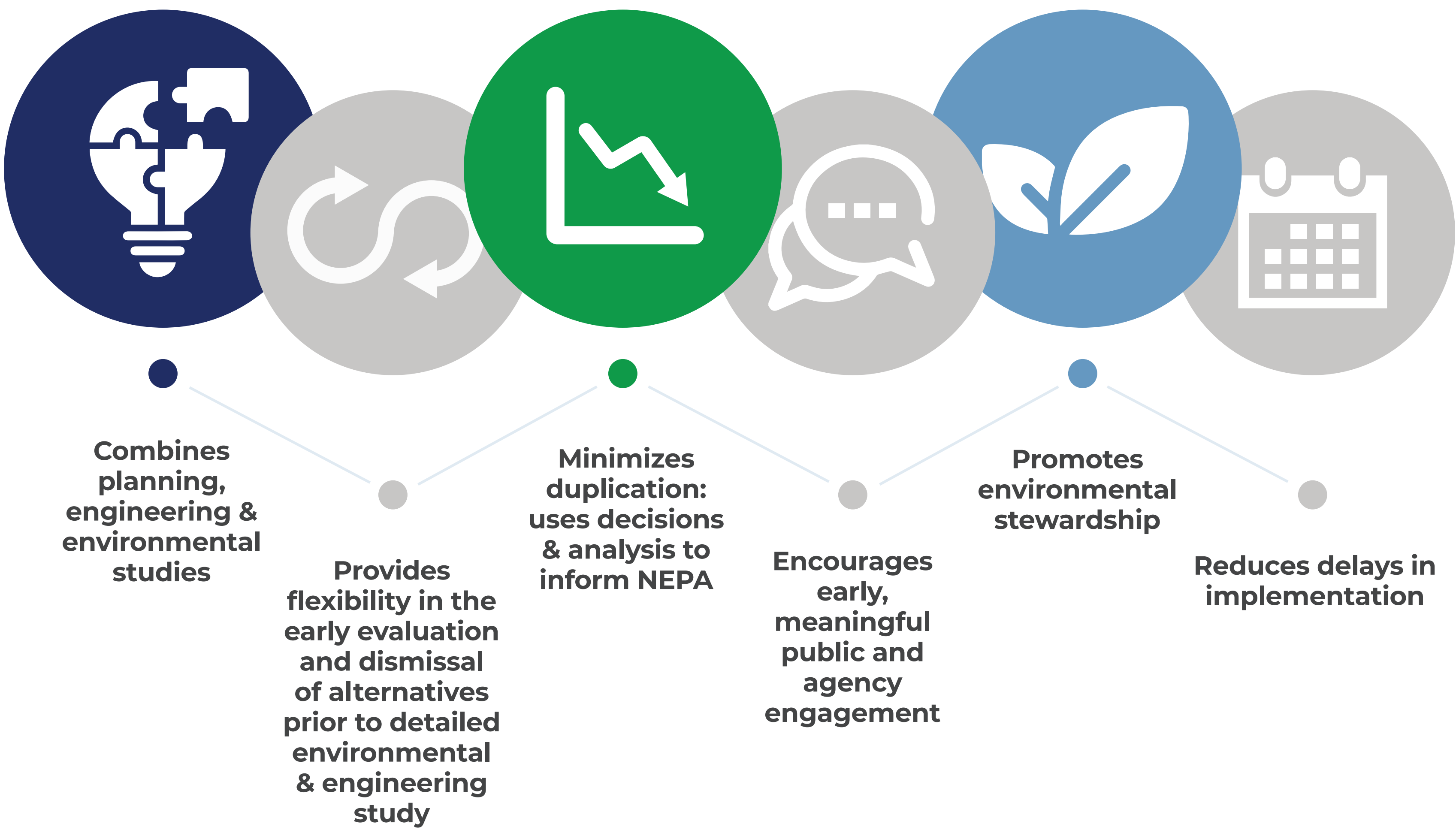
What is a Planning and Environmental Linkage Study?



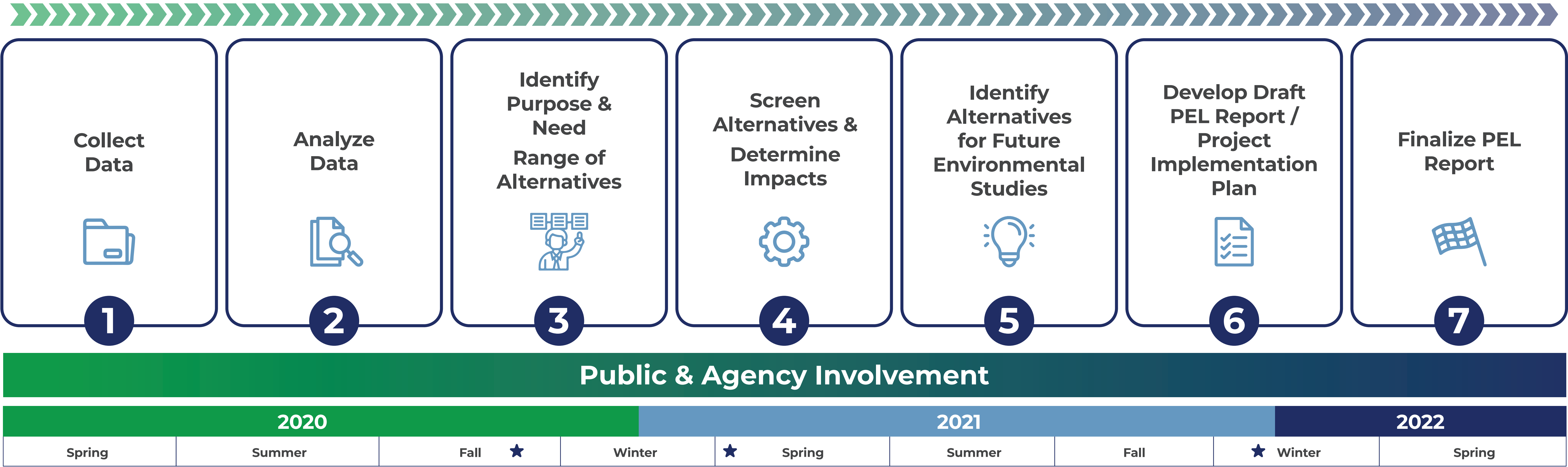
Who Participates?



What are the benefits of a PEL?



State College Area Connector PEL Process



★ Anticipated Public Meeting

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What is a Planning and Environmental Linkage (PEL) Study? Board

A Planning and Environmental Linkage study is a high-level planning approach to transportation decision making that considers the environment, community and economic goals early in the transportation planning process and provides flexibility in developing and evaluating alternatives prior to traditional project specific environmental and engineering investigations. PEL studies encourage early involvement with the public and regulatory agencies to be more effective in making transportation-related decisions. Overall, PEL studies help to expedite project schedules by identifying and reducing the number of alternatives to be advanced for more detailed environmental study and engineering design. To best view this board, we recommend downloading so that you may zoom in to better read the detailed text.

State College Area Connector PEL Process Board

There are 7 Steps to complete the State College Area Connector Planning and Environmental Linkage Study. Step 1 collects environmental, engineering, and traffic data to provide a foundation for use in future steps. Step 2 analyzes the collected data to identify the challenges on the existing transportation system. Step 3 documents transportation challenges by developing purpose and needs statements that will be used to identify a Range of Alternatives to be evaluated in Step 4, which analyses the alternatives to determine the benefits they provide to the transportation system and their associated impacts which will be presented at the next public meeting. Step 5 identifies alternatives to advance for further evaluation in future environmental and engineering studies. Step 6 documents the results of the PEL study and develops an implementation plan for future studies or projects. Step 7 finalizes the PEL and receives study concurrence from the Federal Highway Administration. Specific public meetings are anticipated during step 4 in the spring of 2021 where we will show alternatives being considered. A third public meeting will occur during step 6 in the winter of 2021 where we anticipate presenting the draft PEL Study results. Public input can also be provided at any time during the study on the website at www.PennDOT.gov/SCAC on the Get Involved tab.

Environmental Resources

Environmental Data was collected within the study area to provide a foundation for developing future alternatives that would minimize natural, cultural, agricultural, social, and community impacts while meeting the need and purpose for a project. For this study, environmental data was collected from existing sources and compiled into a computer database that provides maps.



Natural Resource



**Social & Community
Resources**



**Agricultural
Resources**



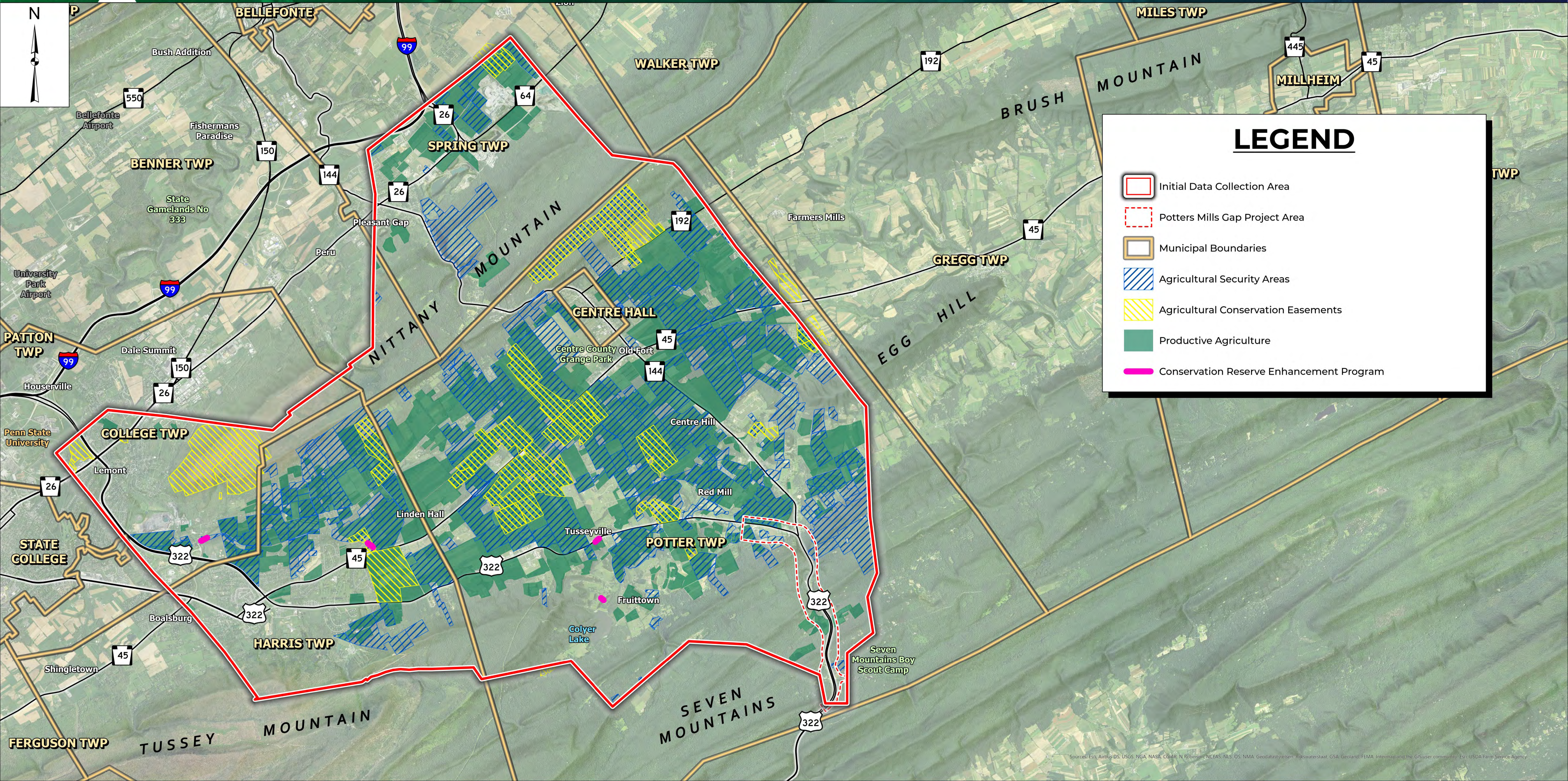
Cultural Resources

state college area **CONNECTOR**

Environmental Resources Board

Environmental Data was collected within the study area to provide a foundation for developing future alternatives that would minimize natural, cultural, agricultural, social, and community impacts while meeting the purpose and need for the project. For this study, environmental data was collected from existing sources and compiled into a computer database that generated maps. The Agricultural Resources figure highlights lands that are actively farmed as well as farmland that is included in special protection programs. The Natural Resources figure highlights the water features, vegetation, species, and other naturally occurring resources. The Cultural Resources figure documents the structures and properties that have been determined to be historic and are either listed in the National Register of Historic Places or eligible for listing in the National Register of Historic Places. The last figure in the Environmental Resource section is Social and Community Resources. This figure documents the location of features such as parks, emergency service facilities, schools, and other human-made facilities.

state college area CONNECTOR

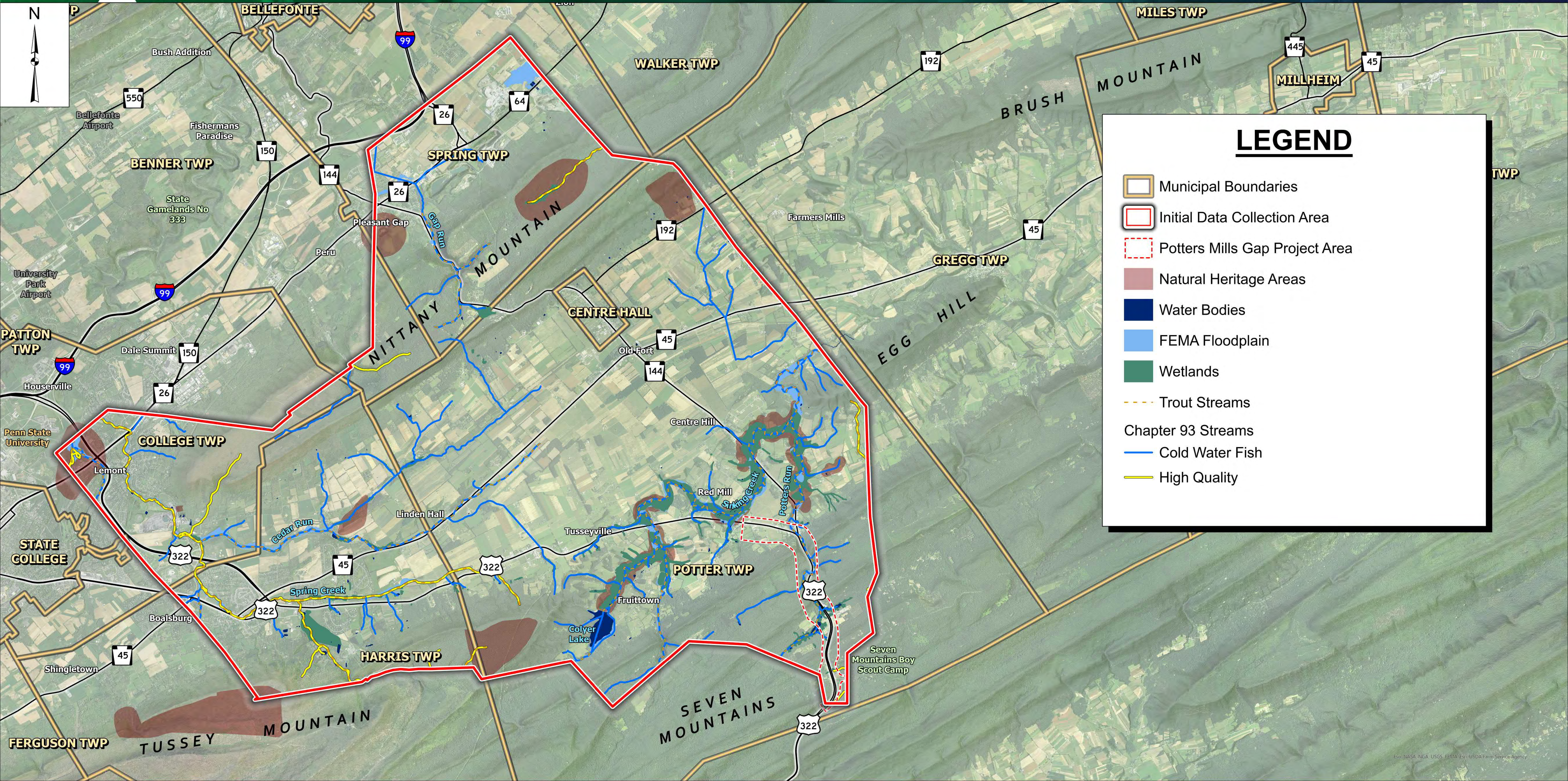


state college area **CONNECTOR**

Agricultural Resources Board

The study area is primarily rural with many productive farming operations interspersed with small villages. Productive farmland makes up over a third of the land use with about 60% within Agricultural Security Areas and 13% preserved in Agricultural Conservation Easements. Agricultural Security Areas are intended to protect farmland by prohibiting municipalities from enacting laws or ordinances that would unreasonably restrict farming practices. An Agricultural Conservation Easement is a deed restriction that a landowner voluntarily places on their property to keep the land available for farming. The study area also includes small areas of farmland placed in the USDA's Conservation Reserve Enhancement Program. These areas are primarily farmland along streambanks that farmers leave fallow for a period time to conserve the highly erodible land and protect the waterways. The diversity of the agricultural practices is demonstrated in the different operations, including dairy operations, beef cattle operations, horse farms, crop operations, vineyards, tree farms and nurseries. The Grange Park in Centre Hall that has been hosting the annual Centre County Grange Encampment and Fair since 1874, serves as a long-standing symbol of the agricultural history of the area.

state college area CONNECTOR

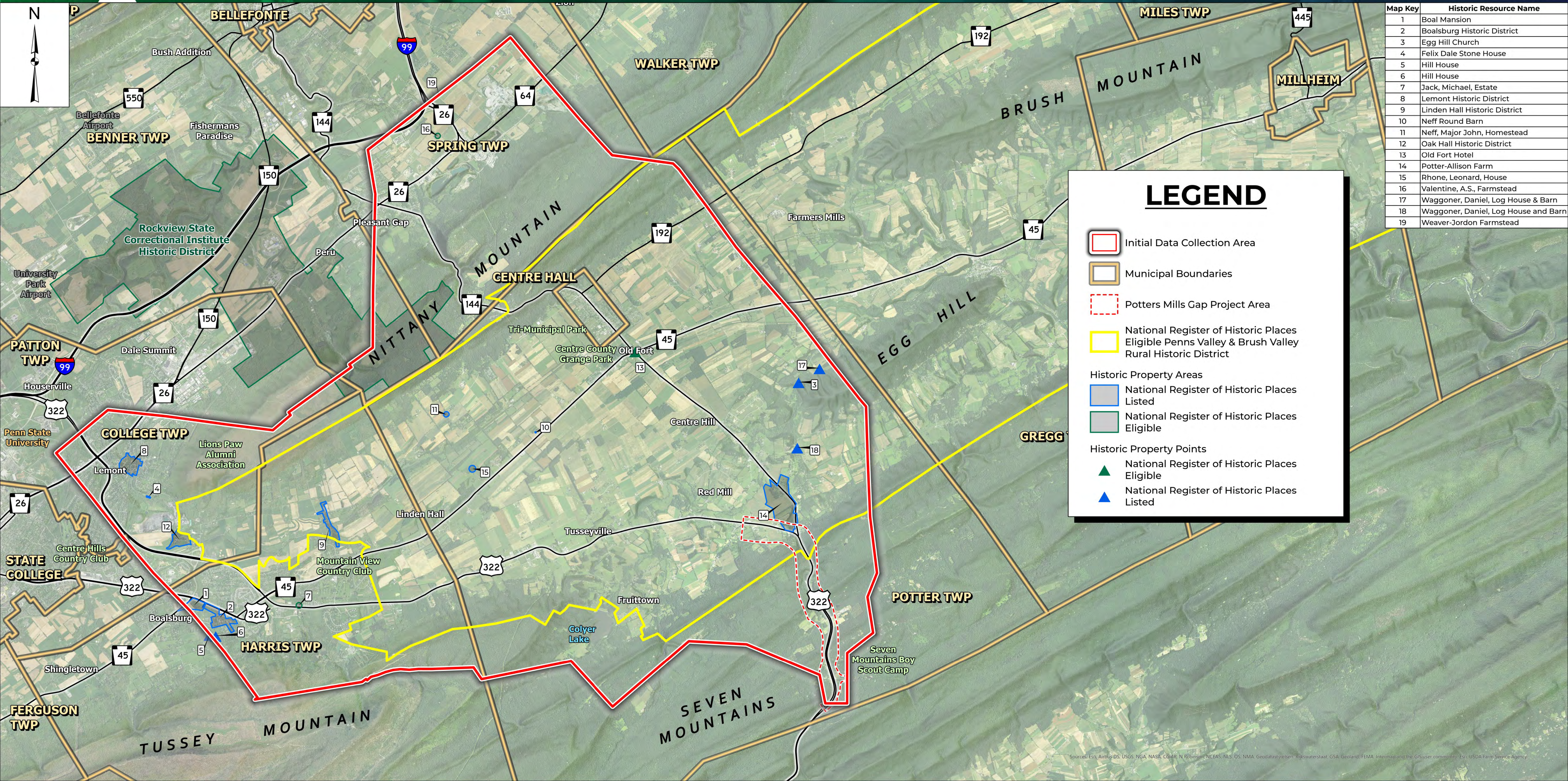


state college area **CONNECTOR**

Natural Resources Board

Natural resources extend from the forested ridges down across the Penns and Nittany Valleys. There are two primary watersheds, Spring Creek and Sinking Creek, as well as multiple smaller streams, including Cedar Run, Potter Run, & Gap Run, that drain the study area. Most of the streams are protected as High-Quality resources and several streams support wild trout. High Quality streams have quality which exceeds the levels necessary to support the reproduction of fish, shellfish, and wildlife and recreation. There are also numerous wetlands, ponds, floodplains, and Natural Heritage Areas that provide ecological benefits for the region. Natural Heritage Areas are exemplary ecological communities that support rare plants or animals and Pennsylvania's native species biodiversity. The Western Pennsylvania Conservancy was the principal investigator for the Centre County inventory. The inventory does not bestow protection on the areas but rather provides a tool for informed and responsible decision-making related to land development and conservation decisions.

state college area CONNECTOR



state college area **CONNECTOR**

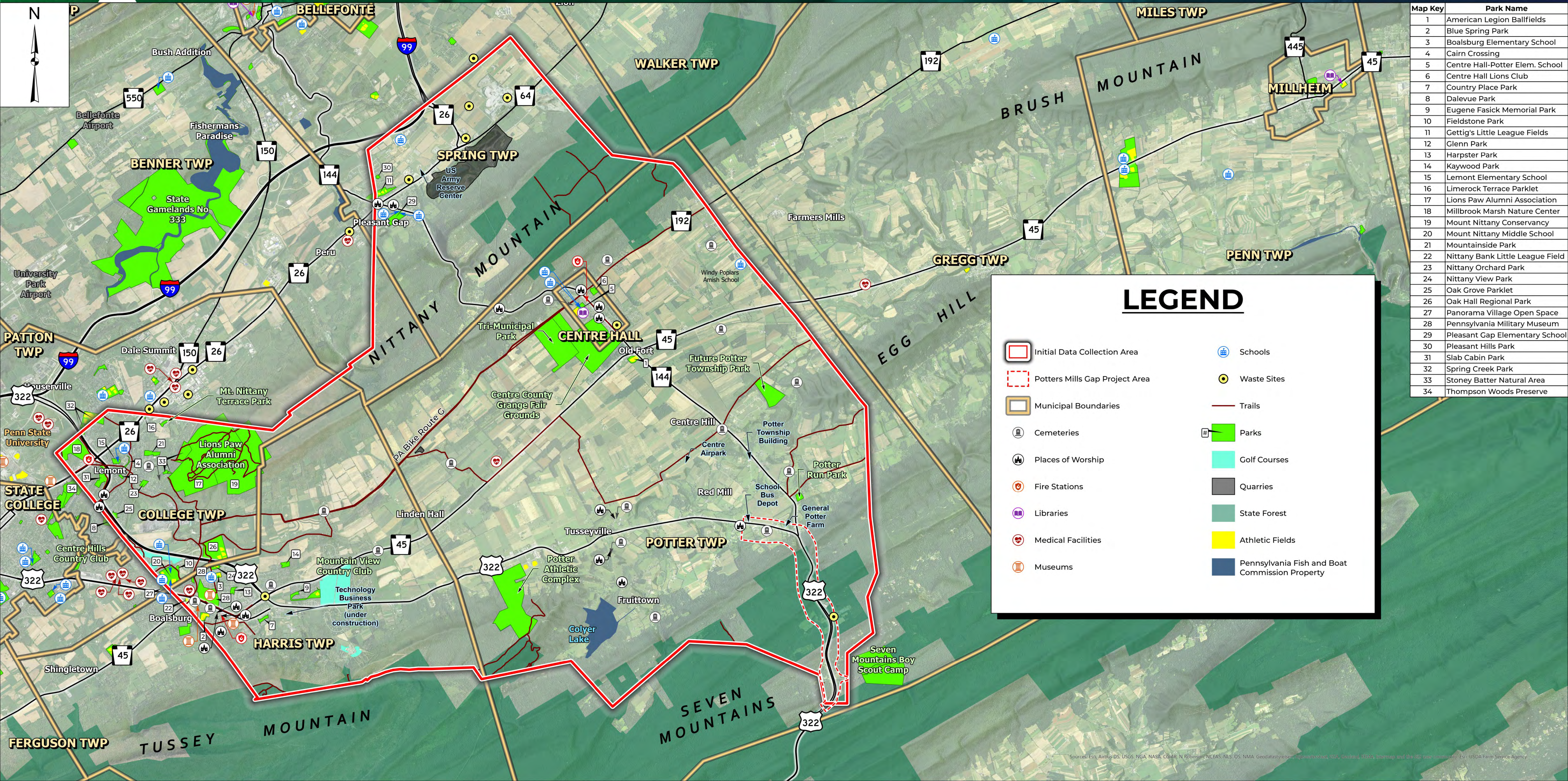
Above Ground Historic Resources Board

Historic resources are found throughout the study area. PennDOT identified 16 properties and six historic districts that are eligible for inclusion in the National Register of Historic Places, including the large Penns Valley and Brush Valley Rural Historic District. PennDOT will research other buildings, properties, and areas to determine if there are other eligible historic resources within the study area that need to be considered. Ultimately, PennDOT will look for ways to avoid, minimize, and mitigate impacts to the historic resources. To best view this board, we recommend downloading so that you may zoom in to better read the detailed text.

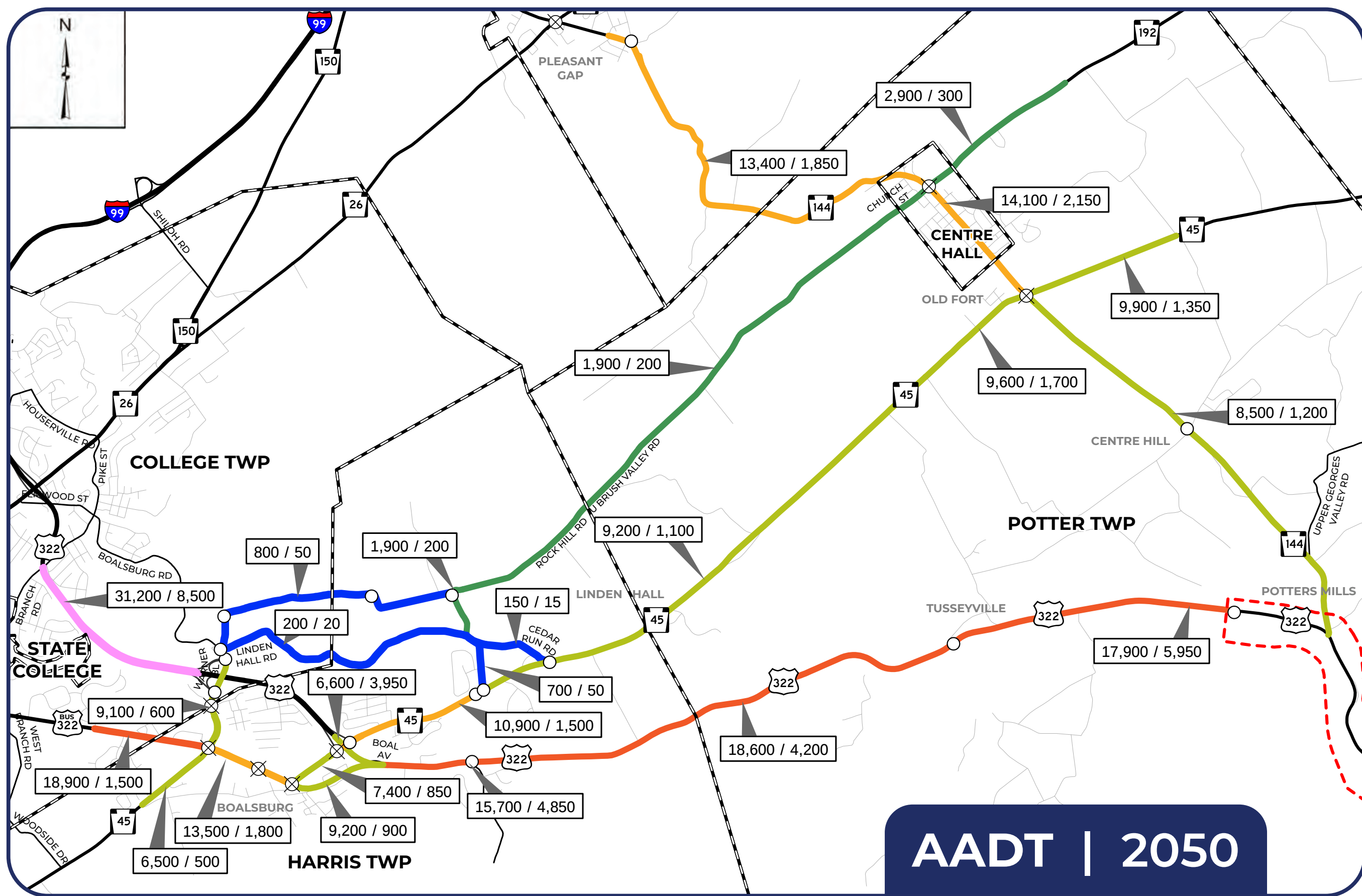
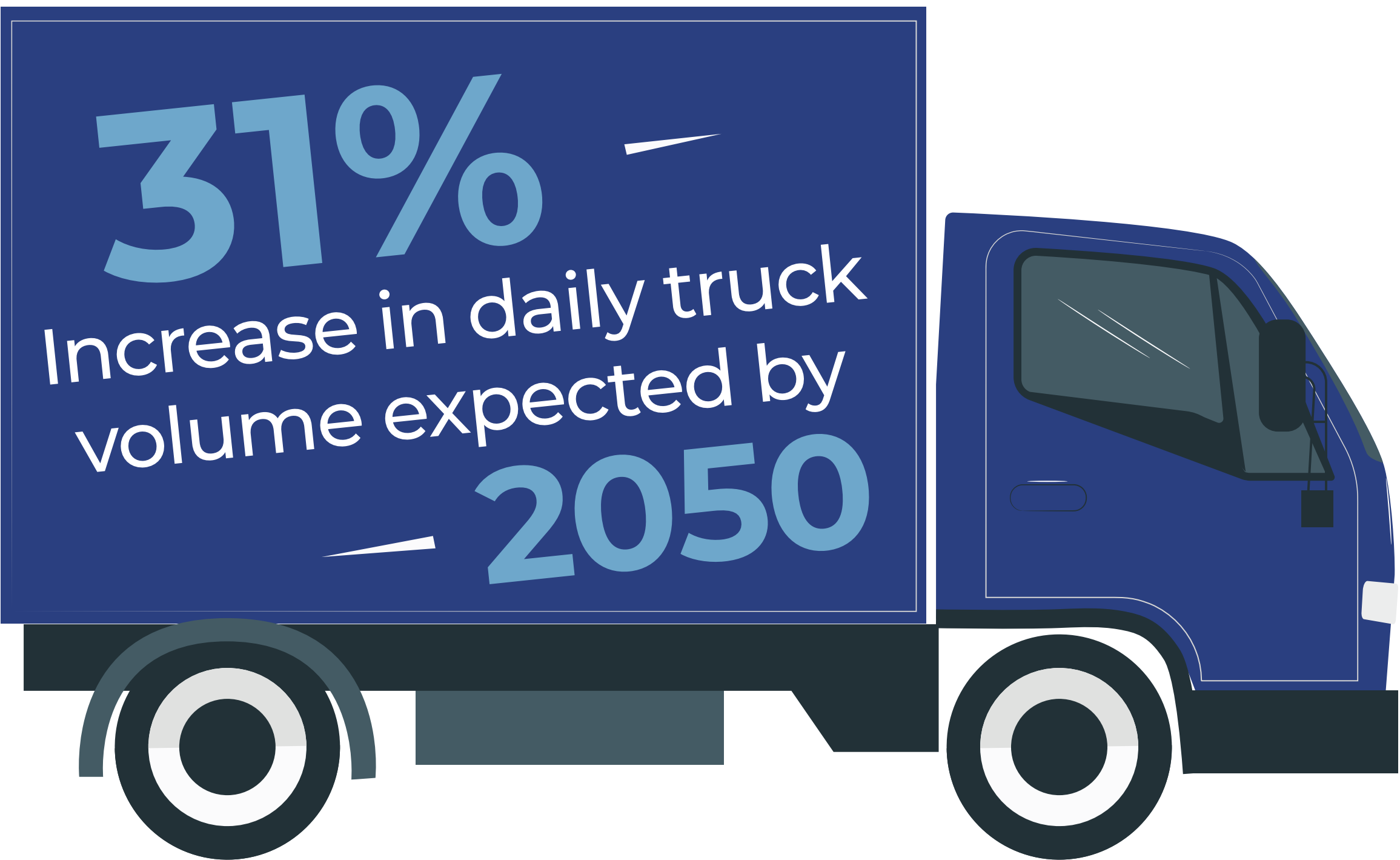
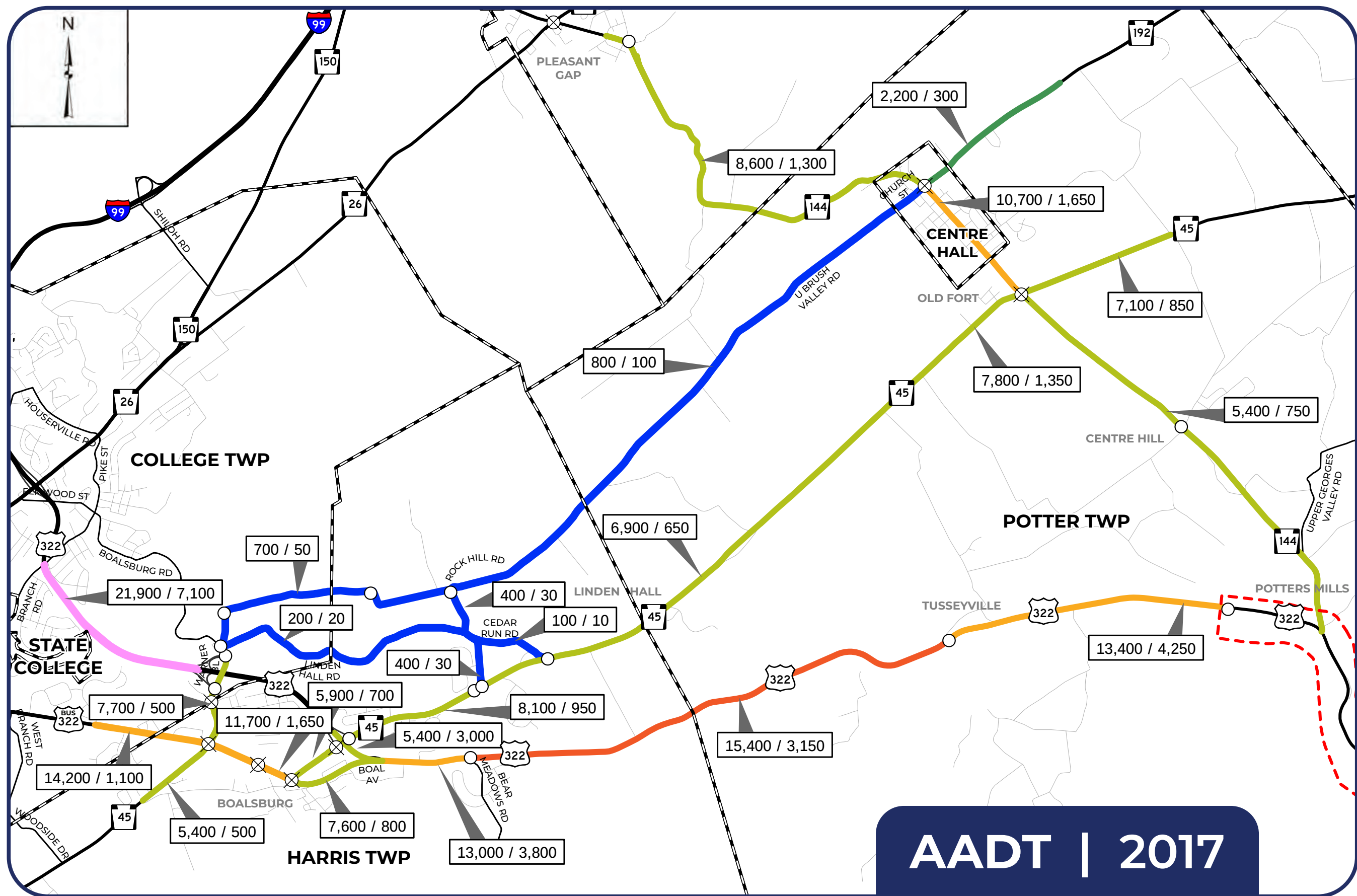
Socioeconomic Resources Board

The initial study area extends across six different municipalities, including the Borough of Centre Hall and Potter, Harris, College, Benner, and Spring Townships. Numerous villages are also found in the study area including Pleasant Gap, Linden Hall, Boalsburg, Tusseyville, and Fruittown. The study area includes numerous recreational facilities, including parks – many with athletic fields, state forests, and designated bike routes. There are numerous schools, places of worship, cemeteries, and other community facilities scattered throughout the area. While the western end of the study area is more developed with several modern residential subdivisions, the area has many productive farms. Amish communities are also located nearby to the east and north of the study area in both Penns Valley and Nittany Valley. These features all contribute to the local diversity of the area. To best see this board, we recommend downloading so that you may zoom in to better read the detailed text.

state college area CONNECTOR



state college area CONNECTOR

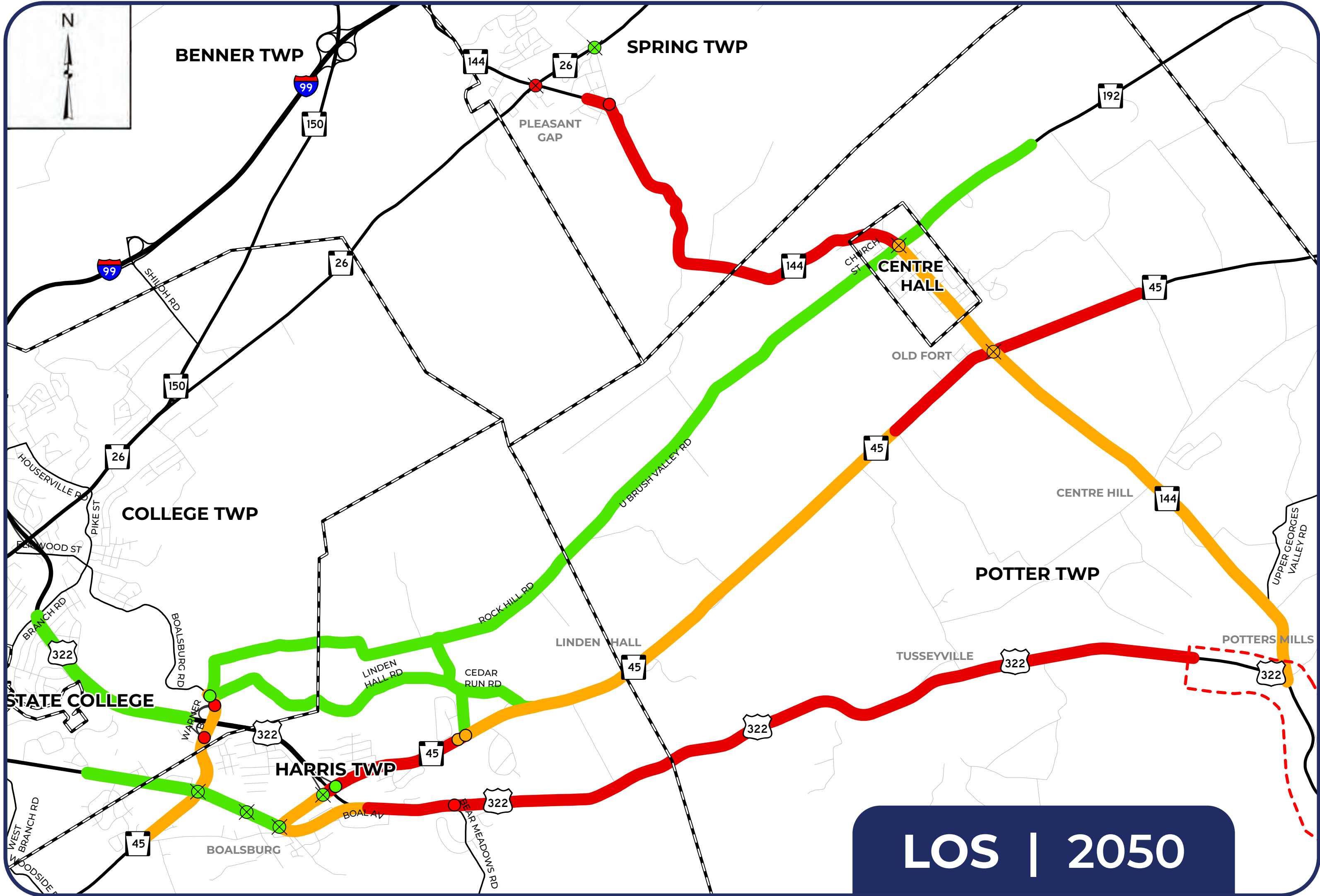
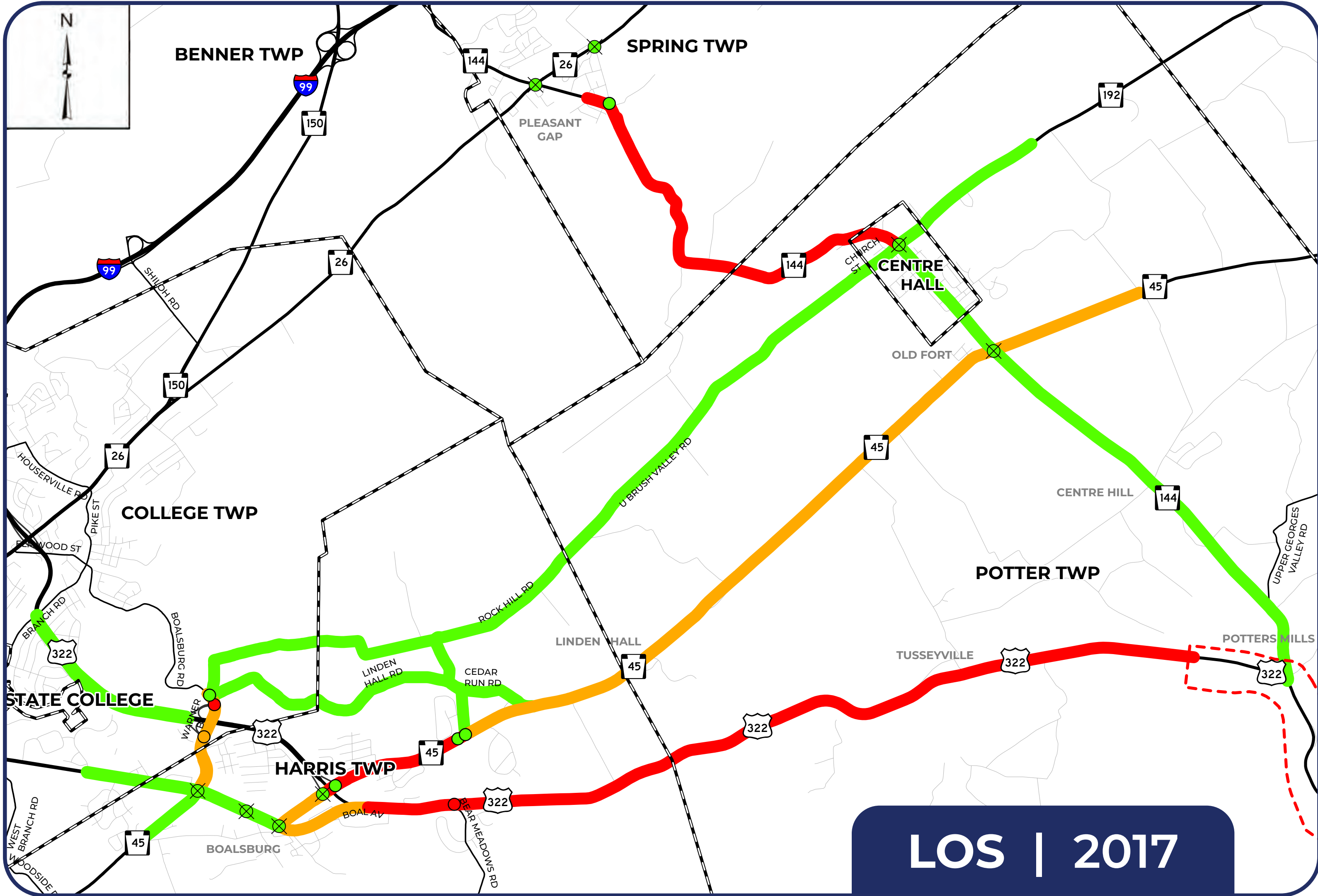


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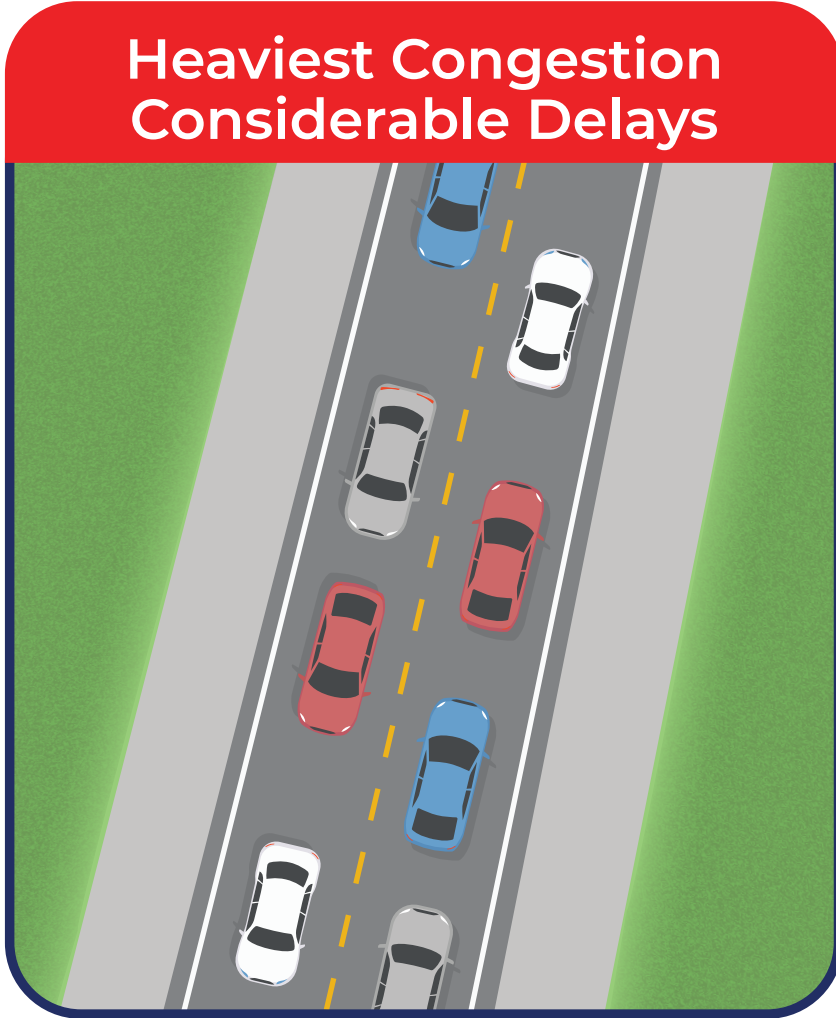
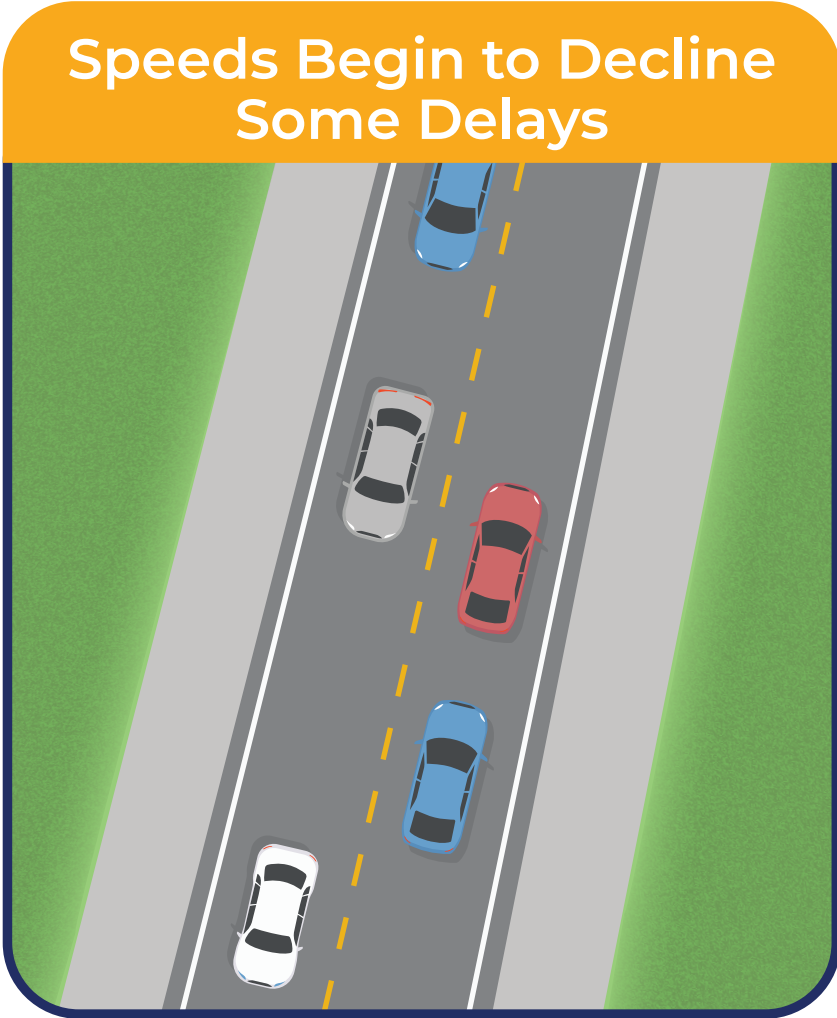
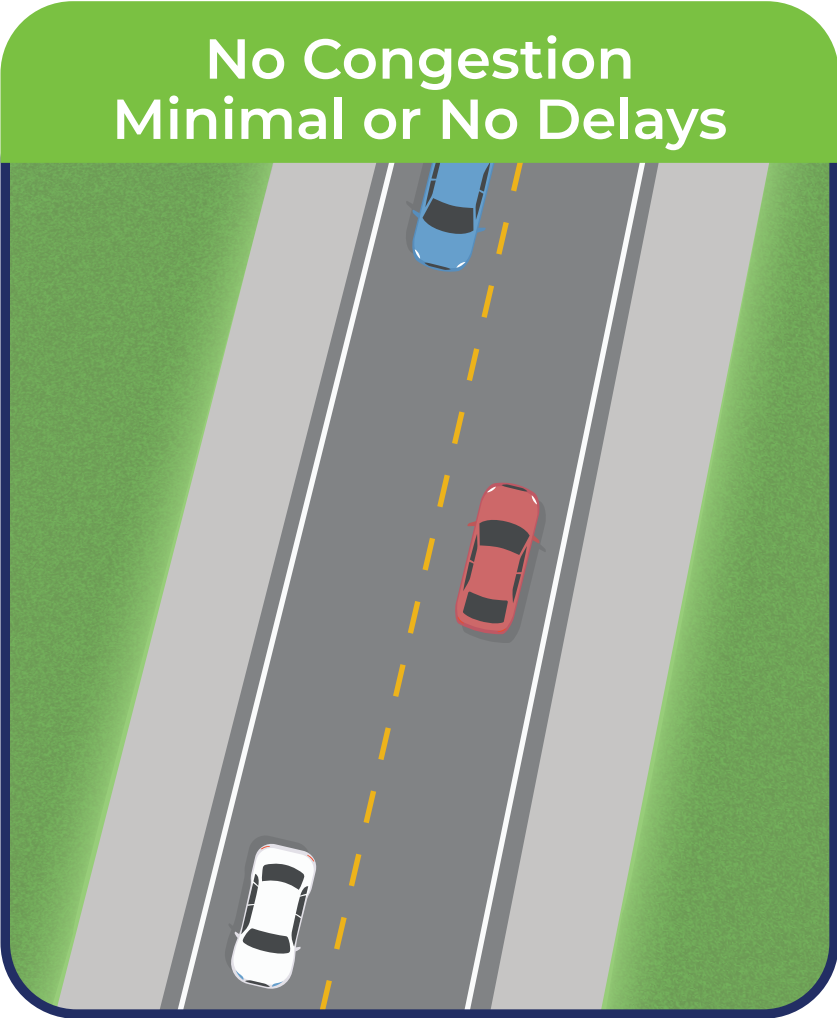
Traffic Growth Board

The Annual Average Daily Traffic or AADT is the total number of vehicles traveling in both directions, that use a roadway segment on a typical day. A portion of that traffic volume is trucks which is known as Average Daily Truck Traffic, or ADTT. Within the study area, US 322 carries between 13,000 vehicles and 15,400 vehicles per day (VPD). US 322 also serves as a major east-west truck route, with truck traffic accounting for between 20 and 32 percent of the total traffic volume. This far exceeds the statewide average of 7 percent for trucks on roadways like US 322. Traffic volumes on PA 45 range from 7,800 VPD to 11,700 VPD depending on the location, with trucks accounting for 12 to 17 percent. Although not as significant as the truck traffic utilizing US 322, the truck percentages on PA 45 are almost double the statewide average for similar roadways. PA 144 traffic volumes range between 5,400 VPD and 10,700 VPD with truck percentages averaging 15 percent; however, truck traffic is restricted between Centre Hall and Pleasant Gap due to a 10-ton weight restriction over Mount Nittany. Between 2017 and 2050, overall traffic volumes throughout the region are anticipated to increase by 27 percent; however, truck traffic is anticipated to increase at an even higher rate of 31 percent.

state college area CONNECTOR



Motorized Vehicles Peak Hour Level of Service (LOS) Rating Scale



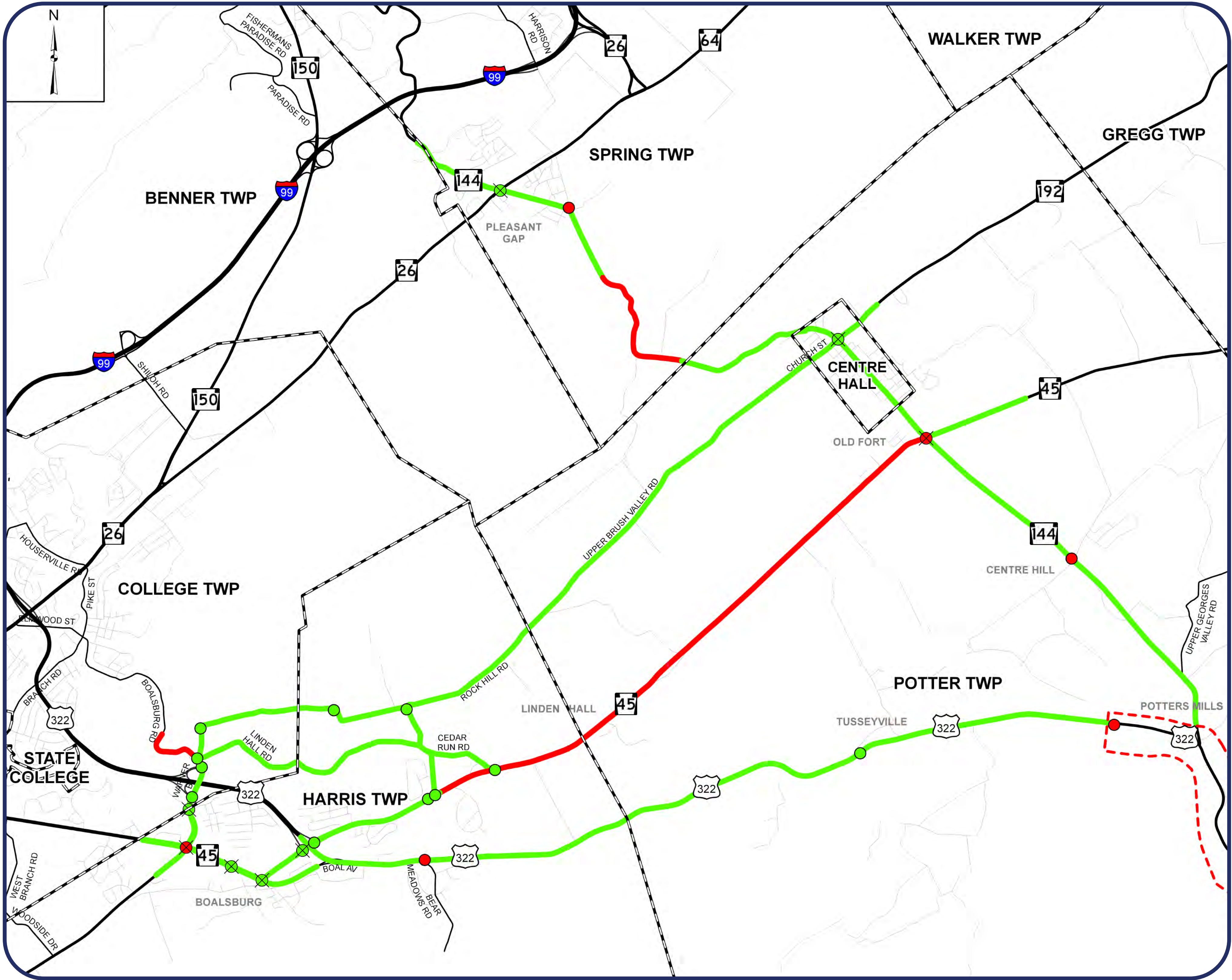
Motorized Level of Service Board

Level of Service or LOS is a quantitative performance measure that represents the quality of service being provided along a roadway or at an intersection. The measures used to determine LOS for transportation systems are defined by six levels of service, ranging from A to F. LOS A represents a roadway that has no congestion and has good operating conditions from a traveler's perspective. While LOS F at the other end of the scale represents the worst operating condition and is very congested. Typically, roadways are not designed to operate at the best LOS during rush hour, but instead provide a lower LOS that balances costs and other impacts. Currently, US 322 between Potters Mills Gap and Boalsburg and PA 144 between Center Hall and Pleasant Gap operate at unacceptable LOS. In the Design Year (2050), conditions will continue to deteriorate on these roadways, and portions of PA 45 are expected to operate at unacceptable LOS. The remaining portions of PA 144 anticipated to operate at a marginal LOS.

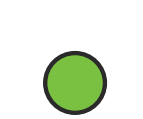
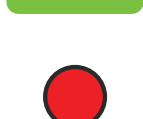
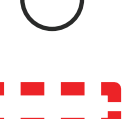
Bicycle Level of Service Board

Bicycle Level of Service (BLOS) is a nationally used measure of a bicyclist's comfort level using roadways based on the roadway's geometry and traffic conditions. Their comfort level is determined based on various roadway conditions, in order of importance: width of the outside travel lane and shoulder, motorized vehicle volume, motorized vehicle speed, truck volumes, and pavement conditions. The roadway conditions are ranked and scored in order of importance to create an overall BLOS score which is converted to a BLOS grade. Generally, BLOS grades 'A' and 'B' are considered comfortable for most adults. BLOS 'C' is comfortable enough for more experienced adult cyclists. BLOS D, E, and F are generally not comfortable for bicyclists travel. Currently, within the study area, the BLOS for US 322, PA 45, and PA 144 are at BLOS D or below with most of the roadway segments operating at unacceptable BLOS scores of E or F. Generally, these roadway segments are not comfortable for bicyclists largely because of the narrow lane and shoulder widths, high truck volumes, high travel speeds, and pavement conditions. In the Design Year (2050), the BLOS will continue to decrease along all study area roadways. It is important to note that BLOS is NOT a safety analysis but only highlights a bicyclist's comfort level on roadways relative to various roadway factors. Bike trails have been identified in the study area, including PA Bike Route G that uses Brush Valley Road. Sections of PA 45 in Potter Township and Harris Township have also been identified as a bike trail to connect local road trails.

Safety Analysis and Roadway Design Issues



Legend

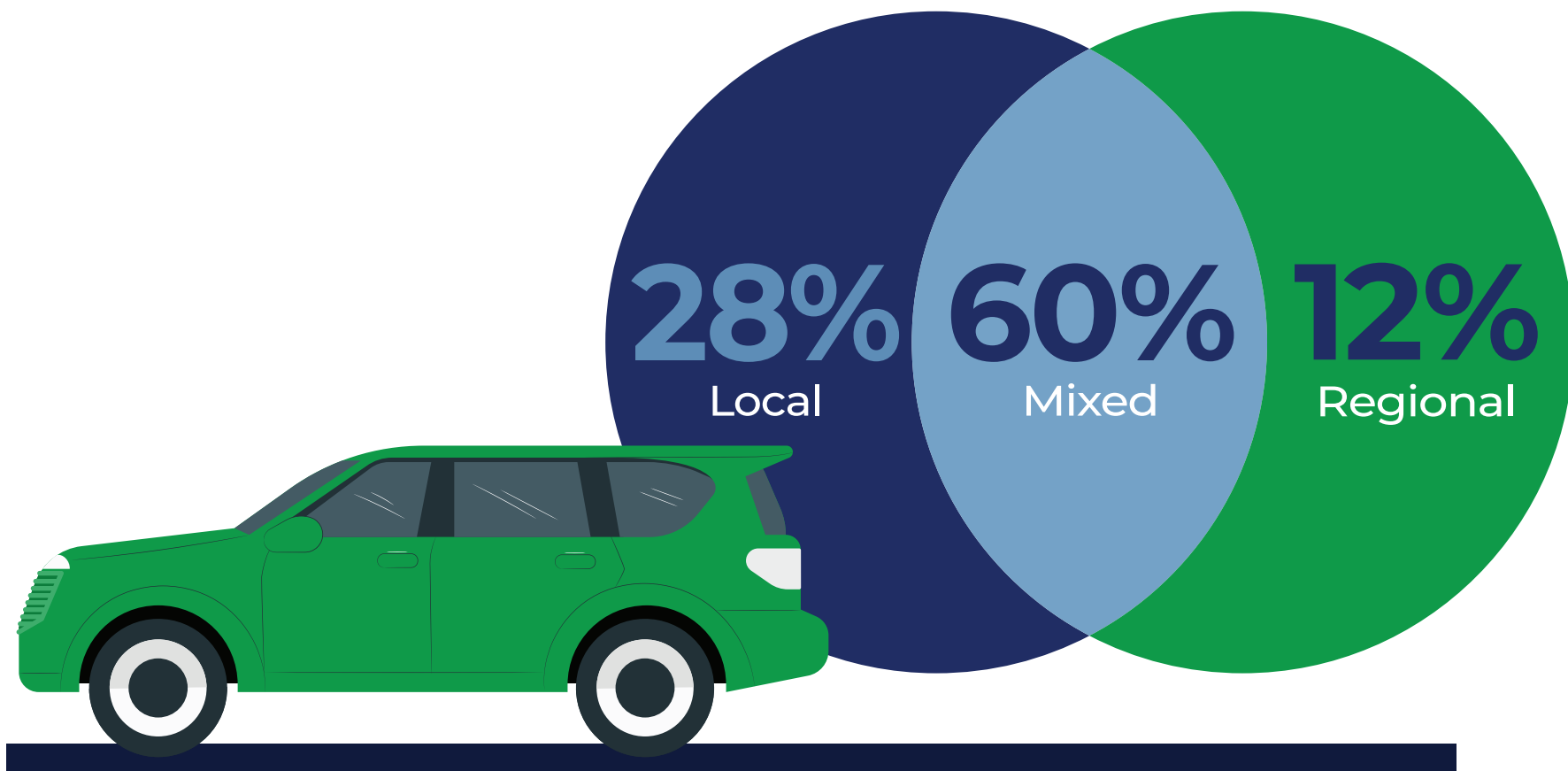
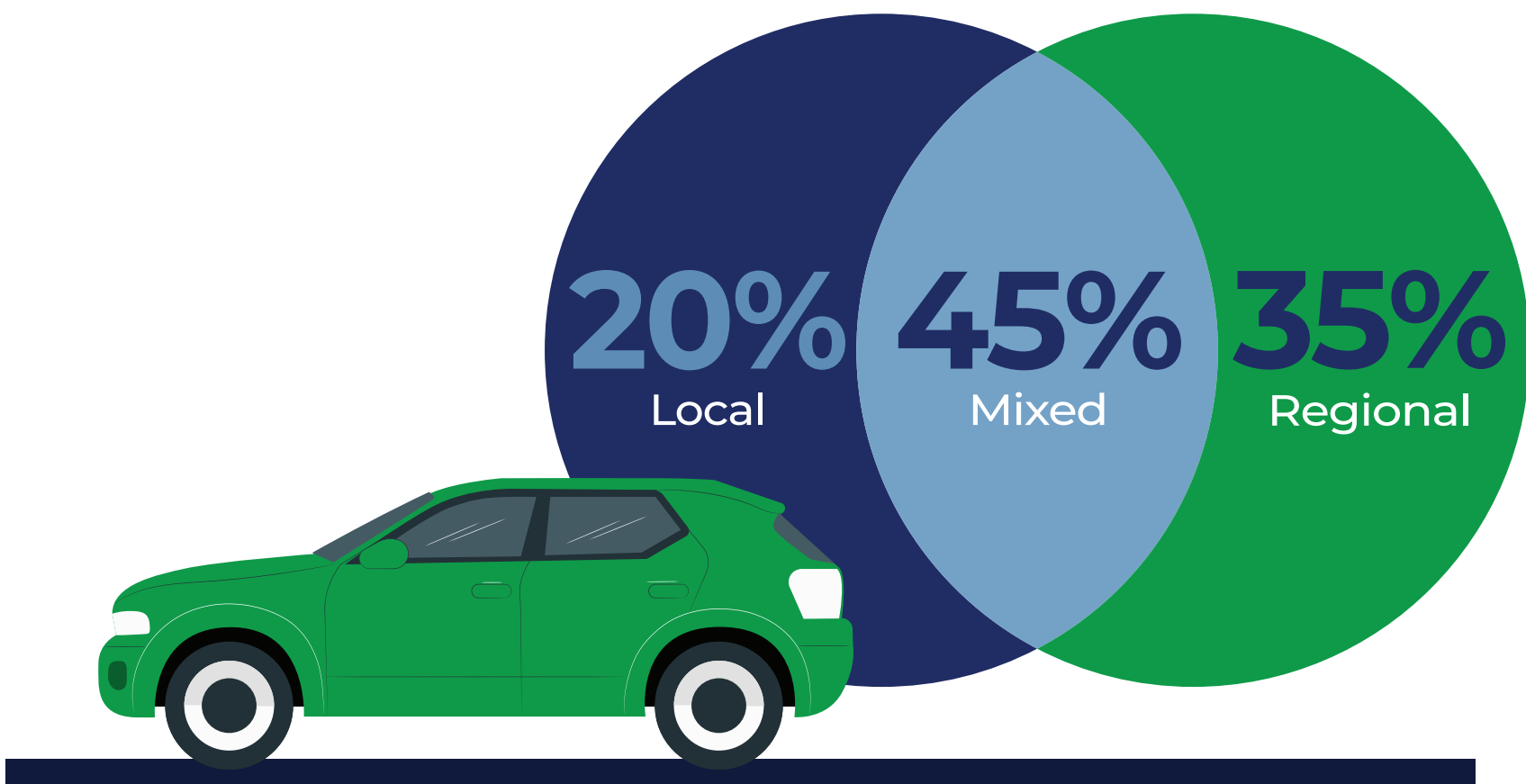
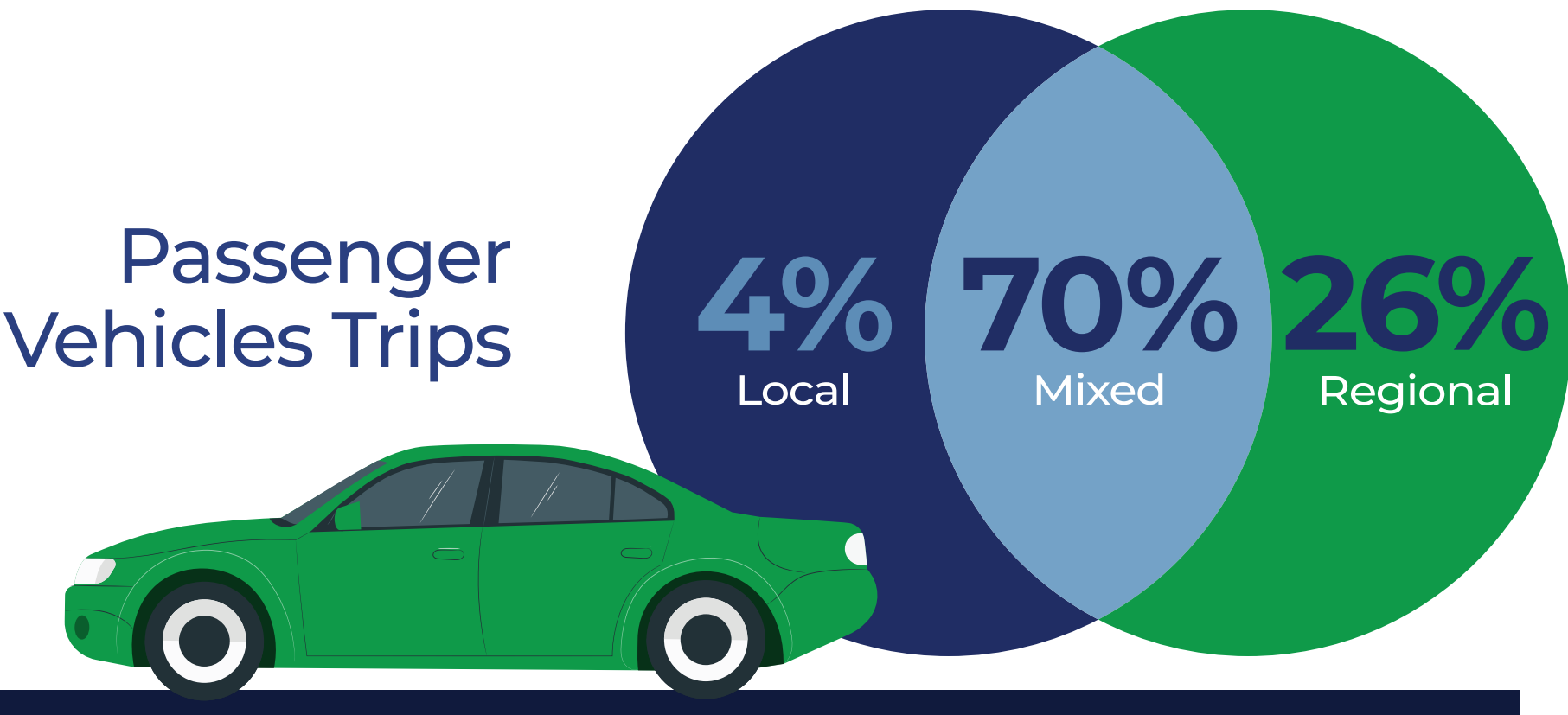
- | | |
|---|--|
|  Facilities Evaluated (Intersections/Segments) |  Signalized Intersection |
|  Potential for Safety Improvement (Intersections/Segments) |  Stop Controlled Intersection |
| |  Potters Mills Gap Project Area |

state college area **CONNECTOR**

Safety Analysis Board

A Highway Safety Manual (HSM) analysis was completed for the Base Year of 2017 and Design Year of 2050 to evaluate the safety performance of the existing roadway network. The HSM provides analytical tools and techniques for quantifying potential effects of crashes based on decisions made during the planning, design, operations, and maintenance process. Like how the Highway Capacity Manual (HCM) evaluates how design elements impact operations, the HSM evaluates how design elements impact safety. The overall results of the analysis for each corridor within the study area shows that there is not an overall safety need. However, when evaluating the roadways by individual segment and intersection, there are sites where safety improvements have the potential to reduce crash frequency.

Origin Destination Summary



Origin and Destination Summary Board

An Origin-Destination or O&D study for short, evaluates travel patterns along a roadway or roadway network. The study provides an understanding of where travelers are starting and ending their trips and determines if the trips are:

- Internal or Local trips, meaning the trips start and end within the study area
- External or Through trips, meaning the trips start and end outside the study area boundaries and are generally referred to as regional trips
- Mixed trips, meaning the trips have mixed starting and ending points with either the start or end of the trip, but not both, located outside the study area. For example, a typical mixed trip would include traveling from outside of the study area to an employment location in the Boalsburg or State College area or someone living within study area and traveling to an employment location outside the study area.

The O&D study evaluated traffic patterns along US 322, PA 45, and PA 144. For purposes of analysis, passenger vehicle and truck trips were evaluated separately.

Results of the O&D study on US 322 indicated that 82 percent of all truck travel is regional trips, or they start and end the trip outside of the study area, compared to only 26 percent of passenger trips. Regional travel also accounted for 51 percent of all truck trips and 35 percent of all passenger trips along PA 144. Along PA 45, regional trips accounted for 47 percent of all truck trips and only 12 percent of passenger trips.

When looking at mixed trips or trips that start or end within the study area, there are clear differences between truck and passenger travel. Along US 322, mixed passenger trips account for 70 percent of all US 322 passenger trips, while only 17 percent of truck trips are mixed. Along PA 144, mixed passenger trips account for nearly 45 percent of the passenger trips, and PA 144 truck trips only account for 33 percent of the mixed truck trips.

PA 45 has more local travel than either US 322 or PA 144 accounting for nearly 28 percent of passenger trips. Conversely, PA 45 only had 12 percent of trucks making local trips. Local trips along US 322 were relatively low and account for only 4 percent of passenger trips and 1 percent of truck trips. PA 144 had 20 percent local passenger trips and 16 percent local truck trips.

These O&D results show that on the key transportation corridors, there is an overwhelming number of passenger vehicles and trucks that are using the roadways to access areas beyond the identified study area. This mixing of local and regional trips can create additional pressure and burdens on a roadway network that was not specifically designed for that type of travel, and can also create conflicts due to stopping and turning movements associated with the local travel versus the non-stop travel generally associated with regional trips.

Purpose & Need

Purpose

The purpose of this study is to develop and evaluate a range of alternatives to improve mobility and meet interstate and regional through traffic and local needs by reducing congestion, addressing safety, and improving system continuity within the study area while accommodating other modes of traffic (bike, pedestrian, horse-and-buggies, farm equipment traffic, and public transit) where appropriate, and supporting regional land use visions and goals.

Transportation Needs

- High peak hour traffic volumes cause congestion and result in unacceptable levels of service (LOS D [rural only], E, or F) on US 322, PA 45 and PA 144 roadways and intersections within the study area.
- Existing roadway configurations and traffic conditions contribute to safety concerns in the study area.
- The roadway network and configuration in the study area lacks continuity and does not meet driver expectations.

Purpose and Needs Board

Based on the environmental, community and traffic information you have reviewed this evening, the transportation needs for the area have been identified as

- High peak hour traffic volumes cause congestion and result in unacceptable levels of service (LOS D [rural only], E, or F) on US 322, PA 45 and PA 144 roadways and intersections within the study area.
- Existing roadway configurations and traffic conditions contribute to safety concerns in the study area.
- The roadway network and configuration in the study area lacks continuity and does not meet driver expectations.

These needs define transportation issues and their root causes which are to be addressed in support of the study purpose statement. The need is the foundation for the study purpose statement. The purpose of this study is to develop and evaluate a range of alternatives to improve mobility and meet interstate and regional through traffic and local needs by reducing congestion, addressing safety, and improving system continuity within the study area while accommodating other modes of traffic (bike, pedestrian, horse-and-buggies, farm equipment traffic, and public transit) where appropriate, and supporting regional land use visions and goals.

How Can You Participate?

Options for Commenting

1. Fill out the online survey
2. Download the online comment form and mail to:

Dean D. Ball, P.E.
PennDOT District 2-0
70 PennDOT Drive, Clearfield PA 16830

All comments received by Wednesday, November 11, 2020, will become part of the record for this meeting.



For more information

Go to the “Get Involved / Contact Us” section on the project website at www.penndot.gov/scac

Thank you for participating.
We look forward to hearing from you!

state college area **CONNECTOR**

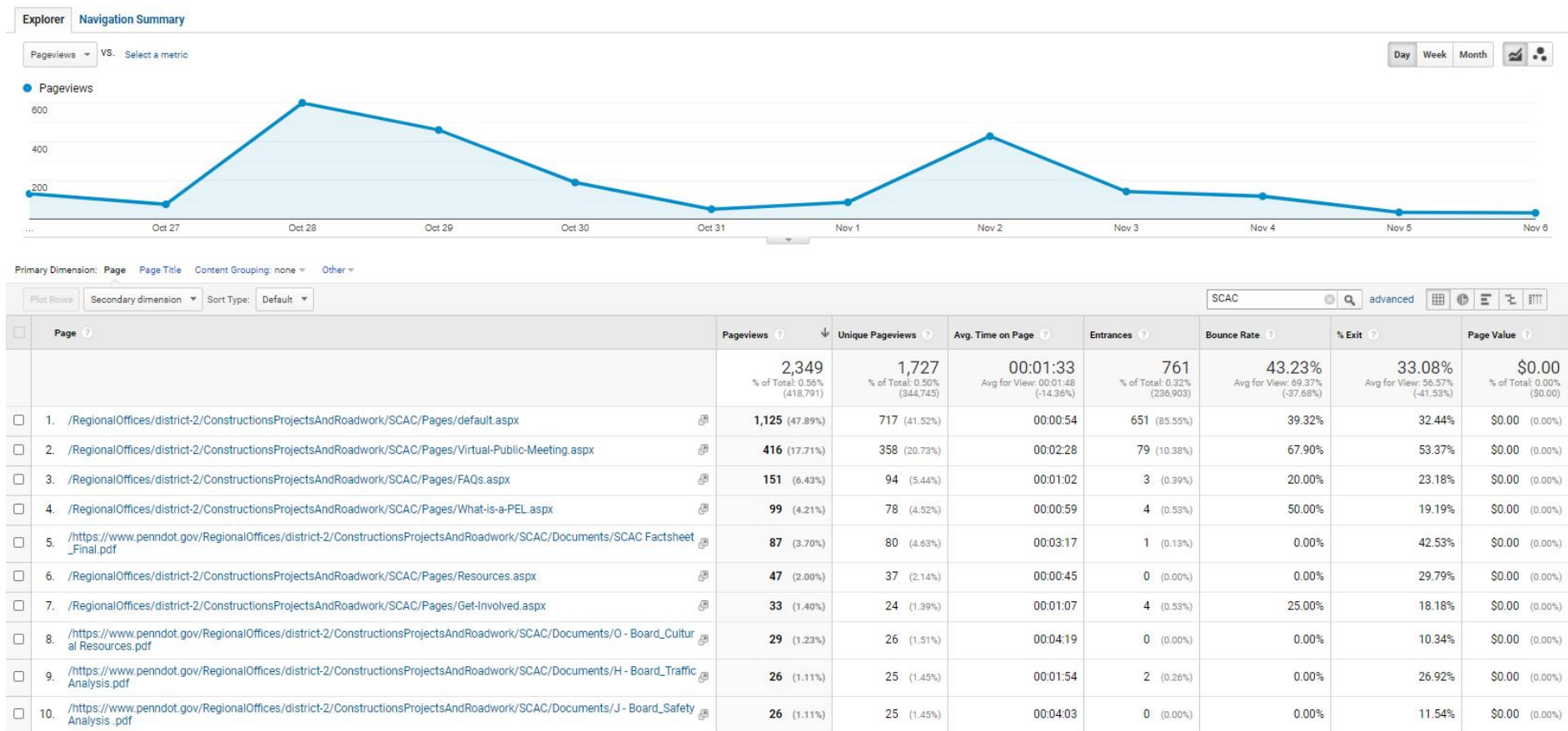
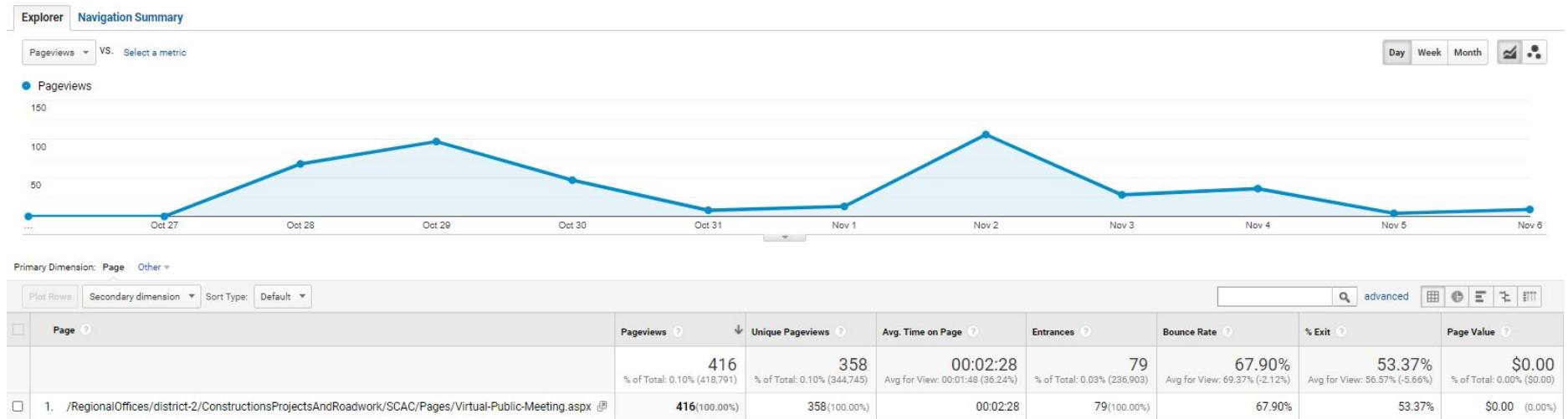
Meeting Closing Board

Thank you for joining us for our first virtual public meeting. We hope your visit was informative. The next steps for the PEL study will be to assess public comments received from this meeting and finalize the purpose and needs for transportation improvements in the area. Once the purpose and needs are finalized, we will initiate the development and evaluation of a range of alternatives and be back in the spring to get your input on the next step in the PEL process.

The official comment period for this meeting will end on November 11, 2020 so please provide your comments, by using the link to our online survey or downloading the comment form and mailing it to PennDOT. Again, thank you for attending and we welcome your comments.

Copies of all the meeting materials, including handouts, boards, and narration scripts are also available on PennDOT's website at: www.PennDOT.gov/SCAC If you have specific questions, please include your contact information and we will get back to you shortly. **Thank you again for your time and input!**

APPENDIX G – Meeting Attendance Metrics



APPENDIX H – Public Survey Analytics and Comments

state college area CONNECTOR

Survey VPM October 28

28

Total Responses

28 Completed Responses

0 Partial Responses

117

Survey Visits

Virtual Public Meeting Survey

Please share your ideas and concerns regarding the study area.

Q1

First Name, Last Name, Address1, City, Zip Code, State

Answered: 28 Skipped: 0

Information from this question was redacted from this report.

Q2

Please enter your email address.

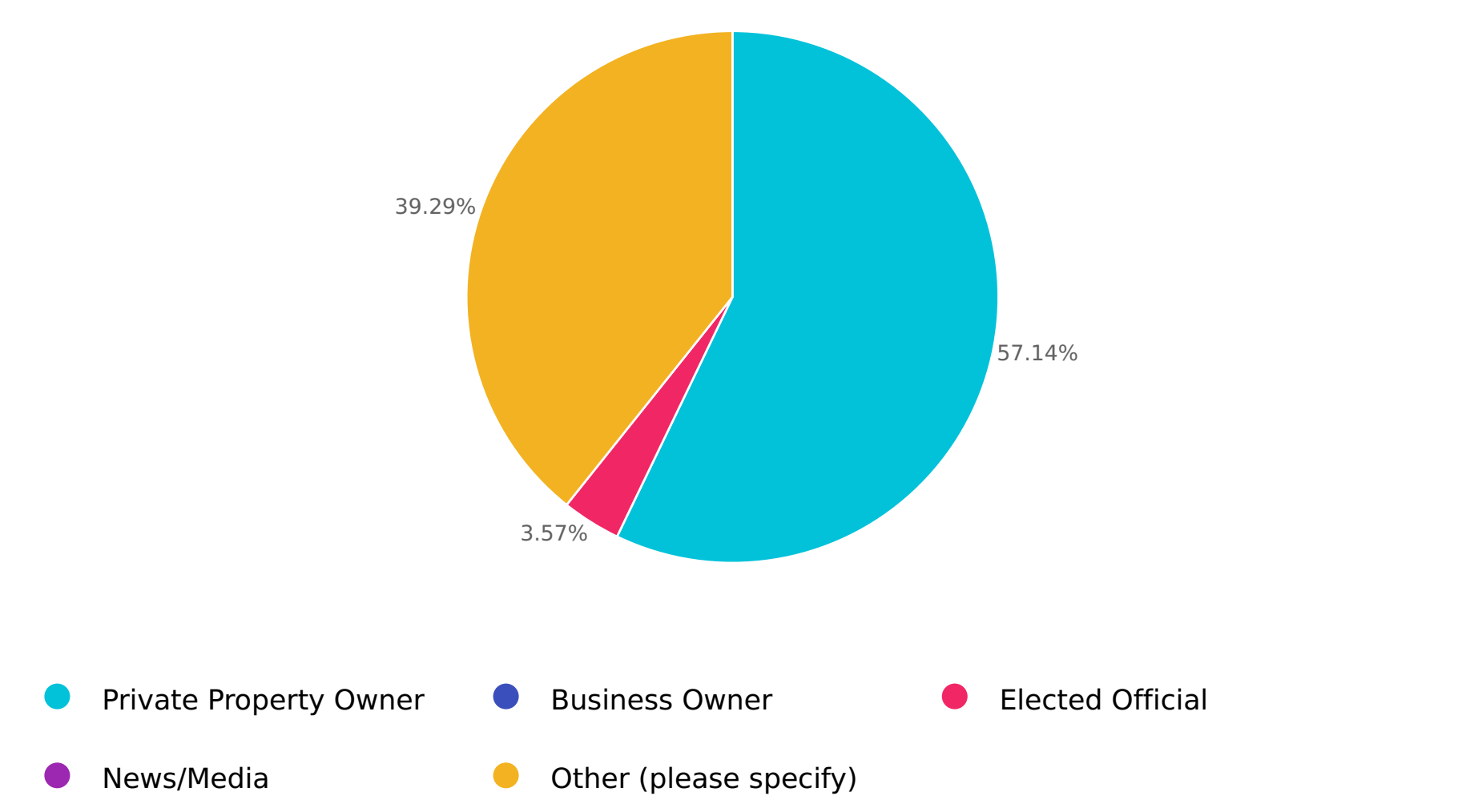
Answered: 28 Skipped: 0

Information from this question was redacted from this report.

Q3

Please select the option that most accurately represents you.

Answered: 28 Skipped: 0



Choices	Response percent	Response count
Private Property Owner	57.14%	16
Business Owner	0.00%	0
Elected Official	3.57%	1
News/Media	0.00%	0
Other (please specify)	39.29%	11

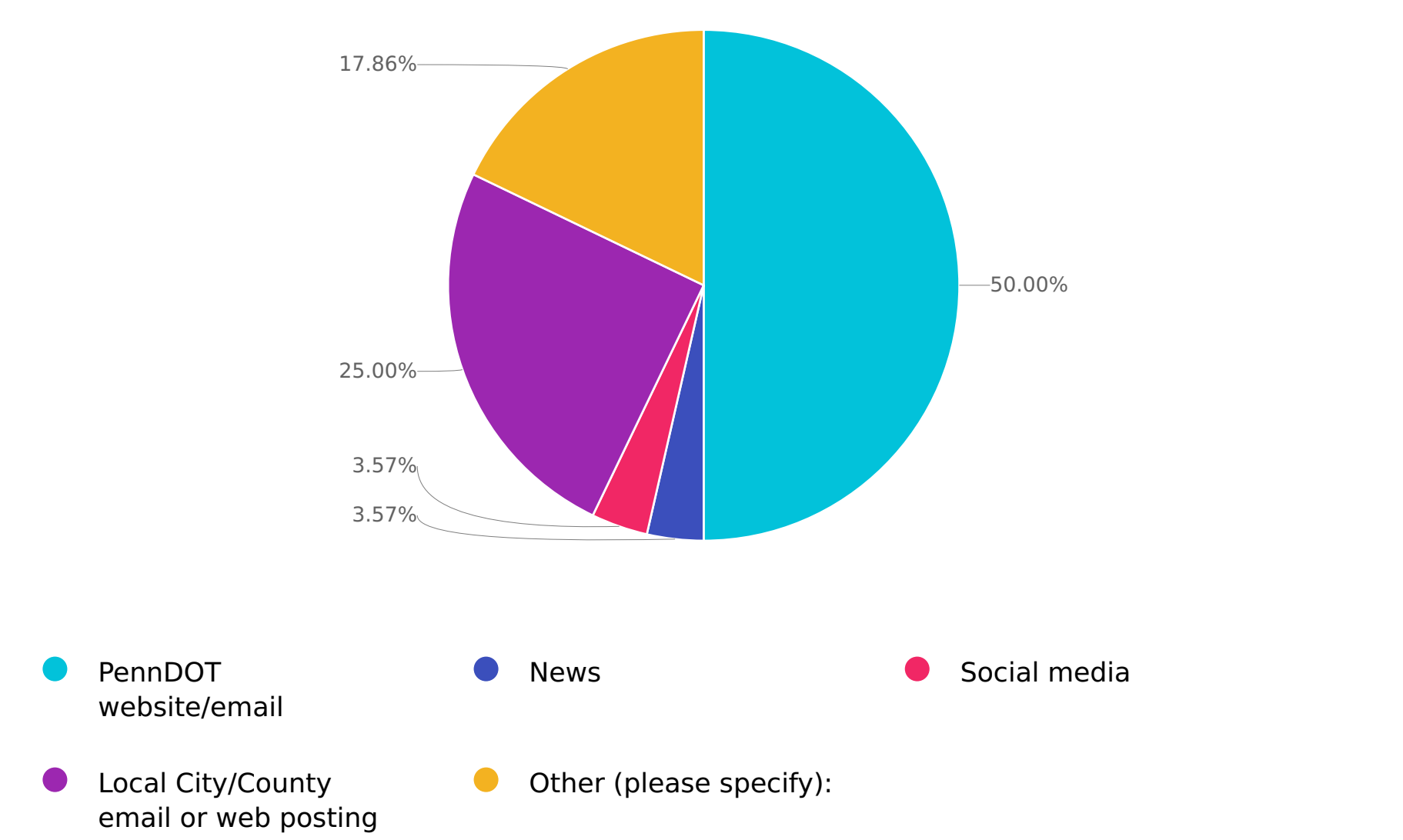
Other (please specify)

- 1. Emergency Management
- 2. User of the current 322 alignment
- 3. Traveler
- 4. Interested Student
- 5. Both a private property owner & elected official

6. Centre County Resident
7. Planning commissioner and Technical Committee member MPO
8. intersted citizen
9. CCMPO Tech Committee
10. Peer MPO staff, local resident
11. PA Citizen

How did you hear about the virtual meeting?

Answered: 28 Skipped: 0



Choices	Response percent	Response count
PennDOT website/email	50.00%	14
News	3.57%	1
Social media	3.57%	1
Local City/County email or web posting	25.00%	7
Other (please specify):	17.86%	5

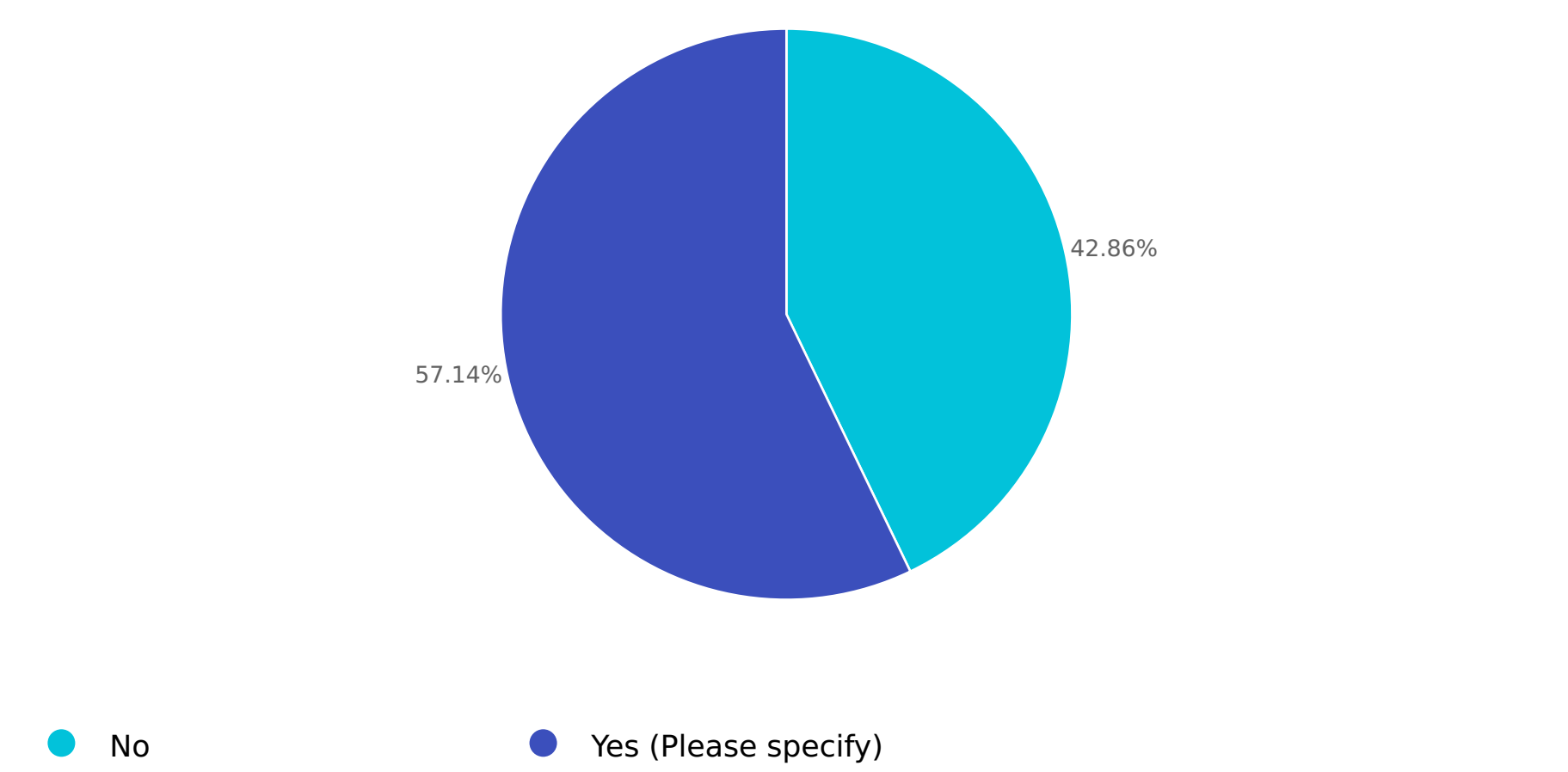
- Other (please specify):
- 1. MPO and State College Borough Transportation Commission Meetings
 - 2. friend
 - 3. email
 - 4. Neighbor

5. CRCOG

Q5

Do you live in the study area? If yes, please state the nearest roadway intersection(s).

Answered: 28 Skipped: 0



Choices	Response percent	Response count
No	42.86%	12
Yes (Please specify)	57.14%	16

Yes (Please specify)

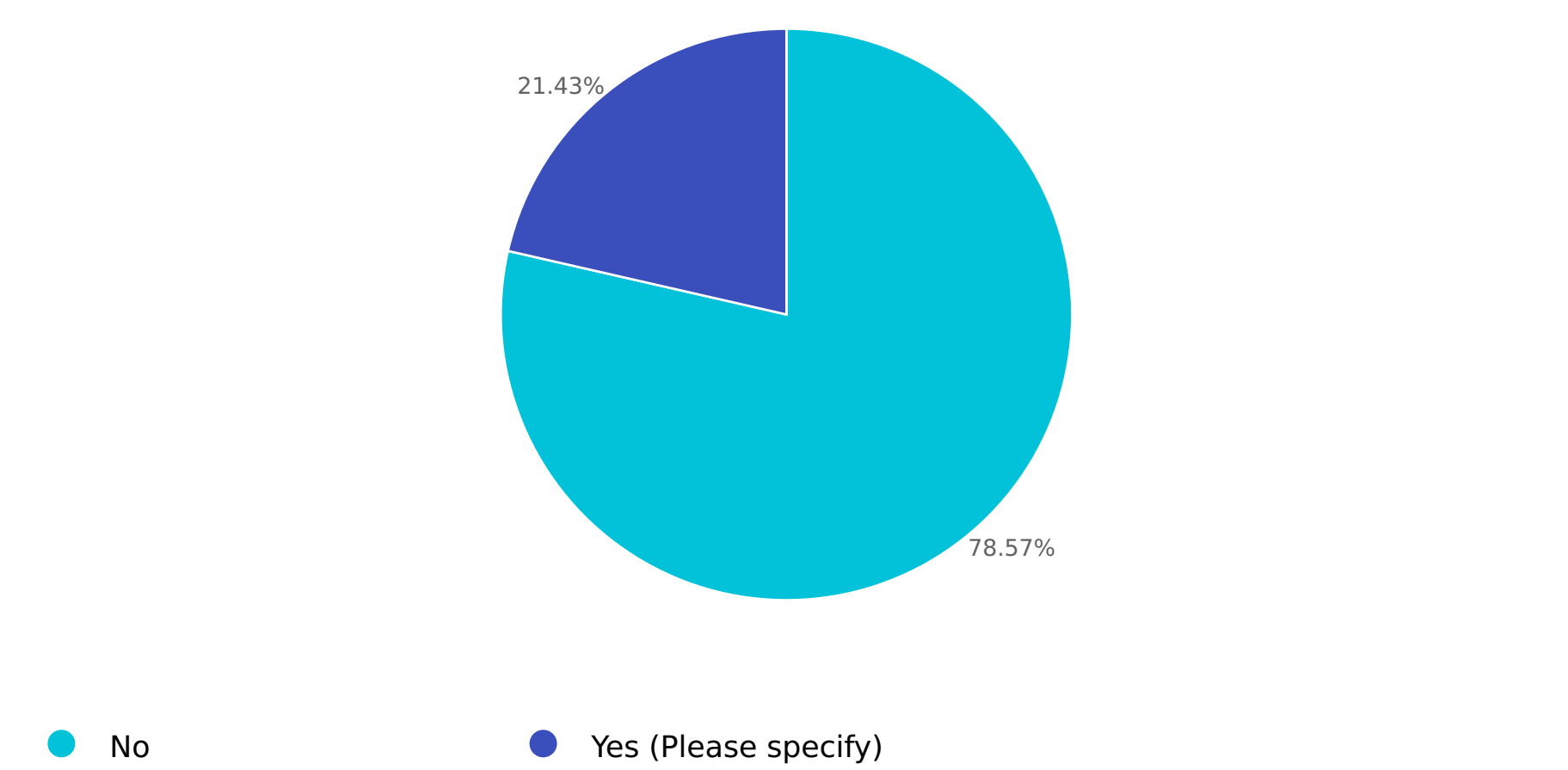
- 1. Tusseyville
- 2. Tusseyville Road
- 3. 45 & 144
- 4. On 322 near Tusseyville
- 5.
- 6. 322 + 26
- 7. Boalsburg - Route 45
- 8. 1590 Brush Valley Rd.
- 9. S Atherton/ Shingletown Rd
- 10. Potter Township
- 11. Colyer Lake Area

12. PA 45 & Willowbrook Drive
13. chestnut street and 144
14. Tusseyville area
15. US322/Bear Meadows Rd
16. Off Upper Georges Valley Rd on Studebaker Road

Q6

Do you work in the study area? If yes, please state the nearest roadway intersection(s).

Answered: 28 Skipped: 0



Choices	Response percent	Response count
No	78.57%	22
Yes (Please specify)	21.43%	6

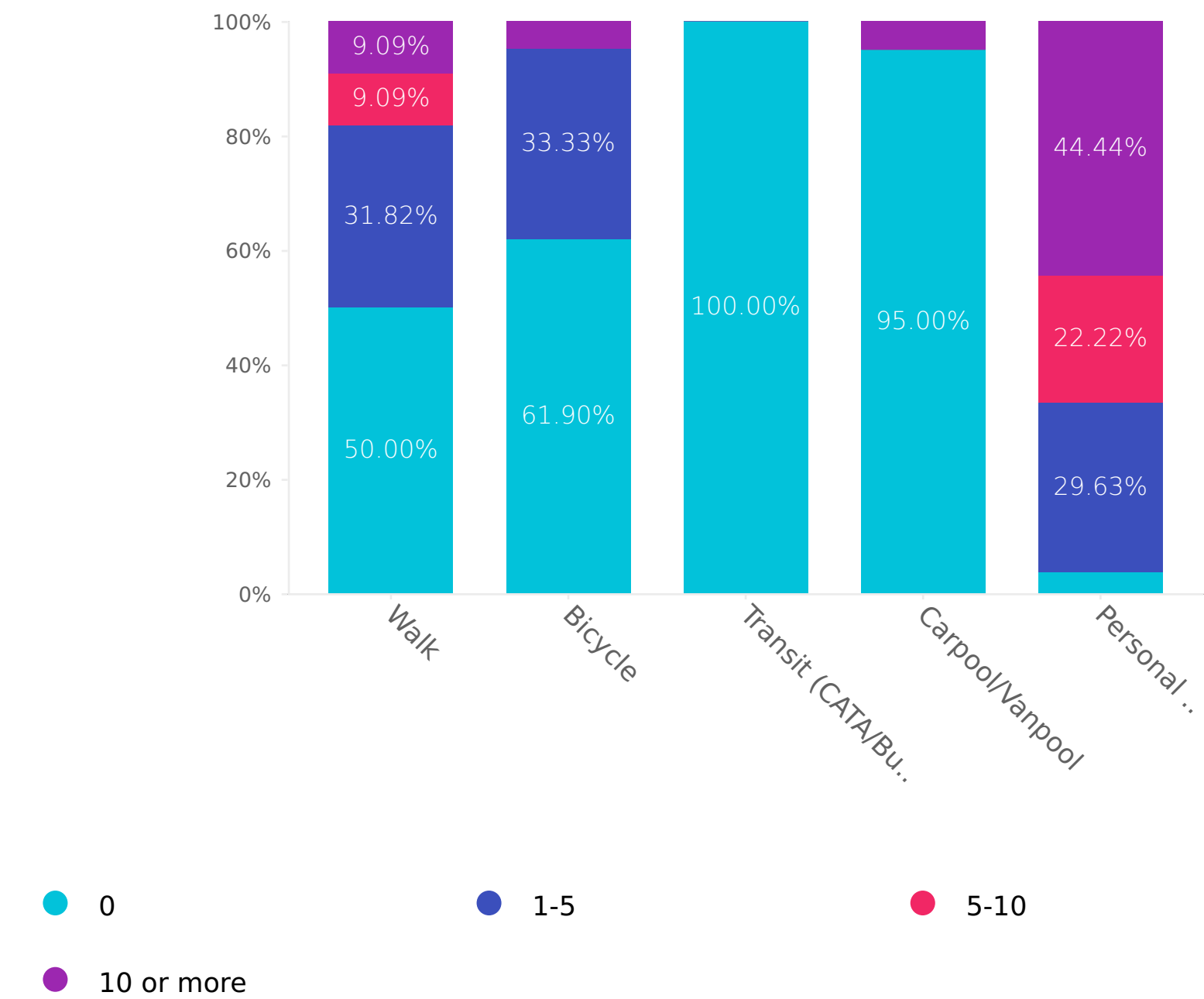
Yes (Please specify)

- 1. Currently working from home
- 2. Business on 322 near Tusseyville
- 3. Route 45 and Linden Hall Road
- 4. Boal Ave / Main St Boalsburg
- 5. US322/Bear Meadows Rd
- 6. Upper Georges Valley Road

Q7

How many times per week do you use the following transportation modes when traveling through the study area? If 'other', please write in the comment box below.

Answered: 28 Skipped: 0



Row	0	1-5	5-10	10 or more	Response count
Walk	50.00% (11)	31.82% (7)	9.09% (2)	9.09% (2)	22
Bicycle	61.90% (13)	33.33% (7)	0.00% (0)	4.76% (1)	21
Transit (CATA/Bus Service)	100.00% (19)	0.00% (0)	0.00% (0)	0.00% (0)	19
Carpool/Vanpool	95.00% (19)	0.00% (0)	0.00% (0)	5.00% (1)	20
Personal Vehicle	3.70% (1)	29.63% (8)	22.22% (6)	44.44% (12)	27
Comments:					7

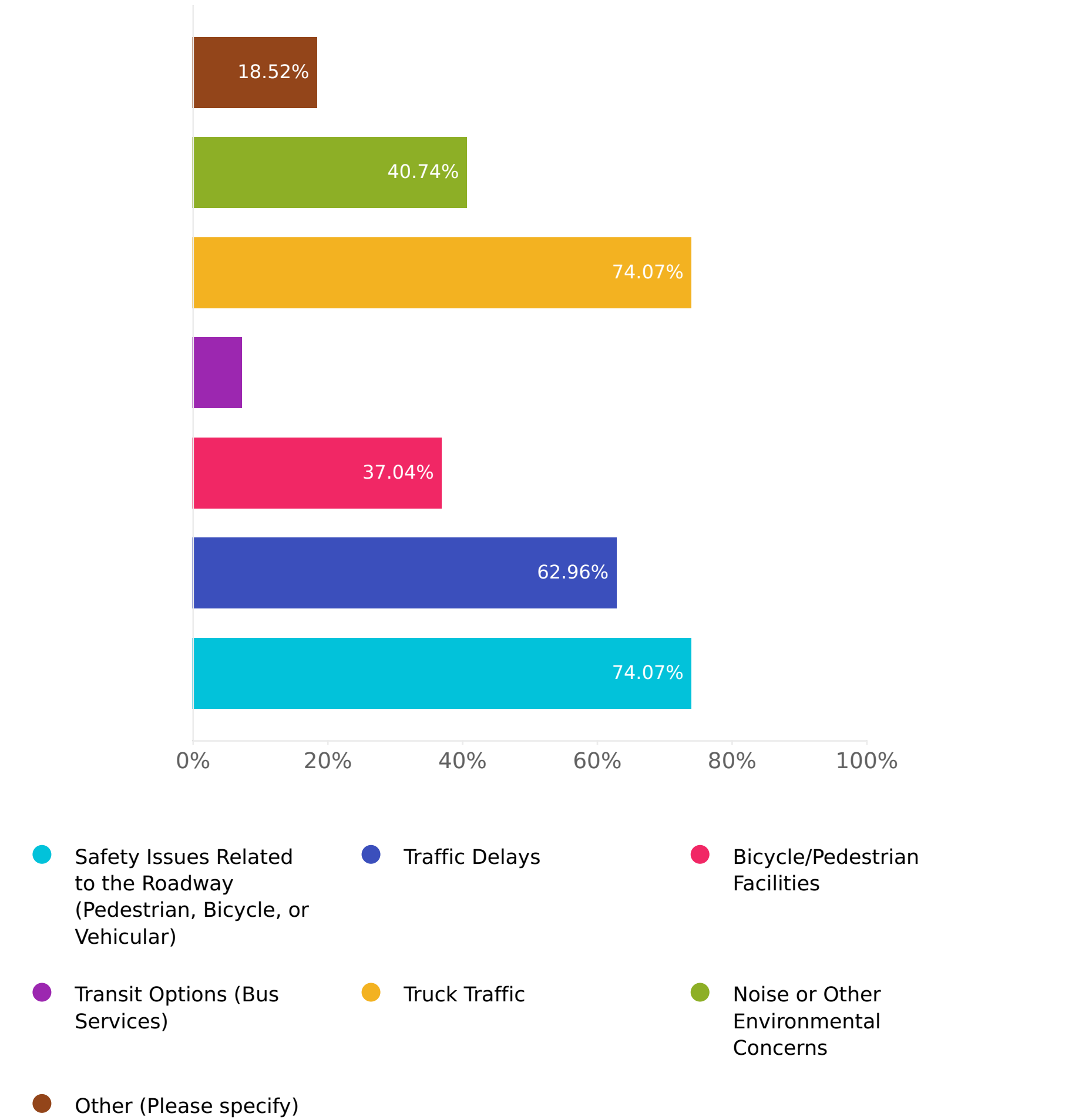
Comments:

1. I usually drive on PA 45 but there are times when the 322 corridor is preferable.
2. In addition to being a resident and a bicyclist, I have had a CDL for almost 50 years. I am very familiar with the issues facing transportation professionals.
3. The speed on route 45 needs to be addressed. Posted speed limits are not being followed. The intersections of 322 and Elk Road/Tussey Ski Mt. road and route 45 at the Willowbrook/Rockey Ridge development is dangerous even with turning lanes.
4. Have noticed increased truck traffic on 45 which is concerning given the original design of sections of that roadway. Two way traffic on two lane portion of 322 with a speed limit of 55mph.
5. Daily commuter on portions of the 322 and 45 corridors
6. Studebaker Road is traveled by two families living off the road.
7. Occasionally pass through study area

Q8

What issues concern you along the roads within the study area? Select all that apply.

Answered: 27 Skipped: 1



Choices	Response percent	Response count
Safety Issues Related to the Roadway (Pedestrian, Bicycle, or Vehicular)	74.07%	20
Traffic Delays	62.96%	17
Bicycle/Pedestrian Facilities	37.04%	10
Transit Options (Bus Services)	7.41%	2
Truck Traffic	74.07%	20
Noise or Other Environmental Concerns	40.74%	11
Other (Please specify)	18.52%	5

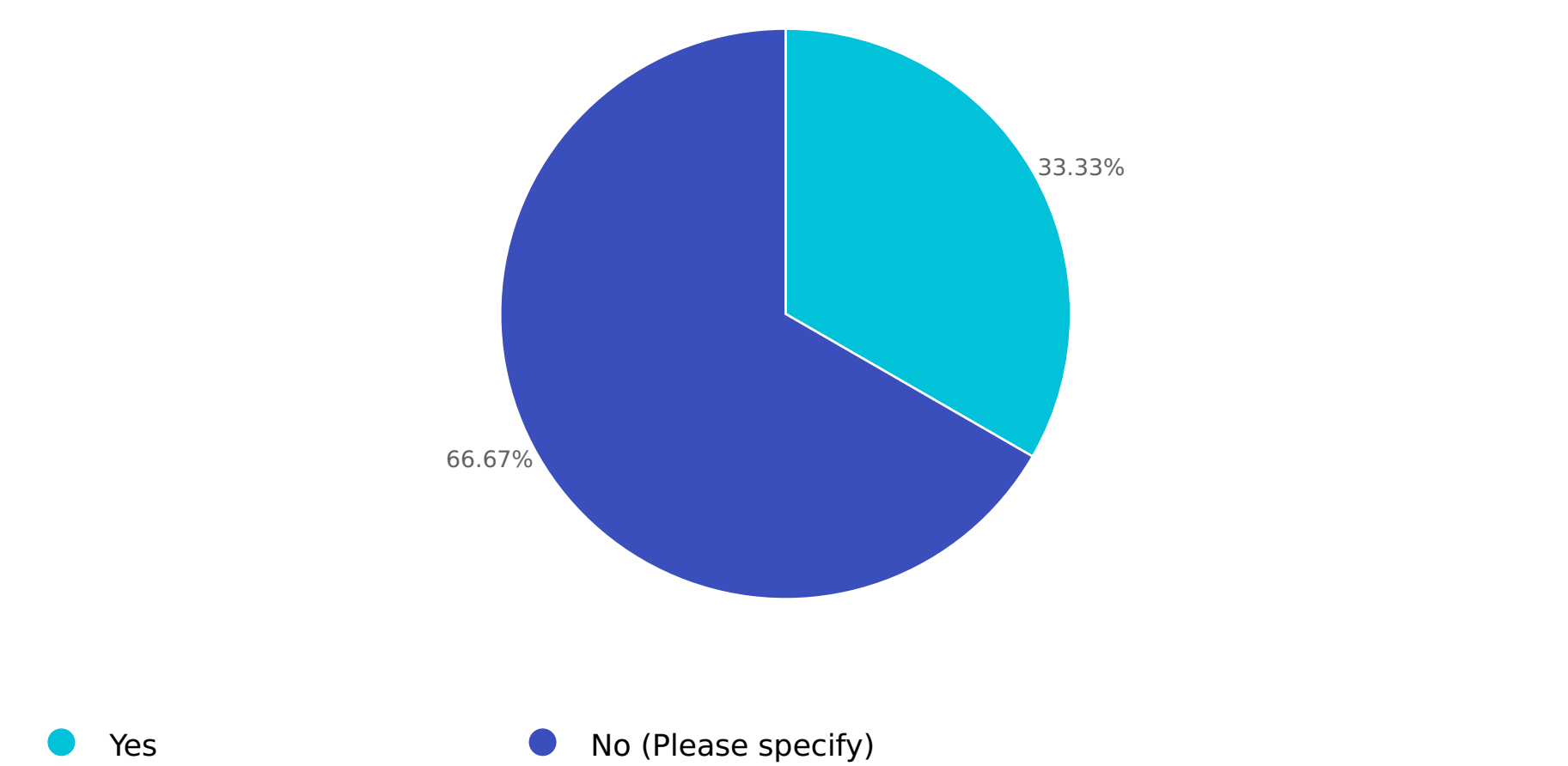
Other (Please specify)

- 1. Local access
- 2. 322 cross traffic crash opportunities
- 3. Safety on 322
- 4. Fear of being walked-over by property owners in State College to run rough-show over my land with a new road
- 5. Make 322 limited access

Q9

Do you feel that bicycle/pedestrian routes to the schools within the study area are safe? If no, please explain.

Answered: 24 Skipped: 4



Choices	Response percent	Response count
Yes	33.33%	8
No (Please specify)	66.67%	16

No (Please specify)

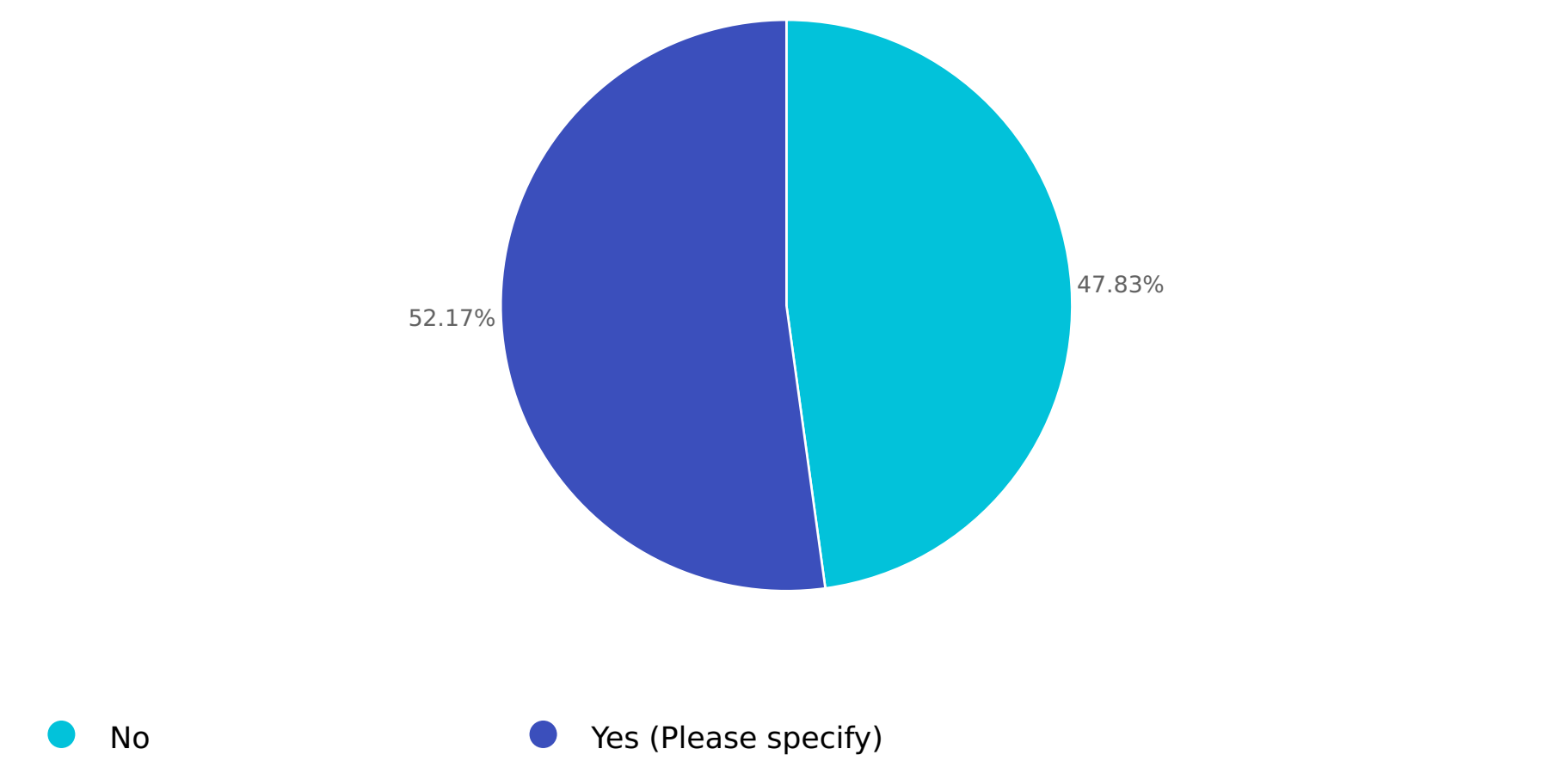
1. I only know of the Centre Hall school in the study area and the current bicycle/pedestrian routes are as safe as practicable.
2. Not enough shared-use paths or protected bike lane facilities
3. too dangerous by bike
4. Sharing bicycle with car traffic is unavoidable.
- 5.
6. No Bike Paths or Rural Roads Unsafe
7. Most of the dedicated pedestrian & cycling routes in the state college area go perpendicular to the direction desired.
8. The volume and speed of traffic is not safe for bicyclists..
9. Don't travel those areas well enough to comment
10. Upper Brush Valley Road between Linden Hall and Centre Hall needs a bike/walking/jogging path

11. I wouldn't let a child on mine ride a bike on any of the roads in the study area. Even when wide shoulders are present, drivers tend to wander....these roads are simply not safe for any non-adult rider (and some are not safe for any rider).
12. more extensive bicycle/pedestrian routes needed
13. too much truck traffic with narrow shoulders
14. Great connections around the Warner Blvd Area, but connections to housing areas along 45 and 322 corridors to south and east not as inviting
- 15.
16. too much traffic

Q10

Do you feel that traffic from non-traditional vehicles (farm equipment, horse & buggy, etc.) is an issue (safety or otherwise) within the study area? If yes, please explain.

Answered: 23 Skipped: 5



Choices	Response percent	Response count
No	47.83%	11
Yes (Please specify)	52.17%	12

Yes (Please specify)

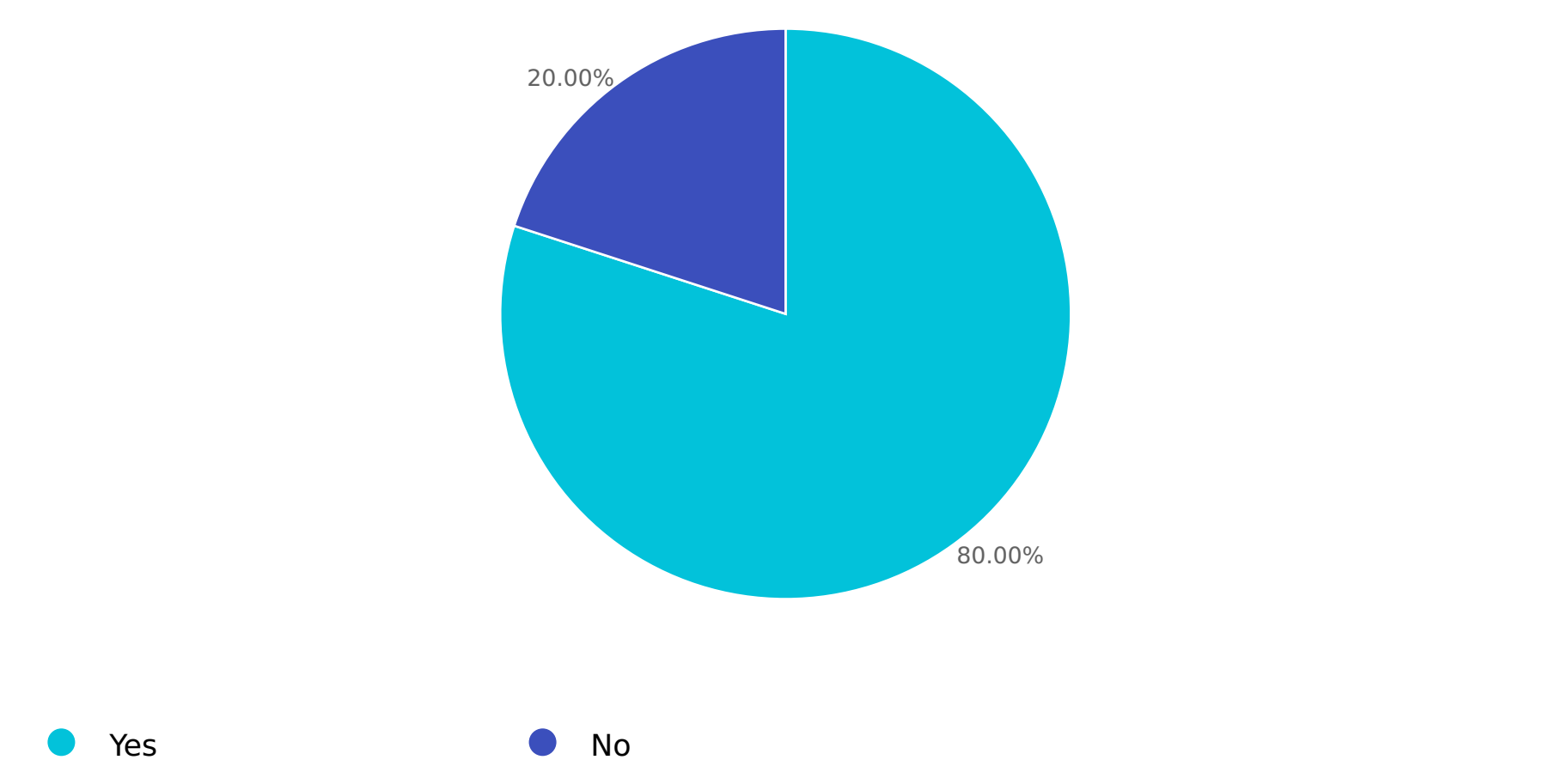
1. Slow Moving Vehicle traffic and bus stops cause accidents or near misses on daily basis. in study area
2. Slow moving vehicles on PA 45 do not disturb me (I am patient) but I observe frequent unsafe practices near slow moving vehicles.
3. tractors
4. Hills create blind spots as well as not having adequate shoulders create real safety issues.
5. Lots of non-vehicle traffic.
6.
7. farm equipment uses Brush Valley Rd. every day, especially during planting & harvesting times
8. Farm equipment mostly becasue it cannot get further to the side of the road to pass.

9. Unless current roads are going to remain and be replaced there will be nowhere for those modes of traffic to go ! to
10. These vehicles are a hazard to the operator and riders...no because they are unsafe but drivers are.
11. 322 not so much, but 45 I have seen farm equipment nearly take out opposing traffic
12. Increasing Amish buggy traffic

Q11

Are there any roadways or intersections within the study area that are of particular concern to you? If yes, please state the location in the comment box below.

Answered: 26 Skipped: 2



Choices	Response percent	Response count
Yes	76.92%	20
No	19.23%	5
Location:		22

Location:

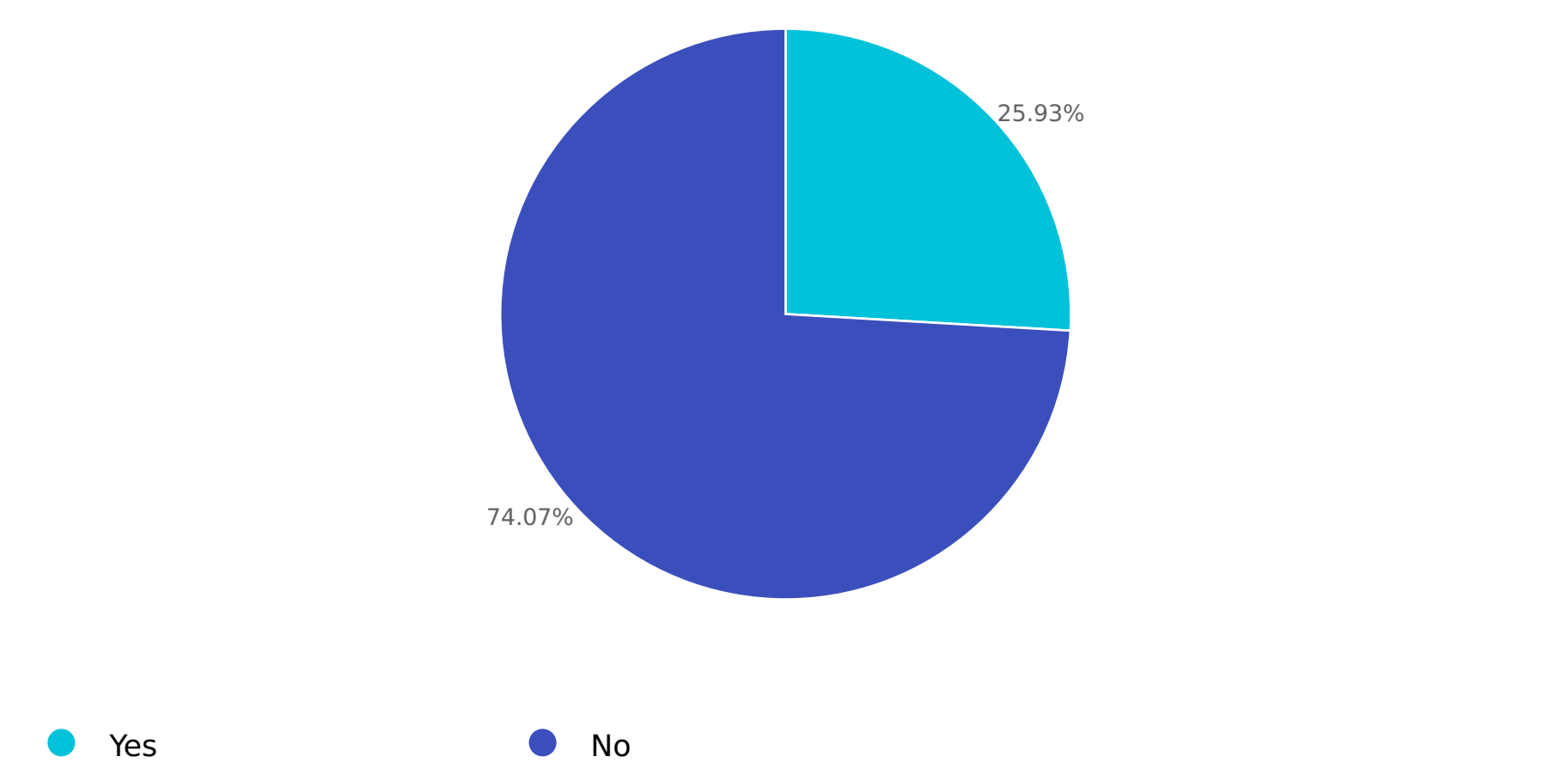
1. 322 between Boalsburg and new Potters Mills intersection.
2. Intersection between 322 and Tusseyville roads. I use this fairly often and the current alignment is fine with 2 lanes but anything wider would require significant alterations.
3. 144 between 26 and 45 seems unable to handle more traffic.
4. selfishly any new rt322 realignments that may impact me. Also mixed (farm implements and buggy) traffic on rt 45 and 192.
5. Rt 192 & 144
6. House on 322
7. Bear Meadows Road/Country Club Road and 322, all commercial business entrances onto 322 and most local road intersections with 322.

8. Intersection of Rt. 45 and Linden Hall Road. Concern that limited access Rt. 322 will increase traffic on Rt. 45 and make it more difficult to access Rt. 45 from Linden Hall Road.
9. Route 144, especially as it crosses Nittany Mountain.
10. 322/45 intersections Potters mills 7 mountain access
11. Mentioned above - 322 and the Tussey Ski Mt and Elk Road (golf course) intersections for the Kaywood Development and the Willowbrook/Rockey Ridge Developments.
12. Linden Hall Rd. & rt. 45.
13. Bear Meadows Road and 322
14. Need Road Diet / lower speeds on Boal Ave Cross traffic (near Harley D) 322 commercial strip Route 45 speed limits reduction/enforcement ... due to rapid residential development
15. Route 45 is approaching a level as dangerous as 322 has been for years.
16. Taylor Hill Rd and 322, Churchill Rd and 322
17. US-322 and PA-45 Intersection
18. 322 between Boalsburg and Potters Mills is a safety hazard with the volume of traffic, trucks, speed and rolling terrain
19. Potters mills from 144 to 322 headed to State College. Visibility of the new merge there coming out of the potters mills gap project. Honestly could just be people need to get used to it, but was almost side swiped twice in the week it was open
20. RT 322 Boalsburg to Potters Mills is extremely dangerous.
21. US322/Bear Meadows Rd
22. Bible Road

Q12

Based on the environmental mapping presented at today’s meeting, did you notice any resource or feature of concern that is missing from our maps?

Answered: 27 Skipped: 1



Choices	Response percent	Response count
Yes	25.93%	7
No	74.07%	20
Please specify:		8

Please specify:

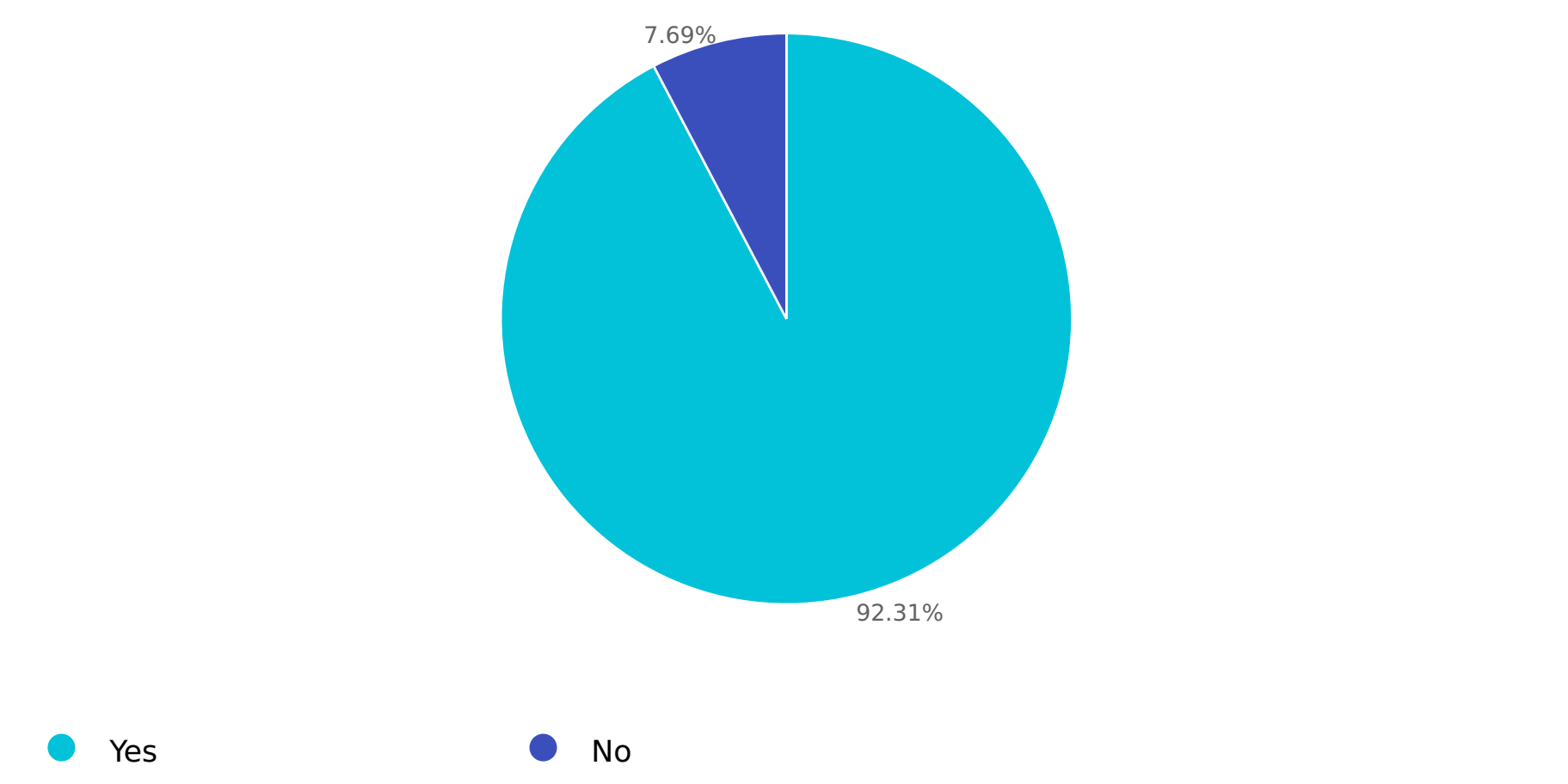
1. Current and future bike facilities, especially the proposed Penn's Valley Rail Trail:
<https://centrecountypa.gov/DocumentCenter/View/2818/A---FULL-PVRT-FINAL-REPORT-with-APPENDIX?bidId=>
2. It is hard to see where the current building are.
3. You have done an OUTSTANDING job of researching, organizing and documenting the issues.
4. The wetlands by Fasick Park.
5. Preserved farmland & historic districts.

6. Yes...Upper Brush Valley Road is missing. 2004 the stream in Black Hawk Gap was submitted to the United States Board of Geographic Names of the U.S. Geological Survey to be named—BLACK HAWK GAP RUN They approved the name in 2004 and it was presented to Spring and Potter Townships for approval. Head end latitude 40° 50° 19° N longitude 77° 43° 32° W Mouth end latitude 40° 49° 49 N longitude 77° 43° 03° W
7. Harvest Fields church and park areas missing from map
8. In Boalsburg, a planned Township Park and Calvary Church are missing. They are adjacent to each other along Discovery Drive. The Calvary Church property is very large and includes a sports field, frisbee golf course and developed mountain bike trail that are all open to the public.

Q13

Was the information presented comprehensive, clear, and concise?

Answered: 26 Skipped: 2



Choices	Response percent	Response count
Yes	92.31%	24
No	7.69%	2

Please provide any additional comments or thoughts about the virtual meeting that you'd like to share with us.

Answered: 22 Skipped: 6

1. Public Safety is my primary concern. Having responded to numerous fatal accidents on this section of roadway over the past 30+ years I am concerned that emergency responders, especially volunteer Fire and EMS are not involved with study and design. It is my goal to keep them informed during each phase of the process. Thank you for the virtual meeting.
2. Questions left blank did not seem to have an obvious response for me.
3. The existing 322 corridor is the best alignment even if it requires elevation to allow traffic to flow under the main road. A frontage road may alleviate some of the problems although it would require significant changes to existing structures and commercial enterprises.
4. As Turnpike tolls rise in the coming decades, more and more traffic may be cutting through Centre Hall on 144 to avoid the Turnpike between Harrisburg and Erie or Youngstown. Completing 322 to Boalsburg will probably not serve people headed for 80 Westbound.
5. Please consider right-of-way acquisition and construction of the Penn's Valley Rail Trail, which parallels PA 45 as a multimodal part of this project:
<https://centrecountypa.gov/DocumentCenter/View/2818/A---FULL-PVRT-FINAL-REPORT-with-APPENDIX?bidId=>
6. The maps need to be cleaned up. 1.) There is a Linden Hall tag that is not near the actual site of Linden Hall and it appears on almost all of the maps, look at the 'Above Ground Historical' and compare the tag with box #9. 2.) the Municipal boundaries are over emphasized and confusing. 3.) There are two versions of the Natural Resources 'G' map. One has much more Natural Heritage Area than the other. 4.) Could you make the satellite image easier to see? Trying to look for routes that minimize impact to existing buildings, etc. will be easier if they are a little more vivid. 5.) Thanks for bringing the bicycle problem in right at the beginning. We have opportunities to develop old rail lines for bikes and this study may help raise acceptance for future bike trails. 6.) I hope the study can approach the problem of adding various feeder roads to the arterial highway from Potters Mills to Centre Region. I would like to see planning for a road that starts on Rt 192 East of Centre Hall, goes southwest and picks up Route 45 traffic east of Old Fort and takes that traffic over to the new 322 road. It doesn't need to be built yet, but if we could identify the location now and then guide future development with that new route in mind, we will save a lot of future headaches as the area grows.
7. Would have loved to hear more about an estimated timeline for the entire project. If I'm going to lose my house to widening the existing road, will it be in 2 years, 5 years, 20 years? I'm sure that will be discussed in the future, I'm just getting antsy :-). Thanks for all your hard work on the study!
8. At this stage this was an amazing format. In upcoming phases I can see the need for live interactive meetings. At a minimum a live "Zoom" meeting but ideally in-person. Another virtual meeting like this one a week before a live meeting would be useful for all parties to prepare.
9. Linden Hall is mis-labeled on all of the maps. Label is 1 or 2 miles east of actual location of village.
10. Address the problems that would let truck traffic use 144 between Potters Mills and I-99 at Pleasant Gap. Not only would this address the immediate issues on 144, but it would also address the worst of the pressure and conflicts on 322. The shortest distance between Potters Mills to I-99 is via 144. Diverting regional truck traffic away from the most congested part in the study area solves two problems at once.

11. What follow ups on the study can I expect to be made aware of
12. Keep up the good work and please continue to be transparent with the study. We were in the original study almost 20 years ago and one of the final options was to displace our house; so, we have concerns this time around.
13. Having been involved 10 year ago in the SCCTS, I hope this attempt is more transparent & objective.
14. I have some questions, comments and observations I'll be submitting via email to Dean Ball. Please incorporate those with this response when you reply and respond to them. Thanks for your efforts .
15. I did not hear any audio when I viewed the individual graphics explains that phase of the study. Thank you
16. I would prefer to see an elevated highway through this area that disrupts private land owners as little as possible.
17. n/a
18. I know residences and businesses have been added to the Rt 322 corridor and this needs to be considered. Please use the useful information gathered during the initial costly study conducted 10 years ago. Don't reinvent the wheel.
19. The governor's announcement emphasized access to State College from afar. I think it mentioned football traffic. This study seems to be focused on traffic within the region itself, not access. It is obvious that any connector providing access from Harrisburg to Interstate 80 will become a high-speed diesel raceway. That will not be in the best interest of the State College area.
20. Complex commuter patterns. 45 and 322 corridors both serve as major routes to jobs within the State College area from residents in outlying areas. Additionally, Hanover Foods on 45 corridor may serve as a destination for regional freight, and has a medium size workforce (~140), with many employees commuting from Mifflin County. Notable oversize freight traffic on 45 corridor - prefab housing from manufacturers east of area destined to other regions.
21. I was not able to attend the online meeting, but have a fear that a road which should go through Rothrock State Forest land as a nearly "at-grade road, will, instead traverse across great farm land and ruin a mountain (Egg Hill) at great cost. I'm happy to share these concerns with PennDoT
22. US 322 should be limited access within this area (preferred interstate design). It would complete the roadway network within the area. It would also remove through traffic from the local roadway network thereby greatly decreasing traffic especially truck traffic.

From: Information redacted.

Sent: Monday, November 2, 2020 3:21 PM

To: Ball, Dean D <deball@pa.gov>

Subject: [External] Today's online comments for 10/28 SCAC Virtual Meeting

ATTENTION: *This email message is from an external sender. Do not open links or attachments from unknown sources. To report suspicious email, forward the message as an attachment to CWOPA_SPAM@pa.gov.*

Dear Dean,

Please incorporate the contents of this emails questions, comments and reactions to add to those included with the subject matter form sent to you approx 2PM this afternoon ... Many Thanks GJ

My first question has to do with the legitimacy of using this virtual session and referring to it as a "public meeting" . I'm not sure of the legal definition of the term, but I submit that this format is devoid of multiple elements of any other public meeting I've ever attended and I don't view it as an acceptable substitute.

I was disappointed in the lack of new information.

Everything I saw while clicking through was part of information reported in Spring to us during an MPO Tech committee Zoom session.

It was four or five months ago and there's nothing new that should be part of reporting out to the public ?

What are the plans for providing transparency to the data behind the white boards?

I was hoping this format was in place because data rooms were going to be available in the background.

We all know "the devil is in the details" and this is especially true as it relates to the analysis behind the "safety board" and results that came from the study showing detail of intersections, segments and sites the study recommends for improvements.

Details are also critically important regarding Origin / Destination data. The predominance of O&D from route 80, 81, 76 and 99 and the to and from quadrant to quadrant locations needs to be the primary input to the highway relocation decision flowchart. One can only hope that minds are open to routings that result in regional and long haul truck traffic being diverted away from already busy University Park area roadways.

I would like to put out there for consideration that we think about the option of not spending this money on a roadway expansion, but taking earmarked funds and making them available to transit and trucking companies to cover costs of turnpike tolls. By utilizing already under traveled superhighways of 76 and 99 we would save significant construction materials and resources, protect the local environment and allow current roadway configurations relief from the levels of congestion that this endeavour is based upon.

When can participants in this virtual meeting expect responses to their submitted questions ? When can I expect visibility to the questions and answers provided by and in response to the balance of those in virtual attendance ? A critical component of a real public meeting is that it provides a forum for exchange of ideas and concepts where everyone, including the presenters , organizers and decision makers benefit from hearing what the collective has to say. There is opportunity to evaluate and gauge the scope of alternatives and for everyone to get a sense of the degree of harmony or discord surrounding key issues. As we get only slightly further into this process we will not be able to do without public meetings in their traditional form .

And I refer back to my opening question of whether it's even legal to try ?

Respectfully submitted

Cole, Lori

From: Ball, Dean D <deball@pa.gov>
Sent: Thursday, November 5, 2020 10:43 AM
To: Cole, Lori; James, Kevin E
Cc: Murnyack, Eric J
Subject: [EXTERNAL] FW: [External] FW: State College corridor historic site
Attachments: old bridge.jpg; SAM_0294_edited-1-1.JPG; SAM_0295_edited-1-1.JPG

This is near Dogtown Road off of 322, don't think this is mapped as an historic structure

Dean D. Ball, P.E. | Assistant District Engineer - Design
PA Department of Transportation | Engineering District 2-0
70 PennDOT Drive | Clearfield, PA 16830
Phone: 814.765.0439

From: Laird, Marcella <mlaird@crcog.net>
Sent: Thursday, November 5, 2020 8:57 AM
To: Ball, Dean D <deball@pa.gov>
Cc: Zilla, Tom <tzilla@crcog.net>
Subject: [External] FW: State College corridor historic site

ATTENTION: This email message is from an external sender. Do not open links or attachments from unknown sources. To report suspicious email, forward the message as an attachment to CWOPA_SPAM@pa.gov.

Hi, Dean:

Mr. Darr asked that I pass these photos along to you. Please see his message below.

Thanks,

Marcella Laird

Office Manager

Centre Regional Planning Agency
2643 Gateway Drive, Suite 4
State College, PA 16801
814-231-3050

From: Allan Darr <allandarr@gmail.com>
Sent: Wednesday, November 4, 2020 7:45 PM
To: Laird, Marcella <mlaird@crcog.net>
Subject: Fwd: State College corridor historic site

Hi Marcella

I sent this to Dean but it bounced. Probably due to the attachments. Would you please forward this to him?

Thanks

----- Forwarded message -----

From: **Allan Darr**

Date: Tue, Nov 3, 2020, 4:34 PM

Subject: State College corridor historic site

To: <deball@penndot.gov>

Hello Dean

Marcella suggested that you might enjoy these photos of the historic bridge that I restored on our property (2454 General Potter highway...across from Pets Come first). The first photo is when it was in service in the 1920s. The 2nd photo is my restoration. The 3rd is the original builders plaque.

The bridge was part of the main artery from Lewistown to State College from 1904 until the late 1930s when FDR's stimulus plan moved it to its current location. It was built in 1904 by the York Bridge Company. The original superstructure is still in daily use today. I've replaced the decking and some supporting I beams. All the hand cut stone remains intact.

Please stop by anytime to inspect it. It's believed the the white house next door had been an old log home that was also a toll house. I'll forward an older CDT article once I find it.

Please let me know who to contact to get this information for your project.

Thanks



Alan Darr, of Centre Hall, submitted these photos of his bridge on the Old Lewistown Pike a century ago, top, and today, above. The bridge was built by the York Bridge Co. in 1904, as the plaque shows, below.

Bridge keeps neighbors connected

SHARE OUR HERITAGE

Readers can contribute to the "Share our heritage" series by sharing their own photos. Just drop off or mail copies of the photos to Centre Daily Times, 3400 E. College Ave., State College, PA 16801 or e-mail them to cdtphoto@centredaily.com. Provide as much caption information as you can.

Each Monday, the Centre Daily Times will publish an installment in a new series, "Share our heritage," featuring photos from Centre County's past. Today's photos were submitted by Alan Darr, of Centre Hall, who wrote: "I'd like to share my photos of my bridge for the Old Lewistown Pike. The first photo is probably circa 1910-1920. This bridge was built in 1904 by the York Bridge Co. — as shown by the photo of the plaque. For reference, Henry Ford introduced the Ford Model T in 1908.

"The bridge was decommissioned in the mid-1930s with our first federal stimulus package (FDR/Great Depression) when the highway was moved just north to the current (U.S. Route) 322 location. When I bought our home, we owned just the south half of the bridge. The other two quarters of the bridge were owned by Lois Rimmey and Mart (Rimmey) and Gil Ralston.

"For decades, the old pike connected consecutive properties owned by the Rimmey family — John and Lois; Gil and Mart (Rimmey) Ralston; Doug and Belinda Rimmey; Ralph and Clara Rimmey and Paul and Jane (Rimmey) Rishel). Mark and Kim Rimmey now own the John Rimmey farm and Andrew and Brandi (Rimmey) Lewis live on the Rishel farm.

"The bridge was no more than the stone piers and the rusted beams. I cleared the



area of brush, cut locust trees, had them sawed into beams and planks and re-decked the bridge. Eventually, I was able to purchase the other parcels and own the whole bridge.

"The bridge is now used on a private basis daily and has regularly supported loads of 7 tons. A lumber truck once crossed it by accident and it withstood the load of 33,000 pounds! It spans 54 feet across Sinking Creek and has not ever been submerged due to flooding to my knowledge (although the flood of Jan(uary) 1997 got within two feet of the beams. This bridge is visible from the current (Route) 322 East, just across from the SPCA."

