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

pennsylvania
DEPARTMENT OF TRANSPORTATION

U.S. Department of Transportation
Federal Highway Administration

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Overview

The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), hosted a two-day open house 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.

The open house public meeting was held to introduce the PEL Study process, present the range of alternatives, discuss the screening process and preliminary results, and solicit public feedback. The meetings were hosted on September 22 and September 23, 2021, from 1 P.M. to 8 P.M. at the Wyndham Garden - State College, Mountain View Ballroom, at 310 Elks Club Road in Boalsburg, PA. Meeting materials were made available on the study website (www.PennDOT.gov/SCAC) on September 4, 2021 and open to public comment from September 5, 2021 to October 7, 2021.

This report documents the open house public meeting notification process, meeting contents, and comments received with associated responses.

Meeting Notification and Advertisement

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

Project Newsletter

A project newsletter was developed in August 2021 to provide information about the Purpose and Need, the PEL & NEPA process, and to provide a summary of the virtual public meeting held in Fall 2020. The newsletter included information about the Online Environmental Data Mapping Tool available at the study website that would allow the public to view environmental data that would provide a foundation for developing future alternatives. The dates and times for the upcoming two-day open house public meeting were included in the project newsletter. The project newsletter was distributed at the Grange Fair, through outreach to the Amish Communities, and at the open house public meeting. A copy of the SCAC project newsletter is found in **Appendix A**.

Grange Fair

In an effort to notify a larger, diverse audience, the first official public notification of the scheduled SCAC open house public meeting was a booth at the Grange Fair. The Grange

Fair, located in Centre Hall, operated daily from August 20 to August 28, 2021. The SCAC PEL Study team attendance at the Grange Fair was advertised via tweets on PennDOT's 511PAStateCollege Twitter account beginning on August 17, 2021. **Figure 1** shows an example of a tweet issued for the Grange Fair booth. PennDOT also posted a press release on August 17, 2021, to advertise details of the booth at the Grange Fair. Additional PennDOT twitter posts and the press release are found in **Appendix B**.

The focus of the SCAC study booth was to provide information on the overall PEL study, advertise the two-day open house public meeting, and obtain contact information from the public to provide future study notifications. **Figure 2** shows the booth which was staffed daily with PennDOT and/or study consultant team members on weekdays from 4:00 PM to 7:00 PM and weekends from 2:00 PM to 7:00 PM. The fair booth was located in the Commercial Exhibit Barn 11 (**Figure 3**) at the Grange Fair.

In addition to the SCAC project newsletter (**Appendix A**), the following materials were presented at the booth and are found in **Appendix B**.

- SCAC Study Area Map
- QR Code Cards providing a direct link SCAC PEL Study website
- Open House Public Meeting Flyers
- Cards and drop box to provide contact information to be added to the study mailing list

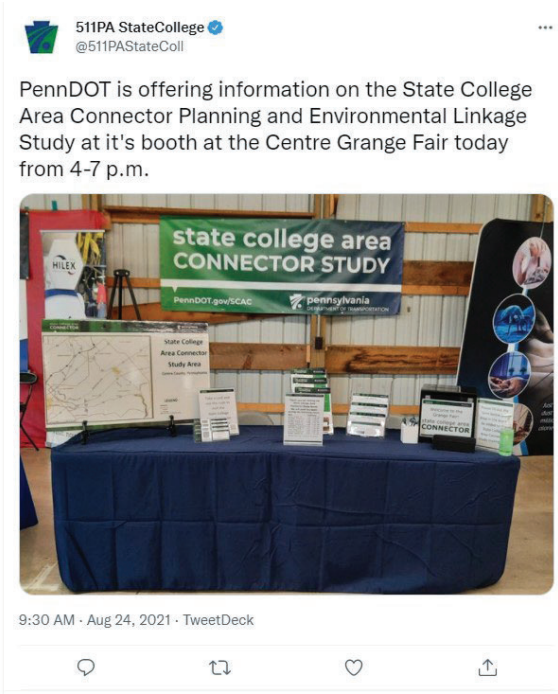


Figure 1 – PennDOT example Tweet for the SCAC Booth at the 2021 Grange Fair



Figure 2 – Photo of SCAC Booth at the 2021 Grange Fair

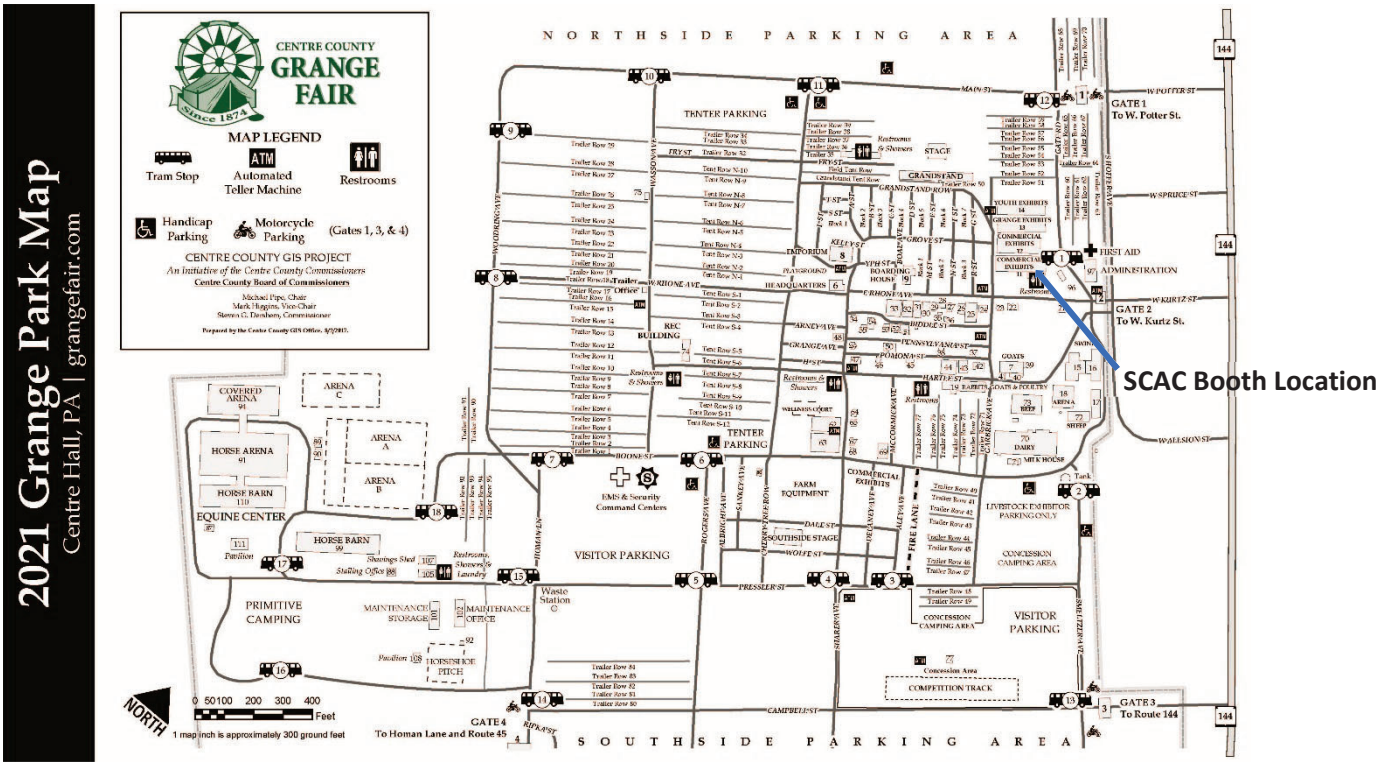


Figure 3 – 2021 Map of Grange Fair showing location of SCAC Booth

Agency Coordination Meeting

An Agency Coordination Meeting was held on August 25, 2021, to provide cooperating and participating agencies opportunity to review draft open house public meeting information and invite them to attend the meetings. The presentation which includes the invitation to the open house public meeting is in **Appendix C**.

Public Official Invitation and Meeting

A public officials premeeting was held at the Wyndham Garden State College on August 31, 2021 from 6:00 P.M. to 8:00 P.M. Letter invitations were sent via email to 21 public officials and government partners on August 24, 2021. The purpose of the public officials premeeting was to present the draft open house meeting materials for review and provide opportunity for questions and comments prior to the information being made available to the public. A presentation was provided to the officials that essentially depicted the draft exhibits which would be utilized at the September 2021 open house

public meeting. Select exhibits were also printed and displayed for more detailed review and discussion by the public officials. General concerns communicated during the meeting included traffic and safety concerns with the alternative corridors, and impacts to communities, agriculture, and natural resources. **Figures 4 and 5** show the public officials meeting presentation and discussion, respectively. An example of the letter invitation emailed to elected officials, meeting sign-in sheet, and copy of the presentation provided at the meeting are included in **Appendix D**.



Figure 4 – Public Officials Meeting Presentation



Figure 5 – Public Officials Meeting Discussion

Email Letter Invitations

Meeting invitations were sent via e-mail to 131 interested parties (e.g., property and business owners, etc.) from the study website mailing list and 47 elected and public officials. The invitations included the dates, times, and location for the open house public meetings. A copy of the invitations is included in **Appendix E**.

Open House Public Meeting Flyers

A flyer was developed to advertise the open house public meeting logistics, provide general study information, and study contact information. As previously mentioned, flyers were distributed at the Grange Fair and on September 16th to public places throughout the study area. These open house public meeting flyers were posted at municipal buildings, libraries, gas stations, and other locations. **Table 1** provides an overview of the 25 locations where flyers were posted. **Figures 6 and 7** show examples of where these flyers were located at the various businesses. A copy of the flyer is included in **Appendix F**.

Table 1 – Flyer Distribution Locations

Location	Address
American Legion Post 245	1950 Pine Hall Road, State College, PA 16801
American Legion Post 779	2928 Penns Valley Pike, Centre Hall, PA 16828
Apartment Complex Bulletin Board	135 W. High Street, Bellefonte, PA 16823
Bellefonte Intervalley Area Chamber of Commerce	320 W. High Street, Bellefonte, PA 16823
The Beaten Path Antique Shop	3585 Penns Valley Road, Spring Mills, PA 16875
Bellefonte YMCA	125 West High Street, Bellefonte, PA 16823
Centre County Library	200 North Allegheny Street, Bellefonte, PA 16823
Centre County Office	420 Holmes Street, Bellefonte PA 16823
Centre Hall Post Office	113 E. Church Street, Centre Hall, PA 16828
Cool Beans Bistro	141 W. High Street, Bellefonte, PA 16823
Gregg Township Office	106 School Street, Spring Mills, PA 16875
Harris Township Office	224 E. Main Street, Boalsburg, PA 16827
Harley-Davidson #1 Cycle Center	107 Yearicks Boulevard, Centre Hall, PA 16828
Homan's General Store	125 Old Fort Road, Spring Mills, PA 16875
My Buzz Café	325 W. High Street, Bellefonte, PA 16823
Penn Valley YMCA	115 West Streamside Place, Spring Mills, PA 16875
Spring Mills 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
Sheetz	10 Sheetz Drive, Reedsville, PA 17084
Sheetz	120 Southridge Plaza, State College, PA 16801
Snappy's	2892 Earlystown 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
Tait Farm Harvest Shop Nursery	179 Tait Road, Centre Hall, PA 16282



Figure 6 – Flyer posted at the Centre County Library.



Figure 7 – Flyer posted at the Apartment Complex Bulletin Board.

Outreach to the Amish Community

Targeted outreach was conducted with the local Amish community to provide notification of the open house public meetings. Three Amish church districts are located within the SCAC study area: West Penns Valley Church District, West Brush Valley Church District, and Nittany Valley Church District. Paper copies of the SCAC Newsletter and open house public meeting flyers were transmitted to each of the church districts on August 26, 2021. Copies of the transmittal letter providing the meeting materials for distribution are included in **Appendix G.** Multiple copies of the SCAC project newsletter and open house public meeting flyer were provide along with the letter. These materials are located in **Appendix A** and **Appendix F,** respectively.

Media Notification

The two-day open house public meeting was advertised with a display ad in the Lewistown Sentinel on Wednesday, September 8, 2021 and Monday, September 20, 2021. A display ad ran in the Centre Daily Times on Sunday, September 5, 2021. The Centre Daily Times also published an article on September 19, 2021 notifying the public of the upcoming meetings. **Appendix H** contains copies of the newspaper advertisements and the Centre Daily Times newspaper article.

PennDOT Social Media

An open house public meeting notification was posted on PennDOT's Facebook page and PennDOT District 2-0's Twitter account. The Facebook post on the PennDOT's page occurred on September 16, 2021, as shown in **Figure 8.** PennDOT also tweeted meeting announcements via their 511PAStateCollege account starting in mid-September. **Figure 9** shows an example of a meeting tweet issued for the SCAC open house public meeting.



Figure 9 – PennDOT Facebook Meeting Notification.



Figure 8 – PennDOT example Tweet for the open house public meeting.

Press Releases

As part of the public involvement process, official Press Releases were issued by PennDOT's Press Office on September 2, 2021 to announce an update to the project website as well as the dates and times for the open house public meetings, and on September 13, 2021 to announce details about the upcoming meetings. A reminder of the public meeting with meeting details was issued by PennDOT's Press Office on September 20, 2021. Press Releases were distributed to major media outlets in the Centre County region. Copies of the press releases are included in **Appendix I.**

Other Notification Efforts

Centre County Metropolitan Planning Organization (CCMPO) assisted with advertising the September public meetings. **Figure 10** depicts the announcement used by CCMPO in their advertising notifications. CCMPO emailed over 300 officials and members of the public via five 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

CCMPO posted the invitation on their website and Facebook page (**Appendix J**). Notifications were posted six times between September 9, 2021 and September 23, 2021.

People Reached: 1,350
Engagements (likes, comments, clicks): 45

The public meeting invitation was added as an agenda item for the CCMPO Technical and CCMPO Coordinating Committees. The invitation was also shared with the Centre County Planning and Community Development Office (CCPCDO).



Figure 10 – Open House Public Meeting Invitation posted by CCMPO

The Centre Region Council of Government posted notification for the open house public meeting on their website on September 9, 2021. Other notifications were made via social media posts by various interested parties (e.g., Harris Township Government, Centre County Historical Society, etc.) on Facebook and Twitter in mid-September prior to the meetings. These posts included information about the dates, times, and location of the open house public meeting. **Figure 11** shows an example social media notification on the Harris Township Government Facebook account. The additional notifications are found in **Appendix J**.

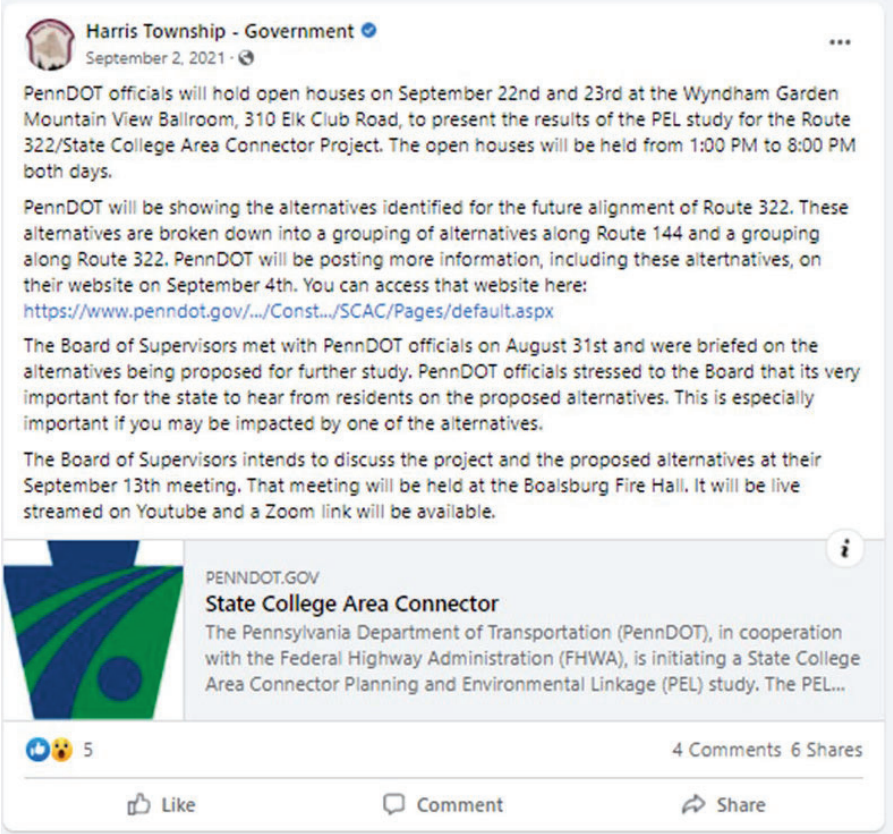


Figure 11 – Example Social Media Notification by Harris Township Government

Open House Public Meeting Overview

Upon arrival at open house public meetings, meeting participants were asked to sign in and collect handouts at the Welcome Station. Participants could then tour study informational displays, meet with the study team to ask questions, and make comments. Additionally, a computer station was provided for the public to view and overlay the SCAC environmental mapping with the proposed alternative corridors. No formal presentation was conducted at these meetings.



Figure 12 – Meeting room with informational displays.

Meeting Materials

Meeting Handouts

There were two specific handouts developed and made available at the open house public meeting. Prior to the meeting, these materials were uploaded to the study website for pre-review on September 4, 2021. The handouts were provided at the Welcome station. They included a State College Area Connector Fact Sheet and a Public Meeting Comment Card. The comment card could be left for inclusion in the meeting summary 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 K**.

Meeting Boards

There were 31 meeting boards and associated narratives that comprised the open house public meeting displays. Copies of the display boards and associated narratives are included in **Appendix L**.

Meeting Participation

A total of 859 participants signed in at the open house public meeting. **Figure 13** shows the general location of where the meeting participants reside based on information provided on the meeting sign in sheets. In summary, out of the 859 registered participants, 614 reside within SCAC study area. **Figures 14 and 15** show meeting participation at the digital mapping stations and display boards.

The second way to track meeting participation was to evaluate the number of times the public meeting information was accessed virtually on the study website. Based on website analytics, the study website and webpages were accessed a total of 27,721 times during the public comment period between September 5 and October 7, 2021 (**Figure 16**). Various pages on the study website were accessed during the comment period, including the September 2021 In-Person Public Meeting webpage (5,665 views), SCAC project webpage (5,458 views), and Project and Meeting Materials webpage (1,380 views).

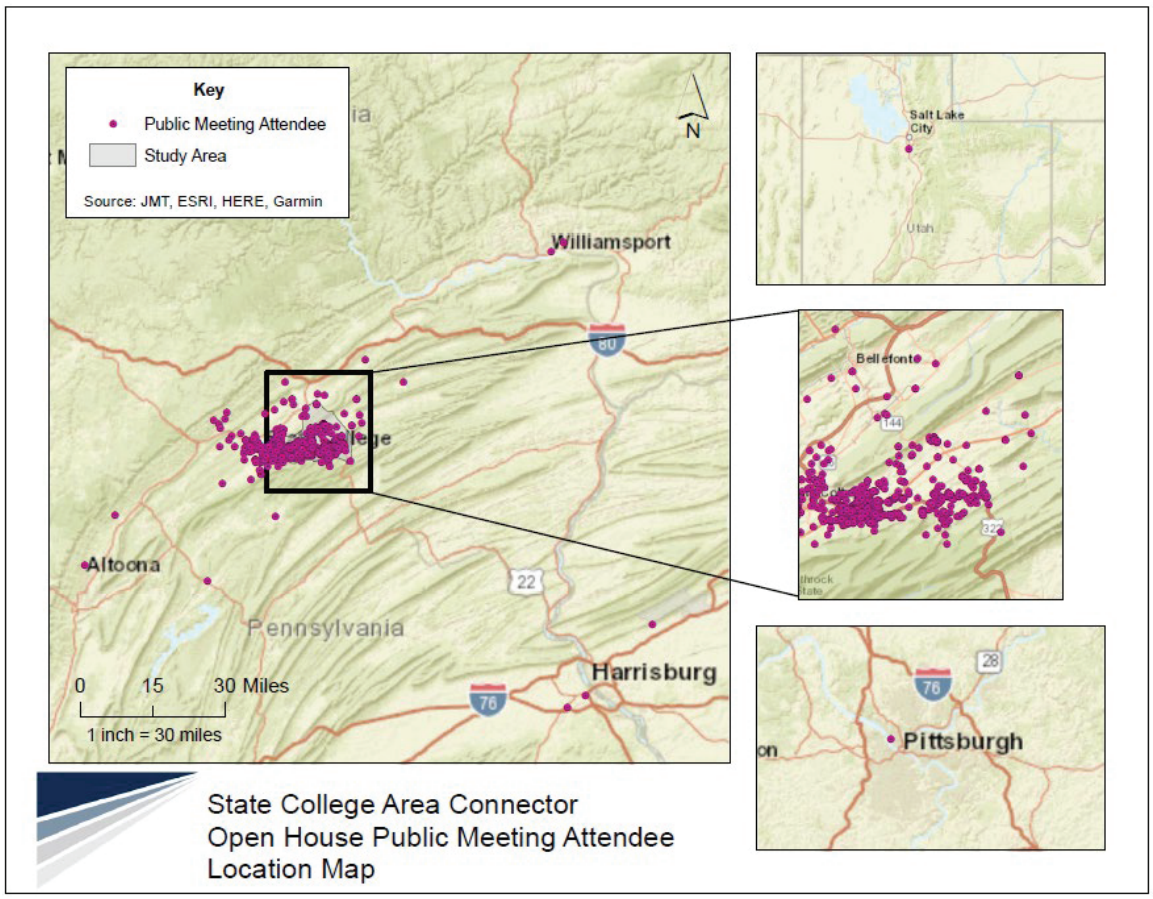


Figure 13 – Open House Public Meeting Attendee Location Map



Figure 14 – Computer station to show digital mapping.



Figure 15 – Meeting participants discussing display boards with a meeting official.

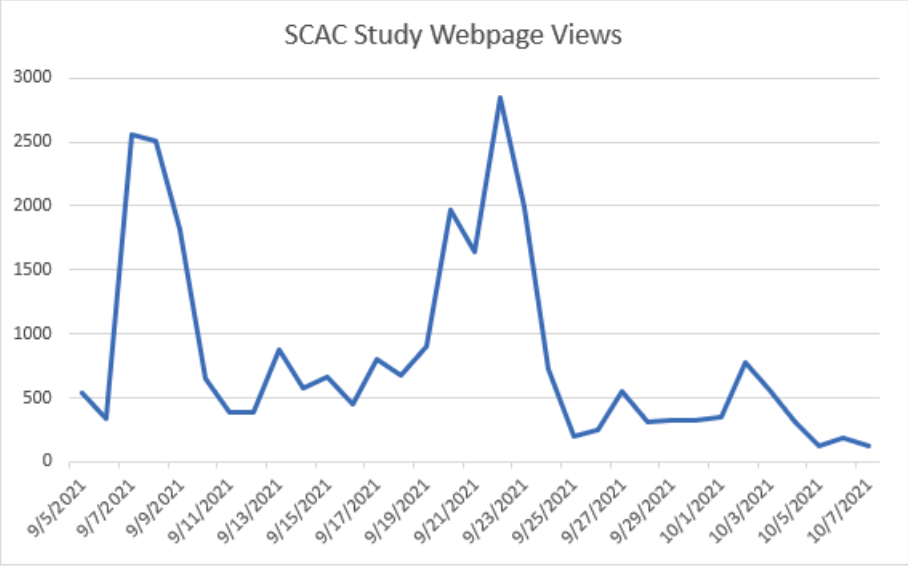


Figure 16 – Daily total SCAC Study webpage views during the public comment period

Public Comment and Responses

The public comment period was open from September 5 to October 7, 2021. Comments were accepted at the meeting and by mail, email, or via the website form. Participants at the two-day open house public meeting submitted 168 comment cards. Additionally, 56 mail comments, 97 email comments, and 89 comments via the study website form were received during the comment period. Based on the contact information provided with the public comment, the commenter's contact information was added to the study database to receive future notifications about the study. **Figure 17** shows the general residence locations of the 388 commenters that provided contact information. Based on the contact information provided, 283 of the commenters reside within the SCAC study area. The following section provides a brief summary of the public comment themes.

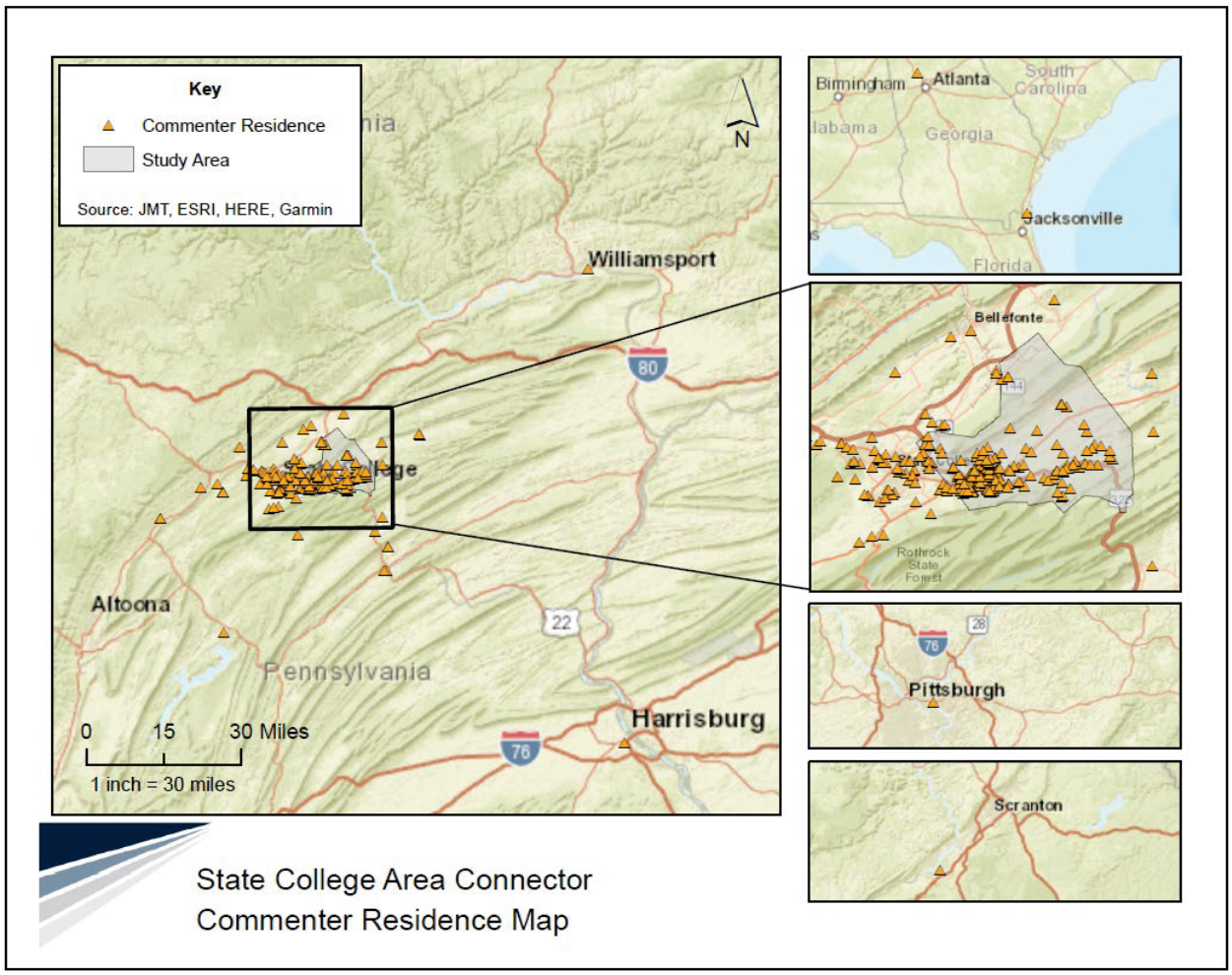


Figure 17 – Commenter Residence Map

Public Comment Summary

The public comment period provided open house public meeting participants and website visitors the opportunity to comment on alternative preferences and share their concerns about the SCAC PEL Study. Overall, comment themes and concerns included alternative routing; traffic and congestion; highway safety; roadway designations; impacts to agriculture, the environment, natural resources, and cultural/historic resources; and impacts to private properties, businesses, parks, recreation, and a community church property.

Appendix M provides a table that documents the comments received during the official comment period. (Copies of the actual comment forms are located in the study files and can be made available upon request.) The table has been sorted alphabetically by

commenter's last name and provided either a specific comment response and/or comment response code. The comments received and comment responses are also available in a searchable web-based table on the study website. Commenters can search the web-based table by commenter name to find comments and comment responses. Comment response codes were developed to address common comments and themes from the public meeting. The response codes are organized by basic comment themes which include agricultural resources, alternative routing and engineering, cultural resources, natural resources, right of way, socioeconomic resources, traffic, and other general concerns. **Appendix N** provides a table that documents the comment response code and associated comment response.

To review specific individual comments and associated responses, go to **Appendix M** and locate the last name of the interested commenter to read the specific comment received. If a response code is provided to address the comment, click on the comment code to pull up a box documenting the associated response code from **Appendix N.**

Conclusion

The information presented in this report summarizes the efforts conducted to engage the public in the Fall of 2021 for the SCAC PEL Study. The open house public meeting held on September 22 and September 23, 2021, was attended by 859 individual participants. A total of 419 public comments were received during the comment period. Information received from this open house public meeting will be used to guide the study team during future studies and aid in informing the future PEL Study decisions.

APPENDIX A – Project Newsletter

1. SCAC Project Newsletter

state college area CONNECTOR

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

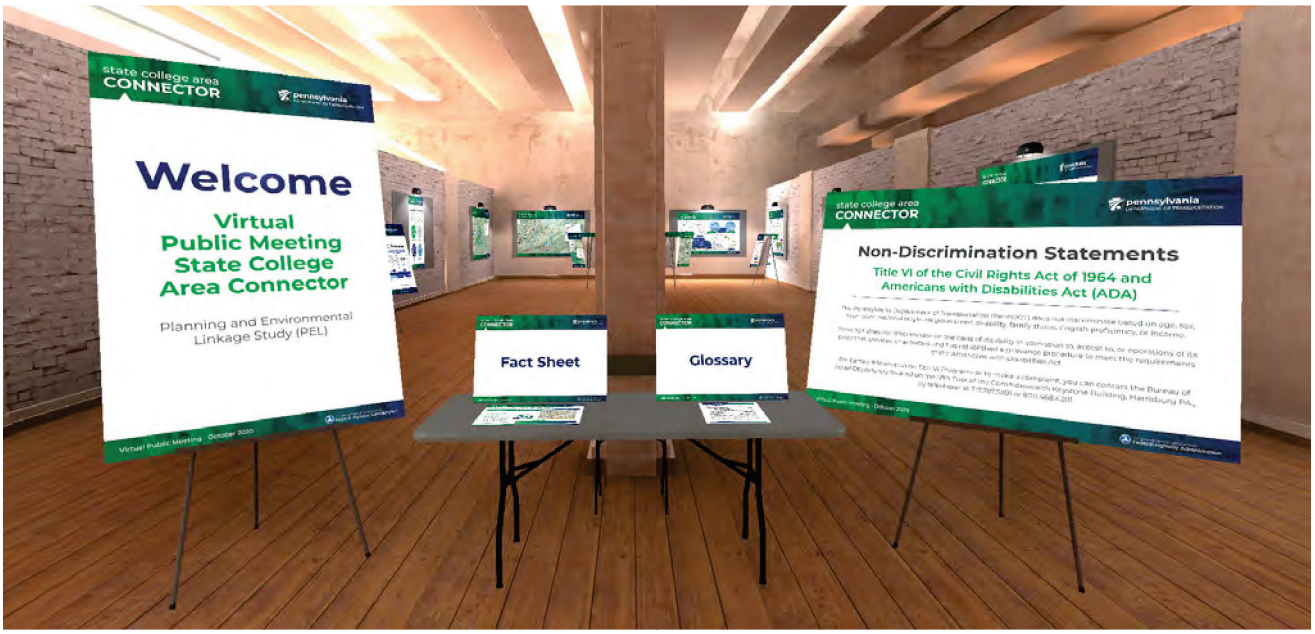


The PEL Study process is a high-level, early-planning approach to transportation decision making that considers environmental, community, and economic goals, resulting in projects that can be carried through design and construction. Public and agency involvement is conducted throughout this phase. Overall,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

STORY	PAGE
What is a Planning and Environmental Linkage (PEL) Study?	1
2020 Virtual Public Meeting	1
SCAC Purpose and Need	2
What is the Process for Advancing Transportation Projects and the Proposed Schedule?	3
Online Environmental Data Mapping Tool	4
What is the SCAC PEL Study Process?	5
Current Construction Updates in District Two	6
Mark Your Calendars!	6
Contacts	6

2020 Virtual Public Meeting

A State College Area Connector (SCAC) Study virtual public meeting was held virtually October 28, 2020 through November 4, 2020. The meeting provided an overview of the transportation development process, the SCAC PEL process, environmental resource mapping, engineering and traffic data, and the draft SCAC Study transportation purpose and needs. A summary of the meeting and the virtual public meeting materials are available for review at www.PennDOT.gov/SCAC.



SCAC Study 2020 Virtual Public Meeting Room

SCAC Purpose and Need

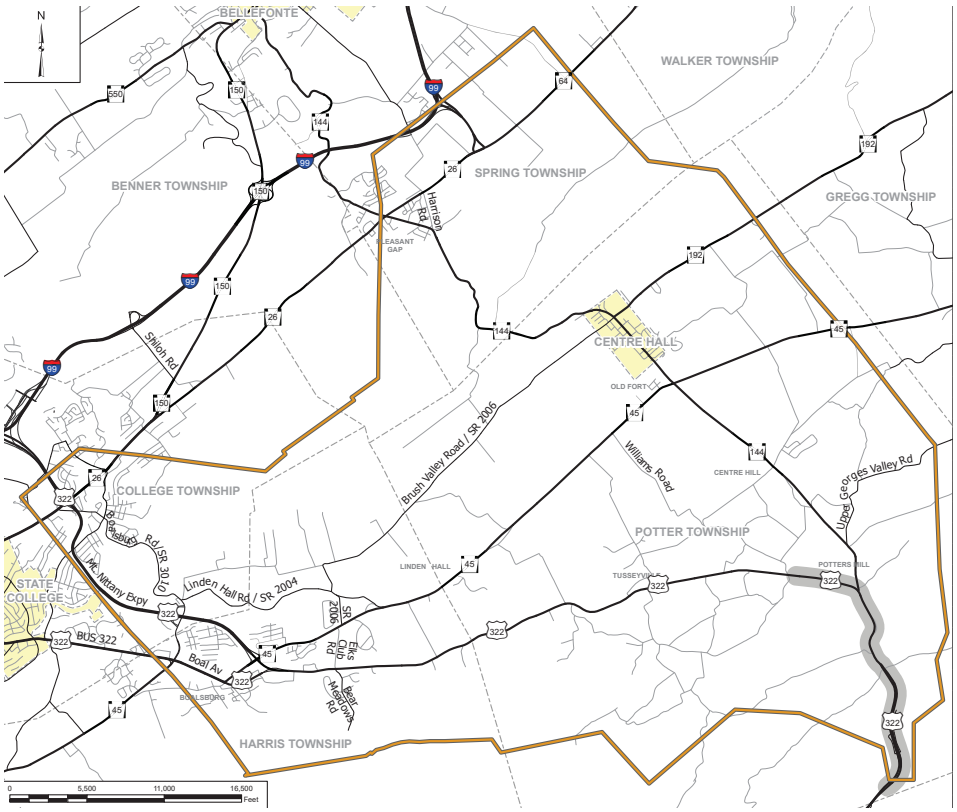
To start the SCAC PEL Study, investigations were completed to identify the need, or transportation deficiencies/problems in the 70 square mile study area. These needs resulted in the development of the study purpose, or a set of objectives that will be met to address the identified transportation problems. **Below are summaries of the purpose and needs:**

- High peak hour traffic volumes cause congestion and result in unacceptable levels of service 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.

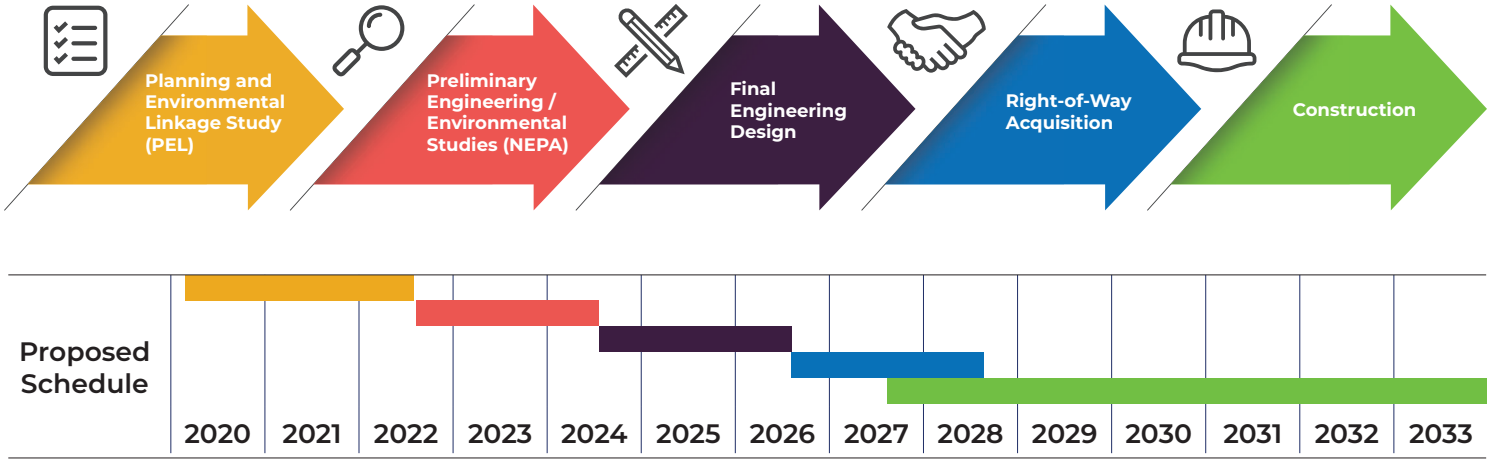
The SCAC Study purpose is to develop and evaluate a range of alternatives to:

- Improve mobility.
- 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.
- Support regional land use visions and goals.

The study purpose and need will be used to identify a reasonable range of alternatives and provide a foundation for measuring the alternatives effectiveness at addressing the area transportation problems. The Final Purpose and Need Report can be found on the study website (PennDOT.gov/SCAC).



What is the Process for Advancing Transportation Projects and the Proposed Schedule?



Planning and Environmental Linkage Study – A PEL Study is a high-level, early-planning process used for 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 to inform planning decisions, streamline the project delivery process, and can serve as a public platform to discuss and prioritize transportation issues.

Preliminary Engineering/Environmental Studies (NEPA) – Preliminary engineering includes focused studies about traffic, safety, the environment, and the development of project specific alternatives. The information allows Federal Highway Administration (FHWA) and PennDOT to make decisions about necessary transportation network improvements. Assessments also 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 to advance into final engineering design.

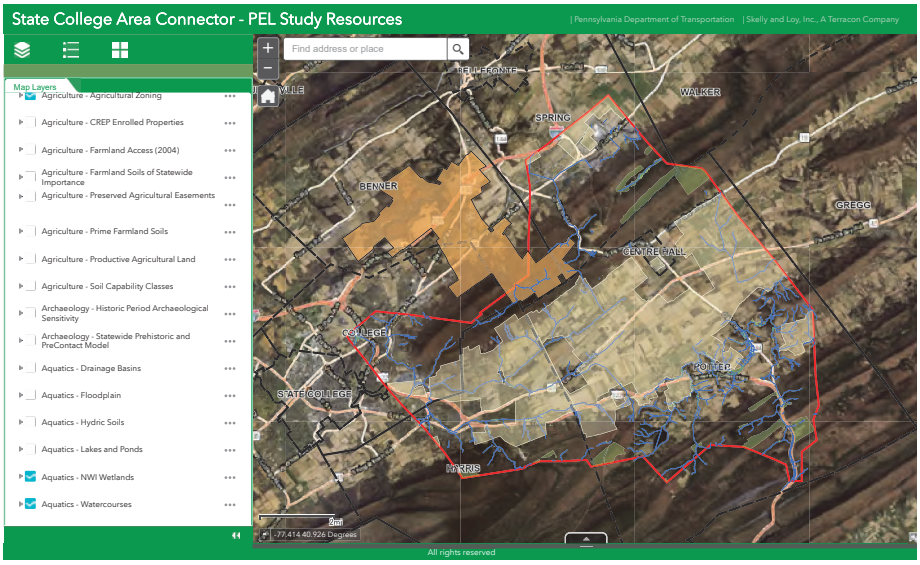
Final Engineering Design – During final engineering design, the selected project alternative design plans are refined to identify right-of-way requirements and are detailed enough to construct the project. Fulfill commitments made during the NEPA phase to mitigate proposed environmental impacts. Environmental permitting and detailed utility coordination occur during this phase.

Right-of-Way Acquisition – When project impacts to private property, including homes and businesses, are unavoidable, PennDOT will work with the owners to determine the property's Fair Market Value and negotiate the acquisition of the property. When the acquisition of property results in the need for a property owner to relocate, PennDOT provides relocation assistance to those whose property is acquired (see the FAQ page on the study website for information on right-of-way acquisition).

Construction – Once final engineering design is complete and the right-of-way has been acquired, PennDOT will solicit bids and award construction contracts. Depending on the scale of the proposed improvements, multiple construction contracts may be developed to complete the overall project. Often, the first contracts awarded are smaller "early action" contracts that involve improvements that will help better accommodate traffic during subsequent construction projects. Staging of the subsequent contracts will also be developed to safely convey traffic through the work zone and minimize travel time delays through and around the project area. The newly constructed improvements to the transportation system will address the purpose and needs which were identified in the early stages of the process.

Online Environmental Data Mapping Tool

Environmental data were collected from various sources and limited field visits throughout the study area. The data will provide a foundation for developing future alternatives that would minimize impacts to natural, cultural, agricultural, social, and community resources while meeting the purpose and need for the project. The environmental data was compiled using a Geographic Information System (GIS) to manage the information. It is anticipated that this information will be updated as needed based on public feedback and field surveys to be conducted as part of future detailed studies. The use of GIS facilitates the environmental impact analyses and the generation of maps for the study. The use of GIS also enables the development of a Web Map. The Web Map is a web-based mapping application that allows that spatially displays the various environmental data sets collected for the PEL study area, along with narrative text for specific resource features. To view this data, visit the study website at PennDOT.gov/SCAC.

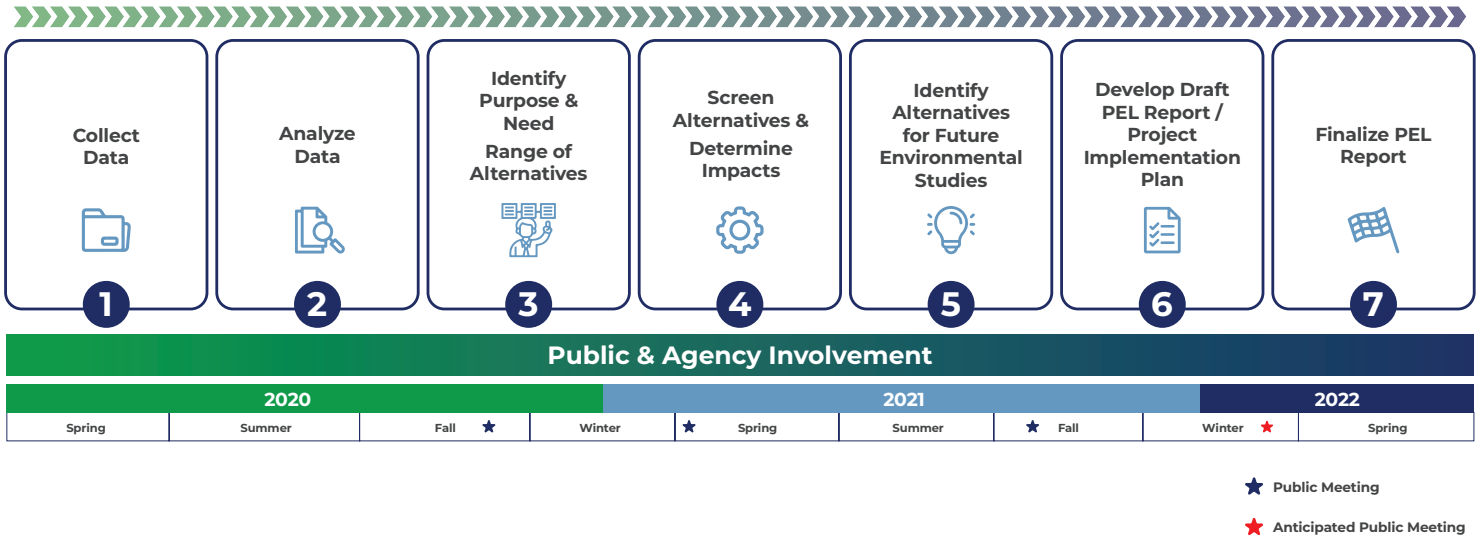


What is the SCAC PEL Study Process?

There are seven steps to complete the SCAC PEL 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 need 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 future studies or specific projects.
- **Step 7** finalizes the PEL and receives study approval from the Federal Highway Administration.

The SCAC PEL Study is currently in Step 5 where the range of alternatives have been refined and specific alternative options are being screened to determine the benefits the various options have on the transportation network along with their potential environmental impacts. A public meeting occurring September 22 and 23 will offer opportunities for the public to review the range of alternatives considered in the PEL Study along with the specific alternative options considered and the preliminary results of the alternative screening process.



Updates on Current Construction Projects in District 2

I-80 Centre County:

A 3-phase project is underway to build local access, a high-speed interchange connection between I-99 and I-80, and to make improvements on Jacksonville Road (Route 26). Completion of all three phases will support regional freight economy and improve the reliability of roadway travel throughout the region.

The I-80 Local Access Interchange (I-80/A18) will provide direct access between SR 26 and I-80 at a standard diamond interchange and will only be utilized by local traffic destined to SR 26. This project is under construction.

The Jacksonville Road Betterment (26/147) will reconstruct and widen SR 26 to maintain and support the State roadway network. It will feature 11-foot travel lanes and 4-foot shoulders. Cost estimate is $4 - 6 million. Scheduled to bid October 20, 2022.

The I-80 High Speed Interchange (I-80/B18) will provide a direct connection between I-99 and I-80 via high speed ramps, eliminating the need to travel along SR 26 to access either highway. The stop-controlled intersections will be eliminated with the project and realigned to service local traffic. Cost estimate is $175 million. Scheduled to bid February 16, 2023.

Route 322 / Potters Mills Gap

A 3-Phase project on Route 322 near Potters Mills in Centre County dates back to 2015. Phase One of the project constructed the new bridge at Sand Mountain Road. Phase Two created the new local interchange on Route 322 at Sand Mountain Road. Phase Three reconstructed Route 322 from Sand Mountain Road to Potters Mills – including a new Route 322/Route 144 intersection. The new, 4-lane alignment for Route 322 opened to traffic in the fall of 2020 and was celebrated at a ribbon-cutting on November 9, 2020. Work in 2021 has focused on completion of improvements on old Route 322/new State Route 2015.

Learn more about District 2 at www.PennDOT.gov/District2

MARK YOUR CALENDARS!

The next SCAC PEL Study public meeting will be held September 22 and 23, 2021 from 1:00 PM to 8:00 PM.

The purpose of this meeting is to introduce the PEL Study process, present the range of alternatives, discuss the screening process and preliminary results, and solicit public comments.

WHERE:

Wyndham Garden State College

Mountain View Ballroom

310 Elks Club Road Boalsburg, PA

For more information contact:

Dean D. Ball, P.E.
Project Manager

P: 814.765.0439

E: DeBall@pa.gov

A: 70 PennDOT Drive
Clearfield, PA 16830

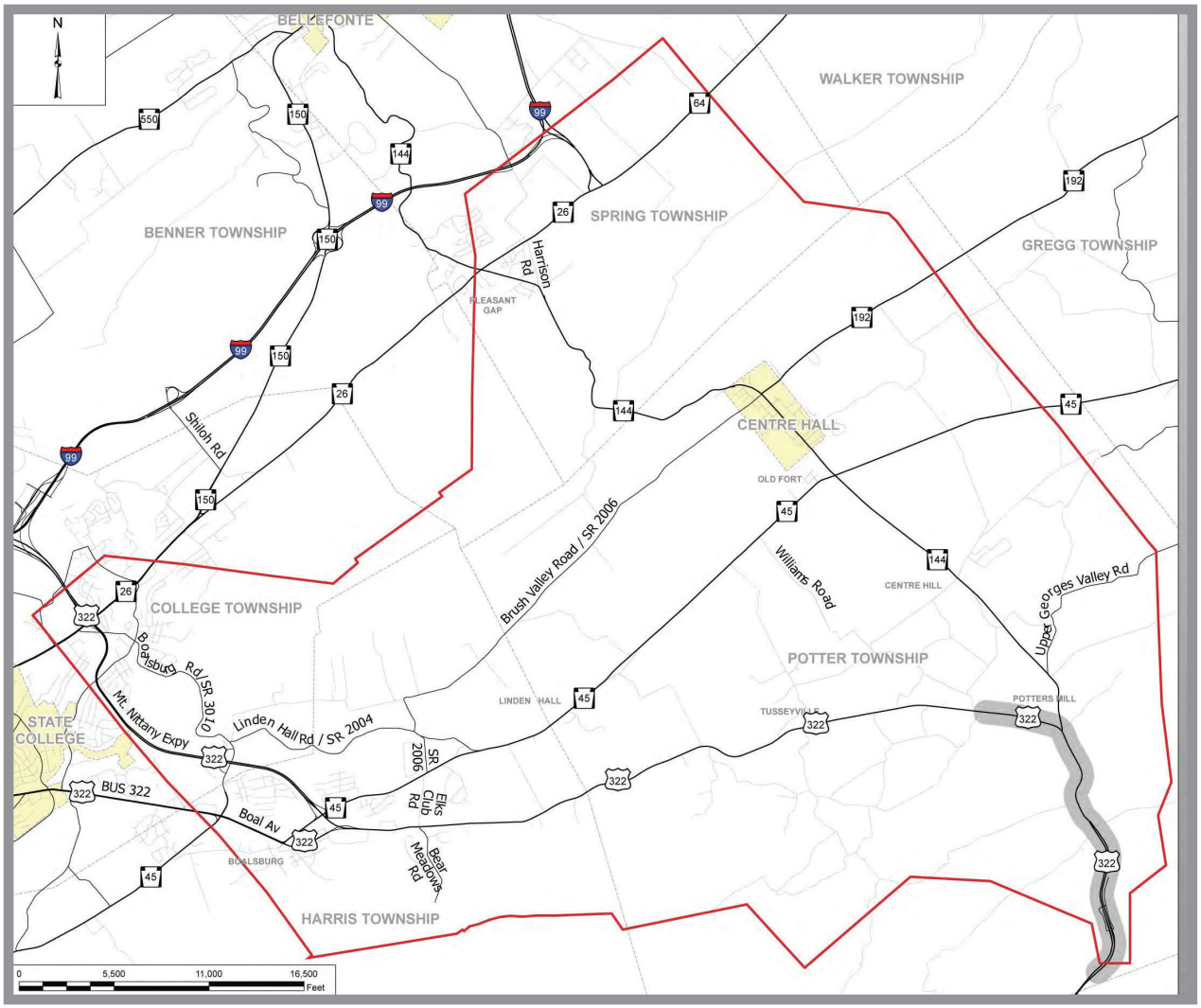
W: PennDOT.gov/SCAC

APPENDIX B – Grange Fair

1. SCAC Study Area Map
2. QR Code Cards
3. Flyer
4. Contact Information Card

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State College Area Connector Study Area

Centre County, Pennsylvania

LEGEND

Boundaries

- Study_Area
- Township
- Municipality
- Potters Mills Gap Transportation Project



Visit our website and learn more about the State College Area Connector Planning and Environmental Linkage Study!

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DEPARTMENT OF TRANSPORTATION

Public Meeting

WHEN: September 22 & September 23, 2021
from 1 P.M. to 8 P.M.

WHERE: Wyndham Garden – State College,
Mountain View Ballroom
310 Elks Club Road
Boalsburg, PA.

Virtual public meeting available at www.PennDOT.gov/SCAC

Public meeting information available on the study website September4, 2021

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Public Meeting

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 public meeting for the State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County. Meeting materials will be provided via the study website starting on September 4th for remote viewing prior to the meeting. Comments can also be provided on the study website.

Meeting Purpose: The purpose of this meeting is to review the PEL study process, present the Range of Alternatives, discuss the screening process and preliminary results, and solicit public comments.

Details

WHEN: September 22 & September 23, 2021 - 1 P.M. to 8 P.M.

WHERE: Wyndham Garden – State College
Mountain View Ballroom
310 Elks Club Road
Boalsburg, PA.
Meeting materials will be available at www.PennDOT.gov/SCAC

Agenda

- Review PEL Study exhibits
- Discuss the PEL Study with PennDOT
- Provide input and comments

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

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.

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Agenda

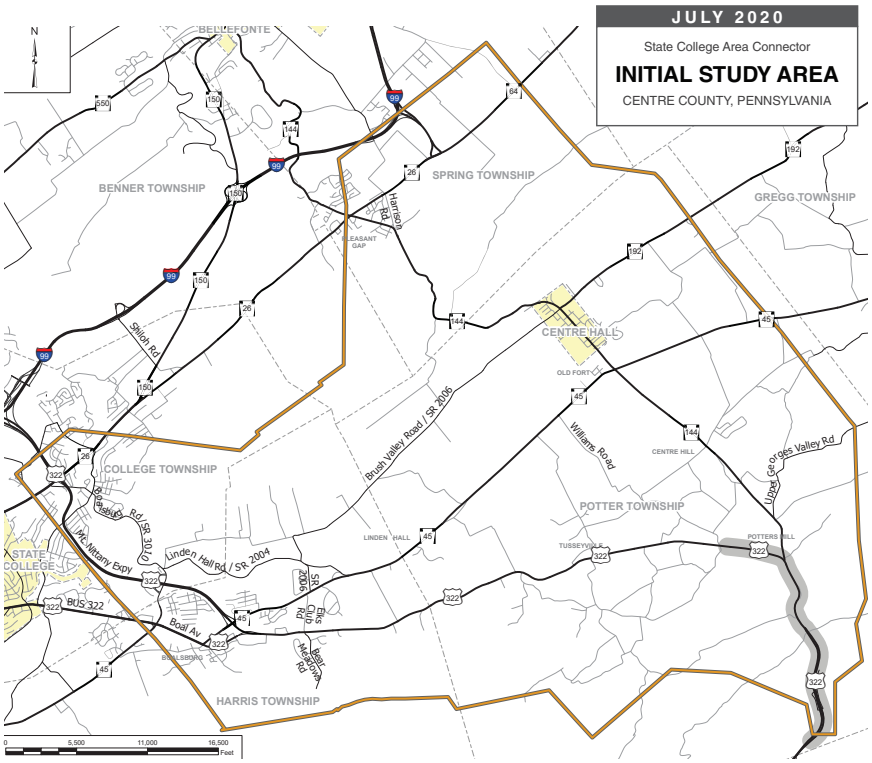
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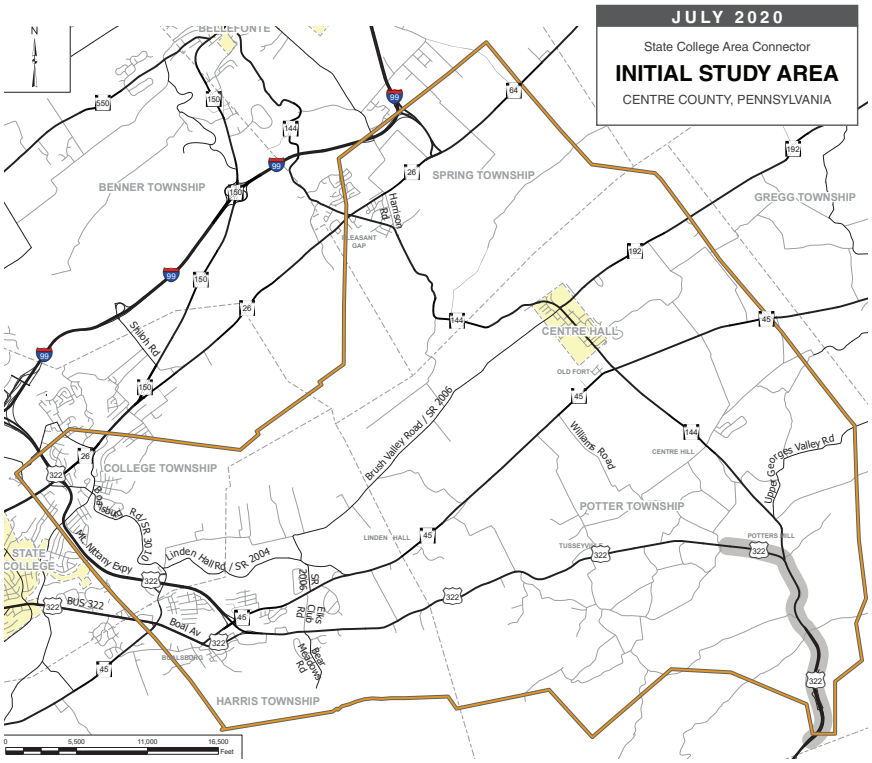
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(Please Print)

NAME:

ADDRESS:

EMAIL ADDRESS:

PHONE NUMBER:

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APPENDIX C – Agency Coordination Meeting

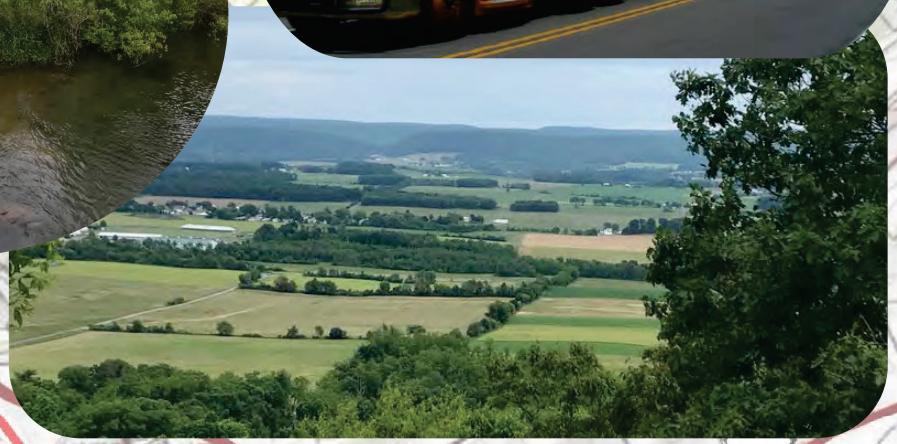
1. **Presentation**
2. **Email Invitation List on 8/25/21**

state college area
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PennDOT.gov/SCAC







gency
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Meeting
ugust 25 2021

pennsylvania
DEPARTMENT OF TRANSPORTATION

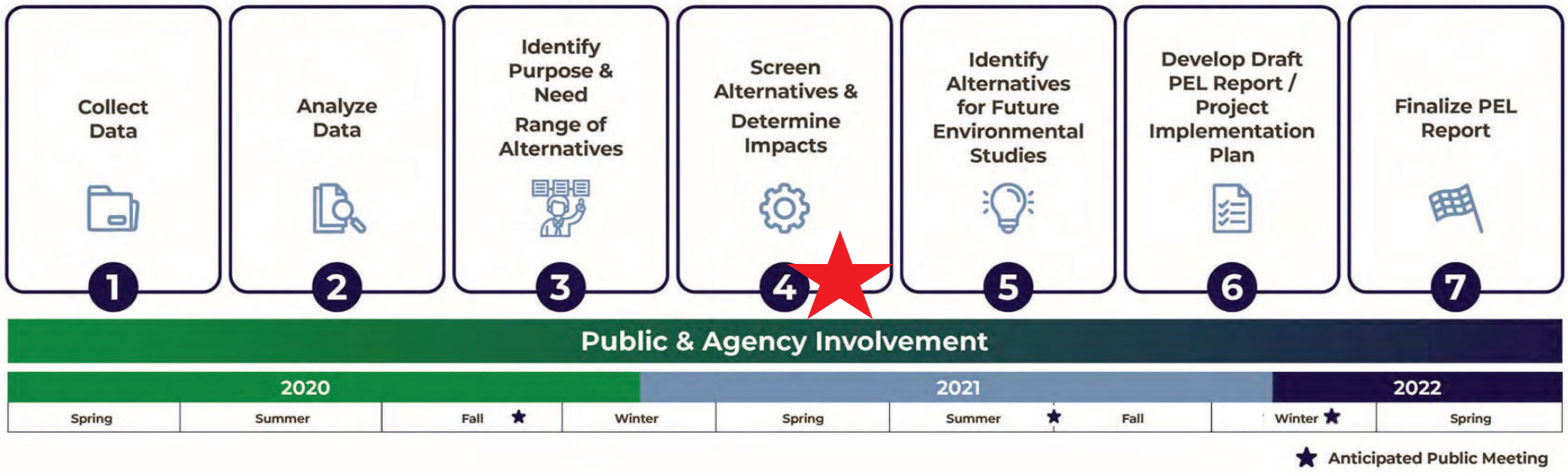
U.S. Department of Transportation
Federal Highway Administration

Agenda

- ✓ PEL Process Recap
- ✓ Environmental Webmap and Technical Memos
- ✓ Range of Alternatives
- ✓ Alternatives Screening
- ✓ Other Potential Future Project Concepts
- ✓ Public Engagement
- ✓ Next Steps

PEL Recap

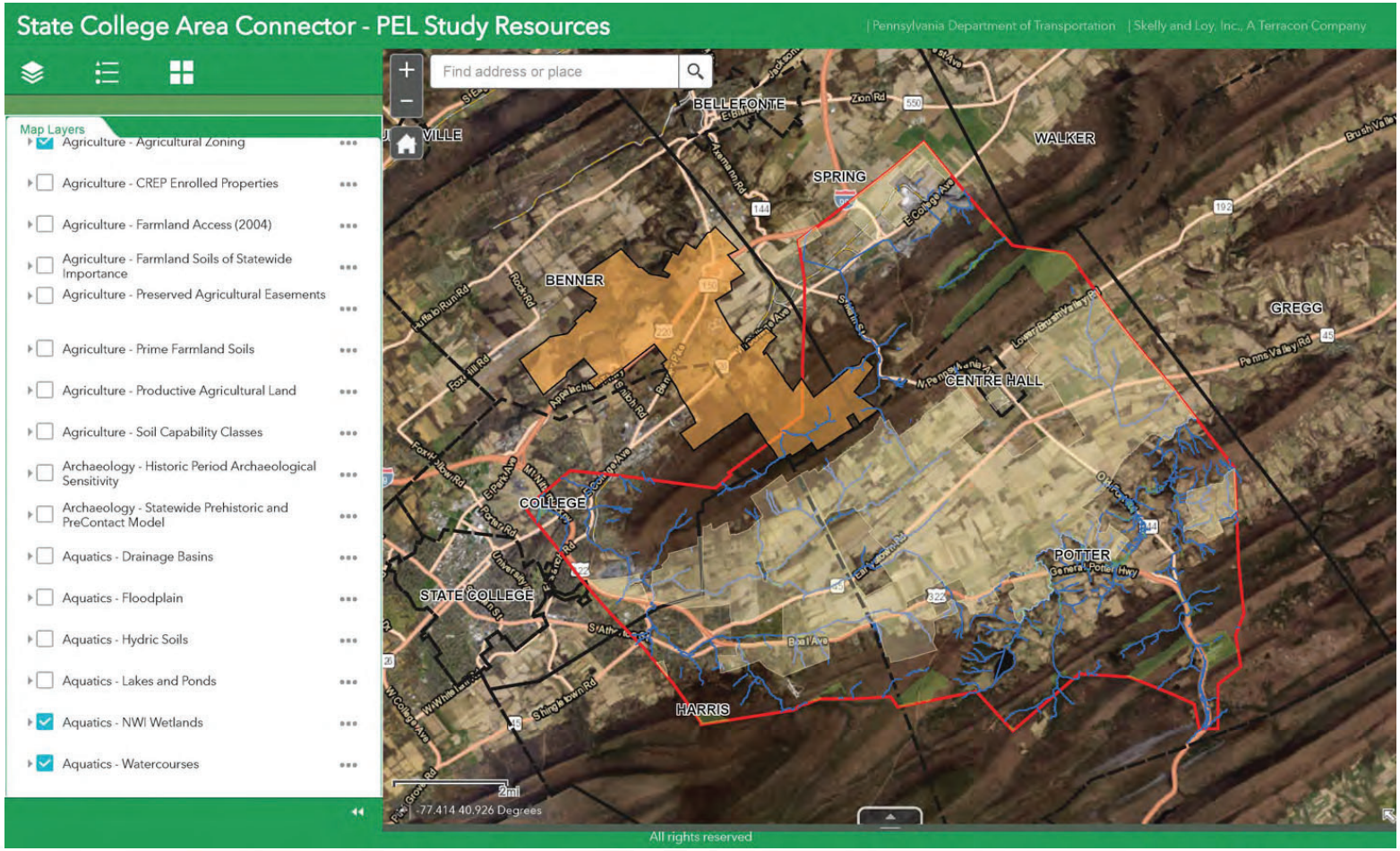
State College Area Connector PEL Process



Technical Memoranda

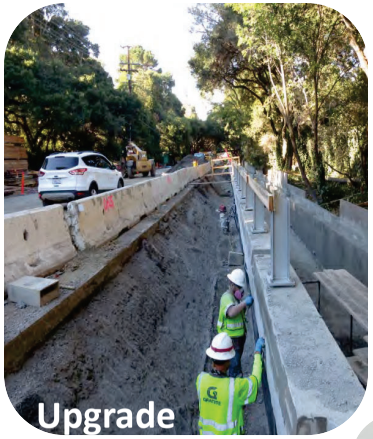
- Agricultural Resources Technical Memorandum
- Archaeological Resources Technical Memorandum
- Threatened and Endangered Species Technical Memorandum
- Historic Resources Survey Technical Memorandum
- Hazardous and Residual Waste Technical Memorandum
- Socioeconomic Technical Memorandum
- Wetlands and Watercourses Technical Memorandum
- Terrestrial Habitat Technical Memorandum

Environmental WebMap



Range of Alternatives

- No Build Alternative
- Upgrade Existing Alternative
- Transit Alternative
- Transportation System Management (TSM)
- Transportation Control Measures (TCM)
- Build Alternative

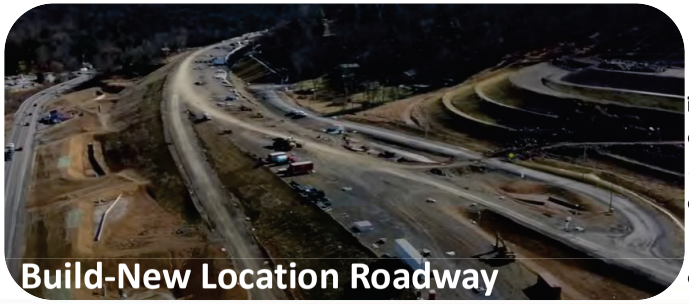




Source: FHWA



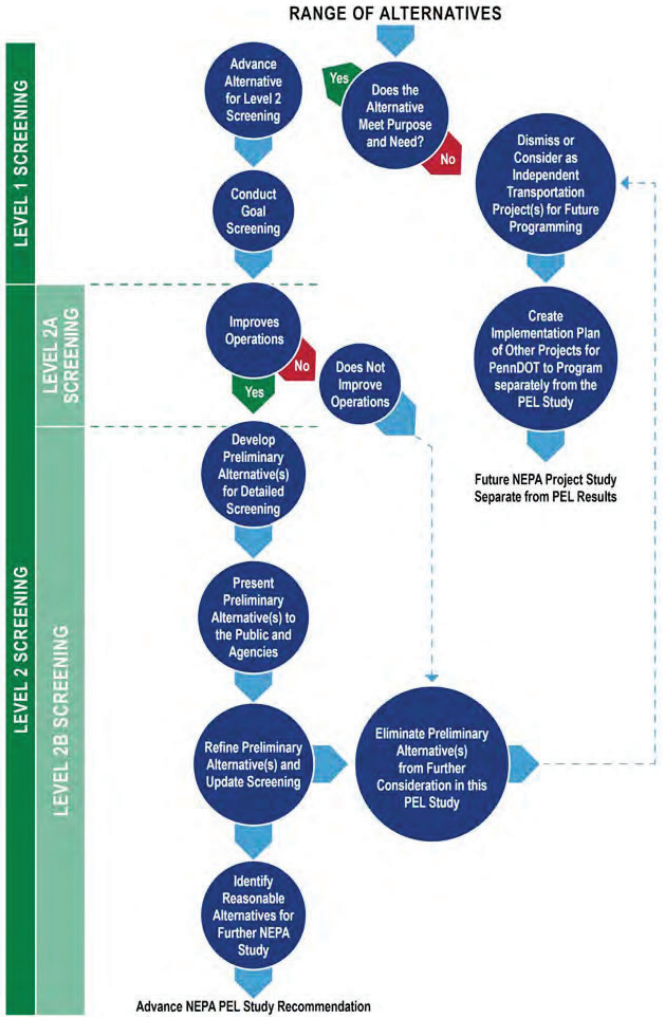
Source: Google



Source: Centre Co. Times



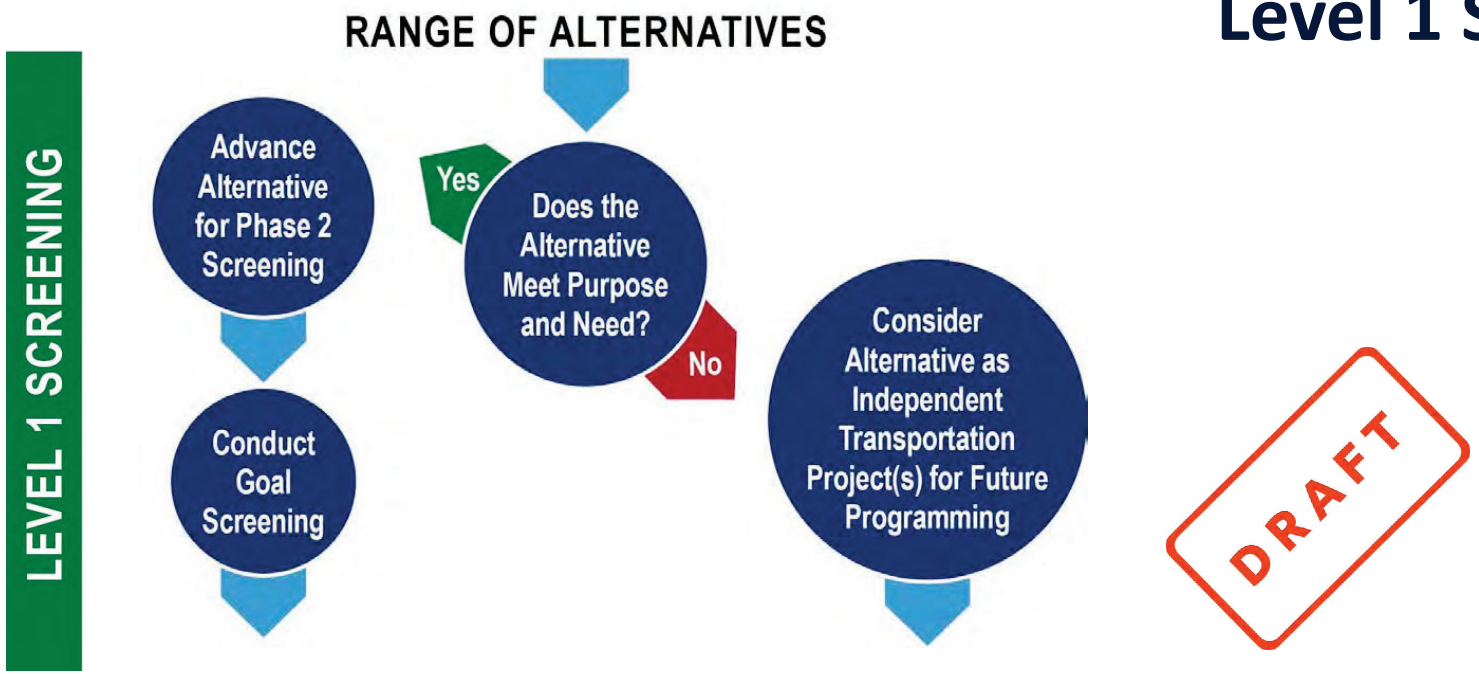
Source: CATA



Alternative Screening Process

- Two levels of analysis
  - Level 1
  - Level 2
    - Level 2 has two parts
    - Level 2A – Operations Screening
    - Level 2B – Detailed Screening of Alternative
    - Quantitative and Qualitative Assessments used during both levels

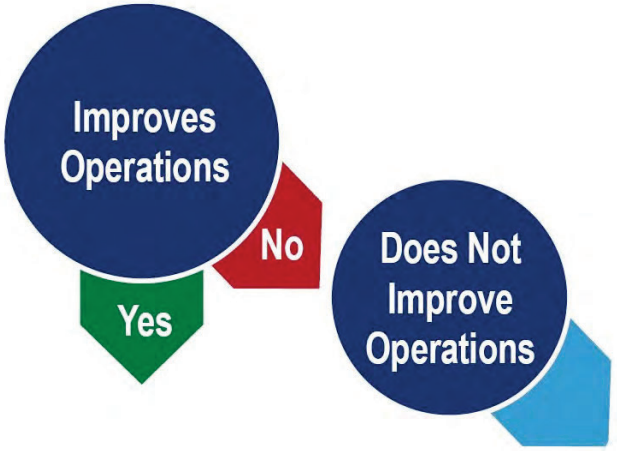
Level 1 Screening



- Develop high level study goals for the alternatives
- Qualitatively assess if the alternative meet the purpose and need
- Qualitatively assess how the alternatives would meet the goals
- Only the Build and Upgrade Existing Alternatives Advanced

Level 2A Screening

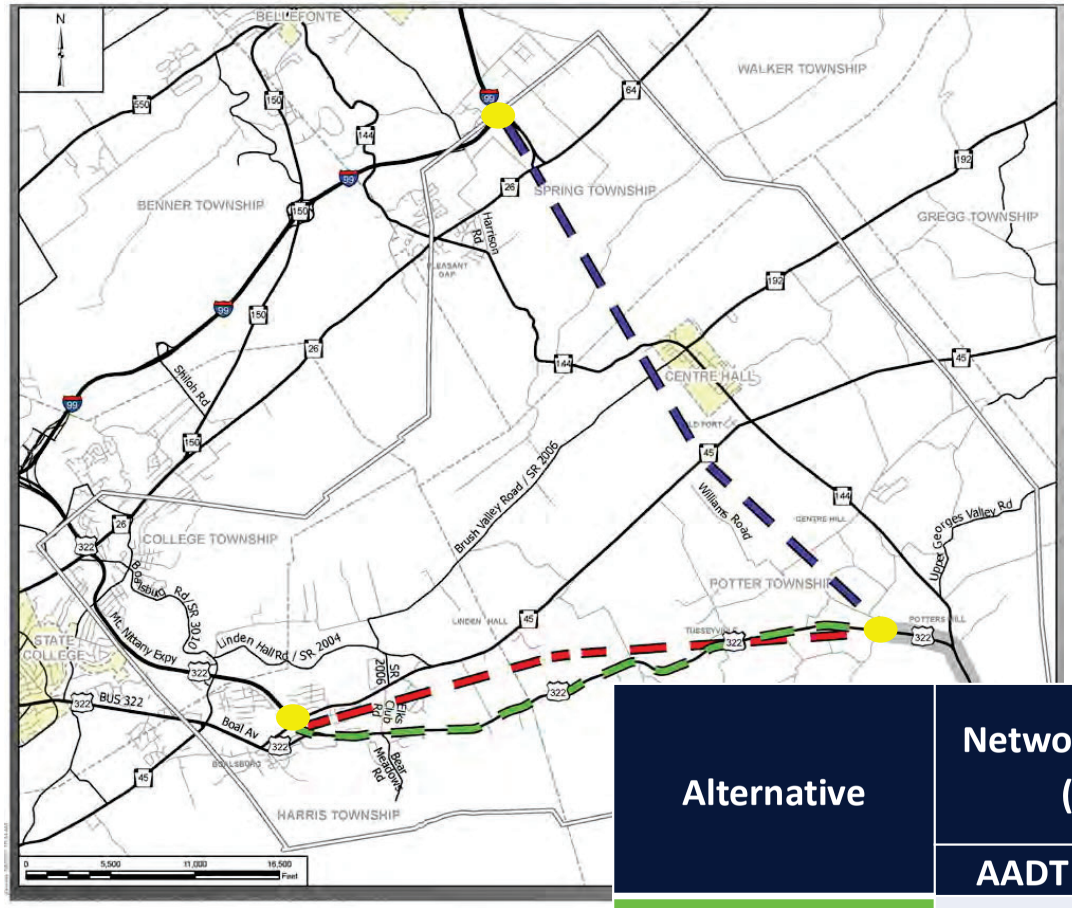






- Quantitatively assess at a high level if the alternative would improve overall transportation network operations
- Qualitatively confirm the alternatives would meet the needs

Level 2A Screening

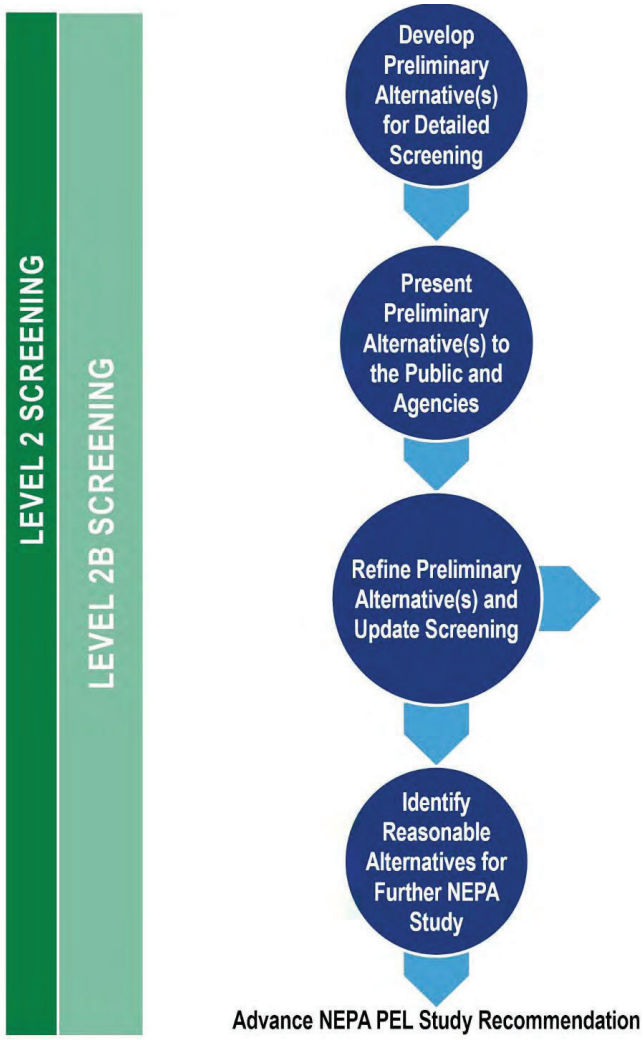


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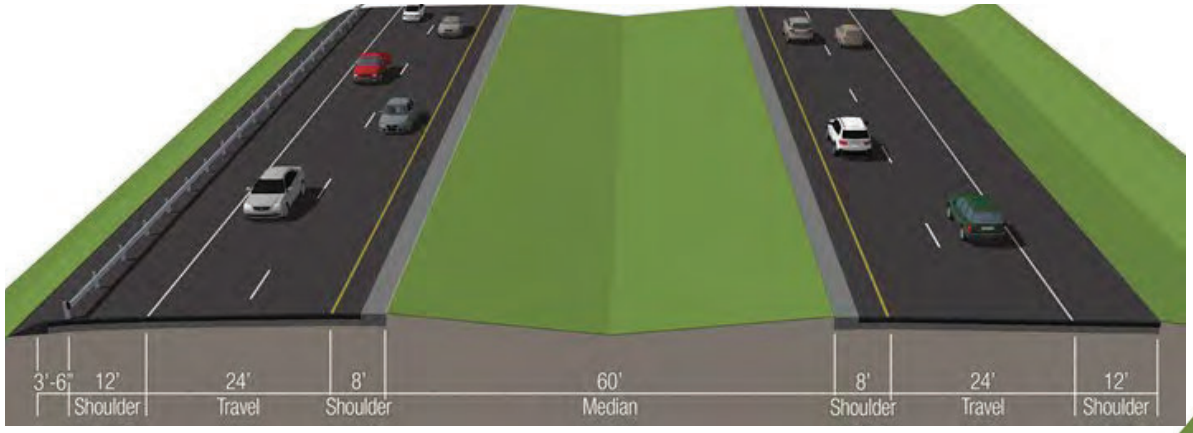
Alternative	Network No Build (2050)		Network with Alternative (2050)		Network Reduction in AADT	Network Reduction in AADTT
	AADT	AADTT	AADT	AADTT		
Upgrade Existing	101,600*	13,550*	92,800	12,040	-9%	-11%
Build Alternative 1	153,800	28,550	89,087	8,570	-42%	-70%
Build Alternative 2	153,800	28,550	125,086	12,360	-19%	-57%

** Does not include US 322 in the totals.*

Level 2B Screening

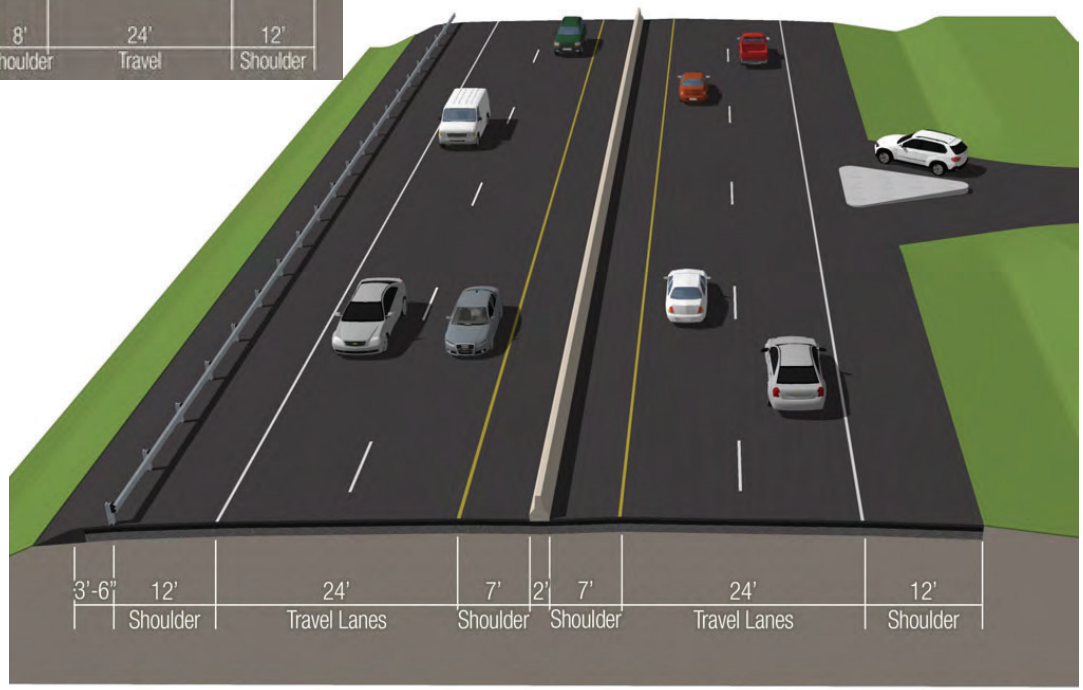


- Identify evaluation criteria
- Develop alternative concepts
- Quantitatively assess the alternative's performance on transportation network operation
- Identify environmental resources present
- Determine how the alternatives would address the study goals
- Compare alternatives



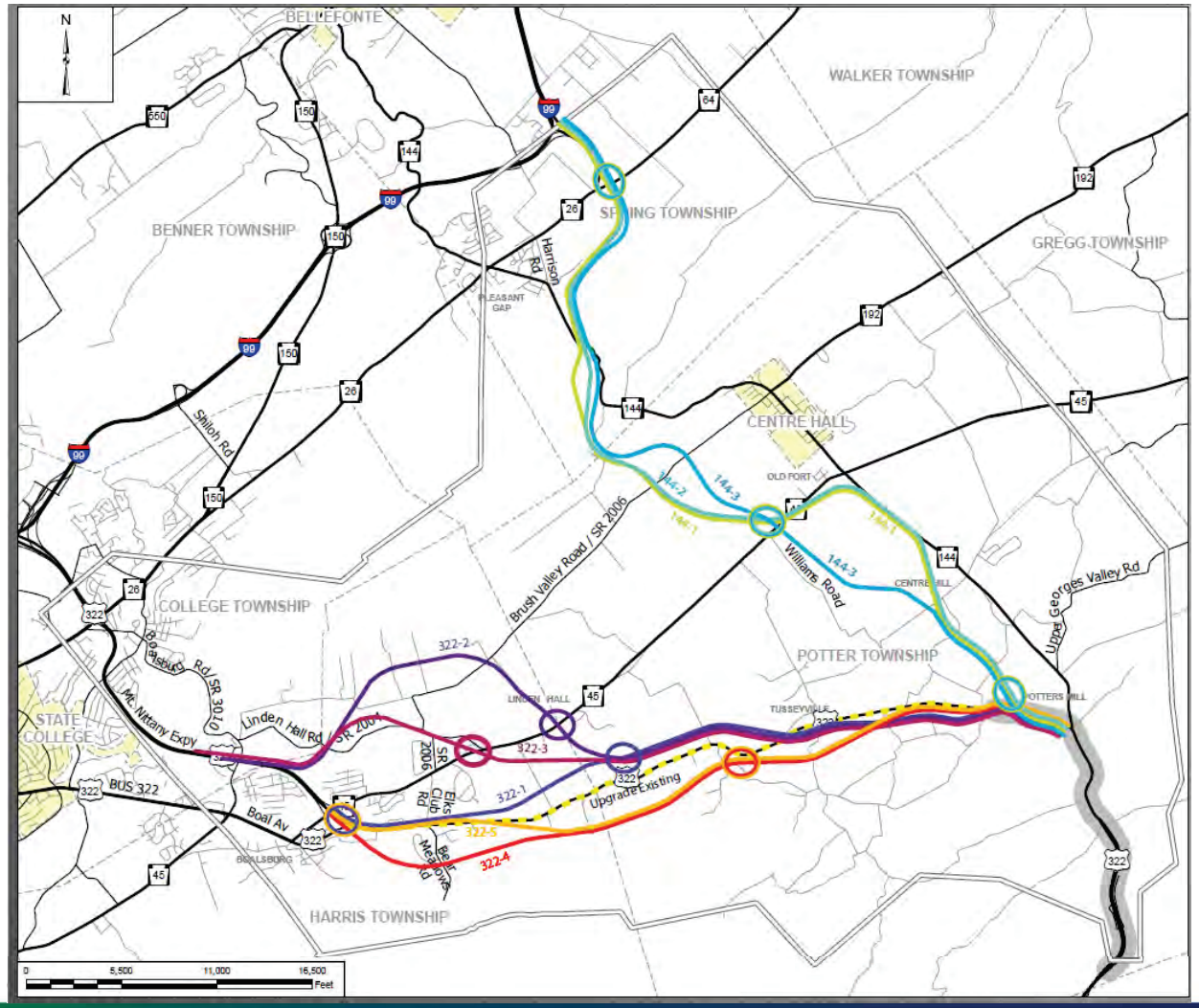
Build Alternative

- Limited Engineering
- 350’ – 800’ corridor width depending on topography



Upgrade Existing Alternative

Level 2B Screening Preliminary Corridors



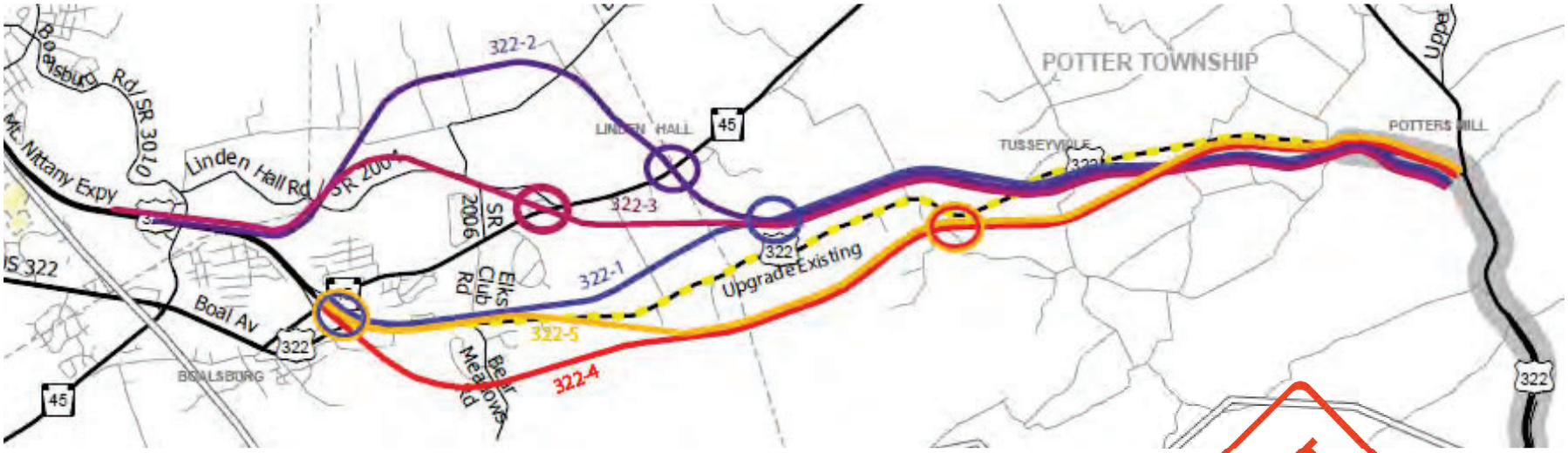
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Level 2B Screening
PA 144 Corridor Options



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Level 2B Screening
SR 322 Corridor Options



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Level 2B Screening Traffic

Evaluation Criteria	ALTERNATIVE (WITH YEAR 2050 TRAFFIC VOLUMES)			
	No Build	Upgrade Existing	Build Alternative 1	Build Alternative 2
Safety				
Predicted Crash Frequency (All crashes)	148.53	172.55	123.45	118.82
Existing SR 0322	35.92	-	7.24	31.98
Existing SR 0144	62.72	53.74	40.26	20.47
Existing SR 0045	49.89	47.92	41.95	43.07
Build Alignment	-	70.89	34.00	23.30
Predicted Crash Frequency (Fatal & Injury crashes)	78.76	80.41	61.76	60.74
Existing SR 0322	18.29	-	3.75	16.49
Existing SR 0144	33.64	28.82	21.13	10.61
Existing SR 0045	26.83	25.57	22.38	22.94
Build Alignment	-	26.02	14.50	10.70

Evaluation Criteria		ALTERNATIVE (WITH YEAR 2050 TRAFFIC VOLUMES)			
		No Build	Upgrade Existing	Build Alternative 1	Build Alternative 2
Congestion and Traffic Mobility					
# Roadway Segments Unacceptable LOS*		6 / 6	2 / 2	2 / 2	4 / 3
# Intersections Unacceptable LOS*		7 / 7	1 / 0	2 / 2	1 / 0
Average Speed (mph)	PA 45	42.8 / 42.9	41.0 / 40.9	43.0 / 42.7	42.0 / 40.8
	PA 144	39.9 / 39.6	39.5 / 38.9	40.5 / 40.5	44.2 / 44.6
	US 322	37.8 / 37.0	39.5 / 39.6	51.0 / 51.3	44.3 / 43.7
Truck Traffic on local roadway network	PA 45	1100	1350	1500 / 550**	850
	PA 144	2375	2050	850	150
	US 322	3735	7550	200	1850

Alternative	Network No Build (2050)		Network with Alternative (2050)		Network Reduction in AADT	Network Reduction in AADTT
	AADT	AADTT	AADT	AADTT		
Upgrade Existing	153,800	28,500	93,400*	12,950*	8%*	4%*
Build Alternative 1			81,100	9,400	47%	67%
Build Alternative 2			110,400	12,850	28%	55%

** Does not include US 322 in the totals.*

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Level 2B Screening Environmental

	Feature	US 322 Build Alternative Corridors										PA 144 Build Alternative Corridors						US 322 Upgrade Existing Alternative Corridor	
		322-1 Valley 1		322-2 Valley 2		322-3 Valley 3		322-4 Ridgeside 1		322-5 Ridgeside 2		144-1		144-2		144-3			
	Corridor Area (acres)	511		511		521		454		503		727		730		700		282	
Natural Resources	**Agricultural Resources**																		
	Productive Ag Land (acres)	303		383		333		188		200		304		306		276		88	
	Agricultural Security Areas (within Productive Ag Land) (acres)	135		174		196		70		55		170		171		190		33	
	Agricultural Zoning Districts (acres)	285		336		356		194		225		178		179		177		120	
	Prime Farmland Soils (acres)	244		248		218		101		161		234		234		207		114	
	Statewide Important Farmland Soils (acres)	192		200		225		139		147		226		221		197		141	
	Other Land Preservation																		
	Conservation Easements (acres)	18		0		52		18		20		94		97		104		12	
	Act 319 Clean and Green Areas (acres)	147		186		218		106		84		242		246		269		42	
	Water Resources																		
	Wetlands (acres)	15		13		14		15		18		7		6		8		8	
	Total Streams (# of crossing | linear feet)	26	11,027	16	9,291	16	10,415	15	11,771	20	13,846	15	8,776	15	9,339	16	7,487	24	5,284
	CWF-HQ/CWF Streams (# of crossings | linear feet)	24	9,462	14	7,726	14	8,850	13	9,436	18	11,511	9	7,577	9	8,141	10	6,288	20	4,749
	Ponds/Lakes (# | acres)	9	3	2	<1	2	<1	9	1	11	2	25	7	2	<1	4	<1	6	1
	100 Yr. Floodplains (acres)	11		11		16		12		15		10		12		10		11	
	Terrestrial Habitat and Threatened and Endangered Species																		
	Forested/Wooded Habitats (acres)	28		28		61		159		132		265		277		285		24	
	PA Natural Heritage Core Habitat (acres)	12		12		12		16		16		8		8		8		15	
	Karst Features (#)	30		51		27		3		6		55		55		64		4	
	NLE Bat Swarming Area (acres)	208		394		358		199		199		727		730		700		137	
	Indiana Bat Swarming Area (acres)	511		511		521		454		503		727		730		700		282	

Level 2B Screening Environmental

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Feature		US 322 Build Alternative Corridors										PA 144 Build Alternative Corridors						US 322 Upgrade Existing Alternative Corridor	
		322-1 Valley 1		322-2 Valley 2		322-3 Valley 3		322-4 Ridgeside 1		322-5 Ridgeside 2		144-1		144-2		144-3			
Corridor Area (acres)		511		511		521		454		503		727		730		700		282	
Cultural Resources	**Historic Resources**																		
	NRHP Listed Property (#)	0		0		1		0		0		0		0		0		0	
	NRHP Eligible Property (#)	1		0		0		0		1		0		0		0		1	
	Potentially Inividually NRHP Eligible Property (#)	3		1		2		0		2		2		2		1		3	
	Historic District Contributing Property (#/acres)	65	340	101	460	80	398	67	352	68	326	65	331	65	327	52	306	124	151
	Archaeological Resources																		
	Known Archaeological Sites (acres)	2		1		1		1		2		2		3		2		6	
	Historic Period Archaeological Sensitivity Area (acres)	12		22		23		13		18		23		23		19		25	
	Statewide Prehistoric/Pre-Contact Model - High Probability Area (acres)	242		313		299		201		227		219		234		250		196	
	Statewide Prehistoric/Pre-Contact Model - Medium Probability Area (acres)	204		175		191		177		179		281		281		258		62	

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Level 2B Screening Environmental

Feature	US 322 Build Alternative Corridors					PA 144 Build Alternative Corridors			US 322 Upgrade Existing Alternative Corridor
	322-1 Valley 1	322-2 Valley 2	322-3 Valley 3	322-4 Ridgeside 1	322-5 Ridgeside 2	144-1	144-2	144-3	
Corridor Area (acres)	511	511	521	454	503	727	730	700	282
Socioeconomic Resources									
Social Resources: Residential (# - 2004 data)	36	21	31	8	36	17	18	12	40
Social Resources: Commercial (# - 2004 data)	4	2	2	1	3	5	5	3	12
Social Resources: Places of Worship (#)	1	1	1	1	1	0	0	0	1
Social Resources: Section 8 Housing Sites (#)	2	0	0	0	2	0	0	0	2
Social Resources: Community Facilities (acres)	1	1	1	18	1	1	1	3	1
Social Resources: Neighborhood/Community (# | acres)	10 | 40	2 | 2	4 | 21	4 | 19	10 | 53	0 | 0	2 | 1	1 | 0	8 | 13
Social Resources: Conservation/Forest Conservation Zoning Districts (acres)	0	0	0	0	0	205	208	201	0
Social Resources: Parks (#/acres)	0 | 0	0 | 0	1 | <1	1 | 19	1 | 19	0 | 0	0 | 0	0 | 0	1 | 2
Social Resources: Developable Area within Regional Growth Boundary (acres)	46	14	15	6	43	0	0	0	13
Social Resources: Waste Sites (#)	9	5	3	6	9	4	9	7	14
Social Resources: Quarry and Mineral Mining Operations (acres)	0	0	0	0	0	72	63	63	0

Other Potential Future Project Concepts

- PA 45 improvements
- Bicycle and pedestrian facility improvements
- Localized intersection improvements
- Localized safety improvements
- Roadway reclassification



state college area CONNECTOR

pennsylvania DEPARTMENT OF TRANSPORTATION

Public Meeting

Planning and Environmental Linkage Study

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- Discuss the PEL Study with PennDOT
- Provide input and comments

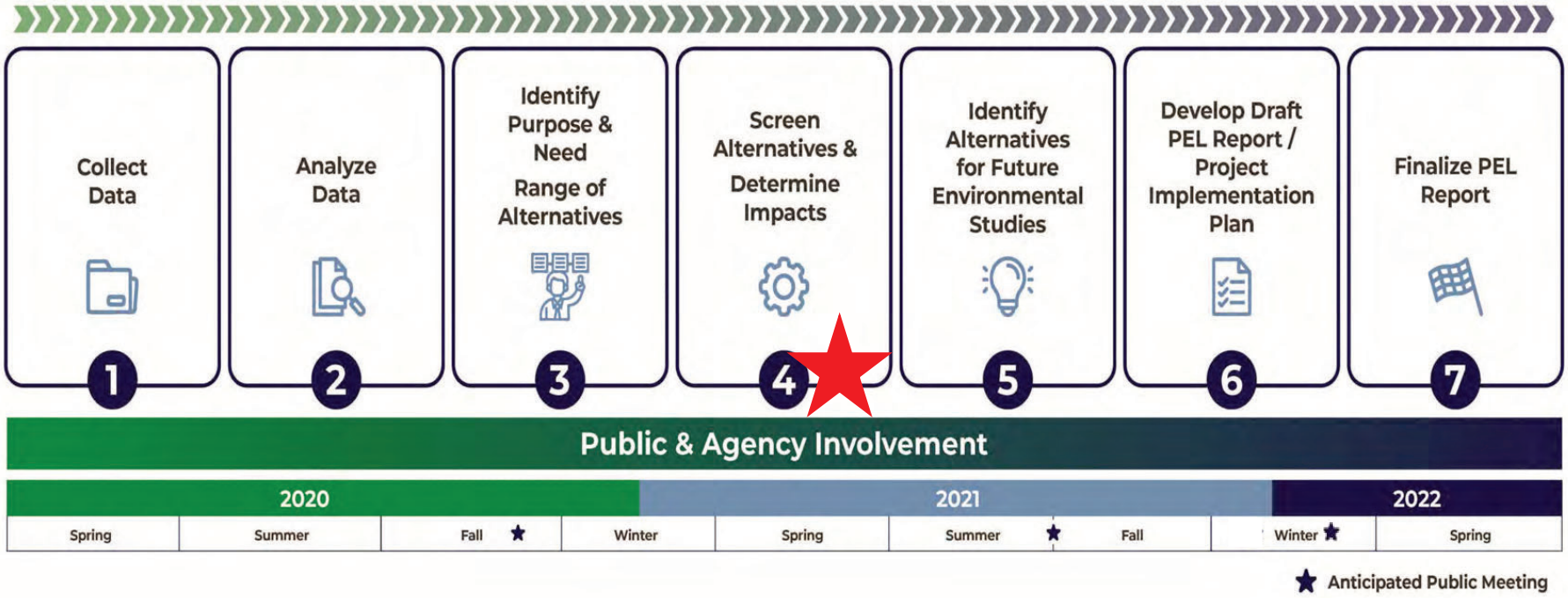
For more information contact:

Dean D. Ball, P.E., Project Manager
70 PennDOT Drive
Clearfield, PA 16830
814-765-0439
deball@pa.gov
www.PennDOT.gov/SCAC

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Next Steps

State College Area Connector PEL Process



state college area
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Federal Highway Administration

From: Spatz, James

To: Abraham, Shaun; "Abrams, Kevin"; Allen, Brian N.; Allison, Amanda; "Allison, Chris"; Ames, John A (Drew); Ammerman, Jeremy D; Anderson, Robert M; Anthony, David (PENNDOT); Augustine, Gregory; Auker, Nicole; "Baker, Bryan"; Ball, Dean D; "Baranski, Alan"; Bishop, Marie; Bohman, John D; "Bomberger, Andrew"; "Box, Jeffery"; "Brandon Peters"; Brown, Corey; Bruch, Steven W; Bucher, Jeffrey; "Buck, Tom"; Bunce, Kyle J; Burden, Donald; Wes Burket; "Carson, Brandon"; Carson, Jacob H.; cdoyle@lvpc.org; "Chapman, Chris"; Chappell, Mark; Chestney, Jamie; Will Clark; "Clayton, Sherry"; Colteryahn, Alexandria; Covert, Cristin; Crobak, Jennifer (FHWA); Crouch, Todd; Crum, Jonathan (FHWA); Cunningham, T Jay; "Dan Walston"; Davies, Charles; Davis, Edward (PENNDOT); Davis, Jamie; Dean, Brandon; "Deck, Steve"; fdell@ycpc.org; DiMatteo, Michael R; "Dombroskie, Mike"; Drda, Christopher; Duda, Rachel; "DWohlwill@PortAuthority.org"; Ebur, Andrea (FHWA); "Edris, Allen"; Erickson, Michael; Ertel, Nina; Feliciano, Veronica (FHWA); Fischer, David (PENNDOT); "Fitzkee, Jonathan"; "Foys, Jill"; Franzen, Lucas A; Frederick, Barbara; Gardner, Kenda Jo; Genovese, Alexander; Gerling, Heather; Giamarino, Madeline; "Gibble, John"; "Gillespie, Joy"; Gonsman, Andy; rgordon; "Gracenin, Dan"; Gray, Gavin; Greenland, Vince; Guttman, Danielle; Hammond, Alice M; Haney, Susanne M; Hanson, Casey; Harrower, Monica; Harvey, Hannah; Hazelton, Susan; Heinrich, Keith; "Herman, Steve"; Highlands, Keith; "Howsare, Steven"; "Imhoff, Ethan"; Jacobini, Jared; Jaillet-Wentling, Angela; Jano, Steve J; Kagel, Jennifer; Kania, Pamela; Kawash, Peter; Keane, Daniel L; Keiser, Michael; Kelley, Autumn; "Kelly, George"; "Kessler, Amy"; "Kim, Song"; King, Christopher D.; Kolos, Kathleen; Krobot, Nicholas; Kronz, George; Landis, Tiffany; Larzelere, Michael; "Lavelle, John"; Librandi Mumma, Tracey; Lightcap, Jay; Lolli, Amy M; Lombard, Mark; Lorson, Benjamin; MacDonald, Andrea; Macioce, Thomas P; Martin, Veronica; Mattern, Brian; Mausteller, Michael J.; "May, James"; McClellan, Sarah K; Mcclelland, Thomas; Mccloskey, Anthony J; McDougal, Steven; McKeel, Justin; McLearen, Douglas C; Melley, Allen; Mercer, J Tyler; Mock, Kevin W; Moon-Sirianni, Cheryl; Nagle, Cheryl; Neal, Elbert; Nepal, Dewakar; Nevshehirlian.Stepan@epa.gov; Nikolas.P.Tranchik@usace.army.mil; Okin, Sharon; Orwig, April; camille.otto@dot.gov; Pavic, Richard T; Peacock, Christopher; Podniesinski, Gregory; Porochniak, Gene (FHWA); Prestash, Thomas; Pulver, Megan; Radatti, Mark J; Rairigh, Elizabeth; Raskiewicz, Thomas J; Rebert, Ashley; Rebert, Michael W; Norris, Christine; Rickard, Marc C; Roberts, Dean; Roessing, Jason; Rostron, David; Ruhl, Bryon S; Russell, Kara; Sabitsky, Jesse U; Savage, William (Fish & Boat); Scarr, Kristin; "Schaible, Todd"; Schrecengost, Jessica; Seeley, Douglas; Seymour, Stephanie; Shaffer, Barbara (FHWA); Shaffer, Scott (PENNDOT); Shiffler, Ryan R; Shunk, Brian E; Smaroff, Dan; Smiles, Heather A; Smoker, Matt (FHWA); Snyder, Terry (PENNDOT); Spangler, Christine; Squillario, Attilio S; Starks, Kipp; Suanlarm, Paul; Suciu.Smith, Deborah (FHWA); Supel, Matthew; Thompson, Kristina L; Tosca, Sandra; Vankirk, Ryan; Velazquez, Jose A; Vlot, Christian; Wandling, Donald; Ward, Richard (PENNDOT); Weed, Robert; Wertz, Gerald C.; "Whitlock, Alison"; Wisor, Joshua; Wolfgong, Christopher R; Yocum, Thomas R; Young, Mark; Zilla, Tom; Zurat, Thomas; Brett Fusco; Chris Linn; Mosca, James; Michael Boyer; James, Kevin; Cole, Lori; Plitt, Dennis

Subject: [EXTERNAL] August 25th ACM Meeting Invite

Start: Wednesday, August 25, 2021 10:00:00 AM

End: Wednesday, August 25, 2021 12:00:00 PM

Location: Microsoft Teams Meeting

Attachments: 2021 ACM Agency Field View Reserved Dates.docx
2021 ACM Schedule.docx
ACM Agenda 8.25.2021.docx
Draft C2050 ACM August 25 2021.pdf

On behalf of Mark Lombard:

This is a meeting invite for the next ACM that will be held through Microsoft Teams on Wednesday, August 25, 2021 at 10:00 am. This meeting will feature an update on the DVRPC LRTP (Connections 2050) and an update on the State College Area Connector PEL. Please see below for call-in information.

Attached to this meeting invitation are the following documents: 1) ACM Agenda, 2) 2021 ACM Schedule, 3) 2021 Field View Reserved Dates, and 4.) Draft Connections 2050 LRTP presentation. Please provide any comments or questions for DVRPC to Jim Spatz, jspatz@pa.gov <mailto:jspatz@pa.gov> , by Monday, August 23rd so that those can be passed on to the presenters ahead of time and addressed, if possible.

Microsoft Teams meeting

Join on your computer or mobile app

Click here to join the meeting <https://teams.microsoft.com/l/meetup-join/19%3ameeting_YzQ3MzFiZmUtYjEyZi00NWY3LWI5Y2YtNGE1YmYzODJkMGM1%40thread.v2/0?context=%7b%22Tid%22%3a%22418e2841-0128-4dd5-9b6c-47fc5a9a1bde%22%2c%22Oid%22%3a%22dc9a9e77-c6fe-49dc-996e-c03d7d8e2118%22%7d>

Or call in (audio only)

+1 267-332-8737,,884427864# <tel:+12673328737,,884427864#> United States, Philadelphia

Phone Conference ID: 884 427 864#

Find a local number <https://protect-us.mimecast.com/s/UEFwCDkYE5sO6Z1KFWvEyf?domain=dialin.teams.microsoft.com> | Reset PIN <https://protect-us.mimecast.com/s/-GzoCERZQ5C6AjmJhwgyWw?domain=mysettings.lync.com>

Learn More <https://protect-us.mimecast.com/s/ipvjCG6YKjSLy9mpcpNzGA?domain=aka.ms> | Meeting options <https://teams.microsoft.com/meetingOptions/?organizerId=dc9a9e77-c6fe-49dc-996e-c03d7d8e2118&tenantId=418e2841-0128-4dd5-9b6c-47fc5a9a1bde&threadId=19_meeting_YzQ3MzFiZmUtYjEyZi00NWY3LWI5Y2YtNGE1YmYzODJkMGM1@thread.v2&messageId=0&language=en-US>

APPENDIX D – Public Officials Premeeting

1. Example Public Officials Letter Invitation on 8/23/21

FE ERAL ELECTE OFF C ALS
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 ELECTE OFF C ALS
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

OVERN ENT PARTNERS L ST
Mr. Michael Danneker, Spring Township Board of Supervisors
Ms. Sharon Royer, Benner Township Board of Supervisors
Ms. Margaret Gray, Centre County Board of Commissioners
Ms. Beth Ann Araujo, Centre Hall Borough Council
Mr. Adam Brumbaugh, College Township Board of Supervisors
Ms. Amy Farkas, Harris Township Board of Supervisors
Mr. Tom Fountaine, State College Borough Council
Ms. Lisa Kroner, Potter Township Board of Supervisors
Mr. Mark Sunderland, Mifflin County Commissioners

2. Public Officials Meeting Sign-in Sheet on 8/31/21

3. Public Officials Meeting Presentation

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August 24, 2021

The Honorable Robert P Casey
United States Senate
817 East Bishop Street Suite C
Bellefonte PA 16823

Dear Senator Casey:

As part of the ongoing State College Area Connector Planning and Environmental Linkage (PEL) Study, the Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration, is preparing for an Open House Public Meeting on September 22nd and 23rd at the Wyndham Garden State College. This meeting will provide an overview of the PEL Study process, revisit the study purpose and need, present the range of alternatives being considered, discuss the screening process and preliminary screening results, and solicit public comments. In preparation for the September 22nd and 23rd Open House, we will publish the latest information to the study website starting the first week of September.

PennDOT would like to invite you to attend a premeeting to review the Open House materials prior to the material being available on the website. The meeting will be held at the Wyndham Garden State College on Tuesday, August 31st from 6 p.m. to 8 p.m. The meeting will present the draft Open House materials that support the topics mentioned above. We apologize for the relatively short notice for this meeting. This premeeting is limited to local officials within the study area in order to introduce the information to elected officials, receive feedback, and prepare you for any questions you may receive from your constituents.

In order to confirm that PennDOT has the space to ensure social distancing, we request that you confirm your attendance with our consultant staff. Please contact Sophia Fox at Sophia.fox@qcausa.com to reserve your meeting spot. If you have any questions about this meeting or need other accommodations, please contact Dean D. Ball, P.E., Project Manager, at deball@pa.gov or (814) 765-0439. Additional information about the PEL Study can be found online at www.PennDOT.gov/SCAC.

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Sincerely,



Thomas J. Zurat, Jr., P.E.
District Executive
Engineering District 2-0

ecc: Elizabeth Kishbaugh, Elizabeth_Kishbaugh@casey.senate.gov

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SIGN IN SHEET – PUBLIC OFFICIALS
Public Officials Premeeting – August 31, 2021
State College Area Connector Planning and Environmental Linkage Study

Name	Title	Organization	Signature
Ray Hankinson	Mayor	Centre Hall	
Liz Kishbaugh	CPA Regional Manager	Office of Senator Bob Casey	
Dennis Hameister	Chairman	Harris Township	
Bruce Lord	Supervisor	Harris Township	
Nigel Wilson	Supervisor	Harris Township	
Frank Harden	Supervisor	Harris Township	
Charles "Bud" Graham	Supervisor	Harris Township	
Laura Shadle	Legislative Assistant	Office of Rep. Scott Conklin	
Eric Norenberg	Executive Director	Centre Region Council of Governments	
Adam Brumbaugh	Township Manager	College Township	
Mike Bloom	CT Management Analyst	College Township	
Eric Bernier	Council Chair	College Township	
Richard Franck	Council	College Township	
Carla Stilson	Council	College Township	
Andy Arnold	Engineer	State College	
Tom Zilla	Principal Transp. Planner	Centre County Metro. Planning Org.	

Brandy Reiter	Executive Assistant	State Senator Jake Corman	
Amy Fancas	Township Manager	Harris Twp	gets all emails

Ray Stolinas	County Planning Director	Centre County Planning & Comm. Dev. Office	
Cindy Kunes	Field Rep.	Congressman Thompson	
Mark Long	Office Manager	State Rep. Benninghoff	
Matt Wise	Feld Rep.	sen. Corman	
Anthony FRAGOLA	College Twp Council		
Jeff Engh	FHWA-PA		
Camille Otto	FHWA - PA		

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Public O icial s Meeting

ugust 31 2021

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Sign-In Station

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Welcome

Public Meeting State College Area Connector

Planning and Environmental Linkage Study (PEL)

U.S. Department of Transportation Federal Highway Administration

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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.

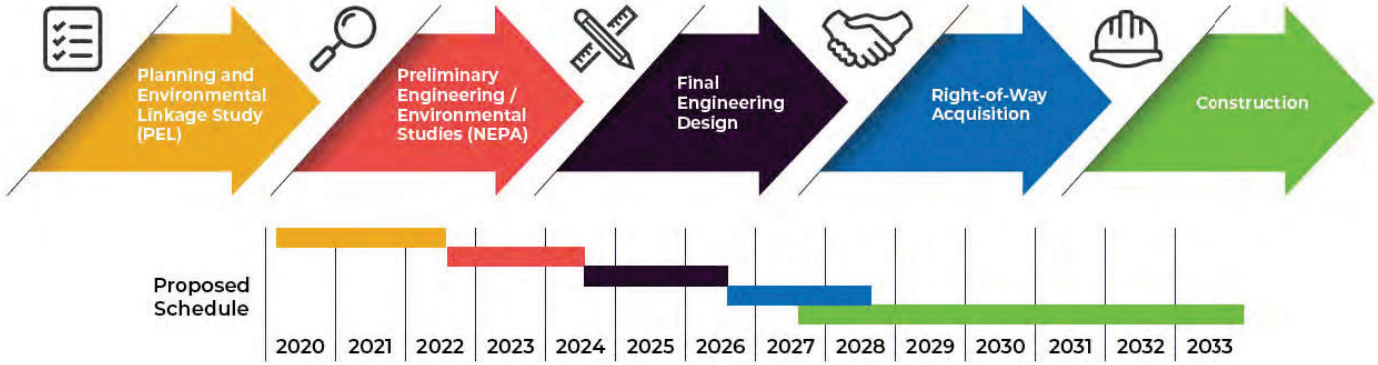
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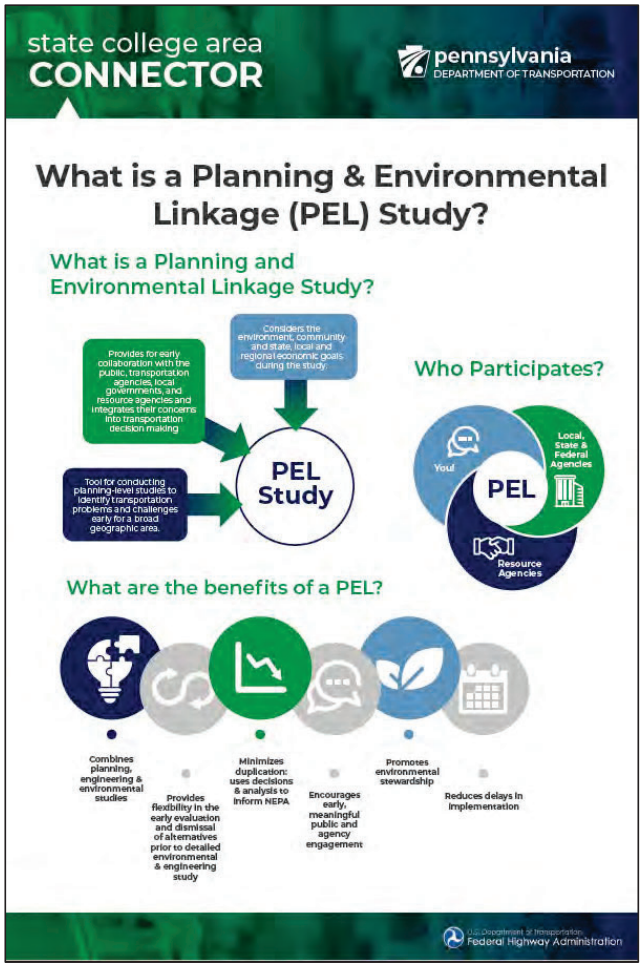
What is the Process for Advancing Transportation Projects?

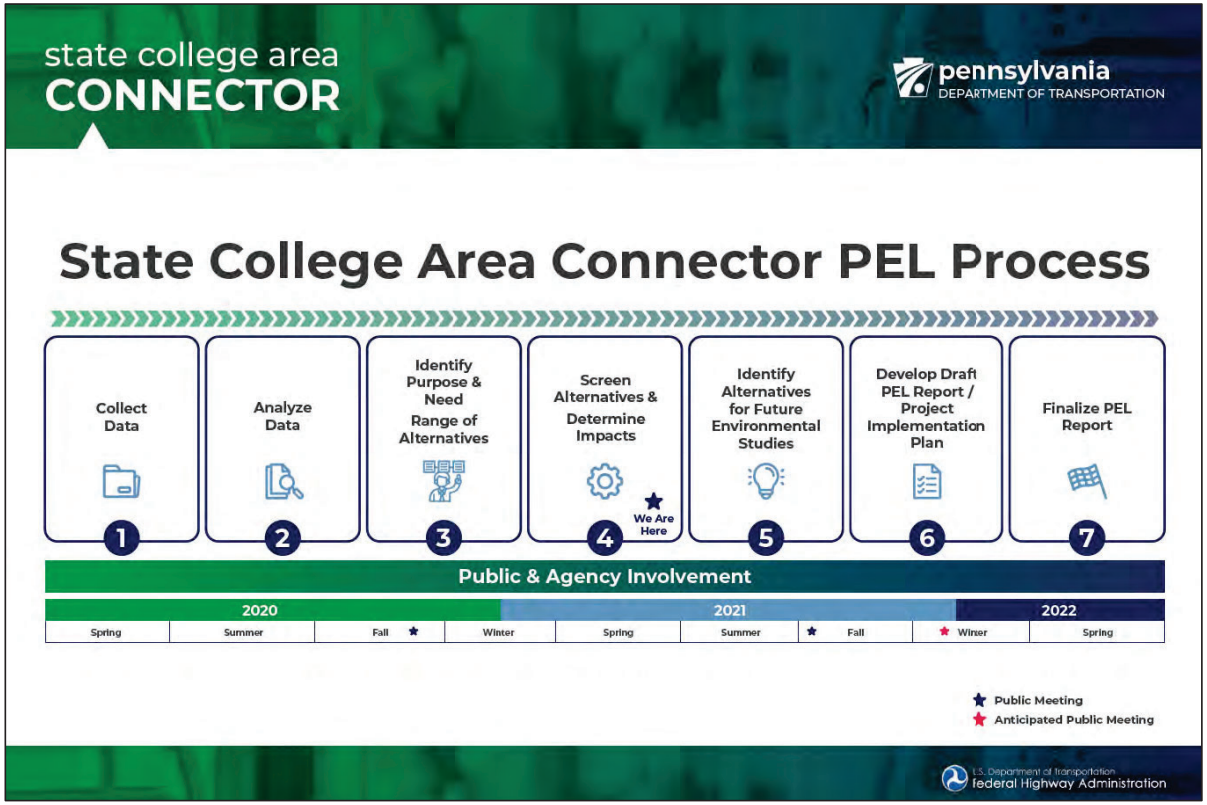
Transportation projects advance through five phases before they are able to be used by the traveling public.



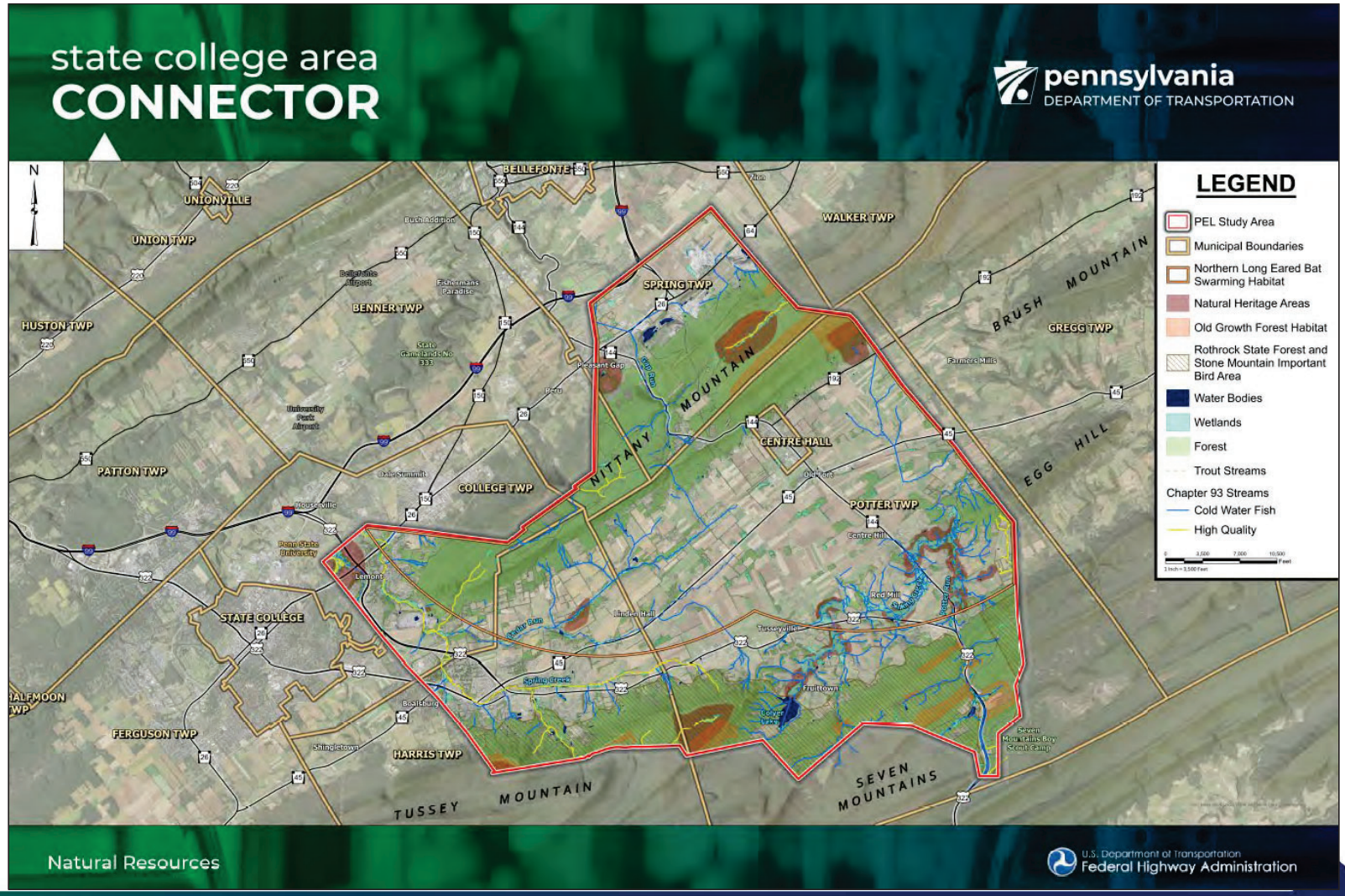
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Study Background

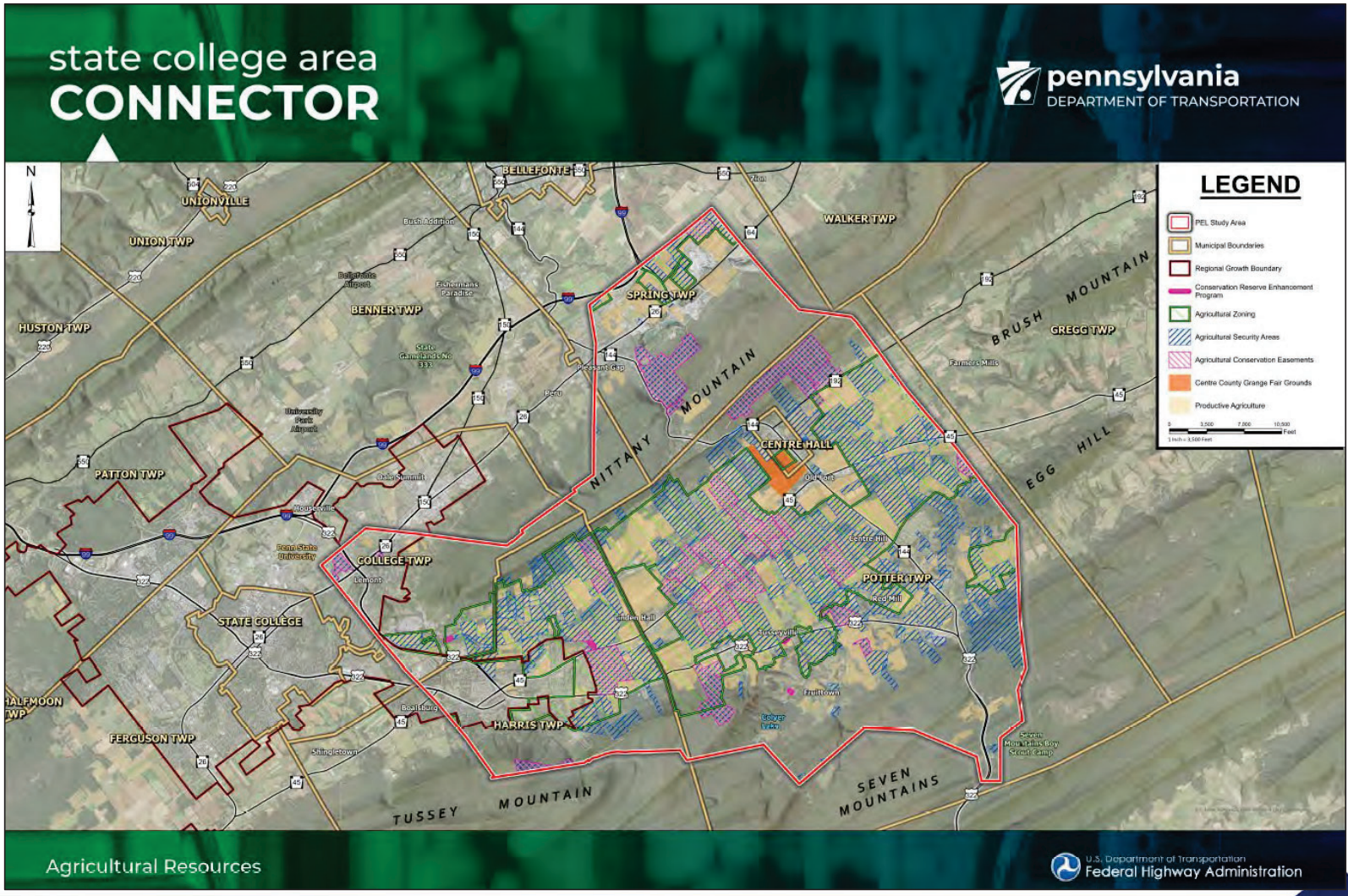




Study Background



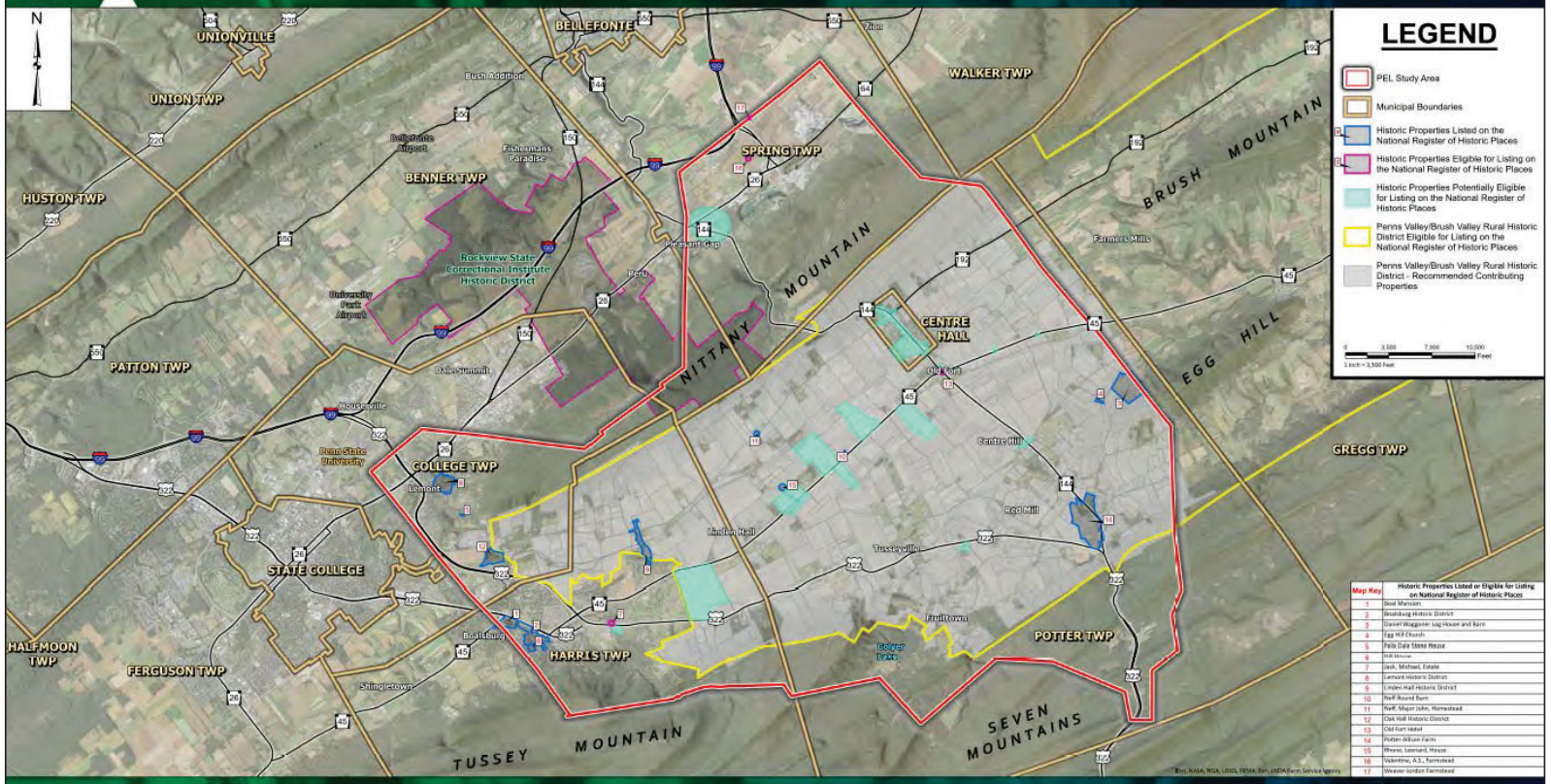
Study Background



Study Background

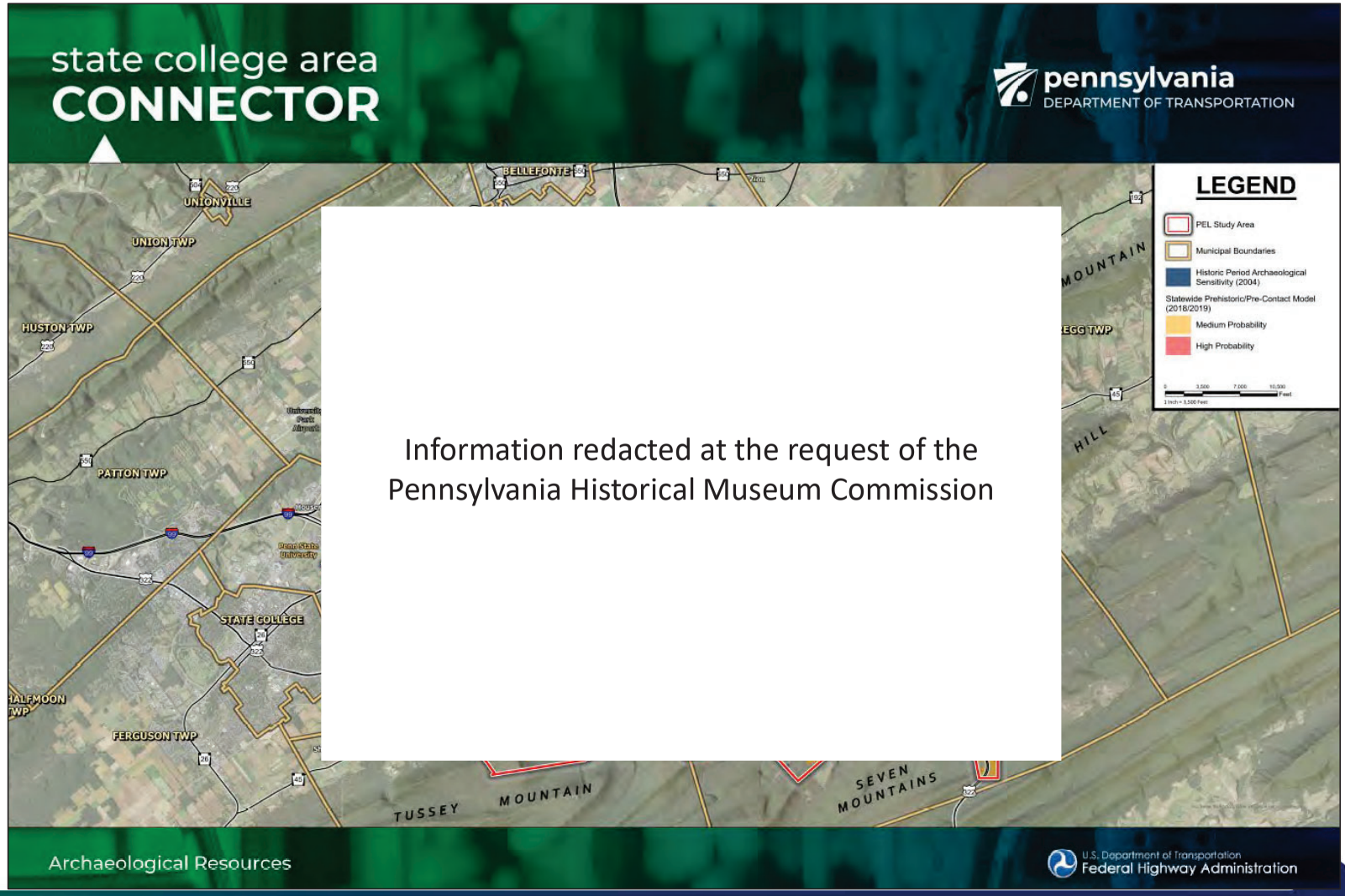
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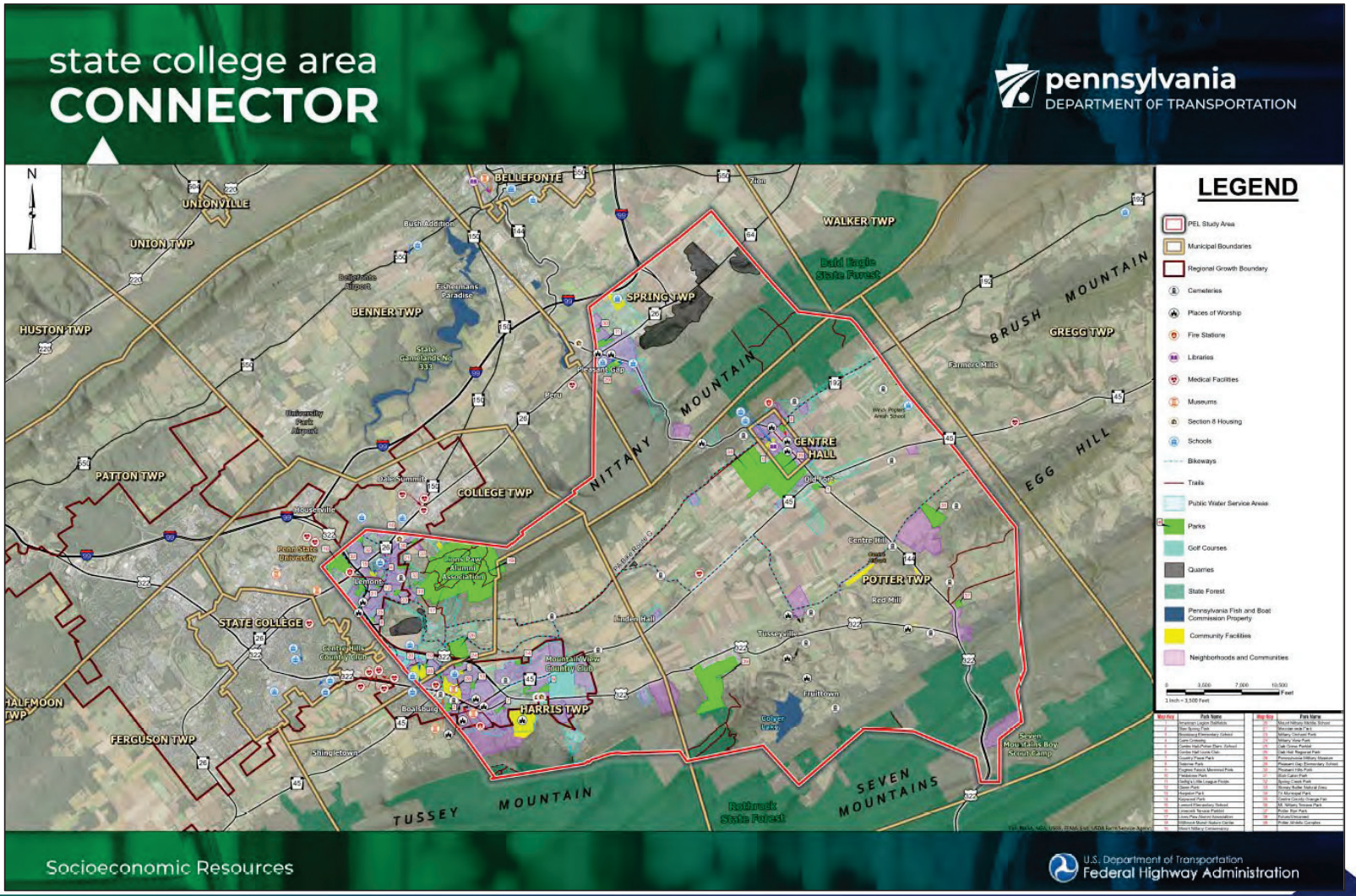


Above Ground Historic Resources

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LEGEND
PEL Study Area
Municipal Boundaries
Historic Period Archaeological Sensitivity (2004)
Statewide Prehistoric/Pre-Contact Model (2018/2019)
Medium Probability
High Probability
Information redacted at the request of the Pennsylvania Historical Museum Commission
UNIONVILLE
UNION TWP
HUSTON TWP
PATTON TWP
STATE COLLEGE
FERGUSON TWP
BELLEFONTE
TUSSEY MOUNTAIN
SEVEN MOUNTAINS
Archaeological Resources
U.S. Department of Transportation
Federal Highway Administration

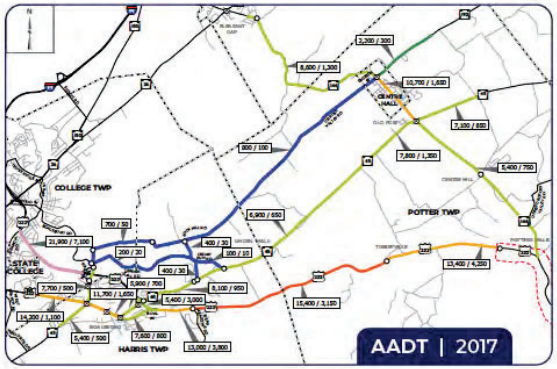
Study Background



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Existing and 2050 Traffic Growth



27% increase in AADT expected by **2050**

Annual Average Daily Traffic (AADT) is the total traffic volume passing a point or segment of a highway facility in both directions for a year divided by 365 days



Legend

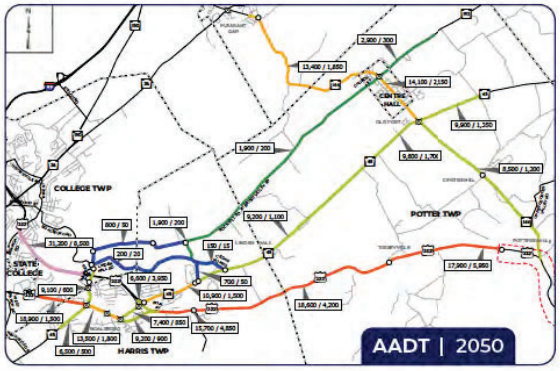
- Potters Mills Gap Transportation Project
- Municipal Boundaries

Intersections
- Signal
- Stop

Average Daily Traffic Volumes
- 0 - 999
- 1,000 - 4,999
- 5,000 - 9,999
- 10,000 - 14,999
- 15,000 - 19,999
- >20,000

1,000 / 20 Total Traffic/Truck Volumes

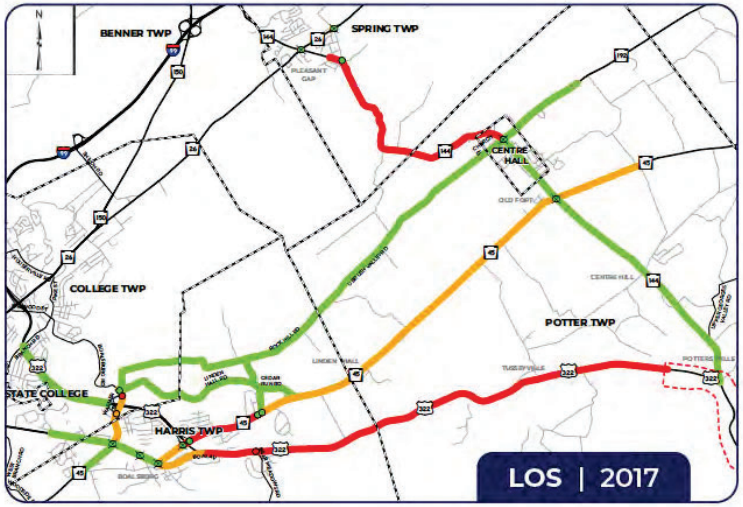
31% Increase in daily truck volume expected by **2050**

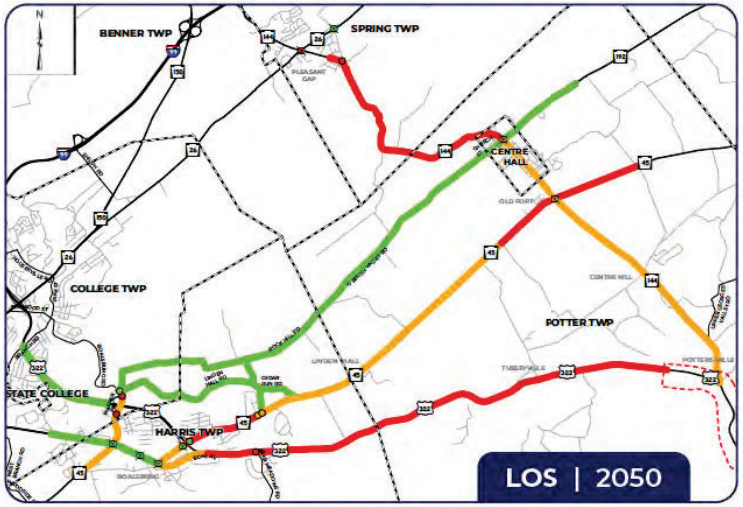


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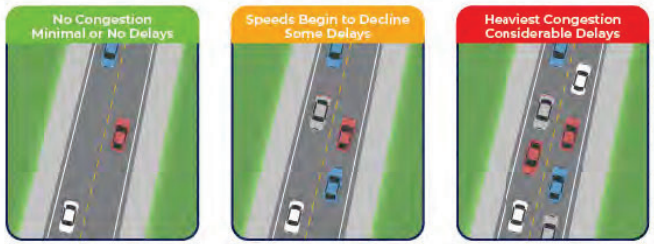
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Motorized Vehicles Peak Hour Level of Service (LOS) Rating Scale

Good (A - Rating) — Bad (F - Rating)

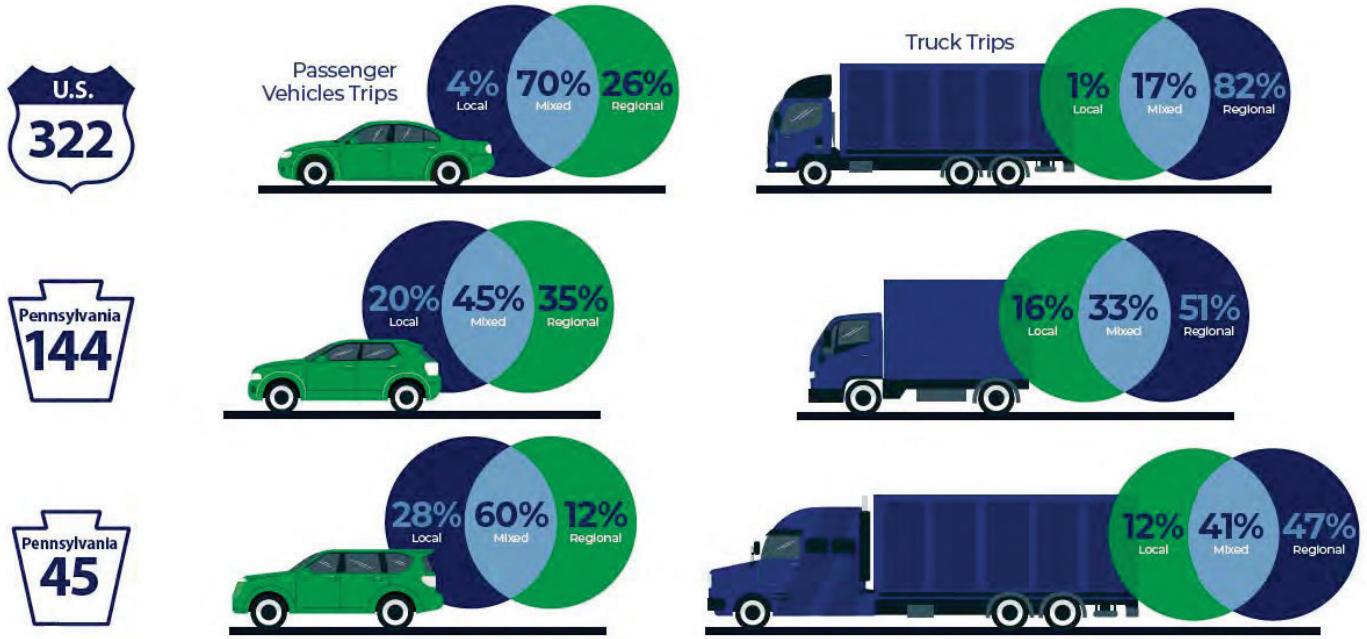


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Origin Destination Summary



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Purpose & Need

Purpose

The purpose of this study is to develop and evaluate a range of alternatives to improve mobility and meet regional traffic and local needs by reducing congestion, addressing safety, and improving system linkage and continuity within the study area.

Transportation Needs

- Traffic congestion in the study area results from high traffic volumes and high truck percentages resulting in poor level of service.
- Safety concerns exist in the study area.
- Inadequate system linkage and intermodal connectivity exists in the study area to accommodate regional and interstate traffic, in particular heavy truck traffic, along with local commuter and non-motorized traffic.

See the Final Purpose and Need for the State College Area Connector Planning and Environmental Linkage (PE) Study report for more details.

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Range of Alternatives

- No Action/No Build Alternative
- Upgrade Existing Roadway Alternative - Four-Lane Divided Highway Improvement




- Transportation Control Measures (TCM) Alternative





- Transportation System Management Alternative





- Transit

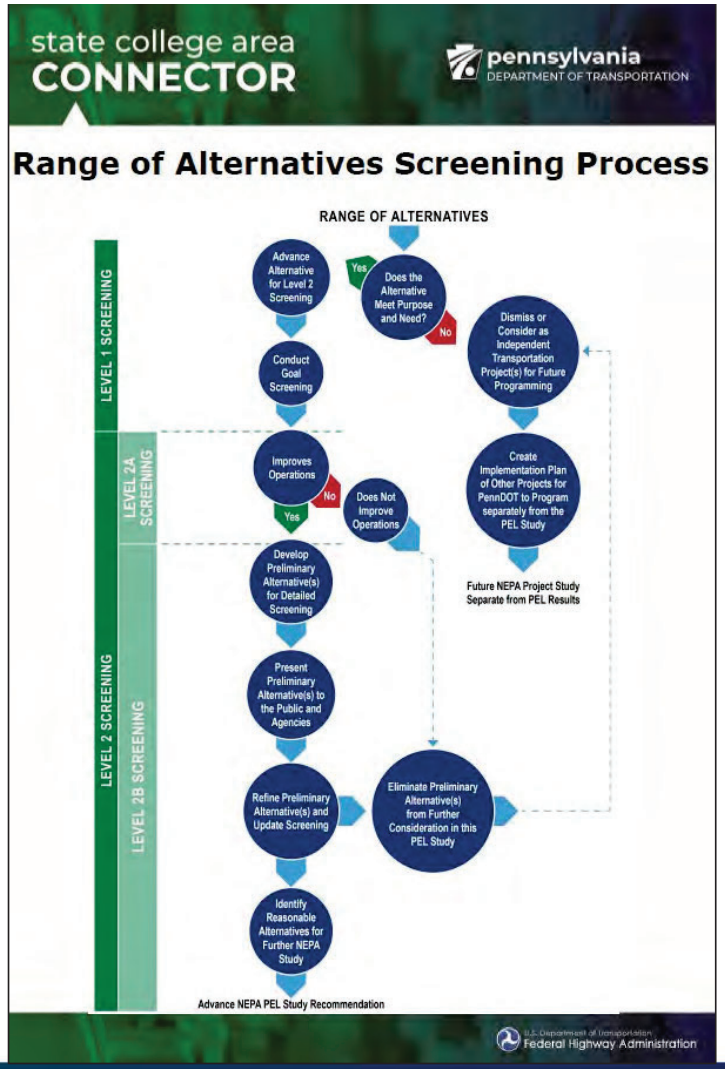



- Build (New Location) Alternative

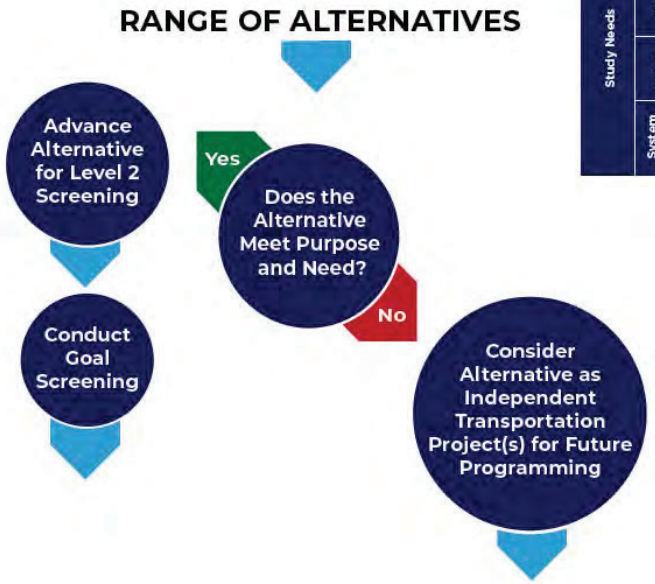



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Alternative Screening



Level 1 Screening



Level 1 Criteria			Range of Alternatives					
			No Build	Upgrade Existing	TCM	TSM	Public Transit	Build
Study Needs	Congestion	Could the alternative meet current and future travel demand?	No	Yes	No	No	No	Yes
		Could the alternative improve operations along roadway segments and at intersections?	No	Yes	No	Yes	No	Yes
	Safety	Could the alternative enhance safety for all modes of travel?	No	Yes	No	Yes	No	Yes
	System Continuity	Could the alternative meet driver expectations	No	Yes	No	No	No	Yes

- Develop high level study goals for the alternatives
- Qualitatively assess if the alternatives meet the purpose and need
- Qualitatively assess how the alternatives meet the goals

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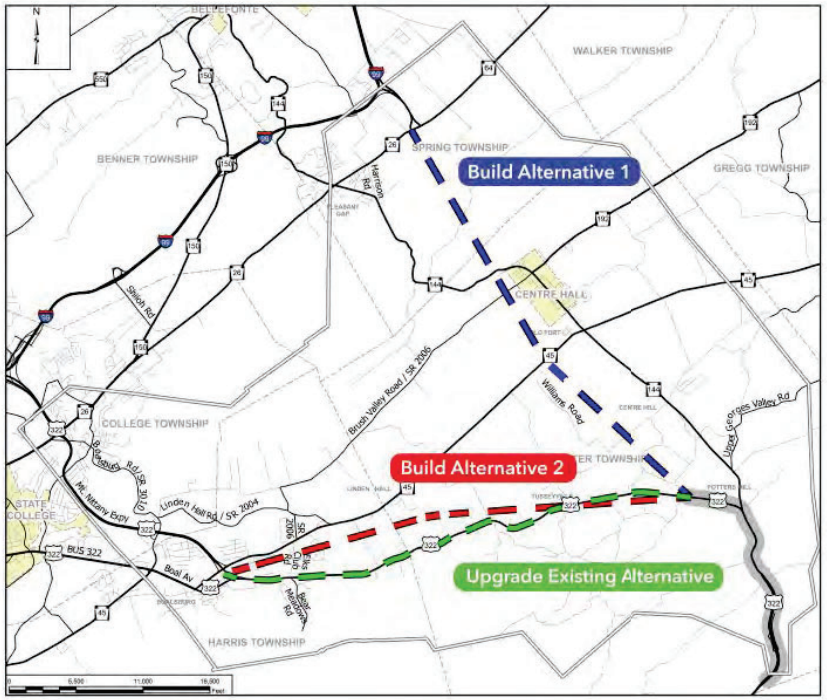
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Level 2A Screening



Alternative	No Build (2050)		Alternative (2050)		Percent Reduction in ADT	Percent Reduction in ADTT
	ADT	ADTT	ADT	ADTT		
Upgrade Existing	101,600*	13,550*	92,800	12,040	-9%	-11%
Build Alternative 1	153,800	28,550	89.087	8,570	-42%	-70%
Build Alternative 2	153,800	28,500	125,086	12,360	-19%	-57%

*Does not include US 322 traffic volumes.

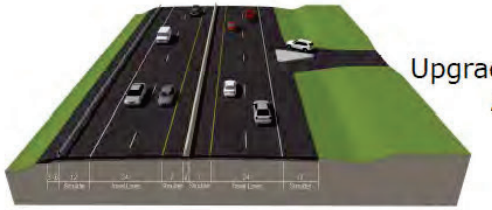


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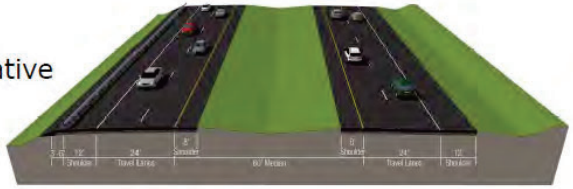
Alternative Corridor Development



Upgrade Existing Alternative

Conceptual Engineering Design
250′ General Corridor Width

Build Alternative



Conceptual Engineering Design
350′ to 800′ Corridor Width

U.S. Department of Transportation Federal Highway Administration

Alternative Screening

state college area CONNECTOR

pennsylvania DEPARTMENT OF TRANSPORTATION

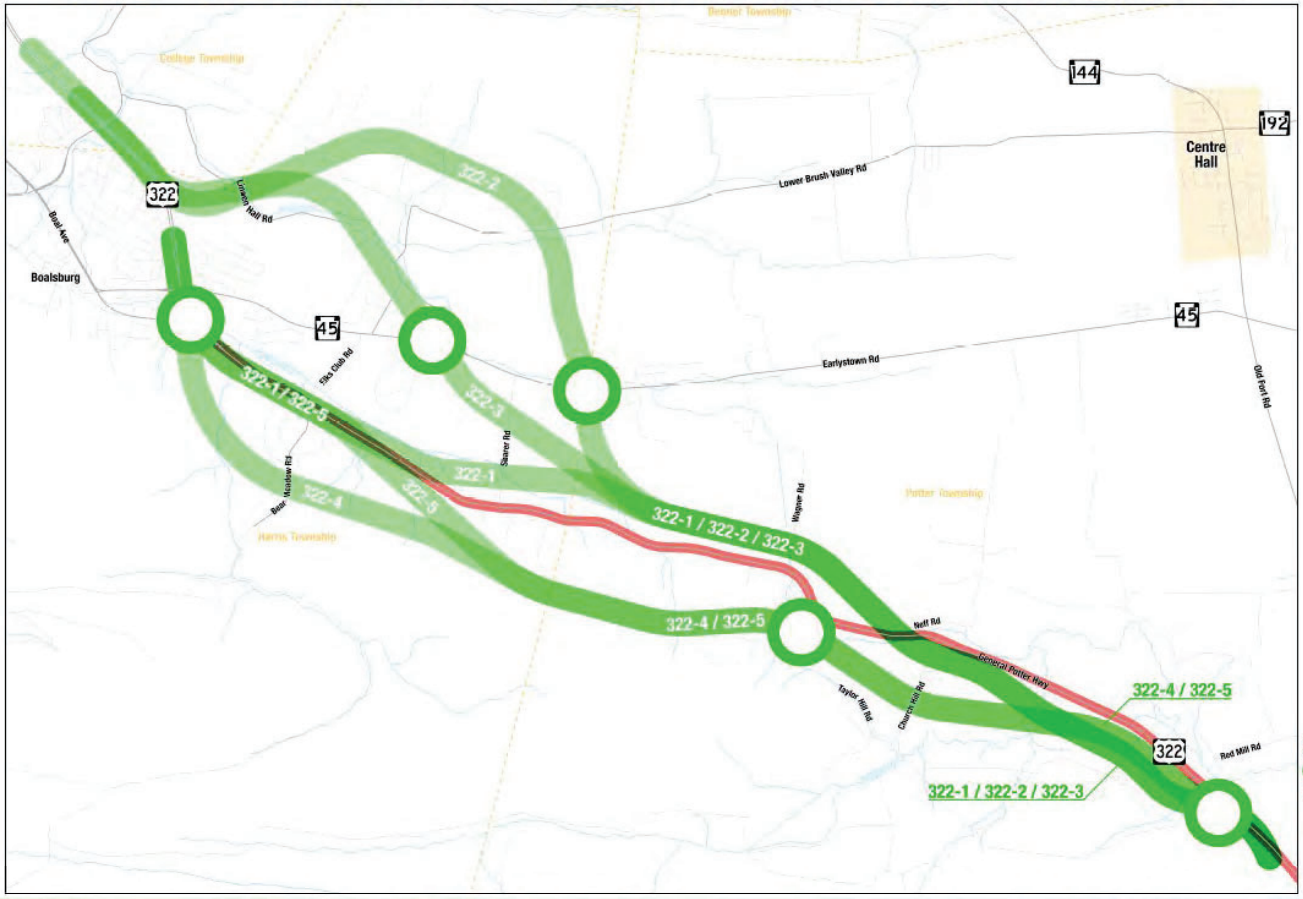
LEVEL 2B SCREENING



state college area CONNECTOR

pennsylvania DEPARTMENT OF TRANSPORTATION

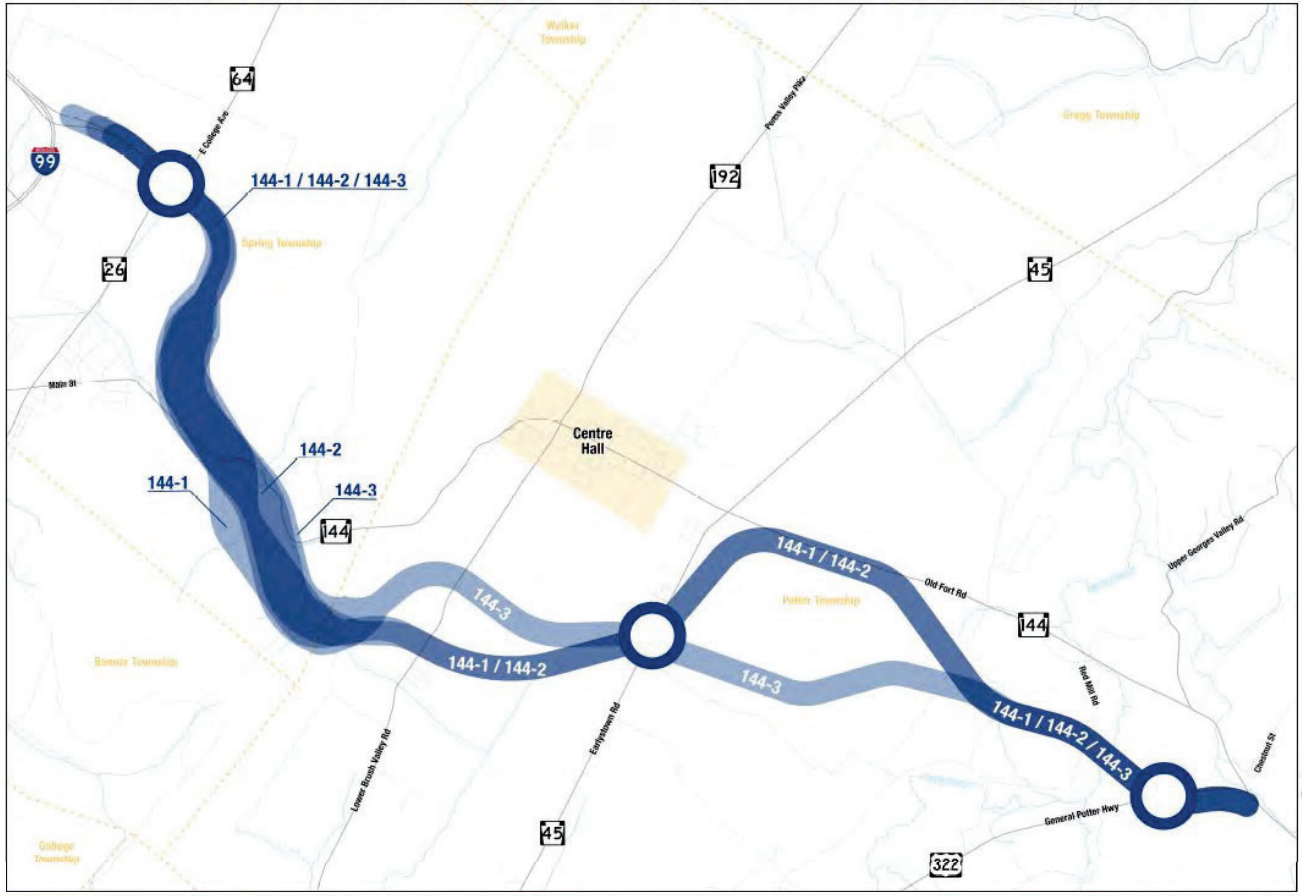
LEVEL 2B SCREENING - US 322 CORRIDOR ALTERNATIVES



state college area CONNECTOR

pennsylvania DEPARTMENT OF TRANSPORTATION

LEVEL 2B SCREENING - PA 144 BUILD ALTERNATIVES



state college area CONNECTOR

pennsylvania DEPARTMENT OF TRANSPORTATION

	Feature	US 322 Build Alternative Corridors										PA 144 Build Alternative Corridors						US 322 Upgrade Existing Alternative Corridor	
		322-1 Valley 1		322-2 Valley 2		322-3 Valley 3		322-4 Ridgeside 1		322-5 Ridgeside 2		144-1		144-2		144-3			
Corridor Area (acres)		511		511		521		454		503		727		730		700		282	
Natural Resources	**Agricultural Resources**																		
	Productive Ag Land (acres)	303		383		333		188		200		304		306		276		88	
	Agricultural Security Areas (within Productive Ag Land) (acres)	135		174		196		70		55		170		171		150		33	
	Agricultural Zoning Districts (acres)	285		336		356		194		225		178		179		177		120	
	Prime Farmland Soils (acres)	244		248		218		101		161		234		234		207		114	
	Statewide Important Farmland Soils (acres)	192		200		225		139		147		226		221		197		141	
	Other Land Preservation																		
	Conservation Easements (acres)	18		0		52		18		20		94		97		104		12	
	Act 319 Clean and Green Areas (acres)	147		186		218		106		84		242		246		269		42	
	Water Resources																		
	Wetlands (acres)	15		13		14		15		18		7		6		8		8	
	Total Streams (# of crossing | linear feet)	26	11,027	16	9,291	16	10,415	15	11,771	20	13,846	15	8,776	15	9,339	16	7,487	24	5,284
	CWF-HQ/CWF Streams (# of crossings | linear feet)	24	9,462	14	7,726	14	8,850	13	9,436	18	11,511	9	7,577	9	8,141	10	6,288	20	4,749
	Ponds/Lakes (# | acres)	9	3	2	<1	2	<1	9	1	11	2	25	7	2	<1	4	<1	6	1
	100 Yr. Floodplains (acres)	11		11		16		12		15		10		12		10		11	
	Terrestrial Habitat and Threatened and Endangered Species																		
	Forested/Wooded Habitats (acres)	28		28		61		159		132		265		277		265		24	
	PA Natural Heritage Core Habitat (acres)	12		12		12		16		16		8		8		8		15	
	Karst Features (#)	30		51		27		3		6		55		55		64		4	
	NLE Bat Swarming Area (acres)	94		279		244		75		75		689		691		661		71	
	Indiana Bat Swarming Area (acres)	60		60		60		75		75		689		691		661		71	

Natural Resources within the Build and Upgrade Existing Alternative Corridors

state college area CONNECTOR

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	Feature	US 322 Build Alternative Corridors										PA 144 Build Alternative Corridors						US 322 Upgrade Existing Alternative Corridor	
		322-1 Valley 1		322-2 Valley 2		322-3 Valley 3		322-4 Ridgeside 1		322-5 Ridgeside 2		144-1		144-2		144-3			
Corridor Area (acres)		511		511		521		454		503		727		730		700		282	
Cultural Resources	**Historic Resources**																		
	NRHP Listed Property (#)	0		0		1		0		0		0		0		0		0	
	NRHP Eligible Property (#)	1		0		0		0		1		0		0		0		1	
	Potentially Individually NRHP Eligible Property (#)	3		1		2		0		2		2		2		1		3	
	Historic District Contributing Property (#/acres)	65	340	101	460	80	398	67	352	68	326	65	331	65	327	52	306	124	151
	Archaeological Resources																		
	Known Archaeological Sites (acres)	2		1		1		1		2		2		3		2		6	
	Historic Period Archaeological Sensitivity Area (acres)	12		22		23		13		18		23		23		19		25	
	Statewide Prehistoric/Pre-Contact Model - High Probability Area (acres)	242		313		299		201		227		219		234		250		196	
	Statewide Prehistoric/Pre-Contact Model - Medium Probability Area (acres)	204		175		191		177		179		281		281		258		62	

Cultural Resources within the Build and Upgrade Existing Alternative Corridors

state college area CONNECTOR

pennsylvania DEPARTMENT OF TRANSPORTATION

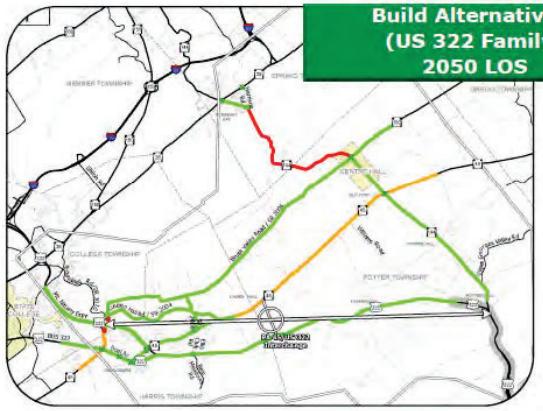
	Feature	US 322 Build Alternative Corridors										PA 144 Build Alternative Corridors						US 322 Upgrade Existing Alternative Corridor	
		322-1 Valley 1		322-2 Valley 2		322-3 Valley 3		322-4 Ridgeside 1		322-5 Ridgeside 2		144-1		144-2		144-3			
Corridor Area (acres)		511		511		521		454		503		727		730		700		282	
Socioeconomic Resources	Socioeconomic Resources																		
Socioeconomic Resources	Residential (# - 2004 data)	36		21		31		8		36		17		18		12		40	
Socioeconomic Resources	Commercial (# - 2004 data)	4		2		2		1		3		5		5		3		12	
Socioeconomic Resources	Places of Worship (#)	1		1		1		1		1		0		0		0		1	
Socioeconomic Resources	Section 8 Housing Sites (#)	2		0		0		0		2		0		0		0		2	
Socioeconomic Resources	Community Facilities (acres)	1		1		1		18		1		1		1		3		1	
Socioeconomic Resources	Neighborhood/Community (# | acres)	10	40	2	2	4	21	4	19	10	53	0	0	2	1	1	0	8	13
Socioeconomic Resources	Conservation/Forest Conservation Zoning Districts (acres)	0		0		0		0		0		205		208		201		0	
Socioeconomic Resources	Parks (#/acres)	0	0	0	0	1	<1	1	19	1	19	0	0	0	0	0	0	1	2
Socioeconomic Resources	Developable Area within Regional Growth Boundary (acres)	46		14		15		6		43		0		0		0		13	
Socioeconomic Resources	Waste Sites (#)	9		5		3		6		9		4		9		7		14	
Socioeconomic Resources	Quarry and Mineral Mining Operations (acres)	0		0		0		0		0		72		63		63		0	

Socioeconomic Resources within the Build and Upgrade Existing Alternative Corridors

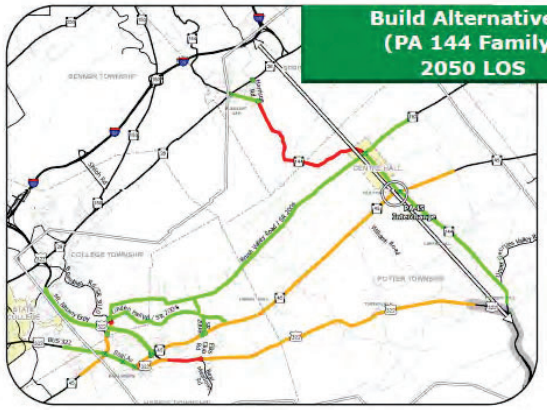
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Build Alternative 1 (US 322 Family) 2050 LOS



Build Alternative 2 (PA 144 Family) 2050 LOS



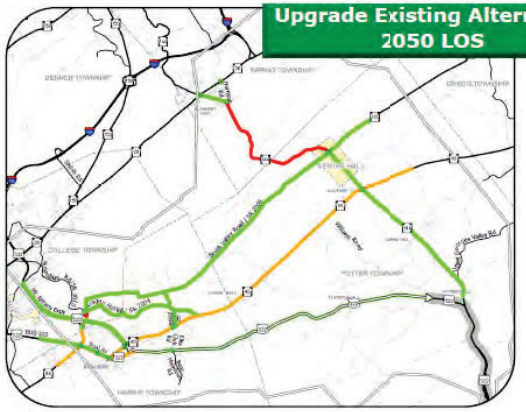
LEGEND

Intersections Level Of Service
- Signal, Level of Service A-C
- Signal, Level of Service D
- Signal, Level of Service E-F
- Stop, Level of Service A-C
- Stop, Level of Service D
- Stop, Level of Service E-F

Level Of Service
- Level of Service A-C
- Level of Service D
- Level of Service E-F

Upgrade Existing Alternative

Upgrade Existing Alternative 2050 LOS



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

Good (A - Rating) — Bad (F - Rating)



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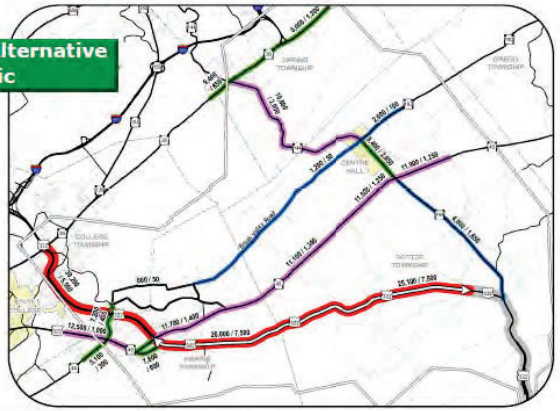
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Representative Network Traffic Totals

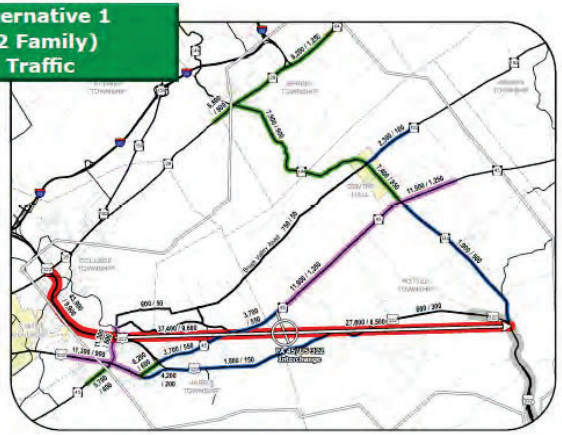
Alternative	Network No Build (2050)		Network with Alternative (2050)		Network Reduction in AADT	Network Reduction in AADTT
	AADT	AADTT	AADT	AADTT		
Upgrade Existing	153,800	28,500	93,400*	12,950*	8%*	4%*
Build Alternative 1			81,100	9,400	47%	67%
Build Alternative 2			110,400	12,850	28%	55%

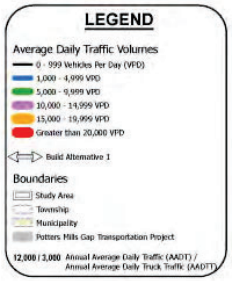
*Does not include all 27 ramps

Upgrade Existing Alternative 2050 Traffic

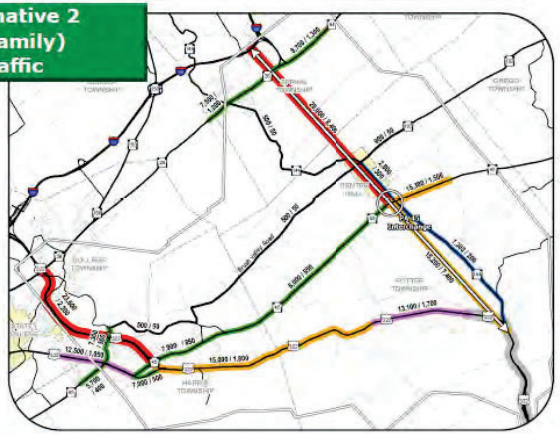


Build Alternative 1 (US 322 Family) 2050 Traffic





Build Alternative 2 (PA 144 Family) 2050 Traffic



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Highway Safety Manual—Safety Analysis Results

Evaluation Criteria	ALTERNATIVE (WITH 2050 TRAFFIC VOLUMES)			
	No Build	Upgrade Existing	Build Alternative 1	Build Alternative 2
Safety				
Predicted Crash Frequency (All crashes)	148.53	172.55	123.45	118.82
Existing SR 0322	35.92	-	7.24	31.98
Existing SR 0144	62.72	53.74	40.26	20.47
Existing SR 0045	49.89	47.92	41.95	43.07
Build Alignment	-	70.89	36.47	23.30
Predicted Crash Frequency (Fatal & Injury crashes)	78.76	80.41	63.49	60.74
Existing SR 0322	18.29	-	3.75	16.49
Existing SR 0144	33.64	28.82	21.13	10.61
Existing SR 0045	26.83	25.57	22.38	22.94
Proposed Alternative	-	26.02	16.23	10.70

Numbers represent annual predicted crash frequency on the roadways under the various alternative scenarios

Comment Station

state college area CONNECTOR

pennsylvania DEPARTMENT OF TRANSPORTATION

How Can You Participate?

Options for Commenting

1. Fill out the comment form provided **and place in box.**

2. Fill out the comment form provided and mail to:

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

All comments received by Friday, October 3, 2021, 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!

U.S. Department of Transportation Federal Highway Administration

state college area

CONNECTOR

PennDOT.gov/SCAC



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DEPARTMENT OF TRANSPORTATION

U.S. Department of Transportation
Federal Highway Administration

APPENDIX E – Email Letter Invitations

1. **Public Meeting Invitation Interested Parties Email Blast on 9/17/21**
2. **Public Meeting Invitation Public Officials via Constant Contact on 9/17/21**

OFF CES OF FE ERAL ELECTE OFF C ALS
Ms. Ann Kaufman, District Director, U.S. Rep. Fred Keller
Mr. Kevin Okeefe, Legislative Director, U.S. Rep. Fred Keller
Ms. Monica Zagame, Scheduler/Office Manager, Office of U.S. Rep. Fred Keller
Ms. Cindy Kunes, Field Representative/District Scheduler PA-15, U.S. Rep. Glenn Thompson
Mr. Matthew Brennan, Chief of Staff, U.S. Rep. Glenn Thompson
Ms. Kristen Gentile, Chief of Staff, U.S. Senator Robert Casey
Colonel Bob DeSousa, State Director, U.S. Senator Patrick Toomey
Ms. Larissa Bailey, Regional Manager, U.S. Senator Patrick Toomey
Mr. Nick Rockwell, Legislative Director, U.S. Senator Patrick Toomey

OFF CES OF STATE ELECTE OFF C ALS
Ms. Brandy Reiter, Executive Assistant, Senator Jake Corman
Ms. Briette Treaster, District Constituent Outreach Specialist
Mr. Dan Auker, District Manager, PA House of Representatives
Mr. Ernest Greene, Staff Member, Rep. Stephanie Borowitz
Ms. Jill Collier, Deputy Director for Operations, Governor's Action Team
Ms. Morgan Wagner, Policy Advisor, Office of the Majority Leader
Mr. Matthew Wise, Field Representative
Mr. Tor McCartney, Chief of Staff, Rep. H. Scott Conklin
Mr. Ty McCauslin, Communications Coordinator, PA House of Representatives
Mr. Walter Russell, Office Manager, PA House of Representatives

CENTRE COUNT ELECTE OFF C ALS
The Honorable Michael Pipe, Commissioner, Chair
The Honorable Mark Higgins, Commissioner, Vice Chair
The Honorable Steven Dershem, Commissioner
The Honorable Bryan Sampsei, Sheriff

STATE COLLE E ELECTE OFF C ALS

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

FFL N COUNT ELECTE OFF C ALS

The Honorable Kevin Kodish, Commissioner
The Honorable Mark Sunderland, Commissioner
The Honorable Robert Postal, Commissioner

OVERN ENT PARTNERS L ST

Benner Township
Mr. Adam Brumbaugh, College Township Board of Supervisors
Ms. Kathryn Long, President, Centre Hall Borough Council
Mr. Dick Decker, Chairman, Potter Township
Ms. Erin Wells, Regional Director, Pennsylvania DEP
Ms. Amy Farkas, Harris Township Board of Supervisors
Mr. Michael Danneker, Spring Township Board of Supervisors
Ms. Lisa Kroner, Potter Township Board of Supervisors
Ms. Sharon Royer, Benner Township Board of Supervisors
Mr. Tom Fountaine, State College Borough Council



Public Meeting Invitation emailed to interested parties

pennsylvania
DEPARTMENT OF TRANSPORTATION

Good Afternoon,
Below please find a graphic with information about next week's public meeting. Please feel free to share or post the image wherever you would like.

Thank you and we hope to see you next week.



Public Meeting Invitation emailed to Public and Elected Officials

APPENDIX F – Flyer

1. Public Meeting Flyer

state college area
CONNECTOR

pennsylvania
DEPARTMENT OF TRANSPORTATION

Public Meeting

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 public meeting for the State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County. Meeting materials will be provided via the study website starting on September 4th for remote viewing prior to the meeting. Comments can also be provided on the study website.

Meeting Purpose: The purpose of this meeting is to review the PEL study process, present the Range of Alternatives, discuss the screening process and preliminary results, and solicit public comments.

Details

WHEN: September 22 & September 23, 2021 - 1 P.M. to 8 P.M.

WHERE: Wyndham Garden – State College
Mountain View Ballroom
310 Elks Club Road
Boalsburg, PA.
Meeting materials will be available at www.PennDOT.gov/SCAC

Agenda

- Review PEL Study exhibits
- Discuss the PEL Study with PennDOT
- Provide input and comments

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

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.

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DEPARTMENT OF TRANSPORTATION

Public Meeting

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Agenda

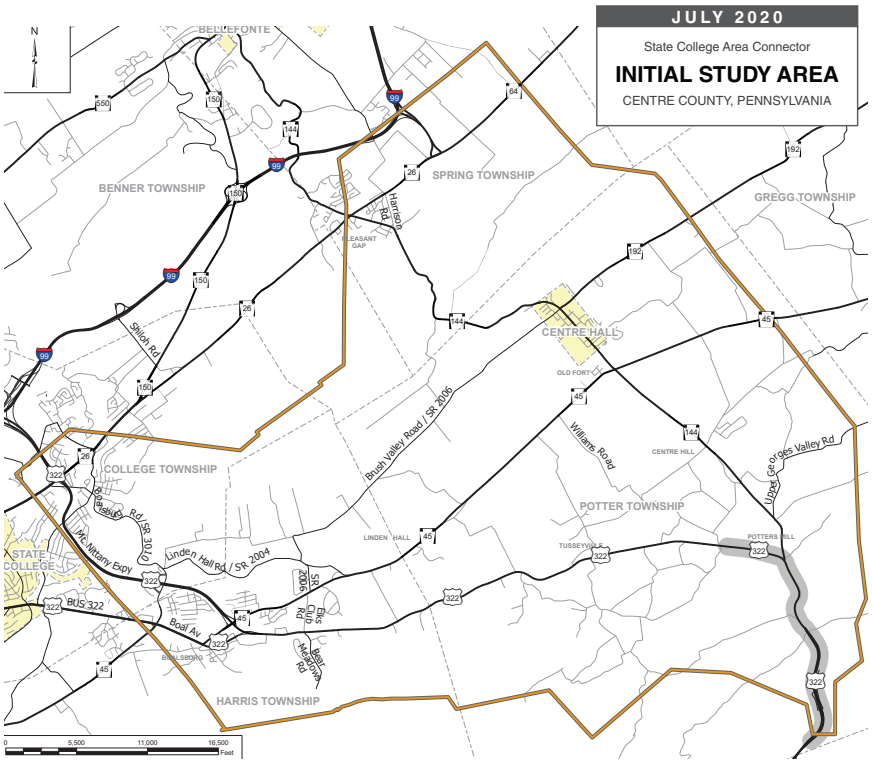
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- Discuss the PEL Study with PennDOT
- Provide input and comments

For more information contact:

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

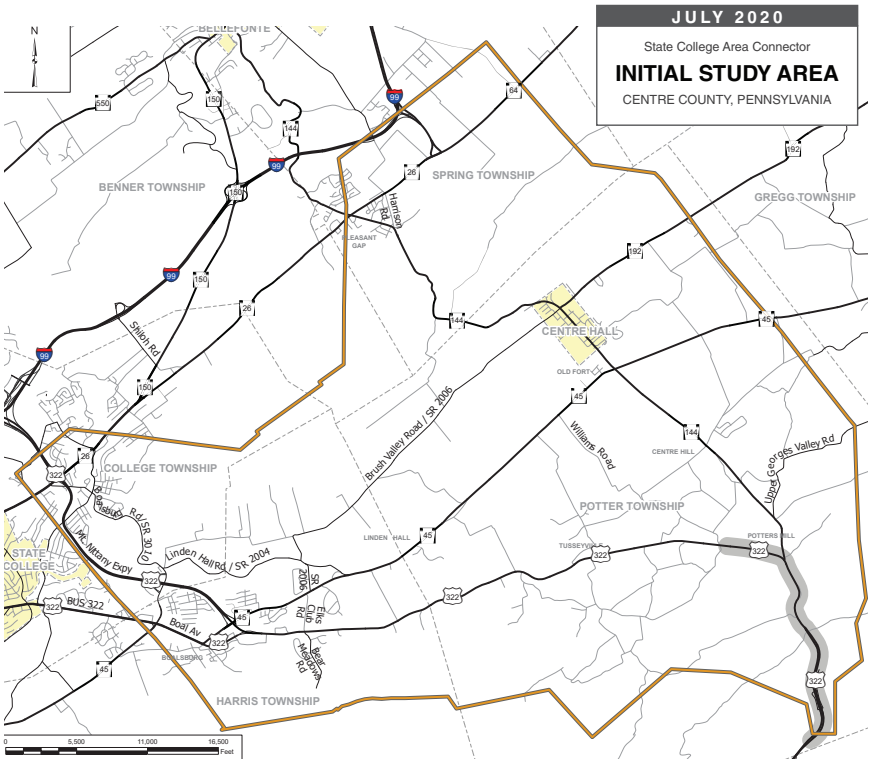
814-765-0439
deball@pa.gov
www.PennDOT.gov/SCAC

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state college area
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pennsylvania
DEPARTMENT OF TRANSPORTATION



APPENDIX G – Amish Community Notification

1. **Transmittal of Meeting Notification on 8/26/21**

LETTER OF TRANSMITTAL

SKELLY AND LOY

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

DATE 8/26/21	JOB NO. JN169202
ATTENTION Mr. David Fisher	
RE: State College Area Connector (SCAC)	
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
12			SCAC - Newsletters
15			SCAC - Public Meeting Flyers

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 BIDS DUE _____ 20 ____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS Mr. Fisher,

Please see the enclosed documents that provide updated information on the SCAC PEL Study and the upcoming public meeting. We are providing extra copies and ask that you distribute the information to members of your Church District. Please contact Eric Bruggeman with any questions, 717-576-9568.

COPY TO File, Paul DeAngelo, Alyssa Lynd

SIGNED Eric Bruggeman

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

LETTER OF TRANSMITTAL

SKELLY AND LOY

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

DATE 8/26/21	JOB NO. JN169202
ATTENTION Mr. Aaron Esh	
RE: State College Area Connector (SCAC)	
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 ☐ _____

COPIES	DATE	NO.	DESCRIPTION
12			SCAC - Newsletters
15			SCAC - Public Meeting Flyers

THESE ARE TRANSMITTED as checked below:

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☐ As requested ☐ Returned for corrections ☐ Return _____ corrected prints

☐ For review and comment ☐ _____

☐ FOR BIDS DUE _____ 20 ____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS Mr. Esh,

Please see the enclosed documents that provide updated information on the SCAC PEL Study and the upcoming public meeting. We are providing extra copies and ask that you distribute the information to members of your Church District. Please contact Eric Bruggeman with any questions, 717-576-9568.

COPY TO File, Paul DeAngelo, Alyssa Lynd

SIGNED Eric Bruggeman

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

LETTER OF TRANSMITTAL

SKELLY AND LOY

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

DATE 8/26/21	JOB NO. JN169202
ATTENTION Mr. John Lapp	
RE: State College Area Connector (SCAC)	
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

☐ Copy of letter ☐ Change order ☐ _____

COPIES	DATE	NO.	DESCRIPTION
12			SCAC - Newsletters
15			SCAC - Public Meeting Flyers

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 BIDS DUE _____ 20 ____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS Mr. Lapp,

Please see the enclosed documents that provide updated information on the SCAC PEL Study and the upcoming public meeting. We are providing extra copies and ask that you distribute the information to members of your Church District. Please contact Eric Bruggeman with any questions, 717-576-9568.

COPY TO File, Paul DeAngelo, Alyssa Lynd

SIGNED Eric Bruggeman

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

APPENDIX H – Media Notification

1. **Newspaper Display Ads**
    - **Lewistown Sentinel on 9/8/21 and 9/20/21**
    - **Center Daily Times on 9/5/21**
2. **Centre Daily Times article on 9/19/21**

state college area
CONNECTOR

pennsylvania
DEPARTMENT OF TRANSPORTATION

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 identifies existing and projected transportation issues within the study area through engineering and environmental investigations as well as public and stakeholder engagement, creates a transportation vision, and identifies viable solutions to address the transportation needs.

In order to introduce the PEL Study process, present the Range of Alternatives, discuss the screening process and preliminary results, and solicit public comments, PennDOT is hosting a public meeting on September 22 and September 23 from 1 P.M. to 8 P.M. at the Wyndham Garden – State College, Mountain View Ballroom, 310 Elks Club Road, Boalsburg, PA. Meeting materials will be available on the study website beginning on September 4, 2021 at PennDOT.gov/SCAC.

The meeting will provide an opportunity for participants to sign-in and register for the meeting; tour meeting exhibits, meet with the study team to ask questions and make comments. 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 via the study webpage. All comments on the public meeting materials must be received by DATE.

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WEATHER

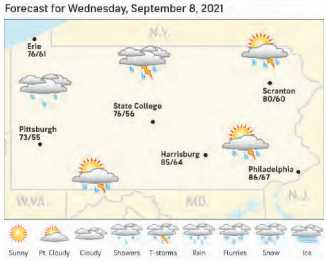
JUNIATA VALLEY WEATHER

TODAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
A shower and thunderstorm	A p.m. shower in places	Pleasant with periods of sun	Sun with few clouds	Mostly sunny and pleasant
High 83° Low 59°	High 75° Low 52°	High 74° Low 50°	High 77° Low 54°	High 79° Low 56°

PENNSYLVANIA

Today's weather — AccuWeather.com

Forecast for Wednesday, September 8, 2021





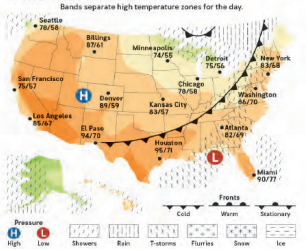
A.J. Stone
Juniata Elementary School
Grade 3

Tuesday's high/low temperatures	82°/65°
Precipitation as of 8 a.m. Tuesday	0.00"
Precipitation for month of September	6.42"
Juniata River at Lewistown	11.17'
Today's record high temperature	93° set in 1954
Today's record low temperature	41° set in 1962
Sunset tonight	7:31 p.m.
Sunrise Thursday	6:45 a.m.

UNITED STATES

National weather — AccuWeather.com

Forecast for Wednesday, September 8, 2021



Sources: National Weather Service, Weather Underground, The Associated Press. Record temperatures based on data for Lewistown

After decades in eye of storms, weather service head retires

By **SETH BORENSTEIN**
The Associated Press

Louis Uccellini has watched dangerous storms brew – one notable political one and many meteorological ones – and survived. Now after eight years leading the National Weather Service, he's retiring.

Uccellini announced Tuesday he is stepping down at the end of the year after 43 years researching, forecasting and coping with weather that has become ever more extreme because of climate change and a political storm that erupted after the White House changed a hurricane forecast map.

Uccellini started asking about the clouds in the sky and the snow on the ground soon after he learned to talk, inspired by 1960's Hurricane Donna that blew over his Long Island home, followed by three blizzards. It turned him into a weather geek. He went on to help create a rating system for winter storms and wrote more than 70 scientific studies and books.

Uccellini 72, spoke to The Associated Press about his tenure – including a clash with the Trump administration over a Hurricane Dorian forecast, his love of storms and efforts to lessen the impact of extreme weather. The conversation, which took place as Hurricane Ida swamped New York, has been edited for clarity and length.

• • •

Q: The weather service has improved its forecasts over the years, but those gains often get counteracted by the weather getting more extreme because of climate change. Does it get frustrating?

A: We're not frustrated by that, it's part of what brings us to work every day. We want to do better. We want to be able to work within this new climate environment. And it's not just the floods. It's not just hurricanes. It's not just severe weather and blizzards. Look at the fire weather situation. We used to have fire weather seasons. We now have fire weather year.

What I can do and what the weather service is positioned to do is to deal with the natural events as we're forecasting them, as we're learning more about them, to be able to communicate to the folks who actually have to deal with mitigating the impacts.

We have a societal issue here as to whether the infrastructure can keep up with a rainfall rate of three inches an hour in New York City, the (nearly) 20 inches of rain that fell southwest of Nashville, Tennessee. Is the infrastructure ready for the magnitudes of these storms? It doesn't appear to be that way.

Q: During Hurricane Dorian, then-President Donald Trump mistakenly said it was threatening Alabama when in fact it was headed to the East Coast. Someone in the White House used a sharpie to change Dorian's forecast track to match the president. Weather service meteorologists in Alabama contradicted the president, and were reprimanded. What was Sharpiegate like for you?

A: I immediately realized that this was probably going to be the biggest leadership – not management, leadership – challenge that I had ever faced and would likely ever face.

Ten minutes before (the public reprimand) was released I was given a courtesy call. And I just said, "This ain't going to go down well." So we had to track (the Alabama office chief meteorologist) down through his personal cell to assure him that I had his back.

Q: That was on a Friday night. By coincidence you were scheduled to speak Monday morning at a weather convention in Alabama. And you publicly thanked the Alabama meteorologists, saying they did the right thing, contradicting the White House. Were you worried?

A: I was prepared to be fired for challenging the White House. I didn't use the word White House and I didn't use the word president.

Q: How did you get interested in weather?

A: The moment that I realized that this is what I was going to do for the rest of my life was 1960. Hurricane Donna was right over our house. And then in December of 1960, we had a massive snowstorm that got us excited.

And then we had the 1961 January storm, it hit Long Island with another 15, 16 inches of snow. And then we got the February 2nd to 4th storm that dumped two feet. And get this, the snowplow broke down on the end of the street.

Q: What weather app is on your phone?

A: I don't have any apps on my phone. I use the weather service and other input, but I can tell you, my wife has weather apps on her phone and she'll show me some stuff and I'll say, "that's fine."



AP photo

This March 1956 photo provided by Louis Uccellini shows him as a child standing in the snow in the Bethpage neighborhood of Long Island, N.Y.

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U.S. Department of Transportation Federal Highway Administration

NATION

Aluminum wrap used to protect homes in California wildfires



AP file photo

A cabin partially covered in fire-resistant material stands next to properties destroyed in the Caldor Fire in Twin Bridges, Calif. Aluminum wraps designed to protect homes from flames are getting attention as wildfires burn in California.

RENO, Nev. (AP) — Martin Diky said he panicked as a huge wildfire started racing down a slope toward his wooden house near Lake Tahoe.

The contractor had enough time to do some quick research and decided to wrap his mountain home with an aluminum protective covering. The material that can withstand intensive heat for short periods resembles tin foil from the kitchen drawer but is modeled after the tent-like shelters that wildland firefighters use as a last resort to protect themselves when trapped by flames.

Diky, who lives most of the time in the San Francisco Bay Area, bought $6,000 worth of wrapping from Firezat Inc. in San Diego, enough to cover his 1,400-square-foot (130-square-meter) second home on the edge of the small California community of Meyers.

"It's pretty expensive, and you'd feel stupid if they stopped the fire before it got close," he said. "But I'm really glad we did it. It was pretty nerve-wracking when the flames came down the slope."

The flexible aluminum sheets that Diky affixed to his $700,000 home are not widely used because they are pricey and difficult to install, though they have saved some properties, including historic cabins managed by the U.S. government.

Fire crews even wrapped the base of the world's largest tree this week to protect it from wildfires burning near a famous grove of gigantic old-growth sequoias in California's Sequoia National Park. The colossal General Sherman Tree, some of the other sequoias in the Giant Forest, a museum and some other buildings also were wrapped amid the possibility of intense flames.

It comes after another aluminum-wrapped home near Lake Tahoe survived the Caldor Fire, about 20 miles (32 kilometers) west of Diky's home, while neighboring houses were destroyed.

The wrapping deflects heat away from buildings, helping prevent flammable materials from combusting. It also keeps airborne embers — a major contributor to spreading wildfires — from slipping through vents and other openings in a home. With a fiberglass backing and acrylic adhesive, the wraps can withstand heat of up to 1,022 degrees Fahrenheit (550 Celsius).

Until about a decade ago, most wildfire damage was blamed on homes catching fire as flames burned nearby vegetation. Recent studies suggest a bigger role is structure-to-structure fires that spread in a domino effect because of tremendous heat that causes manufactured materials to burst into flames.

The company where Diky bought his wraps gets about 95% of its sales from the U.S. Forest Service and National Park Service. Firezat Inc. founding president Dan Hirning estimates the Forest Service has wrapped 600 to 700 buildings, bridges, communication towers and other structures in national forests this year alone.

Firefighters on social media liken the wraps to a "big baked potato." One who helped install some said he felt like he was "wrapping Christmas presents."

Forest Service officials say they have been using the wraps for several years throughout the American West to protect sensitive structures. At Lake Tahoe, they have wrapped the Angora Ridge Lookout, a nationally registered historic fire lookout tower, said Phil Heitzke, an agency battalion chief.

"Many times, Forest Service structures are wrapped well in advance of the fire," he said in a statement. Crews often can then focus on protecting other buildings or other work.

Firezat sells fire shield rolls that are 5 feet (1.5 meters) wide by 200 feet (61 meters) long for about $700 each. Installation by a contractor typically costs thousands of dollars.

"People think we should be selling tons of these things, but it's not as much as everybody thinks," Hirning said. Despite the cost, he said a building won't burn unless "fire falls right on it."

A mechanical engineering professor at Ohio's Case Western Reserve University published 10 years of research about protective wraps in the Frontiers in Mechanical Engineering journal in 2019, saying they "demonstrated both remarkable performance and technical limitations."

The aluminized surface blocked up to 92% of convective heat and up to 96% of radiation, Fumiaki Takahashi said.

The wrapping is most effective if a wildfire burns past with exposure of less than 10 minutes, he said. It's less effective in areas with high-density housing, where spreading infernos can burn for hours without being stopped by firefighters.

The wraps "show promise in being effective, but further research is needed to develop more efficient yet still lightweight" protection against severe fires, Takahashi said in an email. He said he wouldn't recommend them for everyone because they require proper installation.

"But once the installation methods are established (like a standard), I would," he wrote. "There have been multiple successful stories for saving historic cabins by the U.S. Forest Service."

Hirning said most of individual buyers he's had over the years are looking to protect "really expensive cabins, really expensive homes, resorts, etc." They include homeowners on $5 million lots in Malibu, California, who are asked to sign an agreement that the Forest Service isn't responsible for protecting their property in some cases.

A Wyoming rancher once put Hirning on a conference call with a fire commander and insurance adjuster who was going to reduce his rates if he wrapped a cabin worth about $1.5 million.

"Often it's people who can't get fire insurance or their insurance has been dropped. They want to wrap it to protect their investments that way," he said.

Diky suggests getting extra help putting up the wrapping.

"They recommended three people could do it in 3.5 hours. I brought four contractors with me and worked all day into the night ... busted our butt for 12.5 hours," he said.

As far as sales taking off as a result of recent wildfires, Hirning emphasized that it's "an extremely seasonable business."

"The first five years, new competitors were coming on each year. And at the end of each year, I got a phone call: "Would you be interested in buying our inventory?"' he said.

Once it starts raining and snowing, he says he often doesn't sell anything for nine months straight. That could change, however, as climate change contributes to more intense weather and more destructive, nearly year-round wildfire seasons.

California firefighters scramble to protect sequoia tree groves

THREE RIVERS, Calif. (AP) — Hot, dry weather on Sunday added to the challenges facing California firefighters who are battling to keep flames from driving further into a grove of ancient sequoias, where the base of the world's tallest tree has been wrapped in protective foil.

Fire officials warned that stronger winds were also contributing to "critical fire conditions" in the area of the KNP Complex, two lightning-sparked blazes that merged on the western side of Sequoia National Park in the Sierra Nevada.

The National Weather Service issued a red flag warning through Sunday, saying gusts and lower humidity could create conditions for rapid wildfire spread.

The fires forced the evacuation of the park last week, along with parts of Three Rivers, a foothill community of about 2,500 people. Crews have been bulldozing a line between the fire and the community.

More than 34 square miles (88 square kilometers) of forest land have been blackened.

The National Park Service said Friday that flames had reached the western-most tip of the Giant Forest, where it scorched a grouping of sequoias known as the "Four Guardsmen" that mark the entrance to the grove of 2,000 sequoias.

Firefighters wrapped the base of the General Sherman Tree, along with other trees in the Giant Forest, in a type of aluminum that can withstand high heat. It wasn't immediately known how the Four Guardsmen, which received the same treatment, fared, fire spokeswoman Katy Hooper said Saturday.

The General Sherman Tree is the largest in the world by volume, at 52,508 cubic feet (1,487 cubic meters), according to the National Park Service. It towers 275 feet (84 meters) high and has a circumference of 103 feet (31 meters) at ground level.

Firefighters who were wrapping the base of the sequoias in foil and sweeping leaves and needles from the forest floor around the trees had to flee from the danger on Friday, Hooper said. They returned Saturday when conditions improved to continue the work and start a strategic fire along Generals Highway to protect the Giant Forest grove, Hooper said.

Giant sequoias are adapted to fire, which can help them thrive by releasing seeds from their cones and creating clearings that allow young sequoias to grow. But the extraordinary intensity of fires — fueled by climate change — can overwhelm the trees.

"Once you get fire burning inside the tree, that will result in mortality," said Jon Wallace, the operations section chief for the KNP Complex.

The fires already have burned into several groves containing trees as tall as 200 feet (61 meters) feet tall and 2,000 years old.

To the south, the Windy Fire grew to 28 square miles (72 square kilometers) on the Tule River Indian Reservation and in Giant Sequoia National Monument, where it has burned into the Peyrone grove of sequoias and threatens others.

The fire also had reached Long Meadow Grove, where the Trail of 100 Giant Sequoias is a national monument. Fire officials haven't yet been able to determine how much damage was done to the groves, which are in remote and hard-to-reach areas.

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U.S. Department of Transportation Federal Highway Administration



ANDREW RUSH Pittsburgh Post-Gaze

The 9,360 panel solar array installed at the Pittsburgh International Airport photographed on July 14, 2021, in Imperial. The panels are part of a new microgrid powering facility that uses natural gas and solar energy. Officials say Pittsburgh is the first airport in the world to be completely powered in this way.

With solar coming, landowners learning about a new type of lease

BY ANYA LITVAK
Pittsburgh Post-Gazette

There are now so many large solar projects planned for Pennsylvania that, if all the plans panned out, there would be far more energy coming from the sun than from coal or nuclear power.

More than 14 gigawatts of Pennsylvania-based utility-scale solar is in line to connect to the regional transmission grid, PJM Interconnection. Not all of these projects will go forward, but the line itself is an indication of how an industry that was virtually nonexistent a few years ago is creating heat in the Keystone state.

And that means there's an urgent need to educate landowners before a wave of land agents with solar leases in hand come knocking, said Dan Brockett, a Penn State Extension educator.

Already, Brockett estimates more than 5,000 Pennsylvania landowners have been approached to sign option agreements. Such agreements give a solar developer between two and five years to decide whether to proceed to a decadeslong land lease.

The leasing flurry began about two years ago.

Solar developers were tying up land all over the place, although some areas of the state began to receive more serious consideration than others.

Today, there are more than 400 solar projects in various stages of development but only 12 utility-scale installations, totaling 195 megawatts, pumping into the grid.

That means "the facts are few here," Brockett said.

For a utility-scale project — the average-sized project in the PJM queue is 40 megawatts — a solar developer has a checklist that begins with a landowner option agreement and ends with securing a long-term contract from a customer for the solar power the project would produce. In between, there are transmission studies, approvals from various regulators and zoning officials, environmental permits, engineering and financing.

But nothing can proceed without a piece of land, and nothing can get finalized with a customer for the solar energy, Brockett said.

Predicting which projects will proceed and which will falter is a fool's errand, he said.

Instead, landowners should treat each offer from a solar company as if it will materialize and negotiate accordingly.

Some of the lessons learned during the shale gas land rush apply here, said Brook Duer, staff attorney at the Center for Agriculture and Shale Law at Penn State:

- Never sign an offered lease as is.
- Carve out pieces of your property that would be off limits to development.
- Consult an attorney.

"Few things are off limits for negotiation because 'deal-breakers' have not yet been established," he said in a presentation during Penn State's Solar Law Symposium in June.

The option agreements and leases landowners are getting now are voluminous and filled with commercial real estate boilerplate language, Duer said.

Nevertheless, "they are very straightforward legal contracts," he said.

He's compared it to a "commercial real estate lease on steroids."

Duer advises while landowners are entering into a long-term business relationship, they are likely to see their business partners change several times over the course of the deal.

Property owners with shale gas leases know the drill — one company might sign the lease then sell it to another, or two companies might merge or file for bankruptcy.

ZONING FIGHTS IN STORE

Penn State has carved out a niche in educating landowners about solar development. Last summer's leasing webinars attracted hundreds of listeners. The more they turn to Penn State, the more information the university's educators learn from them, too.

Brockett, for example, keeps track of how much the landowners he's heard from are being offered to sign option agreements and leases.

"I've heard people sign for as low as $3,000 on the option side and as high as $50,000 for a lease," he said.

Some solar companies have offered to buy land outright, but that is not too common — at least not yet, Brockett has found.

Most of the leases he's seen fall between $900 and $1,200 per acre per year, with annual increases up to 2.5%.

Duer collects the legal agreements landowners send him. These are voluminous documents with legalese lifted mostly from commercial real estate leases, he said.

Meanwhile, colleague Mohamed Badissy, with Penn State Dickinson Law, is working on cataloging more than 2,500 municipal zoning ordinances to determine which ones have specific rules for solar siting. His preliminary results, presented at the Law Symposium in June, indicate the vast majority — 87% — either don't mention solar or say nothing about where it can or cannot be developed.

"I feel very sympathetic for the township supervisors and zoning hearing boards," Duer said. "They're the ones who are going to end up feeling all the neighbor pressures and the developer pressures. All of this will be fought out in the township building."

Typically, landowners and township officials care about setbacks, vegetative buffering, glare, liability insurance and decommissioning — that is, making sure the solar developer posts a bond to dismantle the solar equipment at the end of the lease term and reclaim the land.

Whatever people's politics — and Brockett steers clear of those — one thing he's learned is "there's no perfect place to put energy projects."

Although he's talked to plenty of landowners over the years, "I never met anyone who really wants an energy project in their backyard."

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U.S. Department of Transportation
Federal Highway Administration

What's next for the State College Area Connector project? Feedback sought at upcoming meetings

BY HALIE KINES

SEPTEMBER 19, 2021 6:00 AM



U.S. Route 322 westbound merges into one lane past Potters Mills to head toward State College on Friday. The goal of the long-planned State College Area Connector project is to improve the stretch of Route 322 from the Seven Mountains to State College. ABBY DREY *ADREY@CENTREDAILY.COM*

Only have a minute? Listen instead

-04:57

Powered by Trinity Audio

Centre County residents will have two opportunities this week to hear updates and possible routes for the State College Area Connector project that has been in the works for more than a decade.

The Pennsylvania Department of Transportation, along with the Federal Highway Administration, will host meetings from 1-8 p.m. Wednesday and Thursday to give the public an opportunity to review the State College Area Connector Planning Environmental and Linkage study. The meetings will be held at the Wyndham Garden State College, 310 Elks Club Road, Boalsburg.

At the public meetings, PennDOT will explain the PEL study process, present the range of alternatives, discuss the screening process and preliminary results, and solicit public comments.

“What we’re looking for is to get a real sense of what the concerns are, what people have to say about a potential project through there. ... All we’re doing at this point is setting potential alternatives or potential corridors,” Marla Fannin, community relations coordinator/press officer for PennDOT district 2, said.

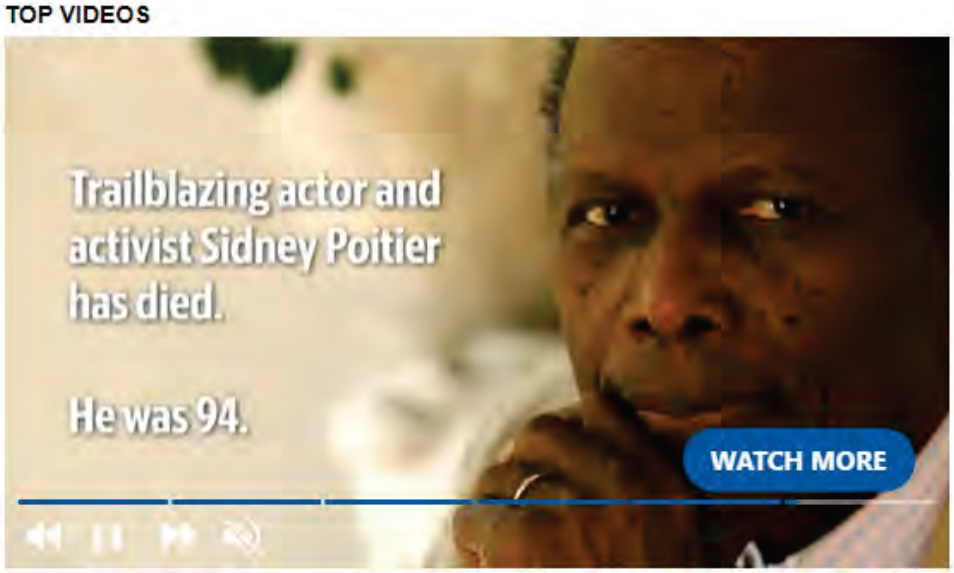


Alternatives listed on the project site include corridors on 144 and 322. Nine alternatives are listed, five of the alignments are grouped along Route 322, three are grouped along Route 144 and one maintains the existing alignment of the roadway. *PENNDOT*

Nine alternatives listed on the project site include corridors on routes 144 and 322. During a meeting on Monday, Harris Township officials discussed concerns about two of the proposed alignments that would have an interchange on Discovery Drive, on top of the township’s new maintenance facility.

In talks with PennDOT, Harris Township Manager Amy Farkas said PennDOT didn’t have the facility mapped when they did the alignment mapping and they’re working on updates. In a statement posted on the township’s Facebook page, the supervisors opposed all alignments along Route 322, saying that could force businesses and the church within the industrial zoned area to move out of the township.

The goal of the SCAC project — which Gov. Tom Wolf said in 2019 could cost about $670 million — is to improve a 13-mile stretch of U.S. Route 322 from the Seven Mountains to State College. The public meetings are planned to include information about environmental and community features, the range of alternatives studied to date, and preliminary alternative improvements.



Take a look back at the career of trailblazing actor Sidney Poitier

The SCAC initial study area encompasses 70 square miles and identified that high-peak hour traffic volumes cause congestion on U.S. Route 322 and state Routes 45 and 144 roadways and intersections, according to a PennDOT newsletter. The roadway configurations and traffic conditions that currently exist contribute to safety concerns, it states, and the roadway network lacks continuity.

As part of the process, PennDOT initiated a Planning and Environmental Linkage (PEL) Study that will help inform planning decisions and streamline the project delivery process, according to PennDOT.

“These alignments would forever alter the character of our community. Additionally these alignments would remove all of our industrial zoned property. There is no additional location in the township where land could be rezoned industrial to accommodate any relocation of impacted properties,” the statement read. The supervisors endorsed one of the alignments along Route 144.

Responding to concerned residents on Monday, supervisors encouraged people to attend the meeting and share their input.

Fannin echoed that to the Centre Daily Times and said feedback is a huge part of the meeting. PennDOT will be using the feedback gathered to help them move forward.

Transportation projects advance through five phases before they are able to be used by the traveling public, PennDOT’s website states. The steps include the PEL study, preliminary engineering/environmental studies, the final engineering design right-of-way acquisition and construction. The project is in step 4 of the PEL study; the PEL study step is not anticipated to be completed until spring 2022.

Construction may not begin until 2027 and won’t be completed for several years after. In the Facebook statement, Harris Township supervisors urged PennDOT to complete safety improvements started on Route 322 in a “timely fashion.”

“Doing nothing or waiting for full funding is not an option, as this is one of the most unsafe roads in the state,” the post read.

Information on the project can also be viewed online at www.penndot.gov/scac. The information presented at the meetings will be the same both days and people can go to the meeting at any point within the meeting hours.

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 via the study website. All comments on the public meeting materials must be received by Oct. 3.

APPENDIX I – Press Releases

1. **PennDOT Press Release on 9/2/21**
2. **PennDOT Press Release on 9/13/21**
3. **PennDOT Press Release on 9/20/21**

FOR E ATE RELEASE
September 2 2 21

State College Area Connector Website to be Updated in Anticipation o Late September Public eeting

State College PA – The Pennsylvania Department of Transportation (PennDOT) is alerting area residents that its website for the State College Area Connector Planning and Environmental Linkage (PEL) Study, **ill be updated on September 4**. The update will feature information the public will see during a public meeting scheduled for late September.

The website can be found at **Penn OT gov SCAC**.

The public meeting will be held at the Wyndham Garden Mountain View Ballroom, 310 Elk Club Road, Boalsburg, PA.

ates and times or the public meeting are

Wednesday September 22 rom 1 P to P
Thursday September 23 rom 1 P to P

The public meeting will introduce the PEL Study process, present the range of alternatives, discuss the screening process and preliminary results, and solicit public comments.

Subscribe to PennDOT news in Cameron, Centre, Clearfield, Clinton, Elk, Juniata, McKean, Mifflin, and Potter counties at www.PennDOT.gov/District2.

E A CONTACT Marla Fannin, (814) 765-0423

# # #

FOR E ATE RELEASE
September 13 2 21

Public eeting Open House Set or State College Area Connector Study

State College PA – The Pennsylvania Department of Transportation (PennDOT) will soon host a public meeting/open house for its State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County. The purpose of the State College Area Connector Study is to identify existing and projected transportation needs within the study area. The study is being done by PennDOT in cooperation with the Federal Highway Administration (FHWA). Up-to-date information on the study can be found at **Penn OT gov SCAC**. Information on the study site will also be available at the public meeting/open house.

The public meeting open house ill be held on September 22 and September 23 rom 1 P to P each day n ormation presented ill be identical on both dates Attendees may come to the meeting at any point ithin the meeting hours

The public meeting/open house **ill be held at the Wyndham arden** – State College, Mountain View Ballroom, 310 Elks Club Road, Boalsburg, PA.

At this event, PennDOT will introduce the PEL Study process, present the Range of Alternatives, discuss the screening process and preliminary results, and solicit public comments.

Attendees will be able to sign-in, tour meeting exhibits, meet with the study team to ask questions, and make comments. 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 via the study website. All comments on the public meeting materials must be received by October 3, 2021

The 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.

E A CONTACT Marla Fannin, (814) 765-0423

# # #

pennsylvania
DEPARTMENT OF TRANSPORTATION

FOR E ATE RELEASE
September 2 2 21

Reminder Public eeting Open House Ta es Place This Wee or State College Area Connector Study

State College PA – This week, the Pennsylvania Department of Transportation (PennDOT) will host a public meeting/open house on its State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County. The purpose of the State College Area Connector Study is to identify existing and projected transportation needs within the study area. The study is being done by PennDOT in cooperation with the Federal Highway Administration (FHWA). Up-to-date information on the study can be found at **Penn OT gov SCAC**. Information on the study site will also be available at the public meeting/open house.

Details are:

- **The public meeting open house ill be held on Wednesday September 22 and Thursday September 23 rom 1 P to P each day n ormation presented ill be identical on both dates Attendees may come to the meeting at any point ithin the meeting hours**
- **The public meeting open house ill be held at the Wyndham arden State College ountain Vie Ballroom 31 El s Club Road Boalsburg PA**

Attendees will be able to sign-in, tour meeting exhibits, meet with the study team to ask questions, and make comments. 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 via the study website. All comments on the public meeting materials must be received by October 3, 2021.

At this event, PennDOT will introduce the PEL Study process, present the Range of Alternatives, discuss the screening process and preliminary results, and solicit public comments. All interested parties are encouraged to attend.

E A CONTACT Marla Fannin, (814) 765-0423

# # #

APPENDIX J – Other Notification Efforts

1. **CCMPO Example Facebook Posts on 9/22/21 and 9/23/21**
2. **Centre Region Council of Governments Website Post on 9/9/21**
3. **Social Media Posts by Various Interested Parties**

Centre County Metropolitan Planning Organization
September 22, 2021 ·

>>DON'T FORGET<<

PennDOT has announced that a public meeting for the State College Area Connector project has been scheduled for:

DATE: Wednesday, September 22, 2021
Thursday, September 23, 2021

TIME: Between 1:00-8:00 pm on both days

LOCATION: Wyndham Garden Hotel
310 Elks Club Road
Boalsburg PA

The public meeting will include information about environmental and community features, the range of alternatives studied to date, and preliminary alternative improvements. The public meeting will be held in an open house format, with PennDOT and project team members available at individual stations to explain the information, answer questions, and receive comments.

The information being presented at the public meeting is also available on the project website at: www.PennDOT.gov/SCAC .

1 Share

Like Comment Share

Centre County Metropolitan Planning Organization
September 23, 2021 ·

The public meeting ends tonight at 8 PM!

PennDOT has announced that a public meeting for the State College Area Connector project has been scheduled for:

DATE: Wednesday, September 22, 2021
Thursday, September 23, 2021

TIME: Between 1:00-8:00 pm on both days

LOCATION: Wyndham Garden Hotel
310 Elks Club Road
Boalsburg PA

The public meeting will include information about environmental and community features, the range of alternatives studied to date, and preliminary alternative improvements. The public meeting will be held in an open house format, with PennDOT and project team members available at individual stations to explain the information, answer questions, and receive comments.

The information being presented at the public meeting is also available on the project website at: www.PennDOT.gov/SCAC .



Like Comment Share

CENTRE REGION COUNCIL OF GOVERNMENTS
CENTRE COUNTY, PENNSYLVANIA

State College Area Connector Project (Routes 322/144/45) Updates

September 9, 2021

PennDOT has announced that a public meeting for the State College Area Connector project has been scheduled for:

DATE: Wednesday, September 22, 2021
Thursday, September 23, 2021

TIME: Between 1:00-8:00 pm on both days

LOCATION: Wyndham Garden Hotel
310 Elks Club Road
Boalsburg PA

The public meeting will include information about environmental and community features, the range of alternatives studied to date, and preliminary alternative improvements. The public meeting will be held in an open house format, with PennDOT and project team members available at individual stations to explain the information, answer questions, and receive comments.

The information being presented at the public meeting is also available on the project website at: www.PennDOT.gov/SCAC. Links to the meeting materials can be found in the "What's New" box at the top of the landing page, and also through the "In-Person Public Meeting" icon at the bottom of the landing page.

Officials and the public are encouraged to provide input and comments to PennDOT either at the public meeting or through the website.

A project newsletter is linked here for your information.

State College Area Connector Email List

Name
Name

Email Address *
Email Address *

Submit

* - denotes required field

Centre County Historical Society
September 16, 2021 ·

Centre County Metropolitan Planning Organization
September 16, 2021 ·

PennDOT has announced that a public meeting for the State College Area Connector project has been scheduled for:

DATE: Wednesday, September 22, 2021
Thursday, September 23, 2021

TIME: Between 1:00-8:00 pm on both days

LOCATION: Wyndham Garden Hotel
310 Elks Club Road
Boalsburg PA

The public meeting will include information about environmental and community features, the range of alternatives studied to date, and preliminary alternative improvements. The public meeting will be held in an open house format, with PennDOT and project team members available at individual stations to explain the information, answer questions, and receive comments.

The information being presented at the public meeting is also available on the project website at: www.PennDOT.gov/SCAC .

1

Like Comment Share

Centre Region Parks & Recreation
September 16, 2021 ·

The Pennsylvania Department of Transportation (PennDOT) will soon host a public meeting/open house for its State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County. The purpose of the State College Area Connector Study is to identify existing and projected transportation needs within the study area. The study is being done by PennDOT in cooperation with the Federal Highway Administration (FHWA). Up-to-date information on the study can be found at www.PennDOT.gov/SCAC. Information on the study site will also be available at the public meeting/open house.

The public meeting/open house will be held on September 22 and September 23 from 1 P.M. to 8 P.M. each day. Information presented will be identical on both dates. Attendees may come to the meeting at any point within the meeting hours.

The public meeting/open house will be held at the Wyndham Garden – State College, Mountain View Ballroom, 310 Elks Club Road, Boalsburg, PA.

Attendees will be able to sign-in, tour meeting exhibits, meet with the study team to ask questions, and make comments. 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 via the study website. All comments on the public meeting materials must be received by October 3, 2021
http://ow.ly/Zk5H50GatF3



PENNDOT.GOV
State College Area Connector
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. The PEL...

4

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Chamber of Business & Industry of Centre County
September 9, 2021 ·



Centre County Metropolitan Planning Organization
September 9, 2021 ·

PennDOT has announced that a public meeting for the State College Area Connector project has been scheduled for:

DATE: Wednesday, September 22, 20... See more

1

Like Comment Share

Borough of State College
September 16, 2021 ·

Centre County Metropolitan Planning Organization
September 16, 2021 ·

PennDOT has announced that a public meeting for the State College Area Connector project has been scheduled for:

DATE: Wednesday, September 22, 2021
Thursday, September 23, 2021

TIME: Between 1:00-8:00 pm on both days

LOCATION: Wyndham Garden Hotel
310 Elks Club Road
Boalsburg PA

The public meeting will include information about environmental and community features, the range of alternatives studied to date, and preliminary alternative improvements. The public meeting will be held in an open house format, with PennDOT and project team members available at individual stations to explain the information, answer questions, and receive comments.

The information being presented at the public meeting is also available on the project website at: www.PennDOT.gov/SCAC .

Like Comment Share

Centre Daily Times
September 19, 2021 ·

The open house style meetings will be held this week.



CENTREDAILY.COM

What's next for the State College Area Connector project? Feedback sought at upcoming meetings

4 2 Shares

Like Comment Share

Senator Jake Corman
September 17 at 5:13 PM ·

PennDOT will host a public meeting and open house to discuss the State College Area Connector project in southern Centre County on September 22 and 23 from 1-8 p.m. This project will have a big impact on the region, so I encourage community residents to participate.



10 61 Comments 3 Shares

Like Comment Share

Most Relevant

Senator Jake Corman @JakeCorman · Sep 17, 2021

@PennDOTNews will host a public meeting and open house to discuss the **State College Area Connector** project in southern Centre County on September 22 and 23 from 1-8 p.m. This project will have a big impact on the region, so I encourage community residents to participate.



APPENDIX K – Meeting Handouts

1. State College Area Connector Fact Sheet
2. Glossary of Terms
3. Public Meeting Comment Card

state college area
CONNECTOR

pennsylvania
DEPARTMENT OF TRANSPORTATION

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

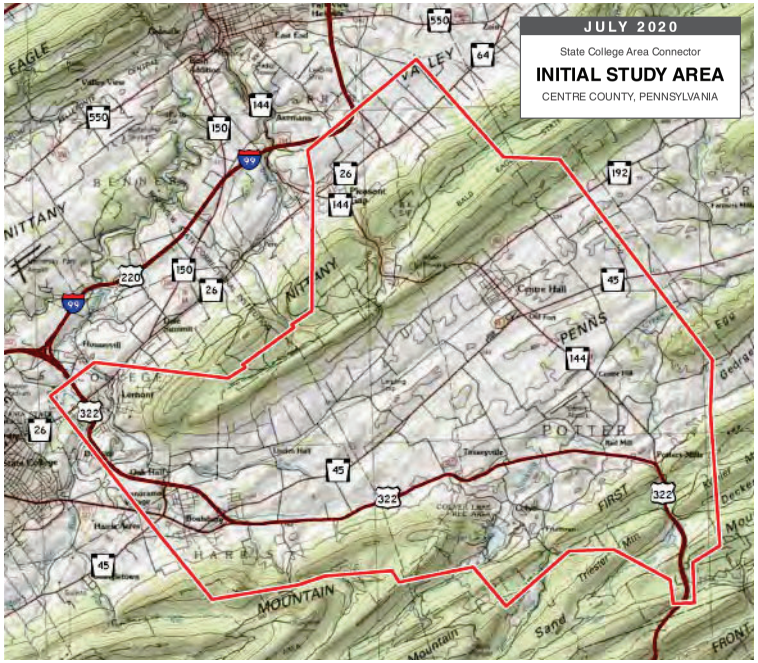
- Transportation Development Process
- Planning and Environmental Linkage (PEL) Study
- Environmental Setting
- Transportation and Engineering Setting
- Study Purpose and Need
- Meeting Closure

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.

PEL Coordination





For more information contact:

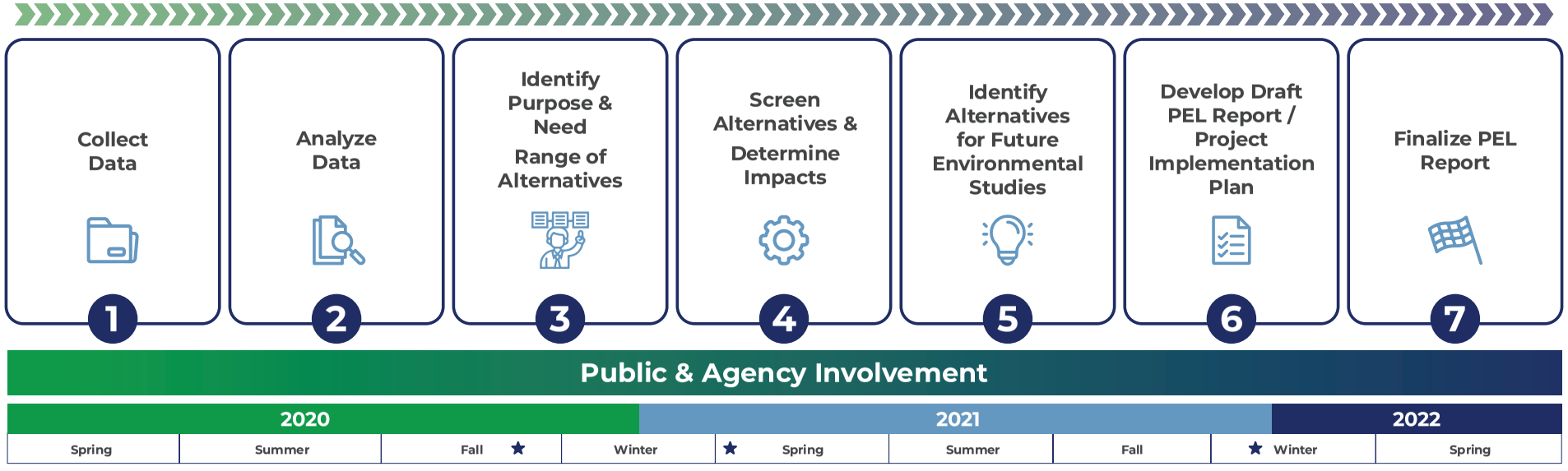
Dean D. Ball, P.E., Project Manager
70 PennDOT Drive
Clearfield PA 16830

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 Native American 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 be 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.

Construction Phase – The last phase of PennDOT's Transportation Program Development and Project Delivery 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 – 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 agencies.

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 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 – 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 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 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 in 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

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.

V

None identified to date

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

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PennDOT.gov/SCAC

Please provide your comments below. You may place your comments in the “Comment Box” provided at the meeting or mail to the PennDOT District 2-0 Project Manager, listed below. Comments will be accepted throughout the duration of the study; however, written comments must be email or postmarked by October 3, 2021 to become part of the public meeting record. Please print information.

Contact Information

Name:_____

Address: _____

City, State, Zip: _____

Phone Number: _____

Email Address: _____

Comments

_____

_____

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_____

We invite you to get involved.
Additional project information can be found at PennDOT.gov/SCAC or by contacting the PennDOT Project Manager:

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

Fold Here Second and Tape Edge

Place
Stamp
Here

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

Fold Here First

APPENDIX L – Display Boards and Narratives

1. Welcome
2. Title VI
3. SCAC Study Area
4. Transportation Process
5. What is a PEL?
6. SCAC PEL Process
7. Agricultural Resources
8. Natural Resources
9. Socioeconomical Resources
10. Above Ground Historic Resources
11. Archaeological Resources
12. Traffic Growth
13. Motorized Level of Service
14. Origin Destination Summary
15. Purpose and Need
16. Range of Alternatives
17. Alternatives Screening Process
18. Alternative Corridor Development
19. Level 1 Screening
20. Level 2A Screening
21. Level 2B Screening Overview
22. Level 2B Screening – US 322 Alternatives
23. Level 2B Screening – PA 144 Build Alternatives
24. Level 2B Screening – Natural Resources Matrix
25. Level 2B Screening – Cultural Resources Matrix
26. Level 2B Screening – Socioeconomic Resources Matrix
27. Level 2B Screening – Motorized Level of Service
28. Level 2B Screening – Annual Average Daily Traffic
29. Level 2B Screening – Traffic Safety Analysis
30. Comment Station Board

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Welcome

Public Meeting
State College Area Connector

Planning and Environmental Linkage Study (PEL)

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Non-Discrimination Statements

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

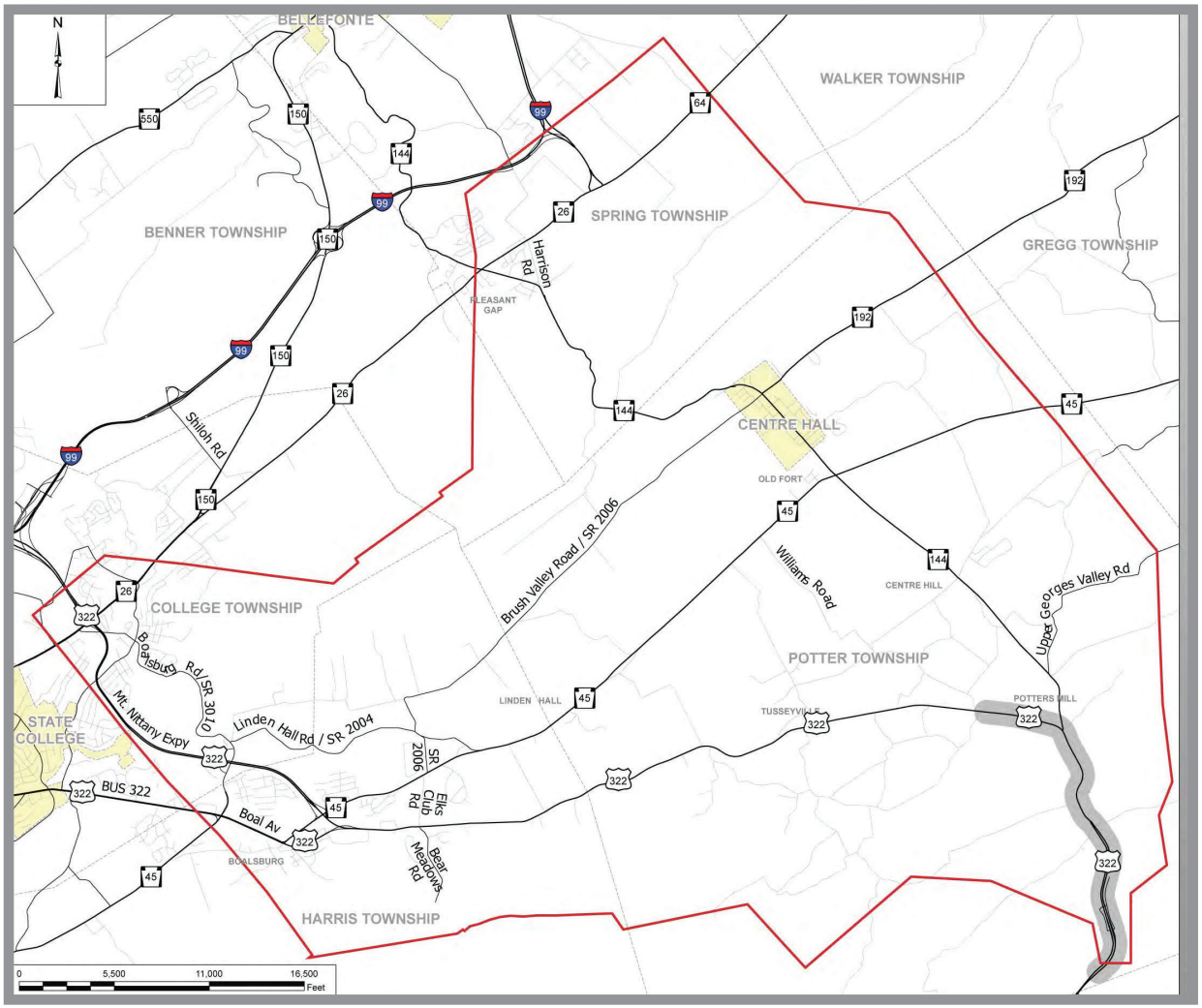
The Pennsylvania Department of Transportation (PennDOT) does not discriminate based on age, sex, race, color, national origin, religious creed, disability, family status, English proficiency, or income.

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.

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State College Area Connector Study Area

Centre County, Pennsylvania

LEGEND

Boundaries

- Study_Area
- Township
- Municipality
- Potters Mills Gap Transportation Project

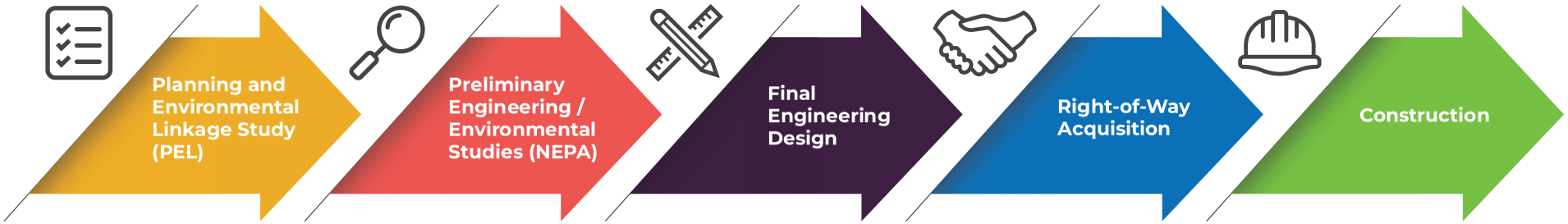
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Federal Highway Administration

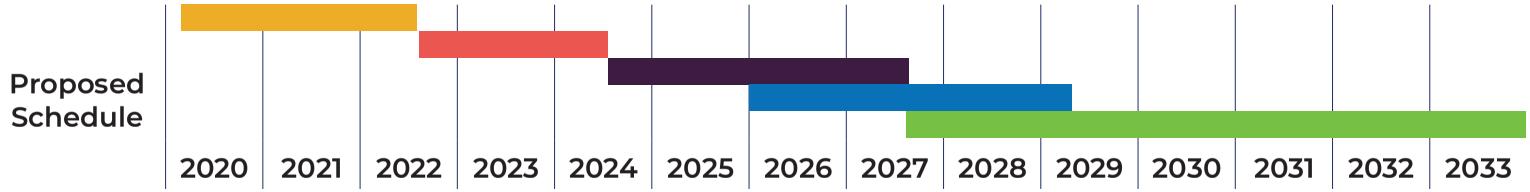
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What is the Process for Advancing Transportation Projects?

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





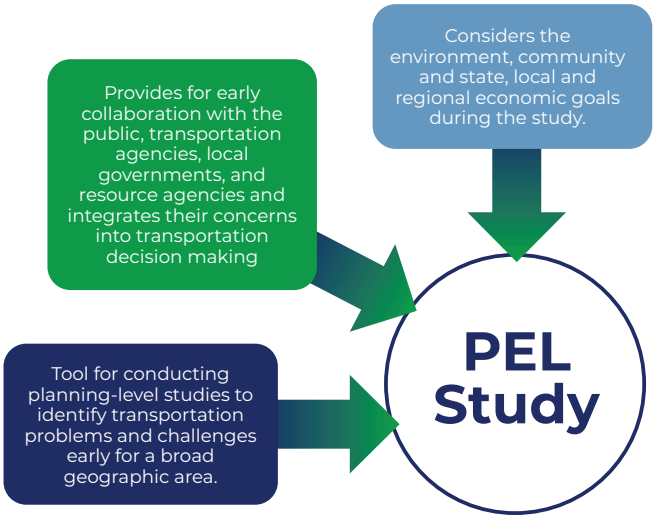
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Federal Highway Administration

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

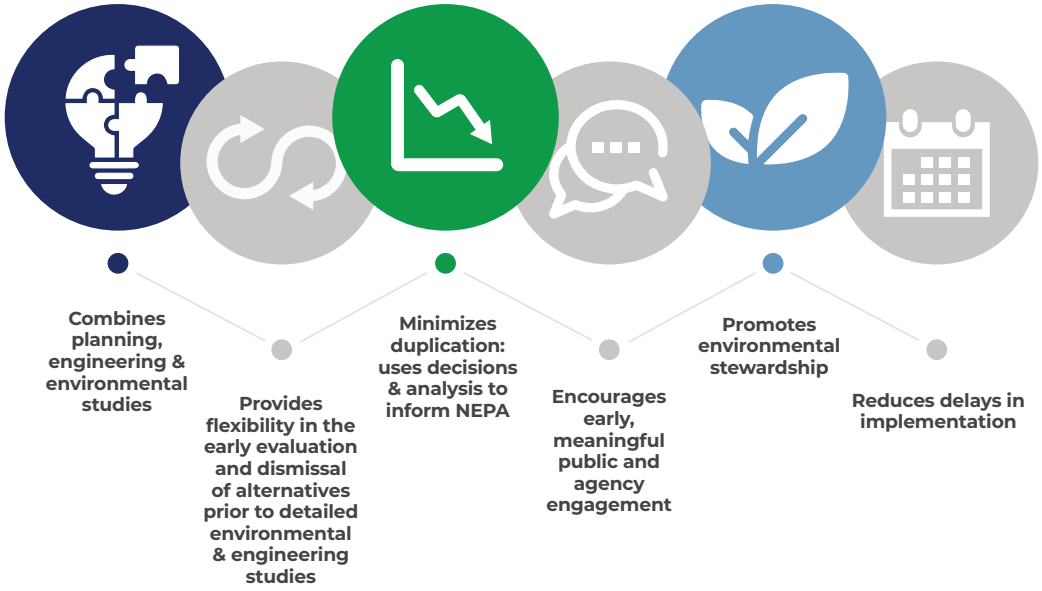
What is a Planning and Environmental Linkage Study?



Who Participates?



What are the benefits of a PEL?



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State College Area Connector PEL Process



Public & Agency Involvement

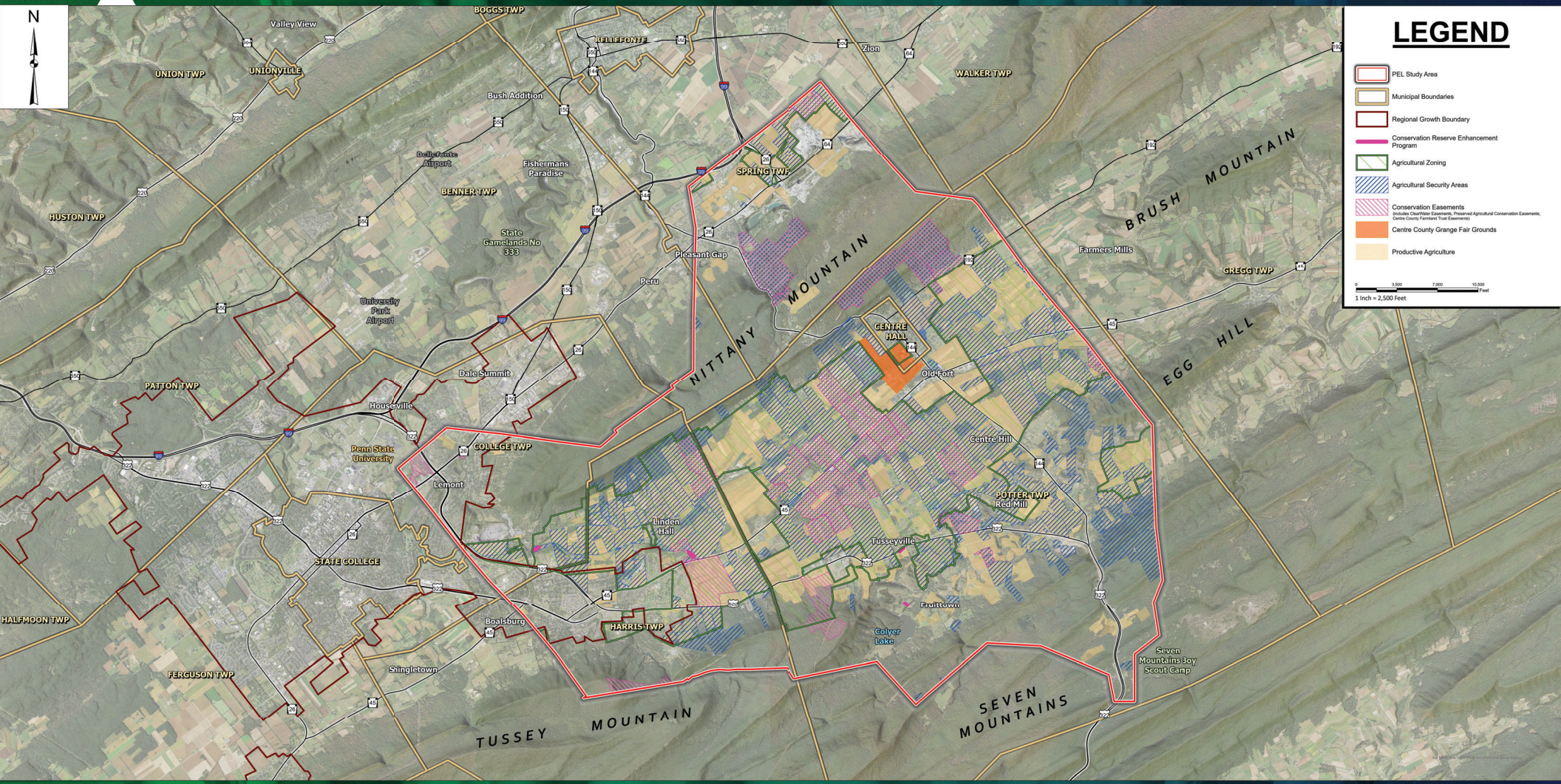
2020				2021				2022
Spring	Summer	Fall ★	Winter	Spring	Summer	★ Fall	★ Winter	Spring

★ Public Meeting
★ Anticipated Public Meeting

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Agricultural Resources

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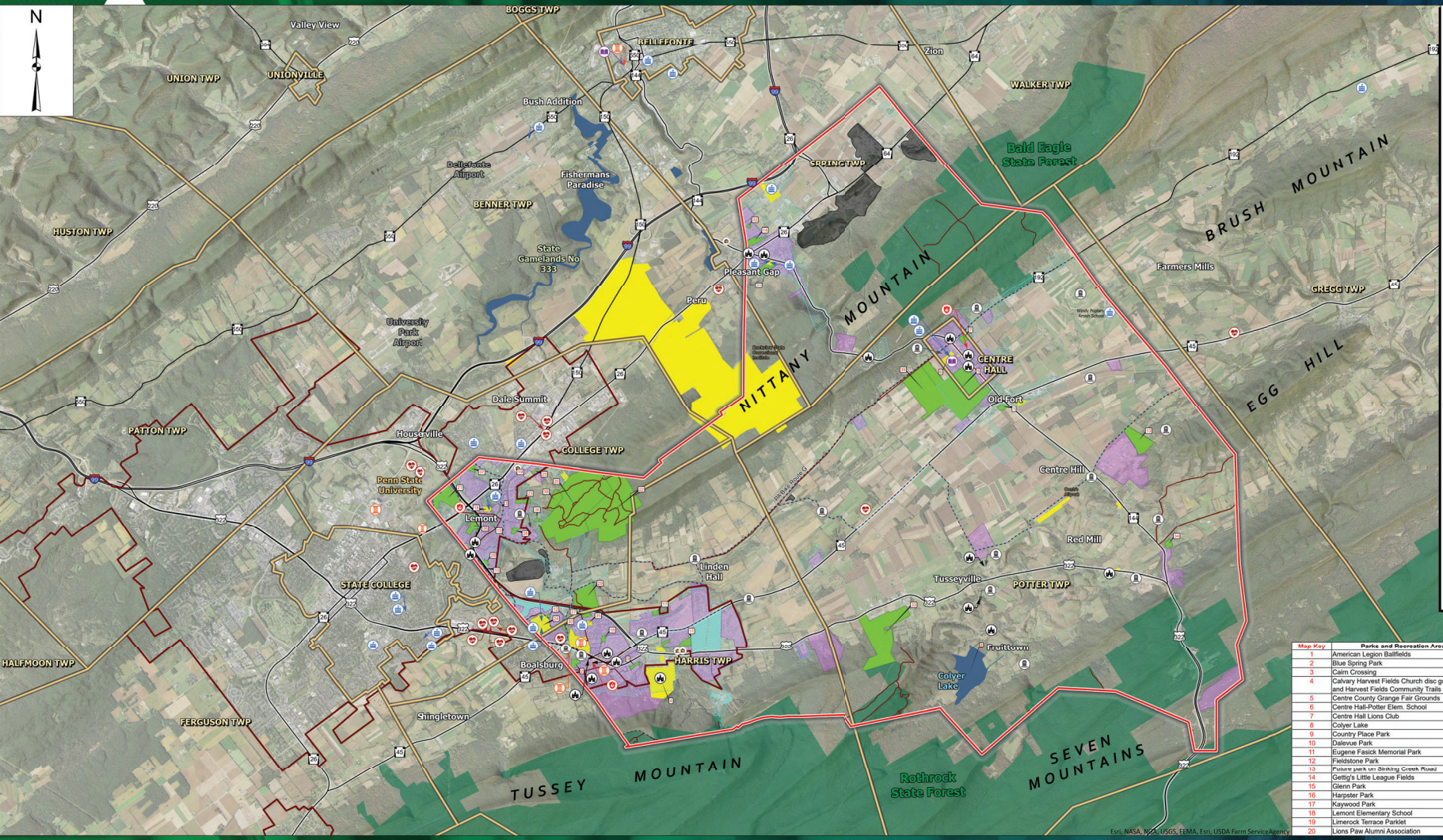


Natural Resources

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LEGEND

- PEL Study Area
- Municipal Boundaries
- Regional Growth Boundary
- Cemeteries
- Places of Worship
- Fire Stations
- Libraries
- Medical Facilities
- Museums
- Section 8 Housing Complexes
- Schools
- Bikeways
- Trails
- Public Water Service Areas
- Parks and Recreation Areas
- Golf Courses
- Quarries
- State Forest
- Pennsylvania Fish and Boat Commission Property
- Community Facilities
- Neighborhoods and Communities

0 3,500 7,000 10,500 Feet
1 Inch = 2,500 Feet

Map Key	Parks and Recreation Areas
1	American Legion Ballfields
2	Blue Spring Park
3	Cairn Crossing
4	Calvary Harvest Fields Church disc golf course and Harvest Fields Community Trails
5	Centre County Grange Fair Grounds
6	Centre Hall-Potter Elem. School
7	Centre Hall Lions Club
8	Colyer Lake
9	Country Place Park
10	Dalevue Park
11	Eugene Fasick Memorial Park
12	Fieldstone Park
13	Future park on Stirling Creek Road
14	Gettig's Little League Fields
15	Glenn Park
16	Harpster Park
17	Kaywood Park
18	Lemont Elementary School
19	Limerock Terrace Parklet
20	Lions Paw Alumni Association

Map Key	Parks and Recreation Areas
21	Millbrook Marsh Nature Center
22	Mount Nittany Conservancy
23	Mountainside Park
24	Mt. Nittany Elementary School/Mt. Nittany Middle School
25	Mt. Nittany Terrace Park
26	Nittany Orchard Park
27	Nittany View Park
28	Oak Grove Parklet
29	Oak Hall Regional Park
30	Pennsylvania Military Museum
31	Pleasant Gap Elementary School
32	Pleasant Hills Park
33	Potter Athletic Complex/ Emery and Geiss Baseball Fields
34	Potter Run Park
35	St. Josephs Catholic Academy
36	Slab Cabin Park
37	Spring Creek Park
38	Stoney Batter Natural Area
39	Tri-Municipal Park

Socioeconomic Resources

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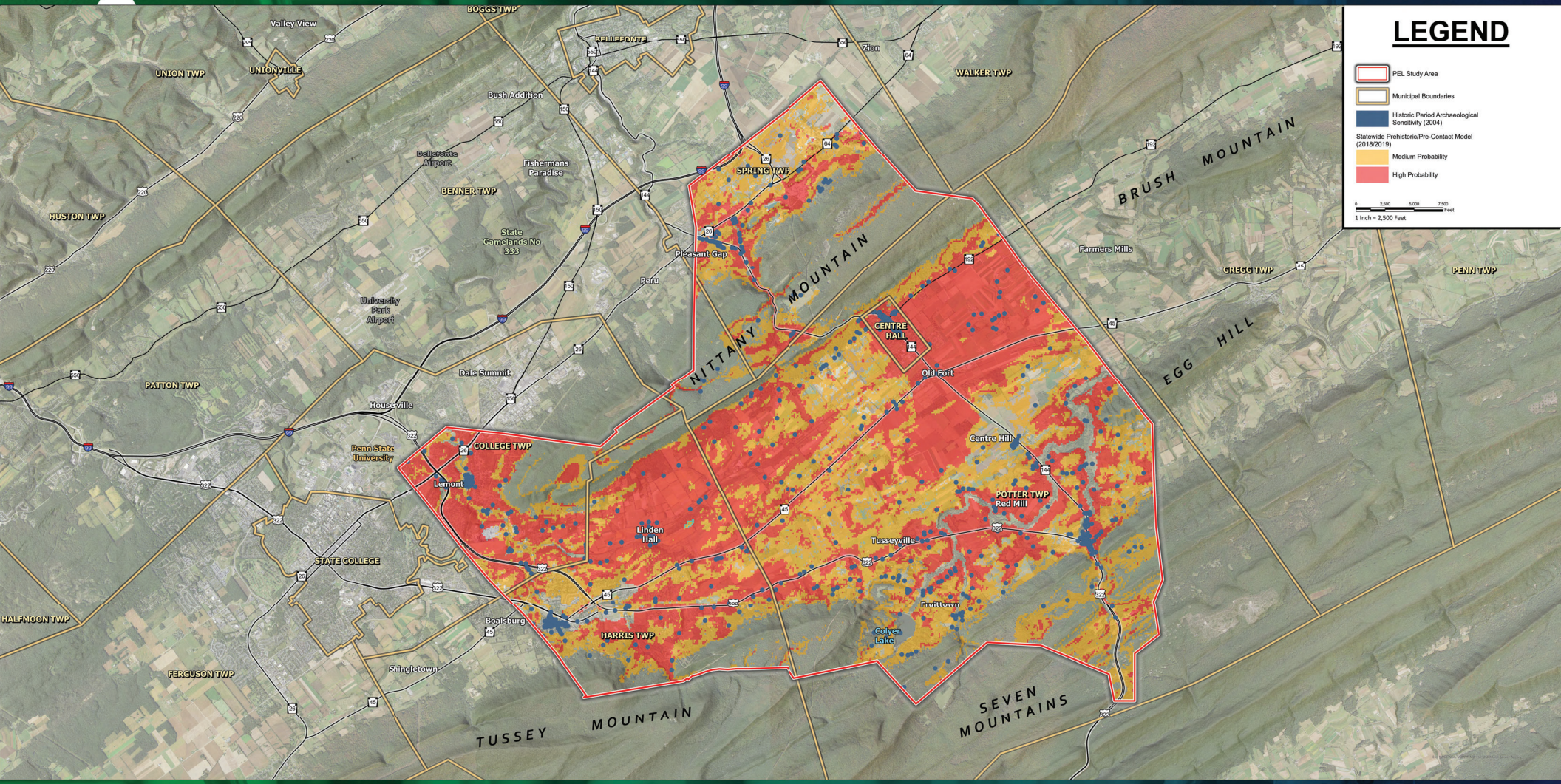
Map Key	Historic Properties Listed or Eligible for Listing on National Register of Historic Places
1	Boal Mansion
2	Boalsburg Historic District
3	Daniel Waggoner Log House and Barn
4	Egg Hill Church
5	Felix Dale Stone House
6	Hill House
7	Jack, Michael, Estate
8	Lemont Historic District
9	Linden Hall Historic District
10	Neff Round Barn
11	Neff, Major John, Homestead
12	Oak Hall Historic District
13	Old Fort Hotel
14	Potter-Allison Farm
15	Rhone, Leonard, House
16	Valentine, A.S., Farmstead
17	Weaver-Jordon Farmstead

Above Ground Historic Resources

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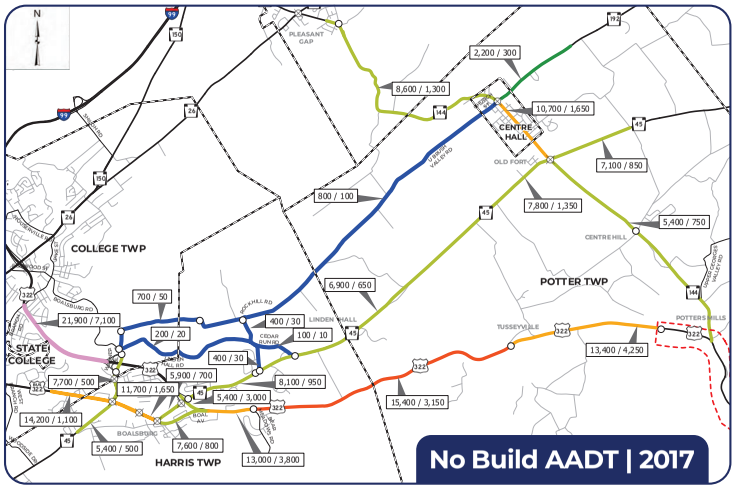
Archaeological Resources

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Existing and 2050 Traffic Growth



27% increase in AADT expected by **2050**

Annual Average Daily Traffic (AADT) is the total traffic volume passing a point or segment of a highway facility in both directions for a year divided by 365 days



Legend

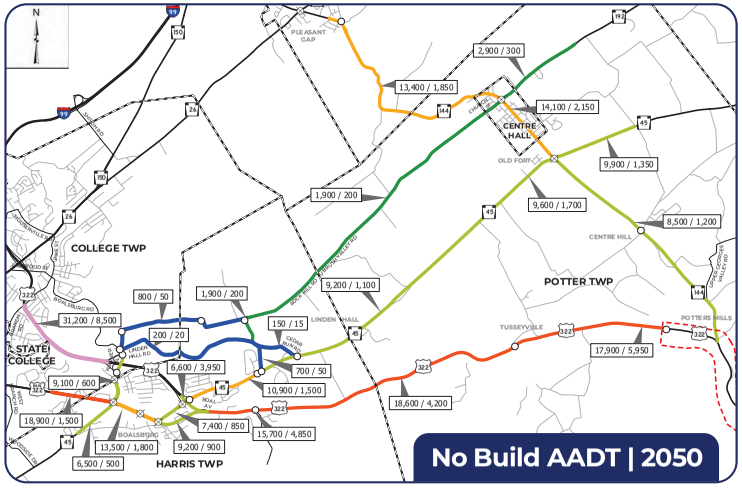
- Potters Mills Gap Transportation Project
- Municipal Boundaries

Intersections
- Signal
- Stop

Average Daily Traffic Volumes
- 0 - 999
- 1,000 - 4,999
- 5,000 - 9,999
- 10,000 - 14,999
- 15,000 - 19,999
- >20,000

1,000 / 23 Total Traffic/Truck Volumes

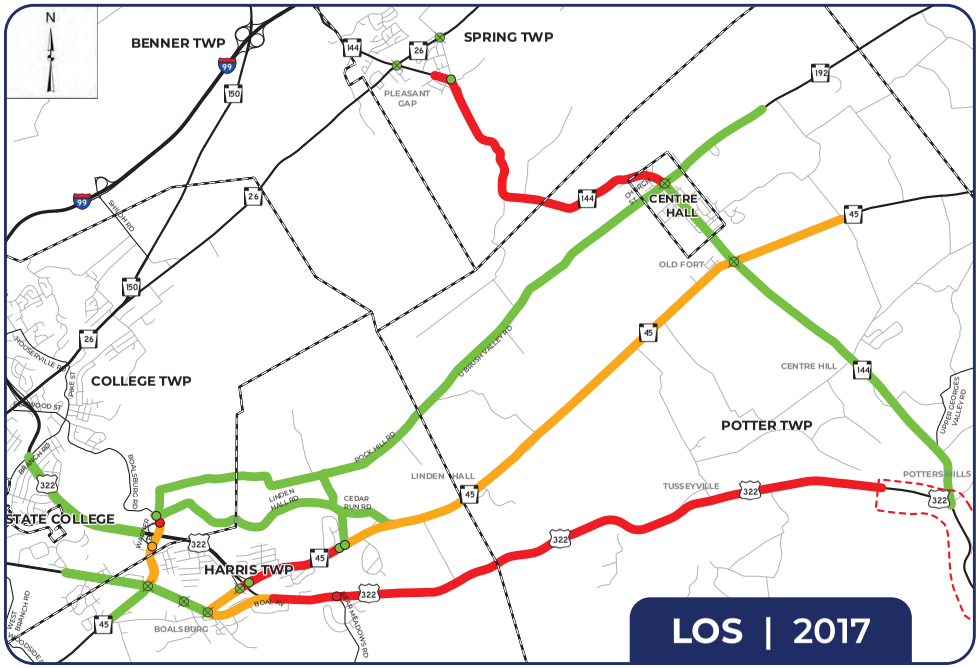
31% Increase in daily truck volume expected by **2050**

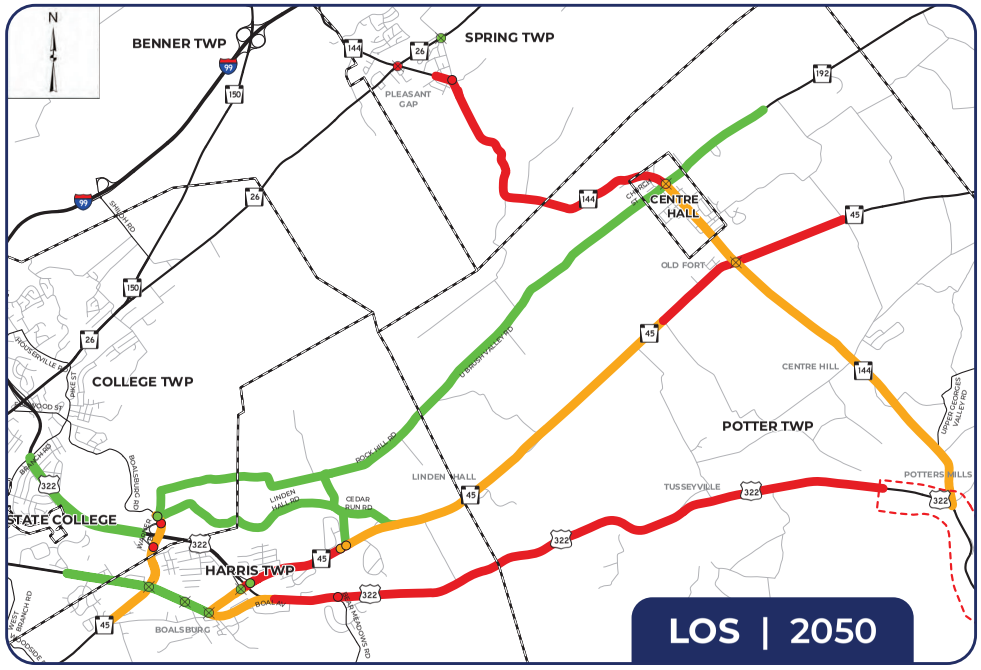


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Motorized Vehicles Peak Hour Level of Service (LOS) Rating Scale

Good (A - Rating) — Bad (F - Rating)



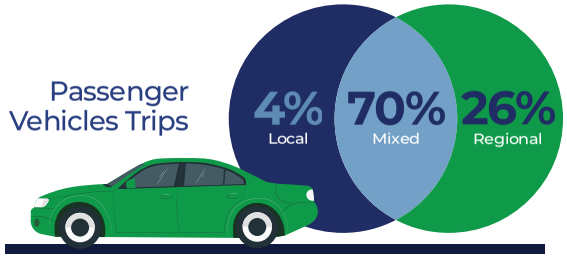
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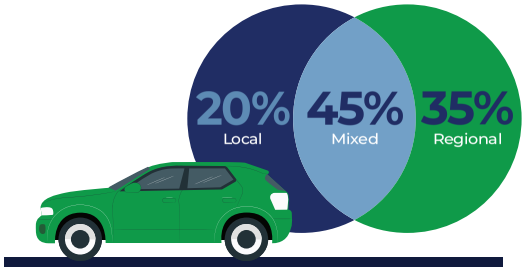
Origin Destination Summary

U.S. 322



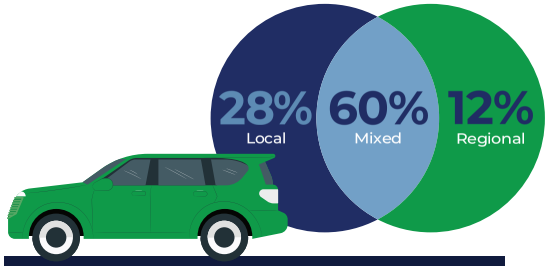


Pennsylvania 144





Pennsylvania 45





Purpose & Need

Purpose

The purpose of this study is to develop and evaluate a range of alternatives to improve mobility and meet regional traffic and local needs by reducing congestion, addressing safety, and improving system linkage and continuity within the study area.

Transportation Needs

- Traffic congestion in the study area results from high traffic volumes and high truck percentages resulting in poor level of service.
- Safety concerns exist in the study area.
- Inadequate system linkage and intermodal connectivity exists in the study area to accommodate regional and interstate traffic, in particular heavy truck traffic, along with local commuter and non-motorized traffic.

See the Final Purpose and Need for the State College Area Connector Planning and Environmental Linkage (PE) Study report for more details.

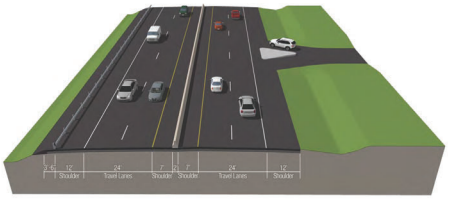
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Range of Alternatives

- **No Action/No Build Alternative**

- **Upgrade Existing Roadway Alternative - Four-Lane Divided Highway Improvement**





- **Transportation Control Measures (TCM) Alternative**







- **Transportation System Management Alternative**





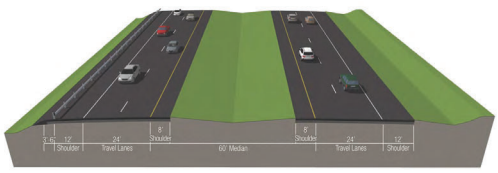


- **Transit**





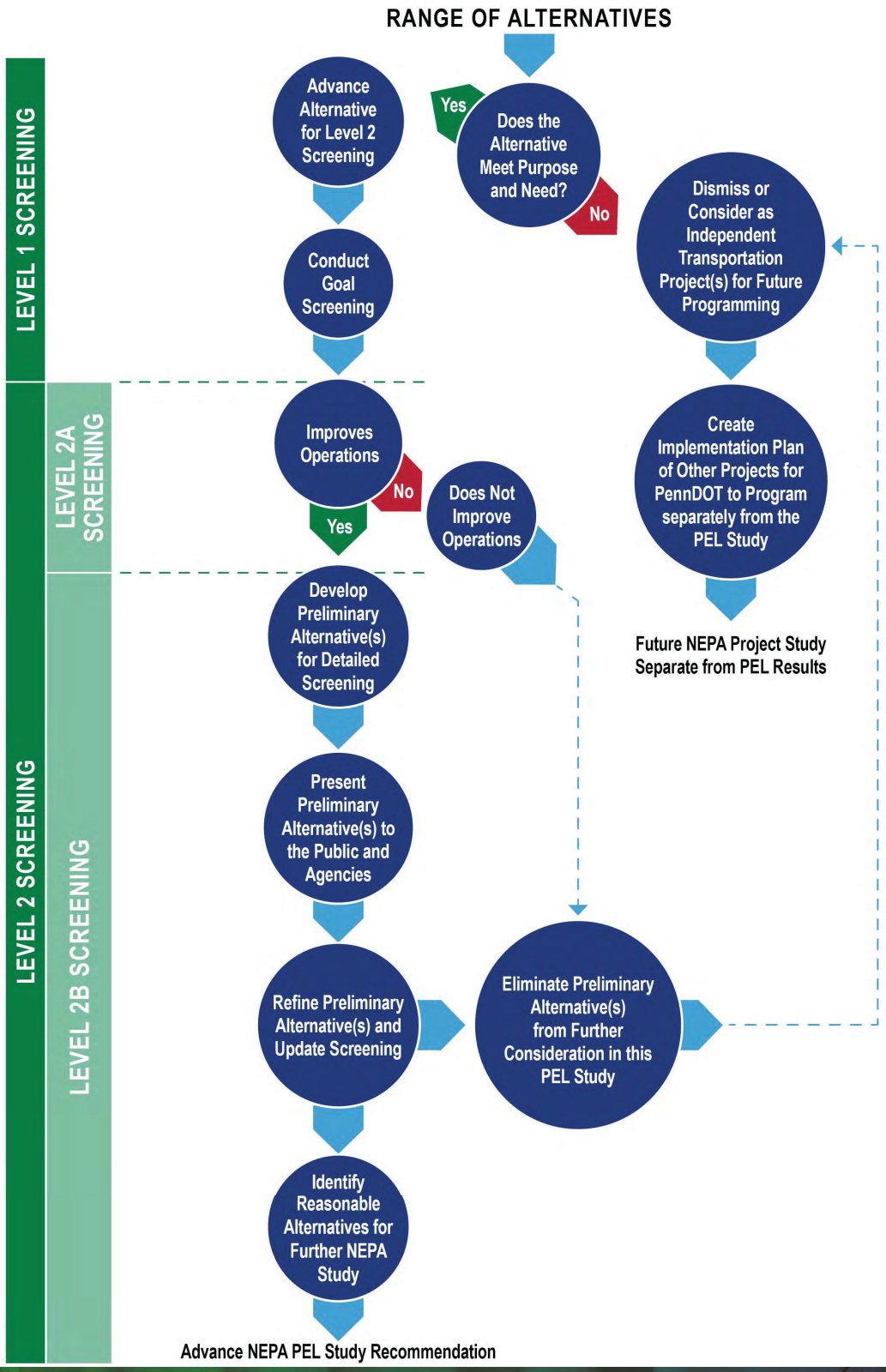
- **Build (New Location) Alternative**





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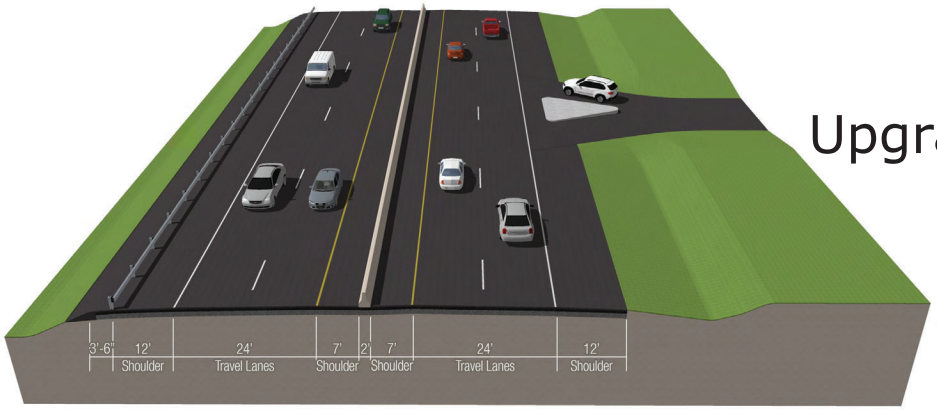
Range of Alternatives Screening Process



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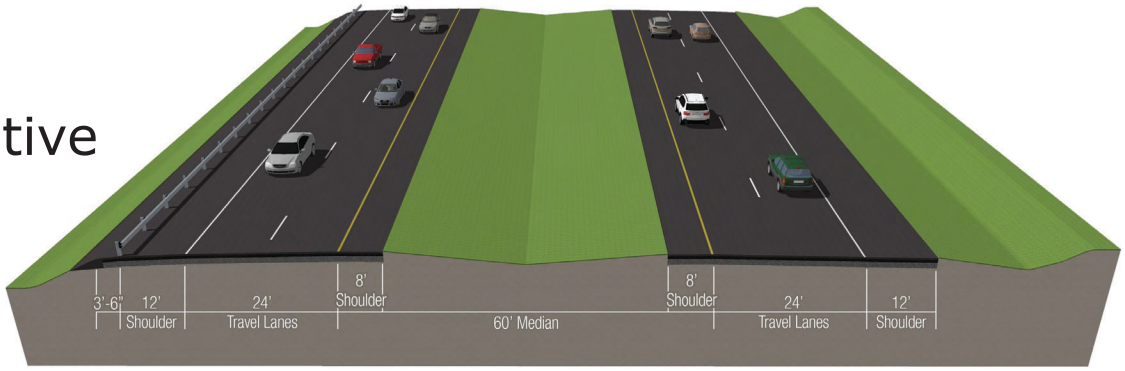
Alternative Corridor Development



Upgrade Existing Alternative

Conceptual Engineering Design
250’ General Corridor Width

Build Alternative



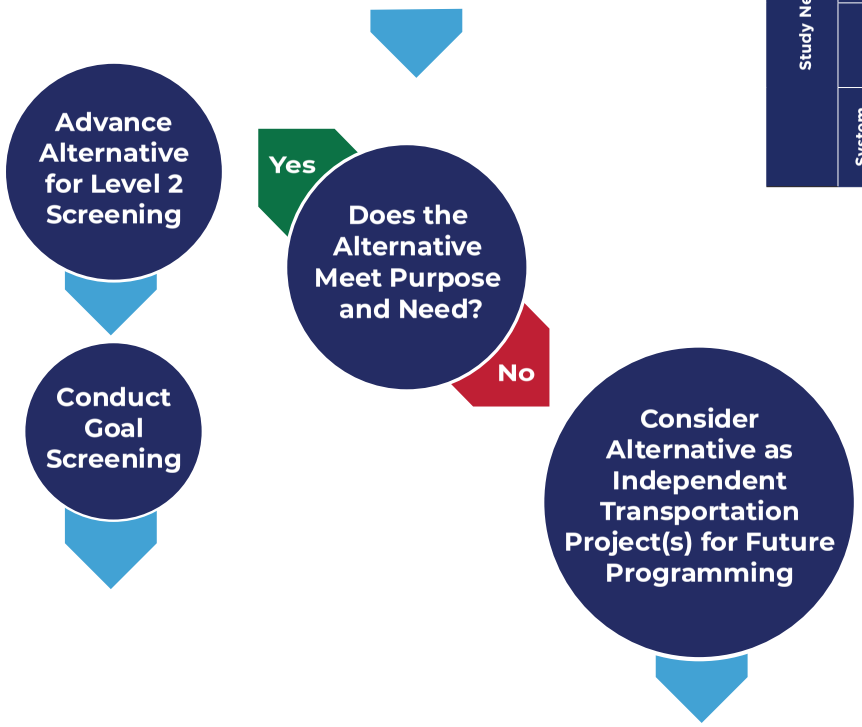
Conceptual Engineering Design
350’ to 800’ Corridor Width

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Level 1 Screening

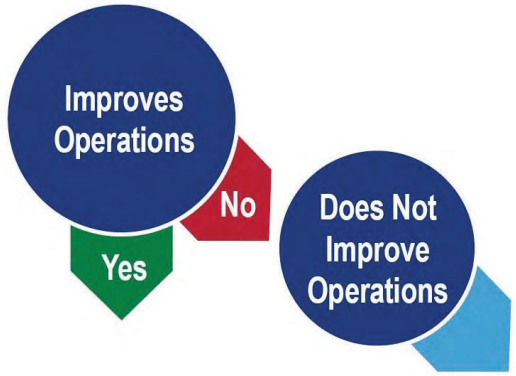


Level 1 Criteria			Range of Alternatives					
			No Build	Upgrade Existing	TCM	TSM	Public Transit	Build
Study Needs	Congestion	Could the alternative meet current and future travel demand?	No	Yes	No	No	No	Yes
		Could the alternative improve operations along roadway segments and at intersections?	No	Yes	No	Yes	No	Yes
	Safety	Could the alternative enhance safety for all modes of travel?	No	Yes	No	Yes	No	Yes
	System Continuity	Could the alternative meet driver expectations	No	Yes	No	No	No	Yes

- **Develop high level study goals for the alternatives**
- **Qualitatively assess if the alternatives meet the purpose and need**
- **Qualitatively assess how the alternatives meet the goals**

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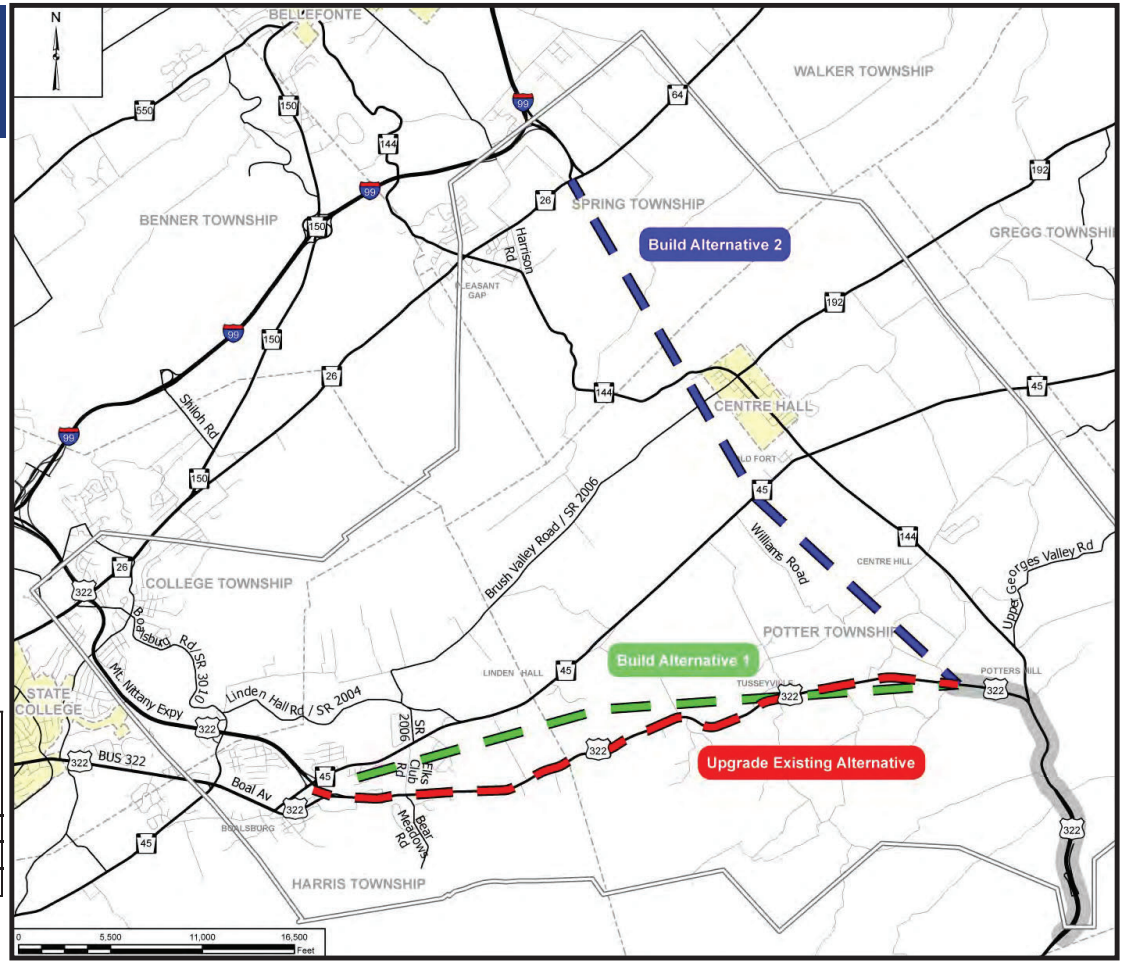
Level 2A Screening



Representative Network Traffic Totals

Alternative	Network No Build (2050)		Network with Alternative (2050)		Network Reduction in AADT	Network Reduction in AADTT
	AADT	AADTT	AADT	AADTT		
Upgrade Existing	101,600*	13,550*	92,800*	12,040*	9%	11%
Build Alternative 1	153,800	28,550	89,000	8,570	42%	70%
Build Alternative 2	153,800	28,550	125,100	12,360	19%	57%

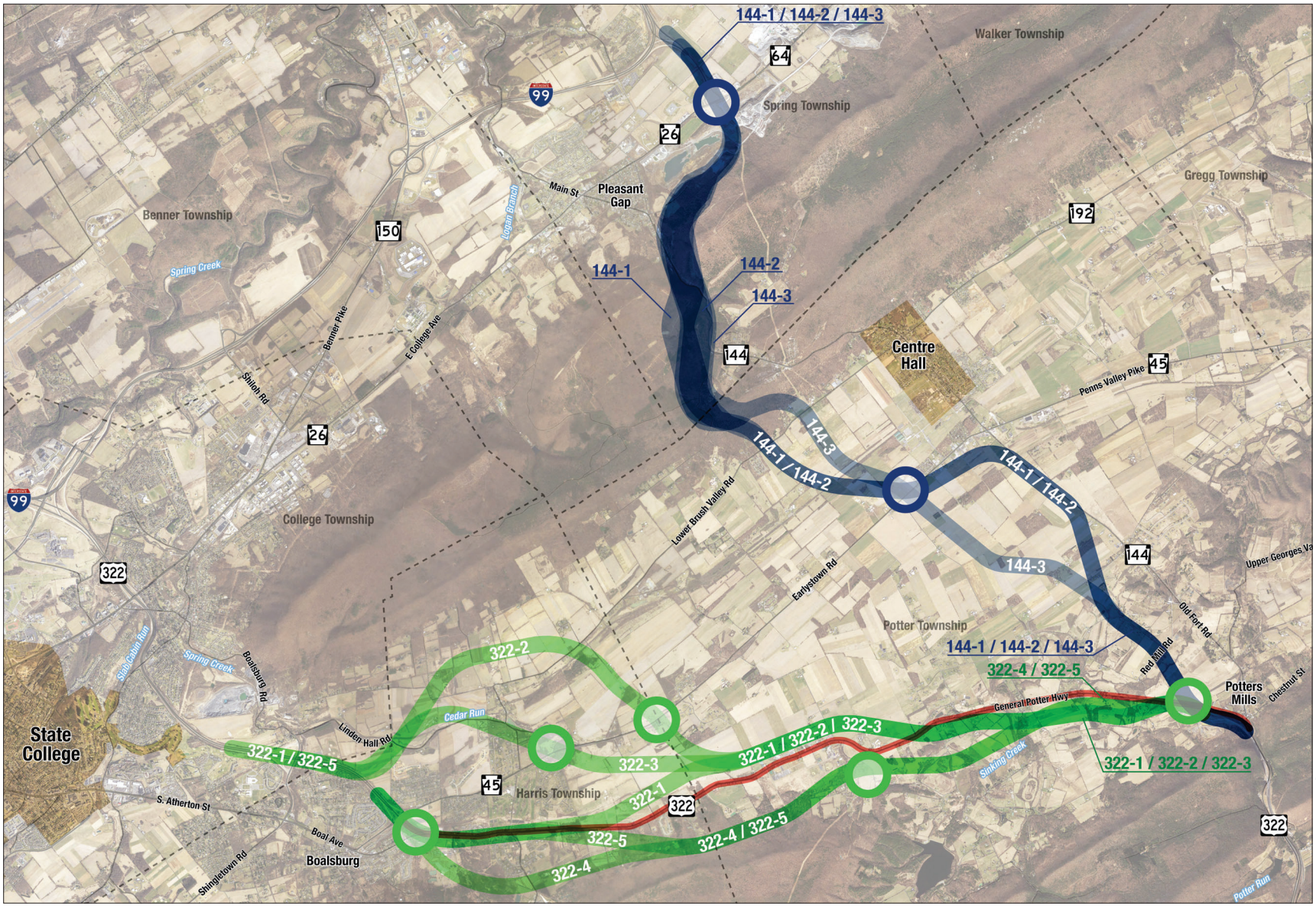
* US 322 volume removed from network totals for this Alternative.



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LEVEL 2B SCREENING



LEGEND

- US 322 Build Alternative Corridors
- PA 144 Build Alternative Corridors
- US 322 Upgrade Existing Corridor
- Potential Interchanges

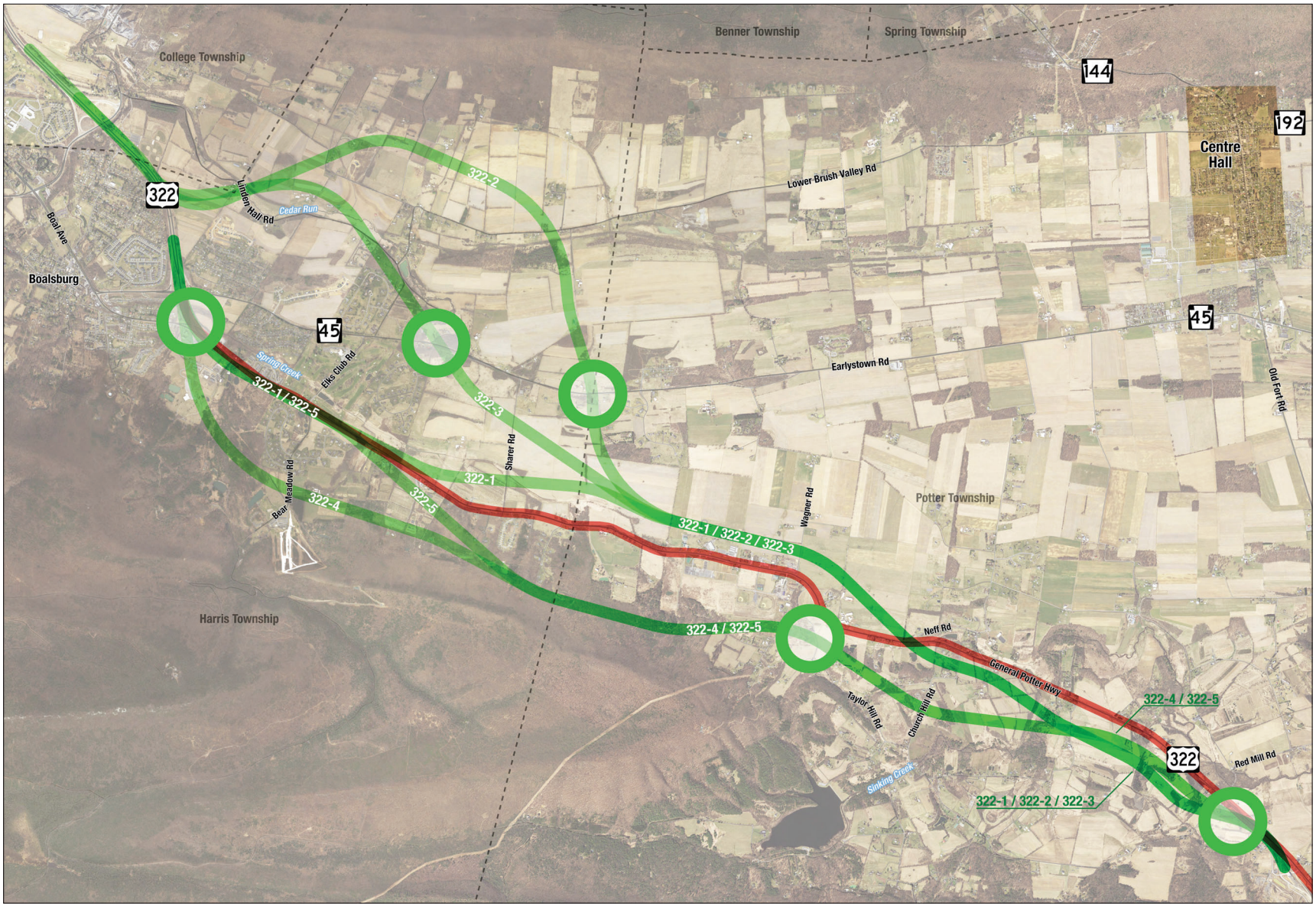
Scale (miles)
0 0.25 0.5 1.0 2.0

not to scale

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LEVEL 2B SCREENING - US 322 CORRIDOR ALTERNATIVES



LEGEND

- US 322 Build Alternative Corridors
- US 322 Upgrade Existing Corridor
- Potential Interchanges

Scale (miles)
0 0.25 0.5 1.0

not to scale

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LEVEL 2B SCREENING - PA 144 BUILD ALTERNATIVES



state college area CONNECTOR

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	Feature	US 322 Build Alternative Corridors										PA 144 Build Alternative Corridors						US 322 Upgrade Existing Alternative Corridor	
		322-1 Valley 1		322-2 Valley 2		322-3 Valley 3		322-4 Ridgeside 1		322-5 Ridgeside 2		144-1		144-2		144-3			
	Corridor Area (acres)	511		511		521		454		503		727		730		700		282	
Natural Resources	**Agricultural Resources**																		
	Productive Agricultural Land (acres)	303		383		333		188		200		304		306		276		88	
	Agricultural Security Areas (within Productive Agricultural Land) (acres)	135		174		196		70		55		170		171		190		33	
	Agricultural Zoning Districts (acres)	285		336		356		194		225		178		179		177		120	
	Prime Farmland Soils (acres)	244		248		218		101		161		234		234		207		114	
	Statewide Important Farmland Soils (acres)	192		200		225		139		147		226		221		197		141	
	Other Land Preservation																		
	Conservation Easements (acres)	18		0		52		18		20		94		97		104		12	
	Act 319 Clean and Green Areas (acres)	147		186		218		106		84		242		246		269		42	
	Water Resources																		
	Wetlands (acres)	15		13		14		15		18		7		6		8		8	
	Total Streams (# of crossing | linear feet)	26	11,027	16	9,291	16	10,415	15	11,771	20	13,846	15	8,776	15	9,339	16	7,487	24	5,284
	CWF-HQ/CWF Streams (# of crossings | linear feet)	24	9,462	14	7,726	14	8,850	13	9,436	18	11,511	9	7,577	9	8,141	10	6,288	20	4,749
	Ponds/Lakes (# | acres)	9	3	2	<1	2	0	9	1	11	2	25	7	2	<1	4	<1	6	1
	100 Yr. Floodplains (acres)	11		11		16		12		15		10		12		10		11	
	Terrestrial Habitat and Threatened and Endangered Species																		
	Forested/Wooded Habitats (acres)	28		28		61		159		132		265		277		285		24	
	PA Natural Heritage Core Habitat (acres)	12		12		12		16		16		8		8		8		15	
	Karst Features (#)	30		51		27		3		6		55		55		64		4	
	NLE Bat Swarming Area (acres)	94		279		244		75		75		689		691		661		71	
	Indiana Bat Swarming Area (acres)	60		60		60		75		75		689		691		661		71	

Represents resource values that are greater than 110% of the resource average.

Represents resource values that are less than 90% of the resource average.

Natural Resources within the Build and Upgrade Existing Alternative Corridors

U.S. Department of Transportation Federal Highway Administration

state college area
CONNECTOR

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	Feature	US 322 Build Alternative Corridors										PA 144 Build Alternative Corridors						US 322 Upgrade Existing Alternative Corridor	
		322-1 Valley 1		322-2 Valley 2		322-3 Valley 3		322-4 Ridgeside 1		322-5 Ridgeside 2		144-1		144-2		144-3			
Corridor Area (acres)		511		511		521		454		503		727		730		700		282	
Cultural Resources	**Historic Resources**																		
	NRHP Listed Property (#)	0		0		1		0		0		0		0		0		0	
	NRHP Eligible Property (#)	1		0		0		0		1		0		0		0		1	
	Potentially Inividually NRHP Eligible Property (#)	3		1		2		0		2		2		2		1		3	
	Historic District Contributing Property (#/acres)	65	340	101	460	80	398	67	352	68	326	65	331	65	327	52	306	124	151
	Archaeological Resources																		
	Known Archaeological Sites (acres)	2		1		1		1		2		2		2		2		6	
	Historic Period Archaeological Sensitivity Area (acres)	12		22		23		13		18		23		23		19		25	
	Statewide Prehistoric/Pre-Contact Model - High Probability Area (acres)	242		313		299		201		227		219		234		250		196	
	Statewide Prehistoric/Pre-Contact Model - Medium Probability Area (acres)	204		175		191		177		179		281		281		258		62	

Represents resource values that are greater than 110% of the resource average.

Represents resource values that are less than 90% of the resource average.

Cultural Resources within the Build and Upgrade Existing Alternative Corridors

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	Feature	US 322 Build Alternative Corridor					PA 144 Build Alternative Corridor			US 322 Upgrade Existing Alternative
		322-1 Valley 1	322-2 Valley 2	322-3 Valley 3	322-4 Ridgeside 1	322-5 Ridgeside 2	144-1	144-2	144-3	
	Corridor Area (acres)	511	511	521	454	503	727	730	700	282
Social Resources	**Socioeconomic Resources**									
	Residential Building/Units (# - 2004 data)	43	22	33	8	37	15	16	10	53
	Commercial (# - 2004 data)	4	2	2	1	3	5	5	3	12
	Places of Worship (#)	1	1	1	1	1	0	0	0	1
	Section 8 Housing Sites (#)	2	0	0	0	2	0	0	0	2
	Community Facilities (acres)	1	1	1	18	1	1	1	3	1
	Neighborhood/Community (# | acres)	10 | 40	2 | 2	4 | 21	4 | 19	10 | 53	0 | 0	2 | 1	1 | 0	8 | 13
	Conservation/Forest Conservation Zoning Districts (acres)	0	0	0	0	0	205	208	201	0
	Parks (#/acres)	0 | 0	0 | 0	1 | 0	1 | 19	1 | 19	0 | 0	0 | 0	0 | 0	1 | 2
	Developable Area within Regional Growth Boundary (acres)	46	14	15	6	43	0	0	0	13
	Waste Sites (#)	9	5	3	6	9	4	9	7	14
	Quarry and Mineral Mining Operations (acres)	0	0	0	0	0	72	63	63	0

Represents resource values that are greater than 110% of the resource average.

Represents resource values that are less than 90% of the resource average.

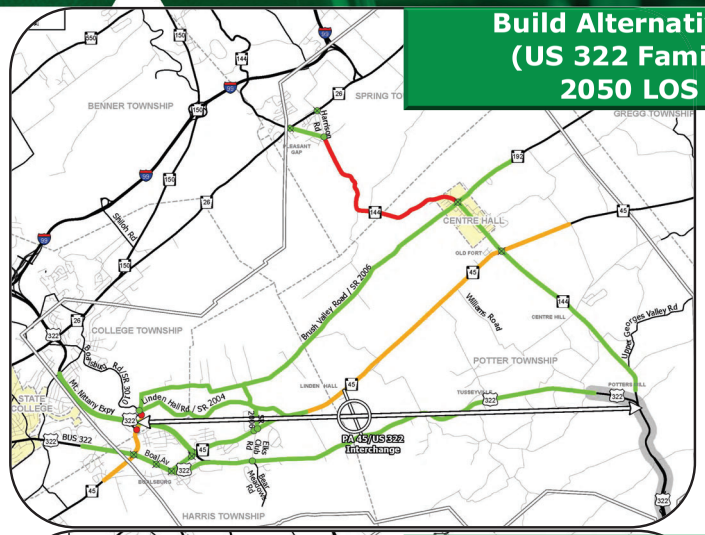
Socioeconomic Resources within the Build and Upgrade Existing Alternative Corridors

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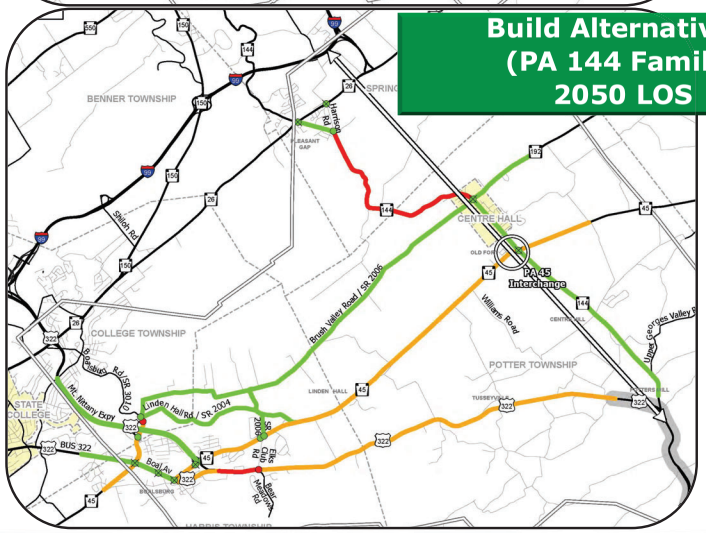
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Build Alternative 1 (US 322 Family) 2050 LOS



Build Alternative 2 (PA 144 Family) 2050 LOS



LEGEND

Intersections Level Of Service

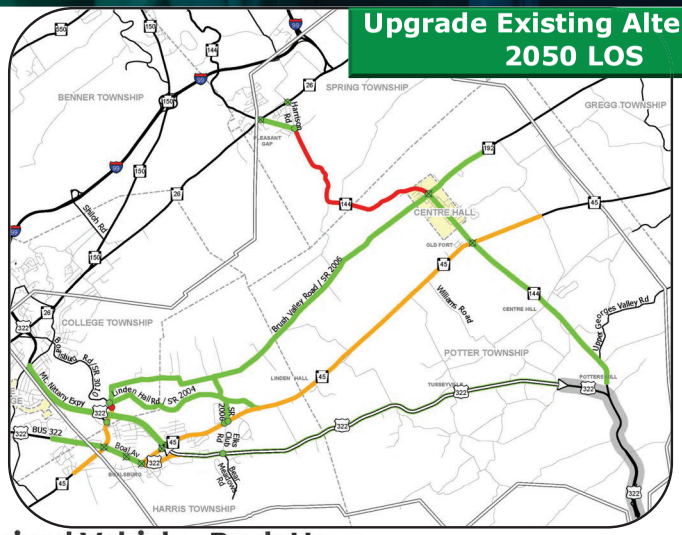
- Signal,Level of Service A-C
- Signal,Level of Service D
- Signal,Level of Service E-F
- Stop,Level of Service A-C
- Stop,Level of Service D
- Stop,Level of Service E-F

Level Of Service

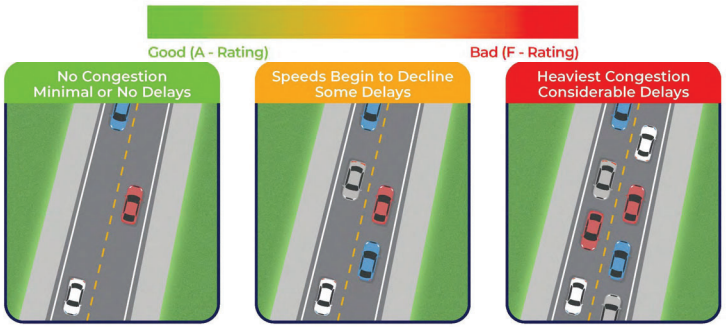
- Level of Service A-C
- Level of Service D
- Level of Service E-F

Upgrade Existing Alternative

Upgrade Existing Alternative 2050 LOS



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



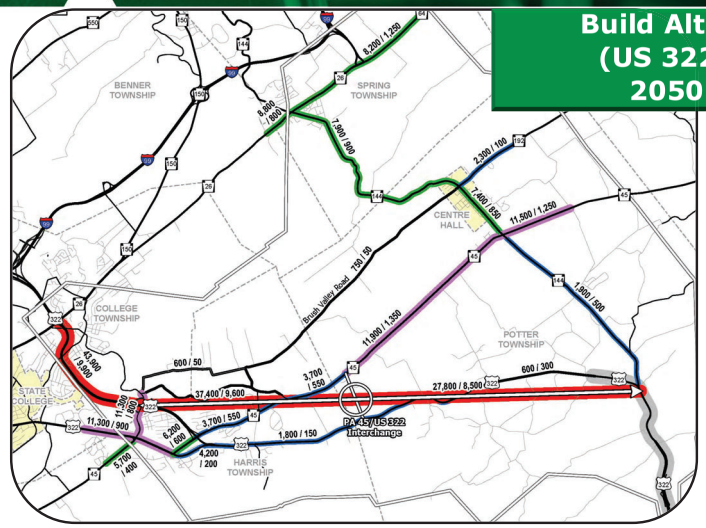
Level 2B Screening

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Build Alternative 1 (US 322 Family) 2050 Traffic



LEGEND

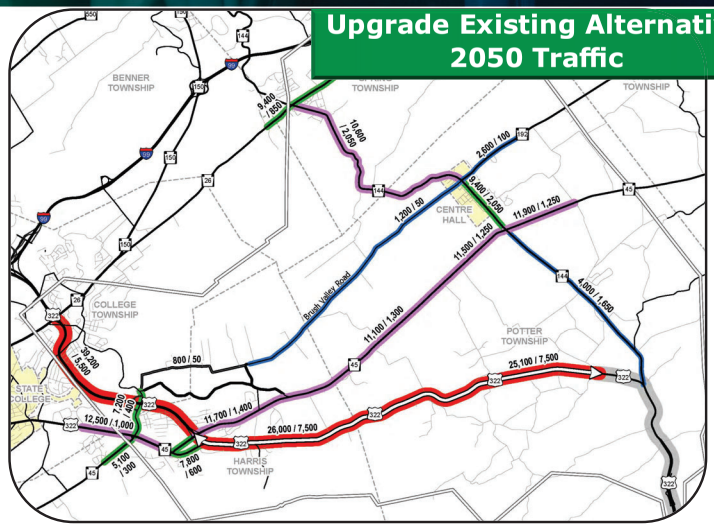
Average Daily Traffic Volumes
- 0 - 999 Vehicles Per Day (VPD)
- 1,000 - 4,999 VPD
- 5,000 - 9,999 VPD
- 10,000 - 14,999 VPD
- 15,000 - 19,999 VPD
- Greater than 20,000 VPD

Alternative

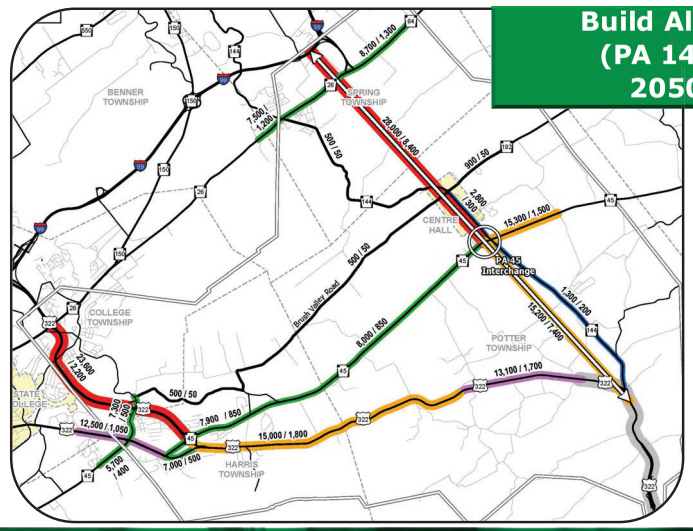
Boundaries
- Study Area
- Township
- Municipality
- Potters Mills Gap Transportation Project

12,000 / 3,000 Annual Average Daily Traffic (AADT) / Annual Average Daily Truck Traffic (AADTT)

Upgrade Existing Alternative 2050 Traffic



Build Alternative 2 (PA 144 Family) 2050 Traffic



Level 2B Screening

Representative Network Traffic Totals

Alternative	Network No Build (2050)		Network with Alternative (2050)		Network Reduction in AADT	Network Reduction in AADTT
	AADT	AADTT	AADT	AADTT		
Upgrade Existing	101,600*	13,550*	93,400*	12,950*	8%	4%
Build Alternative 1	153,800	28,550	81,100	9,400	47%	67%
Build Alternative 2	153,800	28,550	110,400	12,850	28%	55%

* US 322 volume removed from network totals for this Alternative.

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Highway Safety Manual—Safety Analysis Results

Evaluation Criteria	ALTERNATIVE (WITH 2050 TRAFFIC VOLUMES)			
	No Build	Upgrade Existing	Build Alternative 1	Build Alternative 2
Safety				
Predicted Crash Frequency (All crashes)	148.53	172.55	123.45	118.82
Existing SR 0322	35.92	-	7.24	31.98
Existing SR 0144	62.72	53.74	40.26	20.47
Existing SR 0045	49.89	47.92	41.95	43.07
Build Alignment	-	70.89	36.47	23.30
Predicted Crash Frequency (Fatal & Injury crashes)	78.76	80.41	63.49	60.74
Existing SR 0322	18.29	-	3.75	16.49
Existing SR 0144	33.64	28.82	21.13	10.61
Existing SR 0045	26.83	25.57	22.38	22.94
Proposed Alternative	-	26.02	16.23	10.70

Numbers represent annual predicted crash frequency on the roadways under the various alternative scenarios

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How Can You Participate?

Options for Commenting

1. Fill out the comment form provided **and place in box.**

2. Fill out the comment form provided and mail to:

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

All comments received by Friday, October 3, 2021, 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!

APPENDIX M – Public Comments and Responses

This table documents the comments received during the official comment period. (Copies of the actual comment forms are located in the study files and can be made available upon request.) The table has been sorted alphabetically by commenter's last name and provided either a specific comment response and/or comment response code. Comment response codes were developed to address common comment themes from the public meeting. The comment themes and associated response codes are organized by agriculture resources, alternative routing and engineering, cultural resources, natural resources, right of way, socioeconomic resources, traffic, and other general concerns. The following documents the abbreviation for each of the themes used in the comment table.

Response Code	Theme Definition
GC	General Comment
AR/E	Alternative Routing/Engineering
T	Traffic
NR	Natural Resources
CR	Cultural Resources
SER	Socioeconomic Resources
ROW	Right-of-Way
A	Agriculture

To review specific individual comments and associated responses, locate the last name of the interested commenter in the following table. If a response code is provided to address the comment, find the corresponding response code in the table in **Appendix N to view the comment response.**

#	Last Name	First Name	Zip Code	Comment	Response Code/Remarks
28	Adams	Sandra	16801	After a great deal of study online and at this open house I find the most logical route I-80 is the 144 exchange - it goes through sparsely populated farmland therefore disturbing a minimal amount of homes and lives. As a local realtor I can state that using the 322 route will dislocate a plethora of families - many of which would be unable to find similar housing due to the high end homes and the small amount of homes of the same quality available. I would be happy to discuss our local market and the implications involved emotionally and financially to having a major highway run 51 + feet from a property. I hope you read and consider my thoughts!	GC-6 AR/E-4 ROW-1 ROW-2 SER-4
106	Adams	Willa	16827	I would like to minimize housing and business disruption. However I want to protect our farmlands and water resources. 144-1 appears to have the fewest negative people impacts.	GC-6 SER-4 A-1
107	Alpert	Barb	16827	Such a hard situation. No one wants this road that lives anywhere near it! Is deviating the traffic with the turnpike fees an option?	GC-6 GC-12
108	Alpert	Gary	16827	Not in favor of connectors going west through Harris Township, except for the existing 322 right of way. Reasons are noise from trucks, pollution from emissions from trucks and cars. Shortest distance from Potters Mills to I-99 Rte. 80 seems to favor that direction approx. 7 to 8 miles as opposed to 19 to 20 miles.	GC-6 AR/E-4 NR-2 NR-1 T-12 AR/E-2
109	Anderson	Robert	16827	I strongly oppose ALL 322 Options for the State College Connector, including widening the existing road, for many reasons, but most importantly because each option will destroy Tait Farm. Tait Farm is one of the most recognized operating farms, businesses, community and tourist destinations in Central Pennsylvania. Tait Farm is a community and regional resource for organic foods, produce, and seedlings and more that an 60 locally produced food jams, chutneys, condiments and Tait Farm Foods Original Shrubs. Tait Farm Foods grows over 30,000 pounds of healthy, organic produce that is available in local restaurants, at the North Atherton Farmer's Market and on the farm. In addition, the Farm is THE resource for native & pollinator plants. Christmas Trees and nationally recognized Bassett Hounds. The on-farm retail Harvest Shop supports over 50 local producers, businesses, artisans, and artists, as well 23 local employees. Tait Farm sales and payrolls are significant economic drivers to our local economies. Tait Farm promotes a circular economy in our local communities. and helps sustain the livelihood of those working with and for Tait Farm. The Farm is also a community gathering place for seasonal celebrations, family outings to the country and a strong part of the agricultural community in Pennsylvania. Tait Farm Foods is one of the founding organic farms in Central Pennsylvania and is a socio/economic, environmental, agricultural& educational resource for cooks & gardeners as well as our schools, Penn State, Osher Lifelong Learning Institute (OLLI) and the PSU Master Gardeners. Our region takes pride in the recognitions of Tait Farm Foods and Kim Tait. Kim been awarded the Pennsylvania Association for Sustainable Agriculture's "Farmer of the Year"; served on Senator Casey's Agricultural Committee & testified before the Senate on the importance of local & organic foods and Community Supported Agriculture. She lectures at Penn State and has hosted USDA and foreign delegations, as well as many classes on the farm and in the business. Tait Farm Foods Shrubs have earned the Gold & Bronze medals from the Specialty Foods Trade Association, the 'Oscar" for Specialty Foods. I urge the PEL committee to take the 322 Connectors off the table and to preserve Tait Farm Foods as an essential agricultural and community resource in Centre County. Tait Farm improves our environment, enhances our quality of life, and bolsters our local economy. Destroying Tait Farm to expand the polluting effects of 15,000 trucks on the Route 322 will be a tremendous loss for us and generations to come.	GC-6 AR/E-4 A-1 SER-4 NR-1 T-1

#	Last Name	First Name	Zip Code	Comment	Response Code/Remarks
110	Baggett	Cory & Mindy	16827	Regarding proposed routes, 322-2 and 322-3, I have the following concerns: Carbon "greenhouse gas" impact the - PA 144 route is 8 miles shorter trip for tractor-trailers traveling between US 322 to Rt. 80. Reclassify US322 in Harris Township as "Business 322." This allows for changes (like traffic lights) that would attract traffic to the high speed PA144 route. Water displacement or poisoning through Spring Creek and Cedar Run. Destruction of agriculture lands. Invasion and destruction of wetlands and those in restoration process. List of Concerns: Boalsburg/Harris Township is arguable the best place to live in all of Pennsylvania from a quality of life perspective – low unemployment, low crime, great schools, great outdoors, etc. It is inconceivable to us that PennDOT is even considering destroying the community and a multitude of well-established homes and businesses by splitting the Township into two buy a superhighway. only the 144 alignments make any sense. Here's A list of specific items that concern us with respect to the 322-2 and 322-3 alignments. profound negative impacts on outdoor and recreational activities, which are essential to the physical and mental well-being of our community: a) Destruction natural habitats and increased traffic on BicyclePA Route G b) Trails in the Mount Nittany Conservancy Will lose their unadulterated view of Penns Valley and suffer noise pollution. c) Mount Nittany Vineyard and Winery will no longer be a remote, rustic respite. Further: d) Severe impacts on the historical community of Linden Hall. e) severe impacts on new, expensive communities such as Aspen Heights, Rocky Ridge, an Kaywood North. f) destruction of the Meyer Dairy Farm which provides much of State College with its dairy needs. g) Carbon "greenhouse gases" impact – the PA144 route is 8 miles shorter trip for tractor-trailers traveling between US322 to Rt80. h) Reclassify US322 in Harris Township as "Business 322". This allows for changes (like traffic lights) that would attract traffic to the high speed PA144 route. i) Water displacement or poisoning through Spring Creek and Cedar Run j) Destruction of agricultural lands k) Invasion and destruction of wetlands and those in restoration process	NR-1 GC-6 GC-7 T-6 T-12 AR/E-2 SER-4 NR-6 NR-2 SER-3 SER-8 CR-1 A-1 NR-3 SER-6
111	Bai	Lu	16827	1. Really need a traffic light between Bear Meadow and 322 2. 322 4/5 is unnecessary to cut through Bear Meadow and Tussey Mountain. It will destroy the beautiful view of Tussey Mountain. 3. Make professional noise protection to cut down the noise form the highway.	GC-7 GC-6 SER-8 NR-2
78	Bailey	Anita	16803	Please do not consider the routes that will impact Calvary Harvest Fields. The church is very important to the people that attend there. But even more than that, the church does incredible things for the community, many of which involve the land. We have free events, allow local sports teams to use the fields, allow people to park in the parking lot when needed, have outdoor weddings, host tournaments, use the parking lot for large food distributions, etc. People regularly go there to use the newly built bike trails, hike, play disc golf, have competitions, fish, swim in ponds, have campfires, watch sunsets. Come out and visit on a Saturday, Sunday, or nice evening and experience it yourself. Although most of it is private property, the church welcomes the community to come and enjoy the space. Impacting this property goes far beyond just impacting those that attend the church.	GC-6 AR/E-4 SER-4 SER-5

#	Last Name	First Name	Zip Code	Comment	Response Code/Remarks
1	Barber	Jennifer	0	Regarding the State College Area Connector Proposal/Planning and Environmental Linkage Study The highway using any of the proposed Harris Township routes despoiling the farmland, countryside and housing developments is unacceptable for the following reasons: First: Much of the research data being used to justify those routes through the township is a decade, if not more, old and inaccurate. Second: A State College nexus would bring heavy 18 wheel through truck traffic traversing a rapidly developing Harris Township and into a densely populated area mixing with local commercial, commuter and Penn State event traffic and, most troubling and dangerous, mixing with school buses. Third: A previous Federal Highway study showed that the Centre Region was not compliant with safe air quality standards and noise issues were also questionably noncompliant. Fourth: Many designs in the present SR 322 highway to be conjoined in Harris Township do not meet federal highway safety standards Conclusion: Moving traffic from SR 322 at Potters Mills directly to the interchange of I 99 and I 80 near Bellefonte creates a direct access route for trucks crossing the state in all directions as well as providing additional access to State College on I 99. By following the above route and assigning the present SR 322 to boulevard or business route status the plan alleviates the need for PADOT to destroy neighborhoods and developments, imperil attributes of unique natural resources in Harris Township and still meet the needs of the transportation industry. Therefore it is essential and imperative that residential and commercial data collection be redone and refreshed to reflect the current state of Harris Township development and evaluated to determine that a high speed interstate highway is neither safe nor feasible.	AR/E-4 A-1 SER-4 GC-1 T-1 T-2 AR/E-1 AR/E-2 T-12 GC-7 NR-6 Based on coordination with FHWA staff, there was not studies or documentation determining that the Centre Region was not compliant with safe air quality and/or noise issues.
23	Barry	Amanda	15218	My husband and I had been planning to relocate to the State College area for the past few years, specifically Harris Township. The primary draw to the area is the access to Rothrock State Forest. We had been actively pursuing real estate in the area until learning of the possible 322 reroutes. We've decided to stop pursuing options until after we learn the fate of the area. The area would no longer be appealing as a residential location if a major 4 lane highway passes through it. It's very unfortunate that you are considering adding additional lanes to a road that is so close to the forest. You should consider the impact that highway noise and traffic will have on that pristine area. Any new road projects should be designed to decrease traffic through the area, not increase it, and divert it to the primary highways. Additionally, the areas surrounding the 322 corridor need better bicycle and pedestrian access to the forest. The Galbraith Gap access point is very popular and nearby residents should be able to access that without risking their lives biking/walking on nearby roads, mainly 322.	SER-3 NR-2 GC-9 SER-3 GC-7
112	Beers-Altman & Brennan	Jessie & Chris	16827	We are writing to express our opposition to PennDOT's proposed plans for the 322 State College Connector. As residents of Harris Township, we are extremely concerned about the many ways these proposed routes will impact our region and our community. Since then Hall we are terrified in particular by route proposals 322-2 and 322-3, the latter of which literally divides our property in half. While these routes would affect us the most directly, we do not support any reroute that would bring a new road through Harris Township. Our concerns include, but are not limited to, the following points: 1. Conservation: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential 322 reroutes. Construction in these areas would be disruptive to those headwaters and could have catastrophic consequences in terms of water resources in the region. 2. Emissions: The proposed 322 reroutes are contrary to Governor Wolf's climate change initiatives, particularly his Regional Greenhouse Gas Initiative, which seeks to put limits on emissions. The route within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through the region. 3. Safety: The existing route 322 is already a busy commuter road and will become more congested as the State College area grows. Intermixing local commuter traffic with truck traffic destined for I-80 would significantly increase through traffic and would put local commuters, including children traveling to/from school, at heightened risk. 4. Community: The proposed 322 reroutes would be exponentially disruptive to homes, schools, businesses, and neighborhoods in the region – particularly those in Harris Township, which has been the fastest growing municipality in Centre County since 2014. This disruption would forever alter the character community. While we feel strongly about all of the above points it is point # 4 that weighs the heaviest on our hearts. the proposed 322 reroutes would essentially decimate Harris Township as we know it. This is a community we care deeply about, and we will do everything in our power, including litigation, if it comes to that, to fight for it.	GC-6 AR/E-4 NR-3 NR-6 NR-1 T-6 AR/E-7 SER-4 AR/E-2

#	Last Name	First Name	Zip Code	Comment	Response Code/Remarks
29	Bierly	Diane K.	16801	Interesting presentation of materials. Seems most practical to connect Potters Mills four-lane part of Rt. 322 to Boalsburg part, staying as close to existing Rt. 322 - seems that is what was intended when "State College Bypass" was designed and built in the 1970s. Routes that loop around to Oak Hall and to Pleasant Gap look to be expensive and not necessarily take motorists to their destinations. I would prefer an option (like Rt 322-1) that closely follows existing Rt. 322 with minimal disruption to existing communities. I would be OK with a major upgrade of existing Rt. 322 as a short term solution, but this seems to be a waste of taxpayer dollars. This should have been built and resolved in the 1970s.	GC-6 AR/E-4 GC-4 AR/E-2
305	Bigatel	Alan	16828	For the alignments south of existing 322: A. Wetlands - there are many wetlands not mapped on NWI or USGS maps. B. All these wetlands drain to Sinking Creek or Spring Creek - both streams with natural trout reproduction. C. All these wetlands are by definition Exceptional Value Wetlands. Historic and Archaeological Concerns A. Colyer (town, not the lake) dates from the 1700s as a charcoal source for the Centre County iron industry, B. the two churches in the Colyer area date from about 1800s. The graveyard at the church on Church Hill Road reportedly has graves from the late 1700s. C. Many houses and farms on the south of the existing alignment are along the old horse and buggy route that is near the existing alignment of 322. This road was used to haul the iron from Centre County to markets beyond Lewistown. These farms and houses date from the late 1700s and early 1800s.	NR-3 NR-6 CR-1 CR-2 SER-4 A-1
302	Bilen	Lennart	16827	Of the alternatives, Alt 4 has the most problems. It affects a popular Church property, a medical care facility and a technological center. The land has severe issues, elevation and slopes. Do not choose Alt. 4.	GC-6 SER-4 SER-5 AR/E-4
113	Bliek	James D.	16827	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. new connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7
114	Bodner	Steven	16827	It seems to me that truck traffic is generally the main culprit for safety issues on Rte 322. The vast majority of truck traffic is headed to I-99 and I-80. Utilizing the Rte 144 alignments makes the most sense as the chosen alignment. Should one of the 322 alignments be chosen then 322-1/322-5 or 322-4/322-5 makes sense. Adding an interchange of any sort to Rte. 45 would only add more traffic to a local road that already sees too much traffic and is becoming increasingly unsafe.	T-1 T-6 T-8 GC-6 AR/E-4 AR/E-14 T-7 GC-7 GC-20
30	Boniface/ Rhoneymeade	Zoe	16801	Rhoneymeade is a special place halfway between Boalsburg and Centre Hall. It is Clearwater Conservatories first agricultural easement (130 of 150 acres), a historical site: its spring was a site used by Native Americans crossing Penn's Valley; it once was part of the William Penn Family's Manor of Nottingham; it was the home of Leonard Rhone, who founded the Grange Fair. Rhoneymeade has a sculpture garden and arboretum. Its garden areas emphasize native and historic heritage plants. The cultivated acres are certified organic and moving toward permaculture. It is an exceptionally beautiful spot. We are working to add 10 acres to our easement, for wildlife habitat and wetlands restoration. Rhoneymeade is open to the public during daylight hours (excluding Mondays) during garden season, April to October. Currently it is a private foundation, we are VERY close to reclassification as a public charity. We are concerned that we might not be properly noted in your site research since we are not YET a public charity. We want to put the proposed road as far away from Rhoneymeade as possibly so as not diminish the quality of the site particularly regarding noise and air pollution. I am Chair of the Board. James Lesher is Executive Director. We would LOVE to give your team tours of Rhoneymeade so that you too can see why it must be protected.	CR-1 CR-2 NR-1 NR-2 The non-profit Rhoneymeade Arboretum and Sculpture Garden have been added in the project mapping

#	Last Name	First Name	Zip Code	Comment	Response Code/Remarks
					and documentation as a Community Facility. The conservation easement that encompasses the property is included in the project's conservation easement mapping and the Leonard Rhone House on the property is included in the mapping for properties listed on the National Register of Historic Places.
385	Bonomo	Jackie	16851	The process and study seems thorough as far as assessing auto/truck traffic currently and future projections. However, investing in fossil fuel transport seems ridiculous given the climate change imperatives going forward. Railroads move more freight with less fuel and should be under consideration nationwide - include PA. If we get 2050 still using fossil fuels and not all electric auto/truck transport - future generations are doomed. Short term thinking is not the answer we need.	GC-15 T-2
115	Boothe	Derondah and Chuck	16827	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. new connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper. 7. Destruction of natural habitats and increased traffic on BicyclePA Route G 8. Trails in the Mount Nittany Conservancy will lose their unadulterated view of Penns Valley and suffer noise pollution. 9. Mount Nittany Vineyard and Winery will no longer be a remote, rustic respite. 10. Severe impacts on the historical community of Linden Hall. 11. Severe impacts on new, expensive communities such as Aspen Heights, Rocky Ridge, and Kaywood North. 12. Destruction of the Meyer Dairy Farm which provides much of State College with its dairy needs.	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 T-10 AR/E-7 T-12 GC-7 SER-8 NR-2 CR-1 A-1
116	Brown	Jeremy & Carrie	16827	As residents of the Kaywood neighborhood and frequent traffickers of Earlystown Road, we strongly support the alternate 322 routes second that run north of us (routes 322-2 & 322-3). Given the detachment and subsequent isolation from the Boalsburg/State College area, the neighborhoods along Earlystown (Kaywood, Willowbrook, and others) are in desperate need of connecting infrastructure to support non-automotive modes of transportation. Adding dedicated biking and walking trails which connect to those in an around State College would make commuting with bikes and by foot a feasible endeavor. These routes would further assist this.	GC-6 AR/E-4 SER-4 GC-7

#	Last Name	First Name	Zip Code	Comment	Response Code/Remarks
22	Bukowski	Ted	0	Apparently there are many more wetlands than you are depicting in your poster boards for the SR 322 alignments, not to mention, the headwaters of Spring Creek, a premier trout stream. The ridge alignments include migratory bird habitat (forest interior birds), and placing alignments up over the mountain will fragment otherwise contiguous forest habitat. Birds are now once again protected by the migratory bird treaty act. There is also bat habitat nearby.....and some of that forest habitat may be roosting or foraging habitat. Some of those bats using that habitat are state listed, and federally listed species under the endangered species act. Please re-consider just leaving SR 322 where it is, so not to destroy fish and wildlife habitat....one of the amenities to this community, put struggling businesses out of business, or displace people..... pretty quick process to go from basically 7 alternatives down to two build only alternatives in less than 60 days, eh? Do the right thing here..... not the easier softer way.	GC-6 NR-3 NR-5 NR-6 NR-7 AR/E-4
390	Burgevin	Anne	16865	I urge the decision making body to select the most environmentally sound option for the new road construction.	GC-6 NR-6
117	Burrell	April	16827	Anything in the direction close to Calvary Harvest Fields would impact the whole community not just in Boalsburg but State College and beyond. Not only is it a gift for the community to use it also promotes so many wonderful things, healthy things. Soccer, fishing, disc golf, mountain biking, weddings, family picnics, a place of worship and of course future plans for trails to Tussey Mountain and hiking paths just to name a few. To take that away would not only eliminate a huge recreational component to the community but also negatively impact the brand new businesses that have recently been built and energy gap, Nittany Climb and Harris Township new headquarters, lets not forget the retirement home too. Finding a better solution would keep our community park a place of peace and enjoyment for all.	SER-5 SER-4 GC-6
401	Buschman	Frank	16875	The uncertainty of the location of the improvement and interchange make our property valueless. There is a good chance the new road could go through our living room. Under either proposal there will be a significant impact to our property.	SER-4 ROW-4
118	Bzik	Jordan	16827	I doubt anyone in "happy valley" world be happy with options 322-2 and 322-3. Both options destroy the beauty of the valley. Please don't place a new roadway and new interchange in the middle of the valley where it disrupts the most landowners and destroys beauty. 144 option is the best. Second best is 322-4 or 5.	GC-6 SER-8 AR/E-4
383	Bzik	Ed & Jan	16828	I have concerns about putting new intersections in our beautiful bucolic valley that will disrupt many homeowners and farmland and change the natural look of the valley (322-2 & 322-3 options.) These options are horrible! Larger roadway and higher costs and generally intolerable effects on our beautiful valley. Please consider (is best choice) 144 options. If that turns out to be unfeasible, I think Option 322-4 is best. Has the least impact on homeowners and farmers and would not disrupt the valley's beauty. The current 322-45 interchange is already functional, with upgrades that intersection should remain the best option for 322-45 interchange. Please don't funnel 45 traffic into 322 like the prior interchange proposal (2004), which only increases congestion on 322. (Sorry about handwriting, please call with questions.)	GC-6 SER-4 SER-8 A-1 AR/E-4
402	Campbell	Larry	16875	The 2 potential routes over Mt. Nittany to connect I-99 near Pleasant Gap will not solve the problem. Truckers will not travel over another mountain and traffic to State College will continue in current 322 rather than drive further out of their way. I live near Potter Mills and all of our neighbors take either 322 or 45 to SC. Football traffic would most likely get off at Potters Mills and follow red 322 or 45 as they do currently.	GC-6 T-7 T-8 T-10
79	Carpenter	Cynthia	16803	After viewing the information I recommend: 1. Divided highway over Centre Hall mountain, to handle the through car and truck traffic. 2. Upgrade 322 from Lewistown to State College for employment when traffic is heavy during non daylight/sunset/sunrise hours, this road is extremely dangerous because of headlight glare and lack of visibility because of switching from cone to rod vision or vice versa.	GC-6 AR/E-4 AR/E-2

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119	Carroll	Sarah	16827	I have many concerns about the connector going through some of the 322 routes, in particular routes 322-3 and 322-2. I understand that there are many obstacles to choosing one of the 144 routes and I can see that it makes sense to extend 322. With that being said, I believe that routes 322-1, 322-4, or 322-5 make the most sense. Route 322-3 goes very close to the expanding growth line and even cuts through some very established neighborhoods. There is a neighborhood of homes right next to Aspen Heights that is not even represented on your maps and is shown as farmland. Using this particular route would demolish numerous homes not even shown. The 322-3/322-2 routes have protected farmland/wetlands which are in the middle of a conservation project to expand and protect native trout of the river, which are a protected species. This route would also potentially compromise the headwaters of both Cedar Run and Spring Creek. The Village of Linden Hall would be affected with these routes and is classified as a preserved historic district. Utilizing particularly 322-5 or 322-4 which skirt along the outside of the township along the ridgeline would keep the major traffic away from the main city, keep the noise level down, and have the least impact on the majority of residents in the area. While it is impossible to stay far from all neighborhoods, I think 322-5 has the best route which can circumvent the majority of neighborhoods. The ones lying near that route were already established next to highway with it's current noise level and traffic. I urge you to gather up to date information and to keep the highway away from traversing through the center of the township.	GC-6 AR/E-4 SER-4 AR/E-7 GC-1 NR-2 NR-3 NR-6 CR-1 A-1
120	Carson	Liz	16827	I will not be able to attend either of the public meetings on 9/22 or 9/23, but I would like to strongly DISCOURAGE consideration of the proposed alignments 322-2 and 322-3, which would have significant impacts on the Oak Hall Historic District and the Spring Creek watershed. Thank you for taking public comments.	GC-6 AR/E-4 CR-1 NR-3 NR-6
306	Cash	Erksine & Wilhelmina	16828	1. None of the 322 alternatives address the traffic on 144 and particularly 45 through Centre Hall, Old Fort or Pleasant Gap. 2. The majority of regional truck traffic is desiring to connect with route 80. The 144 options are the most direct. 3. Although some 322 alternatives impact the fewest number of residences, many other residents in the Colyer area will be impacted.	AR/E-2 T-12 T-8 SER-4 T-7 GC-6 GC-7 GC-20
31	Centre County Farmland Trust		16801	Dear Mr. Ball: Your name is listed as Project Manager for the 322 corridor which is currently under study, with 5 alternatives listed on the public map. I am speaking for myself as a resident of Harris Township, but also as President of the Centre County Farmland Trust (CCFT), whose current board members are also listed on this email. As a resident of Harris Township, I understand the need for the improved road, but it disturbs me to see the proposed road locations swerving widely from the existing roadway, possibly to avoid impacting recently built high-value housing, but causing a lot of collateral damage to valuable and irreplaceable farmland and family farms that have existed for generations. The Centre County Farmland Trust board has had recent discussions of the roadway additions and are alarmed about their potential impact on farmland that is protected by preservation easements held by CCFT. Our Organization is a 501(c)(3) incorporated land trust with the mission of preserving valuable agricultural land and open space in partnership with landowners who have donated perpetual conservation easements. You can find information about us at our website: centrecountyfarmlandtrust.org. We have 16 farms under conservation easement, and we believe at least two of those may be in the path of your "alternative " 322 corridors. One impacted farm is located south of 322 in Potter Township and is listed as county tax parcel no20-009-004 (154 Par Sonics Road - Royer Parcel) This is an operating heifer operation on 31 acres of good farmland. It appears to be in the path of all 5 of your alternatives. We are not sure that your group is even aware of this preserved farmland being located in your "corridor". The maps are too general for us to be sure if this valuable farmland is impacted by your plans. The second preserved farm is the Schempf Farm located at 156 Cedar Run Road (Tax No 25-001-031). This farm is located north of Route 45, and well away from route 322, but is apparently being considered as a location for your "corridor 322-3". The Schempf Farm includes a beautifully restored farmhouse, riparian conservation projects along an area near the source of Cedar Run and preserved active farmland. Destruction of the Schempf farm would be an irreplaceable loss of a farm and land which our organization has pledged to help preserve in perpetuity. As a citizen and also on behalf of The Centre County Farmland Trust, I am requesting that in drawing your plans, you strongly consider the effects on valuable preserved agricultural lands, and that where at all possible that you arrange to avoid the proposed devastating impacts to our agricultural heritage.	AR/E-4 GC-6 A-1 NR-6 GC-1

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307	Cespedes	Gricelda	16828	My recommendation is for improvements to 144. Removing truck traffic that represents almost 90% from 322 and 50% (external from 45). The area near Centre Hall represents a more direct route South on 322 diverting trucks that do not need be in state College directly south. Also, the area near 144 is less densely populated. Building along the existing 322 corridor would greatly impact business and communities.	GC-6 AR/E-4 T-12 T-8 SER-4 T-7
121	Chase	Glynn	16827	I understand the need for something to be done. Rt 322 is inadequate to support the current as well at future traffic growth. Focus should be on the impact that I99 has had on this problem. I99 was supposed to address impact on State College and provide access westward to Altoona/Pittsburgh as well as Eastward to I80. However, I99 is a major contributor to traffic growth on Rt. 322. Consider the alternative which focuses on the linkage with I99 - and Rt. 144 as the more practical alternative, diverting high volume traffic particularly truck away from high population areas. Use I99 as a funnel for efficient traffic flow and not a contributor to the problem.	GC-6 T-12 T-6 T-7 T-3 AR/E-4
32	Chernege	Michele	16801	I was a student at PSU, now an employee, and my two children are still townies. We are all active commuting to work by bicycle as well as biking for recreation. So of course, we ask that your consider pedestrian and cyclists in all your planning. Make it safe for them! With the super surge and on going growth of e-bikes, this will be even more relevant. A shared path the connect Boalsburg to Rothrock is important, but a just a part. As for where the road should go: the only sensible is Route 144.	GC-6 GC-7 AR/E-4
2	Chicka	Ben	0	Are these meeting virtually available? Some sort of feed would be very useful to those of us who don't want to attend a public meeting during a global pandemic.	GC-2
80	Christian	Dean	16803	I work in Harris township and do not support the connector options that would place an interchange in Boalsburg. 322-4 options is especially bad because it would come right through the middle of our church (Calvary Church). The Calvary property is also home to a mountain bike course which my kids love to bike on and a disc golf course which gets a lot of use by the community. I would like to see 322 widened between Boalsburg and Potters Mills, but not at the expense of the Calvary property.	GC-6 AR/E-4 SER-4 SER-5
308	Christian	Brian	16828	I am not in favor of US322 corridor alternatives since all 5 seem to affect or eliminate residential housing/neighborhoods and businesses. I particularly dislike alternatives 4 and 5 since they appear to affect the neighborhood I live in. I would favor the PA 144 corridor alternative as there are less residential houses impacted. I realize that would probably alleviate a lot of truck traffic from US 322, leaving still a good amount of automobile traffic, especially on home football games, graduation, move-in and move-out weekends. Without some improvements also on US 322, I believe there will still be many accidents along this stretch.	GC-6 AR/E-4 SER-4 AR/E-2 T-12 T-8 T-10 T-7
81	Christopher	Elizabeth	16803	When planning your route from Harrisburg to I80, please do not tear up or change the Harvest Fields property or Tussey Mountain Ski Resort. The Harvest Fields property is an amazing resource for our community, offering free biking, hiking, disc golf and more. My whole family enjoys this location, and the work that has gone into it is amazing. I know that Harvest Fields is planning even more biking and hiking trails in the future. It's a wonderful place, don't ruin it! Thank you	GC-6 SER-4 SER-5
122	Clark	Roger	16827	I live near current 322 in Kaywood development. Because of my proximity to the highway, I hear a tremendous amount of truck noise. They usually brake to go from the 4-lane divided highway to the two lane overpass. It appears that my street could be affected more by most of the 322 alternatives. If one of these (322-2, 3, 4) are chosen I hope noise abatement measures will be implemented. I would therefore support the direct route (144) as my best alternative for truck traffic headed to route 80. I support the Harris Township concerns and would agree with their recommendations.	NR-2 NR-9 GC-6 AR/E-4 T-6 T-12

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82	ClearWater Conservancy		16803	ClearWater Conservancy is a locally founded nationally accredited Land Trust organization that has been serving central Pennsylvania through land conservation, water resources stewardship, and environmental outreach efforts since 1980. Our work is guided by the ClearWater Compass, a strategic and science-based vision to connect, protect, restore, and steward priority landscapes and habitats for healthy people, land, water, and wildlife resources. The State College Area Connector Planning and Environmental Linkage Study Area includes several of ClearWater's land conservation and riparian restoration projects that have been completed throughout ClearWater's history. Significantly, several ClearWater projects directly in the path of one or more of the nine proposed alternatives or corridors identified in the PEL Study. While traffic safety is of utmost public concern, and we support efforts to improve safety, ClearWater is opposed to any alternative which harms the natural resources the organization has worked diligently to connect, protect, restore and steward. For over forty years, landowners have relied on ClearWater for assistance with realizing their conservation goals for their properties through conservation easements, land ownership, forest management strategies, and other efforts to permanently protect local streams, wildlife, and forests. Since 1986, ClearWater has permanently conserved or facilitated the conservation of over 9,500 acres of land. Since 2004, ClearWater has planted and managed over 23 miles of streamside forest along local streams in partnership with community support and help from thousands of volunteers. Many of these projects (both land conservation and riparian restoration) were funded through grants from state agencies. For example, our landowner agreements for riparian restoration often require reimbursement to state agencies should the buffer be converted to an alternative use. Additionally, utilization of eminent domain to convert property with conservation easements comes with complication. Following an intense campaign by WeConservePA (formerly the Pennsylvania Land Trust Association) and allies, Governor Tom Wolf signed HG 2468 into law as Act 45 of 2018. The Act created crucial conservation safeguards and established Pennsylvania as the nation's leader in protecting conservation easements from the irresponsible exercise of eminent domain. Behind the law is a respect for the generous acts of civic-minded donors and recognition for the value of non-regulatory property rights-based tool that keeps land in private ownership while achieving conservation objectives. Conservation easements are a distinct property interest in real estate, separate from the property interest of the underlying land. Developing a new or expanded roadway on a conserved property requires condemning the conservation easement. In many cases, the value of those development rights restricted by the conservation easement may be worth significantly more than the underlying land. While the Fifth Amendment of the U.S. Constitution and Article 1, Section 10 of the Pennsylvania Constitution prohibits taking of private property without just compensation, Article 1, Section 27 of the Pennsylvania Constitution goes even further to protect conservation easements. In Robinson Township v. Commonwealth, a plurality of the Pennsylvania Supreme Court found, "{a}t present, the concept of public natural resources includes not only state-owned lands, waterways, and mineral reserves, but also resources that implicate the public interest, such as ambient air, surface and groundwater, wild flora, and fauna (including fish) that are outside the scope of purely private property." 83A.3d 901, 955 (Pa. 2013). The public natural resources protected by Section 27 certainly include the resources and conservation values protected, restored, and stewarded by ClearWater Conservancy. It is important that state disease like PennDOT are not responsible for upending the public's expectations that their beloved conserved places are protected for perpetuity. Especially in light of Pennsylvania's constitutional rights to preservation of the environment, it's only reasonable that alternatives to taking easements, which were established pursuant to strong public policy, are vigorously explored and pursued. ClearWater is already in contact with your office to share data identifying each of our projects within the PEL Study Area. We await the GIS data from PennDOT to fully identify the impacts of these proposed corridors on conserved and restored properties. Until then, we aren't able to fully identify impacts to our projects within the proposed corridors. Using currently available data, we see potential impacts to the following: • Nittany Noll Conservation Easement – The Route 144 alternatives all seemingly would affect this 452-acre property in Spring Township which ClearWater conserved in December 2017. The conservation easement is within the Spring Creek watershed and seeks to protect critical water resources including numerous springs and seeps, wetlands, and headwater streams, as well as habitat for Native Species dependent on those resources; • Oelberman Riparian Buffer – The Route 322 alternatives may affect this approximately 6-acre riparian buffer project along the Sharer Road in Harris Township that was completed with partners including the Natural Resources Conservation Program, the Center for Dirt and Gravel Roads, and the U.S. Fish and Wildlife Service to reduce topsoil loss, reduce erosion and sedimentation in Spring Creek and reduce Township maintenance costs to Sharer Road; • Mt. View Riparian Buffer - the Route 322 alternatives may affect this riparian buffer project along Elks Club Road in Harris Township; • Nittany Farms Conservation Easement – The 322-1 and 322-3 alternatives may both affect this 287-acre property in Harris Township which ClearWater conserved in December 1990. The Stone farmhouse on the property was built in 1840 and 180 years later, the property is still in active agriculture. Nittany Farms was once owned by Dr. and Mrs. William Henning. Dr. Henning was the Secretary of Agriculture for the Commonwealth of Pennsylvania. the property protects approximately 3,700 linear feet of Spring Creek, only 1.5 miles from the eastern-most headwater springs of the main stem of Spring Creek. It also contains the historic Old Standford cemetery. There is also a Nittany Farm Riparian Buffer at Sharer Road; • Tussey View Conservation Easement – The 322-4 and 322-5 alternatives may both affect this 189-acre property in Potter Township conserved by ClearWater in November 2009. The Property contains the headwaters of the main stem of Spring Creek, consisting of multiple springs on the property. The Property also contains approximately 122 acres of mixed hardwood fore and 67 acres of early successional habitat. The Property's conservation	The SCAC Study's GIS data and mapping have been updated with the most current Conservation Easement data provided by Clearwater Conservancy. The data and mapping will also be updated for the Riparian Buffer Projects once the more defined location information is provided for the projects (currently provided information includes tax parcels and not stream segments). Also, when the corridor alternatives are refined into alternative designs, PennDOT will coordinate directly with the Conservancy and property owners to confirm potential impacts to easements and Riparian Buffer Projects. GC-6 NR-3 NR-6

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				value is further increased because it is adjacent to, and provide public access to, Rothrock State Forest. This is also the site of major riparian buffer project that restores and protects the headwaters of Spring Creek. Notably, Spring Creek is designate a High-Quality Water, and as such is protected from antidegradation under the Clean Stream Law (35 P.S §§ 691.5 and 691.402) as defined in 25 Pa. Code § 93.4a. In addition to ClearWater's specific projects, the organization is also concerned about impacts to other important natural resources within the Study Area. For example, Pennsylvania Natural Heritage Sites (e.g. J-4 Cave, Potter Run Wetland, Sinking Creek Wetlands, and Galbraith Gap Headwater Seeps) support plant and wildlife species, communities and rare species of conservation concern and should be avoided. Similarly, groundwater resources are located throughout the Study Area and recharge areas should be protected. Finally, from a landscape perspective, it is important to consider how each of the proposed alternatives may increase fragmentation of habitat and reduce biodiversity while also planning for how to avoid harm. While we understand there will be some environmental impact associated with any selected alternative, ClearWater expects there will be a comprehensive strategy and plan for minimizing the impacts and mitigating for known loss. Overall, we are interested in cooperating with PennDOT and consultants to provide details about the locations and terms of ClearWater's conservation easements and riparian restoration projects and willing to provide any local assistance required to evaluate potential impacts to ClearWater's projects, as well as other preserved properties, and critical natural resources in the PEL Study Area. Sincerely, Ryan Hamilton, Esq. Land Conservation Manager	
83	ClearWater Conservancy		16803	I am the GIS contractor for ClearWater Conservancy in State College. I'm hoping that you can help me. I have been reviewing your materials regarding the State College Connector project on the PennDOT website. On the graphic titled "19_Level-2B-Screening-Alt-Overview you display the proposed alternative corridors for US 322 and PA 144. I would like to get these various alignments in GIS formatted files (preferably shapefiles). Can you either send them to me or direct me to where I can download them myself. -Joe Bishop	The SCAC Study's GIS data and mapping have been updated with the most current Conservation Easement data provided by Clearwater Conservancy. The data and mapping will also be updated for the Riparian Buffer Projects once the more defined location information is provided for the projects (currently

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					provided information includes tax parcels and not stream segments). The GIS contractor has asked for the GIS shapefiles of the currently defined corridor alternatives to calculate impacts. We do not think the shapefiles should be provided since they are broad corridors at this time and we also do not recommend providing future alternative shapefiles to entities or the general public. This could lead to others conducting impact analysis and possibly misusing the files. We believe that once we are developing more detailed alternatives, we could meet with these entities at a public meeting as part of the public involvement process to explain (and demonstrate) how we are conducting impact analyses for various resources.
33	College Township Water Authority		16801	On behalf of the College Township Water Authority (CTWA), please be advised that a new source of public water supply is under development at Oak Hall Park. This new well, designated OH-20, is presently under review by the Susquehanna River Basin Commission (SRBC) and PADEP. Hydrogeologic investigations related to this groundwater source identified the Cedar Run valley as a major contributing groundwater area to the well yield. While any major highway project in the areas east and south of Oak Hall could impact this future well, CTWA desires to make this formal comment and be on the record as it relates to this well and the zone of influence in the Upper Spring Creek watershed. Significant excavation, bridge footing installations, blasting, exposure of fractures, or other impacts to the current groundwater patterns in the area of Cedar Run within 1.5 miles east of Oak Hall Park may have deleterious impacts. This directly involves connector routes 322-2 and 322-3. Further information on the potential impacts to OH-20, the presence of fractures in the area, and the zones of groundwater influence may be obtained from the SRBC report prepared by Dr. Richard Parizek, P.G., PhD. A general map is attached for your reference. Should you require further information in your vetting of the geologic characteristics of the area and the impact to public water supplies, we invite you to speak with Dr. Parizek or contact CTWA for additional information. Private contact information intentionally removed from comment. See Attached Figure. Groundwater Zones I, II, and IIA as may be impacted by State College Connector Project. Excerpt from CTWA submission to SRBC.	SER-6

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309	Collins	John	16828	I would like you to consider these comments as you move forward with the State College Area Connector (SCAC). Interest and Qualifications of Petitioner I have lived in the SCAC project area since 2004 an travel the roads (322, 45, and 144) on a daily basis. The Town of Centre Hall is very small with few services, so we travel to State College for most of our needs. My wife teaches at Penn State and we are season ticket holders for several sports. We have been the beneficiaries of the improvements PennDOT has already made to 322 (the Lewisburg narrows, the Boalsburg north link, and recently the Potters Mills overpass.) We see the safety issues with the remaining gap (Boalsburg south) to a limited access facility. I am a retired engineer and lawyer. I worked for USEPA reviewing NEPA statements and for USDOT reviewing and approving transit and highway projects. I began my transportation career working for the Philadelphia MPO. I was head of policy for the American Trucking Associations, President of the ITS American and on the Board of ITS PA, and a contractor and program manager for PennDOT and the PA Turnpike on ITS projects in Districts 6 and 11 and on the Turnpike. I believe I have extensive, relevant experience an advice that could benefit PennDOT as you move forward with the SCAC. I have reviewed the material on the SCAC on your website and offer the following comments. I hope you will make my comments part of the public docket and respond to the questions I have raised. Private contact information intentionally removed from comment. Comment #1. ISSUE: Project area definition. DISCUSSION: The traffic data on your website treats origins and destinations (O/Ds) in State College/ University Park and Penn State as outside the project area and as "regional" trips. The trouble is that this treats a traveler going from Harrisburg to I-80 the same way as a student or worker at Penn State going to a home just outside the study area. This results in skewed data and could result in the 322 Boalsburg alternatives for the SCAC being analyzed as comparable to the 144 alternatives for the SCAC. In reality, the 322 Boalsburg alternatives and the 144 alternatives serve entirely different local destinations. The data needs to capture that few people are going to come up 322 to Potters Mills and take the 144 alternatives to get to State College, University Park or Penn State. They will stay on the old 322 rather than doubling the distance and going over the 144 alternative over Centre Hall Mountain. RECOMMENDATION: Please expand the data analysis to separately break out O/Ds in the State College, University Park, Penn State areas. Please separately analyze the traffic, safety and environmental impacts of the alternatives with this data. Comment #2. ISSUE: Special Event Traffic DISCUSSION: There is no data on the website to analyze how the different alternatives perform with Penn State special events. Penn State has 7 home football games each year that bring over 100,000 people in vehicles to attend each game and tailgate. Many of these vehicles are large motor homes driven by non-professional divers and create special traffic and safety issues. The existing 322 limited access facility north of Boalsburg ats as a collector/distributor for the games and for daily traffic to Penn State. The alternatives connecting Potters Mills to Route 26 over the Centre Hall Mountain would not directly help this situation and the data on the website does not capture the problem. There are also other weekly special events at the BJC, Rec Hall, Pegula Rink, and days when students move in and out. RECOMMENDATION: Please expand the data analysis to separately analyze special events in the State College area. If you do not have the data, please gather it at one of the remaining games this fall. Please separately analyze the traffic, safety and environmental impacts of special events on the alternatives. Comment #3. ISSUE: Intelligent Transportation System (ITS) Features DISCUSSION: Please include in a discussion of ITS features at the planning and subsequent phases. Often ITS features are done as add-ons which can lead to poorer location choices and higher costs. The sections of 322 north of Boalsburg have cameras, VMS signs, and curve speed installations. They should be integrated into a 322 regional system. RECOMMENDATION: For example, there should be an ITS installation south of Boalsburg advising motorists of traffic congestion ahead with real time information and advice on alternative routes (for example, Business 322 versus limited access 322.) Comment #4 ISSUE: Transit improvements DISCUSSION: CATA, the area transit provider, currently has service in Boalsburg and in Pleasant Gap, but no service in Centre Hall or on Route 45. This project offers an opportunity to expand service either as a demonstration project or as a permanent commitment. RECOMMENDATION: Please include the transit opportunities in the project planning and implementation and make concrete transit commitments in the draft and final EISs. Comment #5 ISSUE: Bicycle Improvements DISCUSSION: The public hearing materials include a discussion of the bicycle route in the project area and safety problems with existing resources. In the area, there is a lack of separate lanes and wide paved shoulders.	GC-6 NR-2 GC-7 T-14 T-10 T-1 T-5 NR-6

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				RECOMMENDATION: Please include bicycle improvement opportunities, such as along Brush Valley Road, in the project planning and implementation and make concrete commitments in the draft and final EISs. Comment #6 ISSUE: Noise levels and mitigation DISCUSSION: The website does not have discussion of noise levels from alternatives. While many noise issues can only be discussed at the design level, your alternatives present different noise impacts and some that can only be mitigated by choosing alternative routing. The Grange Fair in Centre Hall in August and other outdoor fairs and events that take place there benefit from the low ambient noise levels in Penns Valley. If you choose one of the alternatives that create a new right of way over Centre Hall Mountain you will add to ambient noise levels in the valley. Generally, if you can see the noise generator, you hear it. There is no way to mitigate highway noise by depressing the road or putting up noise barriers if you can still see the traffic going over the mountain. The mere decision to route trucks and RVs over a mountain when there are flatter alternatives is a decision to increase ambient noise. RECOMMENDATION: Include a discussion of regional and local noise impacts and mitigation in the project planning and implementation and make concrete commitments to reduce noise impact in the draft and final EISs. Noise levels in the Boalsburg alternatives should be mitigated by depressing roadways so the noise is not impacting sensitive receptors. Where roadways cannot be depressed, there should be noise barriers that absorb sound and active noise mitigation should be considered. Thank you for the opportunity to comment. Please include me on the future distribution of SCAC materials.	
3	Concerned Citizens of South Central County, Pennsylvania		0	FROM: Anne B. and John M. Stevens; members of CONCERNED CITIZENS OF SOUTH CENTRAL COUNTY, PENNSYLVANIA (CCSCC-PENNSYLVANIA) SUBJECT: EMERGENT INTERSTATE TRAFFIC CORRIDOR/CONNECTOR FROMPOTTERS MILLS, PENNSYLVANIA TO SOMEWHERE IN PENNSYLVANIA BACKGROUND AND INTRODUCTION The following comments and observations focus on a Pennsylvania DEPARTMENT OF TRANSPORTATION Planning and Environmental Linkage (PEL) Study that apparently focuses upon attempts to justify a major four lane 'interstate like highway/CONNECTOR presently to the State College Area? For example, the Title/Name of the CONNECTOR/CORRIDOR has changed over the past months—including in the early 2000's when it was the SOUTH CENTRAL CENTRE COUNTY TRANSPORTATION STUDY referred to as SCCCTS) starting at Potters Mills, PA. The current changes in routes and names are just as confusing, e.g., corridor? Connector? 322 Connector? Now State College Connector?) The overall view of CCSCC members is that this study appears to be a "divide and conquer" strategy rather than a joint-cooperative effort. Understandably, citizens, new businesses, and local governments are confused as to the direction and intent of an obvious four lane--- truck traffic receptive-- interstate type 'connector' to I-99, I-80 SR 322, and/or ALL of these. Needless to state, there are multiple ground level "theories" developing to account for the label/name changes, out of date data, and over generalized criteria for the project and "needs." analysis. The latter apparently justified by assertions of congestion (currently most congestion is caused by truck traffic) rather than verifiable facts including the use of approximately 10 year old documentation that represent a decade of business/commerce, farm and farm-related small businesses, and multiple dense residential development such as Liberty Hill, Discovery Drive and Rockey Ridge. PADOT USEFUL AND POSITIVE ACTIVITIES: Very informative and well organized PADOT activities have recently occurred, including their September 22 and 23 public meetings in Boalsburg PA describing their PEL Connector linkage study. The courteous and receptive presenters, visual aids/charts/descriptions, and detailed websites were appreciated by attendees. The charts/figures, presenter attitudes, and exhibits were excellent. PADOT is currently using the materials and approaches that are informative and make sense to create and pursue a positive atmosphere of cooperation. The information, references, were professional and the presenters knowledgeable and helpful. These and other actions such as demonstrating their software that could identify individual proprieties were well regarded. The overall tenor of the meetings was highly positive. A great beginning that could be a very productive, cooperative exchange between residents/citizens and PADOT. ADDITIONAL ISSUES RELATED TO THE PRESENTED DATA Yet, in contrast to the courtesy, knowledge, and cooperation of the meeting presenters, there was a paucity of relevant, updated factual, substantive data concerning local high density development and area environmental needs. For example, the significant effects of large truck traffic increases on congestion, large scale population growth, mixing with local traffic such as Penn State activities and significantly increased green house gases in this 'happy' valley were not discussed or analyzed sufficiently. This situation appears to require important updates to demographic, truck and auto emissions, factual projections (i.e., predicted population/immigration trends). There will definitely be more human population traffic mixing with	GC-3 GC-4 GC-1 NR-1 NR-3 NR-6 GC-14 T-2 T-3 SER-1 SER-4 AR/E-2 AR/E-4

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				vehicles to produce real congestion and greenhouse gases. This appears to be the 'global warming' for all of us. Prevention and mitigation will be more effective than retroactive hand wringing. There are many questions regarding the multiple name changes over the decade for an INTERSTATE-LIKE connector. Words like 'connector and corridor appear to be shifting and becoming subterfuges. For instance, the Titles/Names of the CONNECTOR/CORRIDOR/AREA/STATE COLLEGE, 322 have changed noticeably. These emphases thereby modify perceptions of PADOT'S motives/intentions that will differentially affect residences, businesses, farm/farm businesses and natural resources such as CEDAR RUN SPRINGS AND CREEK--locally an animal and aquatic refuge and contiguous several mile scenic waterway joining Mackey Run and on to Spring Creek. PRECEDENTS: Over the last decade it was the former INTERSTATE LIKE-- SOUTH CENTRAL CENTRE COUNTY TRANSPORTATION STUDY , SCCCTS that alerted residents that this area (South central Centre County) had become a target for a four lane highway. The 'area' then included Potters Mills, PA to what has become known as "the university/Beaver Stadium INTERCHANGE. An obvious precursor was created by PADOT shifting it to THE APPALACHIAN THROUGHWAY ---originally routed from Bedford, PA to Milesburg, PA (Route 220)/I-80). Magically, the four-lane Interstate I-99-- even through a mountain of IRON PYRITE arrived at the present 'university/Beaver' stadium interchange. VOILA, a missing link for PADOT to attach to another four-lane interstate --a STUBBING FOUR-LANE at POTTERS MILLS, PA. Is it any wonder that citizens/residents in Centre County are suspicious and cynical? PRESENT ATTITUDES: Currently, this PEL study is being branded as another SCCCTS, however , with one additional important unfortunate interpretation. Now, there appears to be a veiled threat emanating from the state/PADOT that unlike the SCCCTS project, this misguided INTERSTATE connector is inappropriately renamed State College Area Connector. The emergent theory is that PEL is a subterfuge chimera that justifies increased 18 wheeler traffic THROUGH this Centre County KEYSTONE 'AREA.' The intent is to CONNECT with the rest of the country with the Northeast BOSTON/NEWYORK/WASHINGTON 'corridor.' The real need is presumed to be the midwest/south, and West transportation of shipping goods. That is, a political economic landfall for all of the economic interests that will benefit financially while the “keystone” in the STATES' KEYSTONE pays for a greenhouse gas and noise polluted environment for a peaceful, healthy valley to be polluted with noise, greenhouse gases, real mixed use congestion and carbon dioxide. All relevant aspects insufficiently or not at all studied. So far, no one has documented the environmental effects or has conceptualized the local health costs for this through interstate commerce that will primarily cost for the citizens and residents of a one-of a-kind peaceful, rural, farming crossroads-keystone. It is alarming to remember that PENNSYLVANIA (PENN'S WOODS) founders were the major representatives and founders—nine of whom signed THE DECLARATION OF INDEPENDENCE and eight who signed our CONSTITUTION OF THE UNITED STATES. Surrendering this legacy to international and national financial/economic/political forces is saddening. SUMMARY AND CONCLUSIONS The members of the CCSCC reserve the rights to further explore what the goals, strategies, means for determining our own future along with their costs, risks, and benefits. We seek to be realistic, logical, and cognizant of our legitimate duties, and rights. We feel that PADOT staff are highly educated, well organized, professional, and possess an abundance of data (much of it out of date and inaccurate) and relevant to the project. Furthermore, we believe that Pennsylvania, PADOT, and Centre County residents have the will and capabilities to cooperate in a joint effort. We also believe that our local and state locations are KEYSTONES	
123	Conroy	Patricia	16827	After attending the group presentations at the Wyndham Hotel, I believe that the connector for Rt. 322 should definitely avoid Tussey Mountain also the recreation area just in the town of Boalsburg up on the hill off Discovery Drive. There is a wonderful climbing facility and a large church that allows voting and other community events there. Also, a very large and widely used recreation area has been created on the same property. If the connector is to hook up with the 322 four lane outside Boalsburg, please bypass the above area and save the facilities that the community enjoys.	GC-6 AR/E-4 SER-4 SER-5
310	Cook	Bob	16828	No comment.	
311	Cooper	David	16828	1. There are many more busy roads, especially in South Central and Eastern PA that need improved before 322. 322 moves easily except during some Penn State football games. 2. An upgrade to 322 would be the least invasive and probably more cost effective than using up farmlands. 3. At least half if not more, traffic is heading to rt. 80. Taking the route over the mountain would give those people a direct route as well as taking this traffic out of the Centre region.	T-2 GC-6 AR/E-2 AR/E-4 T-7 T-10 T-6 T-12

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417	Crawford	Tristin	18702	The social worker official for assistance has given me extra food stamps. I think for purchasing at the farmer's market. I give my time to a salsa field owner. A lot of tomatoes. Recently lost their grandfather. And an application for a fair venue for Wyoming County.	Thank you for your comment.
124	Creveroeur	Carline	16827	I believe the 322 proposals would destroy too many homes and businesses that families have worked so very hard for. In addition it would disrupt the region and the Boalsburg Community. The 144 Route with Potter Township provides a more direct connection to Route 80 with less disruption. Also the football traffic with the local traffic would be extremely busy and dangerous to the area.	GC-6 AR/E-4 SER-4 AR/E-7 T-12 T-6 T-10 AR/E-2
125	Crisfield (Strategic Stewardship Initiative)	Elizabeth	16827	I'm sure most of the comments received are from people who love a place in this valley. This comment however is on behalf of all the species that are not homo sapiens. There are no good align as there are no disposable places - from any perspective. We can't estimate the number of animal, plant, fungal, or bacterial species that occur in the project area. but thanks to the PGC/PFBC Conservation Opportunity Area Tool, We know that there are 39 Species of Greatest Conservation Need found in this area. These species require every habitat in the project area, from the forest, to the agricultural an old field areas, the lakes and ponds, and the headwaters and creeks. The list of species and mapped habitats is attached. As climate change bares down, central Pennsylvania's headwater streams and major creeks have heightened importance nationwide. Looking forward, our long-term reliable, high quality, fresh water is an incredible asset. Please ensure the road alignments and road designs do not degrade the high-value hydrologic setting and that the planning process assumes higher frequency, high flow rates, and higher stream stages in the design hydrologic regime. Connectivity between Tussey Mountain and Mount Nittany is currently limited – but we need to do better in Harris Township, not worse. In studying The Nature Conservancy's Resilient Land Mapping Tool, I see the only possible path to restore connectivity would be bisected by 322. There are a few restorable connection points between the two mountains with mapped value (see map screenshots below). Please include this mapping tool in your detailed design process. http://maps.tns.org/resilientland While the best thing for every landowner and every species in the valley is not to build 4-lane roads, the best thing for all the people traveling to and from State College and I-80 is to build the limited access roads. These roads will be in our valley forever. Even if the roads were abandoned the roadbed is a permanent impact to the earth and these habitats can never be restored. I assume you will build this road, so I beg you to invest the extra design and construction cost and make 322 and 144 state-of-the-art from an ecological perspective. Use skyway designs to avoid any hydrologic impacts in the headwater of Spring Creek and in Penns Valley, limit habitat degradation and maximize habitat connectivity by providing broad underpasses that allow humans and every other species to move freely and safely across the road alignment.	NR-6 NR-5 NR-7 AR/E-3 GC-6
126	Criste	Bob	16827	Certainly oppose 322-4 & 322-5. Those just don't look like good options considering all that would need to be removed to build this connector. I'm not sure knocking down a church (322-5) makes sense. Tussey Mountain and Rothrock State Forest should really be preserved. I do think a connector is a good idea and needs to happen.	GC-6 AR/E-4 SER-5 SER-3 SER-4
127	Criste	Michele	16827	I oppose options 322-4 and 322-5. Significant impact to existing business corridor in Harris Twp, existing homes near Tussey Mountain and to Bear Meadow, a US National Landmark. Easiest way to reduce congestion without significant impact and cost is to expand the road to 3 lanes with the center lane heading west during high impact travel times and then open heading east when traffic warrants. Also significantly less costly. Signage (electronic overhead) and lights will reduce confusion.	GC-6 AR/E-4 SER-3 SER-4 T-13
97	Cross	Bob	16823	I am concerned about what impact the proposed routes may have on waterways (I am on the board of Spring Creek chapter-trout unlimited.) So I am looking at what route will have the least impact on such waterways (Cedar Run, Spring Creek) (and Logan Branch for the proposed 144 corridor.) My feeling is the proposed 322-2 would not impact the Cedar Run and Spring Creek streams as much as the other planned routes and would be my choice for a route. The 144 route does not seem feasible in my opinion because of the mountain it would have to go over. I vote for 322-2 route!	GC-6 NR-3 NR-6 AR/E-4
34	Cunningham	John	16801	I believe that the routes that go more directly into the greater State College area make the most sense. It is by far the most likely destination for all traffic on this section of Route 322.	GC-6 AR/E-4
35	Cunningham	Sean	16801	It looks like the safest alternative to the current road would be to make changes to PA 144 instead of US 322. I think the safest and most cost-effective solution would be to upgrade PA 144 enough to allow heavy truck traffic to use it and not have to detour via US 322 and I-99. However a full upgrade to a limited access highway from Potters Mills to Pleasant Gap is not necessary.	GC-6 AR/E-2 AR/E-4

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					T-7 T-4
128	Curley	Melinda Harr	16827	I support alternatives 144-1, 144-2 and 144-3 due to the lowest impact to residential areas. We live at the base of Tussey Ski Mountain and Alternatives 322-1, 322-4, 322-5 would gravely impact us and the State College community in the area that utilizes Tussey Mountain and Rothrock State Forest. These are pristine and treasured lands that many in this area enjoy and use on a regular basis.	GC-6 AR/E-4 SER-3 SER-4
129	Curley	Tim	16827	I am supportive of the Rt. 144 1-2-3 option. I believe they will provide the least impact and be the best environmental option. I strongly oppose all other options.	GC-6 AR/E-4 NR-6
130	Dallos	Chuck	16827	I have the feeling that by calling this the State College Connector the route is already decided. When you look at earlier maps it seems obvious the original intention was to get west bound Rt 322 traffic to I-80, not to bring it into State College. The connection from Seven Mountains to the then Bellefonte Bypass seemed so obvious. Please complete that project and do not divert more traffic toward State College that is trying to get to I-80	GC-3 AR/E-4 T-12 T-8 AR/E-2
131	D'Amarosia	Mary	16827	Bringing the road through Harris Township would adversely affect businesses, homes and public use facilities. Since the original studies and stats were gathered, churches, industrial park and housing developments have been constructed…and are active areas. Since this is a corridor intended to move traffic to I-99, using the 144 route would be much more efficient. Please consider the Rte. 144 corridor as the first choice.	GC-1 GC-6 SER-4 SER-5 T-12 T-8 AR/E-4
312	Darlington	Bonnie	16828	I am writing with concern about the proposed new Rt. 322 (State College Connector Project) in Centre County. I am a 78 year old farmers widow. My family and I have 3 farms which border 322 to the east and are being considered as two of the routes. My son, Jesse Darlington, Jr. and his 18 year old son, Justin are now farming the farms as they have inherited our love of farming. Realizing this is a very contentious issue, know that it is an extremely important issue for all farmers and landowners affected. We are opposed to the proposed route alignment to east of the existing Rt. 322, and support maintaining the current route with the improved four lanes, or the Rt. 144 corridor. Here are the reasons we support these improvements. First, we all acknowledge the very important safety issue, I am very aware of the need to complete this area of highway and the dangers out there since the shutting down for the Centre Hall Mountain to truckers. Because I was a volunteer EMT for 24 years and living along 322, I saw first-hand the devastating accidents. We also know that the truckers desire to get to US I-80 so why not plan this route along the 144 corridor now instead of 322? To prepare a more efficient route for the truckers. Second, we need to preserve valuable productive farmland which feeds many, and we have lost about 10% of these farms in the last five years. as an example one of our three farms had been dissected back when Rt. 322 came through the last time. Now it is being threatened again. If 322 comes through here, the best productive land on all 3 of our farms will be lost. My son's house and barn is right along 322 and he said he would rather they widen 322 and take his buildings rather than the land, because he rebuild buildings but not productive land. This is our family home and business where we produce food for many people, because food is not produced in a grocery store and it is one of the three things that every person and animal needs to survive (air, water, and food). Third, we wish to prevent the heart ache and unreasonable take over through eminent domain of historic farmland. This is not the first time we have had to deal with government interference with our farms, in fact this is the 4th time and 6th farm, all in PA. One of the farms was my husband's family farm in Delaware County, PA. This farm a William Penn land grant had been in the family and farmed by the family since 1682. The Township took the land in 1987 through eminent domain for open-space. If this had not happened there would have been at least three more generations of farming there. Finally, on our present three farms, my son and a granddaughter have been married on one of our farm fields (wedding field). Many of our beloved animals are buried on the farm and my husband of 53 years a Navy Veteran died here and his ashes are scattered on the farm where I desire to join him. When we were married we wanted two things, a family and a farm full of animals. We have a wonder family, but having a farm has been a life long struggle of financial and government interference. Many people come to the farm for education, meetings, picnics, and enjoyment. Thank you in advance for your kind consideration of the reason outlined explaining why we support the Rt. 144 corridor or the improvement of the existing 322 connector. We the undersigned are asking for the support of farmers and the protection of farm land which produces food, that we all need. We ask to stop the take over or going through the middle of farms which then are no longer profitable for production. Especially east of Rt. 322.	GC-6 A-1 AR/E-2 AR/E-4 T-8 T-12 CR-1 SER-4

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313	Darlington	Jesse	16828	The information I received at the State College connection meeting was very upsetting to me and my family. The route of this new proposed State College connection is going to impact the farmers in the area including my family farm. We are losing family-owned farm each year but please don't force the ones that are strong out of business. Our farm has three proposed routes that will affect our operation and by looking at all the statistics presented at the State College connection meeting I know they are looking at the top two to be the ones that will shut my operation down. I see clearly that the State designed the routes to go around businesses and houses, but the State clearly doesn't see a farm as a business (Its far easier to move a business and a house than a farm). Our farm has been in the family for years and the plans have always been to build it for the next generation like the generation did before myself. I have three sons that are very hard workers and have committed their time for an opportunity to take over the family farm and support our food system to feed the world. Two for my sons are currently participating at Penn State majoring in the College of Agricultural Sciences to further their education to better the farming industry for the next generation unless we get shut down. My third son is still in high school. All three of my sons showed animals at the Center County Fair to promote Agriculture and to have a little fun at the fair of course. My family never really got to go on vacations or do many things because we were always making hay or planting/harvesting crops because our animals come first like many other family farmers do. Our farm has been used for many educational visits from Centre County schools and promoting Agriculture is true to our hearts. It's extremely disheartening for a family to work so hard and then see the State that you help feed take it all away. My apologies for all the repeats but this is very emotional thinking I'm the one that's going to lose something that my family has work so hard for over many years. I know my family history or the farmland in the area might not mean a thing to the state of PA but it does to many that live in this area. We have a major stream, wetlands, and some very good productive land for cropping that we manage differently to protect our resources for clean water and protect our soils, wildlife, and State. A new highway through our farm will shut our family farm down. Our livestock won't have a place to live because we can't grow their food to sustain them. Please help us stay in business and think or a route that doesn't impact our farms. Everyday you open your refrigerator your shaking hands with agriculture and please recognize where your food comes from, we need to protect our farms for the future because we are losing farm every year and without farms you won't need the businesses or houses.	GC-6 A-1 AR/E-2 AR/E-4 SER-4 NR-3
314	Darlington, Jr	Jesse and Lynn	16828	We are very concerned about the proposed alternates of Route 322. We own a family farm along 322 and all 5 of the proposed routes go through our farm. While attending the public meeting, we overheard one of the engineers telling another attendee that the routes were chosen to avoid businesses. Our farm is our business and farms are needed to feed the world. Also at the meeting, we were told many times that 322 is only one option, but the data presented was very skewed toward the route 322 option making it seem like either of the other 2 options, do nothing or go down route 144, would be a poor choice. We understand that a new road might be needed, but we don't understand why it has to go through prime farmland that is a family farm that will be passed down through generations. If the proposed routes go through our farm, we are shut down. We will not be able to grow the crops to feed our livestock or even have pasture space to keep our livestock. Everyone who lives along Route 322, knew the road would possibly expand one day, so why wouldn't the new route run along the existing route? Running along the existing route may take out some houses, but those things can be rebuilt. We cannot make more land. There is a difference between a landowner who owns a farm but does not farm it themselves and leases the land or has it in a subsidy program vs. a family-owned farm that relies on their own land for income. The farmer who farms leased land from another person knows that that lease could be taken away at any time. If you must go through farmland, why wouldn't you look to go through these farms first? We are wondering why none of the options go right along the north side of 322 where there are few, if any, family farms and several houses are already for sale. The current proposed routes for 322 don't just go through our family farm, they go through at least 3 other family farms as well. So if you are not going to expand the current Route 322, why wouldn't you put the new road right next to it or as close as possible? You are not concerned with taking away our livelihood, but and yet your plans avoid houses and businesses that can be moved and rebuilt. We cannot rebuild or make more farmland.	GC-6 A-1 AR/E-2 AR/E-4 AR/E-8 SER-4

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4	Darr	Allan	0	Here's some of my questions for the 322 meeting Sept 22-23. 1. Does PennDOT recognize that the new 322 alternatives 1-5 split several multi-generational family farms and properties? (Rimmey, Darlington, Smith) 2. Prior Penn Dot 2002 studies showed only one alternative south of 322 crossing Dogtown with 3 alternatives north of Dogtown Rd. a. What was the process and criteria for creating these new alternatives crossing Dogtown Rd? b. What was the process and criteria for eliminating the old alternatives north of Dogtown Rd? c. There were a number of old alternatives that merged with 144 or 45 to help alleviate some of their safety concerns. Were any of those options considered? Is so, what criteria eliminated them from your process? 3. How would property owners be compensated for properties split or significantly devalued by these alternatives? (for example, several options border my property and will destroy our pastoral views) 4. Much of your data indicates much better safety and other factors using some 144 options. Are those alternatives being seriously considered? 5 Is it true that PennDot had a recent meeting for local government officials and no officials from Potter Township showed up? 6. At that same meeting for the municipal officials, it also said that the 144 routes seem less desirable to Penn Dot because of the recent installation of the gas lines in that area. Is this true? How does that weigh against worse projected safety metrics for the 322 options?	A-1 SER-4 AR/E-3 AR/E-4 ROW-4 ROW-5 T-4 GC-5 AR/E-5
315	Darr	Laura	16828	1. Why were no alignments between Rt. 322 and Rt. 45 considered? 2. What happens to our property value and what is the state's responsibility in this? A $2 million property is not worth $2 million with a four lane highway in the backyard. 3. Has the impact on the Colyer community been considered when looking at 322 alignments? This rural area is close knit despite not being an incorporated borough. 4. If safety is a primary goal why isn't the 144 alignment being given more consideration? 5. What, of all the various factors studied, takes precedence? Is there an order of precedence? 6. What role does the Ag or other lobby play in the decision-making process? Is the route choice truly fact driven or political? It has been strongly rumored that factions in State College are lobbying for the new 322 alignments to bring commerce into the borough.	ROW-4 SER-8 AR/E-7 SER-4 NR-6 GC-6 AR/E-4 AR/E-8 A-1 A PA 144/PA 45 corridor connection was initially considered, however, it was found that the traffic operations failed to meet Level of Service requirements on US 322 and PA 45. In addition, the order of magnitude impacts associated with this corridor regarding farmland and residential displacement far exceeded those of the other corridors being considered.

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132	Davidson	Jeff	16827	1.The project is going to be quite long in both construction horizon and in lifetime. it is also going to be expensive. As a result, I urge the engineers and designers to consider how investing additional thought and material into the project can make it more valuable and precious to the users and residents now and in the future. This roadway will serve as the entryway for many traveling in or through the region, and making it better will serve an important purpose. I'm not a civil engineer - but some thoughts include: A. Make it visually more appealing/more distinctive than a simple highway, take into account the terrain and neighborhoods this road will be transecting, B. Make it a model for blending route traffic with bicycle, pedestrian and railway traffic - the cost of including additional methods of transportation will add value to the effort, C. Consider how to make the roadway beneficial for animals as well animals humans – adding travel corridors for animals through the built up roadway. 2. Modern methods of road construction have not abandoned the tunnel - which is used extensively around the United States and the world. this could be especially useful in managing the challenges of preserving land and beauty in a mountainous area. some very beautiful and functional tunnels have been built, and new highly automated methods of constructing tunnels have been developed. 3. Sound from road traffic is a significant impact on neighborhoods and the environment, and deploying attractive and functional sound barriers to protect the region should be as important as decreasing road congestion. 4. The interest of trucks transporting goods can be quite different than the interests of State College and Boalsburg. they might value cheap and short, whereas the community might value beautiful and less disruptive. Given that most truckers are not based in State College, nor in Pennsylvania, I think the designs should strongly bias toward residents. 5. Consider the likely changes anticipated by smart cars and trucks - they will be able to use a roadway more efficiently and safely as they will rely less on distracted or tired human drivers. Automated vehicles will likely be able to manage the distance between vehicles and the merging of vehicles with greater consistency. This is likely to be a fundamental shift that is starting now, it will be a significant factor over the life of the roadway. 6. Consider that our region is not currently well served by rail – but integrating rail transit to other cities in the Commonwealth would improve transit options to help diversify transit away from the reliance on individual cars. 7. consider the emergence of e-bikes as highly efficient form of transit - that allows people from old to young to more easily travel by bike - decreasing roadway traffic by diverting personal trips to bikeways. Several states have done a great job of building bikeways of scale and value. 8. If constructing roadways in such a way as to dramatically decrease the quality of life or value of a property or house - please give the homeowners an option to sell all of a property rather than simply the property portion minimally required for the new roadway.	AR/E-4 GC-7 GC-6 SER-8 AR/E-7 NR-7 AR/E-12 NR-2 AR/E-2 GC-15 ROW-5
84	Dean	Christian	16803	I work in Harris township and do not support the connector options that would place an interchange in Boalsburg. 322-4 options is especially bad because it would come right through the middle of our church (Calvary Church). The Calvary property is also home to a mountain bike course which my kids love to bike on and a disc golf course which gets a lot of use by the community. I would like to see 322 widened between Boalsburg and Potters Mills, but not at the expense of the Calvary property.	GC-6 AR/E-14 SER-4 SER-5 AR/E-4 AR/E-2
316	Dellantonio	Jennifer	16828	Please say no to 322-3. Please consider expanding the existing 322 highway. We believe this is the best option and least disruptive.	GC-6 AR/E-4
317	DellAntonio	Joseph	16828	Please say no to 322-3. Please consider expanding the existing322 highway. We believe this is the best option and least disruptive.	GC-6 AR/E-4
386	Dewalle	David	16851	Exhibit does give a basic idea of the possible routes but difficult to get a specific impact because I cannot see streams, roads, structures, etc. Clearly hard to choose routes based upon secondary info. From pyrite in relocating 322 over Bald Eagle Mountain is a good example. Cross streams and watersheds the extreme head waters gives least impact. Route 144 looks best to me at this point if you can force trucks to go that way.	GC-6 NR-3 NR-4 NR-6 AR/E-9 T-11 GC-18 AR/E-4

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5	DiMuccio	Kathy & Fred	0	We are writing to express our concerns about the State College Connector project. I grew up in State College, left the area for 11 years during my twenties and returned in 1990. My husband Fred and I raised our girls on Kennard Rd (just at the border of Boalsburg and State College). We could not attend the open house meetings held yesterday and today, since we are in Savannah GA. A friend shared the map and the options with us. There appear to be 5 options that PennDot is considering. We understand that you are in phase 3 of a 7 phase project and construction is slated to begin 2028 and projected to be completed by 2033. As we look at that map of the beautiful Boalsburg valley, we implore you to see how options 1, 2, or 3 would completely rip through it. It would destroy it's beauty. If you must select an option as shared with us, we ask that you please consider option 5 as the best. It is the one that links up the most quickly with the existing 322. Option 4 would destroy Tussey Mountain Ski Area. We understand that transportation and highway progress is very important for safety and growth. We ask you to consider the options that have the least impact on the land and the farms, and the least impact on the people who will be disrupted through the process. Please don't run that highway through the beautiful valley of Boalsburg!	GC-6 GC-9 AR/E-4 SER-8 SER-4
318	Doerzbacher	Tara	16828	The 144 route would be the best option for new construction. Any other option would displace homesteads, farm and businesses that have in families for 50+ years. Our home was built almost 40 years ago by my grandfather. We would be devastated as a family to lose our family home and the precious land. We refer to it as Blue Haven because so many of us have found refuge and sanctuary and rest there. Please don't take that from us. The best option would be to move the traffic away from this part of 322 and toward I-99. That is through 144. We deserve a break and a safer 322.	GC-6 SER-4 A-1 AR/E-4 AR/E-2 T-8 T-12
133	Donelan	Stephen	16827	1. My residence is 710 feet from center of existing 322. Will this go through my property> Will I be compensated for loss of property value? 2. What will be the easement from the expressway? 3. What will be my access to my neighborhood? 4. Concerns: Development of existing 322 1. Lose recreation at Tussey Mountain, 2. Noise increase in my neighborhood, 3. Unsafe travel along 322 near College Avenue Bridge curve. Suspect 144 as bypass route would be better option. Keep current 322 as a "business route."	GC-6 GC-7 ROW-4 ROW-5 AR/E-4 AR/E-11 SER-3 NR-2 AR/E-2 AR/E-6 T-6
319	Douglas and Rimmey	Ralph and Belinda	16828	The most reasonable route would be Rt. 144-1 or 144-2 to address the truck traffic to get them to I-80 and I-99. The PSU students would be much more streamline by this route as well.	GC-6 AR/E-4 T-8 T-12

#	Last Name	First Name	Zip Code	Comment	Response Code/Remarks
320	Doyle	Charles	16828	My name is Charles Doyle. I live at 142 Houser Road in Linden Hall. I lived and worked all my life in and around the Philadelphia area. I was fortunate enough to be able to retire a few years ago. The time had finally come where my wife Julie and I could move to a place closer to family where we could finish raising our daughter in a peaceful environment. After an extensive search we found the ideal location, a beautiful lot in the rolling hills of historic Linden Hall. The location seemed perfect, somewhat rural with our closest neighbors being cows and corn yet close enough to State College where we could enjoy all that the town has to offer. Plans were drawn and before long construction began. In less than a year our dream house was completed. I was the general contractor during the construction and spent every day at the site. During my many trips up and down Houser Road I got to meet many of the neighbors, Houser Road seems to be a favorite walking route for them. They all were very welcoming and proud of their little village. This made me even more excited about settling here. One year after moving in I heard about the highway expansion. I wasn't surprised because I had witnessed the last expansion at Potters Mills and expected that the next phase would follow suit with construction continuing at or near the existing highway. I went to the public meeting on September 23rd for the 322 connector. I was shocked to see that two of the proposed routes went right through Linden Hall, one of them DIRECTLY OVER MY HOUSE!! I sat down with one of the representatives and asked the obvious question "Why wouldn't the new road just be an expansion of the existing at the same location?". The answer was that service roads would need to be built adding to the cost. People that purchased and live on the existing road understood that they were living on a highway and the inconveniences that comes with that. They accepted that as part of being there and any expansion of a highway has the least impact on them. The rest of us purposely didn't buy near or on a highway and paid for that privilege. To even consider putting a highway in our neighborhood is unconscionable!! I urge you to scrap the idea of routing the highway through our town. It will totally destroy the charm and character of Linden Hall. The added cost of service roads, if there is in fact a cost impact, should not be a consideration compared to the impact to this historic village.	GC-6 AR/E-4
85	Dreibelbis	Galen	16803	I am writing to express my view on the proper road location of Rt. 322 from Potters Mills to State College. 322-1 is the only logical choice. This was the old Y-6 Route. You must build a road where people want to go. This route is the shortest route and probably the least expensive in property damage and road construction cost and it is all going in the right direction. Road construction could be achieved with least interruption of present Rt. 322. Old 322 could be used as future access road. It would require the least number of bridges. Four small bridges over 2 lane roads will small number of traffic. Please don't build the road to Pleasant Gap because it will not alleviate the 322 traffic and safety problem as nearly every one will still travel old 322 to State College. Also, trucks travel on two issues: distance and hills. The route I suggest is the most damaging to me which I wish didn't happen because it will take 2 or 3 of my pieces of land. However, if it is the right place for a route, I will understand, but don't take my land if it is not the best route.	GC-6 AR/E-4 AR/E-2 SER-4 ROW-1
134	DuBois	Charles	16827	I agree completely with the position of the Harris Township Board of Supervisors that the best alignment for the proposed State College Area Connector is Alignment 144-3. As well, I agree that safety improvements must be made to the current Rt. 322 between Potters Mills and the easternmost terminus of the State College Bypass. I believe that any of the suggested alignments that would bring the connector through Harris Township simply have too many negative impacts on our community. For example, the suggested interchange just east of Boalsburg would destroy numerous business and municipal facilities in this area, impact a large and thriving church, and possibly deprive our area of a nursing home. This would mean economic loss, job loss, and the loss of institutions vital to the well-being of Harris Township residents. Additionally, these suggested alignments could mean the loss of needed farms and open space and negatively impact the quality of life for residents in neighborhoods near the proposed roadway. Equally important are the environmental impacts of these alignments, which could bring increased traffic-driven pollution.	GC-6 AR/E-4 GC-7 SER-4 AR/E-7 SER-5 A-1 NR-1
135	DuBois	Lynn	16827	In reviewing the information found on your website, I am very concerned about the impact that the 322 alignments will have on Boalsburg and surrounding communities (to include homes, businesses and the environment). The 144-3 connector is much more considerate of the environmental impacts which includes lessening the amount of carbon emissions expended by trucks using route 322 to access I-80 and I-99 if traveling the entire way to Boalsburg before heading north to access the routes they are intent on ultimately using. The 144-3 connector also has far less impact on homes. It also avoids destroying the one industrially zoned area in Boalsburg, necessary for the Harris Township tax base. The 322 alignments will have severe noise and pollution impacts on the residential areas surrounding the current route 322. These impacts are not limited to noise but also light pollution, impacts on wildlife and runoff that will affect streams and wetlands. Given the 322 alignments, they will also seriously impact property values. The 144-3 alignment will have less of a noise impact and will not border on residential property, but rather on farmland, having less economic, environmental and noise pollution effects. Allowing truck traffic to more easily access I-99 and I-80 will save fuel and reduce noise and exhaust pollution. This and the economic advantages to Harris Township (by being able to retain their industrial zoned tax base area) are firm reasons to consider the 144-3 route option which avoids heavily populated areas and reduces emissions, etc. Thank you for your consideration.	GC-6 SER-4 AR/E-2 NR-1 SER-10 NR-2 NR-3 NR-6 NR-7 ROW-4 A-1 T-12 T-8

#	Last Name	First Name	Zip Code	Comment	Response Code/Remarks
136	Dunn	Pam and Denny	16827	Concern that Harris Twp. Facilities will be taken away - new maintenance Building, climbing wall facility, Harvest Fields Facilities and church and Tussey Pond Park, do not want this route. Prefer 144 connector, "shorter" less expensive route, less community impact of facilities.	SER-4 SER-5 SER-2 GC-6 AR/E-4
36	Eck	Linda	16801	Having safe and efficient highways that access State College and connect to major highways in the Centre Region is important. My concern and opposition is to option 322-4 which runs directly through the Calvary Church property. With its newly constructed building which serves a large faith community plus has also enabled other non-profit organization to make use of their property to serve a variety of other audiences and meet larger community needs. One of these non-profits is Footprints in the Field which has greatly benefited from the use of Calvary Harvest Fields property to create a pregnancy and infant loss remembrance garden on the grounds of Harvest Fields. This is a special place that has been created as a sacred space of remembrance for families throughout the region, who have suffered loss of an infant or young child. Often these losses are not recognized with special place of their own. Destroying this special garden will cause pain and suffering for families who have lost so much already. For these reasons I ask you to consider alternative routes for this new road expansion without causing more loss for grieving families. Thank you for your consideration.	GC-6 AR/E-4 SER-4 SER-5

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37	Eich	Jon	16801	1. The observations that follow are my personal observations. I am a member of advisory boards. If any/each of those boards take a position that differs from mine I will be obligated to represent the opinion/position/observations of the Advisory Board. 2. Harris Township reports significant discrepancies between the data represented in the SCAC Base Maps And the actual current circumstances in Harris Township. With a $3 million data refresh of SCCCTS data and $5 million allocated for this study, it is difficult to understand the reliance on out of date data. 3. The amount of data on the origin destination summary on the website makes it difficult to compare the volumes of autos to trucks – are 80% of the trips by auto? 4. The overlay process used makes it difficult to locate and identify landmarks on the base maps. This in turn makes it difficult to identify impacts to existing structures and neighborhoods. 5. The virtual public meeting held in 2020 reported the findings of an origin and destination study for US 322, PA 144, and PA 45. It appears that trucks comprise about 20% of the traffic on these two lane highways, with 80+% of the trucks on US 322 having an O&D outside the region. About half the trucks on PA 144 and PA 45 have O&D outside the region. Auto traffic on these roads also have O&Ds outside region but at much lower percentages: 26% on US 322, 35% on PA 144, and just 12% on PA 45. The question that needs to be answered is whether the Commonwealth can afford to build a limited access highway in the PA 144 alignments that serves less than half the traffic? 6. It has been 3 generations - about 60 years from when this project was originally proposed and when construction is projected to be completed. Growth in the Centre region has been substantial in that time - with particular impacts to the West End of the US 322 alternatives. 7. Once background data in Harris (and perhaps College) Township one or more of the alternatives may be eliminated. 8. It is difficult to understand how the portions of alternatives 322-1 and 322-5 that appear to utilize a portion of the existing US 322 will be able to serve local, mixed, and regional traffic - unless the mapping is intended to represent parallel alignments for the proposed and existing alignments. 9. The potential interchange on proposed alternatives US 322-4/US 322-5 near the intersection of existing US 322 and Taylor Hill Road will encourage sprawl in an area with no public infrastructure to provide water, sewage disposal, and other public services. this interchange is contrary to adopted comprehensive plans. It should be eliminated consideration. 10. Because of the screen use on the background is difficult to determine where the interchange between the post alternatives 144-1,2,3 with PA 45 is located. How close is the interchange to the iconic Round Barn? 11. How much cut & fill will be required to locate any of the 144 alternatives in a manner to take the potential alignment over or through Nittany Mountain? Where would the spoil be moved to? What is the chance of encountering acid rock formation that plagued the I-99 project on Bald Eagle Mountain and caused the redesign of the I-99/I-80 high speed interchange? If encountered how will this material be handled? 12. What are the impacts of the potential 144 alternatives on the Centre Air Park? 13. How soon will updated data described by Harris Township be added to the basemaps and change to the potential alignments in the US 322 corridor be available? 14. What would the impacts be on existing socio-economic features if an alignment like 322-1 located adjacent to the existing US 322 were selected? Please provide 2021 data. 15. The table of socio-economic impacts contains data for an upgrade to US 322. potential alternatives 322-2 and 322-3 include possible interchanges with PA 45. please identify impacts for upgrades in the PA 45 corridor in Harris Township if alternative 322-1, -4, -5, or the 144 alternatives are chosen. 16. What is the cost of building the potential 144 alternatives over/through quarries? What is the impact on quarry operations? 17. What are the noise impacts of the alternatives, with and without mitigation measures? How many social-economic features, cultural features, and Environmental features would be affected by noise from traffic using each of the potential alternatives? How many acres would be included in the noise impact area of each alternative? 18. How soon can we expect to see updated alignments based on mapping with current information?	GC-1 T-1 T-8 AR/E-9 AR/E-4 AR/E-10 SER-1 GC-4 GC-9 SER-7 NR-4 AR/E-11 ROW-3 SER-4 NR-2 NR-6 GC-11 GC-7 GC-20 The round barn is approximately 1-mile west of the proposed PA 144 interchange location. The 144-3 corridor would cross the eastern end of the runway whereas the 144-1 and 144-2 corridors would cross the eastern approach to the runway. Actual impact is not known at this time based on planning level conceptual engineering.

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137	Eisenstein	James	16827	The proposed routes look pretty much like what McCormick Taylor proposed, only without as much public input. You need to make it easy to find how much each of the alternatives would cost. I drive 322 East a couple of times a week, and noticed there is plenty of room along much of the route already. 322 has a railroad track crossing it east of 7 mountains, and there is just a concrete median over the mountain. There is no need to build to interstate standards. A smaller median would cut down on costs. McCormick Taylor initially did not even have historic Linden Hall on its maps. That route would take a lot of increasingly scarce remaining excellent farmland and destroy the beauty found along Linden Hall Road. Everyone making decisions on routes ought to take the time to travel down Schempf road and go all the way to the end. So beautiful, historic, and important.	GC-6 AR/E-10 AR/E-15 CR-1 A-1 SER-4 SER-8
321	Ellers	Richard and Holly	16828	We have been residents of Centre County since 1985 and live in the vicinity of Colyer Lake since 1983. We recognize the challenge of this project. Our concern is for the protection of the Colyer Lake environment. The dam improvements, lake wildlife and serenity of the lake with trails have resulted in increase utilization (some days there is no open parking on either side of the lake) with growth in wildlife. Within the last 2-3 years there has been an increase in the population of Bald Eagles and Blue Herons with nests and reproduction and other migratory birds. We are strongly opposed to moving 322 closer to Colyer Lake due to the potential environmental impact from traffic noise and lights. The lake and area surrounding it are a gem for Centre County. With concerns from citizens on alternative routes, we are requesting construction expand the current 322 roadway.	GC-6 SER-3 SER-4 NR-2 NR-6 AR/E-4
38	Eltz	Rebecca	16801	Hello' I've looked over the options on the level 2B screening alternative slide (https://www.penndot.gov/RegionalOffices/dis tric-2/ConstructionsProjectsAndRoadwork/SCAC/Documents/9-2021_VPM/19_Level-2B-Screening-Alt-Overview.pdf) for re-routing 322. Could you please NOT pick option 322-4? I am a college township resident. I attend Calvary Church (201 Harvest Fields Drive). Our family uses the property at Harvest Fields 3 times per week. We really enjoy using the mountain bike trails. It would be very sad to remove the church building and to put the freeway in the path of our favorite biking trails. Thank you for considering my thoughts. It would also be my preference to skip 322-5 and 322-1 as those would have a large impact on Harvest fields as well. Kind Regards, Rebecca Eltz	GC-6 AR/E-4 SER-3 SER-5 SER-4
39	Ertsgaard	Tom	16801	I just learned of the meetings being hosted on Sept 22 and 23 on the 22nd, right before heading out-of-town. It was at that point tho, that I began getting a little familiar with the OPTIONS. It appears to me that 6 of the 9 options would still take all of the truck traffic past the Westbound downhill grade that is within about 1-mile East of the College Avenue Exit. I live in the Centre Hills Village neighborhood, uphill from that road cut, where we hear lots of traffic and truck noise from 322. It struck me that residents might be less adverse to any of the 6 options that continue to take truck traffic along the current route IF noise-reduction measures were implemented in the vicinity of the heavily populated areas. The first, and seemingly most simple, measure would be to BAN the use of jake brakes between Oak hall/Boalsburg Exist and the College Avenue Exit (sorry I don't have mile-markers or Exit numbers). I've been meaning to identify the area I am referring to, by mile-markers, but I am not sure I will get that before the required deadline for this Comment/input. I know I need to get this comment to you before Oct. 3. Please seriously consider, and implement, noise reduction measures for where Route US 322 traverses through the vicinity of the heavily populated areas of Lemont and State College. My suggestion is, the sooner noise is reduced, and residents see how serious PennDOT is, the less adverse residents will be to the continued use of this 322 corridor for future truck traffic. Thanks for your consideration. And please let me know if I can help explain this any more.	GC-6 NR-2 NR-8 NR-9
138	Evans	Jenni	16827	What is the formal product (written report? Presentation?) of the public meeting? How will it be distributed to the local community? What is the formal, traceable process for how this is fed into the overall decision-making process? Consulting the community should not be window dressing, especially when you have other options that do not need to impact this community. It is incumbent upon you to explain to the community why these decisions are the optimal solution.	GC-16 GC-3 GC-9 GC-10
139	Evans	Jenni	16827	A critical question is what component trucks transitioning through the region play in your analysis and how changes in that traffic redetermined. Another critical question is how does this play into the model configuration and resulting projections. A third critical question is why your consultants couldn't answer these.	T-1 T-12 T-14

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140	Evans	Jenni	16827	None of the consultants or officials that I was introduced to at the public meeting could describe the structure of the traffic model or the underlying data upon which this traffic projection relies. Further, we were not provided with any information on where to find a suite of validation studies that demonstrate that this model has any skill. You are asking us to accept your decisions based upon a black box projection of a high-dimensional problem. The model, assumptions and data need to be clear before any determination of the validity of this study can be made.	T-14
141	Evans	Jenni	16827	The traffic modeling and resulting projections provided to us do not discriminate between local traffic concerns - which need to be addressed - and the truck traffic with destinations outside the region. That truck traffic could be routed many ways and does not have to come through this area. There is no reasonable justification for this project as described.	T-1 T-8 T-2 T-7 T-14
142	Evenson	Dave	16827	144 Alternatives will be best for alleviating trucking issue in connecting to I-99. Also seems least impact to lower number of residents and properties.	GC-6 AR/E-4 T-7 SER-4 T-12
143	Evenson	Erica	16827	As a resident of Bear Meadow Village I cannot support any of the 322 alternatives, 1-3. Not only would they negatively affect the neighborhood and general area, the 144 alternatives would divert all the current through traffic directly to I-99, approximately 70% of the traffic volume, and away from the 322 residential and business area. This would kill two birds with one stone and I believe it would prevent/mitigate additional issues that can be expected beyond 2050.	GC-6 AR/E-4 T-7 T-12 AR/E-2
144	Farkas, Harris Township Manager	Amy	16827	I'm curious as to what year the background mapping is from for the 322 project? I noticed that a lot of our developments are not shown (and some of the alignments are shown going through the middle of these neighborhoods). I know a few of the HOAs will be asking that their neighborhoods be shown on updated mapping. We've been the fastest growing municipality in our county since 2014, so a lot has changed out here. Please let me know if there is anything we can do to help you update the mapping. I updated the names of the developments in your document. Here are the contacts I have: Aspen Heights - Jeanne Lumadue Liberty Hill - Kenzie Sharpless (she works for the HOA) The Gates - The company that manages their HOA is Paradigm. Kaywood - They don't have an HOA. I have an email list and can share any info for you. Kaywood North - Chris Matish Rockey Ridge - They don't have an HOA yet. I have an email list set up for them, so I can share any info for you. Springfield Commons - Ron Yoder Hawk Ridge - This is not developed yet. The developer is Tom Songer Willowbrook Estates - They do not have an HOA. I can share info for you, as they do have a facebook page. Bear Meadows - They do not have an HOA. They do have a facebook group, so I can share info for you. Nittany Grove - They have an HOA, but I don't have contact information. Their developer is still involved. His name is Kirk Auger Laurel Meadows - I think they have an HOA, but I don't have contact information. Huntridge Manor - They have an HOA. I'm working on getting contact information. We've shared as much information as possible and will continue to do that ahead of the open houses. I've heard people are starting to band together to coordinate their comments on the proposed alternatives. Private contact information intentionally removed from comment.	GC-1 GC-10 The development contacts provided by Harris Township were added to the study contact database and provided information regarding the public open house meeting.
145	Farr	James	16827	Both safety and environmental consideration suggest that all five of the Level 2B - US 322 Corridor Alternatives are not desirable since the large majority of regional destination truck traffic is directed through heavily developed and congested areas by each of them. Football and graduation events that total about 5% of the year should not outweigh the negative impact of these routes in the remaining 95%. The PA 144 build alternatives (especially 144-3) along with safety upgrades to the existing US 322 corridor are a much more logical and safe approach to the existing unsafe US 322 from Potter's Mill to the Centre Region of Centre County.	GC-6 AR/E-4 T-10 T-7 GC-7

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6	Farr, Harristown Parks & Rec	Diane	0	The Harristown Park and Recreation Committee is concerned that your mapping does not reflect the addition of a unique park to our township; a park that has enriched the township residents lives. The park was given to the township as a fee in lieu from the developer of the Gates Community. The park is unique because it has a lovely pond, the only park with a pond in the Centre Region Parks and Recreation authority. Harris Township hired JMT to develop a master plan which included a fishing pier with adaptations for handicapped people, a boardwalk, an interpretive playground, trail connection with the top of the mountain, etc. The Tussey Pond Park is situated adjacent to Calvary Baptist Church and off Discovery Drive, all of which will be wiped out by the US 322-4 corridor alternative.	GC-1 SER-2 SER-4 SER-5
146	Feffer	Michael	16827	I strongly favor one of the Rte. 144 options. This route would have less impact on environmental, especially Cedar Creek and Spring Creek watersheds. This route would lessen congestion in the already busy State College area. This route would minimize disruption and destruction of homes, neighborhoods and communities. This route would minimize impact on State College businesses. In summary, I strongly favor the Rte. 144 option.	GC-6 AR/E-4 NR-3 NR-6 SER-4
322	Findley	Gorman	16828	The 144 corridor options don't appear to address the non-truck traffic volume issues. Those 144 options presented appear to force traffic to by-pass, the Centre Region and University area. Will improvements to existing Rt. 45 & Rt. 322 be made in addition to either upgraded option as part of the project or will that be addressed separately?	T-7 T-8 GC-6 GC-7 GC-20
147	Fishbaine	Penni	16827	I would prefer any of the 144 alternatives. It would affect less people's homes and lives as it would get the truck traffic away from local traffic and be safer for the public. There is less density and there are less business concerns along 144 vs. 322. Tax base could be affected more if it goes through 322. In addition, keeping the traffic and noise away for more densely populated areas makes sense. It would be nice if any affected farmland was kept to a minimum of disturbance if possible and the owners of the land compensated if their land is taken. The carbon foot print and pollution would be less if there was a more direct route to 80. (144 is more direct.)	GC-6 AR/E-4 T-1 T-6 T-7 T-4 SER-4 NR-2 A-1 ROW-5 T-12
148	Fishbaine	Steven	16827	It seems that the best alternatives for the new connector involve the 144 options. Based on multiple variables, population density, less impact on existing housing, more direct access to Rt. 80 (since it appears that truck traffic represents the majority of use on existing 322) and more direct access means less fuel utilization, reduced carbon footprint, and less noise pollution in more heavily populated areas.	GC-6 AR/E-4 SER-4 T-12 T-1 AR/E2 NR-1 NR-2
323	Fisher	May	16828	Considering the least amount of disruption of homes, businesses, and school bus routes, it looks like the 144 options will be best. Moving the truck traffic away from 322 will certainly make this route much safer and will open the way for the trucks to travel at the speeds they now use on Route 322, making this road much safer. However, speed limits on 322 must be reduced for the safety of school buses and the children who ride them. Otherwise, the passenger traffic will use this open 322 as a route for free speed, making it no less dangerous than it was.	SER-4 GC-6 AR/E-4 T-7 T-8 GC-7
324	Fisher	William B.	16828	Make existing Rt 322 four lanes with median strip.	GC-6 AR/E-4
149	Fitzgerald, III	Langston J.	16827	I am taking the time to write in support of those people who live in this immediate area who will be duly affected by this connector endeavor. I have a grave concern for all of us whose property value will be certainly affected by this or these possible connector changes. There are many of us, who own million dollar plus properties who stand to actually lose grave property value amounts. As I have examined these alternatives I think the lesser of evils will be the 144 proposition over the mountain, which will be the lesser invasion of all possibilities. I hope that this assessment will be seriously considered.	ROW-4 GC-6 AR/E-4

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325	Fletcher	Alexander	16828	Thank you for putting this informative meeting together. While there was an abundance of quality info presented, the slide breaking down predicted crash frequency and predicted crash frequency involving fatalities was quite compelling. This slide shows that build alternatives 2 would reduce fatal crashes by 5% over build alternative 1. There are many important reasons to evaluate build alternatives, but none should be more important than safety and preservation of life. A 5% reduction in fatalities should be given substantial weight when evaluating alternatives. Thank you for the opportunity to comment and for your efforts on what is undoubtedly an important project for the region, that will save lives.	T-2 T-4 GC-6
326	Florey	Tracy	16828	Regarding the proposed routes, 322-2 and 322-3, I have the following concerns: Carbon greenhouse gas impact - the PA 144 route is 8 miles shorter trip for trucks traveling between US 322 to Rt. 80. Reclassify US 322 in Harris Township as business 322. This allows for change that would attract traffic to the high-speed PA 144 route. Water displacement or poisoning through Spring Creek and Cedar Run. Destruction of ag lands Invasion and destruction of wetlands and those in restoration process.	NR-1 NR-3 AR/E-2 T-8 GC-6 GC-7 A-1
384	Folino	Tessa	16844	This is my statement in regards to the proposed State College Area Connector Project. I urge you to please minimize the damage to our beautiful Centre Region with this project. A new highway will permanently destroy the landscape. Though I know that the option of expanding the existing route would impact the properties directly adjacent to the existing route 322, I feel that the damage would still be minimized by keeping all of that development, noise, and traffic in one place. Building another road elsewhere would just spread the damage out over a greater area. If that is not a possibility, I urge you to instead go over Centre Hall Mountain, because again, there is already a road in most of that proposed route. Going out of the way to destroy Linden Hall would be the worst option of all. I understand we have to account for growth, but if we think about the future of the Centre Region, do we really want just a mass of suburban sprawl and highways?	GC-6 NR-2 NR-6 AR/E-4
150	Ford and Cook	Barbara and Wally	16827	I am a resident of the Bear Meadow community right below Tussey Mt. ski resort. One of the possibilities for 322 would be right behind our property and the properties of many of our neighbors. I can't imagine the destruction this would cause to one of our State College attractions and the destruction to all of our property values. There has been a lot of construction and businesses and homes since this was discussed back in the early 2000's. I kindly ask you to please consider the 144 Rt. as it is more direct to 80 and impacts less homes and communities. Please consider the environmental impacts as well.	GC-6 ROW-4 SER-4 T-12 AR/E-4 NR-6
151	Foster	Electra	16827	I am strongly in favor of the PA 144 routes, which would be shorter thus reducing greenhouse gas emissions. I would be very upset with any of the 322 routes as they would disrupt many of the beautiful neighborhoods and would effectively destroy Boalsburg. Although I prefer that none of the 322 routes are chosen. I would be least upset with the 322-2 options as it would cause the least disruption of the neighborhoods of Boalsburg. I would recommend turning the existing 322 become a "business route" to allow stop lights as there are many dangerous left hand turns onto the road.	GC-6 AR/E-4 NR-1 SER-4 AR/E-7 GC-7
152	Foster	Patrick	16827	I am strongly in favor of the 3 PA 144 routes as they are shorter routes that would have far less impact on the community than the 322 routes. All of the 322 routes with the possible exception of 322 option #2 would destroy Boalsburg and its nice neighborhoods. If General Potter is expanded or 322 routes 1, 3, 4 or 5 are chosen I would sell my house and leave State College. My wife and I are both physicians at Mount Nittany which would have two less physicians if any option other than the 144 routes or 322 option 2 are chosen. Furthermore, I would suggest that the current 322 route be designated a business route to make it a safer road into Boalsburg.	GC-6 AR/E-4 GC-7 SER-4 AR/E-7
40	Fredericks	Greg	16801	I would be concerned about bringing all the truck traffic into the Centre Region, mixing with auto and local traffic, all to send it back out to I-80. Safety improved with truck not in the local mix. The Centre Hall PA144 appears less disruptive to established housing. The PA144 option may pick up more PA45 traffic then the US 322 option. With that stated, I have not studied all the data as your team has.	GC-6 AR/E-2 T-2 T-12 T-6 T-7 AR/E-4

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153	Frego	RJ David	16827	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. new connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7
403	Friend	Linda	16875	I was impressed with the amount of prework that has already occurred. All the individuals I talked to were very knowledgeable so points for that. My concern is that a route be chosen that has the least environmental impact, particularly for the 144 corridor where there are many preserved farms in easements. Farmland preservation is critical as well as preserving wildlife habitats.	A-1 NR-6 GC-6
154	Fritz	John	16827	Thanks for giving us the opportunity to comment on this all important project. And the thanks for the work of the PennDOT engineers who were so helpful at the connector meeting. After seeing all the possibilities it is our opinion that most of the options are not environmentally friendly. We are concerned for agriculture (farmland), wildlife that includes deer, rabbit, birds, pollinators, etc. We favor keeping as is but making the current 322 and 144 safer.	NR-6 A-1 NR-7 GC-6 GC-7 T-7

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155	Fuller	Michael & Paige	16827	I am writing to provide comments pertaining to alternate routes currently under consideration in the SCAC study area. I will echo others who say that the name of this project should be changed to something not implying that the primary purpose of this project is to move traffic toward State College. My understanding of the study goals is to find the best possible solution that will create an acceptable level of safety for traffic traveling to and from the new roadways at Potters Mills with the least impact. I will attempt to categorize my comments into logical groups: • Most Direct and Safest Route o PennDOT's mission as it pertains to roadway improvement/development is to create the most "direct route" with the least impact. The SCAC communicated purpose focuses on reduced congestion, improved safety and better movement of regional traffic. Keeping those goals in mind it would seem that getting as much of the regional truck traffic separated from local auto traffic would achieve that goal. I believe, but do not have sufficient information from PennDOT, that trucks are looking to move through the region that are trying to make their way from a southern point (e.g. Harrisburg, Carlisle) to I-80. The data the public has been provided does not provide specific destination information for regional truck traffic, but I have requested this information from the CCMPO. I do believe that finding the most direct route from Potters Mills to I-80 using one of the 144 alternate routes will help achieve those goals. I have heard some say that traffic heading to points west of State College (e.g. Philipsburg) would still use an unimproved 322. My guess, only a guess because I don't have the data, is that regional truck traffic is trying to get to points further east or west on I-80 and not interim points closer to State College. I do think that the 144 routes will get the majority of regional trucks heading both east and west on I-80 more efficiently to that destination than bringing them through State College. An overview of the map showing the big "C" shape of roadways accessing I-80 via 322 does not seem logical. This path is not a sustainable solution requiring much more mileage for regional trucks to get to I-80. ▪I do support the existing Rt. 322 to become a business(recreation) route, as that is how it has been developing with Tussey Mountain Family Fun Centre, Rothrock Forest, Mountainview Hotel/Golf course, Colyer Lake, Shaner ballfields, business from Tait' past the Harley Shop, and many more. Traffic lights and other minor improvements would make this roadway safer for local residents that actually intend on traveling to these locations. This would slow down traffic encouraging regional trucks, in particular, but also Penn State surge traffic to travel via a new 144 route to I-99 or I-80. A Rt. 322 business route would provide the greatest growth, safety and quality of life for all the commercial and natural resources that local residents want to access. ▪ On the topic of congestion, it seems that there really is not congestion on these roads unless there is Penn State related surge. Traffic moves pretty well on typical days. Are all the average traffic volumes impacted by these surges in traffic? I think congestion is less of a concern than safety as high speed regional truck and car conflicts is much more dangerous than fender benders during Penn State post game congestion traffic. o For an assessment of reaching the safety goal, I again feel that sufficient information is not provided at the recent open house. I came to the open house expecting to see actual existing crash data on each roadway ideally broken down by truck related crashes and auto only crashes. Again, I have requested this information from the CCMPO. I did find crash data in the PennDOT February SCAC-Purpose-And-Need report. Based on the types of crashes on each evaluated existing roadway, it seems that 144 alternate routes would address the most prevalent crash types experienced on Rt. 322, 45 and 144. Specifically, removing truck traffic from Rt. 322 would help the most prevalent rear-end crashes, and moving Rt. 45 traffic east of Old Fort heading to Penn State and 144 traffic off the winding existing road over Centre Hall mountain would reduce the most prevalent crash types, angle crashes and fixed object crashes, respectively, on those roads. The 322 alternate routes would seem to not move traffic from Rt. 45 and 144, leaving those crashes to occur as they are currently. It seems that there is much more concern about congestion than crash resolution. • Residential Impact o I support PennDOT's goal of having the least possible impact. I feel that more than anything else the State of PA should be concerned about the impact on the tax-paying residents. To that end, I believe that residential impact is of the highest priority. While I am concerned about all impacts, only residential impact is 24 hours a day and 7 days a week. Residential impact goes well beyond homes lost, that may possibly have financial reimbursement, but possibly more impactful are those that are close to the construction and final new roadways. Unlike the impact on commercial buildings, crops, recreational facilities, etc. having a new 4-lane highway and/or interchanges built close to a home such that it can be seen or heard can severely impact property values that often are a representation of life-long savings and investments. The impact on property values within sight or sound of the new roadways must be considered fully and minimized. o The 322-3 route seems to be the most impactful to residential neighborhoods, communities and individual homesites. I strongly suggest this route be excluded from the project study going forward. The current maps are missing multiple sub-divisions that will make this route even less attractive and show more negative impact. We are in the process of requesting maps be updated to show these subdivisions missed on the neighborhood and communities GIS map layer. o Other routes have considerably less impact on the quantity of PA residents, neighborhoods and communities. The 144 routes mainly go through farmlands and mountain areas. While I am very empathic to disruption in these areas, crops can grow adjacent to roadways and are not impacted by noise. I love hiking and biking through	GC-3 T-12 GC-7 T-7 T-2 T-1 T-10 T-4 SER-4 ROW-4 GC-6 GC-1 GC-20 NR-2 SER-8 T-6 AR/E-7 NR-3 NR-6 CR-1

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				state forests, but I also know over time residents and travelers to the area come to appreciate roadways through majestic mountain areas. I look at the ridge route of I-99 to Altoona, the Blue Ridge Highway in the Shenadoah's, the improved highways through the old "narrows" between Lewistown and Mifflintown as new roadways through natural areas that citizens greatly appreciate. I think we would have the same result with the 144 routes. The existing 322 improvements, 322-1 and -5 alternate routes are the most acceptable of the 322 routes in terms on not impacting large numbers of individual residents, neighborhoods and communities. o I do believe that there is an equity issue to consider when looking at specific residential impacts. All the homesites, neighborhoods and communities built along Rt. 45 that would be impacted by alternate route 322-3 did so with purpose and intention going back in some cases many decades. The existing Rt. 322 has always been a very busy, congested and in some cases dangerous route. The neighborhoods built along this roadway did so fully understanding those existing conditions. Those of us that built or bought homes along Rt. 45 also did so with full knowledge of a moderately traveled Rt. 45. Bringing a new road with much of the existing Rt. 322 traffic over to our area and severely impacting our property values simply is not fair or equitable. • Other Impacts o The 322-3 alternate route option is also a bad environmental option. 322-3 goes through Clearwater conserved land (Parcel 25-005-,001-,0000-). 322-3 would also impact Cedar Run which I understand is a key waterway feeding Spring Creek and a contributor to our local aquifer. Cedar Run is designated as a "Class A Wild Trout Water Stream." It is also a Designated Stream in PA Code, Chapter 93 and is classified as / for "High Quality", "Cold Water Fishes" and "Migratory Fishes." o The 322-3 alternate route option will also be close enough to the Historic Village of Linden Hall to impact the environment that should be represented by a recognized historic community. • Summary o In summary it seems that Rt. 144 Routes and changing existing Rt. 322 to a business route would achieve the following goals: ▪ Separate the Rt. 322 REGIONAL truck traffic from LOCAL traffic, improving safety ▪ Protect the new Rt. 322 Business Route for both LOCAL commercial and recreational growth for LOCAL citizens ▪ Minimize the very high RESIDENTIAL impact associated with lost homes in the direct path of a new road and reduced property values due to noise and sight of new highways were they currently don't exist (e.g. 322-3) ▪ Improve safety on all Rts. 322, 45 and 144 unlike the Rt. 322 alternate routes that will leave the same local traffic and crashes on Rt. 45 and 144.	
327	Fuller	Deborah	16828	I have studied the alternates, and attended the presentation, and I feel that all of the alternates, except for upgrading the existing 322 corridor, will greatly negatively affect the beautiful character of this area. There's already an existing transportation pattern along 322, and the rest of Harris and Potter Townships were developed with this context. Also, it can't possibly be as expensive as any of the alternative suggestions; I drove the suggested routes, and most of the area along 322 between Potter's Mills and Boalsburg island, meaning many fewer residences and business would be affected. I don't believe a high-speed thoroughfare, is necessary either; making the two-lane road into a 4-lane road, without stoplights, and with a turning lane, and well-designed access from the intersecting roads, would solve the transportation problems without completely changing the character of this very special part of central Pennsylvania. Thank you very much.	GC-6 AR/E-4 SER-8 SER-4 T-1 T-2
156	Gaertnen	Greg	16827	I live adjacent to Rt. 322 next to the "on ramp" from PA Rt. 45. A prior assessment in the early 2000s found that the noise level on my property was just below the cut off for some noise abatement remedy. With current increases in traffic we are concerned about noise levels moving forward if the connector is going to join the current four lanes near our property.	NR-2

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75	Gamble	Chris & Lisa	16801	The only logical on considerable route for the road is one that disturbs the fewest dwellings and places of business - the fewest lives and livelihoods. The 144 corridor is that route, not the current 322 corridor. The name State College Connectors is misleading and misrepresents the core traffic matter: long distance truck traffic accessing I-80. Only a portion, a small portion of traffic is connecting to State College. The majority, by tonnage is moving through the region on its way to I-80. PennDOT map sourcing for these preliminary plans is out of date and therefore renders the plans inaccurate and ineffective.	GC-6 GC-3 T-7 T-8 T-12 GC-1
41	Gates Condominium Association	The Executive Board	16801	We are the Executive Board of the Gates Condominium Association and we represent The Gates, a 155-unit condominium community located on Discovery Drive in Boalsburg. We thank you for hosting the in-person public meetings on September 22 and 23. The project representatives were easy to engage in conversation, knowledgeable, and eager to answer questions. We write today in opposition to a number of the alternatives for US-322 as part of the State College Area Connector project. Specifically, we strongly oppose alternatives 322-1, 322-4, and 322-5. These three alternatives include a potential interchange at the current intersection of US-322 and US-322 Business in Boalsburg. This interchange would be located about 1000 feet from the entrance to The Gates. Moreover, 322-4 includes a corridor through the Calvary Harvest Fields property, which would be about 800 feet from the entrance to The Gates. Lastly, we oppose any other alternative that would place a corridor or interchange as close or closer to The Gates than the current proposed alternatives. A corridor or interchange built this close to the community would negatively impact property values within the community. From within the community, we are currently able to hear car and truck traffic on US-322. Given the purpose of the SCAC, in part, is to be able to handle the expected increase in traffic over the next few decades, it is reasonable to assume a corridor or interchange within 1000 feet of the entrance to The Gates would increase the traffic noise over what we currently experience. Beyond noise, residents of this community frequently walk, run, hike, bike, and more in the surrounding community, including the grounds of Calvary Harvest Fields, Tussey Mountain Ski and Recreation, and Rothrock State Forest via Galbraith Gap, many of which would be impacted by the three alternatives referenced above. We appreciate the opportunity to provide this feedback on the SCAC project to you and sincerely hope that you will remove alternatives 322-1, 322-4, and 322-5 from consideration along with any other alternative that would result in a corridor or interchange within 1000 feet of the entrance to The Gates on Discovery Drive and/or impact the above referenced nearby areas.	GC-6 ROW-4 AR/E-4 NR-2 SER-3 SER-4 SER-5
392	Gerg	Isaac	16870	I am opposed to the connector passing through Harvest Fields area in Boalsburg, PA. Why? 1. My family uses this area often to bike, hike, attend workshops, and worship. 2. We donated several thousand dollars to mature the area into what it is today. 3. The gift of the land was given to the church and the State should not override said gift. 4. The original plans for the connector are outdated. 5. This is no other industrial park zoned in Boalsburg.	GC-3 GC-4 GC-6 SER-4 SER-5 SER-10
42	Gettig	Kendra	16801	Please do not take this road through the Harvest Fields property. In addition to a place of worship, the property is used by the community. It's the vision of the church for the community to use the property. Hundreds of people come there on a weekly basis to enjoy the property -- for biking, hiking, dog walking, swimming, frisbee golf, etc. It's a place of peace and quiet, which is hard to find. In addition, the church uses the property to serve the community -- thousands of people received food during COVID, individuals experiencing homelessness regularly stay on the property in partnership with Out of the Cold: Centre County, agencies and coalitions regularly meet on the property, Night to Shine (a prom for people with special needs is hosted there), etc. In addition, there is a counseling center and daycare on the property. Our community is better because of Harvest Fields and it would be a significant loss to not be able to use the property. Thanks.	GC-6 SER-4 SER-5
157	Githens	Kenneth	16827	322-3 appears to be the best option. This would reduce the traffic noise in the Boalsburg neighborhoods. We hear a lot of traffic noise and in particular truck jake braking at the Old Forte exit. Local traffic through Boalsburg would be minimized.	GC-6 AR/E-4 NR-2 NR-9 T-7
328	Glaser	Ann	16828	Good presentations. Ha-ha- many of the alternatives are the same as the last study. Can't wait to see next round of options! Don't bow to Harris Twp. I believe there's a lot of merit to upgrading existing 322, less new impervious surface, less disruption of resources.	GC-6 GC-4 AR/E-4 AR/E-3

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158	Glick	Adam	16827	Environmental concerns: any modification to 322 would increase greenhouse emission. The connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area.) Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. Disruption to homes, schools, businesses, and neighborhoods: All of the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided and communities destroyed. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper. If you have to do 322 I would favor 322-5.	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-6 GC-7
159	Glitzar	Andrew	16827	Level of safety improvements are needed for 322 between Potter's Mills and Boalsburg. Overall prefer the 144 routes, seem to have less disruption to fewer people. Route 322-3 and 322-4 look to be very poor choices with significant impact. Harvest Fields, church, park, mountain bike trails and disc golf course are significant community assets that need to be protected. Has consideration been given to dual lane highway with local access similar to Route 522 south of Berkeley Springs, WV in Virginia to replace the need for the 322-3 and 4 type corridors?	GC-7 GC-6 SER-5 SER-4 AR/E-6 AR/E-4
329	Gniskey	Mary Lu	16828	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. new connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	NR-1 AR/E-2 NR-3 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-4 T-12 GC-7
330	Gregg	Dianne	16828	Linden Hall is a double historic district. You have the same two routes that we fought 20 years ago because both ruin the rural character due to light and noise pollution. Your map labels Brush Valley Road as the lower Brush. It is the Upper Brush.	CR-1 GC-1 GC-18

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98	Griffith	Diana	16823	As Centre County Ag. Land Preservation Coordinator, I manage the Purchase of Ag. Conservation Easement (PACE) program for the county. The program is funded by the county, state and participating municipalities. The Centre County Ag. Land Preservation Board has preserved 56 farms, a total of 8300 acres of prime farmland., and will soon have 58 preserved farms altogether. In Potter Township alone the board has preserved 10 farms and 1622 acres of farmland. The Donald and Teresa Grove Farm at 2661 Earlystown Road was preserved this year. Behind the Grove farm is the Edgar Leightley-Mary Resides farm at 2274 Upper Brush Valley Road. The county Agland Preservation Board and the PA. Dept. of Ag.'s Bureau of Farmland Preservation share these landowners concerns about the SCA Connector's potential impact on their preserved properties. Because of the commonwealth, County and Potter Township Supervisors have invested in these farms to preserve them for perpetuity, we recommend avoiding preserved farmland if possible. For a new roadway/highway prior approval is needed by the Ag Lands Condemnation Approval Board (ALCAB). PennDOT would need to prove there is prudent or reasonable alternative to taking preserved farmland, as well farmland enrolled is Ag. Security Area (ASA) for a new road. Potter Township's ASA has enrolled 11,466 acres of farmland. If work is done to existing roadway, there is no exemption from ALCAB review. In that case, however, PennDOT is still responsible for paying back the easement value for the portion being acquired. If there are no other options, then we ask PennDOT to minimize impacts to farming operations and avoid prime farmland. We appreciate your consideration. Centre County has preserved farms on Route 45 and Brush Valley Road in the SCA Connector study area. Is PennDOT aware of the restricted land in this area or do I need to provide you with that data? Thanks for providing the link to the Environmental Web Map, Marintha. In January 2021 we preserved the Donald and Teresa Grove farm at 2661 Earlystown Road, tax parcel number 20-005-,025-,0000. It's located next to tax parcel number 20-005-,024-,0000 at 2627 Earlystown Road and should be added to your map. I can provide you with a complete list of preserved farms along the PA 45 and Brush Valley Road corridor if that will be helpful. The landowners of 20-005-,025 and also of tax parcel 20-005-,012 at 2274 Upper Brush Valley Road have been told the connector is planned to go through their properties. If I'm reading the map correctly, it appears that the connector is planned to go around these preserved farms rather than through them. Let me know if I am correct. I'm happy to send you my up-to-date Agricultural Security Area archive. All of our farms that have been preserved through the PACE program must be enrolled in an ASA of 500 acres or more – that is a minimum requirement. That is why they are showing up in the ASA layer. In my research of Centre County's ASAs, I found that many of the Clearwater restricted lands are not in ASAs (or were taken out). I encourage you to contact Clearwater about those, or I can direct you to someone who can find out.	GC-1 A-1 ROW-4 Following the initial outreach from Diane Griffith, the study team reach out and provide links to study information and will continue to update information on the study webmap as the study progresses.
331	Grignano	Innocenzio	16828	I am writing to oppose the 322-2 option connector as proposed. This option destroys a lot of scenic and productive farmland, newly built homes and developments along with rural character of the area. It also will greatly impact the village of Linden Hall. Several small villages in this area have previously been wiped out by road construction. Improve 322 as it is now or go the Rt. 144 project.	GC-6 AR/E-4 A-1 SER-8 SER-4
43	Grigor	Kirsten	16801	Graphics were very helpful but it's better to do a matte finish so they don't reflect making them harder to see. My favored situation is update existing. Seems the most logical because if you bought or built your house nearby, you already could see it was a busy road and based on local growth, one should have known it would eventually need to be widened. That also seems that it would have the least impact environmentally.	GC-18 GC-6 AR/E-4 NR-6
160	Grigor	Catherine	16827	Thank you for providing this forum. As the project moves forward, I believe the most important decisions should be based on keeping natural corridors and agricultural areas intact. If we continue to eliminate and disrupt these, we will have nothing to offer our future generations.	NR-6 A-1

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332	Gurske	Ronald	16828	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. new connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	NR-1 AR/E-2 NR-3 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-4 T-12 GC-7
161	Gustafson	Marjorie	16827	I am strongly opposed to the 322 connector! Harris Township is also strongly opposed to it! If 78% of large trucks (from PennDOT study) need to reach Highway 80 from seven mountains, why bring them through State College when the trucks have no business there? Environmental concerns for Boalsburg and State College would abound; a huge increase in carbon emissions would negatively impact the State College area. In addition, PennDOT would destroy one of the most scenic, attractive areas in the state. The rural and historic charm of Tussey Mountain would be decimated. PennDOT would not be doing a favor to State College; in cast, you would be destroying the beauty of a small town, State College, that already has plenty of traffic while hosting a major university. Send heavy trucks on a revamped 144 route!	GC-6 AR/E-4 T-12 T-1 NR-1 NR-6 SER-8 SER-4
162	Gustafson	Marjorie	16827	I appreciated the privilege of talking with you on Wednesday, September 22, during the public meeting held at the Wyndham Garden Hotel in State College. You were kind to listen when I voiced my concerns about the proposed 322-Connector routes, especially Proposals 322-4 and 322-5. I want to reiterate in writing my strong opposition to these two proposals. The beautiful Tussey Mountain area is famous for its panoramic view of the entire State College area and for its attractive public recreational site, Tussey Mountain Ski and Recreation, that includes downhill skiing, hiking, fishing, golf, batting cages, summer concerts, and more. The Tussey Mountain recreation area attracts both local residents, visitors, and Penn State students alike. Furthermore, the mountain's idyllic setting is enhanced by open-space, rural clustering residential areas around its base, including land zoned for farming. Close by, the quaint, historic village of Boalsburg offers a special charm that makes the entire Boalsburg area a shining jewel, a peaceful natural retreat only 5 minutes away from State College. I cannot imagine why PennDOT would even consider destroying Boalsburg's Tussey Mountain area by constructing a 1/4 mile-wide four-lane superhighway through it. This superhighway would devastate the natural beauty of the area and pollute the environment with massively increased carbon emissions. Furthermore, according to Harris Township, PennDOT's 322-corridor proposals are based on out-of-date maps that do not show current businesses and government buildings. The current traffic problem on Hwy 322 between Potters Mills and Boalsburg is caused by heavy trucks speeding on their way to I-80. Divert these trucks onto a new 144-corridor highway, beginning at Potters Mills, that enables them to reach I-80 quickly and safely. According to your statistics, 78% of all trucks traveling on 322 between Potters Mills and Boalsburg do not have any business in State College; rather, they are trying to reach 1-80 as quickly as possible. Residents of Boalsburg are voicing their strong protest in response to Proposals 332-4 and 322-5, either of which would be an unthinkable assault on the natural beauty of the place where we live and gather together. In addition, Harris Township strongly opposes any 322-Corridor connector. It would harm and impoverish the Township in multiple ways, as Harris Township officials have stated publicly on their website and have already articulated to you. Once trucks are diverted onto a new 144-corridor route at Potters Mills, nothing further would need to be done to the current Hwy 322 between Potters Mills and Boalsburg. I also strongly oppose any proposal to widen the two-lane stretch of the current Hwy 322 to make it a four-lane road. That would only exacerbate the heavy truck traffic and speeding that already exist. Simply create an exit for "Business 322" at Potters Mills for anyone that has business in State College. Truck drivers headed to I-80 will choose the shorter and faster route on a new highway constructed within the 144-corridor. I appreciate your careful consideration of my concerns, which, I am sure, will be echoed by a host of Boalsburg residents.	GC-6 AR/E-4 SER-4 SER-3 CR-1 SER-8 NR-1 GC-1 AR/E-7 T-12 T-1 T-8 GC-7

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163	Gustafson	Robert	16827	For the residents of the 322 corridor, the problem centers on the heavy, semi-truck traffic that is really needed to interstate 80. The data indicates almost 80% of these trucks are not bound for State College but are trying to get to interstate 80. If that heavy traffic was routed up the 144-corridor (the shortest distance to where they want to go) the bulk of the problems would be solved. To send the trucks through State College creates a myriad of safety and environmental problems since the route to 80 via 322 is much longer in distance. To even consider running 322 through Tussey Mountain is hard to comprehend. This beautiful mountain is enjoyed by the entire community as a place of recreation and community experiences. To destroy that for the sake of a semi-truck seems almost irrational. I agree with the leadership of Harris Township that the 322 option would be devastating for the community.	T-12 T-1 SER-4 AR/E-2 SER-8 T-4 GC-6 AR/E-4
44	Habashy	Elias	16801	I love Harvest Fields! Please don't have a big road there. I want to bike and play there. -Elias, age 3	SER-4 SER-5
45	Habashy	Noel & Mary	16801	I am writing to share my concern about the 322 extension option that will run through Harvest Fields. Harvest fields is an extremely important part of our community and very important place for us. As a family we play here, mountain bike here, watch sunrises and sunsets, have picnics, and worship here. We are extremely concerned about road options that would reduce our abilities to do any of those things. We are asking that you would please not include any road options that travel through Harvest Fields in future planning. We want to be able to continue to play, worship and have our kids learn to mountain bike at this special location. Thank you for your consideration.	GC-6 AR/E-4 SER-4 SER-5
46	Hackman	Kate	16801	I am a member at Calvary Harvest Fields and I am deeply concerned (and frankly a bit angry) that one of the options for this project goes directly through my church building. Calvary has spent years investing in our local community. The Harvest Fields property is home to bike/hiking trails, dog walking/exercise areas, a large community church that pulls from all over the centre region, a daycare, and other spaces that are open to and beloved by the whole community, not just church members. The idea that PennDot would even consider running a highway connector through a property like this shows not only lack of understanding in how much this property adds to our area but also complete lack of care and concern for our community members (both church going and non) who have come to love this property and all if offers. In the strongest possible terms I urge the committee to remove this option from their current and future plans.	GC-6 AR/E-4 SER-4 SER-5
303	Hall	Kenneth	16827	I wish to express my view and concerns regarding the US322 – State College Area - Connector Project. As a native of the Centre Region, longtime resident of Boalsburg PA, and a frequent user of the great outdoor recreation options available throughout the Centre Region, I'd like to make several observations as the state now considers final options for the connector project. Another of my concerns is Noise and Esthetics. The study notes the potential (inevitable) dramatic increase in traffic over the next several decades throughout the study area. No doubt the completion of the connector will also spur that increase as more heavy commercial traffic elects the 322-80-99 corridors as access and speed of travel increases with the completion of the connector. It only makes sense, in this regard, that the ultimate solution to connect the major interstate roadways be positioned as far away from urban areas and residential/business growth corridors as possible. While the loss of farmland is a real concern, the continued expansion of State College and Bellefonte as the two major economic centers of the region/study area, and the growth of suburban/residential communities surrounding this hub – Centre Hall, Pleasant Gap, Boalsburg, etc. would suggest that the connector be situated to the outside of this area. This would involve, in my view, construction on either the most southern option of the plan, against the base of Tussey Mountain, or on the existing 144 corridor, transecting the study region south to north and connecting with the existing 99-26 connector. I am concerned that the 322 route option (all of them) have a great potential of negatively affecting communities with noise and esthetic damage, but recognize that the 144 option will insert major noise levels into any adjoining communities as well and create aesthetic concerns further down the valley. Finally, a word about Alternative Approaches. I would hope that PennDOT takes into account approaches that might be outside of its current planning and construction methodologies. The need for contiguous (side-by-side) roadway design, extremely wide berms/right-of-ways, and tendency toward large, elevated structures should be balanced in this project with environmental, community and esthetic concerns. Plans that might incorporate parkway designs that won't have as intense an impact on surrounding areas should be explored. I would hope that the department avoid radical approaches, such as the work done on the rt 99 Skytop Mountain transit section that resulted in environmental damage and the need for extensive and esthetically poor mitigation efforts. Work that would incorporate minimal removal of timber, reduced footprint and avoiding the extensive removal of buffer environment alongside roadways would be greatly appreciated and, in my view, allow for a more environmentally friendly and esthetically successful completion of this plan. It is for these reasons that I would suggest that PennDOT strongly explore a solution that parallels the 144 corridor with a plan to bypass Centre Hall and connect to the pre-existing 99-to-26 connector which is in place to the east of Pleasant Gap. The new road would then allow major truck and interstate traffic to completely avoid population growth areas and create a straight line between the major interstate traffic patterns of 322/99/80. It would also allow 322 (old section), 45, 192, and 26 to revert to local commuter, business and truck traffic. This route most successfully avoids any major tributary streams within the plan area while developing options for local truck traffic to connect to the main connector spur via 99, 26, 45, and	GC-6 A-1 SER-4 AR/E-2 T-1 T-6 NR-2 SER-8 AR/E-4 T-12 NR-3 NR-7 GC-7 GC-20 T-11

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				192 for quick access to the 322/80 connector. Thank you for your consideration of my thoughts. I look forward to the continued work on this project. I do believe the completion of the project will greatly lessen the stress on the traditional corridors within the study area and potentially reduce many of the problems outlined in the planning study. Regarding the scope of study, I appreciate your analysis of all the major corridors within the study area: 322, 144, 45, 192 and the transparency of the current planning discussion. While I could not make the virtual or in-person public presentations, I have reviewed the expansive planning documentation and maps. It is important that this study and ultimate plan take into account traffic, accident, environmental and other factors and current issues and areas of potential improvement across the region. For instance, solving issues along the 322 corridor might not actually solve issues surrounding the 45,144 or 26 corridors. PennDOT should look for a construction plan that solves the majority of issues across the planning area by pulling high speed and commercial traffic, especially inter-regional and inter-state traffic outside of the communities that lie along all the major corridors defined in the study. Once completed, the plan should include restriction of large truck traffic to the new corridor and off the traditional arteries running through the region as described in the study and above. This would exclude, of course, "local" truck traffic. In my view, it would be most beneficial to the region to separate traffic that is by definition "transient" to the region and traffic necessary to engage the work, business and recreation concerns central to the study area. My concerns focus on three main areas: Environmental impacts of increased and consolidated traffic, Noise and Aesthetics, and the use of Alternative Approaches. Regarding environmental impacts, I have real concerns that construction of a major connector that parallels too closely any of the headwater feeder streams of Spring Creek and Penns Creek has the potential to be an environmental disaster. Increased run off of rainwater and snow melt, and the potential increase of road salts and vehicle waste from a condensed interstate system is, in my view, problematic. A successful plan/connector should consolidate thru traffic in the entire study area. Any construction that does not move that traffic away from headwaters stands the chance of creating continuous damage to the critical headwater areas of Spring Creek (322), Cedar Run (45) and Logan Branch (144), and Sinking Creek (322/144). Continued expansion of the 322 corridor would threaten Spring and Sinking Creek if the roadway is situated too close to these headwaters and, in my view, if it directly parallels the waterway too closely. Below is a photo of recent rain water drainage adjacent to 322 just east of the Mountain View Country Club. Clearly expansion of this section of 322 would threaten this section of the Spring Creek headwaters and wetland buffer for drainage. Any of the 322 options in the study that expand this existing section of the 322 corridor would have tremendous negative effects of this headwater. I do have concerns, as well, that the most southernly route infringes on areas designated as special wildlife zone for birds which runs across the face of Tussey Mountain, but this could be addressed using a more minimal approach to construction, which I address below. If a 322 option is chosen, then great care must be taken to move the project as far from the headwaters of Spring Creek as possible, although I would not endorse disruption of the mountainside, for esthetic reasons. Options that utilize the existing 322 corridor, or the 45 corridor, or options the cross/parallel closely either Spring Creek and/or Cedar Run, or the floodplains of those waterways, need to be avoided. Further, if the 144 corridor option is utilized, great care should be taken to avoid damage to Sinking Creek.	
333	Halm	Mike and Teresa	16828	Thank you for the privilege of expressing our comments. My husband Mike and I have lived in our home here in Collyer Lake area for 40 years. We bought the sold farmer Zion Evangelical Church building across the street from Zion Hill Cemetery and repurposed it into a home. It's been a labor of love and was a great place to raise our family. Most of our neighbors in Colyer have been here as long as us if not having been born here. Colyer has grown up nicely, a quiet place with beautiful views. There's a lot of distress among our neighbors about the 2 proposed Rt. 322 connector routes. One route borders our property. If we were in a suburban neighborhood it would be about two doors down. It borders the end of the cemetery, crosses the road and runs along our property border. Because sound travels uphill we would have a lot of noise even with a buffer of some sort. The other proposed 322 route is basically in the backyard of all of our other neighbors as well as splitting family farms. I realize that the road must be completed to make travel safer. If there is enough funding, I hope that the route that affects the least number individuals will be chosen. Please continue to urge the community for their input.	GC-6 SER-4 NR-2 NR-6 A-1
334	Hameister	Brenda	16828	I support the most direct route that would direct truck traffic from Seven Mountains to I-80. This route does not travel through Harris Township. The PEL Study demonstrated the high volume of truck traffic that wants to travel to I-80. Please give this traffic the most direct route. Trucks run every day, 24 hours/day, and should be the "driver" of this project, not the occasional sports events at Penn State.	GC-6 T-12 T-8 T-10
164	Hamill	Morgan	16827	Hi, and many thanks for your time. I'm writing several of the proposed alternative routes for US 322 would see construction very near The Gates. The community is home to a number of children and dogs, and all of us enjoy access to the local fields and trails. I am especially concerned by the proposed route 322-4, which would bring the roadway dangerously close and eliminate access to trails/fields, while also increasing traffic noise substantially. Many thanks again for your time and efforts.	GC-6 NR-2 SER-5
165	Hammerstedt	Roy	16827	Question for PennDOT on plans for extension of 322 to I 80. I spent considerable time on this 15 years ago when it was considered before. Preliminary maps look the same old in many ways, but I wonder about new items that have emerged since that time. And also, a bit confusing that they focus on getting to the closest 4 lane highway and not to the goal of a complete path to I-80. Need to have perspective to put all you suggest in context. I thought that one major objective was to complete an X through central PA to allow movement across the state. Where is the project in context?	T-12 AR/E-4 GC-4

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166	Hanlen	Darla	16827	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. new connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	GC-6 NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7
167	Hanna	Scott	16827	I vote for using the existing corridor with enhancements.	GC-6 AR/E-4
47	Harrigan	George	16801	While I was not at all surprised to learn during my visit to the Open House that there are active natural bat dwellings to be considered in the study area, the extent of the "habitat" boundaries isn't logical and needs to be challenged. A vast majority of the meadowed, largely treeless valley floor is so designated, While the same map excludes the Tussey Ridge bordering the natural areas of Rothrock State Forest. I support construction avoiding true habitat areas, I fear that we have mapping errors that need to be addressed before proceeding.	NR-5 NR-6
48	Harrigan	George	16801	My first comment is to express my disappointment with how little has been accomplished, despite significant passage of time. We are very nearly two years into the process and have not completed an update to current status of the study area data. The fact that route alternatives have gone beyond the "consideration" stage and have been published at some level of detail (see Centre Daily Times and Gazette articles printing of same) without any onsite evaluations/verifications is indicative of PennDOT's halfhearted commitment to the project's study results. I submit that mapping discrepancies have resulted in flawed alternatives which will all need redrawing once the impact of growth on the landscape of Harris Township is better in focus. Yet to be considered in any of the options shown are property acquisition costs (or costs of any kind), Short or long term noise and air pollution impacts, line of sight disruptions and municipality property value or tax base considerations. We are many miles from a basis for constructive conversation before leading ourselves out of study and into design stages. It is apparent to me that that Origin /Destination study data is being dismissed. I suggest it be shared in greater detail with the public so that we can reasonably assess that our environment deserves to be violated in the interest of solving the problem of trucks, more specifically tractor trailers trying to route between interstate roadways. Current 322Truck traffic is 82% regional, showing clearly that access to State College is not a priority. The question that should be on the table is how much of the issue can be addressed by routing US 76 truck traffic on a toll free basis between Exits 1 and 242 of the Pennsylvania Turnpike. Even a 50 % impact is significant to our local statistics and comes with the added safety and congestion reductions through Harrisburg's disjointed and confusing highway matrix. So much more focus and attention could be provided to solving local traffic issues with the through trailer issue dramatically diminished and we may potentially achieve an out of the box approach with much less carbon footprint impact, less asphalt and fewer (not more) highway miles in our state's already too high inventory of roadways. PennDOT has not met the Sunshine Laws "public meeting" intent with either event format utilized to date. While the open house environment was a significant improvement, as data hardens and discussions progress, we will need a forum that is amenable to public engagement, exchange and yes, dare I say, debate. It is hearings and meetings such as those that form the basis of both state and federal government decision making, neither virtual nor disconnected open house conversations can substitute for participants sharing questions, responses and discussions that ultimately lead to a "meeting of the minds "governance. Thank you for the opportunity to participate, your already spent years of hard work and the future of more of the same as this journey takes shape to it's conclusion.	GC-1 GC-3 AR/E-10 AR/E-4 ROW-1 ROW-4 NR-1 NR-2 NR-6 T-8 GC-13
7	Harris Township		0	Written by Tom Zurat: Please consider other modes of transportation when developing alignments. Ped/bike option through the valley are limits and the existing route is unsafe. The Township master plan is being updated to reflect potential bike/ped connections.	GC-7

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168	Harris Township Board of Supervisors		16827	The Harris Township Board of Supervisors reviewed the nine potential alignments for the State College Area Connector Project. We offer the following comments: Alignment: We have consistently commented that the project name is misleading, as it sends the message that PennDOT intends to not consider any direct routes that would facilitate travel for trucks from Seven Mountains to I-80. From looking at the range of alignments, we question how seriously PennDOT is reviewing the Route 144 options. In 2017, the Board of Supervisors adopted an official statement on this project. We would like to remind you of that statement, as it reflects our feelings on this project. It reads as follows: "The Harris Township Board of Supervisors recognizes the need for the Route 322/45/144 project. They understand that this is a heavily traveled corridor with significant safety challenges. They support the work that PennDOT is presently doing to address some of these concerns. The Board, however, does not support any alignment of the Route 322/45/144 project that would bring the new road through Harris Township. They feel that there is significant truck traffic on this roadway and that this traffic desires to reach I-80. They urge PennDOT to consider an alignment that would allow truck traffic the most direct route to the interstate. The Board also feels very strongly that the safety improvements that were started by PennDOT on Route 322 should be completed in a timely fashion. Doing nothing or waiting for full funding is not an option, as this is one of the most unsafe roads in the state." The purpose behind this project is the need to find a safe route to get the heavy truck traffic from Seven Mountains to the I-80/I-99 corridor. The Township is actively involved in climate change efforts with the Centre Region Council of Governments. We urge PennDOT to consider the direct route to the I-80/I-99 corridor, as this will greatly reduce the overall carbon footprint of this project. We also find the proposed alignments along Route 322 to be contrary to Governor Wolf's climate change initiatives, particularly his Regional Greenhouse Gas Initiative, which seeks to put limits on emissions. In the spirit of these comments, the Board of Supervisors can only endorse the 144-3 alignment at this time. Mapping Concerns: The Board of Supervisors remain concerned that the background mapping used for this project is out of date. Harris Township has been the fastest growing municipality in Centre County from 2014 to the present. As such, there has been a great deal of growth on the eastern side of our community. Your mapping does not reflect the addition of our maintenance facility, as well as a new Township park and businesses along Discovery Drive. It also does not reflect the new developments along Route 45, including Kaywood North and Rockey Ridge. Additionally, and perhaps most concerning, the mapping is using out of date information for our Agricultural Security Area (ASA). We know that the location of conserved farms plays a significant role in the alignment of the highway. We cannot support any alignments along Route 322, as we feel you used a flawed process to determine these locations. PennDOT used out of date mapping and old ASA information to draft alignments and proposed interchange locations that would gravely impact businesses, homes and the Township's own brand new maintenance facility. We vehemently oppose all alignments along Route 322. These alignments would forever alter the character of our community. Additionally these alignments would remove all of our industrial zoned property. There is no additional location in the Township where land could be rezoned industrial to accommodate any relocation of impacted properties. This may force these businesses and the church to relocate outside of the Township. This would have a grave impact on our taxbase and the future financial availability of the Township. Future Safety Improvements: Once the future road is completed along Route 144, Route 322 could be renamed as Business 322 to provide local access to businesses and residences along the road. That section of road could also be widened and upgraded to improve safety and provide more tools to deal with increased volume due to special events being held in the Centre Region. As part of this project, we ask that PennDOT consider the addition of a shared use path that would allow for safe travel for bicyclists and pedestrians from the Village of Boalsburg to Rothrock State Forest via the new Business Route 322 and Bear Meadows Road.	GC-3 GC-4 GC-6 T-12 T-1 T-8 T-7 GC-7 NR-1 GC-1 A-1 AR/E-14 SER-10 SER-4 T-10

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393	Hartman	Bob	16870	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. new connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper. The farm is a great place to live, home of my grandparents.	GC-6 NR-1 AR/E-2 NR-3 T-6 T-7 SER-4 NR-6 T-10 AR/E-7 T-4 T-12 GC-7 A-1
394	Hartman	Jackie Lingle	16870	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. new connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper. Born and raised on the farm. Please save the farm. Everyone likes to go home, best of all for the holidays, for turkey, ham, mashed potatoes, gravy, God I am getting hungry.	GC-6 NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 T-10 AR/E-7 T-12 GC-7 A-1
395	Hartman	Sierra	16870	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. new connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible.	GC-6 NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 T-10 AR/E-7 T-12 GC-7 A-1

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				6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper. The farm is the home of my grandparents. We all love to go for the holidays.	
169	Hay	Conran & Sandra	16827	Currently the biggest problem on Rt 322 is the truck traffic. It seems that the PA 144 Corridor would be a better solution than either the PA 322 or the Existing Corridor options, with the least impact on residents, businesses and towns. In addition, the PA 144 Corridor is the most direct and shortest route to reach I-80, thereby saving time and fuel consumption. Both the PA 322 Corridor and Existing Corridor have a plethora of businesses and/or families that would be adversely impacted, significantly more than in the proposed PA 144 Corridor. The PA 144 Corridor encompasses mostly rural areas with more open space with fewer impacts. The other two Corridors, which encompass a lot more developed space, will have significant impacts to communities and businesses, as well as to existing farmlands. All three corridors have historic properties and towns that would be negatively impacted as to their ambience, noise pollution, tourist attraction value, etc.	T-12 T-8 GC-6 AR/E-4 SER-4 A-1 CR-1 SER-8 NR-2
170	Hayman	Aaron	16827	I would like to formally object to option 3 of the 322 routes proposed. Of course, my personal motivation is to continue to raise my 3 children in our house and on the land they now call home. Losing it would devastate all of us. That said, I recognize that someone will lose their home to this project, and that the project is necessary. But option 3 seems like a poor option for several reasons: 1) From what I can tell, it does not do as much to alleviate the traffic congestion as well as other options like 4 and 5. 2) It cuts through a disproportionate number of large neighborhoods, including several new ones not in the original survey used for the study. 3) It would destroy several historical landmarks. 4) It would put at risk several conservation projects for stuff like wetlands and protected land. I know that several of these projects are in the process of contacting the EPA to get them involved. Thank you for considering my input.	GC-6 AR/E-4 T-7 SER-4 GC-1 CR-1 NR-3 NR-6
301	Headley	Barbara	16827	Having spoken with you at the recent Open House at the Wyndham Hotel in Boalsburg, PA this email includes comments for the "State College Area Connector" PennDOT project. 1) The project needs a NEW name! This project is two fold: A) Route through truck traffic from Seven Mountains East of State College to Route 80 B) Upgrade the road for safety of the existing segment of Route 322 from Seven Mountain Summit East of State College to the Boalsburg and State College Route 322/I-99 exits. In as much as the truck traffic is the most deadly in terms of accidents - it seems to make sense to find the most direct route to Route 80 for trucks. I have been involved in this discussion about this regional road improvement for over 50 years - I do not understand how highway planners have not yet grasped the two very distinct types and needs the daily of traffic using this segment of road and wrongly continue to name it and plan it as the State College Area Connector. These two distinct projects need a new names as designed and built. My hope in order to preserve farmland, quality of life - quiet, water and air quality, value of human life over business factors is that PennDOT goes back to the "drawing table" to: 1) Upgrade existing Route 322 from Potters Mills to Boalsburg to be a Local Business only type route with wider berms for cars to travel around cars which need to access the auxiliary roads and driveways along Route 322. Not creating a divided highway like the current 322 running from the Route 45 to Grayswood exits. 2) Then for the through truck traffic traveling to Route 80 - it would make sense to investigate using a route from Potters Mills to Pleasant Gap I-99 exits. The current Alternative Route 144 designs presented all ignore the discussions which were held before and spearheaded by a world-renown civil engineer, who lived in Boalsburg, proposing the road to tunnel through Nittany Mountain from Centre Hall to Pleasant Gap with existing underground commercial tunnels upgraded for continuous truck traffic or new tunnels cut to avoid an over the ridge route. It is important to limit the amount of farmland, homes, and businesses being displaced or polluted with carbon gas emissions from daily truck traffic for all areas of Centre county affected by these road improvements. My hope is that PennDOT will work on a solution that allows for consensus of all areas to see the road improvements occur; but do not destroy the natural beauty and resources of our region. To be very specific Alternative Routes 322-2 and 322-3 both are crossing the headwaters of the Chesapeake Bay which is Cedar Run as noted on the maps. Additionally, the addition of greenhouse gasses in this area would be adverse to the current State Administration's directive to decrease those gasses in this area of Centre county in future years. As I acknowledged to you, I do not envy your team's task to deal with so many stakeholders but I trust you to not pit one group against the other. There is a need for highway improvement for both car and truck traffic safety and with all the years of experience and smarter road building methodology and techniques - let's go back to the drawing board with more current information gathered and all stakeholders working together. The trucks are merely passing through our area -their owners should not be the driving force (no pun intended) for the final design of the road.	GC-3 GC-6 GC-7 T-2 AR/E-2 T-12 A-1 SER-4 NR-6 NR-1 AR/E-12

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171	Heinz	Asia	16827	We would like to express the reasons for our opposition to the 322 connector routes designated in PennDOT Planning as the State College Area Connector. Four of these routes (322-1, 322-2, 322-3, 322-4 and 322-5) are unacceptable. The reasons are as follows: Environmental concerns: any modification to 322 would increase greenhouse emission. The connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area.) Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Comingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. Disruption to homes, schools, businesses, and neighborhoods: All of the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided and communities destroyed. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper	GC-6 AR/E-4 NR-1 AR/E-2 NR-3 A-1 T-4 T-6 T-7 SER-4 NR-6 T-10 AR/E-7 T-12 GC-7
172	Heinz	Chris	16827	We would like to express the reasons for our opposition to the 322 connector routes designated in PennDOT Planning as the State College Area Connector. Four of these routes (322-1, 322-2, 322-3, 322-4 and 322-5) are unacceptable. The reasons are as follows: Environmental concerns: any modification to 322 would increase greenhouse emission. The connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area.) Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Comingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. Disruption to homes, schools, businesses, and neighborhoods: All of the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided and communities destroyed. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper	GC-6 AR/E-4 NR-1 AR/E-2 NR-3 A-1 T-4 T-6 T-7 SER-4 NR-6 T-10 AR/E-7 T-12 GC-7

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173	Heinz	Colette	16827	We would like to express the reasons for our opposition to the 322 connector routes designated in PennDOT Planning as the State College Area Connector. Four of these routes (322-1, 322-2, 322-3, 322-4 and 322-5) are unacceptable. The reasons are as follows: Environmental concerns: any modification to 322 would increase greenhouse emission. The connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area.) Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Comingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. Disruption to homes, schools, businesses, and neighborhoods: All of the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided and communities destroyed. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper	GC-6 AR/E-4 NR-1 AR/E-2 NR-3 A-1 T-4 T-6 T-7 SER-4 NR-6 T-10 AR/E-7 T-12 GC-7
174	Heinz	Steve	16827	I am the building owner of the EnergyCAP HQ office at 360 Discovery Dr. I am also a member of Calvary Church and donated the former Aikens tract to Calvary. Any alignment on or adjacent to Harvest Fields, Calvary, Discovery Dr, Boalsburg Technology Park will have very significant adverse impacts to constituents and Harris Township, and degrade quality of life for thousands. Moreover, routing ten thousand through-trucks into and then back out of State College highway networks would seem to run counter to smart regional planning and will degrade quality of life throughout the Centre region. I understand that farmland disruptions are also undesirable, but a 144-area route would seem to be in the best public interest.	GC-6 SER-4 SER-5 SER-10 T-12 A-1 AR/E/-4
175	Henning	Bill	16827	Rt. 322 is a mess and needs to be fixed. Since over 33% of traffic is trucks and 87% of that is regional. It makes the most sense to get the trucks over to Rt. 99 the shortest possible way, which is one of the routes on Rt. 144. This will save a lot of residential neighborhoods as well as many small businesses. RT 144!	T-1 T-12 SER-4 GC-6
335	Henry	Crystal	16828	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. new connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the	GC-6 NR-1 AR/E-2 NR-3 T-6 T-7 SER-4 NR-6 T-10 AR/E-7 T-4 T-12 GC-7 A-1

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				proposed Potter township routes (144). This option would allow our local businesses to continue to prosper. I farm at 1551 Linden Hall Road, Boalsburg 16827 with my boyfriend and family. This road is planning on taking out our farm which is how we all pay our bills and survive.	
176	Henty	Scott	16827	We have concerns about Ridgeview #1. The planned route goes through a major community church - Calvary. It also appears to impact a new Township facility and industrial Park. We would recommend not utilizing this route. Thanks for providing a vehicle to express our views.	GC-6 AR/E-4 SER-4 SER-5 SER-10
177	Henty	Susan	16827	1. Maps need to be updated to show the public existing buildings in order to make an informed decision. 2. The Ridgeview 1 goes through the Calvary Church, the Boalsburg industrial park/technology park and those buildings are not on the maps. 3. The 144-3 alignment option makes the most sense for length and direct access to Rt. 99	GC-1 GC-6 AR/E-4 SER-4 SER-5 SER-10 T-12
336	Herbert	Dennis & Mary Ann	16828	Build on the current route of 322 or very close to it. The state already 1. Owns the route. 2. We know 90% of the enviro issue, 3. the cost is way below any other route. 4. The public already lives with the impact of the traffic and chose to build and buy along that existing route! 5. An urban four lane on this route will only enhance safety and portability! Common sense! Please consider and avoid the pyrite crisis that occurred by cutting through a mountain.	GC-6 AR/E-4 NR-4 SER-4
178	Herr	Mary Guerriero	16827	I believe the six page handout, "State College Area Connector" handout was quite comprehensive and well done. I also appreciate the public information sessions held at the Mountain View Ballroom and then men and women representatives answering my questions. It was especially helpful to see the computer generated map that clearly showed the "322 Valley 3" alternative route that would annihilate our home at 141 Moonhill Lane! I walked away with a solemn face and heavy heart. How dreadful that not only my family, but all the families in this 70 square mile study area, must endure and expensive invasion of our Happy Valley by PennDOT. Was it just 12 years ago that we faced a similar study! Please focus on the two alternative routes, the Route 144 plan and spare the majority of Centre Hall residents and the expansion of Route 322, all the while, be cognizant of all humans, creatures, and natural resources. Do the least harm to all involved living on the land.	GC-6 SER-4 ROW-4 AR/E-7 NR-6 AR/E-4
49	Hickey	James C.	16801	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. new connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	GC-6 NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7

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50	Hickey	Jon B.	16801	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. new connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	GC-6 NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7
179	Hickey	Beverly	16827	I agree with the following: Environmental concerns: any modification to 322 would increase greenhouse emission. The connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area.) Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Comingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. Disruption to homes, schools, businesses, and neighborhoods: All of the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided and communities destroyed. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper. I believe the least disruptive solution to Business 322 is to widen then current Rt. 322. I do feel that tractor-trailer traffic needs to be re-routed directly from Potters Mills to Interstate 80 either thru or over the Centre Hall Mountain.	GC-6 NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7 AR/E-4
409	Hicks	James and Nicole	17011	We would prefer the 144 alt. corridor routes be selected and built rather than the 322 alternatives. 144 seems to impact less residential homes, businesses, churches, etc. We think the cost (which most likely would be higher than the 322 option) would outweigh the impacts to everyone along 322 and allow the truck traffic a more direct route to routes 99 and 80. By taking the truck traffic off and away from 322, this would perhaps make the issues facing 322 now diminish.	GC-6 SER-4 AR/E-2 AR/E-4 T-8 T-12 NR-6

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180	Hock	Kristina	16827	Regarding the proposed routes, 322-2 and 322-3, I have the following concerns: Carbon "greenhouse gas" impact – the PA 144 route is 8 miles shorter trip for tractor trailers traveling between US 322 to Rt 80. Reclassify US 322 in Harris Township as "Business 322". This allows for changes (like traffic lights) that would attract traffic to the high speed PA 144 route. Water displacement or poisoning through Spring Creek and Cedar Run Destruction of agriculture lands. Invasion and destruction of wetlands and those in restoration process. Increased air and noise pollution. Decreasing home values. Destruction of natural habitats. Severe impact on several historic communities.	GC-6 NR-1 AR/E-2 T-12 GC-7 NR-6 NR-1 NR-2 A-1 NR-3 CR-1 ROW-4
181	Hock	Patricia	16827	It is my hope that the 144-3 route be selected. The amount of noise and traffic at the current level is difficult. To increase it would destroy a historic village and the State College/PSU quality of life. To have the heavy traffic similar to Rt. 80 is just wrong and dangerous this close to a vibrant community.	GC-6 AR/E-4 NR-2 CR-1 T-6
182	Hock	Winand	16827	I support using option 144-3. It would be the least disruptive for most people and would have minimal impact on residential and business property. 144-3 is also the shortest route to reach I-80 and would still connect to I-99 for southbound traffic. Fewer miles means less pollution from trucks and other vehicles. There is also the issue of noise pollution. Going through open areas such as 144-3 would reduce noise pollution. Option 144-3 would provide a dedicated route for truck traffic going to I-80.	GC-6 AR/E-4 T-12 NR-1 NR-2
337	Hockenberry	Bruce	16828	Nearly a billion dollars for what? As a resident of Linden Hall (a quiet village) my way of life and property value will be greatly diminished by 322-2 or 3. We have so much wildlife in our little piece of undeveloped Centre County. (There isn't much left!) We have deer, bears, heron, mink, and bald eagles, and their habitat will be destroyed. The good news is for 7 days a year, PSU football traffic will run a bit smoother. Well worth a billion!	GC-6 ROW-4 AR/E-2 T-2 T-10 NR-6
338	Hockenberry	Melissa	16828	As a resident of Harris Township, specifically Linden Hill, I feel they should widen the existing road and leave nature alone. It would be the least disruptive to our township and help preserve the quant unique village of Linden Hall.	GC-6 NR-6
339	Hollender	Bruce	16828	After review I strongly favor upgrading the existing Rt. 322 highway or going over the mountain on Rt. 144.	GC-6 AR/E-4
51	Holsing	Cathy	16801	I believe it is important to have safe and efficient transportation access to State College and to connect the major highways within the Centre Region. I am very opposed to option 322-2, which runs directly through the property of Calvary church. This organization, with a newly constructed building, serves not only a large faith community within the Centre Region but has also enabled other non-profit organizations to make use of their property to serve a variety of other audiences and to address other community needs. Footprints in the Fields is one of these non-profits which has greatly benefited from being able to use the Calvary Harvest Fields property to create a pregnancy and infant loss remembrance garden on the Harvest Fields grounds. This special place has been created to provide a sacred space of remembrance for families from anywhere within the region who have suffered the loss of an infant or young child. Often, these losses are not recognized with a special place of their own, and our garden is such a space. Destroying this space will cause pain and suffering for families who have already lost so much. For this reason, I ask that you consider alternative routes that would meet the transportation needs of the community without creating more loss for grieving families.	GC-6 AR/E-4 SER-4 SER-5
340	Hoover	Eric	16828	Thank you for reading my concerns. I am currently a resident of Boalsburg. I think the biggest problem is the high volume of truck traffic on 322, for that reason, I think the 144 route options are the best. If those routes aren't feasible, then the 322-4 option looks best because it doesn't destroy the beauty of this part of Penns Valley. Putting a road down the middle of the valley (322-3, 322-2) are the worst options because they have the biggest impact on the beauty and nature of the valley. In addition, you don't need to create a new 322/4,5 interchange when the present interchange is completely functional with relatively mild modifications. Please don't make the residents of Happy Valley unhappy by destroying the beauty of our part of Penns Valley.	GC-6 T-7 SER-8 AR/E-4
183	Horning	Katherine	16827	Would like consideration of traffic light at Bear Meadows and 322. Also 322 routes 4/5 will unnecessarily cut through Bear Meadows and impact Tussey Mountain (home to skiing and lots of mountain bike trails.) Nowhere did I see Tussey Mountain labeled a recreation area. Also are any noise reduction/protections going to be studied? Rt. 322 is already very loud and adding more lanes will significantly increase noise pollution.	GC-6 GC-7 SER-4 NR-2

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184	Hull	Ken	16827	I strongly encourage there be NO consideration of any Rt. 322 alternatives but please go 144-3.	GC-6 AR/E-4
404	Hurst	John	16875	Well done! Informative. Not so much like the changes but it is needed I think.	Thank you for your comment.
418	Hurst	Jackson	30144	The 2 alternatives I support for PennDOT's State College Area Connector PEL Study is: 1. Build (New Location) Alternative 2. Upgrade Existing Roadway Alternative 3. Transportation System Management Alternative PennDOT should drop the No Action/No Build Alternative because this alternative will not help with increased population growth in the State College area.	GC-6 AR/E-4
185	Hurvitz	Steven	16827	Environmental concerns: any modification to 322 would increase greenhouse emission. The connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area.) Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Comingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. Disruption to homes, schools, businesses, and neighborhoods: All of the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided and communities destroyed. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	GC-6 NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7
186	Hylbert	Lyndsey	16827	I have concerns regarding the 322-2 and 322-3 plans. There are many historic and natural sites in these regions. I dislike the proximity to Mt. Nittany and also the total destruction of Linden Hall.	GC-6 CR-1 NR-6
8	Immel		0	I'm following up from my husband Michael's phone call with you this morning regarding our farm at 227 Nittany Meadow Farm Lane in Harris Township. As he noted, our farm is not marked with the Clean & Green designation on the interactive map. In addition, PDF version of the agricultural map still does not show our property in the ASA. We would appreciate it if these could be updated.	GC-1 A-1 Mr. Immel was contacted, via phone, to inform him that the project mapping would be updated as requested after confirmation with Centre County.
341	Immel	Michael	16828	I feel that 322-4 Ridgeside 1 is the best option provided. After reviewing the study documents, it appears that this route has the least amount of impact on natural resources, socioeconomic resources, and cultural resources. It would make the most sense to choose the route that impacts the fewest number of residences and businesses.	GC-6 AR/E-4 NR-6

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342	Ishler	Beverly	16828	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. new connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	GC-6 NR-1 AR/E-2 NR-3 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-4 T-12 GC-7
343	Ishler	Edwin	16828	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. new connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	GC-6 NR-1 AR/E-2 NR-3 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-4 T-12 GC-7
188	Johnson	Peter and Patricia	16827	My wife and I own a condo located in the Gates community adjacent to the wonderful Tussey Mountain and the very important watershed that surrounds it. We are very disappointed to learn of the possibility of roadway expansion to ease traffic going through this area, specifically the 322-4 alternative being suggested. It shouldn't even have to be said that this is a very important environmentally sensitive area. The development of a major roadway through this watershed would be devastating to Spring Creek which begins its life at the base of Tussey, the very same location your 322-4 is proposed. As per StreamsConditions.com "Spring Creek is PA's premier brown trout fishery with more wild fish per mile than any other stream in the state." Please do a simple google search on this and you will have more info on this. This 322-4 alternative would destroy Spring Creek. Putting aside the fish, this very important location directly borders preserved state land that is used for hiking, biking, skiing and hunting. This unique area and the current access to it, distinguishes State College as a green space and the community that embraces it. Your proposal 322-4 goes directly against the balance of a growing community and the precious natural resources that attract the people that moved there. Proposal 322-4 would strip away one of the most precious locations near State College. If you plan to continue to push this alternate, you should expect tremendous push back from an environmental standpoint. There are many environmentally conscious people in State College that would more than willing to back this cause to prevent this. It would be a fight. Please do the right thing for the enviro and immediately take this proposal off your list of potential expansions for traffic control.	GC-6 NR-3 NR-6 SER-4 SER-3 T-2 AR/E-7 AR/E-4
344	Johnson	Dennis	16828	I live on Rt 144 where the alternate that partially uses the current alignment, looks like it just misses my property. I assume this alternate if it is used will remain where it is shown? Or could it change and affect me more?	GC-6 AR/E-4 AR/E-11

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345	Johnson	Ron & Cheryl	16828	1. In recent years consideration to complete the last piece of 322 was it would be done in the 322 corridor - not 144. Residents and officials are surprised by the 144 corridor discussed. 2. 322 corridor has ample options for a solution within that corridor. 3. We understand 75% of traffic is cars whose destination is State College and while 80% of truck traffic's destination is I-80 it is a small % of the overall traffic. Both car and truck traffic can be accommodated in the 322 corridor. 4. We note the historical agricultural nature of Penns Valley and there are agricultural, environmental, an natural resource issues with the 144 corridor. 5. While all of Centre County will benefit from a safer completed 322, Penn State/State College benefit most. 6. Potter Township planning has all been around the road being in the 322 corridor. 7. in summary, Yes to 322 corridor. No to 144 corridor.	GC-6 AR/E-4 AR/E-2 T-4 T-8 CR-1 A-1 NR-6
346	Jordan	Laurie	16828	I am against all the 322 options and would ask that you focus on the 144 options. As someone who lives along 322 close to Neff Road, any of the 322 options would cause a significant reduction in our home value. This is not just about cost or convenience, it about families and community. The houses that will be affected somehow, as well as the established businesses, will be catastrophic. Cost is secondary to people's homes, property values and livelihoods. People who live along 322 are aware that traffic will still be an issue. But the majority of trucks would use the new 144 option - it would be mostly cars and some trucks left on 322. I can assure you that the people who live there would prefer that over a 4 lane highway in their front or back yard.	GC-6 AR/E-4 ROW-4 SER-4 T-7 T-8
347	Jordan	Thomas	16828	Our property (house) is located right between the US 322 connector options (1,2,3 and 4 & 5). These options appear to be very close to the property without transgressing it and will definitely affect the property value. Having a major limited access highway so close will be unsightly and increase traffic noise. I've lived here for 21 years and know that trucks/tractor traffic on Rt. 322 is a major problem. 75% to 80% of these vehicles are heading to I-80 and it seems feasible to take a more direct route using the 144 corridor. I can't imagine that improving the existing highway could even be considered with all of the existing businesses, houses and communities that need direct access to this roadway. Using the existing Rt. 322 logically appears that it should not even be a consideration.	GC-6 ROW-4 NR-2 NR-6 T-7 T-8 AR/E-2 AR/E-4 SER-8
348	Kanagy	Ron	16828	Corridors 322-1-2-3-4-5 would directly negatively impact my property due to being located at beginning (2 mi. west Potters Mills) Corridors are combined into two options: 322 1-2-3 and 322 4-5. Both cross my property in critical manner. I have no comment at this time due to needing further thought and research. Regardless of either corridor my property will not be habitable for residence and not want it to go around me either at this point - have to think more on that.	GC-6 ROW-4 AR/E-4
349	Kanagy	Ronald	16828	I cannot be confident that landholders will be fairly compensated to the extent that we can replace what we have built over many years. Availability of moving or purchasing new properties is dire in our area. Appears impossible to find or replace what I have presently even if PennDOT issues fair compensation. Then I have to worry if as a landowner we push back will PennDOT just go around me and I'm stuck with loss of property values, business income (Airbnb due to noise; no scenic views) and the constant noise. If you only take a part of my land I then lose eligibility under clean and green which saves me annually on taxes. Examples of replacing acreage right now: in my backway Back Mountain Road there's land parcels for sale at these prices: 13.2 acres. $209,000, 11.3 acres $189,000, 10.02 acres $189,000. Just land no house, barn septic, well or landscaping. Replacing what I own is cost prohibited. For above reasons, I have to oppose the 322 corridors. Note: Need a barn to house my grandchildren's 4-H projects.	ROW-2 ROW-4 ROW-5 ROW-7 NR-2 GC-6 AR/E-4
189	Kane	Jennifer	16827	Thank you for taking input from affected residents and business owners. As a 26 year long resident I agree with the Harris Township board of supervisors that 144-3 is the only logical, and least disruptive choice for the I-80 Connector route. It would give big trucks the shortest route from Seven Mountains to I-80, saving on time, overhead and fuel consumption. Within the past few years, the east side of Boalsburg has flourished, with the addition of new homes, a church, businesses and industry that are all vital to the community. Any of the routes that pass through Harris Township would destroy the new growth and harm the town as a whole. Boalsburg is a historical town of nearly 2000 households, dating back to the stagecoach era, with many life-long or generations-long residents. Please consider choosing the 144-3 route.	GC-6 AR/E-4 T-12 SER-4 SER-5 SER-10 CR-1
190	Kane	Tim	16827	Although I couldn't make it to any of the info/feedback meetings, I find that our township supervisors have succinctly summarized my thoughts (as well as virtually all my neighbors' too!) regarding this: https://www.harristownship.org/board-of-supervisors-releases-comments-on-proposed-alignments-for-the-state-college-area-connector-project/	GC-6

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191	Kaniecki	Danielle and Craig	16827	We would like to express the reasons for our opposition to the 322 connector routes designated in PennDOT Planning as the State College Area Connector. Four of these routes (322-1, 322-2, 322-3, 322-4 and 322-5) are unacceptable. The reasons are as follows: Environmental concerns: any modification to 322 would increase greenhouse emission. The connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area.) Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Comingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. Disruption to homes, schools, businesses, and neighborhoods: All of the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided and communities destroyed. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper	GC-6 AR/E-4 NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7
192	Kaplan	Kyle	16827	The 322 options would devastate Boalsburg and Harris Township. The amount of traffic on Bear Meadows Road in front of Tussey Mountain makes widening the existing road unattainable. It would be unreasonably dangerous to force drivers to turn right onto 322 and require them to do a U-turn to travel to State College. The 144 options have the least impact on people, which should be the primary concern. If a 144 option is chosen, a stoplight could be added to the intersection of 322 and Bear Meadows Road. This would make the community much safer and dissuade truckers from continuing to use 322. The wise choice is 144. It is the best option. Thank you!	GC-6 GC-7 AR/E-4
193	Karch	Brad and Jennifer	16827	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. new connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	GC-6 NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7

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194	Karsten	Heather	16827	I have grave concerns about the safety and environmental impacts of the connector. For the following reasons that the route to be as direct as possible along Rt. 144: 1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. The connection between 322 and 80 needs to be as direct possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: the headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruptions to homes, schools, businesses and neighborhoods: all of the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-S) Would be especially disruptive to the region and especially to the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football meeting Penn State events is unimaginable. 322 in the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: it is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). this option would allow our local businesses to continue to prosper.	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7
86	Kaye	Jason	16803	I strongly oppose any of the alternative corridors for 322. I agree with the input from Harris Township Board of Supervisors on all fronts. I support upgrading the existing 322 corridor. None of the PennDOT materials support the assertion that high peak hour traffic volumes cause unacceptable congestion. My direct experience is that 322 is crowded only 5 times per year, during home football games and there is no justification for a large, limited access highway on 322. Furthermore, a larger highway in this area will destroy one of our greatest amenities - the mixed use bucolic landscape. It will also decrease amenities for local car, bike and pedestrian activity, effectively cutting our valley in two. Consider that the Penns Valley/Brush Valley Rural Historical District will be degraded by some of these alternative corridors, and the Rothrock State Forest will be degraded by others. These features, our forests and farms are the heart of our community. They make the area a great place to live, and a major highway will degrade our quality of life. The benefits don't outweigh the costs, the existing 322 corridor should be made safer. Your report says that the current roadway doesn't meet driver expectations. Which drivers? The data emphasize the % truck traffic is high. But that doesn't mean total volume is high. And our community be degraded to make it faster for trucks.	GC-6 AR/E-4 T-2 T-10 SER-4 GC-7 CR-1 SER-3 SER-8 NR-6 A-1 T-1 AR/E-2
9	Keil	Mike	0	My comment includes harvest field, Calvary church, Rothrock state park, Boalsburg, tussey ski area - rt 322 corridor. Do not consider alignment #4 through the 322 corridor- it would be extremely disruptive to existing community gathering areas, businesses, long-standing (often historic) residential areas. This would introduce noise and light pollution adjacent to and intersecting with Rothrock state park, a treasure of the local community 322 between potters mills/tusseyville and Boalsburg currently allows bypass to route 80 without this disruption, why plan an extension or widening that interferes with existing homes and businesses when several alternatives exist that allow increased volume with far less disruption? I assume improvement is intended to improve traffic flow, an economic advantage to PA State, but with plan #4, this comes at a substantial cost to the economy of the local community- please do NOT consider this particular plan	GC-6 AR/E-4 SER-5 AR/E-2 NR-2 SER-3 SER-4 CR-1 T-2

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195	Keil	Jessica	16827	As a resident of Boalsburg Pa. I'm writing to urge you to not destroy the quality of life of our village and natural resources of Rothrock State Forest which bring outdoor tourism and is essential to our quality of life with your proposed new highway connection. Please do not consider Alignment #4 through the 322 corridor as an alternative for the connector to interstate 80. Alignment #4 will be detrimental to a church that serves thousands of people in the Centre Region. Not only Alignment #4 be detrimental to our church, Calvary Harvest Fields, it will also significantly impact a growing community gathering space. With hundreds of thousands of community dollars already invested in biking and hiking trails, disc golf, a park, ball fields, and other public use spaces, this 100 acre plot is more than just a church, it is a community space. Alignment #4 will impact the Tussey mountain area and the public use of Rothrock State Forest. Alignment #4 will impact businesses and Harris Township significantly. Alignment #4 will be costly to the community and PennDot because of the value of the space. We respectfully submit that the alignments which follow the 144 corridor will impact the least amount of homes, business and people. It is Alignment #4 that will close Calvary Harvest Fields, but again we suggest that the 144 routes will impact the least number of people, homes and businesses.	SER-4 SER-3 GC-6 AR/E-4 T-12 SER-5
350	Kell	Marcia	16828	I am a resident of Potter Township and both of the RTE. 144 routes pass through the middle of my property and take my home. In addition the 144 routes will forever change the quiet pastoral beauty of the area and have broad negative impacts to the Valley. These routes will directly or indirectly negatively affect the water well supply to Centre Hall, farms and farmland as well as the Grange Fairgrounds just to name a few key items. The recently completed 322 expansion over the mountain has dramatically increased the noise level at my home primarily due to trucks traveling at 55 mph or greater and their use of jake brakes. I am opposed to the 144 routes and urge the use of the existing 322 options.	GC-6 ROW-5 SER-6 SER-8 NR-2 NR-6 A-1 NR-9 AR/E-4
196	Kelly	Chris	16827	Living near Tussey Mountain provides beautiful views and excellent family fun that would be extremely impacted by any 322 1, 4 or 5 alternatives. Also with even more severe issues getting in and out of Bear Meadow Road during events with a highway there regardless of bridge or side road access. Also, Bear Meadow Village has a backyards that lead to 322 4 and 5 that cause noise issues, and concerns for kids. Noise is already a concern for the neighborhood with truck traffic and illegal brake retarder use between signs. We need the trucks further away from these neighborhoods and Tussey Mountain Resort.	GC-6 SER-8 T-7 NR-2 NR-9
52	Kennington	Megan	16801	Alternatives 322-2 & 322-3 seem like best alternative. Updating the existing route will create so much more traffic and noise to the residents and reducing the value of homes greatly. Going through Tussey Mountain ski area and nature trails and residential neighborhood would be a detriment and have such a negative impact to the wonderful outdoor community we have.	GC-6 AR/E-4 SER-3 SER-4 NR-2 ROW-4
53	Kerr	Paul	16801	My name is Paul Kerr, and I am President of Kerr Land & Cattle Company and the Kerr FLIP which owns the farm property at 2165 General Potter Highway, Centre Hall, Pa. 16828. It is in an Agricultural Security Area and Agricultural Zoning District with over 300 acres of Productive Agricultural Land. It is also Prime Farmland Soils. We also are registered as a Clean and Green Property. We are very concerned about Alternate Routes 322-1, 322-2, and 322-3 splitting our property and pastures in half. We have a cow/calf operation with just over 200 head of beef cattle. Our operation is self-contained in that we feed our cattle everything produced from our crops and pastures. What we don't feed to the cattle is sold. The feeder cattle get sold to a distributor for Whole Foods. The proposed highway divides and separates pasture fields for which the cattle need to graze, let alone take away valuable pasture/grazing land. How are we to get cattle across the highway as they are moved frequently to different pastures for grazing? All of the cow/calf, feeder, and storage buildings are on the South side of proposed routes. How are we to get our equipment across the highway from the buildings they are stored to trim pastures, make hay, plant and harvest crops, check on the cattle, etc. on the North side? To once again move cattle back and forth to buildings for shots, vaccinations, medical attention, and birthing? We see it as a major disruption to our cow/calf operation and could put us out of business. We are also very concerned with chemical input from a new highway affecting our well water quality and soil fertility negatively, as well as the degradation of air quality and tree shade. Our operation and properties get audited every year to meet the strict conditions to be a supplier to Whole Foods. They are very particular about the environment in which the cattle are raised. This proposed highway through our property could jeopardize our relationship with Whole Foods, our main source of income for the farm. In addition, the interchange near Wagner Road off of the Alternate Route 322-4/322-5 takes out the main entryway into our farm and butts up to our cow/calf barn if it doesn't take it out, and attached corral area. The US 322 Upgrade Existing Corridor also takes out the main entryway into our farm, butts up to our cow/calf barn, and hits our feeder barn and attached corrals. This is a major problem to getting cattle, product, and equipment in/out	GC-6 A-1 AR/E-11 AR/E-4 NR-6

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				of the farm. Thank you for the opportunity to express our concerns about the proposed 322 Alternatives highway project and 322 Upgrade Existing Corridor through our beef cattle farm operation. We feel it would disrupt and close our operation. Please keep me informed with any information or questions.	
197	King	Lee & Michael	16827	We support the 144.3 corridor. 1. This should not even be referred to as the "State College Connector." The bulk of heavy traffic coming west/going east, that is not truck traffic coming west / going east, is made up of people going to Penn State. They would probably be thrilled to take a 4 lane no matter where as long as it dumps them out of the stadium or Bryce Jordan Center. 2. Trucks would go 8 miles vs. 20. Less noise pollution and greenhouse gases through more populated areas. 3. Wetlands. I've included photos of the wetlands on our property. These are bracketed by ponds to our east and Galbraith Gap to our west. 4. Cost, at first thought it seems that 144.3 would be an expensive option, but PennDOT would be obligated to buy more properties with more value through Boalsburg. Probably a wash re: cost but less people displaced.  	GC-6 AR/E-4 GC-3 T-8 T-1 T-12 NR-3 NR-1 NR-2 AR/E-10 ROW-1
198	Kisner	Bert	16827	Proceed with haste through NIMBY Harris Township.	Thank you for your comment.
351	Kissell	Jennifer and Cody	16828	Almost 20 years ago, rt. 45 into Boalsburg had a few sleepy neighborhoods and farms dotted along its borders. Today, 2 brand new neighborhoods have been developed. Additionally new independent homes on large properties with high value have been built. For my family, my husband and I and our three kids, we have been waiting for our dream home in the valley for 10 years. This year we finally we did it. Who would have thought a Marine veteran and registered nurse could afford 8 acres of paradise in State College School district? Our joy was stifled the moment I saw the map of possible trajectories for US 322 expansion. Options 1, 2 and 3 ALL affect our beloved homestead. Quite frankly this feels like it came out of nowhere. Back in 2004 the plan was always to follow the Tussey Ridge, I came to discover through the article on StateCollege.com that that is no longer the plan. Our home is valued at 750k. It was sold to us at a lower price as parents were the previous owners. Please consider not only the financial burden from your decision on your end, but also the emotional burden of having to uproot families!	GC-6 SER-4 ROW-1 NR-6
352	Kistler	Tom	16828	1. Thank you for inviting our attendance and our comments. 2. I have lived in Collier Lake community since 1985. 3. Most of the traffic is only interested in: reaching I-80 and reaching the PSU campus 4. Continuing the detour of trucks away from the 144 corridor, since it was closed, is a mistake.	GC-6 AR/E-2 T-7 T-8 T-12
199	Kochersperger	Denise	16827	I would prefer the route 144 choices. If you must choose 322, then 2 or 3. Please keep the traffic away from the heavily populated areas around Boalsburg.	GC-6 AR/E-4 T-6
200	Kolonay	James and Susan	16827	1. Since PennDot's initial studies, new businesses and neighborhoods have been established/grown along the current US322 corridor. Accordingly, the existing US322 should now be designated as a "business route". This should be step #1. 2. PennDot option 322-3 impacts the protected Shemp farmlands and wetlands and should be ruled out due to its environmental impact. 3. All of the proposed 322 routes will impact existing neighborhoods and cause irreparable harm. These routes should be avoided. 4. All of the proposed 322 routes will impact the headwaters of Cedar Creek and Spring Creek causing a manmade and unnecessary environmental tragedy. 5. The proposed PA 144 route is significantly shorter than any of the 322 options. Routing via PA 144 will result in a significant reduction in greenhouse gases.	GC-1 GC-7 GC-6 SER-4 A-1 NR-3 NR-6 T-12 NR-1

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410	Krentzman	Stephen	17044	We prefer the Rte. 144 option.	GC-6 AR/E-4
10	Kulp	Tyler	0	Tait Farm is an important part of the Centre County Landscape. Please do not cut it up for this highway plan. My family has so many fond memories of visiting the farm year after year for Christmas trees, plants from their greenhouse and their delicious organic produce and specialty food products. Thank you for your time.	A-1 SER-4
201	Lacchetti	Riccardo	16827	The PennDOT 1-80 Connector project should not be pursued as it is unnecessary and significantly impacts both the surrounding communities and the surrounding forest and natural environments some of which are federally protected areas. In particular, options 322-4 and 322-5 destroy several neighborhoods, local businesses, office parks, taxpayer and home owner property values, a community church, recently built parks and trails that were funded by over $300,000 of funds from local business and individual donations. The 322-4 and 322-5 cut right thru these areas. Additionally the proposed 322-4 and 322-5 come in very close proximity to both Rothrock State Forest and the US National Natural Landmark of Bear Meadows Natural Area. The negative impact to what is already a community that suffered significant business revenue losses in 2020 and early 2021 due to Covid shutdowns cannot and should not be impacted in this manner. Especially since this project is completely unnecessary. Further given the significant environmental impact of construction and ongoing pollution both State and Federal Law should mandate and require a comprehensive multiyear and multiparty environmental impact study to ensure in particular that the US National Natural Landmark Area of Bear Meadows is not impacted in any way. For reference please reference the Federal Mining in Parks Act as well as the Federal National Environmental Policy Act which has criteria for areas such as National Landmarks that have national significance. In conclusion as a resident, a PA taxpayer, constituent and citizen that values the trail systems, neighborhoods, businesses, and overall serenity of the community I strongly oppose this project and ask that it not be pursued by PennDOT.	GC-6 T-2 NR-3 SER-4 SER-5 SER-3 NR-6 NR-7 AR/E-7
24	Latten	Cheryl	16652	I would like to express my support for not building the new road through Harvest Fields. Although I am not a member of Calvary Baptist, or even a resident of State College, I have spent many summer days at Harvest Fields. I know many people from my community who go there to play disc golf. It would impact the recreation of many people if it were taken away.	GC-6 SER-4 SER-5
54	Leagenich	Rebecca	16801	144-2 then switch to 144-3 stay along existing roads where possible. I have reviewed maps and considered impacts. One telling stat is 80% of the truck traffic, for which this limited access highway is being built, is not headed into State College area to service our needs. There is no reason then to sacrifice Rothrock Forest/Tussey Mountain/Nittany Valley to truck traffic, noise and fumes. We also do not need three highways from our valley. Climbing Mt. Nittany, I am astounded by the current level of traffic noise (high). Climbing Tussey Mountain to the top is peaceful. Tussey is a golden eagle flyway. It's natural attributes are a huge asset to life in the area. Recent development has included increased parkland and trails. We do not need to add noise and destroy the wild aspects of Tussey Ridge and the valley below. The proposals through the valley have these problems. Thus, I favor paths following Rt. 144 over the back of Mt. Nittany. I think these cause less environmental impact and also could be positive to Spring Township and Penn Valley area as they are indeed developing. For example, the Grange Park is used more and more often for large events. I trust you will avoid prime farmland as much as possible in the path of the road and provide wildlife crossings.	GC-6 T-8 NR-2 SER-3 A-1 AR/E-4 NR-6 NR-7
55	Leaman	James	16801	My opinion would be to enhance the existing corridor.	GC-6
56	Leaman	Shevyl	16801	After viewing 211 of the different possibilities, it just makes sense to widen the existing 322 road without interfering with 211 the other existing properties. It would be economical and it would not put a big hardship on others and businesses.	GC-6
405	Leary	Patrick	16875	There is a demonstrated need going back to the last century to separate the local from thru traffic on the 322 corridor between Potters Mills and the State College/Centre region. The traffic studies from the SCCCTS project clearly showed that the vast majority of traffic, both cars and trucks, were headed west to State College or to I-80 west at Woodland. Any idea of rerouting traffic north to I-99 needs to be rejected outright. We don't have the money to get all the State College traffic to Pleasant Gap, the same distance away from the Centre Region as they were at Potter Mills. That said, there has never been a successful rebuild of wetlands and agricultural land is priceless. People built structures are easy to build elsewhere when determining the final alignment.	AR/E-2 T-7 T-8 NR-3 NR-6 A-1

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26	Lingle	Bruce	16686	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. New connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper. Born and raised on the farm. Worked hard to get it to look so good.	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 T-10 AR/E-7 T-12 GC-7 A-1
27	Lingle	Laura	16686	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. New connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper. The farm is the home of my in-laws.	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 T-10 AR/E-7 T-12 GC-7 A-1
202	Lingle	Andrew	16827	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. new connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 T-10 AR/E-7 T-12 GC-7 A-1

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				proposed Potter township routes (144). This option would allow our local businesses to continue to prosper. We need the farm. This is our livelihood. Save the farm and land. Better for trucks to go 144.	
203	Lingle	Arlene	16827	In my personal opinion, along with many others in this area, we believe 144 east of Centre Hall would be the better route for the truckers. It wouldn't be damaging quite as much farm land as it would be here in Boalsburg. Farms are disappearing every where pretty fast. We do need farmers in order to grow produce and food. Also, to take 322 and add 15 feet on each side would be food and save damaging farm land as well and also would be less expensive. I'm a farmer myself. Pap Lingle bought our farm and we moved in 1950 and we're still living here today. We absolutely love our home and our beautiful land. It would be a shame to destroy for road.	GC-6 AR/E-4 T-12 A-1 SER-8
204	Lingle	Lexi	16827	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. new connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper. We need the farm for a living. We love our home and land. Would like it to go 144.	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 T-10 AR/E-7 T-12 GC-7 A-1
353	Lingle, III	Carl	16828	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. new connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper. I farm and grew up at 1551 Linden Hall Road Boalsburg 16827 and this is how I make my living.	NR-1 AR/E-2 NR-3 T-6 T-7 SER-4 NR-6 T-10 AR/E-7 T-4 T-12 GC-7 A-1
205	Lipson	Ken	16827	The 144 alternatives are by far my 1st choice - all the 322 plans will so impact the flavor and industrial growth of our quaint town. Plus my property is wetlands. The community food growing program on my land is the largest fruit and vegetable supplier to the Centre County food banks. Anything done on/to Discovery Drive would be a major disruption.	GC-6 NR-3 NR-6 A-1

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396	Little	Jason	16870	I wanted to provide the following public comments: 1) Although I don't live along the corridor I frequent this area regularly. I recognize the need for traffic improvements as SR 322 is a very dangerous road. I don't feel that any of the proposed routes are without challenges and urge PennDOT to choose the least impactful option to the local residents, businesses, environmental resources and the community. 2) I don't support SR 322 alignment options 4 or 5 due to their encroachment or close proximity to Rothrock State Forest. I feel that every attempt should be made to avoid any impact to the State Forest area as it is an extremely valuable resource to the local community. 3) Proposed SR 322-4 would negatively impact various Harris Twp. residents and businesses that are heavily used by the local community. 4) Proposed SR 322-4 would directly impact the Harvest Fields Community Trail network. This area is used by various community groups, is open to the public, was funded largely by local donations and is amazing resource to the community. I request that this route option be removed from consideration. 5) Proposed SR 322-4 would directly impact the Climb Nittany business and building. This business is new to the area and provides a great resource for outdoor enthusiasts. 6) I support the public comments offered by the Harris Township Board of Supervisors on 9/17/21. 7) PennDOT should push for options that divert heavy truck traffic away from the State College region to reduce further congestion. The bulk of this heavy traffic is headed towards I-80 or I-99 and should not stress the regions local or commuter roadways.	GC-6 SER-3 SER-4 SER-5 NR-6 AR/E-2 T-7 T-8 AR/E-4
99	Logue	Stephen	16823	I understand that the proposed Route #4 would obliterate Harvest Fields and the surrounding area. It would be a travesty to develop this space as it has become a beloved recreation area and event destination from the Centre County community. Harvest Fields is home to Calvary Church, which has developed its outdoor space to include a bike trail and frisbee golf course. It also hosts two ponds, open green space and a place for the public to enjoy nature. Penn State women's Rugby has even hosted one of their marches here! Calvary is open to the public for church as well as non church events. Some business and a senior care facility also call the area home. Please do not turn this area into a road.	GC-6 SER-4 SER-5
96	Loop	Eric	16804	My layman's interpretation of the data presented point me to a Rt. 322 build corridor option over 144. That's largely driven by my interpretation of traffic and environmental presentations. Which yields the questions: What am I not taking into consideration? Thanks for making the process available for review/comment.	GC-6 AR/E-4 T-7
206	Lope	Chris	16827	After walking through the stations and hearing from the experts, it appears that the greatest environmental impacts is one of the 322 options. Spring Creek, Cedar Run and the wetlands are critical to the sustainability of the environment. This appears to be the most impacted area. Our local waters have been resilient and came back from many years of industrial and environment abuse - it cannot continue to be abused. 144 seems to be an option that has far less environmental impact, as well as fewer homes affected.	GC-6 AR/E-4 NR-3 NR-6 SER-4
207	Lope	Christopher	16827	Bringing additional heavy truck traffic through populated areas, disrupting open areas that include wetlands and the headwaters of the Spring Creek watershed, and adding miles to a route to Rte 80 that don't seem necessary have made us question why any 322 options are even on the table. Please don't let politics dictate what happens with this project. The logical route, which seems to be to connect with the end of 99 in Pleasant Gap saves miles, reduces the emissions associated with those miles, and keeps the project away from Spring Creek, one of most valuable resources in the county. Spring Creek is resilient and has bounced back from many environmental miscues, but it is not infinite. It will suffer with additional development as shown on the 322 plans.	NR-3 NR-6 T-2 T-1 T-12 NR-1 AR/E-2 GC-6
208	Lope	Rhonda	16827	It's very concerning to me that the community magnitude and impact this corridor will present to the farmland, small towns and businesses, local historical sites and the many many homes, families and communities that will be displaced. Very disturbing to hear and see the potential impact on my community. The least amount impacted and what seems to be the most direct route to 99 and 80 would be the 144 option and corridor.	GC-6 SER-4 A-1 CR-1 T-1 T-12 AR/E-2 AR/E-7 AR/E-4
209	Lorts	Claire	16827	I strongly believe that the three 322 route options are too impactful on our community, and that the 144 options, specifically the 3rd option, is best. The 144 options also take truck traffic away from the busier areas of State College/Boalsburg/etc. And is a more direct route for truck traffic to I-99.	GC-6 AR/E-4 T-1 T-12 AR/E-2

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210	Love	Roy	16827	I strongly feel the 144 corridor is the best option for the State College Area Connector. Reasoning: truck traffic to I-80 East and West is best facilitated by direct route to I99 avoiding heavier traffic by non truck traffic on designated business 322. The distance to Shilow Road is equal with the 322 corridor and 144 corridor, so trucks headed to I80 East will have a more direct route, if headed to I80 W. The different will be 2 miles with 144 corridor. I44 corridor displaces many fewer homes and businesses. Far fewer recreational acres will be displaced and close proximity to existing homes and businesses will take place with 144 corridor. Local traffic will continue on business 322 with safety improvements adding to safety without having truck traffic, which will not displace local car usage of businesses. If a significant component of the need for the connection is truck traffic and tourism/football traffic, the 144 route facilitates traffic and deliveries to PSU and State College best, with least impact on homes, recreational acres, and does not prevent local traffic from business locations along 322 business route. Last point of emphasis I feel we don't need as many connectors as proposed. I know new highway design desginates interchanges "not legible" really need them destroying additional farmland and property to save most people another 2 mile drive. Examples are all the interchanges propose dror 144 and 322 where they intersect with route45. Approaching from East or West the maximum distance a person would need to drive to enter the new corridor would be three miles and if from the west 1.5 miles to mos of the corridor access. Convenience and saving .5 miles on a communit should not drive decision, nor national highway planning guidance in this case. Through I am from Boalsburg I studies these alternaives in 2004 and felt this was the best option (144). I am an avid bicyclist and all the 322 corridor alternatives would effect bucolic areas close to State College for recreational cycling. I bike often to Centre Hall along Upper Brush Valley Road and would feel the impact of the highway overpass there as it approaches Centre Hall Mtn. but if is a far less intrusive route than all the 322 options. I feel eliminating and faciliting truck traffic should be the most important goal of this project. Section facilitates traffic (tourism) to State College and providing safe through fare on route 322 for local traffic allowing them to support local businesses and recreational facilities (goal, skiing, mtn. biking, concerts at Tussy, Kayking at Colyer Lake) safely. The 144 route, best chosen of the possible routes for leas environmental business and home displacements, is the best ooption for State College Area Connector.	GC-6 AR/E-4 T-1 T-12 GC-7 AR/E-2 SER-4 AR/E-7 T-10 NR-6
211	Lovell	Stephanie and Tim	16827	We are not in favor of the 322 options. It is a more direct route to use the 144 options. This will decrease the green house gases that will be produced. We are most concerned about the selection of 322-3 as your path forward on this State College Area Connector project. The combination of environmental and economic impact this path would entail make it potentially the least favorable of the available options provided. Environmental / Conservation Issues Option 3 would be detrimental to Cedar Run- a spring fed, Class A Trout Stream. Chapter 93 of Pennsylvania's Water Quality Standards classifies Cedar Run as High Quality, Cold Water Fisheries and Migratory Fish (HQ, CWF & MF). This area is part of the Lower Susquehanna watershed; the head waters are Springs, located right here, that feeds Spring Creek and eventually leads to the Chesapeake Bay. Peter & Carol Schempf's farm, who have preserved their 42-acre property with Centre County Farmland Trust and which is designated as an agricultural security zone (as is much of the surrounding land). The Schempfs also work with Clearwater Conservancy on Cedar Run. They are amid a riparian buffer project. There are additional projects – already approved – for further creek-side improvements. Downstream just a piece, the creek develops into wider, more vast and beautiful wetlands. Because of these and other environmental contributors, this area is a rich and diverse Wildlife Habitat, and has been designated as Certified Wildlife Habitat by the National Wildlife Foundation. Also located along this path is the Linden Hall Historic District – National Register of Historic Places, National Register Information System ID # 90001409.	GR-6 AR/E-4 NR-1 NR-3 A-1 NR-6 NR-7 CR-1
57	Luloff	Al	16801	we have been down this road before -- (think i-99 and all the issues that arose by creating a new corridor); why not focus on expanding what is already in place (widening 322) by using the existing corridor throughout? each of the proposed routes creates numerous issues especially 322-3 which will cause irreparable damage to the environment, wetlands, flora, fauna, and historic properties -- do the right thing, save money and our natural resources in the process, and complete the project on time(maybe even ahead of schedule) -- STAY ON THE EXISTING CORRIDOR PLEASE!!!	GC-6 NR-6

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212	Lumadue	Jeanne	16827	No 322 expansion! 1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. The connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to Interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp Family wetlands and farmlands. 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses and neighborhoods: All of the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events in unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter Township Routes 144. This option would allow our local businesses to continue to prosper. Route 144 through Potter Township is safer, more efficient and an environmentally improved option!	GC-6 AR/E-4 NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7
213	Lumadue & Glick	Jeanne & Adam	16827	Routes 322-2 and 322-3 (especially) would result in considerable disruption to houses and neighborhoods; headwaters of Spring Creek and Cedar Run; wetlands including newly funded Shemp wetlands; historic structures like "The Barn". Please consider expansion of 322 along current route (322-5) if 144 in Potter Township is not an option.	GC-6 SER-4 AR/E-4 NR-3 NR-6 CR-1 A-1
354	Luse	Shelby and Alison	16828	1. The routes that modify 144 are most practical transportation wise. This would most likely eliminate almost all truck traffic and passing through traffic. 2. Expanding 322 to a 4 lane highway is least desirable. Too many businesses, houses and it would be even more dangerous to put in access for that. 3. Any of the modifications to 322 all have impact on existing neighborhoods and businesses. Also it would still have truck traffic going through these areas and according to your studies, most of these trucks want to end up on I-80/99 area anyways.	GC-6 AR/E-4 T-6 T-7 SER-4 AR\E-2
355	MacFarlane	Alaina	16828	I support the effort to widen 322, complete the highway, reduce congestion and increase safety. I DO NOT support any option that takes the road along the Harris Township/Potter Township border. These options take the road my neighborhood. One of the proposed interchanges would replace my neighbor's homes. Our property value would tank and we'd lose the quiet paradise where we live. Instead of digging up the old options from 15 years ago, you should have started with updated maps. Destroying new developments that are not currently on your map is an insult to those of us that live here. A safer option is either to widen the existing route, or pursue the 144 options. Both would minimize impact to those of us that chose to live away from the highway. The 144 options would reduce the truck traffic through Lemont. The section of 322 near Lemont includes dangerous bends that are also the location of multiple accidents per year.	GC-6 AR/E-4 T-4 ROW-4 GC-1 T-7 SER-4
412	Mahon	Terry	17063	I ride my bike here, and attend church here. This is a wonderful place for lots of good clean fun an family activities! Leave it be!	SER-4 SER-5
214	Manbeck	Harvey	16827	Order of Preference (1-best) (7-least): Considering safety, residential and business disruption /dislocation, etc. 1. 144-1 / 144-2; 2. 144-3; 3. 322-2; 3A. 322 Upgrade (Would prefer this over all others (if changed to limited access route); 4. 322-3; 5. 322-1; 6. 322-5; 7. 322-4	GC-6 AR/E-4 SER-4 T-4
215	Markley	Douglas	16827	I whole heartedly support the statement issue by Harris Township. I believe the 144 routes get "most" of the truck traffic off the corridor and over to Rt. 80 most efficiently. The existing 322 can be made into a four lane "business" route. This will help the truck problem, while maintaining the ambience and integrity of Harris Township with the minimum environmental impact.	GC-7 GC-6

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87	Martin	Rebecca	16803	I came expecting to strongly advocate to not use option 4, which, passes through the Harvest Fields property which is beautiful, well-used and enjoyed destination for many in the region, as well as home to Calvary Church which is a force for good in our community. I have appreciated the beauty and the points of connection this land offers to all who come. In being here, I recognize the complexity of this decision and will pray for the planners and all impacted. Thank you for a well done presentation.	GC-6 AR/E-4 SER-4 SER-5
216	Martin	James O.	16827	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. The connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to Interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp Family wetlands and farmlands. 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses and neighborhoods: All of the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events in unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter Township Routes 144. This option would allow our local businesses to continue to prosper. Especially, very very much would prefer Route 144.	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7
217	Martin	Sharon	16827	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. The connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to Interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp Family wetlands and farmlands. 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses and neighborhoods: All of the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events in unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter Township Routes 144. This option would allow our local businesses to continue to prosper. Environmental, safety, congestion, community cohesiveness, business issues all surface with the 322-1-2-3-4 and 5 proposals. The Potter Township route is more accessible to Interstate 80. Keep the traffic flow away from Boalsburg residential areas - wetlands, etc.	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7
218	Maslak	Gretchen and Pshemak	16827	We very strongly oppose any new highway alignment along Route 322 that would bring the new road through Harris Township. It appears that the planning of this corridor is based on the data that is out of date. The proposed alternatives (322-1, 322-2, 322-4 and 322-5) would bring the new highway on the top of multiple residential areas or directly cut through multiple new businesses. Additionally, the alternative 322-4 and 322-5 would cut off the prime recreational areas of Tussey Mountain and Rothrock State Forest and destroy local conserved farms. The proposed 322 alignments would forever change the character of our community for the worse. Would strongly diminish quality of life for numerous local residents, and negatively impact the natural environment of the local farms and forests. We believe that the 144 alignment alternative through the much less densely populated and developed areas are a much better option. We support the 144-alignment.	GC-6 AR/E-4 GC-1 SER-4 SER-3 NR-6 A-1
219	Matish	Chris	16827	Kaywood Community is immensely concerned about 322-2 and 322-3 routes that would impact our neighborhood and adjacent neighborhoods, Rocky Ridge and Aspend Heights.	GC-6 NR-1

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				Environmental concerns: any modification to 322 would increase greenhouse emission. The connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area.) Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Comingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. Disruption to homes, schools, businesses, and neighborhoods: All of the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided and communities destroyed. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7
58	Mato	Scott	16801	The design for the 322 corridor from Potters Mill to State College should minimize the impact in private property and businesses. Access to Rothrock State Forest, Tussey Mountain Resort, and Calvary Church and Calvary Harvest Fields should be facilitated by the design with little or no loss of property. The Boalsburg Technology/Industrial area should remain and not be negatively impacted by the railroad.	GC-6 SER-3 SER-4 SER-5
220	Matthews	John & Sarah	16827	Our home is in Kaywood along Rte. 45 near the existing 322/45 interchange. We fear that several of the corridor options could devastate our property value or perhaps even demolish our home. We plan to follow your website closely and attend all open houses and township meetings to protect our home, which is our most valuable asset. Thank you for the opportunity to submit our comments.	GC-6 ROW-4
221	Mauro	John	16827	Environmental concerns: any modification to 322 would increase greenhouse emission. The connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area.) Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Comingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. Disruption to homes, schools, businesses, and neighborhoods: All of the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided and communities destroyed. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7

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356	Mazza, III	S. Paul	16828	I recently attended the September 22nd in-person meeting held at the Wyndham Garden in Boalsburg in order to learn more about the SCAC project and the various alternatives under consideration. I am keenly interested in the outcome of the PEL study, and the subsequent decision, as it will directly impact myself and my family. This is due to the fact that 1) we reside very close to Black Hawk Gap and would, therefore, be subjected to the noise pollution from any of the PA 144 alternatives, and 2) we attend Calvary Church, which would be hugely impacted by the US 322-4 alternative. After reviewing the study's findings, as they were presented at the in-person meeting and on-line, I would urge you to pursue upgrading the existing US 322 corridor. It appears that this choice would have the least impact on the environment, and would sufficiently accommodate the expected traffic increases for the foreseeable future. In addition, although construction cost estimates were not part of the study, I assume that this option would be the least expensive, as well. Thank you for allowing me to share my comments for consideration.	NR-2 SER-4 SER-5 GC-6 AR/E-4 AR/E-10
222	McIntire	Barbara	16827	No comment.	
223	McIntire	Dan	16827	1. Nice presentation and story boards. 2. Land acquisition - the process gives PennDOT a no-cost option to buy my property, beginning today. I don't think a landowner/home owner would have much success selling with this road development being a possibility. The value of "stranding" the owners asset for an indeterminate time should be recognized early and compensated. 3. Should sound walls be required some compensation should be provided for loss of the view, in our case Mt. Nittany. 4. Accelerate the process, we are in our 70's and healthy, if this take 4-6 years to acquire property it will be a more difficult transition.	ROW-6 ROW-5 NR-2
357	Melton	Terry	16828	My Clean and Green property (Little Point Lane) will be impacted by the South of 322 options. Of significance are the following: 1. This route passes next to the large limestone sinkhole known as Tussey Sink. This is located at the intersection of Taylor Hill Road which is a possible interchange location on the map. This is a sinkhole of geographic significance. 2. Unnamed tributary (UNT) 23069 that flows into Cedar Run begins behind my property and flows into Tussey Sink. This stream is perennial and would be protected at the level of Spring Creek. It is technically one of Spring Creek's headwaters. 3. An interchange at Taylor Hill Road would have limited utility to the relatively small numbers of homeowners in that area, but would forever change the rural character of the Colyer area.	GC-6 AR/E-13 AR/E-4 NR-3 NR-4 SER-7
411	Mifflin County Planning & Development Department, Mark Colussy, Director		17044	Thank you for reaching out to stakeholders and other interested parties regarding the State College connector project. While the project focus area is completely within Centre County, the southernmost extent is very close to Mifflin County. Understandably, the U.S. Highway 322 Corridor dramatically affects Mifflin County, not only in the immediate abutting municipality of Armagh Township, but countywide. I am using this letter to capture decades of thoughts and desires from the Mifflin County Planning Commission to see improvements to the 322 corridor. Considering my current role as a member of the SEDA-COG MPO, I understand how important it is for the MPO to acknowledge future transportation needs in the region. By investigating the needs of community members and the roadway condition data, we can make intelligent and bold investments into our communities' future. I was very pleased when I heard Governor Wolf's announcement of an additional five million dollar investment into the region by starting preliminary engineering for the 322 corridor. In the latest PennDOT AADT Traffic Volume Map produced for Mifflin County in 2020, the AADT along 322 into the seven mountains is 17,000. Additionally, the route from Lewistown to Arch Rock and Mifflintown in Juniata County is 19,000. This route is the heaviest traveled road in the County, and proves not only the large amount of traffic that flows between Mifflin and Centre Counties, but the sizable amount of traffic that flows through the entire length of Mifflin County and presumably connecting State College to Harrisburg. It is because of this strong connection to Centre County that Mifflin County has consistently advocated for improvements to the 322 corridor towards State College. The Potters Mill Gap project made a great improvement, yet additional improvements to complete the missing link are still needed. The Current Mifflin County Comprehensive Plan, Visions for the 21st Century, has listed the number one highway improvement project as to "Support the ongoing efforts, formerly known as the South Central Centre County Transportation Improvement Plan, to improve highway access from Mifflin County to Interstate 80 will enhance the County's economic development potential." The former Comprehensive Plan, Path and Bridges to the 21st Century, had also listed the objective to "Support the ongoing efforts with the South Central Centre County Transportation Improvement Plan to improve highway access between Centre and Mifflin Counties." Considering both plans clearly state the need for the corridor to be improved, it shows the long-lasting stance that Mifflin County has had on seeing this project move forward. Furthermore, since the most recent plan boldly pronounces this project as the County's highest priority, this is something we hope others notice. Clearly, an enhanced connection to Centre County and I-80 will have long-lasting economic development repercussions, both positive if able to be obtained, but negative if this project is not advanced. While seeing not only a high AADT on the 322 route, we also see a large percentage of freight traffic on this corridor. Considering that 322 is clearly shown as a NHS route that is not part of the interstate highway system in Pennsylvania's Freight Movement Plan, there is a lot of value in preserving and	GC-3 GC-6

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				enhancing this route as indicated in the Plan's objective to preserve and enhance this major freight transportation assets. Lastly, land use impacts are always going to be married to the transportation network by their nature. There are many freight generators in the County, including many businesses in our multiple business/industrial parks/plaza. All these businesses hinge on getting products to market via the 322 corridor. Not only do existing businesses along the 322 corridor need to be supported, as well as future development patterns. Since the County Planning Commission reviews all subdivision land development plans throughout the county, we are seeing an increased development pressure in Armagh Township, closest to the 322 Milroy interchange. We anticipate this pattern continuing, which would further prove the need for the connection to State College to be upgraded. For all the stated reasons, the County fully supports any efforts that the Centre County MPO and PennDOT District 2-0 would undertake regarding future improvements along this route to further enhance the transportation link between the two counties. While we acknowledge a project of this size cannot occur overnight, recent successes in Potters Mills project shows a renewed vigor for the need to complete the missing link. I hope you find, as we do, that this project is critical to move forward.	
11	Miller	Craig	0	My name is Craig. I am currently a resident of Boalsburg who drives on 322 every day. I also work at tussey mountain, drive on bear meadows road 4+ times per week to enter Rothrock state forest, and having grown up on a farm I can understand the impact of this project to local land owners. Just to say, I support 322-1 the most, as long as it allows for entrance into tussey mountain. This route appears to have the least amount of impact on the surrounding houses and land because it uses the most amount of the existing highway.	GC-6 AR/E-4 SER-3
224	Miller	Craig	16827	Hi, my name is Craig Miller. I am a resident of Boalsburg, a mountain biker, hiker, recreator. I helped build the trails at Harvest Fields. I drive on bear meadows 5-6 times per week throughout the year. My suggestion, I absolutely hate 322-4. I would prefer to see improvements to existing 322. There would include widening where appropriate, better entrances (i.e. ramps) to get onto Bear Meadows. I would like to see a lengthening of the on ramp from Boalsburg. I support any ideas that minimize land. If I had to choose any of the alternatives it would be 144-3 with small safety improvements to 322.	SER-3 SER-4 SER-5 AR/E-4 GC-6 GC-7
225	Miller	Crescent	16827	I am sure that you are aware that no one is pleased with having a highway constructed on or near their property. The proposed US 322-3 connector would go directly through our property and house. The US 322-1 and 322-2 would significantly impact our neighborhood of Huntridge Manor. I think that any proposed construction of a connector through Harris Township would greatly increase the traffic and congestion to our local schools, businesses, and neighborhoods along with the disruption of the Shemp wetlands and farmlands and the headwaters to the Cedar Creek and Spring Creek. I think that the connector between the US 322 and the I-80 should be as short as possible to generate less greenhouse gases. The proposed connectors through Potter Township allow for a more direct route and would help decrease the existing congestion along the current US 322 especially on Penn State Gameday weekends, graduation, move-in/out weekends. It would also provide alternative routes into State College and allow for the diversion of traffic due to accidents, repairs, or impacts from weather.	GC-6 ROW-4 SER-4 T-6 T-7 T-10 NR-1 NR-6 NR-3 A-1 AR/E-2
226	Miller	Howard	16827	I am writing to share my comments and thoughts regarding the State College Area Connector. There are a number of reason that I think the routes proposed through Harris Township would be excessively detrimental and destructive to the area and proposed goals of the connector. Having attend the local PennDot open house and perused the online information at length, I have the following points: - All the routes along the previous 322 corridor would do irreparable damage to a vibrant, prosperous community with deep historic roots in Boalsburg with significant negative impact on local business; new developments and construction; wetland and farmlands. - The routes over the mountain and through Potter Township provide a more direct route to the 80 and moreover provide alternate, direct routes though the region allowing for traffic to avoid city and neighborhood traffic. This also allows more effective redirection in case of accidents or severe weather. - The Harris Township routes put the waters of Cedar Creek and Spring Creek at risk and bring emissions closer to residential and city areas. The additional traffic also brings safety concerns. - Overlapping traffic on the current 322 route, already busy does less to increase total capacity than using a less travelled existing route.	GC-6 AR/E-4 SER-4 NR-3 A-1 AR/E-2 NR-1 T-4 T-6 T-12
227	Miller	Kathryn	16827	If it has to be located next to Boalsburg then can we please have the tall concrete Barriers along the road when the road is near a neighborhood? Our property values are already impacted by the road noise. This change will only make more traffic and noise. Please?	NR-2 ROW-4

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228	Monthley	Daniel	16827	As a citizen of the region for 34 years and a resident of Linden Hall, Pa for the last 22+ years, I feel this road issue needs to be handled and resolved. First however, I feel Penn Dot needs to clearly state the fundamental objectives that influence their decision on where pavement will ultimately be laid to allow the citizens of the valley mobility moving to and from the valley along with the thoroughfare. I feel primary, secondary and tertiary objectives need to be clearly outlined so the citizens of State College and surrounding communities can make the best-informed decision with concerns of this project. As I walked through the Grand Ball room at Wyndham Hotel, I noticed numerous Tripods that gave indicators to what Penn Dot was trying to reveal. However, most citizens hastily wrote their concerns down without reflecting thoroughly on the matter. The initial tripod I saw showed a depiction of the "Purposes and Need" for this project. From this tripod and the flyer handed to every person entering the grand ballroom this was stated, but is it a primary, second, or tertiary consideration? In essence, Penn Dot's goal was stated to be the development of the safest transportation route for the local citizens and truck traffic that are passing through the region. In all, if the primary goal is "safety" with concern of mixing 18-wheel heavy industry truck traffic with local traffic, there seems to be only one logical consideration. This whole 23-year saga has been about the "Truckers". That was the major hang up in the early 2000's and its going to turn out to be a major factor from here forward-2021 through completion in 2030's. Reality indicates that the truckers want the shortest, straightest connector to I-99 and I-80 so they can pass through the region getting to their destination. So, if "safety" with concern of how to move heavy truck traffic through the region is the primary objective there is one simple alternative. However, that alternative is not even shown on any depiction of alternative routes. I suggest we very strongly consider a route up the east corridor of the impacted boundaries of the area being considered. This would be a consideration for 144 East of Centre Hall. This road is the straightest, shortest, and has less interference with concern to agriculture securities, conservatives securities, and conservative easements at the border of the impacted area. This would take the road in an unrestricted straight line to the Pleasant Gap interchange leading the Truckers to the I-99 and I-80 interchanges where all routes west of Centre Hall would eventually lead to as well. All other routes of 144 West of Centre Hall would tear the valley apart due to interference to agriculture securities, conservatives securities, and conservative easements. Again, if the #1 concern of safety is keeping heavy industry truck traffic separated from the citizens of the valley and region then this is the wisest consideration. Also, another thing mentioned but not really discussed much is the expansion of the valley over the next 50-100 years. As the community and University grows it is essential, we get this right or in 30 years a do-over will need to be considered. This is not "just a project" but rather a very serious matter that must be reflected on as State College is only going to continue to grow mostly due to the expansion of the University. Currently the University is at 45,000 students, while faculty and staff number are around 12,000-15,000 people and growing. The key word is "growing". So, with all this expected growth, I move that very strong consideration be given to an alternative route east of Centre Hall 144 leading the truck traffic to the Pleasant Gap interchange. This will be the shortest route, the straightest route, have the least obstructions on the east border line and move the mixture of heavy truck traffic away from the university and State College while allowing growth in the region over the next 100 years to catch up. This seems to be a no-brainer looking at Penn Dot's originally stated objective of "safety as it pertains to truck traffic". Looking at other alternatives it was evident that 322 1-2 Ridge passage was being considered along with the existing US-322 being upgraded. From the Tripods, I simply ask Penn Dot to consider the previous paragraphs with concerns of safety, less destruction of a mountain range and all the headaches if you remember I-99 presented with noxious gas. If safety is a concern, it is a no-brainer to avoid the Ridgeway 1-2 322. The cost to 1) tear a hole along that ridgeline; 2) the time to do it in man-hours; and 3) most importantly mixing heavy industry 18-wheelers with local traffic traveling into State College across 7-10 miles of ridgetop weather conditions in the winter spells disaster. It seems an exploration of the existing 322 upgrade would be the least invasive, most cost-effective use of taxpayer dollars spent to do this time-intensive project compared to all other valley floor alternatives. All other valley alternatives-options passing through scenic Happy Valley will only tear apart and destroy this treasured valley. I move that Penn Dot Clearly state its primary intent with the road to the citizens of the region. This is going to be very important and is the truth because at this open house I had multiple questions for people from Pen Dot that governed where pavement is going to land once this project is sanctioned and NOT ONE of them gave me a straight answer. I heard "well" or "that's not an option", or no answer. You are asking the citizens to write on paper their thoughts with most sitting down at this meeting and yet the primary objective for this project has NOT been clearly stated. Their reflection is primarily "I do not want it in my back yard" thought process rather than reflecting on the impact of this road over the next century in Happy Valley. We, the citizens, need to be informed so we can jointly make the best impact decision for the "region". Currently we are headed down the same road that we were in the early 2000's where it winds up pitting the citizens of State College, College and Harris Townships against those in Penns Valley, Rush & Georges Valley township. We need to get this right because this project will forever impact the way traffic moves through this region, I repeat FOREVER. By going over east of Centre Hall Mountain Route 144 it's the straightest, least distance of impact to farmland and conservatory land along that east border and you will clearly separate heavy industrial traffic from local traffic moving in and around State College and University Park for events. I feel east of Centre Hall (which is not even currently being considered as a primary target) to move Heavy Truck Traffic through the region is the best option for all the aforementioned reasons. This is not an effort to move the road into any one's backyard, but rather the most sensible route due to regional sprawl over the next 50-100 years. We must get this right on the first try, not in 25-50 years when the cost to taxpayers will and could be 5x or more of that cost today. Secondly, the only other alternative to my primary target is an upgrade to existing 322. Again, to my understanding, destruction of the Valley makes no sense when you have an existing road that if upgraded by adding a total of 34-35 feet of travel lane north and	T-1 T-2 T-3 T-4 T-12 AR/E-2 AR/E-4 GC-6 A-1 NR-1 T-8 T-7 SER-11 AR/E-10

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				south on existing 322 could easily be done. Cost-wise, it seems it would make all the sense as major earth movement in comparison to the other alternatives would be considerably less. Again, my greatest concern is you are moving a projected heavier volume of traffic toward State College which is mixing disaster for the region. Dividing out that traffic 10-12 miles before you move toward State College and sending it toward interchange connectors is much more reasonable. If truck traffic is brought into State College and it wants to move into the northeast it will be looping back away from State College to the I-80-connector using I-99 to get to that I-80 connection. This is where the east 144 connector is much more favorable. In closing, is the primary concern to separate out high volumes of traffic 10-12 miles outside the region to improve safety for the citizens of the region OR are we going to bring this high volume of traffic into the region which houses one of the largest universities in the world? If we don't get this right a rebuild will only add unwanted asphalt on the region's playground which will not be able to be rescinded.	
397	Morgan	Nicole	16870	My family has enjoyed the Calvary Harvest Fields space for years before we joined. St. Paul's UMC used that space for our Alpha Retreats. It was a beautiful space to gather in their retreat center, pray, and enjoy the view of State College. My family has also enjoyed the play space, Leadership Summits, Frisbee Golf, Egg Hunts, Community Harvest Festivals all in that same space. Alignment #4 will be detrimental to a church that serves thousands of people in the Centre Region. Not only Alignment #4 be detrimental to our church, Calvary Harvest Fields, it will also significantly impact a growing community gathering space. With hundreds of thousands of community dollars already invested in biking and hiking trails, disc golf, a park, ball fields, and other public use spaces, this 100 acre plot is more than just a church, it is a community space. Alignment #4 will impact the Tussey mountain area and the public use of Rothrock State Forest. Alignment #4 will impact businesses and Harris Township significantly. We respectfully submit that the alignments which follow the 144 corridor will impact the least amount of homes, business and people. Thank you for your consideration.	GC-6 SER-3 SER-4 SER-5 NC-6 AR/E-4
59	Moyer	Lee	16801	I prefer one of 144 routes. I think a tunnel should be considered. If money is an issue a toll should be charged. I was surprised to hear that consideration of gas use was not considered. I understand future maintenance of tunnel is problematic. The focus of the connection should be Interstate 80 and not State College.	GC-6 AR/E-4 AR/E-2 AR/E-12

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229	Myers	James	16827	Thanks for the public forum! All of the routes have impact on people, environment, etc. I believe that 322-1 and 322-5 make the most sense. The Linden Hall routes are highly unfavorable. As much as I personally like the 144 routes I understand their significant drawbacks. Note: the route maps cannot be easily accessed from the website. I connected to them only from a link someone sent in an email. Please update the website to include a clearly visible link to the alternative route maps.	GC-6 AR/E-4 AR/E-9 Map links are include on main webpage in highlighted box to facilitate referencing the map locations.
230	Myers	Sheryl	16827	I appreciate the opportunity to view the different proposals and talk to the engineers involved with the project. I would like to see the proposed 144 routes to be selected. I think it would take the truck traffic off of 322 and would give the trucks better access to I-80. The car traffic would still have the existing 322 to use.	GC-6 AR/E-4 AR/E-2 T-7
358	Myers	Gregory	16828	Would like to know why Potter Township had zero representatives for meetings. Traffic flow on 144 would be best to connect to I-80 but non semi-trucks would most likely still take existing 322 when traveling to Harrisburg. The increase of semis to I-80 would then allow non semis to travel faster on existing 322 without enforcement and put residences and travelers at higher risk for crashes/injuries. More local meetings with possible impacted residents should be had to hear the impacts of generational family farms and properties impacted in the Potter Mills areas.	AR/E-11 AR/E-2 T-12 T-4 T-7 GC-5
359	Myers	Kaitlyn	16828	Build Alternative 1 makes the most sense to me, but I am no engineer. Just a homeowner along existing 322 who is wondering if their house will be demolished in the next few years (if upgrading existing is chosen.) Alternative 1 would be awesome!! Thanks for all your hard work on this.	GC-6 AR/E-4

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88	Nanes	Ezra	16803	Thank you for the opportunity to provide input and for all of the detail you've made available to understand the potential scope of this proposed project. The goal of any project should be to improve the quality of life for those who will be impacted by it. SR322 is a difficult road to drive, and I appreciate the need for improvements. These should be made regardless of the final project form. The most important thing this project can do is recognize the importance of the cultural, recreational and commercial assets impacted, and work to not only minimize damage to them, but to provide enhancement to them. I am against any alignment along the 322 corridor because they all destroy important regional assets. There are many people who share this point of view. Bear Meadows Road: 322-4 runs right across Bear Meadows Road, the primary gateway to Rothrock State Forest in this area. Tussey Mountain Ski Area - It passes very close to the base of Tussey Mountain Ski area. This would degrade or destroy the hugely important local commercial, cultural and recreational asset. HFCT, Climb Nittany: 322-4 runs right over (and would destroy) the brand new Harvest Fields Community Trail Network and Climb Nittany, two local recreational, health assets that are important to the future of this region. Linden Hall/Brush Valley Road/PA Bike Route/Oak Hall Regional Park - 322-2 and 322-3 - The other alignments along 322 that run near Brush Valley Road and Linden Hall run right through an area of spectacular scenic beauty - lands and experiences that are irreplaceable. Some of the most beautiful biking is to be found there. Our community does not want to see them destroyed. Bike Infrastructure: one of the best ways to build support for this project and ensure that it has a long term positive impact on the communities of Centre County is to allocate a significant percentage of the budget to building bicycle infrastructure on the scale of the highway itself. Make bike infrastructure a central part of the vision. A separated bike lane running the full length of 322 from Potters Mills all the way to 99 would be a tremendous benefit to the community, enable biking and e-biking (an important facet of the future of mobility) for transportation, thereby reducing pressure on roads and parking and making regional resources more accessible to many people. Sinking the road below grade: another way to minimize the negative impacts of the project is to sink the highway below grade in a kind of trough. This reduces visual and noise impacts and allows for easier conveyance across the highway in the form of bridges at grade. Near Knokke in Belgium (where my wife is from) I have seen a project like this in the midst of the some of the most beautiful farmland, and the aesthetic of the region was greatly benefited by it. The region invested in preserving the natural/pastoral environment while improving transportation infrastructure. Bikes as well can easily pass over. In other locations, bikes can easily pass under highways. Perhaps the defining aspect of the Centre Region, and certainly one of the elements that makes this area so special, is its scenic and pastoral beauty, and this must be preserved at any cost. It must be a priority to preserve what is here, because once destroyed it cannot be reclaimed. I favor an alignment along 144 for this project OR an improvement to existing roadways on both 322 and 144. I know that many will also oppose the 144 alignments because of impacts to regional assets. I appreciate and respect this point of view as well. There are however, potentially less assets destroyed on that route, outside of farmland. (Below grade highway options help that problem.) This project, if it moves forward, will affect the future of this area for many decades, and I appreciate that you are taking the time to hear from the public and make the feedback a key part of any planning process.	GC-3 GC-7 SER-4 CR-1 GC-6 SER-3 SER-5 SER-8 NR-2 A-1 NR-6 AR/E-3 AR/E-4

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231	Naperman	Dan	16827	Thank you for hosting the in-person public meeting in Boalsburg regarding the State College Area Connector. I attended the afternoon of September 22 and found the representatives to be knowledgeable and passionate about the project. Though I had studied the web site and the boards prior to the meeting, seeing the boards in person and hearing conversations generated some questions that the representatives were eager to answer. In the 25 years that I have lived in the State College area, we've witnessed numerous projects on US-322 between State College and Harrisburg, including expansion to four lanes near Dauphin, Milroy, and most recently Potters Mills. We've also witnessed the construction of I-99/US-220 that greatly reduced travel time to I-80. And, we've witnessed the Skytop project yielding four lanes between Altoona and State College. Finally, the last piece of the puzzle is now being planned. Once complete, we'll finally have four lanes between State College and Harrisburg. I currently live in The Gates, a 155-unit condo community off Discovery Drive in Boalsburg. A few of the proposed alternative routes for US-322 would impact the community in which I live. Specifically, 322-1, 322-4, and 322-5 would see a potential interchange at the current intersection of US-322 and US-322 Business, which is about 1000 ft from the entrance to The Gates. Moreover, 322-4 would run about 800 ft from the entrance to The Gates. Currently, we can hear truck traffic from within The Gates; bringing a highway with an expected increase in traffic will make this worse. Further down Discovery Drive from The Gates is Calvary Harvest Fields which provides excellent outdoor space for walking, disc golf, and mountain biking. Also located on Discovery Drive are businesses and services that would be impacted by the three alternatives references above. For these reasons, I oppose these three alternatives. I feel less strongly about 322-2 and 322-3 as they are located sufficiently far enough away from Discovery Drive so as to not impact the area as much. But, beyond all this, I'd like to suggest 144-3 as the best option. It provides the most direct route from Potters Mills to I-80 for truck travel, while preserving the option of US-322 to Boalsburg. Traffic to State College could use with US-322 or 144-3 and I-99. This, to me, seems like the best alternative all around. Thank you for the opportunity to provide input on this project!	GC-6 SER-4 SER-5 NR-2 AR/E-2 T-12 T-8 T-7 AR/E-4
232	Neff	Michael	16827	Regarding proposed routes, 322-2 and 322-3, I have the following concerns: Carbon "greenhouse gas" impact the – PA 144 route is 8 miles shorter trip for tractor-trailers traveling between US 322 to Rt. 80. Reclassify US 322 in Harris Township as "Business 322." This allows for changes (like traffic lights) that would attract traffic to the high speed PA144 route. Reclassify US322 in Harris Township as "Business 322." This allows for changes (like traffic lights) that would attract traffic to high speed PA 144 route. Water displacement or poisoning through Spring Creek and Cedar Run. Destruction of agriculture lands. Invasion and destruction of wetlands and those in restoration process. Destruction of historic communities. Increase of air and noise pollution. Neighborhoods would be destroyed. Destruction of natural habitats.	NR-1 AR/E-2 GC-7 NR-3 A-1 CR-1 SER-4 SER-5 NR-6
360	Nelson	Amy	16828	The 322 Alternatives will destroy the current ways of life in Harris Township. 322-4 destroys harvest Fields, one of the very few places for outdoor tourism opportunities in Harris Township. 322-2 and 322-3 will increase the growing congestion on Rt. 45, destroy one of the few places where you don't hear highway noise, destroy the Mt. Nittany conservancy experience, destroy one of the oldest villages in the area and destroys the most used biking roads in Centre County which again destroys tourism opportunities in the area. PLEASE consider the 144 alternatives. Doesn't make sense why you'd bring trucks way out into Harris Township and destroy our township even more when most are trying to get to RT. 80.	GC-6 SER-3 SER-4 T-7 T-8 T-12 NR-2 GC-7 GC-20
100	Niessner	Jennifer	16823	Please do not consider Alignment #4 through the 322 corridor as an alternative for the connector to interstate 80. Alignment #4 will be detrimental to a church that serves thousands of people in the Centre Region. Not only Alignment #4 be detrimental to our church, Calvary Harvest Fields, it will also significantly impact a growing community gathering space. With hundreds of thousands of community dollars already invested in biking and hiking trails, disc golf, a park, ball fields, and other public use spaces, this 100 acre plot is more than just a church, it is a community space. Alignment #4 will impact the Tussey mountain area and the public use of Rothrock State Forest. Alignment #4 will impact businesses and Harris Township significantly. Alignment #4 will be costly to the community and PennDot because of the value of the space. We respectfully submit that the alignments which follow the 144 corridor will impact the least amount of homes, business and people.	GC-6 AR/E-4 T-12 SER-4 SER-5 SER-3

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				It is Alignment #4 that will close Calvary Harvest Fields, but again we suggest that the 144 routes will impact the least number of people, homes and businesses.	
233	Noel	Christine & Sean	16827	We strongly urge PennDOT to abandon all alternatives west of Potters Mills. We are specifically opposed to the US 322-4 as well as the 322-5 State College alternatives for the following reasons: 1. Negative Impact to Rothrock State Forest – preserve this gem from the noise of a four-lane highway. Rothrock State Forest is a daily destination point for mountain bikers, hikers, walkers, and runners. A four-lane highway that abuts to the state forest with the 322-4 option would have a detrimental effect on the quiet natural environment. 322-4 run straight through forested and wooded habitats in would be a disturbance to the native habitats of Tussey Mountain and Rothrock State Forest. Additionally, the 322-4 option runs too close to the Terrestrial Concentration of Rothrock State Forest and the Stone Mountain Important Bird Area. 2. Negative Impact to Tussey Mountain Ski and Recreation and local golf courses – Tussey Mountain is a popular resort that we have in the State College area. Many visitors enjoy activities including skiing, miniature golf, the driving range and weekly events held at the resort. The resort provides outdoor activities for children and families. 322-4 would cut right through Tussey Mountain resort and severely diminish this family environment and would also impact local tax revenue. Two local golf courses, Tussey Mountain and Mountain View Country Club would also be compromised by 322-5 and 322-4. 3. Negative Impact to Neighborhoods – 322-4 and 322-5 options would impact the serene Bear Meadows and Round Hill neighborhoods and overall quality of life here with a four-lane highway at either end. Moreover, there is a much higher concentration of socio-economic communities with the 322 1-5 options as opposed to the 144 options. 4. Negative impact to places of worship and local businesses – 322-4 will run through the Calvary Harvest Fields Church and surrounding land. The Church and local businesses have recently invested in expanding their organizations and the 322-4 option would destroy the church mountain bike trails, disc golf, and recreation areas. Calvary Harvest Fields property is also recognized as having spectacular sunset views. Harris Township maintenance locations and other local businesses would close or be forced to relocate impacting small business owners and tax revenue. PennDOT needs to consider the proposed connector via 144-3 which would join Potters Mills through Centre Hall into Pleasant Gap. 144-3 would eliminate the big U-turn for through traffic and trucks that come through State College and Philipsburg to access 80 west. Many trucks stay on 322 to Philipsburg and 322 mountains to Philipsburg can be dangerous. Pleasant Gap has an I-80 interchange established during the I-99 project. Connecting 144 to Pleasant Gap would route trucks and through traffic to a safer and quicker alternative.	GC-6 AR/E-4 SER-3 SER-4 SER-5 T-4 AR/E-2 T-6 NR-2 NR-6
12	Nold	Dan	0	Dear Mr. Ball, Mr. Murnyack, and Ms. Fannin, I am emailing you concerning the SCAC Pel Study. I'm the lead pastor of Calvary, which would be impacted more or less significantly by at least three of the proposed alignments. I am disappointed that even though it appears that there have been multiple meetings, I had no idea that this project/study had been revived until late last week through an email from Amy Farkas, and neither did a number of people who would be affected similarly. In any case, if it would be possible to get some information I have some questions to help the interested parties that I know get involved as best we can. 1. The public meetings scheduled for Sept 22/23 have a stated beginning and ending time of 1pm-8pm. Is this one meeting that will go continuously from 1-8 or more of an open house that people can drop in and leave when they have accomplished what they needed to accomplish? 2. The website also states that there is a virtual meeting in September, when is that? Will the same info and opportunity for questions be given then? 3. Can you give me a sense of the timing and process of this decision? Is this closer to the last opportunity for public input or closer to the first opportunity? 4. Following up on #3, when is a decision expected to be made?	To address Mr. Nold concerns regarding the time and such of the September2021 meetings, Mr. Dean Ball, PennDOT Assistance District Engineer, contacted him via email on 9/8/2021 and 9/10/2021. GC-8 GC-2 GC-9 SER-5
13	Nold	Dan	0	Thank you for the added information, Mr. Ball. I appreciate all you have done to keep the public informed and I appreciate that your job is not an easy one. I guess, I'm just saying that maybe PennDot could reflect on the possibility of more direct contacts with those who would be greatly impacted by proposed alignments. I consider myself and Calvary fairly well connected in the community and we have 2000+ people connected to our church, but I had no idea until last week that this study was underway. In any case, thank you for your information. We will be sure to get it out to more who would like to know about it.	GC-10 SER-5

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60	Nold	Jacob	16801	One of the plans runs right through Calvary Church at Harvest Fields. A place where not only we meet for worship but also a place where the community enjoys nature. There is disc golf, mountain biking and beautiful walks throughout the property. You aren't just taking away a church building, office buildings, and a house. You're taking away a place for the community to meet. A place for the community to enjoy nature and recreational activities.	SER-4 SER-5
234	Nolte and Miller	James and Jodi	16827	Any 322 Connector should not infringe on or near the Gates Community which consists of Kestrel Lane and Towhee Drive off of Discovery Drive in Harris Township. The Gates is quiet peaceful community of 155 homes that is relatively new. Residents have moved here in part to avoid the hustle and bustle of State College and should not be subject to traffic from the area. Thank you.	T-7 GC-6
361	Norman	Ben	16828	Please do not select 322-3 as your path forward on this State College Area Connector project. The combination of environmental and economic impact this path would entail make it potentially the least favorable of the available options provided. We live in the impacted area, along Cedar Run - a spring fed, Class A Trout Stream. Chapter 93 of Pennsylvania's Water Quality Standards classifies Cedar Run as High Quality, Cold Water Fisheries and Migratory Fish (HQ, CWF & MF). This area is part of the Lower Susquehanna watershed; the head waters are Springs, located right here, that feeds Spring Creek and eventually leads to the Chesapeake Bay. Our property is inset in Peter & Carol Schempf's farm, who have preserved their 42-acre property with Centre County Farmland Trust and which is designated as an agricultural security zone (as is much of the surrounding land). The Schempfs also work with Clearwater Conservancy on Cedar Run. They are amid a riparian buffer project. There are additional projects – already approved – for further creek-side improvements. Downstream just a piece, the creek develops into wider, more vast and beautiful wetlands. Because of these and other environmental contributors, this area isa rich and diverse Wildlife Habitat, and has been designated as Certified Wildlife Habitat by the National Wildlife Foundation. Our wild neighbors that we've met include the following: Mammals of Interest - Bears Deer Foxes – both red and gray (red foxes did den here last summer) Mink Shrews (unknown variety) Bats (Little Brown) Lynx (Bobcat) Coyotes Birds of Interest - Barn Swallows (nesting) Bald Eagles Hawks – red tail (nesting), coopers, etc. Ravens (nesting) Great Blue Herons (nesting) Mourning Doves (nesting) Owls – screech, barn, etc. Kingfishers Osprey Cedar Waxwing Woodpeckers (pileated, red-headed, downy, others) Red-wing Blackbirds Hummingbirds Orioles Turkeys Ducks (various) Notable others - Newts / salamanders Snakes (various) Hummingbird moths Monarch butterflies Spring Peepers (chorus frogs) Other frogs (various)	GC-6 AR/E-4 SER-4 NR-3 NR-6 NR-7 A-1 CR-1 T-12

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				Snails (various) Also located along this path is the Linden Hall Historic District –National Register of Historic Places, National Register Information System ID # 90001409. Moving traffic from SR 322 at Potters Mills directly to the interchange of I 99 and I 80 near Bellefonte creates a direct access route for trucks crossing the state in all directions as well as providing additional access to State College on I 99. By following the above route and assigning the present SR 322 to boulevard or business route status the plan alleviates the need for PADOT to destroy neighborhoods and developments, imperil attributes of unique natural resources in Harris Township and still meet the needs of the transportation industry. Samara, Benjamin, Morgan & Gavin Norman and our dogs, Jack &Maya	
362	Norman	Samara	16828	Please do not select 322-3 as your path forward on this State College Area Connector project. The combination of environmental and economic impact this path would entail make it potentially the least favorable of the available options provided. We live in the impacted area, along Cedar Run - a spring fed, Class A Trout Stream. Chapter 93 of Pennsylvania's Water Quality Standards classifies Cedar Run as High Quality, Cold Water Fisheries and Migratory Fish (HQ, CWF & MF). This area is part of the Lower Susquehanna watershed; the head waters are Springs, located right here, that feeds Spring Creek and eventually leads to the Chesapeake Bay. Our property is inset in Peter & Carol Schempf's farm, who have preserved their 42-acre property with Centre County Farmland Trust and which is designated as an agricultural security zone (as is much of the surrounding land). The Schempfs also work with Clearwater Conservancy on Cedar Run. They are amid a riparian buffer project. There are additional projects – already approved – for further creek-side improvements. Downstream just a piece, the creek develops into wider, more vast and beautiful wetlands. Because of these and other environmental contributors, this area isa rich and diverse Wildlife Habitat, and has been designated as Certified Wildlife Habitat by the National Wildlife Foundation. Our wild neighbors that we've met include the following: Mammals of Interest • Bears • Deer • Foxes – both red and gray (red foxes did den here last summer) • Mink • Shrews (unknown variety) • Bats (Little Brown) • Lynx (Bobcat) • Coyotes Birds of interest • Barn Swallows (nesting) • Bald Eagles • Hawks – red tail (nesting), coopers, etc. • Ravens (nesting) • Great Blue Herons (nesting) • Mourning Doves (nesting) • Owls – screech, barn, etc. • Kingfishers • Osprey • Cedar Waxwing • Woodpeckers (pileated, red-headed, downy, others) • Red-wing Blackbirds • Hummingbirds • Orioles • Turkeys • Ducks (various) Notable others • Newts / salamanders • Snakes (various) • Hummingbird moths • Monarch butterflies • Spring Peepers (chorus frogs)	GC-6 AR/E-4 SER-4 NR-3 NR-6 NR-7 A-1 CR-1

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				• Other frogs (various) • Snails (various) Also located along this path is the Linden Hall Historic District –National Register of Historic Places, National Register Information System ID # 90001409. We purchased this home because of the perceived protected nature of this property. It is our greatest fear that even such protected lands could be destroyed in the name of progress.	
363	Norman	Samara, Benjamin, Morgan & Gavin	16828	Please do not select 322-3 as your path forward on this State College Area Connector project. The combination of environmental and economic impact this path would entail make it potentially the least favorable of the available options provided. We live in the impacted area, along Cedar Run - a spring fed, Class A Trout Stream. Chapter 93 of Pennsylvania's Water Quality Standards classifies Cedar Run as High Quality, Cold Water Fisheries and Migratory Fish (HQ, CWF & MF). This area is part of the Lower Susquehanna watershed; the head waters are Springs, located right here, that feeds Spring Creek and eventually leads to the Chesapeake Bay. Our property is inset in Peter & Carol Schempf's farm, who have preserved their 42-acre property with Centre County Farmland Trust and which is designated as an agricultural security zone (as is much of the surrounding land). The Schempfs also work with Clearwater Conservancy on Cedar Run. They are amid a riparian buffer project. There are additional projects – already approved – for further creek-side improvements. Downstream just a piece, the creek develops into wider, more vast and beautiful wetlands. Because of these and other environmental contributors, this area is a rich and diverse Wildlife Habitat, and has been designated as Certified Wildlife Habitat by the National Wildlife Foundation. Our wild neighbors that we've met include the following: Mammals of Interest: Bears; Deer; Foxes – both red and gray (red foxes did den here last summer); Mink; Shrews (unknown variety); Bats (Little Brown); Lynx (Bobcat); and Coyotes Birds of Interest: barn swallows (nesting); bald eagles; Hawks- red tail (nesting), coopers, etc.; ravens (nesting); great blue herons(nesting); mourning doves(nesting); owls – screech, barn, etc.; kingfishers; osprey; cedar waxwing; woodpeckers (pileated, red-headed, downy, others); red-wing blackbirds; hummingbirds; orioles; turkeys; and ducks (various). Notable Others: newts/salamanders; snakes (various); hummingbird moths; monarch butterflies; spring peepers (chorus frogs); other frogs (various); and snails (various). Also located along this path is the Linden Hall Historic District – National Register of Historic Places, National Register Information System ID # 90001409. We purchased this home because of the perceived protected nature of this property. It is our greatest fear that even such protected lands could be destroyed in the name of progress.	GC-6 AR/E-4 SER-4 NR-3 NR-6 NR-7 A-1 CR-1
364	Nydegger	Debra	16828	We own a farm at the end of the Lenawee Lane that would be impacted by one of the proposed routes, 322-2. That route would impact a great many farms as well as Historic Linden Hall. I know the project needs to be completed, but I hope that one of the Route 144 options would be chosen, as it would impact the least amount of farmland and agricultural potential.	GC-6 AR/E-4 CR-1 A-1
398	Oakman	Mary	16870	Thank you for taking the time to speak with the public regarding the State College Area Connector today. It was good to speak with you all and learn more about the effects and plans for the highway. In your consideration, I respectfully request that you consider very seriously the effects of using the 322-5 route and how that would negatively affect our community. Not only is there a very nice and new large church facility on the route, but Harvest Fields is a property that the church has maintained and even cultivated to be used by the community. There are wonderful bike trails that both individuals and bike groups use and there are plans for even more. There are beautiful hiking trails, a wonderful disc golf course, swimming, and fishing that are all open to the public at no charge. I have never been there when I was the only one at the park. Many times there are others using the disc golf, people walking their dogs and using the ponds, and even young people having photo shoots there for their senior pictures. The property is kept very clean and has been a wonderful retreat for my family as well as many families that I know. I am also concerned about the route affecting the Tussey Mountain Ski Resort as that is the only local ski resort in the area and so many kids (and adults) need good healthy activities. This has always been true, but now during the challenges of COVID, the need for beauty and clean outdoor activities are even greater. I do understand that any route will cause problems for someone as well as the environment, however, I believe this particular route would cause such a loss to our community. There are so many people who utilize these resources. Best wishes as you all research and come to the decision that I know must be a hard one.	GC-6 AR/E-4 SER-4 SER-5

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365	O'Connor	Michael	16828	Please check to ensure my farmland behind my residence is listed in "clean and green" program. 16.1 acres.	GC-1 Coordination with the county will be conducted to update the information contained in the web map relative to identified clean and green properties.
235	Oh	Benedict	16827	I like the 144 options (alternative #2). I do not like 322-4 that puts highway south of Bear Meadow Village.	GC-6 AR/E-4
236	Oldsey	Bill	16827	The Route 144 alternatives are far superior to any that follow the 322 corridor. Far fewer people, businesses, and residences would be impacted. PennDOT MUST take into consideration the updated data and maps of Harris Twp. Instead of the out of date information used in the current project work.	GC-6 AR/E-4 SER-4 GC-1 NR-6
366	Oleckinstein	Bill	16828	Thank you for including Black Hawk Day Run in your mapping this time. It is a significant water source for the area and then Valley and Harris Township. The residents of Spring, Potter Townships and Centre Hall rely on this water. Your traffic data indicates that the majority of the traffic is going to the Center Region and beyond. The traffic is not going to Bellefonte/Spring Township. Does anyone remember Corridor "0"? It is at least my second request that resources from this project be spent putting in a bike/jogging lane on Upper Brush Valley Road between Centre Hall and Indian Hall. This is a big safety issue.	GC-6 GC-7 AR/E-2 T-8
237	Orr	Christie	16827	I own one of the Elksview Townhomes just north of the Tussey Mountain ski slopes. So the upgrade existing/red route would have significant negative impacts on my quality of life and home value. I greatly prefer the 144/45/blue routes. I believe those routes have less impact on me personally, but less overall impacts. My main concerns at this time with the upgrade to the routes for 322 is road noise, which is already pretty bad.	GC-6 AR/E-4 ROW-4 SER-4 NR-6 NR-2
367	Oziemblowsky	Thomas	16828	Mr. Oziemblowsky conducted a personal survey of area residents to identify their preferred corridors. The identified preference was recorded as PA 144 even though they were asked specifically if P 144 was not an option. For details on the survey see the email received in the appendix. As of October 12, 2021, the survey results indicated 144 of 212 people surveyed (65%) preferred the 144 route. I created attached summary of our community survey, and I presenting it tonight to some local groups as well as our elected representatives. There are a few more responses, but frankly, I am pushing to obtain a great many more inputs from the community on PennDOT proposed US322 corridors. Some Community Ideas: Penn DOT seriously consider proposed connector via 144-3 which would join Potters Mills through Centre Hall into Pleasant Gap Designate existing US322 as a "business route" to allow stoplights and other changes that would attract traffic to the high-speed PA144 option Install community bike & walking pathways linking Harris township community & recreational areas Improve/expand existing US322 route (if 144 does not work out). Details from his survey is located in **Appendix X**.	GC-6 GC-7 AR/E-4

#	Last Name	First Name	Zip Code	Comment	Response Code/Remarks
368	Oziemblowsky	Thomas	16828	My wife and I have supported our country for twenty-two years in the military. I have served on Active Duty as a U.S. Air Force officer since 2000. I built a home costing us $635,000 near Boalsburg, our life' savings, after twenty-two years in the military at 190 Somerset Drive Centre Hall PA 16828. The two-acre plot of land cost us $130,000 and the home cost $505,000, plus site development costs. We plan to retire and live our lives in the beautiful home we built near Boalsburg, near the current US322 route. It has lots of natural beauty and we paid a premium in land, home building, and many other costs to live there. Now we see two options for US322 runs right through our land we spent so much time, effort, and money building for three years. It destroys our dreams of living in a lovely place, and potentially we may lose our home altogether if the route goes through our newly built home. The natural environment surrounding our homes and the stately neighborhoods where hard-working taxpayers lived would be irreparably damaged if a highway was constructed through the areas near Tussey mountains. Bears and many other types of wildlife live there, and farmers raise cattle on this beautiful land (Bear Meadows and Nittany Meadows farms). Also, many people enjoy Tussey mountain as a recreational area, including outdoor hiking, skiing, and other activities, which would be greatly harmed by the pollution and constant traffic a highway would bring along the mountainside. We are adamantly opposed therefore to routes 322-4 and 322-5, as they most negatively impact our property and home. Additionally, we are not in favor of 322-1 because it expands the highway right in front of our yard, and it may take our property land altogether if the lanes grow significantly. This option (322-1) would make it much harder to navigate traffic coming into and out of Somerset Drive. We do not want the mountains destroyed. The best route proposals are 322-2 and 322-3 because they go north of the well-off neighborhoods such as the Laurel Hills area near Bear Meadows Farm. Consider the fact these homes pay significant taxes to the local economy, state of PA, and federal government. Accordingly, PennDOT should not locate a highway expansion near them which impacts their security, sense of peace, and prosperity. It took a lifetime to build our home in Centre Hall near Boalsburg, please don't take it away from us. A highway through or near the well-to-do neighborhoods of Boalsburg like Laurel Hills and Meadows Lark Lane would drive away professional taxpayers who fund the great local school districts and municipal services like road maintenance leading to declining revenues for the township, county, and state of PA. Route the highway corridor northward with options 322-2 or 322-3 and leave the prosperous neighborhoods of Boalsburg and along US-322 past Tait Farms intact as they exist today!	GC-6 ROW-4 SER-4 NR-6 A-1 SER-3 SER-5 NR-1 ROW-1 AR/E-4
408	Palmatier	Beryle	16875	Of course I really don't want an interstate in front of my house. That being said, the corridor that goes along the base of the ridge seems the most sensible. If it covers the Penn State traffic and keeps the road fairly grade for the truckers. Cannot going over the ridge to Pleasant Gap area to connect to I-80. We get 80 car traffic on 144 more taking the short cut. Don't know how much less we would see with any route going along 322.	GC-6 T-10 T-7
387	Panley	Laura	16851	The 144 proposed road to I-99 will not reduce traffic on 322 for trucks going South on I-99. I am concerned that traffic will continue on the 2-lane section of 322. The 144 plan does not seem to be an alternative that will reduce or make 322 traffic safer. The 322 road needs to be fully 4 lane limited access highway.	GC-6 T-7 T-8
238	Parkhill	Stephen	16827	We are already overwhelmed with noise and delays on the existing 322. It seems that the 144 build alternative reduces, significantly, local traffic and noise in the Boalsburg area. I am in favor of the 144 alternative. It seems to be more expensive because it has to go over the mountain, but it would be the least disruptive to the community.	GC-6 AR/E-4 NR-2 T-7 SER-4 AR/E-10 T-6
239	Parsons	Amy	16827	Regarding proposed routes, 322-2 and 322-3, I have the following concerns: Carbon "greenhouse gas" impact the – PA 144 route is 8 miles shorter trip for tractor-trailers traveling between US 322 to Rt. 80. Reclassify US322 in Harris Township as "Business 322." This allows for changes (like traffic lights) that would attract traffic to the high speed PA144 route. Reclassify US322 in Harris Township as "Business 322." This allows for changes (like traffic lights) that would attract traffic to high speed PA 144 route. Water displacement or poisoning through Spring Creek and Cedar Run. Destruction of agriculture lands. Invasion and destruction of wetlands and those in restoration process.	GC-6 NR-1 GC-7 NR-3 A-1 AR/E-4
240	Pezalski	Jocelyn	16827	I feel like the 144 option is the best one. The goal of this project is to connect to I-80 and that way is more efficient than the others. I do understand it is the most expensive though. The cheapest option (to just widen the existing) does not seem to make any sense. The projected accidents actually increases. Looking at the options, if you choose to not do the 144 option, 322-2 seems to have the smallest impact. Including my family, many of the larger homes will be impacted by the other sections. We pay the most amount of taxes in Harris Township and if we would need to move or our property values would crash, Harris Township would severely suffer. On the other extreme, many low income housing is located along 322. Displacing (or placing a major highway) right in this location would cause a community proven to be hit harder by the pandemic, to suffer even more. Thank you for your time!	GC-6 AR/E-4 T-2 T-4 T-12 AR/E-2 AR/E-10 SER-4

#	Last Name	First Name	Zip Code	Comment	Response Code/Remarks
241	Pezalski	Tyler	16827	First off, thank you all for putting such time and effort into this project. I do not envy the group that have to decide ultimately where this connectors goes. From a safety perspective, it does not appear that upending existing US-322 route would decrease the frequency of crashes and fatalities, it would double them per the engineer that I spoke with. I also do not feel connecting 322 around the Tussey Mountain and Bear Meadows would be advantageous. This would involve disrupting neighborhoods and the low income section 8 housing in the area. These individuals have been hit hard by the pandemic and displacing these individuals will be devastating. Not to mention many of our minority population in Boalsburg is in this area and affecting them and not other is absolutely wrong and in my mind would be racist. The vast majority of individuals in Harris Township agree that the 144 option appears to be the least disruptive option, to our community. Having the 322 alternative go through any of the beautiful neighborhoods would also hurt the township financially as these homes would no longer participate in property taxes. Please do the right thing, the safe thing, the moral thing and do not bring a new connector through Boalsburg/State College.	GC-6 T-4 SER-4 AR/E-4 NR-6
242	Phelan	Barbara	16827	Based on the info presented at the 9/23/21 meeting, I believe that the best connector options focus on directly connecting Potters Mill with Route 80 via 144. To bring 4 lanes of truck traffic to connect with 322/99/80 via Boalsburg would be a significant negative impact on the environment, commerce, noise and quality of life of residents. The area around Tussey/Boalsburg is already experiencing air and noise pollution that is seemingly increasing quickly we are aware of people that have moved from their homes because of it. We need a solution to reduce, not increase the commercial vs local traffic. At this point I hope that 144 proves the best solution.	GC-6 AR/E-4 SER-4 NR-1 NR-2 NR-6 AR/E-2 T-6 T-7 T-12
243	Phelan	Steve	16827	One of the route 144 alternatives makes the most sense, if the goal is to connect to Route 80. The 322 improvement/connector options seem to impact too much in the way of neighborhoods and other built up structures like the church. I understand it, many of these buildings – churches, places of business and neighborhoods were not even here when the initial studies were done. Living in Boalsburg, we already hear the trucks on the bypass. Of course I wouldn't want more noise and congestion.	T-2 GC-6 AR/E-4 SER-4 NR-2 T-7 T-12 GC-1
244	Plants	Craig	16827	Preferred route is PA 144 through Potter Township. Faster for commerce. 322-2 is next preferred route that appears to be least disruptive to the residents of Boalsburg.	T-2 GC-6 AR/E-4 SER-4
76	Ponish	Jason	16802	One of the plans (4) runs right through my place of work. This property also houses a ton of outdoor rec for our community. It is one of the most beautiful places for residents of all ages together and enjoy the outdoors or church. I would hate to see the beautiful Pennsylvania land turned into a 4 lane road.	GC-6 SER-4 SER-5
406	Potter Township		16875	After due consideration of the information provided at the recent public meeting regarding the State College Area PEL Study, we would like to share suggestions and concerns of our Board and the citizens of Potter Township as follows: 1. Keep the alignment of new construction along the existing route 322 corridor between Potters Mills and the South end of the State College bypass. Simply upgrade the existing road to a 4 lane limited access highway. 2. Drop all consideration of the route 144 alignment because it will cause catastrophic impact to the Penns Valley Historic District, Prime Agricultural Lands, Centre Hall water well field along with numerous other community characteristics. It would also require crossing Nittany Mountain with associated high construction costs. 3. The location at the public meeting at the State College Wyndham Garden Inn for communication with affected citizens did not encourage participation by Penns Valley citizens. Future public meetings impacting our community should include a location in Potter Township. We totally support any effort to improve traffic flow to and through Potter Township but encourage you to minimize the impact to the Rural character of our community and keep the amount of new impervious road surface to a minimum. From our observations and out understanding of the preliminary studies, general traffic flow of passage vehicles and trucks is toward State College and Interstates 99 and 80. Thus is appears logical to meet these needs with a single highway following the existing 322 corridor and not accommodating wishes of those folks that want to shift truck traffic to our rural community. We look forward to working with PennDOT to achieve the most equable cost-effective solution to central Pennsylvania's transportation needs.	GC-6 A-1 CR-1 SER-4 AR/E-4 T-7 T-8 Consideration of alternative locations for public meetings throughout the study area will be considered for future meetings.

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245	Pursell	Craig	16827	Disclaimer: I do live close to one of the proposed 322 options. Problem: Amount of traffic and safety now and in the next 30 years. Truck traffic and mixed regional composition of that truck traffic plays an outsized portion of the problem. The solution: Divert truck traffic away from population center (State College) and efficiently to their main destination (I-80?) The 144 options satisfy the solution of the problem.	GC-6 T-7 T-6 T-12 AR/E-2 T-1 AR/E-4
246	Ream	Rebecca	16827	Please choose the plan #3 to go over CH mountain. I own 2 properties affected by the other 322 choices.	GC-6
247	Rebuck	Sterlin	16827	After attending the public forum and discussing the project with PennDOT employees it seems the most logical location for the SCAC is to parallel the existing road. What is most important is getting the project completed in a timely manner as the existing road has many hazards which will magnify as traffic increases. Personally, I am most impacted by the noise, mostly truck traffic, that carries throughout the neighborhood. The noise problem will get worse as traffic increases. The use of Jacobs engine brakes needs to be limited and sound barriers included along residential areas.	GC-6 NR-2 NR-9 AR/E-4
61	Reede	Art	16801	Stay as close to the existing roadway as possible. Try not to destroy businesses, homes and wild life as much as possible. In this way you will increase traffic and keep it on the 322 roadway and hurt the local area as little as possible. Also maintaining the farms and environment.	GC-6 SER-4 A-1 NR-6
369	Reese	Robert	16828	I have resided in Brush Valley for a lifetime on a small farm which has been in my family for several generations. The plans for a connector have been looming for years. My thought is that an improved highway in the existing corridor will provide adequate safe and efficient transportation to State College and the I-99 corridor. The traveling speed may be lower but the distance is short. With our ability today in engineering and design, I believe a good design as narrow as possible and careful interchange designs can limit land loss. Other routes under consideration will destroy farms and open land preserved by families through generations. Today, there is a lot of talk about preserving green space and open space if it is only for future highways why bother? structures and houses can be replaced when lost to a highway, the land is irreplaceable.	GC-6 AR/E-4 A-1 NR-6
248	Reese, Jr.	Robert	16827	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. New connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper. 7. Destruction of natural habitats and increased traffic on BicyclePA Route G 8. Trails in the Mount Nittany Conservancy will lose their unadulterated view of Penns Valley and suffer noise pollution. 9. Mount Nittany Vineyard and Winery will no longer be a remote, rustic respite. 10. Severe impacts on the historical community of Linden Hall. 11. Severe impacts on new, expensive communities such as Aspen Heights, Rocky Ridge, and Kaywood North. 12. Destruction of the Meyer Dairy Farm which provides much of State College with its dairy needs.	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 T-10 AR/E-7 T-12 GC-7 NR-2 SER-8 CR-1 A-1 NR-5 NR-7

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249	Regel	Cynthia	16827	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. The connection between 322 and 80 needs to be as direct possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: the headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruptions to homes, schools, businesses and neighborhoods: all of the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-S) Would be especially disruptive to the region and especially to the Boalsburg community. Homes would be taken, 210neighborhoods divided, and communities destroyed. Safety: The impact to the local community during football meeting Penn State events is unimaginable. 322 in the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: it is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7
250	Regel	Kevin	16827	1. Quickest/shortest way to get trucks to I-80 would be via the 144 routes. 2. If 144 routes are chosen the existing route 322 should be reclassified to business 322 and improvements made to make it safer like turning lanes and red light at Tussey Mountain and mountain view gold course. 3. The route 322 routes encroach or destroy many neighborhoods and are way too close to houses. 4. The 144 routes are much cheaper to build and buy out any homes, businesses, and church.	GC-6 AR/E-2 AR/E-4 GC-7 SER-4 AR/E-10
62	Reigh	Holly	16801	PennDot has restarted their plans to finish connecting a four-lane 322 from Harrisburg to interstate 80. There are 8 potential alignments that they are choosing between. Three of the alignments could significantly impact Calvary. One of those three would go right through the middle of the main facility at Harvest Fields. Alignment #4 would go directly through Calvary Harvest Fields. Please do not consider Alignment #4 through the 322 corridor as an alternative for the connector to interstate 80. Alignment #4 will be detrimental to a church that serves thousands of people in the Centre Region. Not only Alignment #4 be detrimental to our church, Calvary Harvest Fields, it will also significantly impact a growing community gathering space. With hundreds of thousands of community dollars already invested in biking and hiking trails, disc golf, a park, ball fields, and other public use spaces, this 100 acre plot is more than just a church, it is a community space. Alignment #4 will impact the Tussey mountain area and the public use of Rothrock State Forest. Alignment #4 will impact businesses and Harris Township significantly. Alignment #4 will be costly to the community and PennDot because of the value of the space. It is Alignment #4 that will close Calvary Harvest Fields, but again we suggest that the 144 routes will impact the least number of people, homes and businesses. During these challenge times due to COVID. Calvary Church in the area surrounding has been instrumental in keeping the community together and supporting families.	AR/E-4 AR/E-2 T-12 GC-6 SER-5 SER-4 SER-3
89	Reigner	Nathan	16803	Community and recreational connectivity between Boalsburg and the Tussey Mountain/Galbraith Gap area an important part of area's residential quality of life and recreation and tourism economies. Any alignment that places greater traffic or more intensive barriers to bicycle and pedestrian travel will critically and permanently degrade our quality of life and the region's attractiveness to visitors. If any alignment along the existing 322 corridor is expanded it MUST be accompanied by high quality, attractive, well maintained, and thoroughly connected off-highway bicycle and pedestrian paths.	SER-3 SER-4 SER-8 GC-7
251	Reyburn	Tom	16827	Given the proximity of housing and current traffic noise. On 322, will sound barriers be a part of any/all 322 options?	NR-2

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63	Richardson	Lilliard	16801	Our house and neighborhood (Centre Hills) backs up to 322 (in the finished section by Lemont and by Dalevue Park). The truck noise is already a serious problem for our neighborhood and especially our house and others backing up to 322, and it is getting worse. All of the 322 alternatives will simply funnel more trucks into our section of highway so I am opposed to all of those options, and the updates to the current 322 seem like the very worst options as they will damage the Boalsburg community. The 144 options would take more of the truck traffic up to I-99 and I-80, and they would affect far fewer residents. The 144 option would also enhance traffic safety. Also, we need noise reduction walls along our stretch of 322 (Centre Hills neighborhood and Lemont) as soon as possible, and it should be part of any plan that affects 322. A prohibition on brake retarders would also help considerably.	NR-2 NR-8 NR-9 GC-6 T-6 T-3 T-12
64	Richardson	Lisa	16801	I fully support any of the 144 family of construction projects for the State College Connector Road Project. I support this option because it will reduce noise and pollution generated by regional truck traffic on 322. In addition, traffic accidents and traffic fatalities are reduced the most with this option. In addition, I respectfully request that noise barriers/walls be installed on 322 near the Centre Hills/Dalevue neighborhood, where noise pollution is overwhelming.	GC-6 AR/E-4 NR-2 NR-8 T-4 T-7
252	Rimland	Emily	16827	Thank you for the information and the opportunity to respond. First, the way this information is presented to a layperson is very difficult to interpret. I could not make the public meetings unfortunately, so that was a missed opportunity, but I wish it had been recorded. There's no real narrative of what is happening and possible solutions that's summarized for me to get a good sense so I can provide feedback. In spite of the glossary, there' a level of jargon that I'm unfamiliar with that adds another layer of indecipherability. As I started to look at more of the detailed maps, the route numbers disappeared and acronyms no longer spelled out, and I had to re-orient myself to each map which is frustrating. The boards like "Alternative Screening" made little sense without additional guides as to what it was. Additionally the "layer boards" e.g. 1A, 2A, etc. I couldn't connect the dots to what layers they were referring to. That said, I understand the basic purpose and need and appreciated the infographics and photos, but I don't think I understand in detail what is being proposed in the "alternatives". Unfortunately I don't feel that part of this process has been very transparent. It felt like all the information is technically there but it's sort of a brain dump of PDFs and it's up to each person to try and put the puzzle pieces together in a coherent way. Overall, I would support more of the transit and transportation control measures over the new build options. I would love to see more bike lanes especially along Rt. 45 because we see a lot of bikers along this route and know it is popular but it seems dangerous. Increasing public transit from the growing Boalsburg area seems like it would benefit many in the community as well as be better for the environment. It seems like there's a proposed new corridor of322-3(?) going through existing agricultural land and water bodies that I would not be supportive of. Is there a map of the different resources (natural, cultural, etc.) overlaid with the proposed new corridors? That's a map I'd be interested in seeing next.	GC-7 GC-6 GC-1 GC-18 AR/E-9
253	Ripka	Steve	16827	Regarding the proposed routes, 322-2 and 322-3, I have the following concerns: Carbon "greenhouse gas" impact – the PA 144 route is 8 miles shorter trip for tractor trailers traveling between US 322 to Rt 80. Reclassify US 322 in Harris Township as "Business 322". This allows for changes (like traffic lights) that would attract traffic to the high speed PA 144 route. Water displacement or poisoning through Spring Creek and Cedar Run Destruction of agriculture lands. Invasion and destruction of wetlands and those in restoration process.	GC-6 NR-1 GC-7 NR-3 A-1
254	Risius	M. & Frances	16827	The 144 connector alternative is the one that joins Potters Mills to Pleasant Gap and provides a bypass for Centre Hall. There already is an I-99 interchange north of Pleasant Gap built during a previous project. This connector would siphon off thru truck traffic and commuters from communities in Penn Valley. There are many residential homes along the 322 corridor alternatives. Possibly US 322-4 might work.	SER-4 GC-6 AR/E-2 T-7 T-12 T-8 AR/E-4
65	Rito	Paul	16801	1. Consider bike paths along corridors - all options 2. An option not presented tonight - make 322 from Boalsburg to Tusseyville one way eastbound, then new construction from Tusseyville to 45 and 45 then bring 1 way westbound. Basically following 322-1, 2 and 3 into Tusseyville and 322-3 to intersection with 2003. Lots of savings in land acquisition, use of a lot of existing row, etc. Probably need a few more connecting roads between 322 and 45 to provide local access. 3. Valley options preferred vs. going to the ridges to preserve forest.	GC-7 GC-6 NR-6

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407	Rivera	Ozzy	16875	Extremely concerned with proposed 322-1, 322-3, 322-4, 322-5. - It completely destroys my property - Creek impacted in our area - Business impacts - Enviro. Impacts	GC-6 NR-3 NR-6 SER-4
414	Rogers	Jessica	17099	I know this project is extremely important for the future growth of our area. However as a member of the community, we should be taking steps to preserve the small gems within our community, such as Tait's Farm. Tait's Farm is a staple in the community that would be sorely missed. They are an educator of native pollinators and backyard gardens. They provide a welcoming environment in which local food sources can be purchased and their quality in consistently higher than their competitors. They represent many of other small, local businesses within their harvest shop and are one of the only places I know of in the area that I can source seed garlic and potato's in addition to heirloom seeds from reputable source. When the holidays come, Tait's farm provides our community with a beautiful place to come to choose our family's Christmas tree. Their space may be a small blip within this project, however their loss would be monumental to the community. The Centre County region is know for its agricultural, let's not lose one of the best farms in the area, that has welcomed travelers coming into the area all these years.	A-1 SER-4
101	Roos	Aaron	16823	Options 322-4 and 322-5 are least desirable for the outdoor recreation community as these options will greatly impact many hiking & mountain biking trails in Harris Twp near the Harvest Fields Community Church. This option is aesthetically undesirable because of the visual impact of having a highway on the base of the Tussey ridge.	GC-6 SER-3 SER-4 SER-5 SER-8
66	Rosenberger	James	16801	Please send me information why PennDOT isn't considering a tunnel. I propose an alternative along 144, through the northeast of Centre Hall then a TUNNEL through the mountain the I-99 connection. The quarry owners would pay for the work (and could do the excavation). The 144 route would be shorter and keep the trucks going west on I-80 out of the State College bypass. Football traffic would have an equal travel time versus following the existing 322 corridor.	GC-6 AR/E-12 T-1 GC-14 T-12 T-10 AR/E-2
90	Rossman Jr.	Russ	16803	Options 322-1, 322-5, and 322-4 are going to create a construction traffic congestion nightmare since they all converge at a busy traffic area at Boalsburg. In addition 322-1/322-5 overlaps a section of the existing 322 South of Boalsburg that is used by an area of residential housing South of Boalsburg. Not only will construction of 322-1/322-5 affect access to these areas I would feeder/access roads have to be added to allow post-construction access since 322 would become a limited access highway. There are 3835 acres of agricultural land in Harris Township on both sides of the existing 322. according to your data, 322-2 and 322-3 consume about 10% of that. The loss of agricultural land may not be that significant since farmers, especially dairy farmers, are facing economic problems. While some may not like their loss of land, others may welcome a buyout. 322-2 and 322-3 Would also be least disruptive to the greatest number of people.	AR/E-14 T-6 GC-6 A-1 SER-4

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255	Roth	Gregory	16827	322 Alternate Routes Comments 1. Originally, trucks went to Route 80 on Route 144. A young woman was killed in an accident and PADOT banned trucks from that route. I don't know how many people have been killed on 322 since that time but it's a goodly number. I feel it is a poor idea to send all the trucks to a college town where it is extremely congested on many weekends for events. A dangerous mix. Route 144 is a shorter distance to Route 80. 2. The new proposed routes to State College spread all over when they reach the Harris Township line. Seems odd. They also avoid College Township. Two routes bend to avoid the College Township line. Harris seems to be the road building bullseye. Interesting. 3. Alternates 2 and 3 go through the Cedar Run valley. There are multiple large springs in this area. Spring Creek often dries to a trickle in summer until Cedar Run flows into it. Alt. 3 takes several historical structures in the Linden Hall Historic District. Many of the landowners in these areas targeted are senior citizens and would have a difficult time relocating both physically and emotionally. There is no question land values will be adversely impacted. Bald Eagles fly this area in spring and fall going between Tussey and Mt. Nittany often stopping at the pond in Linden Hall. Alternate 2 takes few homes but takes quite a bit of farmland. Alternates 4 and 5 take few homes and some farmland but wouldn't it be better to improve the present 322 foot print which they parallel? 4. The local government will have to pick up the cost for police and emergency services for a new highway in addition to the present 322. 5. I cross 322 at Elks Club Road to get to Bear Meadows Road several times a week. It is common to see several tractor trailers pass by with a long line of cars behind. If the trucks weren't there, I feel the traffic would move much more smoothly. This is a very dangerous intersection. Signage also blocks sight distance. 6. I feel the Route 45 interchanges in Harris Township will do little to alleviate congestion toward Old Fort and further. Both 45 and Brush Valley Road are developing quickly. You need to address these roads as new PADOT projects affect the development along these roads and the vehicles affect all those who live along these routes. I feel the best thing to do is to build a new Route 144 and improve the present Route 322.	AR/E-2 T-1 T-10 T-12 T-4 AR/E-3 NR-3 NR-7 CR-1 SER-4 ROW-5 NR-6 A-1 T-7 GC-7 GC-20 GC-6 AR/E-4
256	Rotz	Alan	16827	In view of the long range plan for our community, I strongly encourage a connecting route over the mountain around Centre Hall and Pleasant Gap. As the community grows, the current 322 route is becoming the Center of the community. A bypass is needed to divert through traffic around the community. If this is not done now, I am sure it will become a priority in another 50 years. If the connector must come through Boalsburg and State College, the 4th option would be the most disruptive of all options. This route would destroy major recreational areas for the community along with several businesses, a church and the new Harris Township building. I strongly discourage the consideration of this option. If the connector must come through our community, the least disruptive option is to follow the current path as close as possible. I know this will destroy a few homes and access to a few businesses, but there does appear to be enough open area to work around much of the current facilities along this route.	AR/E-2 GC-6 SER-4 SER-3 SER-5
257	Rotz	Robin	16827	I am opposed to having more semi-truck traffic coming into State College. I feel the trucks need to be diverted away from the State College. The most logical long term solution is to take the traffic through Centre Hall. Have the engineering team considered widening the route from Potter's Mills to Boalsburg. This is a Muchmore practical and cost effective solution. I am totally opposed to having the new connector route coming close to Calvary Church - Harvest Fields. Calvary has donated much of this property to the community for its use. There are three ponds on the property, soccer fields, disc golf all donated for the State College community to enjoy and use. Last year a fantastic Mountain Biking Trail was built and designed for the community to use. There was much planning and design for this trail to be built and completed. Harvest Fields has become a park with many activities for the community to enjoy. There are always many people enjoying the activities that Calvary Church has so graciously given for community use. It would be tragic to see this road come any where close to this wonderful property. There are many businesses along Discovery Drive that would be impacted and have to be closed or moved. I plead with you to NOT bring this road near the Calvary Harvest Fields Property. It would be a devastation to the entire State College Community. Thank you for allowing us to give input.	T-6 SER-4 AR/E-2 SER-5 ROW-5 GC-6
258	Rotz	Robin	16827	Please do not consider alignment #4 as it will impact Harris Township significantly and will be costly to the community due to the value of the space it will impact Harris Township significantly. #4 will impact Tussey Mountain and the public use of Rothrock State Forest. Alignment #4 is most detrimental to Calvary Harvest Fields. It will highly impact a growing and vital gathering space for the Centre Region. Hundreds of thousands of community dollars have been invested in mountain bike trails, disc golf, ballfields and other public spaces for the community to use and enjoy. This 100 acre area is more than a church it is a community park with three ponds. It is a very popular spot for thousands to enjoy. Please consider a different alignment as alignment #4 will be costly to the community and PennDOT due to the value of this area. I feel the alignments which follow the 144 corridor will impact least amount of homes and businesses and ultimately people.	GC-6 AR/E-4 SER-3 SER-4 SER-5
25	Rubano	Mike and Melissa	16669	Proposed routes 322-4 and 322-5 are unacceptable as they will negatively impact the Tussey Mountain and Rothrock State Forest areas. The Tussey Mtn. area is a major gateway to Rothrock, which has become a mecca for outdoor activities. The ski area hosts outdoor concerts that are very popular and well attended. It is difficult to imagine an outdoor concert with a 4-lane highway as the back group. Although the Route 144 proposed routes must navigate over Nittany Mountain, this would keep heavy truck traffic away from State College.	GC-6 AR/E-4 SER-3 SER-4

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14	Rupprecht	Anna	0	We purchased our home summer of 2020, and are truly blessed by the supportive neighbors we have at Laurel Meadow Lane HOA as well as the unparalleled beauty of the rolling hills and pastoral views filled with gorgeous foliage and curious wildlife this time of year. As relatively new homeowners in the affected area, we felt it imperative to weigh in on how this proposal greatly affects our home and property and that of our entire community. An expansion to the existing 322 corridor would likely curtail our property and force the removal or transfer of fencing along our property line and our neighbors', which has remained in place since the establishment of the HOA in 1997. We also have a young daughter, as many along the roadway do, and are concerned that an expansion into private property as proposed by adding a few more lanes to the existing 322 route would negatively affect the movement of wildlife as well as the peace of families at play. Surely, proposals 322-4 (Ridgeside 1) would serve our community well, preserve the untouched, sprawling property we own that supports abundant native wildlife, and still provide ease of transit for 322 commuters and travelers. Our concern lies not just with how certain construction options will impact our own property and the immediate community, but nearby small businesses as well (businesses that reside directly on the current 322). Kuhn's Tree Farm and Tait's Harvest Shop and Farm are two small businesses that are mainstays of this pocket of Centre Hall and Boalsburg area and treasured stops for many who travel on 322. Any expansion to the current 322 roadway would negatively impact their productive farmland, historic barn (Kuhn's), and charming farm shop (Tait's). We worry for the vitality of their business, as well as the integrity and productivity of their crops and greenhouses with proposed options that affect widening the existing road. We understand that the proposals put forth consider cost, environmental effect, private property, and business property and assets. Respectfully, we strongly believe that 322-4(Ridgeside 1) is the least disruptive and intrusive proposal that would preserve the beauty, integrity, and vitality of the Laurel Meadow Lane HOA, neighboring farmland, and nearby businesses such as Kuhn's Tree Farm and Tait's Farm Shop and Greenhouse. The data presented at the in-person September 2021 meeting clearly shows that the 322-4(Ridgeside 1) alternative is the least obtrusive to the community. We believe this should strongly be considered. Thank you for the consideration of community input, and we look forward to the resolution.	GC-6 SER-4 NR-7 NR-6 A-1 CR-1
371	Rupprecht	David & Anna	16828	We purchased our home summer of 2020 and are truly blessed by the supportive neighbors we have at Laurel Meadow Lane HOA as well as the unparalleled beauty of the rolling hills and pastoral views filled with gorgeous foliage and curious wildlife this time of year. As relatively new Homeowners in the affected area, we felt it imperative to weigh in on how this proposal greatly affects our home and property and that of our entire community. An expansion to the existing 322 corridor will likely curtail our property and force the removal or transfer of fencing along our property line and our neighbors, which has remained in place since the establishment of the HOA in 1997. We also have a young daughter as many along the roadway do, and are concerned that an expansion into private property as proposed by adding a few more lanes to the existing 322 route would negatively affect the movement of wildlife as well as the peace of families at play. Surely, proposal 322-4 (Ridgeside 1) would serve our community well, preserve the untouched sprawling property we own that supports abundant native wildlife, and still provide ease of transit for 322 commuters and travelers. Our concern lies not just with how certain construction options will impact our own property and the immediate community, but nearby small businesses as well. Kuhn's Tree Farm and Tait's Harvest Shop and Farm are two small businesses that are mainstays of this pocket of Centre Hall and Boalsburg area and treasured stops for many who travel on 322. Any expansion to the current 322 roadway would negatively impact their productive farmland, historic barn (Kuhns), and charming farmshop (Tait's). We worry for the vitality of their business as well as the integrity and productivity of their crops and greenhouses with proposed options that affect widening the existing road. We understand that the proposals put forth consider cost, environmental effect, private property, and business property and assets. Respectfully, we strongly believe that 322-4 (Ridgeside 1) is the least disruptive and intrusive proposal that would preserve the beauty, integrity, and vitality of the Laurel Meadow Lane HOA, neighboring farmland, and nearby businesses such as Kuhn's Tree Farm and Tait's Farm Shop and Greenhouse. the data presented at the in-person September 2021 meeting clearly shows that the 322-4 (Ridgeside 1) alternative is the least impactful to the community. We believe this should strongly be considered.	GC-6 NR-6 NR-7 SER-4 A-1 CR-1
259	Sanders	Lynne	16827	I do not support any alignment of the Rt322/45/144 project that would bring the new road through Harris Twp. This road is now filled with truck traffic going to I-80 and presents hazards to local traffic. I urge you to consider an alignment that would allow truck traffic the most direct route to the I-80/I-99 corridor which would also help reduce carbon emissions. I can only support the 144-3 alignment. Keep in mind that your maps appear to have been made before the rapid recent growth in Harris Township. There are new industrial, commercial and residential developments that would be ruined if Harris Twp. is chosen for the alignment. I can only support the 144-3alignment. Thank you for your consideration.	GC-6 AR/E-4 T-1 AR/E-2 GC-1 T-12 T-8

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372	Schempf	Pete	16828	SCHEMPF PROPERTY FEATURES Historical: 1. The house was built around 1816 as stated in Historic Buildings of Centre County Pennsylvania, Copyright 1980 The Pennsylvania State University. It has the same construction and floor plan as the Rhone House (Rhoneymeade) about a mile east that was built in1853 and is on the National Register of Historic Places. Environmental: 1. The property is located at the headwaters of Cedar Run, a coldwater fishery that flows into Spring Creek. 2. There are four year round springs near the house and barn, in addition to three from an adjacent property that supply the headwaters. 3. There is a .6 acre stream bank buffer that is enrolled in the Conservation Reserve Enhancement Program (CREP), administered and funded by the US Department of Agriculture (USDA) and the Natural Resources Conservation Service (NRCS). 4. The entire stream located on this property is enrolled in an Environmental Quality Incentives Program (EQUIP) with an approved $145,152 steam corridor enhancement program to commence this spring 2022. 5. There is a considerable amount of wetland along the stream and even more downstream on an adjacent property. 6. The entire 42 acre property is preserved in an agricultural conservation easement held by Centre County Farmland Trust. The six acre parcel to the east of Schempf Road will be directly affected by proposed route 322-3.	Thank you for providing detailed information on the Schempf property. GC-6 CR-1 NR-3 NR-6 A-1
260	Schroeder	Paula	16827	The best choice in my opinion is the 144/45 alternative. I live in Elkview Commons and any upgrades to these routes would be a major upheaval for all of us and the residents of 2 other townhouse complexes besides us. The 144/45 alternative would impact far less people.	GC-6 AR/E-4 SER-4
67	Schulte	David	16801	Road improvements increase traffic volumes. Unfortunately, they also decrease the quality of life of the folks living near the road. The single largest detractor to that quality of life is the noise and pollution from the trucks using the road. Improving Rt. 144 so that it can safely be used by the trucks passing thru would have a two fold benefit: 1. it reduces the truck traffic on Rt. 322 thereby reducing the noise and air pollution in the heavily populated State College area. 2. It makes the truckers lives better because they could more quickly get to I-99/I-80 - which is where most want to go. Currently trucks are prohibited from using Rt. 144. Fix this and you get the gratitude of both the local residents and the trucker community.	T-3 T-6 GC-6 T-8 NR-2 NR-1 T-12 AR/E-2
261	Schultz	Gary	16827	I find all five 322 options to be unacceptable for the following reasons: 1. My overriding objection is to bringing heavy traffic volume of cars and particularly trucks that are inter-state / regional bound into Harris Township / State College which already has heavy local traffic, 2. 144 options provide a shorter /faster route to I80 and I99 resulting in less greenhouse gas emissions, 3. Harris Township has grown to have several major housing developments that 322-1, 322-3, 322-4 and 322-5 unreasonably impact, 4. 322-4 unreasonably impacts Tussey Mountain Ski and Recreation Area and Harris Township Industrial Park. I strongly urge PADOT to select one of the 144 options and designate current 322 as Business 322.	GC-6 AR/E-4 T-1 SER-4 SER-3 SER-10 GC-7 T-6 T-12
262	Schultz	Karen	16827	Environmental concerns: any modification to 322 would increase greenhouse emission. The connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area.) Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Comingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. Disruption to homes, schools, businesses, and neighborhoods: All of the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided and communities destroyed.	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7

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				Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	
373	Schwier	BT	16828	I attended the public open-house held at the Wyndham Garden Inn in Boalsburg, reviewed the various displays, and asked numerous questions to the attending PennDOT staff. I appreciate the opportunity to submit my comments, questions, and observations. The data indicates the majority of truck traffic is heading towards I80. Therefore, I support the most expeditious route, the PA 144 build to Pleasant Gap, which results in an overall shorter distance to I80. I suggested that the SCA connector PA 144 build be constructed underground, similar to the Chesapeake Bay Bridge Tunnel, the Chunnel, the Gotthard Base Tunnel, and others. Unfortunately the on-site staff could not adequately address this. The presentation boards revealed the PA 144 build to Pleasant Gap would remove viable food producing farm land. To minimize the splitting of contiguous food production acreage, selecting fence row land would be advantageous from a planting and harvesting farming perspective. The PA 144 build would allow emergency ambulatory and fire vehicles to respond quicker because the Penns Valley Emergency Medical Service, Centre Hall Fire Company, Pleasant Gap Fire Company, and Pleasant Gap Fire Company Basic Life Support Ambulance service would be able to access the highway via interchanges in their coverage area. I do not support any US 322 builds because of the number of properties and community members impacted and affected by this activity. Additionally, the amount of money that would be spent on property acquisition would be quite prohibitive. There were no routes presented using the mountain ridge similar to I99. State game lands are Commonwealth owned thus reducing the overall land purchase costs and minimizing interfacing with citizens of the area. Likewise, starting the highway at the bottom of seven mountains and heading west towards a Boalsburg interchange was also not presented as an alternative option.	GC-6 T-7 T-8 T-12 A-1 SER-4 ROW-1 AR/E-2 AR/E-8 AR/E-10 AR/E-12 NR-6
399	Scott	Kristal	16870	Putting this highway through 150 &/or 201 Harvest Fields Drive or anywhere directly affecting the church, and grounds, would be a real loss for the entire community. I strongly encourage other routes be considered.	SER-4 SER-5 GC-6
263	Seprish	Scott	16827	I am concerned about the impacts to State College communities from this proposal. Going up Route 144 is shorter and keeps the trucks out of our communities. Please consider the impact to everyone's health from the emissions from trucks going 70 mph through various developments. This noise and disruption could be avoided. I am a property owner near several of these potential routes. This has a chance of impacting everyone in my community. Please find a way to utilize Route 144!	SER-4 GC-6 AR/E-2 NR-1 NR-2 T-8 T-12 AR/E-4
91	Shellenberger	Karl	16803	My preferred alternative for the State College Area Connector would be to upgrade the existing 322 corridor. That option would have the lowest impact to environmental, historical, agricultural, archaeological, and socioeconomic resources, and it is likely the lowest cost option. If that option is not determined to be feasible, I would prefer Alternative 322-1. That option generally follows the existing route and would have fewer impacts than the other alternatives. I think there will be a huge public outcry if one of the other options is selected. Those alternatives have a much greater impact on existing homes, farms, forests, and businesses. The Route 144 options do not address the traffic issues on 322 between Boalsburg and Potters Mills, and I feel that there will still be a need to improve that section of road in the future. Many of the vehicles are headed to/from the Centre Region, especially when you consider weekend traffic. It is my understanding that the traffic studies only considered mid-week traffic which does not capture the traffic issues on weekends, especially when there is a Penn State football game or other event.	GC-6 AR/E-4 SER-4 GC-7 T-10 T-7 T-6
102	Shirey	Robert	16823	I would prefer the 144 corridor due to less impact on homes, facilities. Also the shortest distance for trucks to 80. I do especially oppose 322-4 due to the impact on Harvest Fields/Calvary Church. This is a community property that contains ponds, frisbee golf, and mountain bike trails that were recently built at a cost of over $100k. I appreciate the opportunity for input.	GC-6 AR/E-4 T-12 SER-4 SER-5

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103	Shirey	Sandra	16823	I would prefer the 144 alternative in order to reduce truck traffic on Rte. 322 and to avoid the 322 alternatives going through Harvest Fields, Bear Meadows and Tussey Mountain. The 144 Alternative would have less negative impact on public areas and resources.	GC-6 T-6 SER-4 SER-5 SER-3
264	Showers	David	16827	I would like the connector to follow PA 144 not US 322. This route would keep truck traffic and noise away from Boalsburg.	GC-6 T-1 AR/E-4 NR-2
265	Showers	Dianne	16827	I am hoping the connector can follow PA 144. It appears that that particular choice would disrupt the fewest residential neighborhoods and farms.	GC-6 AR/E-4 SER-4 A-1
415	Shutika	Ethan	17099	Please do not remove Tait farm. Tait farm is an essential part of the community and a well established farm	A-1 SER-4
15	Smith	Doug	0	Hi, I strongly prefer the 144 Build alternatives (any of the three paths). This route could take traffic out of Phillipsburg and other cut-through areas and still serve State College. The 144 alternative also shows the best safety improvements overall, with the main exception of 322. I suggest constructing the new 144 Build alternative in conjunction with cheaper safety improvements on 322, such as traffic calming to encourage slower speeds and the use of the new roadway instead, especially by trucks. This could include rumble strips when entering from the expressway on either side, roundabouts, narrower lanes, speed flashers, the painted dots that show proper following distance, and a few new or longer turn lanes where needed. Thank you!	GC-6 AR/E-4 T-4 T-2
104	Smith	Jackie	16823	Please consider choosing a route which does not disrupt Calvary Harvest Fields and the surrounding lands. The work put in to this area has allowed for a great community gathering place. It's not just a church. Also a daycare where my children attend. The outdoor spaces have been and continue to be groomed for many activities including disc golf, biking, hiking, and fishing to name a few. The area has become a great adventure for all ages of any ability. Youth groups, moms groups, and even recreational sports teams utilize the spaces. To tear it apart to build a road would be detrimental to the community as a whole.	GC-6 SER-5 SER-4
266	Smith	Justin	16827	I am opposed to the building of either of the proposed connector routes. I believe the problems created by both the 322 and 144 routes each create more problems than they solve in terms of disruptions to the natural environment and people's homes.	GC-6 AR/E-4 T-2 T-7 SER-4 NR-6
267	Smith	Michael	16827	Prefer alternative to take trucks to I-80 via 144 over mountain due to large volume of truck traffic on 322. If valley route selected, prefer routes 2, 3 or 4 which avoid residential areas near existing 322 and Spring Creek. If there is interchange where current 322 goes from 2 to 4 lanes, will it preclude the proposed bike trail from Fasik Park to Boalsburg? Noisy too. Include transportation funding to complete bike trail mentioned above. Current truck noise from Elks Club road to 4 lane is very and. Divert trucks elsewhere or at least lower grade so they don't Jake brake. Routes 1, 3 and 5 appear to have the greatest potential for environmental harm to spring creek and/or Cedar Run. Thanks for opportunity to comment.	GC-6 AR/E-2 T-7 SER-4 NC-3 GC-7 NR-2 NR-9 AR/E-4 T-12
304	Smith	Stan and Darlene	16827	Best route for truck is the 144 straight to I-80 around Centre Hall. Less mileage(carbon emissions) - there's already a 4-lane roadway that was put there when this was proposed over 15 years ago! Keep any new 4-lane road out of the valley. Run 322 along Tussey Mtn. and realign with 322 at Harris Acres Industrial Park would be second choice.	GC-6 T-12 T-8 NR-1 AR/E-2 AR/E-4

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374	Smith	Gregory	16828	It appears that the 322 options couldn't have affected more property owners if the planners had that as their goal. Worst of all would be upgrading the current road. It's already dangerous but that would increase the speeds that traffic would flow, making it far worse. Three of the 322 alternate routes would go right through my property where my wife and I are currently building our retirement dream home. These alternatives would destroy our idyllic setting which cost so much of our finances. I've always felt that if you want a view from your home you need to own. Sadly this is not the case. To make matters worse, we are financing the new home with a loan on our current house on Church Hill Road. The uncertainty of the road project will no doubt negatively impact the sale of that home. I can certainly see where we will be losing hundreds of thousands of dollars. I'm a retired Air Force officer and I can't afford to lose a large amount of our hard earned retirement wealth.	GC-6 AR/E-4 SER-8 ROW-4
268	Spicer	Lisa	16827	Environmental concerns: any modification to 322 would increase greenhouse emission. The connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area.) Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Comingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. Disruption to homes, schools, businesses, and neighborhoods: All of the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided and communities destroyed. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7
269	Springer	Hayley	16827	After reviewing the provided materials at the public meetings, I would like to express my concerns related to multiple proposed routes. First, Route 322-4 would result in major impacts on multiple recreational sites that are vital to the culture of the community, namely the biking and disc golf at Harvest Fields, the skiing opportunities at Tussey Mountain, and the absolute wealth of activities at Galbraith gap access to the state forest. Additionally, Routes 322-1, 4 and 5 propose an interchange at Boal Ave. This road is already heavily trafficked and addition of an interchange bring both directions of traffic. Some of which is now accommodated by 45 would exacerbate that problem. Though I have concerns, several routes provide opportunity to reduce traffic on other busy roads (Rte. 45) and ease access to Bear Meadows Road, opening the possibility of bicycle access to the state forest. Routes 322-3 and 3 provide these opportunities. All of the 144 options could also provide similar benefit though may not impact Rte. 45 traffic near Boalsburg as much.	SER-3 SER-4 SER-5 AR/E-4 GC-6 AR/E-2 T-7 GC-7 GC-20 NR-6
370	Stashak	Eric	17701	I am writing this letter on behalf of Kaywood North and Kaywood North Estates to adamantly oppose future construction of the I-99 extension proposed routes 322-4, 322-5 and 322-1,2 and 3. These route options would forever disrupt the peaceful atmosphere of the Brush Valley and current 322 corridor from Potters Mills to Boalsburg. While attending the public meeting on September 23, 2021 I spoke with a PennDOT representative that responded to a question I asked about current traffic counts regarding truck traffic traveling from Potters Mills North, he informed me the destination of 80 percent is I-80. Directing 80 percent of truck travel 10 or more additional miles to reach I-80 would require 160 additional gallons of diesel fuel for each 100 trucks. This contradicts goals for responsibly placed regional transport infrastructure to reduce our carbon footprint. During football season, northbound fans would only travel an additional 4 to 5 miles to reach Beaver stadium on Route 144, versus other options. The proposed highway to Boalsburg would take almost double the amount of Nittany Valley farmland and impact more wetlands and streams, as compared to traversing the valley to the foot of Nittany Mountain near Centre Hall. Property values increase greatly between Centre Hall and Boalsburg. Berks Homes built and sold 40 homes in Kaywood North in 13 months from July 2019 thru October 2020, with a 3 month shutdown for COVID. The sale value of these homes ranged from $350,000 to $425,000. These same homes are being sold for over $500,000 as of August 2021. Homeowners in Kaywood North pay on average $6000 in annual property tax, based on the value	GC-6 AR/E-4 AR/E-2 T-6 T-7 T-8 SER-4 ROW-1 ROW-4 A-1 NR-3

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				of the home. Future Kaywood North Estates homeowners will pay on average $8000.00 plus annually in real estate taxes. These tax dollars are utilized to maintain and improve the quality of life for current and future families in the Harris Township area. Home values will inevitably drop and tax revenues will follow proportionately if any other options other than Route 144, 1 and 2 be chosen. The Brush Valley is one of few areas that currently accommodates the controlled growth of State College and surrounding areas and as a developer of Kaywood North I see first hand the love of this valley when talking to the new families that have built here, they love the view of majestic Mount Nittany, the views of Cedar Creek flowing through the meadows and most of all, the tranquility. I implore you to minimize the proposed highway's economic, environmental and esthetic impact on this valley by selecting the Route 144 options 1 or 2.	
375	Stephens	Linda	16828	My husband and I attended the meeting at the Elks on Wednesday, September 22, 2021. Before we attended the meeting, we received a letter from the Harris Township. They are only endorsing 144-3 which will push traffic out from our area but still taking farmland. Using the existing Rt322 to widen the road seems to be the best solution. Seeing that the next morning, we heard on the Morning News that this project is not fully funded as your graphs at the meeting showed. Traffic on Rt45 is only congested during the peak hours for employees going to work and Saturday football games for Penn State. Football games and events at BJC can only bring in more traffic but not enough to destroy people's livelihood (farmers) to accommodate commuters and Penn State home football games, etc...doesn't seem right.	GC-6 AR/E-4 T-7 T-10 GC-7 GC-20
270	Stetsa	Jeff	16827	Please don't let PSU sway your decision to do the right thing. 144 is the only viable option to get the trucks to I-80 without disrupting Happy Valley.	GC-6
16	Stevens	Anne	0	Regarding the State College Area Connector Proposal/Planning and Environmental Linkage Study The highway using any of the proposed Harris Township routes despoiling the farmland, countryside and housing developments is unacceptable for the following reasons: First: Much of the research data being used to justify those routes through the township is a decade, if not more, old and inaccurate. Second: A State College nexus would bring heavy 18 wheel through truck traffic traversing a rapidly developing Harris Township and into a densely populated area mixing with local commercial, commuter and Penn State event traffic and, most troubling and dangerous, mixing with school buses. Third: A previous Federal Highway study showed that the Centre Region was not compliant with safe air quality standards and noise issues were also questionably noncompliant. Fourth: Many designs in the present SR 322 highway to be conjoined in Harris Township do not meet federal highway safety standards Conclusion: Moving traffic from SR 322 at Potters Mills directly to the interchange of I 99 and I 80 near Bellefonte creates a direct access route for trucks crossing the state in all directions as well as providing additional access to State College on I 99. By following the above route and assigning the present SR 322 to boulevard or business route status the plan alleviates the need for PADOT to destroy neighborhoods and developments, imperil attributes of unique natural resources in Harris Township and still meet the needs of the transportation industry. Therefore it is essential and imperative that residential and commercial data collection be redone and refreshed to reflect the current state of Harris Township development and evaluated to determine that a high speed interstate highway is neither safe nor feasible.	GC-1 A-1 SER-4 T-1 T-2 NR-2 T-7 T-8 T-12 AR/E-1 AR/E-2 NR-6 GC-7
271	Stewart	Rich	16827	Please keep existing road where it is and do not send it out through our beautiful land. Expand the highway where is it currently located.	GC-6 AR/E-4
92	Stine	Michelle	16803	My friends and I regularly bike and hike the trails connected to Galbraith parking lot and now the new Harvest Trails near Boalsburg. It's been a longstanding problem that there were no nearby beginner level trails where we could take friends and family who weren't ready to ride in the rootier, rockier trails in Rothrock. Both trail systems are a great community asset. On weekends the parking lot at Galbraith is usually full with other hikers, runners, dog walkers, horse riders, and bike riders. Additionally, the Coyler Lake trails created a few years ago are a destination for residents of Happy Valley to go fishing, kayaking, and swimming as well as walking, running, and biking. I believe that 322-5 has potential to affect the trails connected to Coyler Lake and that 322-4 will disrupt a major outdoor destination for our region as well as destroy the intent of the Harvest Fields Trail system. It looks like the proposed route goes right over some of the trails near the ponds. Moreover, there is now a development and businesses located in that adjacent area. While I realize that there will never be 100% agreement upon the route, I strongly urged the project to consider other less developed and less publicly used routes. I am also in favor of the 144 1, 2, and 3 options that would route the through-traffic around State College.	GC-6 SER-3 SER-5 NR-6 AR/E-4

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419	Stoner	Nancy	31558	I believe it is important to have safe and efficient transportation access to State College and to connect the major highways within the Centre Region. I am very opposed to option 322-2, which runs directly through the property of Calvary church. This organization, with a newly constructed building, serves not only a large faith community within the Centre Region but has also enabled other non-profit organizations to make use of their property to serve a variety of other audiences and to address other community needs. Footprints in the Fields is one of these non-profits which has greatly benefited from being able to use the Calvary Harvest Fields property to create a pregnancy and infant loss remembrance garden on the Harvest Fields grounds. This special place has been created to provide a sacred space of remembrance for families from anywhere within the region who have suffered the loss of an infant or young child. Often, these losses are not recognized with a special place of their own, and our garden is such a space. Destroying this space will cause pain and suffering for families who have already lost so much. For this reason, I ask that you consider alternative routes that would meet the transportation needs of the community without creating more loss for grieving families.	GC-6 AR/E-4 SER-4 SER-5
272	Straub	Vivian	16827	Please help get traffic off Rt. 45! Thinking Rt. 144 looks best for me.	GC-6 AR/E-4 T-7 GC-7 GC-20
93	Stryker	Harry Ford	16803	The Spring Creek Chapter of Trout Unlimited has three comments about the State College Area Connector based upon the materials presented in public meeting: 1. Give priority to alignments that will have the least impact on water resources. this would prioritize: upgrading the existing 322 alignment, option 322-2, and the route 144 options. 2. If the alignment has to cross a stream or wetland, design the crossing to be perpendicular to the stream/wetland to minimize disruption and reduced risk. 3. Recommend the Department retain an independent environmental consultant knowledgeable in wetland ecology, to advise the Department, designers and contractors during the design and construction process.	GC-6 AR/E-4 NR-3 NR-6 If the Build Alternative corridors are advanced for further development and evaluation, the proposed designs will be further developed to include the identification of proposed bridges and culverts at stream crossings and positioning them at more perpendicular locations, where possible. The project design team includes environmental consultants that specialize in the identification and characterization of wetlands and streams and knowledgeable in efforts to avoid and minimize impacts to wetland areas and hydrology. These specialists are also experienced in restoration measures and replacement

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					designs to address and compensate for wetland and stream impacts that are unavoidable.
17	Swanson	Michael	0	I'm a resident of Boalsburg, Pa, and an avid rider of both the Harvest Fields Community Trails and Rothrock State Forrest trails. I recently came across a map of proposed connectors for the US322 alternate corridors and am writing to ask you to reconsider those plans. From the map, it seems that a number of the proposed corridors would run directly through the Harvest Fields Community Trails and Rothrock State Forrest trails (both of which continue to be developed and are a significant draw for hikers, mountain bikers, and outdoor adventurers alike). I'm asking that the plans for the project to "prioritize transportation issues" be reconsidered if it requires the halting of development of both areas. There is a strong community built around outdoor recreation in State College, and from the plans which have been released, it would be difficult to imagine how the proposed corridors could exist without significantly altering a draw for the community at large, as well as a significant chunk of a State Forest.	GC-6 SER-3 SER-5
273	Swanson	Paul	16827	We need to stop building roads that we cannot afford. Maintain roads across the entire country. The road building industry is overbuilt and most cities and states across our country are unsustainable. Why do we continue to build and build without maintaining existing bridges and roads? Stop causing problems and debits that taxpayers can't afford! "Build Back Better" Ha! Ha! Fix what is built!	T-2 GC-6 GC-7
18	Sweet	Timothy	0	I kindly ask you not to choose a highway realignment that leads to our church (Calvary Harvest Fields) being relocated. Thank you for doing your best to find an alignment that does not affect Calvary. Sincerely, Tim	GC-6 SER-5
77	Swim	Janet	16802	Route 144 Despite not being in my personal best interest to argue against route 144 for the new path for 322, I have serious concerns about the long-term environmental impacts of putting the road there. There are environmental concerns along 322. However, cutting at least an 80-foot road through the mountains is a major impact on the land. It contributes to habitat fragmentation that is increasing across the nation and strikingly in the Northeast. These routes would isolate the southern half of the forested lands. If a road goes along route 144 in the mountain, there must be wildlife corridors. The corridors, I assume, would increase the cost of the road. Better yet would be a tunnel, but I guess this is not even being considered because of the cost to build and maintain. Yet even with corridors, there will be concentrated stormwater runoff that would damage water quality. Loss of trees would destroy numerous habitats and remove a significant source of carbon dioxide sequestration contributing to climate change. Route 322. My preferences are as follows. Worst Route 5 Route 1 Route 4 Route 3 Route 2 Best Routes 1 and 5: The livability in neighborhoods along these routes would be seriously impaired by Routes 1 and 5, with these areas having experienced growth in the last decade. Both of these routes also have Section 8 housing considerations. The increase in noise pollution and exhaust pollutants from cars and large trucks and the visual site of cars and the lights throughout the night will be exhausting and damaging to mental, social, and physical health. Nobody wants the highway in their backyard. But the increase in the number and density of housing on the outskirts of Boalsburg near the business and local 322 interchange has been increasing and argues against these routes. Route 1 is preferable to Route 5 because route 5 would appear to increase habitat fragmentation and have slightly more negative impacts on wetlands. If either one of these two routes is chosen, they will require sound barriers because of the increased noise pollution in the area. I assume this is an additional cost to road construction as well. Route 4: Although less forest destruction from Route 4 than along 144, Route 4 shares the same problem of habitat fragmentation and loss of forest. Moreover, like Route 1 and 5, it presents a loss to wetlands. It would also trap people living between what would be the old and new 322 (i.e., between two busy roads) because the projections seem to indicate that people will still use the old 322 as other people using what would be the new 322. Route 2 and 3 appear to be the best options. Although route 2 seems better than Route 3 because it disturbs viewer existing neighborhoods than Route 3. Compensation. I also wanted to make a note of an issue regarding compensation to homeowners. I was informed that PennDot could require a part of my land to be bought for the road. If they take part of my land, I want them to take all of it. I do not want the road to be that near to my house. But I	GC-6 AR/E-12 NR-1 NR-3 NR-6 SER-4 NR-2 AR/E-4 AR/E-11 NR-7 ROW-1 ROW-5 GC-7

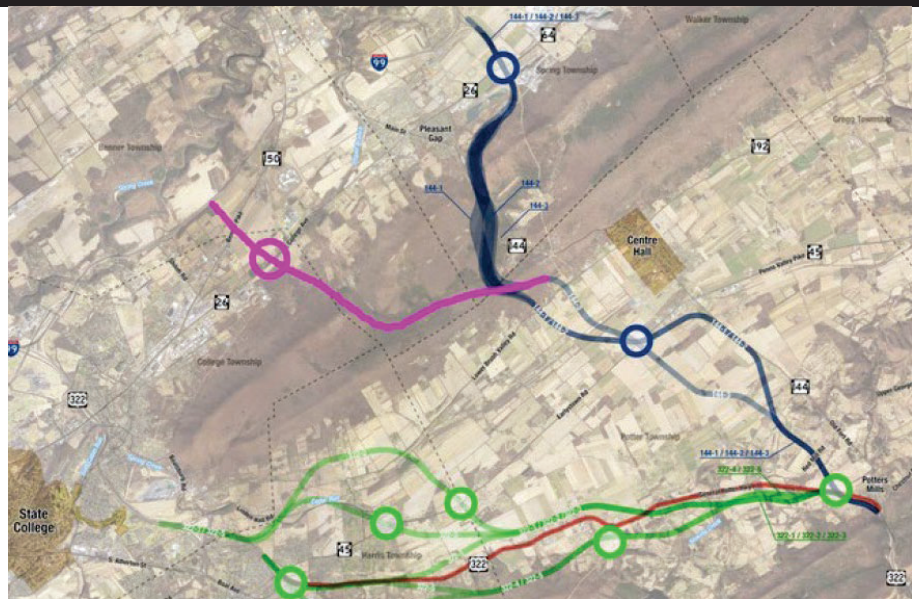
#	Last Name	First Name	Zip Code	Comment	Response Code/Remarks
				was told that expanding such a purchase would not be allowed. I was also told that I could be compensated for the depreciation of the value of my home. However, it is not clear how many properties would be included in such depreciation. For instance, Route 1 and 5 would clearly depreciate the value of my house. But route 4 could as well, even though it would not be right next to my house. Opportunity. Last, I would like those planning and constructing the road to not only consider which route would create the least damage but which route could contribute the most to the quality of living in the area. For instance, whatever option is selected, the road should include consideration of enhancing bicycle paths and public transportation, making it easier and more desirable than car transportation.	

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274	Swim	Janet	16827	Route 144 Despite not being in my personal best interest to argue against route 144 for the new path for 322, I have serious concerns about the long-term environmental impacts of putting the road there. There are environmental concerns along 322. However, cutting at least an 80-foot road through the mountains is a major impact on the land. It contributes to habitat fragmentation that is increasing across the nation and strikingly in the Northeast. These routes would isolate the southern half of the forested lands. If a road goes along route 144 in the mountain, there must be wildlife corridors. The corridors, I assume, would increase the cost of the road. Better yet would be a tunnel, but I guess this is not even being considered because of the cost to build and maintain. Yet even with corridors, there will be concentrated stormwater runoff that would damage water quality. Loss of trees would destroy numerous habitats and remove a significant source of carbon dioxide sequestration contributing to climate change. Route 322. My preferences are as follows. Worst Route 5 Route 1 Route 4 Route 3 Route 2 Best Routes 1 and 5: The livability in neighborhoods along these routes would be seriously impaired by Routes 1 and 5, with these areas having experienced growth in the last decade. Both of these routes also have Section 8 housing considerations. The increase in noise pollution and exhaust pollutants from cars and large trucks and the visual site of cars and the lights throughout the night will be exhausting and damaging to mental, social, and physical health. Nobody wants the highway in their backyard. But the increase in the number and density of housing on the outskirts of Boalsburg near the business and local 322 interchange has been increasing and argues against these routes. Route 1 is preferable to Route 5 because route 5 would appear to increase habitat fragmentation and have slightly more negative impacts on wetlands. If either one of these two routes is chosen, they will require sound barriers because of the increased noise pollution in the area. I assume this is an additional cost to road construction as well. Route 4: Although less forest destruction from Route 4 than along 144, Route 4 shares the same problem of habitat fragmentation and loss of forest. Moreover, like Route 1 and 5, it presents a loss to wetlands. It would also trap people living between what would be the old and new 322 (i.e., between two busy roads) because the projections seem to indicate that people will still use the old 322 as other people using what would be the new 322. Route 2 and 3 appear to be the best options. Although route 2 seems better than Route 3 because it disturbs fewer existing neighborhoods than Route 3. Compensation. I also wanted to make a note of an issue regarding compensation to homeowners. I was informed that PennDot could require a part of my land to be bought for the road. If they take part of my land, I want them to take all of it. I do not want the road to be that near to my house. But I was told that expanding such purchase would not be allowed. I was also told that I could be compensated for the depreciation of the value of my home. However, it is not clear how many properties would be included in such depreciation. For instance, Route 1 and 5 would clearly depreciate the value of my house. But route 4 could as well, even though it would not be right next to my house. Opportunity. Last, I would like those planning and constructing the road to not only consider which route would create the least damage, but which route could contribute the most to the quality of living in the area. For instance, whatever option is selected, the road should include consideration of enhancing bicycle paths and public transportation, making it easier and more desirable than car transportation.	GC-6 AR/E-12 NR-1 NR-3 NR-6 SER-4 NR-2 AR/E-4 AR/E-11 NR-7 ROW-1 ROW-5 GC-7
275	Syrett	Bill	16827	Upgrade is needed. Noise mitigation appreciated near residential areas.	GC-6 NR-2 AR/E-4
276	Szabo	Sarah	16827	1. A stoplight is needed at the intersection of Bear Meadow Rd and Bole Ave – 322. Hazardous to get out in traffic. More open land on this route. 2. The proposed connector via 144-3 which would join Potters Mills through Centre Hall into Pleasant Gap is the most direct to connect to I-99 and route 80. 3. Fewer residential homes and businesses on that route. 4. The 322 routes would impact more residences and businesses along with environmental impacts such as state game lands and recreation areas.	GC-7 GC-6 T-12 SER-4 NR-6

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68	Tait	Asa	16801	Hello, I'd like to register my opposition to the options 322-1, 322-4, and 322-5 on the basis that those run through not only several family farms, but also would severely alter the appeal of the recreational area at Tussey mountain where not just skiing but also music festivals and other community events are currently held, as well as that entrance to Rothrock.	GC-6 AR/E-4 A-1 SER-4 SER-3
376	Tait, Tait Farm	Kim	16828	As the co-owner of Tait Farm, located on Rt. 322 outside of Boalsburg, I want to state my opposition to the connector highway going thru any of the proposed routes in Harris Township. It is very clear that a new highway needs to connect I 99 and Rt 80, and to the 4 lane expansion that has recently been completed in Potters Mill. I am well aware of the increased truck and passenger vehicle traffic on the road, as well as the dangers that exist. I have witnessed many accidents over the years, many of which were fatal, and two of those near fatal accidents occurred right in front of the farm-and were my employees turning left into the farm to come to work. Tait Farm employees 26 people in total with the two family businesses and is one of the major employers in Harris Township. The farm has been in the Tait family since 1950 and is a well known destination to the folks that live locally and are visiting the area. Tait Farm Foods grows five acres of organic vegetables (producing over 30,000 lbs. of food annually that is all consumed locally), has 5 production greenhouses and high tunnels, raises vegetable, herb, flower and native plant seedlings, as well as operates a year-round retail store and greenhouse. Tait Farm Trees and Bassets raises more than 25 acres of Christmas trees and is a premier Basset hound breeder. Should the proposed highway come through the middle of the farm or along (or close to) the existing right of way, it would destroy this important business and destination in the community. Not to mention the other important businesses that are in the same path as the farm, including Tussey Mountain ski resort, The new Calvary Baptist Church, the industrial park and the new Harris Township facility. While no-one wants the road to come through their home or farm, it seems one of the most important considerations here is what route would be the least disturbing to the existing farms, homes and businesses in the connector road's proposed path? We believe that making the existing Rt. 322 a local road, will make it safer and more sustainable, while sending the thousands of daily trucks and other traffic along a highway designed to move lots of vehicles quickly and safely, with the least disturbance to the businesses, local residents, feeder roads and the natural environment in its path.	GC-6 AR/E-4 GC-7 T-7 T-8 AR/E-2 A-1 SER-3 SER-4 SER-5 SER-10
19	Teeple	Janet	0	Please do not consider Alignment #4 through the 322 corridor as an alternative for the connector to interstate 80. Alignment #4 will be detrimental to our home and the only area we're able to take walks on sidewalks from our house. Please please reconsider this. So many people enjoy this area and it draws many for safe recreational activities. It's what makes this area our community. Not only Alignment #4 be detrimental to nearby church, Calvary Harvest Fields, it will also significantly impact a growing community gathering space. With hundreds of thousands of community dollars already invested in biking and hiking trails, disc golf, a park, ball fields, and other public use spaces, this 100 acre plot is more than just a church, it is a community space. Alignment #4 will impact the Tussey mountain area and the public use of Rothrock State Forest. Alignment #4 will impact businesses and Harris Township significantly. Alignment #4 will be costly to the community and PennDot because of the value of the space. We respectfully submit that the alignments which follow the 144 corridor will impact the least amount of homes, business and people. It is Alignment #4 that will close Calvary Harvest Fields, but again we suggest that the 144 routes will impact the least number of people, homes and businesses.	GC-6 AR/E-4 ROW-4 SER-4 SER-5 SER-3 AR/E-2
94	Tessy	John	16803	Thank you for the detailed planning, maps and tables that are posted providing all the information about the new highway alternatives. It looks to me like the PA-144 build alternative corridor will take up a lot of socio-economic resources. To upgrade the existing 322 highway does not seem to be advantageous in the long run for reducing traffic. So, it looks like the 322 alternates are better. However, I ask to please spare the Calvary church and it's grounds in Harvest fields. The church is very actively involved with the State College, Boalsburg and student communities especially during this Covid time. The new bike paths on the grounds of the church, the lake, are well utilized by many of us and it would be a shame to see this go. The grounds provide a peaceful atmosphere for a walk or a ride over there away from a lot of noise. The church has held many services outdoors and given away truckloads of food to those who want it. The alternative corridors 322-1, 322-4 and 322-5 will significantly impact the church and everything it does for the community. As a Calvary church goer, I request kindly to avoid these alternatives to prevent the church from being impacted. Thank you for your consideration.	GC-6 AR/E-4 T-7 SER-4 SER-5 SER-3

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277	Thomas	Rob	16827	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. new connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7
377	Traband	Mark	16828	Very well presented. Good data and good visuals. Good job in communication approach, process and potential impact. The underlying question is how do the alternatives get weighed given the complex data involved and how transparent is the decision making process? That is very unclear.	GC-6 GC-3 NR-6
69	Trethewey	Jeremy	16801	Thank you for providing an opportunity to comment on the State College Area Connector PennDOT Project. As a resident of Harris Township, I would like to express my (and my wife's) opinion that the US322 options (upgrade existing and the 5 alternative options) would have significant downsides as effectively expressed in the Township's comments. While PennDOT would still need to minimize environmental and social impacts of a route near PA144, we believe these options would be far less disruptive and more effectively meet the objectives that PennDOT has articulated for the project.	GC-6 SER-4 NR-6 AR/E-4
388	Tritsch	Shana	16854	I am writing to express my concern about the proposed 322 routes, particularly Route 4 which impacts Tussey Mountain, Rothrock State Forest, and Harvest Fields Mountain Bike Trails and Disc Golf. These are extremely important resources for our community. They provide access to healthy outdoor exercise for locals, particularly importantly for young people, and make our area attractive to tourists and potential students, bringing in tax revenue. With these resources, State College is an outdoor enthusiast's Mecca, without them, it will become just another interstate exit.	GC-6 SER-3 SER-4 SER-5
278	Unlu	Kenan	16827	I am strongly objected to any proposed routes besides the routes for 144 within Potter Township due to reasons listed below. The proposed 144 routes provide direct connection to I-80. Environmental concerns: any modification to 322 would increase greenhouse emission. The connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area.) Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Comingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. Disruption to homes, schools, businesses, and neighborhoods: All of the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided and communities destroyed. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible.	GC-6 AR/E-4 NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7

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				Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	
378	Vaccaro	Victoria	16828	I live close to route 45. I do not believe that there are any problems with the correct configuration of route 45. why create new 322/45 interchange (options 322-2 & 322-3) that destroy the beauty of our valley and disrupt homesteads farmland unnecessarily?? The core problem is 322 and truck traffic. 144 options solve these problems best without destroying the beauty of our valley. 322-4 option is the only configuration of 322 that doesn't destroy our valley if 144 routes are not feasible.	GC-6 AR/E-4 T-7 T-8 GC-7 GC-20
279	Vance	Doug	16827	I strongly oppose any of the 322 alignment options. Boalsburg is a wonderful place to live, with many natural and business amenities that would be degraded with an even busier highway running through it. The state should have finished the highway back in the early 2000s before the development of housing and businesses that would be severely impacted. The best option is the 144-3.	GC-6 AR/E-4 SER-4 NR-6
280	Vance	Karen	16827	I am vehemently opposed to any alignment along 322. The Route 144-3 option is the only reasonable option. When we moved to Harris County, specifically Boalsburg, we made that decision due to the Rothrock Forest (Galbraith Gap Area) and the recreational opportunities it provides. Building a highway at the base of the ski area would be disastrous and dangerous. Widening 322 and any other 322 options would not alleviate the current traffic issue and safety hazards associated with 322. The only option is to pursue the 144 option.	GC-6 AR/E-4 SER-3 T-7 NR-6
20	VanScyoc	Jason	0	I'm a resident in the general area of the State College Connector project. The idea of solving the traffic issues on 322 and 144 sounds great, but I think there is a better idea than what has been proposed. In consideration of the traffic on 144 and 322, I personally note that the majority of the traffic travels on 322 rather than 144. It may be true that some of the traffic wants to get to I-99 or I-80, but the route they take depends on if they are headed east or west. If the new highway is routed alongside 144, then that will only solve the issue of traffic traveling east, and if the new highway is placed along 322, then the traffic that wants to travel east will still take 144 - the other way is too far out of the way. Also, focusing on just traffic that wants to go to I-99 or I-80 neglects a lot of traffic that is simply traveling to State College. Why not place the new highway in between the current proposals? I've attached an image below about what I'm thinking. The route I drew would allow any traffic going to I-99 or I-80 to easily get there, and it would be the ideal route to take regardless of if they are traveling east or west. Additionally, for anybody that does want to travel to State College, if they are going anywhere in the northern part of State College, the route I propose would be ideal. If they want to travel to Boalsburg, or the southern part of State College, they would travel along the old 322. This would cut the traffic along the old 322 at least in half, and it would also greatly reduce the traffic on 144. The new road proposal would also place an interchange on 26, which makes it easy to arrive at the many shopping places near that area. It looks like the placement of my proposal wouldn't be that difficult to do, as it is traveling along side the mountain, and cuts in between a gap. It also looks like it would have minimal impact on existing structure.	Thank you for your comment. A preliminary evaluation of your proposed corridor was conducted. From an environmental perspective an alternative in this location was not developed as it would: • have the highest forest land impact and would create a new fragmentation of the Nittany Mountain forested area in a region that is relatively undisturbed. • extend in between known bat caves (approximately 1.2 miles from Rockview Cave and 1.8 miles from the J-4 cave).

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					• extend almost entirely through the Rockview State Correctional Institute property and through the associated National Register boundary of the NRHP-eligible Rockview SCI Historic District (as currently defined) • extend through the natural gap created by Logan Branch (McBride Gap), it will extend through the Logan Branch headwaters and encroach into the vicinity of the State Correctional Institutes (SCI's) reservoir that serves as a water supply for the SCI (note, this reservoir is at a very high elevation with an undeveloped forested watershed that is within SCI property for protection and the SCI water supply system seems to have been integrated with the Benner Township Water Authority's system that uses groundwater wells). The PFBC has identified Logan Branch as the largest tributary to Spring Creek , accounting

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					for about 1/3 of the total flow. • pose potential safety concerns relating to the crossing of the active prison property. From an engineering perspective, an interchange along I-99 in the identified location would not be possible as the existing Shiloh Road interchange is less than 1-mile (0.6 miles) away from the identified location. Shifting the interchange further north would cause the roadway to encroach on the Rockview State Correctional Institute property and buildings.
391	Wadlington	Kai	16868	Please do not consider Alignment #4 through the 322 corridor as an alternative for the connector to interstate 80. Alignment #4 will be detrimental to a church that serves thousands of people in the Centre Region. Not only Alignment #4 be detrimental to our church, Calvary Harvest Fields, it will also significantly impact a growing community gathering space. With hundreds of thousands of community dollars already invested in biking and hiking trails, disc golf, a park, ball fields, and other public use spaces, this 100 acre plot is more than just a church, it is a community space. Alignment #4 will impact the Tussey mountain area and the public use of Rothrock State Forest. Alignment #4 will impact businesses and Harris Township significantly. Alignment #4 will be costly to the community and PennDot because of the value of the space. We respectfully submit that the alignments which follow the 144 corridor will impact the least amount of homes, business and people. It is Alignment #4 that will close Calvary Harvest Fields, but again we suggest that the 144 routes will impact the least number of people, homes and businesses.	GC-6 AR/E-4 SER-3 SER-4 SER-5 NC-6

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281	Wagner	Donald	16827	Environmental concerns: any modification to 322 would increase greenhouse emission. The connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area.) Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Comingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. Disruption to homes, schools, businesses, and neighborhoods: All of the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided and communities destroyed. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7
282	Wagner	Donn	16827	Environmental concerns: any modification to 322 would increase greenhouse emission. The connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area.) Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Comingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. Disruption to homes, schools, businesses, and neighborhoods: All of the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided and communities destroyed. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7
283	Wagner	Mary Ann	16827	Environmental concerns: any modification to 322 would increase greenhouse emission. The connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area.) Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Comingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. Disruption to homes, schools, businesses, and neighborhoods: All of the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7

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284	Wagner	Mary Ann	16827	Environmental concerns: any modification to 322 would increase greenhouse emission. The connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area.) Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Comingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. Disruption to homes, schools, businesses, and neighborhoods: All of the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided and communities destroyed. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7
70	Walker	Larry	16801	I am in real estate. I think the properties that are not taken but are immediately contiguous need to be considered when weighing the overall economic impact. If a property value by virtue of the new road, loses 50% market value, they should be compensated. If I had a vote, I would vote for 144 alignment. I understand trucks may not want to go over Centre Hall Mountain. I would require them to unless they are going to State College or south on 99.	ROW-4 ROW-1 GC-6 AR/E-4 T-11
285	Walsh	Calvin	16827	Clearly, using the existing 322 route and widening it to accommodate the projected future needs would, by far, be the least disruptive to the residents of the area. I'm not sure why this wasn't the only solution offered since the impact would be relatively minimal. Each of the other alternatives involves destroying properties and/or severely impacting property values in a wide band. Frankly, I sincerely doubt that any changes are necessary, but I suppose Penn Dot must somehow justify their existence and this massive boondoggle certainly fulfills that need. The economic impact to property owners will be immense if any of these alternatives is chosen. I have personally been driving this section of 322 since the early 1960's and I don't know why these drastic measures are being considered.	GC-6 AR/E-4 NR-6 SER-4 ROW-1 T-2

#	Last Name	First Name	Zip Code	Comment	Response Code/Remarks
71	Waters	Lorie	16801	I am extremely concerned with the option that would expand the existing General Potter Highway stretch to 4 lanes, as well as the options paralleling the existing road along the base of Rothrock State Forest. The effect that these options would have on one local farm, Tait Farm (amongst other neighboring farms) is devastating. As friends of one of the farm families, and as frequent Tait Farm customers for produce, Christmas trees, and other Harvest Shop items, the negative impact that this project could have on this local treasure is hard to overstate. Tait Farm is an extremely important part of our local State College/Centre County farming community, and it would be terrible to lose their land to this project. Please consider an alternate route that would not have such devastating effects on this farm and the surrounding farmlands, homes, and businesses.	GC-6 SER-3 A-1 SER-4
72	Way	Cindy	16801	Please eliminate option 4. The property at Harvest Fields is an invaluable community recreational resource. It is not simply a church, but a recreational facility that serves hundreds of people every week. From a brand new state of the art mountain biking trail, to an elaborate frisbee golf course, to swimming, fishing and hiking, skiing, ice-skating and snowshoeing. This property offers four season recreational activities as well as a vibrant, community-supporting church that opens it's doors and property to all of the community no strings attached. It would be a great blow to our town if this resource were lost.	GC-6 AR/E-4 SER-5 SER-4
105	Weaver	Bryan	16823	1. Environmental concerns: Any modification to 322 would increase greenhouse emissions. new connection between 322 and 80 needs to be as direct as possible. The routes within Potter Township along route 144 provides a more direct connection to interstate 80, generating less greenhouse gas from trucks and cars traveling through our region. 2. Conservation and additional environmental concerns: The headwaters of both Cedar Creek and Spring Creek lie within the areas designated as potential route 322 modifications (around the Boalsburg area). Construction of the State College Connector in this area would be disruptive to those headwaters. Option 322-3 specifically impacts protected Shemp family wetlands and farmlands 3. Congestion: Route 322 is already a busy commuter road and will only become more congested as the State College area continues to grow. Co-mingling local commuter traffic and truck traffic destined for I-80 would significantly increase through traffic and would prove dangerous, not only now but in the future. 4. Disruption to homes, schools, businesses, and neighborhoods: All the proposed routes along 322 (322-1, 322-2, 322-3, 322-4 and 322-5) would be especially disruptive to the region and especially the Boalsburg community. Homes would be taken, neighborhoods divided, and communities destroyed. 5. Safety: The impact to the local community during football weekends and Penn State events is unimaginable. 322 and the adjoining roads are used not only by our local commuters but also by school buses carrying our children. Truck through traffic should be diverted away from residential neighborhoods as much as possible. 6. Business 322: It is more reasonable to establish the current route 322 as a "business route 322" and have the new connector go along one of the proposed Potter township routes (144). This option would allow our local businesses to continue to prosper.	NR-1 AR/E-2 NR-3 T-4 T-6 T-7 SER-4 NR-6 A-1 T-10 AR/E-7 T-12 GC-7
379	Weaver	Judith A.	16828	My husband, Wiley Sittler, and I live in Linden Hall. We moved here in 1979 and have been very involved in our community. Shortly after we moved into Linden Hall, the village was added to the historic register. My husband and I helped to form 2 organizations, the Linden Hall Village Association which helps to protect 12 acres of woodland and adjacent watersheds for Mackey's Run and Cedar Run/Spring Creek; and The Rock Hill School at Linden Hall Organization which purchased the school and property and restored it for use by the community. We love our quiet rural village which is home to farmers, teachers, landscapers, woodscraftsman, gunsmiths, doctors, lawyers, businessmen and homemakers (and professors!). Please use a route that does not decimate our village that we have worked so hard to restore and protect.	CR-1 NR-6 NR-3 SER-4 GC-6
286	Weener	Paul	16827	ADVANTAGES OF 144-3 BUILD ALTERNATIVE : *it does not bring the traffic into the most densely populated part of the region, as do the 322 corridor alternatives. *The 144 alternatives do not bring the pollution and noise and congestion into the densest populated part of the region. * The 144-3 alternative is almost as fast for the cars going to State College and faster for the trucks going to I-80. A truck burns four or more times the fuel than cars do. *The Origin-Destination study reveals that a surprising number of cars use 322 and 144 as through roads to continue on to I-80, and 80% of trucks are heading for I-80 resulting in less mileage and pollution for the 144-3 alternatives. * Less homes and businesses would be wiped out by the 144-3 alternative than any if the 322 alternatives. * The cost of land acquisition costs will be less for the 144-3 alternative than any of the 322 corridor alternatives. * The "upgrade on existing 322" should not be considered since the prediction is it will result in more accidents.	GC-6 T-7 NR-2 AR/E-2 T-8 SER-4 T-9 ROW-1 AR/E-4

#	Last Name	First Name	Zip Code	Comment	Response Code/Remarks
380	Weidensaul	T. Craig,	16828	Thank you for allowing me to express my opinions re the proposed construction of the road between Potters Mills and Boalsburg. Please make all decisions according to economics, existing laws, and common sense, not based on political maneuvering. The latter concerns the NIMBY mentality expressed by Boalsburg people just as they did when this issue was active several years ago. None of us want to be displaced or have a four-lane highway right near our property. Let's face it—the vast majority of traffic on US 322 is destined to and from State College, including many trucks and employees, students and those attending special events at Penn State. The most direct route to Penn State AND to I 99 is via the footprint of existing 322. It attaches to the SC bypass presently and routes traffic directly around SC and Boalsburg to connect with I99 over the mountain – all four-lane, limited access highway. The cost of using the two lanes of exiting 322 west of Potters Mills plus adding only two more lanes is vastly less expensive than a route via the SR144 corridor. The 144 option would (1) cost much more than my suggestion re existing 322 as all four lanes plus right-of-way costs would be needed, (2) An AG Security area involving many farms would be breached and require litigation, (3) interference with an active airstrip would likely be inevitable, and (4) such an option would require construction of two sides of a triangle to get to SR45 and west to SC and I99 rather than a faster way via the hypotenuse straight line along existing 322. Most traffic to SC and I99 comes west on 322, not SR45, and would have to go farther to their destinations than by going in an essentially straight line to the end of the SC bypass east of Boalsburg where it WOULD NOT impact the village of Boalsburg per se. Land along the 322 footprint encompasses far less no-no land and would not adversely impact private dwellings and businesses to any extent. Additionally, no one says two lanes added to the existing 322 lanes would have to be immediately adjacent to existing 322. The additional lanes could be separated from the existing two lanes to accommodate bypassing various properties, wetlands, and businesses. This could not likely be accomplished in the SR144 corridor as even MORE protected land would be affected. As an add-on, the turning lanes added to existing 322 in the last few years have been very effective in facilitating constant traffic flow and in preventing accidents. Similar changes and upgrades to this section of 322 might be considered. Again, thank you for soliciting comments from all of us who will be potentially affected by the proposed highway construction.	GR-6 NR-6 AR/E-2 AR/E-4 T-7 T-8 SER-4 AR/E-10 A-1 NR-3 GR-7 GC-20
73	Westrick	Linda	16801	The Oak Hall/Linden Hall connector roads will have a bigger impact to productive farms compared to the other options. Those corridors go through the middle of Brush Valley historic district, which will permanently alter the rural nature of the district. The Oak Hall/Linden Hall connector will likely have more problems with sinkholes, leading to pollution of the Cedar Run Springs near Linden Hall. There could be perpetual issues with sediment going into a sinkhole and coming out of the spring. Interchanges near the stream are not a good choice. This problem may be difficult to identify and fix and it would be a visible eyesore for Cedar Run or Spring Creek.	GC-6 A-1 SER-8 CR-1 AR/E-13 NR-3 AR/E-4
287	Whitaker	Jane	16827	I am not in favor of any proposed route that goes through Harris Twp. These would ruin the farmland, recreational area and residential developments that make our community what it is. It would be disastrous. I support the alternatives along Rt. 144.	GC-6 AR/E-4 SER-4 NR-6
413	Whitford	Joyce	17084	Please do not consider # 4 going through Calvary. Calvary does so much for our community. Too many people will be effected.	GC-6 AR/E-4 SER-4 SER-5
95	Wild	Drew	16803	I understand that this plan to reroute 322/I99 to rt. 80 will impact many households and businesses. After reviewing all of the routes I think that extending Rt. 144 through Centre Hall seems the most logical. Proposed route #4 and 5 runs through my parents backyard and will be very close to Tussey Mountain. The other route will remove houses and the lower part of the Meadowlark Lane. In my opinion, the route going from the 144 interchange to Centre Hall would be a more direct route.	GC-6 AR/E-4 SER-4 SER-3 AR/E-2 T-12
288	Wild	Pamela	16827	Select PA 144, it would be the less invasive route. The other 322 alternatives would ruin the natural beauty of the Boalsburg area. They would have a devastating impact on home owners not to mention Tussey Mt. and Rothrock State Forest. Both of which are enjoyed by thousands of outdoor enthusiasts from all over.	GC-6 AR/E-4 SER-4 NR-6 SER-3

#	Last Name	First Name	Zip Code	Comment	Response Code/Remarks
289	Wild	Robert	16827	No to 322-4 as it crosses just below Tussey Mt and Bear Meadows Nature Area and State Forest. Both are the most used outdoor recreational areas in the country. Skiing, biking, ultramarathon, summer concerts, and movie series, golf and more. Any highway below this area would ruin this outdoor environment. Further west 322-4 would destroy the township industrial park. No to 322-1 and 322-5. These alternatives affect the most structures both east and west of Bear Mountain Rd. Over 60 homes on Bear Meadow Rd alone will lose value and have a major increase in traffic noise. The social impact of these alternatives affect the greatest number of property owners. No the other 322 alternatives. These needlessly ruin the natural pastoral beauty and serenity of the east Boalsburg area and destroy the number of large homes. Yes to 144 Alternatives - 30% of 322 traffic is trucks. Trucks are the major issue. The vast majority of the trucks travel to I-80. The 144 routes get to the I-99 interchange 13 miles faster than the 322 routes while adding 2 to 3 minutes of travel to the those going to PSU, State College on I-99 South. 144 Routes impact a small number of farmers and fewer individuals, while realizing the impact is also substantial. Truck traffic and noise will be less impacting on 144. Interchanges in the middle of 322-2, 3, 4 and 5 and 144-1, 2 and 3 alternatives are redundant. They waste precious land and dollars. All vehicles can easily get on the newly selected route in 5 to 6 miles by going to one end or the other of the selected route. Boalsburg already has a complete interchange. Another interchange on the west end of 322-1,1 r 5 seems superfluous.	GC-6 AR/E-4 SER-3 SER-10 SER-4 ROW-4 ROW-1 NR-2 AR/E-3 T-8 T-12 A-1
74	Wise	David	16801	Do not build #4 and #5 on the Mountain. Ruins visual and ecological of this corridor. Not necessary to scar this valley like Bald Eagle Valley. Do #1, #2 or #3. Make it as short as possible!	GC-6 AR/E-4 NR-6 SER-8
381	Yablonsky	Andrew	16828	In best meeting the SCAC's project purpose and need, I'm convinced, as a 16+ year State College area resident, that one of the Rte. 144 corridor options would best suffice for auto and truck traffic efficiency, least impact on our natural resources and least impact on residential, business and agriculture properties, as compared to the Rte. 322 options which would traverse thru much heavier populated areas that are zoned residential and commercial business. Also, the vast majority of tractor trailer truck traffic passing thru Potters Mills, are heading to I-99 and they would best be served with one of the Rte. 144 options, eliminating 50+% of the truck traffic from Potters Mills to Boalsburg, on the existing Rte. 322.	GC-6 SER-4 A-1 AR/E-2 T-7 T-8

#	Last Name	First Name	Zip Code	Comment	Response Code/Remarks
382	Yahner	Tom	16828	My greatest concern with the construction of a new highway is that the alignment not disrupt or fragment the integrity of the existing landscape fabric. This concern involves both the ecological and the historical/cultural dimensions of the landscape. Landscape Ecology In general, new highway construction should strive to cause the least possible disruption and fragmentation to the ecological dimensions of the landscape. New highways too often disrupt and fragment existing habitats corridors of movement of plants and animals that connect streams, springs, wetlands, woodlots, and fields to one another and to the forested ridges on either side of the valley. The historical/cultural landscape In particular, the Linden Hall National Register Historic District remains as one of the few 19th century rural lower order central places that sits within the (greatly intact) agricultural setting that gave the village its original reason for being. Even though houses have been built in recent years on some farmland, the pattern of historical property lines, farm fields, hedgerows and woodlots remains virtually intact, and the road pattern remains greatly as it was in the 1874 Pomeroy Atlas of Centre County. Construction of either new highway alternatives through this cultural landscape would disrupt and fragment this pattern of fields, historical property lines, hedgerows and roads in a way that would essentially destroy the integrity of this landscape and make it forever unreadable. While few residents of the area would explain the landscape in these terms, they all value and appreciate these aspects of the landscape and the sense of place that they create. Direct evidence of this is the Linden Hall Village Association, an active organization of residents of the village and its surrounding area, that manages and maintains a community park and actively works to maintain the social bonds of the community. In addition, the Rock Hill School at Linden Hall was recently restored by a group of local residents to serve as a community center, bicyclist rest stop, museum, and center for meetings and workshops. This one-room schoolhouse and the historic Dub site Evangelical Church across Brush Valley Road from the schoolhouse, are remaining tangible artifacts of the 19th and early 20th century function of the village as a central place serving a larger agricultural landscape. This landscape is similarly valued for its unique sense of place by many residents of the broader State College area. People from outside the immediate area are attracted to this bucolic countryside to walk, bike or run the 5 mile loop between Oak Halland Linden Hall. The winding, tree-lined roads nestled at the base of Mount Nittany provide a pastoral experience unlike anything else found so close to State College. It is common to see Central Pennsylvania artists and photographers stopped along roadsides painting and photographing scenes of the local landscape. Two internationally famous artists have painted here. Harold Altman, produced a lithograph titled Linden Hall and the Swedish painter now living in Central Pennsylvania, Lena Thynell, has produced a series of paintings in Linden Hall. Highway construction would forever destroy this landscape character valued by local and regional residents alike. In my opinion, new highway construction should remain along the existing route 322 corridor in order to minimize further disruption and fragmentation of both the ecological and historical/cultural landscape. Further, new highway construction should restore ecological corridors that were previously disrupted and habitats that were fragmented by the existing highway. This new highway presents a unique opportunity to create an entry "parkway" corridor from the east to State College and The Pennsylvania State University that meets the highest standards of landscape aesthetics while protecting the historical/cultural and ecological dimensions of the landscape.	GC-6 CR-1 NR-3 NC-5 NR-6 NC-7 AR/E-4
21	Yerty	Tonya	0	I'm sure all of the options have their pros and cons but I would like to voice my discontent with any of the options that would affect the Calvary hiking/biking Community areas (322 option 4) or significantly affect Rothrock. These areas are important to the community and cannot reasonably be replace or relocated. Thank you for your consideration.	GC-6 SER-3 SER-5
389	Zeigler	Robert	16854	To me the overall best solution with minimum overall impact is choice 322-2. My concern is the impact on agricultural lands. Knowing the financial situation for many farms, the selling of land may be the best option. The top concerns are: safety, environmental impacts (wildlife + people), agricultural impacts If the area impact is minimized (use design similar to modify 322 but create new) this could help get an ideal solution.	GC-6 AR/E-4 A-1 T-4 NR-6 SER-4 AR/E-6
400	Zerby	Marisa	16870	As plans are being made for this road expansion, I would like to express my interest in having the new plans avoid invading the area surrounding Harvest Fields and our church, Calvary Harvest Fields. As one of the largest churches in the area it would have a huge impact on our community. Thank you for your consideration in how this would affect hundreds of families in our area.	SER-4 SER-5 GC-6
290	Ziegler	Mara	16827	Keeping construction to the existing highway makes the most sense in so many ways. We don't need an enormous divided highway therefore widening the cement section of two lanes should have the least impact both residentially and environmentally (and business wise.)	GC-6 T-2 AR/E-4

#	Last Name	First Name	Zip Code	Comment	Response Code/Remarks
300	Zietsma	Charlene	16827	Feedback on Displays: Presenting raw data to the public without inferences is unhelpful. It would be useful to compare alternatives and identify key takeaways, e.g., - Build Alt. #2 is safest, cost more - Build Alt. #1 diverts more traffic I can't make sense of enviro. impacts based on the data presented, not helpful. I'd like to see time/emissions savings for the 2 build alternatives. Surely many of these vehicles are heading to I-80 and build alternative #2 would shorten their trips. The data is also important. Based on what I know and my own interests, Build Alt. #2 has a clear advantage to me.	AR/E-2 T-8 NR-1 T-12 GC-18 GC-6 AR/E-4 NR-6 GC-6 GC-3

APPENDIX N – Comment Response Themes

Response Code	Response
General Comment (GC)	
GC-1	The information collected to define the features and characteristics of the 70-square mile planning study area was obtained from multiple secondary sources including the GIS database compiled during the preparation of the "Route 322/144/45 Corridors, 2019 Data Refresh Report" prepared for PennDOT. Other secondary sources included various plans/reports, maps, and GIS databases developed and maintained by federal and state resource agencies, various Centre County agencies, and the municipalities. In addition, "windshield" surveys were conducted to confirm the validity of select data. The digital resource information is being maintained in the State College Area Connector (SCAC) GIS database which includes the GIS layers shown on the publicly available online SCAC Planning and Environmental Linkage (PEL) Study Resources web map. PennDOT recognizes the limitations of secondary data sources and is continuously updating the planning study's database as more current and accurate information is obtained from federal and state resource agencies, the county, and municipalities; interviews with various entities; and feedback from the public. This effort includes continuously updating the publicly available SCAC PEL Study Resources web map to reflect the current information being used for the study. As the PEL Study progresses and smaller project areas are defined for proposed transportation improvement projects, extensive field surveys will be conducted. The detailed field survey data will be used to update the planning data and ensure the accuracy of both the characteristics and the locations of the future transportation project areas' community, cultural, and natural resources. PennDOT is committed to using the most current and accurate information for the more detailed development and evaluation of proposed transportation improvement alternatives and to further assess critical features that may affect the design and feasibility of the proposed improvements. It is anticipated that an online public web map will be maintained for these future transportation studies to continuously present the most current data collected and receive public feedback. PennDOT will also use updated photogrammetry (includes overlapping aerial photography) to create 3-D models and updated mapping to accurately reflect current landscape (land use/cover) and topographical data for the future transportation project areas.
GC-2	The September 2021 public meetings were not publicly broadcast. These meetings were conducted in an open house format which is not conducive to broadcast format. All of the exhibits including public comment forms were released

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	September 3, 2021 for virtual public review via the study website (www.penndot.gov/SCAC). Anyone that did not wish to attend the meeting in person was able to view the meeting materials on the study website and submit comments during the posted public comment period. A PennDOT representative's name and contact information was also provided on the website for questions. In addition, formal advertisements for the meetings informed anyone that needed special accommodations to contact PennDOT. No such requests were received.
GC-3	The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA) and in coordination with the Centre County Metropolitan Planning Organization (CCMPO), is conducting this SCAC PEL Study. This 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 of transportation decision making. Planning decisions and outcomes will inform the National Environmental Policy Act (NEPA) environmental review process for the independent transportation project(s) identified during the PEL Study. This PEL Study will identify transportation problems and improvement solutions within a 70-square mile geographic area for planning purposes. This PEL Study will consider a range of transportation alternatives to address the various problems throughout the study area. The final PEL report will document all the study findings including the rationale for identifying what transportation projects to be advanced for further environmental and engineering investigations. As this PEL Study is looking at a broad geographic area, the study name was established by PennDOT to convey the general location of the study area and not a specific roadway termini or destination of any future transportation improvement project that will be proposed during the PEL Study.
GC-4	Studies for transportation improvements within and adjacent to the study area have been undertaken at various times since the 1970s. This includes PA 144 which received weight restrictions north of PA 45 in the late 1980s; numerous safety improvements along US 322 between 2006 and 2014; and the construction of US 322 to a four lane limited access highway from Seven Mountains to Potters Mills. The largest study to date was concluded in the late 1990s and early 2000s called the South Central Centre County Transportation Study (SCCCTS). The SCCCTS was a specific project that was undertaken to evaluate transportation improvements along the US 322, PA 144, and PA 45 corridors

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	from the vicinity of the top of Seven Mountains in Potter Township, west to the Village of Boalsburg in Harris Township, and north to the Village of Pleasant Gap in Spring Township. The study was stopped in 2004 due to a statewide transportation funding shortfall. While there is overlap in transportation need and geography between the SCCCTS and SCAC, the SCAC PEL Study is utilized to look at a broader context relative to transportation issues and solutions within the study area. The results of the PEL Study will be used to identify multiple stand-alone transportation projects which include multiple corridors and other transportation modal needs such as bicycle and pedestrian facilities.
GC-5	On August 31, 2021, a public officials meeting was held for area federal, state, county, and local representatives. Local representatives from Benner, College, Harris, Potter, and Spring townships and Centre Hall Borough were specifically invited to attend. A copy of the sign-in sheet from that meeting is included in **Appendix D** of the Open House Public Meeting Summary Report.
GC-6	Thank you for identifying preferences and concerns on the various alternatives presented at the September 2021 public meetings. PennDOT, in cooperation with the Federal Highway Administration, is collecting data, developing transportation solutions, and will make appropriate recommendations that best meet the transportation purpose and need identified in this area while balancing the overall potential effects on the natural and built environments and considering input provided by the public and study stakeholders. Direct costs for the construction of the alternatives as well as future maintenance will also be a factor in the decision-making process. All analysis and evaluations will be conducted based on current rules, regulations, and guidance. Throughout the process, study results and recommendations will be presented to the public for input.
GC-7	As this PEL Study progresses, other transportation modes and alternatives will be considered as not only mitigation opportunities for any alternative that is advanced in the PEL Study, but could also be included as independent transportation projects which PennDOT would work with the CCMPO to plan and program separately. These potential projects could include bicycle and pedestrian improvements, road diets, roadway reclassifications (e.g., business routes), intersection improvements, safety-specific improvements, intelligent transportation systems, as well as other identified transportation improvements.

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	During the NEPA and preliminary engineering study, more detailed analysis will be conducted to assess specific local roadway improvements that need to be included as part of the SCAC project being advanced. Generally, these local road improvements are necessary to support the Build Alternative changing traffic patterns and address issues the Build Alternative causes on the network. These types of projects are called "connected actions". For example, if a PA 144 Build Alternative corridor is advanced, it will be determined what types of improvements would be necessary on PA 45 as a result of the proposed interchange and changing traffic patterns. Conversely, if a US 322 Build Alternative corridor is advanced, it will be determined what types of improvements would be necessary on existing US 322 as a result of the proposed interchange and changing traffic patterns.
GC-8	The SCAC PEL Study started in February of 2020. Since that time, PennDOT representatives have attended various Township/Borough meetings and developed a study website to keep the public informed. Additionally, PennDOT has presented numerous times at various CCMPO meetings since early 2020, which were broadcast publicly and included representatives from various municipalities. In October/November of 2020, a virtual public meeting was held to discuss the scope, purpose, and need of the study. The virtual meeting notification process was accomplished by publishing multiple advertisements in the Centre Daily Times and the Lewistown Sentinel, posting flyers at area convenience stores, grocery stores, and other public gathering areas in the 70-square mile study area, and social media outreach (Facebook and Twitter). In addition, the local communities were asked to forward the meeting announcement to their interested citizens and place a link to the advertisement on their individual websites.
GC-9	The SCAC PEL Study process encompasses seven different phases. The SCAC PEL is currently in phase 4 (Screen Alternatives and Determine Impacts). The SCAC PEL schedule currently calls for completion in the summer of 2022 which may extend into the fall in order to receive the Federal Highway Administration's approval to advance to preliminary engineering and detailed environmental investigation. At that time, the alternative options to be advanced will be made publicly known. The boards from the public meeting "State College Area Connector PEL Process" (https://www.penndot.gov/RegionalOffices/district-2/ConstructionsProjectsAndRoadwork/SCAC/Documents/9-2021_VPM/05_SCAC_PEL-Process-Timeline-Board.pdf) and "What is the Process for Advancing Transportation

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	Projects?" (https://www.penndot.gov/RegionalOffices/district-2/ConstructionsProjectsAndRoadwork/SCAC/Documents/9-2021_VPM/03_Transportation-Process-Board.pdf) provide more information about the overall transportation project timelines and the PEL process as well.
GC-10	Direct notification regarding new information on the study website including notices of future public engagement opportunities will be conducted via an email notification. Throughout the SCAC PEL Study, the public has joined the notification database by visiting the study website and joining directly or by signing in at one of the public meetings and providing an email address. It is anticipated that as the alternatives are refined and engineering conducted, direct outreach in the form of letters to potentially affected property owners may be conducted.
GC-11	The next step in the SCAC PEL process will be to refine the mapping and corridors based on public comment and present the revised information at a public meeting. It is anticipated that this meeting to present the revised materials will be in the spring of 2022.
GC-12	The ability and right to make I-76 toll free for trucks is beyond the purview of PennDOT and this PEL Study. Those types of endeavor would require approval by the Pennsylvania Turnpike Commission and state legislature.
GC-13	The SCAC open house public meeting was developed and conducted in accordance with PennDOT's Publication 295 (Pub 295) (May 2021) – Project Level Public Involvement Handbook (Pub 295) which was coordinated with the Federal Highway Administration. Pub 295 outlines acceptable formats for presenting and soliciting comments on transportation projects with the public during the environmental and preliminary engineering phase of project development. As the SCAC PEL Study results will be used in future environmental studies, the guidance outline in Pub 295 was deemed appropriate for use in this study. In accordance with Pub 295, an open house public meeting, like the September 2021 SCAC public meeting, is an acceptable format. The meeting, such as the one held by PennDOT in September, was purely for informational purposes and did not meet the requirements for a "meeting" as outlined in the Sunshine Law (the Law defines a meeting as "any prearranged gathering of an agency which is attended or participated in by a quorum of the members of an agency held for the purpose of deliberating agency business or taking official action."). While the open house meeting did meet the first criteria of the Sunshine Law of being prearranged, it was not intended to have a quorum of agency members in attendance, nor was agency business deliberated on or any official action

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	taken. This meeting provided draft study specific information for which PennDOT was soliciting public comments and no agency or study decisions were made at the meeting. Future public meetings for this study may incorporate more formal approaches to information sharing and comment collection.
GC-14	In accordance with federal and state rules, regulations, and guidance, prior to advancing a single alternative for construction, the transportation development process must be followed. This process includes development and evaluation of a range of alternatives and the assessment of impacts and benefits for each alternative. This information is used by FHWA and PennDOT as a basis for making informed decisions on what transportation improvements to advance. Once an improvement is selected, final engineering design is necessary to refine the project-specific plans to identify right-of-way needs and be detailed enough to construct the project. When a project is ready for construction, PennDOT must follow and adhere to a prescriptive bid process that does not allow PennDOT to provide specific entities construction projects or portions of a construction project without going through the competitive bid process.
GC-15	The movement of freight via the roadway network was one component of the traffic analysis conducted as part of this PEL Study. Many factors influence freight movement. This study did not specifically consider rail as a reasonable alternative for the movement of goods or people as the rail infrastructure is not located within the study area and the installation of such infrastructure is cost prohibitive and would be as impactful as highway options and less beneficial at moving people in a rural area.
GC-16	Public comments received during the PEL process will be considered during the development and evaluation of alternatives. When determining what alternatives will be advance for further consideration, PennDOT and FHWA will make recommendations for alternatives that best meet the transportation purpose and need identified; consider input provided by the public and study stakeholders; best balance the overall potential effects on the natural and built environments; and provide suitable mitigation strategies to address adverse effects. Direct costs for the construction of the alternatives as well as future maintenance will also be a factor in the decision-making process. All analysis and evaluations will be conducted based on current rules, regulations, and guidance. Throughout the process, study results and recommendations will be presented to the public for input.

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	Public comments received during an official public meeting public comment period will be identified and addressed in a public meeting summary report. The public meeting summary report will be provided for public review on the study website. Notifications will be sent to all Study interested parties that signed up on our website or attended public meetings and provided an email address alerting them that the Summary Report is available for review. This process has been utilized for past reports including the 2020 Virtual Public Meeting and the Purpose and Need reports. This process will continue to be followed for all future reports and memoranda prepared as part of this study. This includes the Draft and Final PEL Study Report. The Draft and Final PEL Study Report will provide a summary of the entire PEL process including the study purpose and need; environmental setting alternatives analysis including explanation of the range of alternatives and the rationale for why an alternative was considered and dismissed or advanced; identification of alternatives to be advanced as an independent transportation project for further study; and an implementation plan for the independent transportation project. FHWA and PennDOT will also be hosting future public meetings and conducting public outreach at key milestones during the PEL Study.
GC-17	The PEL Study and preliminary engineering phase were funded under the 2019-2022 Centre County Transportation Improvement Program (TIP). Additional preliminary engineering (PE) funding, as well as Final Design funding, is included in the 2021-2024 TIP for a transportation solution deriving from this PEL Study. Funding for subsequent phases including future right-of-way and construction will be determined after the preliminary engineering (PE)/environmental study phase is complete.
GC-18	Your comments on exhibits will be considered for future public meetings. At these meetings, PennDOT and its representatives are located at each exhibit station to aid in reviewing study information and addressing questions.
GC-19	If any of the Build Alternatives are constructed, the new roadway will be a state highway which is monitored by the state police. During detailed design phases, emergency management agencies are consulted to identify potential access and other emergency management needs along the roadway. While these services are supplied locally, the new facility would improve safety for the traveling public over current conditions and should lessen the need for emergency management.

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GC-20	This PEL Study will consider independent transportation projects which PennDOT would work with the CCMPO to plan and program separately. While these potential projects could include bicycle and pedestrian improvements, road diets, roadway reclassifications (e.g., business routes), intersection improvements, safety-specific improvements, intelligent transportation systems, as well as other identified transportation improvements, specific consideration will be given for a future project on PA 45 to address transportation concerns that exist today on that roadway. PA 45 has been identified as having safety concerns, high traffic volumes for the roadway type, and poor traffic levels of service. Following the traffic analysis for the PEL study, the 2050 Build Network traffic analysis will aid in determining what future improvement would best serve PA 45.

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Alternative Routing/Engineering (AR/E)	
AR/E-1	The previously collected traffic and engineering data was re-evaluated and supplemented with updated information where needed and documented in the data refresh prior to the SCAC PEL Study. Residential and commercial development has also been updated on the base mapping to reflect current conditions (See GC-1 for more information). The purpose of the SCAC PEL Study is to develop and evaluate a range of alternatives to improve mobility, reduce congestion, and address safety. Any proposed alternative design will be developed in accordance with PennDOT design standards and specifications as outlined in various manuals approved by FHWA for the design speed, safety features, and other requirements for a transportation facility. PennDOT is committed to ensuring the safety to protect their employees, the traveling public, and their assets (e.g., roadways and bridges).
AR/E-2	As a condition of the SCAC PEL Study, all alternatives considered will be developed in accordance with PennDOT and FHWA standards for the appropriate classification of roadway. These standards will establish requirements for design speed, severity of horizontal curvature, maximum and minimum vertical grades, number and width of travel lanes, and other design parameters. In addition, the alternatives will be designed to accommodate design year (future) traffic, including truck traffic, through the study area. Traffic performance and safety will be components of the engineering studies. Each of the alternatives will be evaluated against the established purpose and needs of the Study. Determining the Build Alternative corridor locations began by identifying the logical termini and routing corridors to connect the termini locations by best avoiding and/or minimizing potential involvement with critical, regulated environmental features while minimizing potential impacts on all natural and built environments. Logical termini are defined as the rational end points for a transportation improvement project. The Build Alternatives have only been conceptually engineered to the extent that corridor widths were determined to establish parameters for identifying potential resources that could be affected and connectivity of the local road network. As such, some structure crossing considerations (e.g., bridges and interchanges) of important local roads have been included in areas where severing these roadways would create excessive impacts to reconnect the local roadway network. The future National Environmental Policy Act (NEPA) phase of any project(s) that develop from the PEL Study would identify connected

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	local roadway improvements that are needed as a direct result of the proposed project (e.g., intersection/local roadway improvement at interchanges).
AR/E-3	The Build Alternative corridors presented were developed, in part, from previous transportation studies conducted in the area. The Build Alternative corridors were evaluated for compliance with current design standards along with potential impacts to existing natural, cultural, and built environment. Some location modifications were necessary to avoid parks and minimize potential impacts on residential and business properties that were not present or as fully developed when the corridors were previously proposed. Adjustments to vertical grades, horizontal curvature and other parameters were also considered to reduce potential impacts, lessen depth of excavation or embankment, and better balance earthwork. In addition to reviewing previously developed alternatives, new corridor routes were investigated to determine if other alternatives could be designed and located with less disturbance or lessen the potential impact to critical features. Any Build Alternative corridor advanced must satisfy the project Purpose and Needs and comply with appropriate design speeds and other design specifications/requirements.
AR/E-4	There are eight total Build Alternatives under consideration for the SCAC PEL Study along with the US 322 Upgrade Alternative. Five of the Build Alternatives generally follow existing US 322 and three of the Build Alternatives generally follow existing PA 144. At this time, all of the proposed Build Alternatives are being considered equally. These alternatives represent a general corridor width (ranging between 350’ and 800’) where future alignment options could be further developed. These corridors were developed with conceptual engineering criteria and limited design application of those criteria. If a Build Alternative or the US 322 Upgrade Alternative corridor is advanced for further study, preliminary design will be conducted to further refine the alternative’s location, develop specific project limits, balance earthwork, identify sideroad treatments, create detailed construction cost, confirm other associated engineering elements, as well as determine environmental impacts and mitigation (e.g., wildlife crossings, visual screening, wetland replacement). Interchange locations, needs, and overall connectivity will be further considered. Appropriate coordination with the local municipalities will be conducted regarding access, refinement of alternatives, and context sensitive solutions.

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AR/E-5	Each of the proposed Build Alternative corridors would impact the gas line that traverses the study area from the interchange at US 26 south to US 322. The PA 144 Build Alternatives would have a greater potential impact due to the proposed corridor paralleling the gas line and creating a long, longitudinal impact as opposed to the US 322 Build Alternatives which generally cross the gas line on a more perpendicular alignment.
AR/E-6	While specific design criteria have been developed for the SCAC PEL Study, the Build Alternatives have not been fully designed. Essentially, the Build Alternatives have been conceptually engineered to the extent that corridor widths, for the mainline only, were developed to establish parameters for identifying potential resources that could be affected and to provide continued connectivity of the local road network. As such, some structure crossing considerations of important local roads have been included in areas where severing these roadways would create excessive impacts to reconnect the local roadway network. This PEL Study will also identify other independent transportation improvements within the study area for future planning purposes. These potential independent transportation projects could include new connections, road diets, roadway reclassifications, safety specific improvements, as well as other improvements. Future NEPA phase of any project(s) that develop from the PEL Study would identify connected local roadway improvements that are needed as a direct result of the proposed project (e.g., intersection/local roadway improvement at interchanges).
AR/E-7	Impacts to communities, including potential displacements of homes, fragmentation of community cohesion, and impacts to community facilities (including, but not limited to, public parks, trails, and facilities that service the communities) are being considered during the assessment of all proposed corridors. This assessment also includes potential impacts to low-income and minority populations (in compliance with Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Population and other federal regulations). While the US 322 corridor includes many residential developments and plans for future developments, PennDOT also recognizes the rural nature of both the US 322 and the PA 144 corridors which include more dispersed rural communities relying on an agriculture economy and the viability of farm operations. Community impacts, including impacts to both residential development communities and rural farm communities, will be considered along with impacts to cultural (includes historic properties and known archaeological sites) and natural resources (includes

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	wetlands, streams, forestlands, and threatened and endangered species) in an effort to avoid and minimize impacts to all valuable and protected resources to the extent possible.
AR/E-8	There are eight total Build Alternatives under consideration for the SCAC PEL Study along with the US 322 Upgrade Alternative. Five of the Build Alternatives generally follow existing US 322 (two generally south of existing US 322 and three that extend north and south of existing US 322) and three of the Build Alternatives generally follow existing PA 144. Each of these alternatives were initiated by identifying logical termini for which to provide a consistent connection to the existing roadway network. Logical termini are defined as the rational end points for a transportation improvement. The logical termini for the alternatives were determined to be: • US 322 – The four-lane limited access portion of US 322 near Potters Mills • US 322 – The four-lane limited access portion of US 322 (Mt. Nittany Expressway) at or near Boalsburg. • I-99 – Limited access I-99 facility north of Pleasant Gap. Any alternative developed for this project had to connect to these endpoints. From those termini locations, alternative corridors were developed that can best avoid and minimize impacts to the natural and built environments, while still meeting the purpose and needs of the PEL Study.
AR/E-9	The Build Alternative corridors and PEL Study resources are available for review on the study webmap. The webmap can be found on the study website at www.PennDOT.gov/SCAC (State College Area Connector – PEL Study Resources (arcgis.com))
AR/E-10	PennDOT is in the process of developing planning level construction cost estimates for each of the potential Build Alternative corridors. This estimated construction cost will be determined by quantifying major construction items such as pavement, structures, earthwork, and drainage items and applying a unit cost per linear foot of alignment. This unit cost is then multiplied by the length of each corridor to determine an estimated construction cost. Additional costs associated with right-of-way acquisition, utility relocation, environmental mitigation will be applied to determine a planning-level cost estimate for each Build Alternative corridor. The long term future maintenance costs will also be a factor when evaluating total alternative costs.

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AR/E-11	The proposed Build Alternatives are essentially corridors that future alignments could be developed within if the alternative is advanced for further study. The information in the environmental comparison matrices are not actual impact tallies but simply identify resources that are found within the various corridors. Should the alternative be advanced for further study, preliminary engineering activities would occur to define a limit of disturbance associated with the proposed project as well as any additional local road improvements and mitigation measures that would need to occur as a result of the proposed project.
AR/E-12	A tunnel alternative was dismissed from previous studies due to initial construction and long term maintenance costs. Other current factors that would deem tunneling as infeasible include excessive impacts to the existing underground mining operations and quarries, and the probability of encountering pyritic material during blasting and excavation operations. The cost of handling and disposal or treatment of the pyritic material would be factored into the costs of this alternative. Additionally, trucks carrying hazardous materials would not be allowed to traverse the tunnel, therefore would remain on the local roadway network.
AR/E-13	As the Build Alternative corridors are further refined, specific topographic sensitivities (e.g., sinkholes) will be evaluated and avoided, where feasible. There are known sinkholes and general karst topography throughout the study area. Treatment of potential sinkholes will be built into cost estimates.
AR/E-14	Interchange locations providing local access to the Build Alternative are currently indicated conceptually to aid with completion of the traffic model. Future NEPA phase of any project(s) that develops from the PEL Study would refine interchange locations and update the design to reflect ramp geometry and lane configuration accordingly. Additionally, constructability and local roadway access will be considered during the refinement of the alternatives. Costs and impacts associated with temporary roadways or interim improvements would be considered in detail during the NEPA phase for any alternative advanced. In this PEL Study, maintenance of traffic during construction will not be designed and would only be included as a cost estimate for planning purposes.

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AR/E-15	For the purposes of this PEL Study, the Build Alternatives are being designed as a limited access freeway and will meet applicable design criteria. Narrower grassed medians along with paved medians with barriers are being considered to reduce the overall footprint and potential resource impacts.

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Traffic (T)	
T-1	Based upon current available traffic data from PennDOT's TIRe website, heavy vehicles (e.g., tractor trailers) account for approximately 20% to 25% of the traffic on the existing US 322 corridor. This is a "higher than typical" amount of truck traffic on similar type facilities, with the statewide average being on the order of 5% to 7%. Current trip origin and destination (O-D) data of study area traffic indicates that approximately 9 out of 10 heavy trucks (e.g., tractor trailers) on the US 322 corridor in the vicinity of Potter's Mills Gap travel through the study area (thru trip). It is also estimated that approximately 3 out of every 5 heavy trucks on the US 322 corridor are coming from or headed to the I-80 corridor. This data also shows that a larger percentage of medium trucks have local destinations in State College area. It should be noted that for the purposes of this SCAC Study, the O-D data presented to date has treated "State College" as a local origin or destination.
T-2	Addressing congestion, safety, and system continuity of the study area roadway network have been identified as needs of the study. Relative to traffic, the purpose of this project is to identify improvement alternative(s) and to evaluate and compare the effectiveness of each in addressing these needs. However, traffic is only one consideration which must be assessed when evaluating the impact and benefit of new transportation improvement. Alternatives that meet the purpose and need of the study while balancing the potential impacts to the natural, cultural, and built environmental and is cost effective will be advanced for further consideration for preliminary engineering and detailed environmental investigations (e.g., National Environmental Policy Act (NEPA) phase analysis).
T-3	Future year traffic volume forecasts for the study reflect what the CCMPO and municipalities in the region anticipate for future growth in population and employment demographics relative to current zoning and approved or anticipated development. (Growth and development are handled at the local level not controlled by PennDOT.)
T-4	The Highway Safety Manual (HSM) safety analysis conducted on the No-Build Alternative, US 322 Build Alternatives, PA 144 Build Alternative, and the US 322 Upgrade Existing Alternative considers several factors that influence safety of a roadway, such as roadway geometry, traffic volumes, and traffic composition. These various factors influence the proposed safety score an alternative received which is then compared to the HSM analysis of the No Build Alternative.

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	In general, the analysis showed that safety would not improve over the No Build Alternative for the US 322 Upgrade Existing Alternative which would in fact have more safety concerns. Both the US 322 Build Alternatives and PA 144 Build Alternatives would substantially improve roadway safety for all crashes and fatal and injury related crashes. PA 144 Alternatives would have a slightly higher safety score due to the overall lower traffic volumes predicted to use that roadway when compared to the US 322 Alternatives. For the SCAC PEL study, the US 322 Build Alternatives and PA 144 Build Alternatives are all considered viable alternatives as they meet the purpose and need for the Study by improving safety on the study area network.
T-5	It is agreed that regardless of the alternative ultimately selected and advanced for further development and evaluation, ITS considerations will be included in the future, more detailed engineering design. However, at this stage in the planning study, ITS considerations will not be deciding factors in the evaluation of which Build Alternative to advance.
T-6	US 322 is a primary roadway in the Centre County region, classified as a principal arterial highway. The purpose of this type of highway facility is for the safe movement of goods and people. A principal arterial typically is a type of roadway facility that provides improved mobility through a reduced number of access points (e.g., intersections, driveways). Roadways with reduced number of access points (conflict points) are typically safer facilities (e.g., have reduced number of crashes). A new facility along US 322 or PA 144 will not be designed to attract new traffic to the region. The role of any of the proposed Build Alternative corridors is to convey the anticipated 2050 traffic volumes (No Build Alternative) which are based on current travel patterns. A new four lane facility would reduce the amount of traffic (passenger vehicles and trucks) on the local roadway network by shifting traffic onto the proposed facility which would be designed to current FHWA and PennDOT design and safety standards.
T-7	Comparing the traffic analysis results of the SCAC PEL Study PA 144 Build Alternative and US 322 Build Alternative to the No Build Alternative shows that both alternatives would provide traffic operations and safety benefits, as follows: • Both Build Alternatives would reduce traffic volumes on local roadways within the study area.

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	• Both Build Alternatives would improve safety within the study area by reducing traffic volumes on the existing local roadway network, particularly on its existing parallel roadway (e.g., PA 144, US 322). • With reduced traffic volumes on the study area roadway network, both Build Alternatives would also improve/reduce congestion when compared to the No Build Alternative.
T-8	Automobiles comprise approximately 80% of the traffic on the US 322, PA 45, and PA 144 corridors in the study area. More information regarding the breakdown of total traffic and truck traffic for the years 2017 and 2050 for the No-Build Alternative can be found in the Final Purpose and Need for the State College Area Connector Planning and Environmental Linkage Study report on the study website (www.PennDOT.gov/SCAC or at https://www.penndot.gov/RegionalOffices/district-2/ConstructionsProjectsAndRoadwork/SCAC/Documents/SCAC-Purpose-And-Need.pdf). This information is specifically in section 2.4.1 Traffic Volumes. A summary of the Origin and Destination study information is also located in this report in Section 2.4.2 Origin-Destination. The public meeting display boards presented a summary of traffic for the years 2017 and 2050 for the No-Build, Build Alternatives, and the Upgrade Existing Alternative. A summary for the O&D information was also provided. These display boards can be found on the study website or at the following link https://www.penndot.gov/RegionalOffices/district-2/ConstructionsProjectsAndRoadwork/SCAC/Pages/Virtual-Public-Meeting-September-21.aspx.
T-9	PennDOT, in cooperation with the Federal Highway Administration is collecting data (e.g., traffic and environmental), developing transportation solutions, and will make appropriate recommendations that best meet the transportation purpose and needs identified in this area while balancing the overall potential effects on the natural and built environments. Direct costs for the construction of the alternatives as well as future maintenance will also be a factor in the decision-making process. All analysis and evaluations will be conducted based on current rules, regulations, and guidance.
T-10	Planning level traffic analyses/studies are usually based on traffic for an average day throughout the year, not on special event traffic conditions. Traffic data collected for the project was obtained while schools (local primary schools as well as secondary schools) are open. Traffic data obtained and analyzed for this study is based on daily and peak

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	hour traffic volumes and conditions for an average day of the week (e.g., Tuesday, Wednesday, Thursday) during a non-holiday/non-special event. If PennDOT would design to accommodate special events, the transportation projects would be excessively large to accommodate additional traffic. Any proposed transportation project would improve event traffic but would not fully address all of the event traffic needs.
T-11	PennDOT does not have the authority to require or prohibit trucks or any motor vehicle to follow a specific route on the State Highway System. Nor can PennDOT prohibit trucks or any motor vehicle to use any roadway on the State Highway System without just cause such as low bridge clearance, posted loads, or extreme grades and curvature which poses a safety threat for certain types of vehicles. PennDOT design manuals provide for safe, multi-modal use of its facilities.
T-12	The identified purpose and need of this study is not necessarily to provide a direct connection to I-80. The purpose and need of this study is to address congestion, safety, and system continuity of the study area roadways. The traffic evaluation and analysis performed for the study Build and Upgrade Existing Alternatives considers the influence/impacts of trucks on traffic operations and safety. The traffic, including truck traffic and the movement of freight, is only one factor that influences the overall evaluation of the Build Alternative corridors.
T-13	Expanding the existing US 322 to three lanes with a center lane that allows for reversible traffic flow is engineeringly possible. While this type of reversible facility would provide additional roadway capacity for acceptable levels of service in the peak direction, without additional capacity in the off-peak direction, the off-peak direction would experience unacceptable levels of service during typical weekday peak period(s). Although existing horizontal/vertical geometric safety deficiencies could be addressed, this type of facility would continue to have numerous intersections (e.g., potential conflict points). Thus, it would not provide improved safety benefits when compared to other types of transportation facilities. This type of reversible facility could reduce its width and footprint; however, additional capital construction costs would be required for increased infrastructure associated with managed lanes facilities (e.g., sign structures, overhead

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	electronic signing, signals), as well as increased future operations and maintenance costs inherent to ongoing 24/7/365 operations and maintenance efforts of this type of facility.
T-14	Traffic volume forecasts were developed utilizing the Centre County Regional Travel Demand Model (TDM). This TDM is a trip-based model comprised of links (roadways), nodes (intersections), and zones (development) within the region. The TDM being used for the SCAC has been updated with recent Streetlight origin/destination travel patterns. Streetlight is a company that provides traffic information that is based upon tracking of location data from cell phones that travel through a selected study area.) Various model parameters are associated with the links (roadways), such as the number of lanes and traffic volume flow capacity. Similarly, the nodes (intersections) also have various parameters such as the type of intersection traffic control (stop signs or traffic signals). Examples of types of development for the zones include residential neighborhoods, retail/commercial development, institutions, etc. Planners and engineers work with the local municipalities to estimate the type and size of existing development (base year) and anticipated future development (horizon year) for each model zone. Once locations and levels of development are identified for the base year and horizon year, traffic volumes for each zone are estimated. (For the SCAC a model base year of 2017 and a horizon year of 2050 were used.) The model loads the development traffic volumes onto its roadway network by routing a vehicle trip from its zone of origin to its destination zone (e.g. where its trip starts and ends) using the path of least resistance (shortest travel time). As part of the model calibration/validation process (which verifies the model is replicating actual conditions), a check/comparison of actual traffic volume data versus model output is made and model parameters are adjusted accordingly until model output is within industry accepted tolerances. Using the base year calibrated model parameters, horizon year traffic models are then developed for future year scenarios. For the SCAC, these scenarios include a No Build scenario, as well as Build scenarios for each alternative being evaluated. A technical memorandum detailing the traffic volume development and traffic analysis for this Study will be available to the public on the project website..

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Natural Resources (NR)	
NR-1	The assessment of proposed transportation improvements' effects on greenhouse gas (GHG) emissions, including potential increases and reductions to the contributing gases (such as CO2), is complex and must be viewed on a regional level. Transportation has been identified as a source of CO2 emissions that contributes to air quality concerns because of the combustion of fossil fuels such as gasoline and diesel used by motorized vehicles using the nation's roadways. There are multiple factors that affect the influence of transportation on air quality (many which are unknown or not measurable at this time), including types of vehicles (and their respective fuel economy rates), roadway designs (including roadway grades, speed limits, and access features that affect traffic flow, and in turn, fuel economy), and vehicle miles traveled. In addition, when comparing proposed roadway options and their effects on GHG levels, those with greater forest impacts would reduce carbon sequestration potential vital to offsetting regional GHG emissions. Given that this type of assessment is complex and requires a regional view, it is beyond the scope of a planning study and additional consideration will be further considered as part of the next phase of this project. PennDOT also plans to follow the standard qualitative regional air quality analysis that is used for similar transportation studies and capacity-adding projects.
NR-2	Traffic noise analyses were not conducted as part of the SCAC PEL Study because the proposed transportation improvement corridor options are generalized locations at this time. During the next phase of the study (Preliminary Engineering and Environmental Review), designs will be developed for alternatives under consideration and detailed noise analyses will be completed in compliance with FHWA Highway Traffic Noise regulations at 23 CFR 772 and PennDOT's guidance document, Publication #24, Project Level Highway Traffic Noise Handbook. This effort will include identifying sensitive noise receptors (such as residences, schools, churches. parks, etc.), monitoring existing noise levels in the field, and modeling to assess potential noise increases associated with each proposed alternative for existing and future design year traffic conditions. Areas that approach or exceed FHWA noise abatement criteria or would have a substantial increase in predicted noise levels will be identified and noise abatement (such as noise walls)

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	will be evaluated. A summary of the Information from these noise studies will be presented to the public for review and comment in future NEPA documents and at future public meetings.
NR-3	The information used to define the location and extent of wetlands and streams in the 70-square mile study area is based on the best available secondary sources including topographic, hydric soil, National Wetland Inventory (NWI), and statewide floodplain mapping. Additionally, several GIS datasets, including Centre County Open Data, PASDA – Modeled Primary Wetlands, and Soil Survey Geographic Database, were used to predict the location of potential aquatic resources. By combining these current and spatially accurate data sets, areas could be cross-referenced to identify intersections of hydric soils, potential sources of hydrology, and low-lying landscape positions that would typically be occupied by wetland and watercourse features. During the next phase of the study (Preliminary Engineering and Environmental Review), detailed field surveys will be conducted to verify and update the database as part of formal field investigations detailed in the *USACE Wetland Delineation Manual.* PennDOT agrees that the entire study area contains high quality water features, including wild trout streams and exceptional value wetlands that will be carefully considered during the design of transportation improvement alternatives to be considered. The study area is also uniquely located at the headwaters of two main Drainage Basins, the Bald Eagle Creek and Penns Creek. Three primary watersheds (Sinking Creek, Spring Creek, and Little Fishing Creek) are the receiving waters of most small, unnamed tributaries within the study area.
NR-4	During the planning study, two of the geologic formations identified within the 70-square mile study area, the Bald Eagle and Juniata Formations, are known for containing in-situ pyrite as well as vein pyrite. These areas include large parts of Nittany Mountain that would be crossed by the PA 144 Build Alternative options. If the pyrite rock were to be exposed during excavation for the construction of transportation improvements, the excavated material would require treatment and/or encapsulation and cut slopes would be required to be treated to prevent Acid Drainage. In general, cut slopes associated with construction can generally be steepened to minimize the volume of excavated material, but for those areas where cut slopes would be parallel to the bedrock orientation, stability evaluations and potentially flatter slopes would need to be evaluated. It is anticipated that preliminary geotechnical investigations will be conducted as part of any future detailed environmental reviews for future transportation projects that would encroach the formations

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	of concern and design modifications would be made as needed, to avoid/minimize these encroachments. Detailed geotechnical investigations would be conducted during the final design phase of any proposed transportation improvement project and the potential for encountering pyritic rock that would raise concerns for Acid Drainage would be defined in the project's Geotechnical Engineering Report. Special provisions would be developed as part of the construction plans to provide direction on the management, treatment, and disposal of excavated material and rock cut areas.
NR-5	The bat habitat identified for the 70-square mile study area includes the potential extent of the bat summer roost/maternity habitat and fall swarming habitat for the protected Indiana and northern long-eared bats, and known winter bat colony habitats (i.e., bat caves, which include a minimum of three sites present within or adjacent to the study area). The summer roost/maternity habitat describes the area in which bats may spend the months feeding and giving birth to pups. Fall swarming habitat describes the habitat close to their winter hibernacula prior to entering the hibernacula for the winter months. Potential summer roost and fall swarming habitat is present in the study area and the mapping depicts the "buffers" surrounding the three known bat hibernacula based on parameters provided by the US Fish and Wildlife Services and the PA Game Commission. These buffers encompass the majority of the study area; however, given the location of the three known bat caves, the Tussey Mountain region did not fall within these buffers for these protected bat hibernacula. It is recognized that bats of various species would use the wooded areas of Tussey Mountain as summer roost habitat, including possibly protected bat species. The planning study also identified various wildlife habitat features, including bat habitat, such as active/inactive quarries, natural karst features (potential bat hibernacula), and forest land (potential roosting habitat) throughout the study area. The information compiled for the planning study is intended to be used to identify areas of sensitive natural resources within the study area, including the extent of potential habitat for protected bat species. It is anticipated that additional agency coordination and field surveys will be required for any future transportation project studies, that may include surveys for threatened and endangered wildlife and plant species such as protected bat species.
NR-6	The 70-square mile SCAC study area includes a wide variety of important natural, cultural, agricultural and community resources throughout. PennDOT is committed to identifying the resources to the extent possible during the planning

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	phase's environmental review. The location, extent, and characteristics of these resources will be further defined as part of future detailed studies for the proposed transportation projects identified to be carried forward into the NEPA process. The NEPA process will document the identification and evaluation of alternative ways of meeting the purpose and need of the proposed action, in this case, a proposed transportation improvement for the SCAC Study Area to meet the three defined study area needs and the study purpose. PennDOT and FHWA will objectively evaluate all reasonable alternatives. In addition, the NEPA Environmental Review process will consider the requirements of various statutes and regulations that have specific requirements for the evaluation and selection of alternatives, including, but not limited to the following: • Section 4(f) of the U.S. DOT Act of 1966: Properties subject to Section 4(f) include publicly owned parks, recreational areas, and wildlife or waterfowl refuges, in addition to significant historic sites. • Section 404 of the Clean Water Act (CWA) and Chapter 105: If the proposed project cannot avoid impacts to wetlands and waters, a Section 404 Permit will be required from the USCOE (and the corresponding Section 401 Water Quality Certification (WQC) from the PA DEP). As part of the permit application, a 404(b)(1) Alternatives Analysis is completed along with the identification of avoidance, minimization, and compensatory mitigation measures. • Agricultural Land Condemnation Approval Board (ALCAB): If farmland cannot be avoided, it is anticipated that a Farmland Assessment Report will be required, and an Agricultural Lands Condemnation Approval Board (ALCAB) Hearing will be held for approval to use farmland property for the selected alternative that is defined as the most reasonable and prudent alternative. • Section 7 of the Endangered Species Act (ESA): Consultation with the USFWS is required to seek ways to avoid jeopardizing the continued existence of Federally threatened and endangered species and their habitats. • Section 106 of the National Historic Preservation Act: Consideration is to be given to the effects on historic and archaeological properties. Requirements includes consultation with the State Historic Preservation Officer

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	(SHPO) during the National Register of Historic Places (NRHP) eligibility determinations in addition to the effects determinations for historic properties, districts, and structures listed in or eligible for the NRHP. Requirements for archaeological studies and reports also include consultation with Federally recognized tribes as part of the investigations of prehistoric/pre-contact sites. Historic and archeological resources listed or determined eligible for listing on the NRHP are considered Section 4(f) properties. During the NEPA process, field surveys will be conducted as needed and the design engineers will work with the environmental scientists, resources agencies, and the general public (including a pro-active public outreach process) to avoid and minimize impacts to important resources to the extent possible. Large transportation improvement projects cannot avoid impacts to resources, though efforts will be taken to reduce and minimize impacts to the extent possible during the design of proposed improvements. Impacts that cannot be avoided will be mitigated to offset and compensate for the resource impacts to the extent possible. The extent and type of mitigation will be coordinated with the resource and permitting agencies and the general public and individual landowners, where applicable, through the project development process.
NR-7	PennDOT's environmental review process includes consideration of wildlife and their habitats. Field surveys to complete wildlife habitat assessments will be completed as part of the detailed NEPA studies. These efforts may also include species presence/absence surveys. Impacts to wildlife habitat will not only consider habitat loss but also potential fragmentation. It is recognized that habitat fragmentation results in smaller unconnected areas that can reduce the quality of the remaining habitat and wildlife movement. In particular, a new highway on new alignment may create a barrier that not only removes and fragments habitat within the roadway's limits of disturbance but may also cut off natural wildlife corridors. This in turn can present an obstacle that leads to vehicle/wildlife collisions. Fragmentation can also encourage the expansion of non-native species and predation. Some wildlife species, including neotropical migrant bird species, are highly dependent on what is referred to as interior forests to thrive. The SCAC PEL Study initiated coordination with federal and state resource agencies and that coordination will continue during the next phase of detailed studies. Of special note is the response from the U.S. Fish and Wildlife Service (dated February 17, 2021) that identified potential concerns with migratory bird species protected by the Migratory Bird Treaty Act. Efforts will be

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	made to design proposed transportation improvements to minimize habitat loss and fragmentation. In addition, mitigation measures will be considered during design to reduce adverse effects. These could include incorporating wildlife crossing/corridors in the roadway design to allow wildlife to travel between existing viable habitats. Wildlife crossings that may be considered are vegetated bridges or tunnels or oversized stream culverts that include a dry pathway parallel to the stream channel. These measures would not only promote safe passage for wildlife but would also reduce the potential for vehicle/wildlife collisions that makes the roadway safer for the travelling public. It is anticipated that impacts to wildlife habitats will require compensatory mitigation. This mitigation can be in the form of land acquisition for habitat preservation and/or restoration of disturbed lands to a natural state.
NR-8	The scope of this SCAC PEL Study does not include a reinvestigation of highway traffic noise and/or mitigation strategies associated with the Mt Nittany Expressway. PennDOT policy does not provide for highway traffic noise analyses associated with an existing roadway for which no improvement work is taking place. However, several residential communities and noise-sensitive land uses have been identified adjacent to the eastern portion of the Mt Nittany Expressway where some of the proposed improvement corridors would tie into the expressway and these areas would be evaluated as part of future noise analyses if the proposed transportation improvement alternatives carried forward into the NEPA process would include improvements in the vicinity of the communities. In areas where traffic noise impacts are identified, noise mitigation (i.e., noise walls) will be evaluated for feasibility and reasonableness.
NR-9	Truck traffic noise caused by the use of compression release brakes or 'Jake Brakes' is not effectively reduced through the use of concrete noise barriers and it has been found that compression release brake noise is best addressed by local legislation and strict enforcement of that legislation. However, major transportation improvements that accommodate truck traffic patterns, reduce traffic congestion, minimize steep grades, and better manage traffic exiting and entering the roadway may reduce the need for truckers to use compression release brakes to slow down and therefore reduce the noise caused by their use.

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Cultural Resources (CR)	
CR-1	The SCAC PEL Study: • Identified and verified known historic resources in the 70-square mile study area (those previously determined NRHP eligible and those listed in the NRHP). • Updated and verified the contributing and non-contributing historic resources of the Penns Valley/Brush Valley Rural Historic District (RHD) along the US 322, PA 144 and PA 45 corridors in the study area. • Identified potentially eligible historic resources along the US 322, PA 144 and PA 45 corridors in the study area (those not previously evaluated for the NRHP). Based on the extent of resources within the area, the development of a Build Alternative or Upgrade Existing Alternative that fully avoids impacting or using of a NRHP eligible or listed resource or historic district is not possible. During the preliminary engineering and detailed environmental (NEPA) process, field surveys will be conducted to confirm the historic eligibility of any undetermined resources for listing in the NRHP. The design engineers will work with study historians to avoid and minimize impacts to important resources to the extent possible. As mentioned, large transportation improvement projects cannot avoid impacts to resources, though efforts will be taken to reduce and minimize impacts to the extent possible during the design of proposed improvements. Impacts that cannot be avoided will be mitigated to offset and compensate for the resource impacts to the extent possible. The extent and type of mitigation will be coordinated with the resource agencies with jurisdiction and identified consulting parties as part of the environmental process.
CR-2	The SCAC PEL Study included the use of secondary sources to identify archaeological resources within the 70-square mile study area. The information compiled included mapping generated by a state-wide Pre-Contact Probability Model of pre-contact period site locations and an historic-period predictive model of site locations. In addition, mapping has also been generated of known pre-contact and historic-period archaeological site locations presented in the PA State Historic Preservation Office's Cultural Resources GIS. The archaeological predictive models and site location data compiled for the study area will allow the project team to visually assess the potential effects to archaeologically sensitive areas for proposed transportation improvements. This information will serve as the basis for defining and

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	recommending future detailed archaeological investigations that will be conducted as part of the future NEPA phase of any project(s) that develop from the PEL Study. These initial efforts also included initiation of coordination with the Native American Tribes. Two of the Tribes, the Delaware Tribe of Indians and the Seneca Nation of Indians, accepted the invitation to be a Participating Agency for the SCAC PEL Study.

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Socioeconomic Resources (SER)	
SER-1	During the development of the SCAC PEL Study's Purpose and Need Statement, it was noted that the employment and educational opportunities of the Pennsylvania State University, along with the relatively high quality of living standard, make Centre County (including the study area) attractive for development. Population within the study area is currently expected to have only nominal growth. Population and households had annual linear growth rates of 0.6% and 0.7%, respectively. Employment is expected to grow at a higher rate (2.0% per year), generating over 10,000 additional employment trips by 2050. The 2050 traffic volumes developed for this study reflect 2050 population and employment projections provided by the Centre County MPO. Recent development, including residential subdivisions and commercial and industrial sites, in the study area (i.e., Harris Township, located in the western portion of the study area) have been identified through secondary sources and select field reconnaissance, to update the study area mapping.
SER-2	The Tussey Pond Park master plan was obtained and reviewed. The park is included on the revised project mapping (https://terracon.maps.arcgis.com/apps/webappviewer/index.html?id=e41bc8fe87ba4903bbc4c10a17283269). This resource will be provided the same status which is afforded to all publicly owned parkland by Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended.
SER-3	Rothrock State Forest and Colyer Lake are located south of the currently proposed Build Alternative corridors. Therefore, no potential direct impacts to the associated trails are anticipated. Maintaining access to the Tussey Mountain amenities, Rothrock State Forest trails, and other recreational areas beyond the proposed Build Alternative corridors will be investigated and assessed during future detailed studies for any Build Alternative corridors that are advanced into the NEPA process.
SER-4	The 70-square mile study area includes a wide variety of important natural, cultural, agricultural, and community resources. These resources are considered in the alternative development process. Potential impacts to communities, including potential displacements of homes/businesses, fragmentation of community cohesion, and impacts to community facilities (including, but not limited to, public parks, trails, and facilities that service the communities) are being considered during the assessment of all proposed corridors. This assessment also includes any potential

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	impacts to low-income and minority populations (in compliance with Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Population and other federal regulations). Potential community impacts to both residential development communities and rural farm communities, will be considered along with potential impacts to cultural (includes historic properties and archaeological sites) and natural resources (includes wetlands, streams, forestlands, agricultural, and threatened and endangered species) in an effort to avoid and minimize impacts to these valuable and protected resources to the extent possible.
SER-5	While privately owned, the Calvary Harvest Fields Church property, including the Disc Golf Course and Harvest Fields Community Trails, have been included on study mapping as a community facility given its availability to the general public. Portions of the church's parking lot and the Harvest Fields Community Trails lie within the 322-4 Study Corridor. As the study progresses, should an alternative that has the potential to impact these trails be advanced, additional investigations will be conducted (including direct coordination with the church to further define the type, location, and extent of property resources). This information would then be used to update the project mapping, refine proposed transportation improvements to avoid/minimize adverse impacts, and identify potential solutions to mitigate impacts that could not be avoided.
SER-6	Public water and sewer service areas in the SCAC Study Area have been defined and mapped using secondary sources. In addition, information related to the public water supply sources have been compiled, including the location of water supply wells within the study area and current Source Water Protective Plans (includes plans put in place by the public water provider and municipality to identify potential threats to public drinking water and to set goals and implement strategies to protect the sources). This information includes information for the State College Borough Water Authority (portion of service area extends into the SCAC Study Area), the College Township Water Authority (includes a new public water supply well and potential influence zones within the SCAC Study Area), the Centre Hall Borough Water Department (in addition to multiple smaller community water supply wells in Potter Township and the Township's Regional Source Protection Plan), and the Spring Township Water Authority (portion of service area extends into the SCAC Study Area). This information will be used during the more detailed studies to be conducted in future NEPA studies for transportation improvement projects carried forward in the project development process. PennDOT

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	recognizes the need to protect public drinking water sources and the particular sensitivities associated with aquifers within karst landscapes that include sinkholes, caves, springs, and sinking stream. These areas can be particularly vulnerable to groundwater contamination and PennDOT will evaluate various design options for proposed transportation improvement projects carried forward to ensure these improvements do not adversely affect drinking water supplies.
SER-7	The locations of proposed interchanges are based on traffic patterns and anticipated future traffic needs with the intent to maximize the use of the proposed transportation improvements. While interchange locations can influence land use, particularly if they are located in an area that has no current access to the regional transportation network, development and growth in these areas is controlled by the local municipality by zoning, utilities, and land development plans. It is anticipated that future NEPA studies for proposed transportation improvements projects carried forward will include the assessment of "Indirect and Cumulative Effects". Indirect effects are defined as those that are "caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable;" and cumulative effects are defined as those that result from "the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such other actions." This assessment would address, among other issues, the potential of proposed new interchanges to encourage land development where it would not previously be undertaken.
SER-8	Visual impacts will be evaluated during the more detailed studies to be conducted in future NEPA studies for transportation improvement projects carried forward in the project development process. During these detailed studies, design considerations for proposed transportation improvements will be assessed to reduce visual impacts associated with the proposed improvements. This assessment will not only address efforts to avoid or minimize adverse visual impacts but also potential mitigation measures such as roadside landscaping and context sensitive designs (includes coordination with the local community and consideration of using material, forms, and finishes of highway structures to mimic, complement, or contrast with the existing cultural environment visible from the project corridor, as desired by the community).
SER-9	Code no longer applicable.

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SER-10	If a proposed transportation improvement that would impact the Harris Township industrial zoned area is advanced into the NEPA process, further investigations will be conducted and potential solutions to avoid, minimize and/or mitigate impacts would be identified. These efforts would include direct coordination with the Harris Township municipal officials to identify compensatory mitigation measures, as applicable.
SER-11	The SCAC PEL Study's Purpose and Need included the review of the existing transportation network and services, safety issues, and a traffic and operational analysis. This information facilitated the identification of the study area needs and the study purpose. In addition, an overview of the study area's environmental setting was compiled using readily available secondary source information and a review was conducted of regional and local planning documents (County, Planning Regions, Municipalities) to identify the goals, visions, and future plans for the study area communities. The Study's Purpose and Need Report also addressed the requirement to identify "logical termini" for any future transportation improvement project that advances into the NEPA phase of study. Logical termini are defined as the rational end points for a proposed transportation improvement project. Logical termini and independent utility (defined as the ability to be useable and be a reasonable expenditure even if no additional transportation improvements in the area) are being defined as part of the identification and development of the range of alternatives being considered in the PEL Study. It is anticipated that the logical termini and independent utility will be identified for all short-term and long-term project alternatives that may evolve from this PEL Study and be advanced in future environmental studies when project funding becomes available. The 70-square mile study area encompasses the southwestern portion of Penns Valley that extends between Nittany Mountain to the north and the Seven Mountains area of the Tussey Mountain range to the south. Proposed improvements along either the US 322 corridor or the PA 144 corridor have the potential to have major impacts to the valley and the two mountain ranges. The study area includes a wide variety of important natural, cultural, agricultural, and community resources throughout. The design engineers will work with the environmental scientists, resources agencies, and the general public to avoid and minimize important resources to the extent possible. Large transportation

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	improvement projects cannot avoid impacts to resources, though efforts will be taken to reduce and minimize impacts to the extent possible during the design of proposed improvements. Impacts that cannot be avoided will be mitigated to offset and compensate for the resource impacts to the extent possible. The extent and type of mitigation will be coordinated with the resource and permitting agencies and the general public and individual landowners, where applicable, through the project development process.

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ROW (ROW)	
ROW-1	Acquisition costs and anticipated impacts to properties are only a few of the many factors that are considered in future studies when identifying a preferred alternative.
ROW-2	Typically projects with numerous acquisitions required are completed in different phases spread out over the course of time. This will hopefully help to spread out the relocations to reduce the impact to the available housing market.
ROW-3	Impacts due to the taking of land and mineable materials would be considered in the Appraisal process.
ROW-4	When appraising properties under the Eminent Domain Code in Pennsylvania, any market value increases or decreases due to general knowledge of a future transportation project are not considered in the Before Value (e.g., fair market value) of the property being acquired. In other words, the Before Value is the property's fair market value if the project was not being implemented. Any increase or decrease in market value due to property acquisition is considered in the After Value (e.g., property value following implementation of the transportation project) of the property and compensation and/or damages paid following negotiations, accordingly. Additionally, perceived project damages or benefits attributed to the whole community are not considered in the After Value nor to other properties without acquisitions in the community. Essentially, PennDOT is not allowed to reimburse for an assumed decrease in property value (e.g., damages) for any property that is not directly acquired by the project. Community impacts related to viewshed and noise concerns are assessed and mitigated through means other than financial compensation.
ROW-5	Depreciation will be considered by the appraiser for each property. All owners being relocated will be assigned a relocation specialist who will help throughout the process. This includes a pre-acquisition survey being completed to consider their needs and wishes for a replacement dwelling. During this pre-acquisition meeting the relocation specialist also reviews with each relocate all the Benefits for which they would qualify.
ROW-6	Depending on the status of the design process some relocations could start early to help speed up the process and give the owners time to find replacement housing. We typically estimate 18 months for a residential relocation and 24 months for a business relocation.

Response Code	Response
ROW-7	The County has the authority to waive the penalties due takings for highway project and to allow the property to remain in clean and green. These impacts and County policies would be considered during the appraisal process for individual properties.

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Agriculture (A)	
A-1	PennDOT recognizes the importance of farmland in the study area and that the extent of the productive agricultural land, and the viability of the farm operations/businesses are major contributors to the local economy. In addition, the farms, in particular, the multi-generational family farms, contribute to the cohesion of the rural community and the historic heritage of the study area. PennDOT recognizes the dedication of landowners and municipalities to preserve their farmland and farm operations through the use of both agricultural security area and/or conservation easements mechanisms. Given the extent of farmland in the study area, it will not be possible for a major transportation improvement project to avoid all potential impacts. However, PennDOT anticipates that a Farmland Assessment Report will be prepared during the detailed studies conducted in the next phase (Preliminary Engineering and Environmental Review) of the project. The preparation of the report will require extensive interviews with all potentially impacted farm operators to identify and document the nature, features, and extent of their operations, including all farm-related structures, pathways, and other resources of the farm operation. Interviews with farm operators and landowners will also identify any leased properties required for the successful operation of potentially affected farm operations. The report will also document the potential avoidance and minimization measures considered and the assessment of potential impacts to the viability of individual operations. It is anticipated that the proposed Build Alternative options will require a hearing with the Agricultural Lands Condemnation Approval Board (ALCAB) for approval to condemn any farmland needed for the project in anticipation that amicable settlements may not be reached for acquisition of the productive agricultural land. ALCAB approval requires that the selected alternative is the most reasonable and prudent alternative before PennDOT can proceed with condemnation proceedings.