

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



October 2022

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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 located 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 provide an update on the PEL Study environmental data collection efforts, traffic analyses, Build Alternative corridor refinements that occurred since the September 2021 open house public meetings, and solicit public feedback. The meetings were hosted on April 5, 2022, from 3 P.M. to 8 P.M. at Calvary Church Harvest Fields, 150 Harvest Fields Drive in Boalsburg, PA and April 6, 2022, from 3 P.M. to 8 P.M. at the Centre Hall Fire Station, 134 North Witmer Avenue in Centre Hall, PA. Meeting materials were made available on the study website (www.PennDOT.gov/SCAC) on March 31, 2022 and open to public comment from March 31, 2022 to April 16, 2022.

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, review agencies, and elected and public officials about the SCAC open house public meeting. These notifications included:

Project Fact Sheet

A project fact sheet was developed in April 2022 to provide a summary of the upcoming open house meeting purpose and study updates pertaining to traffic; alternatives and engineering; environmental resource datasets; and the status of the PEL process. The fact sheet included information about the Online Environmental Data Mapping Tool available at the study website that would allow the public to view the current environmental resource data. The project fact sheet was available on the study website and distributed at the open house public meeting. A copy of the SCAC project fact sheet is included in **Appendix A**.

Agency Coordination Meeting

An Agency Coordination Meeting was held on March 23, 2022, to provide cooperating and participating agencies opportunity to review open house public meeting information

and invite them to attend the meetings. The Agency Coordination Meeting email invitation, agenda, and presentation which includes the invitation to the open house public meeting is included in **Appendix B**.

Public Official Invitation and Meeting

A public officials pre-meeting was held at the Wyndham Garden State College on March 30, 2022, from 6:30 P.M. to 8:30 P.M. Letter invitations were sent via email to 59 public officials and government partners on March 11, 2022. The purpose of the public officials pre-meeting 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 depicted the draft exhibits which would be utilized at the April 2022 open house public meeting. The draft public meeting video display to be utilized as the introduction at the open house public meeting was also presented. Additionally, key exhibits were printed and displayed for more detailed review and discussion by the public officials. General concerns communicated during the meeting included: traffic, safety, and community impacts related to various alternative corridors; truck traffic related to other ongoing PennDOT projects; and public well locations and their potential impacts. **Figures 1 and 2** show the public officials meeting presentation and discussion, respectively. An example of the letter invitation emailed to public officials, meeting sign-in sheets, and copies of the presentation and introduction to the video display provided at the meeting are included in **Appendix C**.



Figure 1 – Public Officials Meeting Presentation



Figure 2 – Public Officials Meeting Discussion

Email Letter Invitations

Official public meeting invitations were sent via e-mail to 879 interested parties (e.g., property and business owners, etc.) from the study website mailing list and elected and public officials. The invitation included the dates, times, and locations for the open house public meetings. A copy of the invitation is included in **Appendix D**.

Open House Public Meeting Flyers

A flyer was developed to advertise the open house public meeting logistics, and provide general study and study contact information. Flyers were distributed on March 22, 2022, 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 51 locations where flyers were posted. **Figures 3 and 4** show examples of where these flyers were located at a post office and public library. A copy of the flyer is included in **Appendix E**.

Table 1 – Flyer Distribution Locations

Location	Address
American Legion #444	112 Legion Ln, Millheim, PA 16854
American Legion Post 245	1950 Pine Hall Rd, State College, PA 16801
American Legion Post 779	2928 Penns Valley Pike, Centre Hall, PA 16828
American Legion Post 867	435 S Main St, Pleasant Gap, PA 16823
Apt/Store Bulletin Board	135 W High St, Bellefonte, PA 16823
Apt/Store Bulletin Board	131 W High St, Bellefonte, PA 16823
Bellefonte Intervally Area Chamber of Commerce	320 W High St, Bellefonte, PA 16823
Bellefonte US Post Office	133 N Allegheny St, Bellefonte, PA 16823

Location	Address
Bellefonte YMCA	125 W High St, Bellefonte, PA 16823
Benner Township	1224 Buffalo Run Road, Bellefonte, PA 16823
Burkholder's Country Market	107 Market Dr #8420, Spring Mills, PA 16875
Centre Hall Library	109 W Beryl St, Centre Hall, PA 16828
Centre Hall Post Office	113 E Church St, Centre Hall, PA 16828
Centre County Government	Willowbank Office Building, 420 Holmes Street, Bellefonte, PA 16823
Centre County Community Action Center	109 W Bishop St, Bellefonte, PA 16823
Centre County Library	200 N Allegheny St, Bellefonte, PA 16823
Centre County United Way	126 W Pine Grove, Pine Grove Mills, PA 16868
Centre Hall Borough	134 North Hoffer Avenue, Centre Hall, PA 16828
College Township	1481 E. College Avenue, State College, PA 16801
Cool Beans Bistro	141 W High St, Bellefonte, PA 16823
Diamond Deli	103 N Allegheny St, Bellefonte, PA 16823
Ferguson Township	3147 Research Drive, State College, PA 16801
Gregg Township Office	106 School St, Spring Mills, PA 16875
Harris Township	224 East Main Street, Boalsburg, PA 16827
Harvey's Food Mart	169 W Main St, Millheim, PA 16854
Homan's General Store	125 Old Fort Rd, Spring Mills, PA 16875
Lewistown Post Office	100 W Market St., Lewistown, PA 17044
Mifflin County	20 North Wayne St., Lewistown, PA 17044
Mifflin County Library	123 North Wayne St, Lewistown, PA 17044
My Buzz Café	325 W High St, Bellefonte, PA 16823
Patton Township	100 Patton Plaza, State College, PA 16803
Penn Valley YMCA	115 W Streamside Place, Spring Mills, PA 16875
Pine Grove Country Store/Shell	PA-26, Pine Grove Mills, PA 16868
Post office	112 E Pine Grove Rd, Pine Grove Mills, PA 16868
Potter Township	124 Short Road, Spring Mills, PA 16875
Sheetz	113 N Juniata St, Lewistown, PA 17044
Sheetz	10 Sheetz Dr, Reedsville, PA 17084
Sheetz	106 Savannah Lane, Centre Hall, PA 16828
Sheetz	2850 Benner Pike, Bellefonte, PA 16823
Sheetz	765 Benner Pike, State College, PA 16801
Sheetz	3261 W College Ave, State College, PA 16801
Sheetz	120 Southridge Plz, State College, PA 16803
Sheetz	1781 N Atherton St, State College, PA 16803
Sheetz	101 N Logan Blvd, Burnham, PA 17009
Snappy's	2892 Earlystown Rd, Centre Hall, PA 16828
Spring Mills Post Office	136 School St, Spring Mills, PA 16875
Spring Township	1309 Blanchard St., Bellefonte, PA 16823

state college area CONNECTOR

PennDOT.gov/SCAC

Location	Address
Starbucks	2030 N Atherton St, State College, PA 16803
State College Borough	243 S Allen Street, State College, PA 16801
State College YMCA	677 W Whitehall Rd, State College, PA 16801
Uni-Mart	106 W College Ave, Pleasant Gap, PA 16823

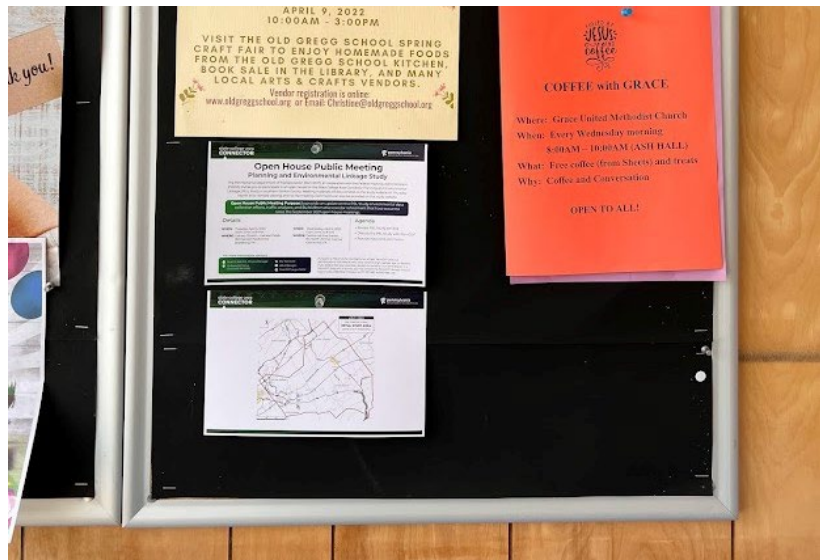


Figure 4 – Flyer posted at the Post Office in Spring Mills, PA.

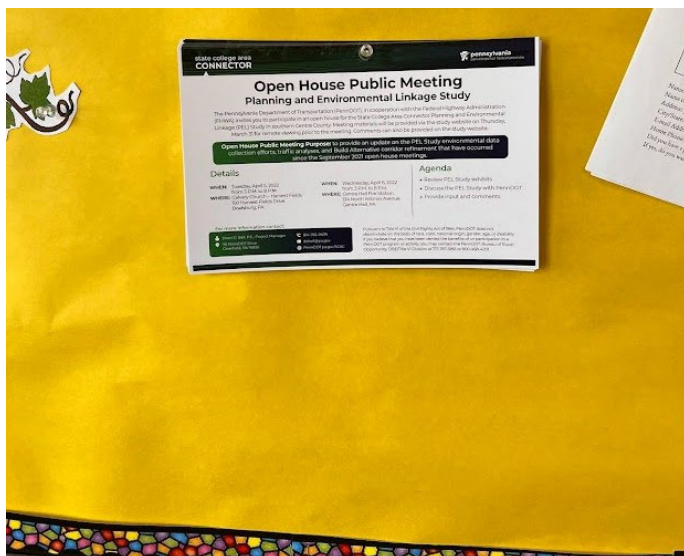


Figure 3 – Flyer posted at the Mifflin County Library in Lewistown, PA.

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 Fact sheet and open house public meeting flyers were transmitted to each of the church districts on March 23, 2022. Copies of the transmittal letter providing the meeting materials for distribution are included in **Appendix F**. Multiple copies of the SCAC project fact sheet and open house public meeting flyer were provided along with the letter. These materials are located in **Appendix A** and **Appendix E**, respectively.

Media Notification

The two-day open house public meeting was advertised in the Lewistown Sentinel on Saturday, March 12, 2022, and Thursday, March 24, 2022. An advertisement ran in the Centre Daily Times on Thursday, March 24, 2022. **Appendix G** contains copies of the newspaper advertisements.

Media Coverage

Several news outlets reported on the April 2022 open house public meetings providing the meeting dates and times, locations, and details about the study. Media coverage included a news report by ABC23 WATM News Center on March 14, 2022; an article in the Centre Daily Times on March 14, 2022, and two articles on April 4, 2022; two articles by WJACTV on April 5 and 6, 2022. Following the meetings, the media provided reporting of the PEL Study and an overview of the open house public meetings. Specific post-meeting media coverage included an article in the Centre County Gazette on April 7, 2022; one article in The Sentinel on April 7, 2022; and a news report by the Centre County Report on April 8, 2022. **Appendix H** contains copies of the news reports and articles.

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 April 2, 2022, as shown in **Figure 5**. PennDOT also tweeted meeting announcements via their 511PAStateCollege account starting on March 31, 2022. **Figure 6** shows an example of a meeting tweet issued for the SCAC open house public meeting.



Figure 6 – PennDOT Facebook Meeting Notification.



Figure 5 – 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 District 2 Press Office on March 14, 2022, to announce the dates and times for the open house public meetings and the updated study information on the project website. A reminder of the open house public meeting with meeting details was issued by PennDOT's District 2 Press Office on March 31, 2022. 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 April 2022 open house public meetings. **Figure 7** depicts the announcement used by CCMPO in their advertising notifications. CCMPO emailed over 300 officials and members of the public via five contact lists on April 1, 2022. 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 also posted the invitation to their Facebook page on March 17, 2022 (**Appendix J**). Notifications to their Facebook page were posted nine times between March 19, 2022, and April 6, 2022.

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).

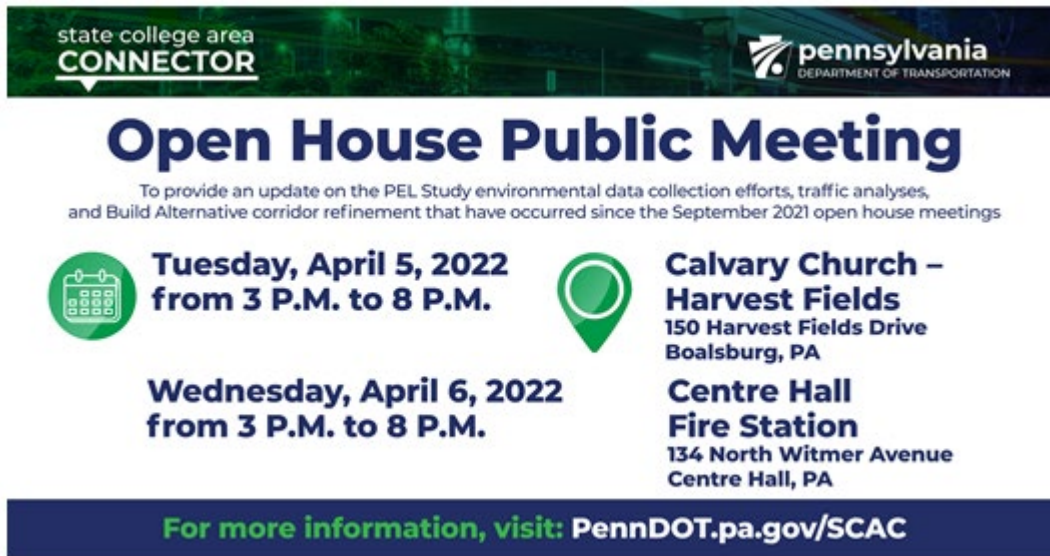
The advertisement is a flyer for an "Open House Public Meeting". At the top, it features the "state college area CONNECTOR" logo on the left and the "pennsylvania DEPARTMENT OF TRANSPORTATION" logo on the right. The title "Open House Public Meeting" is prominently displayed in the center. Below the title, a subtitle reads: "To provide an update on the PEL Study environmental data collection efforts, traffic analyses, and Build Alternative corridor refinement that have occurred since the September 2021 open house meetings". The flyer lists two dates and times: "Tuesday, April 5, 2022 from 3 P.M. to 8 P.M." and "Wednesday, April 6, 2022 from 3 P.M. to 8 P.M.". To the right of these dates, a location pin icon is shown next to the text "Calvary Church – Harvest Fields 150 Harvest Fields Drive Boalsburg, PA". Below this, another location is listed: "Centre Hall Fire Station 134 North Witmer Avenue Centre Hall, PA". At the bottom, a dark blue banner contains the text "For more information, visit: PennDOT.pa.gov/SCAC" in green and white.

Figure 7 – Open House Public Meeting Advertisement by CCMPO

The Centre Region Council of Government posted notification for the open house public meeting on their website on March 14, 2022. Other notifications were made via social media posts by various interested parties (e.g., Harris Township Government, Centre County Historical Society, elected officials, etc.) and news outlets on Facebook and Twitter in March and April 2022 prior to the meetings. These posts included information about the dates, times, and locations of the open house public meeting. **Figure 8** shows an example social media notification on the Harris Township Government Facebook account. The additional notifications are found in **Appendix J**.

Harris Township - Government
March 22 · 🌐

PLEASE plan to attend the next round of open houses on the State College Area Connector Project.

state college area
CONNECTOR

pennsylvania
DEPARTMENT OF TRANSPORTATION

Open House Public Meeting

To provide an update on the PEL Study environmental data collection efforts, traffic analyses, and Build Alternative corridor refinement that have occurred since the September 2021 open house meetings



Tuesday, April 5, 2022
from 3 P.M. to 8 P.M.



Calvary Church – Harvest Fields
150 Harvest Fields Drive
Boalsburg, PA

Wednesday, April 6, 2022
from 3 P.M. to 8 P.M.

Centre Hall Fire Station
134 North Witmer Avenue
Centre Hall, PA

For more information, visit: PennDOT.pa.gov/SCAC

Centre Regional Planning Agency
March 22 · 🌐

|| State College Area Connector Project Open House ||

PennDOT is hosting another open house public meeting for the State College Area Connector Project. This meeting will be to provide an update on the PEL Study environmental data collection efforts, traffic analyses, and Build Alternative corridor refinement that has occurred since the September 2021 public meetings.

Tuesday, April 5, 2022 from 3-8 PM at Calvary Church/Harvest Fields
Wednesday, April 6, 2022 from 3-8 PM at the Centre Hall Fire Station

For more info visit: www.PennDOT.pa.gov/SCAC

9 6 Shares

Like Comment Share

Figure 8 – Example Social Media Notification by Harris Township Government

Open House Public Meeting Overview

Upon arrival at the open house public meetings, meeting participants were asked to sign in and collect handouts at the Welcome Station. Participants then proceeded to the area of the venue which provided an overview of the open house meeting materials and information via a continuous video display (**Figure 9**). Participants could then tour informational displays (**Figure 10**), ask the study team questions, and provide comments. Additionally, computer stations were 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. The introduction of the video display is found in **Appendix C**.



Figure 9 – Participants view the introduction video display at the Open House Public Meeting.



Figure 10 – Informational displays at the Open House Public Meeting at the Centre Hall Fire Station.

Meeting Materials

Meeting Handouts

There were two specific handouts developed and made available at the open house public meeting Welcome station. Prior to the meetings, these materials were uploaded to the study website for pre-review on March 31, 2022. The handouts included a State College Area Connector Fact Sheet (**Appendix A**) and a Public Meeting Comment Form (**Appendix K**). The comment form could be left at the “How Can You Participate?” station. This comment form was also available to complete via an electronic survey.

Meeting Boards

There were 34 meeting display 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 meetings. **Figure 11** shows a map depicting the zip codes of where the meeting participants lived based on information provided on the sign-in sheets. In summary, the majority of the participants reside within zip codes located within the SCAC study area. **Figures 12 and 13** show meeting participation at the digital mapping computer stations and display boards.

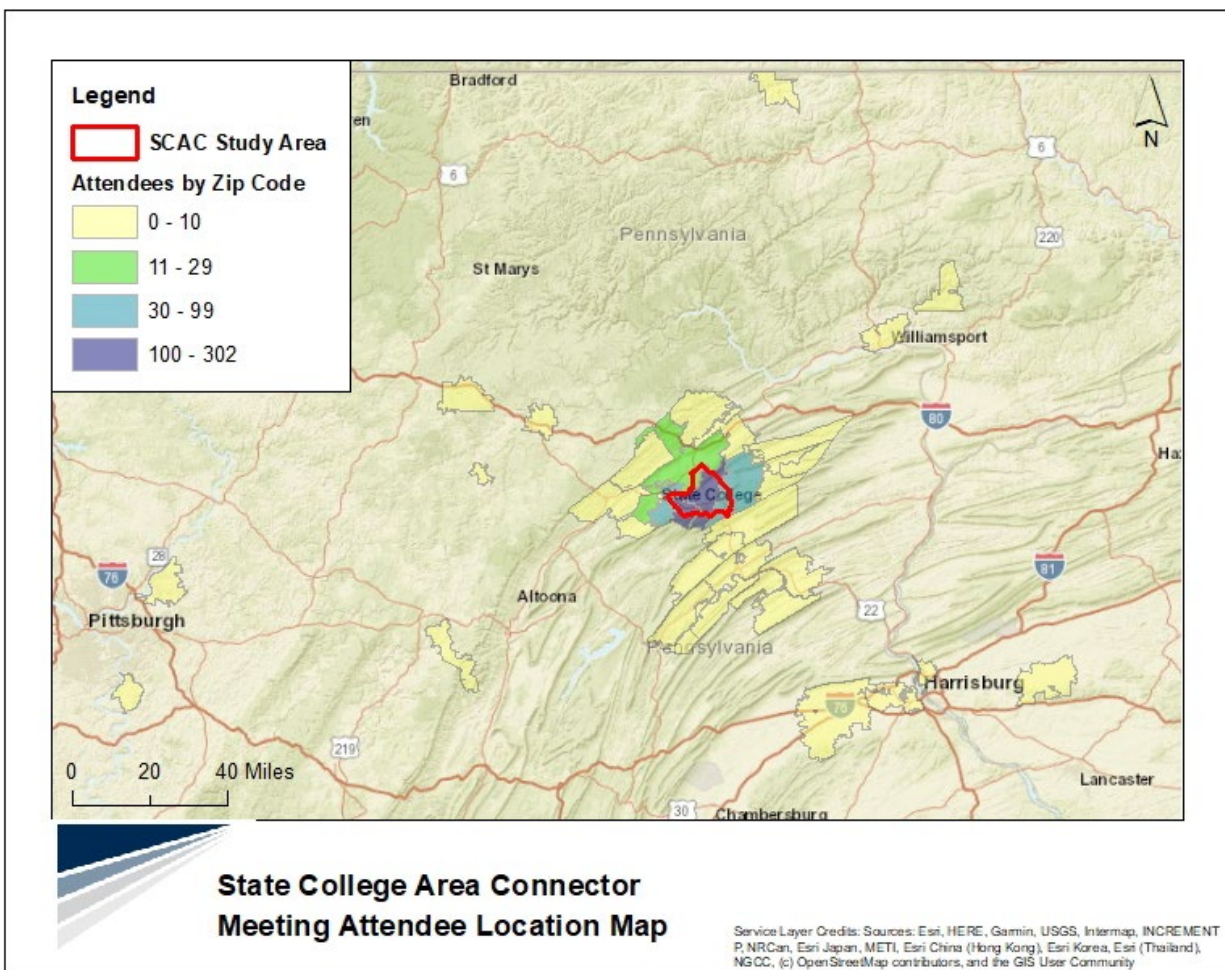


Figure 11 – Open House Public Meeting Attendee Location Map



Figure 12 – Computer station mapping at the Open House Public Meeting on April 5, 2022.

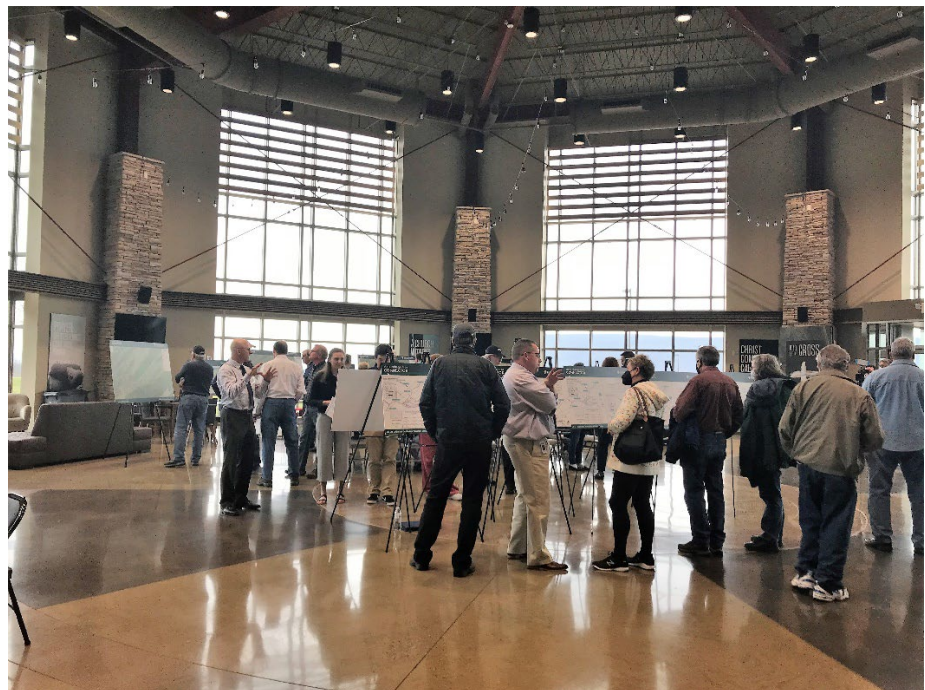


Figure 13 – Meeting participants discussing display boards with meeting officials.

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 12,516 times through 3,316 study webpage user sessions during the public comment period between March 30 and April 16, 2022 (**Figure 14**). Various pages on the study website were accessed during the comment period, including the April 2022 In-Person Public Meeting webpage (6,036 views), SCAC project webpage (4,123 views), and Resources (614 views).

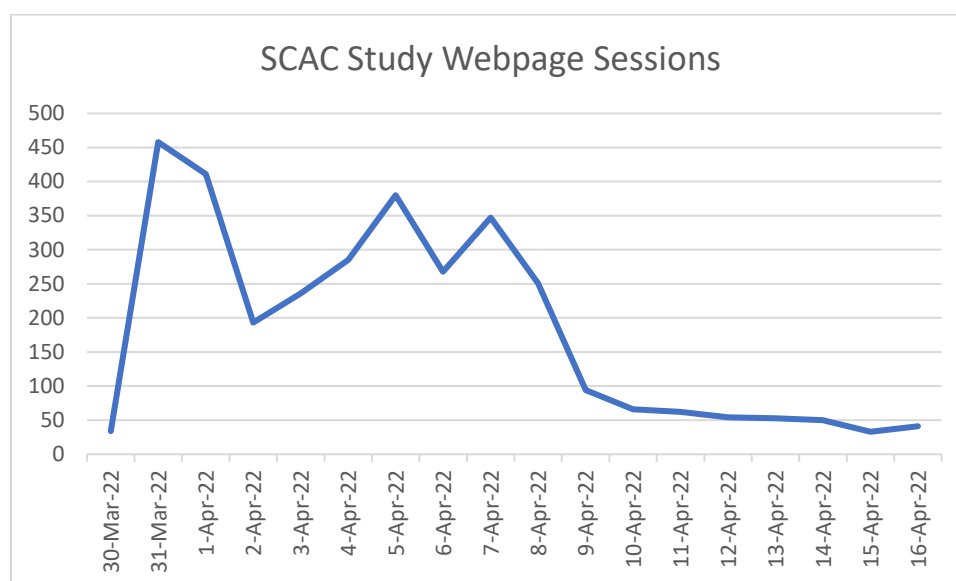


Figure 14 – Daily total SCAC Study webpage sessions during the public comment period

Public Comment and Responses

The public comment period was open from March 31 to April 16, 2022. Comments were accepted at the meeting, by mail, email, or via the website form. Participants at the two-day open house public meetings submitted 71 comment forms. Additionally, 34 mail comments, 7 email comments, and 36 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 15** shows the residence locations by zip code of the 135 commenters that provided contact information. Based on the contact information provided, the majority of the commenters reside in a zip code located within the SCAC study area. The following section provides a brief summary of the public comment themes.

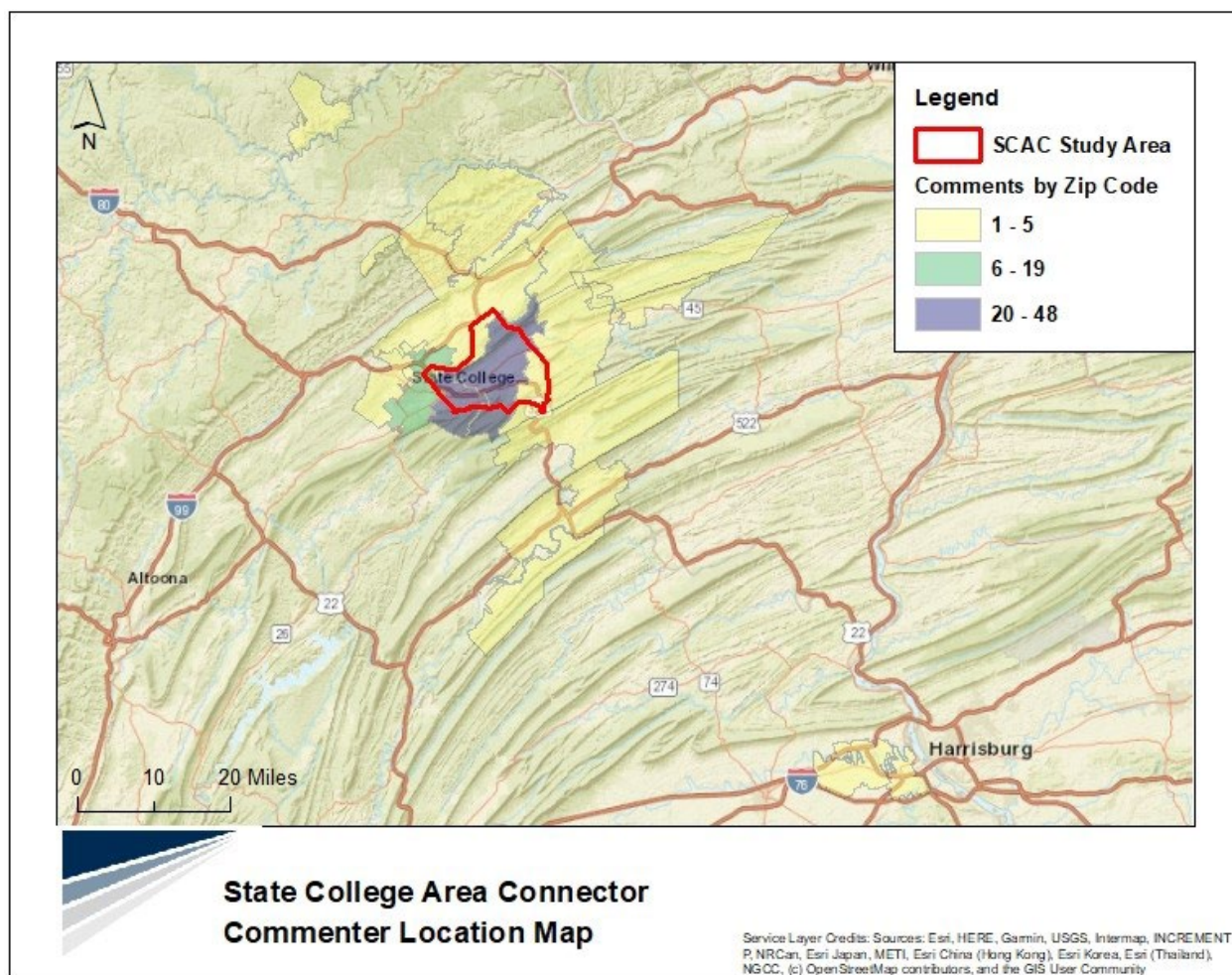


Figure 15 – Open House Public Meeting Commenter Location Map

Public Comment Summary

The public comment form provided open house public meeting participants and website visitors the opportunity to comment on questions pertaining to the environmental mapping; alternative corridor revisions; updated engineering; and bicycle, pedestrian, and intersection concerns. Opportunity to provide general comments or thoughts about the information presented at the April 2022 open house public meeting was also provided.

The comment form was designed with six questions to obtain specific information about concerns on the topics presented at the April 2022 public meeting and space for general comments. General comment themes and concerns included impacts to agriculture, the environment, natural resources, and cultural/historic resources; impacts to private properties, businesses, parks, recreation, and a community church property; traffic concerns on PA 45; noise; public wells, and highway speed and safety.

The public comment form provided meeting participants and website visitors the opportunity to comment on questions pertaining to materials presented at the open house public meeting.

The first six questions were designed to have meeting participants perform the following:

1. Identify environmental resources that appear to still be missing from the study mapping.
2. Identify concerns related to the alternative corridor revisions.
3. Identify concerns with the updated engineering.
4. Document bicycle and pedestrian improvements in the area that would be beneficial to the community.
5. Identify bicycle and pedestrian routes that are concerning.
6. Identify intersections or roadway segments that are concerning.

The public comment participation is summarized below in **Table 2**.

Table 2 – Public Meeting Comment Summary

Public Meeting Comment Form Topic	Participant Percent Response	Number of Responses
Updated Environmental Mapping	31%	46
Alternative corridor revisions/evaluations at the eastern and western ends of 322	48%	71
Updated Engineering	38%	56
Bicycle Improvements/Connections	59%	87
Pedestrian Routes or Roadway Crossing Concerns	22%	32
Intersection/Vehicular Safety Concerns	36%	53
General Comments	82%	122

Table 2 provides a summary of the percentage of survey respondents that identified concerns for each of six questions. Some survey respondents provided specific comments while others just indicated a concern. A table documenting the general comments or thoughts presented on the comment form or provided via letter are located in a table in **Appendix M**. These comments covered a variety of topics such as alternative preferences, concern for various resources, new alternatives, traffic analysis, PEL Process, and process for advancing alternatives.

Public Question 1 – Environmental Concerns

For the environmental resources question, of the 46 responses received, only 11 of those responses provided specific comments related to resources to be added to the mapping. These environmental resources generally included springs near Black Hawk gap, Tussey Mountain, along US 322, and the Cedar Run areas; floodplains at Cedar and Mackey's Runs; wetlands near Centre Hall; eagle nests near Colyer Road; nature conservation areas near Young Lane; residential neighborhoods near Springtail Road and Linden Circle, and Hylbert and Brush Valley Roads; geologic resources; groundwater and wells; and conservation easements. These resource concerns will be evaluated and included on study mapping, as appropriate.

Other comments provided for this question expressed general concerns with various resources, the purpose and need for transportation improvements, or the study alternatives. **Table 3** provides a summary of the general concerns expressed by the public and general responses to those concerns.

Table 3 – Survey Question 1 Public Concerns on Environment Issues

1. Purpose and Need and Traffic Analysis

The purpose and need of the State College Area Connector Study is to address congestion, safety, and system continuity of the study area roadways. Planning level traffic analyses/studies conducted to support the development of the purpose and need were based on daily and peak hour traffic volumes and conditions for an average day of the week (e.g., Tuesday, Wednesday, Thursday) during a non-holiday/non-special events.

The traffic evaluation and analyses performed considered the influence/impacts of daily trucks and automobiles with regard to traffic operations and safety to support the identification of traffic related concerns that aided in the development of the purpose and need for transportation solutions. Special event traffic was not specifically considered in the traffic analysis or identification of alternatives. If PennDOT would design to accommodate special event traffic, the transportation projects would need to be excessively large to accommodate additional traffic. However, any proposed transportation project would improve event traffic but would not fully address all of the event traffic needs.

2. General Concerns for the Environment

The SCAC study area includes a wide variety of important natural, cultural, agricultural, and community resources. PennDOT is committed to identifying the resources to the greatest extent possible during the PEL Study. 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 studies also known as the environmental and preliminary design phase of project development. During the NEPA studies, field surveys will be conducted, 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 greatest extent possible.

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

3. Wildlife Habitat and Crossings

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 also known as the environmental and preliminary design phase of project development. 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. Specifically, 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 migratory 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 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. Adverse impacts to wildlife habitats will require compensatory mitigation. This mitigation could be in the form of land acquisition for habitat preservation and/or restoration of disturbed lands to a natural state.

4. Mining Activity

The PEL Study included the preliminary assessment of existing and planned surface mining and underground mining operations and potential impacts to these operations related to the construction of proposed transportation improvements. This assessment has included coordination with the owners of the mining operations. Any alternative carried forward for detailed study that may cross through the properties within the boundary of the operations will require more extensive coordination with not only the owners of the operations but also the PA Department of Environmental Protection's Office of Active and Abandoned Mining Operations.

5. Groundwater/Water Wells

PennDOT is aware of several public well locations and associated protected areas throughout the study area. This type of information is sensitive and as a result is not shared on general public information mapping. These resources are considered in our evaluation of the various alternatives under consideration. PennDOT 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 streams. 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 or quality.

6. Unknown/Undocumented Resources

Once alternatives are identified to advance for further study, detailed field investigations will be completed as part of NEPA, also known as the environmental and preliminary design phase of project development. These detailed studies will not only confirm the presence of natural, cultural, community, and agricultural resources identified during the PEL Study but will identify any previously undocumented resources as well. The results of the detailed studies completed during the NEPA phase will be incorporated into the project development process and considered prior to the identification of any preferred alternative.

7. Wetland, Springs, and Waters of the US, Watersheds (specifically Spring Creek and Cedar Run)

Secondary source information was used for wetland, springs, and Waters of the US, watersheds, floodplains, and other surface water features for the PEL Study. This study area is uniquely located at the headwaters of two main drainage basins, the Bald Eagle Creek and Penns Creek watersheds. Three primary watersheds (Sinking Creek, Spring Creek, and Little Fishing Creek) are the receiving waters of most small, unnamed tributaries within the study area. PennDOT and FHWA will objectively evaluate all reasonable alternatives. As the PEL Study progresses and smaller project areas are defined for proposed transportation improvement projects, detailed field surveys will be conducted during the NEPA studies, also known as the environmental and preliminary design phase of project development. The NEPA study detailed field survey information will be used to update the planning data and ensure the accuracy of both the characteristics and the locations of resources. In addition, the NEPA studies will consider the various applicable statutes and regulations and their specific requirements for the evaluation and selection of alternatives, including Section 404 of the Clean Water Act (CWA) and Chapter 105. If the proposed project cannot avoid impacts to these resources, impacts will be minimized to the extent possible, and mitigation measures will be coordinated and implemented accordingly.

8. Threatened and Endangered Species

The information compiled for the PEL Study is intended to be used to identify areas of sensitive natural resources within the study area, including the extent of potential habitat for federal-and state-listed species. As the PEL Study progresses and smaller project areas are defined for proposed transportation improvement projects, it is anticipated that additional agency coordination and field surveys will be conducted to survey for threatened and endangered wildlife and plant species. It should be noted that these types of species and their known locations will not be presented publicly for the continued protection of the species.

9. Agricultural Concerns (Direct Impacts and Bisecting Farms)

Given the extent of farmland within the PEL study area, it is not possible for a major transportation improvement project to avoid all potential agricultural impacts. As the PEL Study progresses and smaller project areas are defined for proposed transportation improvement projects, extensive field surveys will be conducted which will include interviews with the potentially impacted farm operators. The farm operator interviews will identify and document the nature, features, and extent of their operations, including all farm-related structures, pathways, and other resources of the farm operation/business. Interviews with farm operators and landowners will also identify any leased properties required for the successful operation of potentially affected farm operations. The results of the farming investigations will be document in the Farmland Assessment Report. The report will also document the potential avoidance and minimization measures considered and the assessment of potential impacts to the viability of individual operations/business. 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 any condemnation proceedings.

Additionally, once the full extent of the farming operations are known, the commercial displacement and/or right-of-way impacts will be updated for the specific alternatives being considered. Impacts to agricultural land, agricultural security areas (ASAs), and agricultural easements will be avoided and minimized to the greatest extent possible.

10. Community Facilities (Direct impact and access concerns)

The 70-square mile study area includes a wide variety of important community resources. 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, places of worship, Harris Township Maintenance garage, and other facilities that service the communities) are being considered during the assessment of all proposed Build Alternative corridors. 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 greatest extent possible.

11. Recreation Areas Specific to Tussey Mountain/ Rothrock State Forest and Colyer Lake (Direct impact and Access Concerns)

Rothrock State Forest, Tussey Mountain Ski and Recreation, and Colyer Lake are located south of the currently proposed Build Alternative corridors. Therefore, no potential direct impacts to these resources 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 for NEPA study, also known as the environmental and preliminary design phase of project development.

12. Noise Impacts

During the NEPA study, also known as the environmental and preliminary design phase of project development, alternatives advanced will be evaluated for 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 future noise levels 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) 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.

Additionally with regard to concerns associated with truck traffic noise caused by the use of compression release brakes or 'Jake Brakes', this type of truck noise is not effectively reduced through the use of noise barriers or other noise abatement facilities. 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.

13. Air/Light Pollution

PennDOT plans to follow the standard qualitative regional air quality analysis (PennDOT Publication 321) that is used for similar transportation studies and capacity-adding projects.

Highway lighting will be placed in accordance with PennDOT Design Manual requirements. Decisions on lighting location will be investigated and assessed during future detailed studies for any Build Alternative corridors that are advanced for NEPA study, also known as the environmental and preliminary design phase of project development and final design.

14. Transit Ridership, Service, and Service Routes

Centre Area Transportation Authority (CATA), the local transit agency, makes all decisions such as type of services to provide and service route locations. Current transit options within the PEL study area have been identified. Issues on how to address changing ridership with regard to traditional bus routing service and micro-transit opportunities is solely up to the discretion of CATA. PennDOT District 2 does not provide input or direction on these services. Reasonable near- to mid-term transit options do not significantly affect the current PEL alternatives.

15. Utility Impacts

Each of the proposed Build Alternative corridors would impact various utilities throughout the study area. Key utilities have been identified and considered in the PEL Study including the large gas line that traverses the study area. All of the proposed Build Alternatives would have varying degrees of potential impact on the existing gas line.

16. Local Access

In this PEL Study, consideration of access was included when evaluating the Build Alternative corridor impacts on the local roadway network as well as access to private driveways and property. While maintenance of traffic during construction was not specifically designed, it was also considered and evaluated to identify potential impacts and planning level costs for each of the Build Alternative corridors.

Future detailed studies for the proposed transportation projects identified to be carried forward into the NEPA studies, also known as the environmental and preliminary design phase of project development, would provide a refined design including interchange locations, constructability, and private property and local roadway access. Costs and impacts associated with temporary roadways or interim improvements would be considered in detail during the NEPA study for any alternative advanced.

17. Geology/Karst Topography/ Pyritic Rock

A review of the geologic formations has been conducted to identify potential risk for topographically sensitive geologic formations (e.g., sink holes, pyritic rock, importance of the rock formation as aquifer recharge zones). Detailed geologic investigations will be conducted during future phases of project development for those corridors advanced for further study.

18. Study Area Identification/Shape

This PEL study area was defined sufficiently large enough to connect to three regional/interstate connection points (improved sections of US 322 at Potters Mills Gap and the Mount Nittany Expressway and I-99) to address regional/ interstate traffic needs but not so large as to overlook local transportation issues and needs. Specifically, the study area was defined to include the key transportation routes that provide access to regional destinations and beyond via major transportation routes such as U.S. Route (US) 322, Pennsylvania Route (PA) 144, PA 45, and Interstate 99 (I-99) which, in turn, provides access to nearby I-80.

The initial study area boundaries were also limited by topography, including large mountain ranges to the north and south, and by critical features such as the State Correctional Institution at Rockview (which is eligible for the NRHP and includes a potable water supply reservoir on Nittany Mountain).

The potential connection points and topographic boundaries influence the shape of the study area and aid in eliminating areas where connections to the regional roadway network could not be considered. This is why the shape is not consistent throughout as it helps to focus the study team in collecting data where there may be a potential for transportation improvements to occur.

Once transportation corridors are identified to advance for further study, the study area will be refined prior to NEPA Studies, also known as the environmental and preliminary design phase of project development.

19. Elimination of Build Alternative Corridor Options

There are eight total Build Alternatives under consideration for the SCAC PEL Study along with the US 322 Upgrade Existing Alternative. Five of the Build Alternatives generally follow existing US 322 and three of the Build Alternatives generally follow existing PA 144. Three of the US 322 Build Alternatives generally remain in the valley portion of the study area while two of the Build Alternative generally follow the base of the ridge of Tussey Mountain. All three of the PA 144 Build Alternatives traverses over Mount Nittany. At this time, all of the proposed Build Alternatives are being considered equally and none of them have been dismissed from further study.

Public Questions 2 and 3 – Engineering Concerns

Questions 2 and 3 focused on alternative and engineering factors for public comment. Of the responses received, nearly half (48%) of the survey respondents expressed concerns for the corridor revisions and over a third (38%) had concerns regarding the updated engineering. In general, the concerns expressed for Questions 2 and 3 were consistent with the comment themes expressed following the April 2022 public meetings with a few notable differences. Specific new concerns were expressed about the potential impacts the corridors would have on groundwater resources, specifically public water wells; traffic impacts specific to PA 45; traffic concerns on existing US 322; and origin and destination study results.

Table 4 provides a summary of the concerns expressed by the public and general responses to the public's engineering concerns.

Table 4 – Survey Question 2 and 3 Public Concerns on Engineering Issues

1. Build Alternative Corridor Preference
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 analyses 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.
2. US 322 and PA 144 Build Alternatives (Number of Corridors still being Evaluated)
There are eight total Build Alternatives under consideration for the SCAC PEL Study along with the US 322 Upgrade Existing Alternative. Five of the Build Alternatives generally follow existing US 322 (two generally south of existing US 322 and three that extend south and then north 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 project. 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 were best able to avoid and minimize impacts to the natural and built environments, while still meeting the purpose and need of the PEL Study. There were more US 322 corridors developed due to the location of the logical termini and resources within study area creating an opportunity for more corridor options to avoid and minimize potential impacts on resources within the overall study area. For the PA 144 corridor, Mount Nittany presents a large barrier which must be traversed at a location that minimizes the extent of cut, thereby minimizing potential impacts. The topography of the area when combined with the need to connect to the identified logical termini (US 322 and I-99) inherently limits the options available for corridor development while still minimizing impacts to natural, cultural, social, and agriculture resources to the greatest extent possible.

3. US 322-1N and US 322-1OEX Development and Impacts

The US 322-1N and US 322-1OEX options were developed to address concerns stated at the September 2021 public meetings. Specifically, concerns were expressed that all the US 322 Build Alternative corridors extend from the logical termini and proceed south of existing US 322 impacting agricultural lands and other resources.

To address concerns, PennDOT examined two options. The US 322-1OEX option extended along the existing US 322 corridor for approximately 2 miles prior to veering north and paralleling US 322 until it converges back on to existing US 322 corridor near Tait Road.

The second option (US 322-1N) extended north of US 322 from the current four lane terminus of US 322. Key to the development of this corridor is the understanding of the natural resources immediately north of US 322. This area contains a multitude of natural (wetlands, streams, floodplains, and natural heritage areas) as well as agricultural resources which are protected by various regulatory agencies. As a result, the US 322-1N corridor was developed to minimize impacts to these resources as well as residential and commercial properties to the greatest extent possible. Extending further north would place the corridors on top of Sinking Creek and associated resources and bisect the natural heritage area. The corridor then heads north to cross perpendicular to Sinking Creek and the associated natural heritage area which provides the best opportunity to minimize impacts to these regulated resources. By minimizing impacts to these regulated resources, there are higher potential impacts to other resources in the area. As a result of the higher impacts, this alternative was not advanced.

4. Alternative - Split travel lanes east and west bound

Based on a comment from the April 2022 public meeting, an evaluation was completed on an alternative corridor concept using the western portions of existing US 322 and PA 45 within the study area to carry one-way traffic eastbound and westbound respectively. This concept would provide a new four-lane, limited access facility paralleling existing US 322 from Potters Mills to just west of Tusseyville, where the two westbound lanes would diverge and traverse north to tie into PA 45, then follow PA 45 as a one-way, limited access highway to Boalsburg where it would rejoin US 322 at the Mt. Nittany Expressway. Conversely, one-way, eastbound traffic would follow existing US 322 from the end of the Mt Nittany Expressway in Boalsburg to Tusseyville and the convergence point. Along the one-way sections of roadway, two-lane service roads would provide access to adjacent properties and local side roads.

While the concept would likely meet the purpose and need of the project and the concept used the existing roadways to the extent possible with the intent of limiting impacts, the need to maintain a limited access facility and still maintain local access via service roads resulted in impacts which exceeded other Build Alternatives. On PA 45 in particular, substantial widening would be required to provide shoulder widths that meet current design standards and also to construct the service roads. This necessary widening would result in an increase in the number of displacements and impacts to the natural resources adjacent to the existing roadway. In addition, there would be an increase in noise levels over existing, particularly along PA 45, and additional structure costs associated with the service roads and grade separation needed to connect and maintain access to the local road network.

5. Why Limited Access Roadway

During the identification and development of the range of alternatives, the Build Alternative was identified as a limited access roadway on a new alignment within the PEL study area. The Build Alternative would provide four travel lanes (two in each direction) with full inside and outside shoulders and meet applicable design criteria for freeways. A limited access roadway was recommended to be advanced to match the typical section at the logical termini of US 322 at Potters Mills Gap and near Boalsburg and Interstate 99. Matching the typical section would provide a future motorist a consistent travel path through the region. Additionally, a limited access facility is also a safer roadway for moving both regional and local traffic as it has a reduced number of conflict points when compared to unlimited access points which exist on US 322 today.

6. Reversible Lane for Added Capacity

Expanding the existing US 322 to three lanes with a center lane that allows for reversible traffic flow is possible through engineering design. 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 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.

7. Alternative - PA 45 US 322 E to PA 45

Consideration of a Build Alternative option that reuses the existing US 322 and PA 45 roadways for the new limited access facility was not advanced in the PEL Study. If this corridor would have been advanced, it would need to incorporate the same 350' corridor width to accommodate four travel lanes, shoulders, median and drainage channels as offline options. In addition, it would need to be designed in compliance with federal guidance relative to maximum degree of curvature and vertical grade. Finally, overtopping the existing lanes creates the need to construct two-lane service roads to reconnect severed local roadways. The impacts associated with this option would be excessive and was not advanced for consideration. In general, the US 322-2 and US 322-3 provides this movement while minimizing area impacts to natural, cultural, and socioeconomic resources to the greatest extent possible.

8. Transportation Systems Management and Other Minimum Build Alternatives Consideration

A range of alternatives was identified and evaluated to determine if each alternative on its own could address the PEL Study transportation need in the area. Alternatives under consideration included the No Build, Upgrade Existing Roadway, Transportation Control Measure (TCM) (measures designed to remove cars from the roadways), Transportation System Management (TSM) (low-cost improvements to improve the efficiency/safety of the existing roadways), Transit, and Build Alternatives. Based on the first

screening, the No Build, Transit, TCM, and TSM Alternatives alone would not fully address the study transportation purpose and need within the study area. Only a Build or the Upgrade Existing Roadway Alternative was determined to address the area's identified transportation needs. While an Upgrade Existing US 322 Alternative would not necessarily add a new roadway to the area, this alternative would significantly alter the current function and appearance of existing US 322 footprint. The Build Alternatives would need to add a new roadway in the area to address the transportation needs.

While the TCM and TSM would not fully address the study needs, they may provide a benefit to the local roadway network and may be advanced as independent transportation projects. PennDOT would work with the CCMPO to plan and program these projects separately. Potential independent transportation projects could include bicycle and pedestrian improvements, park and ride facilities, road diets, roadway reclassifications (e.g., business routes), intersection improvements, safety-specific improvements, or intelligent transportation systems strategies.

9. Constructing both US 322 and PA 144 Corridors

PennDOT and FHWA are not proposing to construct both a US 322 and PA 144 Build Alternative corridor. Advancing both corridors into construction would not be necessary from a traffic mobility perspective nor would it be fiscally or environmentally responsible. However, PennDOT and FHWA will be advancing more than one Build Alternative corridor for NEPA study, also known as the environmental and preliminary design phase of project development. During the NEPA study the corridors advanced would be further engineered and detailed environmental field investigations conducted. Ultimately, only one corridor would potentially be advanced as the selected alternative following the NEPA study for final design and construction.

If a US 322 or a PA 144 Build Alternative is advanced, the alternative would connect into the four-lane section of US 322 at Potters Mills Gap and connect to the four-lane section of US 322 near Boalsburg (US 322 Build Alternative Options) or I-99 (PA 144 Build Alternative Options). Regardless of which of the Build Alternative corridor is advanced, a motorist would use a continuous four lane highway from Potters Mills Gap to either US 322 or I-99.

The PEL Study will also identify other potential independent transportation projects to address other issues or concerns which are not addressed with a Build Alternative corridor. PennDOT would work with the CCMPO to plan and program these projects separately. Potential independent transportation projects could include bicycle and pedestrian improvements, road diets, roadway reclassifications (e.g., business routes), intersection improvements, safety-specific improvements, or intelligent transportation systems strategies.

It is anticipated that the existing two-lane roadway of either US 322 or PA 144 would continue to serve as a local roadway connecting communities and neighborhoods.

10. Recreation Areas Specific to Tussey Mountain (Access Concerns)

Tussey Mountain Ski and Recreation is located south of the currently proposed Build Alternative corridors. Therefore, no potential direct impacts to these resources are anticipated. Maintaining access to the Tussey Mountain amenities 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 for NEPA study, also known as the environmental and preliminary design phase of project development.

11. Local Access (bridges, roadways, etc.)

The PEL Study Build Alternatives represent a general corridor width (ranging between 350' and 800') where future alignment options could be further engineered and developed. These corridors were developed with conceptual engineering criteria and conceptual 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, evaluate local access, mobility, and bridge heights, create detailed construction cost estimates, 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.

12. Groundwater and Potential Spills

PennDOT is aware of several public well locations and associated protected areas throughout the study area. This type of information is sensitive and as a result is not shared on general public information mapping. These resources are considered in our evaluation of the various alternatives under consideration. PennDOT 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 streams. 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 or quality.

Emergency responders and area PennDOT personnel have incident management protocols designed to address potential spills on the roadway systems. These protocols vary depending on the type and nature of the spill substance. The goal is to contain the substance, report to appropriate agencies, and identify clean up measures, as necessary.

13. Right of way widths too narrow for future volumes

The proposed Build Alternative typical section was developed to provide sufficient space to accommodate 2050 design year traffic volumes. During the PEL Study, the reduction of the footprint of the typical section occurred by narrowing the median width from a typical width of 60-feet to 36-feet which is consistent with the current design manual and practice throughout the region.

14. Farm Impacts, Bisection, and Connecting Farm Parcels

At the conclusion of the PEL Study, PennDOT and FHWA will identify Build Alternative corridors to be advanced for detailed investigation in a NEPA study, also known as the environmental and preliminary design phase of project development.

During the NEPA study, farmland interviews will be conducted to understand the function of each of the potentially impacted farm operations and identify measures to minimize harm. The results of the farming investigations will be documented in the Farmland Assessment Report. The report will also document the potential avoidance and minimization measures considered which may include shifts in corridor to align with farm field operations or providing design requirements (e.g., tunnels or bridges) for connecting farm parcels.

15. Interchange Design and Location

Conceptual interchange locations providing local access to the Build Alternatives are currently indicated conceptually to aid with completion of the traffic model. The future NEPA study for any Build Alternative would refine interchange locations and update the design to reflect ramp geometry and lane configuration accordingly. These refinements could alter the overall footprint and potential location of the interchange depending on potential impact to area resources. Additionally, constructability and local roadway access will be considered during the refinement of the alternatives. Current identified interchange locations have conceptually been investigated and improvements to existing adjacent roadways affected by an interchange will be addressed within the NEPA project footprint.

16. Ecosystem Concerns

The detailed studies to be conducted during the next phase of the project (NEPA review) will further the evaluation of the study area's ecosystem and recreational areas that were preliminarily evaluated as part of the PEL Study. These detailed studies will include field surveys to assess the location, extent, and characteristic of natural resources that make up the ecosystem and detailed interviews with local officials and commercial property owners to define the features of potentially impacted recreational areas and measures to be taken to compensate for any unavoidable impacts.

17. Build Alternative Corridor Impacts on the Environment (natural, social, agricultural, and historic resources)

The SCAC study area includes a wide variety of important natural, cultural, agricultural, and community resources. PennDOT is committed to identifying the resources to the greatest extent possible during the PEL Study. 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 studies also known as the environmental and preliminary design phase of project development. During the NEPA studies, field surveys will be conducted, 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 greatest extent possible.

Large transportation improvement projects cannot avoid impacts to all 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 permitting agencies, the public, and individual landowners, where applicable, through the project development process.

18. Noise Impacts

During the NEPA study, also known as the environmental and preliminary design phase of project development, alternatives advanced will be evaluated for 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 future noise levels 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) 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.

19. Visual Impacts

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).

20. April 2022 Build Alternative Corridors Appear the Same as the September 2021 Build Alternative Corridors

Refinements to the Build Alternative corridors presented at the April 2022 open house public meeting include a reduction in the overall corridor width that provides a maximum median width of 36-foot instead of the previous 60-foot median. Additionally, the US 322-1S and US 322-5 Build Alternative corridor medians were further reduced at the western tie-in to existing US 322 in Boalsburg to a 14-foot median to avoid community and cultural resource impacts. A hybrid US 322-1S Build Alternative corridor was developed to stay on existing US 322 alignment for approximately 2 miles (US 322-OEX). This hybrid corridor was evaluated to minimize impacts to area farm operations. Additionally, minor geometric shifts to all the Build Alternative corridors were implemented as a result of decreasing the design speed to match adjacent roadways. Changes that occurred for the Study from the September 2021 and April 2022 public meetings were outlined in a brief video which can be found on the Study Website at https://www.penndot.pa.gov/RegionalOffices/district-2/ConstructionsProjectsAndRoadwork/SCAC/Pages/Public-Meeting_April-2022.aspx

21. Why Add Another Major Roadway?

At the start of the PEL Study, an analysis was conducted of the local roadway network to determine current and future traffic volumes and travel mobility. The analysis found that the current roadway system is not functioning adequately to address current or future travel demand. This information was used to develop the transportation purpose and need for the study and was used in evaluating alternatives. The purpose and need of the State College Area Connector Study is to address congestion, safety, and system continuity of the study area roadways.

A range of alternatives were identified and evaluated to determine if each alternative on its own could address the PEL Study transportation need in the area. Based on the first screening, only a Build Alternative and an Upgrade Existing US 322 Alternative would address the identified transportation needs in the area. While an Upgrade Existing US 322 Alternative would not necessarily add a new roadway to the area, this alternative would significantly alter the current function and appearance of existing US 322 footprint. The Build Alternatives would need to add a new roadway in the area to address the transportation needs.

22. What is the process for evaluating alternatives to advance?

Every transportation study or project is different. As a result, there is no single method for identifying a single alternative to advance. The SCAC PEL Study developed an evaluation process that is based on sound engineering and environmental practices consistent with the intent of the NEPA regulations.

The PEL Study alternatives evaluation process consisted of two levels of alternative screening. The Level 1 screening was a qualitative assessment which utilized a series of questions to determine if the alternative would meet the PEL purpose, need, and goals. For the purposes of the Level 1 screening, each of the alternatives were evaluated as stand-alone improvements, to determine if they as a whole addressed the PEL study purpose and need and how well they met the study goals.

The Level 2 screening was divided in to two phases: an A and B phase. The Level 2A screening initiated a planning-level traffic analysis. The representative alternatives were developed that connected the identified logical termini but were not designed or engineered. This level of investigation provided sufficient detail to evaluate future traffic volumes and patterns on the transportation network and to consider their impact on the key roadways. Preliminary quantitative assessment determined if an alternative would improve network operations by reducing traffic volumes on key roadways within the PEL study area. A qualitative assessment was also conducted to confirm that the proposed alternatives would continue to meet the PEL Study's purpose and need.

Those alternatives that improved network operations and continued to meet the PEL Study's purpose and need were advance for Level 2B screening.

The Level 2B screening developed various options for the alternative concepts that advanced from the Level 2A screening. Alternative options were developed by applying current design standards, engineering criteria, and standard engineering practices, while avoiding or minimizing environmental impacts, as appropriate. A quantitative and qualitative assessment is being conducted for these alternative options. The quantitative assessment measured how the alternatives improved congestion/mobility/safety, met driver expectations, and impacted/benefitted natural/cultural/socioeconomic resources, as well as select engineering factors. The qualitative assessment evaluated how the alternatives met the study goals developed during the Level 1 screening. A quantitative assessment was conducted to identify the predicted traffic operations, mobility, and safety along with the identification of the natural, cultural, agricultural, and socio-economic resources within each of the Build Alternative corridors. This information was initially presented to the resource agencies and public in August and September 2021, respectively. Following public and agency review of the proposed alternative corridors, refinements were advanced and again presented to the public and agencies in March and April 2022, respectively.

The Level 2B screening concluded by comparing the various alternative corridors against one another to determine which alternative corridor(s) best meet the study purpose and need while minimizing overall environmental impacts and best addressing the study goals. The assessment will identify the best performing alternative corridor(s) to advance for a future NEPA study.

The analysis will consider the effectiveness of the alternative corridors in improving safety, mobility, and congestion, engineering features including preliminary costs, and the requirements of various environmental statutes and regulations for determining which alternative provides the best balance of meeting the purpose and need while minimizing overall environmental impacts. Regulated environmental resources will be provided priority consideration. Additionally, the ease and ability to develop mitigation strategies to address potential impacts will be considering in the identification of alternative corridors to advance for further study.

Key environmental statutes and regulations include, but are not limited to the following:

- Section 4(f) of the U.S. DOT Act of 1966 protection of significant historic sites, wildlife refuges, and publicly-owned recreation facilities.
- Section 404 of the Clean Water Act (CWA) and Chapter 105 – Waters of the US protection.
- Farmland Protection Policy Act (FPPA): protection of prime and statewide important farmland soils
- PA Act 1979-100 and PA Act 1981-43 for the protection of productive agricultural land that may require the evaluation and coordination with the Agricultural Land Condemnation Approval Board (ALCAB) for condemnation approval.
- Section 7 of the Endangered Species Act (ESA): protection of federally threatened and endangered species and their habitats.
- Section 106 of the National Historic Preservation Act: protection of historic and archaeological properties.

Large transportation improvement projects cannot avoid impacts to resources, though efforts will be taken to reduce and minimize impacts to the extent possible during all phases of transportation project development. 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 transportation development process.

23. Low Right-of-way Cost Estimates

PennDOT conducted a planning-level investigation to determine an estimated right-of-way cost for each of the Build Alternative corridors. These estimates considered residential and commercial relocations and partial land acquisition, geography of the relocations, current market averages in the geographies, and potential mineral right losses. As the proposed Build Alternatives only have conceptual engineering and full right-of-way plans have not been developed, this planning-level right-of-way analysis provides a baseline cost for comparing the Build Alternative corridors during the PEL Study. As the project progresses in the NEPA studies, also known as the environmental and preliminary design phase of project development, the engineering design and footprint would be refined. With the refined engineering, right-of-way limits would be identified, and more precise right-of-way costs determined.

24. Traffic Speeding on Roadways

PennDOT plans roadways systems and identifies speed limits based on the design. PennDOT does not have the authority on the enforcement of the posted speed limits. Speed enforcement is conducted by the State Police or local law enforcement.

25. Stormwater Management System

During the development of the Build Alternatives corridors, stormwater management facilities were anticipated. Design engineers and water resource specialists will conduct Hydrologic and Hydraulic (H&H) Studies to evaluate the potential water runoff impacts. This analysis will be initiated during future detailed studies for any Build Alternative corridors that are advanced for NEPA study, also known as the environmental and preliminary design phase of project development, and further refined in final design. All drainage design will be conducted as outlined in *PennDOT's Design Manual 2, Chapter 10, Drainage Design and Related Procedures (Public 13M (DM2) 2015 Edition)*. The Pennsylvania Department of Environmental Protection will review the analyses and issue permits accordingly.

26. Traffic Forecast Baseline (COVID-19 Influence)

The PEL Study traffic forecast is based on 2017 traffic counts which were collected prior to the COVID pandemic. PennDOT continues to monitor traffic volumes on its roadways. Based on current traffic volume counts across the Commonwealth, traffic has nearly returned to pre-COVID levels. During the NEPA study, the environmental and preliminary design phase of project development, traffic data will be collected to again validate, update, enhance, and refine PEL Study traffic volume forecasts for more detailed analysis.

27. More traffic at western end of US 322 in developed Boalsburg and through US 322/Mt. Nittany curve to State College

Future design year traffic volume projections and traffic analyses will be refined to ensure adequate levels of service will be provided for the Build Alternative corridors advanced for the project. This includes the "S-curve" section of existing US 322 (Mt Nittany Expressway) where PennDOT has implemented mitigation measures, including Dynamic Message Signs, to improve safety by alerting drivers of the approaching curves in attempts to slow travel speeds approaching the "S-Curve". Other safety improvement measures are currently programmed under separate contract and the PennDOT will continue to evaluate performance of these improvements and make adjustments as warranted to enhance the safety and operation of the highway.

28. Alternatives Effectiveness to Remove Traffic from the Existing Network

Based on the Level 2B traffic analysis, all of the alternatives under consideration in the PEL Study would remove traffic from the existing roadway network. The amount of traffic expected to be removed from the existing roadway network varies depending on the alternative.

- Upgrade Existing Alternatives would reduce traffic volumes on the local roadway network approximately 17% of total traffic and 21% for truck traffic.
- US 322 Build Alternative corridors would have reduced traffic volumes on the local roadway network approximately 53% of total traffic and 72% for truck traffic.
- PA 144 Build Alternative corridors would reduce traffic volumes on the local roadway network approximately 46% of total traffic and 58% for truck traffic.

29. Increased Traffic on PA 45 causes mobility and safety issues

The traffic analysis conducted for the PEL Study identified that current average daily traffic volumes along PA 45 range from 7,100 to 8,100. Under a No Build scenario, these numbers are anticipated to increase by 2050 to average daily traffic volumes from 9,900 to 10,900.

Under any of the Build Alternatives, the estimated 2050 traffic volume projections indicate that daily traffic volumes on PA 45 would see a slight reduction or remain the same in most areas when compared to 2050 No Build conditions. The PEL Study HSM (safety) analysis did identify PA 45 as having areas with the potential for safety improvements to be implemented.

Traffic analyses will continue to be refined during future detailed studies for any Build Alternative corridors that are advanced for NEPA study, also known as the environmental and preliminary design phase of project development. If traffic issues persist with the implementation of the proposed Build Alternatives, mitigation measures and additional roadway improvements would be included to ensure that mobility and safety along PA 45 is not decreased.

At the conclusion of the PEL Study, if it is determined that the PA 45 corridor would have issues unrelated to the proposed Build Alternative, PennDOT will recommend that additional studies be conducted as part of an independent transportation improvement project which PennDOT would work with the CCMPO to plan and program separately.

30. Traffic Origin and Destination and Truck Travel Time to Interstate 80

An origin and destination (O&D) study was conducted for the SCAC PEL study area. The O&D study considered three types of vehicles traveling through the corridor, passenger vehicles, medium trucks (e.g., local delivery box trucks, buses), and heavy vehicles (e.g., tractor trailer). The O&D trips were either internal trips with either the starting or ending point being located within the study area or external trips with both the starting and ending points outside of the study 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.

In summary, the O&D study determined that along the US 322 corridor, nearly 85% of all heavy truck trips and 65% of all medium trucks are making regional trips, while nearly 70% of all passenger vehicles are making local trips. It should be noted that passenger vehicles comprise about 74% of all trips on US 322. The O&D study confirmed that passenger and truck vehicles have different travel patterns, and a solution is needed for both modes.

The results were presented in detail on exhibits at the April 2022 open house public meetings and can be found on the PEL Study website at https://www.penndot.pa.gov/RegionalOffices/district-2/ConstructionsProjectsAndRoadwork/SCAC/Pages/Public-Meeting_April-2022.aspx.

Estimated truck travel time between I-80 and Potters Mills Gap for approximately 4,000 daily trucks (about 17% of the 24,000 daily vehicles on US 322) would be about 10 minutes longer via the US 322 Build Alternative than the PA 144 Build Alternative.

31. How was the Upgrade Existing Alternative developed?

During the identification of the range of alternatives to be considered for investigation in the SCAC PEL Study, it was determined that the US 322 would be the only viable Upgrade Existing Alternative corridor,

as the existing roadway geometry would allow for an upgraded design that meets the engineering criteria and remains predominately on alignment with no major relocation of the roadway required. Based on the surrounding land use and the local access provided by the existing roadway, this upgrade alternative would need to accommodate some local access. As a result, the traffic model was coded to include a four-lane, barrier separated alternative that would allow left turns from US 322 at select intersections. Access to local roads and properties adjacent to the highway would be restricted to right-in and right-out movements with left turns accommodated at jughandle turnarounds spaced throughout the corridor. Left turns from US 322 were provided in specific locations to allow access to the local transportation network, including at the intersection of Elks Club Road/Bear Meadow Road. A general alignment location, identification of access points, and addition of travel lanes in the traffic model provided a sufficient level of detail confirming that the Upgrade Existing Alternative would meet the Study purpose and need and improve network operations.

32. Consider Improving Local Roadways

PennDOT has made targeted improvements to the local roadway network, notably US 322, for the past 20+ years. These improvements have been developed to improve intersection operations by adding left turn lanes, safety by adding pavement markings (safety dots) and adjusting curves and profiles, roadway longevity by replacing bridges, and mobility by completing the US 322 Potters Mills Gap project. At this time, it appears that minor improvements to the local roadway network will no longer address the purpose and need for transportation solutions in the study area. As a result, this PEL Study is designed to identify a range of alternatives that can standalone to address the transportation need in the area. Alternatives considered included the No Build (for comparison purposes), Upgrade Existing Roadway, Transportation Control Measure (TCM) (measures designed to remove cars from the roadways), Transportation System Management (TSM) (low-cost improvements to improve the efficiency/safety of the existing roadways), Transit, and Build Alternatives.

33. HSM (Safety) Analysis Results Summary

The safety analysis was based upon the Highway Safety Manual (HSM) predictive methodology. The HSM provides a science-based, technical approach to facilitate consideration of safety in roadway planning, design, operations, and maintenance decisions. This allows safety to be quantitatively evaluated alongside other transportation performance measures such as traffic operations, environmental impacts, pavement durability, and construction costs. It considers several factors that influence safety of a roadway, such as roadway type, roadway geometry (lane width, shoulder width/type and grade %), traffic volumes, speed limit, and type of intersection traffic control. Using these factors, this methodology predicts crash frequencies (number of annual crashes) of a roadway.

The SCAC PEL Study HSM analysis was conducted on the No-Build Alternative, the US 322 Build Alternatives, the PA 144 Build Alternatives, and the US 322 Upgrade Existing Alternative. For each alternative, predicted crash frequencies were computed for each study area roadway (US 322, PA 45, and PA 144) as well as any new/upgraded study alternative conceptual roadway, and then added together to develop a safety score (i.e., total number of crashes on all study area roadways) for an alternative. The safety score for a study alternative was then compared to the safety score computed for the No Build Alternative to assess its effect on improving safety for the study area.

In general, the analysis results showed that safety within the study area would not improve for the US 322 Upgrade Existing Alternative when compared to the No Build Alternative. Predicted crash frequencies are lower on PA 45 and PA 144; however, US 322 has a higher predicted crash frequency. This is mainly related to the continued presence of intersections and driveways along the US 322 corridor left turns from the US 322 mainline, and jughandle turnarounds to accommodate local road and property access, coupled with the substantial increase in traffic volumes on the upgraded US 322 roadway.

The study analysis results showed that the US 322 Build Alternatives and the PA 144 Build Alternatives would both substantially improve roadway safety for the study area when compared to the No Build

Alternative. Predicted crash frequencies would be reduced on US 322, PA 45 and PA 144 for all crashes, as well as fatal and injury related crashes. Predicted crash frequencies for the PA 144 Build Alternatives are slightly lower compared to the US 322 Build 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.

Public Question 4 – Bicycle Concerns

Questions 4 focused on bicycle improvements and connectivity. Of the responses received, over half (59%) of survey respondents provided input on implementing bicycle accommodations and improving connectivity in the study area. **Table 5** provides the suggested bicycle facility locations or connections and in many cases the type of bicycle improvements.

Table 5 – Survey Question 4 – Bicycle Improvement/Connections Concerns

Specific Locations of Bicycle Improvements/Connections	
Improved Bike Accessibility within, near, and to the Boalsburg Area	
1.	Bike lane/path from the Military Museum to Discovery Drive along Boal Avenue
2.	Protected bike lane along portions of US 322 and PA 45 in the Boalsburg area
3.	Protected bike lane connecting Boalsburg to Tussey Mountain and Galbraith Gap Forest access
4.	Connection from Boalsburg to Harris Township line
5.	Multi-use trail from Boalsburg, Harvest Fields to Rothrock Forest
6.	Improvement at the intersection of US 322 and Bear Meadows Road to access Rothrock Forest
7.	Bike path connecting neighborhoods in Boalsburg
8.	Connect Galbraith Gap, Harvest Fields, Tait Farm, as well as all the residential areas east of Harvest Fields up to Tait Farm with a shared use path.
9.	Connection from Willowbrook Estates to Boalsburg
Regional Connectivity	
1.	Protected bike lane from State College to the Nittany Mall to Bellefonte (PA 26 corridor)
2.	Bicycle connections connecting Centre Hall Mountain and Pleasants Gap (PA 144 corridor)
3.	Dedicated bike lane on PA 45 from Centre Hall to Boalsburg with links to State College
4.	Bicycle lane to access to Penns Valley area
5.	Bicycle lanes in Colyer area
6.	Upper Brush Valley Road/W. Church Street heading west from Centre Hall to the municipal park in need of pedestrian/bicycle improvements.
7.	Improve current popular bicycle routes including Brush Valley Road and Linden Hall Road.
General Comments/Concerns Regarding Bicycle Improvements/Connections	
1.	A dedicated/protected bicycle or shared use path separate from the roadway would be the safest improvement.
2.	Most of the paths are not wide enough for both bicycles and pedestrians.
3.	Amish cyclist concerns in Centre Hall area
4.	Include protected buggy lane for Amish Community
5.	Widened shoulders for horse drawn vehicles, buggies, and farm equipment

As part of the PEL Study, the bicycle accommodations and connectivity identified by the public throughout the study area will be evaluated as part of the Build Alternative mitigation opportunities, where applicable, as well as potential independent transportation projects or future mode specific studies. Any independent transportation projects or future

mode specific studies would be considered by PennDOT and planned and programmed for implementation with the CCMPO, as appropriate. Any future bicycle accommodations would be coordinated with local officials and presented to the community.

Public Question 5 – Pedestrian Concerns

Question 5 focused on pedestrian improvements and connectivity. Of the responses received, about a quarter (22%) of the survey respondents provided input on implementing pedestrian accommodations and improving connectivity in the study area. **Table 6** provides the suggested locations for pedestrian improvements provided by the public.

Table 6 – Survey Question 5 – Pedestrian Routes and Roadway Crossing Concerns

Specific Locations of Pedestrian Route and Crossings that Cause Concern	
1.	Intersection of Boal Avenue/US 322 and Bear Meadows Road/Elks Club Road, Boalsburg
2.	Houser Road and Brush Valley Road, Boalsburg
3.	Most intersections on US 322 between Boalsburg and Potters Mills
4.	Intersection of Boal Avenue and Discovery Drive, Boalsburg
5.	Colyer Lake exit (Dogtown Road and US 322)
6.	Neff Road at US 322
7.	Hidden Lake Estates entrance to PA 45
8.	Upper Brush Valley Road/W. Church Street heading west from Centre Hall
9.	Common pedestrian and bicycle routes within the Cedar Run Valley include Brush Valley Road, Linden Hall Road, Rock Hill Road, and Cedar Run Road.
10.	Intersection of Linden Hall Road and PA 45
11.	Most intersections on US 322 between Boalsburg and Potters Mills
12.	Intersection of Elks Club Road and PA 45 (Entrance to Mountain View Country Club)

As part of the PEL Study, the pedestrian access and connectivity identified by the public throughout the study area will be evaluated as part of the Build Alternative opportunities, where applicable, as well as potential independent transportation projects. Any independent transportation projects would be considered by PennDOT and planned and programmed for implementation with the CCMPO, as appropriate. Any future pedestrian accommodations would be coordinated with local officials and presented to the community.

Public Question 6 – Intersection/Vehicular Safety Concerns

Question 6 focused on the identification of specific intersections or other vehicular safety areas of concerns. Of the responses received, over a third (36%) of the survey respondents provided locations of concern within the study area. **Table 7** provides the suggested locations for pedestrian improvements provided by the public.

Table 7 – Survey Question 6 – Intersection/Vehicular Safety Concerns

Specific Locations of Intersection/Vehicular Safety Concerns	
US 322 Specific Concerns	
1.	US 322 all local intersections
2.	Tussey Mountain Entrance
3.	US 322 approaching Boalsburg
4.	Boal Avenue Intersection
5.	Bear Meadow/ Elks Club Road
6.	Taylor Hill Road - visibility specific concern and passing vehicles turning right in turn lane
7.	Discovery Drive
8.	Old Fort Exit
9.	Willowbrook and Rocky Ridge entrances at PA 45
10.	Neff Road/US 322
11.	Red Mill Road
12.	Church Hill Road
13.	Mountain Back Road/Red Mill Road
PA 45 Specific Concerns	
1.	PA 45 all intersection and general roadway from PA 144 to Boalsburg
2.	All intersections with PA 45
3.	Hidden Lake Drive
4.	Park Drive
5.	Gregg Station Road visibility specific concern
General Roadway Corridor Concerns	
1.	Improved signage when reducing speed limits ahead
2.	US 322 Topography and roadway curves are concerning (e.g., Approach to the US 322 (Mt. Nittany Expressway).
3.	US 322 two-lane sections are dangerous
4.	Private driveways along US 322 and PA 45 are difficult to access with traffic
5.	General concern for any increase in traffic on PA 45 making mobility more difficult
6.	Concern for future access to business under the Build Alternatives

As part of the PEL Study, a traffic model was developed to identify existing and future No Build scenarios relative to traffic congestion, poor level of service, and areas of safety concerns. Many of the locations identified by the public were also identified by the model as areas of travel concern which led to the development of the PEL Study purpose and need for transportation improvements. The model was also utilized to evaluate how the existing roadway network operated relative to traffic congestion, poor level of service, and safety under the various Build Alternative corridors. Future detailed studies for the proposed transportation projects identified to be carried forward into the NEPA studies, also known as the environmental and preliminary design phase of project development, would provide an updated traffic analysis to ensure that the implementation of the Build Alternative corridor would improve the function of the local network and that any traffic issues associated with the changing access would be improved accordingly.

Traffic or roadway issues that are not associated with the proposed Build Alternatives may be advanced as independent transportation projects. PennDOT would work with the CCMPO to plan and program these projects separately. Potential independent transportation projects could include road diets, roadway reclassifications (e.g., business routes), intersection improvements, safety-specific improvements, or intelligent transportation systems strategies.

Conclusion

The information presented in this report summarizes the efforts conducted to engage the public in the Spring of 2022 for the SCAC PEL Study. The open house public meeting held on April 5 and April 6, 2022, was attended by 859 individual participants. A total of 148 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 Fact Sheet

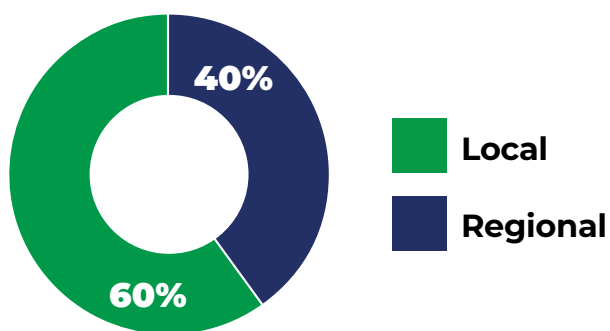
SCAC Project Fact Sheet

APRIL 2022 STUDY UPDATES

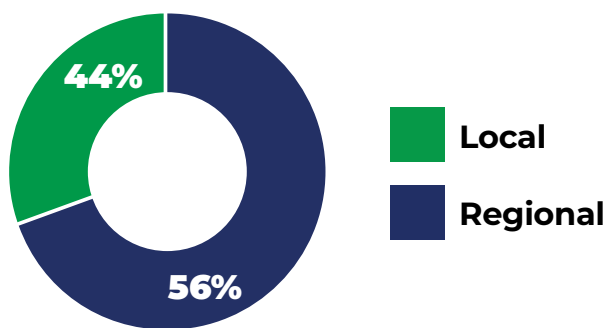
State College Area Connector Planning and Environmental Linkage (PEL) Study Open House Public Meeting

Meeting Purpose: to provide an update on the PEL Study environmental data collection efforts, traffic analyses, and Build Alternative corridor refinements that have occurred since the Sept. 2021 open house meetings.

Traffic Update: PennDOT refined the traffic analysis to better understand how traffic moves throughout the study area.



Eastbound trips by all vehicle types

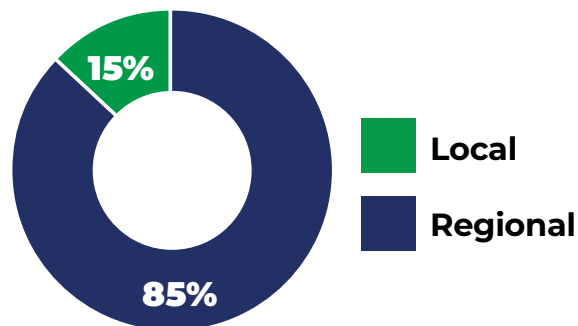


Westbound trips by all vehicle types

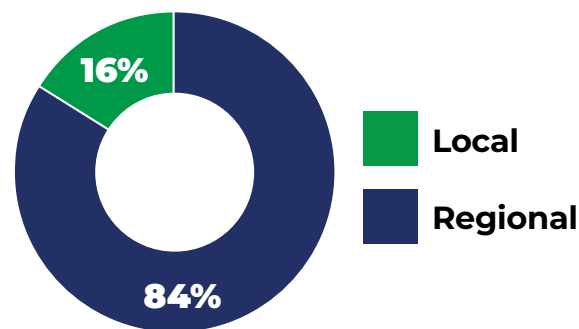
- *Regional trips* = Starting and ending point of the trip occurred outside of the study area.
- *Local trips* = The beginning or endpoint of the trip was within the study area.

For both scenarios, the State College area was the origin or destination for nearly **50%** of all trips.

The study confirmed that passenger and truck vehicles have different travel patterns, and a solution is needed for both modes. Since passenger vehicles predominately travel locally, trucks tend to make more regional trips.



Eastbound trips by all truck types

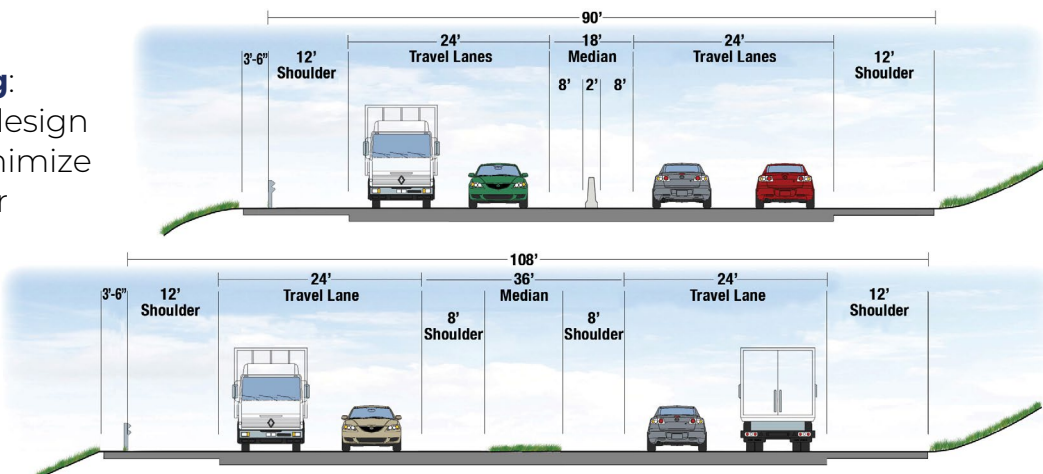


Westbound trips by all truck types

Northwest PA or beyond was the destination or origin for nearly **50%** of all truck trips.

Alternatives & Engineering:

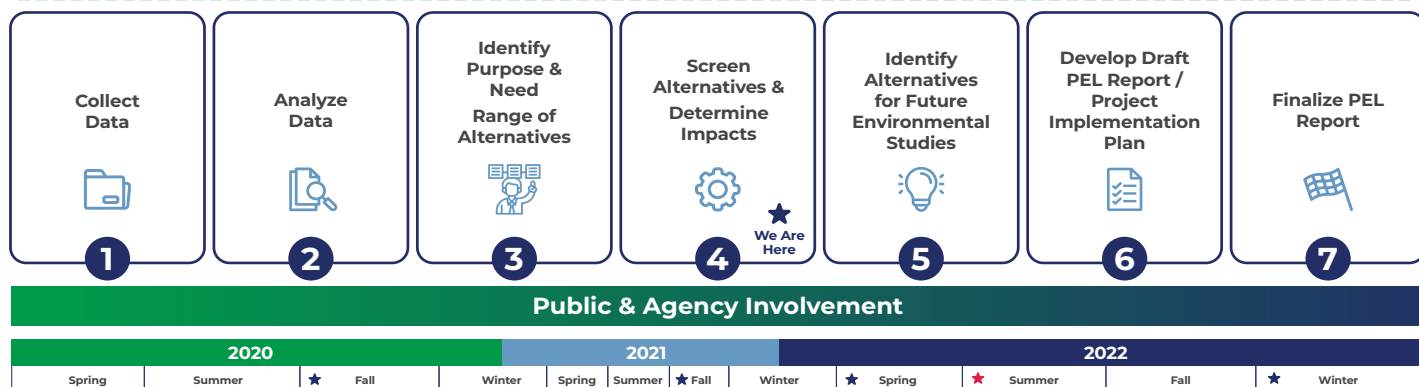
Planning and engineering design criteria were updated to minimize the corridor footprint further reducing potential impacts to area resources. Key changes include reducing the median width (space between travel lanes) to 18 or 36 feet depending on local land uses or topography, lowering the anticipated design speed and allowing for steeper slopes in rock cut areas. For the US 322 Build Alternative corridors, an alternative that follows existing US 322 for approximately 2.5 miles was developed at the corridor's east end. All changes to the proposed Build Alternative corridors can be viewed on the open house meeting displays.



Environmental & Mapping Update: Many of the environmental resource datasets were updated, based on windshield surveys, drone footage, and local outreach to supplement aerial imagery until newer aerial mapping is available in the spring/summer 2022.

The team is maintaining all the datasets, which can be viewed on the study webmap at www.PennDOT.pa.gov/SCAC.

State College Area Connector PEL Process



Next Steps in this PEL Study:

PennDOT will consider comments from the April 2022 Public Open House Meetings and work with the Federal Highway Administration to identify the Build Alternative corridors to advance for detailed environmental investigation and preliminary engineering. The results of the PEL Study will be documented and circulated for public review in the summer of 2022.

For More information contact:

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

814-765-0439

deball@pa.gov

70 PennDOT Drive
Clearfield, PA 16830

PennDOT.pa.gov/SCAC



APPENDIX B – Agency Coordination Meeting

1. Presentation
2. Email Invitation List with Agenda on 3/1/22

From: [Auker, Nicole](#)
To: [Melley, Allen](#); [Chappell, Mark](#); [Abraham, Shaun](#); [abrams@northerntier.org](#); [Allen, Brian N.](#); [callison@co.cambria.pa.us](#); [Ammerman, Jeremy D](#); [Anderson, Robert M](#); [Anthony, David \(PENNDOT\)](#); [Augustine, Gregory](#); [Auker, Nicole](#); [baker@northerntier.org](#); [Ball, Dean D](#); [abaranski@nepa-alliance.org](#); [Bishop, Marie](#); [ronnique.bishop](#); [Bohman, John D](#); [abomberger@tcrcp-pa.org](#); [jbox@nepa-alliance.org](#); [Brown, Corey](#); [Bruch, Steven W](#); [Bucher, Jeffrey](#); [Bunce, Kyle J](#); [Burden, Donald](#); [Wes Burket](#); [bcarson@sapdc.org](#); [Carson, Jacob H.](#); [Chestnev, Jamie](#); [sclayton@adamscounty.us](#); [Covert, Cristin](#); [Crobak, Jennifer \(FHWA\)](#); [Crouch, Todd](#); [Crum, Jonathan \(FHWA\)](#); [Cunningham, T Jay](#); [Davies, Charles](#); [Davis, Edward \(PENNDOT\)](#); [Davis, Jamie@epa.gov](#); [Deane, Brandon](#); [fdell@ycpc.org](#); [Diehl, Emma](#); [DiMatteo, Michael R](#); [mike.dombroskie@usace.army.mil](#); [Duda, Rachel](#); [Ebur, Andrea \(FHWA\)](#); [allen.r.edris@usace.army.mil](#); [Erickson, Michael](#); [Ertel, Nina](#); [Fawcett, Paul](#); [Feliciano, Veronica \(FHWA\)](#); [Fischer, David \(PENNDOT\)](#); [jfitzkee@lebcnty.org](#); [jillf@northwestpa.org](#); [Franzen, Lucas A](#); [Frederick, Barbara](#); [Gardner, Kenda Jo](#); [Genovese, Alexander](#); [Gerling, Heather](#); [Giamarino, Madeline](#); [john.gibble@usace.army.mil](#); [gillespie.joy@epa.gov](#); [Gonsman, Andy](#); [dgracenin@mcrcp.com](#); [Gray, Gavin](#); [Greenland, Vince](#); [Guers, Sue](#); [Guyton, Tyra](#); [Hammond, Alice M](#); [Haney, Susanne M](#); [Hanson, Casey](#); [Harrison, Emma](#); [Harrower, Monica](#); [Harvey, Hannah](#); [Hazelton, Susan](#); [Heinrich, Keith](#); [sherman@seda-cog.org](#); [Highlands, Keith](#); [eimhoff@co.cambria.pa.us](#); [Jacobini, Jared](#); [Jano, Steve J](#); [Kagel, Jennifer](#); [Kawash, Peter](#); [Keane, Daniel L](#); [Keiser, Michael](#); [Kelley, Autumn](#); [kellyg@lackawannacounty.org](#); [amy@ncentral.com](#); [skim@lebcnty.org](#); [King, Christopher D.](#); [Krobot, Nicholas](#); [Kronz, George](#); [Landis, Tiffany](#); [Larzelere, Michael](#); [jlavelle@lyco.org](#); [Lightcap, Jay](#); [Lolli, Amy M](#); [Lorson, Benjamin](#); [MacDonald, Andrea](#); [Martin, Veronica](#); [Mattern, Brian](#); [Mausteller, Michael J.](#); [jmay@ccrcog.net](#); [McClelland, Thomas](#); [McClellan, Sarah K](#); [Mccloskey, Anthony J](#); [McDougal, Steven](#); [McKeel, Justin](#); [Mercer, J Tyler](#); [Mock, Kevin W](#); [Moon-Sirianni, Cheryl](#); [Nagle, Cheryl](#); [Neal, Elbert](#); [Nepal, Dewakar](#); [Nevshehirlian.Stepan@epa.gov](#); [Okin, Sharon](#); [Orwig, April](#); [camille.otto@dot.gov](#); [Pavic, Richard T](#); [Peacock, Christopher](#); [bpeters@sapdc.org](#); [Prestash, Thomas](#); [Podnieszinski, Gregory](#); [Porochniak, Gene \(FHWA\)](#); [Pulver, Megan](#); [Radatti, Mark J](#); [Rairigh, Elizabeth](#); [Raskiewicz, Thomas J](#); [Rebert, Ashley](#); [Rebert, Michael W](#); [Rickard, Marc C](#); [Roberts, Dean](#); [Roessing, Jason](#); [Rostron, David](#); [Russell, Kara](#); [Sabitsky, Jesse U](#); [Savage, William \(Fish & Boat\)](#); [Scarr, Kristin](#); [todd.a.schaible@usace.army.mil](#); [Schrecengost, Jessica](#); [Seeley, Douglas](#); [Seymour, Stephanie](#); [Shaffer, Barbara \(FHWA\)](#); [Shaffer, Scott \(PENNDOT\)](#); [Shiffler, Ryan R](#); [Shunk, Brian E](#); [Smiles, Heather A](#); [Smoker, Matt \(FHWA\)](#); [Snyder, Terry \(PENNDOT\)](#); [Spangler, Christine](#); [Squillario, Attilio S](#); [Starks, Kipp](#); [Suanlam, Paul](#); [Suci-Smith, Deborah \(FHWA\)](#); [Supel, Matthew](#); [Thompson, Kristina L](#); [stosca@pa.gov](#); [Nikolas.P.Tranchik@usace.army.mil](#); [Vankirk, Ryan](#); [Velazquez, Jose A](#); [Vlot, Christian](#); [christopher.d.walston@dot.gov](#); [Ward, Richard \(PENNDOT\)](#); [Weed, Robert](#); [Wertz, Gerald C.](#); [Wisor, Joshua](#); [Wolfgong, Christopher R](#); [Yocum, Thomas R](#); [Young, Mark](#); [Zilla, Tom](#); [Zurat, Thomas](#); [Will Clark](#); [DWohlwill@PortAuthority.org](#); [rgordon](#); [Ames, John A \(Drew\)](#); [Ruhl, Bryon S](#); [ckeagerise@pa.gov](#); [Lombard, Mark](#)
Cc: [James, Kevin](#); [Cole, Lori](#); [Melley, Allen](#); [Chappell, Mark](#)
Subject: [EXTERNAL] March 23, 2022 ACM Meeting
Date: Friday, March 11, 2022 7:02:01 AM
Attachments: [2022 ACM Agency Field View Reserved Dates.docx](#)
[2022 ACM Schedule.docx](#)
[ACM Agenda 3.23.2022.docx](#)

Sent on behalf of Mark Lombard:

This is a reminder that the next ACM will be held through Microsoft Teams on Wednesday, March 23, 2022 at 10:00 am. There will be two presentations, PennDOT Digital Delivery Directive 2025 and State College Area Connector PEL. Please see below for call-in information.

The following files are attached: 1) ACM Agenda, 2) 2022 ACM Schedule, 3) 2022 Field View Reserved Dates. The January 26, 2022 Meeting Minutes will be sent at a later date for your review.

If you no longer wish to receive these emails or are receiving these emails in error, please contact Nicole Auker at nauker@pa.gov.

Thank you,

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Nicole L. Aufer | Environmental Planning Supervisor

Environmental Policy and Development Division

Bureau of Design and Delivery

PA Department of Transportation

400 North Street - 7th Floor | Harrisburg, PA 17120

Phone: 717.787.0460 | Fax: 717.772.0834

www.dot.state.pa.us

DATE: Thursday, March 10, 2022

SUBJECT: Wednesday, March 23, 2022 ACM Agenda

TO: ACM Member List

FROM: Mark D. Lombard, Chief /s/
Bureau of Project Delivery, Environmental Policy and Development Section

The next Agency Coordination Meeting (ACM) will be held on **Wednesday, March 23, 2022 at 10:00 a.m. through Teams. Please respond through the meeting invite.**

Enclosed are the 1) ACM Agenda, 2) 2022 ACM Schedule, 3) 2022 Field View Reserved Dates

Please direct questions or comments to Nicole Auker at nauker@pa.gov or 717-787-0460 or James Spatz at jspatz@pa.gov or 717-787-5306.

Attachments

cc: Larry Shifflet, P.E., 8th Floor KB
M. Batula, P.E. 8th Floor KB
C. Spangler, P.E. 7th Floor KB
J.D. Bucher, P.E., 7th Floor KB
Project Development Engineers, 7th Floor KB
M.D. Lombard, 7th Floor KB
D. Ames, 7th Floor KB
K. Russell, 7th Floor KB

AGENCY COORDINATION MEETING

AGENDA FOR WEDNESDAY, MARCH 23, 2022

Teams Call

Call-In Number: 267-332-8737

Conference ID: 949972576#

1. General Business (10:00-10:10)
 - a. Call to Order and Introductions
 - b. Review Agency Field View Reserved Dates
 - c. Next ACM – Wednesday, April 27, 2022
 - d. Other Topics
2. PennDOT Digital Delivery 2025 (10:10-11:00)
3. State College Area Connector PEL (11:00-12:00)

state college area **CONNECTOR**

PennDOT.gov/SCAC



**Agency Coordination
Meeting
March 23, 2022**



pennsylvania
DEPARTMENT OF TRANSPORTATION



U.S. Department of Transportation
Federal Highway Administration

- ✓ September Public Meeting Overview
- ✓ Environmental Mapping Updates
- ✓ Traffic Updates
- ✓ Build Alternative Updates
- ✓ Next Steps

Public Officials Meeting

When: August 31, 2021 from
6 P.M. to 8 P.M.

Where: Wyndham Garden – State College

Open House Public Meeting Materials

Post on the Study website
September 4, 2021

Open House Public Meeting

When: September 22 and 23 from
1 P.M. to 8 P.M.

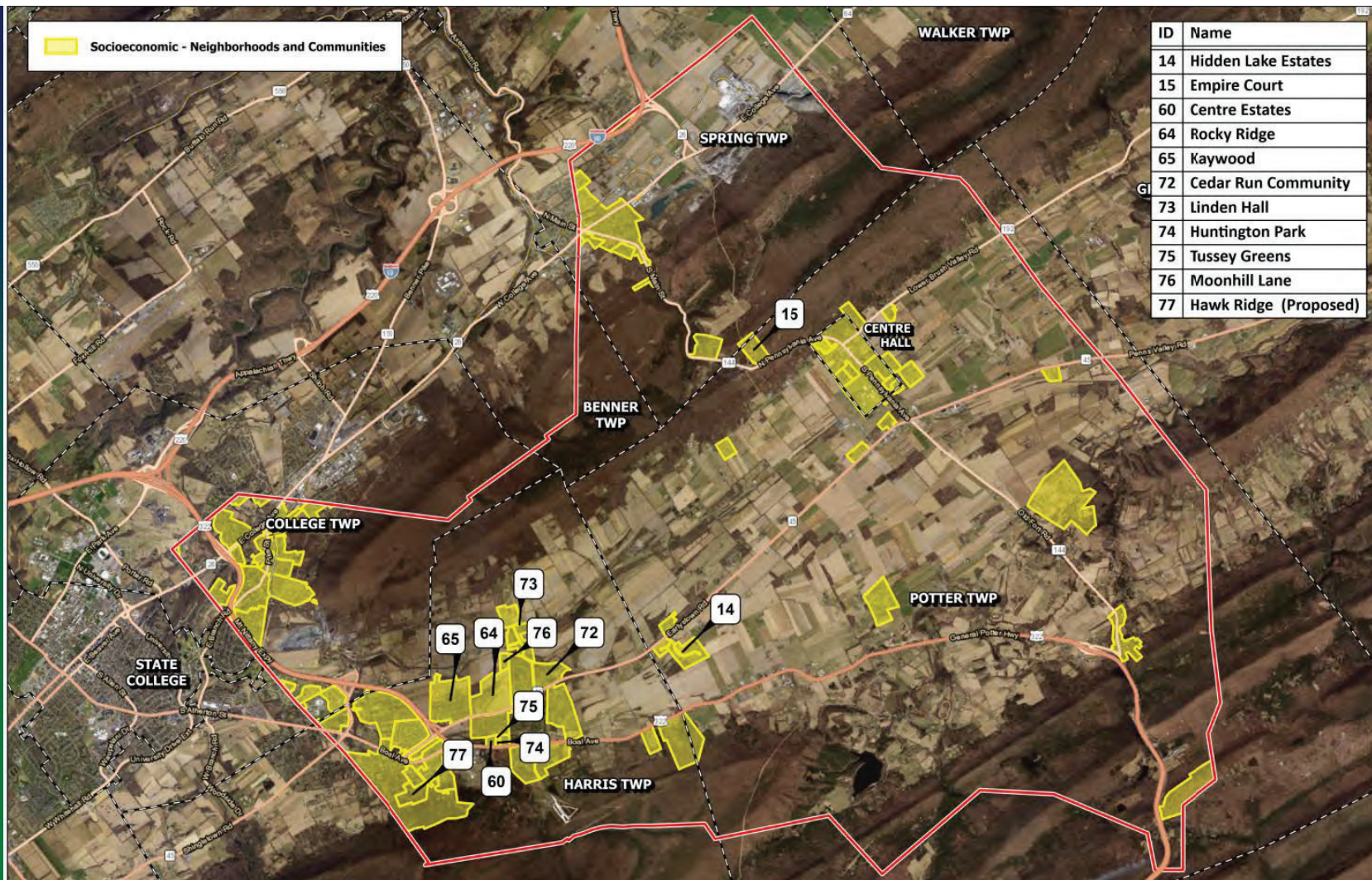
Where: Wyndham Garden–State College

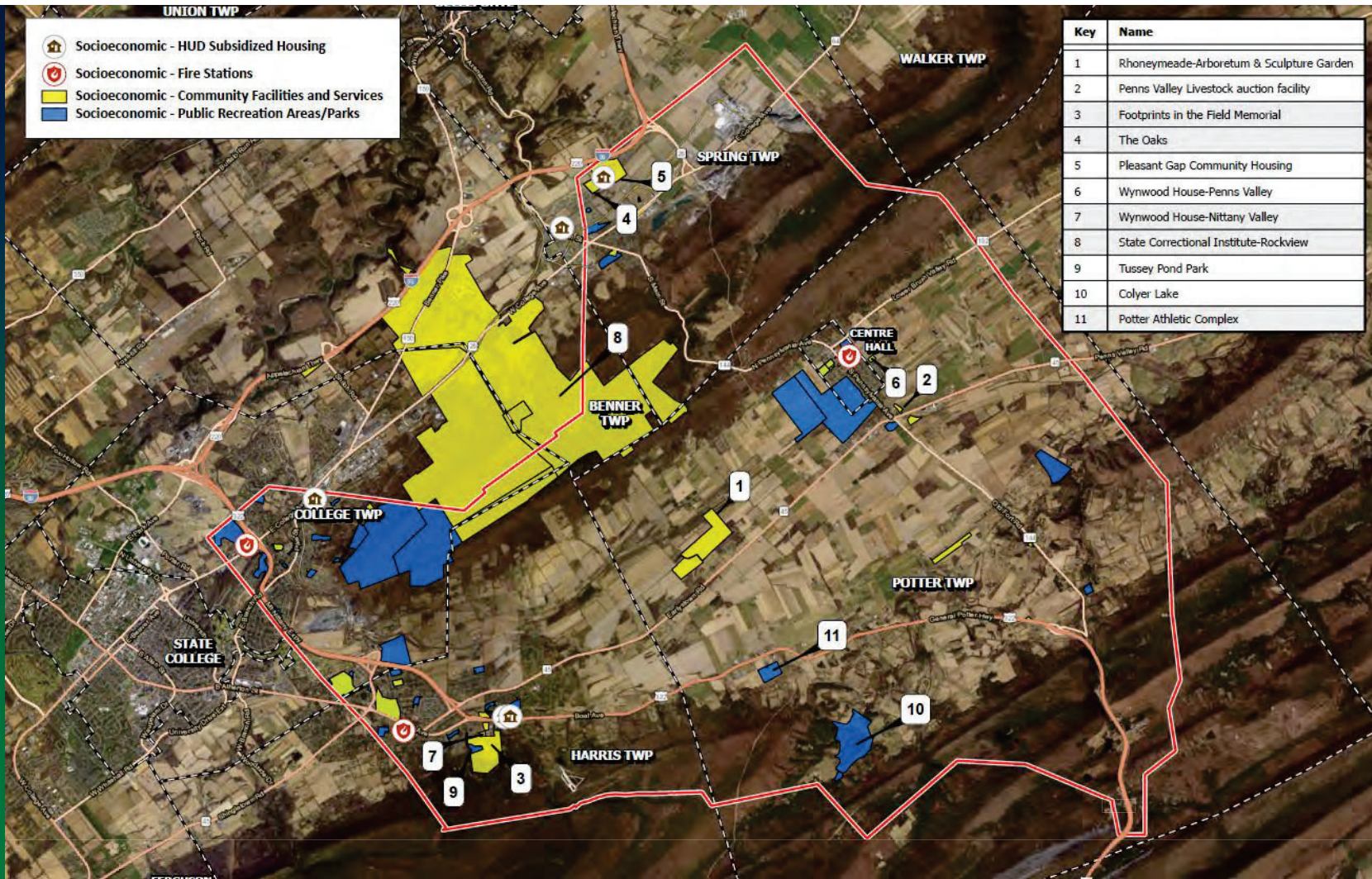
What: Review PEL study process, present range
of alternatives, review alternative
screening process and preliminary results.

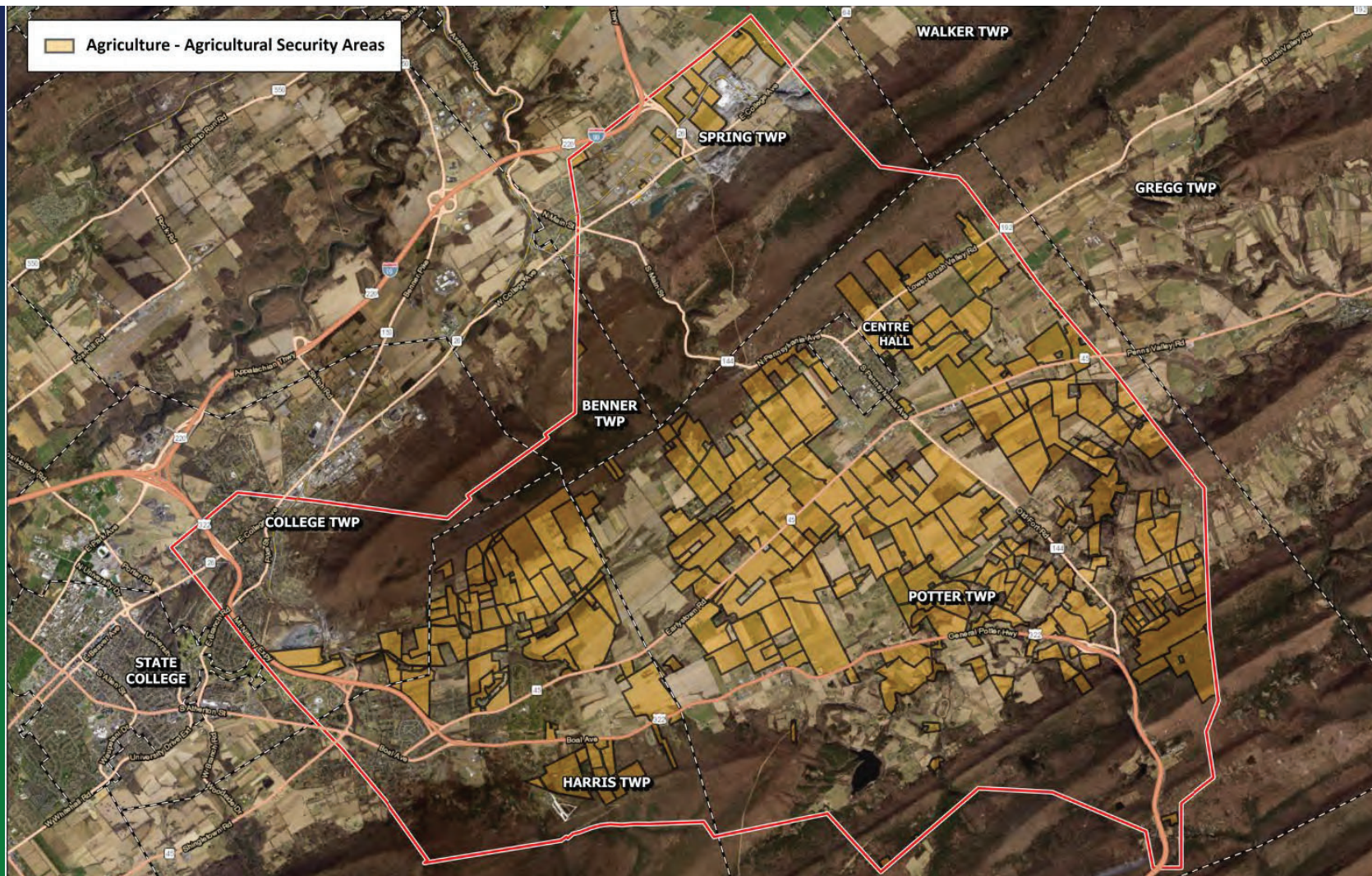


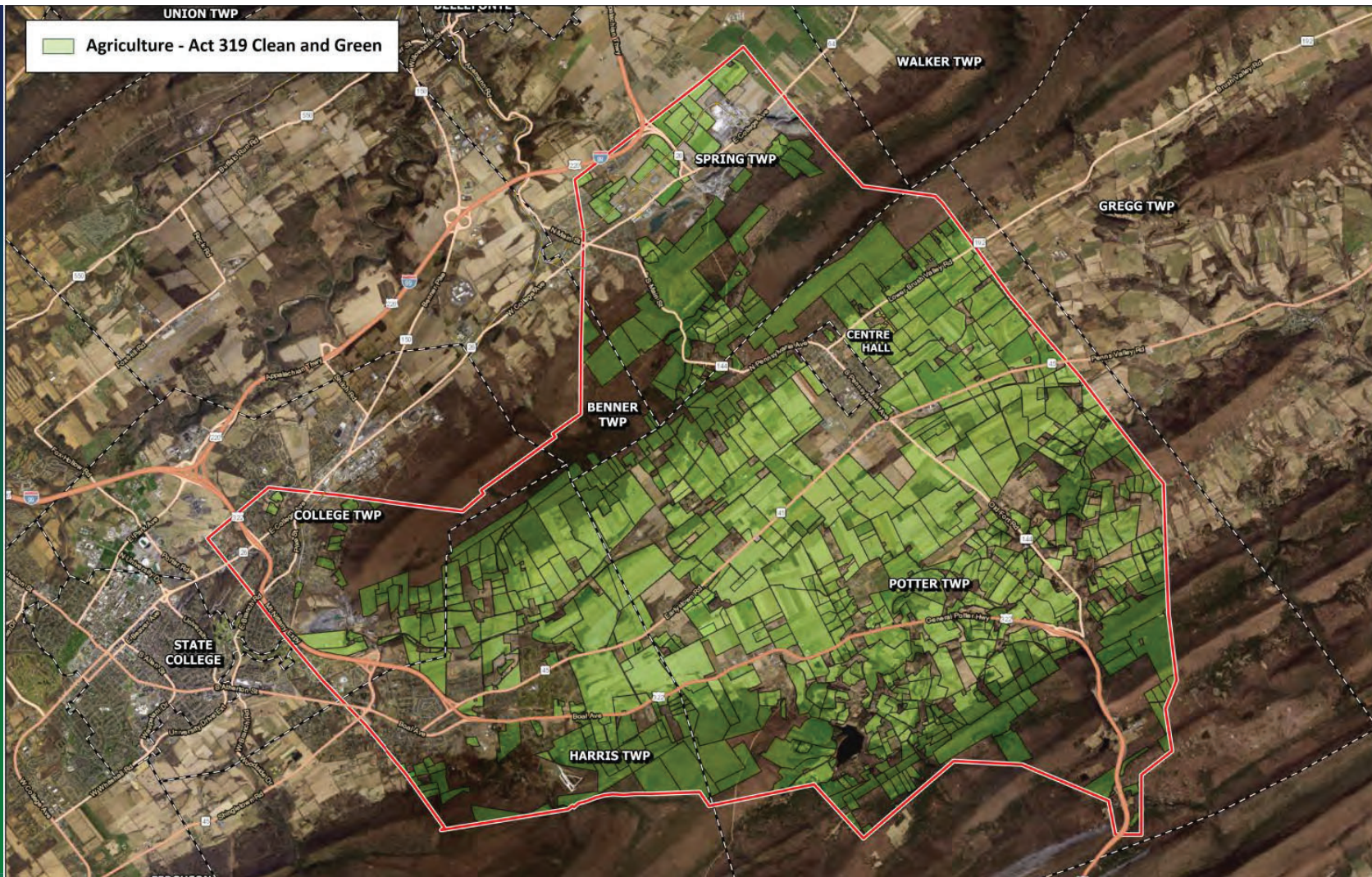
- 859 Attendees
- 410 comments (comment card, emails, and letters)
- Key Comment Areas
 - Personal Preferences
 - Traffic/Truck Routing
 - Air Quality/Noise
 - Community/Socioeconomic Resources
 - Cultural Resources
 - Wetlands and Streams
 - Wildlife and Habitats
 - Agricultural Features
 - Environmental Review Process
 - Right-of-Way Acquisition Processes
 - Timing of Study and Future Projects

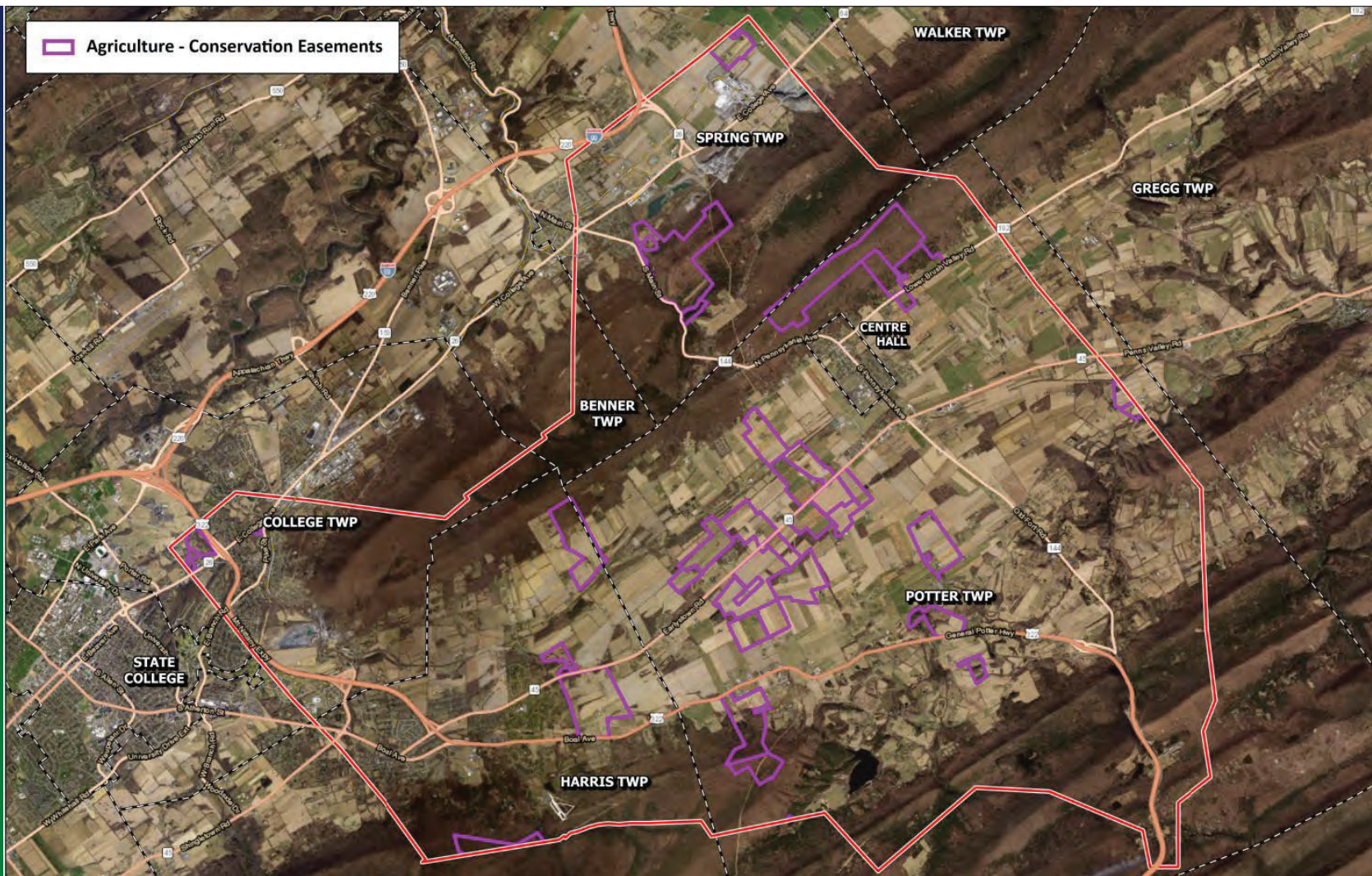


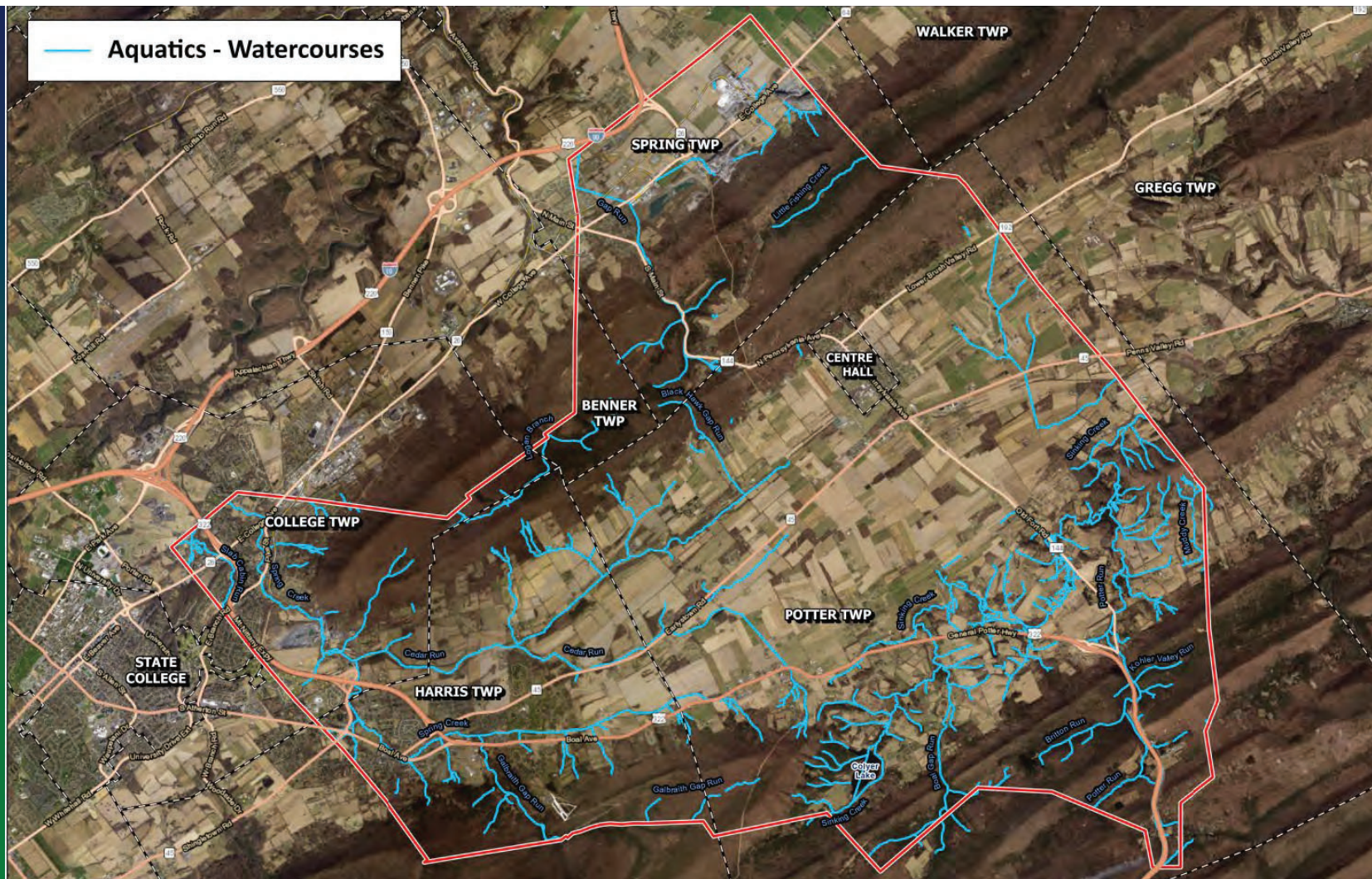




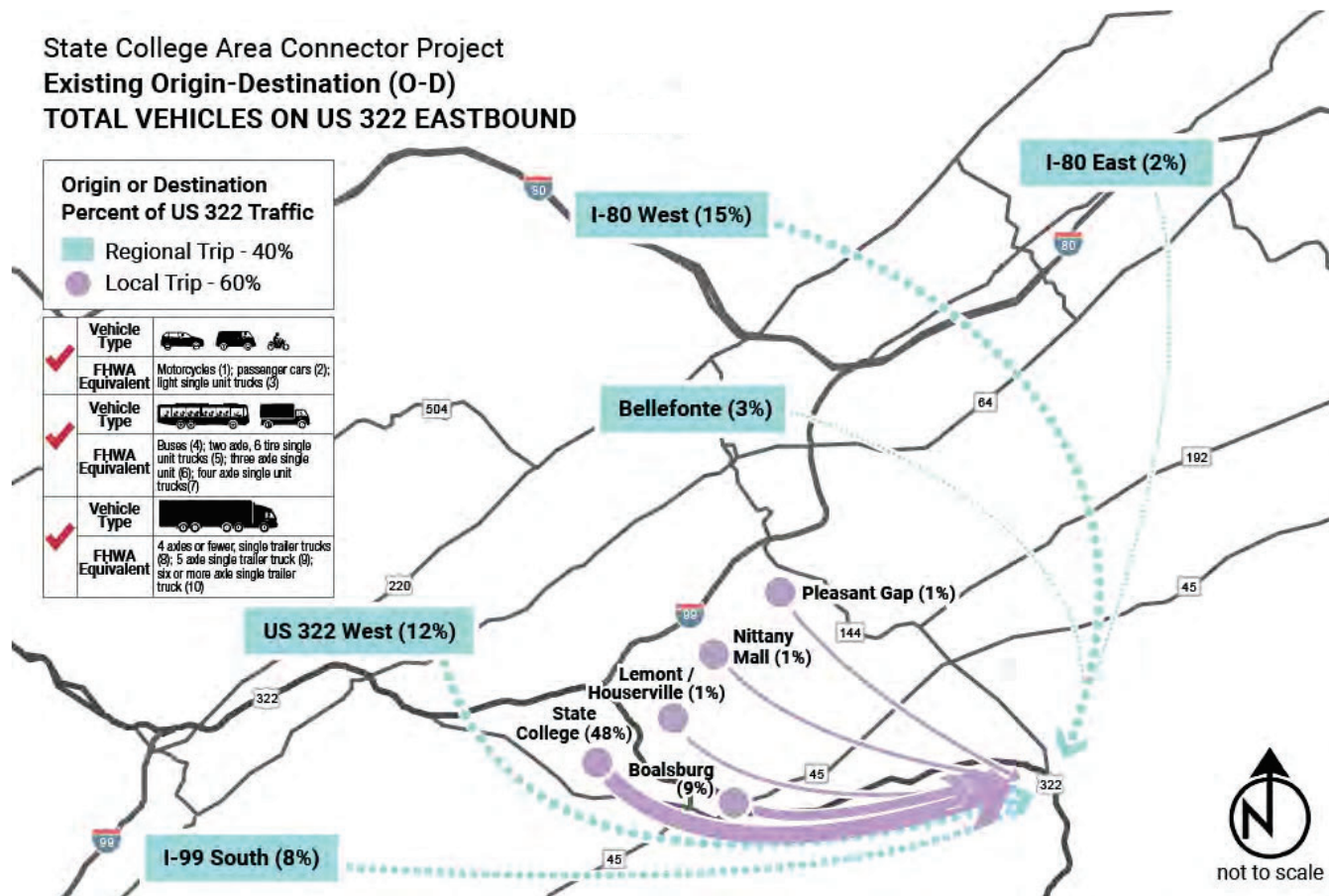




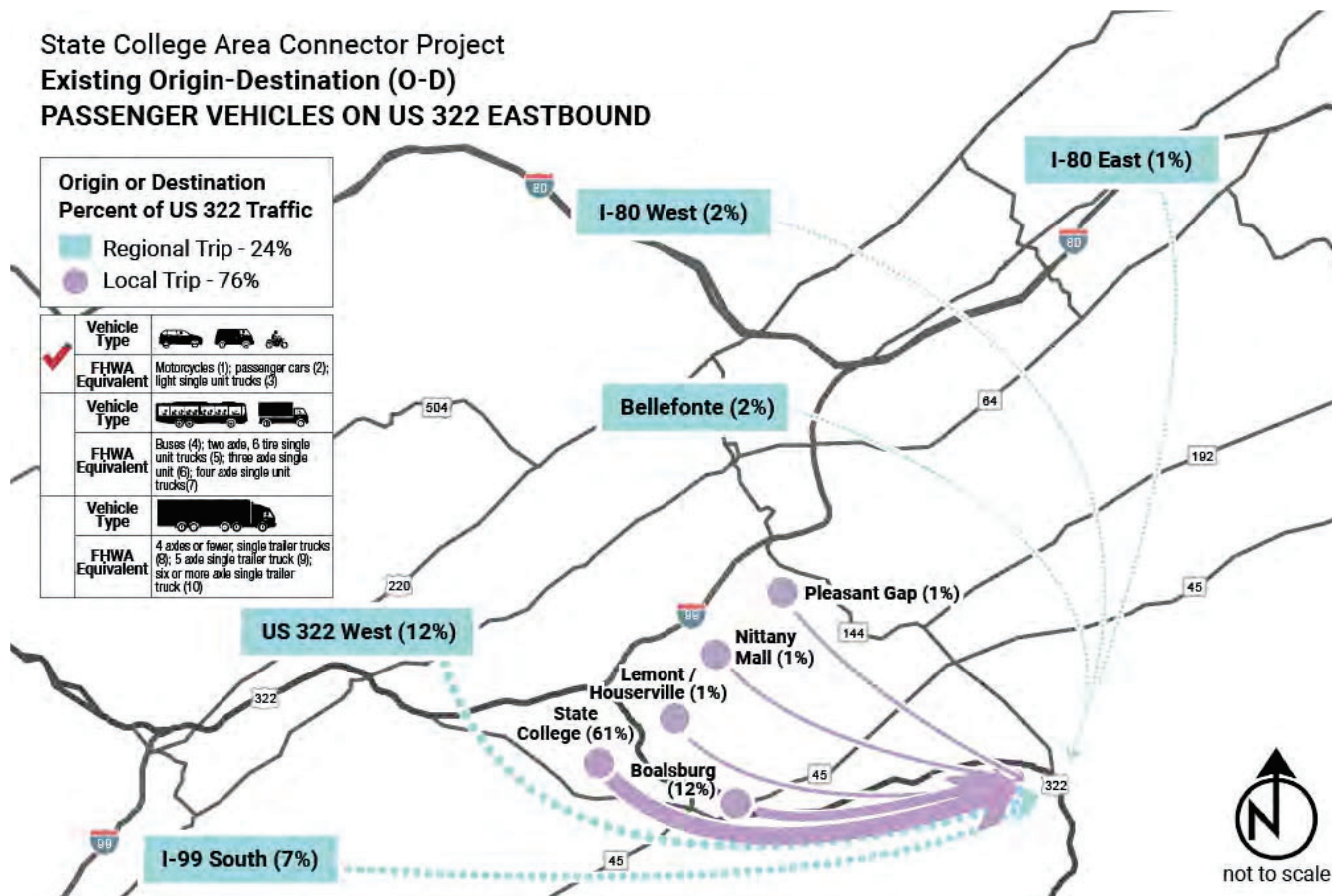




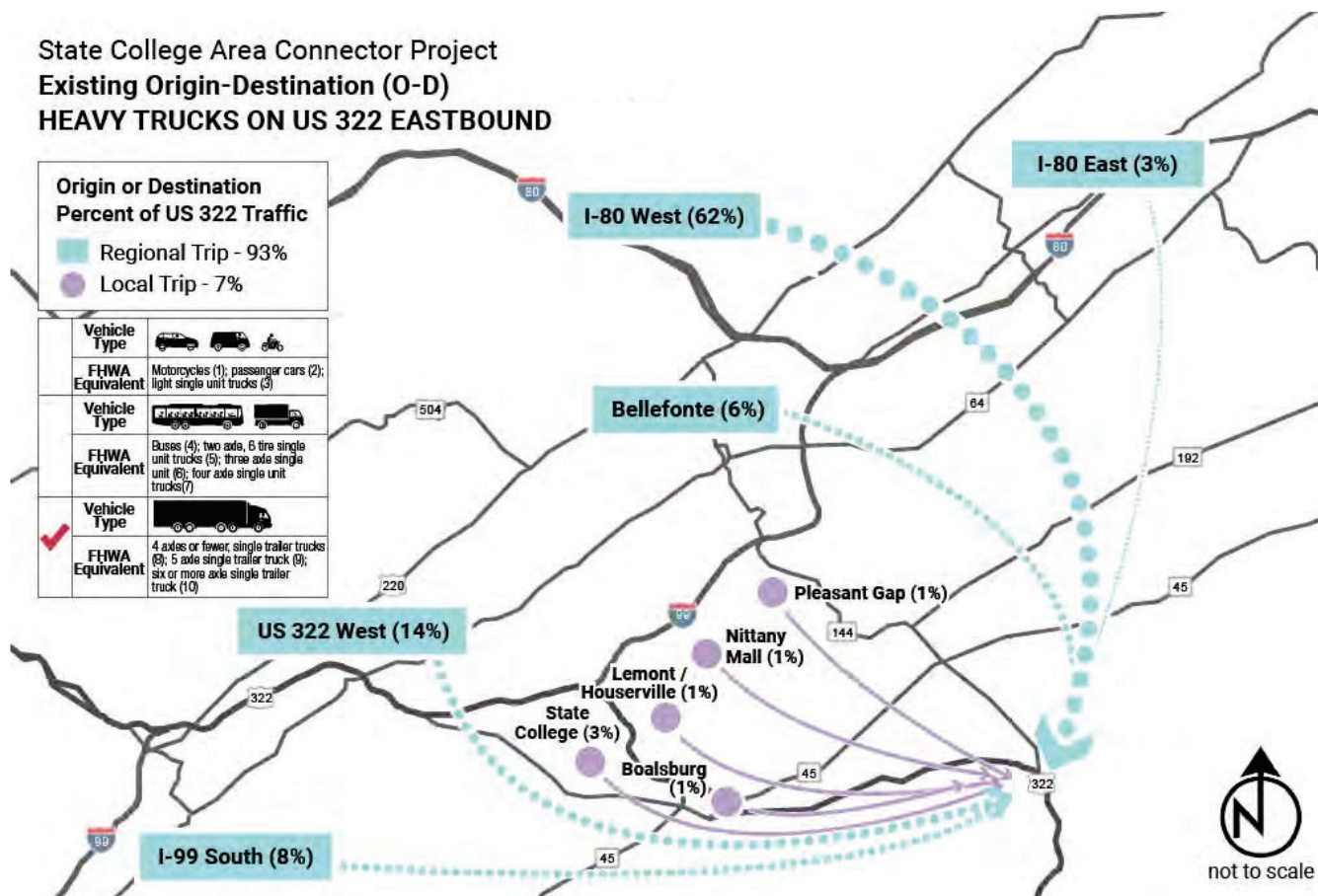
State College Area Connector Project
Existing Origin-Destination (O-D)
TOTAL VEHICLES ON US 322 EASTBOUND



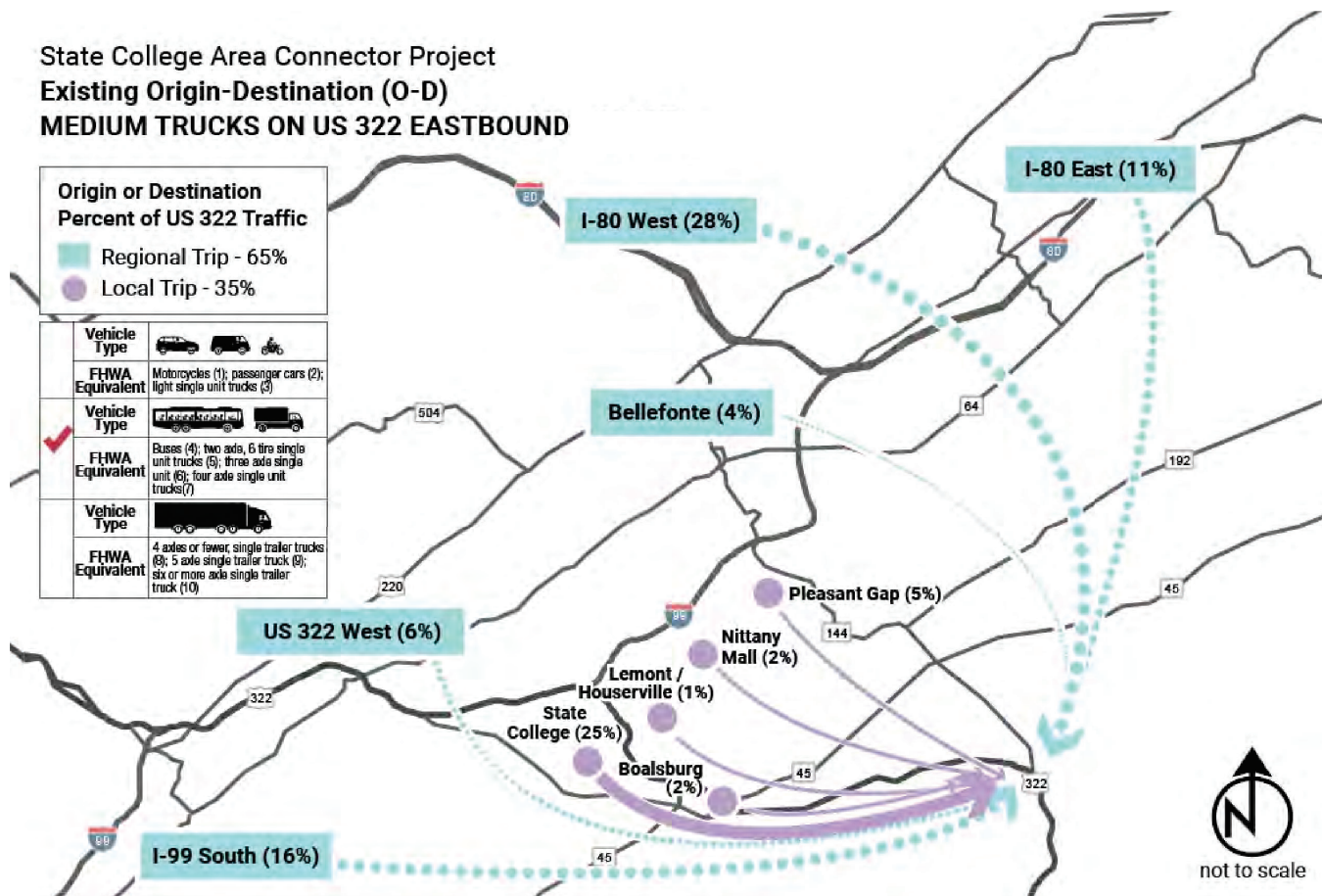
State College Area Connector Project
Existing Origin-Destination (O-D)
PASSENGER VEHICLES ON US 322 EASTBOUND



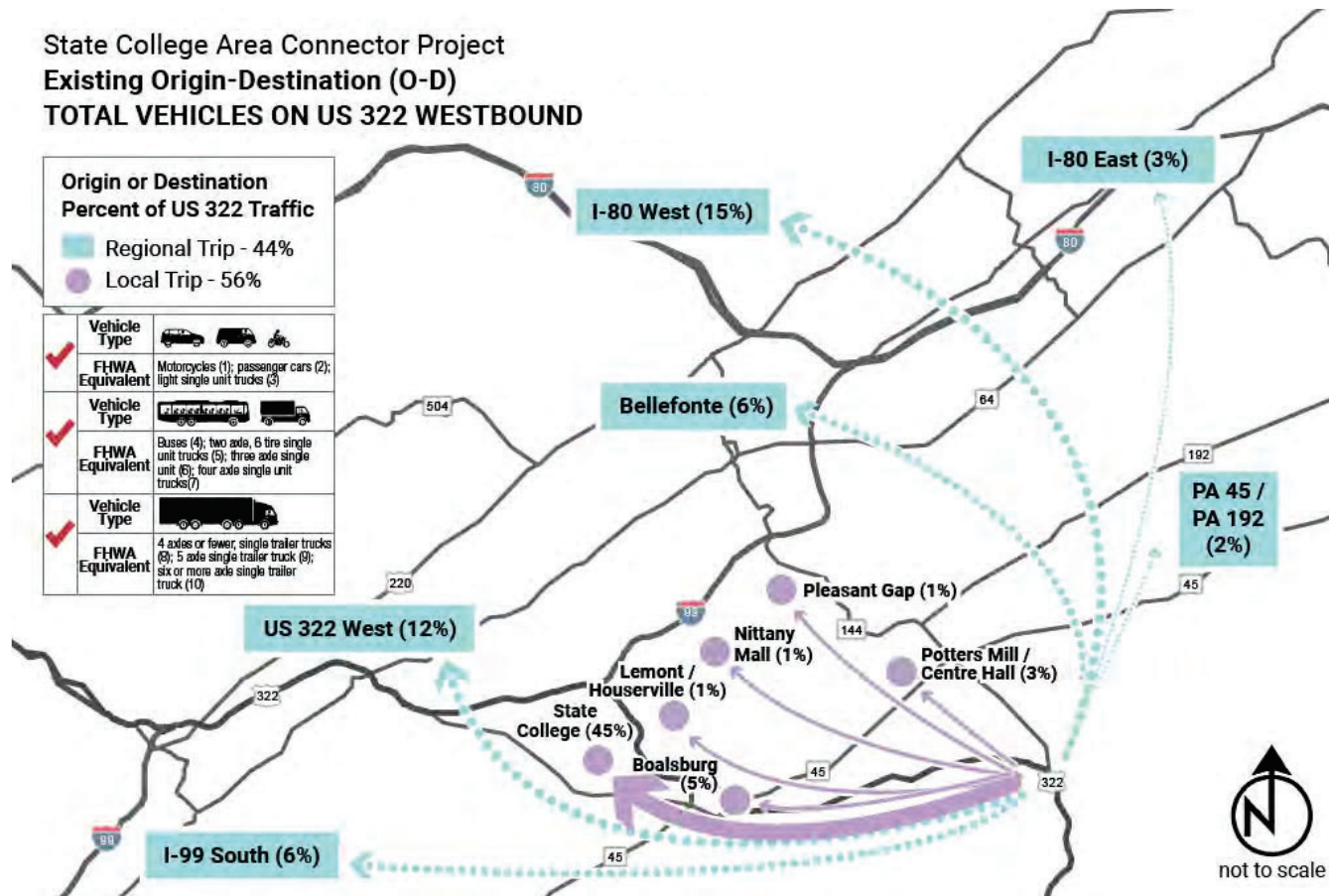
State College Area Connector Project
Existing Origin-Destination (O-D)
HEAVY TRUCKS ON US 322 EASTBOUND



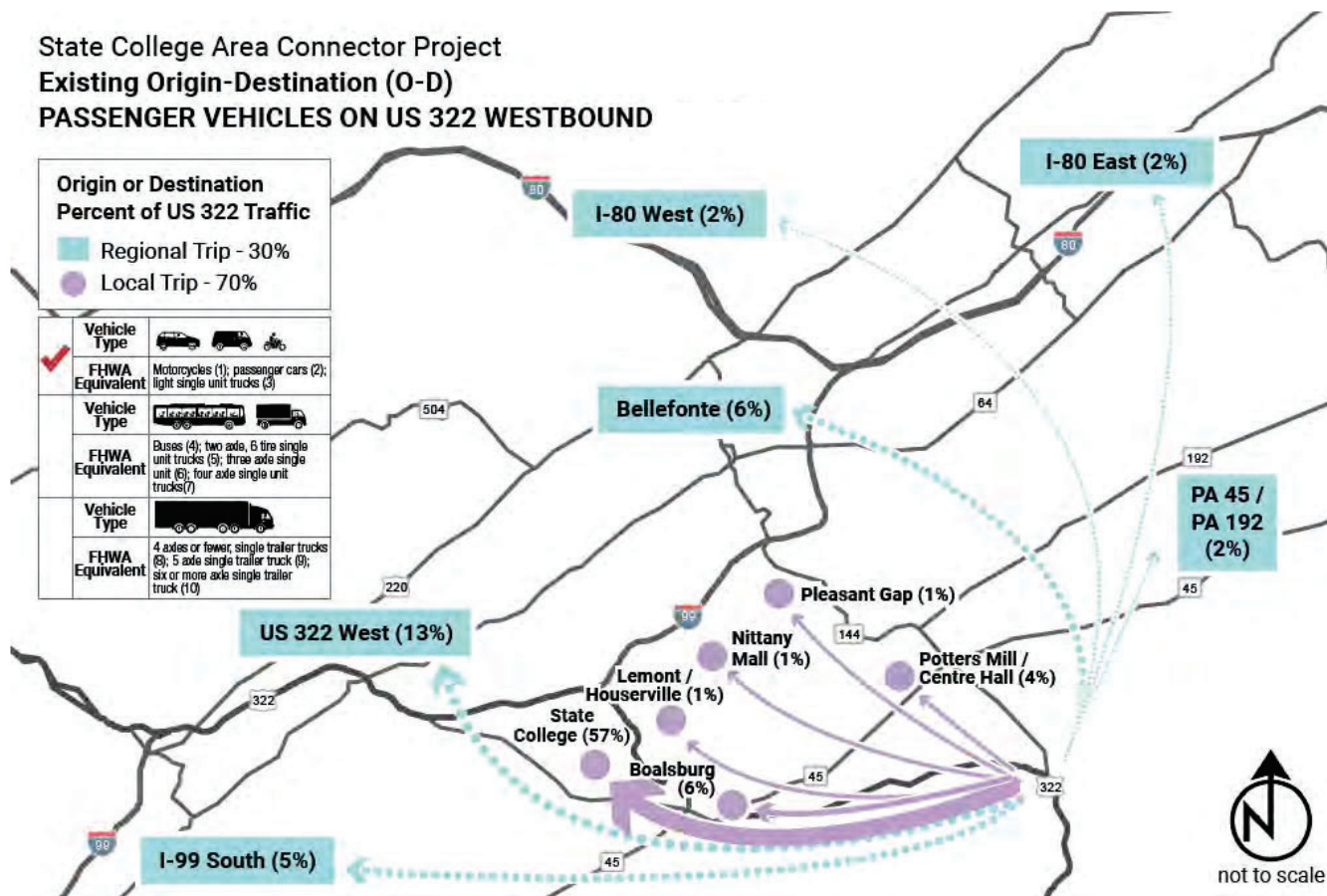
State College Area Connector Project
Existing Origin-Destination (O-D)
MEDIUM TRUCKS ON US 322 EASTBOUND



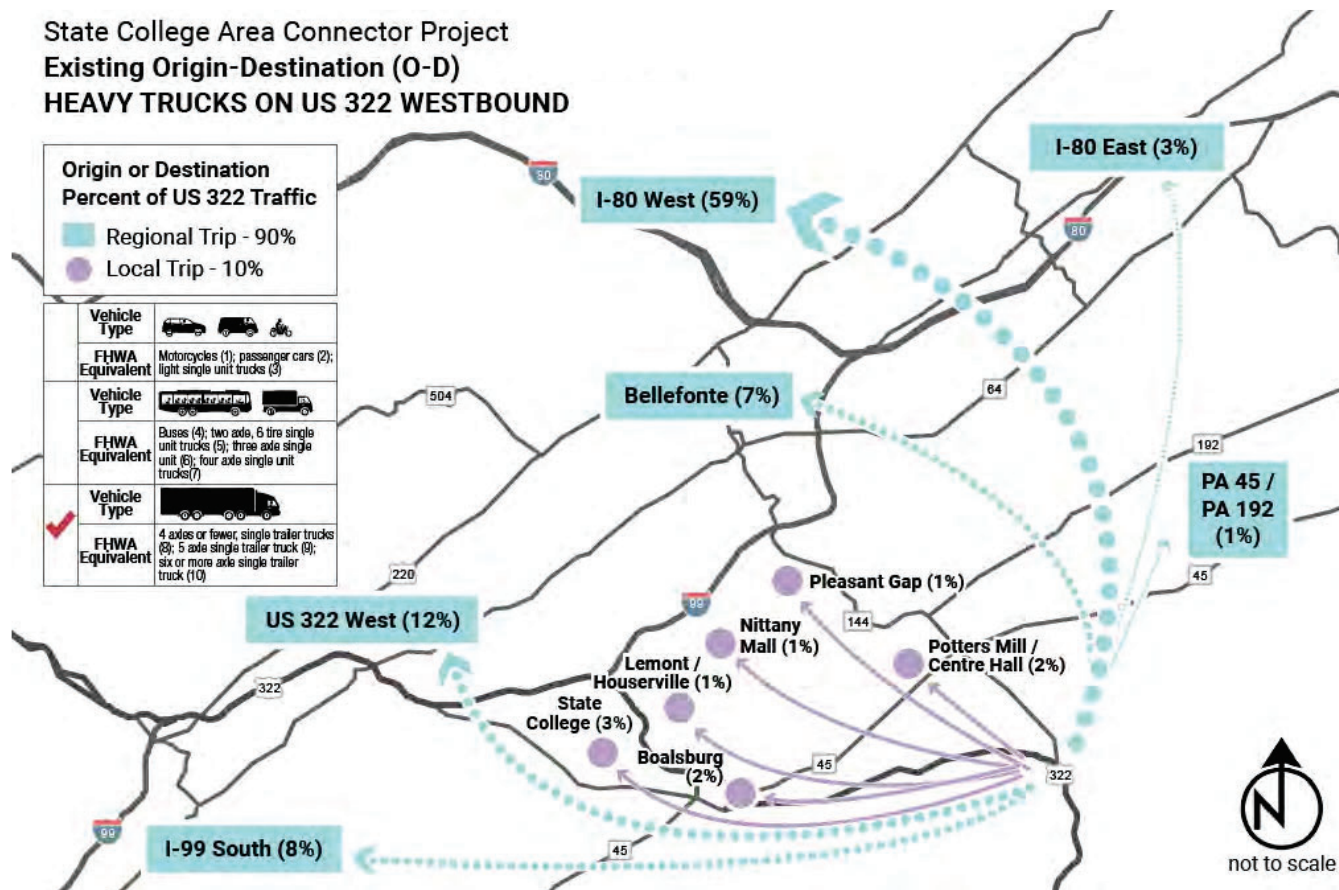
State College Area Connector Project
Existing Origin-Destination (O-D)
TOTAL VEHICLES ON US 322 WESTBOUND



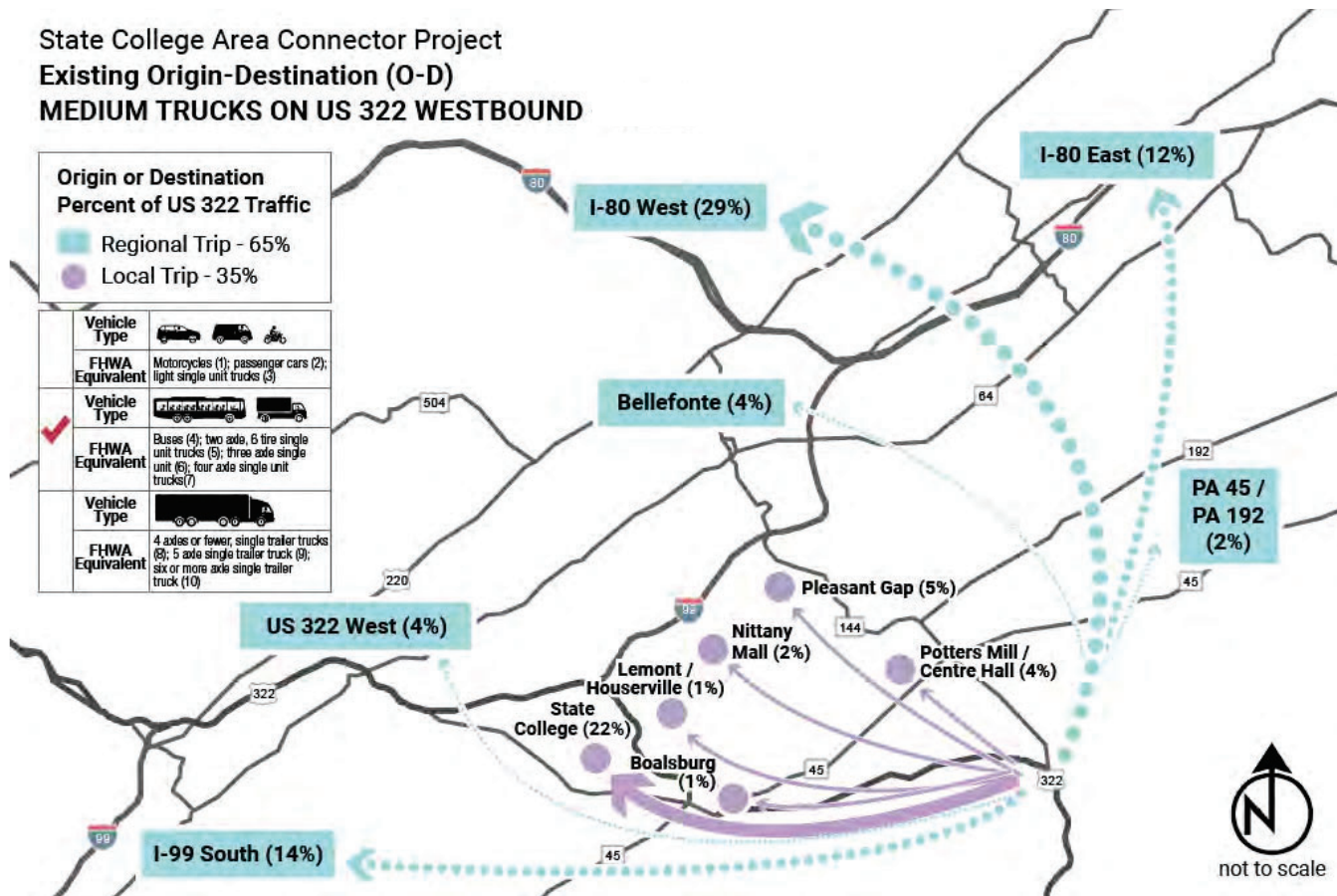
State College Area Connector Project
Existing Origin-Destination (O-D)
PASSENGER VEHICLES ON US 322 WESTBOUND



State College Area Connector Project
Existing Origin-Destination (O-D)
HEAVY TRUCKS ON US 322 WESTBOUND

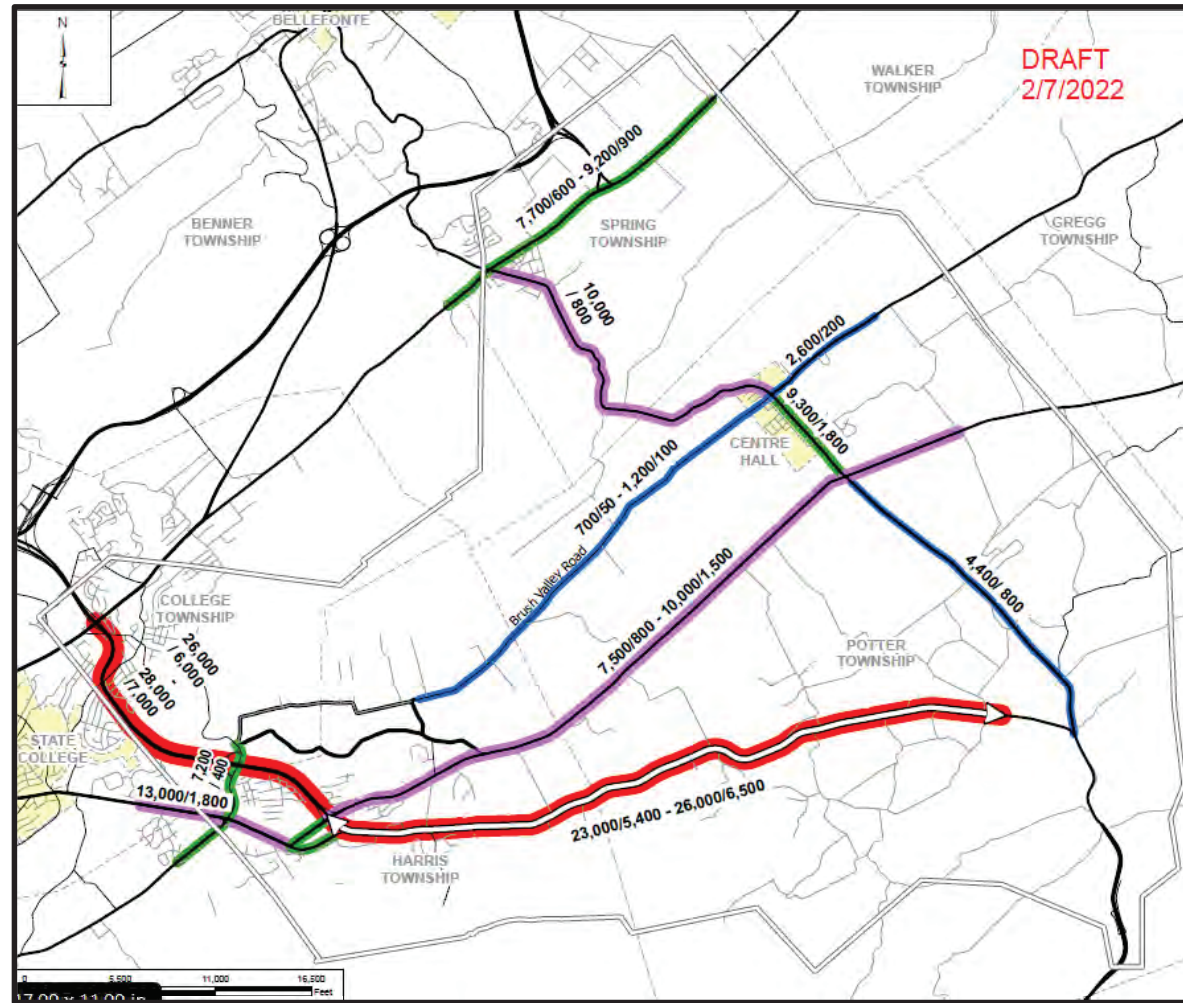


State College Area Connector Project
Existing Origin-Destination (O-D)
MEDIUM TRUCKS ON US 322 WESTBOUND

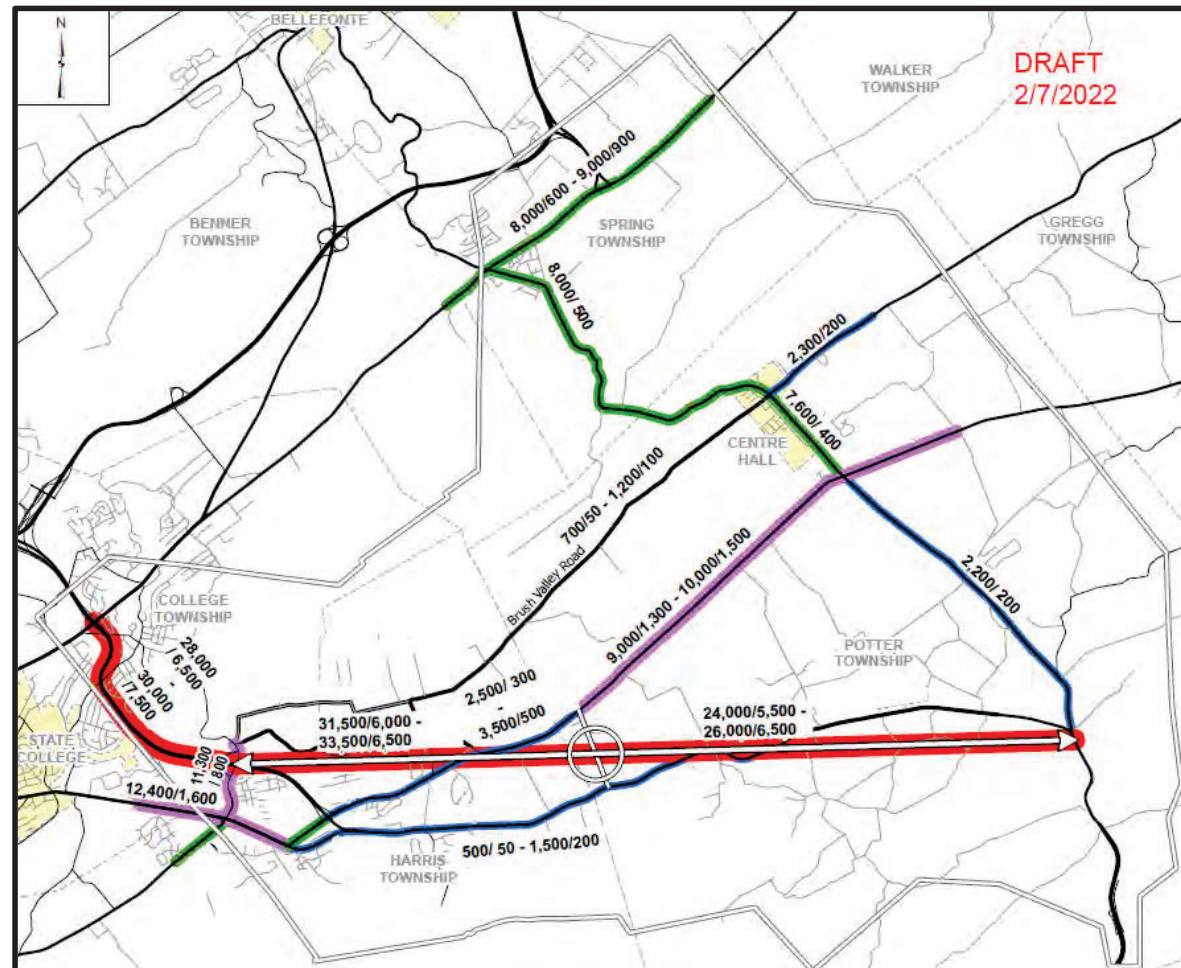


state college area
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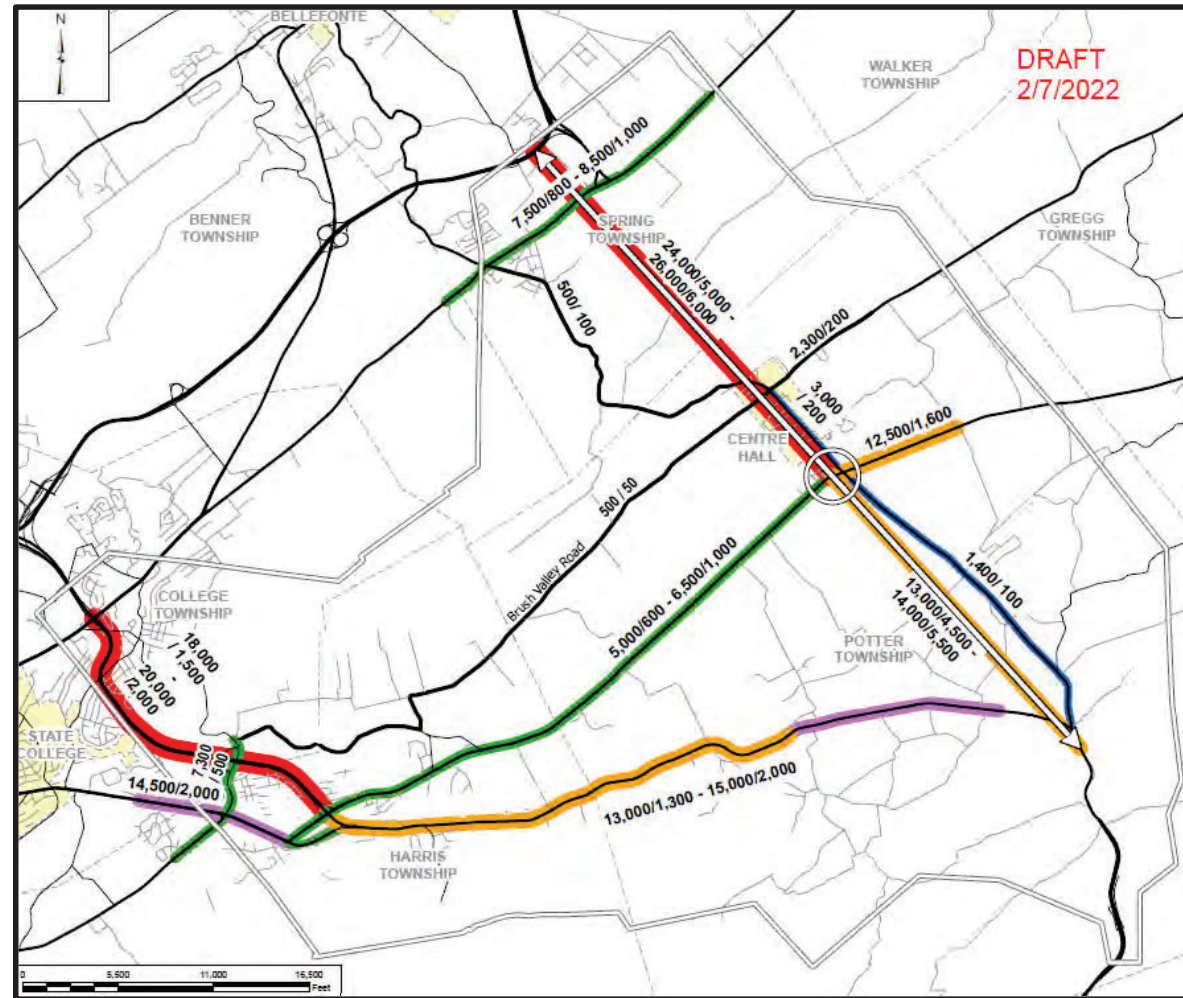
Upgrade Existing 2050 AADT



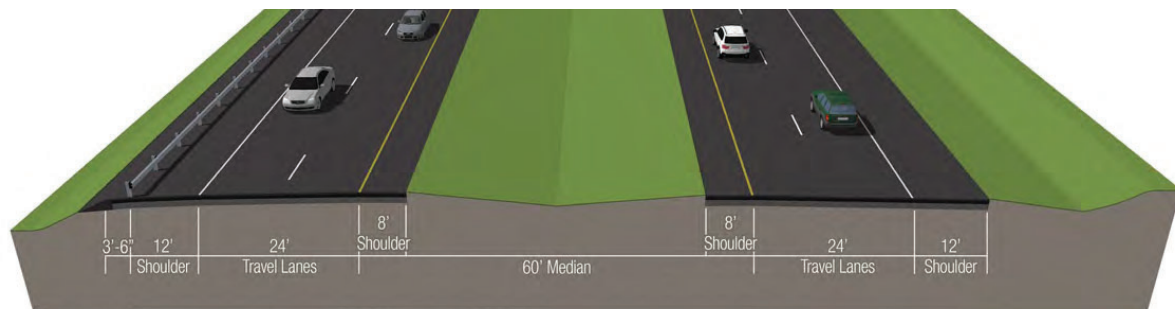
Build US 322 2050 AADT



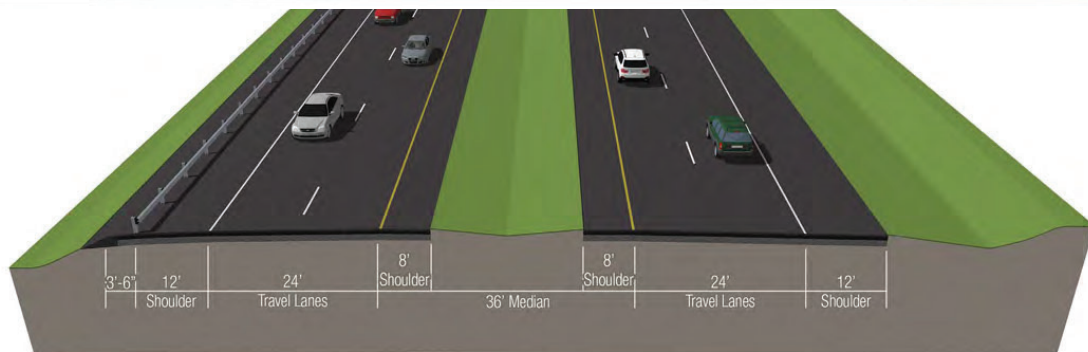
Build PA 144 2050 AADT



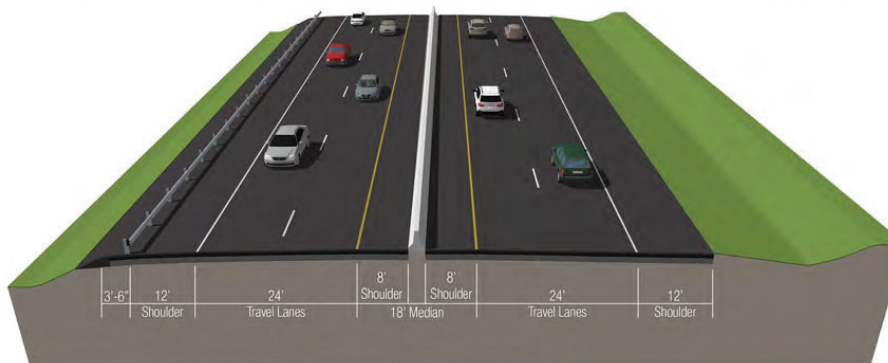
- US 322/PA 144
 - Revise Typical Section
 - Median Width (18 and 36 feet)
 - Evaluate Corridor Shifts (to avoid/minimize impacts)
 - Evaluate Design Speeds (US 322)
 - Steepened Slopes
 - Evaluate Truck Climbing Lane Needs (PA 144)
 - Evaluate Local Access with Build Alternatives



September 2021 – Typical Section
60' Median



Updated 2022 – Typical Section 36'
Median

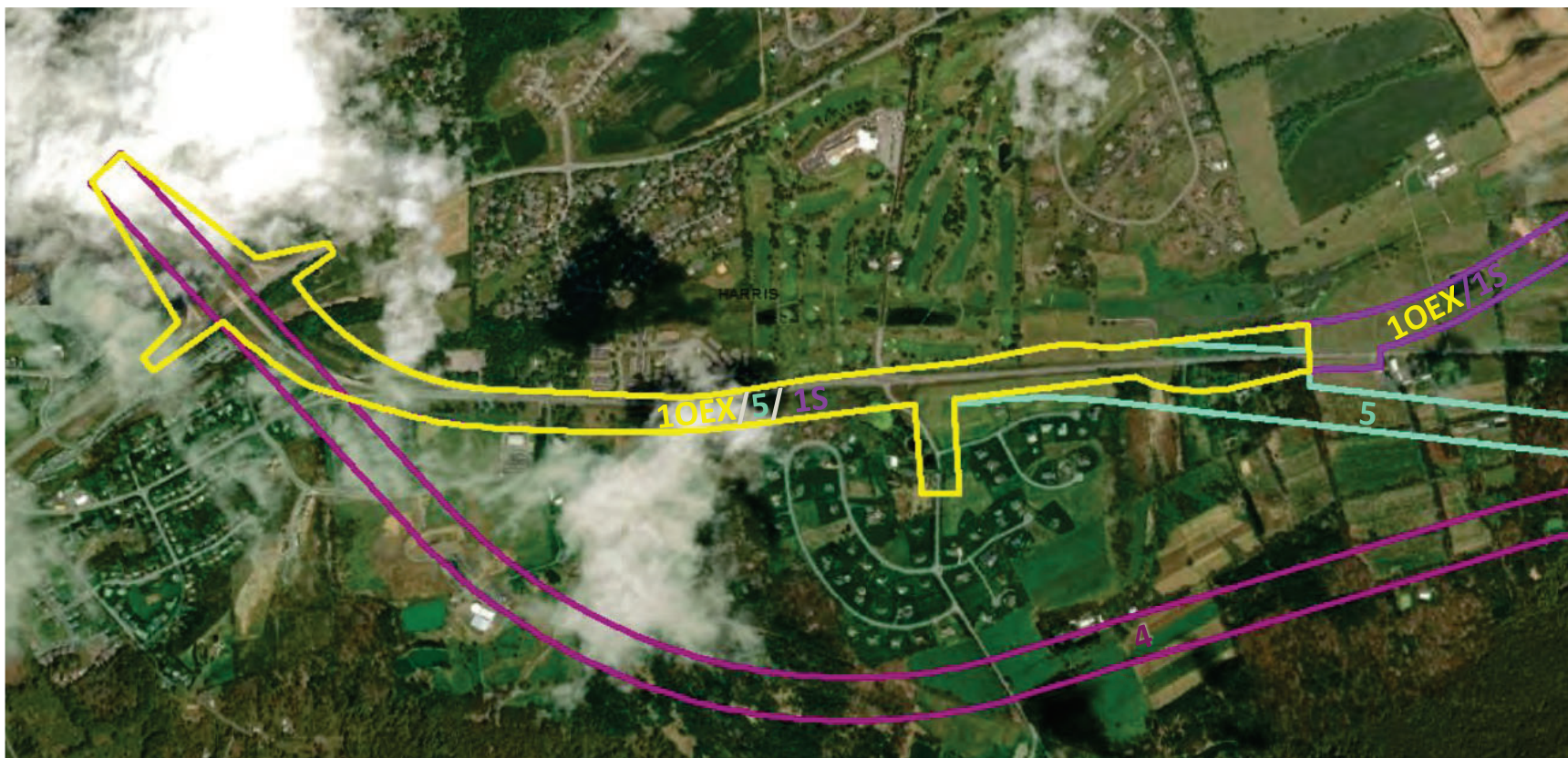


Updated 2022 – Typical Section 18'
Median

US 322 Eastern Corridor Options



US 322 Western Corridor Options



US 322 Corridor Options 1S, 2, and 3



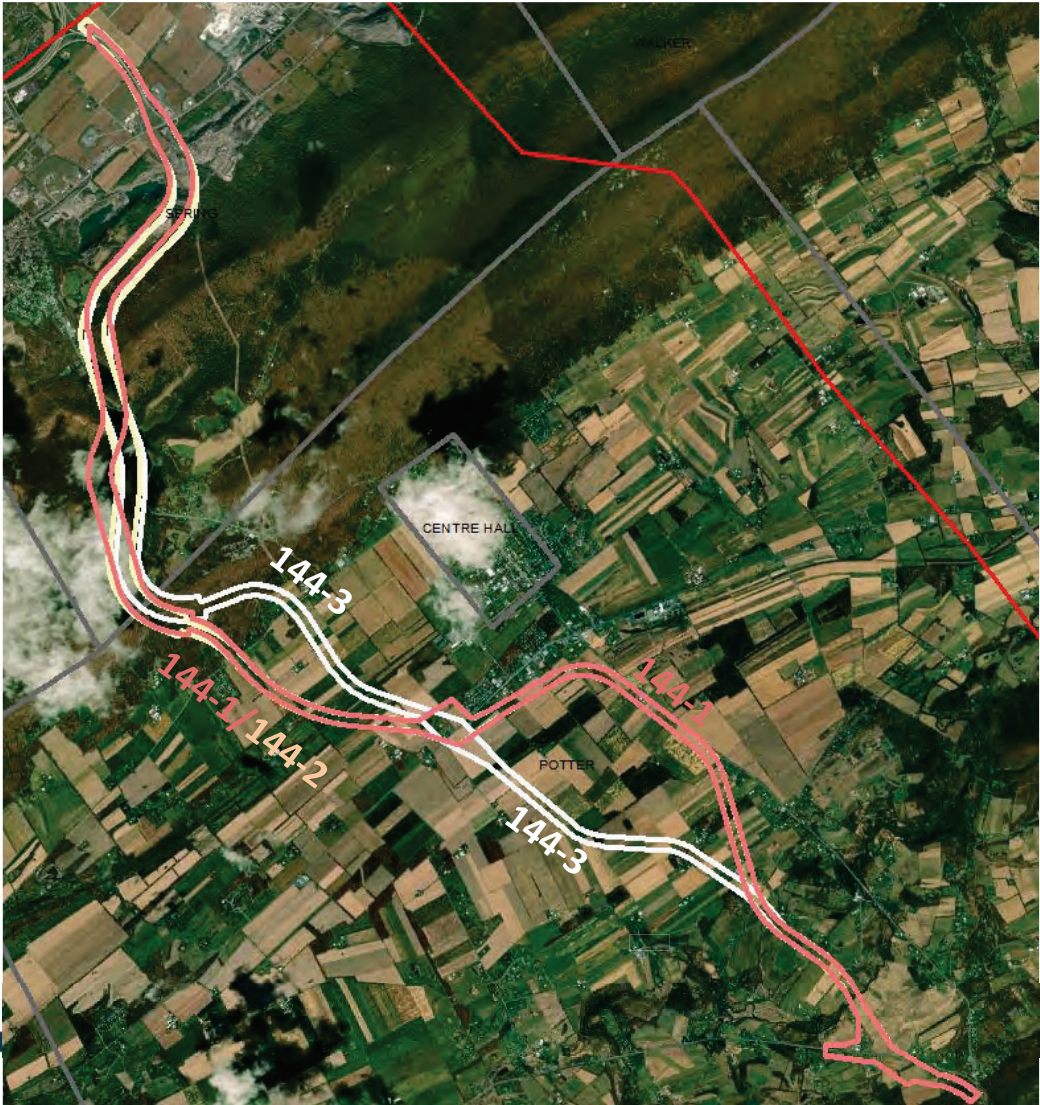
US 322 Corridor Options 10EX, 1S, 4, and 5



US 322 All Corridor Options



PA 144 Corridor Options



- Develop planning cost estimates for Build Alternatives
- Refine Environmental Tables
- Public Officials Meeting March 30, 2022
- Conduct Public Open House to present updated Environmental Data, and Traffic Analysis, and Refined Build Alternatives

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pennsylvania
DEPARTMENT OF TRANSPORTATION

Open House 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 an open house 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 on Thursday, March 31 for remote viewing prior to the meeting. Comments can also be provided on the study website.

Open House Public Meeting Purpose: to provide an update on the PEL Study environmental data collection efforts, traffic analyses, and Build Alternative corridor refinement that have occurred since the September 2021 open house meetings.

Details

WHEN: Tuesday, April 5, 2022
from 3 P.M. to 8 P.M.

WHERE: Calvary Church - Harvest Fields
150 Harvest Fields Drive
Boalsburg, PA

WHEN: Wednesday, April 6, 2022
from 3 P.M. to 8 P.M.

WHERE: Centre Hall Fire Station
134 North Witmer Avenue
Centre Hall, PA

Agenda

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

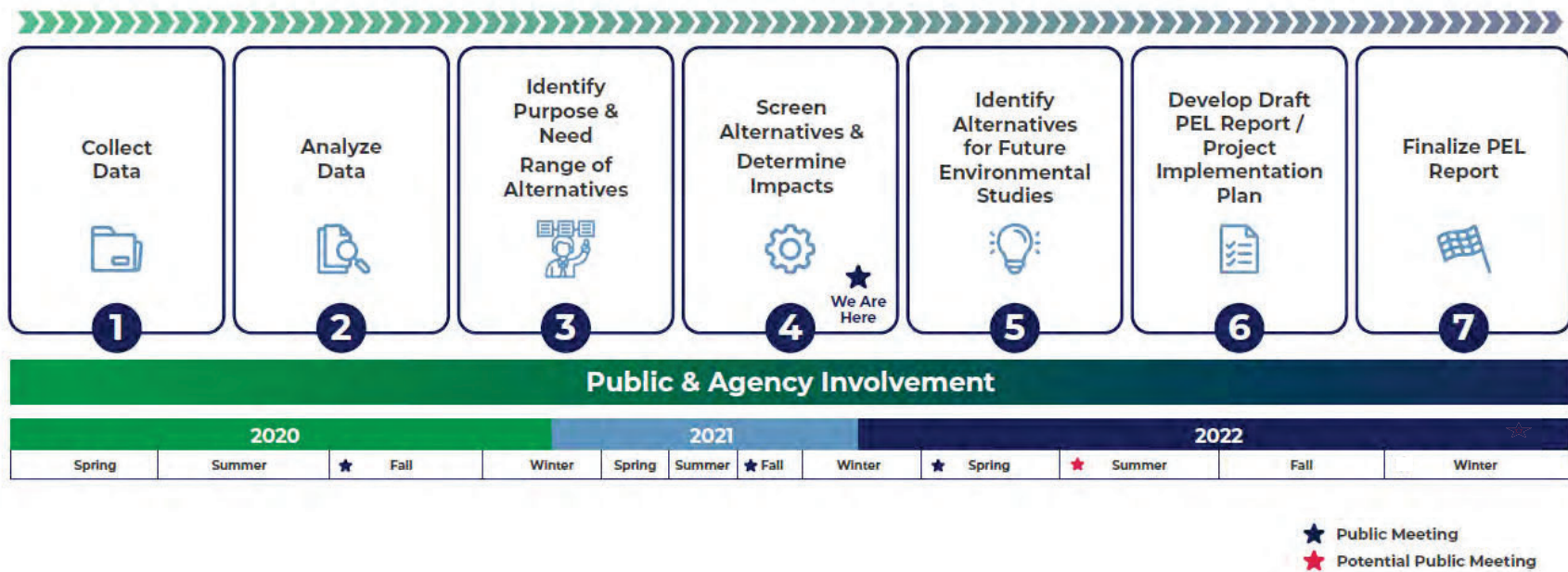
For more information contact:

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

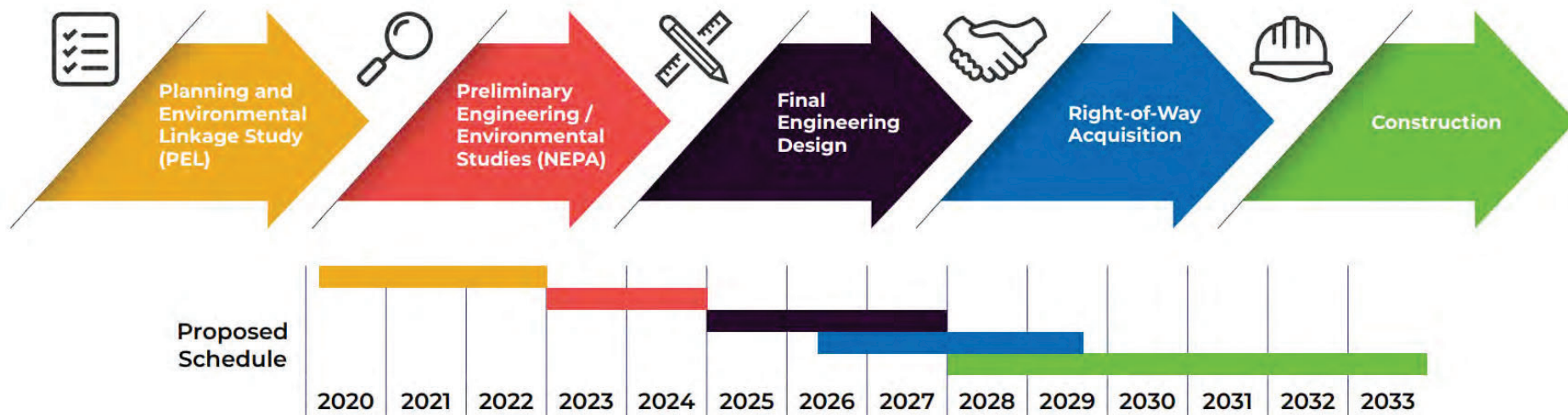
814-765-0439
deball@pa.gov
PennDOT.pa.gov/SCAC

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.

State College Area Connector PEL Process



Next Steps



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APPENDIX C – Public Officials Premeeting

1. Example Public Officials Letter Invitation on 3/11/22

FEDERAL ELECTED OFFICIALS

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

STATE ELECTED OFFICIALS

The Honorable Tom Wolf, Pennsylvania Governor
The Honorable Jake Corman, The Pennsylvania Senate
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

GOVERNMENT PARTNERS LIST

Ms. Margaret Gray, Centre County Board of Commissioners
Mr. Tom Fountaine, State College Borough Council
Ms. Amy Farkas, Harris Township Board of Supervisors
Mr. Adam Brumbaugh, College Township Board of Supervisors
Mr. Michael Danneker, Spring Township Board of Supervisors
Ms. Sharon Royer, Benner Township Board of Supervisors
Ms. Kathryn Long, Centre Hall Borough Council
Ms. Lisa Kroner, Potter Township Board of Supervisors
Mr. Mark Sunderland, Mifflin County Commissioners
Ms. Centrice Martin, Ferguson Township
Mr. Doug Erickson, Patton Township
Mr. Steve Herman, SEDA-COG Regional Transportation Planning Commission
Mr. Tom Zilla, Centre County Metropolitan Planning Organization
Mr. Eric Norenberg, Centre Region Council of Governments
Mr. Eric Bernier, Centre County Metropolitan Planning Organization

2. Public Officials Meeting Sign-in Sheet on 3/30/22

3. Public Officials Meeting Presentation

4. Introduction to Video Display



March 11, 2022

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 and Administration (FHWA), is preparing for two Open House Meetings. The first will be held on April 5, 2022, at the Calvary Church – Harvest fields from 3 p.m. to 8 p.m. The second Open House Meeting is scheduled for April 6 at the Centre Hall Fire Station from 3 p.m. to 8 pm. These Open House Public Meetings will provide an update on the PEL Study environmental data collection efforts, traffic analyses, and Build Alternative corridor refinements that have occurred since the September 2021 Open House Meetings.

PennDOT would like to invite you to attend a premeeting to review the Open House materials prior to their availability on the website. This premeeting is limited to local officials within the region and is intended to introduce the information to elected officials, receive feedback, and prepare you for any questions you may receive from your constituents. The meeting will be held at the Wyndham Garden State College on **Wednesday, March 30 from 6:30 p.m. to 8:30 p.m.**

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 accommodations, please contact Dean Ball, P.E., Project Manager, at deball@pa.gov. Additional information about the PEL Study can be found online at PennDOT.pa.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 benefit of, or participation in a PennDOT program or activity, you may contact the PennDOT, Bureau of Equal Opportunity, DBE/Title Division at 717-787-5891.

Sincerely,

A handwritten signature in blue ink that reads "Thomas J. Zurat, Jr." with a stylized flourish at the end.

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

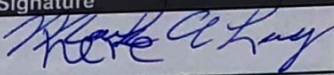
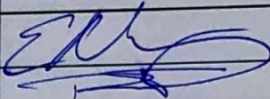
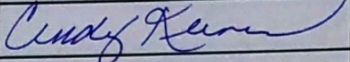
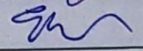
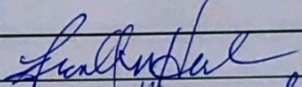
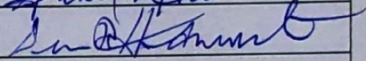
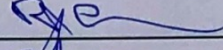
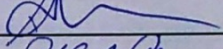
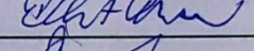
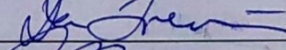
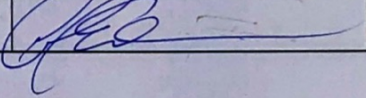
020/TJZ-DDB/jls

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

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SIGN IN SHEET – STAFF
Public Officials Premeeting – March 30, 2022
State College Area Connector Planning and Environmental Linkage Study

Name	Title	Organization	Signature
Mark Long	Office Manager	Office of State Representative Kerry Benninghoff	
Rep. Benninghoff	State Representative	State Representative Kerry A. Benninghoff	
Eric Norenberg	Executive Director	Centre Region Council of Governments	
Paul Takac	Council Member	College Township	
★ Cindy Kunes	Centre County Field Representative/Scheduler	Office of Congressman Glenn Thompson	
★ Liz Kishbaugh	CPA Regional Manager	Office of U.S. Senator Bob Casey	
Laura Shadle		Office of State Representative Conklin	
Rep. Conklin	State Representative	State Representative Conklin	
Frank Harden	Supervisor	Harris Township	
Dennis Hameister	Supervisor	Harris Township	
Nigel Wilson	Supervisor	Harris Township	
Bud Graham	Supervisor	Harris Township	
Amy Farkas	Township Manager	Harris Township	
Elliot Abrams	Board of Supervisors	Patton Township	
Dan Trevino	Board of Supervisors	Patton Township	
Doug Erickson	Township Manager	Patton Township	

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PennDOT.gov/SCAC



**Public Officials
Meeting
March 30, 2022**



state college area
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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 or 800.468.4201.



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.

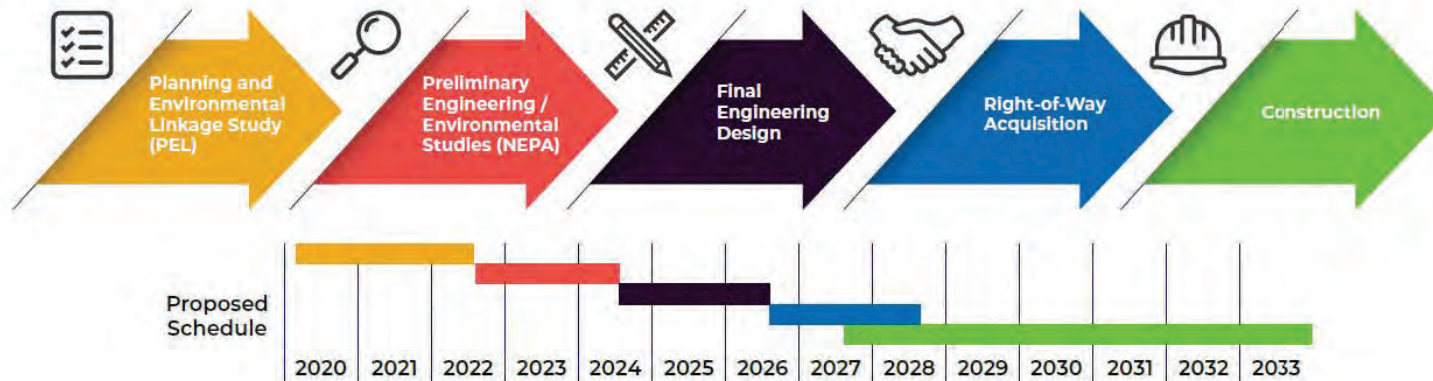
Transportation Needs

- 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.

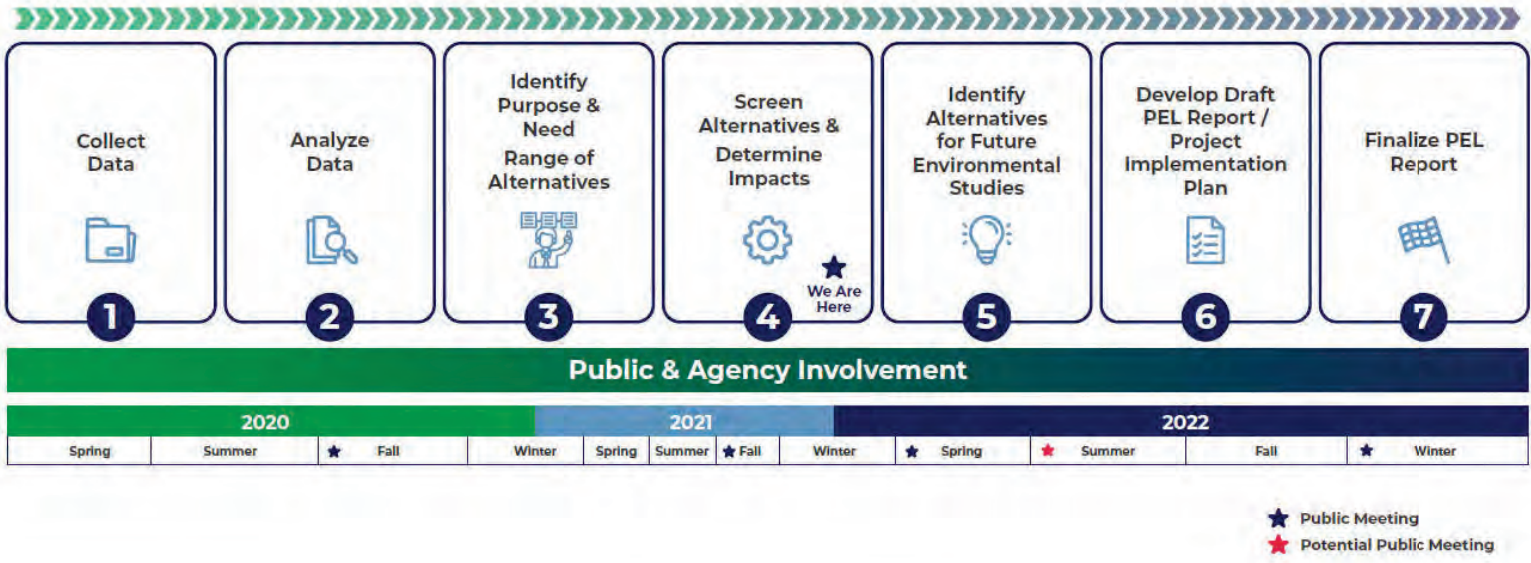
See the Final Purpose and Need for the State College Area Connector Planning and Environmental Linkage (PE) Study report for more details.

What is the Process for Advancing Transportation Projects?

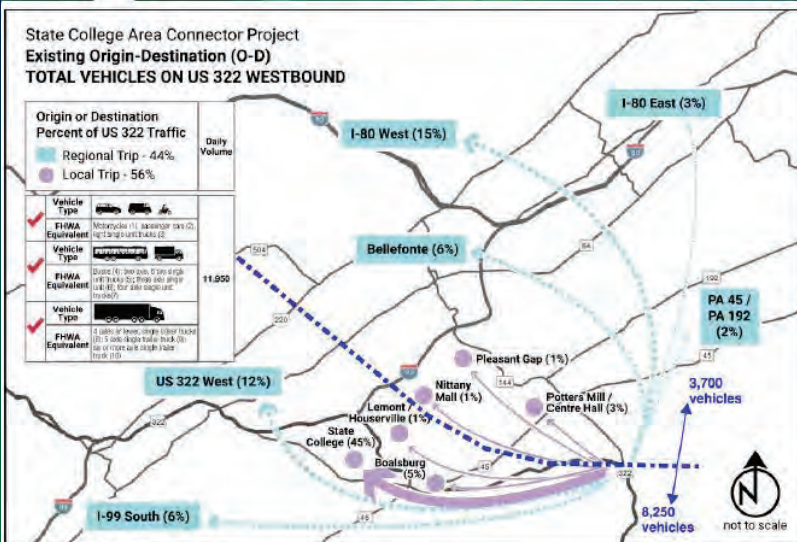
Transportation projects advance through five phases before they are able to be used by the traveling public.



State College Area Connector PEL Process

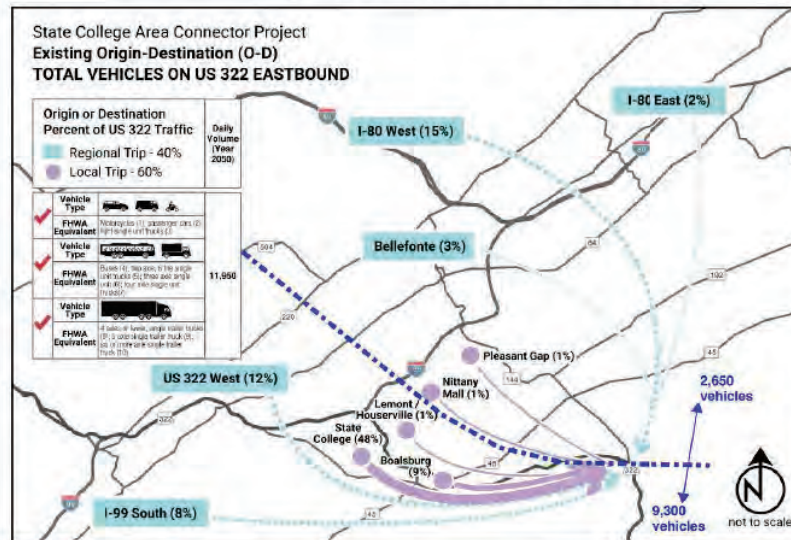


state college area CONNECTOR

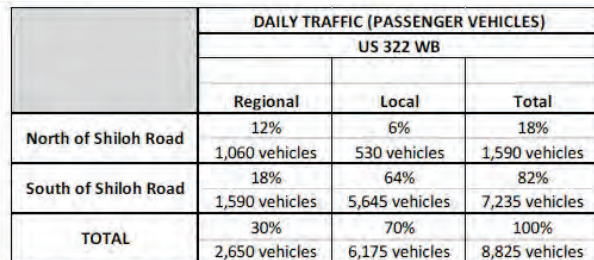


	DAILY TRAFFIC (ALL VEHICLES)		
	US 322 WB		
	Regional	Local	Total
North of Shiloh Road	26%	5%	31%
	3,100 vehicles	600 vehicles	3,700 vehicles
South of Shiloh Road	18%	51%	69%
	2,150 vehicles	6,100 vehicles	8,250 vehicles
TOTAL	44%	56%	100%
	5,250 vehicles	6,700 vehicles	11,950 vehicles

	DAILY TRAFFIC (ALL VEHICLES)		
	US 322 EB		
	Regional	Local	Total
North of Shiloh Road	20%	2%	22%
	2,400 vehicles	250 vehicles	2,650 vehicles
South of Shiloh Road	20%	58%	78%
	2,400 vehicles	6,900 vehicles	9,300 vehicles
TOTAL	40%	60%	100%
	4,800 vehicles	7,150 vehicles	11,950 vehicles



US 322 Origin and Destination All Vehicles



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State College Area Connector Project

Existing Origin-Destination (O-D)

PASSENGER VEHICLES ON US 322 EASTBOUND

Origin or Destination Percent of US 322 Traffic		Daily Volume
Regional Trip - 24% Local Trip - 76%		
✓ Vehicle Type 	FHWA Equivalent 	8,825
Vehicle Type 	FHWA Equivalent 	
Vehicle Type 	FHWA Equivalent 	

Map Data:

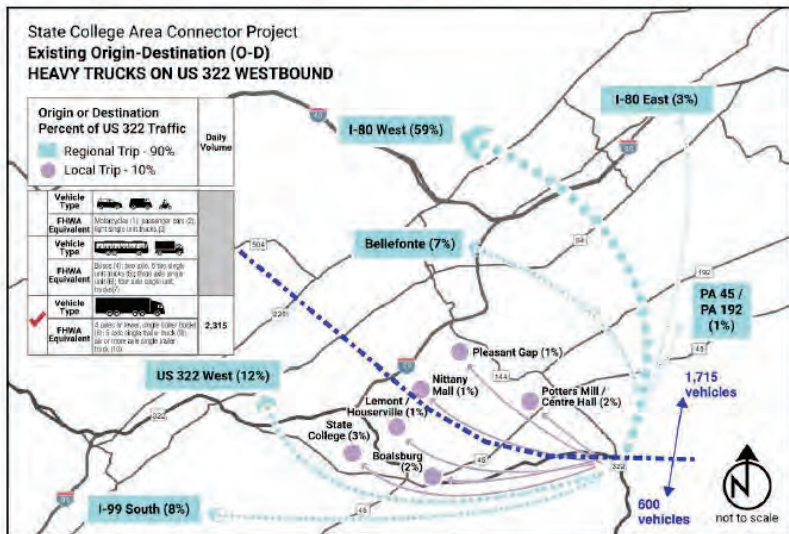
- US 322 West (12%):** 8,205 vehicles
- I-80 West (2%):**
- I-80 East (1%):**
- Bellefonte (2%):**
- Pleasant Gap (1%):**
- Nittany Mall (1%):**
- Lemont / Houersville (1%):**
- State College (61%):**
- Baileysburg (12%):**
- I-99 South (7%):**
- 620 vehicles** (near I-99)
- 8,205 vehicles** (near US 322)

Legend:

- Regional Trip - 24%
- Local Trip - 76%

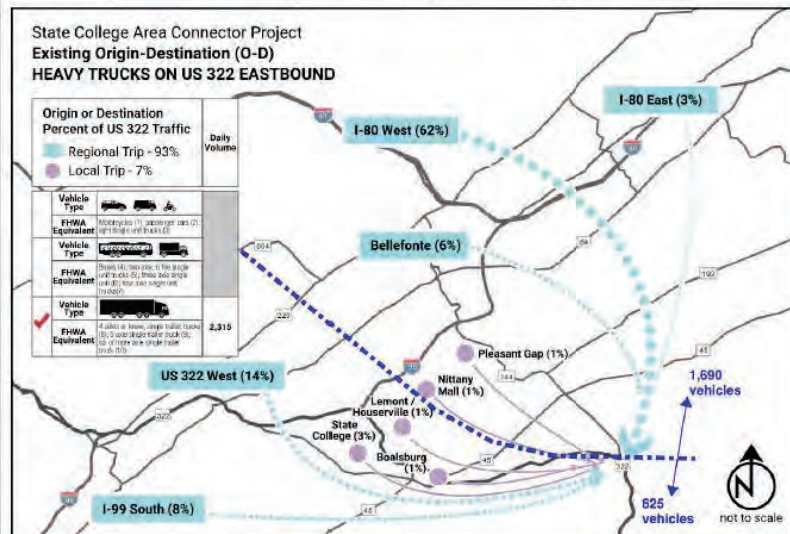
Scale: 1 inch = 1 mile

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	DAILY TRAFFIC (HEAVY TRUCKS)		
	US 322 WB		
	Regional	Local	Total
North of Shiloh Road	70%	4%	74%
	1,620 vehicles	95 vehicles	1,715 vehicles
South of Shiloh Road	20%	6%	26%
	465 vehicles	135 vehicles	600 vehicles
TOTAL	90%	10%	100%
	2,085 vehicles	230 vehicles	2,315 vehicles

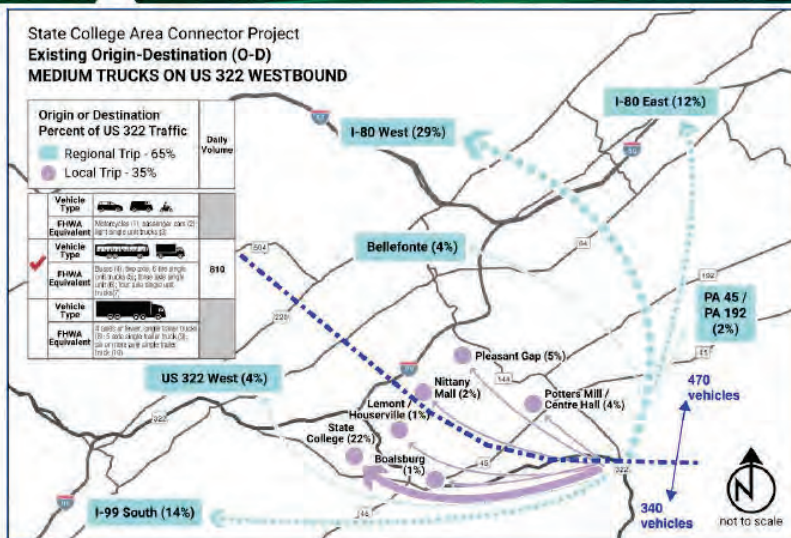
	DAILY TRAFFIC (HEAVY TRUCKS)		
	US 322 EB		
	Regional	Local	Total
North of Shiloh Road	71%	2%	73%
	1,645 vehicles	45 vehicles	1,690 vehicles
South of Shiloh Road	22%	5%	27%
	510 vehicles	115 vehicles	625 vehicles
TOTAL	93%	7%	100%
	2,155 vehicles	160 vehicles	2,315 vehicles



US 322 Origin and Destination Heavy Trucks

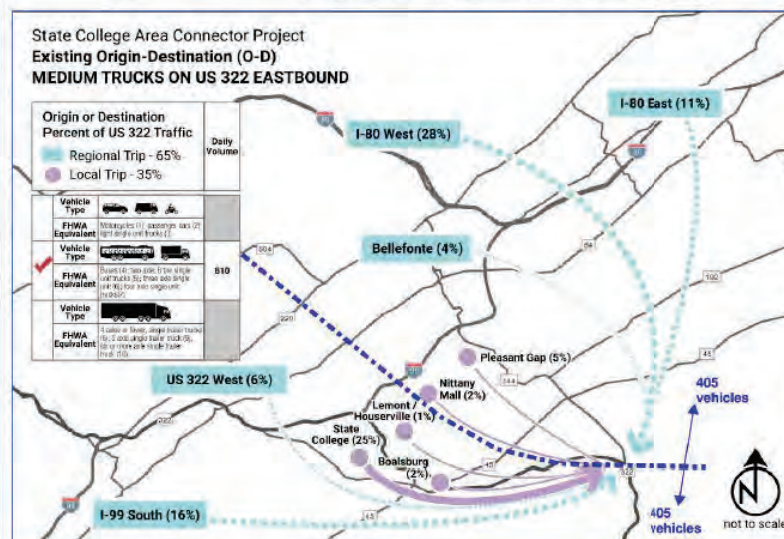


state college area CONNECTOR



	DAILY TRAFFIC (MEDIUM TRUCKS)		
	US 322 WB		
	Regional	Local	Total
North of Shiloh Road	47%	11%	58%
	380 vehicles	90 vehicles	470 vehicles
South of Shiloh Road	18%	24%	42%
	145 vehicles	195 vehicles	340 vehicles
TOTAL	65%	35%	100%
	525 vehicles	285 vehicles	810 vehicles

	DAILY TRAFFIC (MEDIUM TRUCKS)		
	US 322 EB		
	Regional	Local	Total
North of Shiloh Road	43%	7%	50%
	350 vehicles	55 vehicles	405 vehicles
South of Shiloh Road	22%	28%	50%
	180 vehicles	225 vehicles	405 vehicles
TOTAL	65%	35%	100%
	530 vehicles	280 vehicles	810 vehicles



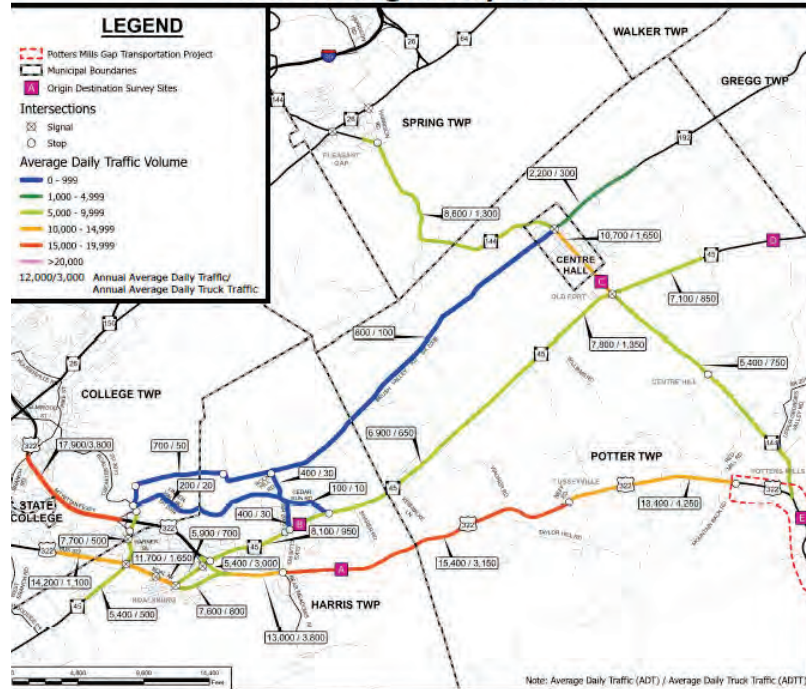
US 322 Origin and Destination Medium Trucks



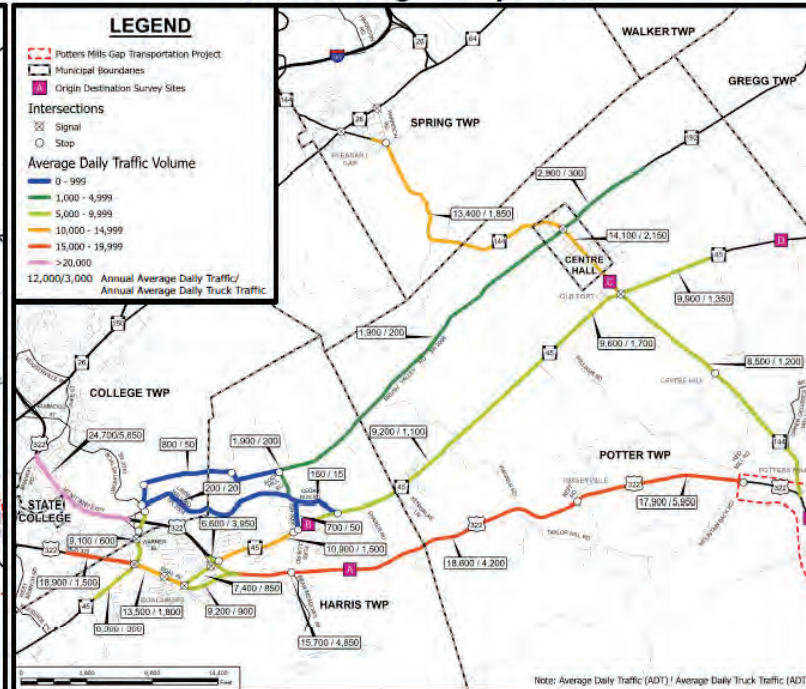
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2017 Average Daily Traffic



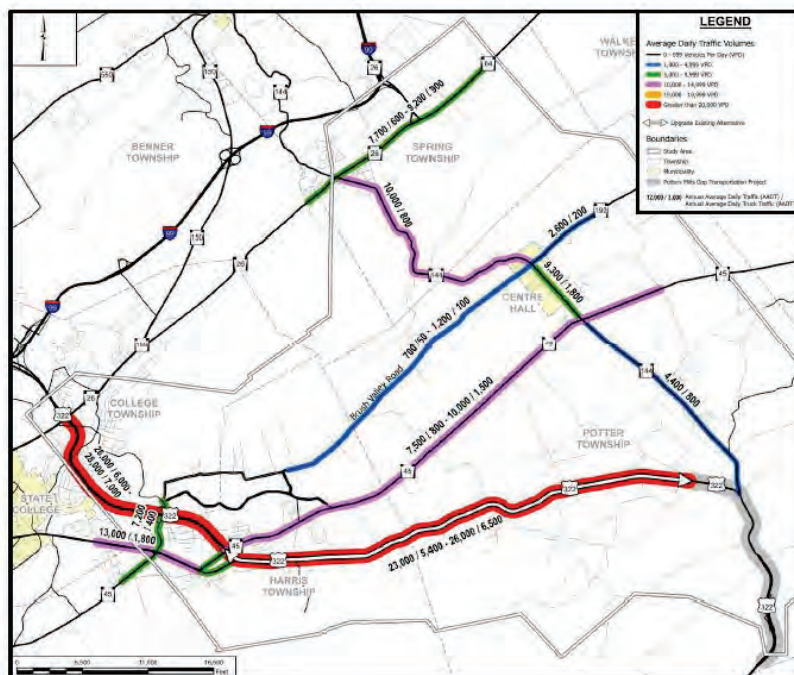
2050 Average Daily Traffic



Base and Design Year Average Daily Traffic (2017 and 2050)



state college area CONNECTOR



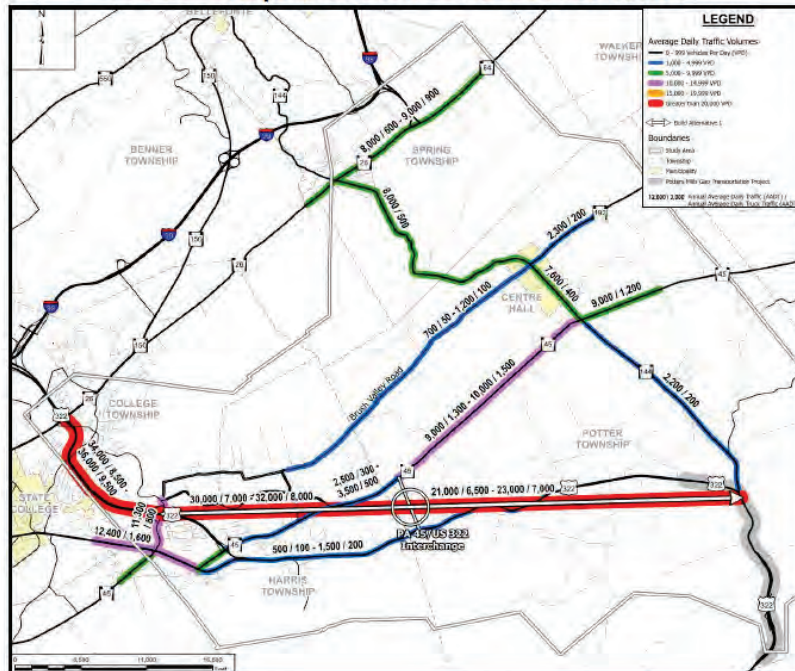
Build Alternative Design Year Average Daily Traffic (2050)



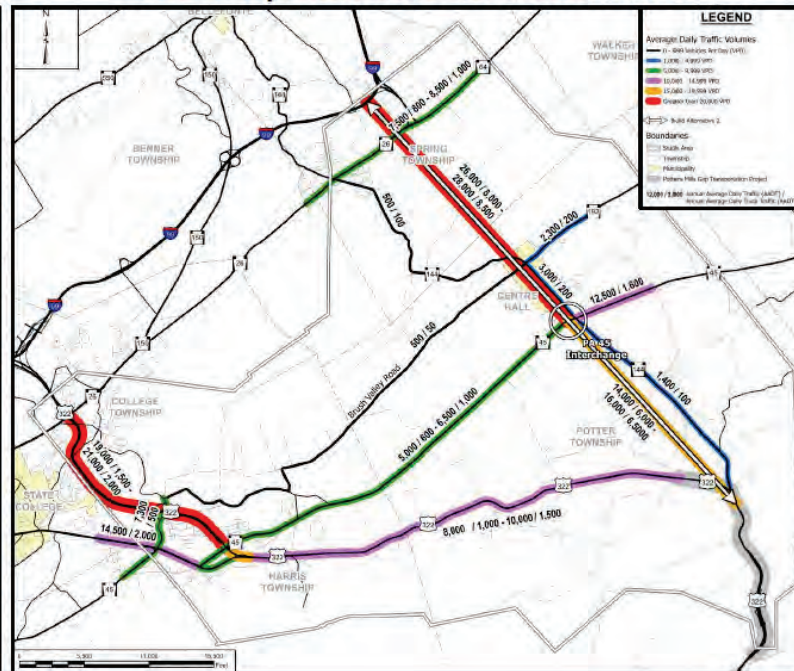
state college area CONNECTOR



US 322 Representative Build Alternative



PA 144 Representative Build Alternative



Build Alternative Design Year Average Daily Traffic (2050)



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EVALUATION CRITERIA	ALTERNATIVE (WITH 2050 TRAFFIC VOLUMES)			
	No Build	Upgrade Existing Alternative	US 322 Build Alternative 1	PA 144 Build Alternative 2
SAFETY				
Predicted Crash Frequency (All Crashes)	149	165	122	112
Existing US 322	36	-	7	33
Existing PA 144	63	55	46	18
Existing PA 45	50	42	38	38
Proposed Alternative	-	68	31	23
Predicted Crash Frequency (Fatal & Injury Crashes)	79	77	62	57
Existing US 322	18	-	3	17
Existing PA 144	34	30	25	9
Existing PA 45	27	22	20	20
Proposed Alternative	-	25	14	11

Highway Safety Manual (HSM) Safety Analysis Results



state college area **CONNECTOR**



- Revise Typical Section - Median Width (18 and 36 feet)
- Adjust Corridor Width
- Evaluate Corridor Shifts (to avoid/minimize impacts)
- Evaluate Design Speeds
- Adjust Slopes
- Evaluate Truck Climbing Lane Needs
- Evaluate Local Access

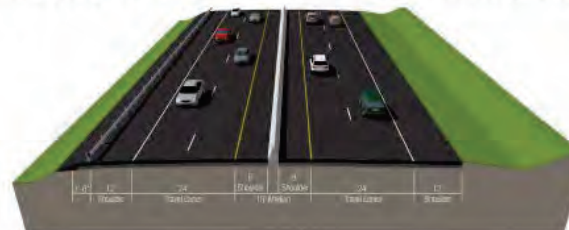
Build Alternative Corridor – Design Considerations



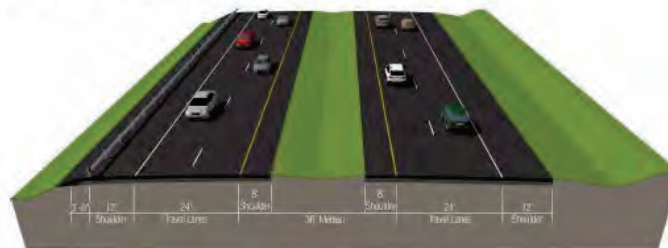
state college area CONNECTOR



18-Foot Median Typical Section – Suburbanized/Mountain Areas



36-Foot Median Typical Section – Rural Areas

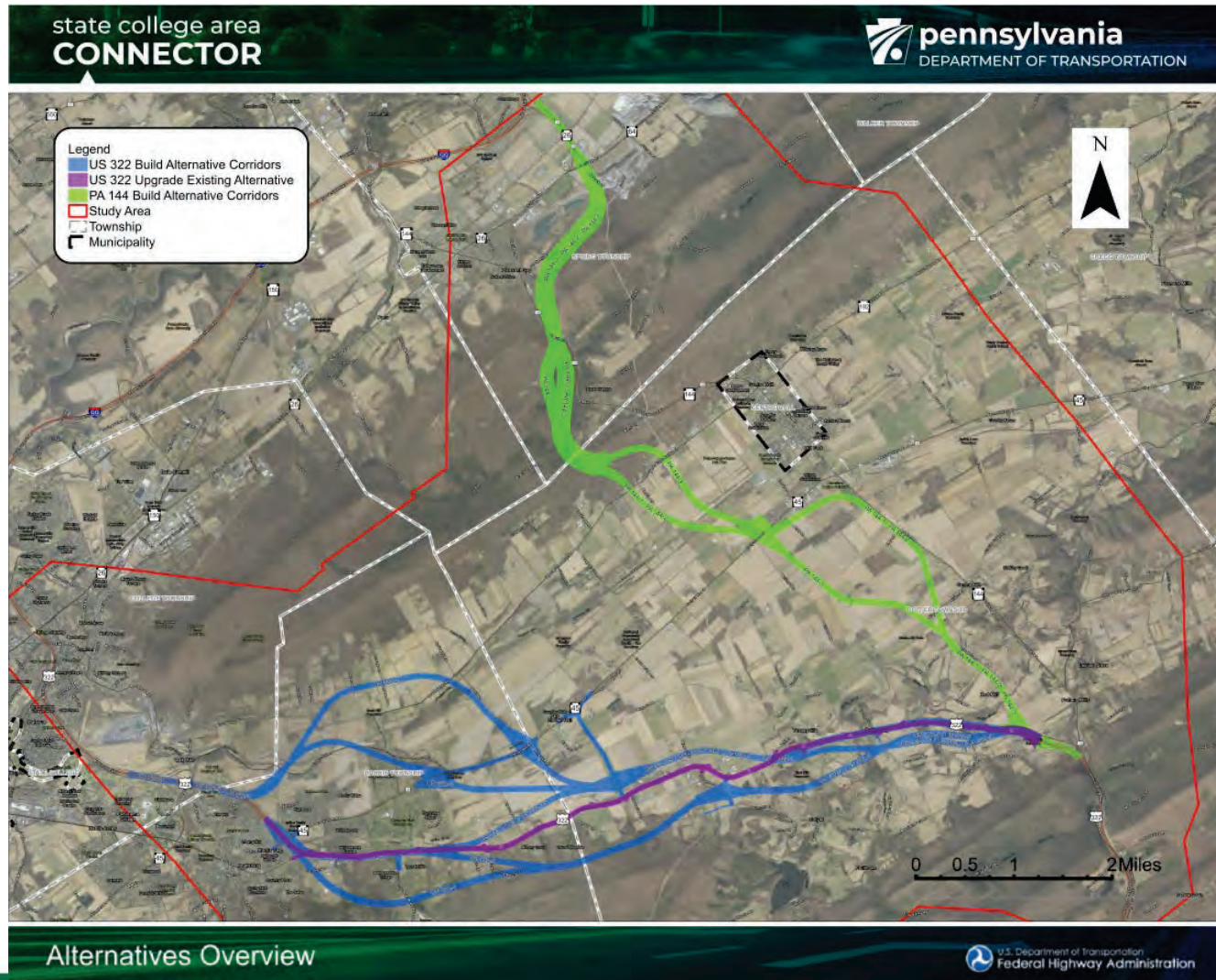


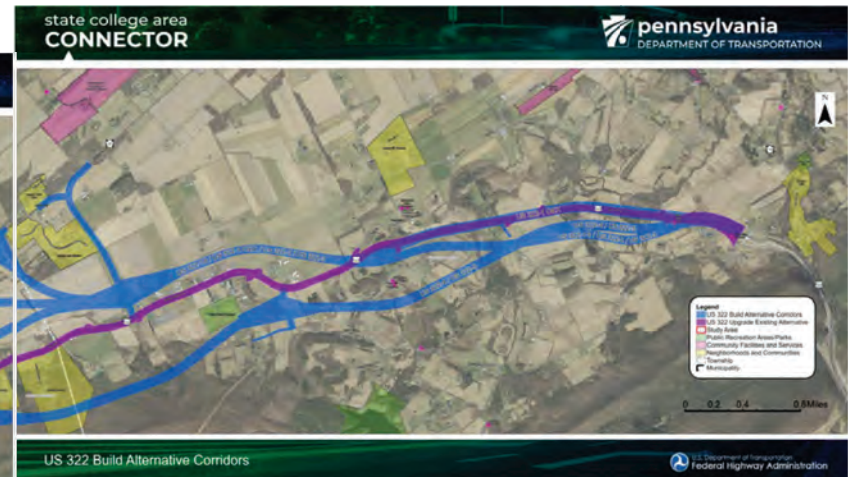
60-Foot Median Typical Section – Original

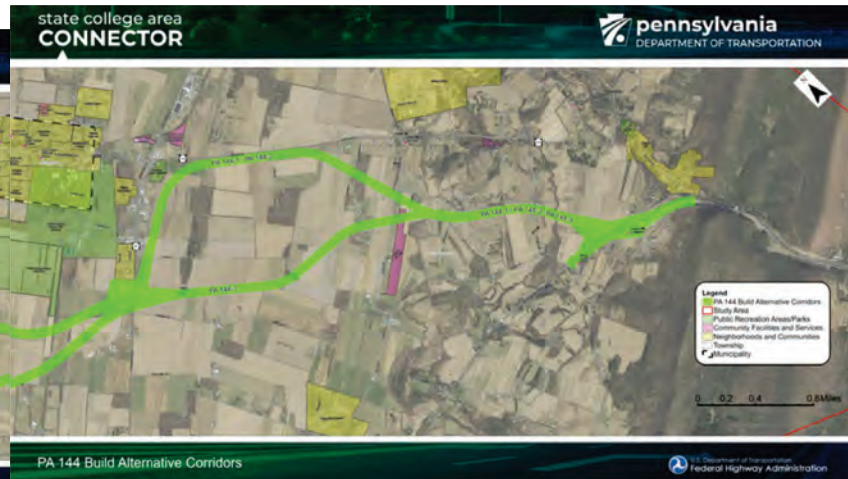


Typical Section Changes



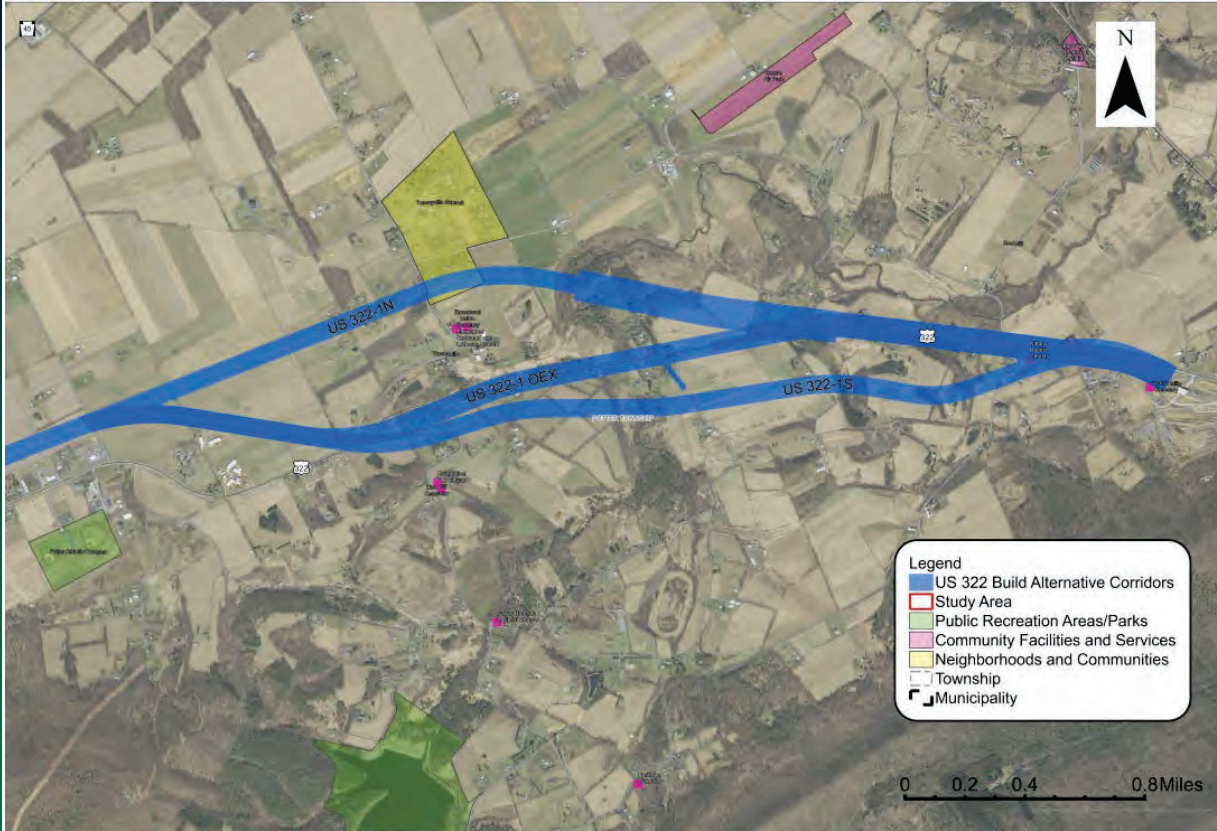






Study Background

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CONNECTOR



East End US 322 Build Alternatives Considerations



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Feature	US322 -1 Existing (DEX)	US322 -1 South (S)	US322 -1 North (N)
Potential Limit of Disturbance Area	173	155	153
Productive Ag Land (acres)	78	104	94
Agricultural Security Areas (within Productive Agricultural Land) (acres)	57	56	59
Agricultural Zoning Districts (acres)	56	54	46
Prime Farmland Soils (acres)	60	54	39
Statewide Important Farmland Soils (acres)	102	66	52
Conservation Easements (acres)	8	0	38
Ant 115 Clean and Green Areas (acres)	82	110	125
Wetlands (acres)	13	9	19
Total Streams (# of crossings / linear feet)	9 / 3,716	9 / 4,254	10 / 5,515
OWF-HQW Streams (# of crossings / linear feet)	4 / 2,029	6 / 4,254	4 / 1,654
Product Lines (# / acres)	2 / 1	2 / 0	3 / 1
100 yr. Floodplains (acres)	19	8	24
Forested/Wooded Habitats (acres)	14	11	26
PA Natural Heritage Core Habitat (acres)	28	11	42
Land Features (#)	3	3	12
NLE Bat Swarming Area (acres)	100	56	148
Indiana Bat Swarming Area (acres)	100	56	148
NRHP Listed Property (#)	0	0	0
NRHP Eligible Property (#)	0	0	0
Potentially Individually NRHP Eligible Property (#)	0	0	0
Penns Valley/Brush Valley Rural Historic District Contributing Property (# / acres)	50 / 118	28 / 102	32 / 94
Known Archaeological Sites (#)	0	1	0
Historic Period Archaeological Sensitivity Area (acres)	8	8	2
Statewide Prehistoric/Pre-Contact Model - High Probability Area (acres)	118	86	103
Statewide Prehistoric/Pre-Contact Model - Medium Probability Area (acres)	42	54	71
Residential Units (#)	26	5	19
Commercial (non-ag operations) (#)	4	1	2
Places of Worship (#)	1	1	1
HUD Subsidized Housing Units (#)	0	0	0
Community Facilities (acres)	9	1	7
Neighborhood/Community (# / acres)	0 / 0	0 / 0	1 / 7
Conservation/Forest Conservation Zoning Districts (acres)	0	0	0
Parks (# / acres)	0 / 0	0 / 0	0 / 0
Developable Area within Regional Growth Boundary (acres)	0	0	0
Waste Sites (#)	4	1	3
Quarry and Mineral Mining Operations/Quarry (acres) (property / acres)	0 / 0	0 / 0	0 / 0

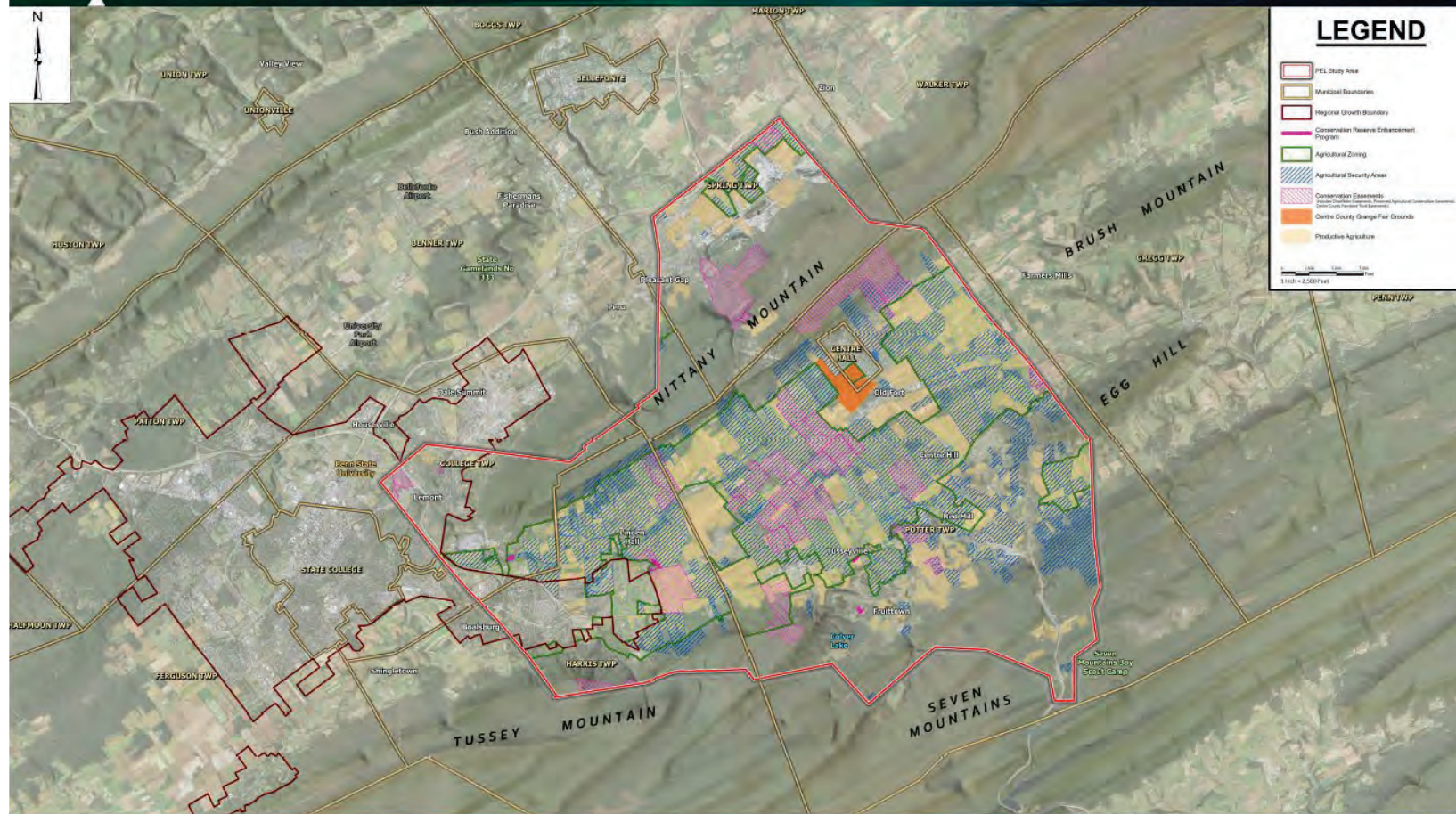
Impacts that are greater than 110% of the Average Impact Value for the resource
Impacts that are less than 90% of the Average Impact Value for the resource

state college area
CONNECTOR

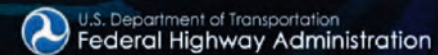
US 322 East Build Alternative Corridor Options

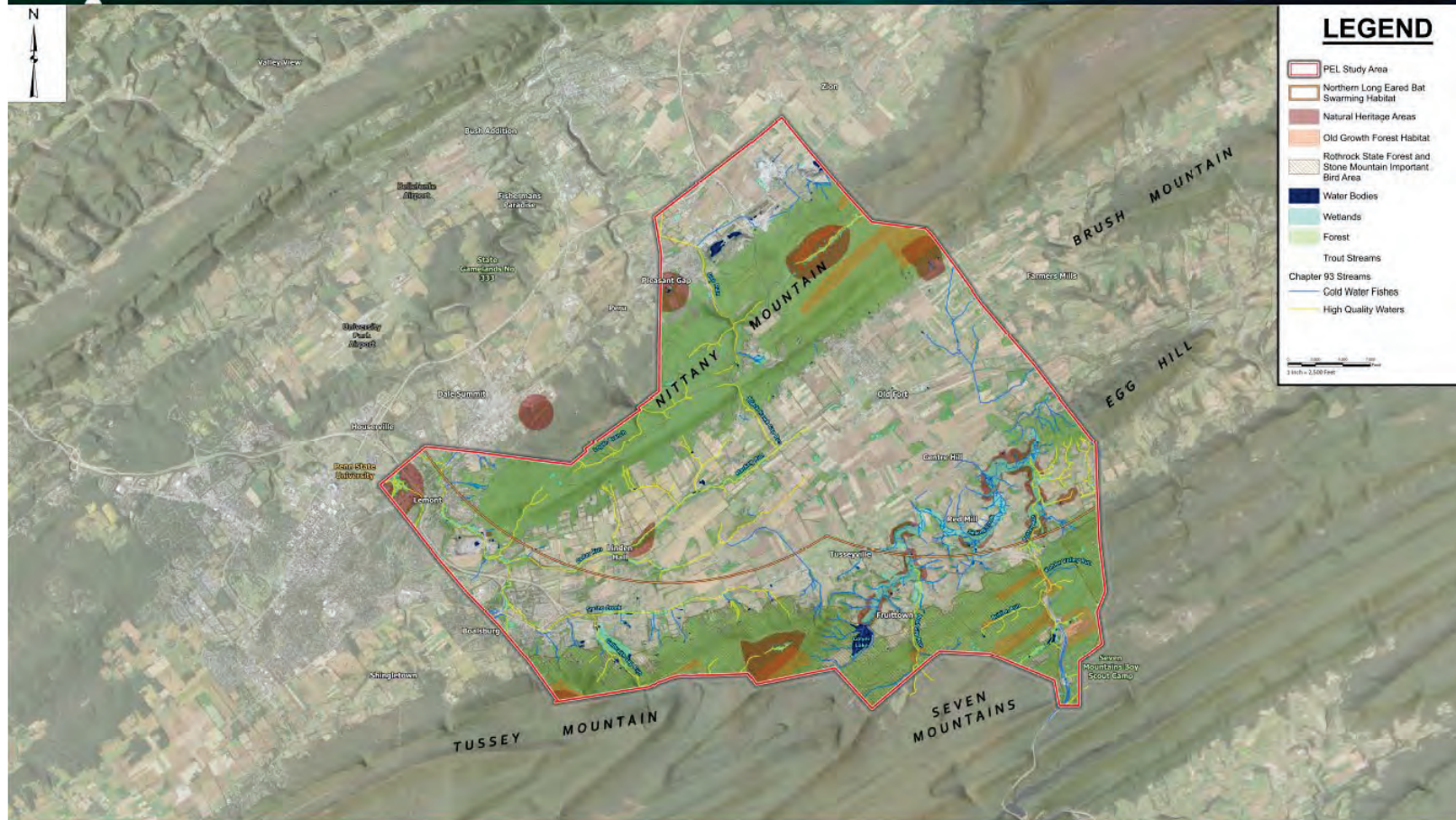


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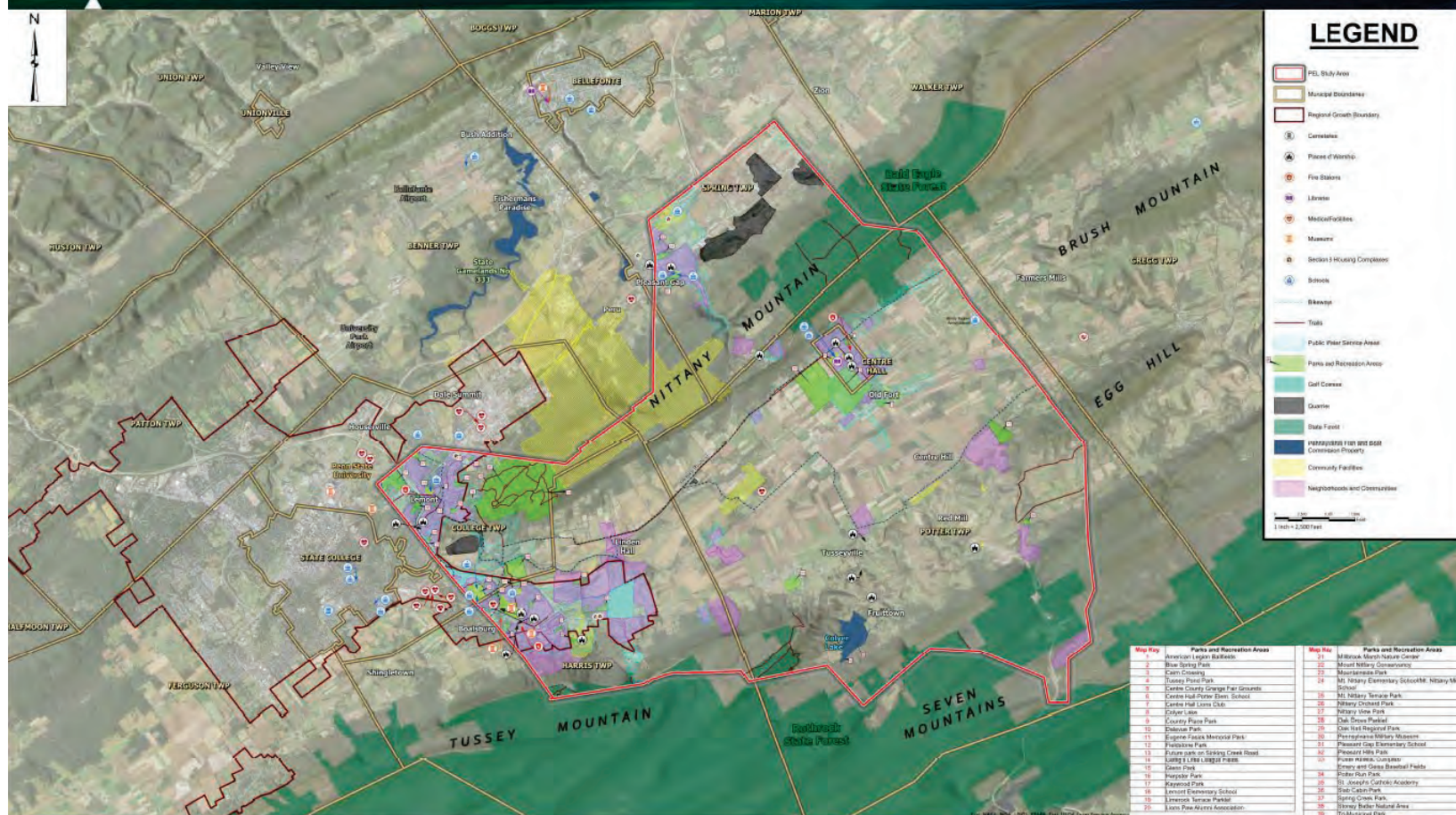


Agricultural Resources

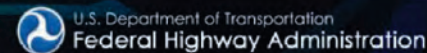




state college area CONNECTOR



Socioeconomic Resources

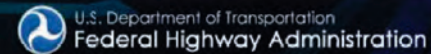


state college area CONNECTOR

state college area CONNECTOR



Above Ground Historic Resources



state college area CONNECTOR



Feature	US 322 Build Alternative Corridors						PA 144 Build Alternative Corridors			US 322 Upgrade Existing Alternative
	US322 - 1 Existing (OEX)	US322 - 1 South (S)	US322 - 2	US322 - 3	US322 - 4	US322 - 5	144-1	144-2	144-3	
Potential Limit of Disturbance Area (acres)	483	448	482	493	429	432	866	559	670	282
Agricultural Resources										
Productive Ag Land (acres)	251	278	361	313	180	181	294	296	208	98
Agricultural Security Areas (within Productive Agricultural Land) (acres)	111	112	192	146	70	57	185	186	183	32
Agricultural Zoning Districts (acres)	248	247	317	337	184	189	172	174	171	120
Prime Farmland Soils (acres)	212	216	235	205	95	126	228	228	199	114
Statewide Important Farmland Soils (acres)	208	175	187	213	132	146	218	214	192	141
Other Land Preservation										
Conservation Easements (acres)	24	16	0	50	17	15	108	111	110	12
Act 319 Clean and Green Areas (acres)	233	251	312	296	280	255	401	424	451	98
Water Resources										
Wetlands (acres)	15	12	12	13	14	15	7	6	8	8
Total Streams (# of crossing linear feet)	22 8,911	24 9,487	19 9,000	21 10,038	18 11,418	22 12,624	12 8,177	11 8,396	10 6,613	18 5,281
CWF-HQ/CWF Streams (# of crossings linear feet)	17 7,222	24 9,487	19 9,000	21 10,038	18 11,418	21 10,289	10 7,211	11 8,396	8 5,646	15 4,746
Ponds/Lakes (# acres)	8 2.9	8 5.0	2 0.1	2 0.1	8 1.3	9 1.5	2 0.1	2 0.1	2 0.1	6 1.2
100 Yr. Floodplains (acres)	21	9	10	15	12	13	10	11	10	11
Terrestrial Habitat and Threatened and Endangered Species										
Forested/Wooded Habitats (acres)	25	23	26	56	146	111	248	261	266	24
PA Natural Heritage Core Habitat (acres)	25	11	11	11	15	15	8	8	8	15
Karst Features (#)	26	26	47	26	2	2	53	52	61	4
NLE Bat Swarming Area (acres)	134	90	266	234	71	71	658	660	631	71
Indiana Bat Swarming Area (acres)	100	56	56	56	71	71	658	660	631	71

Impacts that are greater than 110% of the Average Impact Value for the resource
Impacts that are less than 90% of the Average Impact Value for the resource

The recently approved Rural District Zoning Update for Harris Township is not reflected in the Agricultural Zoning Districts acreage estimates; however, the new zoning districts will be incorporated into the final acreage estimates of the respective alternatives for the PEL Study Report.

Natural Resources within the Build and Upgrade Existing Alternative Corridors



state college area CONNECTOR



Feature		US 322 Build Alternative Corridors												PA 144 Build Alternative Corridors						US 322 Upgrade Existing Alternatives			
		US322 - 1 Existing (OEX)		US322 - 1 South (S)		US322 - 2		US322 - 3		US322 - 4		US322 - 5		144-1		144-2		144-3					
Potential Limit of Disturbance Area (acres)		463		446		482		493		429		432		896		899		870		282			
Cultural Resources	Historic Resources																						
	NRHP Listed Property (#)		0		0		0		1		0		0		0		0		0		0		
	NRHP Eligible Property (#)		1		1		0		0		0		1		0		0		0		1		
	Potentially Individually NRHP Eligible Property (#)		3		2		0		1		0		2		2		2		1		3		
	Penns Valley/Brush Valley Rural Historic District Contributing Property (# acres)		67	263	45	266	64	372	54	331	49	301	48	254	38	279	38	278	33	263	78	113	
	Archaeological Resources																						
	Known Archaeological Sites (#)		3		3		1		1		2		4		3		4		3		4		
	Historic Period Archaeological Sensitivity Area (acres)		16		10		21		22		13		14		22		23		19		26		
	Statewide Prehistoric/Pre-Contact Model - High Probability Area (acres)		245		211		295		282		190		199		208		222		237		196		
Statewide Prehistoric/Pre-Contact Model - Medium Probability Area (acres)		176		188		165		181		167		160		271		272		250		62			
		Impacts that are greater than 110% of the Average Impact Value for the resource																					
		Impacts that are less than 90% of the Average Impact Value for the resource																					

Cultural Resources within the Build and Upgrade Existing Alternative Corridors



state college area CONNECTOR



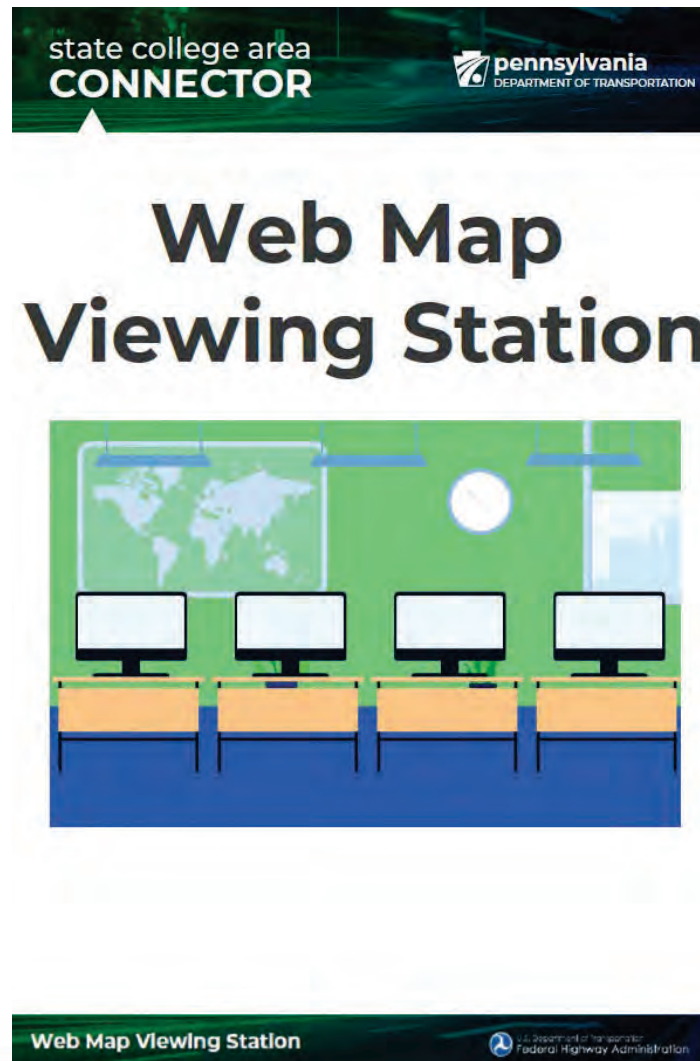
Feature		US 322 Build Alternative Corridors												PA 144 Build Alternative Corridors								US 322 Upgrade Existing Alternative	
		US322 - 1 Existing (OEX)		US322 - 1 South (S)		US322 - 2		US322 - 3		US322 - 4		US322 - 5		144-1		144-2		144-3					
Potential Limit of Disturbance Area (acres)		463		446		482		493		429		432		696		699		670		282			
Social Resources	Socioeconomic Resources																						
	Residential Units (#)		25		8		21		29		8		11		13		13		9		73		
	Commercial (non-ag operations) (#)		6		3		1		1		4		2		3		3		2		8		
	Places of Worship (#)		1		1		1		1		1		1		0		0		0		0		
	HUD Subsidized Housing Units (#)		0		0		0		0		0		0		0		0		0		33		
	Community Facilities (acres)		2		2		1		1		18		2		36		22		9		1		
	Neighborhood/Community (# acres)		12	26	12	26	4	9	8	52	3	18	12	39	1	0.00	2	1	1	0.07	9	13	
	Conservation/Forest Conservation Zoning Districts (acres)		0		0		0		0		0		0		192		196		189		0		
	Parks (# acres)		0	0	0	0	0	0	1	0.4	1	0.3	1	0.3	0	0	0	0	0	0	0	0	
	Developable Area within Regional Growth Boundary (acres)		26		26		13		14		6		29		0		0		0		13		
Waste Sites (#)		12		9		5		3		5		8		9		9		7		14			
Quarry and Mineral Mining Operations (surface quarry acres property acres)		0	0	0	0	0	0	0	0	0	0	0	0	69	170	60	171	60	172	0	0		

Impacts that are greater than 110% of the Average Impact Value for the resource
 Impacts that are less than 60% of the Average Impact Value for the resource

The recently approved Rural District Zoning Update for Harris Township is not reflected in the Conservation/Forest Conservation Zoning Districts acreage estimates nor in the Developable Area within Regional Growth Boundary acreage estimates; however, the new zoning districts will be incorporated into the final acreage estimates of the respective alternatives for the PEL Study Report.

Socioeconomic Resources within the Build and Upgrade Existing Alternative Corridors







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 Saturday, April 16, 2022 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.pa.gov/SCAC

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



state college area **CONNECTOR**

PennDOT.gov/SCAC



Board Review



Public Meeting Open House Video Display Introduction

state college area
CONNECTOR



PUBLIC MEETING OPEN HOUSE

FOR THE

**STATE COLLEGE AREA CONNECTOR
PLANNING AND ENVIRONMENTAL
LINKAGE STUDY**

APRIL 5 AND 6, 2022



AGENDA

- PEL Traffic Update
- Environmental Resource Updates
- Build Alternative Modifications and Refinements





APPENDIX D – Email Letter Invitations

Public Meeting Invitation Interested Parties Email Blast on 3/11/22

OFFICES OF FEDERAL ELECTED OFFICIALS

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. Elizabeth Kishbaugh, CPA Regional Manager, U.S. Senator Robert P. Casey
Colonel Bob DeSousa, State Director, U.S. Senator Patrick Toomey

OFFICES OF STATE ELECTED OFFICIALS

Mr. Matt Wise, Field Representative, State Senator Jake Corman
Mr. Dan Auker, District Manager, State Representative John Hershey
Mr. Ty McCauslin, Communications Coordinator, State Rep. Stephanie Borowicz
Ms. Jill Collier, Deputy Director for Operations, Governor Wolf's Action Team
Ms. Morgan Wagner, Policy Advisor, Office of the Majority Leader, State Rep. Kerry Benninghoff
Mr. Matt Wise, Field Representative, State Senator Jake Corman
Mr. Tor McCartney, Chief of Staff, Rep. H. Scott Conklin
Mr. Walter Russell, Office Manager, State Representative Rich Irvin
Mr. Zack Ankeny, Brookville Office and District Manager, Senator Cris Dush
The Honorable Cris Dush, State Senator

CENTRE COUNTY ELECTED OFFICIALS

The Honorable Michael Pipe, Commissioner, Chair
The Honorable Mark Higgins, Commissioner, Vice Chair
The Honorable Steven Dershem, Commissioner, Vice Chair
Ms. Margaret Gray, Administrator/ Public Information Officer, Centre County
Board of Commissioners

STATE COLLEGE ELECTED OFFICIALS

The Honorable Ezra Nanes, Mayor
The Honorable Deanna Behring, 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 Gopal Balachandran, Council Member
The Honorable Richard Bieber, Council Member
The Honorable Divine Lipscomb, Council Member
Ms. Sharon Ergler, Assistant Borough Secretary

MIFFLIN COUNTY ELECTED OFFICIALS

The Honorable Kevin Kodish, Commissioner

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

GOVERNMENT PARTNERS LIST

Benner Township

Mr. Eric Norenberg, Executive Director, Centre Region Council of Governments

Mr. Adam Brumbaugh, College Township Board of Supervisors

Ms. Kathryn Long, President, Centre Hall Borough Council

Mr. Paul Takac, Council, College Township

Mr. Eric Bernier, Council Chair, College Township

Mr. Richard Franck, Council, College Township

Ms. Carla Stilson, Council, College Township

Mr. Jared Dressler, Representative, Deputy Director for Operations

Mr. Charles Graham, Supervisor, Harris Township

Mr. Dennis Hameister, Supervisor, Harris Township

Mr. Bruce Lord, Chairman, Harris Township

Mr. Nigel Wilson, Supervisor, Harris Township

Mr. Frank Harden, Vice Chairman, Harris Township

Ms. Amy Farkas, Harris Township Board of Supervisors

Mr. Mark Coloussy, Director, Mifflin County Planning and Development

Mr. Jake Tanis, Vice Chairman, Potter Township

Mr. Dick Decker, Chairman, Potter Township

Ms. Erin Wells, Regional Director, Pennsylvania DEP

Mr. Michael Danneker, Spring Township Board of Supervisors

Mr. Andy Arnold, Borough Engineer, State College Borough

Mr. Tom Zilla, Principal Transportation Planner, Centre County MPO

Mr. Jim Saylor, Transportation Director, SEDA-COG

Ms. Centrice Martin, Township Manager, Ferguson Township

Mr. Doug Erickson, Township Manager, Patton Township

Mr. Dan Trevino, Township Supervisor, Patton Township

Mr. Pam Robb, Township Supervisor, Patton Township

Mr. Elliott Abrams, Township Supervisor, Patton Township

Ms. Betsy Whitman, Township Supervisor, Patton Township

Ms. Sultan Magruder, Township Supervisor, Patton Township

Open House Public Meeting

To provide an update on the PEL Study environmental data collection efforts, traffic analyses, and Build Alternative corridor refinement that have occurred since the September 2021 open house meetings



**Tuesday, April 5, 2022
from 3 P.M. to 8 P.M.**



**Calvary Church –
Harvest Fields**
150 Harvest Fields Drive
Boalsburg, PA

**Wednesday, April 6, 2022
from 3 P.M. to 8 P.M.**

**Centre Hall
Fire Station**
134 North Witmer Avenue
Centre Hall, PA

For more information, visit: [PennDOT.pa.gov/SCAC](https://www.pennDOT.pa.gov/SCAC)

APPENDIX E – Flyer

1. Open House Public Meeting Flyer

Open House 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 an open house 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 on Thursday, March 31 for remote viewing prior to the meeting. Comments can also be provided on the study website.

Open House Public Meeting Purpose: to provide an update on the PEL Study environmental data collection efforts, traffic analyses, and Build Alternative corridor refinement that have occurred since the September 2021 open house meetings.

Details

WHEN: Tuesday, April 5, 2022
from 3 P.M. to 8 P.M.

WHERE: Calvary Church – Harvest Fields
150 Harvest Fields Drive
Boalsburg, PA

WHEN: Wednesday, April 6, 2022
from 3 P.M. to 8 P.M.

WHERE: Centre Hall Fire Station
134 North Witmer Avenue
Centre Hall, PA

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
 PennDOT.pa.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.

Open House 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 an open house 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 on Thursday, March 31 for remote viewing prior to the meeting. Comments can also be provided on the study website.

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150 Harvest Fields Drive
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WHEN: Wednesday, April 6, 2022
from 3 P.M. to 8 P.M.

WHERE: Centre Hall Fire Station
134 North Witmer Avenue
Centre Hall, PA

Agenda

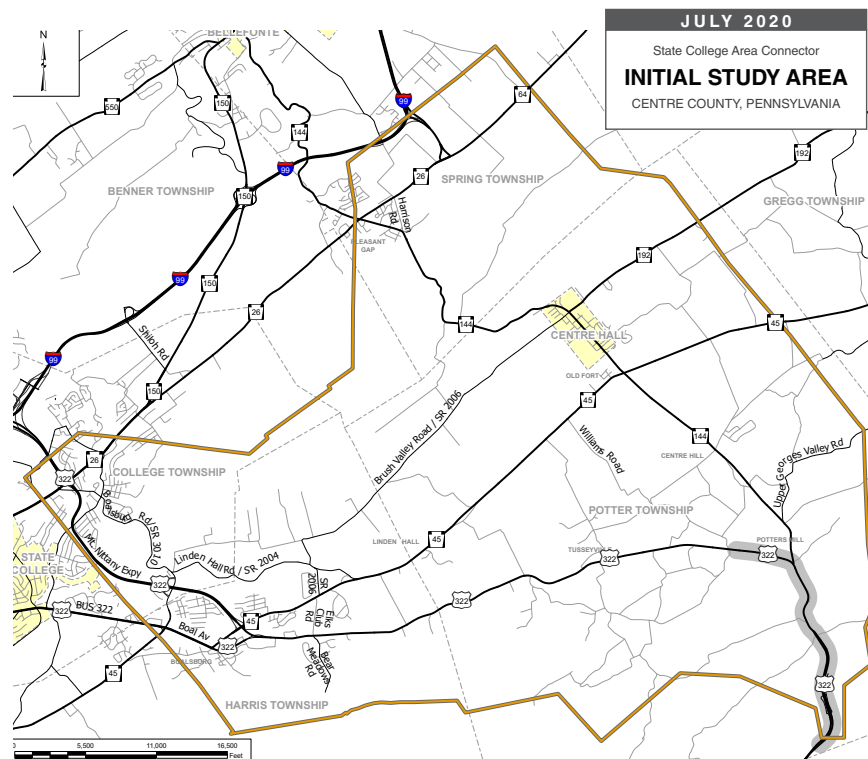
- ▶ Review PEL Study exhibits
- ▶ Discuss the PEL Study with PennDOT
- ▶ Provide input and comments

For more information contact:

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

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

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APPENDIX F – Amish Community Notification

Transmittal of Meeting Notification on 3/23/22

LETTER OF TRANSMITTAL



SKELLY AND LOY
A Terracon Company

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

DATE 3/28/22	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
15			SCAC - Public Meeting Flyers

THESE ARE TRANSMITTED as checked below:

- ☐ For approval ☐ Approved as submitted ☐ Resubmit _____ copies for approval
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☐ FOR BIDS DUE _____ 20 ____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS **Mr. Fisher,**

Please see the enclosed documents that provide information on the upcoming public meetings for the SCAC PEL Study. 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

LETTER OF TRANSMITTAL



SKELLY AND LOY
A Terracon Company

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

DATE 3/28/22	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
15			SCAC - Public Meeting Flyers

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LETTER OF TRANSMITTAL



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A Terracon Company

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

DATE 3/28/22	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:

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☐ Copy of letter ☐ Change order ☐ _____

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APPENDIX G – Media Notification

1. Newspaper Display Advertisements

- Lewistown Sentinel on 3/12/22 and 3/24/22
- Center Daily Times on 3/24/22

LOCAL AND STATE

Calendar

Editor's note: The Sentinel offers nonprofit and other community organizations an opportunity to promote upcoming events for free in this community calendar for three days before the event. Events needing reservations also may be promoted for up to two weeks prior to the reservation deadline.

Events that require a purchase from a for-profit business, even if a donation is made to the organization, are not eligible for the calendar.

Submit items at least one business week before publication via email, events@lewistownsentinel.com; voice mail, (717) 248-6741; online, Virtual Newsroom at www.lewistownsentinel.com; or mail or drop off. The Sentinel, P.O. Box 588 Lewistown, PA 17044. The editor reserves the right to edit all submissions.

With all submissions, you must include a telephone number for verification purposes. The phone number is not for publication, unless so indicated.

If your organization wishes to add a recurring event (e.g., every Monday, third Thurs-

day) that was canceled as a result of the pandemic, contact **Lifestyles Editor Jeff Fishbein**, email living@lewistownsentinel.com or call (717) 248-6741, ext. 108.

Reserve now

• **Soup sale** — pickup between 11:30 a.m. and 1 p.m., March 18 at Pine Glen Church of the Brethren. Held by the kitchen crew and the Garden Committee of the Pine Glen Church of the Brethren. \$8 per quart. Last day to order is March 12. Beef barley, creamy garden vegetable, stuffed pepper soup and ham and bean soup available. Order by calling Pam Mattern (717) 899-7528, Cindy Yoder (717) 248-3890 or Kathy Stimely (717) 994-1223.

• **Mifflin County PASR luncheon meeting** — noon on Friday, March 18, at Birch Hill Event Center, 1100 N. Pine St., Burnham. Menu: iceberg salad, rolls, seafood lasagna w/ veggies, green jello with whip topping. Cost of the meal is \$14. The meeting will be guest speaker Elizabeth Hartsock from Geisinger. If you plan to attend please

respond with your name and number of people attending to ldmj@embargmail.com or by calling (717) 437-6024.

• **Takeout only ham pot pie meal** — Pickup 4-6 p.m. March 26, Milroy United Methodist Church. Meal includes applesauce, cole slaw and desert. Meal is donation only and will benefit the ministry and mission of the Milroy Church. Reserve by March 24 by calling (717) 667-3778.

• **Takeout only chicken pot pie luncheon** — pickup 11 a.m.-1 p.m., March 24 at Port Royal Lutheran Church. Menu: Chicken pie, applesauce and choice of chocolate or white cake. Reservations are required. To order: (717) 527-4040 or (717) 527-4793 by March 17. Snow date for pickup is March 25.

• **Chicken barbecue fundraiser** — pickup noon-3 p.m., Walker Grange parking lot, Mexico. Benefits Dairy Promotion's Fill A Glass With Hope campaign. Cost: \$7 per halves (only halves will be sold). To order tickets: contact any court member or committee person or Pat

Dressler at (717) 348-4077 before March 24.

• **Community Lenten breakfast** — 9 a.m., April 2, Pine Glen Church of the Brethren in the fellowship hall. Guest speaker and vocalist will be Jeff Fisher. RSVP by March 26 to one of the following people: Pam Mattern (717) 899-7528, Kathy Stimely (717) 994-1223 or Cindy Yoder (717) 248-3890.

Saturday, March 12

• **Fly-in, drive-in, walk-in breakfast** — 8-10:30 a.m. at the EAA Club House, Mifflin County Airport - Hanger 4. "World Famous Omelet" plus your favorite side dishes. Sponsored by Experimental Aircraft Association, Chapter 518.

• **Big Valley Alliance Church clothes closet** — CANCELLED DUE TO SNOW.

• **LHS Class of 1965 luncheon** — 11 a.m., Sal Lee's Dream. All classmates and spouses welcome.

Sunday, March 13

• **Ham dinner** — 11 a.m.-1 p.m., McClure Volunteer Fire Co. Menu: Ham, filling, mashed

potatoes, gravy, two vegetables and assorted desserts. Cost: \$12 per adult, \$6 per child ages 6-12, free for children 5 and younger. Dine-in or takeout.

• **Movie night** — 6:30 p.m. at Reedsville United Methodist Church, 60 E. Logan St. Shown will be "The Stray," the true story of a dog who saves a struggling family in more ways than one. Refreshments will be served.

Monday, March 14

• **Chief Logan Class of 1954 lunch** — 11:40 a.m. at Bel-Vue Inn. Information: (814) 571-8913.

• **Bingo** — Kitchen and doors open at 5 p.m. Early bird bingo at 6:30 p.m., Milroy Hose Company. Benefits Armagh Township Easter egg hunt. \$25 package includes up to 15 cards, plus early bird games.

Tuesday, March 15

• **Mifflin County Library Board of Directors meeting** — 5:15 p.m., Mifflin County Library, 123 N. Wayne St., Lewistown. More information: (717) 242-2391.

Ex-police chief guilty of child rape first reported in 2012

By MARK SCOLFORD
The Associated Press

A former police chief has been convicted of raping a child and related offenses in sexual abuse cases in the victim said began when she was about 4 years old and occurred hundreds of times over the following seven years.

The case in northeastern Pennsylvania's Carbon County against former Weissport Police Chief Robert Getz, 30, and a friend of his languished for several years after police first learned of the allegations.

In addition to the rape count, the jury found Getz, of Lehighton, guilty Thursday of one count each of involuntary deviate sexual intercourse with a child, aggravated indecent assault of a child, and indecent assault of a child under 12. His bail was immediately revoked and he was taken to jail.

After his 2019 arrest, Getz was fired from his job as police chief in Weissport, a town of some 400 residents 77 miles (124 kilometers) northwest of Philadelphia. A message seeking comment was left for his lawyer, Brian J. Collins.

Codefendant Gregory E. Wagner Jr., 31, pleaded guilty to child rape in November 2020 and agreed to testify against Getz. Both men, who were adolescents when the abuse began, await sentencing.

According to Getz's 2019 arrest affidavit, the victim told a substitute teacher at her elementary school in early 2012, when she was 11, that Wagner had raped her.

The Carbon County child welfare agency became involved, and the

victim was interviewed by a child advocacy center in Scranton. A nurse concluded the child's symptoms and accounts were consistent with sexual abuse.

Leslie Slingsby, executive director of Mission Kids Child Advocacy Center in East Norriton, an organization that helps respond when child abuse allegation are made, said the victim "went through more than she or he ever needed to, absolutely."

"These are cases that are heartbreaking because it has taken this child so long to get justice as well as for this child to ensure they were safe, for children in the community to be safe," Slingsby said.

Pennsylvania enacted

drastic changes in handling of child sexual abuse cases in the wake of the Jerry Sandusky child molestation scandal, Slingsby said, "but it seems like this should have certainly been resolved before that."

A Franklin Township police officer spoke with Wagner in May 2012, but Wagner stopped the interview after a few minutes and obtained a lawyer, according to the affidavit.

More than a year later, in June 2013, the same officer again questioned Wagner, this time with his lawyer present, the affidavit said. Wagner denied allegations and no charges were filed.

The victim recorded a brief cellphone video of Wagner having her

watch pornography "a few months after the initial complaint was made against Wagner, because nobody believed her and she wanted to show people proof," Sean McGillem, an agent with the Pennsylvania attorney general's office, wrote in Getz's arrest affidavit.

Three years later, in 2015, a criminal complaint was prepared against Wagner but was dismissed by a district judge because of what the attorney general's office has described as a paperwork error.

A Franklin Township officer "revisited" the case in 2018, at which time the victim revealed that Getz, a friend of Wagner's, also had sexually assaulted her, the attorney general's of-

fice has said.

She said both men had sexually assaulted her hundreds of times, several times a week for about seven years, according to the arrest affidavit.

Franklin Township Police Chief Jason Dolliv, Wagner confessed in March 2019 to sexual assaulting the child and implicated Getz.

In September 2018, the

Carbon County district attorney's office referred the matter to the attorney general's office regarding Getz, and in January 2019 regarding Wagner, according to the charging affidavits.

Wagner confessed in March 2019 to sexual assaulting the child and implicated Getz.

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state college area
CONNECTOROpen House Public Meeting Notice
State College Area Connector
Planning and Environmental Linkage Study

The purpose of the State College Area Connector Planning and Environmental Linkage (PEL) Study in southern Centre County is to identify existing and projected transportation issues within the study area and identify transportation solutions. The study is being done by PennDOT in cooperation with the Federal Highway Administration (FHWA).

PennDOT is hosting two open house meetings on April 5 and April 6 from 3 P.M. to 8 P.M. to provide an update on the PEL Study environmental data collection efforts, traffic analyses, and Build Alternative corridor refinements that have occurred since the September 2021 open house meetings. The public open house meetings will be held:

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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.

*There is no
excuse for abuse.*

The Abuse Network
Hotline (717) 242-2444



Spring Mystery Trip
Wed., April 13
American Music Theatre -
"Riverdance"
Sat., April 30
Grandparent/Grandchild
Mystery Trip
Tues., June 28
Bird-In-Hand
"Simple Sanctuary"
Fri., July 8
Multi-Day Mystery Trip
July 19-21
Sight & Sound "David"
Tuesday, August 2
Totem Pole Playhouse
"Footloose"
Thurs., August 11
Creation Museum &
Ark Encounter
Aug 14-17

Cross Country Coaches

NEWPORT, PA
PHONE: 877-585-9454
or 717-248-9454
www.crosscountrycoaches.us

JUNIATA VALLEY WEATHER

TODAY

 Afternoon shower in spots
 High 63° Low 41°

FRIDAY

 Rather cloudy; breezy, cooler
 High 52° Low 42°

SATURDAY

 A passing shower or two
 High 49° Low 29°

SUNDAY

 Showers of rain and snow
 High 38° Low 21°

MONDAY

 Partly sunny, brisk and cold
 High 36° Low 19°

PENNSYLVANIA

Today's weather **AccuWeather.com**

Forecast for Thursday, March 24, 2022

UNITED STATES

National weather **AccuWeather.com**

Forecast for Thursday, March 24, 2022

Handls separate high temperature zones for the day.

Alex
 Juniata Elementary School
 Grade 1

Precipitation as of 8 a.m. Wednesday 0.00"

Precipitation for month of March 1.57"

Juniata River at Lewistown 5.42'

Today's record high temperature 78° set in 1988

Today's record low temperature 17° set in 1959

Sunset tonight 7:26 p.m.

Sunrise Friday 7:06 a.m.

Sources: AccuWeather, National Weather Service, The Associated Press. Weather data for Lewistown.

Louisiana digging out after tornadoes plow through homes

ARABI, La. (AP) — Louisiana National Guardsmen and other responders went door-to-door in areas around New Orleans on Wednesday as the region dug out from overnight tornadoes, with Gov. John Bel Edwards declaring a state of emergency and calling the destruction "devastating."

Other tornadoes spawned by the same system caused so much damage in Texas that the governor declared a disaster in 16 counties. Buildings were shredded in Alabama, where torrential rainfall was recorded.

Two people were killed and multiple others were injured as the storm front blew across the South, upending homes and the lives of the residents in them. The dead included Connor Lambert, 25, in St. Bernard Parish, next to New Orleans, and a woman north of Dallas. Authorities didn't immediately describe how they were killed.

Edwards declared an emergency in St. Bernard, Orleans, Jefferson and St. Tammany parishes. After flying over the area Wednesday, he walked the streets of the tornado-stricken Arabi community near New Orleans, greeting storm victims picking through the wreckage of their homes.

"It's awfully sad, because the destruction is so devastating," Edwards said. "The good news is most of your neighbors outside of this narrow swath — they're able to help."

In front of her roofless home, another woman told Edwards that she, her husband and their 1-year-old son took refuge in the bathroom as the tornado bore down.

"My husband just ran for us to get into the bathroom, and we just dropped down, and he jumped on top of us, covering our son," she said. "So scary."

There were "no injuries, casualties or significant damage reported in Orleans Parish," New Orleans Mayor LaToya Cantrell said Wednesday, but tornadoes touched down in Arabi, just east of the city, and further east in LaCrosse, across Lake Pontchartrain.

In Arabi, debris hung from electrical wires and trees amid destroyed houses. Power poles were down, forcing emergency workers to walk slowly through darkened neighborhoods checking for damage early Wednesday.

One of the destroyed houses belonged to Jibri Brown, who had not yet spent the night there. She had started moving her belongings into the white house Saturday and spent Tuesday having her TVs mounted. They're still on the walls, she says, but the house around them is mangled and knocked off its foundation.

"It took me a year to find my perfect house," said Brown, an ICU nurse. She gestured toward the wreckage: "This is my perfect house."

Amey Sims, who jumped into her car when the tornado warning sounded and drove to the Arabi Heights area to check on relatives, said she "wasn't mentally prepared" to see the devastation.



AP photo

Volunteers walk through destroyed homes, Wednesday in Arabi, La., after a tornado struck the area the night before.

"A bomb looked like it had gone off," she said, describing emergency medics, some crying, dodging live wires as they went door-to-door through shattered homes.

The National Weather Service said the Arabi damage had been caused by a tornado of at least EF-3 strength,

meaning it had winds of 158-206 mph (254-332 km/h), while the LaCrosse-area twister was an EF-1, with winds as strong as 90 mph (145 km/h).

Television stations broadcast live images as the storm damaged an area about 2 miles (3.2 kilometers) long

and a half-mile (0.8 kilometer) wide in St. Bernard Parish, where Ochsner Health said eight patients were treated in an emergency department.

From the air, the Arabi twister's path of destruction reflected in a tight swath of homes that were roofless or reduced to splinters, the line of wreckage interrupted in spots where the tornado apparently skipped over buildings. Outside that thin line of decimation, homes appeared intact.

Collin Arnold, director of homeland security and emergency preparedness in New Orleans, described "incredible devastation" in Arabi, where he said a state team including fire, EMS and police officers from across Louisiana was doing searches and damage assessments.

Louisiana activated 300 National Guard personnel to clear roads and provide support. They joined firefighters

and others searching door-to-door to make sure no one had been left behind, said John Rahaim Jr., the parish's homeland security director.

Residents of severely damaged or destroyed homes in Arabi swept up broken glass and tried to salvage their belongings. The community next to the city's Lower 9th Ward was wrecked by Hurricane Katrina in 2005 and hit hard again when Hurricane Ida swept through last year.

Michelle Malasovich was texting relatives from her home in Arabi when "all of a sudden the lights started flickering." Her husband saw the twister approaching.

"It just kept getting louder and louder," Malasovich said. After it passed, they saw some columns were blown off their porch, and her Jeep's windows were blown out. Others fared worse: "Our neighbor's house is in the middle of the street right now."

The couple inside that

home emerged from the wreckage seeking help to rescue their daughter, who was on a breathing machine and trapped inside, neighbors and authorities said. St. Bernard Parish President Guy McInnis later said the girl was "doing fine."

Gene Katz said he, his wife and their two children hid in a closet as the tornado pushed their home off its slab and caved in the part where they took shelter.

"By the time we closed the door, the roof came off, and that was it," he said.

As the storm front moved eastward, an apparent twister shredded a metal building and shattered windows east of Mobile Bay. The weather service reported more than 8 inches (20 centimeters) of rainfall in the central Alabama city of Sylacauga overnight. The roofs of several homes were damaged in Toxey, Alabama, where tornado warnings were issued.

state college area
CONNECTOR

pennsylvania
DEPARTMENT OF TRANSPORTATION

Open House Public Meeting Notice

State College Area Connector Planning and Environmental Linkage Study

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The produce section in the new Aldi State College on Benner Pike on Wednesday, March 23, 2022.



The new Aldi State College on Benner Pike on Wednesday, March 23, 2022.



Inside the new Aldi State College on Benner Pike on Wednesday, March 23, 2022.

Aldi's 2nd Centre County location set to open Thursday. Here's a peek inside — and what to expect

BY JOSH MOYER
jmoyer@centredaily.com

COLLEGE TOWNSHIP

The shelves are stocked, the floors mopped and the freezers full — so, come 9 a.m. Thursday, Centre County's newest Aldi at 780 Benner Pike will officially open its doors.

The new College Township location is the county's second Aldi, as the first opened just five

months prior in Patton Township, about 7 miles away. The new stores are part of an aggressive campaign by Aldi to become the country's third-largest grocery chain by the end of the year.

The Benner Pike store — one of more than 2,100 in the U.S. — should be a particularly welcome sight for local residents, as it fills a gap left by the 2019 closure of Giant Food Store's East College

Avenue branch.

"We have served the Johnstown-Altoona area for more than 20 years and look forward to continuing to offer State College residents high-quality, fresh foods and low prices ...," Aldi Saxonburg Division Vice President JR Perry said in a written statement.

The 19,221-square-foot Aldi is about 6% smaller than its first Centre County location, but customers

might have difficulty telling the difference in the similar setups. The second store boasts five checkout lanes, both stores will remain open every day from 9 a.m. to 8 p.m., and both locations say more 90% of their products are Aldi-exclusive brands.

New customers might be a bit unfamiliar with the setup of the discount grocery chain. Grocery bags are not freely provided at checkout — Aldi asks

people to bring reusable bags or their own plastic bags for environmental and cost-saving reasons — and the store instead offers recycled paper bags and reusable totes for sale, ranging from 7 cents apiece to \$1.99. Shopping carts also operate on a "quarter system," meaning you must insert a quarter into a mechanism on the cart handle to use it. When done shopping, the quarter is returned when the cart is returned. (That way, Aldi says, it doesn't have to hire extra staff to collect grocery carts.)

According to Perry, the new location will employ 15 to 20 people.

The idea for Aldi's second Centre County location, at the former Krentzman Supply site, was made public in the summer of 2020. In February 2021, College Township formally approved Aldi's plan for another store. And, now in March 2022, the store is finally set to open.

A ribbon-cutting ceremony will take place at 8:15 a.m. Thursday, ahead of the doors opening for the first time 45 minutes later.

According to Aldi's corporate website, the first-ever store opened in 1961 in Germany before expanding to the U.S. 15 years later in Iowa. Since then, in just the U.S., Aldi has grown to more than 2,000 stores across 37 states. It employs more than 25,000 people.

Josh Moyer: @bjoshmoyer



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

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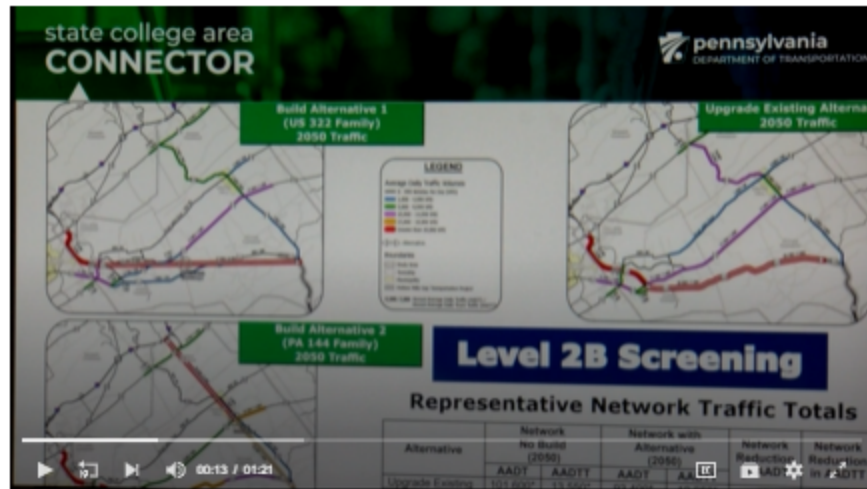
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APPENDIX H – Media Coverage

ABC23 WATM news report on 3/14/22
Centre Daily Times article on 3/14/22
Centre Daily Times articles (2) on 4/4/22
WJACTV article on 4/5/22
WJACTV article on 4/6/22
Centre County Gazette article on 4/7/22
Lewistown Sentinel article on 4/7/22
Centre County Report news report on 4/8/22

State College Connector Project

March 14, 2022 7:43 pm



An update on a story we first told you about last week, as Penndot will be holding 2 public meetings next month on a major Centre County road project.

Penndot calls it the State College Area Connector project the proposed highway link from the Eastern Gateway in Centre County Potters Mills to the central part of the county.

It's been on the drawing board for a long time, after some planning work, it was scuttled in 2004 when PennDOT said funding wasn't available. Three years ago, during a visit to Centre County, Governor Wolf said the connector project

Was back on track, with an estimated price tag of 670 million dollars. Whether to upgrade the current Route 322 corridor or go elsewhere with a new highway remains the prime question.

Penndot has nine alternative routes under Review in the current planning phase, which is the PEL, or Planning and Environmental Linkage, study.

Last Fall, Penndot held in person, and online public hearings and received a sizable amount of feedback. Next Month's public hearings will update Penndot's information gathering, and discuss where they stand with narrowing the New highway route options.

The first public hearing for the State College connector project is scheduled for Tuesday April 5th, beginning at 3 in the Afternoon at the Calvary Church on Harvest Field Drive in Boalsburg, and the other hearing will be the next day, Wednesday April 6th, also beginning at 3 o'clock at the Centre Hall Fire Station.

STATE COLLEGE

What's new with the State College Area Connector project? Residents to soon hear updates

BY HALIE KINES
MARCH 14, 2022 4:26 PM



U.S. Route 322 westbound, pictured in September, is one lane to and from State College. 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 *CENTRE DAILY TIMES, FILE*

Two upcoming meetings will give residents the chance to hear updates about the State College Area Connector Planning and Environmental Linkage Study in southern Centre County.

The Pennsylvania Department of Transportation, along with the Federal Highway Administration, will host meetings from 3-8 p.m. April 5 and 6 to update residents on the data collection efforts, traffic analyses, and Build Alternative corridor refinements. The meetings will be held at the Calvary Church, 150 Harvest Fields Drive, Boalsburg on April 5 and at the Centre Hall Fire Station, 134 N. Witmer Ave., Centre Hall, on April 6.

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.

TOP VIDEOS

AD

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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 project has been in the works for more than a decade.

The SCAC initial study area encompasses 70 square miles of southern Centre County, including portions of Potter, Spring, Harris, College and Benner townships, and Centre Hall Borough. It 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 an August 2021 PennDOT newsletter. The roadway configurations and traffic conditions that currently exist contribute to safety concerns, it states, and the roadway network lacks continuity.

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Public information meetings on the project were first held in September. Harris Township supervisors urged residents to voice concerns to PennDOT about future alignments along Route 322, which they said would remove all industrial zoned property.

As part of the process, PennDOT initiated a PEL Study that will help inform planning decisions and streamline the project delivery process, according to PennDOT. The results of the study will identify transportation projects and alternatives that can move forward into the National Environmental Policy Act process and preliminary engineering, according to the project's website.

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. Construction may not begin until 2027 and won't be completed for several years after.

HALIE KINES

814-231-4633

Halie Kines reports on local government for the Centre Daily Times. She grew up in Penns Valley and graduated from Penn State.

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COMMUNITY

A PA project could cost \$800M and improve safety. Centre County



ABBY DREY

BY **BRET PALLOTTO**

UPDATED APRIL 04, 2022 11:08 AM



It could be nearly a decade until construction is finished, but the State College Area Connector project’s foundation is being laid now.



Only have a minute? Listen instead

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09:10

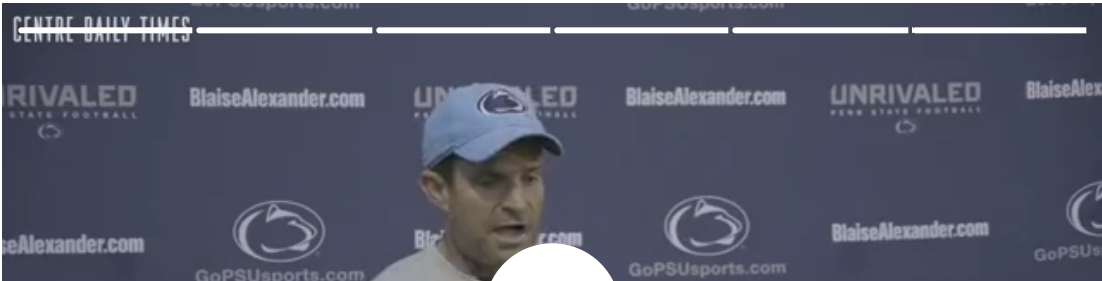
POTTER TOWNSHIP

Jesse Darlington sat atop his tractor overlooking part of the 250-acre farm his family has owned for more than three decades, preparing to feed his nearly three dozen Black Angus cattle just hours after a calf was born.

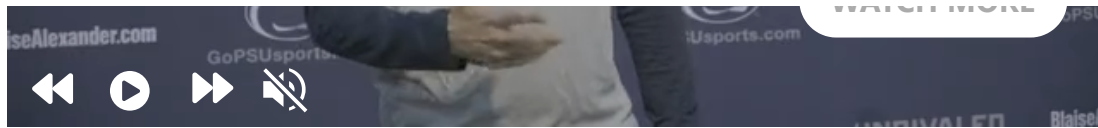
Bald eagles soar through the valley with regularity. Turkeys and deer are habitual visitors. Nearly two dozen goats, more than a dozen horses and pigs call the farm home.

The 52-year-old father of three proudly feeds those animals with the wheat, soybeans, hay, corn and oats that’s harvested from the fields season after season.

TOP VIDEOS



X



Penn State Football Defensive Coordinator Manny Diaz speaks about Curtis Jacobs

But there's the possibility all of that could be wiped away if the state Department of Transportation opts to bring a major construction project through the U.S. Route 322 corridor.

"Farming alone is stressful, but when you know you're going to lose something that you worked so hard for and your parents before you worked so hard for, I can't put it in words. My kids worked so hard throughout their life and now probably won't get an opportunity to farm because they're taking it away from us," Darlington said. "There's no amount of money that can pay for all that time and effort that we put into this. When people say, 'Well, you're going to get land value,' it never offsets what we have invested in this farm and our love for farming, for sure."

Six of the nine [proposed routes for the State College Area Connector](#) would bring the project through the Route 322 corridor. One of those six is to upgrade the existing highway, while the remaining five would first bring the project south of the road.

And any of those five options would cut through Darlington's farm, leaving the Centre County native and lifelong farmer no choice but to shut his operation down.

X



Jesse Darlington walks out to some of his Percheron horses on his family's farm on Thursday. Abby Drey
ADREY@CENTREDAILY.COM

“We cannot farm with roads going through the middle of our farm. If it would skirt along the edge, it’s not a problem, but it doesn’t show that it’s going to do that,” Darlington said. “... I would rather them take my house and my barn than take my farm and my animals. I can live somewhere else. My cows can’t; my horses can’t.”

‘WE DON’T WISH THIS ON ANYBODY’

Darlington’s late father is buried on the farm. His mother, Bonnie Darlington, lives in one of the two houses on the property. She spoke from her dining room table against the backdrop of large windows that offer a panoramic view of the expansive farm.

X

“The family has been farming since 1682 and now we may not be continuing if this happens,” she said, her voice fading. “We’re praying. We don’t wish this on anybody.”

The Darlingtones were two of more than a half-dozen Potter Township residents who spoke with the Centre Daily Times about the long-planned project that could cost upward of \$800 million.

Each separately acknowledged improvements need to be made to the highway that has seen no shortage of deadly crashes — three last year alone — but said putting the new highway through the farms that represent their livelihoods isn’t exactly palatable.



In one of the proposed 322 routes for the State College Area Connector project, the road would go through the cornfield to the right of the Darlington family home on their 250-acre farm. Abby Drey

ADREY@CENTREDAILY.COM

X

he's lived in since 1977 could be replaced by a cloverleaf interchange.

Allan Darr, 65, has a private horse farm that he's lived in since 1995. He's the man behind the signs along the existing highway that read "Save Colyer. No divided families or farms."

None of the proposed routes would cut through Save Colyer Lake President Tom Kistler's property. Yet he expressed concern the highway could put the "fabric of the community" at risk.

Doug Rimmey and his wife own a 95-acre farm that would be bisected by any of the proposed routes along Route 322.

"This is really upsetting as hell knowing that the value of this farm would be roughly 50% of what it is today with a four-lane through it," Rimmey said.

HOW DID WE GET HERE?

The project has been on the drawing board for nearly two decades, but was abandoned in 2004 when funding was pulled by the federal government. Gov. Tom Wolf announced during a 2019 press conference that funding would come from the state.

The project would complete a four-lane highway from Happy Valley to Harrisburg, if PennDOT chooses the Route 322 corridor.

The highway handles about 15,000 vehicles daily and is expected to see a 27% increase in annual average daily traffic by 2050, while [daily truck volume is expected to increase by 31%](#).



Jesse Darlington shows how one of the proposed 322 routes would cut through the middle of his farm, separating his fields and animals. Abby Drey ADREY@CENTREDAILY.COM

IS PENNDOT SERIOUSLY CONSIDERING THE STATE ROUTE 144 CORRIDOR?

The state's highway agency outlined three potential options that would run in the vicinity of state Route 144. Each would connect with Interstate 99, which leads to Interstate 80.

Several Potter Township residents, Harris Township Manager Amy Farkas and township Board of Supervisors Vice Chairman Frank Harden questioned how serious any Route 144 option could be.

"I think that they are looking at 144 because they feel that they have to," Farkas said. "... I don't know how realistic 144 will be because it's problematic — that

X

Some residents who spoke with the CDT were rankled by the project's name, which Harris Township labeled as "misleading."

The name insinuates that PennDOT intends to not consider any direct routes that would facilitate travel for trucks from Seven Mountains to I-80, the township wrote in a September statement. The township asked PennDOT to rename the project years ago, but were rejected.

Wolf even made mention of Penn State, football games at Beaver Stadium and the about 13-mile stretch between Potters Mills and Boalsburg during [his press conference three years ago](#).

"We are generally supportive of the project moving forward, as these types of projects would help address safety concerns, access to the region and economic viability for the community in the future," university spokeswoman Lisa Powers wrote in an email. "We have not had direct conversations with PennDOT about this project nor have we expressed an opinion about a preferred alignment."

LEVEL 2B SCREENING



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Harris Township's Board of Supervisors has made clear they do not support any alignment that would bring the project through the township.

They endorsed one of the three routes proposed for the Route 144 corridor, saying [a "significant" amount of semitrailers that travel through the area](#) are destined for I-80 and that would give them the most direct path.

About 62% of heavy trucks traveling along Route 322 westbound are headed toward I-80, according to data gathered by PennDOT. Most passenger vehicles are [headed toward Happy Valley](#).

PennDOT, Harden said, is "going to go where they want to go and there's not a whole lot we're going to do about it."

"To be quite honest with you, after all this is said and done, I think they're coming right up the current 322 route. I hope not, but if you watch and listen to them and everything that's coming out, I just think that's where they're headed with it," Harden said. "We're going to try our darnedest to get the best solution."

The township's decision-makers also expressed concern that PennDOT used outdated maps in its first proposal. That's significant, the township said, when the alignments would "forever alter the character of our community."

"I think that upsets people because then they literally feel like PennDOT doesn't know that their home exists or their neighborhood exists," Farkas said. "They're concerned that they're being left behind and they're not going to be taken into consideration."



One of the proposed State College Area Connector routes would cut through the fields of the the Darlington family's 250-acre farm. The road would go through the cornfield to the right of the blue barn. Abby Drey
ADREY@CENTREDAILY.COM

WHERE DOES IT GO FROM HERE?

There are two public meetings planned this week.

One is scheduled for 3-8 p.m. Tuesday at Calvary Church, 150 Harvest Fields Drive in Boalsburg. The other is scheduled for 3-8 p.m. Wednesday at the Centre Hall Volunteer Fire Company, 134 N. Witmer Ave.

Information presented at both meetings will be identical. PennDOT is expected to offer updated data, traffic analyses and refined proposals since the last public meetings in September

X

The planning and environmental linkage study is the first of five phases in advancing the project.

PennDOT hopes to have a draft report completed by mid-summer that would recommend moving forward with two or three routes, department spokeswoman Marla Fannin wrote in an email.

The final study would be followed preliminary engineering and environmental studies, final engineering design, right-of-way acquisition and construction.

The latter is slated to begin in 2027 and is expected to take upward of four years to complete.



An American flag waves in the breeze as a herd of cattle grazes in a field at Darlington Farm on Friday. Abby Drev ADREY@CENTREDAILY.COM

X



BRET PALLOTTO

   814-231-4648

Bret Pallotto primarily reports on courts and crime for the Centre Daily Times. He was raised in Mifflin County and graduated from Lock Haven University.

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COMMUNITY

Meetings this week on State College Area Connector project. Here's what to know

BY CDT STAFF REPORTS

APRIL 04, 2022 11:07 AM



Bonnie Darlington and her son Jesse Darlington talk about what one proposal with the State College Area Connector Project would mean for their 250 acre farm in Centre Hall. BY ARRY DREV



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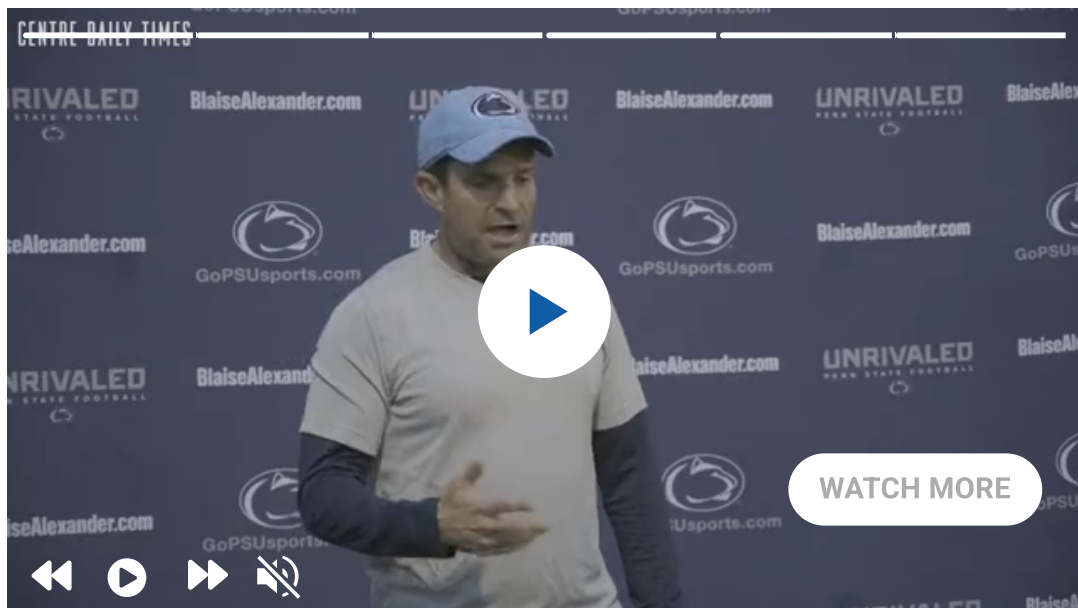
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Two meetings will be held this week to give residents a chance to hear updates about the [State College Area Connector project](#) in southern Centre County.

The project has been in the works for more than a decade and could cost upward of \$800 million. The project's long-stated goal is to improve a 13-mile stretch of U.S. Route 322 from the Seven Mountains to State College.

WHEN ARE THE MEETINGS?

TOP VIDEOS



Penn State Football Defensive Coordinator Manny Diaz speaks about Curtis Jacobs

Two open house public meetings will be held this week. The first is from 3-8 p.m. Tuesday at Calvary Church, 150 Harvest Fields Drive, Boalsburg. A second meeting will be held 3-8 p.m. Wednesday at the Centre Hall Fire Station, 134 N. Witmer Ave..

People may attend any time between the posted hours, and information presented at each meeting will be identical.

Information on the project can also be viewed online at www.penndot.gov/scac.

WHAT WILL BE PRESENTED?

The meetings will provide an update on the data collection efforts, traffic analyses and Build Alternative corridor refinements related to the State College Area Connector Planning and Environmental Linkage study, according to the Pennsylvania Department of Transportation.

Six of the nine proposed routes for the State College Area Connector would bring the project through the Route 322 corridor, including one alternative that would upgrade the existing highway. The other three potential options would run in the vicinity of state Route 144.

HOW ELSE CAN I PROVIDE FEEDBACK ON THE PROJECT?

Comments on the Planning and Environmental Linkage study will be accepted throughout the duration of the study [on PennDOT's website](#).

WHAT'S NEXT?

The planning and environmental linkage study is the first of five phases in advancing the project. PennDOT hopes to have a draft report completed by mid-summer that would recommend moving forward with two or three routes, department spokeswoman Marla Fannin recently told the Centre Daily Times.

The final study would be followed preliminary engineering and environmental studies, final engineering design, right-of-way acquisition and construction. The latter is slated to begin in 2027 and is expected to take upward of four years to complete.

A PA project could cost \$800M and improve safety. Centre County residents fear what it'd destroy

APRIL 03, 2022 5:00 AM

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TERMS OF SERVICE

PennDOT State College Area Connector Project: PennDOT Holds First of 2 Public Meetings

by Dylan Huberman
Tuesday, April 5th 2022



“Farmers and other people that might be impacted going directly through their neighborhood, yeah that’s a tough decision,” Null stated. “Hopefully, whoever has to sacrifice their land will be compensated fairly.”

PennDOT’s Assistant Project Manager Eric Murnyack says these meetings serve as information sessions for the public...and for PennDOT.

“Absolutely, I mean, that’s part of the reason why we come to meetings is to get a better idea of what we’re all affecting and how we can move the road around to avoid certain impacts and how we can minimize impacts, just in general,” he said.

But at the end of the day, both men agree something has to give.

“One of the comments that we’ve gotten over and over in meetings is we need to do something because there’s accidents on this road, people are getting killed on this road,” Murnyack said.

“There’s totally a need to adjust for what’s there,” Hull opined. “We have a lot of accidents happening, it’s really, really bad, and it’s scary to travel on it as just a motorist.”

There will be another meeting at the Centre Hall Fire Station on Wednesday from 3-8.

How would eliminating PA's gas tax affect future road and bridge projects?

by Gary Sinderson
Wednesday, April 6th 2022



Nine route options are on the table, sparking controversy, and plenty of public comment.

“I don’t know how many times I’ve heard; you know where it’s going to go, just start building it,” said PennDOT Project Manager Dean Ball. “There’s nothing further from the truth.”

According to PennDOT, 74 percent of their road and bridge construction funding comes from the tax on what we pay at the pump.

So, would a tax cut delay future road construction.

For the State College Connector Project, which has already been delayed nearly 20 years due to funding problems, the answer is “no.”

For other projects, it’s uncertain, especially with PennDOT saying they already have an \$8 billion gap in the funding available and the estimated price tag for future road construction priorities.

Simply cutting the gas tax also has other strings attached.

“People don’t realize that tax is levied on the wholesale,” said Rep. Kerry Benninghoff. “There’s no guarantee that will be reflected on the pump. Last thing we want is not to be helping consumers.”

Projected gas tax revenue is based on how many miles we drive -- how many vehicles are on the highway, and right now, even that’s a bit uncertain.

“Right now, the problem with COVID, you don’t have true traffic counts. Traffic now is just returning to normal.”

Plus, there’s the issue of electric vehicles, and more fuel-efficient vehicles now using less gas.

Thursday, April 7, 2022

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PennDOT gives updates on connector project



JOAN AND Bill Zimmer study a map showing one of the potential state Route 322 configurations during a PennDOT public meeting at Calvary Church in Boalsburg on April 5. The purpose of the meeting was for local residents to hear updates on the State College Area Connector Planning and Environmental Linkage Study. VINCENT CORSO/The Gazette

By [Vincent Corso](#) - April 7, 2022

BOALSBURG — A large crowd of community members attended The Pennsylvania Department of Transportation's public meeting at Calvary Church in Boalsburg on April 5 to hear updates on the State College Area Connector Planning and Environmental Linkage Study.

During the gathering, PennDOT representatives shared an update on the data collection efforts, traffic analyses and build alternative corridor refinements since the last public meetings were held in September.

A similar meeting was scheduled at the Centre Hall Fire Station on April 6.

The purpose of the study is to identify existing and projected transportation needs within a 70-square-mile area in the U.S. Route 322, state Route 45 and state Route 144 corridor, where the existing road network and configuration cause safety concerns and lack continuity.

"We are just trying to give people updated information on traffic studies, traffic number, in regards to alternative tweaks, they can sit down with consultant people to take a look at the mapping to

see where they live, how a particular alternative might affect them,” said Marline Fanin, community relations coordinator and press officer for PennDOT. Those who were unable to attend the meeting can view the information and submit comments at www.penndot.pa.gov.

Efforts to connect Route 322 at Seven Mountains and southern Centre County with a four-lane highway date back nearly two decades, but the project was scrubbed in 2004 when funding was pulled. In 2019, Gov. Tom Wolf announced the state’s commitment to finally move the project forward, with an estimated cost of about \$670 million.

With the completion of the four-lane realignment of U.S. 322 at Potters Mills Gap last year, the connector would complete a four-lane highway from the State College area to Harrisburg.

Many area residents are concerned about how the project might impact the community and environment. Along U.S. Route 322, signs can be seen that show concern about how the project may impact farms and families.

“Certainly, people are going to be impacted,” said Matt Keeffer, a resident of Oak Hall. “I would be concerned about the southern routes and their proximity to the mountains, impacting the watershed.”

Joan and Bill Zimmer of Tusseyville said they are worried the project will impact their community, but said PennDOT did take some of the comments from the September meeting into consideration.

“They narrowed the road for one, which is a big deal, and they are studying whether they can go over Centre Hall Mountain. This looks like a pretty good route, in the sense that it affects less people, less homes and less businesses,” said Bill Zimmer.

“It is going to impact people in many ways, no matter what route they take,” said Joan Zimmer.

The study is the first of five phases in advancing the transportation project. After the study is finalized, it will be followed by preliminary engineering and environmental studies, final engineering design, right-of-way acquisition and construction.

Construction is not expected to begin until at least 2027 and will take several years to complete.

Fanin said by this coming summer, PennDOT should have a summary of the study and have two to three options identified for the project. At that point another round of public meetings will be held.

*Geoff Rushton, managing editor of **StateCollege.com**, contributed to this report.*

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The Sentinel



Graphic Courtesy of PennDOT

Shown above are a few of the proposed connector routes for routes 322 and 144 in PennDOT District-2's State College Area Connector Study.

STATE COLLEGE — More than 400 individuals attended an open house event Tuesday at Calvary Church in Boalsburg. PennDOT updated the public on the State College Area Connector Study.

The department conducted a study to develop and evaluate a range of alternatives to improve mobility and meet interstate and regional 'through traffic' and local needs.

PennDOT will reduce congestion, address safety and improve system continuity within the study area while accommodating other modes of traffic and supporting regional land.

PennDOT believes that inadequate system linkage and intermodal connectivity exists in the study area and currently does not accommodate regional and interstate traffic, in particular heavy truck traffic, along with local commuter and non-motorized traffic.

Transportation projects advance through five phases before they can be used by the traveling public.

The first step involves the planning and environmental linkage studies (PEL). This plan remains the most current activity in the study and will remain so until winter at minimum.

Then, PennDOT will conduct preliminary engineering and environmental studies (NEPA).

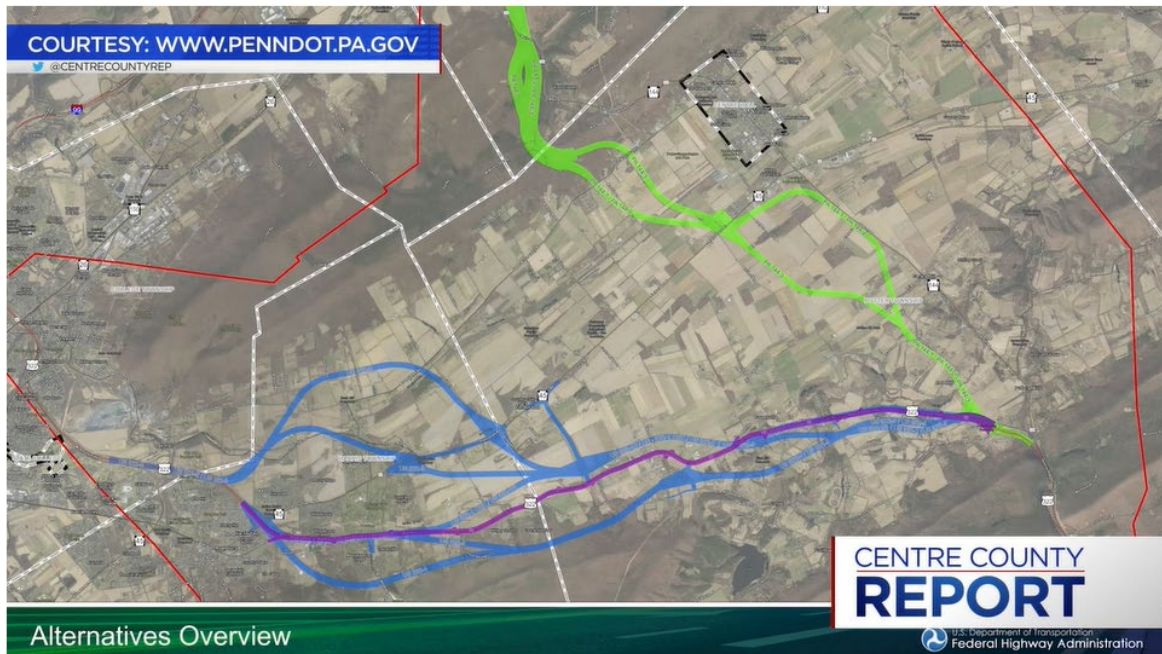
They will follow with preparation for the final engineering design and acquire the right-of-ways before breaking ground and beginning construction.

Centre County Report: April 8, 2022

Newscast posted April 8, 2022 in [Centre County Report](#) by Centre County Report

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The latest on a major highway expansion in Central Pennsylvania that's been in the works for nearly two decades. And, Penn State researchers are studying a little known health condition that forced Bruce Willis out of acting. Plus, a sport helping local high school students conquer their fears.

APPENDIX I – Press Releases

1. PennDOT Press Release on 3/14/22
2. PennDOT Press Release on 3/31/22

Next Round of Public Open House Meetings Set for State College Area Connector Study

03/14/2022

The Pennsylvania Department of Transportation (PennDOT) will soon host two public open house meetings 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.pa.gov/SCAC. Information on the study site will also be available at each public open house.

The public open house will be held at two different locations on two different dates in early April. Open House details are:

Tuesday, April 5 from 3:00 – 8:00 PM at Calvary Church, 150 Harvest Fields Drive, Boalsburg, PA

Wednesday, April 6 from 3:00 – 8:00 PM at Centre Hall Fire Station, 134 N. Whitmer Ave., Centre Hall, PA

Information presented will be identical on each date. Attendees may come to either open house at any point within the posted hours.

At these open house events, PennDOT will provide an update on the data collection efforts, traffic analyses, and Build Alternative corridor refinements.

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.

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

###





FOR IMMEDIATE RELEASE
March 31, 2022

Reminder: Next Week Brings New Round of Public Open House Meetings for State College Area Connector Study

State College, PA – The Pennsylvania Department of Transportation (PennDOT) is reminding the public that next week will bring two public open house meetings 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.pa.gov/SCAC. Information on the study site will also be available at each public open house.

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

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APPENDIX J – Other Notification Efforts

CCMPO Example Facebook Post on 3/17/22

Centre Region Council of Governments Website Post on 3/14/22

Social Media Posts by Various Interested Parties



Centre County Metropolitan Planning Organization

March 17 · 🌐

...

!! State College Area Connector Project Open House !!

PennDOT is hosting another open house public meeting for the State College Area Connector Project. This meeting will be to provide an update on the PEL Study environmental data collection efforts, traffic analyses, and Build Alternative corridor refinement that has occurred since the September 2021 public meetings

Tuesday, April 5, 2022 from 3-8 PM at Calvary Church/Harvest Fields

Wednesday, April 6, 2022 from 3-8 PM at the Centre Hall Fire Station

For more info visit: www.PennDOT.pa.gov/SCAC

Harris Township - Government Spring Township Police Department College Township, Centre County, Pennsylvania Ferguson Township Halfmoon Township, Pennsylvania Patton Township, Centre County, Pennsylvania Borough of State College Centre County Government Centre Region Council of Governments Chamber of Business & Industry of Centre County The Happy Valley Adventure Bureau

state college area
CONNECTOR

pennsylvania
DEPARTMENT OF TRANSPORTATION

Open House Public Meeting

To provide an update on the PEL Study environmental data collection efforts, traffic analyses, and Build Alternative corridor refinement that have occurred since the September 2021 open house meetings



**Tuesday, April 5, 2022
from 3 P.M. to 8 P.M.**



**Calvary Church –
Harvest Fields**
150 Harvest Fields Drive
Boalsburg, PA

**Wednesday, April 6, 2022
from 3 P.M. to 8 P.M.**

**Centre Hall
Fire Station**
134 North Witmer Avenue
Centre Hall, PA

For more information, visit: PennDOT.pa.gov/SCAC

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

State C

March 14, 2022

PennDOT has announced that in-person public meetings for the State College Area Connector project have been scheduled for:

DATE: Tuesday, April 5, 2022
TIME: 3:00-8:00 pm
LOCATION: Calvary Church
150 Harvest Fields Drive
Boalsburg PA

DATE: Wednesday, April 6, 2022
TIME: 3:00-8:00 pm
LOCATION: Centre Hall Fire Station
134 North Witmer Avenue
Centre Hall PA

Name

Email Address

* - denotes required

The same information will be presented at both meetings and attendees may come to either meeting.

Information will include updated mapping of environmental and community features, revised traffic analyses, and refinements to the Build Alternative corridors that have been made since the September 2021 public meetings. The meetings 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.

In late March/early April, the information will also be posted on the SCAC project website at: www.PennDOT.gov/SCAC. Officials and the public are encouraged to provide input to PennDOT either at the public meetings or through the SCAC website.



ABC 23 WATM TV

March 15 · 🌐

...

An update on a story we first told you about last week, as PennDOT will be holding 2 public meetings next month on a major Centre County road project.

PennDOT calls it the State College Area Connector project the proposed highway link from the Eastern Gateway in Centre County Potters Mills to the central part of the county.

It's been on the drawing board for a long time, after some planning work, it was scuttled in 2004 when PennDOT said funding wasn't available. Three years ago, during a visit to Centre County, Governor Wolf said the connector project

was back on track, with an estimated price tag of 670 million dollars. Whether to upgrade the current Route 322 corridor or go elsewhere with a new highway remains the prime question.

PennDOT has nine alternative routes under Review in the current planning phase, which is the PEL, or Planning and Environmental Linkage, study.

Last Fall, PennDOT held in person, and online public hearings and received a sizable amount of feedback. Next Month's public hearings will update PennDOT's information gathering, and discuss where they stand with narrowing the New highway route options.

The first public hearing for the State College connector project is scheduled for Tuesday April 5th, beginning at 3 in the Afternoon at the Calvary Church on Harvest Field Drive in Boalsburg, and the other hearing will be the next day, Wednesday April 6th, also beginning at 3 o'clock at the Centre Hall Fire Station.

state college area
CONNECTOR

pennsylvania
DEPARTMENT OF TRANSPORTATION

Build Alternative 1
(US 322 Family)
2050 Traffic

Upgrade Existing Alternat
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 No Build (2050)	Network No Build (2050)
Upgrade Existing	AAOT	AAOT	AAOT	AAOT
Build Alternative 1	AAOT	AAOT	AAOT	AAOT
Build Alternative 2	AAOT	AAOT	AAOT	AAOT

0:13 / 1:22

Like Comment Share



Centre Regional Planning Agency

March 22 · 🌐

...

🚧

State College Area Connector Project Open House 🚧

PennDOT is hosting another open house public meeting for the State College Area Connector Project. This meeting will be to provide an update on the PEL Study environmental data collection efforts, traffic analyses, and Build Alternative corridor refinement that has occurred since the September 2021 public meetings.

Tuesday, April 5, 2022 from 3-8 PM at Calvary Church/Harvest Fields ... See more

state college area

CONNECTOR



Open House Public Meeting

To provide an update on the PEL Study environmental data collection efforts, traffic analyses, and Build Alternative corridor refinement that have occurred since the September 2021 open house meetings



Tuesday, April 5, 2022

from 3 P.M. to 8 P.M.



Calvary Church – Harvest Fields

150 Harvest Fields Drive

Boalsburg, PA

Wednesday, April 6, 2022

from 3 P.M. to 8 P.M.

Centre Hall Fire Station

134 North Witmer Avenue

Centre Hall, PA

For more information, visit: PennDOT.pa.gov/SCAC

👍 2

12 Shares



Senator Cris Dush

March 28 · 🌐

...

PennDOT has scheduled the next set of public meetings for the State College Area Connector project, which involves the possibility of a major highway improvement in the Route 322/144/45 corridors east of State College in Centre County...connecting the recently completed Route 322 Potters Mills Gap project to I-99 and I-80. The public meetings are coming up on April 5 and 6.

state college area

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Open House Public Meeting

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Centre Hall, PA

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👍 20

17 Comments 9 Shares

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Open House Public Meeting Summary Report
Appendix J - Page | 4



WPSU
@WPSU



You can give PennDOT your input on the State College Area Connector Project at public meetings next week



radio.wpsu.org

You can give PennDOT your input on the State College Area Connector Project at public meetings next...

2:49 PM · Mar 29, 2022 · TweetDeck



SEDA-COG

March 31 at 8:55 AM · 🌐



Join [Pennsylvania Department of Transportation \(PennDOT\)](#) for an open house public meeting! The meeting will go over the State College Area Connector Planning and Environmental Linkage (PEL) study. The PEL study will evaluate transportation improvements in southern Centre County, Pennsylvania.

state college area
CONNECTOR



Open House Public Meeting

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**Centre Hall
Fire Station**
134 North Witmer Avenue
Centre Hall, PA

For more information, visit: PennDOT.pa.gov/SCAC



Like



Comment



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 **Centre Region Council of Governments**
April 1 at 11:35 AM · 🌐

!! State College Area Connector Project Open House !!

PennDOT is hosting another open house public meeting for the State College Area Connector Project. This meeting will be to provide an update on the PEL Study environmental data collection efforts, traffic analyses, and Build Alternative corridor refinement that has occurred since the September 2021 public meetings.

Tuesday, April 5, 2022 from 3-8 PM at Calvary Church/Harvest Fields
Wednesday, April 6, 2022 from 3-8 PM at the Centre Hall Fire Station

For more info visit: www.PennDOT.pa.gov/SCAC

state college area
CONNECTOR


Open House Public Meeting

To provide an update on the PEL Study environmental data collection efforts, traffic analyses, and Build Alternative corridor refinement that have occurred since the September 2021 open house meetings



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Centre Hall, PA

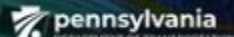
For more information, visit: PennDOT.pa.gov/SCAC

 3
1 Share

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 Comment
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 **PA State Rep. Kerry Benninghoff** 
April 1 · 🌐

An important reminder about PennDOT informational events concerning the State College Area Connector project.

state college area
CONNECTOR


Open House Public Meeting

To provide an update on the PEL Study environmental data collection efforts, traffic analyses, and Build Alternative corridor refinement that have occurred since the September 2021 open house meetings



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**Centre Hall
Fire Station**
134 North Witmer Avenue
Centre Hall, PA

For more information, visit: PennDOT.pa.gov/SCAC

 7
1 Comment

 Like
 Comment
 Share



Senator Jake Corman
April 2 · 🌐

 PennDOT will host two open house events on April 5 (Boalsburg) and 6 (Centre Hall) to gather local input on the State College Connector Study. Details are available here:



State College Area
Connector

PENNDOT.PA.GOV

State College Area Connector

Meetings will provide an update on the data collection efforts, traffic analyses, and Build Alternative corridor refinements.

 1

1 Share

 Like

 Comment

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Senator Jake Corman
@JakeCorman · Apr 2

 PennDOT will host two open house events on April 5 (Boalsburg) and 6 (Centre Hall) to gather local input on the State College **Connector** Study. Details are available here:



penndot.pa.gov

State College Area Connector











Bret Pallotto @BretPallottoCDT · Apr 3

...

The **State College Area Connector** project could cost upward of \$800 million. It could also wipe out several farms and homes, if PennDOT opts for the U.S. Route 322 corridor.

"We don't wish this on anybody," Bonnie Darlington said. Article here: centredaily.com/news/local/com...



4

7



Abby Drey @ADreyPhotos · Apr 4

...

Last week I met the Darlington family whose farm I've driven by for years. Several proposals for the **State College Area Connector** project could split their 250-acre farm, putting their operation in jeopardy. centredaily.com/news/local/com...



2

6





Ferguson Township PA @FergusonTwpPA · Apr 4

@PennDOTNews is hosting two open house meetings for the **State College Area Connector** Project. These meetings will provide an update on the PEL Study environmental data collection efforts, and traffic analyses that has occurred since the September 2021 public meetings. (1/2)

state college area
CONNECTOR

pennsylvania
DEPARTMENT OF TRANSPORTATION

Open House Public Meeting

To provide an update on the PEL Study environmental data collection efforts, traffic analyses, and Build Alternative corridor refinement that have occurred since the September 2021 open house meetings

**Tuesday, April 5, 2022
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Boalsburg, PA

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Centre Hall Fire Station
134 North Witmer Avenue
Centre Hall, PA

For more information, visit: PennDOT.pa.gov/SCAC

1



Halfmoon Township, Pennsylvania

April 4 at 7:46 AM · 🌐

Reminder: PennDOT has announced that in-person public meetings for the State College Area Connector project have been scheduled for:

DATE: Tuesday, April 5, 2022
TIME: 3:00-8:00 pm
LOCATION: Calvary Church ... [See more](#)



[PENNDOT.PA.GOV](https://PennDOT.pa.gov)

State College Area Connector

Meetings will provide an update on the data collection efforts, traffic analyses, and Build Alternative corridor refinements.

2

1 Share

Like

Comment

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Borough of State College

April 4 · 🌐

state college area

CONNECTOR



Open House Public Meeting

To provide an update on the PEL Study environmental data collection efforts, traffic analyses, and Build Alternative corridor refinement that have occurred since the September 2021 open house meetings



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Centre Hall Fire Station

134 North Witmer Avenue
Centre Hall, PA

For more information, visit: PennDOT.pa.gov/SCAC

Centre County Metropolitan Planning Organization

April 4 · 🌐

!! State College Area Connector Project Open House - STARTING TOMORROW !!

PennDOT is hosting another open house public meeting for the State College Area Conne...

See more

Like

Comment

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Chamber of Business & Industry of Centre County

April 4 · 🌐

!! TODAY IS THE LAST DAY !! - State College Area Connector Project Open House

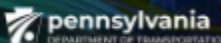
PennDOT is holding public meetings on the State College Area Connector project in Centre County.

The open-house meetings are scheduled for 3 to 8 p.m. on April 5 at Calvary Church, 150 Harvest Fields Drive in Boalsburg and 3 to 8 p.m. on April 6 at the Centre Hall Fire Station, 134 N. Whitmer Ave., Centre Hall.

For more information visit: www.PennDOT.pa.gov/SCAC

state college area

CONNECTOR



Open House Public Meeting

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134 North Witmer Avenue
Centre Hall, PA

For more information, visit: PennDOT.pa.gov/SCAC

1

2 Shares

Like

Comment

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Open House Public Meeting Summary Report
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Centre County Historical Society
April 4 · 🌐



state college area
CONNECTOR



Open House Public Meeting

To provide an update on the PEL Study environmental data collection efforts, traffic analyses, and Build Alternative corridor refinement that have occurred since the September 2021 open house meetings



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Centre Hall Fire Station
134 North Witmer Avenue
Centre Hall, PA

Wednesday, April 6, 2022
from 3 P.M. to 8 P.M.

For more information, visit: PennDOT.pa.gov/SCAC

Chamber of Business & Industry of Centre County
April 4 · 🌐

!! TODAY IS THE LAST DAY !! - State College Area Connector Project Open House

PennDOT is holding public meetings on the State College Area Connector project i... See more

 Like

 Comment

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Ferguson Township PA @FergusonTwpPA · Apr 4



Meeting #1:

Date 📅: Tuesday, April 5, 2022

Time ⌚: 3-8 PM

Location 📍: Calvary Church/Harvest Fields

Meeting #2:

Date 📅: Wednesday, April 6, 2022

Time ⌚: 3-8 PM

Location 📍: Centre Hall Fire Station

For more info visit: PennDOT.pa.gov/SCAC

(2/2)



penndot.pa.gov
State College Area Connector









Centre County Metropolitan Planning Organization
 April 5 at 12:15 PM · 🌐

!! Don't forget!! State College Area Connector Project Open House - TODAY AND TOMORROW !!

PennDOT is hosting another open house public meeting for the State College Area Connector Project. This meeting will be to provide an update on the PEL Study environmental data collection efforts, traffic analyses, and Build Alternative corridor refinement that has occurred since the September 2021 public meetings

Tuesday, April 5, 2022 from 3-8 PM at Calvary Church/Harvest Fields
 Wednesday, April 6, 2022 from 3-8 PM at the Centre Hall Fire Station

For more info visit: www.PennDOT.pa.gov/SCAC



1 1 Share

Like Comment Share

Dylan Huberman @dylanhubermantv · Apr 5

PennDOT **State College Area Connector** Project: PennDOT Holds First of 2 Public Meetings Planned this Week Tuesday. The @WJACTV story:



wjactv.com
 PennDOT State College Area Connector Project: PennDOT Holds First...
 In Centre County today, PennDOT officials held a public meeting in Boalsburg regarding the State College Area Connector Project. The ...

Comment Retweet Like Share



Centre Regional Planning Agency

April 5 at 5:14 PM · 🌐

...

!! Starts today! State College Area Connector Project Open House !!

PennDOT is hosting another open house public meeting for the State College Area Connector Project. This meeting will be to provide an update on the PEL Study environmental data collection efforts, traffic analyses, and Build Alternative corridor refinement that has occurred since the September 2021 public meetings.

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state college area
CONNECTOR



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Centre Hall, PA

For more information, visit: PennDOT.pa.gov/SCAC

👍 Like

💬 Comment

➦ Share





Zeigler For PA

April 5 at 8:53 PM · 🌐

Today I went to check out the State College connector project proposal and see what updates they had. I took a few pics and had some good conversations with the folks at PennDOT and discussed my concerns for cyclists and our Amish population traveling, especially if they decide on one of the route 144 proposals. Information regarding the connector can be found here: <https://www.penndot.pa.gov/.../SCAC/Pages/default.aspx>



👍 6

👍 Like

💬 Comment

➦ Share

APPENDIX K – Meeting Handouts

1. Public Meeting Comment Form

First and Last Name: _____

Zip Code: _____ Email Address: _____

1. Based on the environmental mapping presented at today's meeting, are you aware of any resource or feature of concern that is missing from the mapping? If yes, please state the resource or feature on the line below. Please note that the aerial imagery was last updated in Dec. 2020 and is the best available imagery to date. Aerial photography will be updated in spring/summer 2022.

☐ Yes (Please specify) _____

☐ No

2. Based on the alternative corridor revisions and evaluations at the eastern and western ends of US 322 (US 322-1N, US 322-1S, US 322-OEX) presented at today's meeting, do you have any new concerns resulting from the evaluations/revisions? If yes, please explain on the line below.

☐ Yes (Please specify) _____

☐ No

3. Do you have any new concerns resulting from the updated engineering? If yes, please explain on the line below.

☐ Yes (Please specify) _____

☐ No

4. What bicycle improvements/connections would benefit the community and are there specific locations or connections?

☐ Protected Bike Lane _____

☐ Multi-use Trail _____

☐ Widened Roadway Shoulders _____

☐ Other _____

5. Are there any study area pedestrian routes or roadway crossings that cause you concern? If yes, please explain and give the specific location(s).

☐ Yes (Location) _____

☐ No

6. Are there any intersections or other areas of vehicular safety concerns (i.e., difficult to see oncoming traffic, etc.) within the study area that you would like to note. If yes, please state the location and issue.

☐ Yes (Location) _____

☐ No

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Fold on the line and mail.

**Place
Stamp
Here**

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

APPENDIX L – Display Boards and Narratives

1. Welcome
2. Title VI
3. SCAC Study Area
4. Video Viewing Station
5. Transportation Process
6. SCAC PEL Process
7. Purpose and Need
8. Origin-Destination (O-D) All Vehicles
9. O-D Passenger Vehicles
10. O-D Heavy Trucks
11. O-D Medium Trucks
12. No Build Base and Design Year Average Daily Traffic (ADT)
13. Upgrade Existing Build Alternative Design Year ADT
14. US 322 and PA 144 Build Alternatives Design Year ADT
15. Highway Safety Manual Safety Analysis Results
16. Build Alternative Corridor Design Considerations
17. Engineering Typical Section Changes
18. Alternatives Overview
19. US 322 Build Alternative Corridors (East Layout)
20. US 322 Build Alternative Corridors (West Layout)
21. PA 144 Build Alternative Corridors (North Layout)
22. PA 144 Build Alternative Corridors (South Layout)
23. East End US 322 Build Alternatives Considerations
24. US 322 Build Alternative Corridor Options Impact Summary
25. Natural Resources Potential Impacts Summary
26. Cultural Resources Potential Impacts Summary
27. Socioeconomic Resources Potential Impacts Summary
28. Engineering Features Estimate Summary
29. Natural Resources Mapping
30. Above Ground Historic Resources Mapping
31. Socioeconomical Resources Mapping
32. Agricultural Resources Mapping
33. Web Map Viewing Station Board
34. Commenting Station Board

Welcome

Public Meeting State College Area Connector

Planning and Environmental
Linkage Study
(PEL)

Non-Discrimination Statements

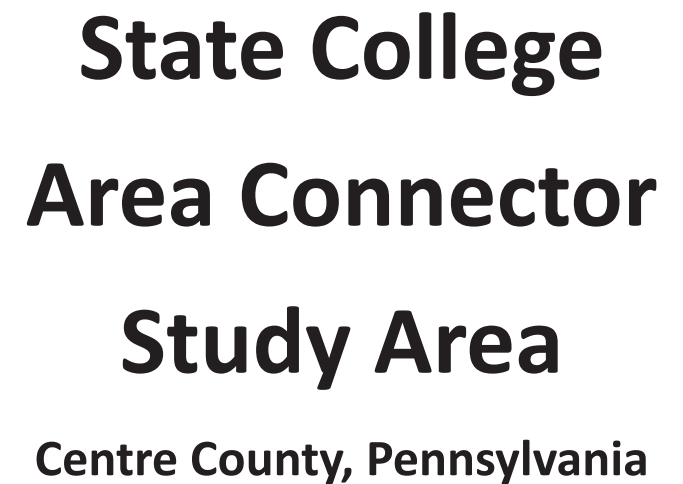
Title VI of the Civil Rights Act of 1964 and Americans with Disabilities Act (ADA)

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

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

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

pennsylvania
DEPARTMENT OF TRANSPORTATION



Boundaries

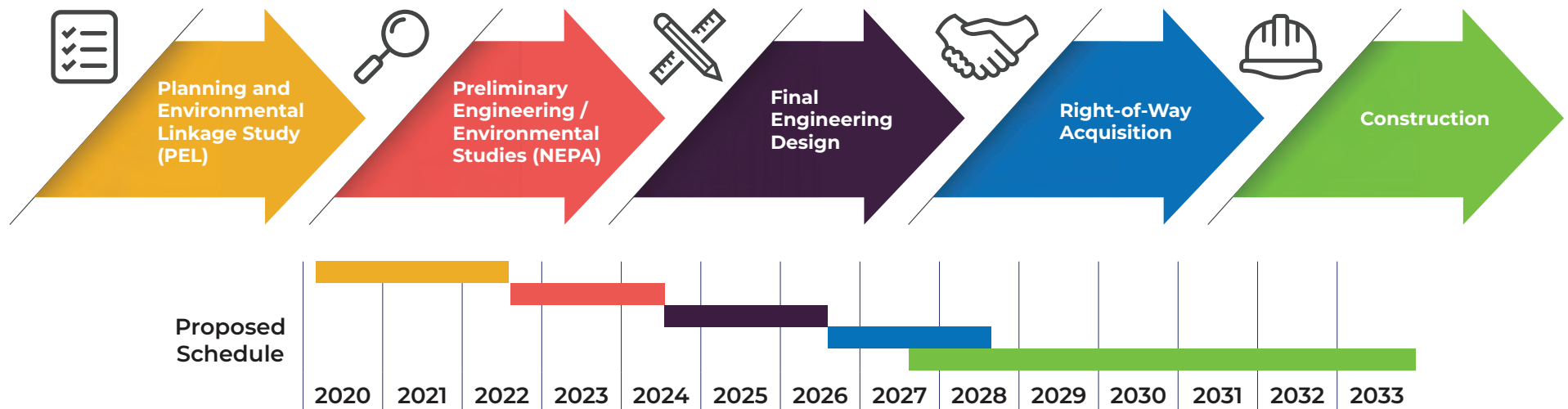
- Study_Area
- Township
- Municipality
- Potters Mills Gap Transportation Project

Video Viewing Station

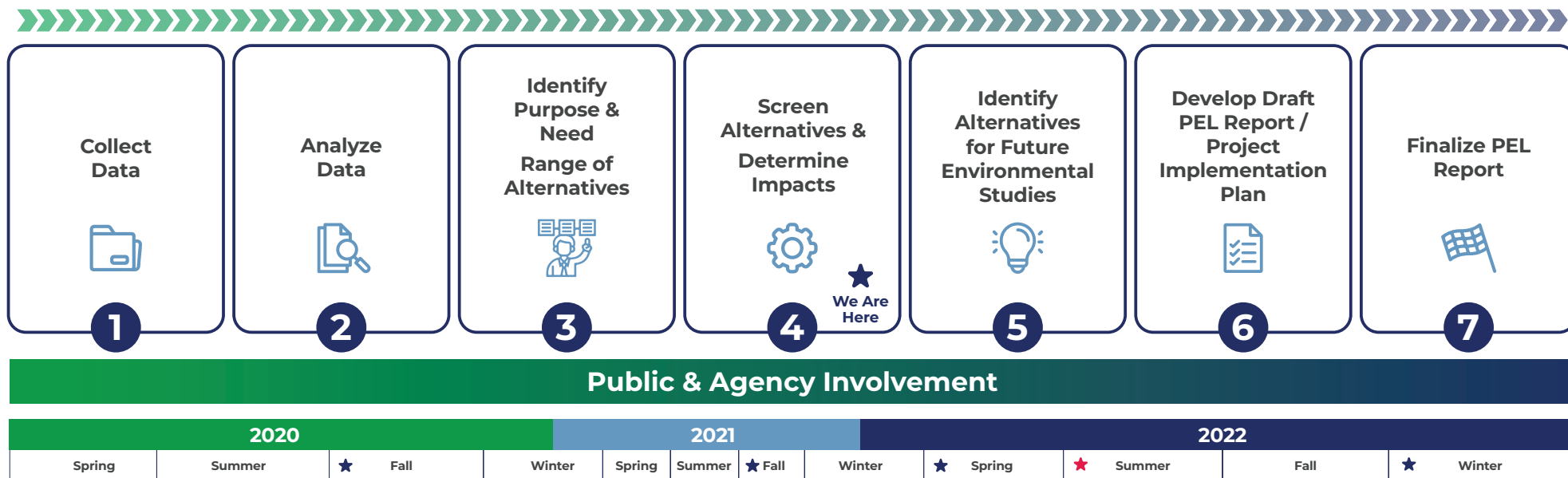


What is the Process for Advancing Transportation Projects?

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



State College Area Connector PEL Process



★ Public Meeting
★ Potential Public Meeting

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

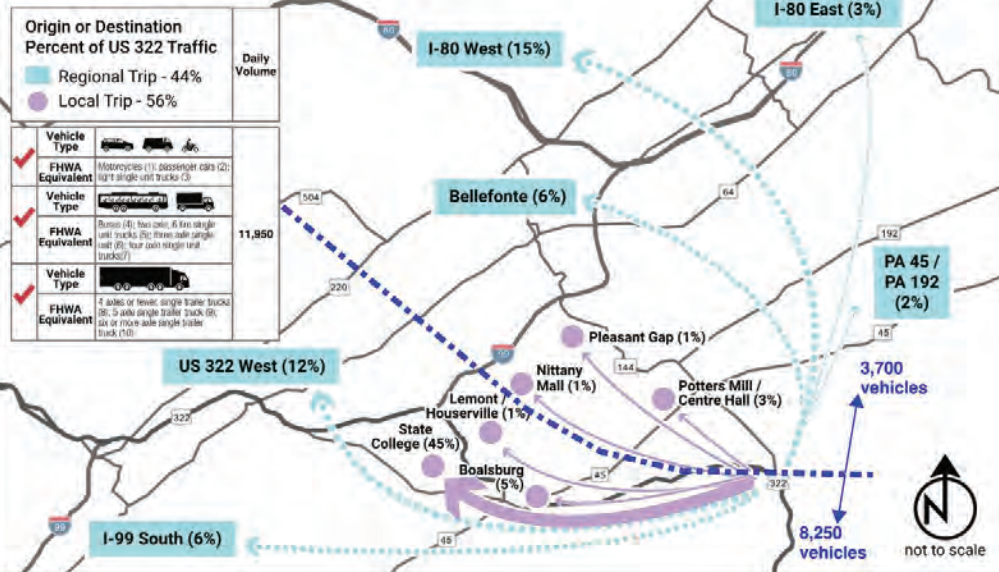
- Traffic congestion in the study area results from high traffic volumes and high truck percentages resulting in poor level of service.
- Safety concerns exist in the study area.
- Inadequate system linkage and intermodal connectivity exists in the study area to accommodate regional and interstate traffic,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

state college area CONNECTOR

State College Area Connector Project Existing Origin-Destination (O-D) TOTAL VEHICLES ON US 322 WESTBOUND

Origin or Destination Percent of US 322 Traffic		Daily Volume
Regional Trip - 44% Local Trip - 56%		
Vehicle Type	  	11,950
FHWA Equivalent	Motorcycles (1), passenger cars (2), light trucks (3)	
Vehicle Type	  	
FHWA Equivalent	Buses (4), two-unit, four-unit, single-unit trucks (5), three-unit, single-unit (6), four-unit, single-unit (7)	
Vehicle Type	 	
FHWA Equivalent	4 axles or fewer, single trailer trucks (8), 5 axle single trailer trucks (9), six or more axle single trailer trucks (10)	

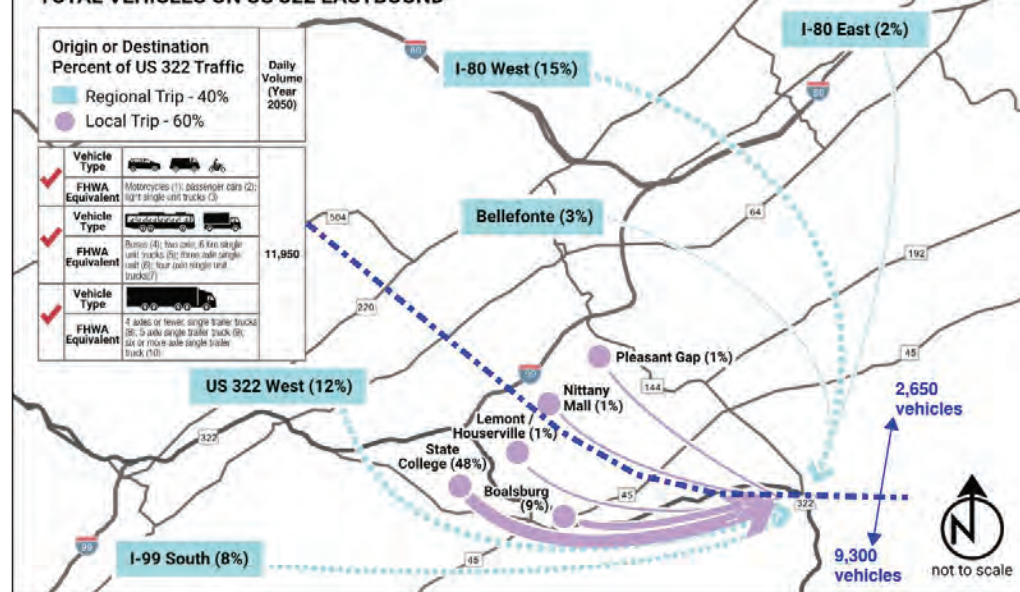


	DAILY TRAFFIC (ALL VEHICLES)		
	US 322 WB		
	Regional	Local	Total
North of Shiloh Road	26%	5%	31%
	3,100 vehicles	600 vehicles	3,700 vehicles
South of Shiloh Road	18%	51%	69%
	2,150 vehicles	6,100 vehicles	8,250 vehicles
TOTAL	44%	56%	100%
	5,250 vehicles	6,700 vehicles	11,950 vehicles

	DAILY TRAFFIC (ALL VEHICLES)		
	US 322 EB		
	Regional	Local	Total
North of Shiloh Road	20%	2%	22%
	2,400 vehicles	250 vehicles	2,650 vehicles
South of Shiloh Road	20%	58%	78%
	2,400 vehicles	6,900 vehicles	9,300 vehicles
TOTAL	40%	60%	100%
	4,800 vehicles	7,150 vehicles	11,950 vehicles

State College Area Connector Project Existing Origin-Destination (O-D) TOTAL VEHICLES ON US 322 EASTBOUND

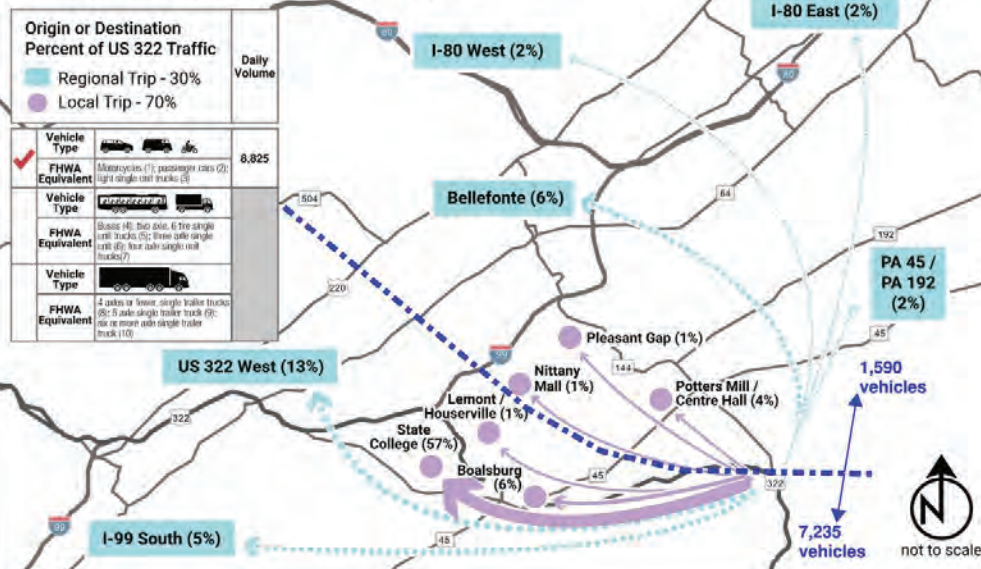
Origin or Destination Percent of US 322 Traffic		Daily Volume (Year 2050)
Regional Trip - 40% Local Trip - 60%		
Vehicle Type	  	11,950
FHWA Equivalent	Motorcycles (1), passenger cars (2), light single unit trucks (3)	
Vehicle Type	  	
FHWA Equivalent	Buses (4), two-unit, four-unit, single-unit trucks (5), three-unit, single-unit (6), four-unit, single-unit trucks(7)	
Vehicle Type		
FHWA Equivalent	4 axles or fewer, single trailer trucks (8), 5 axle single trailer trucks (9), six or more axle single trailer trucks (10)	



US 322 Origin and Destination All Vehicles

state college area CONNECTOR

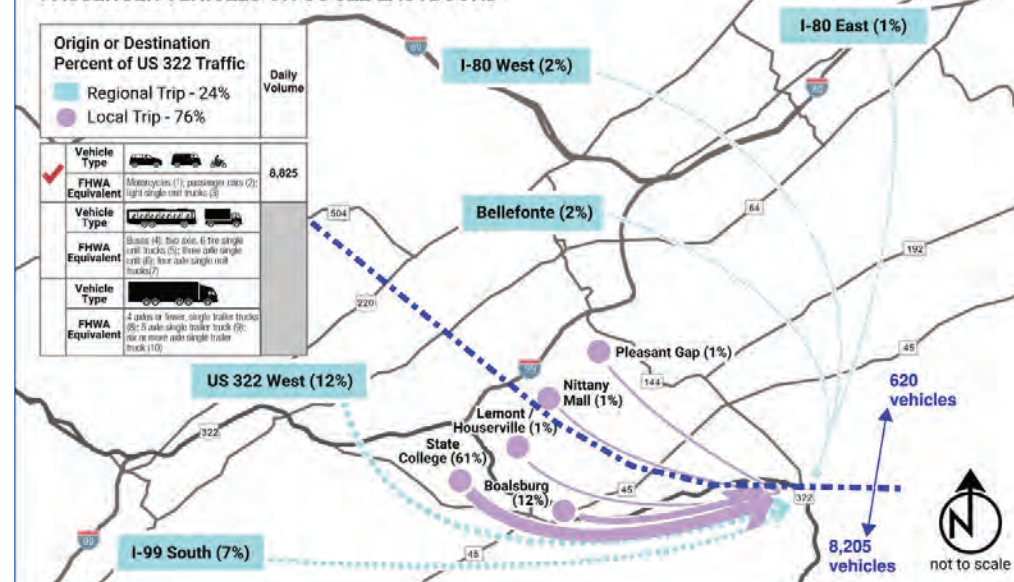
State College Area Connector Project Existing Origin-Destination (O-D) PASSENGER VEHICLES ON US 322 WESTBOUND



	DAILY TRAFFIC (PASSENGER VEHICLES)		
	US 322 WB		
	Regional	Local	Total
North of Shiloh Road	12%	6%	18%
	1,060 vehicles	530 vehicles	1,590 vehicles
South of Shiloh Road	18%	64%	82%
	1,590 vehicles	5,645 vehicles	7,235 vehicles
TOTAL	30%	70%	100%
	2,650 vehicles	6,175 vehicles	8,825 vehicles

	DAILY TRAFFIC (PASSENGER VEHICLES)		
	US 322 EB		
	Regional	Local	Total
North of Shiloh Road	5%	2%	7%
	445 vehicles	175 vehicles	620 vehicles
South of Shiloh Road	19%	74%	93%
	1,675 vehicles	6,530 vehicles	8,205 vehicles
TOTAL	24%	76%	100%
	2,120 vehicles	6,705 vehicles	8,825 vehicles

State College Area Connector Project Existing Origin-Destination (O-D) PASSENGER VEHICLES ON US 322 EASTBOUND



US 322 Origin and Destination Passenger Vehicles

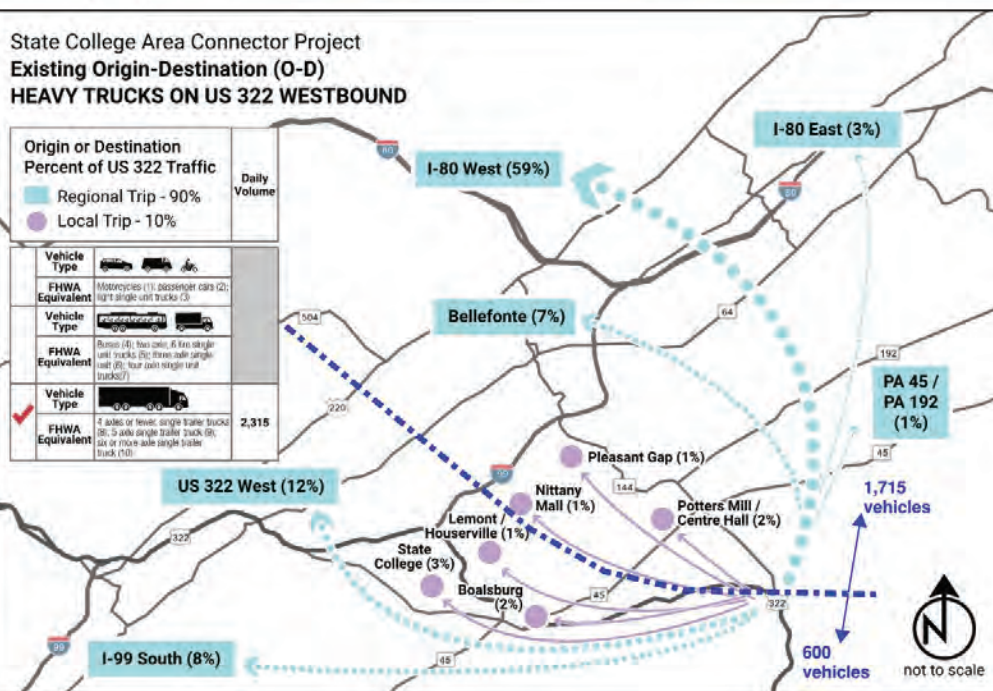
state college area CONNECTOR

State College Area Connector Project Existing Origin-Destination (O-D) HEAVY TRUCKS ON US 322 WESTBOUND

Origin or Destination
Percent of US 322 Traffic

Regional Trip - 90%
Local Trip - 10%

Vehicle Type	FHWA Equivalent
Motorcycles (1), passenger cars (2), light single-unit trucks (3)	
Vehicle Type	FHWA Equivalent
Bus (4), two axle, 6 ton single-unit truck (5), three axle single-unit (6), four axle single-unit truck (7)	
Vehicle Type	FHWA Equivalent
4 axle or heavier single trailer truck (8), 5 axle single trailer truck (9), or more axle single trailer truck (10)	2,315



	DAILY TRAFFIC (HEAVY TRUCKS)		
	US 322 WB		
	Regional	Local	Total
North of Shiloh Road	70%	4%	74%
	1,620 vehicles	95 vehicles	1,715 vehicles
South of Shiloh Road	20%	6%	26%
	465 vehicles	135 vehicles	600 vehicles
TOTAL	90%	10%	100%
	2,085 vehicles	230 vehicles	2,315 vehicles

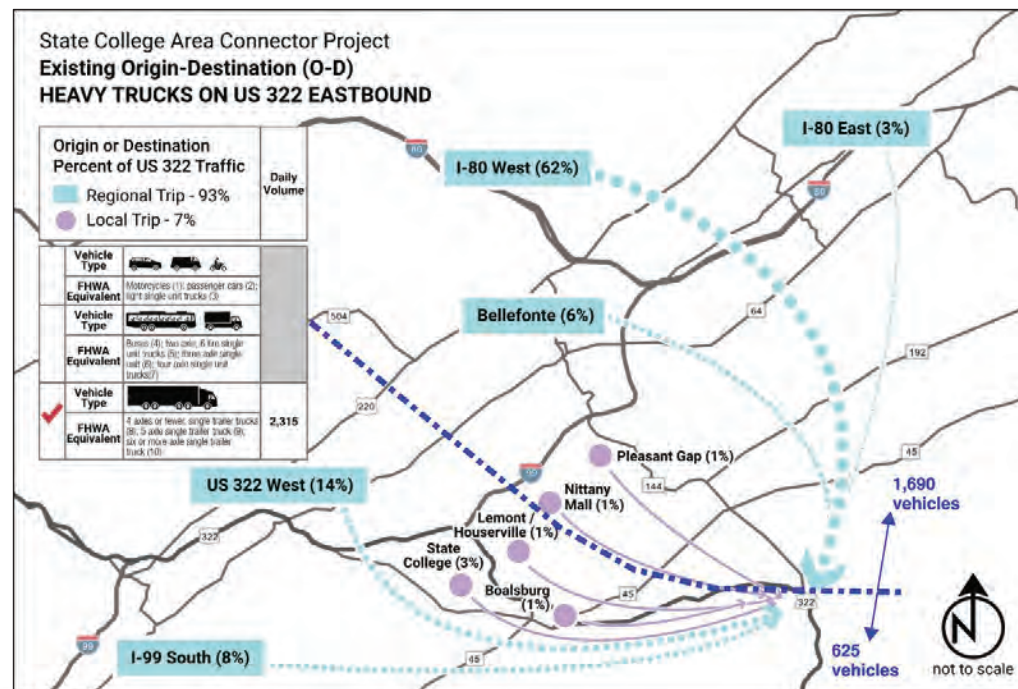
	DAILY TRAFFIC (HEAVY TRUCKS)		
	US 322 EB		
	Regional	Local	Total
North of Shiloh Road	71%	2%	73%
	1,645 vehicles	45 vehicles	1,690 vehicles
South of Shiloh Road	22%	5%	27%
	510 vehicles	115 vehicles	625 vehicles
TOTAL	93%	7%	100%
	2,155 vehicles	160 vehicles	2,315 vehicles

State College Area Connector Project Existing Origin-Destination (O-D) HEAVY TRUCKS ON US 322 EASTBOUND

Origin or Destination
Percent of US 322 Traffic

Regional Trip - 93%
Local Trip - 7%

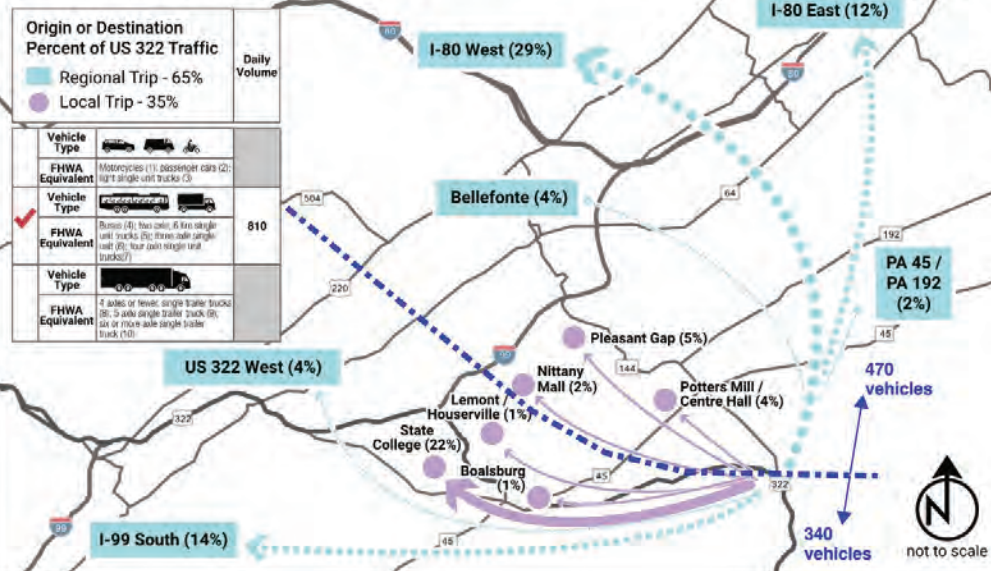
Vehicle Type	FHWA Equivalent
Motorcycles (1), passenger cars (2), light single-unit trucks (3)	
Vehicle Type	FHWA Equivalent
Bus (4), two axle, 6 ton single-unit truck (5), three axle single-unit (6), four axle single-unit truck (7)	
Vehicle Type	FHWA Equivalent
4 axle or heavier single trailer truck (8), 5 axle single trailer truck (9), or more axle single trailer truck (10)	2,315



US 322 Origin and Destination Heavy Trucks

state college area CONNECTOR

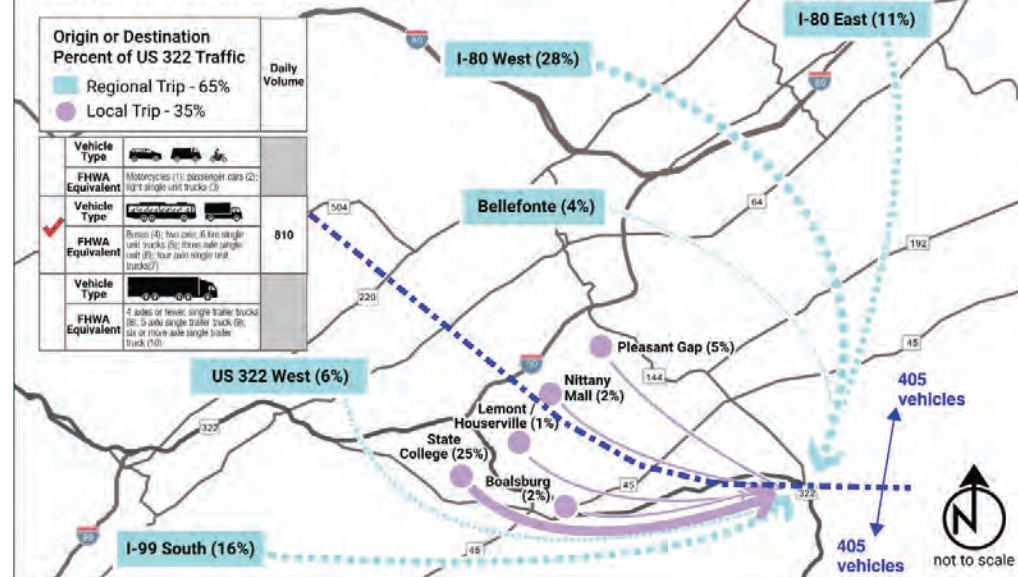
State College Area Connector Project Existing Origin-Destination (O-D) MEDIUM TRUCKS ON US 322 WESTBOUND



	DAILY TRAFFIC (MEDIUM TRUCKS)		
	US 322 WB		
	Regional	Local	Total
North of Shiloh Road	47%	11%	58%
	380 vehicles	90 vehicles	470 vehicles
South of Shiloh Road	18%	24%	42%
	145 vehicles	195 vehicles	340 vehicles
TOTAL	65%	35%	100%
	525 vehicles	285 vehicles	810 vehicles

	DAILY TRAFFIC (MEDIUM TRUCKS)		
	US 322 EB		
	Regional	Local	Total
North of Shiloh Road	43%	7%	50%
	350 vehicles	55 vehicles	405 vehicles
South of Shiloh Road	22%	28%	50%
	180 vehicles	225 vehicles	405 vehicles
TOTAL	65%	35%	100%
	530 vehicles	280 vehicles	810 vehicles

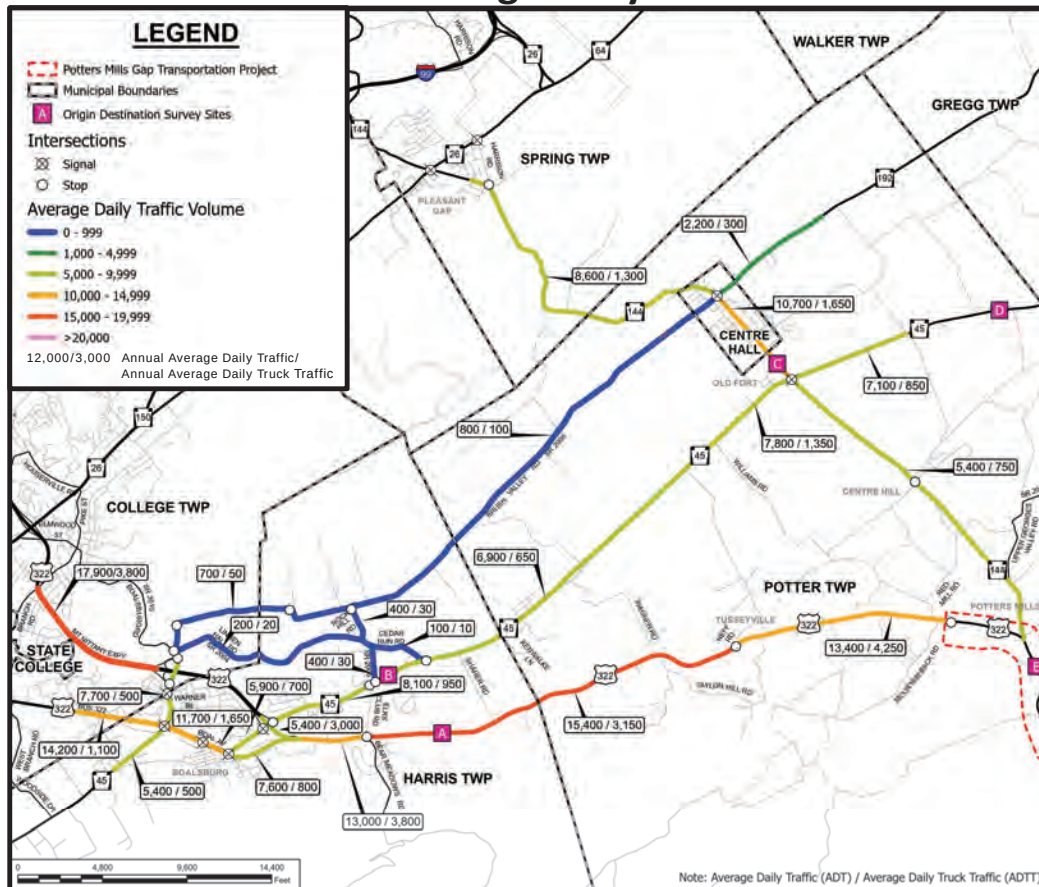
State College Area Connector Project Existing Origin-Destination (O-D) MEDIUM TRUCKS ON US 322 EASTBOUND



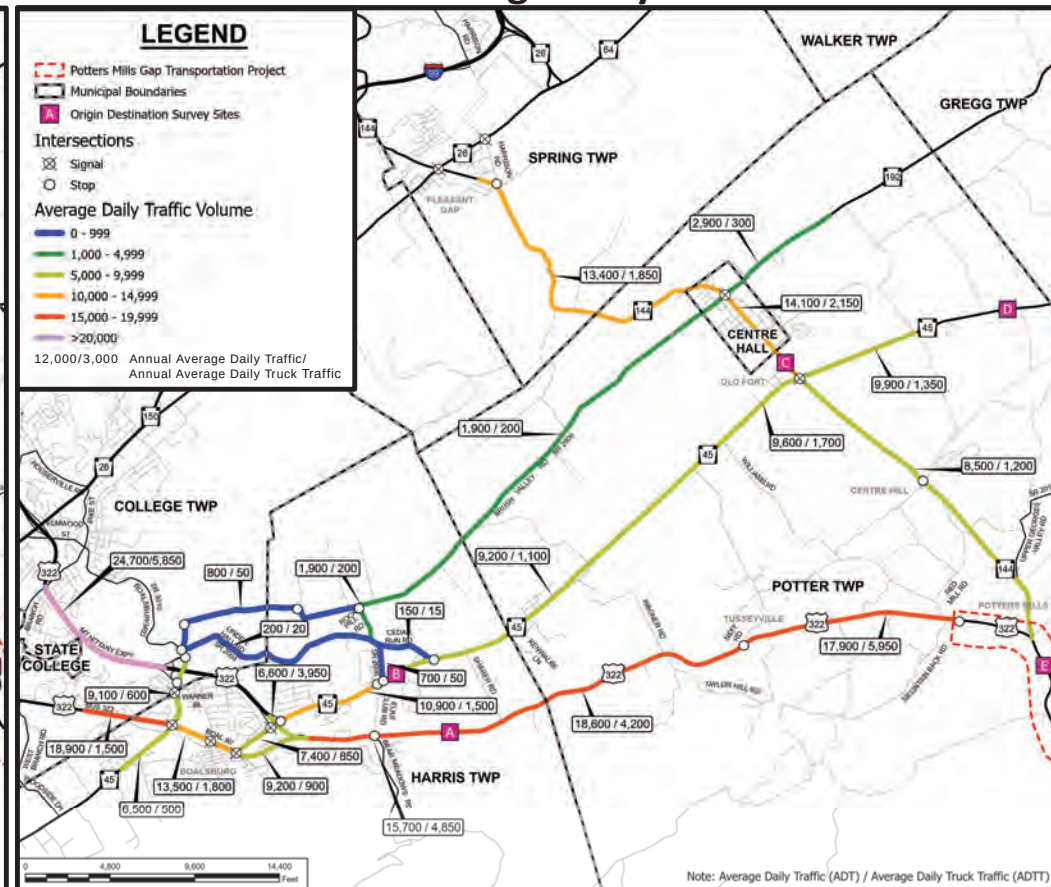
US 322 Origin and Destination Medium Trucks

state college area CONNECTOR

2017 Average Daily Traffic

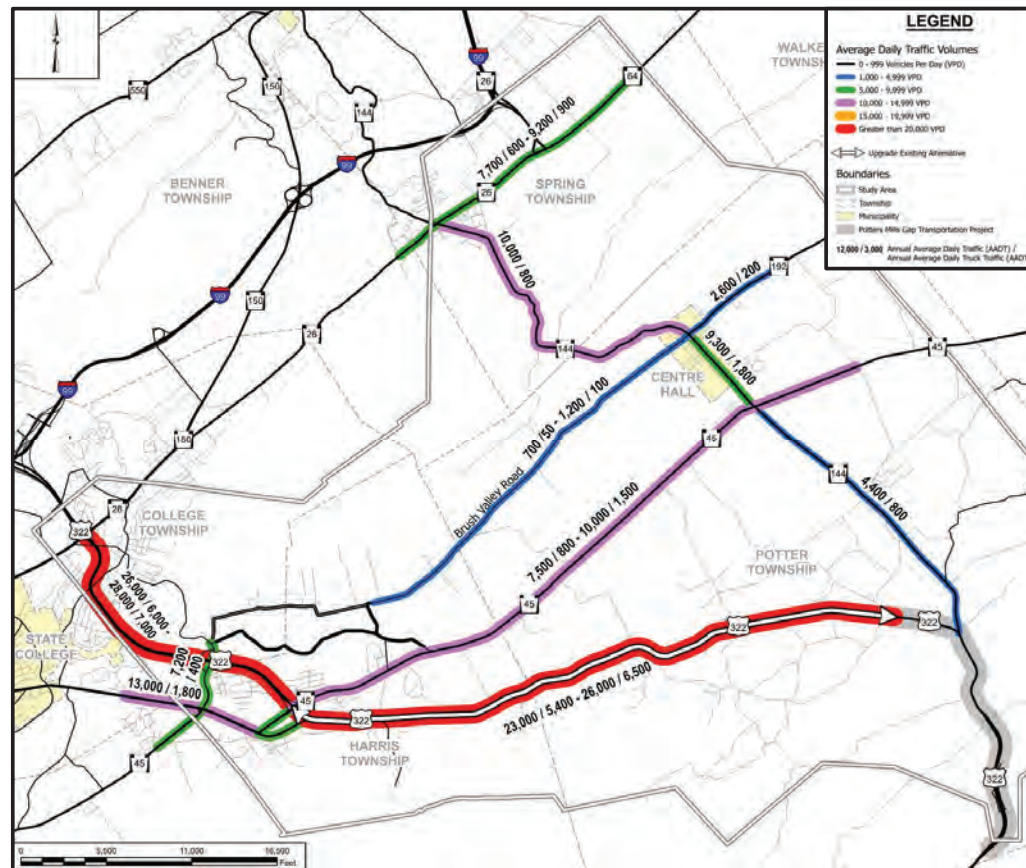


2050 Average Daily Traffic



Base and Design Year Average Daily Traffic (2017 and 2050)

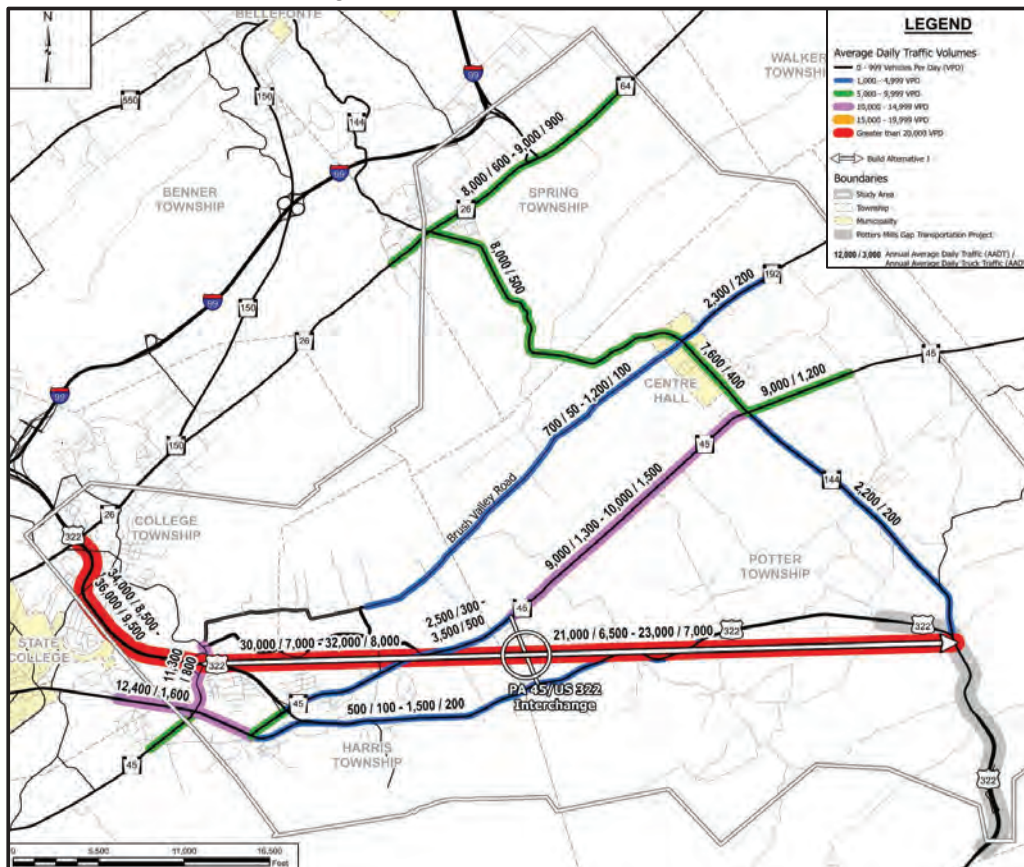
state college area CONNECTOR



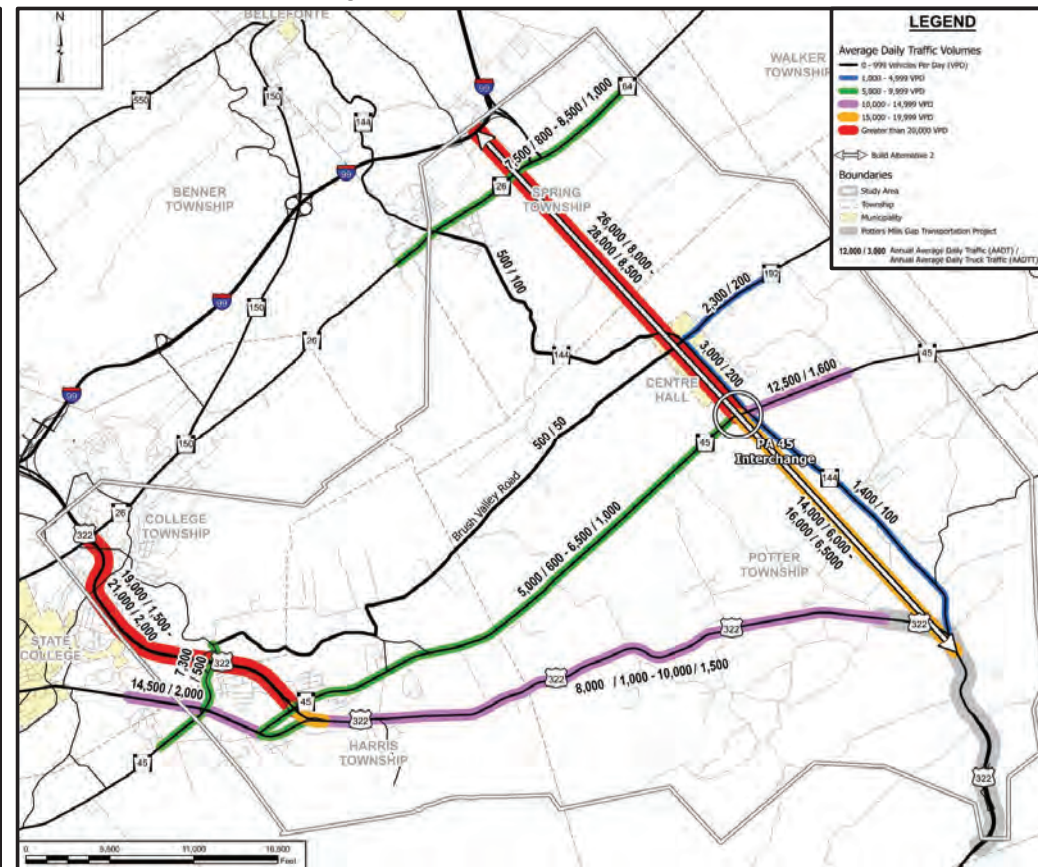
Build Alternative Design Year Average Daily Traffic (2050)

state college area CONNECTOR

US 322 Representative Build Alternative



PA 144 Representative Build Alternative



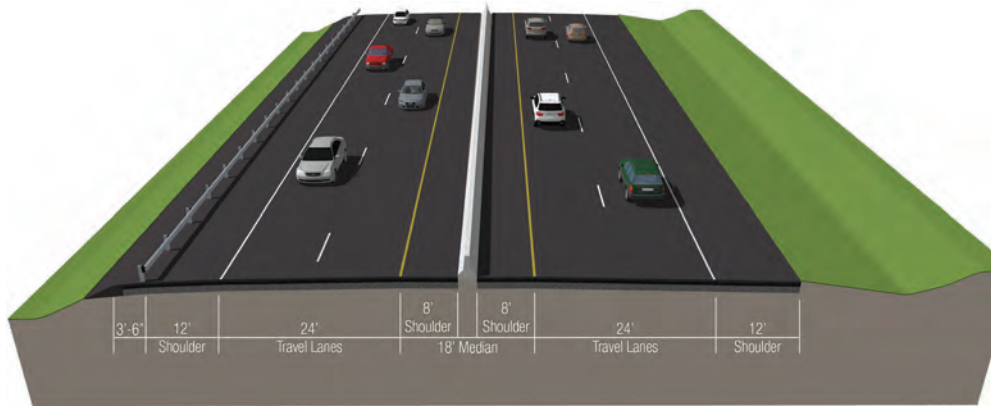
Build Alternative Design Year Average Daily Traffic (2050)

state college area CONNECTOR

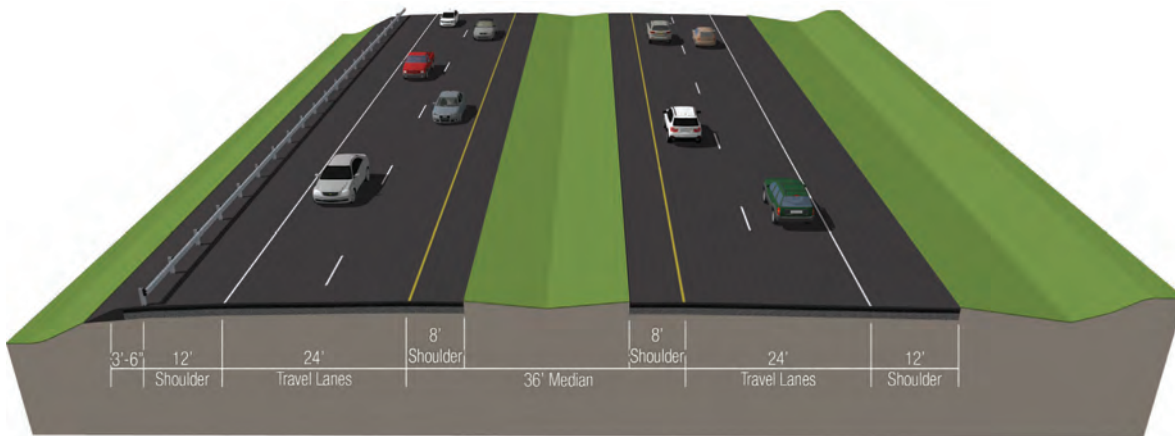
EVALUATION CRITERIA	ALTERNATIVE (WITH 2050 TRAFFIC VOLUMES)			
	No Build	Upgrade Existing Alternative	US 322 Build Alternative 1	PA 144 Build Alternative 2
SAFETY				
Predicted Crash Frequency (All Crashes)	149	165	122	112
Existing US 322	36	-	7	33
Existing PA 144	63	55	46	18
Existing PA 45	50	42	38	38
Proposed Alternative	-	68	31	23
Predicted Crash Frequency (Fatal & Injury Crashes)	79	77	62	57
Existing US 322	18	-	3	17
Existing PA 144	34	30	25	9
Existing PA 45	27	22	20	20
Proposed Alternative	-	25	14	11

- Revise Typical Section - Median Width (18 and 36 feet)
- Adjust Corridor Width
- Evaluate Corridor Shifts (to avoid/minimize impacts)
- Evaluate Design Speeds
- Adjust Slopes
- Evaluate Truck Climbing Lane Needs
- Evaluate Local Access

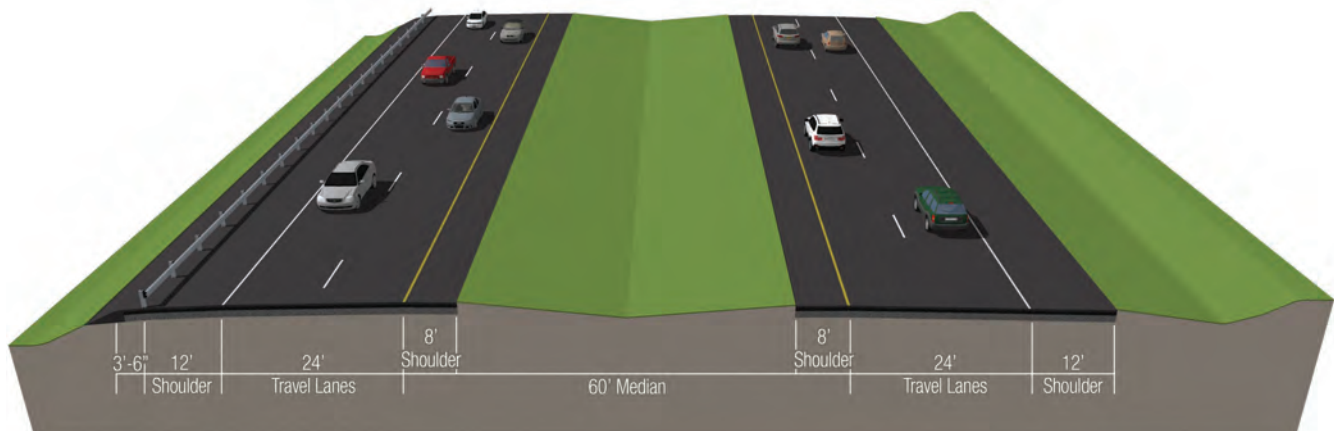
18-Foot Median Typical Section – Suburbanized/Mountain Areas

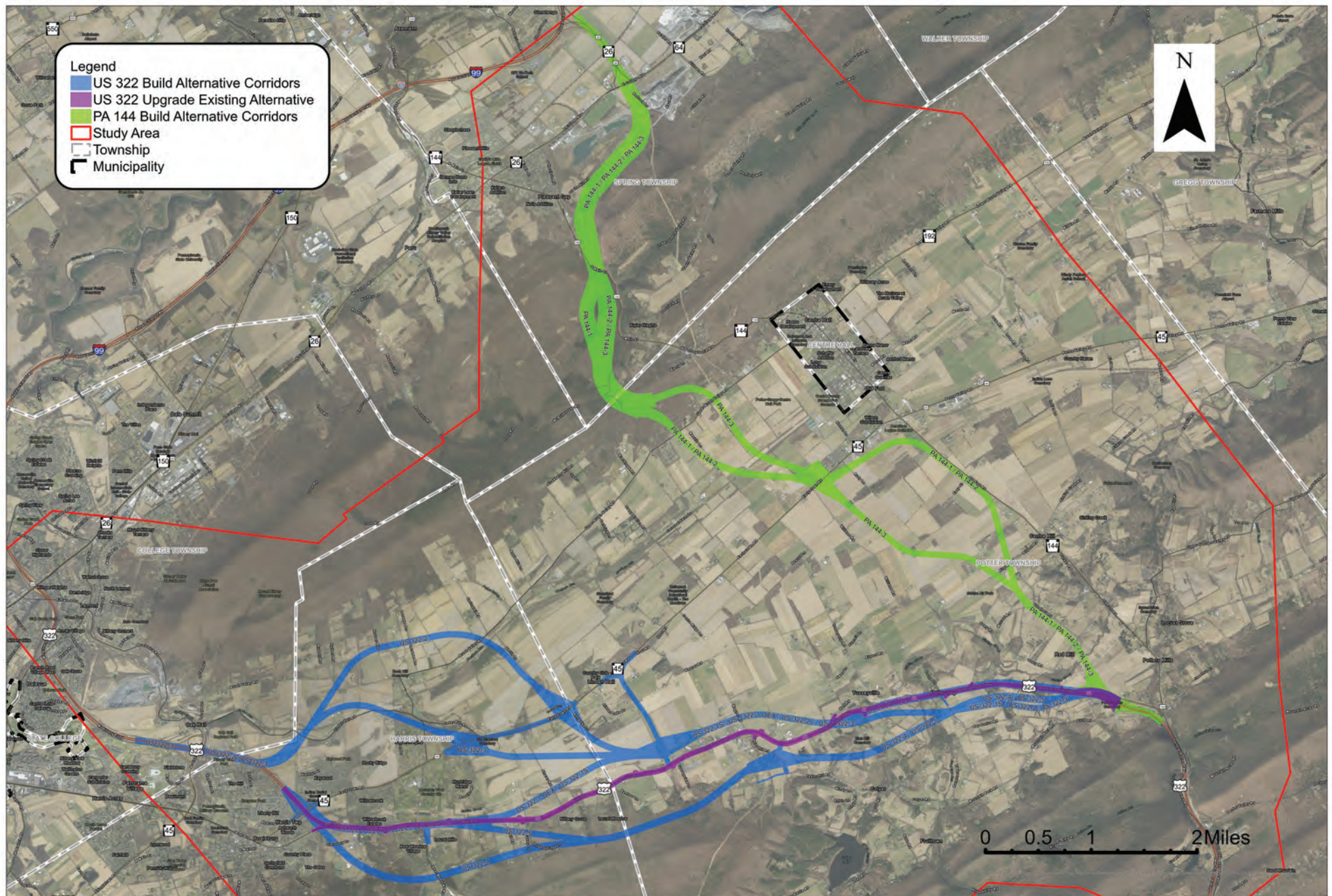


36-Foot Median Typical Section – Rural Areas



60-Foot Median Typical Section – Original

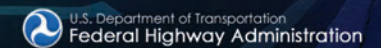




state college area CONNECTOR



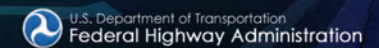
US 322 Build Alternative Corridors



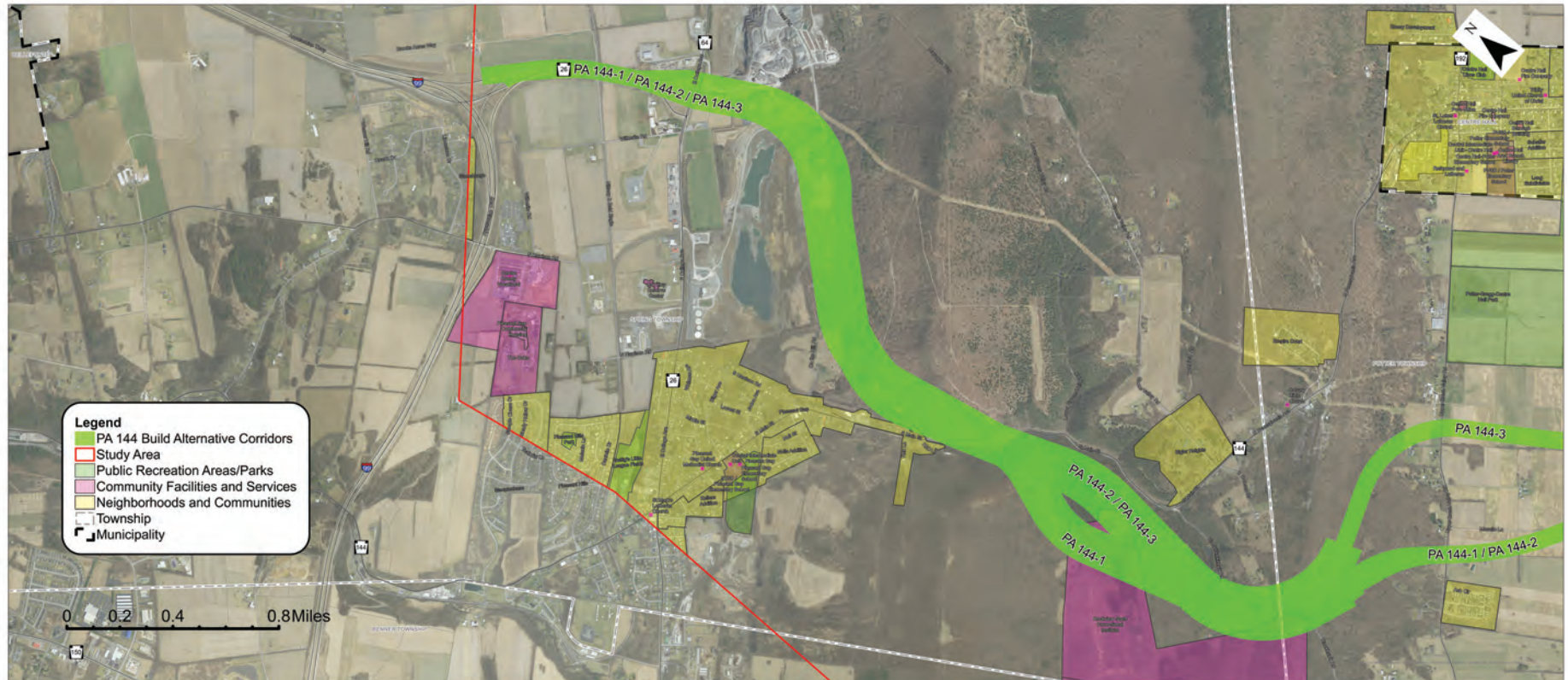
state college area CONNECTOR



US 322 Build Alternative Corridors



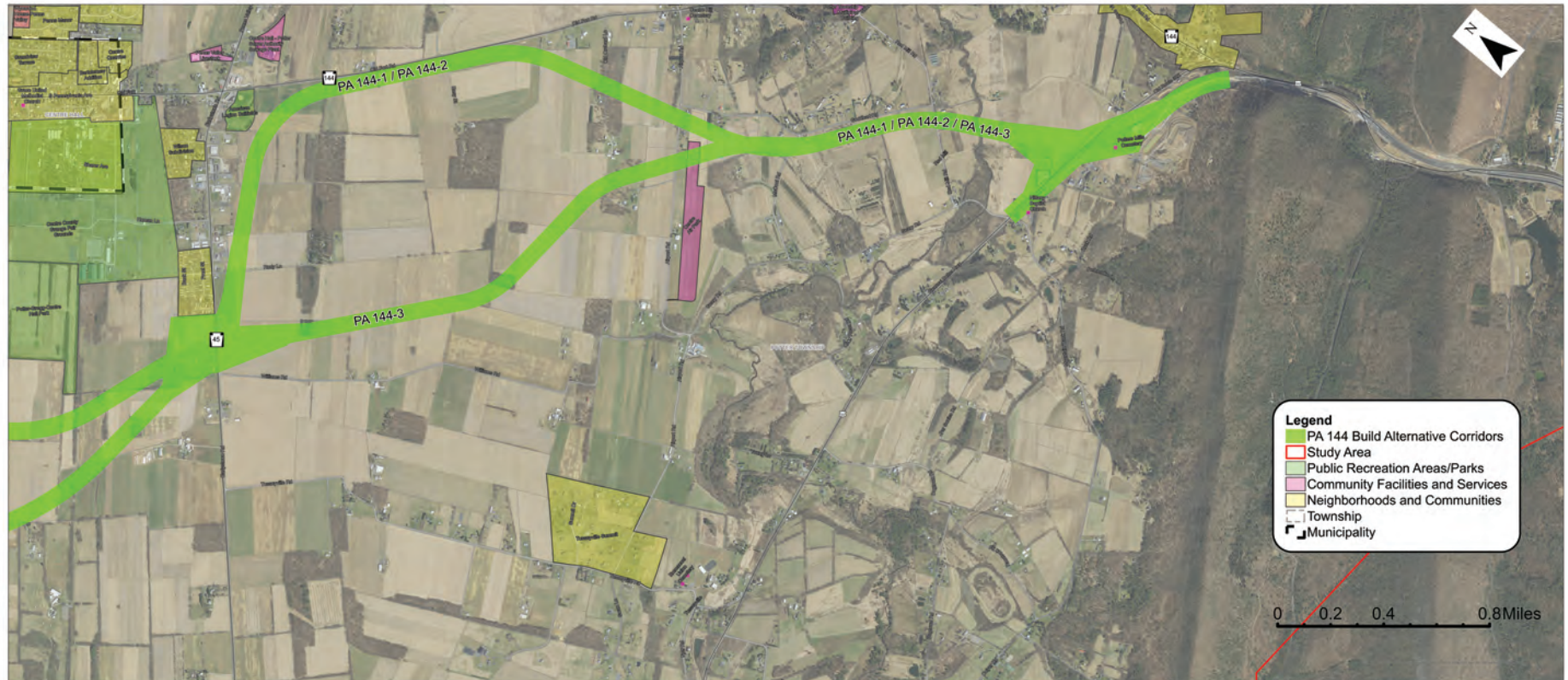
state college area CONNECTOR



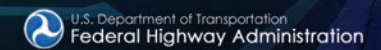
PA 144 Build Alternative Corridors

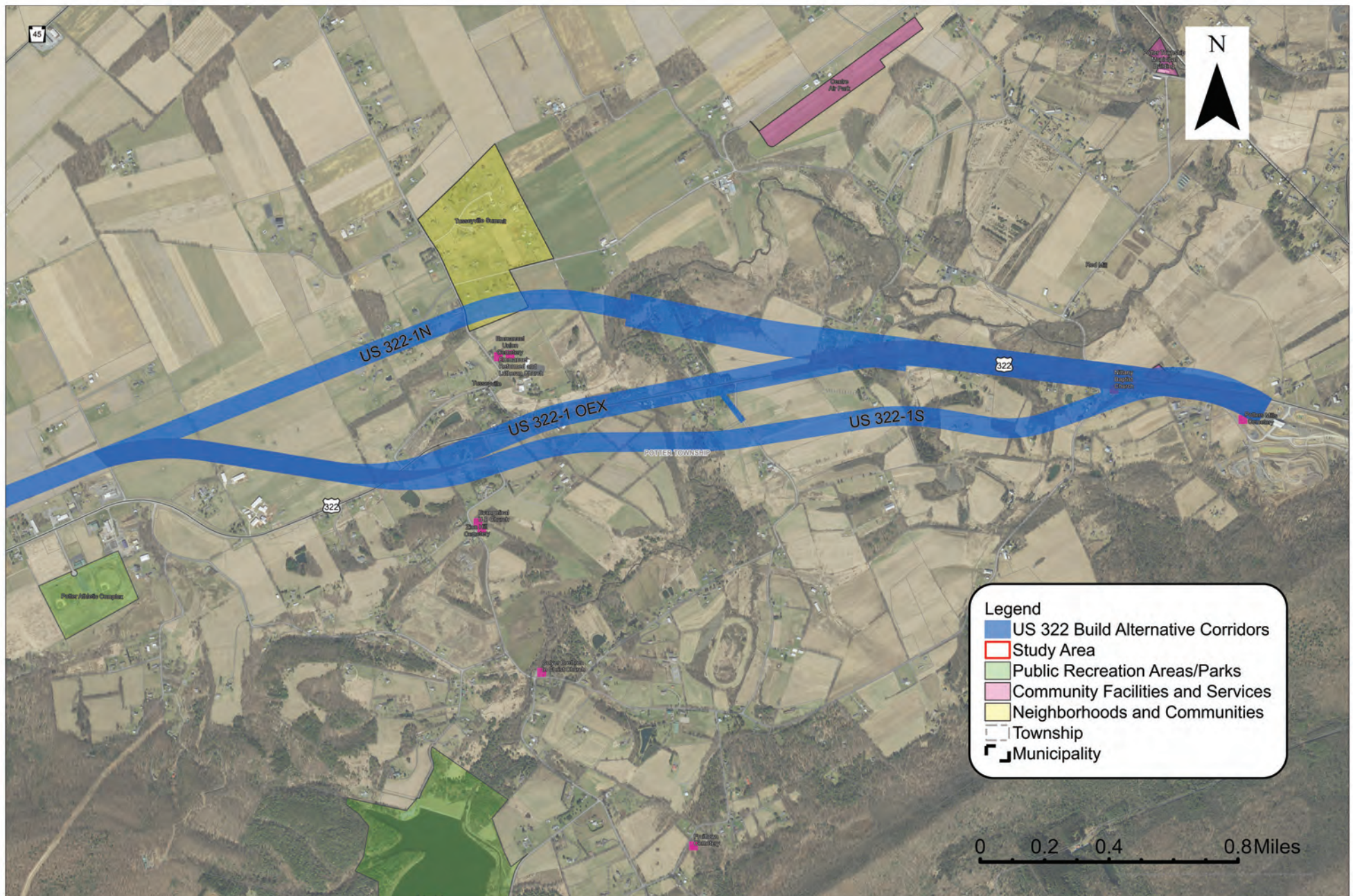


state college area
CONNECTOR



PA 144 Build Alternative Corridors





state college area CONNECTOR

Feature	US322 - 1 Existing (OEX)		US322 - 1 South (S)		US322 - 1 North (N)	
Potential Limit of Disturbance Area	173		156		189	
Productive Ag Land (acres)	78		104		94	
Agricultural Security Areas (within Productive Agricultural Land) (acres)	57		58		59	
Agricultural Zoning Districts (acres)	55		54		66	
Prime Farmland Soils (acres)	60		64		89	
Statewide Important Farmland Soils (acres)	102		68		92	
Conservation Easements (acres)	8		0		38	
Act 319 Clean and Green Areas (acres)	92		110		125	
Wetlands (acres)	13		9		18	
Total Streams (# of crossing linear feet)	9	3,718	8	4,294	10	5,510
CWF-HQ/CWF Streams (# of crossings linear feet)	4	2,029	8	4,294	4	1,684
Ponds/Lakes (# acres)	2	1	2	0	3	1
100 Yr. Floodplains (acres)	19		8		24	
Forested/Wooded Habitats (acres)	14		11		26	
PA Natural Heritage Core Habitat (acres)	25		11		42	
Karst Features (#)	3		3		12	
NLE Bat Swarming Area (acres)	100		56		146	
Indiana Bat Swarming Area (acres)	100		56		146	
Cultural Resources	NRHP Listed Property (#)		0		0	
	NRHP Eligible Property (#)		0		0	
	Potentially Individually NRHP Eligible Property (#)		1		0	
	Penns Valley/Brush Valley Rural Historic District Contributing Property (# acres)		50	118	28	122
	Known Archaeological Sites (#)		0		1	
	Historic Period Archaeological Sensitivity Area (acres)		9		4	
	Statewide Prehistoric/Pre-Contact Model - High Probability Area (acres)		119		85	
	Statewide Prehistoric/Pre-Contact Model - Medium Probability Area (acres)		42		54	
Social Resources	Residential Units (#)		25		5	
	Commercial (non-ag operations) (#)		4		1	
	Places of Worship (#)		1		1	
	HUD Subsidized Housing Units (#)		0		0	
	Community Facilities (acres)		1		1	
	Neighborhood/Community (# acres)		0	0	0	0
	Conservation/Forest Conservation Zoning Districts (acres)		0		0	
	Parks (# acres)		0	0	0	0
	Developable Area within Regional Growth Boundary (acres)		0		0	
	Waste Sites (#)		4		1	
	Quarry and Mineral Mining Operations (surface quarry acres property acres)		0	0	0	0

Impacts that are greater than 110% of the Average Impact Value for the resource
 Impacts that are less than 90% of the Average Impact Value for the resource

state college area CONNECTOR

Feature	US 322 Build Alternative Corridors										PA 144 Build Alternative Corridors								US 322 Upgrade Existing Alternative			
	US322 - 1 Existing (OEX)		US322 - 1 South (S)		US322 - 2		US322 - 3		US322 - 4		US322 - 5		144-1		144-2		144-3					
Potential Limit of Disturbance Area (acres)	463		446		482		493		429		432		696		699		670		282			
Natural Resources	Agricultural Resources																					
	Productive Ag Land (acres)		251		278		361		313		180		181		294		296		268		88	
	Agricultural Security Areas (within Productive Agricultural Land) (acres)		111		112		192		146		70		57		165		166		183		32	
	Agricultural Zoning Districts (acres)		248		247		317		337		184		189		172		174		171		120	
	Prime Farmland Soils (acres)		212		216		235		205		95		126		226		226		199		114	
	Statewide Important Farmland Soils (acres)		208		175		187		213		132		146		218		214		192		141	
	Other Land Preservation																					
	Conservation Easements (acres)		24		16		0		50		17		15		108		111		110		12	
	Act 319 Clean and Green Areas (acres)		233		251		312		296		280		255		401		424		451		98	
	Water Resources																					
	Wetlands (acres)		15		12		12		13		14		15		7		6		8		8	
	Total Streams (# of crossing linear feet)		22	8,911	24	9,487	19	9,000	21	10,038	18	11,418	22	12,624	12	8,177	11	8,396	10	6,613	18	5,281
	CWF-HQ/CWF Streams (# of crossings linear feet)		17	7,222	24	9,487	19	9,000	21	10,038	18	11,418	21	10,289	10	7,211	11	8,396	8	5,646	15	4,746
	Ponds/Lakes (# acres)		8	2.9	8	5.0	2	0.1	2	0.1	8	1.3	9	1.5	2	0.1	2	0.1	2	0.1	6	1.2
	100 Yr. Floodplains (acres)		21		9		10		15		12		13		10		11		10		11	
	Terrestrial Habitat and Threatened and Endangered Species																					
	Forested/Wooded Habitats (acres)		25		23		26		59		149		111		248		261		269		24	
	PA Natural Heritage Core Habitat (acres)		25		11		11		11		15		15		8		8		8		15	
	Karst Features (#)		26		26		47		26		2		2		53		52		61		4	
	NLE Bat Swarming Area (acres)		134		90		266		234		71		71		658		660		631		71	
Indiana Bat Swarming Area (acres)		100		56		56		56		71		71		658		660		631		71		

Impacts that are greater than 110% of the Average Impact Value for the resource
Impacts that are less than 90% of the Average Impact Value for the resource

The recently approved Rural District Zoning Update for Harris Township is not reflected in the Agricultural Zoning Districts acreage estimates; however, the new zoning districts will be incorporated into the final acreage estimates of the respective alternatives for the PEL Study Report.

Natural Resources within the Build and Upgrade Existing Alternative Corridors

state college area CONNECTOR

Feature	US 322 Build Alternative Corridors												PA 144 Build Alternative Corridors						US 322 Upgrade Existing Alternative			
	US322 - 1 Existing (OEX)		US322 - 1 South (S)		US322 - 2		US322 - 3		US322 - 4		US322 - 5		144-1		144-2		144-3					
Potential Limit of Disturbance Area (acres)	463		446		482		493		429		432		696		699		670		282			
Cultural Resources	Historic Resources																					
	NRHP Listed Property (#)		0		0		0		1		0		0		0		0		0		0	
	NRHP Eligible Property (#)		1		1		0		0		0		1		0		0		0		1	
	Potentially Individually NRHP Eligible Property (#)		3		2		0		1		0		2		2		2		1		3	
	Penns Valley/Brush Valley Rural Historic District Contributing Property (# acres)		67	263	45	266	64	372	54	331	49	301	48	254	38	279	38	276	33	263	78	113
	Archaeological Resources																					
	Known Archaeological Sites (#)		3		3		1		1		2		4		3		4		3		4	
	Historic Period Archaeological Sensitivity Area (acres)		16		10		21		22		13		14		22		23		19		25	
	Statewide Prehistoric/Pre-Contact Model - High Probability Area (acres)		245		211		295		282		190		199		208		222		237		196	
	Statewide Prehistoric/Pre-Contact Model - Medium Probability Area (acres)		176		188		165		181		167		160		271		272		250		62	

Impacts that are greater than 110% of the Average Impact Value for the resource

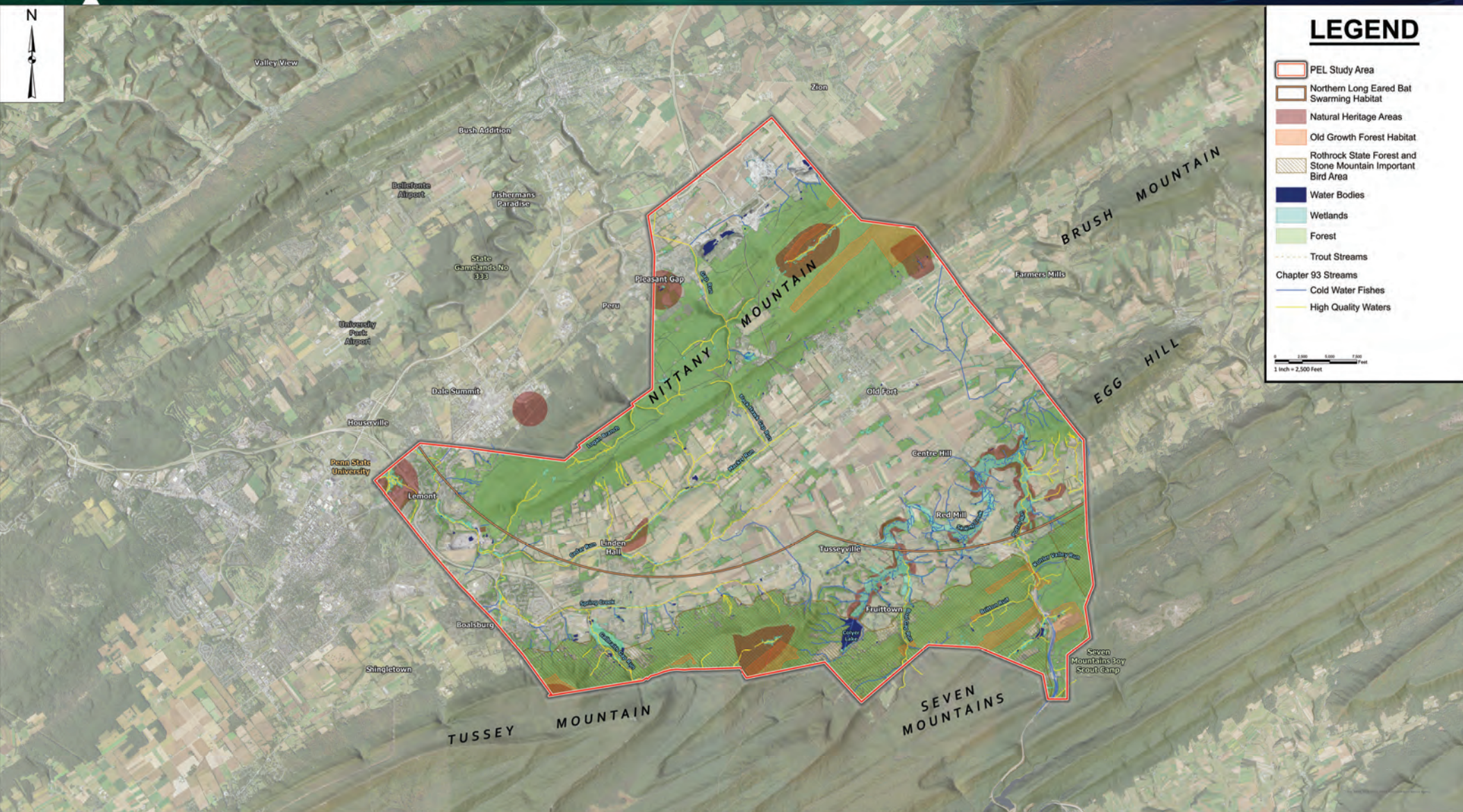
Impacts that are less than 90% of the Average Impact Value for the resource

state college area CONNECTOR

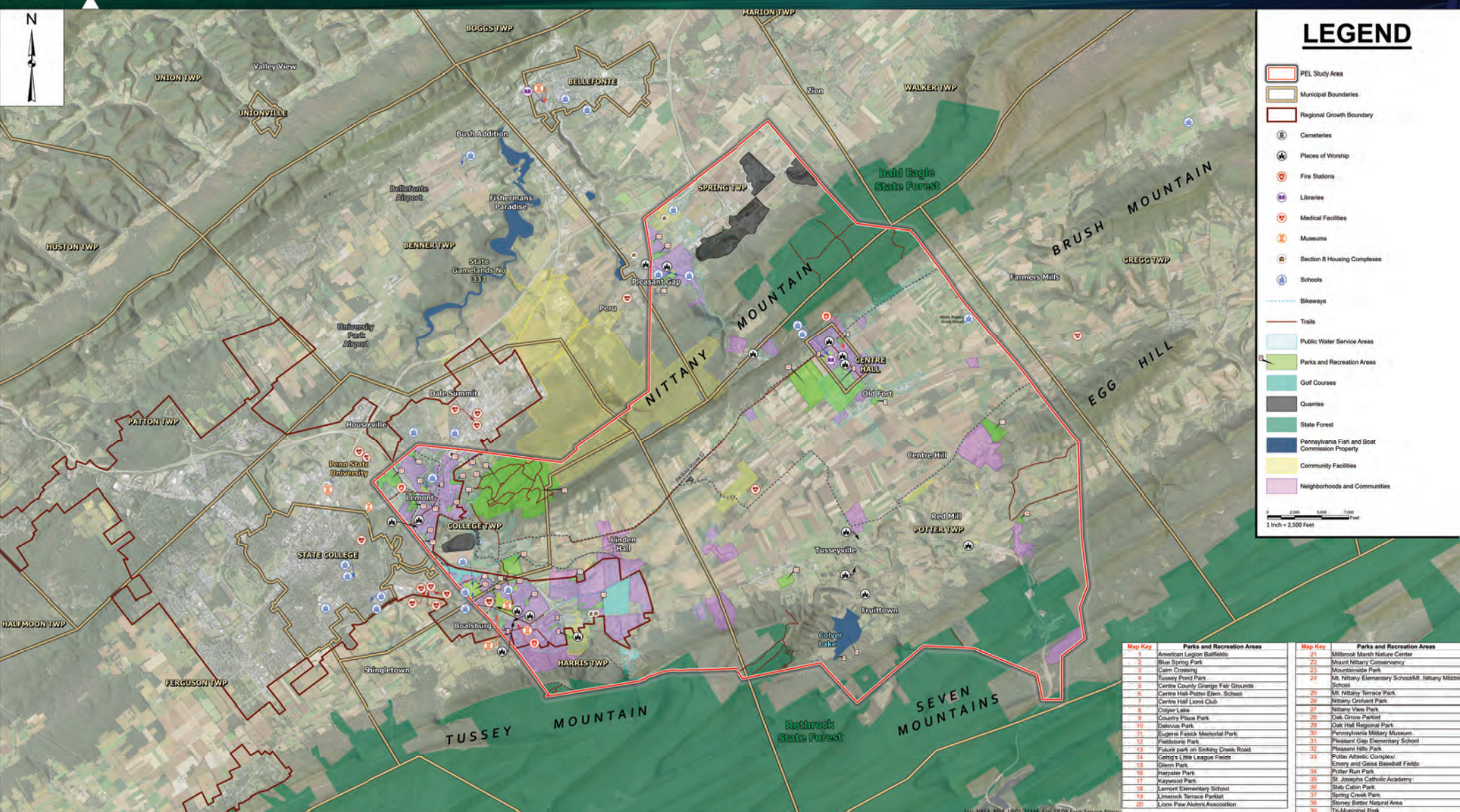
Feature	US 322 Build Alternative Corridors												PA 144 Build Alternative Corridors						US 322 Upgrade Existing Alternative			
	US322 - 1 Existing (OEX)		US322 - 1 South (S)		US322 - 2		US322 - 3		US322 - 4		US322 - 5		144-1		144-2		144-3					
Potential Limit of Disturbance Area (acres)	463		446		482		493		429		432		696		699		670		282			
Social Resources	Socioeconomic Resources																					
	Residential Units (#)		25		8		21		29		8		11		13		13		9		73	
	Commercial (non-ag operations) (#)		6		3		1		1		4		2		3		3		2		8	
	Places of Worship (#)		1		1		1		1		1		1		0		0		0		0	
	HUD Subsidized Housing Units (#)		0		0		0		0		0		0		0		0		0		33	
	Community Facilities (acres)		2		2		1		1		18		2		36		22		9		1	
	Neighborhood/Community (# acres)		12	26	12	26	4	9	8	52	3	18	12	39	1	0.00	2	1	1	0.07	9	13
	Conservation/Forest Conservation Zoning Districts (acres)		0		0		0		0		0		0		192		196		189		0	
	Parks (# acres)		0	0	0	0	0	0	1	0.4	1	0.3	1	0.3	0	0	0	0	0	0	0	0
	Developable Area within Regional Growth Boundary (acres)		26		26		13		14		6		29		0		0		0		13	
	Waste Sites (#)		12		9		5		3		5		8		9		9		7		14	
Quarry and Mineral Mining Operations (surface quarry acres property acres)		0	0	0	0	0	0	0	0	0	0	0	0	69	170	60	171	60	172	0	0	

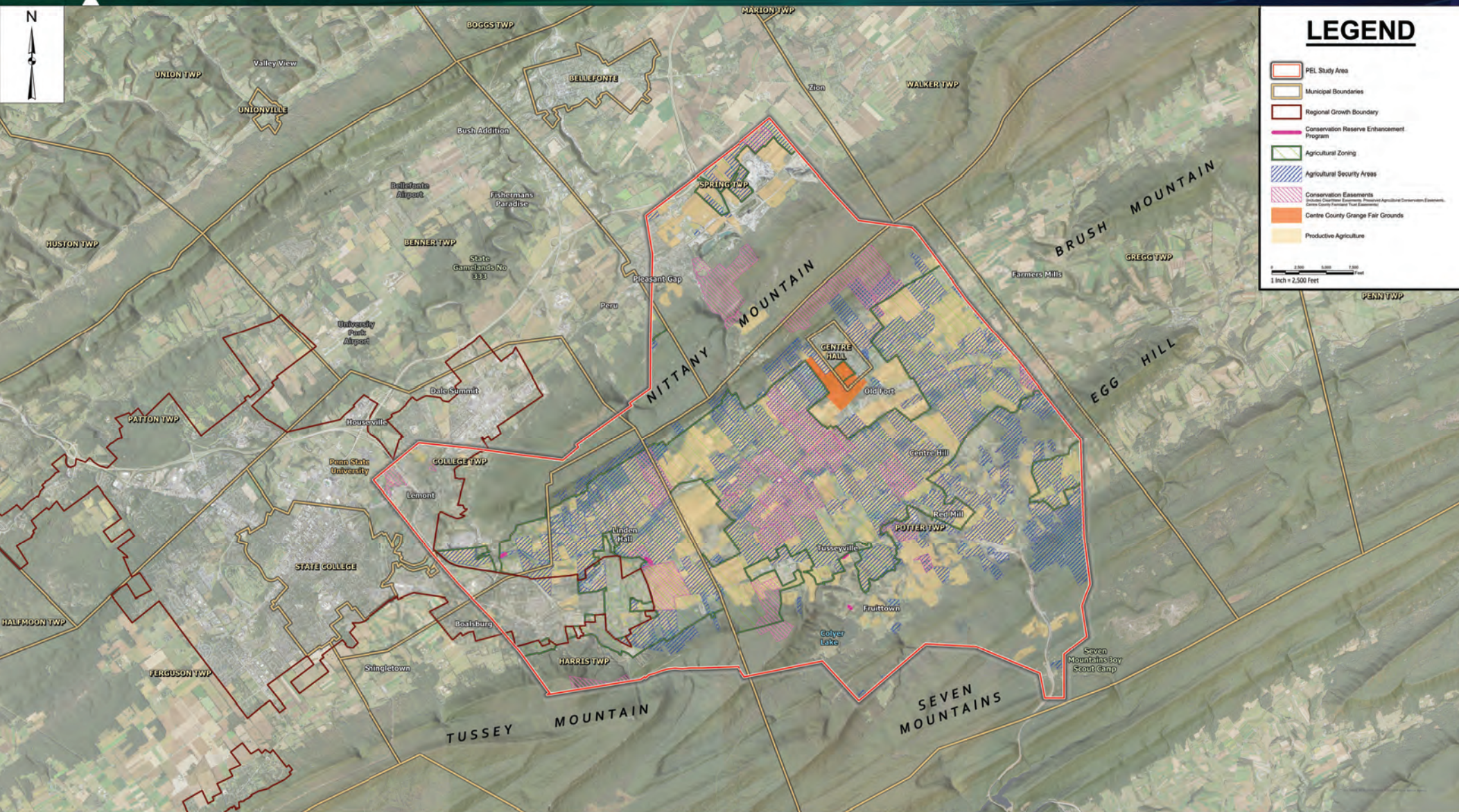
Impacts that are greater than 110% of the Average Impact Value for the resource
Impacts that are less than 90% of the Average Impact Value for the resource

The recently approved Rural District Zoning Update for Harris Township is not reflected in the Conservation/Forest Conservation Zoning Districts acreage estimates nor in the Developable Area within Regional Growth Boundary acreage estimates; however, the new zoning districts will be incorporated into the final acreage estimates of the respective alternatives for the PEL Study Report.









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 Saturday, April 16, 2022 will become part of the record for this meeting.



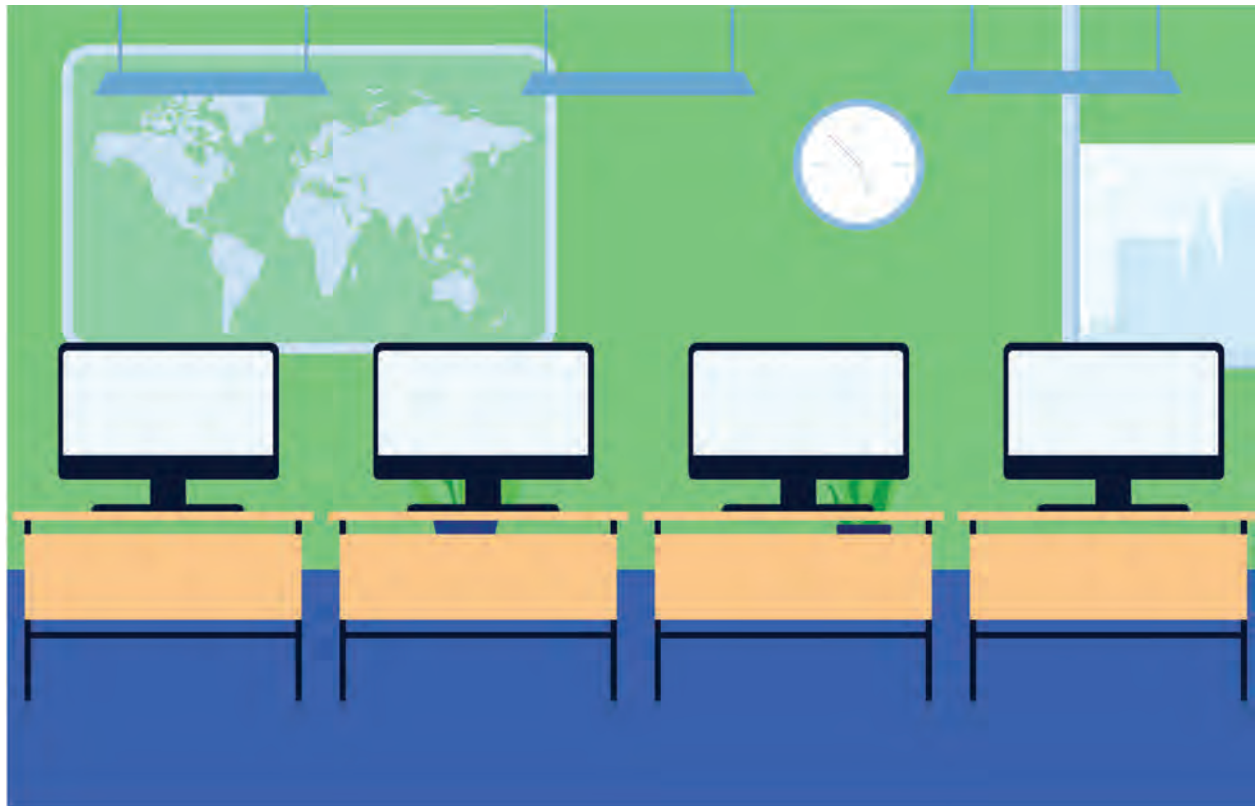
For more information

Go to the “Get Involved / Contact Us” section on the project website at www.PennDOT.pa.gov/SCAC

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



Web Map Viewing Station



state college area CONNECTOR

Feature		US 322 Build Alternative Corridors						PA 144 Build Alternative Corridors		
		US322 - 1 Existing (OEX)	US322 - 1 South (S)	US322 - 2	US322 - 3	US322 - 4	US322 - 5	144-1	144-2	144-3
Engineering Features	Length of Main Line Construction (miles)	8.3	8.3	10.0	9.7	8.6	8.4	10.3	10.5	9.7
	Total Excavation (Cut)(cubic yards)	3,170,000	3,648,000	4,611,000	4,822,000	3,458,000	2,593,000	16,262,570	6,152,357	8,989,371
	Total Embankment (Fill)(cubic yards)	2,023,000	2,521,000	3,554,000	3,901,000	5,340,000	6,699,000	6,512,214	10,899,862	7,677,478
	Bridge Deck Area (square feet)	501,575	486,810	617,530	763,530	387,850	366,940	344,468	411,130	325,030
	Planning-Level Right-of-Way Cost Estimate (in 2021 dollars)	\$58M to \$63M	\$42M to \$47M	\$37M to \$42M	\$47M to \$52M	\$40M to \$45M	\$32M to \$37M	\$60M to \$65M	\$60M to \$65M	\$55M to \$60M
	Planning-Level Construction Cost Estimate (in 2021 dollars)	\$405M to \$430M	\$390M to \$415M	\$475M to \$500M	\$545M to \$570M	\$390M to \$415M	\$455M to \$480M	\$550M to \$575M	\$680M to \$705M	\$455M to \$480M

Value that is greater than 110% of the Average Value

Value that is less than 90% of the Average Value

APPENDIX M – Public Comments Table

Last Name	First Name	Please provide any additional comments or thoughts about the information presented at the meeting that you would like to share.	Comment Response
Albertson	Donald	Current high traffic episodes can be lessened by encouraging flex hours by local businesses.	Thank you for your comment.
Allan	Darr	It appears that the spur from Harley shop to rt 45 runs the boundary of the Tanis farm and Hidden lakes instead of dividing the Tanis farm. I would like to see the same technique applied to the Rimmey and Darlington farms	The proposed conceptual corridors generally followed existing topography and include a representative bandwidth that reflects the magnitude of potential impact anticipated by each individual corridor. Specific impacts to individual farms and properties have not yet been assessed, nor any customized attempts made to minimize specific impacts. As the project advances and the number of alternatives being considered reduced, detailed field investigations will be conducted to fully understand the potential impacts associated with each alternative. Refinements and impact minimization will be conducted to make adjustments such as shifts to better align with property lines, connectivity of farm operations, retaining walls to minimize encroachments, or structures to span resources will be considered.
Auman	Angela	Thank you. Very informative. I can see why Penns Valley is listed as an option as it provides a route to I-80. However, it seems a lot of traffic is heading to or from 322 west. Penns Valley option won't help with that. State College chooses to get bigger and bigger so they should accommodate the new road. Penns Valley residents choose to continue generational farming so let us farm.	As a part of the PEL study, PennDOT evaluates the existing and proposed traffic patterns and volumes anticipated under each of the Build Alternative corridor scenarios. The Study needs must be met by the Build Alternatives which is to process the expected volume of vehicles safely and efficiently to and from their desired destinations. Both Build Alternatives corridors would provide such a solution.
Balboni	Sandra	Based on the Crash Data that was provided in the Connector Study it stated that Rt. 45 had the highest rated percentage of injury crashes, however, three proposals still include increasing the amount of traffic on Rt. 45 into an area that has the most neighborhoods and within a 1/4 of mile of the last fatality on Rt.45.	Comparison of the Year 2050 traffic volume projections for the alternatives being considered indicate a decrease in traffic volumes on PA 45 between Boalsburg and PA 144. Based on the Highway Safety Manual (HSM) safety analyses, the number of predicted crashes on PA 45 with any of the three alternatives being considered would be decreased.

Last Name	First Name	Please provide any additional comments or thoughts about the information presented at the meeting that you would like to share.	Comment Response
			Traffic analyses will continue to be refined during future detailed studies for any Build Alternatives that are advanced for NEPA study, also known as the environmental and preliminary design phase of project development. If traffic issues persist with the implementation of the proposed Build Alternatives, mitigation measures and additional roadway improvements would be included to maintain mobility and safety along PA 45. At the conclusion of the PEL Study, if it is determined that the PA 45 corridor would have issues unrelated to the proposed Build Alternative, PennDOT would recommend that additional studies be conducted as part of an independent transportation improvement project which PennDOT would work with the CCMPO to plan and program separately.
Bernosky	Michael P.	This project has been long overdue.	Thank you for your comment.
Bierly	Diane	Strongly feel that "Connector" should connect existing 4-lane highway in Potter Township with existing 4-lane highway in Harris Township by shortest route possible, following existing Rt. 322 as closely as possible. Upgrading Rt. 144 over the mountain to Rt. 80 will not alleviate traffic on Rt. 322. Rt. 322 will still need to be upgraded. Most recent fatal accidents did not involve long-haul truckers.	Traffic analysis does show that US 322 will experience unacceptable level of service operation under Build Alternative 2 (PA 144 Corridor).

Last Name	First Name	Please provide any additional comments or thoughts about the information presented at the meeting that you would like to share.	Comment Response
Blaszczak	Greg & Nancy	Safety • It appears to dump traffic onto an already over-taxed Route 45 (in the vicinity of Hidden Lake Estates). Traffic crash studies prove that RT 45 has the highest percentage of crash incidents, when compared to RT144 and even RT 322. • This section of RT45 has extremely poor visibility to traffic – particularly traffic heading east on 45. • Increasing traffic on the already unsafe RT45 are recreational cyclists. Penns Valley, especially RT45, is a popular area for bicycle enthusiasts. Increased traffic will make it increasingly unsafe for pedal cycles on RT45. Cultural Damage • It bisects large amounts of historic open farmland – literally splitting these farms in two. These farms and landscape are synonymous with Penns Valley. • Disturbs large amounts of undeveloped habitat for fragile wildlife - o A Variety of owls – personally witnessed - o Red Fox - o Grey Fox - o bats - o Black bear - o Deer - o Bobcat • It skirts a prominent neighborhoods - land values. • Noise levels. RT 45 is extremely noisy already. A 4 lane highway in the vicinity of residential neighborhoods would be intolerable Environmental • The impact on Cedar Run must also be considered – it should be noted this natural water feature is not listed on the mapping website / resource. • Some 322 options follow very non-direct paths to complete the connector – meandering through the countryside like a scenic road. The most environmentally responsible path is a more direct	Comparison of the Year 2050 traffic volume projections for the alternatives being considered indicate a decrease in traffic volumes on PA 45 between Boalsburg and PA 144. Based on the Highway Safety Manual (HSM) safety analyses, the number of predicted crashes on PA 45 with any of the alternatives being considered would be decreased. Traffic analyses will continue to be refined during future detailed studies for any Build Alternative corridors that are advanced for NEPA study, also known as the environmental and preliminary design phase of project development. If traffic issues persist with the implementation of the proposed Build Alternatives, mitigation measures and additional roadway improvements would be included to ensure that mobility and safety along PA 45 is not decreased. At the conclusion of the PEL Study, if it is determined that the PA 45 corridor would have issues unrelated to the proposed Build Alternative, PennDOT will recommend that additional studies be conducted as part of an independent transportation improvement project which PennDOT would work with the CCMPO to plan and program separately. 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 not only major contributors to the local economy but also contribute to the cohesion of the rural community and the historic heritage of the study area. Given the extent of farmland in the study area, it is not possible for a major transportation improvement project to avoid all

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		route. • RT144 options are the most direct	potential impacts. However, PennDOT will make every effort to minimize impacts to these resources. To fully understand the farm operations in the area and how to best minimize potential impacts, 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 development. 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, if necessary. 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

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			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. High quality watercourses have been identified throughout the PEL study area. During the detailed phase of the study, streams and springs within/connecting to the corridors carried forward for NEPA review will be field identified, delineated, and characterized. The more detailed design of the proposed alternatives carried forward will include revisions to avoid and minimize impacts to streams and springs
Boniface	Zoe	I represent Rhoneymeade (am the board chair). I am very glad to see that this time around Rhoneymeade is noted on your maps. However, several of your routes still under consideration come too close to Rhoneymeade. We offer peace and rural beauty. A constant stream of traffic fumes and noise will degrade the experience for our visitors. Instead of birdsong (we are a birding hot-spot) our visitors would hear trucks and cars. Rhoneymeade would be <u>particularly</u> harmed by 322-2, and the 2 southernmost 144 routes. We would prefer a route no further north than the current Rt. 322.	Thank you for your comment and identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings. During the next phase of the study (NEPA review), engineering 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) will be evaluated. A summary of the information from

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			these noise studies will be presented to the public for review and comment in future NEPA documents and at future public meetings.
Brawley	Rob	Was a routing considered that used Black Hawk Gap and/or McBride Gap? Was a noise pollution study done? The current Mt. Nittany Expressway is the predominant noise source in the Galbrath Gap area of Rothrock Forest especially on the north slope. 322-4 corridor would be devastating in terms of forest impact both direct and with noise. 322-5, 1, 1S would increase noise in Rothrock with increased speed and increased traffic volume.	Thank you for your comment. The option of creating a corridor that uses McBride Gap was considered in response to a question raised at a prior public meeting. A corridor in this area would require crossing over or through Mount Nittany, similar to the PA 144 Build Alternatives and would likely have substantial impacts to the Rockview State Correctional Facility. The PA 144 Build Alternative corridors do utilize a portion of Black Hawk Gap. During the next phase of the study (Preliminary Engineering and Environmental Review), alternatives advanced 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 future noise levels 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) 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.
Bukotuski	T.R.	On-alignment with existing would be the least environmentally damaging option. Noting that the majority of crashes on SR 322	The 5-year crash data available for the PEL Study showed 35 of the 108 crashes that occurred on SR 322

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		are single car crashes (ie/ texting while driving, distracted driving) it seems as your crash data may be skewed. Upsizing existing alignment may help those #s.	were single car crashes; indicating the majority of crashes (2 out of 3) involve multiple vehicles. The referenced crash causation factors (texting while driving and distracted driving) are driver behaviors. The HSM predictive safety analysis is a data-driven process which considered measurable factors such as traffic volumes and roadway design features. These safety analyses do not factor driver behaviors in the analysis as that is beyond the control of the roadway and not a measurable factor which design options could address. Based on the HSM Safety analysis for this PEL Study, US 322 Upgrade Existing Alternative, as identified, would not improve overall future safety on the roadway network. While the US 322 Upgrade Existing Alternative would minimize many of the environmental impacts, as shown above, the HSM safety analysis predicts an increase in crashes compared to the No Build Alternative. Therefore, the US 322 Upgrade Existing Alternative would not meet the purpose and need for the project as it would not improve motorist safety on the roadway network.
Card	Kendall	Very concerned about higher speed traffic through Penns valley. We recently had a tragic accident and Don't need more of that. Penns valley is full of people who enjoy the drive through the rolling hills, if you destroy our roads it will destroy our peace	Any proposed Build Alternative 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 of all users of a transportation facility, including the traveling public, PennDOT maintenance personnel, and first responders.
Cespedes	Gricelda	The main safety issue is trucks on 322. Elimination of trucks is the elimination of the core problem. Fix the 80-99-144 connection resolves this issue.	The proposed Build Alternatives are being developed to move passengers and freight safely within and through the study area. Based on traffic modeling outputs, regardless of which alternative ultimately

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			advances, a majority of the traffic will utilize the proposed Build Alternative, thus improving mobility on the existing roadway network.
Cespedes	Andres	The main issue is the trucks. The only feasible option is fix 144.	Thank you for your comment.
Collins	Eileen	Easy to comprehend displays. Consulting staff knowledgeable and answered question easily. Venue was nice/large.	Thank you for your comment.
Curley	Melinda	I am very concerned about upgrading the existing 322 route. I am a resident of Bear Meadows Village and it is a very dangerous intersection. I am concerned about the dense residential area and the impact of a major highway through this area disrupting many families and community members. I feel a major highway would bring safety concerns, decreased property values and disruption to a central and main residential area of Tussey Ski Mountain and Rothrock state forest. Thank you!	In general, the Highway Safety Manual (HSM) safety analysis results showed that safety would improve over the No Build Alternative for all of the Build Alternative corridors. Additionally, the HSM safety analysis predicts an increase in crashes for the US 322 Upgrade Existing Alternative compared to the No Build Alternative. Predicted crash frequencies would be lower on PA 45 and PA 144; however, US 322 would have a higher predicted crash frequency. This is mainly related to the continued presence of intersections and driveways along the US 322 corridor, left turns from the US 322 mainline, and jughandle turnarounds to accommodate local road and property access, coupled with the substantial increase in traffic volumes on the upgraded US 322 roadway. Safety is one of the study needs and will be a key factor when identifying alternatives to advance for further study. The 70-square mile study area includes a wide variety of important natural, cultural, agricultural, and community resources. 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. Potential community impacts to both

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			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 greatest extent possible.
Delaney	Edward	Lot of information to take in at the meeting. It would be helpful to have interactive maps online as they are difficult to enlarge. Video was helpful and people answering questions were great. How are you going to raise road high enough between 7 mtn and Mt. Nittany for 144 corridor.	Your comments on exhibits will be considered for future public meetings. 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)). The vertical geometry of each Build Alternative corridor uses a maximum 4% grade, which is the steepest grade that complies with state and federal guidelines for the proposed facility type. To maintain these grades, the corridors need to extend the roadway length for a gentler climb. This applies to both the PA 144 and US 322 Build Alternative corridors.
DeWalle	David	The landscape over Centre Hall Mtn and the outskirts of Pleasant Gap offer few obstacles to safe highway development. These areas avoid major impacts to watershed values. It appears from the location of recent Rte. 322 construction that earlier developers considered the direct route to I-80 over Centre Hall Mtn. to the outskirts of Pleasant gap where flat space already exists for a major interchange. There is no major problem with State College traffic following a Centre Hall Mtn to I-99 pathway to State College quickly. Mileage and time along this route would be about the same. In addition, some improvements to Rt. 322 toward State College obviously would be needed, but do not make this the major route.	The PA 144 and US 322 Build Alternative corridors are being evaluated for their traffic performance, ability to satisfy the project purpose and needs, and magnitude of impact to resources and properties. As a part of this assessment, and as you suggest, the design team will evaluate distance, time travel, safety, and other operational expectations of a new facility. After the evaluation, the Build Alternative corridors which best meet the study needs while providing the best balance in minimizing potential impacts to the natural, cultural, and socioeconomic resources will be advanced for future study in the preliminary engineering and

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			environmental investigations. The results of this analysis will be presented in the Draft PEL Report.
Duane	Watkeys	I support the 144 alignments and as a last resort, 322 OEX.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings.
DuBois	Charles & Lynn	There are two intertwined problems that must be addressed: Improving safety along Rt. 322 and routing large trucks to Rts. I-80 and I-99. In doing so, there must be respect for existing residences, businesses, farms, houses of worship, governmental facilities and the natural environment. While not ideal – given the existing rural communities and farms – truck traffic should be taken north to I-80/I-99 along the least injurious corridor paralleling Rt. 144. To serve traffic to and from State College, existing Rt. 322 should be upgraded to four lanes sticking as closely as possible to the current alignment and minimizing any impact to the surrounding human and natural environments.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings. 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.
Edelson	Shari	The proposed route 144 highway option is not a viable alternative to upgrading / correcting the present issues on route 322. A new highway on the route 144 corridor would not divert a significant amount of traffic from route 322, and would be a much less efficient and responsible use of funds and resources than simply addressing the issues on route 322. In addition, building a new highway along route 144 would create unnecessary and truly tragic degradation of a now-intact rural landscape comprised of family farms, the charming town of Centre Hall, and natural areas on Centre Hall Mountain. I believe it makes the most sense for the route 322 upgrade to use the existing highway corridor as much as possible, and stay close to the existing roadway where it is necessary to divert. This would cause the fewest negative impacts - noise pollution, fragmentation of farmland and natural	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings. 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

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		areas, etc. - and avoid unnecessary degradation of the rural countryside.	rules, regulations, and guidance. Throughout the process, study results and recommendations will be presented to the public for input.
Ehrenhaus	Constanza	It is very hard to give a definitive comment on an issue that has all preliminary projects. I do worry about our farmers' well being and the ecosystem, which has been in place for thousands of years, some of it being of extreme importance to fragile species. Thank you for your time and explanations.	Thank you for your comment. As part of the PEL study, PennDOT's Agricultural Resources Specialists completed field reconnaissance to identify productive agricultural land within the project area, along with access routes to the productive agricultural land. Additional research of secondary data with Centre County Planning and Geographic Information System data were used to map and identify productive agricultural land that is either preserved farmland or is enrolled in an agricultural security area. Input received at the 2021 and 2022 public outreach meetings as part of the PEL has been documented and has factored into the alternatives analysis process. 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 not only major contributors to the local economy but also contribute to the cohesion of the rural community and the historic heritage of the study area. Given the extent of farmland in the study area, it is not possible for a major transportation improvement project to avoid all potential impacts. However, PennDOT will make every effort to minimize impacts to these resources. To fully understand the farm operations in the area and how to best minimize potential impacts, 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 development. The preparation of the report will require extensive interviews with all potentially impacted farm operators to identify and

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			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, if necessary. As part of the NEPA Phase of the project, detailed studies to identify natural, cultural and social resources would be conducted. Potential impacts to natural resources (including wetlands, streams, forestlands, agricultural, and threatened and endangered species) would be considered in an effort to avoid and minimize impacts to these valuable and protected resources to the greatest extent possible.
Eich	Jon	1) The SCAC needs to eliminate the MISSING LINK on US 322 between Potters Mills and Boalsburg. 2) If the funds can be found, a 2 lane truck route from Potters Mills to I-80 would address a significant amount of the public concern about the project. 3) Regional commuters from Mifflin County make up a significant	One of the study needs for the project is to address route connectivity and driver expectation in the study area, or the missing link as you describe. Neither PennDOT nor FHWA is proposing a solution that includes new construction in both the US 322 and PA 144 Build Alternative corridors. This would nearly double the cost and environmental impact of the

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		portion of the travelers on US 322, but their voice does not seem to be represented.	overall project. PennDOT has engaged in a robust public outreach program to capture as much input as feasible from the local communities potentially directly affected by the project as well as regional travelers. Through social media forums as well as the study website, we will continue to solicit input from interested parties.
Elandis	Donald	In addition to many concerns like most residents impacted, I am concerned about wildlife being able to cross US322, noise, watershed impact, and a general negative impact to our quality of life since "the Gates Community" is so close to the new connector.	During the next phase of the study (Preliminary Engineering and Environmental Review), a noise analysis will be completed for the advanced alternatives 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 future noise levels 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) 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. 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

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			fragmentation results in smaller unconnected areas that can reduce the quality of the remaining habitat and wildlife movement.
Eltz	Ben & Rebecca	Please do not pick option #4. I love Calvary Harvest Fields. I love the church building. I love the park. I love the bike trails.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings.
Farber	Anne	Harris Township is unique with only 1 highway, 322, in it. It is a combination of working farms, 2 historic villages, a pristine stream, one lane bridges, much wildlife, and some housing. A major connector highway would destroy this area, please plan on using the 322 footprint. That is the only highway and commercial area in our township. We are small and will not be able to recover our way of life if this road goes through the farms and houses, some are historic. Thank you.	Thank you for your comment. The 70-square mile study area includes a wide variety of important natural, cultural, agricultural, and community resources. 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. 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 greatest extent possible.
Findley	Gorman	What impact does local or municipal board groups have on the alternatives? More populated areas in Harris Township have larger population and have a louder voice than Potter area.	Public official and general public input are a factor in identifying what alternatives will advance for further consideration. PennDOT and FHWA will ultimately 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.

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Fleisch	John	I've spent several hours now speaking with all the PennDOT employees and contractors. Route 322 OEX sure sounds like a VERY PROMISING LEAD CASE as it preserves a lot of the 322 existing route at each end along with a reasonable middle section, which would be new. I am OK with lower speed limits in general as right now the trucks travel way too fast on the existing route. I am also STRONGLY OPPOSED TO 322-4 as it intrudes on the TUSSEY MOUNTAIN ski/summer recreation area the Galbraith Gap access for Rothrock State Forest. Tussey Mountain and Rothrock are two true centerpieces of the State College area. Please do not ruin them!	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings. 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.
Foster	Jeanne	1. Environmentally, the most direct route (144) affects the smallest number of people and will better address gas emissions/fuel consumption. 2. Congestion - current 322 is already busy. Additional truck traffic will have unimaginable danger during high traffic Penn State occasions. 3. Establishing the current route 322 as "business 322" and building an alternate fast track 322 that is more direct makes sense. 4. Proposed 322 routes (322-1, 322-2, 322-3, 322-4, 322-5) will disrupt homes, farms, and neighborhoods. The effect on the Boalsburg Community will be devastating.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings. 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.
Foust	Dennis & Cynthia	The route 322 corridor provides the logical corridor for this limited access highway. This corridor also solves the issue of the access to State College and Penn State. An excellent road system linking Route 322 to I-99 and west and I-80 is the most cost effective solution. A minimum of land will be taken for this road. Cost <u>must</u> be kept to a minimum.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings. 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

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			provide suitable mitigation strategies to address adverse effects. Direct costs for the construction of the alternatives, right of way acquisition, 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.
Frier	Mary Carol & Don	Mr. Ball, I attended the Potter Township presentation of April 6 and have spent some time thinking about the ramifications of this momentous project. Please accept the following comments my husband and I have about the project: Please consider the following observations we have regarding the State College Area Connector Project. 1. Food Security for our community, state, and the Eastern seaboard. The West Coast agriculture is being burned out and water for crops is scarce and/or laden with salt. The Southeast agricultural area is being flooded out and brackish seawater incursion makes crop production almost impossible with today's plant genetics. What's left? Pennsylvania is ideally situated to support the Eastern seaboard and could become an essential source of food for the region. So, considering the Project's grab of our essential farmlands, do we want to eat or look at concrete? 2. Water availability. Like the State College area, we depend on underground aquifers to supply our water needs. We cannot draw from lakes, rivers or even desalt ocean water. How much growth can we stand before we run out of water? There are many underground feeder streams crossing the proposed routes that end up supplying Big Spring in Bellefonte. The project runs the risk of diverting/stopping the flow of these essential feeders. Right now, we are in "wet years", but the "drought years" are surely coming. We depend on the good soil quality our farms can develop for us with organic matter to store water in the ground to get the crops through the drought years. Again, do we want to	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 not only major contributors to the local economy but also contribute to the cohesion of the rural community and the historic heritage of the study area. Given the extent of farmland in the study area, it is not possible for a major transportation improvement project to avoid all potential impacts. However, PennDOT will make every effort to minimize impacts to these resources. To fully understand the farm operations in the area and how to best minimize potential impacts, 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 development. 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

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		eat or not, because we cannot eat concrete. Some of the options presented last fall actually cross near the major well field that serves Centre Hall and the Grange Fair grounds. 3. Growth estimates. By your own estimate, travel growth on route 322 is expected to increase 50% from 2020 through 2050. That is about 1.015% of an average annual increase. Why do we even need this project? 4. Depressions and sinkholes. Maps furnished by the Pennsylvania Department of Environmental Protection delineate depressions and sinkholes in Potter Township. The map of depressions looks like the whole Township has the measles! This map makes the point that major construction projects such as the Connector are likely to fail, perhaps sooner than later. The map shows that farming and growing food are the best uses of the land. 5. Fault lines, such as the Tusseyville Fault are not shown on the map. There was a 3.0 Richter quake in Potter Township in 1938, according to Earthquake Hazards in Pennsylvania. These fault lines likely coincide with the Coburn Fm-Nealmont Fm Undiv soil type, which is close to the 322-1,2,3 road options proposed last fall. Why aggravate a known fault line? This makes no sense. Thankfully, the current PennDOT maps presented in April, 2022, seem to avoid these fault lines. 6. Real Property Tax Impacts. Potter Township currently collects 8 mills for school taxes and 2 mills for fire tax. When PennDOT condemns property for the SCAC Project, these properties will drop off the tax roll. How will these monies be made up? Higher taxes for everyone? Higher taxes for the remainder of those properties affected by the SCAC project? 7. The new Route 15 connector between Route 322 west of Harrisburg and Route 80 should markedly affect truck traffic and	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, if necessary. 2. PennDOT 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 streams. 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 or quality. 3. The transportation needs assessment identified that the current roadway network has geometric, safety and operational deficiencies/concerns within the study area. The additional 2050 traffic volumes will increase these concerns with no improvements. Additionally, the existing roadway network was not designed to support the high number of trucks which are using the network today. 4. 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. 5. Geological investigations will be considered when developing and designing any proposed improvement.

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		cause trucks to take 15 North to 80 East and West. Do we know how much truck traffic will be diverted away from 322 in Centre County because of the ease of driving conditions on the new addition to Route 15? Why do we want to build a 4-laner if truck traffic no longer depends on Route 322 through Centre County? Annual increases in vehicular traffic could overall become negative. 8. A 1 million plus square foot warehouse/fulfillment center is being planned near the intersection of Benner Pike and Route 99. If this project comes to fruition, it will be another reason for trucks to avoid Route 322 through Centre County and instead use Routes 80 and 99. We should spend the money instead to improve the Exit 161 On/Off ramps between Routes 80 and 99. We believe highway money would be better spent in repairs to make the existing route 322 between Potters Mills and Boalsburg safer. This would be a good use of the taxpayer's money. We vote "NO" for the Connector projects as they have been presented to us in September 2021 and April 2022. Instead, use the money to improve our lands and give farmers a better livelihood. We need men and women who are willing to farm and feed us!	6. Potential impacts to a local tax base are evaluated during the preliminary engineering and environmental analysis. During this phase of investigation if adverse impacts are determined, coordination and potential mitigation would be considered. 7. It is agreed that the new Route 15 connector (CSVt project) could divert some truck traffic from the US 322 corridor in the SCAC study area. Even though the Route 15 corridor is outside of the SCAC study area (located 40+ miles east of SCAC study area), the traffic forecasting process in developing truck traffic projections for the Centre region considered statewide freight movement data. The traffic forecasting process also considered the origin-destination obtained for the SCAC study area, as well as travel times on feasible truck routes. Based on this data and review of the noted truck routes, including consideration of changes in travel times with completion of CSVt project, the truck diversion would be relatively minor (on the order of 1% of the heavy trucks shown in the origin-destination graphics, or less than 50 trucks on a daily basis). This diversion would not result in negative growth of traffic volumes on the US 322 corridor in the SCAC study area. 8. Thank you for your comment. Land development and approval is conducted at the local level. Based on the identified needs within the PEL study area, improvements to an exit on I-80/I-99 would not address the transportation needs.
Fuller	Mike	Note: Mr. Fuller submitted a Cedar Run Communities Group Assessment on the Impacts to Cedar Run Valley (Alternative Routes 322-2 and 322-3). This is 12 page position paper that	<u>Historic Concerns</u> Based on the extent of resources within the area, the development of a Build Alternative or Upgrade Existing

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(Cedar Run Community Group)		expresses six topics of specific concern related to the Build Alternative corridors and asks specific questions for each concern. The full paper is included in the project technical files and the six topics of concern are presented in this table. • Impact to Historic Character of Cedar Run Valley ○ Is it a concern that 322-2 would take part of the NRHP Linden Hall Historic District? ○ Does PennDOT take into consideration the amplified negative impacts of putting new major roadways close to historical resources and areas? ○ Where specifically would PennDOT put bridges or access roads to maintain connectivity (although disrupted)? • Property and Community Fragmentation ○ Has or will PennDOT conduct an assessment on the level of fragmentation caused by any considered new roadway corridor? • Damage to Sensitive Watersheds ○ Does PennDOT agree that greater harmful impacts are generated when a new roadway parallels an existing waterway compared to crossing it “quickly” in a perpendicular manner? ○ What is the impact on existing waterways when natural springs feeding those streams are covered by a new roadway? ○ Will PennDOT attempt to identify all the natural springs that are contributing sources to streams along a proposed new roadway corridor? • Highway Design Thru Cedar Run Valley ○ Does PennDOT have any concerns about adding a new merging point for a new 322 between Old Fort and Boalsburg exits on existing 322 that would create a roadway section with many existing and new conflict zones within a small distance where traffic volume will be its highest? §	Alternative that fully avoids impacting or affecting a National Register of Historic Place (NRHP) eligible or listed resources or historic districts 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. 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. 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 provide general connectivity of the local road network. As such, structure locations to maintain local connectivity has not been finalized. <u>Property and Community Fragmentation</u> 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. 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,

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		- Does PennDOT have any concerns about the quantity, location and character of curves associated with 322-2 and 322-3? - Has PennDOT modeled the increased traffic volume, both eastward and westward, on existing Rt. 45 due to the addition of new interchanges on that road associated with 322-2 and 322-3? - What is the current project budget for ROW Purchase and Construction Cost? - Impacts in Existing Areas currently without High Volume Roadways - Will PennDOT evaluate the incremental relative impact associated with each alternate route under consideration? For example, will the noise increase (new minus existing) be compared in the Cedar Run Valley to along existing Rt. 322. The incremental increase would be expected to be far greater in the currently "quieter" Cedar Run Valley. - Will similar incremental relative impacts be evaluated for air pollution and visual/aesthetic disruption to existing environments along all alternate routes in consideration? - Impact on Existing Residential Neighborhoods/Communities - Does PennDOT recognize the impact on lost property/home value for all those that are in close proximity (not actually hit and purchased by PennDOT) to new roadways?	agricultural, and threatened and endangered species) in an effort to avoid and minimize impacts to these valuable and protected resources to the greatest extent possible. <u>Damage to Sensitive Watersheds</u> It is generally preferred when advancing transportation projects that cross streams or rivers, to cross these features in a perpendicular manner, when possible, to minimize impacts. It is difficult to generalize potential impacts to streams and waterways that may result from any transportation project. PennDOT works with resource agencies to define potential impacts and develop mitigation to address any identified impacts. During the next phase of the study (Preliminary Engineering and Environmental Review), detailed field surveys will be conducted to identify and delineate surface water resources within the study area. <u>Highway Design Thru Cedar Run Valley</u> Each of the conceptual Build Alternative corridors were developed in accordance with PennDOT and FHWA standards for the appropriate classification of roadway. These standards established requirements for design speed, severity of horizontal curvature, maximum and minimum vertical grades, number and width of travel lanes, and other design parameters. The alternatives were proposed to accommodate design year (future 2050) traffic, including truck traffic, through the study area. The Build Alternatives were initiated by identifying logical termini for which to provide a consistent connection to the existing roadway network. The logical termini were identified in locations that met design criteria. Mt. Nittany Expressway is an acceptable terminus for the Build Alternative corridors.

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			Traffic analysis was conducted for a US 322 and a PA 144 Build Alternative corridor. The analysis included consideration of potential future changes to PA 45. As the Build Alternatives are evaluated during the preliminary engineering phase of project development, impacts associated with interchange locations would be evaluated and mitigations measures developed to address adverse impacts. This would include changing traffic patterns and additional traffic volumes on local roads. Planning-level construction and right of way costs were developed for each of the proposed Build Alternatives. As presented at the April 2022 public meeting, the total costs range from \$390M to \$705M depending on the alternative. <u>Impacts in Existing Areas currently without High Volume Roadways</u> During the next phase of the study (Preliminary Engineering and Environmental Review), alternatives advanced will be assessed to determine if noise abatement is warranted, feasible, and reasonable. 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) will be evaluated.

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			As the study only has conceptual engineering design, the potential for visual and air quality impacts will be fully evaluated during the more detailed studies to be conducted in future NEPA studies for alternatives advanced. <u>Impact on Existing Residential Neighborhoods/Communities</u> 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 a project. Community impacts related to viewshed, and noise concerns are assessed and mitigated through means other than financial compensation.
Goldman	Ben	It seems like the northern route is challenging because of Mt Nittany, and I expect there may be some concerns in Centre Hall, but of all the options, this one is preferable to me. Areas north and south of the 322 are precious in this community. We don't want highways there. I recognize there are traffic safety concerns with the present situation, but State College is experiencing accelerated and ill-conceived growth that benefits few of the citizens living in this community. This project will only increase those problems. I do not want this highway at all for our community. Thanks for this opportunity to offer feedback.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings. 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.
Gover	Stephanie	I think the existing road should be updated, that's the preferred option. And I don't like how you call it the State College Area Connector Project when the majority of the road isn't in State College. Call it the Route 322 Connector Project.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings. When determining what alternatives will be advance for further consideration, PennDOT and FHWA will make recommendations for alternatives

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			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. 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.
Gregg	Kimberly	All of your representatives were well-informed and very helpful. Thank you for providing this meeting.	Thank you for your comment.
Gregg	Jonathon	The representatives we talked with were helpful, knowledgeable and answered our questions.	Thank you for your comment.
Gregg	Dianne	The routes through Linden Hall were drawn to spite Boalsburg by drawing Linden Hall into the fight on Penns Valley's side. The original spaghetti map did not list Linden Hall as a place - only the 3 corner towns. I went to the Sec. of Transportation about this, and he ordered PennDOT to put us on these maps. I have to wonder why Linden Hall routes are being carried forward when they destroy a strong community rich in history and environmental resources.	The proposed conceptual corridors were developed to generally followed existing topography while avoiding key sensitive resources. 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.
Hammerstedt	Roy	I have been coming to meetings like this since the first consideration. Missing from the aux has been a few key aspects. Such as what is the purpose? Get people to the stadium? Get people to the stadium? Or get cars and trucks to I-80? Once the purpose is announced the current clutter of minor differences will go away and the really alternatives can emerge. And no consideration (yet) of cost to user and environment for the various options.	Thank you for your comment. The study purpose was presented at the November 2020 virtual public meeting and can be found in the Purpose and Need Report located on the study website.
Harrigan	George	I want to repeat my objection to open house format ... These are not meetings, they are gatherings ... There is no consistent	Thank you for your comment.

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		cohesive presentation, no record of the proceedings... no minutes. There has yet to be an official public meeting on the project that PennDot or FHWA can point to. Abandon their use and get started with proper communication with the public as soon as reasonably possible. The new O/D analysis is skewed by having redefined local vs regional trips. Under this definition a trip made by any resident of the Study area is automatically scored as local travel. Truck traffic is almost exclusively regional and should be diverted from traveling through State College not routed into it, as all the 322 alternatives do. The trucks do not want to go into State College, take them elsewhere and let existing roads handle the load (your Build Alternative Design 2050 ADT slide for the PA 144 build alternative shows that result can happen !	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 and April 2022 SCAC public meetings, is an acceptable format. Future public meetings for this study may incorporate more formal approaches to information sharing and comment collection. The meeting is documented in summary reports which includes information on advertising the meeting, information presented, and comments received with associated responses. The origin and destination data for the study has not changed from what was presented previously in the Study purpose and need. This data was previously presented in text and tables as the following three categories: - 'E-E' (External to External), - 'I-I' (Internal to Internal), and - 'I-E/E-I' (Internal to External/External to Internal) To graphically present this data, the figures combined the 'I-I' and the 'I-E/E-I' trips considering them all as "local" trips since they all have a "local" beginning or ending point. The 'E-E' trips are shown as "regional" trips on the figures.

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Hartranft	Patricia	Colossal waste of time. Too crowded, too loud, couldn't get close enough to see the maps. Did not seem like any PADOT reps were interested in resident's questions or feedback. This is just not a good way to handle these changes that will impact so many residents. We're tired of the brake retarders that keep us awake all night and your refusal to deal with installing a noise barrier - or for heaven's sake, a line of trees to help. And please don't tell us that it's a safety issue. It's not; it's drivers who refuse to slow down. Start warning earlier and enforce it.	Thank you for your comment. 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 April 2022 SCAC public meeting, is an acceptable format. 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. During preliminary engineering and environmental investigations for those Build Alternative corridors that are advanced, detailed noise investigations will be conducted in accordance with current 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

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			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) 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.
Hartranft	Frank T.	Thanks for letting me input info	Thank you for your comment.
Heller	Debra	I learned about the SCAC proposals just this evening, and wasn't at the meeting. It is very challenging to try to bring up a map I can read, even with the Web Map Guide. However, I have some very real concerns. My understanding is that a 4 lane highway is being considered that would cut through Center Hall Mountain. This mountain is not just some big pile of dirt, but a thriving balanced home to wildlife, intrinsic to the health of our water supply, as well as an important recreational area. In addition, the Pleasant Gap area has undergone significant mining over the past several decades, so how stable is that ground for blasting at this point? When it comes to major projects, it takes major spending and can yield major profits. Who are the people who would profit from the tearing up of this beautiful peaceful area? If it is to decrease traffic along 322 between Seven Mountains and State College, then the road that already connects them ought to be improved (US-322 Existing Upgrade). This sound like the most sensible solution to that issue. One last thought: What comes around, goes around, and vice versa. Thank you for asking for our input. I hope that the voices you have asked to hear are heard and respected.	Thank you for your comment. The 70-square mile study area includes a wide variety of important natural, cultural, agricultural, and community resources. 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. 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 greatest extent possible. When determining what alternatives will be advance for further consideration, PennDOT and FHWA will make recommendations for alternatives that best

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			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.
Henty	Scott	I am not familiar with how the decision is made - it would seem most fair to overall population if weightings of the decision factors were known and could be discussed. I am very uncomfortable having a 4 lane highway so close to Calvary Church and would rather see one of the other options utilized. A church should be a more quiet environment. Thanks for listening.	Thank you for your comment. 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.
Hicks	Nicole & James	It seems like the preferred route is a 322 southern one, which disrupts many family farms and homeowners. Is the 322 N or 144 alternatives seriously being considered?	Thank you for your comment. 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

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			(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.
Hidden Lake Owner's Association		Note: Hidden Lake Estates Owner's Association submitted a seven page letter document their concerns with the proposed Build Alternative corridors, specifically US 322-1S, US 322-1OEX, US 322-2, and US 322-3. This letter was signed by 29 of the landowners in the development. The full paper is included in the project technical files and the key topics of concern are presented in this table. These topics include: • Community Setting • Noise (highway and truck brakes) • Streams • Hazardous Waste Sites • Indirect and Cumulative Impacts • Geology (karst features and faults) • Traffic increases on local roads (PA 45) • Community Vision compatibility Overall, the residents support the PA 144 Build Alternative corridors.	<u>Community Setting</u> The 70-square mile study area includes a wide variety of important natural, cultural, agricultural, and community resources. 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. 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

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			avoid and minimize impacts to these valuable and protected resources to the extent possible. <u>Noise</u> 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. During the next phase of the study (NEPA 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) 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.

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			<u>Water Resources (Streams and wetlands)</u> The study area contains numerous high quality streams and exceptional value wetlands. While each of the proposed Build Alternatives would potentially impact these resources, consideration has been given to ways to minimize impacts through bridging the resources and ways to further minimize impacts will continue to be evaluated for those alternatives advanced for detail study. <u>Hazardous Waste Sites</u> Information on potential waste sites for the PEL Study were based on secondary source information. As alternatives are advance for preliminary engineering and environmental study, detailed investigations will be conducted to further identify the location, extent and risk for any waste sites which may be impacted. PennDOT is required to perform due diligence on the investigation and appropriately address any contamination which may be uncovered as a result of a transportation project. <u>Indirect and Cumulative Impacts</u> The locations of proposed interchanges were 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 does not have 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" which will include coordination with local community officials. <u>Geology (Karst features and faults)</u>

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			Geological investigations will be considered when developing and designing any proposed improvement. 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. <u>Traffic increases on local roads (PA 45)</u> Traffic analyses will continue to be refined during future detailed studies for any Build Alternatives that are advanced for preliminary engineering and environmental study. If traffic issues persist with the implementation of the proposed Build Alternatives, mitigation measures and additional roadway improvements would be included/considered to address mobility and safety along PA 45. At the conclusion of the PEL Study, if it is determined that the PA 45 corridor would have issues unrelated to the proposed Build Alternative, PennDOT will consider additional studies to be conducted as part of an independent transportation improvement project which PennDOT would work with the CCMPO to plan and program separately. <u>Community Vision compatibility</u> As stated in the Final Purpose and Need for the State College Area Connector Planning and Environmental Linkage Study report and presented at the Open House Public Meetings for the project, 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. Local planning vision and goals are considered when identifying

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			transportation alternatives to address the needs in the area.
Hockenberry	W.	Route 144 corridor would destroy unspeakable acres of prime farmland - that is still active farms. The Environmental impact of this destruction would be unimaginable. The bulk of the traffic traveling 322 west is to State College/Penn State and will only increase as the years go on. Stay as close to the present 322 as possible. General Potters empire is being slowly destroyed. Buildings can be replaced. They're not making any more land.	Thank you for your comment. As part of the PEL study, PennDOT's Agricultural Resources Specialists have completed field reconnaissance to identify productive agricultural land within the project area, along with access routes to the productive agricultural land. Additional research of secondary data with Centre County Planning and Geographic Information System data were used to map and identify productive agricultural land that is either preserved farmland or is enrolled in an agricultural security area. Input received at the 2021 and 2022 public outreach meetings as part of the PEL has been documented and has factored into the alternatives analysis process. 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 not only major contributors to the local economy but also contribute to the cohesion of the rural community and the historic heritage of the study area. Given the extent of farmland in the study area, it is not possible for a major transportation improvement project to avoid all potential impacts. However, PennDOT will make every effort to minimize impacts to these resources. To fully understand the farm operations in the area and how to best minimize potential impacts, 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 development. 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

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			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, if necessary. As part of the NEPA Phase of the project, detailed studies to identify natural, cultural and social resources would be conducted. Potential impacts to natural resources (including wetlands, streams, forestlands, agricultural, and threatened and endangered species) would be considered in an effort to avoid and minimize impacts to these valuable and protected resources to the greatest extent possible.
Hockenberry	Todd & Betsy	The ag protected areas need to remain in the 144 study area. The existing 322 roadway that you put are tax dollars into needs to be updated. Important to preserve as much farmland as possible. Tax money already spent on Potters Mills modification can continue onto the existing 322 corridor. Going over Centre Hall mountain is cost prohibitive and will result in too much loss of farmland and protected ag areas. Please continue with the public meetings.	Thank you for your comment. 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 not only major contributors to the local economy but also contribute to the cohesion of the rural community and the historic heritage of the study area. Given the extent of farmland in the study area, it is not possible

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Hopkins	John	As the State College Area continues to grow, funneling traffic into the town seems folly. When I look at large cities (Baltimore, Richmond, Washington, etc.) they funnel traffic away from the downtown area. Prior to retirement, I was a faculty member of	Thank you for your comment. US 322/Mt. Nittany Expressway serves as the western logical termini for all US 322 Build Alternative corridors. None of the proposed Build Alternative corridors currently extend

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		the Senate at PSU and they have a 50 year building plan that forces the center of campus gradually moving toward Beaver Stadium and further East. I wouldn't want to see a high speed four lane limited access road going right through the middle of campus.	west of US 322/Mt. Nittany Expressway and would not go through the Penn State University campus.
Houts	Steven	Redirecting the highway over the proposed Rt. 144 route makes more sense due to trucks reaching Rt. 80.	Thank you for your comment.
Jones	J	The shortest route to I-99 from the current 4 lane eastern terminus should not be the paramount concern. Nor should total cost be paramount even though important enough. Paramount should be irreparable damage to family farms and wetlands. Houses/buildings can be relocated or rebuilt elsewhere without permanent harm. Clearly you cannot please everyone, so the object should be to follow the concepts previously stated.	Thank you for your comment. 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.
Kanagy	Ronald	Regardless of corridors chosen south of 322 inc. OEX my property and/or life existence will be impacted either by crossing or taking my property and by the adverse living conditions the next few remaining years of my life by construction noise, dust/dirt, night lights and work, earth shaking from big equipment, etc. At this point it is now probably my preference/insistence that PennDOT claim the totality of my property. After researching markets and attending estate sales over past year of land, replacement costs are going to be high but worst of all, land availability is biggest challenge. Land acreage comparable to mine on Mountain Back Rd. (no house, septic, well, driveway, landscape, etc.) is selling for \$20,000 Ac. We are only preparing ourselves for the worst to come! Currently, we have two primary sources of income from farm. 1) Airbnb, 2) and boarding horses 3) facilities for grandchildren 4H projects.	Currently, the State College Area Connector is a PEL study. Right of way will not be acquired until preliminary engineering and environmental investigations are conducted on the alternatives, a preferred alternative is selected, and FHWA concurrence is received .

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Kane	Jennifer	The Discovery Drive area, bisected by 322-4 option, is a big, important recreation (indoor & outdoor) area, that attracts people to live in the State College region. Ski area, hiking, a brand new rock climbing gym (very popular with families with children), a large church with young members, frisbee golf, ponds and specially designed mountain bike trails. It seems the 144 options overall would reduce fuel use, expense, and pollution from tractor trailers. I strongly request the routes 144 be chosen. Harris Township operations (new) along 322-1, 4 & 5.	Thank you for your comments. When determining what alternatives will be advanced 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.
Kell	Marcia	I continue to oppose the 144 routes. The updated car and truck traffic does <u>not</u> justify the excessive cost to go over the mountain, primarily to minimize <u>some</u> truck traffic from 322. The destruction of pristine farmland, mountain area in Penns Valley makes zero sense when the original 322 footprint has existed for many years. Improvements to 322 make most sense.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings.
Kelley	Rhonda	We in Mifflin County are very excited to see the "missing link" completed. It will improve our connectivity for businesses and industries that need to get their goods to their destinations. As the Executive Director of the Chamber of Commerce, this would be a boost to our economy. It would also improve the quality of life for our residents as many work and play in Centre County.	Thank you for your comment.
Kennedy	Barbara	Because I cannot attend this week's public meetings about proposals for widening the 2-lane roads on US Route 322, I writing now to let you know that I strongly object to the proposal to expand Route 322 near Tait Farm, Linden Hall, Colyer Lake, and Potters Mills. I object because expanding Route 322 in these locations would result not only in the permanent destruction of the impacted family farms . . . it also would destroy those sensitive and important carbon-sequestering areas that are helping to maintain a healthy environment for all of us who live	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings. 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

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		throughout central Pennsylvania. For this reason, I believe that maintaining the 2-lane roads on US Route 322 is a greater benefit for most of us who live and work in Central Pennsylvania. Sincerely, Barbara Kennedy	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.
King	Beth & Nate	We hope the proposed routes are the final ones. It has been 20 years of unknowns with this project. We would like the corridor to be improved and we would like to not go through the whole process again.	Thank you for your comment.
Kistler	Mary Jane	Thank you for the "open" and "public" manner of this process. We continue to believe that the best alternative is to bypass State College, rather than expressway State College. Adding through traffic directly into and through a growing and congested population center will only result in a future revision to "relocate" that same traffic flow away from town. Be proactive!!!	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings.
Kolar	Brian	I have grave concerns about the option to upgrade existing Rt 322. The safety data clearly indicate this is the worst option in terms of safety, in fact leading to increased crashes compared to doing nothing. Improving safety should be the top priority. Furthermore, I do not think anything short of a new limited access road will truly address the traffic problems on 322. In particular, I do not think a non-limited access road will address traffic issues during large events such as Penn St Football games. Currently, I feel like a prisoner in my own home on football weekends as it is often impossible to get on or cross 322 at these times. Living south of 322 there is really no other way for me to go to State College or points west without getting on or across 322. None of your traffic studies appear to specifically assess these high traffic days, and I would urge to study this issue as part of this study. There are other alternatives that cost less or are similar in cost and provide large improvements in safety, as reflected in your own traffic studies. As such, based on current data, I think this option should be dropped.	Thank you for your comment. As stated in the Final Purpose and Need for the State College Area Connector Planning and Environmental Linkage Study report and presented at the Open House Public Meetings for the project, 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. 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

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			will be conducted based on current rules, regulations, and guidance.
Kuny	Chad	I think that the needs of the ecosystem outweigh the needs of the proposed roads.	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.
Langsdale	Gary	As a Penns Valley area resident, I wanted to express my appreciation for PennDOT's willingness to bring such a robust set of materials and maps for public review and comment. I thought the material was helpful and the staff on hand were thorough in their patient explanations of the concepts and alternatives. One question that arose in my mind after I left the meeting concerns the route which follows the existing US322 roadbed into State College. It was explained that the other alternatives would be fully restricted-access highways with formal interchanges etc., whereas expansion of the existing route would be more of a limited-access where cross traffic would still exist in places with jug-handle turn-outs, and continued access to existing side roads and businesses along the way. I wonder whether PennDOT has considered simply turning the existing road into a fully restricted-access route, understanding that this would cause problems for the few businesses along the way. I am not a fan of using any of the alternative routes - particularly those headed toward Pleasant Gap and I-99, which would leave the existing US322 in place in its current 2-lane configuration - it doesn't seem to address the safety issue of	Thank you for your comment. Any options that reuse the existing two-lane US 322 roadway for the new limited access facility must incorporate the same width to accommodate four travel lanes, shoulders, median and drainage channels as offline options. In addition, they must be designed in compliance with federal guidance relative to maximum degree of curvature and vertical grade. Finally, overtopping the existing lanes creates the need to construct two-lane service roads to reconnect severed local roadways. The impacts associated with this option would be excessive and was not advanced for consideration. However, there are Build Alternatives corridors that employ this strategy for portions of the alignment where impacts and geometric corrections would be less substantial.

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		having high-speed traffic separated only by a yellow line with the cross traffic etc. Perhaps - and I understand that this would be the most expensive of all possibilities, it should be considered to turn 322 into a limited-access road AND install a new connector to take the majority of trucks on a safer path to I-99 and I-80. Thanks for PennDOT's willingness to explore these alternatives.	
Leedy	Earl	Based on traffic surveys, safety estimates I believe the best and safest corridor would be one of the 144 build connectors.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings.
Macalady	Dr. Jennifer	Given the impacts of global warming on both humans and environment locally, our governments should be prioritizing climate mitigation, which is the opposite of building new wider roads for truckers delivering to big box stores. A more visionary plan would focus on elevating local farms and businesses, improving public transportation including light rail, and preserving farms and historical communities.	Thank you for your comment. Addressing congestion, safety, and system continuity within the study area have been identified as the transportation needs for this PEL Study. 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.
McIntire	Daniel	1. Boards were well done and informative. 2. Representatives did a good job. 3. Suggest different grouping of info: - ie - Hydrogeology for project - Property impact on south side of 322 -Property impact on North side alternative etc I think this would help guide people to the specific areas of interest. I spent 20 minutes listening to two people question geology when I was interested in whether my house would be acquired. Too many of these local experts take time away from property owners concerns.	Thank you for your comment.
Mefford	Chip	In short in view of the just released IPCC report this entire concept amounts to climate arson/suicide. If you have the funding for this, every single dime should go to transit. You just slashed transit service in the region. This is beyond bad. This is terrible. Thank you.	Transit was an alternative considered in the PEL Study process. It was not advanced as the transit concept would not address the study purpose and needs.

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Miller / Nolte	Jodi / James	It is clear that something needs to be done with 322. It seems that the option to modify/widen the existing road is the biggest bang for the buck and impacts NO TAXPAYER negatively. Why wouldn't this be the logical choice? To reiterate from previous comments, we are strongly opposed to any solution that impacts Discovery Drive. The Gates is a relatively new, <u>quiet</u> community that does not deserve an interchange next to it.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings. 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.
Minor	Abby	The Skytop/I-99 project should serve as a good lesson of how disruptive over-the-mountain highway projects can be, and how unnecessary. I urge PennDot to consider the easiest, safest, most environmentally friendly, and most cost-effective option: simply upgrade the existing road.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings.
Moir	Andrew	The 322-1 puts an interchange onto route SR 45. Traffic volumes on SR 45 are already at dangerous levels. This road <u>cannot</u> handle more traffic, mainly due to the increased number of housing/neighbor builds and related intersections --the accident rates are already greater on route 45 than existing 322!!! All options 322 1, 2, and 3 corridors add traffic to SR 45 and PennDOTs' own data shows traffic accidents already high on this road. I strongly oppose intersections added to SR 45!	Thank you for your comment. 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 results will aid in determining what future improvement would best serve PA 45. Depending on the PEL Study results, potential areas which remain concerning, following the conclusion of the PEL Study will be considered for an independent transportation project(s) which PennDOT would work with the CCMPO to plan and program separately. Adjacent roadway conditions (geometric or traffic flow) significantly impacted by an interchange will be addressed within the NEPA project footprint. As the Build Alternatives are evaluated during the preliminary engineering phase of project development, impacts associated with interchange locations would be evaluated and mitigations measures developed to address adverse impacts. This would include changing traffic patterns and additional traffic volumes on local roads.

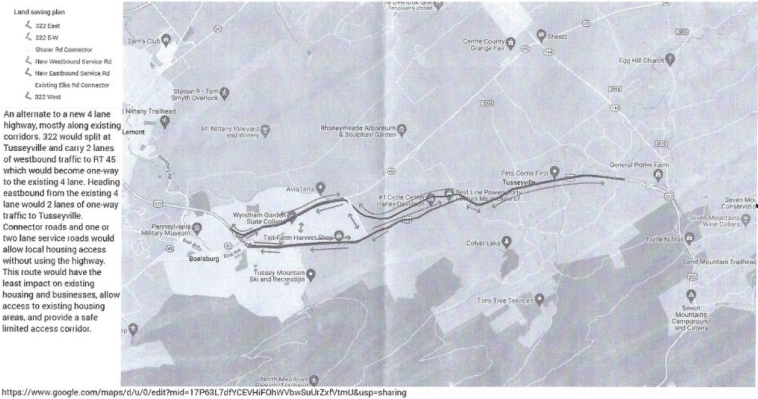
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Moir	Lisa	Two PennDOT representatives told me that improving existing 322 from Old Fort to Boalsburg was the least desirable alternative to the corridor because it was the most expensive! It was obvious money was the lead "impact". They expressed that this was because of left hand turn issues! How can they not see the issue of adding interchanges to Route 45 with regard to left hand turns. Route 45 is already a danger with the number of increased intersections without decreased speed limits! All an additional interchange(s) from 322 to 45 will do is <u>move the</u> fatalities from existing 322 to Route 45!!!!	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. 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 results will aid in determining what future improvement would best serve PA 45. Depending on the PEL Study results, potential areas which remain concerning, following the conclusion of the PEL Study will be considered for an independent transportation project(s) which PennDOT would work with the CCMPO to plan and program separately. Adjacent roadway conditions (geometric or traffic flow) significantly impacted by an interchange will be addressed within the NEPA project footprint. As the Build Alternatives are evaluated during the preliminary engineering phase of project development, impacts associated with interchange locations would be evaluated and mitigations measures developed to address adverse impacts. This would include changing traffic patterns and additional traffic volumes on local roads.
Moir	Matthew	The impacts of adding interchanges onto SR 45 fall mainly on individuals. It seems PennDOT is giving priority to minimizing	As the Build Alternatives are evaluated during the preliminary engineering phase of project development,

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		impacts to area businesses over individuals. But if a priority is also safety then you must prioritize individual impacts! By adding interchanges to SR 45, you will only move vehicular fatalities from 322 to SR 45!	impacts associated with interchange locations would be evaluated and mitigations measures developed to address adverse impacts. This would include changing traffic patterns and additional traffic volumes on local roads. Adjacent roadway conditions (geometric or traffic flow) significantly impacted by an interchange will be addressed within the NEPA project footprint.
Moir	Stacy	The updates to corridors 322-1, 2 and 3 are not in alignment with the Centre Co and Regional Planning vision and goals. The PEL study is intended to align with the regions efforts to preserve its rural historic character such as designating SR 45 as a scenic byway, protect farmland, and minimize threats to environmental impacts, caused by potential waste spills, noise and light pollution, and water and air pollution. No interchange onto SR 45!	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 results will aid in determining what future improvement would best serve PA 45. Depending on the PEL Study results, potential areas which remain concerning, following the conclusion of the PEL Study will be considered for an independent transportation project(s) which PennDOT would work with the CCMPO to plan and program separately. As the Build Alternatives are evaluated during the preliminary engineering phase of project development, impacts associated with interchange locations would be evaluated and mitigations measures developed to address adverse impacts. This would include changing traffic patterns and additional traffic volumes on local roads.
Mose	Hugh	1. I don't see any proposed park and ride lots or other facilities that would encourage alternatives to solo commuting. Please consider. 2. It would appear that many long-distance heavy trucks use US 322 as an alternative to the PA Turnpike. How would ADT change if tolls were charged to cross Seven Mountains?	Thank you for your comment. Park and ride lots would be considered during preliminary engineering and environmental investigations when the location of the proposed alternatives is more defined. The ability and right to make toll roads 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.

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Mothersbaugh	Marla	Why would you take beautifully kept properties that provide for the area when you could take swamps and areas no one else can use?	Thank you for your comment.
Myes	James	For the US322 options, My wife and I strongly prefer those that use as much of the existing corridor as possible (option 1 and its variations) or option 5. Options 2 and 3 destroy much of the Linden Hall valley. Option 4 takes out too much of the local community on the south side of the existing corridor including the church, a new township building, and businesses. The PA144 options have promise, but are expensive and don't seem to solve all the existing problems.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings.
Nold	Dan	Any choice is going to negatively impact someone. It would have been nice to bring leaders together from potentially affected areas and get dialogue rather than just individual Q&A. Perhaps more collaboration would mitigate a little bit of the NIMBY perspectives. It's a hard choice. I have some admitted bias but my hope is that community spaces are left intact with as little impact as possible.	Thank you for your comment. Beginning in August 2020, prior to the virtual public meeting held in November 2020, PennDOT attended the regularly scheduled monthly supervisor/board meeting with Centre Hall Borough and Harris, Potter, College, Benner, and Spring townships to give introductory presentations about the SCAC PEL Study. On March 30, 2022, 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 C of the Open House Public Meeting Summary Report.
Orso	Robert	Colyer community has no through traffic. I hope this road if it goes below (south) of 322, it is minimal.	Thank you for your comment.
Oziemblosky	Thomas J.	We do <u>not</u> desire any 322 routes, and strongly oppose options 322-4 and 322-5. If the road construction does come to our neighborhood, we need the ability to <u>turn left</u> to get to our jobs at Penn State. We need <u>access roads</u> . We need a safe, <u>flat</u> road surface without hills and speeding traffic to drive safely in the area. Too many large trucks from outside the local area travel on US 322. Route them to 144 and Centre Hall/Pleasant Gap and less prosperous neighborhoods.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings. 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

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			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. Regardless of what alternatives advance, they all 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.
Page	Jeanine	The alternative routes are highly disruptive to the communities living in those areas. Leveraging and improving existing roadways (322) and connectors (Sharer) would provide cost-effective approaches to improvement.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings.
Pedro-Cestro	Adam	I would pick US 322-4, those 144 routes I driven on that road I barely see truck going that way, they're going to I-99 to Pittsburgh, PA, yeah some go to interstate 80. I knew more than your PennDOT employees I had residents asking me question I know you guys are giving an illusion of choice [Imminent domain like they did in the 1960's in US inner cities] it doesn't bother me one bit cause I know they're not the real free-holder, land owner, true owners of the land. I want this highway to be built cause of the dangers of the 8-mile stretch of 322. I avoid it by taking route 144, and route 45 to State College, if the residents choose to upgrade the existing roadway just remove the shoulders put a Flexible Delineator between the 2 lines each direction with concrete barrier as median, left lane trucks 55, cars right lane speed 60 mph right turns like NJ for residents to make U-turns. Overhead sign designations. USDOT should designate state route 322 as a Interstate due to amount of trucks and everyone going 70 mph, not 55 mph. Just look all the regional traffic. It should be a Interstate.	Thank you for your comment. As a condition of the 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.

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Perrot	Stephanie	The 322 updates make the most sense in terms of easing traffic of cars going to/from State College on local roads and will also satisfy commercial traffic going to Rt. 80.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings.
Pezalski	Jocelyn	I know that farmlands will be disrupted going the 144 way. However, with a raised highway, the impacts will be minimized and impact fewer people. If a state college route is selected, a large number of families will be ruined financially. Moving a large highway in this area will cause many property values to plummet. This will also lower the amount of money Harris Township receives for property taxes significantly. Lastly, we will see how concerned PennDOT really is with safety. All 144 options are the safest.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings.
Pitman	Geoffrey	I'm very in favor of the connector. The current two-lane area is riddled with constant accidents, often fatal. This project may be 20-years late, but better late than never. The Potter's Mill expansion is already paying dividends and it's much safer & more fluid. I dream of a world without "stay at least two dots apart." That says it all in terms of need.	Thank you for your comment.
Puzak	Robert	I full appreciate what you are doing and following the process. I sure hope something gets built since I drive this very frequently. I personally think that connecting 322 is a better option. SC still will get truck traffic and plenty of passenger vehicles. Going through Centre Hall via 144 to I-99 does not solve much.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings.
Rebarchak	Paul	The use of existing 322 makes the most sense from both an economic and environmental perspective. Developing a new bypass through existing farmland makes absolutely no sense.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings.

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Rito	Paul	See attached, first proposed in 2004. You haven't considered <u>all</u> the alternatives. 322 Corridor Alternate 	Thank you for your comment. An evaluation was completed on an alternative corridor concept similar to the corridor submitted with the comment using the western portions of existing US 322 and PA 45 within the study area to carry one-way traffic eastbound and westbound respectively. This concept would provide a new four-lane, limited access facility paralleling existing US 322 from Potters Mills to just west of Tusseyville, where the two westbound lanes would diverge and traverse north to tie into PA 45, then follow PA 45 as a one-way, limited access highway to Boalsburg where it would rejoin US 322 at the Mt. Nittany Expressway. Conversely, one-way, eastbound traffic would follow existing US 322 from the end of the Mt Nittany Expressway in Boalsburg to Tusseyville and the convergence point. Along the one-way sections of roadway, two-lane service roads would provide access to adjacent properties and local side roads. Although the concept used the existing roadways to the extent possible with the intent of limiting impacts, the need to maintain a limited access facility and still maintain local access via service roads, resulted in impacts, which exceeded other Build Alternatives. On PA 45 in particular, substantial widening would be required to provide shoulder widths that meet current design standards and construct the service road resulting in an increase in the number of displacements along with impacts to the natural resources adjacent to the existing roadway. In addition, there would be an increase in noise levels over existing, particularly along PA 45, and additional structure costs associated with the service roads and grade separation needed to connect and maintain access to the local road network.

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Roesnot	Melinda	I would like to see the 322 connector use the existing alignment "OEX"	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings.
Schafer	Daryl	I prefer staying on the current 322 footprint as far as possible, possibly adding a connector between 322-1 OEX and the more southern route (W. of Taylor Hill). This would reduce the amount of farmland permanently lost as well as reduce the total miles of travel lane that will need to be maintained in perpetuity. With that said, I believe the 144 alternatives should be eliminated. Not only will that cause the most agricultural damage for construction but also encourage post construction development sprawling from each access point.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings.
Shawver	Kevin	As the property owner of 2 homes in the direct path of 144-1 and 2, how closely will such property owners be communicated with moving forward? More or the same as general public? Additionally, seeing as how the state of PA lacks funds to adequately maintain and upgrade existing infrastructure, how is the spending of \$800 million + justified on this project. As a daily driver of this section of Rt. 322, it is not the highway causing accidents and deaths. It is the careless drivers and lack of law enforcement to enforce speed limits and no-passing zones.	Thank you for your comment. PennDOT will hold a public meeting to present the results and recommendations of the PEL Study. It is anticipated that the PEL Study will identify reasonable alternatives that will be advanced for preliminary engineering and environmental study. Prior to any fieldwork, property owners will be notified that entry onto their property will be necessary via mail. Additionally, public meetings will continue to be held at major milestones as the project progresses. While speed enforcement is always a concern when considering the safety of the traveling public, it is not under PennDOT purview and specific concern areas should be addressed with state and local law enforcement. Additionally, increased law enforcement on the roadway alone will not meet the identified purpose and need of the PEL Study.
Shirey	Sandra	I am hoping you will not consider 322-4 through Harvest Fields.	Thank you for your comment.
Shultz	Brian	The proposal to build out 144 seems to make the most sense given the new data showing 60%ish of traffic in the study area headed to/from that roadway. I have heard criticism that trucks	When determining what alternatives will be advanced for further consideration, PennDOT and FHWA will make recommendations for alternatives that best

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		might still take 322 if 144 is expanded, so I would recommend a weight limit on 322. The 144 proposals are safest, with least agricultural impact, but lost forestry. Those concerns could be alleviated by replacing the trees elsewhere (which is a project that needs to start 5-10 years before road construction begins, for minimal environmental impact).	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.
Shuman	Jessica	Please note Neff Estates planned development in Tusseyville between Neff Road/Tusseyville Road and Willow Lane. Please note historic village of Tusseyville, church, etc, graveyard - marked. Please be aware of left turn off 322 existing onto Neff Road - very dangerous. And upgrading existing route, needs to either less access or not have a left across traffic.	Study mapping is continually being updated to address changes in local land use and development. Additionally, the identification of historic resources was conducted and can be found on the study web map at www.penndot.gov/scac .
Sletson	Myra	Traffic on Route 45 is not well enforced. Speed limits are not enforced. Trucks routinely exceed 55 mph in zones marked 45 mph. Penn Dot should consider a "differential speed limit" for all tractor trailers on Route 80, and also on state routes. Passing should be prohibited. Better/More frequent signage and enforcement is sorely needed. The larger solution is to do what other states have done, and use new regulations to keep large tractor trailers on the major highways, and off local and state roads, until they really have a destination there.	Thank you for your comment. While speed enforcement is always a concern when considering the safety of the traveling public, it is not under PennDOT purview and specific concern areas should be addressed with state and local law enforcement. Additionally, increased law enforcement on the roadway network alone will not meet the identified purpose and need of the PEL Study. PennDOT designs and operates the roadway network in accordance 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 of all users of a transportation facility, including the traveling public, PennDOT maintenance personnel, and first responders.
Smiles	Jared	Would like to see the original road be widened out of every option.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings.

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Smith	Michael	1. PennDOT should seriously consider the route along 144. Area above white rock (GOH) quarry is not undermined as stated by staff. 2. PennDOT should ask our route preference. Route 2 presents the least concerns for us (except for 144 routes). 3. Would have been nice to provide 8.5 x 11 handouts showing routes so we could refer to them while commenting, etc.	Quarry information on mining activities was obtained from PA Department of Environmental Protection based on issued permits and through coordination with the mining operators. 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. Your feedback on meeting handouts will be considered for future public meetings.
Smith	Laurie	Route 2 is my preference. Need to monitor jake brakes of trucks near residential areas.	Thank you for your comment. 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
Smith	Aaron	The SR-144 route is not solving the problem. SR 322 is not a safe road. Removing 17-18% of traffic from the road will not make it safer. SR 322 needs to be improved.	Thank you for your comment. 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

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			stakeholders; and best balance the overall potential effects on the natural and built environments. Safety is one of the needs being considered in this study.
Smith	Kalena	You need to keep this all near Rt. 322 and <u>not</u> go through the farms of our valley. My home and my family's livelihood will be completely destroyed. It makes financial sense to keep the corridor near Rt. 322 and it would have less of a negative impact on this beautiful valley. Figure out a way to keep it near Rt. 322!!	Thank you for your comment. 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 not only major contributors to the local economy but also contribute to the cohesion of the rural community and the historic heritage of the study area. 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 (NEPA 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. Interviews with farm operators and landowners will also be used to identify any leased properties required for the successful operation of potentially affected farm operations. The report will 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.

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			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.
Smith	Susan F.	Accidents happen because of speed and impaired drivers. Enforce speed limits, construct turning lanes and keep the road where it is. Bigger, multi-vehicle accidents happen on 4 lane monster roads. If all else fails, make a tunnel through Centre Hall mountain so trucks can get to Rt. 80.	Thank you for your comment. While speed and impaired driving enforcement are always a concern when considering the safety of the traveling public, it is not under PennDOT purview and these specific concern areas should be addressed with state and local law enforcement. Additionally, increased law enforcement on the roadway network alone will not meet the identified purpose and need of the PEL Study. 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.
Smith	Ronald	I would suggest widening present 322	Thank you for your comment. The PEL Study evaluated and presented an US 322 Upgrade Existing

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			Alternative. This information was presented in September 2021 and depicted on mapping in April 2022.
Snyder	Paula	I think that the road should head directly to State College. That is where people go who use 322. That is where Penn State students will travel moving in and out, where football traffic will go, that is where trucks will find the shortest route. If the new route went toward Centre Halls folks would just choose the old 322 to get to PSU. Leaving the road still dangerous. And fix the noise problem created up near the Cole School Bus where the new 4 lane ends. Put trees back. Soundbarriers. And - think about light pollution - also at Cole's bus area	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.
Spackman	Norm	Get road built. Way too many deaths on road already. Prevent more deaths.	Thank you for your comment.
Stephens	Mark	On behalf of the Centre Hall Borough Water Authority (CHBWA) manager, I am writing to ask if you have a contact name and phone number for either PENNDOT or the engineer whom is designing the Route 322 bypass? Mr. Strouse from CHBWA believes that a proposed route will provide an unnecessary risk to the CHBWA well fields. In my opinion, given the permeability of the geology in Penns Valley, that is not an unreasonable concern. If interested, I can supply the design engineer with figures for the approved source water protection plan that shows the locations of the recharge areas where the CHBWA draws water. Any information that you can provide for a contact name and phone number so I like the water system with either PENNDOT or the engineer would be appreciated.	Well locations that support Potter Township and Centre Hall Borough were obtained and are being considered in the alternative evaluation process. This information was not included in the mapping presented to the public at the request of Potter Township.
Stevens	Anne	Regarding the possible destruction of the Cedar Run Valley imposed by engineering routes 322-2 and 322-3, please refer to: The History of Boalsburg, Oak Hall and Linden Hall 1770 – 1975 by Randolph Thomas specifically page 93 available at Centre	Thank you for your comment.

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		Furnace Mansion And, LHVA the Linden Hall Village Association 1997 - 1998 by Dennis and Beth Ricker, a publication available on request to download.	
Stewart	Susan	I did not get to ask about this at the meeting, but feel the process by which families would be reimbursed for the sacrifice they are making for the common good as they are affected by the road cutting through their homes, businesses, farm land, communities, properties... should be clearly laid out for consideration as well.	Thank you for your comment. At this time, no properties have been identified for acquisition. Should a property be required for any transportation project, PennDOT would contact individual property owners directly following the preliminary engineering (PE)/environmental study phase of the project and during the final design stage of the project. For more information on the right-of-way acquisition process, please review the department's "When Your Land Is Needed for Transportation Purposes" publication (PDF) available on the SCAC study website at https://www.penndot.pa.gov/RegionalOffices/district-2/ConstructionsProjectsAndRoadwork/SCAC/Pages/FAQs.aspx .
Stilson	Carla	I am concerned that a limited access freeway will divide Harris Township so that it limits bike/ped access and travel. I don't prefer any solution, but the 144 makes the most sense for re-routing trucks that are bypassing State College anyway. But I don't wish a highway on Centre Hall either. Good luck.	Thank you for identifying your concerns on the various alternatives presented at the April 2022 public meetings. 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.
Stilson	Scott	An engineer at the open house held at Calvary explained to me that the motive for the project is to find a way to facilitate trucking traffic. Apparently, more truckers are opting for US-322 & I-80 instead of the tolled Turnpike for their cross- and interstate transport. If my understanding is correct, I wonder:	Thank you for your comment. As stated in the Final Purpose and Need for the State College Area Connector Planning and Environmental Linkage Study report and presented at the Open House Public Meetings for the project, the purpose of this study is

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		Has anyone considered tolling I-80 instead of constructing more highway? Equalizing the costs of traveling I-80 and I-76 would remove incentive for truckers to skip the Harrisburg-to-Ohio stretch of the Turnpike, in turn lessening the safety risk and traffic burden borne by our region and removing the need to consider building more freeway at all. There was lots of talk at the open house of the unavoidable negative impact of building a throughway. Yet the only question PennDOT seemed to be asking was: Which of these route options for a new highway leads to the most tolerable mix of loss or degradation in agricultural resources, air quality, ambient noise levels, stream health, woodlands, historic and archeological resources, and housing stock for local residents? But why assume building a new, expensive, characterless freeway is the only solution? If we toll I-80, couldn't we avoid 5-10 years of construction and a half a billion (at least) dollars in expense, raise long-term revenue for the Commonwealth, and keep the character of southern Centre County intact?	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. The transportation needs within the study area include: traffic congestion from high traffic volumes and high truck percentages resulting in poor level of service; safety concerns; and inadequate system linkage and intermodal connectivity to accommodate regional and interstate traffic, in particular heavy truck traffic, along with local commuter and non-motorized traffic. The ability and means to convert I-80 into a toll road is beyond the purview of PennDOT and the scope of this PEL study. Converting I-80 into a toll road requires the approval from the state legislature and FHWA, as well as the cooperation of the Pennsylvania Turnpike Commission (to administer toll collection). Additionally, tolling alone would not address the needs stated in the Final Purpose and Need for the State College Area Connector PEL Study report.
Stone	David	On the State College Area Connector Open House Public Meeting (due by April 16, 2022) The Nittany Valley Environmental Coalition (NVEC) supports a minimum build/ traffic management solution which addresses genuine existing Route 322 safety concerns as confirmed by unbiased data-driven analysis and traffic growth projections consistent with our region's Council of Government (COG) sustainability and environmental goals. Since peak and commuter passenger traffic demand on the 322 corridor is functionally under the control of another Pennsylvania State entity, that is Penn State University (PSU); under any objective NEPA Alternatives Analysis, FHWA/ PADOT can (and must) first rely on PSU's complete cooperation in demand-side traffic solutions before resorting to costly build solutions which unnecessarily impact the natural or human environment. Any Route 322 or 144 improvements must be calibrated in light	Thank you for your comment. As stated in the Final Purpose and Need for the State College Area Connector Planning and Environmental Linkage Study report and presented at the Open House Public Meetings for the project, 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. A range of alternatives were considered and screened to meet the identified transportation needs. These alternatives included Transportation System Management (TSM) and Transportation Control Measure (TCM) strategies. Based on the screening, it

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		of the actual residential population growth projections as set forth in the various county, municipal, and University planning documents. Probable technological advances must be considered as well. Potential tourism is particularly responsive to traffic systems management because of time of day, seasonal, and other factors. It is for instance anticipated that, even under the most optimistic tourist-boosting scenario, the primary tourism draw for Centre County besides Penn State activities and associated youth sports, would be state forest eco-tourism and farm based visitor business. Massive all-purpose Route 322 or 144 highway expansions which promote sprawl development is incompatible with those activities. "Build it and they will come" economic development arguments are not legally defensible here. In fact, central to the PSU area's "business model" as consistently expressed in multiple official documents is Penn State's aspiration to be recognized as a global leader and example of Sustainability and ecological stewardship. The environmental and neighborhood quality of life here in Centre County is in fact key to Penn State's future competitiveness as an in-person school within the context of ever increasing remote education alternatives. There is plenty of need for highway and bridge construction funds in places where, unlike here in Centre County, traffic systems management and minimum build alternatives are not feasible because of a lack of public support. Especially taking transportation and educational technological changes into consideration, insofar as any new lanes need to be built, one or two added lanes on, or close to, the current 322 alignment should be more than enough for the next 50 years. In any event, if a Route 144 four lane or oversized 322 expansion is built despite our objections: ample mitigation, including sound barriers, wetland offsets, forest replacement and advanced storm water management are, in our view, required by NEPA and the environmental provisions of the Pennsylvania Constitution. In addition, two Council of Governments Home Rule (COG) municipalities Ferguson Township and State College Borough	was determined that TSM and TCM Alternatives would be unable to fully address the transportation needs within the study area. 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. Regarding the promotion of sprawl, development is a local land use control which PennDOT does not have purview over.

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		(which contains most of Penn State) have environmental provisions which were added by referendum to their municipal Charters. These provisions require, in our view, prioritization of traffic systems management alternatives and ample environmental mitigations; including facilitating Penn State and other government entity cooperation. A traditional full 4 lane limited access highway is not needed. It is not justified under any fair NEPA Alternatives Analysis, as we have said, since the commuter and peak passenger traffic flows are functionally under the control of another State entity which is more than competent enough to implement solutions which optimize environmental protection and passenger car safety while minimizing peak time congestion. That said, it is also true that the safety and air quality impacts of the interspersed long range truck traffic in this area needs to be managed more directly by the relevant State and Federal authorities. There are opportunities to facilitate safer interconnections to Route 80, for instance, well before the heavy trucks reach Centre County. Especially, under the authority of a State wide traffic systems or demand side management approach. Thank you. On behalf of David Stone and the Nittany Valley Environmental Coalition (NVEC) NOTE these comments was provided several times on the survey but only one response is given.	
Swanson	Paul	Do no harm.	Thank you for your comment.
Swanson		We are strongly against Route US 322-3. So much work has gone in to build roads and railroads in this country and the politics now have driven our energy problems. Engineers need to consider existing route 15 north to 80 for the trucks/traffic too. I would guess PSU football has driven most of this and have we full considered this future here regarding attendance and future projections for students. I am in favor of improvement along existing 322 and taking	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings. The Route 15 corridor is outside of the SCAC study area. However, the traffic forecasting process in developing truck traffic projections for the region considered statewide freight movement data.

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		trucks over mountain to 80 as 1st priority. Reducing traffic for PennDOT be priority.	It is recognized that Penn State University holds or sponsors events such as football games, concerts, arts festival, and graduations that attract a substantial amount of traffic that travels through the PEL Study Area. This traffic is not the focus of the operational analysis for the PEL Study (including the Study's Purpose and Need analysis), however, non-recurring traffic impacts may be considered in the evaluation of alternatives, as appropriate. Additionally, any alternative that meets the study's Purpose and Need would likely provide benefit during non-recurring congestion events.
Swim / Davidson	Janet / Jeff	Thanks for the updates and clarity of information. I did not see mentioning of road noise, sound barriers and wildlife corridors. Are they being considered? Including their costs? Regarding road noise, it has been increasing with each upgrade of 322 over the past 15 years. An incremental change estimate with this upgrade will miss the increasing necessity of abating noise pollution. I'd like to see inclusion of wildlife corridors, especially on the 144 options. How much uncertainty is there in the timeline?	Thank you for your comment. 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) 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. Mitigation measures will be considered during design to reduce adverse effects to wildlife. These could include incorporating wildlife crossing/corridors in the

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			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. 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/winter 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)
Tseo	Caroline	Calvary Church and the land surrounding it is of great value to the community. Also residents and businesses in the areas targeted will be disrupted. I know the people planning the connector project are aware of this. Safety and traffic flow are important, but please choose an alternative that will have the least stressful impact on the people who will be affected.	Thank you for your comment. 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

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			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.
Weener	Paul	Comments on the Alternative Road Routes for the new 322: There are basically two routes of the road proposed. The two routes are (1) going down the valley in a westerly direction from Potters Mills to Boalsburg and State College or (2) going across the valley from Potters Mills to Pleasant Gap and State College on I-99 in a northerly direction. The route from Potters Mills to State College runs through the most densely populated part of the region, whereas the route from Potters Mills to Pleasant Gap and then to State College on I-99 runs through a less populated part of the region. There are three kinds of travelers: (1) commuters, students and football traffic which have State College as their destination, (2) truckers (85% of which have I-80 West as their destination), and (3) car commuters which do not have State College as their destination. PennDOT has measured many criteria that could be used as criteria for the route of the road. But these can be grouped into four categories: cost of building the road including ROW (right-of-way) and building acquisition; efficiency for the traveler; safety; environmental factors. two kinds of people suffer from or benefit from the route of the road the traveler and the residents impacted by the road. Putting it all together, the location of the road should provide advantages to the largest number of people and disadvantages to the smallest number of people. We can look at the two major routes against these four criteria. The cost of building these two routes is comparable. The ROW costs for the route from Potters Mills to Boalsburg would be greater than the ROW costs from Potters Mills to Pleasant Gap.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings. 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. The analysis and key factors influencing the recommendations for advancing Build Alternative corridors will be identified in the PEL Study report and presented to the public.

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		But the cost of constructing the road would be greater for the Potters Mills to Pleasant Gap route than for the route from Potters Mills to State College. Comparing the routes for efficiency of the three kinds of travelers. Commuter, students and football traffic would have a mile more to go on the route that goes from Potters Mills to Pleasant Gap than the route that goes down the valley from Potters Mills to Boalsburg. Comparing the route for the truckers, the advantages of the truckers heading West on I-80 would be greatest for the Potters Mills to Pleasant Gap route because the mileage is shorter and this route provides less exposure to traffic in the most densely populated part of the region. Safety: Going down the valley (Option 1 above) brings all of the traffic to the State College are bypass (Route 322 around State College). Option 2 brings the traffic over the mountain and this option does not bring traffic into the most densely populated part of the region. Environmental factors. Because of the trucks bound for I-80 going through Boalsburg and State College in option 1, the exhaust or emissions from these trucks deposits in the most densely populated part of the region. In summary Option 2 wins out over Option 1 for the four classes of criteria. The Road route should go across the Valley rather than going down the Valley.	
Wisner	Brian	I prefer enlarging the existing road over other alternatives. This would cause the least disturbance of new areas and sensitive wetlands and wildlife. If rt. 144 options are chosen, please consider the limestone mines beneath the study area. They are HUGE and expansive. You must see them to understand how heavy highway construction on the surface could impact the mine and potential surface issues.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings. Surface and subsurface mining operations are being considered during the PEL Study.
Witmer	Tom	I have a strong preference for selecting new route for 322 rather than a Rt 144 alternative. The deforestation and massive cut and fill required for a 144 route would be extremely impactful (negatively).	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings.

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Yahner	Tom	My greatest concern is with the extensive damage that would be caused if either 322-2 or 322-3 were constructed within the Cedar Run Valley. Simply put, this landscape is a local treasure and construction of either of these highway alternatives would forever destroy this historic landscape in the way that Oak Hall was destroyed when the current 322 was built — except this would be on a larger scale. The Cedar Run Valley is a key piece of the Penns/Brush Valley Rural Historic District and both proposed routes cut through it in a way that would needlessly result in landscape fragmentation, compromised local access, traffic noise, decreased air quality, risks to water quality and ultimately increased development on fragmented farm parcels. These routes would separate valley residents from the Nation Register Historic District of Linden Hall. Members of the Linden Hall village association commonly walk from houses and farms surrounding the village to events in the village association park or the restored (one-room) Rock Hill School. Residents take daily walks along Brush Valley Road, Linden Hall Road, Rock Hill Road, and Cedar Run Road. The five-mile loop between Linden Hall and Oak Hall is a common walk or run. But this landscape is also valued by the larger community for its bucolic landscape character. Bicyclists come to the Cedar Run Valley to ride the five-mile loop or travel through the valley on longer rides. In summer, one might see local artists sitting at easels painting bucolic scenes near Linden Hall. Routes 322-2 and 322-3 would irreparably change this. One might argue that this landscape will eventually change anyway and that some farms will ultimately give way to houses. This may eventually happen, but the valley is outside the regional growth boundary and development would take place on larger lots (recent new homes have been built on 10 acre lots). Most importantly, without the extensive disturbance of a highway cutting against the pattern of farms and hedgerows, landscape change will gradually occur within the historic pattern and the rural character will be retained. And without the disturbance of a highway, the quiet bucolic nature of the landscape can be	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings. The 70-square mile study area includes a wide variety of important natural, cultural, agricultural, and community resources. 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. 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 greatest extent possible.

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		enjoyed for generations to come. Please don't destroy this landscape.	
Zimmerman	Deborah	I attended today's open house because I am associated with Pets Come First Animal Shelter @ 2451 General Potter Highway, Centre Hall	Thank you for your comment.
L	A	Hi Mr. Ball, I am a long-time resident of State College. I give my strongest support for the 322 road expansion. Finally, PENNDOT does something good again to the community to solve the real problem. This actually will do good to the environment. It will save people's time, gas and life and do the best to the environment. The less gas used, the better environment. The single lane 322 is nightmare to the environment and cost much more gas. For the people who have concerns about environment destruction. Please stay home and do not drive a car. Think about how many minutes it will save. This actually save people's life the most! Thank you!	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings.
		Houses and businesses can be moved/replaced. However farmland cannot be replaced. Also if farms are divided – how do they get equipment from one area to the other. Also presently - farmers share equipment farm to farm frequently crossing present day 322. Also many concerns of the further disturbance of the wildlife in the rural areas around the Colyer Area's quiet recreational area.	Thank you for your comment. As part of the PEL study, PennDOT's Agricultural Resources Specialists have completed field reconnaissance to identify productive agricultural land within the project area, along with access routes to the productive agricultural land. Additional research of secondary data with Centre County Planning and Geographic Information System data were used to map and identify productive agricultural land that is either preserved farmland or is enrolled in an agricultural security area. Input received at the 2021 and 2022 public outreach meetings as part of the PEL has been documented and has factored into the alternatives analysis process. 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 not only major contributors

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			to the local economy but also contribute to the cohesion of the rural community and the historic heritage of the study area. Given the extent of farmland in the study area, it is not possible for a major transportation improvement project to avoid all potential impacts. However, PennDOT will make every effort to minimize impacts to these resources. To fully understand the farm operations in the area and how to best minimize potential impacts, 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 development. 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, if necessary.

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		Modification/widening of current 322 corridor has least impact on existing homes and agricultural/conservation easement lands.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings.
		I like the 144 option. It is more convenient for me.	Thank you for identifying preferences and concerns on the various alternatives presented at the April 2022 public meetings.
	Rich	The public meeting was well thought out and organized. There were resources/staff around to answer any questions. Well done!	Thank you for your comment.