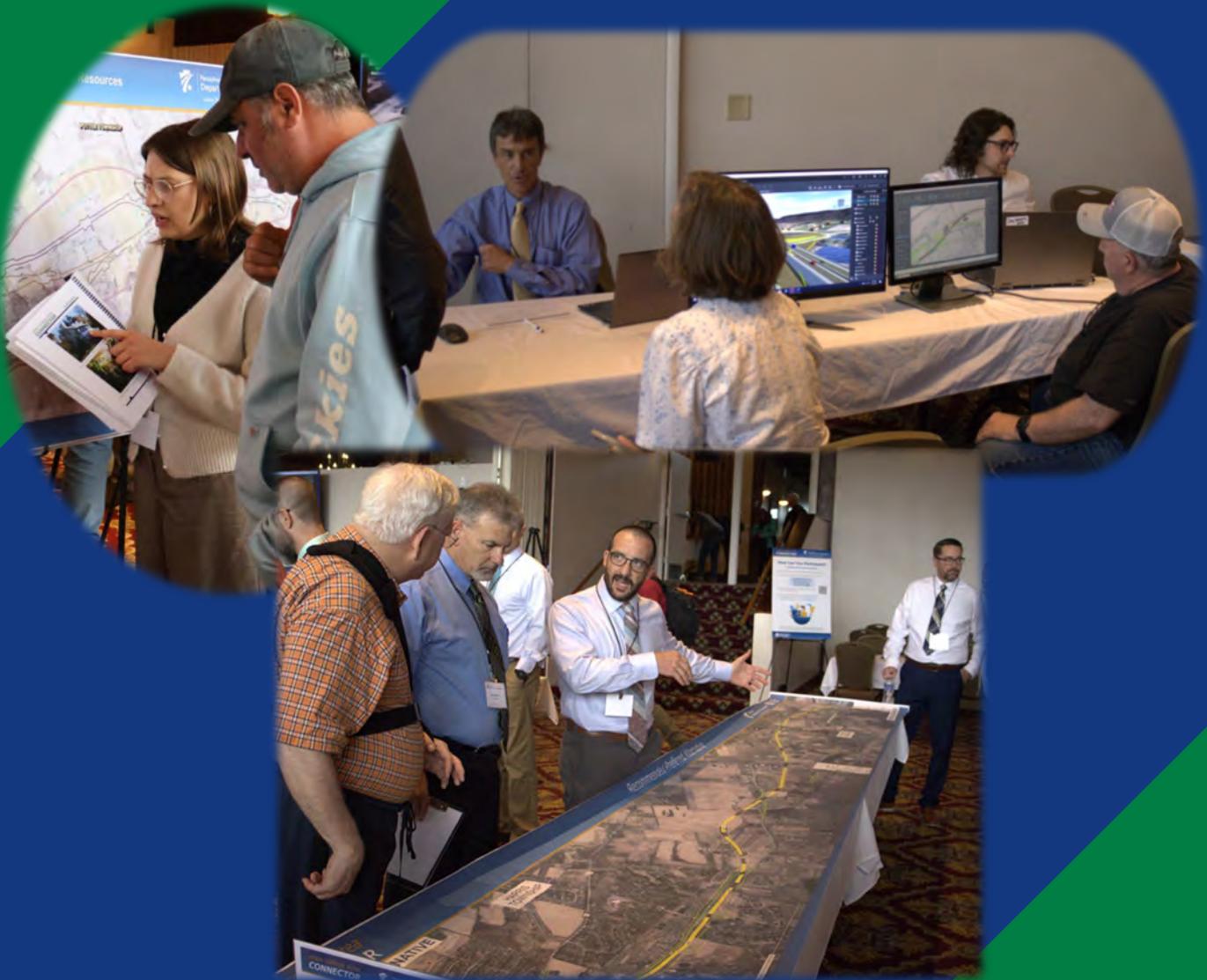


State College Area Connector Project May 2025

Second Public Scoping Meeting



July 2025



Pennsylvania
Department of Transportation



U.S. Department of Transportation
Federal Highway Administration

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Overview

The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), is initiating National Environmental Policy Act (NEPA) activities as part of project scoping for an Environmental Impact Statement to evaluate an 8-mile, 4-lane limited-access facility from the end of US 322/Mount Nittany Expressway in Boalsburg to the newly constructed limited access portion of US 322 at Potters Mills in Centre County, Pennsylvania.

On May 8, 2025, PennDOT hosted a second public scoping meeting to provide refined alternative alignments to the North, Central, and South Alternatives presented at the August 2024 meeting, and PennDOT's recommended preferred alternative to advance for further design, share potential environmental effects, and solicit public comment.

The meeting was held at Wyndham Garden – State College. Meeting materials were made available on the study website (www.PennDOT.gov/SCAC) on May 5, 2025, with an open public comment period from May 5, 2025, to May 18, 2025.

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

Meeting Notification and Advertisement

A variety of methods were utilized to notify review agencies, elected and public officials, citizens, stakeholders, and local leaders about the SCAC second public scoping meeting. The following sections identify the various notifications for the public involvement process.

Agency Coordination Meeting

An Agency Coordination Meeting was held on April 23, 2025, with the cooperating and participating agencies. The meeting included a presentation that provided a summary recap of the August 2024 Public Meeting and October Field View, project updates, the anticipated schedule, and an invitation to attend the May 8 public scoping meeting. The Agency Coordination Meeting email invitation, agenda, and presentation are included in **Appendix A**.

Public Officials' Invitation and Meeting

A meeting with public officials was held before the second public scoping meeting at the Wyndham Garden – State College on May 8, 2025, from 1:00 P.M. to 2:30 P.M. Invitations were sent via email to 27 public officials and government partners on April 17, 2025. The purpose of this briefing was to review the materials for the second public scoping meeting and offer an opportunity for questions and comments before the public meeting. A presentation was given to the officials showing the draft exhibits that would be used at the public meeting. Additionally, alternative alignment exhibits were displayed for more detailed review and discussion by the public officials. General concerns communicated during the meeting included: potential residential and



Figure 1 – Public Official Open House

commercial displacements and local access, including the removal of the midpoint interchange. **Figures 1 and 2** display the public officials meeting open house and presentation, respectively. A sample invitation letter emailed to public officials, meeting sign-in sheets, and the presentation are included in **Appendix B**.



Figure 2 – Public Official Presentation

Public Meeting - Email Invitations

Public meeting invitations were sent via e-mail to 1,449 interested parties (e.g., property and business owners, etc.) from the website mailing list on May 2, 2025. The invitation included the dates, times, and locations for the second public scoping meeting. A copy of the invitation is included in **Appendix C**.

Every Door Direct Mail Notification

Mail notifications were delivered via the US Postal Service (USPS) Every Door Direct Mail service to mailing routes in Centre Hall and Boalsburg on April 29, 2025. The mailing route maps, and a copy of the project postcard are found in **Appendix D**.

Outreach to the Amish Community

Targeted outreach was conducted with the local Amish community to provide notification of the second public scoping meeting. Three Amish church districts are located adjacent to the SCAC project area: West Penns Valley Church District, West Brush Valley Church District, and Nittany Valley Church District. Paper copies of the second public scoping meeting flyers were mailed to each of the church districts on April 29, 2025. Copies of the transmittal letter providing multiple copies of the second public scoping meeting flyer are located in **Appendix E**.

Media Notification

The second public scoping meeting was advertised in the Centre Daily Times on Wednesday, April 16, 2025. An advertisement ran in the Lewistown Sentinel on Wednesday, April 16, 2025, and Saturday, May 4, 2025. **Appendix F** contains copies of the newspaper advertisements.

Press Releases

As part of the public involvement process, an official Press Release was issued by PennDOT's District 2 Press Office on May 5, 2025, to announce the dates, times, and details for the second public scoping meeting. The Press Release was distributed to major media outlets in the Centre County region. A copy of the press release is included in **Appendix G**.

Media Coverage

Several news outlets ran stories on the May 2025 second public scoping meeting and their news reports provided the meeting dates and times, locations, and details about the project. Media coverage included:

- WPSU on March 31, 2025;
- Centre Daily Times on April 11, 2025;
- Yahoo News on April 11, 2025;
- WPSU on April 11, 2025
- StateCollege.com on April 12, 2025;
- WJAC on April 18, 2025;
- Centre Daily Times on May 5, 2025;
- StateCollege.com on May 5, 2025;
- WJAC on May 5, 2025;
- WPSU on May 5, 2025;
- WTAJ on May 6, 2025;
- WTAJ on May 7, 2025;
- ABC 23 on May 8, 2025; and
- Centre Daily Times on May 8, 2025.

Specific post-meeting media coverage included:

- WPSU on May 8, 2025; articles by
- Centre Daily Times on May 9, 2025;
- WJAC on May 9, 2025;
- WTAJ on May 9, 2025; and
- The Sentinel on May 13, 2025.

Appendix H contains copies of the news reports and articles.

PennDOT Social Media

A second public scoping meeting notification was posted on PennDOT District 2-0's X (formerly Twitter) account on May 2, 2025. PennDOT also posted meeting announcements via their 511PAStateCollege account on April 22, 2025, May 2, 2025, May 5, 2025, and May 7, 2025. **Figure 3** shows an example of a meeting post issued for the second public scoping meeting.

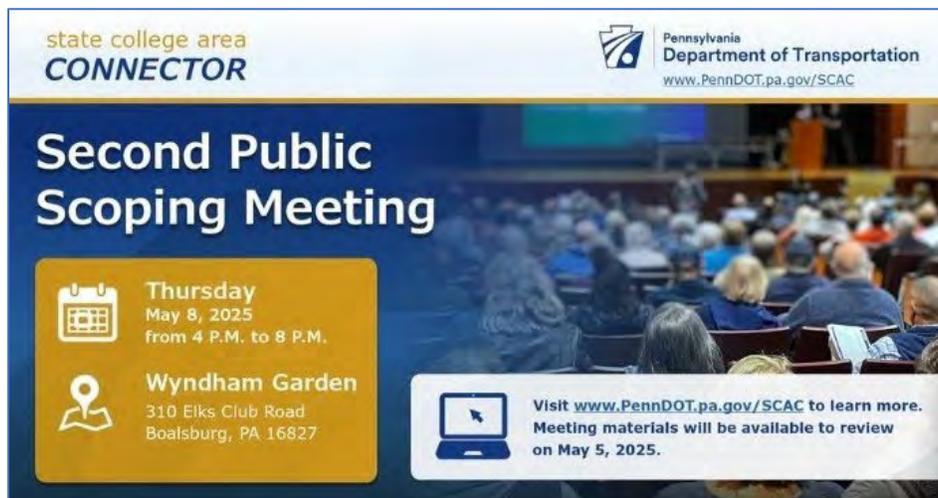


Figure 3 – Example media posted on PennDOT's X account.

Other Notification Efforts

Potter Township posted a meeting notification on their website on April 11, 2025 (**Appendix I**).

Second Public Scoping Meeting Overview

Upon arrival at the second public scoping meeting, meeting participants were asked to sign in and collect handouts at the Welcome Station. Participants then proceeded to tour the informational displays, ask the project team questions, and/or complete a comment card. Computer stations were provided for the public to view detailed project environmental mapping with the proposed alternative corridors. A project video was played throughout the evening. Details on the second public scoping meeting materials and participation are outlined below.

Meeting Handouts

There were three specific handouts developed and made available at the second public scoping meeting. Prior to the meetings, these materials were also uploaded to the project website for pre-review on May 8, 2025. The handouts included were 'What happens after this Public Meeting', Sound Decisions About Highway Noise Abatement brochure, and a meeting comment form (**Appendix J**). The comment form was available in person at the

“How Can You Participate?” station and was also available to complete via an electronic survey on the project website.

Meeting Layout and Information Presented

The meeting was designed with nine stations staffed with PennDOT and project team personnel to address questions and document attendees' comments/concerns.

- **Welcome and Sign-In Station** – At this station, attendees were welcomed and asked to sign in to the meeting. They were also provided with an overview of the meeting layout. A board disclosing PennDOT’s non-discrimination statement was also displayed.
- **Visualization** – Three videos, approximately 3 to 4 minutes long, were played for attendees in rotation throughout the evening (**Figure 4**). These Alternative Design Flyover Videos visualized the three proposed realignments and called out associated work and cultural resources.
- **Introduction Information Station** – This station provided six boards for attendees to review. The boards focused on the overall transportation development process, the NEPA process, the EIS process, summary of concerns PennDOT has heard on this project, changes to the project since the August 2024 meetings, and the project purpose and needs. These boards can be found in **Appendix K**.
- **Environmental Station** – This station provided nine boards for attendees to review (**Figure 5**). The boards included four maps that displayed natural resources, cultural resources, agricultural resources, and socio-economic resources; two farmland process boards – one outlined the farmland protection laws in Pennsylvania, and one outlined the farmland evaluation process; two Section 106 (historic resources) process boards – one that documented the evaluation process and one that documented the consulting party process; and one board displaying the potential impact summary for environmental resources. These boards and staff notes can be found in **Appendix K**.
- **Engineering Station** – This station provided nine boards and copies of the three alternative roll plots for attendees to view. The boards included four typical section boards depicting the various roadway sections being considered for the project; three boards that showed the pros and cons of the three proposed realignment alternatives; one board identifying the recommended preferred alternative alignment; and one board depicting anticipated traffic volumes. In addition, there were two sets of 15’ roll plots for each of the proposed North and South Alternatives, and three sets of 15’ roll plots for the Central Alternative (**Figures 6, 7, 8, and 9**). Each station was staffed by project personnel to address specific questions and document general concerns. Copies of the boards, roll plots, and staff notes can be found in **Appendix K and Appendix L**.

- **Web Map Viewing Station** – Eight staffed computer stations were provided in the meeting area. At each station, project team members assisted attendees in viewing the alternatives for specific properties and areas (**Figure 10**). Station staff also collected specific information from attendees regarding property concerns (e.g., environmental features, well locations, septic fields, and preferred future access to their properties). Copies of staff notes can be found in **Appendix L**.
- **Noise Information Station** – At this station, project personnel discussed the existing monitored noise levels at various sites throughout the project area and reviewed the anticipated noise levels for the various alternatives (**Figure 11**). The station provided six boards for attendees to review. The boards included four maps that displayed noise resources related to the three proposed alternative alignments and boards on the noise study process, sound level examples, and abatement considerations, respectively. This station also handed out the brochure, *Sound Decisions About Highway Noise Abatement* (**Appendix J**).
- **Right-of-way Station** – At this station, PennDOT right-of-way agents were available for participants to ask questions and discuss the land acquisition process during the second public scoping meeting (**Figure 12**).
Comment Station – A printed comment form and supplies to complete the form were provided for attendees to use and submit in the comment box. Two computer stations were also available to provide comments electronically. This station also displayed a board outlining additional ways attendees could comment on the project and the comment deadline.



Figure 4 – Video Station Presentation



Figure 5 – Environmental Station Boards



Figure 6 – Engineering Station: North Alternative Roll Plot Area



Figure 7 – Engineering Station: Typical Roll Plot with Associated Board

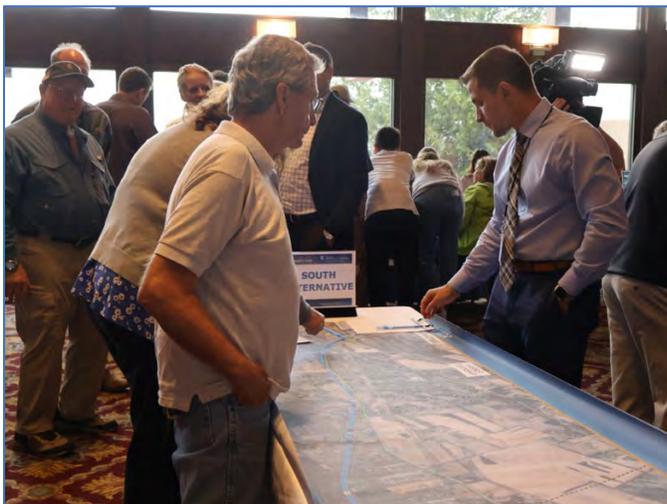


Figure 8 – Engineering Station: South Alternative Roll Plot Area



Figure 9 – Engineering Station: Central Alternative Roll Plot Area



Figure 10 – Web Map Viewing Area



Figure 11 – Noise Information Station



Figure 12 – Right-of-Way Station

Meeting Participation

At the second public scoping meeting, 425 participants were documented. Copies of the sign-in sheets are in the project technical files. **Figures 4** through **12** depict attendance and interactions at the meeting.

Public Comments

The public comment period was open from May 5, 2025, to May 18, 2025. Comments were accepted at the meeting, by mail, email, or via the website form. Participants at the second public scoping meeting submitted 36 comment forms, 46 comments via the online comment form, and 13 emails were received during the comment period. The following sections provide a general summary of the public comments. Copies of the comments received are in the project technical files. **Appendix M** provides a matrix of the written comments received and associated responses.

Public Comment Summary Questions 1, 2, and 3

The public comment form asked three questions, all of which asked attendees to identify their key concerns for each of the alternatives; there was also space for attendees to write other comments or concerns about each alternative. **Figure 13** provides an infographic that highlights the frequency of a concern (size of text) by Alternative (color of text).



Figure 13: Frequency of Concerns Identified by Alternative (North - purple, Central - yellow, South - blue).

Conclusion

The information presented in this report summarizes the efforts undertaken to engage the public for the State College Area Connector project EIS scoping efforts. The second public scoping meeting was held on May 8, 2025, and was attended by 425 individuals. A total of 95 public comments were received during the comment period. Information received from this second public scoping meeting will be used by the project team to guide preliminary engineering, as well as by NEPA to refine project alternatives and understand community concerns related to important area resources.

APPENDIX A – Agency Coordination Meeting

1. ACM Meeting Invitation/Distribution List
2. ACM Meeting Agenda
3. Presentation

From: [Wiley Moyers, Erin](#)
To: [Piper, Alan](#); [Allen Edris](#); [Amanda Timochenko](#); [Amy Kessler](#); [Anne Messner](#); [Ariella Maron](#); [Benjamin Harvey](#); [Anderson, Robert M](#); [Brett Fusco](#); [Bryan Baker](#); [D Wohlwill](#); [Dan Walston](#); [Don Kiel](#); [Doniele Russell](#); [ealoiz](#); [Frank Thompson](#); [Porochniak, Gene \(FHWA\)](#); [Glenn Weitknecht](#); [Jake Zerby](#); [Jamie Davis](#); [Engle, Jeff \(FHWA\)](#); [Jeffrey Box](#); [Crobak, Jennifer \(FHWA\)](#); [Jill Foys](#); [Jim Saylor](#); [Jodie Mamuscia](#); [Johnathan Fitzkee](#); [Joy Gillespie](#); [Julia Moore](#); [Kate McMahon](#); [McLaughlin, Kristin](#); [Hammert, Mark \(FHWA\)](#); [Matt Smoker](#); [Melanie Barber](#); [Michael Danko](#); [Michael Tylka](#); [Michelle Goddard](#); [Mike Dombroskie](#); [Mike Pritchard](#); [Phan, Nhan \(FHWA\)](#); [Nikolas Tranchik](#); [Bishop, Ronnique \(FHWA\)](#); [rgordon](#); [Cordek, Sarah \(FHWA\)](#); [Sherri Clayton](#); [Song Kim](#); [Steve Herman](#); [Sze Wing Yu](#); [Tim Witman](#); [Todd Hoernemann](#); [Todd Schaible](#); [Feliciano, Veronica \(FHWA\)](#); [Wes Burket](#); [Abraham, Shaun](#); [Alcorn, Clarissa](#); [Allen, Brian N.](#); [Allison, Amanda](#); [Ames, John A \(Drew\)](#); [Ammerman, Jeremy D](#); [Angione, Giuliana](#); [Anthony, David \(PENNDOT\)](#); [Augustine, Gregory](#); [Auker, Nicole](#); [Billick, Robert](#); [Bishop, Marie](#); [Bohman, John D](#); [Brooks, Hope](#); [Brown, Byrne D](#); [Brown, Corey](#); [Bucher, Jeffrey](#); [Bunce, Kyle J](#); [Burden, Donald](#); [Burford, Brad](#); [Burkhart, Andrea](#); [Butterworth, Jillian](#); [Callahan, William](#); [Campbell, Kenneth R](#); [Capoccia, Christopher \(Chris\)](#); [Carson, Jacob H.](#); [Chappell, Mark](#); [Chestney, Jamie](#); [Chripczuk, Jonathan](#); [Chuboy, Christina](#); [Clark, Kyle](#); [Covert, Cristin](#); [Crawford, Nathan](#); [Crouch, Todd](#); [Davies, Charles](#); [Davis, Edward \(PENNDOT\)](#); [Dogonniuck, Alexander](#); [Duda, Rachel](#); [Durofchalk, David](#); [Enderlein, Tina](#); [Erdman, Lindsey](#); [Erickson, Michael](#); [Ertel, Nina](#); [Fiorito, Jennie](#); [Fischer, David \(PENNDOT\)](#); [Franzen, Lucas A](#); [Frederick, Barbara](#); [Freetly, Nicholas](#); [Gardner, Kenda Jo](#); [Gardosik, John](#); [Garrett, Cheri](#); [Genovese, Alexander](#); [Gerling, Heather](#); [Gonsman, Andy](#); [Gray, Gavin](#); [Greenland, Vince](#); [Grumbine, Frank](#); [Guers, Sue](#); [Guyton, Tyra](#); [Hallman, Amy](#); [Hammond, Alice M](#); [Haney, Susanne M](#); [Harrower, Monica](#); [Harvey, Hannah](#); [Hazelton, Susan](#); [Heinrich, Keith](#); [Hendrickson, Kevin](#); [Highlands, Keith](#); [Horton, Blair](#); [Hulle, Caitlin](#); [Jacobini, Jared](#); [Jano, Steve J](#); [Joe Olesweski](#); [Johnson, Erik](#); [Kania, Pamela](#); [Kawash, Peter](#); [Keane, Daniel L](#); [Kelley, Autumn](#); [Kerstetter, John](#); [King, Christopher D.](#); [Kotlensky, T](#); [Krobot, Nicholas](#); [Kronz, George](#); [Kuol, Abraham](#); [Laise, Kimberly](#); [Larzelere, Michael](#); [Lenert, Michael](#); [Lightcap, Jay](#); [Lolli, Amy M](#); [Long, Matthew](#); [Lorson, Benjamin](#); [Lovallo, Matthew](#); [Lupfer, Keith](#); [MacDonald, Andrea](#); [Manley, Sara-Ladd](#); [Marlin-Tackie, Frances](#); [Martin, Veronica](#); [Mattern, Brian](#); [Mausteller, Michael J.](#); [McClellan, Sarah K](#); [McClelland, Thomas](#); [McCloskey, Anthony J](#); [McDougal, Steven](#); [McKeel, Justin](#); [McNish, Megan](#); [Melley, Allen](#); [Mercer, J Tyler](#); [Michlovsky, Ryan](#); [Mowery, Leland](#); [Nadals, Catherine](#); [Neal, Elbert](#); [Nepal, Dewakar](#); [Norris, Christine](#); [Norris, Tyler](#); [Okin, Sharon](#); [Opalka, Thomas M](#); [Orsini, Chiara](#); [Orwig, April](#); [Paternoster, Emma](#); [Pavic, Richard T](#); [Peacock, Christopher](#); [Podniesinski, Gregory](#); [Portner, Kristen](#); [Prestash, Thomas](#); [Radatti, Mark J](#); [Rairigh, Elizabeth](#); [Rarig, Grant](#); [Raskiewicz, Thomas J](#); [Rebert, Ashley](#); [Rebert, Emily](#); [Rickard, Marc C](#); [Rider, Sierra](#); [Roberts, Dean](#); [Roessing, Jason](#); [Rostron, David](#); [Ruhl, Bryon S](#); [Russell, Kara](#); [Ryndock, Jason](#); [Sabitsky, Jesse U](#); [Saloum, Ghiyath](#); [Scarr, Kristin](#); [Schrecengost, Jessica](#); [Seeley, Douglas](#); [Shaffer, Scott \(PENNDOT\)](#); [Shiffler, Ryan R](#); [Shifflet, Larry S.](#); [Shultz, Elizabeth](#); [Shunk, Brian E](#); [Siesholtz, Colin](#); [Simons, Julie](#); [Slagel, Katelyn](#); [Smaroff, Dan](#); [Smiles, Heather A](#); [Spangler, Christine](#); [Squillario, Attilio S](#); [Staph, William](#); [Starks, Kipp](#); [Stouffer, Brenda](#); [Suanlarm, Paul](#); [Supel, Matthew](#); [Swanger, Curtis](#); [Swatt, Christian](#); [Thompson, Kristina L](#); [Vankirk, Ryan](#); [Vasilik, Jonathan](#); [Vautar, James G](#); [Velazquez, Jose A](#); [Veppert, Levi](#); [Vivian, Nicholas A](#); [Vlot, Christian](#); [Wachter, Lois V](#); [Walczesky, Kristen](#); [Walker, Edwin](#); [Webber, Tina](#); [Wertz, Gerald C.](#); [White, Kevin](#); [Whited, Morgan](#); [Williams, Elizabeth](#); [Wisor, Joshua \(Fish & Boat\)](#); [Witterick, Kelly](#); [Wolfe, Jessica](#); [Wolfgong, Christopher R](#); [Yocum, Thomas R](#); [Young, Mark](#); [Zaffino, Ryan](#); [Zimmerman, Stephanie](#); [Bomberger, Andrew James, Kevin](#); [Cole, Lori](#); [Plitt, Dennis](#); [Rebecca Wenschhof](#); [Funkhouser, Brian](#); [Trussell, Peyton](#)
Cc:
Subject: [EXTERNAL] Agency Coordination Meeting (ACM)
Start: Wednesday, April 23, 2025 9:00:00 AM
End: Wednesday, April 23, 2025 12:00:00 PM
Location: Microsoft Teams Meeting
Attachments: [2025 Meetings Calendar.docx](#)
[2025 ACM Schedule.pdf](#)
[2025 ACM Agency Field View Reserved Dates.pdf](#)
[4.23.25 ACM Agenda.docx](#)

Cyber Security Reminder: Please use caution - message originated outside JMT.

This meeting request is being sent on behalf of Drew Ames, Chief, Environmental Policy and Development Division:

The following topic will be presented:

1. Centre County COG – LRTP Update
2. TCRPC – HATS LRTP Update
3. State College Area Connector (SCAC) Project

Enclosed are the 1) ACM Agenda, 2) 2025 Field View Reserved Dates, 3) 2025 ACM Schedule, & 4) 2025 ACM Calendar.

Microsoft Teams Need help? <<https://url.us.m.mimecastprotect.com/s/w787CgJxgfn6q8VINf4c4wV0y?domain=aka.ms>>

Join the meeting now <https://teams.microsoft.com/l/meetup-join/19%3ameeting_MjU1ODNjNTctY2IzMC00Y2ZkLTgzYmEtZmZiOWZkMzYzMjMy%40thread.v2/0?context=%7b%22Tid%22%3a%22418e2841-0128-4dd5-9b6c-47fc5a9a1bde%22%2c%22Oid%22%3a%228d2385f2-f1f3-4590-b8d4-15173a031bca%22%7d>

Meeting ID: 298 582 421 314

Passcode: LK7rH6zS

Dial in by phone

+1 267-332-8737,,291282108# <tel:+12673328737,,291282108> United States, Philadelphia

Find a local number <<https://url.us.mimecastprotect.com/s/Z-2PCjRvJlCkEYgphRhocm4QBC?domain=dialin.teams.microsoft.com>>

Phone conference ID: 291 282 108#

For organizers: Meeting options <https://teams.microsoft.com/meetingOptions/?organizerId=8d2385f2-f1f3-4590-b8d4-15173a031bca&tenantId=418e2841-0128-4dd5-9b6c-47fc5a9a1bde&threadId=19_meeting_MjU1ODNjNTctY2IzMC00Y2ZkLTgzYmEtZmZiOWZkMzYzMjMy@thread.v2&messageId=0&language=en-US> | Reset dial-in PIN <https://url.us.mimecastprotect.com/s/W1_TckRwMmCZlkgmiQiBcGb3XM?domain=dialin.teams.microsoft.com>

Recording or transcribing this meeting, in any manner including through a third-party application, may not occur without the consent of all participants, as required by law, and must adhere to Commonwealth policies. For more info click the legal link.

Privacy and security <<https://url.us.mimecastprotect.com/s/e1huCIYv6ntDG1Lgiqs6cz9B1Q?domain=oa.pa.gov>>



MEMO

DATE: April 9, 2025

SUBJECT: Wednesday, April 23, 2025, ACM Meeting

TO: ACM Member List

FROM: Drew Ames, Chief /s/
Bureau of Design & Delivery
Environmental Policy & Development Division

The next Agency Coordination Meeting (ACM) will be held on **Wednesday, April 23, 2025** at 9:00 a.m. through Teams. Please respond through the meeting invite.

Enclosed are the 1) ACM Agenda, 2) 2025 Field View Reserved Dates, 3) 2025 ACM Schedule, and 4) 2025 Meetings Calendar.

Please direct questions or comments to Erin Wiley Moyers at 814-678-5008 or at ewiley@pa.gov and Nicole Auker at 717-787-0460 or at nauker@pa.gov.

Attachments

cc: Larry Shifflet, 8th Floor CKB
C. Norris, P.E. 8th Floor CKB
C. Spangler, P.E. 7th Floor CKB
M.J. Chappell, P.E., 7th Floor CKB
J.D. Bucher, P.E., 7th Floor CKB
Project Development Engineers, 7th Floor CKB
K. Russell, 7th Floor CKB
N. Auker, 7th Floor CKB

AGENCY COORDINATION MEETING

AGENDA FOR WEDNESDAY, APRIL 23, 2025

Teams Call

Call-In Number: 1-267-332-8737

Conference ID: 291 282 108#

1. General Business (9:00 am – 9:10 am)
 - a. Call to Order & Introductions
 - b. Review Agency Field View Reserved Dates
 - c. Next ACM – Wednesday, May 28, 2025
 - d. Other Topics
2. Centre County COG – LRTP Update (9:10 am – 10:10 am)
3. TCRPC – HATS LRTP Update (10:10 am – 11:10 am)
4. State College Area Connector Project (11:10 am – 12:00 pm)



STATE COLLEGE AREA CONNECTOR PROJECT

AGENCY COORDINATION MEETING

APRIL 23, 2025



- August 2024 Public Meeting and October Field View Summary Recap
- Alternative Refinement
- Public Outreach
- Anticipated Schedule



- **Build Alternative – Alignment Development**
 - Avoiding and minimizing resources, including farm operations, Waters of the US, residential and commercial facilities, historic properties, etc.
 - Maintaining local access through the area
 - Coordinating with local officials regarding access, traffic, and resources
- **Three specific Build Alternative alignments for initial agency and public review**

state college area **CONNECTOR**



Pennsylvania
Department of Transportation

www.PennDOT.pa.gov/SCAC

NORTH ALTERNATIVE



NORTH ALTERNATIVE

CENTRAL ALTERNATIVE



CENTRAL ALTERNATIVE

SOUTH ALTERNATIVE



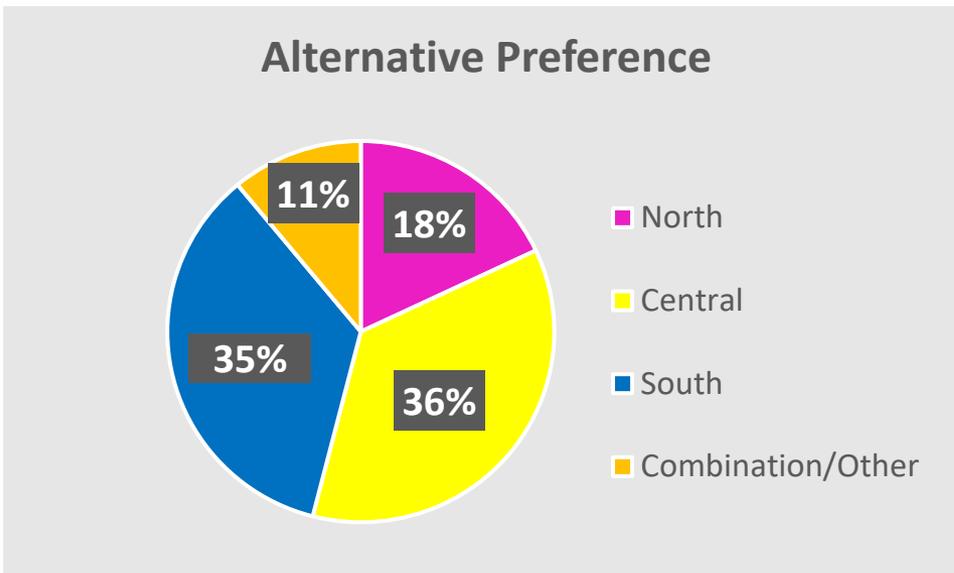
SOUTH ALTERNATIVE



- **Build Alternative – Alignment Development**
 - Avoiding and minimizing resources, including farm operations, Waters of the US, residential and commercial facilities, historic properties, etc.
 - Maintaining local access through the area
 - Coordinating with local officials regarding access, traffic, and resources
- **Three specific Build Alternative alignments for initial agency and public review**



- Public Meeting - August 12, 2024
 - 395 individual attendees
 - 164 comment letters
 - Alternative Preference



- August 12, 2024 - Public Meeting

- Key Concerns

- Access
- Farmland
- Noise
- Wetlands and Waters (head waters)
- Residential/Commercial Displacements
- Geologic formations (e.g. sink holes, depressions, acid producing rock)
- Alternatives - personal proximity



- **August 28, 2024 - Consulting Party Meeting**
 - 13 consulting party attendees and 6 team staff
 - Overview of project and consulting party process
 - Discussion of above ground/archaeological resources
 - Review overall eligibility for above ground structures
- **Tribe and Nations**
 - Monthly coordination





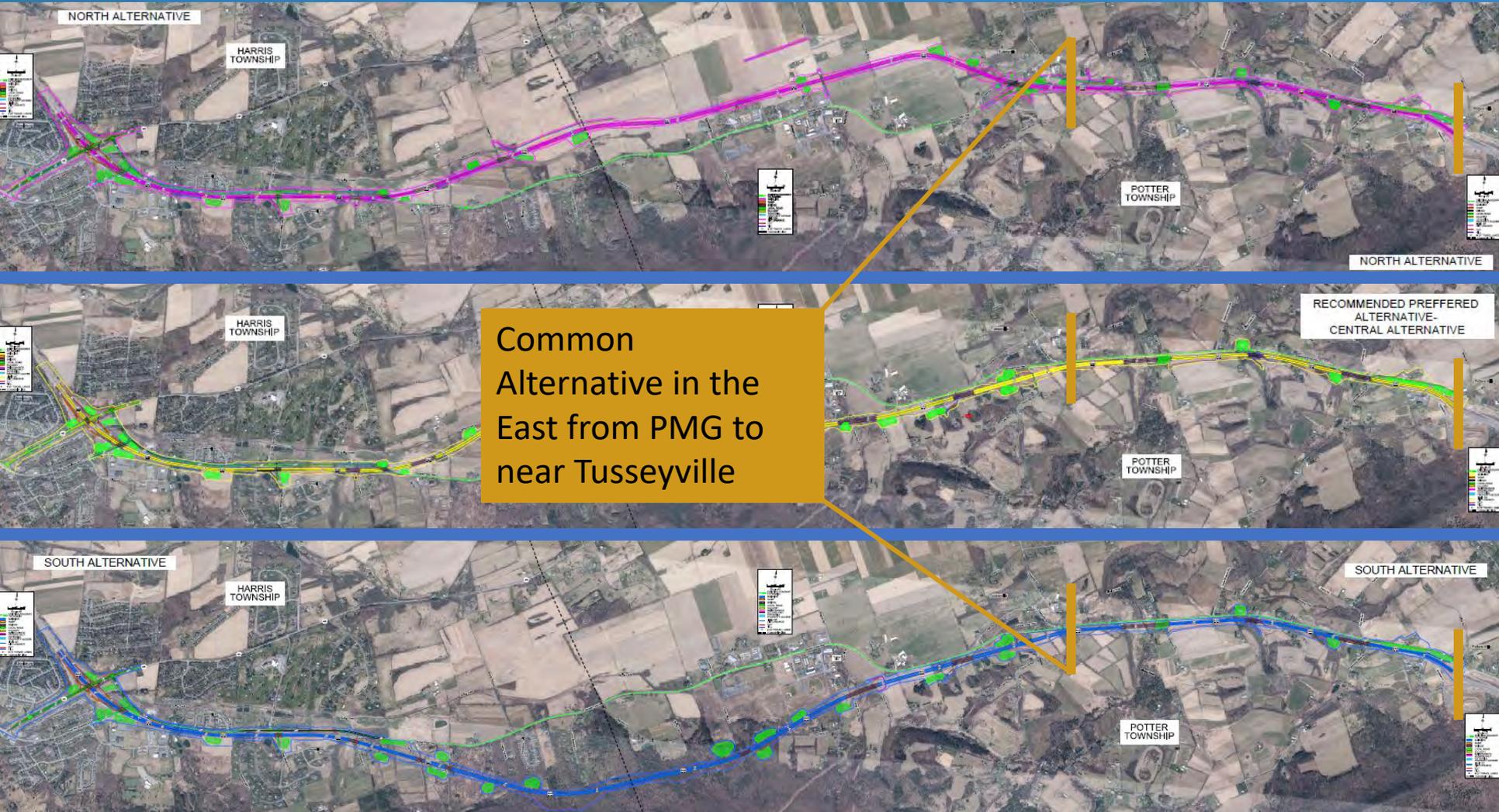
- October 1, 2024 - Agency Field View
 - 26 attendees (PennDOT, FHWA, USACE, EPA, USFWS, PAFBC, PADEP, DCNR, PGC, PA Dept. of Ag., Project Team)
 - Preserved farmlands
 - Species habitat and new species
 - Geotech (e.g., acid producing rock, sink holes)
 - Alternative specific concerns
 - Eastern alignment
 - South Alternative - headwaters
 - Bridging as avoidance to water impacts
 - Permitting

state college area CONNECTOR



Pennsylvania
Department of Transportation

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- Interchange options for US 322 at PMG

state college area **CONNECTOR**



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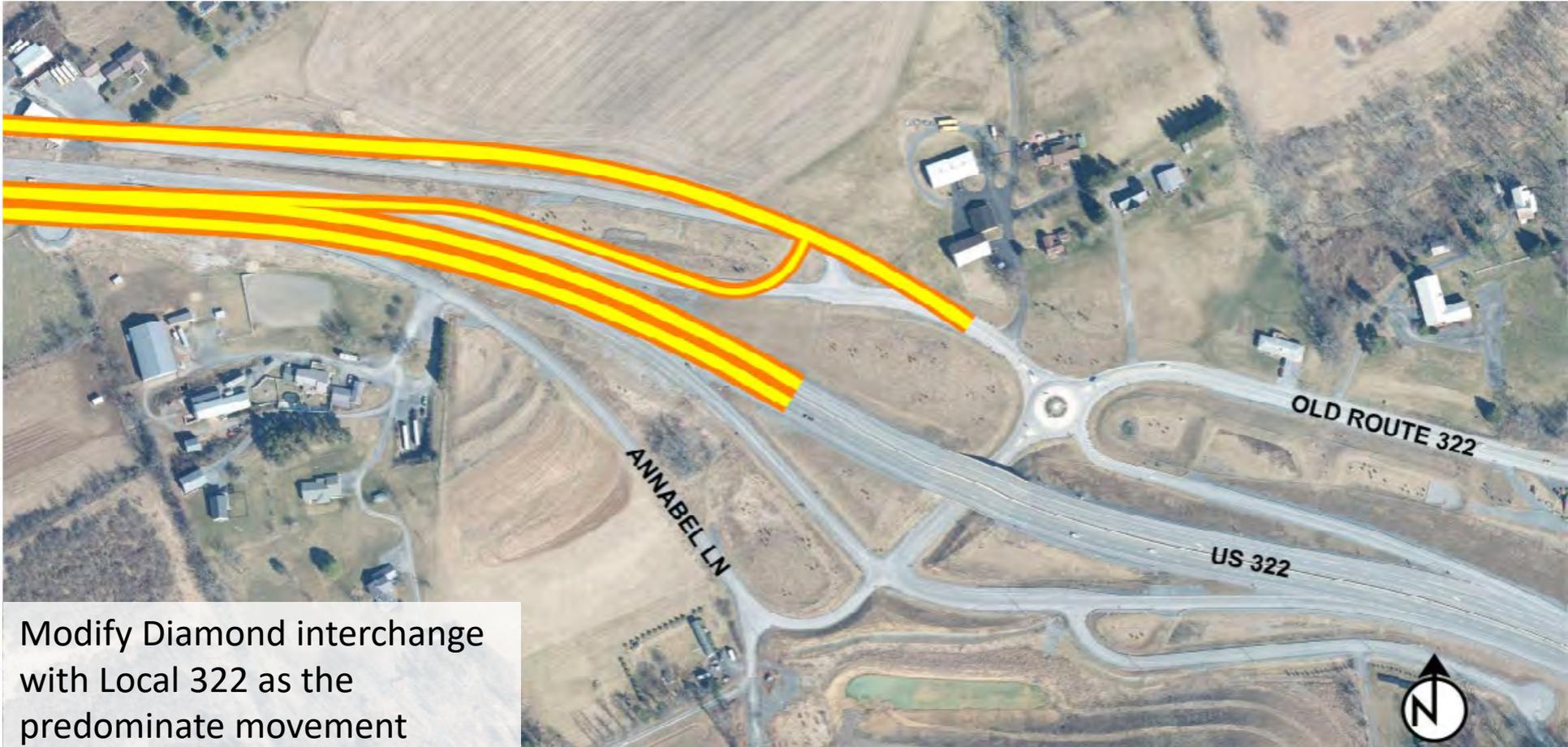
Modify Diamond
interchange with
T Intersection

state college area **CONNECTOR**



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Modify Diamond interchange
with Local 322 as the
predominate movement

state college area **CONNECTOR**



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Modify Diamond
interchange with ramp as
predominate movement



- Interchange options at PA 45/US 322

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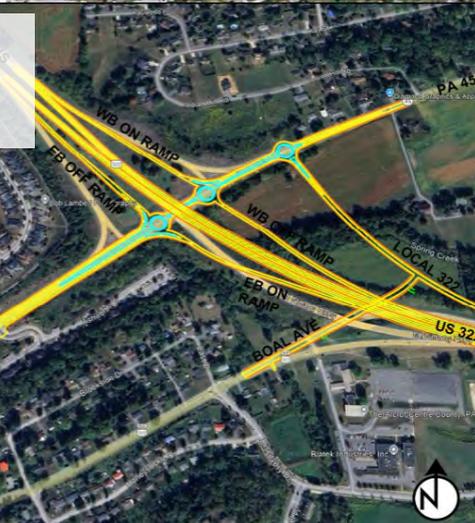
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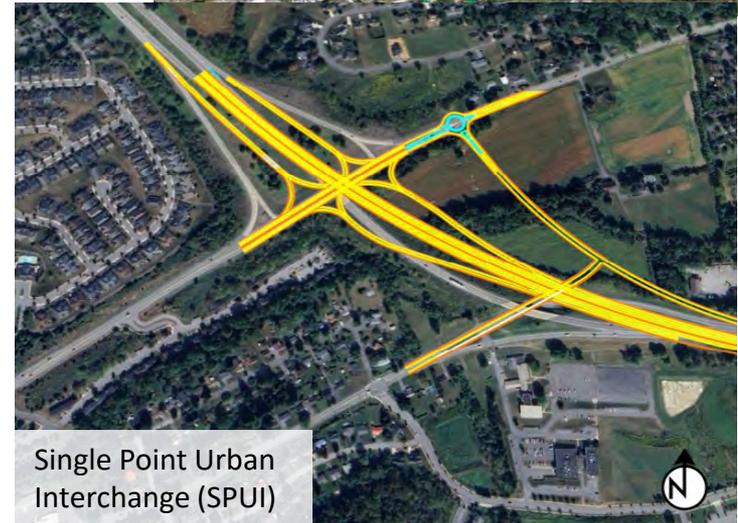
Conventional
Diamond



Tight Urban
Diamond



Tight Urban
Diamond with 3
Roundabouts



Single Point Urban
Interchange (SPUI)

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Single Point Urban Interchange (SPUI)

- Added/expanded bridges to minimize wetland and water impacts
- Stormwater Management



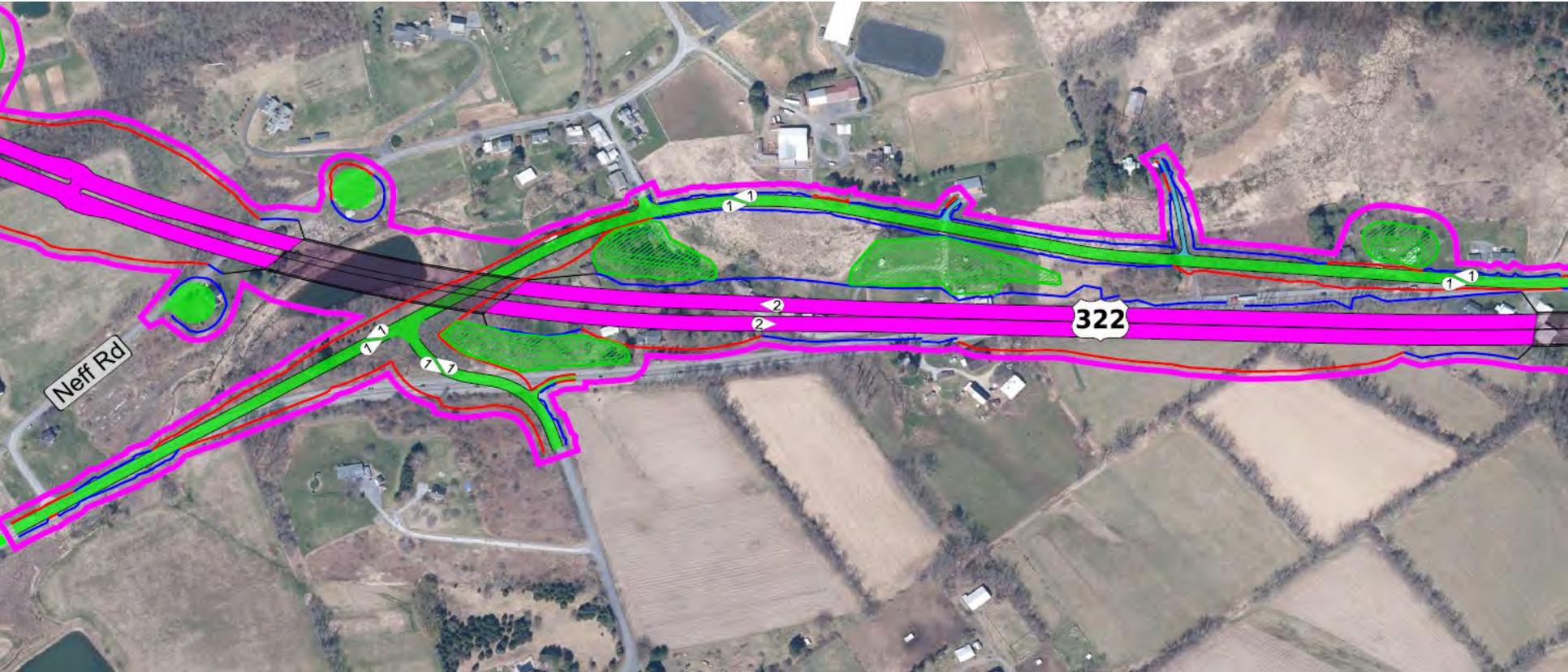
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- Local road access



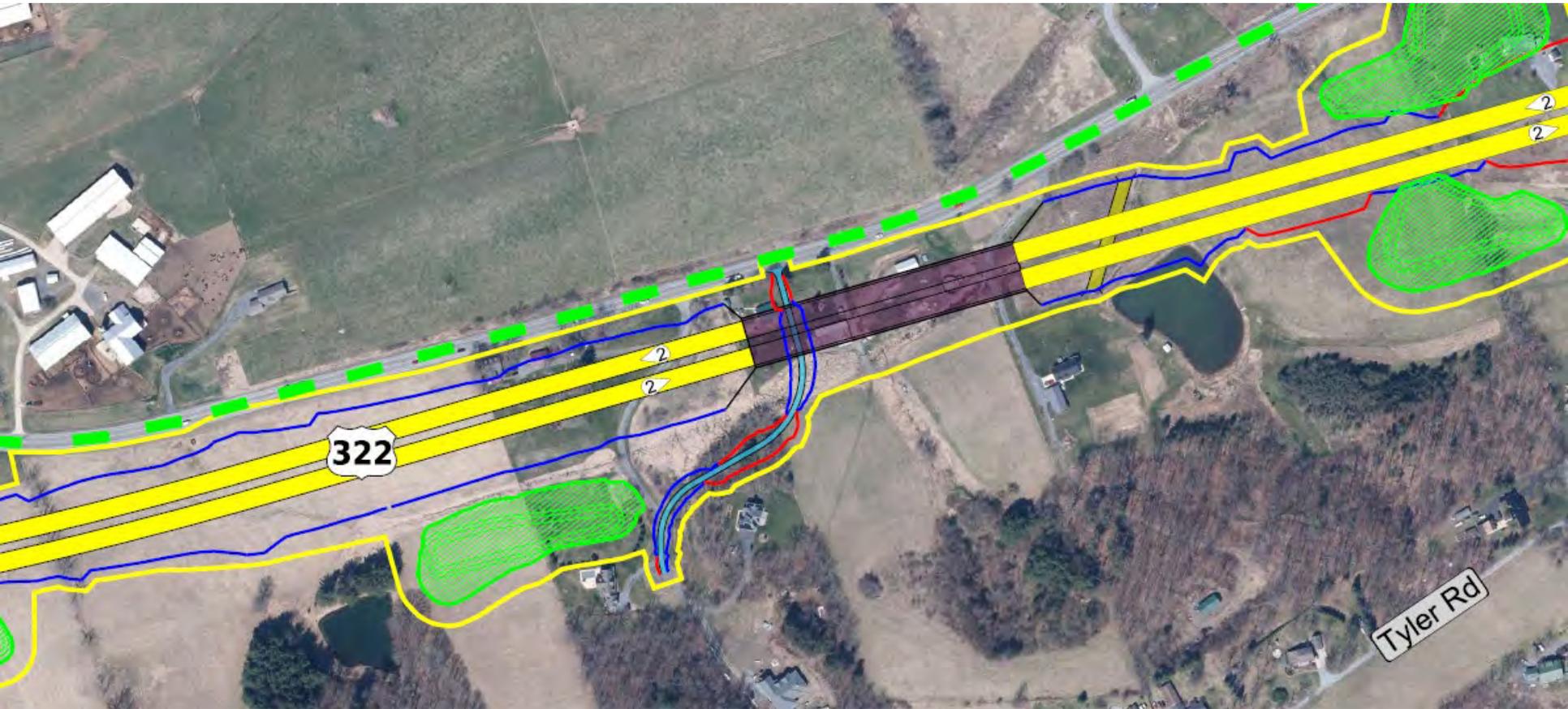
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- Property access



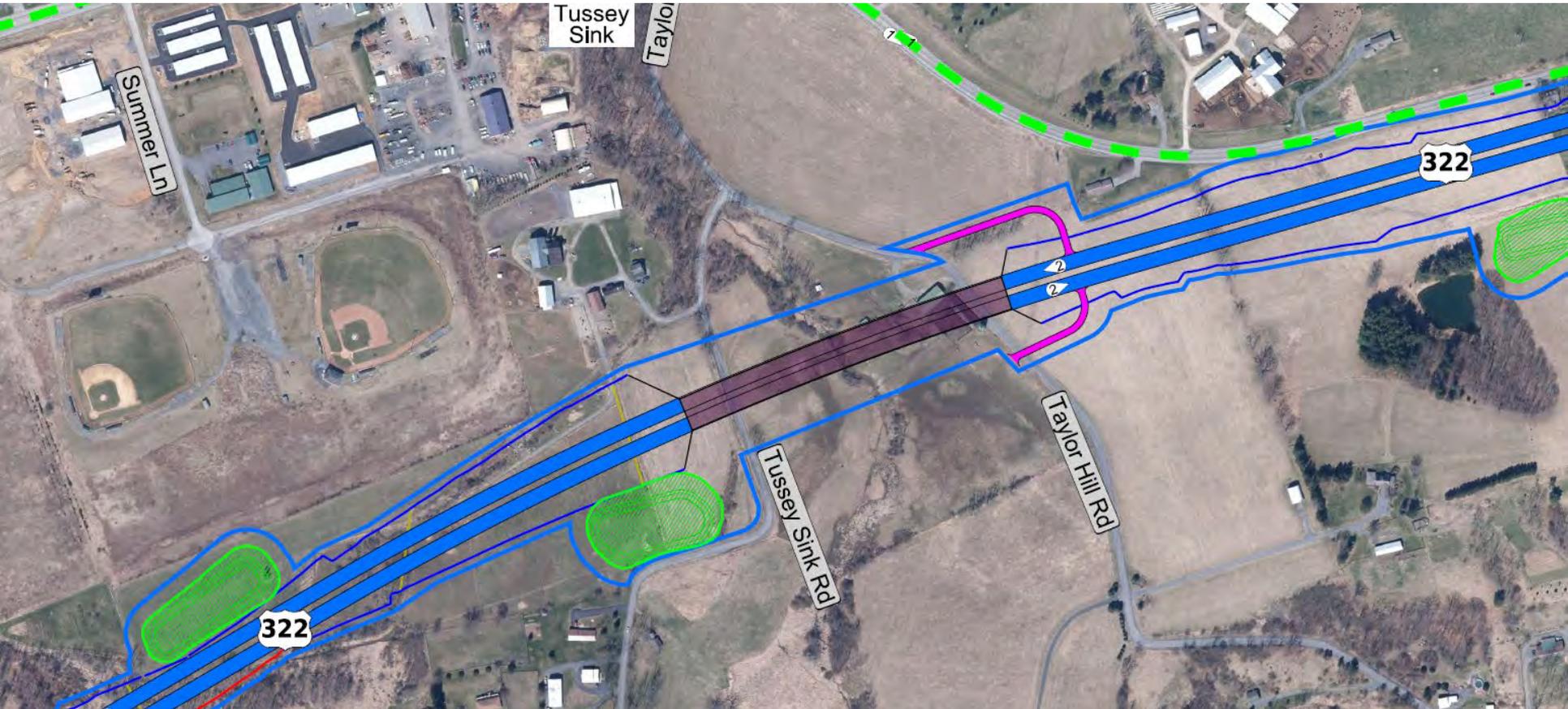
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- Maintenance/emergency access



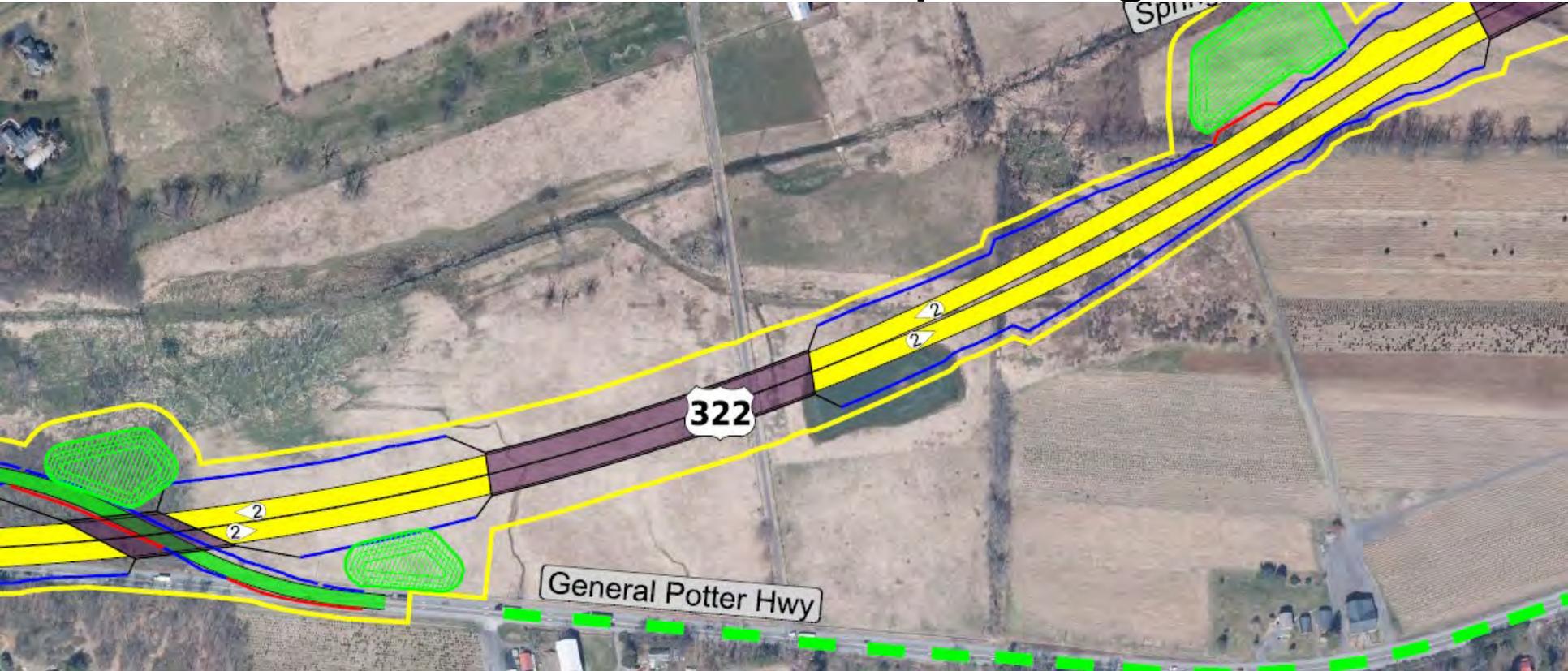
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- Consideration for wildlife passage



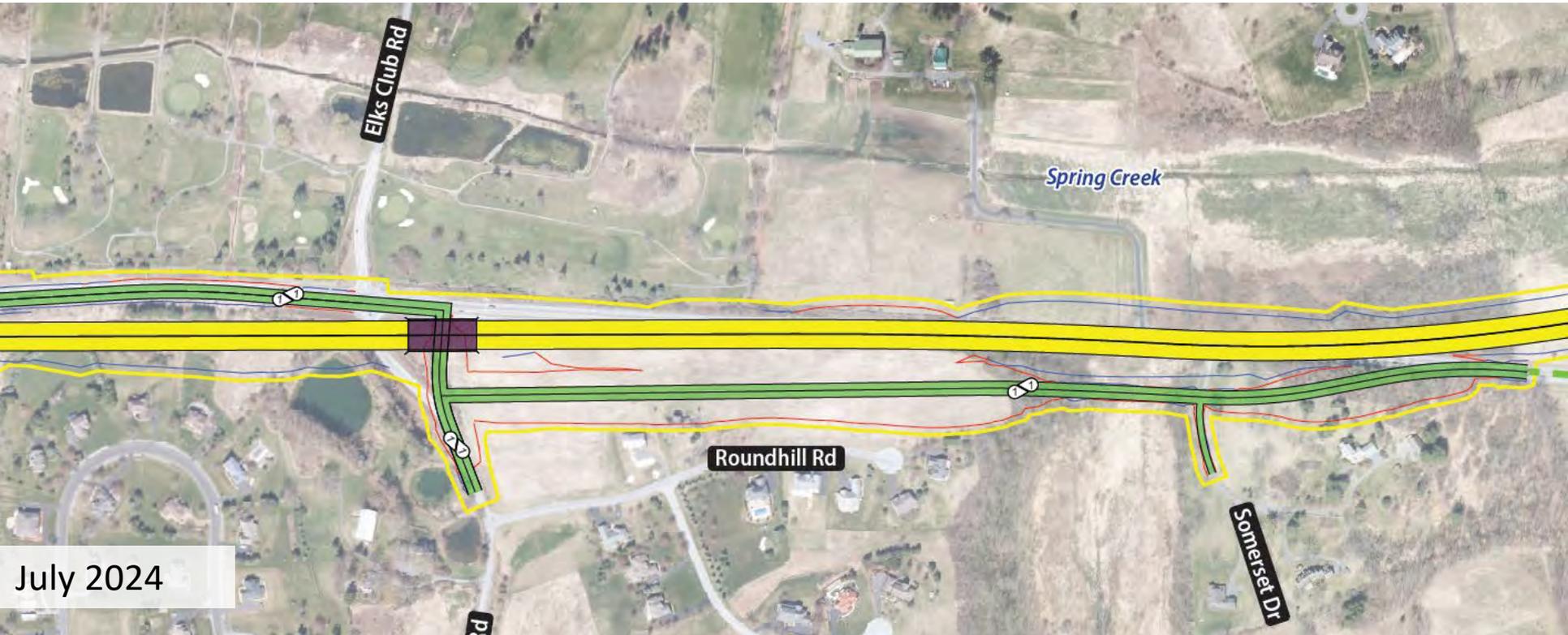
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• Bear Meadow Road Area



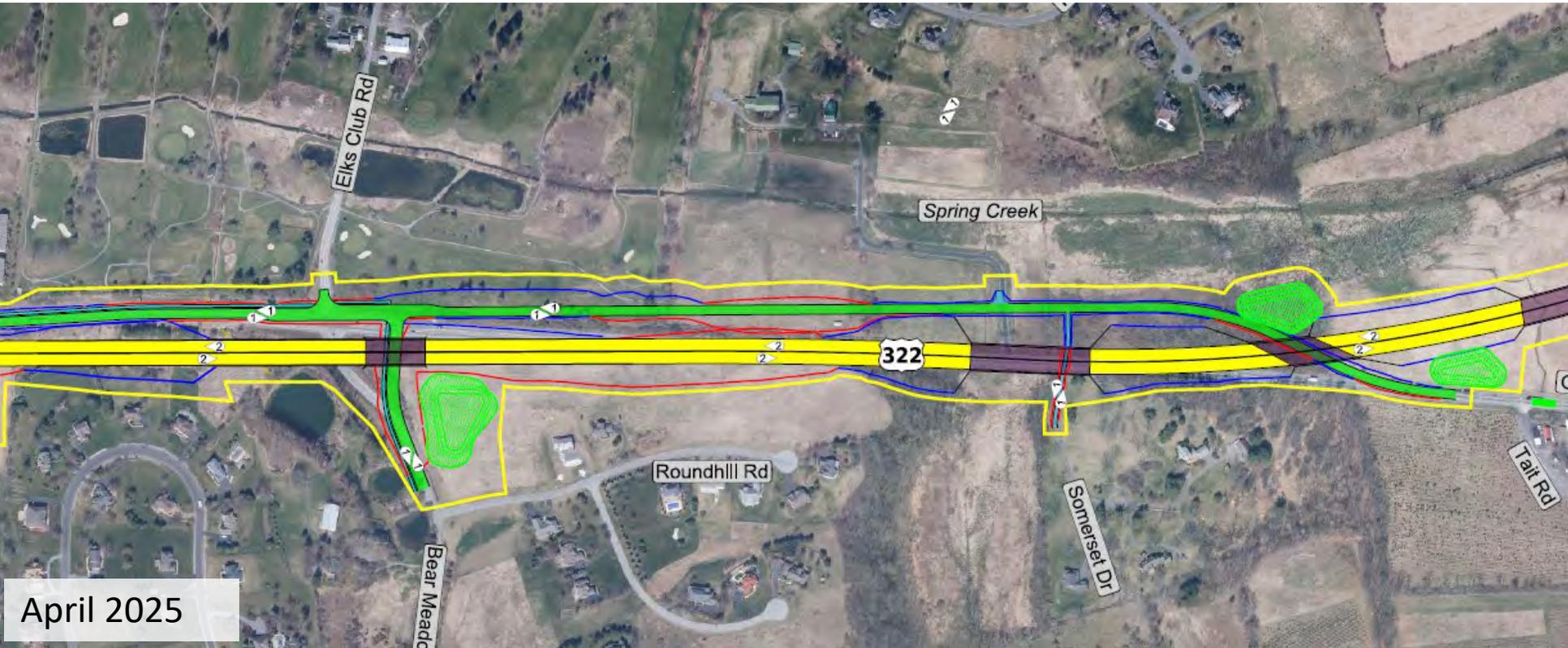
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- **Bear Meadow Road Area**



state college area CONNECTOR



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Feature	North	Central	South
Agriculture			
Productive Agricultural Land, Direct (acres)	144	118	104
Productive Agricultural Land, Estimated Indirect (acres)	47	45	78
Productive Agricultural Land, Total (acres)	191	163	182
Farm Operations Impacted (#)	21	19	15
Agricultural Conservation Easements (within productive agricultural land) (acres)	18	16	0
Agricultural Security Areas (within productive agricultural land) (acres)	72	34	39
Clean and Green (within productive agricultural land) (acres)	134	110	85
Agricultural Zoning Districts (within productive agricultural land)	104	87	72
Soil Capability Classes I-IV (within productive agricultural land) (acres)	138	116	103

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Feature	North		Central		South	
Water Resources						
Wetlands (within overall LOD) (acres)	25.4		30.4		18.0	
Wetlands (within bridge footprint, spanned to avoid direct impacts) (acres)	10.4		14.9		9.7	
Wetlands (Indirect impacts due to loss of upstream flow) (acres)	-		-		3.7	
Wetlands Total (acres)	15		15.5		12	
Streams (within overall LOD) (# of crossings linear feet)	25	5,125	37	9,404	47	10,489
Streams (within bridge footprint, spanned to avoid direct impacts) (linear feet)	15	3,521	28	5,991	22	5,320
Streams (Indirect impacts due to loss of upstream flow) (linear feet)	-	-	-	-	11	3,209
Streams Total (linear feet)	1,604		3,413		8,378	
100 Yr. Floodplains (acres)	14		15		13	

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Feature	North	Central	South
Terrestrial Resources			
Forested/Wooded Habitats (acres)	24	31	123
Stone Mountain Important Bird Area (acres)	0	2	108
Bat Swarming Habitat (forested areas only) (acres)	9	9	9
Clearwater Conservation Easements (acres)	18	37	26
Geologic Resources			
Potential for Encountering Acid Producing Rock	Very Low	Low	High
Potential for Encountering Sinkholes	High	Moderate	Low



Feature	North		Central		South	
Historic Resources						
NRHP Eligible Property (#)	6		4		4	
Penns Valley/Brush Valley Rural Historic District Contributing Properties (# acres)	44	208	42	209	37	230
Tusseyville Historic District Contributing Properties (# acres)	8	6	0	0	0	0
Section 106 Adverse Effect (#)	21		15		14	
Archaeological Resources						
Known Archaeological Sites (#)	4		5		5	
Historic Period Archaeological Sensitivity Area (acres)	20		21		23	
Statewide Prehistoric/Pre-Contact Model – High Probability (acres)	107		116		75	
Statewide Prehistoric/Pre-Contact Model – Medium Probability	230		208		189	

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Feature	North	Central	South
Socioeconomic Resources			
Residential Displacements (#)	23	16	18
Commercial Displacements (#)	3	2	2
Visual/Aesthetic Impacts	High	High	High
Places of Worship (#)	1	1	1
Parks/Recreation Areas (# acres)	0 0	1 8.22	1 0.04
HUD Subsidized Housing Units (#)	0	0	0
Potential Waste Sites (#)	21	13	13

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North Alternative

- Higher effects to productive agricultural land, including ASA, C&G, Easements, and Soils;
- Higher effects to contributing properties within Rural Historic District and National Register Eligible properties;
- Adverse effect on the Tusseyville Historic District.
- Higher effects to residential displacements;
- Avoids headwaters of Spring Creek and many of the Spring Creek tributaries;
- Minimizes forest effects and avoids the Stone Mountain Important Bird Area;
- Lower effects to streams

Central Alternative

- Minimizes agricultural effects;
- Lower effects to contributing properties within Rural Historic District and National Register Eligible properties.
- Avoids the Tusseyville Historic District;
- Avoids headwaters of Spring Creek;
- Highest wetland effects, but minimizes stream effects;
- Minimizes residential displacements;
- Minimizes forest effects and avoids the Stone Mountain Important Bird Area;
- Utilizes the Potter Township baseball fields.

South Alternative

- Higher effects to individually eligible historic properties;
- Higher effects to contributing properties within Rural Historic District and National Register Eligible properties;
- Avoids the Tusseyville Historic District;
- Higher effects to high-quality streams, including the headwaters of Spring Creek;
- Higher effects to forest land;
- Highest potential to encounter Acid Producing Rock (APR)
- Higher residential displacements;
- Higher effects to the Stone Mountain Important Bird Area.
- Lower effects to wetlands and productive agricultural land;



Recommended Preferred Alternative – Central Alternative

- Avoids headwaters of Spring Creek
- Avoids the Stone Mountain Important Bird Area
- Utilize the USFWS Programmatic Biological Opinion (PBO) as consultation for protected bats
- Utilizes the Potter Township Athletic Complex
- Least residential displacements (16) of all three alternatives
- Least impact to productive agricultural land (direct and indirect impacts)
- Avoids an adverse effect to the Tusseyville Historic District
- Lower number of historic properties adversely affected
- Low potential for encountering acid producing rock
- High wetland and stream impacts; however, use of bridge spans can greatly reduce impacts



• Next Steps

- Conduct public outreach on revised alternatives and the Recommended Preferred Alternative

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Second Public Scoping Meeting

Details

When: Thursday, May 8, 2025, from 4 P.M. to 8 P.M.

Where: Wyndham Garden
310 Elks Club Road
Boalsburg, PA 16827

Agenda

- > Review environmental information
- > Discuss the Alternatives with the Project Team
- > Provide input and comments

Meeting Purpose: The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), invites you to participate in an Open House Public Meeting for the State College Area Connector Project. The meeting will allow participants to review the refinements to the North, Central, and South Alternatives presented at the August 2024 meeting, and comment on PennDOT's Recommended Preferred Alternative to advance for further design and study.

Meeting materials will be available Monday, May 5, 2025, for remote viewing at www.PennDOT.pa.gov/SCAC

For more information contact:

Eric Mumyack, P.E.	814-765-0428
70 PennDOT Drive Clearfield, PA 16830	emumyack@pa.gov
	www.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.



• Next Steps

- Conduct Consulting Party Meeting to discuss Effects and potential mitigation as part of the Section 106 process
- Prepare the Draft Environmental Impact Statement (DEIS) / Draft 404 Permit
- Circulate the DEIS/Draft 404 Permit and hold Joint Public Hearing

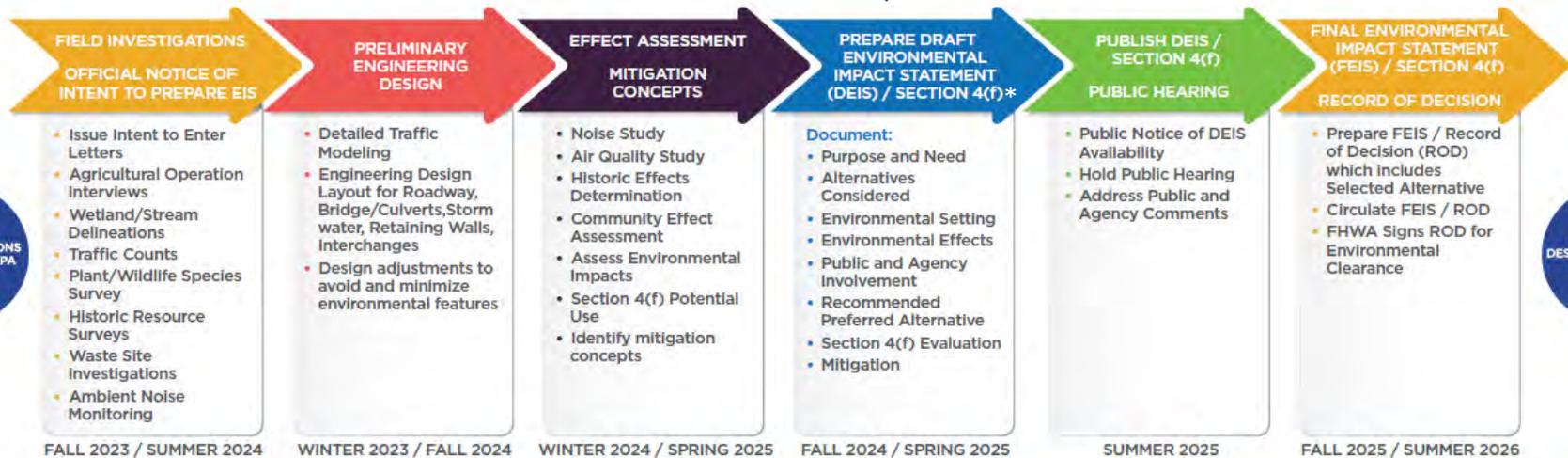
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We
Are
Here



PEL STUDY RECOMMENDATIONS INTO PE AND NEPA STUDIES

FINAL ENGINEERING DESIGN OF SELECTED ALTERNATIVE



*DEIS includes 404 Permit Application



- Draft Agency Coordination Plan and Coordination Points

Coordination Point	Date of/Anticipated Date of Coordination	Information Included for Coordination
Project Initiation	February 26, 2020	<ul style="list-style-type: none"> ■ PEL Process
Environmental Analysis Methodologies	July 22, 2020	<ul style="list-style-type: none"> ■ PEL Study Process ■ Environmental Features ■ Purpose and Need ■ Coordination Plan ■ Agency participation
PEL Purpose and Need	December 9, 2020	<ul style="list-style-type: none"> ■ Study update ■ Purpose and Need ■ Cooperating and Participating Agency Status ■ Draft Coordination Plan and Consensus ■ Virtual Public Meeting Overview ■ Environmental Features
Range of Alternatives	May 26, 2021	<ul style="list-style-type: none"> ■ Environmental Overview ■ Range of Alternatives ■ Alternative Screening Process Methodology
Project Section 106 Initiation	March 27, 2023	<ul style="list-style-type: none"> ■ Project notification distributed via PennDOT's PATH
EIS Scoping Meeting	June 28, 2023	<ul style="list-style-type: none"> ■ PEL Alternatives to advance ■ Environmental Analysis Methodologies
Project Purpose and Need	January 24, 2024	<ul style="list-style-type: none"> ■ NEPA/EIS Draft Purpose and Need
Detailed Alternatives Analysis	July 2024	<ul style="list-style-type: none"> ■ North, Central, and South Alternatives
Recommended Preferred Alternative/Conceptual Mitigation	April 23, 2025 (February 2025)	
Draft EIS/404 Permit Circulation	October 2025 (July 2025)	
Joint Public Hearing	November 2025 (August 2025)	
Preferred Alternative/Mitigation	January 2026 (September 2025)	
Jurisdictional Determination (JD) (if required)/ Pre-Application Meeting	September 2025 (November 2025)	
Final EIS/404 Permit/Record of Decision (ROD)/ Conceptual Mitigation	July 2026	



Questions or Comments

APPENDIX B – Public Officials Public Meeting Briefing

1. Like Letter for - Elected Officials

- The Honorable David McCormick, US Senate
- The Honorable John Fetterman, US Senate
- The Honorable Glenn Thompson, US House of Representatives, District 15
- The Honorable John Joyce, US House of Representatives, District 12
- The Honorable Wayne Langerhole, The Pennsylvania Senate
- The Honorable Judy Ward, The Pennsylvania Senate
- The Honorable Cris Dush, The Pennsylvania Senate
- The Honorable Paul Takac, Pennsylvania House of Representatives
- The Honorable H. Scott Conklin, Pennsylvania House of Representatives
- The Honorable Kerry Benninghoff, Pennsylvania House of Representatives

2. Like Letter for – Government Partners

- Mr. John Franek, Centre County Board of Commissioners
- Mr. Ray Stolas, Centre County Planning Commission
- Mr. Tom Fountaine, State College Borough Manager
- Mr. Mark Boeckel, Harris Township
- Mr. Adam Brumbaugh, College Township
- Mr. Michael Danneker, Spring Township
- Ms. Sharon Royer, Benner Township
- Ms. Kathryn Long, Centre Hall Borough
- Ms. Lisa Kroner, Potter Township
- Mr. Robert Postal, Mifflin County Commissioners
- Ms. Centrice Martin, Ferguson Township
- Ms. Amy Farkas, Patton Township
- Mr. Steve Herman, SEDA-COG Regional Transportation Planning Comm.
- Mr. Jim Saylor, Centre County Metropolitan Planning Organization
- Mr. Steve Herman, SEDA-COG Regional Transportation Planning Comm.
- Mr. Benjamin Estell, Centre Region Council of Governments
- Mr. Eric Bernier, Centre County Metropolitan Planning Organization

3. Public Officials Meeting Sign-in Sheets

4. Public Officials Meeting Presentation



April 17, 2025

The Honorable David McCormick
United States Senate
Innovation Boulevard, Suite 226
State College, PA 16803

Re: Public Meeting
State College Area Connector Project

Dear Senator McCormick:

The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), is initiating National Environmental Policy Act (NEPA) activities as part of project scoping for an Environmental Impact Statement to evaluate an 8-mile, 4-lane limited-access facility from the end of US 322/Mount Nittany Expressway in Boalsburg to the newly constructed limited access portion of US 322 at Potters Mills in Centre County, Pennsylvania. The purpose of this project is to improve roadway congestion and to address safety issues along the US 322 corridor between Potters Mills and Boalsburg. Additionally, the project will aim to provide a transportation network that meets driver expectations.

In order to present refined alternative alignments, share potential environmental effects, and solicit public comments, PennDOT is hosting a public meeting on **Thursday, May 8 from 4 P.M. to 8 P.M. at Wyndham Garden, 310 Elks Club Road, Boalsburg, PA**. Meeting materials will be available on the project website beginning on May 5, 2025, at www.PennDOT.pa.gov/SCAC.

The meeting will provide an opportunity for participants to sign in, view meeting exhibits, meet with the study team to ask questions and make comments. Written comments from the public regarding the State College Area Connector Project may be submitted by mail to PennDOT District 2-0, Attention: Eric Murnyack, P.E., 70 PennDOT Drive, Clearfield, PA 16830. Comments may also be submitted by email to Eric Murnyack, P.E., at emurnyack@pa.gov or Leigh Woolridge, P.E., at lwoolridge@pa.gov or online via the study webpage.

Prior to this public meeting, PennDOT would like to invite you to a meeting for government and elected officials to preview the public meeting information and

State College Area Connector Project

Page 2

April 17, 2025

materials. This meeting will be held **Thursday, May 8, from 1 P.M. to 2:30 P.M. at the Wyndham Garden, 310 Elks Club Road, Boalsburg, PA., 1st floor meeting room.** Please RSVP to icole@jmt.com by May 6.

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Sincerely,

A handwritten signature in blue ink that reads "Thomas A. Prestash". The signature is written in a cursive style with a large initial 'T' and a distinct 'P'.

Thomas A. Prestash, P.E.
District Executive
Engineering District 2-0

020/TAP-EJM/smh

ecc: Juliet Harshbarger, juliet_harshbarger@mccormick.senate.gov



April 17, 2025

Centre County Board of Commissioners
Attn John Franek Jr
420 Holmes Street Suite 151
Bellefonte PA 16823

Re: Public Meeting
State College Area Connector Project

Dear Mr. Franek:

The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), is initiating National Environmental Policy Act (NEPA) activities as part of project scoping for an Environmental Impact Statement to evaluate an 8-mile, 4-lane limited-access facility from the end of US 322/Mount Nittany Expressway in Boalsburg to the newly constructed limited access portion of US 322 at Potters Mills in Centre County, Pennsylvania. The purpose of this project is to improve roadway congestion and to address safety issues along the US 322 corridor between Potters Mills and Boalsburg. Additionally, the project will aim to provide a transportation network that meets driver expectations.

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State College Area Connector Project

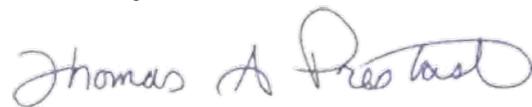
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April 17, 2025

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Sincerely,

A handwritten signature in blue ink that reads "Thomas A. Prestash". The signature is written in a cursive style with a large, looped initial 'T'.

Thomas A. Prestash, P.E.
District Executive
Engineering District 2-0

020/TAP-EJM/smh

ecc: jfranek@centrecountypa.gov



SIGN IN SHEET – ELECTED OFFICIALS

SECOND PUBLIC SCOPING MEETING | Thursday, May 8, 2025, 1 P.M. to 2:30 P.M.
Wyndham Garden – State College; Mountain View Ballroom, 310 Elks Club Rd., Boalsburg

Name	Organization	Signature
Elizabeth Pirrone-Brusse	Centre County Planning and Community Development	
Richa Rimal	Centre County Planning and Community Development	
Frank Harden	Harris Township	
Mark Boeckel	Harris Township	
Nigel Wilson	Harris Township	
Tracey Moriarty	Harris Township	
Robert Postal	Mifflin County Commissioner	
Rep. Paul Takac	Pennsylvania State Representative	
Amy Farkas	Patton Township	
Larry Pegher	Patton Township	
Pamela Robb	Patton Township	
Sultan Magruder	Patton Township	
Susan Chyczewski	Patton Township	
Dick Decker	Potter Township	
Jake Tanis	Potter Township	
Ryan Newman	Potter Township	



SIGN IN SHEET – ELECTED OFFICIALS

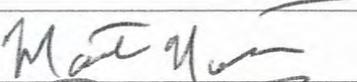
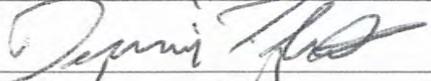
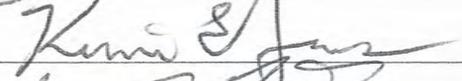
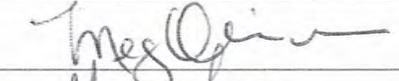
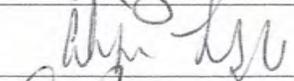
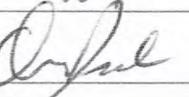
SECOND PUBLIC SCOPING MEETING | Thursday, May 8, 2025, 1 P.M. to 2:30 P.M.
Wyndham Garden – State College; Mountain View Ballroom, 310 Elks Club Rd., Boalsburg

Name	Organization	Signature
Nanci Rommel	Office of State Representative H. Scott Conklin	Nanci Rommel
Todd Brown	Office of State Representative H. Scott Conklin	Todd Brown
Meg Waddell	Office of State Representative Paul Takac	
Thomas Fontaine	State College Borough Manager	
RAY STAINAS	Centre Co. Planning & Comm. Dev.	Ray Stainas
Ben Estel	CRCOG	Ben Estel
JIM SAYLOR	CCMPO	Jim Saylor
Sonia Kaufman	Office of Rep Takac	Sonia Kaufman
Adam Brumbach	College Township	Adam Brumbach
ERIC BEZVIER	COLLEGE TOWNSHIP / CCMPO	Eric Bezvier
Mark Long	Office of Senator Dush	Mark Long
Anne Messner	CCMPO	Anne Messner
Mike Bloom	College Twp	Mike Bloom
KEMMY BENNINGHOF	Bellefonte	Kemmy Benninghoff
PAUL TAKAC		



SIGN IN SHEET – ELECTED OFFICIALS

SECOND PUBLIC SCOPING MEETING | Thursday, May 8, 2025, 1 P.M. to 2:30 P.M.
Wyndham Garden – State College; Mountain View Ballroom, 310 Elks Club Rd., Boalsburg

Name	Organization	Signature
Lori Cole	JMT	
Matt Nulton	JMT	
Dennis Plitt	Michael Baker International	
Kevin James	Michael Baker International	
Eric Murnyack	PennDOT	
Leigh Woolridge	PennDOT	
Mike Erickson	PennDOT	
Steve Rusnak	PennDOT	
Tom Prestash	PennDOT	
Megan Olivera	Quest	
Alyssa Lynd	Skelly and Loy	
Dan Johnston	Skelly and Loy	
Paul DeAngelo	Skelly and Loy	

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STATE COLLEGE AREA CONNECTOR PROJECT

PUBLIC OFFICIALS' MEETING

MAY 8, 2025



U.S. Department of Transportation
Federal Highway
Administration

1

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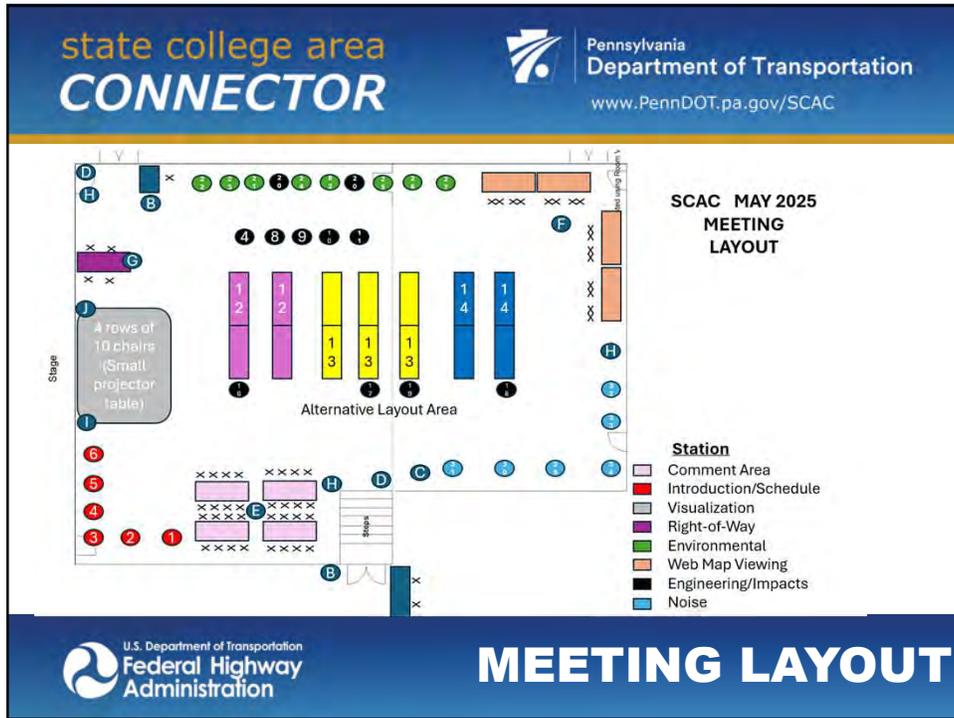
- Welcome
- Public Meeting Overview
- Public Meeting Materials
- Questions



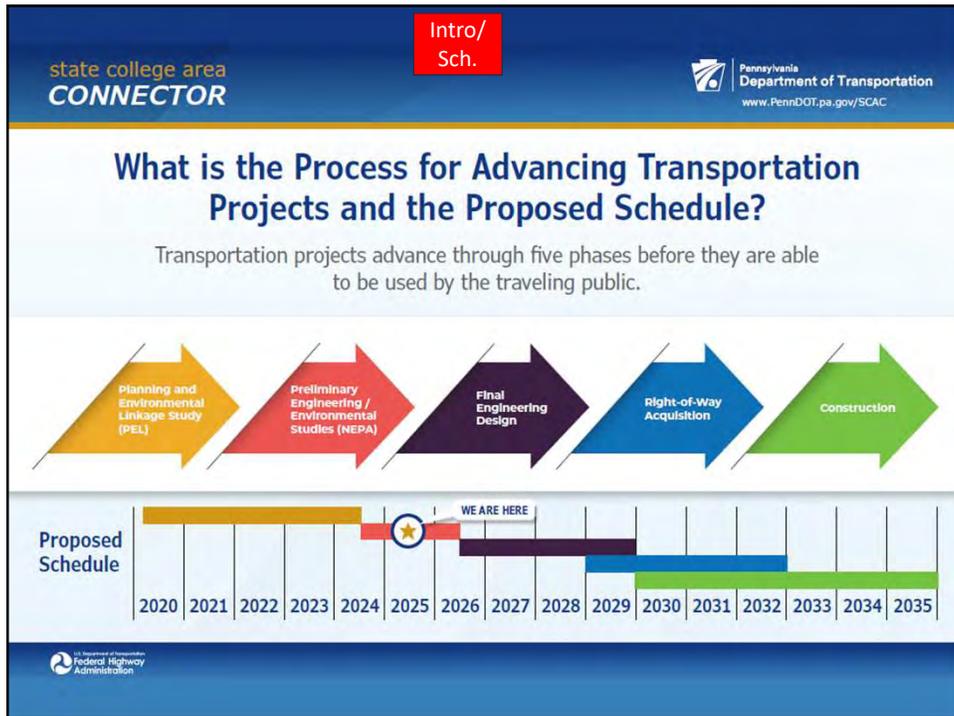
U.S. Department of Transportation
Federal Highway
Administration

AGENDA

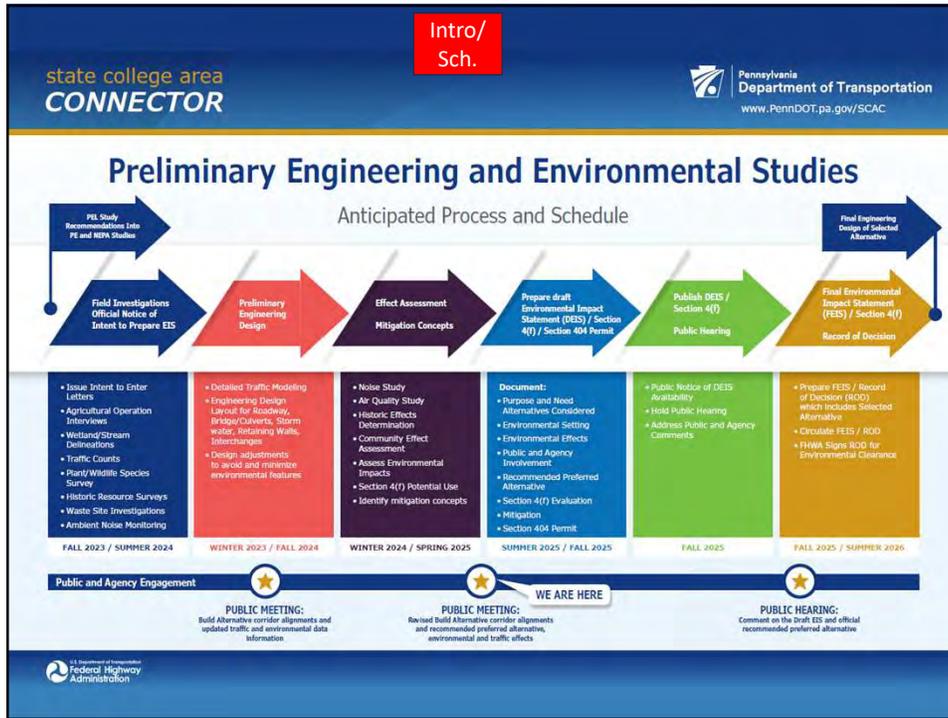
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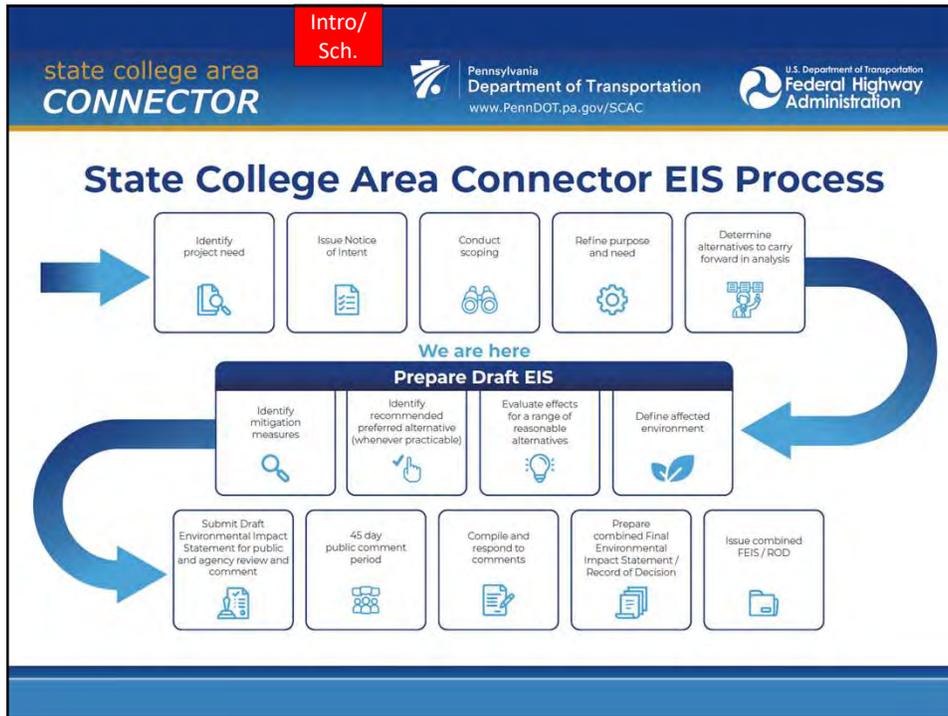
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Intro/
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Project Purpose

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

Project Needs

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



Purpose and Needs

7

Intro/
Sch.

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Noise

How and when are noise walls considered?

Emergencies

With no midpoint interchange, how will emergency response be handled?

Property Access

How will I get to my property?

Area Geology

What is the risk of sink holes and acid rock in the area?

Wetland and Water

Avoid/minimize impacts to our high quality wetland and waters in the study area.

Farmland

Preserve farmland and the rural character of the area.

Community

Minimize residential and commercial displacements.

Local Access

What happens to the local roads?

Preferred Alternative

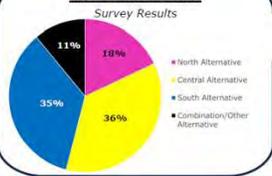
My property is in the path of an alternative. When will you confirm an alternative to move forward?

Alignment

Why are the three alternative alignments different at the east end of the project?

Public Preference

Survey Results



Alternative	Percentage
North Alternative	11%
Central Alternative	18%
South Alternative	35%
Combination/Other Alternative	36%



What Did We Hear at the August 2024 Meeting?

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Intro/
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Alignment Shifts

- Changed all three alternative alignments from the Potters Mills Gap Interchange to west of Dogtown Road to be identical and minimize farmland, water resources, and other resource impacts.
- Shifted the North Alternative in the Tusseyville area to minimize community impacts.
- Changed Local 322 alignment in the Bear Meadows Road area to remain north of the new highway.

Engineering Features

- Confirmed access to properties along the new corridors and added in new access, where necessary.
- Established local road network connectivity through the project area.
- Located potential gated emergency access locations along the three alternatives with periodic crossovers along the roadway.
- Added Stormwater Management Basins to collect roadway runoff.
- Established bridge locations throughout the corridor to avoid wetlands and waterway impacts.

Environmental Resources

- Made minor shifts to avoid and minimize impacts throughout each of the alternatives.
- Updated potential impacts for each of the refined alternatives.

Recommended Preferred Alternative

- Identified the Central Alternative as the Recommended Preferred Alternative.

What's Changed Since the August 2024 Meeting?

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Section used at western and eastern ends of the Build Alternative

Western End:
Mt. Nittany Expressway to Bear Meadows Road

Eastern End:
US 322 at Potters Mills Gap to Tusseyville Area

Section used in the middle portion of the Build Alternative

Middle Area:
Bear Meadows Road to Tusseyville Area

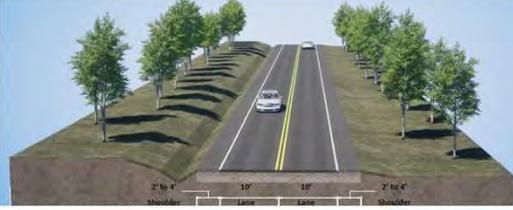
Typical Build Alternative Roadway Sections

10

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Rural Roadway Typical Section
in Harris and Potter Townships



Urban Roadway Typical Section
in Harris Township


Typical Rural and Urban Roadway Sections

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PA 45 Urban Roadway Typical Section
PA 45 in Harris Township from Boal Avenue to proposed SPUI Interchange



Rendering of Urban Roadway Typical Section


PA 45 Urban Roadway Section

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10' 4' 12' 11' 6'
 Multi-lane Area Buffer Lane Lane Shoulder

Urban Roadway Typical Section Adjacent to Build Alternative
 Local 322 in Harris Township from Discovery Drive to Bear Meadows Road showing shared used path with municipal agreement



Rendering of Local 322 Urban Roadway Section



Local 322 Urban Roadway Section

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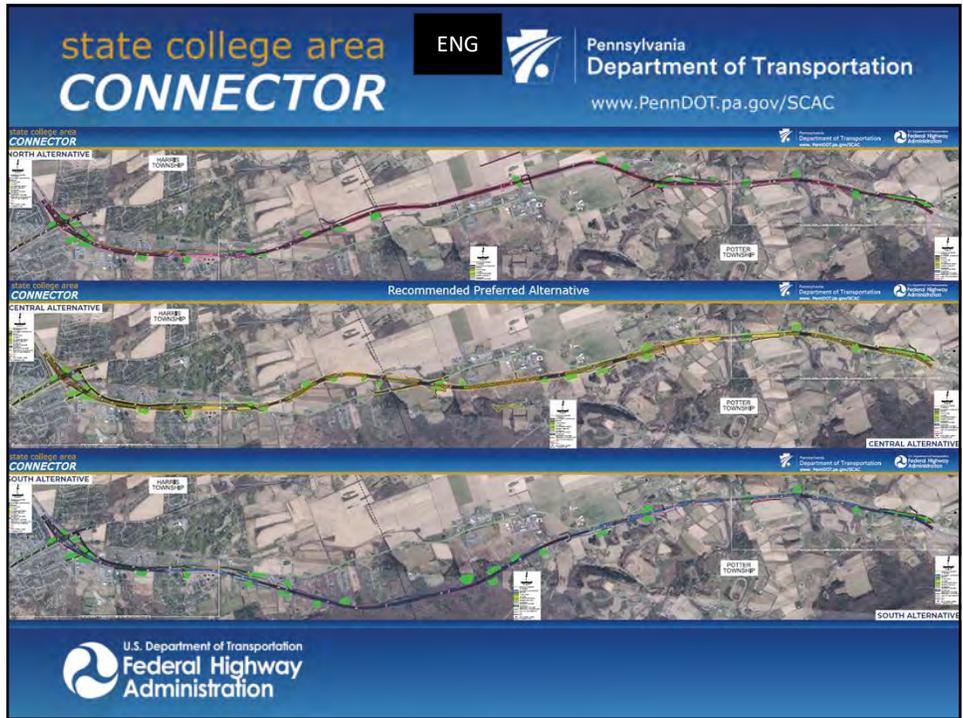
	Roadway Section		Average Daily Traffic Volume (% trucks)	
	From	To	Year 2050 No-Build	Year 2050 Build*
US 322	Warner Boulevard (SR 3010) Interchange	PA 45 Interchange	22,700 (20%)	26,200 (20%)
	PA 45 Interchange	PMG Interchange	13,650-18,350 (23-29%)	26,400 (24%)
	PMG Interchange	Seven Mtus Interchange	23,900 (22%)	23,900 (22%)
PA 45	Boalsburg Road	Boal Avenue	13,350 (3%)	13,500 (3%)
	Business 322	US 322 Interchange Ramps	8,400 (4%)	11,200 (3%)
	US 322 Interchange Ramps	Local 322	10,450 (5%)	12,400 (5%)
	Local 322	Indian Hill Road	10,450 (5%)	9,800 (5%)
Boal Avenue	PA 45	US 322/Local 322	7,850 (4%)	3,400 (5%)
Local 322	PA 45	Elks Club Rd	18,350 (23%)	3,400 (5%)
	Elks Club Rd	Wagner Rd/ Taylor Hill Rd	17,400 (24%)	2,000-2,400 (5%)
	Wagner Rd/ Taylor Hill Rd	Mountain Back Rd/ Red Mill Rd	17,400 (24%)	1,000 (5%)

* North, Central, and South Alternatives function the same relative to traffic operations.



Anticipated Traffic Volumes

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The slide has a blue header with the text 'state college area CONNECTOR', 'ENG', and the Pennsylvania Department of Transportation logo and website 'www.PennDOT.pa.gov/SCAC'. On the left side, there is a vertical pink bar with the text 'NORTH ALTERNATIVE'. The main content area is white and features a blue balance scale graphic in the center. To the left of the scale, under the heading 'Pros:', there is a bulleted list:

- Avoids headwaters of Spring Creek
- Avoids Spring Creek tributaries
- Avoids Important Bird Areas
- Minimizes effects on protected bat species
- Low potential for encountering acid producing rock (APR)

 To the right of the scale, under the heading 'Cons:', there is a bulleted list:

- Highest impacts to productive agricultural land
- Most residential displacements (23)
- Impacts the Tusseyville Community
- Adverse Effect to the Tusseyville Historic District
- Highest number of historic properties affected
- Increased concern for archaeological resources

 The bottom of the slide has a blue footer with the U.S. Department of Transportation Federal Highway Administration logo on the left and the text 'North Alternative Pros and Cons' on the right.

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CENTRAL ALTERNATIVE

Pros:

- Avoids headwaters of Spring Creek
- Avoids Important Bird Areas
- Minimizes effects on protected bat species
- Least residential displacements (16)
- Least impact to productive agricultural land (direct and indirect impacts)
- Avoids the Tusseyville Historic District
- Lower number of historic properties affected
- Low potential for encountering acid producing rock (APR)

Cons:

- Bridges needed to avoid and minimize wetland and stream impacts





Central Alternative Pros and Cons

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SOUTH ALTERNATIVE

Pros:

- Least wetland impacts
- Least direct impacts to productive agricultural land
- Avoids the Tusseyville Historic District
- Lower number of historic properties affected

Cons:

- Highest overall impacts to streams
- High impacts to the headwaters of Spring Creek
- High impacts to Important Bird Areas
- High impacts to forest land
- Higher effects on protected bat species
- Higher potential for encountering acid producing rock (APR)
- Higher potential for encountering water quality concerns from construction (APR and thermal)
- Higher potential for indirect hydrologic impacts to streams and wetlands from construction
- Regulatory agencies expressed concerns with potential impacts with APR, hydrologic and indirect impacts





South Alternative Pros and Cons

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RECOMMENDED PREFERRED ALTERNATIVE— CENTRAL ALTERNATIVE

- Provides the Best Balance of Impacts for all Resources
- Least Residential Displacements
- Least Impact to Productive Agricultural Land (Direct and Indirect Impacts)
- Lower Number of Historic Properties Adversely Affected
- Avoids an Adverse Effect to the Tusseyville Historic District
- Incorporates Bridges to Avoid and Minimize Wetland and Stream Direct and Indirect Impacts
- Avoids the Headwaters of Spring Creek
- Low Potential for Encountering Acid Producing Rock
- Avoids the Stone Mountain Important Bird Area
- Minimizes effects on protected bat species
- Facilitates the Relocation of the Potter Athletic Complex to a more Desirable Location



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Recommended Preferred Alternative Summary

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Environmental Resources Potential Impact Summary

Feature	North	Central	South			
Agriculture						
Productive Agricultural Land, Direct (acres)	144	116	104			
Productive Agricultural Land, Indirect (acres)	47	45	76			
Productive Agricultural Land, Total (acres)	191	162	180			
Farm Operations Impacted (#)	21	19	13			
Agricultural Conservation Easements (within Productive Agricultural Land) (acres)	18	16	6			
Agricultural Security Areas (within Productive Agricultural Land) (acres)	72	54	39			
Water Resources						
Wetlands (within overall LOI) (acres)	25	28	13			
Wetlands (within bridge footprint, planned to avoid direct impacts) (acres)	12	12	10			
Wetlands (indirect impacts due to loss of upstream flow) (acres)	-	-	4			
Wetlands Total (acres)	13	15	17			
Streams (# of crossing) (linear feet)	25	5,125	27	9,424	47	10,463
Streams (within bridge footprint, planned to avoid impacts) (# of crossing) (linear feet)	13	3,221	28	5,911	22	8,232
Streams (indirect impacts due to loss of upstream flow) (linear feet)	-	-	-	-	13	2,000
Streams Total (# of crossing) (linear feet)	13	3,221	28	5,911	35	10,232
Ponds/Lakes (#) (acres)	8	8.43	9	2.63	10	2.00
OD T1 Programs (acres)	14	13	12			
Terrestrial Habitat and Threatened and Endangered Species						
Forest/wooded habitats (acres)	14	31	123			
Soil Sealing Area (contoured) (acres)	31	77	77			
Important Bird Area (acres)	6	2	110			
Cleanwater Conservancy Easements (acres)	18	27	26			
Geologic Resources						
Potential for Encountering Acid Producing Rock	Very Low	Low	High			
Potential for Encouraging Sinkholes	High	Moderate	Low			
Historic Resources						
NRHP Eligible Property (#)	6	4	6			
NRHP Eligible Property (within Rural Historic District Contributing Resource # of resource adversely affected) (acres/properties)	21	424	15	435	14	442
Historic Resource (within Contributing Resource # of resource adversely affected) (acres/properties)	7	6	6	6	3	6
Archaeological Resources						
Known Archeological Sites (#)	4	5	5			
Historic Period Archeological Sensitivity Area (acres)	29	21	33			
Statewide Prehistoric/Pre-Contact Model - High Probability Area (acres)	127	116	75			
Socioeconomic Resources						
Residential Land Displacement (#)	23	16	16			
Commercial Properties in Lanes of Disruption (non-ag operations) (#)	3	2	2			
Non-Residential Areas (#) (acres)	6	6	1	8,225	1	2,54
Potential Inmate Sites (#)	21	13	13			



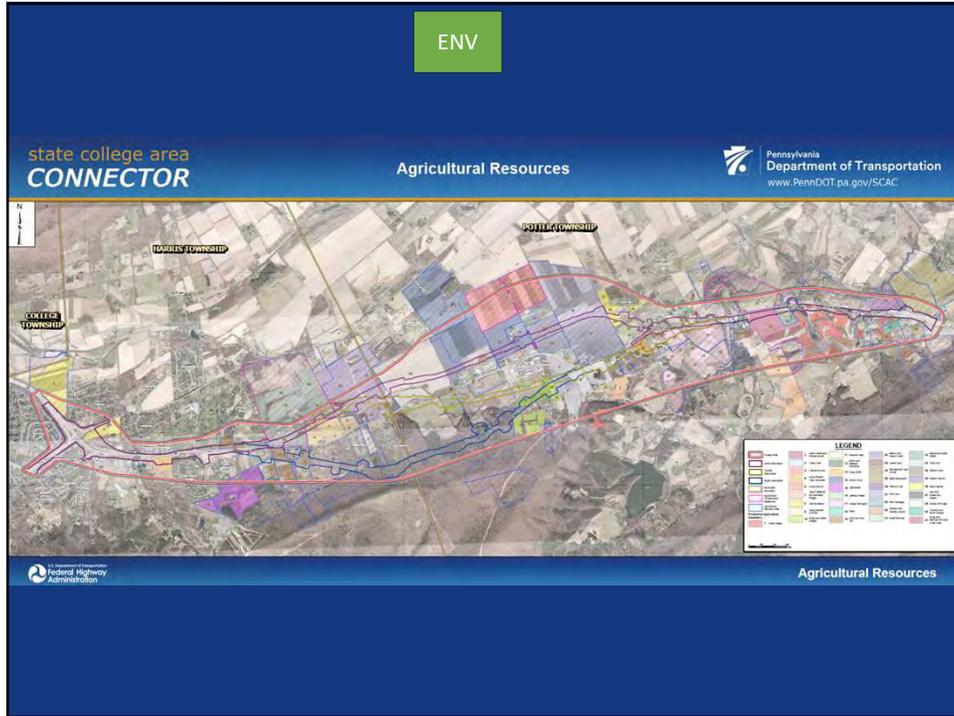
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Potential Impact Summary

20



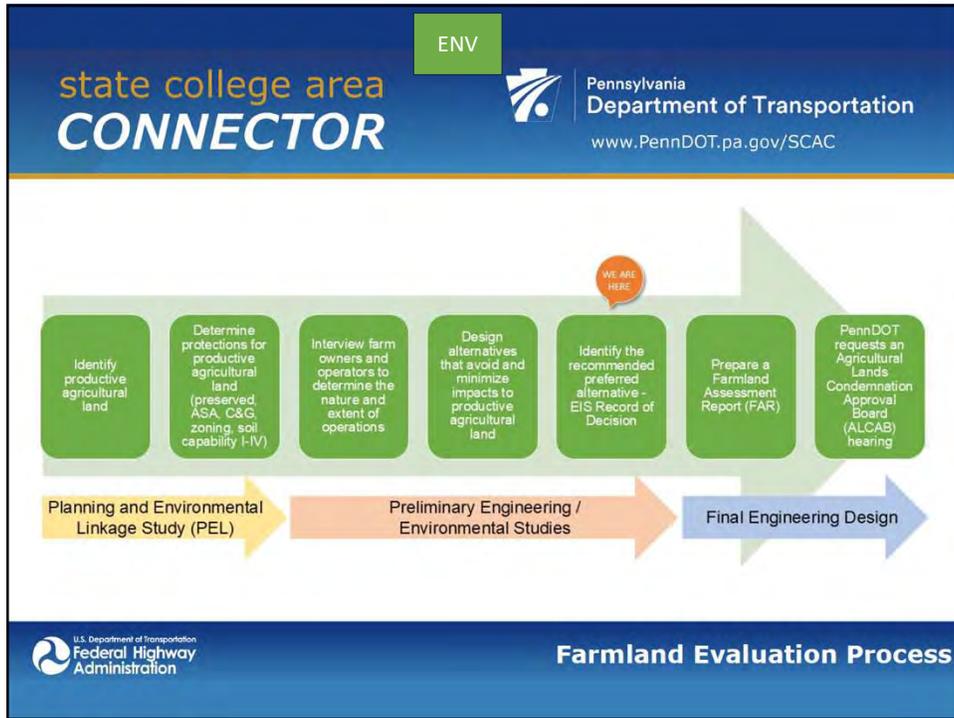
21

This infographic is titled "state college area CONNECTOR" and "Agricultural Resources" at the top, with a green "ENV" box. It features the Pennsylvania Department of Transportation logo and website. The main content is organized into four horizontal sections, each with a building icon and a title:

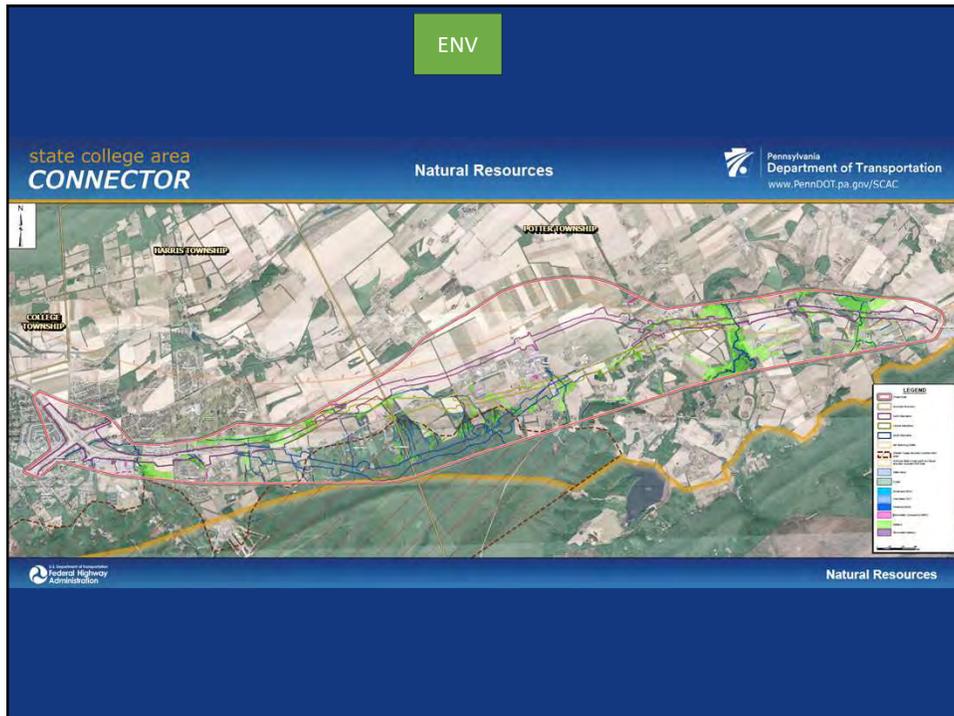
- PA Act 100 of 1979** – established the Agricultural Lands Condemnation Approval Board as an independent administrative board with approval authority over the condemnation of productive agricultural land for highway projects.
- PA Act 43 of 1981** – enables landowners to propose the creation of Agricultural Security Areas (ASAs) to municipal governments. Under PA Act 43, an application for approval to condemn non-exempt ASA lands in agricultural production must be filed with ALCAB.
- 4 Pa Code Chapter 7, § 7.301 et seq. Agricultural Land Preservation Policy (ALPP)** – outlines agricultural preservation standards that all state agencies must support. It is intended to protect and preserve the Commonwealth's "prime agricultural land." "Prime agricultural land" is categorized into five priority categories: preserved farmland; Agricultural Security Areas; farmland enrolled in Act 319 (Clean and Green); agricultural zoning; and farmland with soil capability classes I-IV.
- 7 U.S.C. § 4201, Farmland Protection Policy Act (FPPA) of 1981** – The purpose is to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural use. The Act recognizes the four categories of farmland soils: Prime Farmland Soils; Unique Farmland Soils; Farmland Soils of Statewide Importance; and Locally Important Farmland Soils. Land does not have to be in active agricultural use for consideration under this program.

The bottom of the infographic features the Federal Highway Administration logo and the title "State and Federal Laws that Protect Farmland".

22



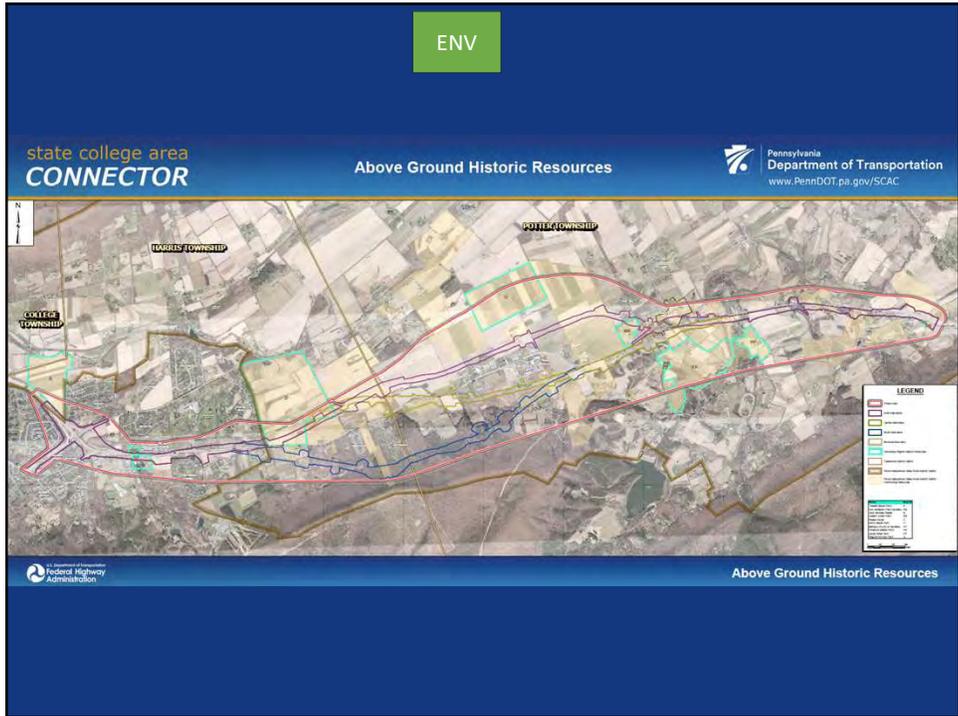
23



24



25



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ENV



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Section 106 Review Process

What is Section 106?

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to consider the effects of federal undertakings on historic properties. If a federal or federally-assisted project has the potential to affect historic properties, a Section 106 review must take place.

How does Section 106 apply to this project?

This project is federally assisted and has the potential to affect historic properties. Therefore, the requirements of Section 106 must be met.





Section 106 Process

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What is Section 106 Consultation?

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to consider the effects on historic properties of projects they carry out, assist, fund, permit, license, or approve throughout the country. If a federal or federally-assisted project has the potential to affect historic properties, a Section 106 review will take place.

Section 106 gives the Advisory Council on Historic Preservation (ACHP), interested parties, and the public the chance to weigh in on these matters before a final decision is made. This process is an important tool for citizens to lend their voice in protecting and maintaining historic properties in their communities.

What is a Consulting Party?

A Consulting Party is an organization or individual who has a demonstrated interest in a project, due to their legal or economic relationship to the undertaking or affected property(ies), or their concerns with the undertaking's effects on historic properties.

A landowner and a local preservation group are examples of an individual and organization with a demonstrated interest.

Goals of Section 106 Consultation

The goal of consultation is:

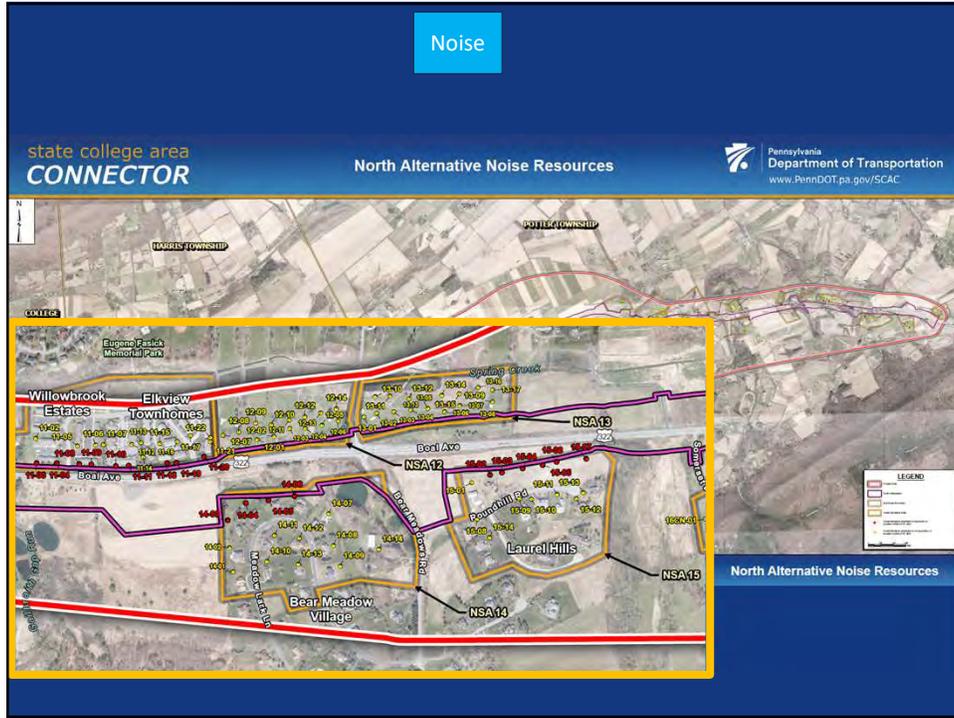
- ▶ to identify historic properties potentially affected by the undertaking,
- ▶ assess effects,
- ▶ and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.

Consultation does not mandate a specific outcome. Rather, it is the process of seeking views on the project's effect on eligible historic properties and, if the effect is adverse, how project effects on historic properties should be resolved.



Section 106 Consulting Party Process

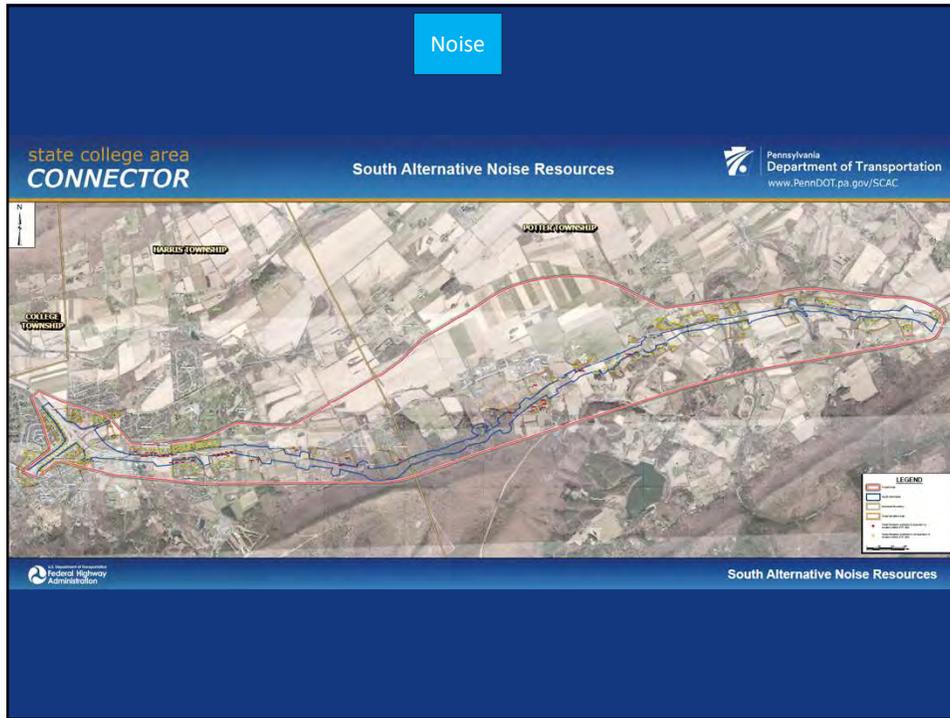
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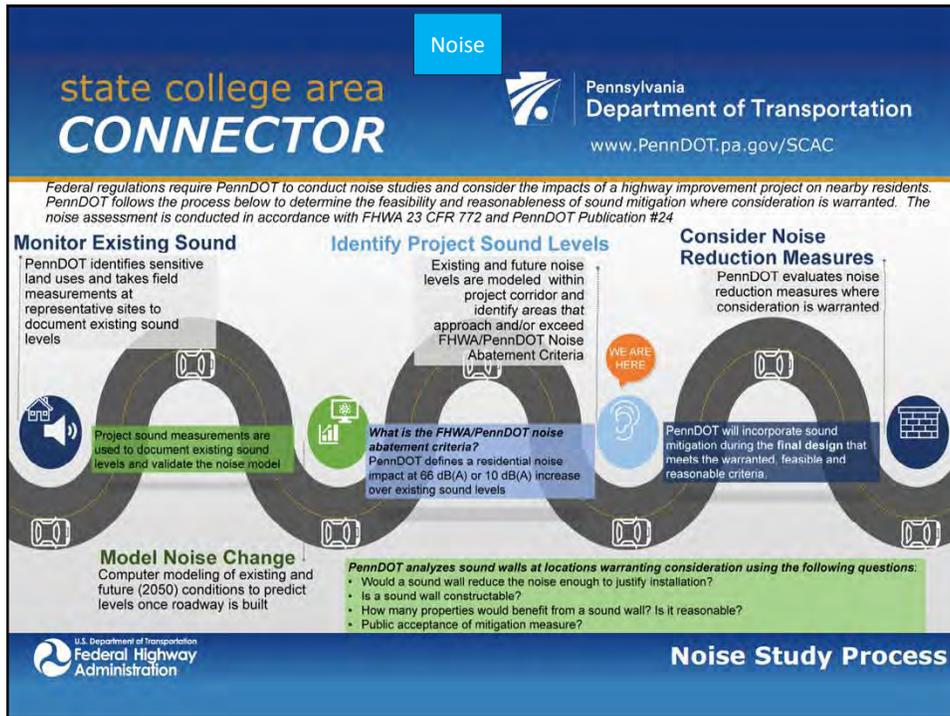
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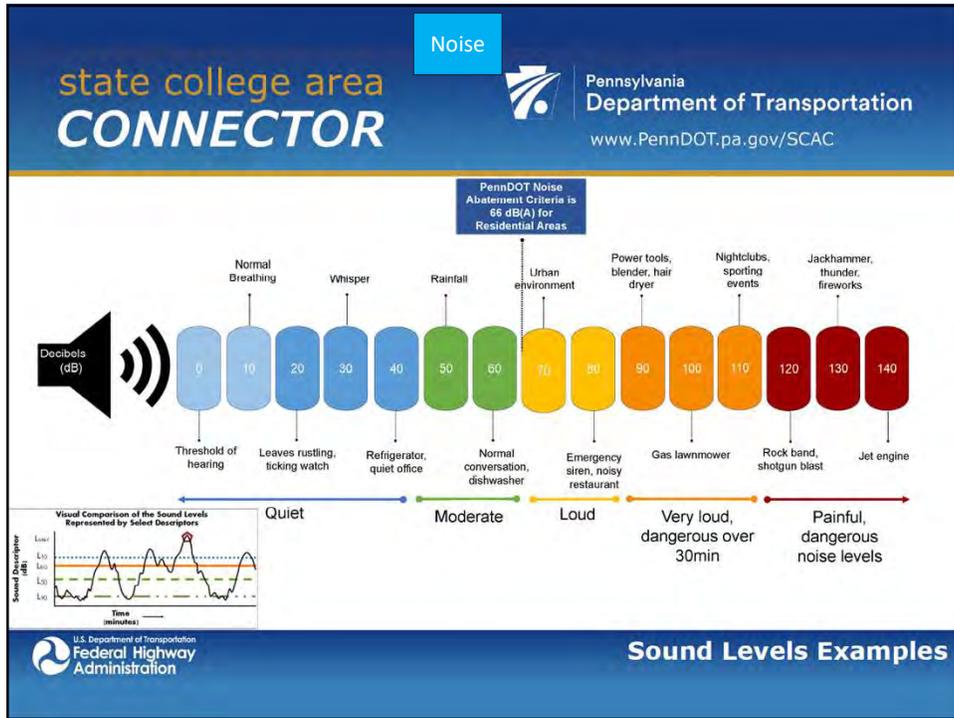
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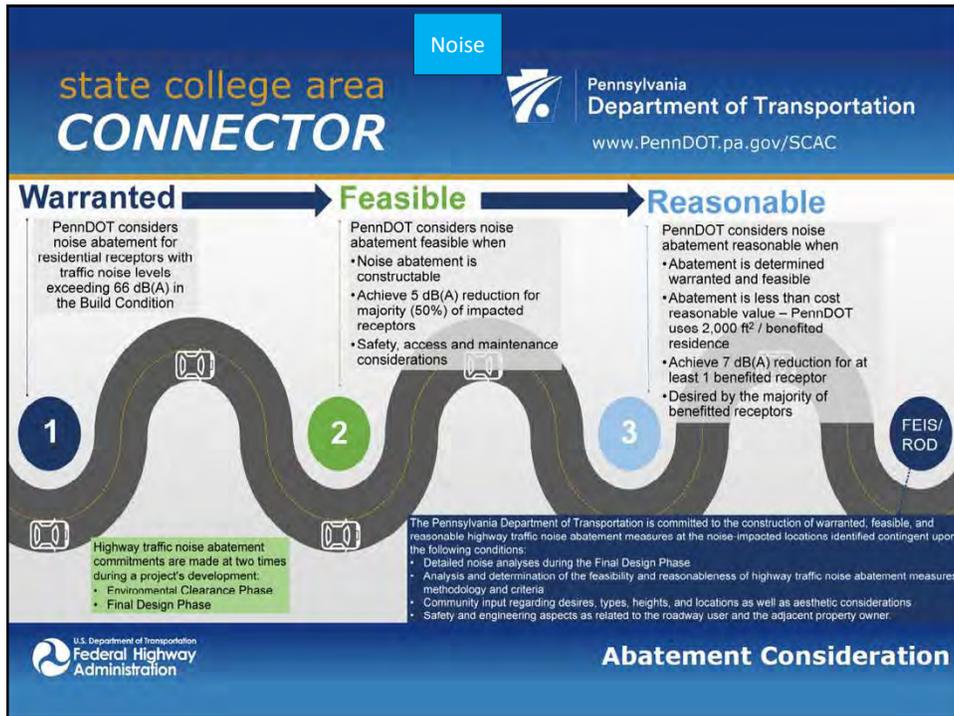
31



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33



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ROW

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WHEN YOUR LAND IS NEEDED FOR TRANSPORTATION PURPOSES

SOME QUESTIONS AND ANSWERS ON THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION'S ACQUISITION PROCESS



RIGHT OF WAY

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VISUALIZATION

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state college area CONNECTOR Web Map Pennsylvania Department of Transportation www.PennDOT.pa.gov/SCAC

JN197202 - District 2-0 Web Map

U.S. Department of Transportation Federal Highway Administration

WEB MAP VIEWING

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state college area CONNECTOR Comment Pennsylvania Department of Transportation www.PennDOT.pa.gov/SCAC

Please Print Please add me to your approved mailing list

Name: _____
 Email: _____
 Address: _____

North Alternative (purple)
 Central Alternative (yellow)
 South Alternative (blue)

PennDOT has refined the three US 322 Build Alternative alignments presented at the August 2024 public scoping meeting. Based on your review of the meeting materials and using the map, please identify your key concerns for each of the alternatives.

1. What are your key concerns with the North Alternative (purple)? Please select all that apply.

<input type="checkbox"/> Property Access	<input type="checkbox"/> Right of Way (e.g., acquisition, displacement)
<input type="checkbox"/> Cultural Resource	<input type="checkbox"/> Wildlife Habitat
<input type="checkbox"/> Farmlands	<input type="checkbox"/> Water Resources (e.g., wetlands and streams)
<input type="checkbox"/> Noise	<input type="checkbox"/> Geological Formation (e.g., acid producing rock)
<input type="text"/> Other	

2. What are your key concerns with the Recommended Preferred Alternative-Central Alternative. (yellow)? Please select all that apply.

<input type="checkbox"/> Property Access	<input type="checkbox"/> Right of Way (e.g., acquisition, displacement)
<input type="checkbox"/> Cultural Resource	<input type="checkbox"/> Wildlife Habitat
<input type="checkbox"/> Farmlands	<input type="checkbox"/> Water Resources (e.g., wetlands and streams)
<input type="checkbox"/> Noise	<input type="checkbox"/> Geological Formation (e.g., acid producing rock)
<input type="text"/> Other	

3. What are your key concerns with the South Alternative (blue)? Please select all that apply.

<input type="checkbox"/> Property Access	<input type="checkbox"/> Right of Way (e.g., acquisition, displacement)
<input type="checkbox"/> Cultural Resource	<input type="checkbox"/> Wildlife Habitat
<input type="checkbox"/> Farmlands	<input type="checkbox"/> Water Resources (e.g., wetlands and streams)
<input type="checkbox"/> Noise	<input type="checkbox"/> Geological Formation (e.g., acid producing rock)
<input type="text"/> Other	

Scan the QR code to the right to fill out the online comment form.

U.S. Department of Transportation Federal Highway Administration **COMMENT**

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QUESTIONS CONNECTOR

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www.PennDOT.pa.gov/SCAC



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Federal Highway Administration

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APPENDIX C – Email Invitation



Mark Your Calendar: SCAC Scoping Meeting Ahead!

1 message

PennDOT

Fri, May 2, 2025 at 11:09 AM

The banner features a background image of an audience seated in a large hall, looking towards a stage. The text is overlaid on this image.

state college area
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 **Pennsylvania**
Department of Transportation
www.PennDOT.pa.gov/SCAC

Second Public Scoping Meeting

 **Thursday**
May 8, 2025
from 4 P.M. to 8 P.M.

 **Wyndham Garden**
310 Elks Club Road
Boalsburg, PA 16827

Join us for PennDOT’s **Second Public Scoping Meeting for the State College Area Connector (SCAC)** project!

PennDOT will present refined alternatives, share potential environmental effects, identify the recommended preferred alternative, and solicit public comments. The public meeting is an opportunity for participants to sign in, review meeting exhibits, meet with the study team to ask questions and make comments.

Visit www.PennDOT.pa.gov/SCAC to learn more. Meeting materials will be available to review on May 5, 2025.



The August 2024 Public Scoping Meeting summary was approved in early 2025. You can view the approved summary by clicking the link below.

Meeting Summary

PennDOT makes every reasonable effort to accommodate the needs of the public. If other accommodation is needed or you have any general questions or concerns regarding the State Area College Connector Project or the public meeting, please contact Eric Murnyack, Project Manager at, emurnyack@pa.gov

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Mark Your Calendar: SCAC Scoping Meeting Ahead!

1 message

PennDOT

Fri, May 2, 2025 at 11:09 AM

The banner features a background image of an audience seated in a large hall, looking towards a stage. The text is overlaid on this image. In the top left, it says "state college area CONNECTOR" with "CONNECTOR" in a larger, bold, blue font. In the top right, there is the Pennsylvania Department of Transportation logo and the text "Pennsylvania Department of Transportation" and the website "www.PennDOT.pa.gov/SCAC". The main title "Second Public Scoping Meeting" is in large white font. Below this, in a yellow box, are the date and time: "Thursday May 8, 2025 from 4 P.M. to 8 P.M." and the location: "Wyndham Garden 310 Elks Club Road Boalsburg, PA 16827".

Join us for PennDOT’s **Second Public Scoping Meeting for the State College Area Connector (SCAC)** project!

PennDOT will present refined alternatives, share potential environmental effects, identify the recommended preferred alternative, and solicit public comments. The public meeting is an opportunity for participants to sign in, review meeting exhibits, meet with the study team to ask questions and make comments.

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APPENDIX D – USPS Every Door Direct Mail Notification

1. Every Door Direct Mailing Delivery Route Maps
2. EDD Mailer

Refine Search

View as: Map  

Route ▾

Residential ▾

Business ▾

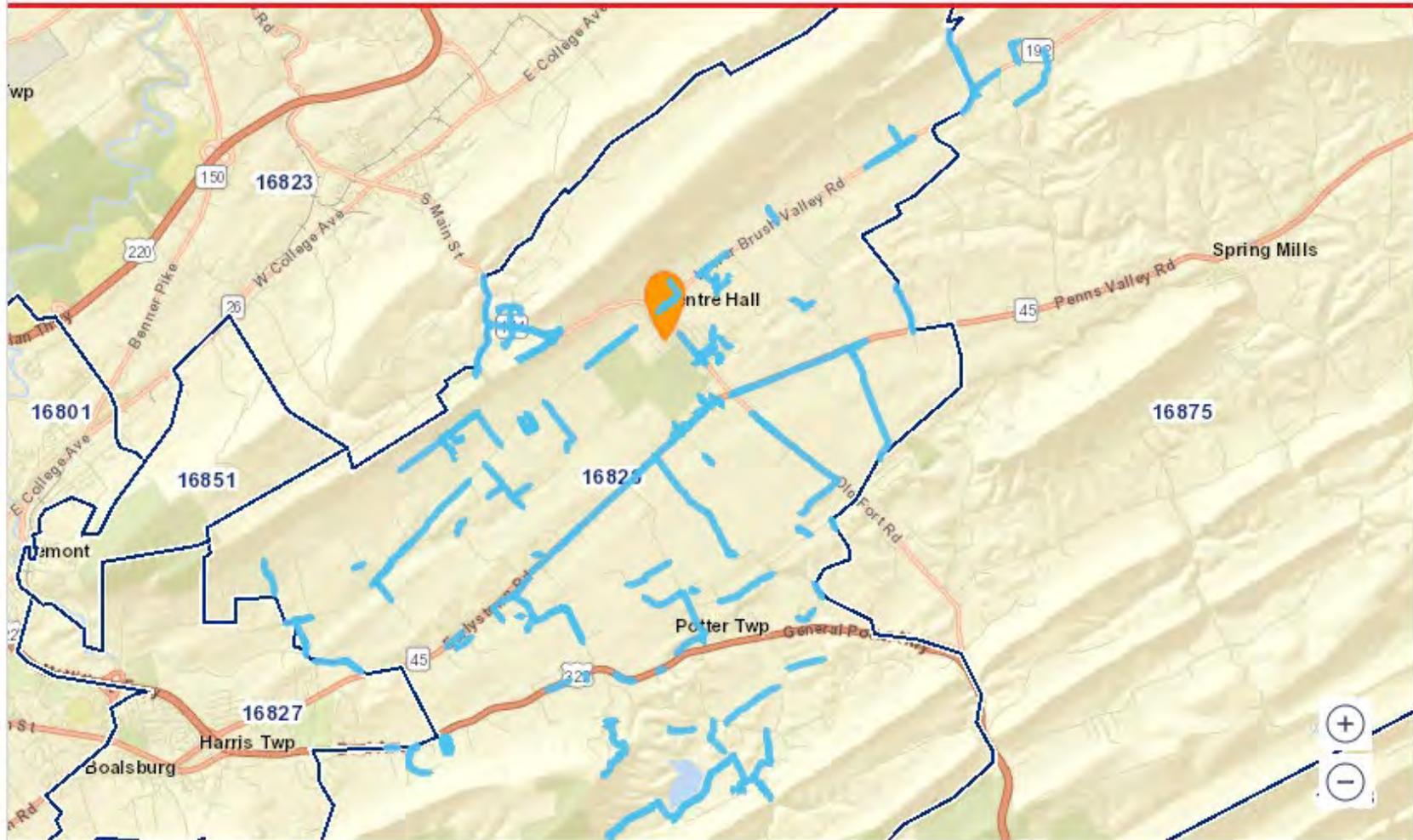
Total

Age: 25-34 ▾

Size ▾

Income ▾

Cost



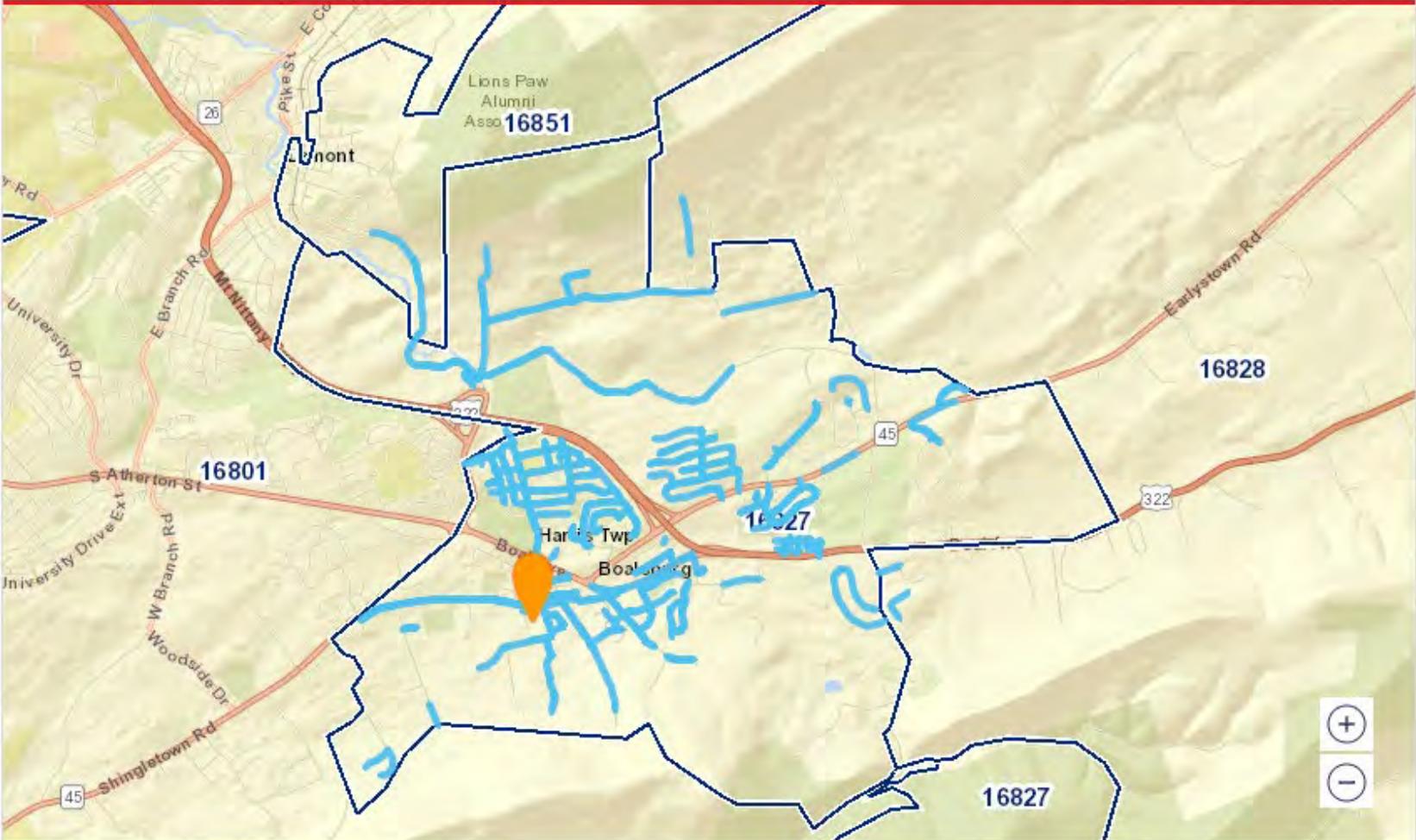
Map Key

[Show](#)

Refine Search

View as: Map

- Route ▾
- Residential ▾
- Business ▾
- Total
- Age: 25-34 ▾
- Size ▾
- Income ▾
- Cost



Map Key

[Show](#)



Second Public Scoping Meeting

Details

When: Thursday, May 8, 2025, from 4 P.M. to 8 P.M.

Where: Wyndham Garden
310 Elks Club Road
Boalsburg, PA 16827

Agenda

- > Review environmental information
- > Discuss the Alternatives with the Project Team
- > Provide input and comments

Meeting Purpose: The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), invites you to participate in an Open House Public Meeting for the State College Area Connector Project. The meeting will allow participants to review the refinements to the North, Central, and South Alternatives presented at the August 2024 meeting, and comment on PennDOT's Recommended Preferred Alternative to advance for further design and study.



Meeting materials will be available Monday, May 5, 2025, for remote viewing at www.PennDOT.pa.gov/SCAC

For more information contact:

Eric Murnyack, P.E.
70 PennDOT Drive
Clearfield, PA 16830

814-765-0428
emurnyack@pa.gov
www.PennDOT.pa.gov/SCAC

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APPENDIX E – Amish Community Notification

1. Transmittal of Meeting Notification
2. Mailer



A Terracon Company

SKELLY AND LOY, Inc.
A Terracon Company

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

LETTER OF TRANSMITTAL

DATE 4/29/25	JOB NO. JN197202
ATTENTION Mr. David Fisher	
RE: PennDOT State College Area Connector (SCAC) Project - 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 Open House Invitations for Distribution
			Open House Public Meeting scheduled for May 8, 2025 from 4-8pm
			Location: Wyndham Garden
			310 Elks Club Road
			Boalsburg, PA

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REMARKS Mr. Fisher,

Please see the enclosed documents that provide information on the May 8, 2025
Open House Public Meeting for the SCAC project. We are providing extra copies and ask that you
distribute to members of your Church District. Please contact Eric Bruggeman with any questions.
I can be reached at 717-576-9568.

COPY TO File, Lori Cole, Paul DeAngelo

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LETTER OF TRANSMITTAL

DATE 4/29/25	JOB NO. JN197202
ATTENTION Mr. Aaron Esh	
RE: PennDOT State College Area Connector (SCAC) Project - Public Meeting Materials	

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

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			Boalsburg, PA

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I can be reached at 717-576-9568.

COPY TO File, Lori Cole, Paul DeAngelo

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Harrisburg, Pennsylvania 17111
(717) 232-0593 • FAX (717) 232-1799
www.terracon.com

LETTER OF TRANSMITTAL

DATE 4/29/25	JOB NO. JN197202
ATTENTION Mr. John Lapp	
RE: PennDOT State College Area Connector (SCAC) Project - Public Meeting Materials	

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

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

- Shop drawings
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- Samples
- Specifications
- Copy of letter
- Change order
- _____

COPIES	DATE	NO.	DESCRIPTION
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			Open House Public Meeting scheduled for May 8, 2025 from 4-8pm
			Location: Wyndham Garden
			310 Elks Club Road
			Boalsburg, PA

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I can be reached at 717-576-9568.

COPY TO File, Lori Cole, Paul DeAngelo

SIGNED



Second Public Scoping Meeting

Details

When: Thursday, May 8, 2025, from 4 P.M. to 8 P.M.

Where: Wyndham Garden
310 Elks Club Road
Boalsburg, PA 16827

Agenda

- > Review environmental information
- > Discuss the Alternatives with the Project Team
- > Provide input and comments

Meeting Purpose: The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), invites you to participate in an Open House Public Meeting for the State College Area Connector Project. The meeting will allow participants to review the refinements to the North, Central, and South Alternatives presented at the August 2024 meeting, and comment on PennDOT's Recommended Preferred Alternative to advance for further design and study.



Meeting materials will be available Monday, May 5, 2025, for remote viewing at www.PennDOT.pa.gov/SCAC

For more information contact:

Eric Murnyack, P.E.
70 PennDOT Drive
Clearfield, PA 16830

814-765-0428
emurnyack@pa.gov
www.PennDOT.pa.gov/SCAC

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APPENDIX F – Media Notification

1. Centre Daily Times Affidavit for publication on 4/16/2025
2. Lewistown Sentinel on 4/16/25
3. Lewistown Sentinel on 5/3/25



The Beaufort Gazette
 The Belleville News-Democrat
 Bellingham Herald
 Centre Daily Times
 Sun Herald
 Idaho Statesman
 Bradenton Herald
 The Charlotte Observer
 The State
 Ledger-Enquirer

Durham | The Herald-Sun
 Fort Worth Star-Telegram
 The Fresno Bee
 The Island Packet
 The Kansas City Star
 Lexington Herald-Leader
 The Telegraph - Macon
 Merced Sun-Star
 Miami Herald
 El Nuevo Herald

The Modesto Bee
 The Sun News - Myrtle Beach
 Raleigh News & Observer
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1 insertion(s) published on:
 04/16/25

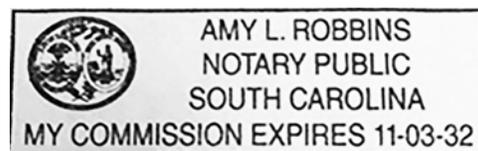
Mary Castro

Witness Signature

Sworn to and subscribed before me this 16th day of April in the year of 2025

Amy Robbins

Notary Public in and for the state of South Carolina, residing in Beaufort County



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Second Public Scoping Meeting State College Area Connector Project

The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), is initiating National Environmental Policy Act (NEPA) activities as part of project scoping for an Environmental Impact Statement to evaluate an 8-mile, 4-lane limited-access facility from the end of US 322/Mount Nittany Expressway in Boalsburg to the newly constructed limited access portion of US 322 at Potters Mills in Centre County, Pennsylvania. The purpose of this project is to improve roadway congestion and to address safety issues along the US 322 corridor between Potters Mills and Boalsburg. Additionally, the project will aim to provide a transportation network that meets driver expectations.

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CENTRE DAILY TIMES WEDNESDAY APRIL 16, 2025



Joe Dumars will be the new president of basketball operations for the New Orleans Pelicans.

Dumars to become Pelicans' president

The New Orleans Pelicans are finalizing a deal to make Hall of Famer Joe Dumars their president of basketball operations, ESPN reported Tuesday.

president and head of basketball operations since 2022, would replace David Griffin, who was fired Monday after a 21-63 season.

Dumars, 61, was elected to the Naismith Memorial Basketball Hall of Fame as a player in 2006. A six-time All-Star guard, he won consecutive titles with the Detroit Pistons in 1989, when he was the NBA Finals MVP, and 1990.

The Pistons hired Dumars to head their basketball operations after he retired in 1999 and he served from 2000-14. He was the 2002-03 NBA Executive of the Year, one season before Detroit won another championship.

He worked in the Sacramento Kings' front office from 2019-22 before moving to the league office.

Dumars has strong ties to Louisiana. A native of Shreveport, he went to high school in Natchitoches and college at McNeese State in Lake Charles.



Penn State's Levi Haines controls Iowa's Patrick Kennedy in the 174-pound third place bout at the 2025 NCAA Wrestling Championships in Philadelphia's Wells Fargo Center on March 22.

FROM PAGE B1 WRESTLERS

and in the next round he got the injury default victory over Guatemala's Josue Alvarez Sitala. Haines' last round win collect an 11-0 technical superiority on Mexico's Alan Vera Gomez. Micsola, who redshirted for Penn State this season, only wrestled two matches.

His first round match was a 10-0 technical superiority win over Canada's Joseph De Maio. Micsola got a bye in the second round of wrestling before blanking Mexico's Miguel Laville Ramirez.

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CONNECTOR Second Public Scoping Meeting State College Area Connector Project. The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), is initiating National Environmental Policy Act (NEPA) activities as part of project scoping for an Environmental Impact Statement to evaluate an 8-mile, 4-lane limited-access facility from the end of US 322/Mount Nittany Expressway in Boalsburg to the newly constructed limited access portion of US 322 at Potters Mills in Centre County, Pennsylvania.

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THURSDAY

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High 62°
Low 35°



FRIDAY

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High 71°
Low 54°



SATURDAY

Cloudy, breezy and warm with showers
High 74°
Low 45°



SUNDAY

Cooler with times of clouds and sunshine
High 60°
Low 39°



PENNSYLVANIA

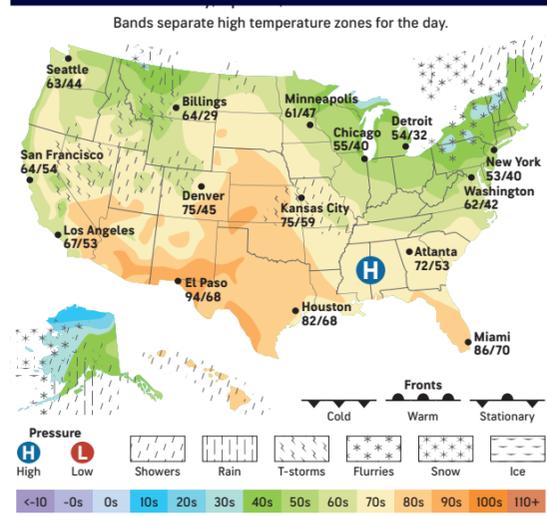


Wade
 Stone Valley Charter School
 Grade 1

Precipitation as of 8 a.m. Tuesday 0.03"
 Precipitation for month of April 2.61"
 Juniata River at Lewistown 6.50'
 Today's record high temperature 85° set in 2003
 Today's record low temperature 21° set in 1950
 Sunset tonight 7:50 p.m.
 Sunrise Thursday 6:29 a.m.

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

UNITED STATES



Amendment to Peru law raises fears of rainforest destruction

BOGOTA, Colombia (AP) — A recent amendment to Peru's Forestry and Wildlife Law is drawing fierce backlash from environmental groups and Indigenous groups that warn it could accelerate deforestation in the Amazon rainforest under the guise of economic development.

The amendment eliminates the requirement that landowners or companies get state authorization before deforesting forested land to other uses. Critics say the change could legitimize years of illegal deforestation.

César Ipenza summed it up like this: "The court admits the law violated Indigenous rights and (tribes) should have been consulted but it still endorses the most harmful part."

The push behind the reform mirrors dynamics seen under former President Jair Bolsonaro in Brazil, where political and economic forces aligned to weaken environmental protections to favor agribusiness. While Brazil's effort was led by a highly organized, industrial agribusiness lobby, Peru's version involves a looser but powerful coalition.

In Peru, support comes from agribusiness interests, land grabbers and figures linked to illegal mining and drug trafficking. Small and medium farmers with concerns about securing their land have also been swept into the effort.

"What we're seeing is a convergence of both legal and illegal interests," said Vladimir Pinto, the Peru field coordinator for Amazon Watch, an environmental advocacy group.

Julia Urrunaga, Peru director at nonprofit Environmental Investigation Agency, warned that the Peruvian government is now "falsely arguing" that the amendments are necessary to comply with the European Union's regulations, which will soon require companies importing products like soy, beef and palm oil to prove their goods were not sourced from illegally deforested land.

If products tied to illegal deforestation are later legalized and allowed into the market, that will weaken the effectiveness of demand-side regulations like those in the EU, she said.

Olivier Coupleux, head of the Economic and Trade Section of the EU in Peru, has denied that recent changes to the law are linked to the EU's deforestation-free regulation.

In interviews with Peruvian media, Coupleux has said the regulation aims to prevent the purchase of products linked to deforestation and does not require legal reforms, but rather traceability and sustainability in goods like coffee, cocoa, and timber.



AP file photo
 Cut down trees lie within view of the Cordillera Azul National Park, seen in the background near Chambira community on Oct. 3, 2022, in Peru's Amazon

"To us, this is gravely concerning," said Alvaro Masquez Salvador, a lawyer with the Indigenous Peoples program at Peru's Legal Defense Institute.

Masquez added that the reform sets a troubling precedent by "effectively privatizing" land that Peru's constitution defines as national patrimony. "For forests are not private property—they belong to the nation," he said.

Supporters of the amendment, enacted in March, say it will stabilize Peru's agricultural sector and provide farmers with greater legal certainty.

The Associated Press sought comment from multiple representatives of Peru's agribusiness sector, as well as Congresswoman Maria Zeta Chunga, a vocal supporter of the law. Only one person in the agribusiness sector responded, saying they did not want to comment.

Peru holds the second-largest share of Amazon rainforest after Brazil, with over 70 million hectares—about 60% of Peru's territory, according to non-profit Rainforest Trust. It's one of the most biodiverse regions on the planet and home to more than 50 Indigenous peoples, some living in voluntary isolation. These communities are vital guardians of ecosystems and the rainforests they protect help stabilize the global climate by absorbing large quantities of carbon dioxide, a greenhouse gas that is the main driver of climate change.

Passed in 2011, the original Forestry and Wildlife Law required state approval and environmental studies before any change in forest land use. But recent reforms have steadily weakened those protections. The latest amendment allows landowners and companies to bypass that approval, even retroactively legalizing past deforestation.

Peru's Constitutional Court upheld the amendment after a group of lawyers filed a constitutional challenge. Although the court struck down some parts of the amendment, it left intact the law's final provision, which validates past illegal land-use changes. Legal experts say this is the most dangerous part.

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STATE AND NATION

CDC reports 216 child deaths this flu season, most in 15 years

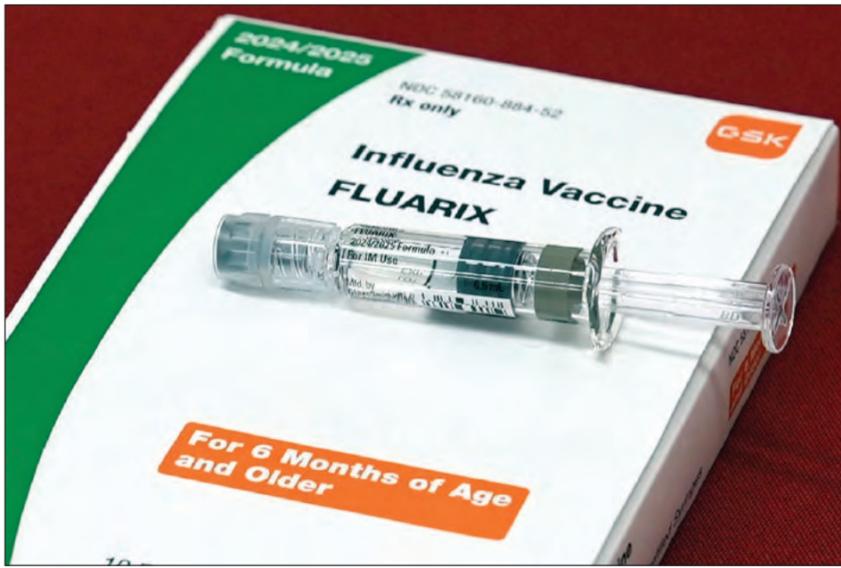
NEW YORK (AP) — More U.S. children have died this flu season than at any time since the swine flu pandemic 15 years ago, according to a federal report released Friday.

The 216 pediatric deaths reported by the Centers for Disease Control and Prevention eclipse the 207 reported last year. It's the most since the 2009-2010 H1N1 global flu pandemic.

It's a startlingly high number, given that the flu season is still going on. The final pediatric death tally for the 2023-2024 flu season wasn't counted until autumn.

"This number that we have now is almost certainly an undercount, and one that — when the season is declared over, and they compile all the data — it's almost certain to go up," said Dr. Sean O'Leary, of the American Academy of Pediatrics.

There are likely several contributors to this season's severity, but a big one is that fewer children are getting flu shots, added



AP file photo

A flu vaccine is displayed at a pharmacy on Sept. 24, 2024, in New York.

O'Leary, a University of Colorado pediatric infectious diseases specialist.

The flu vaccination rate for U.S. children has plummeted from about 64% five years ago to 49% this season.

Flu vaccinations may

not prevent people from coming down with symptoms, but research shows they are highly effective at preventing hospitalizations and deaths, O'Leary said.

The season has not only been hard on chil-

dren. CDC officials have described it as "highly severe," and estimate that so far there have been at least 47 million illnesses, 610,000 hospitalizations and 26,000 deaths this season.

CDC officials have information about underlying

conditions on nearly 5,200 adults who were hospitalized with flu this season, and 95% had at least one existing health problem. But among 2,000 hospitalized children with more detailed health information, only about 53% had an underlying condition — including asthma and obesity.

The CDC report did not say how many of the children who died were vaccinated. The agency did not make an expert available to talk about the flu season.

The good news is that flu indicators have been waning since February, and last week all 50 states were reporting low or minimal flu activity.

The season has seen more of a mix of flu strain circulating than in many other years, with two different Type A strains — H1N1 and H3N2 — causing a lot of infections. But CDC data released earlier this year suggested flu shots were doing a pretty good job at preventing deaths and hospitalizations.

The CDC continues to recommend that everyone ages 6 months and older get an annual flu vaccine.

Childhood vaccinations in general have been declining, driven by on-line misinformation and the political schism that emerged around COVID-19 vaccines. Robert F. Kennedy Jr. has also echoed some of the rhetoric of antivaccine activists since taking over as the nation's health secretary.

But there may be other reasons fewer children go for flu shots this year, O'Leary said.

Many pediatricians' offices are understaffed and are not holding as many after-hours vaccination clinics as in the past. Also, more Americans are getting their vaccinations at pharmacies, but some drugstores don't vaccinate children, he said.

"My hope is that this season will be a bit of wake up call for folks that we actually do need to vaccinate our kids against influenza," O'Leary said.

Shapiro

Continued from Page A1

Topper said Friday that he had not received a response to an inquiry about whether lawmakers — who may be called upon to approve more money for enhanced security — will be allowed to read parts of the report.

Miller was named to lead the state police in 2003 by then-Gov. Ed Rendell, a Democrat, and spent nearly six years in the top job. He has also been a senior security official with the National Football League and held other security related posts.

A Harrisburg man, Cody Balmer, 38, has been charged with attempted homicide, arson and other offenses for the attack

on the state-owned Harrisburg residence about 2 a.m. on Sunday, April 13. The fire caused an estimated millions of dollars in damage but no one was hurt.

Shapiro fled the residence along with his wife and their kids — he has since clarified that only three of their four children were home — after being awakened by police. They and their guests had participated in a Passover Seder the previous evening.

Dauphin County District Attorney Fran Charo has said investigators are assessing whether religious or political bias could explain why Balmer expressed "hatred" for Shapiro, who is Jewish.

Balmer, who denied having a mental illness despite his family's com-

ments to the contrary, is accused of breaking into the residence in Harrisburg in the dead of night early Sunday and igniting two beer bottles containing gasoline, causing extensive damage but no injuries.

"As bad as the outcome of the attack was, we are grateful that the actions of members of the Executive Services Office in immediately evacuating the Governor and his family to safety prevented any injuries or loss of life," Miller said in the statement.

Shapiro splits his time between the Harrisburg mansion built in the 1960s and the family home in Abington, a Philadelphia suburb. The Democrat is seen as a potential White House contender in 2028.

In a 911 call less than an hour after the fire, Balmer

said, "Gov. Josh Shapiro needs to know that Cody Balmer will not take part in his plans for what he wants to do to the Palestinian people," according to a recording released by Dauphin County. When asked what he might have done had he encountered Shapiro, Balmer said he would have hit the governor with a sledgehammer, police said.

Balmer subsequently turned himself in at the state police's headquarters in Harrisburg and remains jailed without bond.

Balmer's family has said he has a history of mental illness, which Balmer denied at a brief court appearance. Proceedings in the criminal case are on hold while he is evaluated to see if he is mentally competent to stand trial.

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Second Public Scoping Meeting
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PennDOT is hosting a **Second Public Scoping Meeting on May 8, 2025, from 4 P.M. to 8 P.M.** to provide refined alternative alignments to the North, Central, and South Alternatives presented at the August 2024 meeting, and PennDOT's recommended preferred alternative to advance for further design, share potential environmental effects, and solicit public comment. The Open House Public Meeting will be held at Wyndham Garden, 310 Elks Club Road, Boalsburg, PA 16827. Meeting materials will be available on the project website beginning on May 5, 2024, at www.PennDOT.pa.gov/SCAC.

The Open House Public Meeting will provide an opportunity for participants to sign in, tour meeting exhibits, and meet with the study team to ask questions and make comments. Written comments from the public regarding the State College Area Connector Project may be submitted by mail to PennDOT District 2-0, Attention: Eric Murnyack, P.E., or Leigh Woolridge, P.E., 70 PennDOT Drive, Clearfield, PA 16830. Comments may also be submitted by email to emurnyack@pa.gov or lwoolridge@pa.gov or online via the study webpage. All comments on the public meeting materials must be received by May 22, 2025.

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

The Open House Public Meeting materials and exhibits will be presented in English. If you need 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) 765-0598 before April 30 for assistance. Please be aware that advance notice is requested as some accommodations may require additional time.

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

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APPENDIX G – Press Release



Pennsylvania
Department of Transportation

FOR IMMEDIATE RELEASE
May 5, 2025

MEDIA CONTACT: Timothy Nebgen, tnebgen@pa.gov or 814-765-0598

Materials for State College Area Connector Second Public Scoping Meeting Available Online

Clearfield, PA – The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), announced that the meeting materials and exhibits for the second public scoping meeting on the State College Area Connector Project are available on the study webpage www.PennDOT.pa.gov/SCAC. The meeting is Thursday, May 8, from 4:00 PM to 8:00 PM at the Wyndham Garden State College, 310 Elks Club Road, Boalsburg, PA 16827.

The State College Area Connector project will improve roadway congestion and address safety issues along the Route 322 corridor between Potters Mills and Boalsburg. Additionally, the project will aim to provide a transportation network that meets driver expectations.

Motorists can check conditions on major roadways by visiting www.511PA.com. 511PA, which is free and available 24 hours a day, provides traffic delay warnings, weather forecasts, traffic speed information and access to more than 1,000 traffic cameras. 511PA is also available through a smartphone application for iPhone and Android devices, by calling 5-1-1, or by [following regional X alerts](#).

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

Information about infrastructure in District 2, including completed work and significant projects, is available at www.penndot.pa.gov/D2Results. Find PennDOT's planned and active construction projects at www.projects.penndot.gov.

Follow PennDOT on [X](#) and like the department on [Facebook](#) and [Instagram](#).

#

APPENDIX H – Media Coverage

1. WPSU article on 3/31/2025
2. Centre Daily Times article on 4/11/2025, reposted to Yahoo on 4/11/2025
3. WPSU article on 4/11/2025
4. StateCollege.com article on 4/12/2025
5. WJAC article on 4/18/2025
6. The Sentinel news report on 4/22/2025
7. Centre Daily Times article on 5/5/2025
8. StateCollege.com article on 5/5/2025
9. WJAC article on 5/5/2025
10. WPSU article on 5/5/2025
11. WTAJ article on 5/6/2025
12. abc23 news report on 5/7/2025
13. WTAJ article on 5/7/2025
14. abc23 news report on 5/8/2025
15. Centre Daily Times article on 5/8/2025, reposted to MSN on 5/11/2025
16. WPSU article on 5/8/2025
17. Centre Daily Times article on 5/9/2025
18. WJAC article on 5/9/2025
19. WTAJ article on 5/9/2025
20. The Sentinel news report on 5/13/2025

PennDOT to hold public meeting on Route 322 State College Area Connector in May

WPSU | By [Anne Danahy](#)

Published March 31, 2025 at 2:00 PM EDT



Anne Danahy / WPSU

A look at U.S. Route 322 in Harris Township, Centre County on March 31, 2025. PennDOT is considering options for overhauling a stretch of the road in Harris and neighboring Potter Township.

PennDOT plans to hold a public meeting in May on the [State College Area Connector](#), the project that will overhaul a section of U.S. Route 322 in Centre County.

Spokesman Tim Nebgen said PennDOT will present information on the refinements that have been made to the [three options under consideration](#): the north, south and central alignments. The meeting is slated for May, with the exact date and location to be announced.

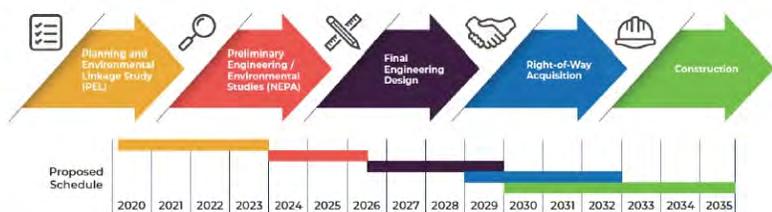
"Our personnel on the ground have been refining the alternatives," Nebgen said. "They've

those at the meeting. Some of the bridge locations, some of the access locations for property owners in the study areas, and updated effects to natural resources.”

Nebgen thanked the public for being patient.

“A lot of coordination has to go on between our agency, the Federal Highway Administration, and our consultant engineers. All these things have to line up,” he said. “We don’t have anything decided at this point.”

He said the meeting will include a video presentation and a chance for the public to ask the engineers and design team questions.



PennDOT

PennDOT’s proposed schedule for the State College Area Connector Project.

Tags

[Local News](#)

[State College Area Connector](#)

[U.S. Route 322](#)



Anne Danahy

Anne Danahy has been a reporter at WPSU since fall 2017. Before crossing over to radio, she was a reporter at the Centre Daily Times in State College, Pennsylvania, and she worked in communications at Penn State. She is married with cats.

[See stories by Anne Danahy](#)

Latest News From WPSU

COMMUNITY

After years of waiting, PennDOT to soon recommend final route for State College Area Connector

By **Bret Pallotto**

Updated April 11, 2025 5:25 PM



Learn more about State College Area Connector, SCAC, a project from PennDOT to make Route 322 from Seven Mountains to State College a four lane highway. By Abby Drey



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Pennsylvania’s transportation agency is set to announce next month which of the final three routes it recommends for a major highway construction project in southern Centre County.

The state Department of Transportation's recommendation for the massive State College Area Connector project is expected to be made known in early May. PennDOT has scheduled a public meeting from 4-8 p.m. May 8 at Wyndham Garden State College, 310 Elks Club Road in Boalsburg. Meeting materials and exhibits are [to be available online](#) May 5.

Residents and business owners in the potential path of the project have waited years to learn of PennDOT's recommendation, [fearing it could upend their livelihoods](#) or see their homes taken through eminent domain.

In addition to make its recommendation known, PennDOT said Friday that it will provide attendees with refined alignments for all three potential routes. Attendees may also ask questions and offer feedback.

TOP VIDEOS



Comments may also be submitted by email to emurnyack@pa.gov or lwoolridge@pa.gov, online at PennDOT.pa.gov/SCAC or by sending mail to PennDOT District 2-0, attention Eric Murnyack or Leigh Woolridge, 70 PennDOT Drive, Clearfield, PA 16830.

All three alignments would bring the project through the U.S. Route 322 corridor, creating an about eight-mile highway connecting the Mount Nittany Expressway to the newly constructed portion of Route 322 in Potters Mills Gap. Estimated costs range from \$432 million to \$517 million.

With regional growth projected in future decades, PennDOT has said the project will improve safety and reduce congestion by diverting about half of total traffic and nearly three-fourths of truck traffic from local roads.

The project will still be years away from realization once PennDOT's recommendation is made public. A final engineering design is expected to take an

additional 3 1/2 years, coming to an end in 2029.

Construction is slated to begin in 2030 and take about six years to complete.

This story was originally published April 11, 2025 at 12:56 PM.

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PennDOT removes Route 45 Connection from State College Area Connector project

January 19, 2024 4:05 PM



Bret Pallotto *Centre Daily Times*    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. Support my work with a digital subscription

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After years of waiting, PennDOT to soon recommend final route for State College Area Connector

Bret Pallotto

Fri, April 11, 2025 at 12:56 PM EDT

2 min read



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

Generate Key Takeaways



Pennsylvania's transportation agency is set to announce next month which of the final three routes it recommends for a major highway construction project in southern Centre County.

The state Department of Transportation's recommendation for the massive State College Area Connector project is expected to be made known in early May. PennDOT has scheduled a public meeting from 4-8 p.m. May 8 at Wyndham Garden State College, 310 Elks Club Road in Boalsburg. Meeting materials and exhibits are [to be available online](#) May 5.

Residents and business owners in the potential path of the project have waited years to learn of PennDOT's recommendation, [fearing it could upend their livelihoods](#) or see their homes taken through eminent domain.

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All three alignments would bring the project through the U.S. Route 322 corridor, creating an about eight-mile highway connecting the Mount Nittany Expressway to the newly constructed portion of Route 322 in Potters Mills Gap. Estimated costs range from \$432 million to \$517 million.

With regional growth projected in future decades, PennDOT has said the project will improve safety and reduce congestion by diverting about half of total traffic and nearly three-fourths of truck traffic from local roads.

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The project will still be years away from realization once PennDOT's recommendation is made public. A final engineering design is expected to take an additional 3 1/2 years, coming to an end in 2029.

Construction is slated to begin in 2030 and take about six years to complete.

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PennDOT to share preferred option for U.S. Route 322 State College connector project at May meeting

WPSU | By [Anne Danahy](#)

Published April 11, 2025 at 12:10 PM EDT



Anne Danahy / WPSU

A look at U.S. Route 322 in Harris Township, Centre County on March 31, 2025. PennDOT is considering options for overhauling a stretch of the road in Harris and neighboring Potter Township.

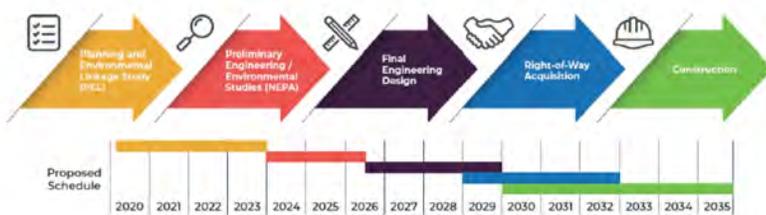
PennDOT will present its preferred option for the U.S. Route 322 State College Area Connector project at a [public meeting](#) scheduled for 4-8 p.m. on May 8 at the Wyndham Garden State College, 310 Elks Club Rd, Boalsburg.

PennDOT has been considering [three alternatives](#) for the overhaul of U.S. Route 322 in Potter and Harris townships in Centre County. All three of the options – North, Central and South – would have an impact on some homes and farmland in the area.



PennDOT is holding the meeting with the Federal Highway Administration. It will include exhibits and information along with design team members, who will be available to answer questions. Those meeting exhibits and information will be available on the [State College Area Connector site](#) starting May 5, according to the news release announcing the meeting.

Members of the public can submit comments on the project via email to emurnyack@pa.gov or lwoolridge@pa.gov, online via the study webpage www.PennDOT.pa.gov/SCAC or by mail to PennDOT District 2-0, attention Eric Murnyack or Leigh Woolridge, 70 PennDOT Drive, Clearfield, PA 16830.



PennDOT

PennDOT's proposed schedule for the State College Area Connector Project.

Tags

- Local News
- U.S. Route 322
- State College Area Connector



Anne Danahy

Anne Danahy has been a reporter at WPSU since fall 2017. Before crossing over to radio, she was a reporter at the Centre Daily Times in State College, Pennsylvania, and she worked in communications at Penn State. She is married with cats.

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PennDOT Sets Public Meeting to Present Recommended Route for State College Area Connector



The U.S. 322 transition to Mount Nittany Expressway at Boalsburg. Photo courtesy PennDOT

By [Geoff Rushton](#) — April 12, 2025

[Local News](#)

The recommended route for a long-planned major highway project in Centre County will be revealed at a public meeting in May.

PennDOT will hold its second scoping meeting for the State College Area Connector route from 4 to 8 p.m. on May 8 at the Wyndham Garden State College, 310 Elks Club Road, Boalsburg. The project study team will present the three refined alignments under consideration in Potter and Harris townships and PennDOT's recommended preferred route to advance for further design.

A word from our Ad partners

The public will have the opportunity view project exhibits and meet with the study team to ask questions and make comments. Meeting materials and exhibits will be available starting May 5 at PennDOT.pa.gov/SCAC. Written comments can be submitted by mail to PennDOT District 2-0, attention Eric Murnyack or Leigh Woolridge, 70 PennDOT Drive, Clearfield, PA 16830; via email to emurnyack@pa.gov or lwoolridge@pa.gov; or online through the study webpage.

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The connector project aims to construct an approximately 8-mile, four-lane limited access road connecting U.S. 322 at Potters Mills and the Mount Nittany Expressway near Boalsburg, addressing safety and congestion concerns and improving traffic flow into the State College area and Interstates 80 and 99.

PennDOT completed the first phase of project development in August 2023 with publication of the **final Planning and Environmental Linkages (PEL) report** for the SCAC study, which identified three “build alternatives” to move forward. Conducted with the FHWA, the study evaluated 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.

Each of the three identified options — north, central and south — would connect U.S. 322 at the Mt. Nittany Expressway in Boalsburg and U.S. 322 at Potters Mills Gap, where a four-lane section of highway was completed in 2021. The link would essentially complete a four-lane highway from Harrisburg to State College and beyond.

All three would have service roads connecting to the local road network. Each is projected to divert nearly 53% of the total traffic and 73% of truck traffic from the local road network. Estimated costs range from \$432 million and \$517 million.

PennDOT announced in January 2024 that it was **removing a connection to Route 45** included in two of the three options. Instead, PennDOT is allocating up to \$3 million to separately study and address safety concerns on Route 45 in Harris and Potter identified during the PEL study.

The first scoping meeting was held in August. Among those who responded to a public comment survey, more than 70% said they preferred the central or south alignments because they had the least impact on environmental and agricultural lands, residences and businesses. Some also said the central route aligned more closely with the existing U.S. Route 322, and that the south route was furthest from residential properties.

Following next month’s second scoping meeting, a public hearing will be held after the release of the Draft Environmental Impact Statement for public and agency review.

The final Environmental Impact Statement and Record of Decision are anticipated in June 2026.

Pending approval by the FHWA, the project will then move into the final engineering design phase. That will be followed by right-of-way acquisition and, finally, construction, which is not expected to begin until

2030 and will take about five years to complete.



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PennDOT expected to soon name 'preferred route' for State College Connector Project

wjactv.com/news/local/penn-dot-expected-to-soon-name-preferred-route-for-state-college-connector-project

by [Gary Sinderson](#)

Fri, April 18th 2025 at 6:09 PM

Updated Mon, April 21st 2025 at 1:22 PM



CENTRE COUNTY, Pa (WJAC) — It's one of the most controversial road construction projects in our region: the State College Connector Project.

After decades of debate and review, a major milestone is expected next month with PennDOT announcing their preferred route for the new highway, although it could be a while before construction gets underway.

The State College Connector, between Potters Mills and Boalsburg, is considered the missing link of Route 322, the only stretch where Route 322 isn't a four lane highway between Harrisburg and State College.

On May 8th, PennDOT is scheduled to finally announce plans for an upgraded Route 322 and the preferred path for the project.

“I would encourage folks in that region to turnout for our public meeting. There are three alternatives that are going to be presented. PennDOT has a preferred alternative that we'd like to present and will do so at that meeting in May.”

The roadway has been the scene of numerous crashes and frustration, especially on Penn State football Saturdays, when out of town traffic gets backed up.

And Secretary of Transportation, Mike Carroll, is well aware of other concerns, mainly from property owners, farmers and others who have land in that area, with fears that the land will be lost for the new roadway.

“Traffic counts continue to increase. Truck volumes continue to increase. We have to balance the needs of the travelling public and the sensitivities of the property owners and try to come up with a solution that may not be perfect for everybody but meets the needs that exist in 2025.”

It's been speculated that the State College Connector construction may not begin as late as 2030.

“I'm not going to predict that. It's too hard to know without having the permits in hand, and right of way acquisitions, and the other stuff necessary, so it is not going to start tomorrow.”

The project meeting on May 8th will be held at the Wyndham Garden Hotel in Boalsburg, beginning at 4 p.m.

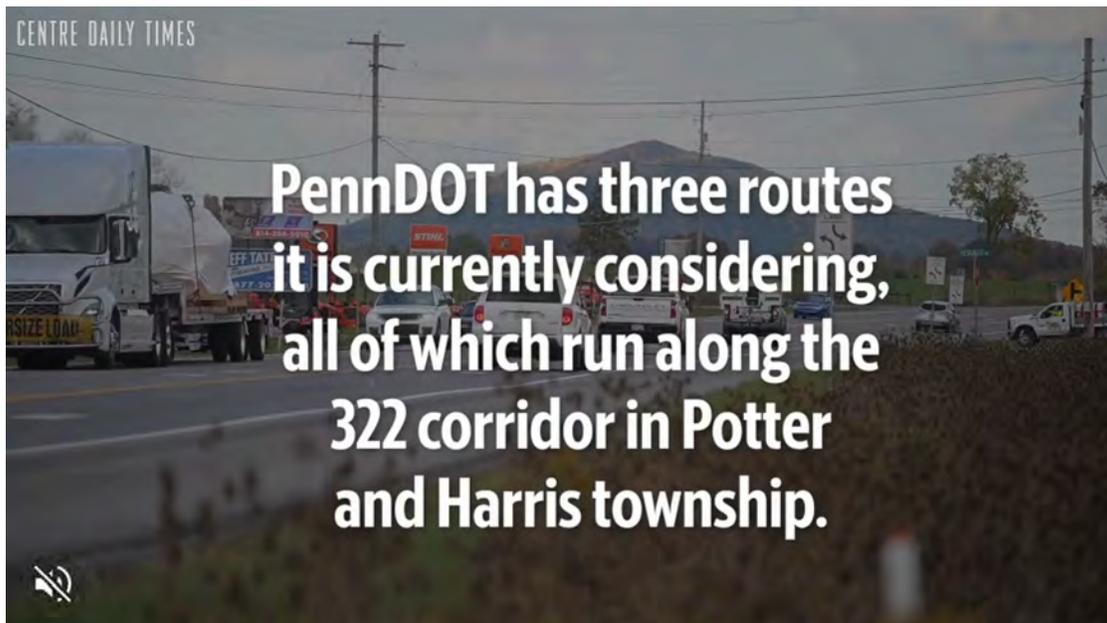
COMMUNITY

PennDOT makes long-awaited recommendation for State College Area Connector route

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Updated May 3, 2025 4:10 PM



Learn more about State College Area Connector, SCAC, a project from PennDOT to make Route 322 from Seven Mountains to State College a four lane highway. By Abby Drey



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00:00



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03:22

Pennsylvania's transportation agency made public Monday its long-awaited recommendation for a major highway construction project in Centre County.

The Pennsylvania Department of Transportation recommended [the central alternative](#) for the State College Area Connector project, the alignment [most preferred by those who responded to a public survey](#).

The proposed route would largely run just south of the existing U.S. Route 322 in Potter and Harris townships, except a stretch roughly between Bamboo Lane and Tait Road. That section would see construction north of the existing highway.

The project is estimated to cost between \$600 million and \$900 million, a PennDOT spokesman wrote in an email to the Centre Daily Times.

Sixteen residences would be displaced by the construction of the new highway, though PennDOT said that was [the least of the final three options it was considering](#). Two commercial properties would be disturbed, as well as a park. One appears to be the Potter Township Athletic Complex.

TOP VIDEOS



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Nineteen farms and 163 acres of farmland would also be affected.

The agency said the suggested route would have the smallest total effect on agricultural land and four historic properties, as well as avoid the Tusseyville historic district.

More than a dozen bridges would be needed to mitigate impacts to wetlands and streams, the only drawback listed by PennDOT. Fifteen were listed among the other two potential routes. The agency cast the potential for encountering sinkholes as moderate.

PennDOT said 36% of survey respondents preferred the central route. [The south alternative](#) was supported by 35% of respondents, while only 18% preferred [the north alternative](#). Eleven percent sought a combination or other alternative.

Renderings included in public documents showed [a potential multiuse path being formed](#) from the existing Route 322 between Discovery Drive and Bear Meadows Road in Harris Township.



A rendering of U.S. Route 322 in Harris Township from Discovery Drive to Bear Meadows Road shows a potential shared used path. *PennDOT*

A public meeting is scheduled for 4-8 p.m. Thursday at Wyndham Garden State College, 310 Elks Club Road in Boalsburg. Attendees may ask questions and offer feedback. Meeting materials are [available online](#).

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Residents and business owners have waited years to learn of PennDOT's recommendation, [fearing it could upend their livelihoods](#) or see their homes taken through eminent domain.

The project would create an about eight-mile, four-lane limited access highway connecting the Mount Nittany Expressway in Boalsburg to the newly constructed portion of Route 322 in Potters Mills. With regional growth projected in future decades, PennDOT has said the project will improve safety and reduce congestion by diverting about half of total traffic and nearly three-fourths of truck traffic from local roads.

In order to gain final approval, the Federal Highway Administration must also sign off on certain environmental aspects of the project. From there, the project would head into a final engineering design phase that's expected to last from mid-2026 until the end of 2029.

That phase would be followed by right-of-way acquisition. Construction is not expected to begin until 2030 and would take about six years to complete.



Traffic travels on Route 322 in Boalsburg on Friday, Oct. 14, 2022. Abby Drey adrey@centredaily.com

This story was originally published May 5, 2025 at 2:31 PM.

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PennDOT Reveals Recommended Route for State College Area Connector



StateCollege.com



U.S. Route 322 in southern Centre County. Photo via PennDOT

By [Geoff Rushton](#) — May 5, 2025

[Local News](#)

The Pennsylvania Department of Transportation on Monday unveiled its recommended preferred route for the long-planned State College Area Connector project ahead of a [public meeting later this week](#).

PennDOT is recommending the **central alternative alignment**, one of three that were under consideration for the project, which will construct an approximately 8-mile, four-lane limited access road in Potter and Harris townships, connecting U.S. 322 at Potters Mills and the Mount Nittany Expressway near Boalsburg,

A word from our Ad partners

The central alternative, of which respondents to a survey last summer were most in favor, would start just west of the existing Potters Mills Gap, continuing mostly along and to the south of the U.S. 322 corridor for 2.4 miles. It would then turn north just past Tussey View Lane, crossing over Spring Creek and Sharer Road, then turn back south before merging in the area of the existing U.S. 322 near Somerset Drive.

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According to documents published Monday on the SCAC website, 16 residences would be displaced by the central alternative, the fewest of the three options. It would also impact 19 farms totaling 163 acres – the smallest in terms of acreage among the three – and two commercial properties.

It would also impact one park. The route, according to PennDOT, “facilitates the relocation of the Potter Athletic Complex to a more desirable location.”



A segment of the proposed central alternative shows where it travels north of the existing U.S. 322, crossing over Sharer Road and Spring Creek before turning back to the south and merging with the existing corridor again. *PennDOT*

A single-point urban interchange, “where all off and on ramps come together at a common intersection with the cross street,” is proposed to replace the existing Route 45 interchange. “By eliminating one intersection, operational efficiencies, including reduced delay, congestion, and vehicle queuing, as well as enhanced safety, can be realized,” PennDOT wrote in a summary published in 2024.

The project also would include working with Harris Township to develop a shared-use path on local 322/Boal Avenue from Discovery Drive to Bear Meadows Road.



A rendering shows the shared-used path along Boal Avenue next to U.S. 322. *PennDOT*

The alignment avoids the headwaters of Spring Creek and the Tusseyville Historic District and impacts the fewest number of historic properties, [according to PennDOT](#). It also has the lowest potential for encountering acid-producing rock.

The lone “con” listed by the department for the central alternative is the need to construct multiple bridges to avoid or minimize stream and wetland impacts.

In the survey conducted last summer, 36% of respondents favored the central alternative because it had the least impact on the natural environment, historic properties, farmland and residences, among other factors, and because it aligned most closely with the existing U.S. 322. That was compared to 35% who preferred the south alternative, 18% the north and 11% who favored combinations of alignments.

The connector project is aimed at addressing safety and congestion concerns and improving traffic flow into the State College area and Interstates 80 and 99. It is expected to divert nearly 53% of the total traffic and 73% of truck traffic from the local road network.

PennDOT has estimated the cost at \$432 million to \$517 million depending on the alignment. It did not include an estimates for each alternative in materials published for the upcoming public meeting.

A scoping meeting for the State College Area Connector route will be held from 4 to 8 p.m. on Thursday, May 8 at the Wyndham Garden State College, 310 Elks Club Road, Boalsburg.

The public will have the opportunity view project exhibits and meet with the study team to ask questions and make comments. Written comments can be submitted by mail to PennDOT District 2-0, attention Eric Murnyack or Leigh Woolridge, 70 PennDOT Drive, Clearfield, PA 16830; via email to emurnyack@pa.gov or lwoolridge@pa.gov; or [online](#).

Following the scoping meeting, a public hearing will be held, tentatively this fall, after the release of the Draft Environmental Impact Statement for public and agency review.

The final Environmental Impact Statement and Record of Decision are anticipated in June 2026.

Pending approval by the FHWA, the project will then move into the final engineering design phase. That will be followed by right-of-way acquisition and, finally, construction, which is not expected to begin until 2030 and will take about five years to complete.

PennDOT names preferred route for State College Connector project ahead of meeting

[wjactv.com/news/local/penn-dot-names-preferred-route-for-state-college-connector-project-ahead-of-meeting](https://www.wjactv.com/news/local/penn-dot-names-preferred-route-for-state-college-connector-project-ahead-of-meeting)

by [Gary Sinderson](#)

Mon, May 5th 2025 at 6:10 PM

Updated Tue, May 6th 2025 at 10:57 AM



CENTRE COUNTY, Pa. (WJAC) — After decades of planning and review, PennDOT has announced its preferred option for upgrading a stretch of Route 322 in Centre County.

The project, known as the State College Connector, will affect the area between Potters Mills and Boalsburg.

PennDOT has selected the "central alternative" from three possibilities.

Maps released on Monday indicate that most of the new roadway will be constructed just south of the existing Route 322.

According to PennDOT, this option will have the least impact on farmland and historical properties.

The construction plans will result in the displacement of 16 homes and include the building of more than a dozen bridges.

In Harris Township, PennDOT plans to incorporate a multi-use path along the 322 corridor.

Further details on the State College Connector Project will be discussed at a public meeting scheduled for Thursday, May 8, at the Wyndham Garden Hotel in Boalsburg, starting at 4 p.m.

PennDOT recommends Central option for U.S. Route 322 State College connector

WPSU | By [Anne Danahy](#)

Published May 5, 2025 at 1:16 PM EDT



PennDOT / SCAC Screenshot

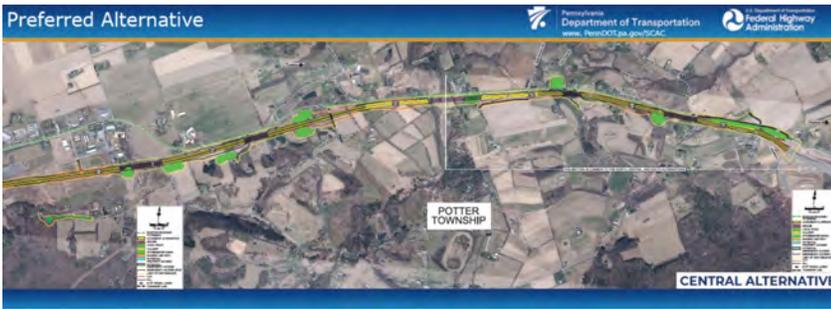
A look at the Harris Township section of PennDOT's preferred alternative for the U.S. Route 322 State College Area Connector project. PennDOT will hold a public meeting on the project on May 8, 2025.

Saying it has the least impact on agricultural lands, displaces the fewest homes and avoids the headwaters of Spring Creek, [PennDOT is recommending the Central alternative](#) for the U.S. Route 322 State College Area Connector Project.

[\(Click here for a large version of the map on the PennDOT website.\)](#)

PennDOT has been considering three options for the project — North, Central and South — which will overhaul a section of U.S. Route 322 in Potter and Harris townships. The project, which could cost around \$500 million, will create a limited-access highway that improves road safety even with the increase in traffic that's expected.

PennDOT will hold a public meeting with the Federal Highway Administration that includes updated information on the project from 4-8 p.m. on Thursday, May 8, at the Wyndham Garden State College, 310 Elks Club Rd, Boalsburg.



PennDOT / SCAC Snapshot

A look at the Potter Township section of PennDOT's preferred alternative for the U.S. Route 322 State College Area Connector project. PennDOT will hold a public meeting on the project on May 8, 2025.

The [SCAC website](#) lists the pros and cons of each of the options PennDOT has been studying, including the Central option, which is listed as the "recommended preferred alternative." The website also provides updated maps and information ahead of the May 8 meeting.

state college area
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www.PennDOT.pa.gov/SCAC

CENTRAL ALTERNATIVE

Pros:

- Avoids headwaters of Spring Creek
- Avoids the Important Bird Areas
- Minimizes effects on protected bats species
- Least residential displacements (16)
- Least impact to productive agricultural land (direct and indirect impacts)
- Avoids the Tusseyville Historic District
- Lower number of historic properties affected
- Low potential for encountering acid producing rock (APR)

Cons:

- Bridges needed to avoid and minimize wetland and stream impacts

Central Alternative Pros and Cons

Tags

- Local News
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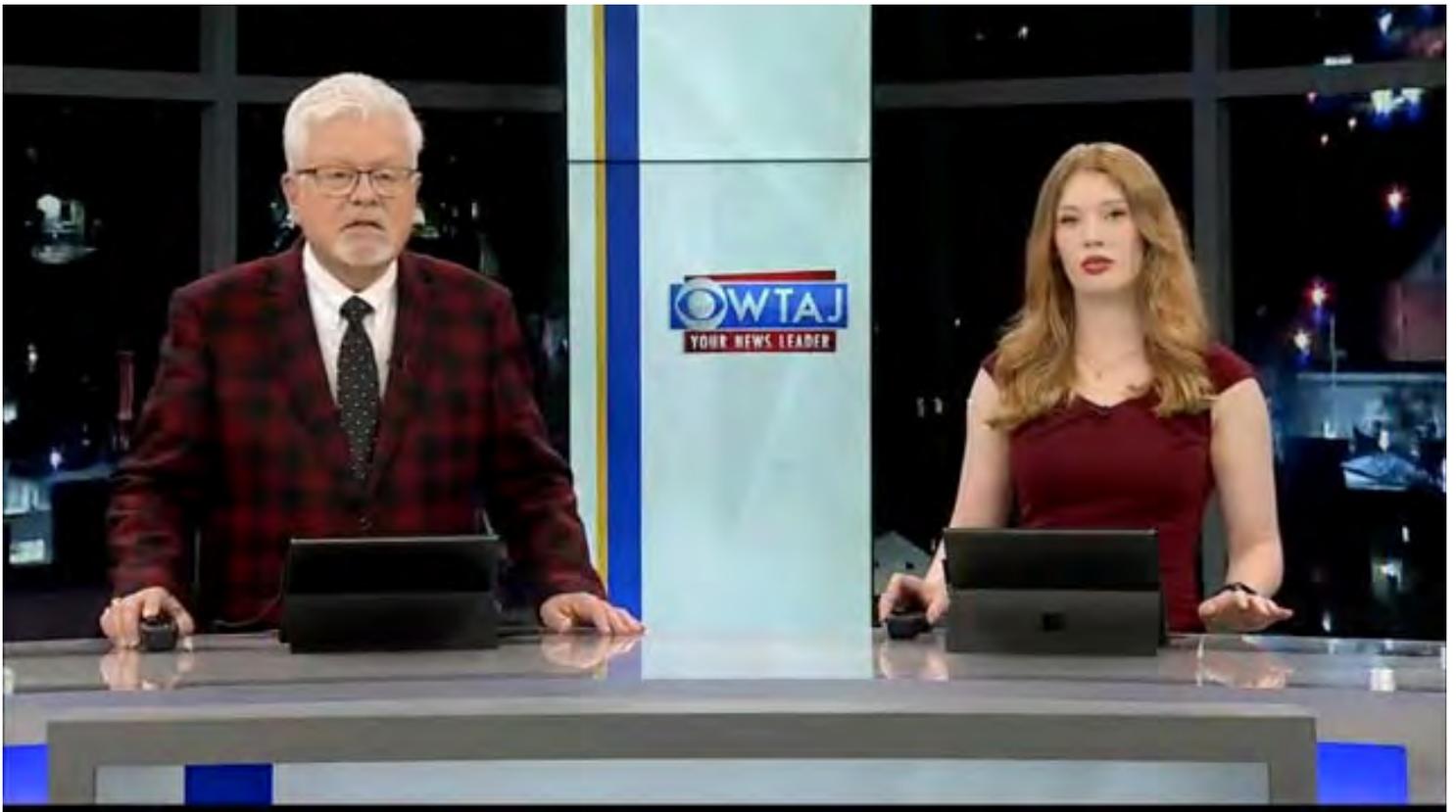
Anne Danahy

Anne Danahy has been a reporter at WPSU since fall 2017. Before crossing over to radio, she was a reporter at the Centre Daily Times in State College, Pennsylvania.

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PENNDOT

PennDOT to present updated alternatives for State College Area Connector at public meeting

by: [Trevor Miller](#)

Posted: May 6, 2025 / 12:27 PM EDT

Updated: May 6, 2025 / 12:27 PM EDT

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CENTRE COUNTY, Pa. (WTAJ) — The next phase of planning for a major regional highway project will take place this week as [PennDOT](#) and federal officials hold a public meeting to unveil updates to the State College Area Connector project.

×

The connector project is aimed at easing congestion and improving safety on the busy Route 322 corridor between Potters Mills and Boalsburg. In addition to meeting growing traffic demands, PennDOT says the goal is to deliver a roadway design that meets modern transportation expectations.

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Attendees will have the chance to view detailed exhibits, speak with project team members, and submit comments in person. Meeting materials will also be available online beginning May 5 through the project website at PennDOT.pa.gov/SCAC.

For those who cannot attend, written feedback can be submitted by mail to PennDOT District 2-0 in Clearfield or via email. Accommodations for those with disabilities are available by request with advance notice.

The event is part of the Environmental Impact Statement (EIS) process under the National Environmental Policy Act (NEPA), which requires extensive public input and evaluation of environmental and community impacts before construction can begin.

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No construction timeline has been announced, but PennDOT is continuing to collect public input before advancing to the final design phase.

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Penndot Announced Preferred Route For State College Connector Project

📅 May 7, 2025 ⌚ 7:42 am

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00:37 / 02:36

PennDOT recently announced its preferred route for the State College Connector Project, along Route 322.

In a statement, officials said they are going forward with the center option.

Now, several business owners in Potter Township are voicing concerns over the proposed highway project.

They say the newly proposed connector route, south of Route 322, will block access to their storefronts, and without a nearby exit, they worry their business will be left behind.

PennDOT says the goal of the long-awaited project is aimed at connecting Route 322, in Potters Mills, to the Mount Nittany Expressway near Boalsburg.

“We’ve been trying to work with PennDOT and ask them for an access onto the new road. And they have said that they will not be granting that because there’s not enough car count that we’ll be getting off at that, at the interchange for this area,”

Owners say they are now deeply worried due to no exits near their businesses for this proposed highway.

“We understand that with a new road, those cars are not going to pass the business. But if there’s an interchange here, then there’s an access point, that’s local to this area, and cars will get off and cars will visit our business.”

They say with no access points local to their area, customer traffic will decrease for businesses, which owners fear will lead to eventual closures.

“History is, we just don’t see that happening in other areas, where there’s been development and new roads put in. People don’t get off the highway and travel four miles to a business. So, we feel that if we don’t have an access point here, that our businesses that are here are gonna fail.”

Owners are now turning to elected officials to help get access points onto the proposed highway, therefore saving their businesses.

Business owners in Potter Township add that they have formed a coalition, and they now urge the public to attend PennDOT’s public meeting on Thursday, at 4 p.m., in Boalsburg.

The meeting will let the public ask questions and offer feedback on the Connector Project.

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LOCAL NEWS

State College Connector leaving residents worried, PennDOT says it will benefit the future

by: [Tristan Klinefelter](#)
 Posted: May 7, 2025 / 06:32 PM EDT
 Updated: May 7, 2025 / 06:32 PM EDT

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CENTRE COUNTY, Pa. (WTaj) — A major road project going through Centre County will create several changes for local residents as PennDOT looks to make the roadway safer.

The project is called th
 released the recomm
 the least amount of im



ntly, PennDOT
 s because it will have

“It’s going to take our parking lot, our garage. It’s not going to take our house as of now,” Cole Transportation Bus Contractor Patrick Cole said.

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Cole grew up in Potters Mills and has been bussing for 43 years. However, even though he will be losing his current location for his business, he’s not opposed to the connector.

“I want to get it done, I’ve been hearing about this since I’ve been a little kid, get it started, get it done, and let’s move on,” Cole said.

Cole is still deciding what to do next and is waiting for answers. When it comes to his business, he’s a little upset that he needs to move, but he knows the connector will benefit the future.



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You know, in a way, yeah, but you know, you can’t stop progress, they say,” Cole said.

According to PennDOT, the connector route announcement comes after several years of hard work, and the goal is to improve roadway

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Not only will Cole be impacted, but right down the road, Doug Rimmey and Rimmey's Tussey Ridge Farm will lose three to four acres of farmland near the edge of his field.

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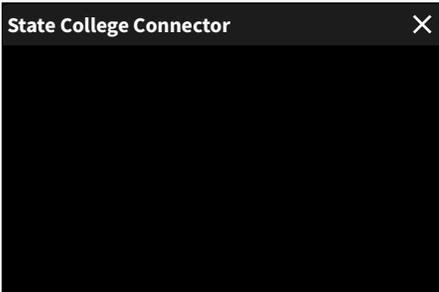


"It's going to hurt a little bit more every year. It hurts a little bit more just, knowing that you have to get bigger to make it. But, we'll do what we can to survive, that's what we've been doing to this point," Rimmey said.

Rimmey's family has owned the farm since 1957. In 1996, Rimmey purchased the farm from his parents. During that time, there were rumblings about a highway being built. He says this could've been avoided several years ago with a different route, but now.

"What am I going to do to stop them at this point? We fought them as civilly as possible to keep it from going here this way, but they have all the rules and we don't have them," Rimmey said.

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with previous plans and alternate routes he's seen, losing three to four acres is sort of a relief, knowing

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Several homeowners along the connector route will be displaced, but PennDOT says it will be a benefit for the future.

"I mean, there's no good way to tell somebody that they're going to be displaced. But in the long term, the purpose, the safety side of this and keeping all the heavy traffic up off of the existing 322 and putting it on an interstate now, it'll make it a lot better to drive through that area," Murnyack said.

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Resident Concerns On State College Connector Plan

📅 May 8, 2025 ⌚ 7:48 am



Tensions are rising against PennDOT's proposed route for the State College Connector just ahead of a public forum scheduled for Tomorrow.

Business owners voiced their frustrations Yesterday, and now nearby residents are joining in on the conversation

Our Michael Mirville has more on what one resident shared with him Today.

I met with a Potter Township resident who lives right off Route 322. He told me if this highway plan moves forward, it could affect him along with other nearby residents and businesses negatively.

PennDOT's latest proposal, known as the Central Option, aims to ease congestion and improve traffic flow by building a new, limited access highway between Potters Mills and Boalsburg.

But not everyone sees it as progress. Yesterday local business owners said the lack of nearby exits in the design could drive customers away and now, residents are speaking out as well.

The homeowner I spoke with Today says he understands the need for infrastructure upgrades, but says this plan seems to overlook the people who live and work here year round.

“I feel for these people because they’ve quickly spent all this money to get their property changed from residential or agricultural to commercial. And now they’re not gonna benefit whatsoever by it.”

The resident tells me he plans to attend Penndots public meeting Tomorrow at 4 p.m. In Boalsburg, and he’s urging others to speak up as well before final decisions are made.

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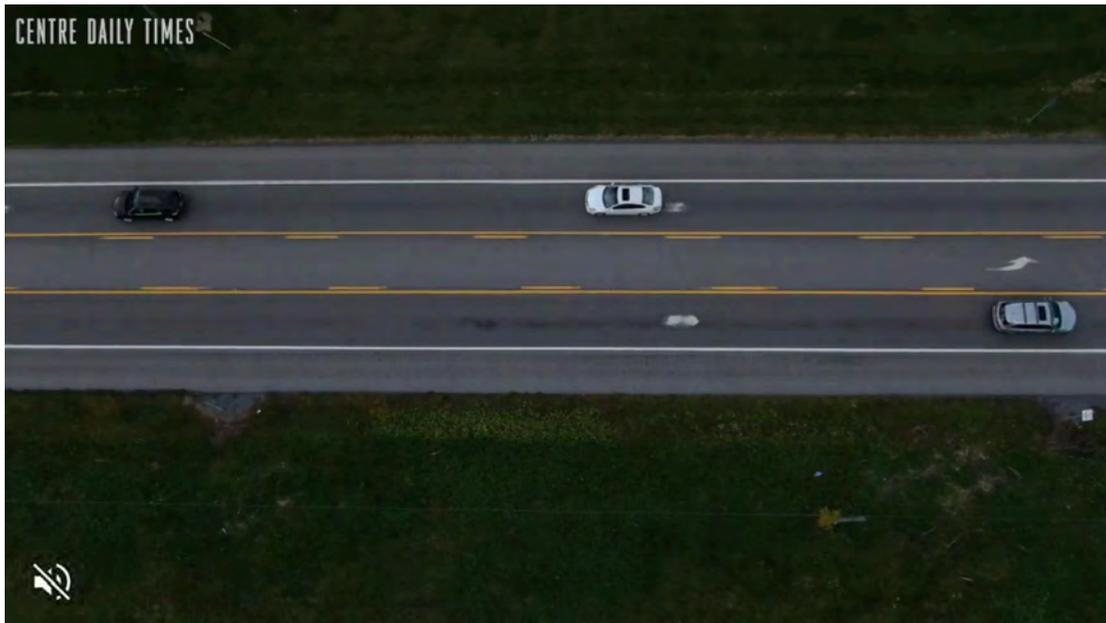


COMMUNITY

State College Area Connector recommendation marks milestone. What's next?

By **Bret Pallotto**

May 8, 2025 1:00 AM



Learn more about State College Area Connector, SCAC, a project from PennDOT to make Route 322 from Seven Mountains to State College a four lane highway. By Abby Drey



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Pennsylvania's transportation agency marked a significant milestone Monday when it [unveiled its recommended route for a major highway construction project](#) in Centre County, but the blueprint is still years away from coming to fruition.

Construction for the State College Area Connector is slated to begin in 2030 and continue until the end of 2035, meaning most of Penn State’s freshman class that year are currently in third grade.

Those hoping to have their input included in the Pennsylvania Department of Transportation’s planning process, however, will have more immediate opportunities.

A public meeting is scheduled for 4-8 p.m. Thursday at Wyndham Garden State College, 310 Elks Club Road in Boalsburg. Attendees may ask questions and offer feedback to PennDOT officials. The agency will [continue to accept feedback](#) until May 18.

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[The central alternative](#) would largely run just south of the existing U.S. Route 322 in Potter and Harris townships, except a stretch roughly between Bamboo Lane and Tait Road. That section would see construction north of the existing highway.

The project is estimated to cost between \$600 million and \$900 million, a PennDOT spokesman told the Centre Daily Times.

After the most recent comment period, PennDOT’s next step is to prepare a draft environmental impact study that will lead to a hearing for the Federal Highway Administration and the U.S. Army Corps of Engineers. Once the study is finalized, the FHWA will have an opportunity to sign off on the project and close out the environmental investigations.

The project could then have the OK to move into the final engineering design phase, which is slated to begin in mid-2026 and continue until the end of 2029.

That would be followed by right-of-way acquisition, a process that can be messy and end up in the court system. Sixteen residences would be displaced by PennDOT's preferred route, the least of the final three options it was considering. Nineteen farms, two commercial properties and a park would also be disturbed.

Construction would then follow.

The central route was the alignment [most preferred by those who responded to a public survey](#). The agency said the suggested route would have the smallest total effect on agricultural land and four historic properties, as well as avoid the Tusseyville historic district.

More than a dozen bridges would be needed to mitigate impacts to wetlands and streams, the only drawback listed by PennDOT. Fifteen were listed among the other two potential routes. The agency cast the potential for encountering sinkholes as moderate.

Residents and business owners have waited years to learn of PennDOT's recommendation, [fearing it could upend their livelihoods](#) or see their homes and businesses taken through eminent domain.

The project would create an about eight-mile, four-lane limited access highway connecting the Mount Nittany Expressway in Boalsburg to the newly constructed portion of Route 322 in Potters Mills. With regional growth projected in future decades, PennDOT has said the project will improve safety and reduce congestion by diverting about half of total traffic and nearly three-fourths of truck traffic from local roads.

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Bret Pallotto *Centre Daily Times*    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. Support my work with a digital subscription

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Story by Bret Pallotto • 1w • 3 min read

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 Centre Daily Times

What is the State College Area Connector project?

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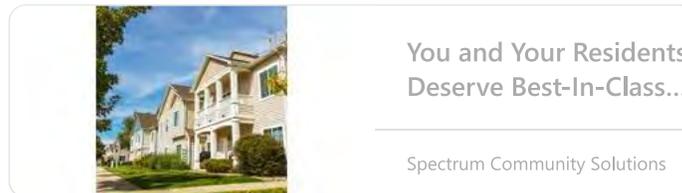
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Residents share worries at hearing about recommended U.S. Route 322 State College connector route

WPSU | By [Sydney Roach](#)

Published May 8, 2025 at 7:44 PM EDT



Sydney Roach / WPSU

Hundreds of people attended a public meeting Thursday to learn details about PennDOT's recommended route for the State College Area Connector Project.

Hundreds of people attended a public meeting Thursday to learn details about PennDOT's recommended route for the [State College Area Connector Project](#).

Local residents shared concerns and asked questions about the effects they'll see from the overhaul of U.S. Route 322 in Harris and Potter Townships, which is projected to cost more than \$700 million.

Jacob Sukhorukov is the church administrator at Grace Church, which is in the path of [the Central route PennDOT is suggesting for the project](#)

"We would like to stay there," Sukhorukov said. "We like the area. It's comfortable for all the members of our church. But at the same time, I mean, if that's the way it's going to go, where they're going to put a connector there, they're gonna have to take our property."

If that happens, Sukhorukov said they'll have to find another place to move their church.



Sydney Roach / WPSU

Hundreds of people came and went throughout Thursday's public meeting at the Wyndham Garden State College in Boalsburg. PennDOT is still accepting public comment from this meeting until May 18.

Jeff Wiest said another route would have gone through his property, but the Central alternative is about 300 yards away from him. He does worry about one of the bridges that will be built near his house to minimize wetland impacts.

"Now, my neighbors, you know, right two neighbors, one right in front of me that's closer to 322...It's coming right through his front yard, and that's where that bridge is going to be," Wiest said. "My other neighbor is going to lose farmland."

Others at the public hearing said they were worried about reduced access to businesses along Route 322 or losing their homes or farmland. PennDOT says it will reimburse displaced homeowners and help them find new homes.

The Central option displaces the fewest residents and was the preferred option in a public survey, according to PennDOT. A close second in that survey was the South alternative, which has the least direct impact on agricultural land.



Hundreds attend State College Area Connector meeting after reveal of recommended route

 centredaily.com/news/local/community/state-college/article306058956.html

State College

By Jacob Michael

May 9, 2025 5:03 PM

Harris Township

Nearly 400 people attended a public scoping meeting Thursday to ask questions and learn more about the State College Area Connector project, sharing a mixed bag of reactions to the project and its recently-announced recommended route.

The meeting, which was held in an open house format at the Wyndham Garden State College, took place after the Pennsylvania Department of Transportation announced its route recommendation Monday for the long-planned, multi-million dollar project.

Out of three possible routes, the central alternative route was recommended — the option that, while causing the smallest impact to property owners, would still displace 16 residences, and affect 19 farms, two businesses and one park.

For the most part, the recommended route would run just south of the existing U.S. Route 322 in Potter and Harris townships, with the exception of a stretch roughly between Bamboo Lane and Tait Road. That section would see construction north of the existing highway.



Community members watch a video about the central alternative route for the State College Area Connector project during PennDOT’s public scoping meeting on Thursday, May 9, 2025 at the Wyndham Garden State College. Abby Drey adrey@centredaily.com

The project is estimated to cost anywhere between \$600 million and \$900 million, a PennDOT representative told the CDT in a recent email.

Residents share concerns, fears

Despite PennDOT saying that the recommended route would also have smallest total effect on agricultural land and four historic properties — while also avoiding the Tusseyville historic district — many of the 390 people who attended the meeting still have concerns about the route and the project as a whole.

“To be honest, I’m one of the people that doesn’t believe there should be any new construction here,” said Penns Valley area resident Nancy Parks, who said there should be greater efforts taken to slow traffic down on the existing roadway. “All this highway is going to bring is more mortality and more accidents. ... I want to see more traffic lights installed.”

Parks also expressed concerns about the project causing more air pollution and harming farmlands that she believes are must-keep necessities for Centre County’s ever-growing population.

Harris Township resident Jeff Davidson agreed.

“There seems to be this sense that just because we have a big road in one place, and a big road in another, we have to connect them — but I really don’t think we have to,” Davidson said, referring to the spots where Route 322 turns into a two-lane highway, near Boalsburg and Potters Mills. “State College is not Detroit, and we certainly don’t need a road here that’s as big as they ones they’re looking to take out of Detroit.”



The Pennsylvania Department of Transportation held a public scoping meeting with information about the State College Area Connector Project on Thursday, May 9, 2025 at the Wyndham Garden State College. Abby Drey adrey@centredaily.com

Residents also raised concerns about increased noise in the area, both from the construction and future highway traffic.

Harris Township resident Janet Swim is fearful that the road’s closer proximity to her house will cause greater disturbances, as is Debra Shearer, who lives in the housing development on Bear Meadows Lane — one of the developments that would be impacted by the project’s construction.

Shearer is also worried that the highway’s construction would cut into the property of one of her close friends — an impact that, she fears, would “probably force her, and several other friends, to move out of the neighborhood.”

Centre County Commissioner Steve Dershem said that even now, after the route recommendation, changes to the route could potentially still be made that could change the way properties are affected.



Centre County Commissioner Steve Dershem looks at an area of Route 322 on a map that features the central alternative route with a community member during the PennDOT public scoping meeting about the State College Area Connector Project on Thursday, May 9, 2025 at the Wyndham Garden State College. Abby Drey adrey@centredaily.com

“Obviously, and unfortunately, there are some folks here that are quite saddened by the fact that they may lose their properties, that they may have their lives turned inside out — but I’m not sure how you can do a project of this magnitude, and not impact someone,” Dershem said. “I think at the very least, PennDOT has been pretty open to discussing the alternative, and I’m sure there’s going to be some tweaks to this route before everything is said and done too. It certainly isn’t the end of this, but it is a decent start.”

Dershem does have concerns about the small size of the project’s planned roundabouts, and the dozen-plus bridges that are part of the project.

“You and I both know what happens to bridges in the wintertime — they freeze over. I’m hoping that [PennDOT] acts accordingly and services the bridges so that they’re all as safe as possible for winter,” Dershem said.



A map of the central alternative route for the State College Area Connector project shows the intersection of Route 322 and Route 45 during PennDOT’s public scoping meeting on Thursday, May 9, 2025 at the Wyndham Garden State College. Abby Drey
adrey@centredaily.com

A long-awaited project moves forward

While many residents at Thursday’s meeting were there in opposition to the project, some said they were excited to see the project moving forward.

Edward Stoddard, the Happy Valley Adventure Bureau’s communication director, believes that the connector project will benefit the county’s tourism industry.

“I think that what they’ve got here is pretty good so far,” Stoddard said. “The route takes into consideration two of our county’s crucial tourism locations, Tussey Mountain and Tait Farms, so [HVAB] was pretty pleased to see that.”

With the recommended route, a local access road will be built alongside Route 322 that'll link Bear Meadow Lane, the road that Tussey Mountain is located on, with another to-be-built local access road. A bridge on Route 322 will be constructed over the road.



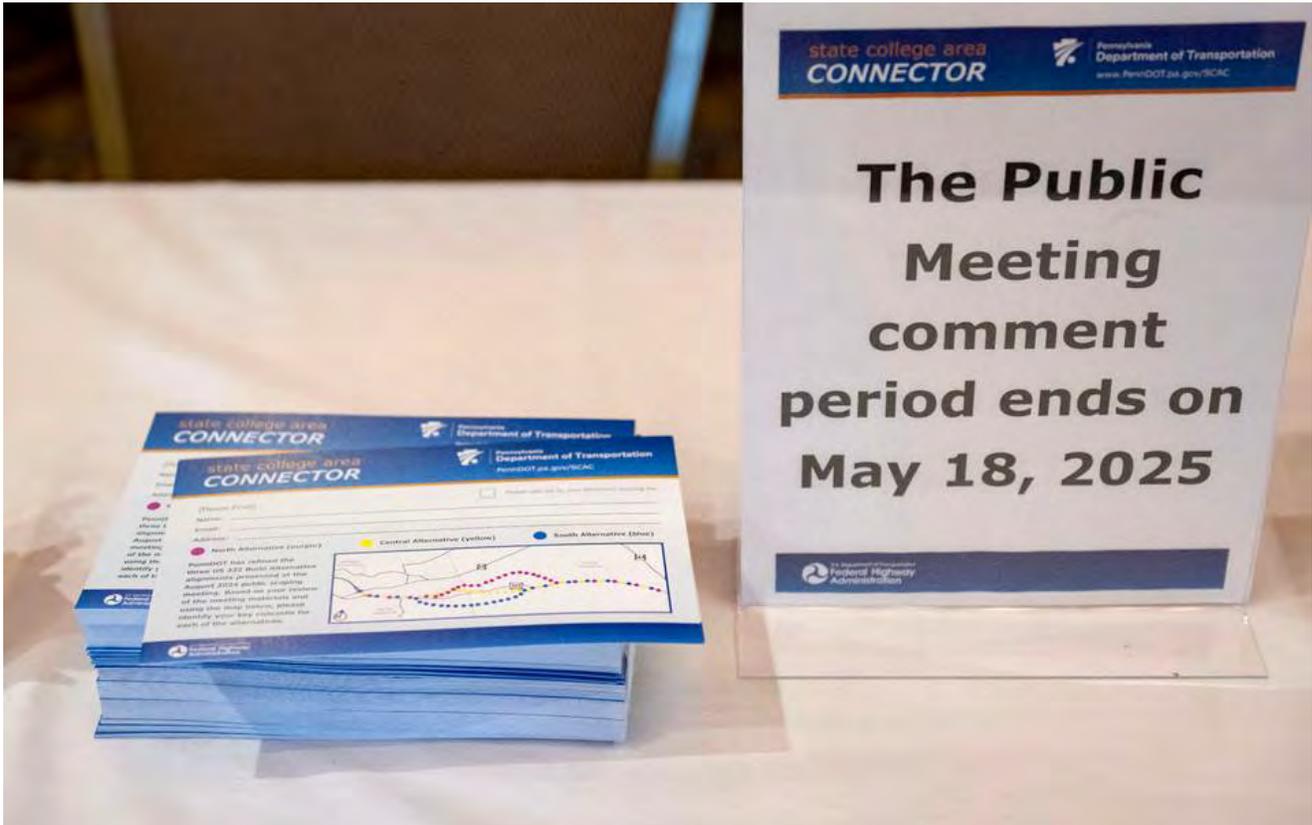
Community members look at a map of the central alternative route for the State College Area Connector project from PennDOT during a public scoping meeting on Thursday, May 9, 2025 at the Wyndham Garden State College. Abby Drey adrey@centredaily.com

Tait Farm will remain located along Boal Avenue, relatively untouched by the project, aside from its increased proximity to the route.

Michael Emel, the owner of the [Nittany Meadow Farm](#) — which won Centre County's "[Tourist Attraction of the Year](#)" award in [2024](#) — is also pleased to see the project moving forward, even though the recommended route cuts off a piece of his farmland.

"I feel very strongly that it needs to be done, and I'm really glad that they're doing it, although it will take a large portion near the frontage of our property that we use to pasture our animals," Emel said. "Right now, (Route 322) is a really dangerous stretch of highway, and in January we actually had a tractor trailer crash into our pasture and cause a diesel spill, so I hope the project will mitigate some of that. ... You can replace land, but you can't replace lives."

According to PennDOT, the project's planned eight-mile, four lane highway would improve safety and reduce congestion by diverting about half of total traffic and nearly three-fourths of truck traffic from local roads.



The Pennsylvania Department of Transportation took public comments about the State College Area Connector project during their open house on Thursday, May 9, 2025 at the Wyndham Garden State College. A form can also be submitted online. Abby Drey adrey@centredaily.com

Moving forward from Thursday's meeting, PennDOT will continue to collect public feedback until May 18, when the department will then begin to prepare a draft environmental impact study that will lead to a hearing for the Federal Highway Administration and the U.S. Army Corps of Engineers.

Once the study is finalized, the FHWA will have an opportunity to sign off on the project and close out the environmental investigations.

From there, the project could get the green light to move into the final engineering design phase, which is slated to begin in mid-2026 and continue until the end of 2029.

That would be followed by right-of-way acquisition, a process that has the potential to become messy and end up in the court system for several years.

Construction would then follow in 2030, which PennDOT expects would take around six years to complete — given that all other steps are completed as planned.

JM

Jacob Michael
Centre Daily Times



814-360-2204

Jake is a 2023 Bellisario College of Communications at Penn State graduate and the local government and development reporter for the Centre Daily Times. He has worked professionally in journalism since May 2023, with a focus in local government, community and economic development and business openings/closings.

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CLAIM OFFER

Residents engage with PennDOT as detailed plans for State College Connector are unveiled

wjactv.com/news/local/residents-engage-with-pennDOT-as-detailed-plans-for-state-college-connector-are-unveiled

by [Michael Mirville/WJAC staff](#)

Fri, May 9th 2025 at 12:43 PM



CENTRE COUNTY, Pa (WJAC) — A major transportation project in Centre County is moving forward, but not without questions from the community.

PennDOT held a public meeting in Boalsburg Thursday to share details about the proposed State College Connector Project.

During the meeting, PennDOT laid out detailed plans for the proposed route of the State College Connector, offering maps, timelines, and one-on-one conversations to help the public better understand the scope of the project.

Residents and business owners came face-to-face with PennDOT officials to learn more and ask questions about the proposed route.

RELATED | PennDOT names preferred route for State College Connector project ahead of meeting

“Public meetings are really our chance to talk to all the residents and for them to tell us, what if we miss something or if there's something else that they would like to see in this and we've got a lot of input over the years,” said PennDOT executive of design Eric Murnyack.

For the first time, the public had the chance to look through detailed maps, timelines, and display boards to learn more information about the limited access highway.

One local resident said that the visual presentations helped them understand a lot of questions they may have had.

MORE | 'Our businesses will fail:' Business owners fear losses from State College Connector route

“Visually, being able to see it and understand it and all the sacrifices that have to get made and the hard decisions, the positive decisions. So, I think it illuminated a whole array of uncertainties that we've all been living with,” said local resident Kim Tait. Per timelines presented in the meeting, the proposed project could start construction by 2030.

“It's closer now than it seems like it has been for years,” Murnyack added.

Despite concerns, residents say the open communication with PennDOT throughout this journey is a step in the right direction.

“I think that always having more information is really positive.”

Thursday's meeting is just one step in a long process, and PennDOT says it will gather all feedback and potentially adjust, before moving forward.

WEATHER ALERT

Frost Advisory: Cameron County, Clearfield County, Elk County, Jefferson County, Northern Centre County, Northern Clinton County



LOCAL NEWS

Meeting held for residents on State College Connector project amid worries

by: [Tristan Klinefelter](#)
Posted: May 9, 2025 / 01:08 PM EDT
Updated: May 9, 2025 / 01:11 PM EDT

SHARE    

CENTRE COUNTY, Pa. (WTAJ) — PennDOT held a public meeting Thursday night to hear input and inform residents about the State College Area Connector project. Residents are nervous about the project while state leaders say the highway will benefit the future.

An 8-mile stretch of Centre County is expected to be changed over the next decade. PennDOT recently released the r  mended preferred



“But neither one of them is going to go across our property. I just want to keep the noise and all the confusion as far away from us as possible. I do feel for some of our neighbors because it’s going to be taking out, some of our neighbors,” Colyer Resident John Smith said.

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State College Connector leaving residents worried, PennDOT says it will benefit the future >

The 8-mile stretch will take out homes and farmland. However, District Executive for PennDOT District 2 Thomas Prestash says the project overall is for a better future.

“We want to make sure that it meets the needs of the community. You know, it’s a safe traveling highway because we are affecting property. So we want to make sure we take that input, take it back whether it’s access issues or noise or whatever issues out there so we can take that back to our team and make a better project,” Prestash said.

The thought of a four-lane highway going in their backyard has created anger and uncertainty for the future.

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“I don’t want to live next to a four-lane,” Colyer Resident Greg Smith said. “My wife and I, we work hard. All our lives were retired, and we bought these two pieces of property and put that house right there because to watch the sun come up over that pond. And now we’re going to see the sun come up over a four-lane highway.”

Smith moved to the area two years ago. After many years of hard work, their future is in question.

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General manager charged after State College Applebee’s reports \$33K missing

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“Number one reason. Safety. We recently had a fatality here. I mean, this new project will save lives,” Prestash said.

Many residents like Smith also agreed with Prestash.

“The accidents on that road and the devastation is horrendous. Every year, tractor-trailers and people are getting killed out on that road,” Smith said.

Many at the meeting just wanted to know what’s going to happen and for delays to stop. Construction is not predicted to start until at least 2030.

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The Sentinel

PennDOT advances Connector Project

Central alignment recommended in public meeting

BOALSBURG — The Pennsylvania Department of Transportation in collaboration with the Federal Highway Administration, moves forward with the State College Area Connector Project, a significant infrastructure undertaking designed to ease congestion and improve safety along Route 322 between Potters Mills and Boalsburg.

Following a public scoping meeting, PennDOT announced its recommended preferred alternative: the Central alignment.

The project aims to address long standing transportation challenges in the region. Eric Murnvack, Assistant District Executive for Design at PennDOT

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ject's core purpose.

“The purpose of this project is to improve roadway congestion by achieving acceptable levels of service and to address safety issues by reducing the predicted crash frequency along the US 322 corridor between Potters Mills and Boalsburg,” Murnyack stated. He added, “Additionally, the project will aim to provide a transportation network that meets driver expectations.”

Current conditions necessitate action. “High peak hour traffic volumes cause congestion and result in unacceptable levels of service on US 322 roadway and intersections,” Murnyack explained. “Existing roadway configurations and traffic conditions contribute to safety concerns in the project area. The roadway network and configuration in the project area lacks continuity and does not meet driver expectations.

After evaluating North, Central, and South alternatives, PennDOT selected the Central alignment. Murnyack detailed the factors influencing this decision. “The Central alternative is the recommended preferred alternative,” he confirmed. “It provides the best balance of impacts for all resources.”

Several key considerations supported this choice. The Central route involves the “least residential displacements,” and results in the “least impact to productive agricultural land,” considering both direct and indirect effects. It also means a “lower number of historic properties adversely affected,” and crucially “avoids an adverse effect to the Tusseyville Historic District.”

Environmental stewardship played a significant role. The Central alternative “incorporates bridges to avoid and minimize wetland and stream direct and indirect impacts,” and “avoids the headwaters of Spring Creek.”

Planners also noted its “low potential for encountering acid-producing rock,” and its avoidance of “the Stone Mountain Important Bird Area.” The alignment “minimizes effects on protected bat species.” Beyond environmental and residential concerns, the Central option “facilitates the relocation of the Potter Athletic Complex to a more desirable location.”

The alternatives presented in May reflect refinements made since an earlier presentation in August 2024. These changes address alignment shifts, environmental resources, and engineering features.

Regarding alignment shifts, Murnyack noted, “We changed all three alternative alignments from the Potters Mills Gap Interchange to the west of Dogtown Road to be identical and minimize farmland, water resources, and other resource impacts.” He continued, “We shifted the North Alternative in the Tusseyville area to minimize community impacts and changed Local 322 alignment in the Bear Meadows Road area to remain north of the new highway.”

Environmental considerations prompted more changes. “Minor shifts were made to avoid and minimize impacts throughout each of the alternatives,” Murnyack said. “Potential impacts for each of the refined alternatives were updated.”

Engineering features also saw development. “Access to properties along the new corridors was confirmed and new access added, where necessary,” Murnyack stated. The project team “established local road network connectivity through the project area,” and “located potential gated emergency access locations along the three alternatives with periodic crossovers along the roadway.” To manage roadway runoff, “Stormwater Management Basins were added.” Bridge locations were also “established throughout the corridor to avoid wetlands and waterway impacts.”

A public scoping meeting occurred on May 8 at the Wyndham Garden State College in Boalsburg, letting stakeholders view exhibits, ask questions, and provide comments.

Reflecting on the recent engagement, Murnyack commented, “Overall, the meeting went well. We received a lot of positive feedback on the identification of the recommended preferred alternative, and people are happy to see the project continue to move forward.”

Public input has been a consistent part of the planning process. “Feedback from the various public meetings has covered a variety of concerns,” Murnyack shared. “Key areas of concern include minimizing effects to water resources (wetland and streams), farmland, residential and commercial displacements; assessing noise impacts; maintaining access; locating the alternative alignment; and identifying a recommended preferred alternative.”

For those wishing to understand the potential effects of the selected route on local residents, businesses, and environmental features, PennDOT directs the public to a resource impact summary.

This summary can be accessed via the Department of Transportation’s website. Murnyack advised, “Please review the Impact Board with the title ‘Resource Impact Summary.’”

The project is currently in its Environmental Impact Statement (EIS) phase. “The EIS phase of the project will continue from now until Summer 2026 and will conclude with the combined Final Environmental Impact Statement / Record of Decision,” Murnyack outlined.

Following the ROD, the project will transition to its next stage. “After the ROD, we will proceed to Final Design for the project, which is scheduled to be completed by 2030,” he said. “During Final design, we will be completing ROW acquisition and Utility Clearance.”

Construction is expected to begin thereafter. “Construction is currently

A comment period for the meeting remains open through May 18. The public can submit written comments by mail to PennDOT District 2-0, attention Eric Murnyack or Leigh Woolridge, 70 PennDOT Drive, Clearfield, PA 16830. Comments are also accepted via email to emurnyack@pa.gov or lwoolridge@pa.gov or online through the study webpage.

As the State College Area Connector Project progresses, PennDOT continues to refine designs and engage with the community to deliver a transportation solution intended to serve the region for years to come.

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APPENDIX I – Other Notification Efforts

1. Potter Township Website Post

Meeting agenda items must be submitted to secretary@pottertownship.org no later than deadline below to accommodate posting as required by law. No exceptions.

- Board of Supervisors - 3pm the Thursday before the scheduled meeting
- Planning Commission - 3pm the Friday before the scheduled meeting
- Parks and Recreation - 3pm the Thursday before the scheduled meeting

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State College Area Connector Meeting on May 8th

April 22, 2025 | [PennDOT News](#), [PUBLIC NOTICES](#), [State College Area Connector](#)

Release April 11, 2025

Clearfield, PA – The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), is hosting a second public scoping meeting on the State College Area Connector Project on Thursday, May 8, from 4:00 PM to 8:00 PM at the Wyndham Garden State College, 310 Elks Club Road, Boalsburg, PA 16827. The study team will provide refined alternative alignments to the North, Central, and South alternatives presented in August 2024 along with PennDOT’s recommended preferred alternative to advance for further design.

This will provide an opportunity for stakeholders to view meeting exhibits and meet with the study team to ask questions and make comments. Written comments from the public regarding the project may be submitted by mail to PennDOT District 2-0, attention Eric Murnyack or Leigh Woolridge, 70 PennDOT Drive, Clearfield, PA 16830. Comments may also be submitted via email to emurnyack@pa.gov or lwoolridge@pa.gov or online via the study webpage www.PennDOT.pa.gov/SCAC.

The meeting materials and exhibits for this second public scoping meeting will also be available on the study webpage starting Monday, May 5, and will be presented in English. If you need accommodations or an interpreter, or have a disability and need assistance, special arrangements can be made to accommodate more needs. Please call PennDOT’s Community Relations Center at (814) 765-0598 before April 30 for assistance. Advance notice is requested as some accommodations may require additional time.

The purpose of the State College Area Connector project is to improve roadway congestion and address safety issues along the Route 322 corridor between Potters Mills and Boalsburg. Additionally, the project will aim to provide a transportation network that meets driver expectations.

Motorists can check conditions on major roadways by visiting www.511PA.com. 511PA, which is free and available 24 hours a day, provides traffic delay warnings, weather forecasts, traffic speed information and access to more than 1,000 traffic cameras. 511PA is also available through a smartphone application for iPhone and Android devices, by calling 5-1-1, or by [following regional X alerts](#).

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

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May 14, 2025

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April 22, 2025

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19 MAY, MON

20 MAY, TUE

● 7pm Tri-Municipal Park,

21 MAY, WED

● 7pm Board of Supervisor

22 MAY, THU

● 7pm Zoning Hearing Boa

Information about infrastructure in District 2, including completed work and significant projects, is available at www.penndot.pa.gov/D2Results. Find PennDOT's planned and active construction projects at www.projects.penndot.gov.

<https://www.pa.gov/agencies/penndot/news-and-media/newsroom/district-2/2025/second-public-scoping-meeting-for-state-college-area-connector-a.html>

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POTTER TOWNSHIP – CENTRE COUNTY – PA



The Potter Township Office
124 Short Road
Spring Mills, PA 16875
[\[Map | Directions \]](#)

Phone: (814) 364-9176
Secretary: Lisa Kroner
secretary@pottertownship.org
Hours: Monday–Friday 8am–Noon & 1–5pm

Public Works Supt: David Boliek
Pubic Works Phone: (814) 364-9314
roads@pottertownship.org

All Zoning issues are now handled by Penns Valley Code Enforcement Agency
Phone: 814-349-8177
info@PVCode.org

APPENDIX J – Meeting Handouts

1. SCAC Transportation Process Handout
2. SCAC Comment Form
3. Noise Barrier Brochure



What happens after this Public Meeting?

May 2025 Second
Public Scoping
Meeting

Prepare the Draft
Environmental
Impact Statement
(DEIS)/Section 404
Permit Application

Circulate the DEIS
for a 45-day
Comment Period and
Conduct a Joint
Public Hearing for
FHWA and USACE

Address Public and
Agency Comments
and Prepare a Final
Environmental
Impact Statement
(FEIS) and Record of
Decision (ROD)

What does it mean to prepare a joint DEIS/ Section 404 Permit for the State College Area Connector Project?

The State College Area Connector DEIS/Section 404 Permit is a comprehensive document that summarizes the overall project description, transportation needs, the project purpose, alternatives considered, the preferred alternative, and studies undertaken. It provides a preliminary assessment of the project's overall environmental effects, including potential impacts and mitigation measures. The DEIS is made publicly available for review and comment before a final version is prepared. The document will also include the Section 404 of the Clean Water Act draft permit.

What is a Public Hearing?

A public hearing is a formal, open proceeding where the public is provided a time slot to give public testimony or separately for private testimony to express their views on the project before the Federal Highway Administration (FHWA) and the US Army Corps of Engineers (USACE) makes a final decision on the project. Written testimony is also received.

What happens after the Comment Period and Public Hearing?

After the comment period for the DEIS ends and the comments reviewed, PennDOT will revise the document to correct technical errors and add any relevant new information that became available since the DEIS was published. The updated findings will be documented in a FEIS and sent to the FHWA for final review and signature on the ROD which concludes the environmental investigations and allows the project to proceed into final design and right-of-way acquisition.

state college area CONNECTOR



Pennsylvania
Department of Transportation

PennDOT.pa.gov/SCAC

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Email: _____

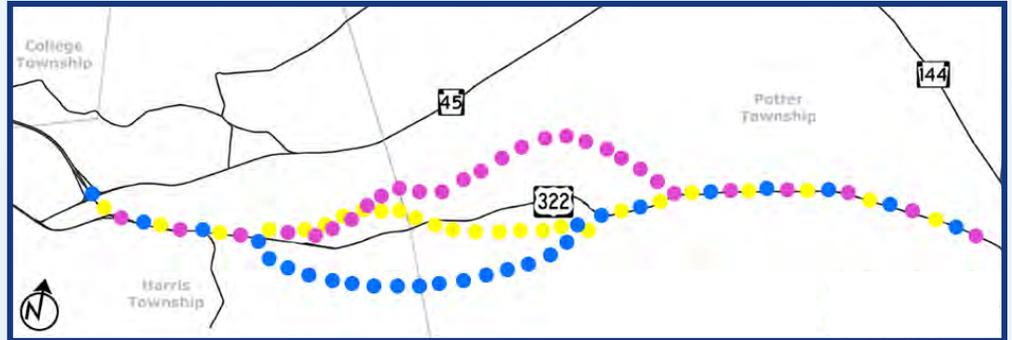
Address: _____

North Alternative (purple)

Central Alternative (yellow)

South Alternative (blue)

PennDOT has refined the three US 322 Build Alternative alignments presented at the August 2024 public scoping meeting. Based on your review of the meeting materials and using the map, please identify your key concerns for each of the alternatives.



state college area CONNECTOR



Pennsylvania
Department of Transportation

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(Please Print)

Please add me to your electronic mailing list

Name: _____

Email: _____

Address: _____

North Alternative (purple)

Central Alternative (yellow)

South Alternative (blue)

PennDOT has refined the three US 322 Build Alternative alignments presented at the August 2024 public scoping meeting. Based on your review of the meeting materials and using the map, please identify your key concerns for each of the alternatives.



1. What are your key concerns with the **North Alternative** (purple)? Please select all that apply.

- | | |
|--------------------------------------------|---------------------------------------------------------------------------|
| <input type="checkbox"/> Property Access | <input type="checkbox"/> Right of Way (e.g., acquisition, displacement) |
| <input type="checkbox"/> Cultural Resource | <input type="checkbox"/> Wildlife Habitat |
| <input type="checkbox"/> Farmlands | <input type="checkbox"/> Water Resources (e.g., wetlands and streams) |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Geological Formation (e.g., acid producing rock) |
| Other | <input type="text"/> |

2. What are your key concerns with the **Recommended Preferred Alternative-Central Alternative**. (yellow)? Please select all that apply.

- | | |
|--------------------------------------------|---------------------------------------------------------------------------|
| <input type="checkbox"/> Property Access | <input type="checkbox"/> Right of Way (e.g., acquisition, displacement) |
| <input type="checkbox"/> Cultural Resource | <input type="checkbox"/> Wildlife Habitat |
| <input type="checkbox"/> Farmlands | <input type="checkbox"/> Water Resources (e.g., wetlands and streams) |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Geological Formation (e.g., acid producing rock) |
| Other | <input type="text"/> |

3. What are your key concerns with the **South Alternative** (blue)? Please select all that apply.

- | | |
|--------------------------------------------|---------------------------------------------------------------------------|
| <input type="checkbox"/> Property Access | <input type="checkbox"/> Right of Way (e.g., acquisition, displacement) |
| <input type="checkbox"/> Cultural Resource | <input type="checkbox"/> Wildlife Habitat |
| <input type="checkbox"/> Farmlands | <input type="checkbox"/> Water Resources (e.g., wetlands and streams) |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Geological Formation (e.g., acid producing rock) |
| Other | <input type="text"/> |

1. What are your key concerns with the **North Alternative** (purple)? Please select all that apply.

- | | |
|--------------------------------------------|---------------------------------------------------------------------------|
| <input type="checkbox"/> Property Access | <input type="checkbox"/> Right of Way (e.g., acquisition, displacement) |
| <input type="checkbox"/> Cultural Resource | <input type="checkbox"/> Wildlife Habitat |
| <input type="checkbox"/> Farmlands | <input type="checkbox"/> Water Resources (e.g., wetlands and streams) |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Geological Formation (e.g., acid producing rock) |
| Other | <input type="text"/> |

2. What are your key concerns with the **Recommended Preferred Alternative-Central Alternative**. (yellow)? Please select all that apply.

- | | |
|--------------------------------------------|---------------------------------------------------------------------------|
| <input type="checkbox"/> Property Access | <input type="checkbox"/> Right of Way (e.g., acquisition, displacement) |
| <input type="checkbox"/> Cultural Resource | <input type="checkbox"/> Wildlife Habitat |
| <input type="checkbox"/> Farmlands | <input type="checkbox"/> Water Resources (e.g., wetlands and streams) |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Geological Formation (e.g., acid producing rock) |
| Other | <input type="text"/> |

3. What are your key concerns with the **South Alternative** (blue)? Please select all that apply.

- | | |
|--------------------------------------------|---------------------------------------------------------------------------|
| <input type="checkbox"/> Property Access | <input type="checkbox"/> Right of Way (e.g., acquisition, displacement) |
| <input type="checkbox"/> Cultural Resource | <input type="checkbox"/> Wildlife Habitat |
| <input type="checkbox"/> Farmlands | <input type="checkbox"/> Water Resources (e.g., wetlands and streams) |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Geological Formation (e.g., acid producing rock) |
| Other | <input type="text"/> |

The Noise Abatement Process

What Projects Are Eligible?

Only certain highway improvement projects are eligible for noise mitigation in Pennsylvania. These projects have the potential to alter the acoustical environment and are analyzed for noise impacts and abatement is considered. The scope of these types of projects include highways on new locations, substantial alteration of either the vertical and/or horizontal alignment on existing highways, and various other improvement projects, including certain auxiliary lanes, weigh stations, rest areas, etc.

Applying The Process To Eligible Projects

There is a specific process that PennDOT uses to identify communities that will be considered for noise abatement and to determine whether noise abatement measures can be implemented within state or federal guidelines. This process includes the following steps.

The first step in the process is to determine which land-uses in the project could be affected by the project. The Federal Highway Administration (FHWA) has established noise abatement criteria for various land uses which PennDOT uses to determine impacts and where abatement consideration is warranted. Locations such as residences, libraries, houses of worship, hospitals, schools and parks are often the most common land uses that receive abatement consideration.

Monitor Noise Levels

After noise-sensitive locations that may be affected by the proposed highway project have been identified, existing traffic noise levels are monitored at locations that are representative of affected neighborhoods. The results of the monitoring sessions are used to ensure that the noise prediction model will provide accurate results. Many people ask why their house was not monitored and as-

sume that they were not considered if monitoring was not done on their property. The monitoring, however, is used only to set and verify the prediction model and not as a basis for noise abatement decisions.

Noise Modeling

Computer modeling is performed with the FHWA TNM Model to assess future conditions in light of the proposed improvements. Noise projections are made for the worst-case future build condition using forecasted traffic information 20 years in future when the highway is at its maximum capacity. The design details and terrain modifications are included in the computer model and additional locations are added to comprehensively delineate the impacted areas.



Noise Abatement Consideration

The next step is where noise abatement is considered at the noise-impacted locations. If you attend a public meeting for a highway project that includes a discussion of noise issues, you may hear people talking about warranted, feasible and reasonable. The terms describe the three steps PennDOT must take when considering noise abatement for noise-sensitive areas.

To determine whether abatement consideration is warranted, we compare the noise modeling projections to the noise impact criteria for the land use. Using criteria based on FHWA guidelines, abatement is warranted if the future noise levels ap-

proach or exceed the noise abatement criteria or are elevated by 10 decibels [dB(A)] above the existing conditions. PennDOT defines an impact for residential areas as 66 dB(A). For communities where noise abatement consideration is warranted, the next step is to consider whether the noise abatement would be feasible for each affected community. Traffic noise abatement is typically provided by using highway noise walls. Feasible noise walls are those that provide at least 5 dB(A) of noise reduction to noise sensitive locations and pose no safety, engineering, or access restrictions.

If a noise wall system is determined to be feasible, the next step is to determine whether or not the wall is reasonable for construction. For a wall to be reasonable it must be cost effective and maintenance, constructability, drainage and utility impacts, as well as the desires of the affected residents, must be considered.

Your Role in the Process

For some highway projects, more than one alternative design is considered. The design of noise walls begins when a final alignment has been selected for the highway. During noise wall design process, you will have opportunities to have your concerns addressed through public meetings. To fully participate, try to attend these meetings, fill out all project questionnaires, and voice your concerns and opinions. It is during these meetings that the affected community gets to choose the texture and color of the wall facing the residents.

When it is determined that a noise wall is warranted, feasible and reasonable, public preferences are considered. If the majority of affected residents do not want the noise wall, the wall will not be constructed.

Sound Principles About Traffic Noise

Keep in mind these decisions are final and if a community decides it does not want a wall, it cannot return at a later time to request a wall. PennDOT only recommends a noise wall if determined to be warranted, feasible and reasonable and desired by the affected community.



work the same as most other familiar scales. A sound that increases by 10 decibels is said to double in loudness. Therefore, a source will sound twice as loud if its level increases from 60 to 70 decibels and four times as loud if its level increases from 60 to 80 decibels.

When the number of sound sources is doubled – such as two honking horns instead of one – the noise level increases by 3 decibels. A 3 decibel change is barely noticeable to most people. Since we don't have the same sensitivity to all frequencies or pitches, the A-weighted scale was developed, and is used for highway traffic noise evaluation.

mally true for vehicular speeds over 30 miles per hour. Highways are typically dominated by tire noise while local streets are typically dominated by engine and exhaust noise. The overall noise level generated by vehicles on a highway depends on the number of vehicles, the speed of the vehicles, and the types of vehicles. The figures below show generally how these factors influence noise levels.



Traffic Noise Generation

When a sound source is stationary, it is called a point source and it radiates sound equally in all directions like a pulsing sphere. When many sound sources are moving in a line, the sound radiates like a pulsing cylinder from the sources. Traffic noise is generated in this fashion. It is important to distinguish point sources from line sources because each has different characteristics.

Noise is rated on a decibel scale. This scale was designed to match our hearing mechanism and does not

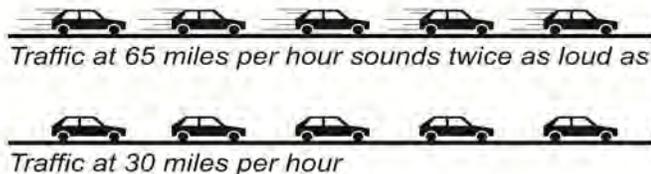
Traffic Noise Sources

The principal noise sources of highway vehicles are the exhaust system, engine, and tires. Exhaust noise is typically controlled by mufflers, assuming they are used and are functioning properly. Engine noise can only be controlled by vehicle manufacturers and proper maintenance, factors that PENNDOT has no control over. Tire noise is generated by the interaction of each vehicle's tires with the road surface. Engine and exhaust noise are usually louder than tire noise at vehicular speeds under 30 miles per hour. The reverse is nor-

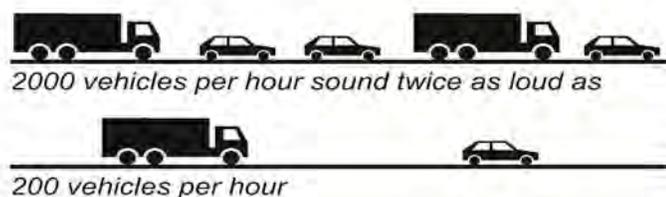
Traffic Noise Propagation

The travel, or propagation, of traffic noise depends mainly on three factors — atmospheric effects, ground effects, and spreading effects. Atmospheric conditions change the direction of sound travel and constantly change. Ground conditions also affect sound travel.

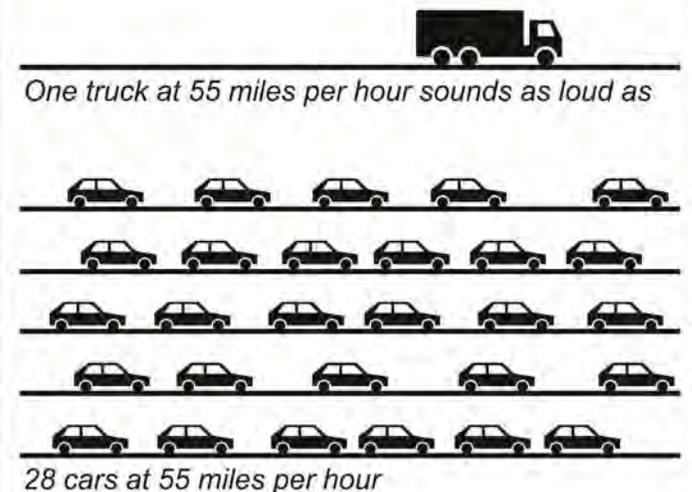
How Speed Affects Traffic Noise



How Traffic Volume Affects Noise



How Trucks Affect Traffic Noise



Managing Our Environment: Traffic Noise Abatement

Sound will travel farther over a hard reflective surface than one covered with vegetation. Spreading effects diminish sound at a constant rate as the sound travels away from its source. Sound from a line source – such as a highway – decreases at a rate of approximately 3 dB(A) per doubling of distance from the source.

Principles of Outdoor Sound Control

When trying to solve a noise problem, we look for practical solutions in terms of treating the source of the noise, and the path between the noise source and the listener. Since the source of traffic noise is the combination of vehicles on a highway, the only practical option is to try to reduce the noise along the path between the highway and the listeners.



The most common outdoor noise reduction method is the construction of noise barriers. These barriers can take different forms, as long as they break the line-of-sight between the vehicles on the highway and affected residential communities. Barriers can be in the form of walls or topographical changes. Topographical changes can occur by building earth berms or hills between the highway and the communities or by depressing the highway. To be effective, any noise barrier must be solid. Fences or vegetation have minimal effectiveness as barriers. Because noise walls are open to the air above and around them, sound bends over and around them – just as light bends around obstructions – through the principle of diffraction. Diffraction limits the effectiveness of any wall to a maximum noise reduction of 10 to 15 decibels,

independent of the material used. Typical reductions usually range from 5 to 10 decibels.

Highway Design Options

Highway design options to minimize traffic noise include building roadways as far as possible from noise-sensitive locations, depressing roadways, and avoiding steep inclines in roadways. Building highways several hundred feet from noise-sensitive locations will minimize noise exposure. Where this is impractical, highways can be built closer to areas that are not noise-sensitive, such as industrial areas. Building highways below ground level creates natural walls between the highways and any noise sensitive locations. Steep inclines in roadways cause more noise to be generated by vehicles, especially trucks, as they accelerate uphill and decelerate downhill. A level roadway elevation avoids this extra noise generation.

Noise Walls & Other Available Abatement Options

In Pennsylvania, the noise abatement options considered most often are alternative highway designs and noise wall construction. Designs that would minimize noise while not compromising safety and practicality are incorporated into highway plans. PENNDOT only uses noise walls that have been approved through a rigorous product evaluation process to ensure safety, integrity, longevity, and preservation of aesthetics. The pictures on the back page of this brochure show some of the different types of noise abatement options PENNDOT has available. Consult the local PENNDOT Engineering District for color and texture availability in your area.



Sound Pressure Levels for Common Sources		
dB(A)	Perception of Loudness	Sound Sources
10	1/6 as loud as 50 dB(A)	Normal breathing
20	1/8 as loud as 50 dB(A)	Broadcast studio
30	1/4 as loud as 50 dB(A)	Library
40	1/2 as loud as 50 dB(A)	Refrigerator
50	Reference level	Clothes dryer
60	2 times louder than 50 dB(A)	Air conditioning unit
70	4 times louder than 50 dB(A)	Pick-up truck @ 50mph, 50'
80	8 times louder than 50 dB(A)	Medium truck @ 50mph, 50'
90	16 times louder than 50 dB(A)	Motorcycle @ 50mph, 50'
100	32 times louder than 50 dB(A)	Jet flyover @ 1000'

Sound Decisions About Highway Noise Abatement

Noise Walls in Your Backyard

Construction of Noise Walls

The actual cost of noise walls can often be more than \$2 million a mile under normal conditions and can become more than \$3 million a mile if noise walls have to be placed on bridges or involve other special designs, such as retaining walls. The costs to the impacted community for the installation of a noise wall may include some loss to back yard area due to the need to acquire right-of-way to construct the wall. If there are trees growing in the area where the noise wall will be constructed, it is most likely that they will have to be removed to accommodate the construction. However, efforts will be made to save as many trees as possible.

Generally speaking, it is best to locate noise walls as close as possible to either the highway or the impacted community to be most effective. Either way, the walls will be built on PENNDOT owned right-of-way and will be the property of the Department.

aged panels. Generally speaking, the Department does not provide landscaping on the residential side; however, if homeowners wish to maintain the area between the wall and the property line, they are encouraged to discuss their plans with PENNDOT.

Maintenance of Noise Walls

The maintenance of noise walls is the responsibility of PENNDOT. There may be some restrictions to building permanent structures in the area between the noise wall and the homeowner property line, so that PENNDOT may gain access to the residential side of the wall to perform occasional maintenance or replace damaged panels.



OPTIONS FOR NOISE ABATEMENT



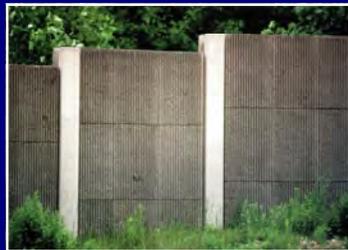
GRAPE STAKE



FUZZY RAKE



ASHLAR STONE



FRACTURE FIN



SHIP LAP



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For more information about PennDOT's noise abatement policy and how it is applied, or about how noise is perceived, measured and controlled, contact your local PennDOT Engineering District or log on to PennDOT's website at www.dot.state.pa.us.

APPENDIX K – Display Boards

1. Transportation Development Process and Schedule
2. Preliminary Engineering and Environmental Studies
3. State College Area Connector EIS Process
4. What Did We Hear at the August 2024 Meeting?
5. What's Changed Since the August 2024 Meeting?
6. Purpose and Needs
7. Typical Build Alternative Roadway Sections
8. Typical Rural and Urban Roadway Sections
9. PA 45 Urban Roadway Section
10. Local 322 Urban Roadway Section
11. Anticipated Traffic Volumes
12. North Alternative Map
13. Central Alternative Map
14. South Alternative Map
15. North Alternative Pros and Cons
16. Central Alternative Pros and Cons
17. South Alternative Pros and Cons
18. Recommended Preferred Alternative Summary
19. Potential Impact Summary
20. Agricultural Resources Map
21. State and Federal Laws that Protect Farmland
22. Farmland Evaluation Process
23. Natural Resources
24. Above Ground Historic Resources
25. Section 106 Process
26. Section 106 Consulting Party Process
27. Socioeconomic Resources
28. North Alternative Noise Resources
29. Central Alternative Noise Resources
30. South Alternative Noise Resources
31. Noise Study Process
32. Sound Level Example

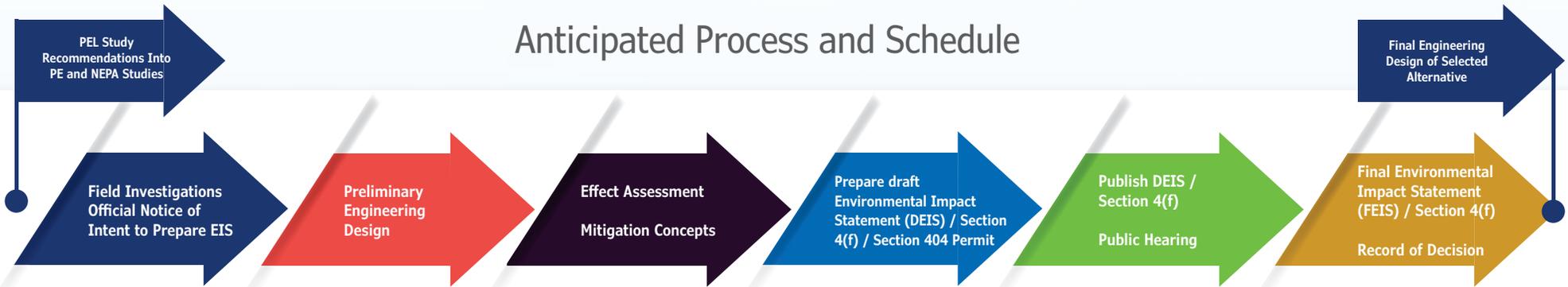
What is the Process for Advancing Transportation Projects and the Proposed Schedule?

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



Preliminary Engineering and Environmental Studies

Anticipated Process and Schedule



- Issue Intent to Enter Letters
- Agricultural Operation Interviews
- Wetland/Stream Delineations
- Traffic Counts
- Plant/Wildlife Species Survey
- Historic Resource Surveys
- Waste Site Investigations
- Ambient Noise Monitoring

FALL 2023 / SUMMER 2024

- Detailed Traffic Modeling
- Engineering Design Layout for Roadway, Bridge/Culverts, Storm water, Retaining Walls, Interchanges
- Design adjustments to avoid and minimize environmental features

WINTER 2023 / FALL 2024

- Noise Study
- Air Quality Study
- Historic Effects Determination
- Community Effect Assessment
- Assess Environmental Impacts
- Section 4(f) Potential Use
- Identify mitigation concepts

WINTER 2024 / SPRING 2025

- Document:**
- Purpose and Need Alternatives Considered
 - Environmental Setting
 - Environmental Effects
 - Public and Agency Involvement
 - Recommended Preferred Alternative
 - Section 4(f) Evaluation
 - Mitigation
 - Section 404 Permit

SUMMER 2025 / FALL 2025

- Public Notice of DEIS Availability
- Hold Public Hearing
- Address Public and Agency Comments

FALL 2025

- Prepare FEIS / Record of Decision (ROD) which includes Selected Alternative
- Circulate FEIS / ROD
- FHWA Signs ROD for Environmental Clearance

FALL 2025 / SUMMER 2026



Public and Agency Engagement



PUBLIC MEETING:

Build Alternative corridor alignments and updated traffic and environmental data information



WE ARE HERE

PUBLIC MEETING:

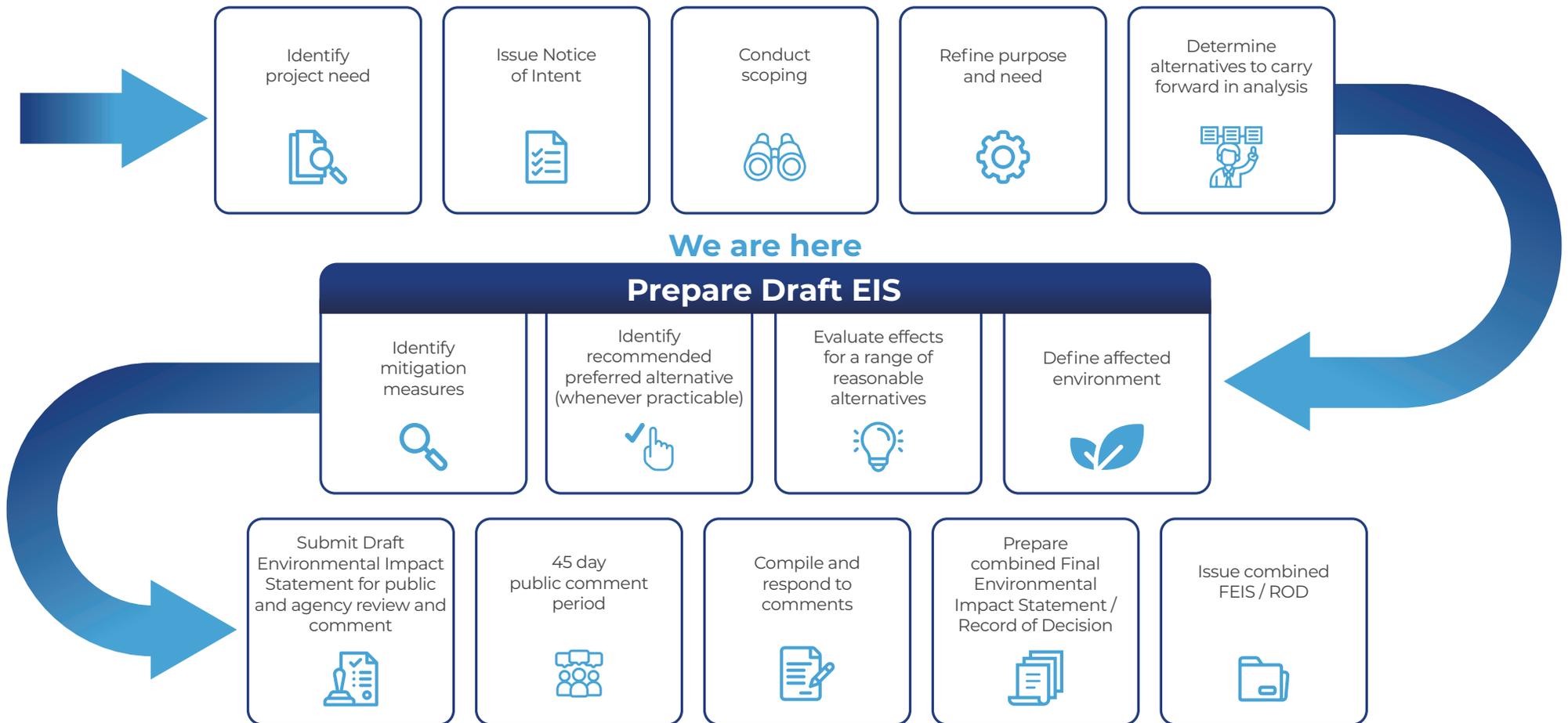
Revised Build Alternative corridor alignments and recommended preferred alternative, environmental and traffic effects



PUBLIC HEARING:

Comment on the Draft EIS and official recommended preferred alternative

State College Area Connector EIS Process

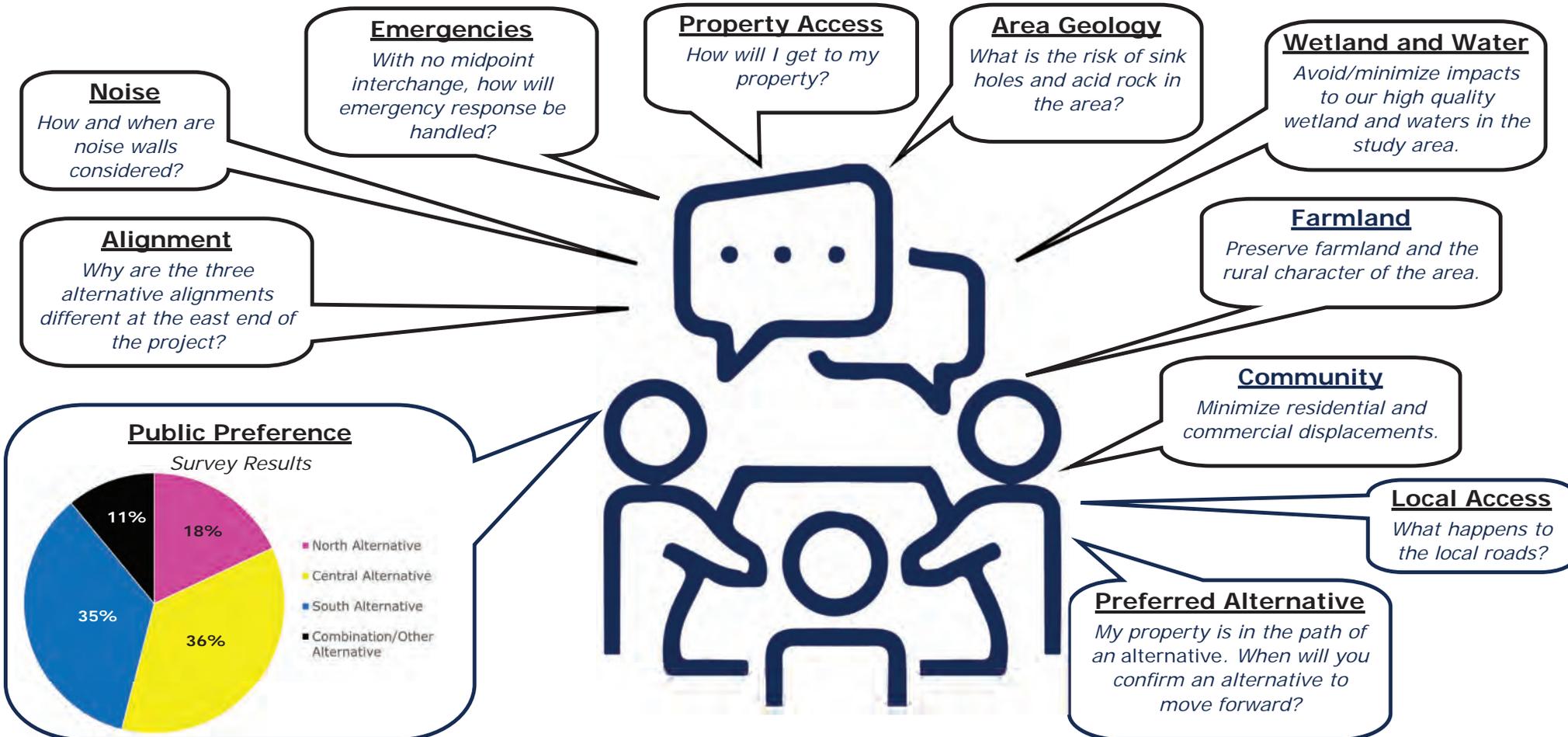


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Alignment Shifts

- Changed all three alternative alignments from the Potters Mills Gap Interchange to west of Dogtown Road to be identical and minimize farmland, water resources, and other resource impacts.
- Shifted the North Alternative in the Tusseyville area to minimize community impacts.
- Changed Local 322 alignment in the Bear Meadows Road area to remain north of the new highway.

Engineering Features

- Confirmed access to properties along the new corridors and added in new access, where necessary.
- Established local road network connectivity through the project area.
- Located potential gated emergency access locations along the three alternatives with periodic crossovers along the roadway.
- Added Stormwater Management Basins to collect roadway runoff.
- Established bridge locations throughout the corridor to avoid wetlands and waterway impacts.

Environmental Resources

- Made minor shifts to avoid and minimize impacts throughout each of the alternatives.
- Updated potential impacts for each of the refined alternatives.

Recommended Preferred Alternative

- Identified the Central Alternative as the Recommended Preferred Alternative.

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Project Purpose

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

Project Needs

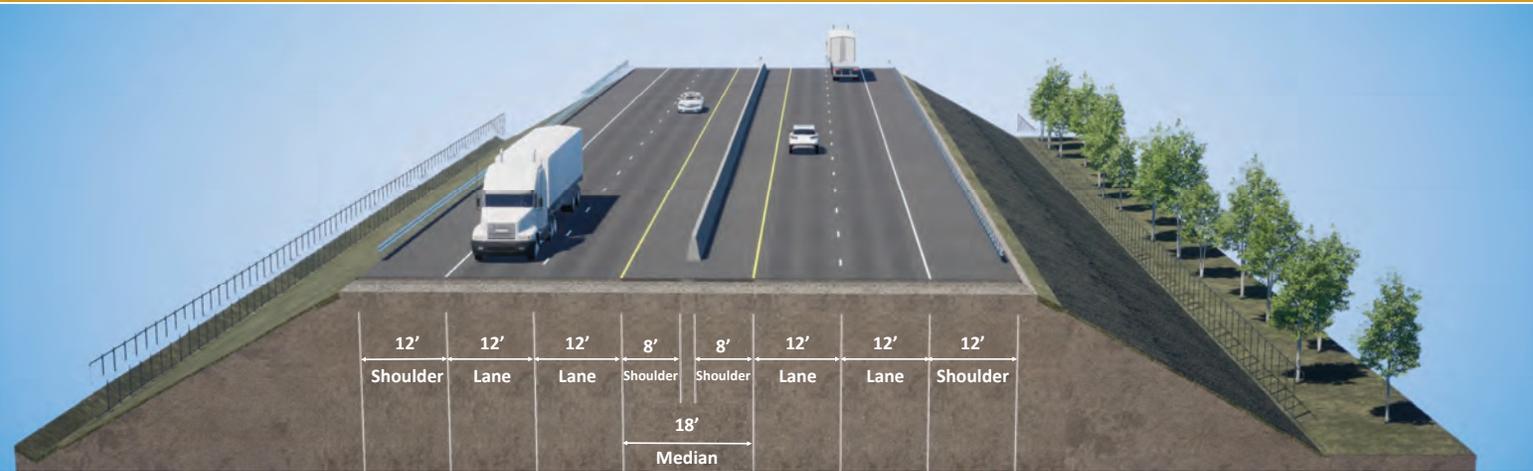
- High peak hour traffic volumes cause congestion and result in unacceptable Levels of Service on US 322 roadway and intersections.
- Existing roadway configurations and traffic conditions contribute to safety concerns in the project area.
- The roadway network and configuration in the project area lacks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

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Section used at western and eastern ends of the Build Alternative

Western End:

Mt. Nittany Expressway to Bear Meadows Road

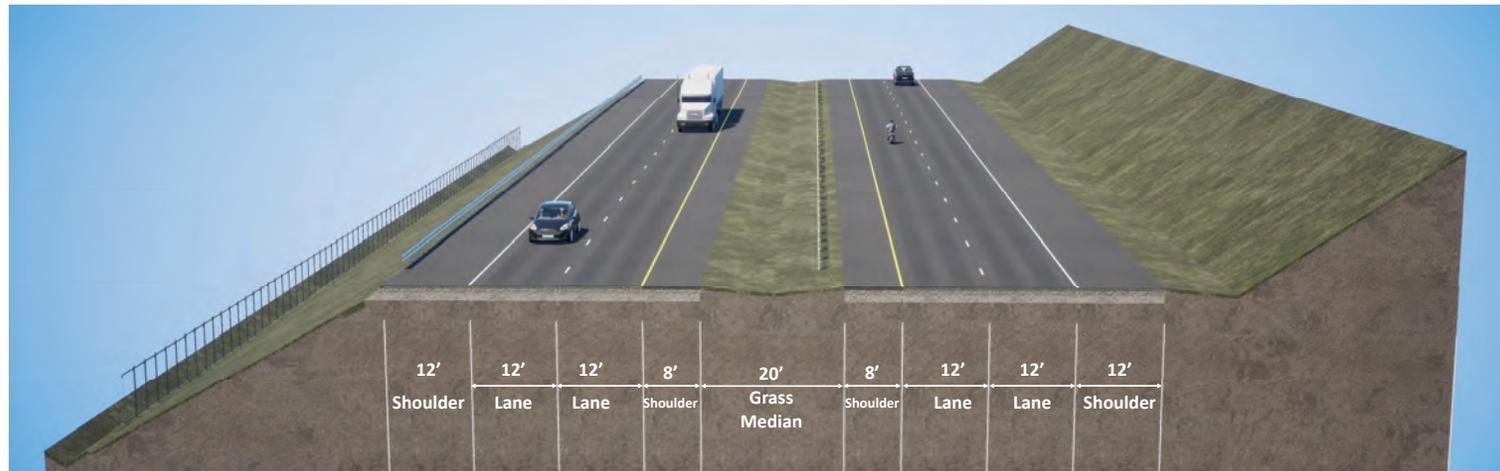
Eastern End:

US 322 at Potters Mills Gap to Tusseyville Area

Section used in the middle portion of the Build Alternative

Middle Area:

Bear Meadows Road to Tusseyville Area



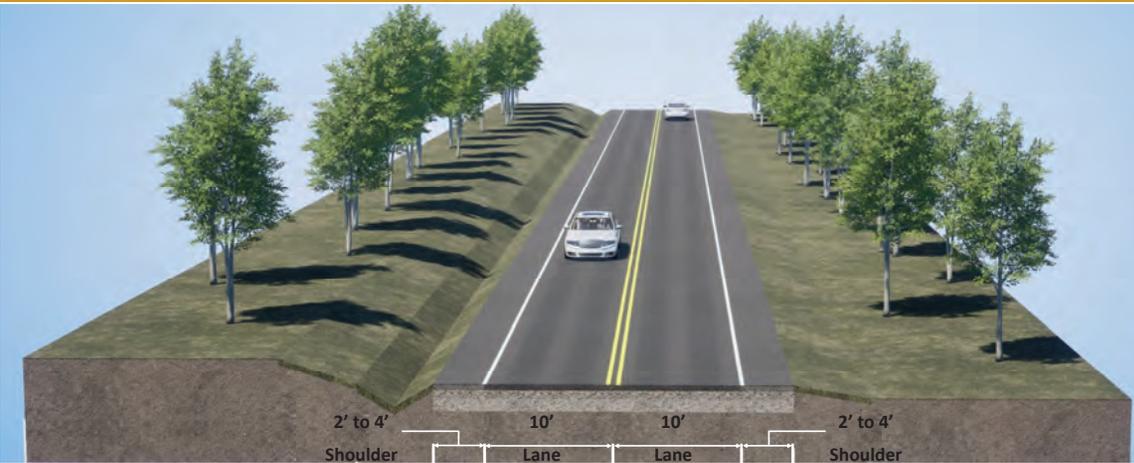
Typical Build Alternative Roadway Sections

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Rural Roadway Typical Section
in Harris and Potter Townships

Urban Roadway Typical Section
in Harris Township

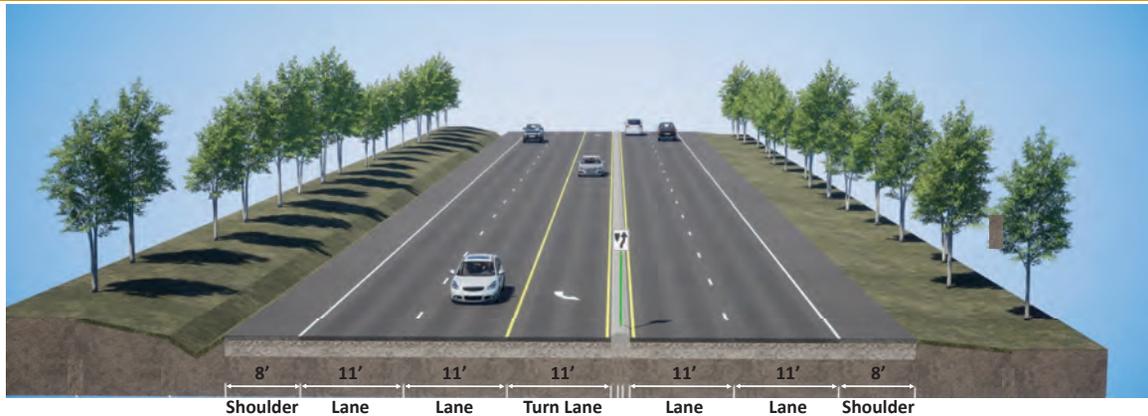


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PA 45 Urban Roadway Typical Section

PA 45 in Harris Township from Boal Avenue to proposed SPUI Interchange



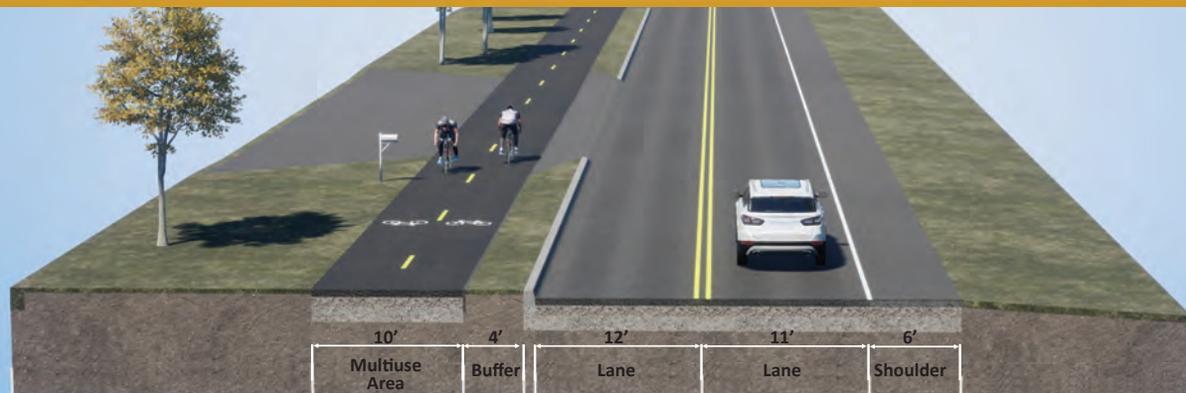
Rendering of Urban Roadway
Typical Section

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Urban Roadway Typical Section Adjacent to Build Alternative

Local 322 in Harris Township from Discovery Drive to Bear Meadows Road showing shared used path with municipal agreement

Rendering of Local 322 Urban Roadway Section



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	Roadway Section		Average Daily Traffic Volume (% trucks)	
	From	To	Year 2050 No-Build	Year 2050 Build*
US 322	Warner Boulevard (SR 3010) Interchange	PA 45 Interchange	22,700 (20%)	26,200 (20%)
	PA 45 Interchange	PMG Interchange	13,650-18,350 (23-29%)	26,400 (24%)
	PMG Interchange	Seven Mtns Interchange	23,900 (22%)	23,900 (22%)
PA 45	Boalsburg Road	Boal Avenue	13,350 (3%)	13,500 (3%)
	Business 322	US 322 Interchange Ramps	8,400 (4%)	11,200 (3%)
	US 322 Interchange Ramps	Local 322	10,450 (5%)	12,400 (5%)
	Local 322	Indian Hill Road	10,450 (5%)	9,800 (5%)
Boal Avenue	PA 45	US 322/Local 322	7,850 (4%)	3,400 (5%)
Local 322	PA 45	Elks Club Rd	18,350 (23%)	3,400 (5%)
	Elks Club Rd	Wagner Rd/ Taylor Hill Rd	17,400 (24%)	2,000-2,400 (5%)
	Wagner Rd/ Taylor Hill Rd	Mountain Back Rd/ Red Mill Rd	17,400 (24%)	1,000 (5%)

* North, Central, and South Alternatives function the same relative to traffic operations.



SOUTH ALTERNATIVE

HARRIS
TOWNSHIP

POTTER
TOWNSHIP

SOUTH ALTERNATIVE



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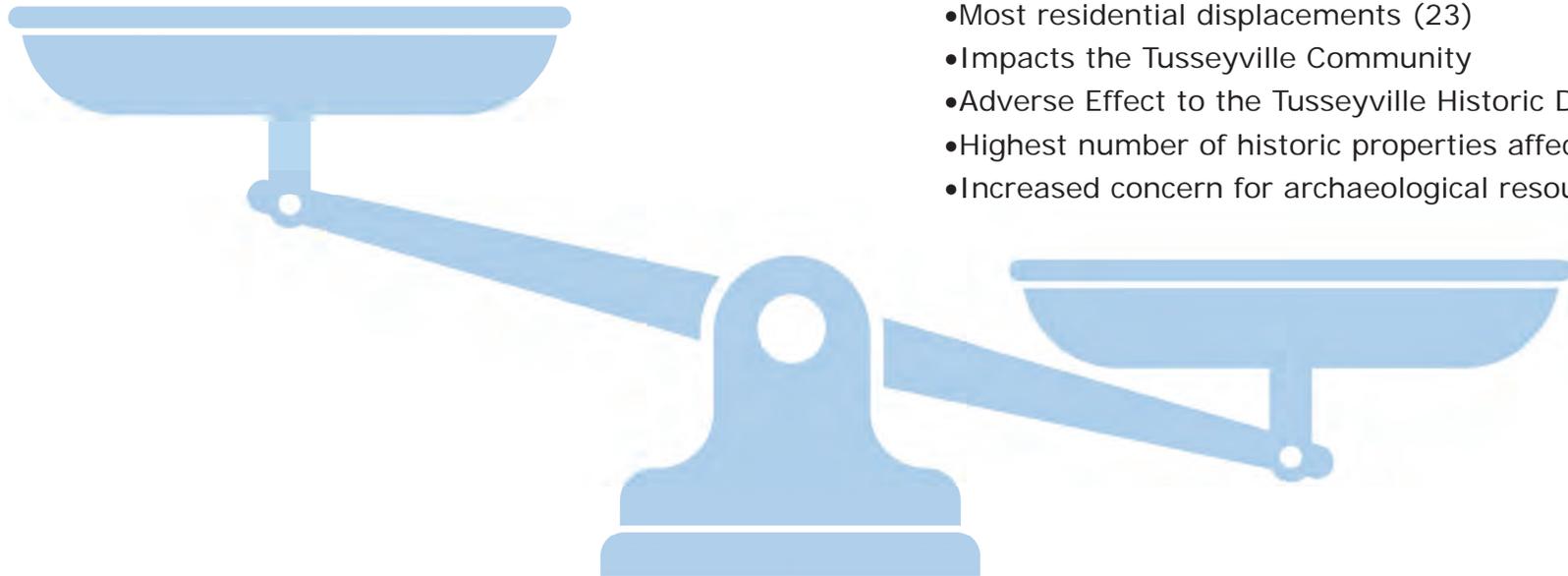
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Pros:

- Avoids headwaters of Spring Creek
- Avoids Spring Creek tributaries
- Avoids Important Bird Areas
- Minimizes effects on protected bat species
- Low potential for encountering acid producing rock (APR)

Cons:

- Highest impacts to productive agricultural land
- Most residential displacements (23)
- Impacts the Tusseyville Community
- Adverse Effect to the Tusseyville Historic District
- Highest number of historic properties affected
- Increased concern for archaeological resources



NORTH ALTERNATIVE

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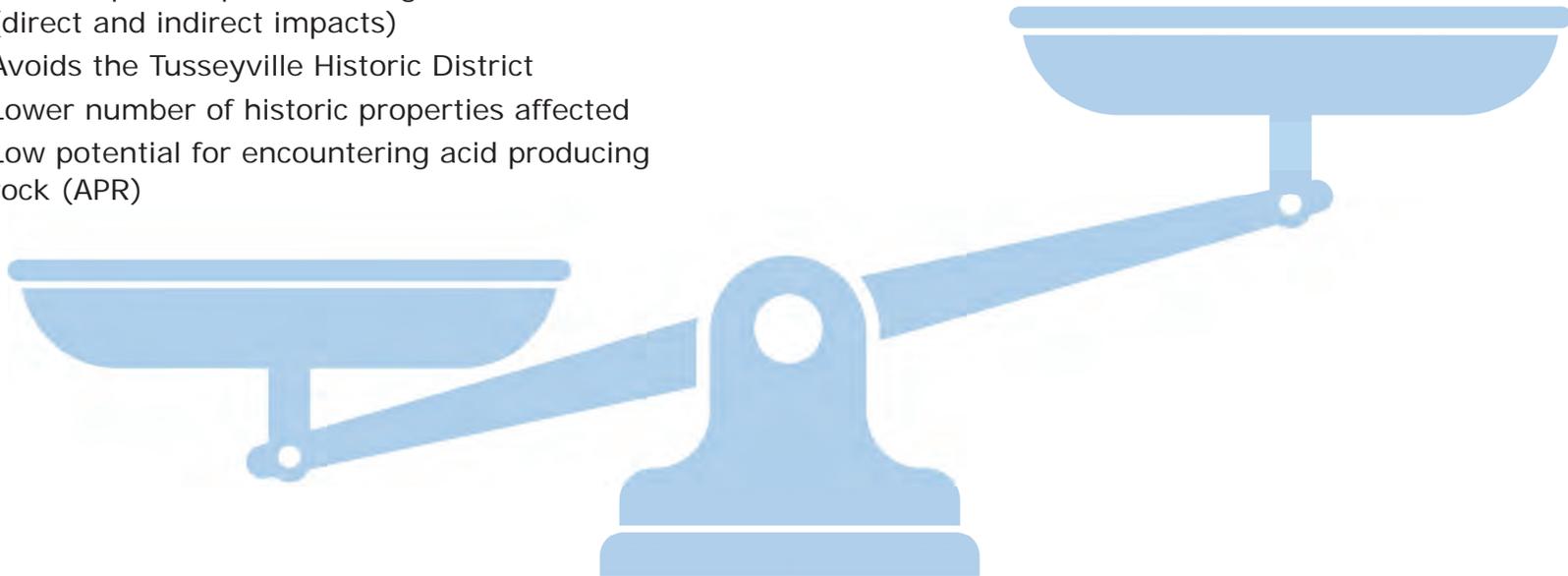
CENTRAL ALTERNATIVE

Pros:

- Avoids headwaters of Spring Creek
- Avoids Important Bird Areas
- Minimizes effects on protected bat species
- Least residential displacements (16)
- Least impact to productive agricultural land (direct and indirect impacts)
- Avoids the Tusseyville Historic District
- Lower number of historic properties affected
- Low potential for encountering acid producing rock (APR)

Cons:

- Bridges needed to avoid and minimize wetland and stream impacts



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Pros:

- Least wetland impacts
- Least direct impacts to productive agricultural land
- Avoids the Tusseyville Historic District
- Lower number of historic properties affected

Cons:

- Highest overall impacts to streams
- High impacts to the headwaters of Spring Creek
- High impacts to Important Bird Areas
- High impacts to forest land
- Higher effects on protected bat species
- Higher potential for encountering acid producing rock (APR)
- Higher potential for encountering water quality concerns from construction (APR and thermal)
- Higher potential for indirect hydrologic impacts to streams and wetlands from construction
- Regulatory agencies expressed concerns with potential impacts with APR, hydrologic and indirect impacts



SOUTH ALTERNATIVE

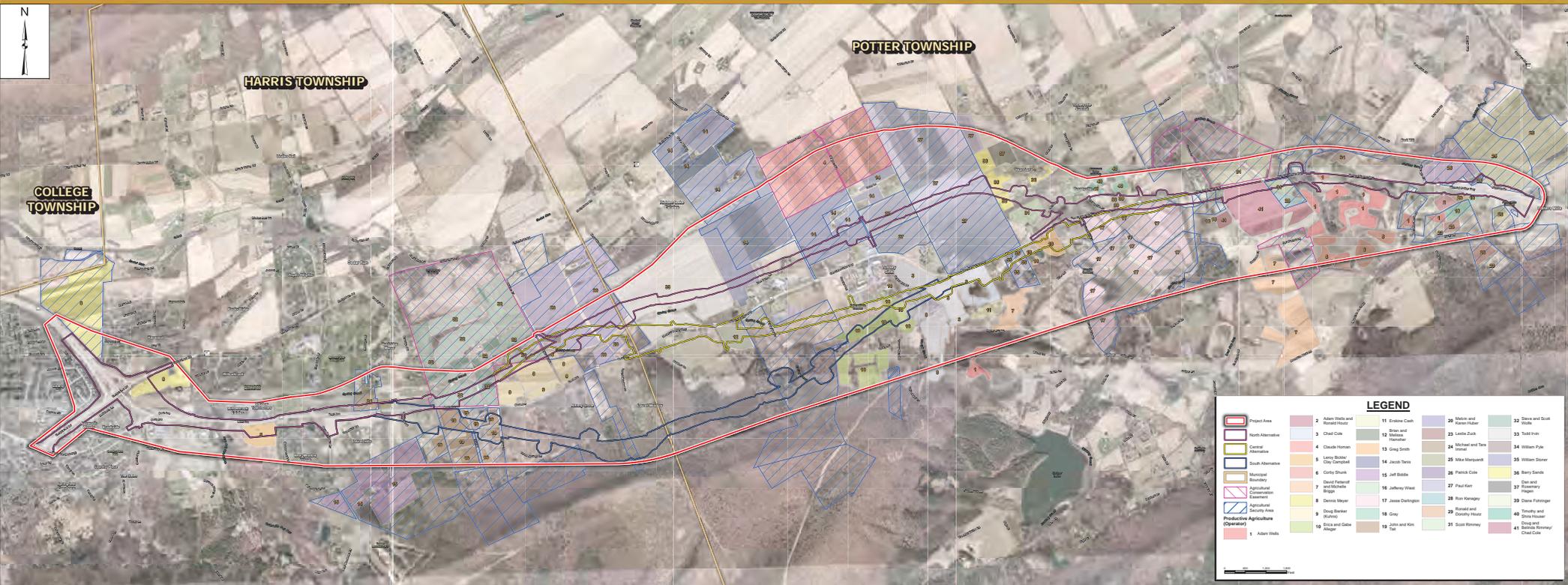


RECOMMENDED PREFERRED ALTERNATIVE— CENTRAL ALTERNATIVE

- Provides the Best Balance of Impacts for all Resources
- Least Residential Displacements
- Least Impact to Productive Agricultural Land (Direct and Indirect Impacts)
- Lower Number of Historic Properties Adversely Affected
- Avoids an Adverse Effect to the Tusseyville Historic District
- Incorporates Bridges to Avoid and Minimize Wetland and Stream Direct and Indirect Impacts
- Avoids the Headwaters of Spring Creek
- Low Potential for Encountering Acid Producing Rock
- Avoids the Stone Mountain Important Bird Area
- Minimizes effects on protected bat species
- Facilitates the Relocation of the Potter Athletic Complex to a more Desirable Location

Environmental Resources Potential Impact Summary

Feature		North		Central		South		
NATURAL RESOURCES	Agriculture							
	Productive Agricultural Land, Direct (acres)	144		118		104		
	Productive Agricultural Land, Indirect (acres)	47		45		78		
	Productive Agricultural Land, Total (acres)	191		163		182		
	Farm Operations Impacted (#)	21		19		15		
	Agricultural Conservation Easements (within Productive Agricultural Land) (acres)	18		16		0		
	Agricultural Security Areas (within Productive Agricultural Land) (acres)	72		34		39		
	Water Resources							
	Wetlands (within overall LOD) (acres)	25		30		18		
	Wetlands (Within bridge footprint, spanned to avoid direct impacts) (acres)	10		15		10		
	Wetlands (Indirect impacts due to loss of upstream flow) (acres)	-		-		4		
	Wetlands Total (acres)	15		15		12		
	Streams (# of crossing linear feet)	25	5,125	37	9,404	47	10,489	
	Streams (Within bridge footprint, spanned to avoid impacts) (# of crossing linear feet)	15	3,521	28	5,991	22	5,320	
	Streams (Indirect impacts due to loss of upstream flow) (linear feet)	-	-	-	-	11	3,209	
	Streams Total (# of crossing linear feet)	10	1,604	9	3,413	36	8,378	
	Ponds/Lakes (# acres)	8	3.43	9	2.60	10	2.08	
	100 Yr. Floodplains (acres)	14		15		13		
	Terrestrial Habitat and Threatened and Endangered Species							
	Forested/Wooded Habitats (acres)	24		31		123		
	Bat Swarming Area (Combined) (acres)	91		77		77		
Important Bird Areas (acres)	0		2		110			
Clearwater Conservancy Easements (acres)	18		37		26			
Geologic Resources								
Potential for Encountering Acid Producing Rock	Very Low		Low		High			
Potential for Encountering Sinkholes	High		Moderate		Low			
CULTURAL RESOURCES	Historic Resources							
	NRHP Eligible Property (#)	6		4		4		
	Penns Valley/Brush Valley Rural Historic District Contributing Resource (# of resources adversely affected acres converted)	21	424	15	433	14	469	
	Tusseyville Historic District Contributing Resource (# of resources adversely affected acres converted)	7	6	0	0	0	0	
	Archaeological Resources							
	Known Archaeological Sites (#)	4		5		5		
	Historic Period Archaeological Sensitivity Area (acres)	20		21		23		
Statewide Prehistoric/Pre-Contact Model - High Probability Area (acres)	107		116		75			
SOCIOECONOMIC RESOURCES	Socioeconomic Resources							
	Residential Units Displaced (#)	23		16		18		
	Commercial Properties in Limits of Disturbance (non-ag operations) (#)	3		2		2		
	Parks/Recreation Areas (# acres)	0	0	1	8.22	1	0.04	
	Potential Waste Sites (#)	21		13		13		



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PA Act 100 of 1979 – established the Agricultural Lands Condemnation Approval Board as an independent administrative board with approval authority over the condemnation of productive agricultural land for highway projects.



PA Act 43 of 1981 – enables landowners to propose the creation of Agricultural Security Areas (ASAs) to municipal governments. Under PA Act 43, an application for approval to condemn non-exempt ASA lands in agricultural production must be filed with ALCAB.



4 Pa Code Chapter 7, § 7.301 et seq. Agricultural Land Preservation Policy (ALPP) – outlines agricultural preservation standards that all state agencies must support. It is intended to protect and preserve the Commonwealth's "prime agricultural land." "Prime agricultural land" is categorized into five priority categories: preserved farmland; Agricultural Security Areas; farmland enrolled in Act 319 (Clean and Green); agricultural zoning; and farmland with soil capability classes I-IV.



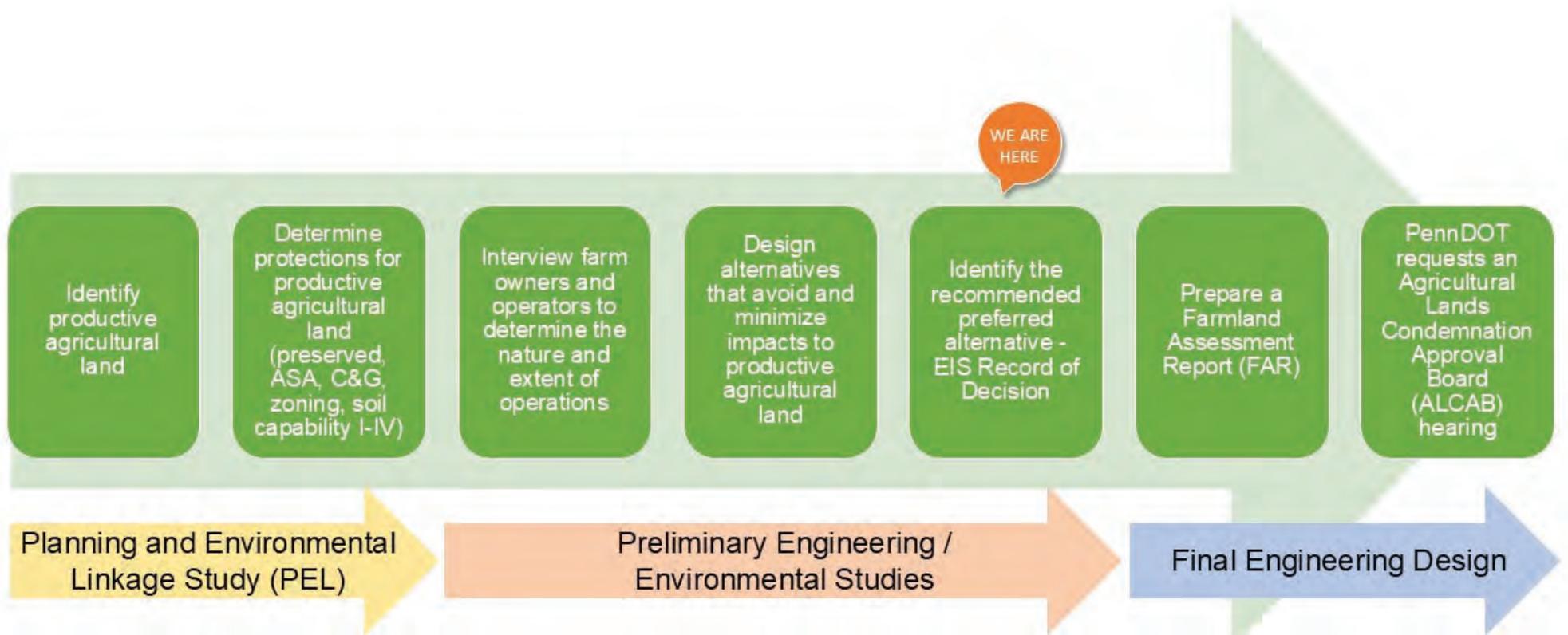
7 U.S.C. § 4201, Farmland Protection Policy Act (FPPA) of 1981 – The purpose is to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural use. The Act recognizes the four categories of farmland soils: Prime Farmland Soils; Unique Farmland Soils; Farmland Soils of Statewide Importance; and Locally Important Farmland Soils. Land does not have to be in active agricultural use for consideration under this program.

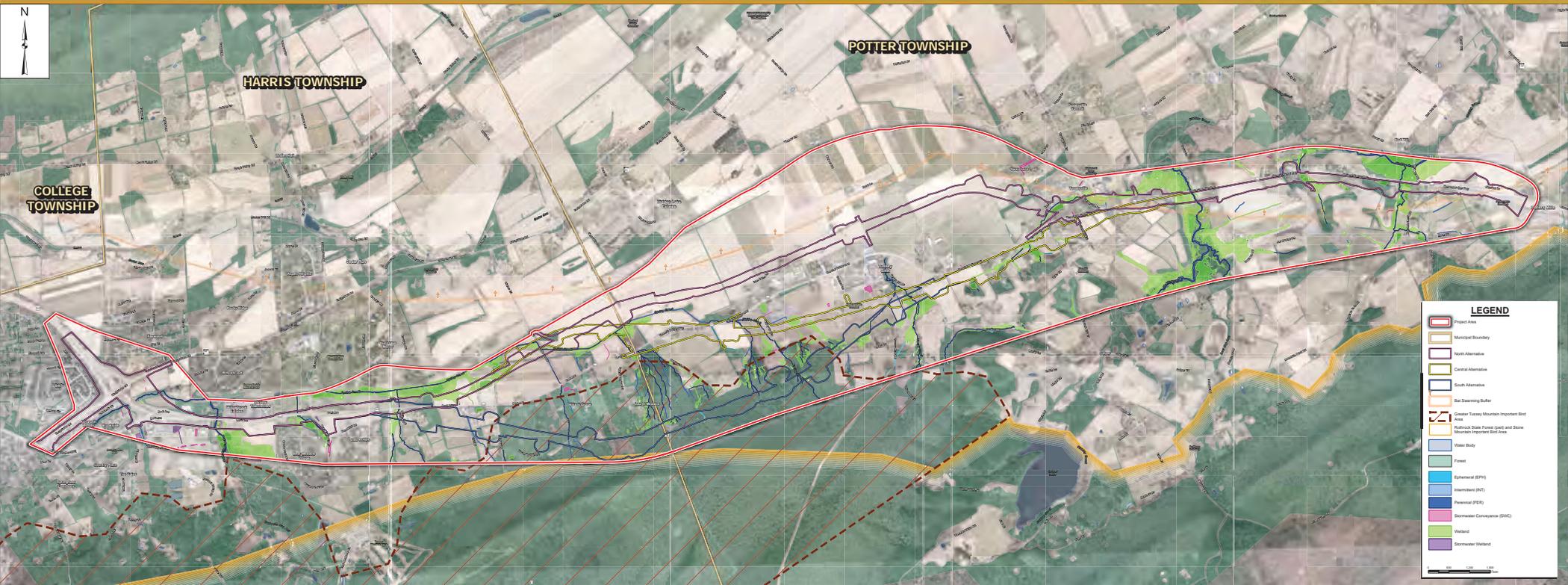
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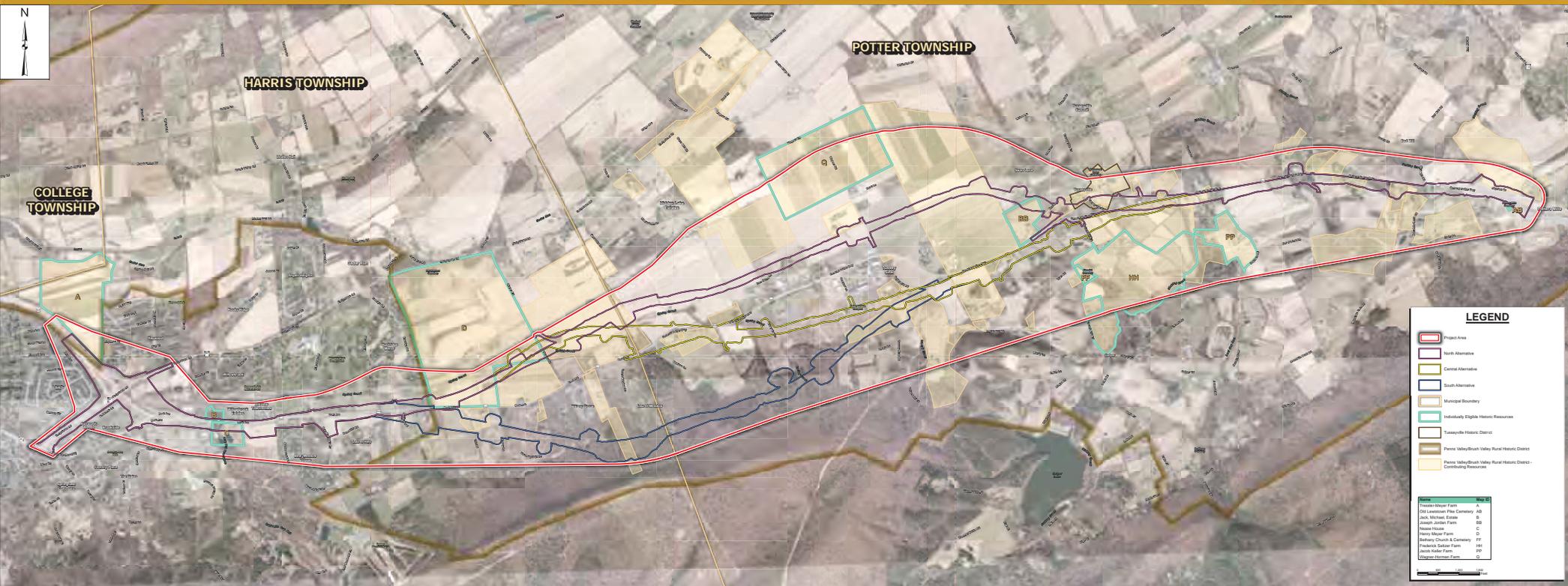
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LEGEND	
[Red outline]	Project Area
[Yellow outline]	Municipal Boundary
[Purple outline]	North Allegheny
[Green outline]	Central Allegheny
[Blue outline]	South Allegheny
[Orange outline]	Bat Swarming Buffer
[Brown dashed outline]	Greater Tussey Mountain Important Bird Area
[Yellow dashed outline]	Rothrock State Forest (Grand and State Mountain Important Bird Area)
[Blue shaded area]	Water Body
[Light green shaded area]	Forest
[Light blue shaded area]	Estuarine (EPA)
[Medium blue shaded area]	Intermittent (RTR)
[Dark blue shaded area]	Perennial (PER)
[Pink shaded area]	Stormwater Consequence (SMC)
[Light green shaded area]	Wetland
[Purple shaded area]	Stormwater Wetland



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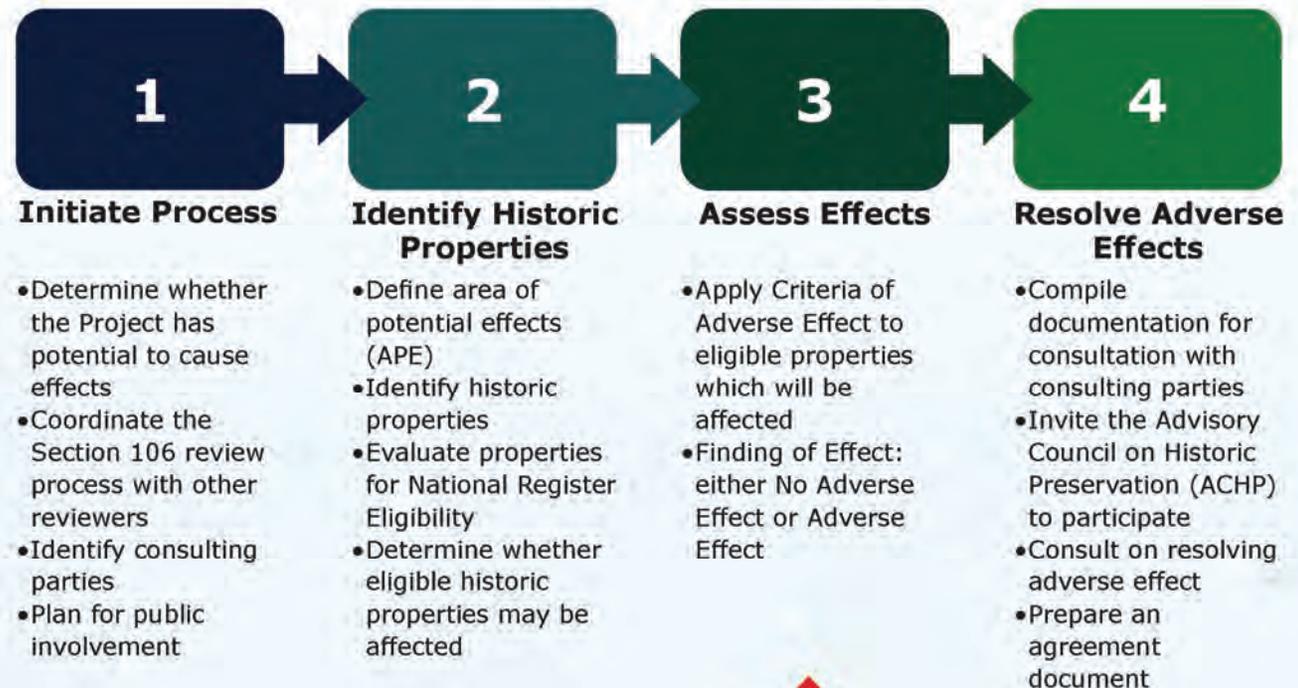
Section 106 Review Process

What is Section 106?

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to consider the effects of federal undertakings on historic properties. If a federal or federally-assisted project has the potential to affect historic properties, a Section 106 review must take place.

How does Section 106 apply to this project?

This project is federally assisted and has the potential to affect historic properties. Therefore, the requirements of Section 106 must be met.



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What is Section 106 Consultation?

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to consider the effects on historic properties of projects they carry out, assist, fund, permit, license, or approve throughout the country. If a federal or federally-assisted project has the potential to affect historic properties, a Section 106 review will take place.

Section 106 gives the Advisory Council on Historic Preservation (ACHP), interested parties, and the public the chance to weigh in on these matters before a final decision is made. This process is an important tool for citizens to lend their voice in protecting and maintaining historic properties in their communities.

What is a Consulting Party?

A Consulting Party is an organization or individual who has a demonstrated interest in a project, due to their legal or economic relationship to the undertaking or affected property(ies), or their concerns with the undertaking's effects on historic properties.

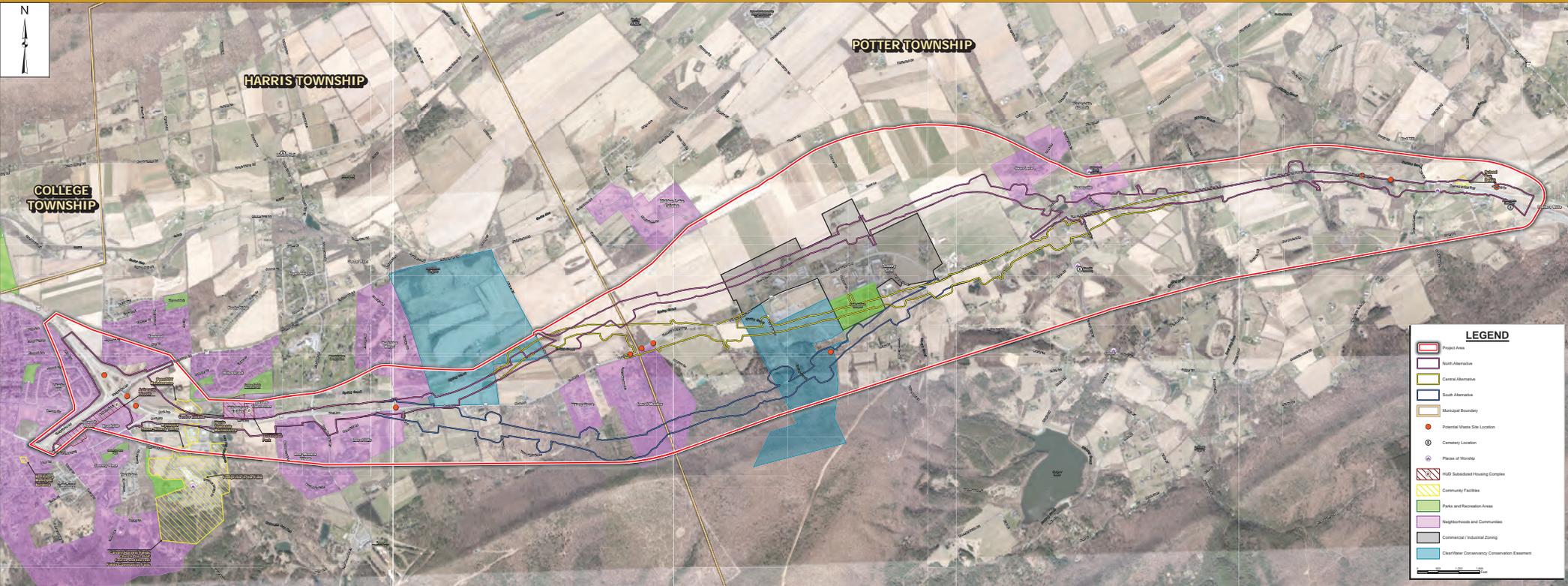
A landowner and a local preservation group are examples of an individual and organization with a demonstrated interest.

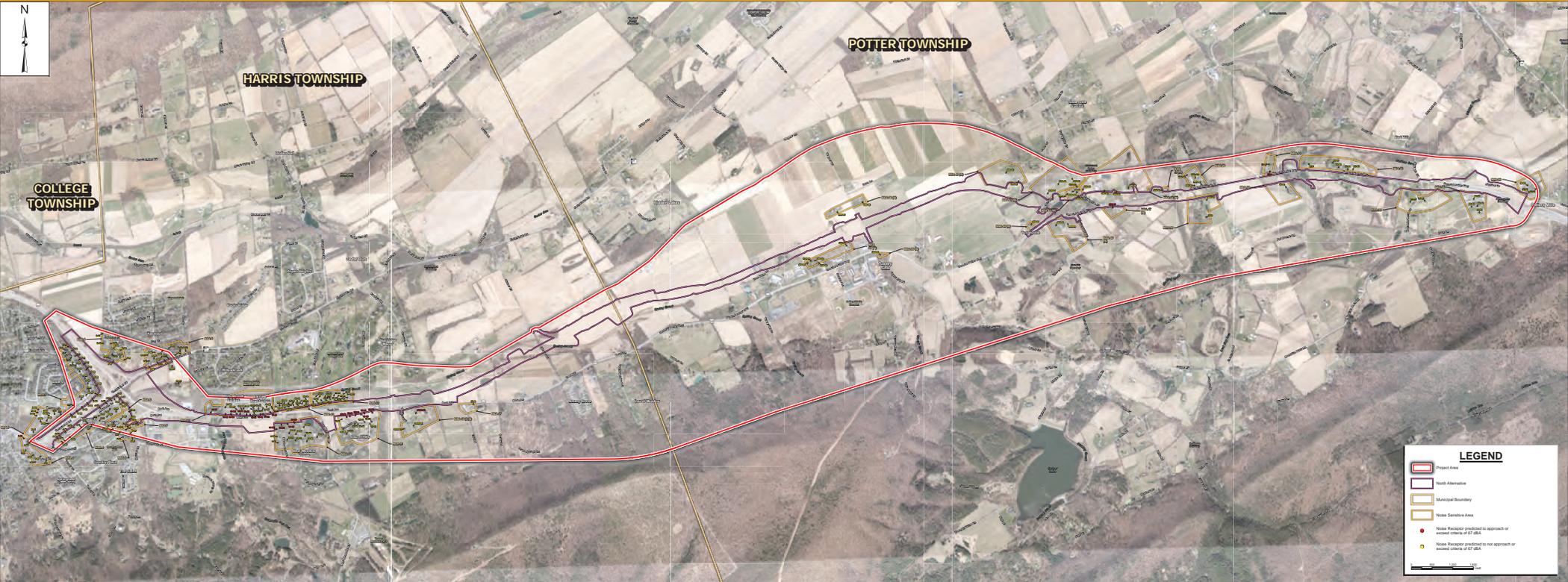
Goals of Section 106 Consultation

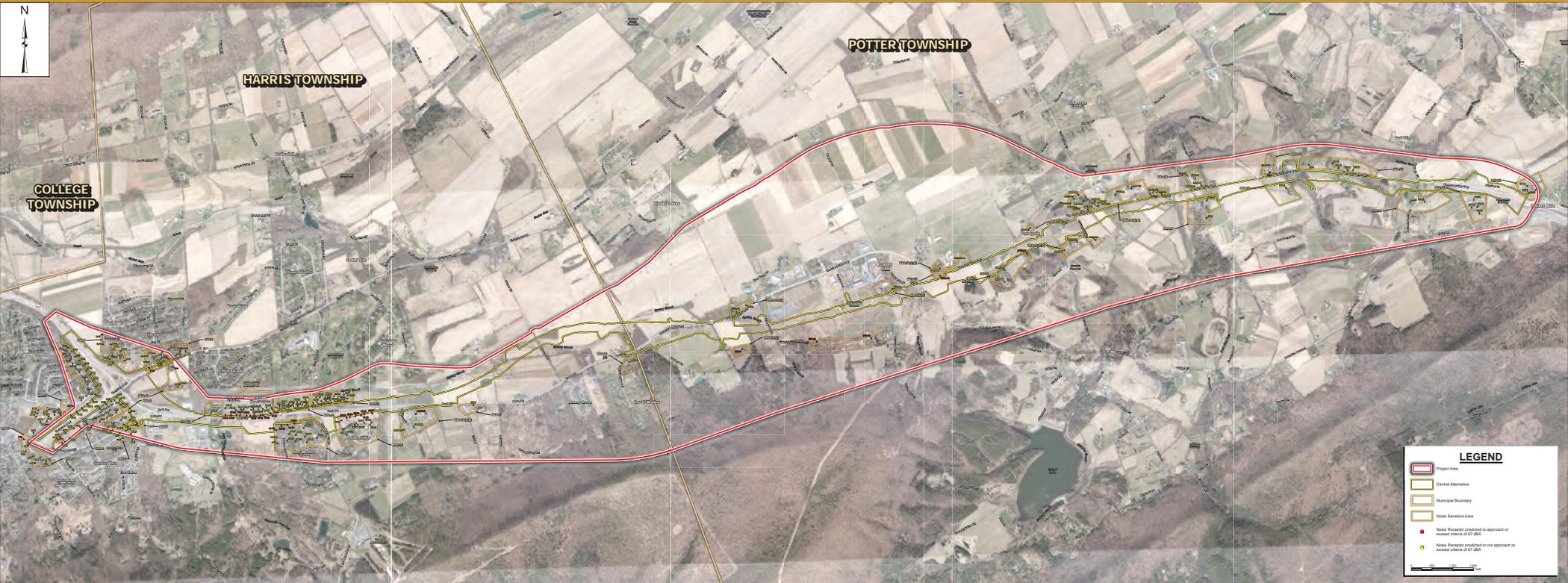
The goal of consultation is:

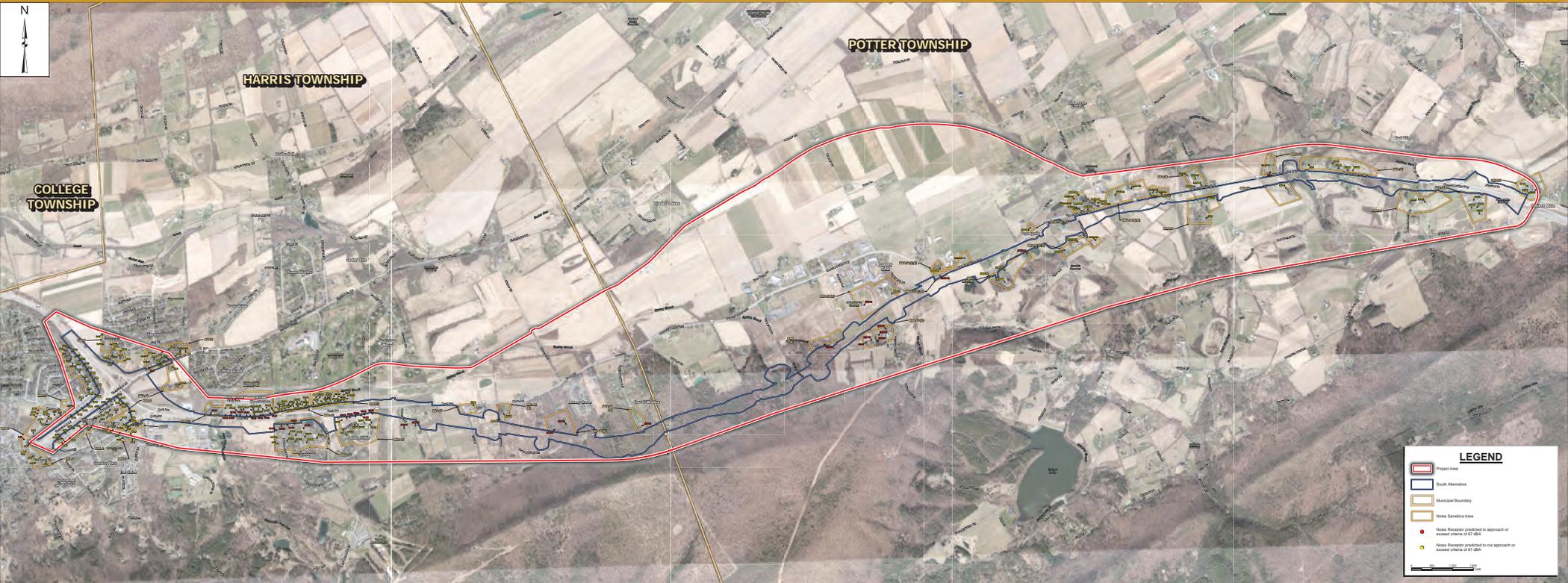
- ▶ to identify historic properties potentially affected by the undertaking,
- ▶ assess effects,
- ▶ and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.

Consultation does not mandate a specific outcome. Rather, it is the process of seeking views on the project's effect on eligible historic properties and, if the effect is adverse, how project effects on historic properties should be resolved.









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Federal regulations require PennDOT to conduct noise studies and consider the impacts of a highway improvement project on nearby residents. PennDOT follows the process below to determine the feasibility and reasonableness of sound mitigation where consideration is warranted. The noise assessment is conducted in accordance with FHWA 23 CFR 772 and PennDOT Publication #24

Monitor Existing Sound

PennDOT identifies sensitive land uses and takes field measurements at representative sites to document existing sound levels



Project sound measurements are used to document existing sound levels and validate the noise model

Identify Project Sound Levels

Existing and future noise levels are modeled within project corridor and identify areas that approach and/or exceed FHWA/PennDOT Noise Abatement Criteria



What is the FHWA/PennDOT noise abatement criteria?

PennDOT defines a residential noise impact at 66 dB(A) or 10 dB(A) increase over existing sound levels

WE ARE
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Consider Noise Reduction Measures

PennDOT evaluates noise reduction measures where consideration is warranted

PennDOT will incorporate sound mitigation during the final design that meets the warranted, feasible and reasonable criteria.



Model Noise Change

Computer modeling of existing and future (2050) conditions to predict levels once roadway is built

PennDOT analyzes sound walls at locations warranting consideration using the following questions:

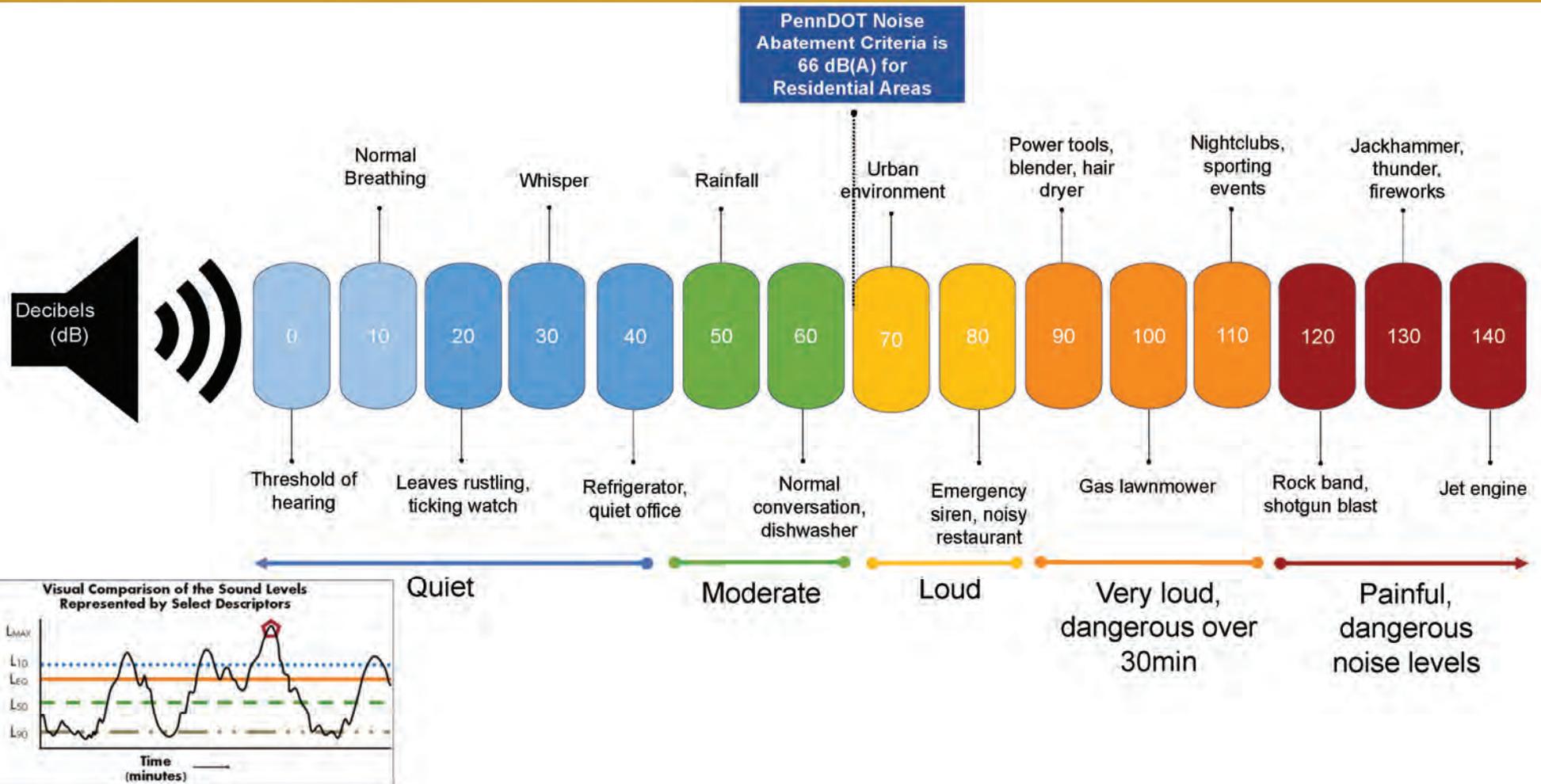
- Would a sound wall reduce the noise enough to justify installation?
- Is a sound wall constructable?
- How many properties would benefit from a sound wall? Is it reasonable?
- Public acceptance of mitigation measure?

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APPENDIX L – Staff Notes

Recorder	Concern	General Comment
Mansour, Solamaman	Phone number removed for privacy.	I am on Roundhill Rd. I am very concerned with the new road coming close to houses. Please keep alignment as far as possible. The edge of new road should not come closer than the current edge of the existing road.
Norm Spackman	County 911 Dennis Plitt	General Potter Highway name will need to change – PMG 4 lane to 2 lane, need to coordinate address changes with 911
	Multimodal transit options and government overreach by forced cdr – depending	There are presently 3 highways into State College, zero intercity rail routes and zero log distance bicycle trails. This project shall not be built until eco-friendly alternatives are available for those who live car free
Doug Kuhn Tree Farm	ROW	.5 acre land to be taken and locked
	Pond near Laurel Meadow Ln	Can alignment of local 322 be adjusted slightly near the pond to miss it?
Bryan Vogelsey	Property Access (see below for more)	Ray Greenland may need additional property access due to multiple land locked parcels
Brian Vogelsey	Reduced impacts by combining Central and North Alternative	132 Zerby – Randy Pollock Idea about hybrid between Central and North Alternative Central and North Alternative
Brandon Peterson	Emergency Across concern	Comment made that all alternative need more emergency points due to likelihood of accidents miles from proposed interchange at Taylor Hill area
Brandon Peterson	Didn't get a mailer about the mtg	Ron Houtz - 273 Annebelle Ln Spring Milles - note, also likely total take, the visited the ROW Table.
Brandon Peterson	"Bridge too short"	The bridge at Maggie's Dip was said to be too short and doesn't cross over the pond.
Brandon Peterson	Greenland Access East	Mr. Greenland wants a new access point to come up to his 2 parcels that are 3 and 7 acres from a driveway at Sta 503+50 going under the currently proposed bridge (using some of the current Shreckengast parcel driveway). Note, current Mosaic graphics

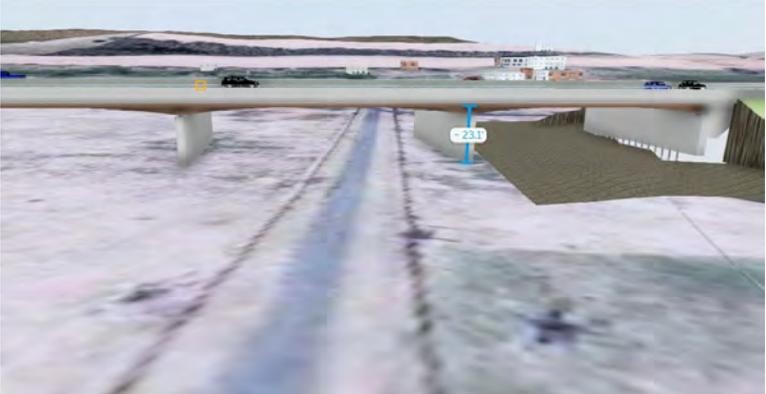
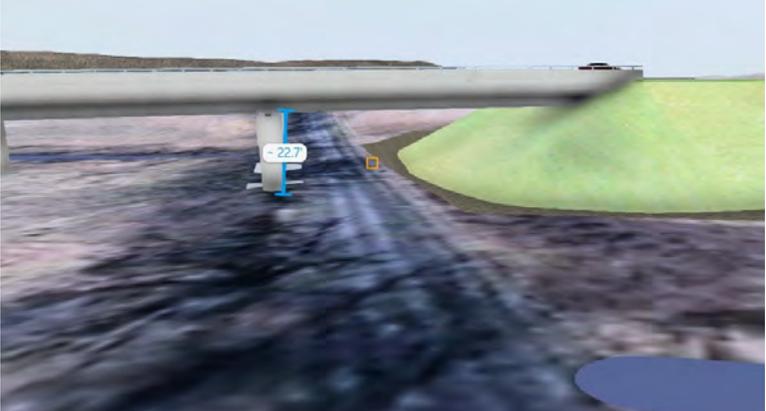
		seem to show these two combined into a 10-acre parcel shape. He hinted at wanting to be able to sell these 2 parcels.
Brandon Peterson	Greenland Access West	Mr. Greenland suggested the proposed access at Sta 478+00 be merged with the Rivera access currently proposed at Sta 475+00. He said that per Potter Township ordinance if someone comes off a state or township road that the private driveway can only access 2 different parcels, otherwise if it needs to access 3 or more parcels the driveway access needs to be upgraded to Township Road specifications and include a cul-de-sac (80' ICD). Mr. Greenland doesn't want all of his parcels to be accessed via the single access point at Sta 478+00 or he believes the access needs to be proposed as a Township Road with a Cul-de-sac. This is partially why Mr. Greenland wants a separate access road to be proposed to access his other parcels that he says are 3 and 7 acres.
Matt Smith	Zerby Rd Access Road (Randy Pollock)	Want to look at potential for re-routing access from Tussey View Ln. Two prop. owners adamantly opposed current layout/location.
Kerry H	Wildlife Crossings	Feels They need to be mandated
Bob L	Lots for sale off Taylor Hill	Confrim in impact numbers
Bob L	Can Tussey View Lane be spanned	
Tom Zurat	Red Mill Road	GPS is currently taking people to Centre Hall on Red Mill Rd. Can we contact mapping to correct & use 144?
KMF	Trouble with hill on existing Tate & Tussey	It is hard to navigate in winter
KMF	Mitigation for Sleepy Creek/Tussey Sink	19 Acre parcel Tussey Sink 7 Taylor Hill (Sleepy Creek is for sale Cole) can it be bought for mitigation

Eric Murnyack/ Pat Cole	grading around the bus garage	Would Pat Cole be able to access his lower property after we were complete. He was looking for some verification of the grade. I would also suggest that we either get on a phone call or go out and visit his property.
Jason J.	Wildlife Crossing	Very important to include for animal and driver safety
Jason J.	SR 45 and Liberty Hill (Commonwealth Drive)	Turning left onto 45 toward 322 – Liberty Hill is a 55 Community Need signal.
Jason J.	Public Transit/Multimodal	Should consider expanding transit before more highways
Jason J.	ENV. Impacts	Person stated that environmental impacts from the original SR 322 could possibly be corrected or mitigated during this project. Also, make sure wildlife crossing for new highway don't lead wildlife onto local SR 322.
Jason J.	SR 45 Bike Route	Need bike route and safety from Bear Meadow east
Jason J.	Better Access to Lewistown	Stated this project doesn't help with access to Lewistown but likes what it is achieving.
M Nulton	190 Meadowlark Road existing SWM facility	Drainage back up from Tussey Mountain – worse since PennDOT installed turn lane at Bear Meadows
M Nulton	SR 45 Roundabout	Concerned that the roundabout is too small to accommodate Boalsburg fire company apparatus. Claims truck has been damaged navigating other roundabouts. Need to talk to the Fire Chief for all their truck size and necessary turning radii.
M Nulton	Gallen Access	Consider providing access to his property off of Meadow Lark Lane through vacant lot which he claims is undevelopable due to wetlands. This would be more direct. Existing graphic on the board showing private access does not extend to his property,
M Nulton	Winter maintenance on bridges	Steve Dennison, County Commissioner expressed concern about icing on bridges, noting the number and length of bridges may result in more crashes.

M Nulton	Tussey Sink	Alignment impacts land under jurisdiction of Clearwater Conservancy. How can you ensure that construction of structure foundations to not impact the Sink and Water quality?
M Nulton	Cole Subdivision	Can we use wet area for riparian buffer? Parcel is undevelopable
M Nulton	Non-displaced residents	You’ve identified everyone whose property is directly impacted, but you have not done anything to account for impacts to people and property who are not under the footprint but still affected
M Nulton	Zerby Road - Extension	Owns last property on existing Zerby Road (Randy Pollock). Why not provide access parallel to the new highway from the proposed cul-de-sac at proposed emergency access to the existing driveway? It’s shorter, less impactful than the Zerby extension and doesn’t increase traffic past his house.
M Nulton	PA 45 Merge onto US 322 westbound	Continue the PA 45 on-ramp as a continuous lane and direct 322 traffic into the left lane to address a difficult merge.

Computer #/ Operator	Information Recorded	General Comment	File Identifier	Image Collected
	2516 GPN Ron Kanhey	Clean green status – w/loss of land Minimize Impact to 3.44 NCC to Keep Clean Green		
F/DTM		Request for design on public web map	none	
F/DTM	General Question	Will 3D model web viewer be made public?	None	
B – LDT	Darr	S - septic W - well	2454 G.P.H. B-Darr – well and septic	

Computer #/ Operator	Information Recorded	General Comment	File Identifier	Image Collected
B - LDT	Tate	Traffic concerns w/ intersections at residential areas – Concern for air pollution Don't want alternatives Want slower traffic – Speed is the issue No farm takes, Don't touch conservation estimates Not here to provide fast traffic for football	No file	
G/BSR		General request to see details of preferred alt design available on web map publicly	No File	
G/BSR		General request to see the 3D model video and map put onto PennDOT SCAC website for public access		

Computer #/ Operator	Information Recorded	General Comment	File Identifier	Image Collected
I. KS	I. Sharer Road Pic shows 23' Nittany Farm	Bridge over Sharer Road is too low and the one over the entry to the farm needs to fit largest combine under the bridge – 25' min. Would prefer 35' Gene Bushyager Dane Highee 814-229-8864 – Gene's cell 570-433-3366		 <p data-bbox="1178 708 1577 735"><i>Figure 1 - Nittany Farm Entrance</i></p>  <p data-bbox="1178 1219 1436 1247"><i>Figure 2 Sharer Road</i></p>

Computer #/ Operator	Information Recorded	General Comment	File Identifier	Image Collected
I/KES	Extend bike path to roundabout	Extend bike path to roundabout + and even to Indian Hill Rd for the benefit of people in Kaywood Rocky Ridge & in the Brush Valley		
I/KES		Meadow Lark Lane – Does not like how high the road is		
PJD		Agricultural Land, the area of impact is actually zoned as Residential with connection w/ public utilities – a 3 acre residential lot. Michael Immel lane, Cetie Hill, PA. Relocated 322 severs the residential lot. Residential property is of much higher value in the State College area.	227 Nittany Meadow Farm Lane, Centre Hall, PA	

Computer #/ Operator	Information Recorded	General Comment	File Identifier	Image Collected
PJD	Mansour Solainania 127 Roundhill Road	Roundhill Road – Keep the existing R-O-W where it currently is & move all roadway design to the north i.e. move the Central & Local 322 onto the Golf Course.		
	Janice Swim	Can Bear Meadow go over the new highway access road on northside & want a sound barrier.		
	Mary Carral Friar 151 Neff Road	Fault Line – North of Neff Road – in the tree line. There are inter mixed with geologies of Karst & sulfur shales.	PSU earth sciences	
	Willa Adams 224 Harris Avenue Boalsburg	Good process, in favor of Central Alternative		
	Tracey Nixon 213 Timberland Trail	Nittany Grove Southern Route – Do Not Favor Favor the Central or North Alternative		
	Martha Makufka	The South alternative raises concern about the community well that services – 50 houses Concern about Noise		

Computer #/ Operator	Information Recorded	General Comment	File Identifier	Image Collected
D/SH	1870 General Potter Highway -	Farmland Concerns		
	649 Rosslyn Rd, Boalsburg, PA, 16827, USA	Interested in the view from his property toward the new roadway and proximity.		
	2454 General Potter Hwy, Centre Hall, PA, 16828, USA	Interested in the view of property.		

Computer #/ Operator	Information Recorded	General Comment	File Identifier	Image Collected
	2348 General Potter Hwy, Centre Hall, PA, 16828, USA	Interested in agricultural field access from Church Hill Road or from the eastern end of the property under the proposed bridge. Referred to Eric Bruggeman to provide input on the farmland assessment and access needs.		
	213 Timberwood Trl, Centre Hall, PA, 16828, USA	Interested in distance from their development to the proposed roadway (Central Alternative) and the South Alternative.		

Computer #/ Operator	Information Recorded	General Comment	File Identifier	Image Collected
	105 Skyview Dr, Spring Mills, PA, 16875, USA	Access to property and ag-fields needs to be evaluated as access is not shown here to these properties. The cut condition along the front of the property needs to be considered for how the driveways will be realign and access will be maintained to the fields. Pat Fendericko (PennDOT ROW)		
	117 Chopper Ln, Centre Hall, PA, 16828, USA	Interested in view from their house / driveway.		

Computer #/ Operator	Information Recorded	General Comment	File Identifier	Image Collected
	510 Belle Ave, Boalsburg, PA, 16827, USA	Interested in where the new section of roadway will tie into the next section of expressway and maintaining local roadway connectivity.		
	2601 General Potter Highway	Interested in seeing the view of the highway from the view of their house. Very concerned with the proximity to their house		

Computer #/ Operator	Information Recorded	General Comment	File Identifier	Image Collected
		<p>708 Rosslyn Rd, Boalsburg, PA 16827</p> <p>Interested in seeing the view from house in proximity to the highway. Very concerned about the noise coming from the highway.</p>		<p>4</p> 
		<p>^ Tait Farm</p> <p>Interested in looking at the view of the highway from their house/farm. Also interested in surrounding local roads and the access to the highway from those roads.</p>		
		<p>^2607 General Potter Hwy, Spring Mills, PA, 16875, USA</p> <p>Interested in looking at the view of the highway in proximity to the new highway. Also interested in the distance from the centerline of the new highway to the centerline of the existing 322</p>		

Computer #/ Operator	Information Recorded	General Comment	File Identifier	Image Collected
		<p>Unsure of specific address, but they live on the farm field with the stormwater basin above. Interested in looking at the view of the highway in proximity to their property</p>		
		<p>Lives on Indian Hill Road – was concerned about the speed limit on Earlstown Road (45) and asked if it would be reduced because of the roundabout.</p>		

Computer #/ Operator	Information Recorded	General Comment	File Identifier	Image Collected
		<p>250 Tussey Sink Rd, Centre Hall, PA, 16828, USA</p> <p>Interested in looking at the view of the preferred alternative from their house. Was also interested in looking at the proximity of the southern alternative to their house.</p>		 An aerial 3D rendering of a construction site. The terrain is dark and uneven, with several buildings and structures scattered across the landscape. A prominent yellow line traces a path or boundary through the site, starting from the bottom left and moving towards the top right. Other smaller yellow lines are visible, defining various areas within the site. The background shows a mix of dirt, grass, and some distant structures.

APPENDIX M – Public Comments and Responses

This table documents the questions and general comments submitted during the official comment period via email and the project website. To review specific individual questions/comments and associated responses, locate the name (last name, first name) of the interested commenter in the following table.

#	NAME (LAST, FIRST)	CITY/ZIP CODE	COMMENT	RESPONSE
	Ball, Dean	15801	I want to be added to the project email list to receive future notices and information regarding this project.	You have been added to the electronic mailing list.
	Blair, Dorothy NVEC		<p>As stated in our last filing to PennDOT, NVEC is a 501(c)4, with members directly impacted by the proposed US-322 expansion from Boalsburg to Potters Mills. Our bylaws specifically require us to work to protect our environment and require us to uphold the environmental provisions of the Pennsylvania Constitution (Article 1, Section 27, PA's Environmental Rights Amendment [ERA]) as it informs municipal charters and ordinances and guides state agencies. The ERA has been used successfully in multiple environmental law suits, including by former PA Governor Tom Wolf.</p> <p>As we stated previously in 2024, NVEC maintains that the original mapping of the Study Area onto a 70 square mile region excluding Penn State and State College Borough has contributed to the early shift of focus away from a "Combined Alternative" approach. The two-dimensional map predisposed planners to consider only physical build alternatives that neatly fit two-dimensional representation. The study area for a Combined Alternative should be much wider and involve abstract jurisdictional, and not just physical, map boundaries.</p> <p>This exclusion of local entities with ERA trustee responsibilities skews any multimodal, traffic demand-side management feasibility, or "Combined Alternative" analysis. This limitation is especially consequential in the case of Penn State, whose schedule causes much of the regional and-out-of-state car traffic.</p> <p>NVEC incorporates by reference our 2024 comments specific to the State College Area Connector.</p> <p>Advantages of the 8-Mile, 4-Lane Connector Road</p> <p>The current two-lane US-3222 has become increasingly dangerous due to automotive and truck traffic congestion and speeding. Truck traffic has increased substantially in the last 10 years due to toll-avoidance elsewhere, and ever-expanding on-line marketing approaches requiring truck deliveries.</p> <p>NVEC is appreciative of PennDOT's decision to champion an 8-mile length of US-322 utilizing safety and land-use features we also feel are important. This new 4-lane road version of US-322 for Harris and Potter Townships minimizes its land and sound footprint and improves safety through multiple features:</p> <ol style="list-style-type: none"> 1. Minimized road width 2. Elimination of on/off ramps and cloverleaves for the length of the 8-mile road 3. Use of a central concrete barrier rather than a wide grassy strip 4. Use of a round-about, rather than a clover leaf exchange between Boal and Potters Ave. 5. Elimination of on/off-ramps allows more consistent truck speeds <p>Caveat: Despite 55mph speed limits, actual driver speeds will most likely remain excessive due to habituation to 70 mph-plus speeds on other sections of US-322, I-99 and I-80.</p> <p>Impact on Local Development</p>	<p>PA's Environmental Rights Amendment (ERA) states that "The people have a right to clean air, pure water, and the preservation of the natural, scenic, historic and esthetic values of the environment. Pennsylvania's public natural resources are common property of all the people, including generations yet to come. As trustees of these resources, the Commonwealth shall conserve and maintain them for the benefit of all people." The National Environmental Policy Act of 1969 and Act 120 of P.L. 356 amended Section 2002 in 1970 are the governing legislation which FHWA and PennDOT must satisfy to advance transportation project in Pennsylvania. These laws include the guiding principles outlined in the ERA. Essentially, transportation projects must evaluate and address environmental impacts. This includes consulting with a variety of other Commonwealth agencies regarding the natural, social, and cultural effects of any planned transportation project.</p> <p>As mentioned previously, the traffic data collection and analysis study area was larger than the 70 square miles to understand the types of trips, the travel patterns and the origin and destinations of trips occurring along the US 322 corridor and surrounding roadway system. This information was utilized for the current year and future year (2050) no build traffic analysis. This analysis provided the basis for the identification of the transportation needs in the US 322 corridor and the development and evaluation of the range of alternatives evaluated in the Planning and Environmental Linkages Study as well as the Environmental Impact Study investigations.</p> <p>Previous comments provided by NVEC including those on the "Combined Alternative" were previously addressed. Please see the previous responses.</p> <p>Through the screening of the range of alternatives, only the Build Alternative will meet the purpose and needs for the US 322 corridor. While PennDOT will also include components of other alternatives (TSM and multimodal accommodation), various Build Alternatives were considered and advanced based on their ability to avoid and minimize natural, socioeconomic, and cultural resource impacts. Unavoidable impacts will be mitigated through coordination with the agencies with jurisdiction over the resource, as appropriate.</p> <p>PennDOT understands speed enforcement is always a concern when considering the safety of the traveling public. However, it is not under PennDOT purview and specific concern areas should be addressed with state and local law enforcement.</p> <p>While changing travel patterns could influence local land uses, future land development and land use regulations are controlled by the local government through zoning and other development restrictions/requirements.</p>

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#	NAME (LAST, FIRST)	CITY/ZIP CODE	COMMENT	RESPONSE
			<p>NVEC appreciates the thoroughness of the vetting process undertaken by PennDOT, as well as the Federal NEPA process. However, the ultimate end-result of any completed 4-lane US 322 alternative will be to increase housing development in Potter Twp. and other townships to the north and east; traffic from the resulting commute accessible towns beyond the new 4-lane US 322 to the east will also increase. Thus, traffic congestion will only increase.</p> <p>It seems ironic that PennDOT counts historic limestone farmland as a consistent asset. With better road accessibility, that same prime farmland will soon be sprouting houses and businesses.</p> <p>Along with Safety, Preserving Our Area’s Beautiful and Unique Environment should be PennDOT’s Major Focus</p> <p>We are grateful that PennDOT has taken the Tussey mountainside route option off their list of viable roadways. Tussey Mountain is iconic, with an amazing amount of water flowing downward and into sinkholes, filling our watershed’s aquifers and streams. Due to NVEC’s focus on preserving natural areas, PennDOT’s Central Option has always seemed the least deleterious of natural areas.</p> <p>But by prioritizing the preservation of farmland and buildings, without any guarantee that these will remain preserved in the long run, PennDOT has chosen to impact the existing beauty and natural features of our area – in this case Spring Creek and Tussey Sink.</p> <p>This preferred alignment shows the use of far more expensive four-lane US-322 overpasses. Starting from the Sharer Road crossing, the new alignment turns slightly south-east to cross Spring Creek twice more using two 4-lane bridges, then crosses over a wetland and a small tributary to Spring Creek with yet another 4-lane bridge. Continuing east, accommodation of the 4-lane road destroys two public ballfields. US-322 then crosses the large wetland area of Tussey Sink with a near-1000-foot 4-lane bridge, and shortly thereafter, another, perhaps 300-foot, 4-lane bridge.</p> <p>NVEC is very critical of the number of proposed 4-lane bridges and the water impacts in this “preferred alignment.” The former Northern Alignment required only 2 much less expensive vehicle overpasses - one at Wagner Road and another over a private lane nearby to cover the same distance of roadway.</p> <p>In addition to these major bridge crossings, two stormwater basins are perched above either side of Tussey Sink, adding partially-treated highway stormwater directly into the Tussey Sink.</p> <p>In summary, five additional bridges over water resources - nearly 3000 ft. – have been proposed – in order to avoid separating a historic farm house from the rest of its farmland. We assume that there is more short-term local support for historic farmland in comparison to a little-known sink hole with an extensive wetlands area, home or watering hole for many small animals, birds and insects. However, Tussey Sink is a unique local feature of Potter Twp. That deserves our protection, requiring only the lack of intervention.</p> <p>Even if the historic farm is kept intact, its owners will require tremendous dedication to resist the ever-present lure of development. That is the landowner’s decision, over which we have no control. However, the cost to Pennsylvania taxpayers of those 5 extra bridges is quite high.</p> <p>An Alternate Approach to Managing Increased Car Traffic: Demand-side Multimodal Solutions</p> <p>Traffic continues to grow due to increases in the number of Penn State Students, soon to reach 60,000, plus the needed faculty and workforce. College sports and cultural events have always drawn crowds, but increasingly, abundant venues for outdoor sports have</p>	<p>Farmland in Pennsylvania is protected under PA Act 100 of 1979; PA Act 43 of 1981, Agricultural Area Security Law, as amended; 4 PA Code Chapter 7 § 7.301 et seq., ALPP; PA Act 515 of 1966, Covenant for Preservation; PA Act 319 of 1974, Farmland and Forest Land Assessment Act; 7 U.S.C. § 4201, FPPA of 1981, as amended. The condemnation via eminent domain of productive agricultural land in Pennsylvania requires approval by the ALCAB. As a result, the State College Area Connector considered these valuable resources within the project area and worked to minimize impacts to the extent practicable. Future changes to land use on these farmlands are at the will and discretion of the landowner and local municipal authority that controls zoning and development rights, not PennDOT.</p> <p>PennDOT acknowledges that the Recommended Preferred Alternative (Central Alternative) has higher wetland and water impacts when compared to the North Alternative. The bridges incorporated in the design thus far are included to minimize the overall impact. PennDOT is working with U.S. Army Corps of Engineers and the Pennsylvania Department of Environmental Protection to develop mitigation strategies for these impacts and will obtain permits to advance construction.</p> <p>The project area is rich with many natural, socioeconomic, and cultural resources, all which have various levels of regulatory protection. The alternative alignment worked to advance an alternative which provided the best balance in avoiding and minimizing impacts to natural, cultural, and socioeconomic resources in the project area. Based on the resource impact comparison and coordination with FHWA, municipal leaders, resource agencies, consulting parties, and the public, the Central Alternative was recognized as the Recommended Preferred Alternative. For those resources that were unavoidable, measures and strategies will mitigate the potential adverse effects.</p> <p>Your comments regarding rail and bus transit service were previously addressed in the August 2024 public meeting summary report.</p> <p>PennDOT has no jurisdiction to require Penn State to initiate changes in their programming or event schedule. Your group would need to address these concerns with the university. NVEC’s previous comments that were provided as an attachment were not addressed in this comment response document. Responses to these comments can be found in previous meeting summary reports.</p> <p>Thank you for your comments.</p>

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#	NAME (LAST, FIRST)	CITY/ZIP CODE	COMMENT	RESPONSE
			<p>resulted in growing opportunities for competitive and leisure activities. The Centre area is extremely entrepreneurial and tourist-based in all seasons. Large-venue events unconnected with the university create their own congestion.</p> <p>Despite growing traffic pressures, minimal efforts have been made reduce the number of vehicles on US-322 through Demand-Side Management techniques and/or intermodal approaches such as rail and busses.</p> <p>Alternative transport is needed: busses to and from the Lewistown Amtrack Keystone Corridor/Altoona Rail Services; increased bus service to and from Harrisburg/NY City/Philadelphia, regional buses at strategically placed parking lots outside the Centre Region. Locally, a limited number of van-riders commute to State College via CATA, our regional public transport system. Commercial bus companies inside and outside of our area could do much more to alleviate event and commuter traffic.</p> <p>Bicycle-friendly roadways and bike paths reduce vehicular traffic. Currently PennDOT plans a bike path along the connector road as far as Bear Meadows Rd. This bike should definitely be continued along the secondary roads into Colyer and Potters Mills.</p> <p>Penn State University must take on the responsibility of Demand-Side Management by staggering events, worker hours, and class times.</p> <p>In summary, building a 4-lane, 8-mile, limited access road to link with two existing 4-lanes is important but will not cure traffic demands in our vibrant area. More roads are not the traffic fix we need, but rather, how that traffic is handled.</p> <p>NVEC supports an improved, minimum-build or a modified four-lane to connect the east and west sections of US 322. However, we believe that utilizing both Transportation and Demand Side Management combined with intermodal approaches provides better opportunities for reducing the number of vehicles on the road.</p> <p>Thank you for your attention to our concerns.</p> <p>NOTE: NVEC previous comments were provided as an attachment</p>	
	Burk, Scott	16828	<p>Despite communication that tells us we are to get notification of public meetings for the connector road project via US Mail, we have yet to receive any notification of the May 8th meeting at Wyndham Gardens. Why? We have requested this notifications and told that is being done. Now one is getting these mail notifications?</p> <p>I want to be added to the project email list to receive future notices and information regarding this project.</p>	<p>PennDOT utilized the US Postal Service's Every Door Direct Mail service. This service delivers flyers to all residential and business addresses within designated mail routes in specific zip codes. For the Centre Hall zip code, all three mail routes and the post office boxes were provided with fliers April 28th for residential and commercial delivery on April 29th.</p> <p>You have been added to the electronic mailing list.</p> <p>Thank you for your comments.</p>
	Carina, Pamela	16827	<p>Very nice to have met you face to face last week at the Public Meeting on the SCACP. Thank you for taking time to hear my (and my friends) concerns and for your responses to my questions from the last Public Meeting in August of 2024 which I saw online.</p> <p>As I mentioned to you at the meeting Thursday, I have concerns about what Route 45 will look like between Rt 322 and Boal Avenue when the 322 connector project is concluded. You verified Route 45 will be 5 lanes - 2 lanes each way and a turning lane – just outside the main entrance/exit to my community. Will the turning lane be a shared lane OR a turning lane like exists now?</p> <p>I inquired if a traffic light would be installed at the intersection of Commonwealth Drive and Ashworth Lane since travelling across 2 (and potentially 3) lanes could be quite difficult with the anticipated traffic increase leaving Rt 322 West to get onto Business Rt 322. You suggested that Harris Township could have some sway in how the road looks and if there is a traffic light installed or not. I have notified the Harris Township Manager of all of my</p>	<p>Detailed operational analysis of this intersection has not been performed to date with the PEL or EIS studies but will be performed as the project continues to progress through the design process. During preliminary engineering design, the analysis will include intersection operations and safety evaluation of future build conditions to determine appropriate intersection configuration and traffic control measures needed to provide safe and efficient operations. This analysis will include confirming how the proposed turn lane would function, if signals are warranted, and finalizing intersection design (e.g., traditional crossroads, roundabout, etc).</p> <p>Additional coordination will be conducted with Harris Township, and should any issues be noted with congestion or safety at the intersection, design changes would be developed to address the issue during later design phases of the project.</p>

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#	NAME (LAST, FIRST)	CITY/ZIP CODE	COMMENT	RESPONSE
			<p>concerns. I am assuming a round-about would not be feasible where Commonwealth Drive and Ashworth Lane intersect with Route 45. Correct?</p> <p>I also inquired if the State could direct motorists travelling West on 322 to exit at the Oak Hall/Lemont exit to get to Business 322 instead of exiting at Rt 45 to get to Business 322. Would this be feasible?</p> <p>I have heard that there are no plans to change the current intersection of Business 322 and Rt 45. How can that be if Rt 45 is going to a 5 lane road from its current 3 lane road AND especially if traffic is routed off of 322 down 45 to Business 322 (Boal Avenue)?</p> <p>Last questions - will the construction of the connector begin at Potters Mills and end at the Rt 45/322 Interchange OR vice versa OR will all areas of the connector be being worked on simultaneously? Specifically, how long is the Rt 45/322 work specifically expected to take from start of construction to completion?</p> <p>Will you reply directly to me or will I need to check the SCACP website for your responses?</p> <p>Thank you for your attention to my concerns/questions.</p>	<p>Current preliminary design plans show minimal changes at the PA 45/Boal Avenue intersection. As the traffic analysis progresses, should any issues be noted with congestion or safety at the intersection, design changes would be developed to address the issue. PennDOT is unable to restrict motorist from using an interchange unless there is a specific issue (e.g., bridge weight limits, etc.).</p> <p>Construction sequencing will not be determined until the final design is nearing completion. PennDOT anticipates phasing construction with some early action projects to ensure that traffic can be maintained along the US 322 corridor through construction. PennDOT anticipates that construction from an early action project to completing the roadway to take 5 to 6 years.</p> <p>Thank you for your comments.</p>
	Collins, John		<p>I look forward to seeing and speaking with you and the team on May 8th in Boalsburg. I have reviewed the material on the website and I wanted to make sure I had reviewed the latest relevant material so I do not waste your time at the meeting.</p> <p>1. What is the latest statement and position of PennDOT on elements of the SCAC dealing with TSMO, ITS, fringe parking facilities? The best I could find were responses to my earlier comments in your "Final SCAC Summary Report 08152024" on pages 6-8 and 13-15.</p> <p>2. Are you considering the proposed taking by all alternatives of the Potter Township Athletic Fields at Summer Lane and General Potter Highway as a 4f impact? I assume you are but Potter Township in the past has gone on record that they would be willing to consider mitigation measures that included a fringe parking lot at the site that provided improved access to Township outdoor activities.</p> <p>3. What is the status of funding committed to the SCAC? I understand the current administration is cutting back on federal infrastructure funding.</p> <p>Thanks for your assistance.</p>	<p>As mentioned in the August 2024 response to comments, PennDOT is committed to enhancing travel throughout the entire corridor, and Transportation Systems Management and Operations (TSMO) enhancements will be included to support any alternatives that are advanced. PennDOT has a dedicated TSMO committee that ensures projects are developed in alignment with the Regional Operations Plan (ROP) for the Central Pennsylvania Regional Traffic Management Center.</p> <p>Fringe parking could be considered where the excess right-of-way may result following the acquisition process. However, should fringe parking be identified and implemented, ownership and maintenance would need to be coordinated with the local municipality, as would transit service to these locations. Please note currently only Harris Township has a transit agreement with Centre Area Transportation Authority.</p> <p>The Central Alternative currently shows a use of the Potter Township Athletic Field, a known Section 4(f) resource. During the PEL study, the alternative corridor was shifted to avoid farmlands and impact the ball fields following conversations with the Township. PennDOT intends to work with Potter Township to advance a Net Benefit Section 4(f) during the development of the Environmental Impact Statement. A Net Benefit would commit PennDOT and Potter Township to identify and advance new recreational opportunities in the Township that are commensurate with the recreational impact from the project. Should a Net Benefit not be obtainable, PennDOT would return to an alignment that avoids the ball fields and any use of this Section 4(f) resource.</p> <p>The State College Area Connector Project is currently funded through final design activities. PennDOT is developing a funding plan for the project to coordinate with the Federal Highway Administration.</p> <p>Thank you for your comments.</p>
	Darlington, Jesse & Lynn	16828	<p>Here are our comments and concerns after attending the meeting on May 8.</p> <p>1) Upon reviewing the map with the preferred alternative, we are concerned with the width of the road and how much land it impacts. It will significantly impact our operation and we would like to see a smaller footprint which could include using the existing 322 as part of</p>	<p>1.) Throughout the project area, the existing US 322 corridor is being utilized to provide continual local access to homes, businesses, and local road connections. Wherever possible, the existing roadway was maintained to limit reconstruction of the existing roadway and bridges and balance competing impacts to all area resources (e.g. farmland, historic</p>

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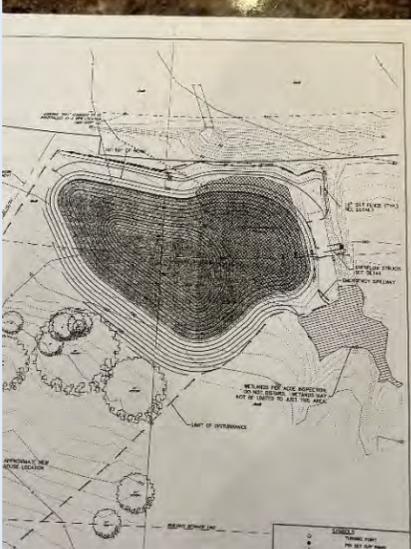
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			<p>the connector and shifting the current 322 north, similar to what they did on the western portion of the connector near the golf course.</p> <p>2) The median appears to get wider as it approaches the farmland. Just using a concrete barrier would lessen this width.</p> <p>3) As a limited access highway, we will not have access to our farm fields. We would like to have access off of 322 in more than one spot. We would like access where our current house is, as well as under the bridge to the east. (Near Allan Darr)</p> <p>4) We want to be prepared if an adjacent home comes up for sale. We would like information on early acquisition disposition, as well as information on how this whole process works. A good plan needs to be in place because we cannot afford to shut our farm down.</p> <p>5) We would like first right of refusal of any nearby land PennDOT purchases but does not use.</p> <p>We look forward to hearing back from you regarding these concerns</p>	<p>resources, wetlands, etc.). Each area was looked at in relation to the resources and constraints specific to that area. The shift of the local 322 alignment north onto the golf course property was primarily deemed necessary to facilitate construction activities while safely maintaining traffic flow on US 322 and avoid substantial impacts to residential properties along Roundhill Road and Meadowlark Lane.</p> <p>2.) The proposed roadway width was determined based on standard engineering criteria which controls lane and shoulder widths. These same standards allow for varying median widths on divided highways of 36' (Preferred) and 18' (Minimum). At the eastern and western ends of the project, the 18' minimum width median separated by concrete median barrier is proposed to limit impacts to environmental and historic resources and residential properties lining both sides of the highway. Through the central portion of the corridor, the preferred 36' median is provided. This additional width allows the incorporation of median crossovers to accommodate emergency and maintenance access and provide safer refuge areas for vehicle breakdowns. The open, grass median also allows the use of longitudinal stormwater control measures which help reduce the size and number of large stormwater basins that would otherwise be required beyond the standard roadway template.</p> <p>3.) Primary access between the future local 322 corridor and the farm property will be via Church Hill Road. As the design progresses and right-of-way plans are developed, PennDOT can work with the owners to determine if access to local 322 can be provided under the proposed bridge at the eastern end of the property. Access to the property near the existing house would require a bridge or culvert which would require the roadway profile to be altered to provide suitable clearance for vehicles and farm equipment crossing under the highway. The change in grade would result in embankment slopes that extend beyond the current impact boundary and could push the alignment further to the south to avoid impacts to the local 322 alignment.</p> <p>4.) Early acquisition involves acquisitions prior to the NEPA decision for the project. This is not available for acquisitions for the SCAC project because the project involves impacts to historic properties requiring compliance with Section 106 of the National Historic Preservation Act (54 U.S.C. §306108), Section 4(f) of the U.S. Department of Transportation Act (49 U.S.C. §303 and 23 U.S.C. §138), and Section 2002 of the PA Administrative Code (71 P.S. §512).</p> <p>5.) The disposition of excess right of way is regulated by the Sale of Transportation Lands Act (71. P.S. §1381.3). Rights of first refusal are controlled by this Act.</p> <p>Thank you for your comments.</p>
	Darr, Allen		<p>The May 8th public meeting was well done even if I didn't care for the resulting recommendations.</p> <p><u>some good points</u></p> <p>doesn't split farms other than 4 Branch Stable - They won't be able to continue with their business. kept existing 322 as an access road for the most part - this causes less disruption for those that aren't displaced and possibly reduces construction costs. tech support and computer graphics were great - much improved from last August</p> <p>Determining a preferred route is beneficial for all involved, even though the actual route may be detrimental to our property - at least we can start planning accordingly.</p> <p><u>Concerns</u></p>	<p>Through this section, the existing US 322 corridor is being utilized to provide continual local access through the area. The location of the alignment in this area was developed to balance competing impacts to all area resources (e.g., farmland, historic resources, wetlands, etc.). Shifting north in this area is not being considered based on the wider impacts and implications on area resources.</p> <p>Stormwater management facilities are developed to maintain water quality in the area. Should the project impact the well and leach field to the extent that services could not be provided, PennDOT would work with the property owner to acquire these assets.</p>

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			<p>Would still prefer having the 4 lane north of existing 322 by at least 100 yards - less disruption of historic homes.(Greenland, Darr, Rimmey/ Myers, Darlington) Rimmey/Myers farm has been occupied by 5 generations of Rimmey's , The Darr, Greenland and Darlington homes/ farms were built prior to 1900</p> <p>The storm water retention pond in our front yard is just up the hill from the water well and leach field of our smaller house (2452). This could contaminate the water supply and saturate the leach field.</p> <p>Also, the elevation of the storm water retention pond will want to flow towards our house and property drainage. This will put a huge strain on our drainage system. I will be happy to review our system with one of your engineers - it has handled significant water surges over our 30 years here but I doubt it will be able to handle the additional runoff from the bridge.</p> <p>Will the storm water retention pond be fenced?</p> <p>We've had our home on the market since last August 2024 due to personal reasons. We had been delaying this for 3 years to see how this project evolved. But we couldn't wait any longer as PennDot indecision and delay continued. The path of all the options is the same regarding our property. This makes it difficult to sell. In essence, this proposal has condemned our property as we can't sell it.</p> <p>I'd be happy to discuss any questions or feedback that you may have.</p> <p>Thank you</p>	<p>The design of the stormwater management facility is still developing. The basin is anticipated to be outlet into the nearest watercourse and designed to manage the output so as not to overtax the area's waterways.</p> <p>The fencing of the stormwater management facilities has not been developed or confirmed at this time. These decisions will be made during final design activities in accordance with standard design and engineering procedures.</p> <p>PennDOT has not made a final determination on the right of way needed for the project. The project is currently in preliminary design. PennDOT anticipates circulating a Draft Environmental Impact Statement (DEIS) for public and agency comment in the Fall/Winter of 2025. After considering the comments received on the DEIS, a Final Environmental Impact Statement will be completed. PennDOT anticipates a Record of Decision selecting an alternative for the project in the Summer of 2026. After the Record of Decision is issued, the right of way plans will be completed identifying the right of way required for this project.</p> <p>Thank you for your comments.</p>
	Immel, Tara	16828	<p>This morning I tried to submit my comments via the online form provided on the meeting page from May 8, only to find there is no space for this type of communication, only check boxes. For a project that will have such a profound impact on our area and its residents, businesses, farms, waterways, and wildlife, it's absurd that there's no way to provide more than a few words in a small 'other' box not intended for several paragraphs of feedback. Below are the comments I would like to submit about this project:</p> <p>My husband and I own Nittany Meadow Farm, located along Route 322 just outside of Boalsburg. We are writing to express our deep and growing concerns regarding the access road location for the central option, as well as the two alternative routes. Unfortunately, the location of the access road in all three options would have nearly identical and devastating consequences—not only for our property and livelihood, but also for the surrounding environment and critical local ecosystems.</p> <p>We are not opposed to the construction of the new road—in fact, we share the goal of improving public safety along this dangerous route—but we believe the location of the new access road would impose unacceptable and lasting harm to both our property and the environment we work hard to preserve.</p> <p>Our farm has a rich history spanning more than 200 years. Originally, the land extended from Route 322 to Route 45, but over time, much of it was sold for development. Today, only 27 acres remain—enough for us to raise pasture-fed beef, provide outdoor access for our goats, and cultivate fields. All 27 acres are enrolled in an Agricultural Security Area, a designation meant to protect productive farmland, uphold farmers' rights, and limit the use</p>	<p>The comment form was developed to specifically address key items that the project team was looking to obtain feedback on from the public meeting. It was not intended to limit or prohibit more complex comments from the public. Comments are always welcome on the project in any format.</p> <p>As you noted, your property lies at the western transition for the three alternatives, which are all very similar in this area. This area has numerous competing resources, and the alternative was developed to try and minimize, to the extent possible, impacts to all resources, thus balancing overall impacts. The location of the access road shifted between the August 2024 and May 2025 public meetings. The key reason for the shift was initiated based on public comments received at the August 2024 public meetings. The proposed access road (future local 322) would affect additional residential structures but also pose safety challenges for maintaining traffic flow during construction. Specifically, the two T-intersections and associated 90-degree turns would create mobility issues for trucks using the road during construction and pose safety concerns for other motorists. During final design, the engineers will continue to refine the alternative to further minimize the right-of-way footprint.</p> <p>The project area is rich with many natural, socioeconomic, and cultural resources, all which have various levels of regulatory protection. The alternative alignment worked to advance an alternative which provided the best balance in avoiding and minimizing impacts to natural, cultural, and socioeconomic resources in the project area. Based on the resource impact comparison and coordination with FHWA, municipal leaders, resource agencies, consulting parties, and the public, the Central Alternative was recognized as the Recommended Preferred</p>

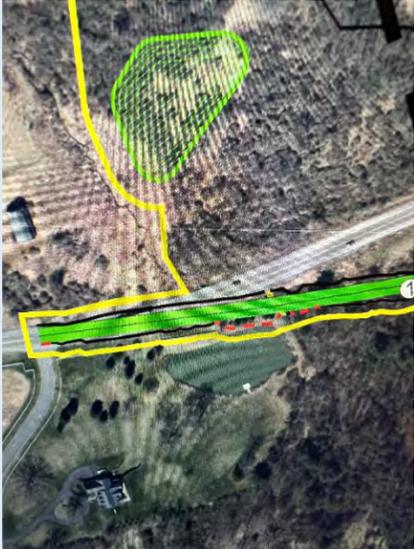
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			<p>of eminent domain when less damaging alternatives exist. Under any of the current route proposals, we would lose approximately 7 acres—nearly one-third of our land—including 3 acres that contain a residential lot and the only dry pasture suitable for our cattle. This would eliminate our cattle operation entirely and further fragment land that has already been subject to decades of development pressure.</p> <p>Equally alarming is the profound environmental impact these proposed routes would have. Our farm surrounds the headwaters of Spring Creek, which is classified as a Class A trout stream—an elite designation granted only to waterways with exceptional water quality and robust, naturally reproducing trout populations. These headwaters are not just scenic; they are vital to the region’s ecology and hydrology, supporting aquatic life and contributing to downstream water quality throughout Centre County. Constructing an elevated access road near or above these headwaters introduces a high risk of runoff, pollution, and sedimentation—all of which could permanently degrade water quality. Even under existing conditions, runoff from Route 322 causes the creek to overflow regularly, inundating our low-lying land. We have documented this flooding throughout the year. Introducing additional impervious surfaces and stormwater flow will almost certainly intensify this problem, potentially leading to irreversible damage to the watershed.</p> <p>The wetland ecosystem that comprises much of our farm plays a crucial role in natural water filtration, groundwater recharge, and flood mitigation. Paving over or disturbing these areas to accommodate a highway is not only short-sighted but environmentally negligent. Wetlands are increasingly rare and irreplaceable habitats that offer essential services to both people and wildlife.</p> <p>The impact on biodiversity would also be severe. Our farm supports a diverse array of wildlife, including many bird and small mammal species that depend on the wetland and meadow habitats. Increased flooding and habitat destruction would displace these species and fragment a habitat corridor critical to their survival. Natural Lands, a respected conservation organization, recognized the ecological value of our land and installed kestrel nesting boxes here. These kestrels help naturally manage the vole population in partnership with our cattle. If our cattle are forced off the land, this entire balance collapses. The ripple effects would also be felt by other species that rely on this environment, including hawks, eagles, herons, ducks, geese, and amphibians—all of which are increasingly under threat due to habitat loss.</p> <p>Beyond our farm, there are far-reaching environmental and public health implications. The proposed road threatens a source of clean water for many Centre County residents. When safer alternatives exist, choosing a route that jeopardizes a pristine water source reflects a disturbing disregard for environmental responsibility and long-term public welfare. Just this winter, a tractor-trailer veered off Route 322 and crashed into our pasture. By sheer luck, the headwaters were not contaminated—but that near-miss serves as a stark warning of what could happen in the future.</p> <p>When this project was first introduced, we understood that it might affect our farm to some degree. At that time, the plans indicated only minor land loss along the edge of our property. While not ideal, we believed we could continue our agricultural work and even expand. However, these new proposals represent a devastating escalation. The loss of</p>	<p>Alternative. For those resources that were unavoidable, measures and strategies will mitigate the potential adverse effects.</p> <p>The design also includes numerous stormwater management systems to protect the high-quality streams and waters in the project area. Additionally, these facilities will address runoff from the added impervious surfaces from the proposed roadway to minimize impacts on the receiving streams and address concerns for localized flooding and public health. Overall, the stormwater management facilities are developed to maintain water quality in the area. It should be noted that these types of facilities are not located along most of the current US 322. The overall project and specifically the Central Alternative proposes several bridge structures to minimize impacts to the area wetlands and streams while also providing wildlife crossing area and supporting biodiversity. Following the design, PennDOT will work with the U. S. Army Corps of Engineers (USACE) and the Pennsylvania Department of Environmental Protection (DEP) to obtain jurisdictional determination on the wetlands, confirm impacts, and prepare and issue permits with appropriate mitigation for those impacts that are unavoidable.</p> <p>The information presented at the May 2025 public meeting is just one step in the full study process. We understand that seeing new mapping and changes in impacts on private property is difficult. However, this is not the final time the public will have to comment nor has the final approval from FHWA been received. PennDOT is working to release the Draft Environmental Impact Statement, which will be provided for a 45-day comment period and include a public hearing at which public testimony on the document will be received before FHWA issues its final decision on the project alternatives and associated mitigation. The current environmental schedule shows the final decision being issued in the Summer of 2026. After that time, PennDOT will confirm the final right-of-way required to advance construction and initiate acquisition consultation with affected property owners.</p> <p>Thank you for your comments.</p>

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			<p>one-third of our land—particularly the most viable acreage—would render our beef operation unsustainable.</p> <p>We are also deeply concerned about the process itself. From the release of updated plans on May 5 to the public meeting on May 8, impacted residents were given less than two weeks to review extensive technical materials, seek legal counsel, and provide meaningful feedback. This is an inadequate timeframe for a project of such magnitude—one with profound implications for people’s homes, livelihoods, and the region’s environmental future.</p> <p>We urge you to reconsider the current proposals and give serious weight to alternative routes for the access road that minimize damage to farmland, safeguard sensitive ecosystems, and preserve the integrity of our communities and natural resources. Once wetlands are filled, trout streams degraded, and family farms lost, they cannot be reclaimed. We must act with foresight, caution, and respect for the land and water that sustain us all.</p>	
	Marcus, Andrew	16828	<p>We are the Marcus's and we are the owners of 105 Laurel Meadow Lane in Centre Hall, Pa (off rte. 322). We attended the SCAC meeting on 5/8/2025 at the Wyndham hotel and were instructed to email our specific concerns to both of you.</p> <p>Our biggest concerns are our pond and the spring creek headwater stream on our property. We are also very concerned about the wetlands and watershed areas on our property.</p> <p>The new "preferred" central route has a new local road directly in front of our property (running parallel to the current rte. 322). We are extremely concerned about the red "cut line" into/almost into our pond.</p> <p>We are asking you to please move your new local road a few feet away from the pond (towards rte. 322) in order to preserve 6 mature trees (5 evergreens and one maple) immediately adjacent to our pond. These trees were planted at a narrow portion of the pond and their root systems help to prevent erosion and runoff (into the pond and the spring creek headwater stream). These trees will also provide natural noise and visual barriers to the new local road and new highway. Our pond is a very well-maintained ecosystem which requires a lot of care. We have dozens of mature koi, bass, catfish, and hundreds of sunny's. There is a ton of wildlife that uses the pond, not limited to migrating red tailed hawks each autumn. We are concerned that if the local road is too close to the pond, there could possibly be contamination from salt, road pollution, etc., which will eventually find its way into our pond and the spring creek headwater stream (pond overflow drains into spring creek headwater stream on bamboo lane side of pond). This stream runs under rte 322 and appears to drain directly into the main spring creek across the street. If our pond overflows, the wetlands/watershed area could similarly be at risk. Additionally, having the road so close to the pond risks road flooding.</p> <p>The new local road does not appear to have a bridge allowing the spring creek headwater stream to pass under it. The current rte. 322 has a 4-6 foot high bridge which allows the spring creek headwater stream to pass under rte. 322 and feed the spring creek. This stream is really flowing presently due to our recent rain. We get a ton of flow down this stream during the rainy seasons.</p> <p>It appears that your engineers tried to minimize the impact to our property, maybe even preserve our fence(?). We are very thankful for this!!</p>	<p>The engineering design is still preliminary. During the final design, the engineers will look to further minimize the footprint and will evaluate ways to mitigate any impacts. You noted existing streams which cross under existing US 322. The future design will maintain these watercourses via pipes, culverts, or bridges, as necessary.</p> <p>Thank you for your comments.</p>

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			<p>We hope that you will strongly consider a slight modification to your local road plan for the new "preferred" route in order to preserve our pond and (6) mature trees lining the pond. This will protect our pond, wetlands, spring creek headwater stream, wildlife, and watershed areas from erosion, runoff, and pollution. The trees will provide a natural visual and auditory barrier during and after construction.</p> <p>We have included a few images for review (happy to send more, including recent water flow videos from today):</p>  <p>1355=pond construction image demonstrating drain into spring creek headwater stream (bamboo lane side of pond). Also demonstrates proximity of the protected wetlands. Shows stream running under rte. 322</p>  <p>1354=map demonstrating 3 spring creek headwater streams coalescing into one, which runs behind our pond (on bamboo lane side), back around the pond towards Boalsburg, before passing under current rte. 322 to connect with the spring creek across the street.</p>	

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			 <p>1359=proposed red "cut" line side of pond with trees.</p>  <p>1348=view along rte. 322 demonstrating a wide area for possible plan modification. Please note the stream passing under rte. 322 at bend in road. (INSERT: Photos 1334 was also provided in the email. Right photo above.)</p> <p>We are sincerely hoping that you will be able to move the new, local road and "cut" line further away from our pond in order to protect the pond, spring creek headwater stream, wetlands, watershed area, and trees. We also want to make sure that the importance of the spring creek headwater stream is not overlooked. This stream is running quite rapidly now. Please send us a reply so we know that this has been received.</p>	

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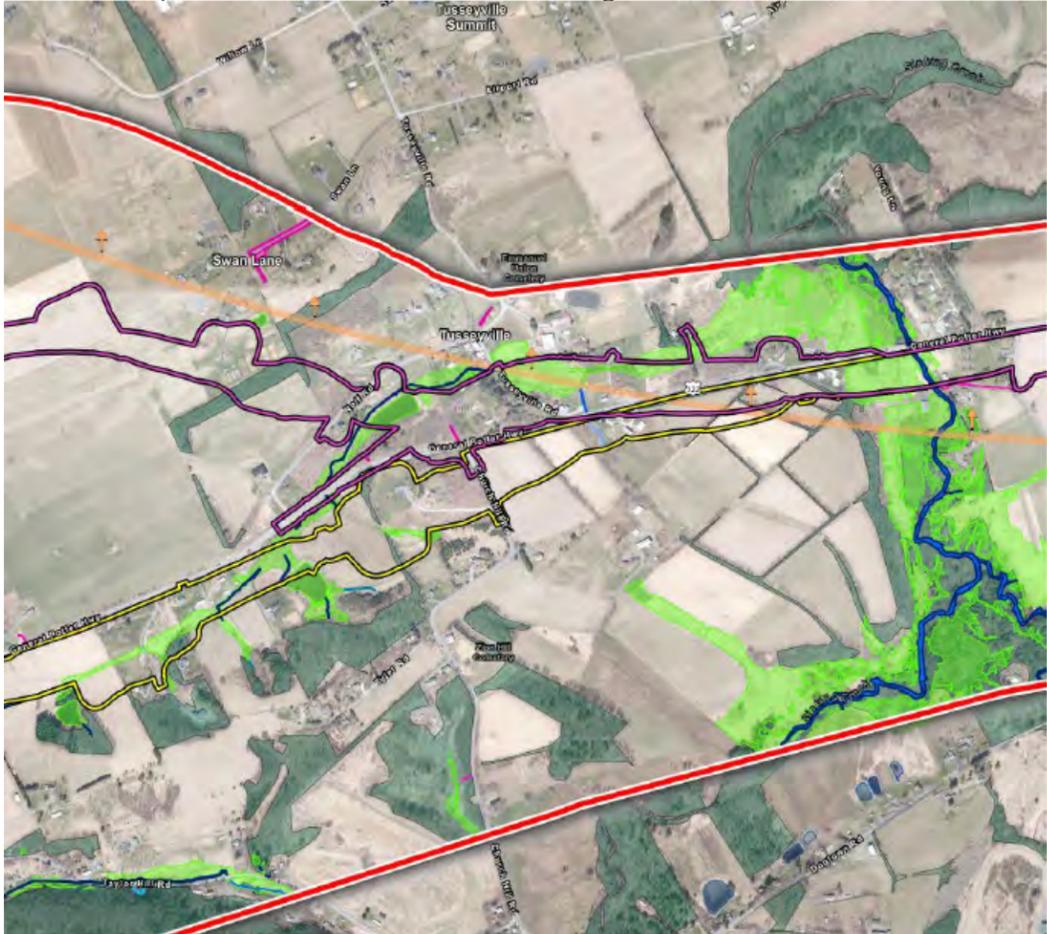
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	Miller, Craig		<p>After seeing your proposal for the SCAC and being a long time opponent of it, I am impressed. Like actually this is a great design that minimizes land use and habitat disruption. I do have a request. Currently, a number of people bike on 322 to access rothrock state forest via bear meadows road. I was wondering if this project could install some bike lanes on the old 322 that stretches to bear meadows.</p> <p>P.S. How hard do you think it would be to bring back the old rail line that used to run to state college? That could reduce some traffic.</p>	<p>Currently, the design includes a shared-use path from the extension of Boal Avenue along local 322 to Bear Meadows Road. This path provides bicycle accommodations. The typical section board from the public meeting provides a visualization of this facility.</p> <p>https://www.pa.gov/content/dam/copapwp-pagov/en/pennDOT/documents/projects-near-you/District-2-Projects/state%20college%20area%20connector/may-2025-public-meeting/10-special-use-path-local-322-typical-section.pdf</p> <p>The Centre County Metropolitan Planning Organization is advancing an independent planning study to consider rail in the region.</p> <p>Thank you for your comments.</p>
	Sowers, Ray and Paula	16828	<p>Thank you for the information presented last Thursday and having consultants available to answer questions. I did fill out an online comment, but the box marked other did not allow the entirety of my comments which are below. Our property is 161 Tussey View Lane, which we purchased in July of 2020, primarily because of location and being surrounded by conservation land. The preferred route brings 322 substantially closer to our house. There is a substantial amount of added local road required to provide a new access to our property from Zerby Road because our current access to 322 will be eliminated. Along with the added road, which will have to be maintained in perpetuity, Rights of Way from at least two, maybe three properties, will have to be obtained to provide private access to our house. The new road and required private access is shown through current wooded areas which requires destruction of untouched wildlife habitat. Additionally, the new local road will render the property to our southwest corner (owner is unknown to us) useless, requiring eminent domain for that property. Finally, the noise map shows a high potential for noise concerns at our house which could increase costs further. What happens if the sound barrier is not deemed feasible or reasonable? Are we to just put up with increased noise when the highway is substantially closer to our house?</p> <p>We believe the cost of construction and maintenance of the new road, acquisition of ROW's, and destruction of habitat is excessive for one house. Substantial costs could be saved and habitat preserved by purchasing our house through eminent domain and not building a new local road through other properties to access our house.</p>	<p>PennDOT understands your concerns and appreciates your willingness to work with us to minimize the potential impact to area resources from the project. As the EIS advances, the team will continue to show the Zerby Road extension as a viable means to provide access to your property as this is a worst case scenario for mitigating impacts. During final design, right-of-way plans will be developed, and the right-of-way coordination will be initiated. During this coordination effort, these types of discussions will occur.</p> <p>Thank you for your comments.</p>
	Quentin, Lesh		<p>I hope I have the right email etc. I'm contacting someone to find out when if EVER the state is going to fix 81 north and south at the 49 mm area the whole right lane both sides. This roadways is beyond absolute trash. You can't travel in the lanes without having whip lash and destroying your vehicle, on top of that I drive truck and am based out of Carlisle so I am we are all forced to run that right lane and it's terrible and it's destroying our backs. Why is this type of work even allowed to happen? Does anyone even care about the work, about our vehicles, us etc? Why was this even allowed to happen? Why do you allow contractors and yourselves come out and destroy roads worse then what they were? If I have no response on the matter I will just fill out a right to know. I asked these very simple questions months ago with no response or answer. So this time around shouldn't be any different</p>	<p>This is a project-specific email address for the State College Area Connector. Your comments have been forwarded to PennDOT District 8 for review and consideration.</p>
	Williams, Meghan	16827	<p>I want to be added to the project email list to receive future notices and information regarding this project.</p>	<p>You have been added to the electronic mailing list.</p>

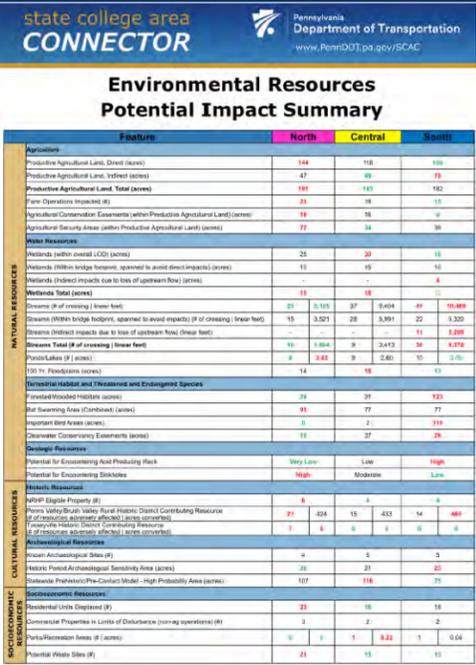
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	Stone David		<p>The Nittany Valley Environmental Coalition (NVEC) appreciates PADOT's and FHWA's recent efforts to refine the North and Central alignments. If the Central Alignment is chosen, the modifications which keep the highway slightly north of, and then adjacent to, the current 322 as it approaches State College are an essential improvement.</p>  <p>NVEC reiterates its implacable opposition to the South Alignment; and to the reintroduction of the Route 45 Connector and interchange.</p> <p>Although recent refinements to the Central and North Alignments are encouraging, what NVEC has called a "Combined Alternative" encompassing Traffic Systems Management, demand side reductions, multimodal, and some safety enhancement construction; should still be under explicit consideration during this NEPA review.</p> <p>For reasons discussed at length in its earlier PEL and NOI comments, consideration of just the No Build Alternative does not meet the environmental trusteeship obligations which Commonwealth government departments and municipalities must fulfill under the Section 27 environmental provisions of the Pennsylvania Constitution and key individual municipal charters in our local Council of Governments (COG).</p> <p>NVEC incorporates by reference its earlier comments on the PEL process and the NEPA NOI. (see footnote 1 and attachment 1)</p> <p>In light of all this, NVEC reaffirms its preference for a "Combined Alternative". That is, a minimum build alternative which relies upon demand side, multimodal, and traffic systems management involving the trucking industry and Penn State generated traffic. These tactics, if fully explored now, could also be employed during construction of one of the maximalist build alignments currently under NEPA consideration.</p> <p>NVEC also asserts that PADOT/FHWA should continue to refine the North Alignment so that an updated "apples to apples" alternatives analysis can be presented during the final Preferred Alternative announcement and public meeting, and then later during the Final NEPA rollout.</p> <p>An enhanced alternatives analysis matrix (i.e. see screenshot below of PADOT's current 20-resource-impact-summary.pdf) could then set out the relative advantages and disadvantages of this improved North Alignment, as it compares with the Central Alignment's water resource and wildlife impacts.</p>	<p>PennDOT has identified the Central Alternative as the Recommended Preferred Alternative and intends to present this to FHWA in the EIS for their approval. In January 2024, PennDOT dismissed from the State College Area Connector project the PA 45 Connector and associated midpoint interchange. At this time PennDOT does not intend to reintroduce the PA 45 Connector and associated midpoint interchange back into the project.</p> <p>As previously stated, PennDOT is committed to including TDM elements and bicycle and pedestrian facilities in conjunction with any of the proposed Build Alternatives (e.g., North, Central, South Alternatives). While combining TDM improvements with the proposed Upgrade Existing Alternative (as defined in the PEL Study) would address the congestion issues along the US 322 corridor, safety would remain unimproved and even be degraded. Additionally, PennDOT does not have the authority to force private entities or public institutions to alter their operating procedures to incorporate travel demand reductions.</p> <p>As a result, portions of NVEC's "Combined Alternative" are beyond the control of PennDOT and the other components alone would not meet the identified purpose and needs and will not be further considered as part of this project. As a result, it will not be considered in the EIS.</p> <p>PennDOT recognizes that the No Build Alternative will not meet the purpose and needs for the State College Area Connector project. However, consideration of a No Build alternative is required in the National Environmental Policy Act to function as a baseline to compare potential environmental effects of the other proposed alternatives.</p> <p>Previous comments provided by NVEC on the PEL Study as well as the August 2024 public meeting were previously addressed. Please see the previous responses to your comments.</p> <p>The North, Central, and South Alternative were developed using the same means and methods so that impacts are comparable as required by NEPA.</p> <ol style="list-style-type: none"> 1.) The North Alternative does show slightly higher impacts on bat swarming areas. However, that is not the sole reason for advancing the Central Alternative over the North Alternative. The location of the North Alternative in the area you mentioned is to minimize impacts to agricultural operations and allow them to continue to operate should the North Alternative be advanced. Agricultural impacts are the biggest environmental impact associated with the North Alternative, so every effort was made to minimize this resource while balancing other resource impact to the extent possible. 2.) A 1,200-foot extension of the North Alternative consistent with the Central Alternative alignment could not be engineered to meet design criteria for horizontal roadway curves and avoid the base of operation for the Kerr Farm. Thereby further increasing impacts to productive agricultural lands which are protected under Pennsylvania Laws. Overall, the location of the North Alternative and the other alternatives under consideration have been developed to balance overall environmental impacts to the greatest extent possible. PennDOT will continue to work to minimize all environmental impacts and develop mitigation solutions in coordination with the resource agencies for unavoidable impacts. 3.) The Central Alternative proposes several bridge structures to minimize impacts to the area wetlands and streams while also providing wildlife crossing area. During final design activities,

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			<p>Otherwise, any NEPA Alternatives Analysis based on the current Resource Impact Summary could lead to the Central Alignment being incorrectly preferred over what could be a reasonably refined North Alignment.</p> <p>1) The bat swarming analysis as shown in the impact summary matrix which is part of the case arguing against the North or open field alignment, is misleading. The difference is really the artifact of a minor variation between the two alignments just after the point where Central and North diverge</p>  <p>One can see in this attached excerpt from PADOT's 24-natural-resources. pdf map that the boundary to the bat swarming area is in pale orange with arrows pointing towards the Nittany Mountain ridge and its bat roosting areas.</p> <p>So this shows us that the North Alignment just catches the edge of the designated swarming area. This is supposed to account for about 14 acres of extra bat swarming impact (see screenshot of PADOT's matrix 20- resource-impact-summary.pdf inserted here.)</p>	<p>the bridges will be fully designed including pier placement. Following the design, PennDOT will work with the U. S. Army Corps of Engineers (USACE) and the Pennsylvania Department of Environmental Protection (DEP) to obtain jurisdictional determination on the wetlands, confirm impacts, and prepare and issue permits with appropriate mitigation.</p> <p>4.) For the purpose of the NEPA evaluation, all impacts are considered consistently across the various alternatives in order to make an informed decision on the identification of the Preferred Alternative. The Record of Decision will outline the commitments and mitigation measures that PennDOT will be required to follow. These commitments will be finalized in the permit packages coordinated and approved by USACE and DEP will include all final impacts for the project.</p> <p>5.) The horizontal and vertical alignments have been designed in accordance with state and federal guidelines that consider the existing topography, driver expectations, safety, and operational efficiency. As the design advances, the alignments will continue to be refined to optimize effectiveness on each of these fronts. The alignment will be submitted to the Federal Highway Administration for review and ultimate approval. The design team will continue to consult with PennDOT and Centre County maintenance personnel and emergency responders to address issues such as snow and ice treatment, spill containment, and other long-term circumstances. The design will be subject to reviews by the U.S. Army Corps of Engineers, PA Department of Environmental Protection, and Centre County Conservation District, to determine compliance with all relevant laws and regulatory directives regarding stream and watercourse protection and potential impact mitigation.</p> <p>6.) The farmland assessment considers the land status for the current and preceding three years as outlined in Pennsylvania laws and guidance. The analysis also considers the direct and indirect impacts of all three of the Build Alternatives being considered. Additionally, NEPA prohibits consideration of land speculation resulting from a proposed project. Therefore, predicting changes in land use is not an analysis that is undertaken. PennDOT must evaluate existing impacts and identify appropriate mitigation strategies.</p> <p>7.) As required by NEPA, PennDOT will develop mitigation for resources impacted by the proposed project. The mitigation for each resource will be included in the Environmental Impact Statement.</p> <p>8.) Access to the area does not substantially change over the existing conditions. In the Potters Mills area, the existing interchange will continue to provide full directional access with a connection to the future local 322. At PA 45, the existing partial interchange (westbound on and an eastbound off ramps) will be completed by relocating the existing access to and from US 322 at Boal Avenue to the PA 45 area. The purpose of the State College Area Connector is not land development but to address the safety, congestion, and driver expectations within the US 322 corridor. Any changes in development patterns are controlled by the local municipality through their zoning and land development ordinances.</p> <p>9.) PennDOT will acquire property through the right-of-way process that follows the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970. PennDOT will consider local real estate trends and value of comparable properties when determining</p>

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			 <p>The North Alignment also seems to unnecessarily cut through some extra trees in and around this area.</p> <p>In order to compare “apples to apples” then, just a slight shift of the North Alignment to have it rest, as it were, directly on top of the Central Alignment would bring its bat swarming impacts into parity with the Central Alignment as it now stands. If necessary, some small shift of some the rest of the North Alignment would be feasible to preserve safe road geometry, or to avoid additional dwellings or woods.</p> <p>Then any minor right-of-way acquisitions can then be weighed against the precarious water resource mitigation infrastructure and unmitigated Bird/ wildlife/noise impacts of the current Central Alignment design.</p> <p>2) These same bat swarming protective changes would resolve the Tusseyville community impacts which in the alternatives matrix appear to disadvantage the North Alternative. After those changes the impacts of the two alignments near Tusseyville would be the same because North and Central would stay identical for another 1200 feet or so.</p> <p>It appears that many of the extra property takes, and some few acres of woods which disadvantage the current North Alignment all comes down to this area as well.</p> <p>Here too, all that would need to happen is that some of the divergence between the Central and North Alignments needs to be avoided in the Tusseyville vicinity. Small shifts and narrow slices of open fields down the line could then be considered to modify the road geometry.</p>	<p>property values and will be offered Just Compensation. As previously mentioned, the NVEC “Combined Alternative” is beyond the control of PennDOT and the other components alone would not meet the identified purpose and needs and will not be further considered as part of this project.</p>

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			<p>It is essential that such North Alignment refinements be fully explored before the final selection of the preferred alternative.</p> <p>3) The bridging of the wetlands and streams in the Tussey Sink area is intricate and expensive. NVEC is concerned that the Alternative Analysis matrix (20-resource-impact-summary.pdf see screenshot above) underestimates the water impacts and disruption, because it does not fully account for the footings for the bridges which are supposed to rest in non-sensitive areas adjacent to the water resources. This issue is also related to the extra risks of uncovering acid bearing rock/pyrite and Native American archeological sites that the Central Alignment entails.</p> <p>4) Given case law at the Federal level with respect to "navigable waters" and the draconian Federal funding shifts now underway, how can PADOT/ FHWA/DEP be sure that the funding for these expensive wetland and stream mitigations will actually materialize? Will future cost cutting measures put this necessary infrastructure at risk?</p> <p>5) For safety's sake elevation changes must be limited. Elevation changes waste fuel and make noise disruptions worse. De-icing pollution should be addressed, given the tendency of roads on bridges to freeze. Micro-plastics from tires and petrochemical, or other toxic "drips and drabs", must be isolated from groundwater and any crossed streams. An enhanced matrix or other Alternatives Analysis technique should account for all this.</p> <p>6) The PADOT consultants apparently only considered the current status of the farm fields, and were not tasked with analyzing how the long term agricultural use and zoning of farm fields would be shaped by one alignment or another. PADOT, in order to fulfill its environmental trusteeship obligations under the PA Constitution, should correct this omission.</p> <p>7) The 20-resource-impact-summary.pdf matrix screenshot does show that the Central Alignment has more impacts than North on birding areas, Clearwater conservation easements, and indirectly on certain farmland. These effects will need to be offset or mitigated if Central is chosen.</p> <p>8) In so far as access for future development has been a factor that has inclined the PADOT/FHWA or its consultants to prefer the Central Alignment, then transparent and substantive due process requires that this be made explicit in the NEPA documents as part of the alternatives analysis.</p> <p>9) By negotiating with landowners using more realistic and generous real estate valuations, PADOT/FHWA could still save millions of dollars, while avoiding wildlife disruption, water resource deterioration, acidic rock, and archeological features. Such refinements could also include elements of what NVEC in earlier comments called the Combined Alternative, at least in this last remaining area of alignment divergence near that roadside commercial area which is, in effect, pushing the Central Alignment into the wildlife, groundwater, and surface stream impact area. David Stone NVEC and pro se May 18, 2025 footnote</p> <p>Mr. Stone also included by reference excerpts from past NVEC comments.</p>	

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	PA Farm Bureau, Andy Bater and Grand Gulibon		<p>Pennsylvania Farm Bureau (PFB) thanks the Pennsylvania Department of Transportation (PennDOT) for its continued efforts to engage with the agricultural community and address concerns related to the proposed State College Area Connector Project. We appreciate the significant reduction in farmland acreage directly affected by the proposed four-lane highway and recognize PennDOT’s willingness to consider input from the farming community.</p> <p>However, a number of outstanding concerns remain regarding potential impacts on farmland, farm residences, and agricultural operations. These are detailed below:</p> <p>Continuing Farm Bureau Concerns/Questions</p> <ol style="list-style-type: none"> 1. Highway Width and Median Design Some segments of the proposed highway appear wider due to the type of median used (e.g., grass vs. concrete), with wider medians resulting in greater farmland loss. While we understand that broader medians may accommodate emergency vehicle access, we request that alternative designs—such as “emergency-only” underpasses in non-farmland wetland bridge areas—be considered to reduce farmland impacts. 2. Highway Alignment Adjustments While we commend PennDOT for revisions that reduce farmland impacts, we believe further adjustments could be made. For example, shifting the highway further north of the Darlington Farm could utilize lower-quality land and further minimize the loss of productive farmland. 3. Tusseyville Historic District We understand that the Tusseyville Historic District is being protected from direct highway encroachment. We would appreciate clarification on whether this applies to the entire district and if partial impacts or relocations are still under consideration. 4. Farmland Access Post-Construction At the public meeting, we were informed that access solutions for farmland parcels separated by the new highway will be determined in later stages. Given the critical nature of such access to farm viability, we request that these plans be developed and communicated as early as possible. 5. Agricultural Lands Condemnation Approval Board (ALCAB) Future interaction with the ALCAB was mentioned during the public meeting. We request that PennDOT provide additional information on this process so that potentially impacted farmers are fully informed of their rights and options. 6. Visual Impact and Viewshed Preservation While we recognize the importance of improved transportation safety, we also urge PennDOT to consider the visual impact of the project. Preserving the rural, agricultural character of the region is essential for ensuring that the area remains in agricultural use rather than transitioning to residential or industrial development. 7. Noise Abatement During and After Construction 	<ol style="list-style-type: none"> 1.) The proposed roadway width was determined based on standard engineering criteria which controls lane and shoulder widths. These same standards allow for varying median widths on divided highways of 36’ (Preferred) and 18’ (Minimum). At the eastern and western ends of the project, the 18’ minimum width median separated by concrete median barrier is proposed to limit impacts to environmental and historic resources and residential properties lining both sides of the highway. Through the central portion of the corridor, the preferred 36’ median is provided. This additional width allows the incorporation of median crossovers to accommodate emergency and maintenance access and provides safer refuge areas for vehicle breakdowns. The open, grass median also allows the use of longitudinal stormwater control measures which help reduce the size and number of large stormwater basins that would otherwise be required beyond the standard roadway template. 2.) Throughout the project area, the existing US 322 corridor is being utilized to provide continual local access to homes, businesses, and local road connections. Wherever possible, the existing roadway was maintained to limit reconstruction of the existing roadway and bridges and balance competing impacts to all area resources (e.g. farmland, historic resources, wetlands, etc.). While shifting north may slightly improve impacts to farmland, it would increase impacts on other protected area resources (e.g., residential relocations and wetlands). The corridor through this area was developed to provide the best balance for all area resources. Additionally, all farmland that meets the regulatory requirements in Pennsylvania legislation, is considered equally. As a result, the project does not consider one area “lower-quality land” compared to another. 3.) The Tusseyville Historic District, and associated contributing resources are protected by Section 106 of the Historic Preservation Act and Section 4(f) of the National Highway Act. Based on the prevailing regulations, impacts to these types of resources should be avoided, if possible. If unavoidable, minimization efforts should be advanced to reduce the overall impact. Currently, the Central and South Alternatives avoid the Tusseyville Historic District and all contributing resources. The North Alternative was refined from the August 2024 public meeting to minimize the impacts and use of property from the Historic District. 4.) Preliminary access to all parcels was developed and presented at the May 2025 public meeting. As the project advances into final design, more engineering details will be available and refinements to access will be developed and coordinated accordingly. 5.) Information on ALCAB can be found in the Agricultural Security Area Handbook (2016) and PennDOT Publication No. 324 Agricultural Resources Evaluation Handbook (2016). 6.) PennDOT understands the visual impact a new roadway will have on the area. Design considerations will continue to be advanced that works to mitigate adverse impacts to the extent possible. Any development, beyond the roadway footprint, would be controlled by the local government through zoning and other development restrictions/requirements. 7.) When the Preliminary Engineering phase of the project advances into the Final Design phase, additional noise analyses will be conducted to analyze the effects of the selected alternative upon adjacent noise-sensitive land uses. During this Final Design noise study, highway traffic noise impacts and feasible and reasonable noise mitigation designs will be

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			<p>We are concerned that the projected residential noise impacts along the selected Central Route appear overly optimistic. We understand this may be due to limitations in the modeling software. We urge PennDOT to conduct further assessments to ensure that both human and animal residents on farms are adequately protected from excessive noise—especially during construction. Nearby residents of the recent Potters Mills Gap project reported significant day-and-night noise disruptions, underscoring the need for mitigation strategies.</p> <p>8. Access to Agricultural Businesses The existing Route 322 corridor supports numerous agricultural enterprises, including equipment dealers, direct-to-consumer farm product outlets, and landscape suppliers. While much of the base property for these businesses remains protected under the proposed route, we are concerned about potential limitations to access, signage visibility, and exposure to passing traffic. These factors are vital to their continued viability.</p> <p>9. Tax Implications for Farmland We request that PennDOT offer tax guidance to landowners, particularly those enrolled in the Clean & Green program, to clarify whether acreage losses or land-use changes could affect preferential tax status.</p> <p>10. Land Devaluation Some members have expressed concerns about property devaluation due to proximity to the highway. We request information on how PennDOT addresses compensation or relief for landowners facing diminished land value unrelated to direct acquisition.</p> <p>11. Early Acquisition and Replacement Homes A farm family that will lose their home and part of their land inquired about the possibility of an Early Acquisition disposition to allow them to purchase an adjacent home rather than building on productive farmland. We support exploring such options and request clarification on the process and eligibility.</p> <p>12. Financing for Replacement Property Another farm family asked whether any favorable financing options are available for those who must purchase a new home due to displacement by the highway. We request that PennDOT provide guidance on available programs or resources.</p> <p>13. Hardship Properties We seek to better understand how PennDOT handles “hardship” cases where owners face significant personal, financial, or health-related challenges in selling or relocating due to the project. Clarification on criteria and assistance programs is needed.</p> <p>14. Purchase of Surplus PennDOT Land If PennDOT acquires land for construction staging or other temporary use that is later deemed surplus, farmers have expressed interest in purchasing that land. We request details on how landowners can access opportunities through the Sales of Transportation Lands Act.</p> <p>15. Restoration of Temporarily Used Land</p>	<p>further analyzed, and additional public involvement to present the results of these noise studies will occur.</p> <p>Throughout the construction phase of the project, construction noise can be minimized by implementing best management practices (BMPs), including:</p> <ul style="list-style-type: none"> • proper equipment management, • administrative controls, • monitoring and compliance program, and • community engagement. <p>Proper equipment management includes the use of low-noise equipment (such as electric powered tools, if possible), regular maintenance, and strategic positioning of equipment and noisy activities away from noise-sensitive receptors, if possible. Administrative controls can include scheduling high-noise activities during less sensitive times such as midday or early afternoon and strict adherence to local noise ordinances and restrictions, which often limit construction activities to specific hours. A construction noise monitoring and compliance program may be implemented that can establish construction noise thresholds and prompt corrective action when monitored noise levels exceed limits. Of most importance is coordination with the communities and local municipalities so that they can be informed about the construction schedule and any anticipated noisy activities in advance.</p> <p>Although highway construction noise can negatively impact the welfare and behavior of livestock and other animal residents, state and federal regulations for highway traffic noise do not have any provisions for noise abatement in regard to animals. Therefore, coordination between the Department and the community / local municipality is helpful to identify available mitigation strategies that can be employed, if practical, to minimize livestock from excessive construction noise.</p> <p>8.) All businesses along existing US 322 will continue to have access similar to what is provided today. From the east, access would be available at Potters Mills Interchange and from the west access would be provided via the PA 45 interchange with a connection to local 322.</p> <p>9.) PennDOT cannot provide tax guidance to landowners. PennDOT is working with the Department of Agriculture to gather information related to the Clean and Green program.</p> <p>10.) Agricultural properties not required by the project are not anticipated to experience a diminished value as a result of the project nor impact the ability to continue the agricultural use.</p> <p>11.) Early acquisition involves acquisitions prior to the NEPA decision for the project. This is not available for acquisitions for the SCAC project because the project involves impacts to historic properties requiring compliance with Section 106 of the National Historic Preservation Act (54 U.S.C. §306108), Section 4(f) of the U.S. Department of Transportation Act (49 U.S.C. §303 and 23 U.S.C. §138), and Section 2002 of the PA Administrative Code (71 P.S. §512).</p>

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			<p>We ask how PennDOT ensures the restoration of farmland used temporarily during construction (e.g., staging, vehicle traffic) so that it is not left compacted or degraded. Restoration of soil tilth and productivity is critical.</p> <p>16. Utility Relocation Impacts We request information on how the relocation of power, gas, and other utilities for the highway has been factored into farmland loss estimates. These impacts should be reflected in the total acreage affected.</p> <p>We appreciate PennDOT's willingness to engage with farmers throughout the planning process and hope these concerns can be addressed in upcoming design phases. Pennsylvania Farm Bureau stands ready to assist in identifying practical, farmer-informed solutions to ensure that agricultural operations remain viable during and after project implementation. Thank you for entertaining our comments</p>	<p>12.) For property owners who will be displaced as a result of an acquisition for the project, there are relocation benefits available. These benefits will be reviewed for each property owner to determine if they qualify.</p> <p>13.) For this project, because the project involves impacts to historic resources, a record of decision is required prior to acquiring property. A hardship acquisition may occur when property owner is unable to sell his or her property at the property's fair market value because of a disruption to the real estate market by an impending highway project coupled with a need to do so to alleviate some medical, safety, or financial hardship. Hardship acquisitions are amicable acquisitions. Requests for hardship acquisitions are reviewed on a case-by-case basis. FHWA approval is required.</p> <p>14.) If someone is interested in acquiring property under the Department's jurisdiction that does not appear to be needed for transportation purposes, the individual would submit a request to the District's Right of Way Administrator to dispose of the property. If the District determines that the property is excess right-of-way, the District will initiate the disposition process. Under this process, the property would first be offered to the rights of first refusal detailed in the Sale of Transportation Lands Act (71. P.S. §1381.3). After the rights of first refusal are exhausted, the property will be sold via public bid.</p> <p>15.) Per Pub 14M(DM-3), PennDOT is responsible to see that the premises are restored to a condition commensurate with that of the balance of the property of the landowner, such restoration to include removal of debris, filling of holes left by the removal of buildings or structures, draining, filling and/or capping of wells, cesspools and septic tanks; grading and sowing of grass. If it is determined prior to letting of bids for construction or demolition that a temporary area is to be utilized, the plans, bid documents, and the contract shall indicate the restoration requirements.</p> <p>16.) The Limit of Disturbance (LOD) lines shown on project mapping throughout the lifecycle of the project provide a buffer on the proposed roadway footprint. Generally, the LOD provides a 25-foot buffer on each side of the alternative to account for impacts associated with items that are not fully known during preliminary engineering, such as utilities. In areas of anticipated to have major utility relocations, the buffer was increased (50-foot) to accommodate anticipated utility needs to establish the LOD. Therefore, farmland impacts are included in the impact numbers shown at the public meeting. During final design, should impacts exceed the current LOD, a reevaluation will be conducted for the potential new impact area.</p>