AGENDA

- PROJECT HISTORY
- NORTHERN SECTION UPDATE
- SOUTHERN SECTION OVERVIEW
- INTERCHANGES
- PROJECT SCHEDULE
- UPCOMING ACTIVITIES
- OPEN DISCUSSION & GROUP QUESTIONS
- ONE-ON-ONE QUESTIONS (OPEN HOUSE)
PROJECT HISTORY

1994  – Studies initiated

2003  – Final Environmental Impact Statement (FEIS) approved
      – Record of Decision issued and project alignment established

2006  – Northern Section final design initiated

2008  – Project placed on hold

2013  – Act 89 passed (funding identified) and project reactivated

2015  – Southern Section final design initiated
      – Financial Plan submitted to Federal Highway Administration (FHWA)
PROJECT PURPOSE (from 2003 FEIS):

- Reduce Congestion and Accommodate Growth:
  - By 2020, traffic is anticipated to more than double on area roadways, and without CSVT, nearly all primary roadways will be congested.

- Improve Safety:
  - 6 miles of primary roadways exceed statewide average crash rate, and 8 miles exceed statewide average fatal crash rate.

- Separate Trucks and Through Traffic from Local Traffic:
  - Over 50% of autos and over 90% of trucks pass through project area.
  - Nearly 50% of accidents involve a truck.
NORTHERN SECTION
## NORTHERN SECTION

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PROPOSED WEST BRANCH SUSQUEHANNA RIVER BRIDGE
TYPICAL SECTION

10' RIGHT SHOULDER

36' MEDIAN

4' LEFT SHOULDER

12' TRAVEL LANE

12' TRAVEL LANE

10'
CSVT QUICK FACTS

- 7.2 Miles of New Roadway
- 4.27 Million CY of Excavation
- 13 New Bridges
- 319,000 SY of Pavement

- Fill Beaver Stadium over 5 Times
- Pave 50 football fields (plus endzones)
A COUPLE OF NOTES BEFORE WE LOOK AT THE ALIGNMENT...

- No major alignment changes anticipated
- Design team currently looking at adjustments
- Reasons for future adjustments
  - Embankment, excavation slopes
  - Minimizing impacts
  - Improving intersection/interchange efficiency
  - Making bridges more efficient
  - Unexpected conditions
  - Stormwater management development
INTERCHANGES

- Selinsgrove Interchange
- Route 61 Connector Interchange
- Shamokin Dam Interchange
SR-61 Connector Interchange
Prior to starting construction,
Report new and substantial impacts,
applicable new laws/regulations, noteworthy changes in existing condition

- Bridges
- Clear land
- Earthwork
- Drainage
- Earthwork, bridges, paving, signals
- Paving
- Guiderail
- Signs and Signals

Ultimate objective - contract documents

PROJECT SCHEDULE

SR 15 SECTION 088
CSV T SOUTHERN SECTION

PROJECT SCHEDULE

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FINAL DESIGN

RIGHT-OF-WAY ACQUISITION

UTILITY COORDINATION

PERMITTING

FEIS REEVALUATION

EARTHWORK CONSTRUCTION

STRUCTURES CONSTRUCTION

PAVEMENT CONSTRUCTION

PA ROUTE 61 CONNECTOR CONSTRUCTION

- Earth disturbance permit – PADEP, Snyder County Conservation District.
- Permit for wetlands/waterways from PADEP and USACE.
WHY SEPARATE CONSTRUCTION CONTRACTS?

- More competitive bidding
- Fits with anticipated funding levels
- Through traffic on CSVT before Connector Construction
IMPACT TO THE PUBLIC DURING DESIGN AND CONSTRUCTION

- Survey Crews
- Soil Boring Crews
- Traffic Control During Construction
OTHER COORDINATION WITH PUBLIC

- Public Meetings
- Sound Barrier Coordination
- Well Survey, Blasting Inspection
- Right-of-Way Acquisition
WHAT IF MY LAND IS NEEDED?

- “Just Compensation” = Fair Market Value + Other Benefits
- PennDOT Right-of-Way Staff ...
  - present tonight to answer questions
  - will personally contact every affected landowner at appropriate time to begin the process.
UPCOMING ACTIVITIES

- Develop Alternatives – Now
- Survey – Underway
- Soil Borings – Beginning late Summer 2015
- Subsurface Utility Engineering – Summer 2015
HOW DO I GET INFORMATION?

- Attend Public Meetings
- Visit Project Web Site – csvt.com
- Contact PennDOT Project Manager
  Maggie Jackson
  margjackso@pa.gov
  570-368-5672
OPEN DISCUSSION & GENERAL QUESTIONS