U.S. Department
of Transportation
Federal Highway Administration

Pennsylvania Division

JAN - 8 2019

228 Walnut Street, Room 508
Harrisburg, PA 17101-1720
(717) 221-3461

In Reply Refer To:
HPD-PA

Snyder, Union & Northumberland Counties,
Pennsylvania
Central Susquehanna Valley
Transportation (CSVT) Project
S.R. 15, Section 088
Finding of No Significant Impact

Mr. George W. McAuley, Jr., P.E.
Deputy Secretary for Highway Administration
Pennsylvania Department of Transportation
Harrisburg, Pennsylvania

ATTN: Ms. Melissa Batula, P.E., Chief, Highway Delivery Division

Dear Mr. McAuley:

The Federal Highway Administration (FHWA) has received the request from your office dated December 26, 2018 requesting a Finding of No Significant Impact (FONSI). This office reviewed the request and the accompanying documentation.

The Supplemental Environmental Assessment (EA) was prepared to determine the need to prepare a Supplemental Environmental Impact Statement (EIS) to address a two-mile modification in the alignment of the Central Susquehanna Valley Transportation (CSVT) project. The realignment was necessary to avoid construction and associated impacts on two fly ash waste basins. Construction of the original alignment would result in previously unanticipated, but significant adverse impacts.

The material accompanying the request for FONSI includes:

- Supplemental EA
- Public Hearing Transcript/Handout
- Supplemental EA Public Comment & Response Report
- Ash Basin Focus Area Summary

The Eastern Alternative evaluated in the Supplemental EA has the least impact to residences, farmlands, and wetlands; it has noise impacts that are less than the Western Alternative and similar to the Central Alternative; and better meets the traffic needs of the project.

Upon review of the Supplemental EA and the accompanying documentation, the FHWA issues the attached *Finding of No Significant Impact* for your files. This evidences compliance with applicable Federal and state environmental laws and regulations necessary at this time. Please publish the FONSI consistent with approved PennDOT DM-1B.

Should conditions change in final design or construction, please consult with this office promptly. We anticipate continuing to work with your office as this and the other construction stages advance through design and construction.

If you have any questions or need additional information, please contact Deborah Suciu Smith of my staff at 717-221-3785 or Deborah.Suciu.Smith@dot.gov.

Sincerely yours,

Clint H. Beck
Acting Director of Program Development

Attachment

ec: George W. McAuley, Jr., P.E. PennDOT
Melissa Batula, P.E., PennDOT
Sandy Tosca, P.E., PennDOT 3-0
Matt Beck, P.E., PennDOT 3-0
Christine Spangler, P.E., PennDOT HDTS
Mark Lombard, PennDOT EPDS

U.S Department of Transportation
Federal Highway Administration
Finding of No Significant Impact
Central Susquehanna Valley Transportation Project (CSVT)
SR. 0015, Section 088
Snyder, Union, & Northumberland Counties, Pennsylvania

The FHWA has determined that the Eastern Alternative, within the Ash Basin Focus Area of the CSVT Project's Southern Section, will have no significant impact on the human environment.

The CSVT project consists of 12.4 miles of new, four-lane, limited access highway that will reduce current congestion, ensure sufficient capacity for growth and improve safety through better accommodation of traffic, with focus on trucks and through traffic. PennDOT prepared the Environmental Assessment (EA) to supplement the 2003 Final Environmental Impact Statement (FEIS) and associated Record of Decision (ROD) and to determine whether a Supplemental EIS is necessary.

The Supplemental EA was prepared in consultation with federal and state regulatory and resource agencies to address a necessary 2-mile modification/realignment to the project scope to avoid impacts to two fly ash waste basins. Construction on the Ash Basins would have resulted in previously unanticipated, but significant impacts. The Eastern Alternative passes south of the Southern Ash Basin, crosses over Stetler Avenue and 11th Avenue then passes south of the Northern Ash Basin. It then curves around the eastern side of the Northern Ash Basin (Attachment 4, Fig 4).

Of the three avoidance alternatives identified, the Eastern Alternative has the least impact to residences, farmlands, and wetlands; it has noise impacts that are less than the Western Alternative and similar to the Central Alternative; and better meets the traffic needs of the project. The EA also serves as documentation to support a modification to the 2007 Department of the Army permit issued for the project by the U.S. Army Corps of Engineers (USACE) pursuant to the Clean Water Act.

This Finding of No Significant Impact (FONSI) is based on the information included in the attached:

- Supplemental Environmental Assessment (EA)
- Public Hearing Transcript/Handout
- Supplemental EA Public Comment & Response Report
- Ash Basin Focus Area Summary

A public hearing was advertised and held on June 21, 2018 at Shikellamy High School in Sunbury, Pennsylvania. A copy of the Public Hearing Notice is attached.

This information contained in the above referenced and attached documents have been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed modification/realignment to the project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that a Supplemental EIS is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached Supplemental EA and other referenced and attached documents.

1/8/2019

Date

For FHWA

pennsylvania
DEPARTMENT OF TRANSPORTATION

December 26, 2018

Ms. Alicia Nolan
Division Administrator
Federal Highway Administration
228 Walnut Street, Room 508
Harrisburg, PA 17101-1720
Attn.: Ms. Deborah Suciu Smith

Dear Ms. Nolan:

The Pennsylvania Department of Transportation (PennDOT) is submitting materials (electronically to Ms. Deborah Suciu Smith) to request the Federal Highway Administration's (FHWA's) issuance of a Finding of No Significant Impact (FONSI) for the Ash Basin Focus Area of the Central Susquehanna Valley Transportation (CSVT) Project.

PennDOT prepared the Environmental Assessment (EA) to supplement the Final Environmental Impact Statement (FEIS) approved for the CSVT Project by FHWA in 2003, pursuant to the National Environmental Policy Act of 1969 (Attachment 1). It also serves as documentation to support a modification to the Department of the Army permit issued for the project by the U.S. Army Corps of Engineers (USACE) in 2007, pursuant to Section 404 of the Clean Water Act. The Supplemental EA was prepared to address the Ash Basin Focus Area within the CSVT Project's Southern Section and the associated re-alignment of an approximately two-mile-long portion of the project. Hard copies of the Supplemental EA were made available for public review beginning on June 6, 2018, and an electronic copy was also posted on the CSVT Project website, www.csvt.com, on the same date. This initiated a 30-day public comment period that extended to July 6, 2018.

A public hearing was held on June 21, 2018 at Shikellamy High School in Sunbury, Pennsylvania. The enclosed legal notice of the hearing appeared in The Daily Item on May 22 and June 10, 2018 and in the Snyder County Times on June 15, 2018 (Attachment 2). It was also posted on the CSVT Project website on May 29, 2018 and was mailed to area residents on June 1, 2018. The hearing was held to provide interested parties an opportunity to participate in the process of determining the specific location and major design features of the proposed highway within the Ash Basin Focus Area.

The hearing was held in compliance with Title 23, U.S. Code, Section 128; Title 23, Code of Federal Regulations, Part 771; and Pennsylvania Department of Transportation Act 120 of 1970. Since the Supplemental EA will also support an application for a modification to the Section 404 permit for the project, the hearing also provided the opportunity to present views, opinions, and information that will be considered by USACE in evaluating that permit modification application. The transcript of the public hearing is enclosed, along with a copy of a handout that was provided to all hearing attendees (Attachment 3).

Comments received by PennDOT on the Supplemental EA during the 30-day period and the public hearing referenced above are provided in Attachment 4, along with PennDOT's associated response to each comment.

Project Overview and Findings of the Supplemental EA

The CSVT Project involves the construction of approximately 12.4 miles of new four-lane limited access highway in Snyder, Union, and Northumberland Counties between U.S. Routes 11/15 just north of Selinsgrove in Snyder County and PA Route 147 just south of Montandon in Northumberland County. The project is being undertaken by PennDOT and FHWA for the purposes of reducing current congestion, ensuring sufficient capacity for growth, and improving safety through better accommodation of all traffic, with particular attention to trucks and through traffic.

The Supplemental EA is limited to assessing impacts associated with changes to the original design within the Ash Basin Focus Area within the CSVT Project's Southern Section. The focus area is located between Fisher Road and Sunbury Road in Monroe Township and Shamokin Dam Borough, Snyder County, and it encompasses an approximately two-mile-long portion of the project. The Supplemental EA describes and evaluates alternative alignments and interchange configurations for modifying the proposed mainline highway and proposed PA Route 61 Connector within the focus area to avoid two existing fly ash waste basins. The need to modify that portion of the project was identified during final design geotechnical studies in 2016, which revealed significant engineering and environmental risks associated with constructing the new highway across the ash basins as previously proposed.

Project studies documented in the Supplemental EA were conducted under the requirements of the National Environmental Policy Act, Section 404 of the federal Clean Water Act, Section 4(f) of the U.S. Department of Transportation Act of 1966, and Pennsylvania Act 120. As outlined in the document, three alternatives, which are referred to as the Western, Central, and Eastern Alternatives, were considered within the Ash Basin Focus Area for modifying the previously selected project alignment, which is referred to as the No Change DAM Alternative.

The Supplemental EA identifies the Eastern Alternative as the Preferred Alternative. PennDOT determined this alternative offers the best opportunity to balance impacts to natural, cultural, and socioeconomic resources while avoiding the engineering and environmental risks of construction within the ash basins and while also meeting the specified project needs. Of the realignment alternatives considered, the Eastern Alternative is preferred because it has the least impact to residences, farmlands, and wetlands; it has noise impacts that are less than the Western Alternative and similar to the Central Alternative; and it better meets the traffic needs of the project through increased usage of the PA Route 61 Connector and the associated removal of more traffic from the existing road network.

Public comments received on the Supplemental EA include concerns regarding potential impacts of the PA Route 61 Connector, the historic resource status of PPL electric transmission lines, project costs, noise impacts, and the overall impact of the project. Many of these types of

comments were received and addressed during the development of the FEIS for the project. All public comments on the Supplemental EA are included in Attachment 4 along with PennDOT's respective response to each. PennDOT will coordinate further with the public to address several of the concerns, such as those regarding potential noise impact mitigation, through the final design process. In addition, PennDOT will also continue to coordinate development of the project with the resource agencies, local officials, and other appropriate stakeholders through final design and construction.

PennDOT has determined that the public and the resource agencies are in general agreement with the Eastern Alternative. The following supporting information is enclosed to support this request:

- Attachment 1 - Supplemental EA (May 2018); (available at www.csvt.com/resources/pdfs/CSVT%20EA%20%20FINAL%20(signed).pdf);
- Attachment 2 - Public hearing notice;
- Attachment 3 - Public hearing transcript and handout;
- Attachment 4 - Supplemental Environmental Assessment Public Comment and Response Report (December 2018); and
- Attachment 5 - Ash Basin Focus Area Summary.

PennDOT requests review by your office, and pending revisions to address any comments that your office may have, the preparation of a Finding of No Significant Impact for the alternative selected for CSVT Project's Ash Basin Focus Area.

If you have any questions concerning the project, please contact Ryan VanKirk, P.E. at 717-705-1338 or at rvankirk@pa.gov.

Sincerely,

Mark J. Chappell, P.E.
Acting Chief
Highway Delivery Division
Bureau of Project Delivery

NOTICE OF SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT
AND
PUBLIC HEARING

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION PROJECT – ASH BASIN FOCUS AREA
BETWEEN FISHER ROAD AND SUNBURY ROAD
IN MONROE TOWNSHIP AND SHAMOKIN DAM BOROUGH, SNYDER COUNTY, PA

The Pennsylvania Department of Transportation (PennDOT) and the Federal Highway Administration (FHWA), in compliance with the National Environmental Policy Act of 1969 as amended and in cooperation with the United States Army Corps of Engineers (USACE), have prepared an Environmental Assessment (EA) to supplement the 2003 Final Environmental Impact Statement (FEIS) for the Central Susquehanna Valley Transportation (CSVT) Project (State Route 15, Section 088). The Supplemental EA is for the Ash Basin Focus Area in Monroe Township and Shamokin Dam Borough in Snyder County, and it describes and evaluates alternative alignments and interchange configurations for modifying the approximately 2-mile-long portion of the project within the focus area to avoid construction on two existing fly ash waste basins.

The Ash Basin Focus Area is located between Fisher Road to the west, Pine Lane and Weatherfield Drive to the south, Sunbury Road to the east, and Park Road to the north. The focus area is located within the Southern Section of the CSVT Project, which is one of two sections of the overall project that have been defined for design and construction purposes. The Southern Section involves the construction of a proposed four-lane limited access highway that will connect US Routes 11/15 north of Selinsgrove in Snyder County to US Route 15 south of Winfield in Union County. The Southern Section also includes a connector to PA Route 61 (the Veterans Memorial Bridge) into Sunbury in Northumberland County.

Within the Ash Basin Focus Area, the Preferred Alternative is the Eastern Alternative. It passes around the two ash basins to the east and/or south, and it ties into the previously proposed alignment at Fisher Road and at Sunbury Road. Of the realignment alternatives considered, the Eastern Alternative better meets the traffic needs of the project and has the least impact to residences, farmlands, and wetlands.

The Supplemental EA will be available for public review and formal comment beginning Wednesday, June 6, 2018 for a 30-day period ending Friday, July 6, 2018. An electronic version of the document will be available on the project website (www.csvt.com), and hard copies will be available at the locations listed at the bottom of this notice.

The Supplemental EA will also serve as documentation for a modification to the permit issued by USACE in 2007 under Section 404 of the Clean Water Act for the proposed discharge of dredged, excavated, and/or fill materials into Waters of the United States associated with the proposed highway. The decision whether to issue the Section 404 permit modification will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed project on the public interest. The decision will reflect national concern for the protection and utilization of important resources. The benefit that reasonably may be expected to accrue from the proposed project must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposed project will be considered, including the cumulative effects thereof. Among the factors to be considered are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, and, in general, the needs and welfare of the people.

A joint PennDOT/USACE Public Hearing will be held to provide interested persons the opportunity to testify concerning the effects of the project within the Ash Basin Focus Area, including the social, economic, cultural, environmental, and other impacts. PennDOT has identified wetlands and surface waters that they consider regulated under Section 404 of the Clean Water Act. The Public Hearing will provide the opportunity to present views, opinions, and information which will be considered by USACE in evaluating a modification to the Section 404 permit for the proposed project.

The Public Hearing will be held on Thursday, June 21, 2018 from 5:00 PM to 8:00 PM at Shikellamy High School, 600 Walnut Street, Sunbury, PA 17801. Project plans will be displayed beginning at 4:00 PM. The Public Hearing will begin at 5:00 PM with introductory remarks by officials of PennDOT and USACE.

Following the introductory remarks, the Public Hearing will be open to testimony from all interested parties. Testimony may be given by any of the following means:

1. Public oral testimony transcribed by a stenographer;
2. Private oral testimony transcribed by a stenographer;
3. Written testimony.

Those wishing to give public or private testimony will be taken in turn as they sign in at the Public Hearing. Oral comments will be limited to five minutes or less in order to ensure everyone has an equal opportunity to speak. However, additional written comments can be submitted at the Public Hearing in support of oral testimony.

Outside of the Public Hearing, written comments expressing concerns for aquatic resources, including wetlands, may be submitted in hard copy to:

USACE Baltimore District, 1631 South Atherton Street, Suite 101, State College, PA 16801
ATTN: Mike Dombroskie

Written comments concerning all issues, including aquatic resources, may be submitted in hard copy to:

PennDOT Engineering District 3-0, 715 Jordan Avenue, Montoursville, PA 17754
ATTN: Matthew Beck, P.E., Assistant Plans Engineer

or via email to CSVT_SupplementalEA@skellyloy.com. Comments will not be accepted via the project website.

To be considered by PennDOT, FHWA, and/or USACE, comments on the Supplemental EA must be postmarked by July 6, 2018 and must include the name and mailing address of the commenter.

The Public Hearing location is accessible to individuals with disabilities. If you require special accommodations or would like additional information, please contact Mr. Beck at 570-368-4256.

The Supplemental EA will be available for review on June 6, 2018, with all supporting project information, during normal business hours at:

- PennDOT Engineering District 3-0, 715 Jordan Avenue, Montoursville, PA
- Skelly and Loy, Inc., 449 Eisenhower Boulevard, Harrisburg, PA

The Supplemental EA will also be available for review on June 6, 2018, with the 2003 FEIS, during normal business hours at:

SNYDER COUNTY

- Shamokin Dam Borough Building, 42 West 8th Avenue, Shamokin Dam, PA
- Monroe Township Municipal Building, 39 Municipal Drive, Selinsgrove, PA
- Penn Township Municipal Building, 228 Clifford Road, Selinsgrove, PA
- Selinsgrove Borough Office, 1 North High Street, Selinsgrove, PA
- Snyder County Planning Commission, Snyder County Courthouse, 9 West Market Street, Middleburg, PA
- Office of US Congressman Tom Marino, 713 Bridge Street, Room 29, Selinsgrove, PA
- Greater Susquehanna Valley Chamber of Commerce, 2859 North Susquehanna Trail, Shamokin Dam, PA
- Rudy Gelnett Memorial Library, 1 North High Street, Selinsgrove, PA

UNION COUNTY

- Union Township Municipal Building, 70 Municipal Lane, Winfield, PA
- Union County Planning Commission, UC Government Center, 155 North 15th Street, Lewisburg, PA
- Office of PA Representative Fred Keller, 343 Chestnut Street, Suite 1, Mifflinburg, PA
- SEDA-Council of Governments, 201 Furnace Road, Lewisburg, PA
- Union County Public Library, 255 Reitz Boulevard, Lewisburg, PA

NORTHUMBERLAND COUNTY

- Sunbury City Hall, 225 Market Street, Sunbury, PA
- Northumberland County Planning Commission, 399 Stadium Drive, Sunbury, PA
- Office of PA Representative Lynda Schlegel Culver, 106 Arch Street, Sunbury, PA
- Office of US Congressman Lou Barletta, 106 Arch Street, Sunbury, PA
- Degenstein Community Library, 40 South 5th Street, Sunbury, PA

OTHER

- Office of PA Senator John Gordner, 603 West Main Street, Bloomsburg, PA
- Office of PA Senator Gene Yaw, 330 Pine Street, Suite 204, Williamsport, PA
- Office of US Senator Robert Casey, Jr., 200 North 3rd Street, Suite 14A, Harrisburg, PA
- Office of US Senator Pat Toomey, 228 Walnut Street, Suite 1104, Harrisburg, PA
- Federal Highway Administration, 228 Walnut Street, Harrisburg, PA

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

IN RE: CSVT PROJECT PUBLIC HEARING

TRANSCRIPT OF PROCEEDINGS

Hearing taken at

Shikellamy High School
600 Walnut Street
Sunbury, PA

on
June 21, 2018
at 5:00p.m.

APPEARANCES:

Matt Beck, Moderator

T. Jay Cunningham
Assistant District Executive for Design
Pennsylvania Department of Transportation District 3

Wade Chandler
Chief, Pennsylvania Section for the Regulatory Branch
Baltimore District
Army Corps of Engineers

Michael Dombroskie, Project Manager
Army Corps of Engineers

John Gibble, Project Manager
Army Corps of Engineers

REPORTED BY:

Byron Aldinger

Court Reporter

INDEX TO WITNESSES

NONE

PROCEEDINGS

MR. CUNNINGHAM:

Hello. Sorry about that. Good evening. Welcome to the public hearing on behalf of Governor Tom Wolf and the Pennsylvania Secretary of Transportation, Leslie Richards. This is a joint hearing held by the Pennsylvania Department of Transportation, the Federal Highway Administration, and the U.S. Army Corps of Engineers. We are here tonight to collect public comment regarding the Environmental Assessment prepared to supplement the original environmental documentation for a portion of the Central Susquehanna Valley Transportation Project, also known as the CSVT Project. My name is T. Jay Cunningham, and I am the Assistant District Executive for Design for the Pennsylvania Department of Transportation District 3, which serves nine counties in north-central Pennsylvania, including Snyder, Union, and Northumberland. I will be serving as the hearing officer for

this public hearing. With me this evening is Matt Beck, who is the Assistant Plans Engineer for District 3, and who will be serving as a moderator for this hearing. In addition, we have Wade Chandler of the Baltimore District of the U.S. Army Corps of Engineers, who will speak later about the Corps of Engineers' jurisdiction and responsibilities. I will first turn the microphone over to Mr. Beck, who will provide an overview of the CSVT Project, the Environmental Assessment, and the purpose for this hearing.

MR. BECK:

Thank you, T. Jay. Before we proceed with the hearing, I would like to cover some brief housekeeping details for this evening. First, please note the exits designated around the auditorium that can be used for evaluation in the event of an emergency. Second, there are public restrooms along the far wall of the lobby to the left as you exit the auditorium. Finally, if you need

assistance at any point during the hearing, please quietly make your way to the front of the audience and see Paul DeAngelo from our consultant, Skelly and Loy. As mentioned, I'll begin by providing an overview of the CSVT Project, the Environmental Assessment, and the purpose of this hearing. Then Mr. Chandler will briefly explain the U.S. Army Corps of Engineers' role this evening, and to conclude these opening remarks, Mr. Cunningham will explain the presence -- or the process for providing public comments on the Environmental Assessment, including the format for testimony this evening. Overall, the CSVT Project involves the construction of approximately 12.4 miles of new four-lane limited access highway in Snyder, Union, and Northumberland Counties between U.S. Routes 11 and 15 just north of Selinsgrove in Snyder County, and PA Route 147 just south of Montandon in Northumberland County. The project is being undertaken by the Pennsylvania Department of Transportation

and the Federal Highway Administration for the purposes of reducing current congestion, ensuring sufficient capacity for growth, and improving safety through better accommodation of all traffic, with particular attention to trucks and through-traffic. The Environmental Assessment has been prepared to supplement the Final Environmental Impact Statement that was approved for the CSVT Project by the Federal Highway Administration in 2003, pursuant to the National Environmental Policy Act of 1969. It will also serve as documentation to support a modification to the Department of the Army permit that was issued for the project by the U.S. Army Corps of Engineers in 2007, pursuant to Section 404 of the Clean Water Act. The Supplemental Environmental Assessment is limited to assessing impacts associated with changes to the original design within the Ash Basin Focus Area in the CSVT Project's Southern Section. The focus area is located between

Fisher Road and Sunbury Road in Monroe Township and Shamokin Dam Borough, Snyder county, and it encompasses an approximately two-mile-long portion of the project. The Environmental Assessment describes and evaluates alternative alignments and interchange configurations for modifying the proposed mainline highway and the proposed PA Route 61 Connector within the focus area to avoid two existing fly ash waste basins. The need to modify that portion of the project was identified during final design geotechnical studies in 2016, which revealed unanticipated and significant engineering and environmental risks associated with constructing the new highway across the ash basins as previously proposed. The legal notice of this hearing appeared in The Daily Item on May 22 and June 10, 2018, and in the Snyder County Times on June 15, 2018. It was also posted on the CSVT Project website; csvt.com, on May 29, 2018, and was mailed to area residents on June 1, 2018. This

proceedings I held in compliance with the requirements of Title 23, U.S. Code, Section 128; Title 23, Code of Federal Regulations, Part 771; and Act 120 of 1970, which established the Pennsylvania Department of Transportation. Since the Supplemental Environmental Assessment for the CSVT Project will also support an application for a modification to the Section 404 permit, this proceeding also provides the opportunity to present views, opinions, and information that will be considered by the U.S. Army Corps of Engineers in evaluating that permit modification application. Hard copies of the Environmental Assessment were made available at municipal offices, public officials' offices, and libraries within the project area on June 6, 2018, and an electronic copy was also posted on the CSVT Project website on the same date. This initiated a 30-day public comment period that extends until July 6, 2018. A copy of the Environmental Assessment is also

available today in the lobby outside this auditorium. This hearing is being held to give interested parties an opportunity to participate in the process of determining the specific location and major design features of the proposed highway within the Ash Basin Focus Area. Throughout the development of the CSVT Project, the Pennsylvania Department of Transportation has coordinated extensively in this regard with representatives of federal and state resource agencies, local elected officials, area residents, and other stakeholders. As already noted, at the conclusion of our remarks, we will explain the procedures for public comment at this hearing and during the Environmental Assessment comment period. Because we have a knowledgeable audience here today, and there may be a high level of interest in presenting testimony, we will defer the reading of a lengthy statement that would include the project history, and detailed descriptions of the alternatives

considered and their associated impacts. Instead, we will refer you to the public hearing handout, which you should have received as you signed in, and which will be included as part of the official record of this proceeding. Project plans have been displayed and copies of the Supplemental Environmental Assessment, as well as the original environmental documentation, have been made available for review in the lobby outside this auditorium, where they will remain for the duration of this hearing. The studies documented in the supplemental Environmental Assessment were conducted under the requirements of the National Environmental Policy Act, Section 404 of the federal Clean Water Act, Section 4(f) of the U.S. Department of Transportation Act of 1966, and Pennsylvania Act 120. As outlined in the document, three alternatives, which are referred to as the Wester, Central, and Eastern Alternatives, were considered within the Ash Basin Focus Area for modifying the

previously proposed project alignment, which is referred to as the No Change DAM Alternative. A map illustrating these alternatives is included in the public hearing handout. The Supplemental Environmental Assessment identifies the Eastern Alternative as the Preferred Alternative. The Pennsylvania Department of Transportation believes this alternative offers the best opportunity to balance impacts to natural, cultural, and socioeconomic resources, while avoiding the engineering and environmental risks of construction within the ash basins, and while also meeting the specified project needs. Of the realignment alternatives considered, the Eastern Alternative is preferred because it has the least impact to residence, farmlands, and wetlands; it has noise impacts that are less than the Western Alternative and similar to the Central Alternative; and it better meets the traffic needs of the project through increased usage

of the PA Route 61 Connector and the associated removal of more traffic from the existing road network. Before we move on, I will also provide a very brief overview of the right-of-way acquisition process as it affects those properties that will eventually be required for construction of the selected alternative. Acquisition of such properties will be handled in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Act and the Pennsylvania eminent Domain Code. Details of these laws and programs are described in Pennsylvania Bulletin 15, A General Guide to the Relocation Assistance Program of the Pennsylvania Department of Transportation, and a booklet titled When your Land is Needed for Transportation Purposes, both of which were available in the lobby, or can be obtained from a representative of our Right-Of-Way Unit who is with us this evening. The right-of-way acquisition process within

the Ash Basin Focus Area will commence following the Federal Highway Administration's issuance of environmental clearance and the subsequent finalization of detailed plans authorizing acquisition. At this point, I will turn the microphone over to Mr. Chandler of the U.S. Army Corps of Engineers to talk about the jurisdiction and responsibilities of his agency.

MR. CHANDLER:

Thank you. Good evening. My name is Wade Chandler, and I'm Chief of the Pennsylvania Section for the Regulatory Branch, Baltimore District, U.S. Army Corps of Engineers. With me is Michael Dombroskie and John Gibble, Corps Project Managers who will be in charge of evaluating the permit modification for this project. We want to welcome you to the joint U.S. Army Corps of Engineers, Federal Highway Administration, and the Pennsylvania Department of Transportation Public Meeting for the proposed modification of the State Route 15,

Section 088 Project, more commonly known as the Central Valley -- or Central Susquehanna Valley Transportation Project, CSVT. It is the responsibility of my office to evaluate applications for Department of the Army authorization for work in navigable waters of the United States, and waters of the United States including jurisdictional wetlands. Our authority comes from Section 10 of the Rivers and Harbors Act of 1899, and Section 404 of the Clean Water Act. On November 5, 2007, the Corps issued a Department of the Army Individual Permit to PennDOT Engineering District 3 for the CSVT Project. The authorized roadway was to be constructed across two existing ash waste basins, however, due to instability of these basins, the roadway is proposed to be relocated away from these basins. The Ash Basin Focus Area is located between Fisher Road to the west, Pine Lane and Weatherfield Road to the south, Sunbury Road to the east, and Park Road to the north. The focus area

is located within the Southern Section of the CSVT Project, which is one of the two sections of the overall project that have been defined for design and construction purposes. The Southern Section involves the construction of a proposed four-lane limited access highway that will connect U.S. Route 11 and 15 north of Selinsgrove and Snyder county to U.S. Route 15 south of Winfield in Union County. The Southern Section also includes a connector to PA Route 61; the Veterans Memorial Bridge, into Sunbury in Northumberland County. Within the Ash Basin Focus Area, PennDOT's Preferred Alternative is the Eastern alternative, which passes around the two ash basins to the east and/or south, and ties into the previously authorized alignment at Fisher Road and at Sunbury Road. The proposed modifications would impact waters of the United States, including wetlands. At this time, no decision has been made regarding whether or not Department of the Army authorization

will be issued for the proposed realignment. The purpose of today's hearing is to inform you of this proposed modification and to allow you the opportunity to provide comments concerning the effects of the alternative alignments within the Ash Basin Focus area to be considered in the Corps' public interest review for the proposed work. A federal public hearing is a formal process used to gather information that otherwise would not be available during this Supplemental EA review comment period. Your comments will be addressed in the EA Response to Comment Report, and your comments are important to determine if the proposal results in a Finding of No Significant Impact, and in our evaluation of any permit modification. The decision of whether or not to issue a permit modification will be based on an evaluation of the probable impacts, including cumulative impacts of the proposed activity on the public interest and compliance with

the Clean Water Act, Section 404(B)(1) guidelines. That decision will reflect the national concern for both protection and utilization of important resources. The benefits which may reasonably be expected to occur from the proposal will be balanced against its reasonably foreseeable detriments. All factors that may be relevant to the proposal are considered. Among these are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife service -- or fish and wildlife values, flood hazards, accretion, recreation, water supply and conservation, water and air quality, threatened and endangered species, energy needs, food and fiber production, safety, environmental justice, cumulative impacts, and the general needs and welfare of the public. In compliance with the National Environmental Policy Act, the Corps is a cooperating agency with the Federal Highway Administration and PennDOT in

preparation of the Supplemental Environmental Assessment for the proposed modification. The Supplemental Environmental Assessment public comment period extends to July 6, 2018. Comments received through tonight -- received tonight and throughout the comment period will be considered by the Corps as we reach a permit modification decision. Upon receipt of a permit modification request to authorize construction of the roadway on a new alignment, the Corps will issue a Public Notice and allow for submission of additional public comments related to the proposed project. Your testimony this evening will be recorded, and we will prepare a written -- or prepare a verbatim record of today's hearing. All comments made at the proceeding will be made part of the hearing record. Thank you.

MR. CUNNINGHAM:

Thank you, Wade. I will now describe the process for public comment on the

Supplemental Environmental Assessment. When we have concluded these introductory remarks, we will invite interested parties to present testimony concerning the location and effects of the project within the Ash Basin Focus Area. I will start with any federal, state, or local officials, followed by those persons who have signed up on the registration sheet in the lobby. People will be called in the order in which they signed up. When your name is called, please come to the stenographer table and state your -- or state and spell your name, then proceed to the podium, where you'll state your name and address before starting your testimony. Persons wishing to give testimony to the stenographer in private may do so in the conference room to the right of the lobby as you exit the auditorium. There is a separate registration sheet in the lobby for providing testimony in private. Oral testimony, in the auditorium or in private, is limited to five minutes in order

to be fair and give everyone an opportunity to speak. For all speakers, you will be able to monitor your time by looking at a computer screen that will county down the minutes remaining. The screen will show a traffic signal with a green light until there are 30 seconds remaining, at which point the light will turn yellow and the remaining seconds will count down. When your time has expired, the light will turn red and we will interrupt you. There will be no cross examination, questioning, or responses to anyone's testimony either from the floor or from the moderator. The procedure allows for those testifying to set forth directly for the record their opinion regarding the effects of the proposed highway improvements. If oral testimony is available in written form, please leave a copy in the box at the stenographer's table. Please make sure that your name and mailing address are included on your written comments. Written testimony may also be

supplemented -- or submitted to supplement your oral testimony. If you have written testimony that you believe will exceed the five-minute timeframe, please summarize your testimony within the five minutes allowed and submit the full written testimony, with your name and address included, in the box at the stenographer's table. For anyone who would like to provide written testimony as part of this hearing, but has not previously prepared it, there are comment forms and collection boxes provided in the lobby. We ask that everyone in the audience please be courteous and refrain from commenting during another person's testimony, whether you agree or disagree with the person's comments. If someone has already testified and addressed an issue which you are prepared to speak about, please be brief in repeating the issue. All testimony received at this public hearing and all comments received during the comment period, which extends from June 6 through July 6 of 2018,

will be incorporated into the public record for the CSVT Project. Written comments can be submitted to the Pennsylvania Department of Transportation and/or the U.S. Army Corps of Engineers outside of this public hearing as outlined in the hearing handout. Immediately following this hearing and the close of the comment period, the Department of Transportation will begin to analyze the testimony and comments received. Responses will be prepared to all substantive comments, and the comments and associated responses will be sent to the Federal Highway Administration with a request to issue a Finding of No Significant Impact. When issued, that finding, which is also referred to as a FONSI, will represent environmental clearance for the Ash Basin Focus Area and will designate the alternative selected to advance into final design, right-of-way acquisition, and ultimately construction. Although the timeframe will depend on the volume and

testimony by the Department of Transportation. We would normally begin with any state or federal officials' testimony, but as nobody signed up, I'd like to ask is there anybody or any public official who would like to provide testimony at this time? Okay, hearing none, I will turn the microphone over to Mr. Beck to moderate the testimony from members of the public.

MR. BECK:

Thank you, T. Jay. We have also had no members of the public sign up to provide public testimony this evening. So are there -- is there anyone in the audience who would like to provide public testimony at this time? Okay, hearing no requests to testify, we will close by reminding you that all testimony provided at this hearing and all comments received and postmarked before the close of the comment period on July 6, 2018, will become part of the official project record. The Pennsylvania Department of

Transportation will consider these comments and prepare responses that will be included with a request to the Federal Highway Administration for a Finding of No Significant Impact. Thank you for attending the public hearing this evening. We will remain here for additional -- or for testimony in the private testimony room until 8:00 p.m. At this point, I declare the public testimony portion of this hearing closed. Thank you again.

***

[The proceedings adjourned at 6:30 p.m.]

nad

C E R T I F I C A T I O N

I, BYRON ALDINGER, hereby certify that the examination of the witnesses in the within case was reduced to writing by me or under my supervision, and that the transcript is a true record of the testimony given by the witnesses.

I further certify that I am neither attorney, nor counsel for, nor related to or employed by any of the parties in which this action is taken, and further, that I am not a relative or employee of any attorney or counsel employed by the parties hereto or financially interested in the action.

IN WITNESS WHEREOF, I here unto set my hand this 26th day of June, 2018.

Byron Aldinger

BYRON ALDINGER

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

IN **RE:** **CSVT PROJECT PRIVATE HEARING**

TRANSCRIPT OF PROCEEDINGS

Hearing taken at

Shikellamy High School
600 Walnut Street
Sunbury, PA

on
June 20, 2018
at 5:00 p.m.

APPEARANCES :

Michael Dombroskie, Project Manager
Army Corps of Engineers

Alyssa Lynd

REPORTED BY:

Cyndy Kuhns

Court Reporter

INDEX TO WITNESSES

PROCEEDINGS

MS. LYND:

When you're ready, you tell me.

MR. WAGNER:

I'm ready. So I need to say my name here? Ken Wagner, Sunbury, Pennsylvania. I'm 100 percent in favor of this project. It has been needed for 40 years or more. I'm getting older and I don't like driving the Golden Strip as much as I used to, so this would be a dramatic improvement for traffic. Make sure the connector to Sunbury is included. I know there was debate about that, but we certainly need it. A lot of people from the Coal Region won't go that way because they don't want to try the Strip. And I just repeat, I'm in favor of the project as designed. They put a lot of hard work into it. That's all I have to say.

***

[The proceedings adjourned at 8:00 p.m.]

nad

C E R T I F I C A T I O N

I, CYNTHIA KUHNS, hereby certify that the examination of the witnesses in the within case was reduced to writing by me or under my supervision, and that the transcript is a true record of the testimony given by the witnesses.

I further certify that I am neither attorney, nor counsel for, nor related to or employed by any of the parties in which this action is taken, and further, that I am not a relative or employee of any attorney or counsel employed by the parties hereto or financially interested in the action.

IN WITNESS WHEREOF, I here unto set my hand this 26th day of June, 2018.

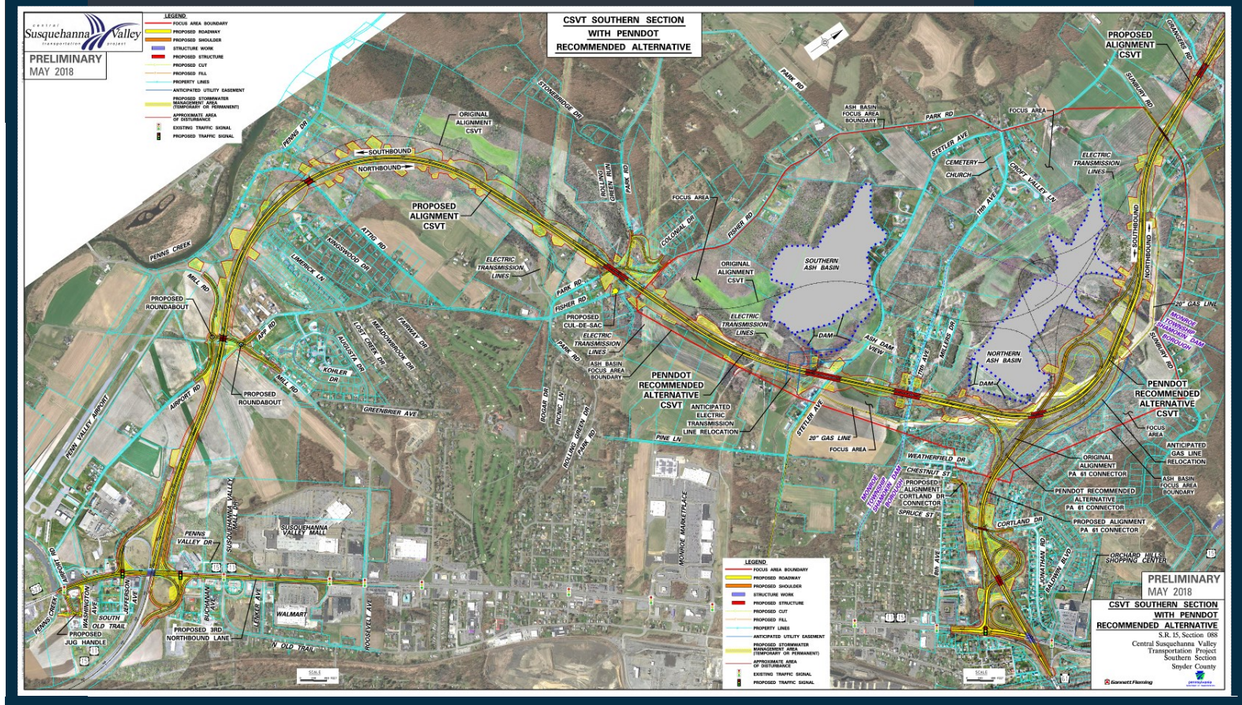
Cynthia Kuhns

CYNTHIA KUHNS

Identification of the Preferred Alternative

Through the development and analysis of the alternatives described earlier, the project team, the public, local officials, and environmental agencies collaborated to develop the best solution to avoid the ash basins while minimizing impacts. The Eastern Alternative was identified as the Preferred Alternative because it:

- **better meets the traffic needs of the project through increased usage of the PA Route 61 Connector and the associated removal of more traffic from the existing road network;**
- **has the least impact to residences;**
- **has the least impact to farmlands;**
- **has the least impacts to wetlands; and**
- **has noise impacts that are less than the Western Alternative and similar to the Central Alternative.**



Preferred Alternative

Overall, the Preferred Eastern Alternative avoids the ash basins and the associated engineering and environmental risks while providing transportation benefits for the region.

Construction of the Preferred Eastern Alternative will result in either a reduction in resource impacts compared to the No Change DAM Alternative or will have only minor increases in impacts for some resources.

Project Contact Information

Matthew Beck, P.E.
PennDOT Assistant Plans Engineer
(570) 368-4256

Further information related to the project, including the Supplemental Environmental Assessment and additional maps, is available at www.csvt.com.

Public Hearing

SR 15 SECTION 088
CSVT PROJECT - ASH BASIN FOCUS AREA
Shikellamy High School
June 21, 2018

central Susquehanna Valley transportation project

Welcome!

Purpose Of This Hearing

Welcome to the Public Hearing for the Central Susquehanna Valley Transportation (CSVT) Project being held by the Pennsylvania Department of Transportation (PennDOT), the Federal Highway Administration (FHWA), and the United States Army Corp of Engineers (USACE). Tonight's Public Hearing gives interested parties an opportunity to provide formal comments on the location and major design features of the proposed highway within the Ash Basin Focus Area in the CSVT Project's Southern Section.

A Supplemental Environmental Assessment (EA) for the Ash Basin Focus Area has been made available for public review and formal comment during a 30-day period beginning on June 6, 2018. Your comments on that document are welcomed as part of this Public Hearing.

The testimony received today, as well as all other comments received during the 30-day period ending on July 6, 2018, will be reviewed and addressed by PennDOT. Based on the results of the Supplemental EA, the comments received from the public, and PennDOT's responses to those comments, FHWA will decide on the issuance of a Finding of No Significant Impact (FONSI), which represents environmental clearance for the Ash Basin Focus Area. When issued, the FONSI will designate the alternative selected to advance into final design, right-of-way acquisition, and construction.

This Public Hearing is held in compliance with Title 23, United States Code, Section 128; Title 23, Code of Federal Regulations, Part 771; and Pennsylvania Department of Transportation Act 120 of 1970. The legal notice for this hearing appeared in The Daily Item on May 22 and June 10, 2018, as well as in The Snyder County Times on June 15, 2018. It was also posted on the project website (csvt.com) on May 29, 2018 and was mailed to area residents on June 1, 2018.

Today's Public Hearing Agenda

4:00 – 5:00 PM – PLANS DISPLAY (*LOBBY*)

During this time, plans and other information will be displayed related to the topics listed below, and project team members will be available to answer questions.

- **Ash Basins**
- **Alternatives**
- **Environmental Features**
- **Eastern Alternative**
- **PA 61 Connector**
- **Noise**
- **Right-of-Way**
- **CSVT Southern Section with Eastern Alternative**

5:00 PM – PUBLIC HEARING BEGINS (*AUDITORIUM*)

The Public Hearing will begin with PennDOT presenting an official statement of project information. PennDOT and USACE will also explain the purpose and format of the Public Hearing. Immediately following those opening remarks, the following three options will be available for the public to provide testimony:

PUBLIC TESTIMONY (*AUDITORIUM*)

Persons who register in the lobby to present public testimony will be called upon to speak from the podium at the front of the auditorium. Public officials will be called upon first, followed by other members of the public in the order in which they registered. Each speaker's testimony will be limited to five minutes or less, and notice of the time remaining will be provided. All testimony will be recorded by a stenographer. There will be no responses to questions raised during testimony and no follow-up questions. Audience members are asked to be courteous and refrain from commenting during the public testimony.

PRIVATE TESTIMONY (*CONFERENCE ROOM ADJACENT TO LOBBY*)

The opportunity to present private testimony will be available on a first-come, first-served basis. All testimony will be limited to five minutes or less and will be recorded by a stenographer.

WRITTEN TESTIMONY (*LOBBY*)

Written testimony may be submitted by completing a comment form and placing it in the designated box in the lobby.

Outside of the Public Hearing, written comments on the Supplemental EA may be submitted in hard copy to Matthew Beck, P.E., Assistant Plans Engineer, PennDOT Engineering District 3-0, 715 Jordan Avenue, Montoursville, PA 17754 or via email to CSVT_SupplementalEA@skellyloy.com. Comments will not be accepted via the project website.

Written comments specifically expressing concerns for aquatic resources may be submitted in hard copy to Mike Dombroskie, USACE Baltimore District, 1631 South Atherton Street, Suite 101, State College, PA 16801.

To be considered by PennDOT, FHWA, and/or USACE, comments must be postmarked by July 6, 2018 and must include the name and mailing address of the commenter.

Supplemental Environmental Assessment on the Ash Basin Focus Area

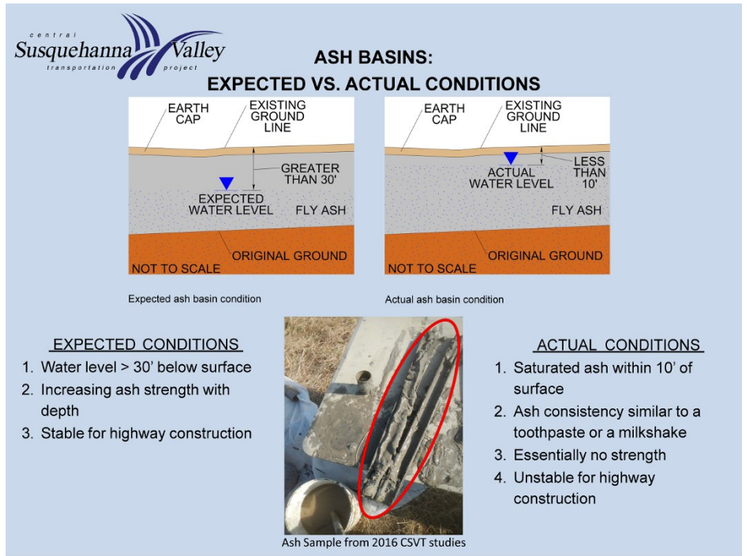
I. PROJECT BACKGROUND

The Central Susquehanna Valley Transportation (CSVT) Project entails the construction of approximately 12.4 miles of new, limited-access, four-lane highway extending from the existing U.S. Routes 11/15 interchange in Monroe Township (north of Selinsgrove) in Snyder County to PA Route 147 in West Chillisquaque Township (just south of the PA Route 45 interchange near Montandon) in Northumberland County. The new highway includes a connector to PA Route 61 in Shamokin Dam and a new bridge crossing over the West Branch Susquehanna River extending from Union Township, Union County, to Point Township, Northumberland County.

The Federal Highway Administration (FHWA) and Pennsylvania Department of Transportation (PennDOT), in cooperation with the U.S. Army Corps of Engineers (USACE), U.S. Environmental Protection Agency (U.S. EPA), and Pennsylvania Department of Environmental Protection (PA DEP), completed a Final Environmental Impact Statement (FEIS) for the project to fulfill the requirements of the National Environmental Policy Act (NEPA) of 1969. A Record of Decision (ROD) was prepared and issued by FHWA in October 2003. As final design has progressed, PennDOT has prepared FEIS/ROD Reevaluations to document design changes and assess associated environmental impact differences. FEIS/ROD Reevaluations were approved by FHWA in 2006, 2015, and 2016.

II. ASH BASINS

The previously proposed alignment for the project's Southern Section (the No Change DAM Alternative) crossed two inactive fly ash waste basins that were previously utilized by PPL and are currently owned by Talen Energy (which merged with Riverstone Holdings in late 2016). The ash basins are disposal facilities for fly ash that was generated from the burning of coal at the former coal power plant along the Susquehanna River in Monroe Township.



The basins were created decades ago by constructing dams across existing valleys, and the fly ash was mixed at the plant with water and pumped to the basins. The basins are not lined. The maximum depth of the fly ash (along the No Change DAM Alternative) is approximately 100 feet in the Southern Ash Basin and approximately 75 feet in the Northern Ash Basin. During the development of the FEIS, preliminary engineering studies had indicated that construction on the ash basins would be feasible. At that time, the basins had been closed fairly recently and it was expected that the water level in the basins would fall, allowing construction to be performed on top of mostly dry ash.

Following the start of final design for the Southern Section, geotechnical studies performed in 2016 identified unexpected conditions in the two ash basins. Specifically, testing indicated that the fly ash has very little strength and the water levels within the basins have not dropped substantially since the Northern Ash Basin was closed in the late 1980s and the Southern Ash Basin was closed in the late 1990s, as saturated fly ash was encountered within ten feet below the surface in both basins. The saturated fly ash is a soft, weak, and compressible material that cannot support the weight of a highway without excessive and potentially detrimental settlement and deformation. In addition, construction on the ash basins would present a risk of groundwater contamination in nearby wells and aquifers, both during and after construction. Given these findings, PA DEP strongly recommended that PennDOT realign the Southern Section, noting major concerns regarding construction within the basins which included potential impacts to groundwater and private water supplies, substantial stormwater management challenges, and potential adverse impacts to the regulated basin dams. Finally, construction of the CSVT Project on the ash basins would cause the Commonwealth of Pennsylvania and its citizens to assume perpetual liability for the basins and their dams.

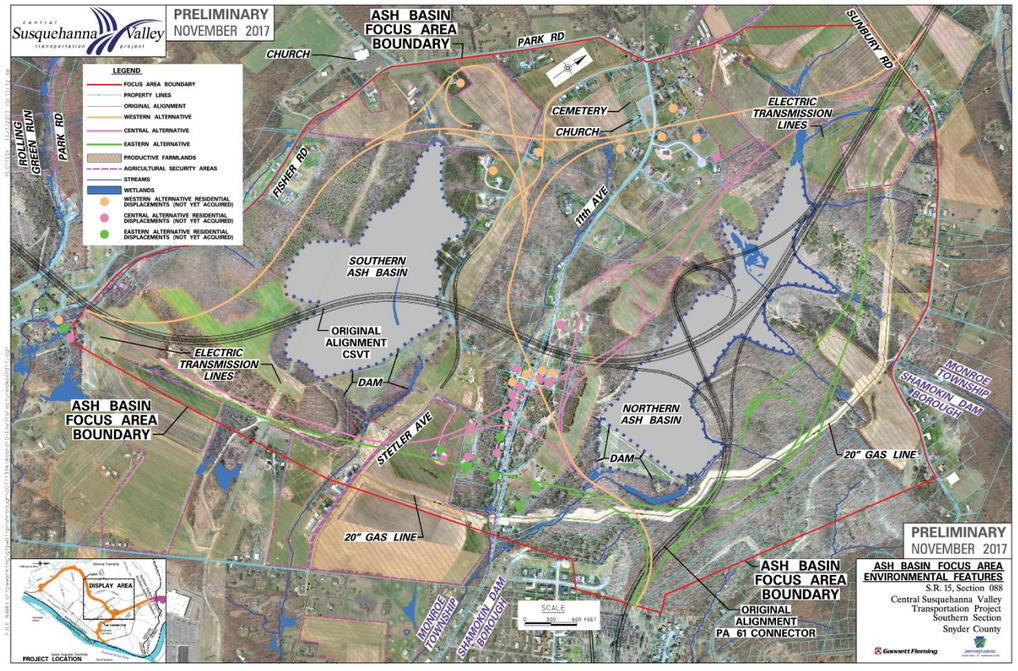
III. ASH BASIN AVOIDANCE

To avoid construction within the ash basins and the associated engineering and environmental risks, PennDOT developed three alternatives within the Ash Basin Focus Area, including:

- **Western Alternative,**
- **Central Alternative, and**
- **Eastern Alternative.**

All three alternatives require the realignment of about two miles of the No Change DAM Alternative's mainline highway as well as the PA Route 61 Connector.

Since these alternatives were not assessed in the approved FEIS/ROD, a supplemental NEPA document was required. A Supplemental Environmental Assessment (EA) was prepared pursuant to 23 CFR §771.130(c) and was made available for public review and formal comment during a 30-day period beginning June 6, 2018. The EA outlines the alternatives analyses, identifies the Preferred Alternative, and documents the environmental impacts and mitigation for the preferred realignment within the Ash Basin Focus Area. The EA also includes documentation in support of a permit application for impacts to streams and wetlands under Section 404 of the Clean Water Act.



SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

PUBLIC COMMENT AND RESPONSE REPORT

ASH BASIN FOCUS AREA

CSVT – S.R. 0015, SECTION 088
SNYDER, UNION, AND NORTHUMBERLAND COUNTIES

DECEMBER 2018

The Pennsylvania Department of Transportation (PennDOT) prepared an Environmental Assessment (EA) to supplement the Final Environmental Impact Statement (FEIS) approved for the CSVT Project by the Federal Highway Administration (FHWA) in 2003, pursuant to the National Environmental Policy Act of 1969. It will also serve as documentation to support a modification to the Department of the Army permit issued for the project by the U.S. Army Corps of Engineers (USACE) in 2007, pursuant to Section 404 of the Clean Water Act. The Supplemental EA was prepared to address the Ash Basin Focus Area within the CSVT Project's Southern Section and the associated re-alignment of an approximately two-mile-long portion of the project. Hard copies of the Supplemental EA were made available for public review beginning on June 6, 2018, and an electronic copy was also posted on the CSVT Project website, www.csvt.com, on the same date. This initiated a 30-day public comment period that extended to July 6, 2018.

A public hearing was held on June 21, 2018 at Shikellamy High School in Sunbury, Pennsylvania. A legal notice of the hearing appeared in The Daily Item on May 22 and June 10, 2018 and in the Snyder County Times on June 15, 2018. It was also posted on the CSVT Project website on May 29, 2018 and was mailed to area residents on June 1, 2018. The hearing was held to provide interested parties an opportunity to participate in the process of determining the specific location and major design features of the proposed highway within the Ash Basin Focus Area.

During the 30-day comment period and the public hearing referenced above, PennDOT received comments on the Supplement EA from the following parties:

The comments provided by each party are presented in italicized text on the pages indicated above, along with PennDOT's corresponding responses in normal text. (Copies of the original correspondence from each commenter are provided in Appendix A.) To make PennDOT's responses as clear as possible, specific points raised by each commenter are underlined and numbered along the right margin and the corresponding responses are numbered accordingly.

Additional information supporting PennDOT's responses is provided in the following appendices:

Appendix A – Commenters' Original Correspondence
Appendix B – Executive Summary Historic Resource Evaluation of PPL Electric Transmission Lines
Appendix C – PA SHPO Concurrence Letter on PPL Electric Transmission Lines
Appendix D – Visual Renderings within Orchard Hills Neighborhood

I. U.S. Environmental Protection Agency

Comment 1 – Surface Water and Aquatic Resources: *The Supplemental EA states the Preferred Eastern Alternative will result in a 629-linear foot increase in overall stream impacts. The Preferred Eastern Alternative would impact primarily small, single-thread channels that convey intermittent or ephemeral flow, while the No Change Alternative would impact primarily perennial channels. The Supplemental EA notes that the overall CSVT project includes improvement and stabilization of 6,320 linear feet of perennial streams as compensatory mitigation for the project's overall unavoidable impacts to perennial stream channels.*

As stated in Special Public Notice 18-30 issued June 1, 2018 by the U.S. Army Corps of Engineers, Baltimore District, the Supplemental EA serves as a request by PennDOT to modify the project's 2007 Clean Water Act Section 404 permit, once final design plans for the alternative alignment are complete. Section 3.3.3 of the Supplemental EA describes avoidance and minimization measures, such as stream crossing structures and other design and construction options that will be considered in this permit modification process. In addition to avoidance and minimization measures, we recommend PennDOT use a functional assessment methodology to determine adequate compensatory mitigation for the proposed unavoidable impacts to ephemeral and intermittent streams. EPA would like an opportunity to review the proposed mitigation plan as it is developed. 1

Response to 1: PennDOT anticipates that no additional mitigation will be required as a result of the modification to the previously selected alternative. PennDOT will coordinate the final design of the CSVT Project's Southern Section with the U.S. Army Corps of Engineers (USACE) and the U.S. Environmental Protection Agency (USEPA) as part of the ongoing Section 404 permit modification process. PennDOT will complete Level 1 rapid functional assessments of the project streams in accordance with PA Department of Environmental Protection (PA DEP) Chapter 105 and USACE Section 404 permitting requirements. Through the project design and coordination associated with the FEIS and the original Section 404 permit approval, PennDOT developed a comprehensive mitigation plan for the CSVT Project. The plan was developed in coordination with all natural resource agencies, and the compensatory mitigation provided includes 7 acres of wetland mitigation and 6,320 linear feet of stream improvements at the Center Mitigation Site. The mitigation was constructed in advance of the proposed impacts, and an agency mitigation review meeting was held in August 2014, during which the natural resource agencies all agreed that the stream mitigation was completed in accordance with the approved plan.

PennDOT will continue to evaluate avoidance and minimization measures in the final design of the Southern Section, in accordance with the Chapter 105 and Section 404 requirements.

Comment 2 – Vegetation and Wildlife*: The Preferred Eastern Alternative would result in a 15.2-acre increase in the loss of forest habitat over the No Change Alternative (190.6 acres vs. 175.4, respectively), while the Supplemental EA proposes to mitigate forest habitat impacts at the same amount of 54.1 acres as the No Change Alternative. As part of the Stormwater Management Plan, Section 3.3.3 of the Supplemental EA notes additional plantings will be considered along the highway corridor. We suggest the project team seek out further opportunities to mitigate the additional loss of forested land and other terrestrial habitat and optimize the ecosystem functions and services this mitigation can provide, such as for carbon sequestration and pollinator habitat.* 2

For the latter, we suggest using FHWA's December 2015 publication, "Roadside Best Management Practices that Benefit Pollinators[1]" as a guide.

Response to 2: The previously completed mitigation has fulfilled the terrestrial habitat mitigation commitments for the CSVT Project overall. The compensatory mitigation provided includes the creation of 7 acres of wetlands, improvement of 6,320 linear feet of stream, establishment of 55 acres of old field mitigation, and establishment of 54.1 acres of forestland mitigation at the Center Mitigation Site. Although no additional terrestrial habitat mitigation is required, PennDOT will evaluate the use of additional plantings along the highway corridor as part of the stormwater management plan for the project and will look for opportunities to maximize their benefits, such as incorporating roadside best management practices to benefit pollinators, where practical.

Comment 3* – *Air Quality: *Section 3.19 of the Supplemental EA states there will be no discernible air quality impacts from either the No Change or Preferred Eastern Alternatives. While this may be correct for the operational stage of the project, we note from review of the Environmental Technical Report, Section 4.13.1, the project will cause adverse localized air quality impacts during construction, such as emissions from construction vehicles and particulate matter from construction activities. We suggest that this be discussed in the Supplemental EA.*

3

Response to 3: Temporary impacts to air quality are noted in Section 3.22 of the Supplemental EA as an example of potential construction impacts. As indicated therein, construction impacts and associated mitigation for the Eastern Alternative would be similar to the No Change DAM Alternative. Temporary air quality impacts are discussed in more detail in the FEIS (Section IV.O) and in the Ash Basin Focus Area Environmental Technical Report, both of which are incorporated into the Supplemental EA by reference (see page 21).

II. Edward Wong

Comment: *The supplemental environmental impact statement for the southern section of the CSVT states the eastern alternative would require the relocation of 3230 linear feet of electrical transmission lines. The SEA only considers the impact to the PPL pylons in terms of the required utility relocation. However, the PPL power pylons are constitute an resource that is eligible for listing under the NRHP guidelines described in 30 CFR § 60.4 criteria (a) and (c). Since the SEA does not consider the PPL power pylons as an historic resource, the SEA is inadequate under 49 U.S.C. §303 and other environmental laws.*

Age
The towers trace their origin to at least 946, and thus eligible for evaluation under the NRHP criteria for properties that are over 50 years old.

Criteria A
that are associated with events that have made a significant contribution to the broad patterns of our history;
The construction of the Shamokin dam power plant and the associated power lines was a significant event in local history. The availability of electrical power has had a significant impact on the pattern economic development of the central Susquehanna valley. The construction of the power plant and associated towers was heralded as an example "the mechanical age taking over." (See 1948 Selinsgrove Times article) The power lines were designed over a 35 year period and are this emblematic of a sustained and concerted pattern of engineering effort. (See 1946 Harrisburg Telegraph article)

Criteria C
that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;
The construction of the PPL power lines span of the Susquehanna river represents an masterpiece of steel engineering of international acclaim. When the power lines were constructed, engineers from Australia visited to observe their distinct engineering features. (See 1946 Harrisburg Telegraph article) A 1948 article noted that the the extension of the "great steel towers" over the river and nearby farmland looked like "robots marching into the setting sun" and compared the towers to those at the oil fields of Bakersfield CA. (See 1948 Selinsgrove Times article).

The SEA should be revised to consider the PPL electric pylons as a Section 4(f) resource. If found to be NRHP eligible, the SEA must be amended to comply with 23 CFR § 774. 1

Response to 1: PennDOT has engaged in an extensive review of historic resources throughout the CSVT Project area. In response to this specific concern, PennDOT completed additional research and assessment of all PPL electric transmission lines that pass through the overall area of the CSVT Project's Southern Section (i.e., not only those that pass through the Ash Basin Focus Area). The results of PennDOT's historic research and evaluation of the transmission lines was documented in a Pennsylvania Historic Resource (PHRS) Form and submitted to the Pennsylvania State Historic Preservation Office (PA SHPO) in September 2018.

PennDOT's assessment concluded that all nine transmission lines within the CSVT Project's Southern Section are not eligible for listing in the National Register of Historic Places (NRHP). They are not eligible under NRHP Criteria A and C because all are late examples of transmission line technology, and many have lost integrity due to replacement of towers. Further, all nine transmission lines were recommended as not eligible for NRHP listing under NRHP Criterion B because no evidence was uncovered that the lines were significantly associated with a person historically important on a local, state, or national level. All nine transmission lines were also recommended as not eligible for NRHP listing under NRHP Criterion D because they are not likely to yield important historical information that is not available through other sources.

The PA SHPO concurred with PennDOT's assessment on October 5, 2018. An executive summary of the assessment of the electric transmission lines and a copy of the PA SHPO concurrence letter are provided in Appendix B and Appendix C, respectively.

III. Timothy Wolfe

Supplemental EA Reference 1: *1.1 Project Location and Description (Page 4) - The overall CSVT Project Location and Description is provided in the preceding Section 1.0, Introduction, which was summarized from the CSVT Project's FEIS (dated July 2003).*

Comment 1*: The original FEIS is 15 years old. Many things have changed since its conception. It is out of date and a new study, not an amendment or bring down summary, should be conducted.* 1.1

Response to 1.1: A written reevaluation of the FEIS is required by federal regulations (23 CFR 771.129) if major steps to advance the project (e.g., acquisition of substantial right-of-way, start of construction) have not occurred within three years after the approval of the FEIS. As such, the FEIS for the CSVT Project has been reevaluated on multiple occasions as part of the final design and project development process. When these reevaluations have been prepared, the entire project has been revisited and major changes that have occurred, either in the project area or in the project design, have been evaluated to determine the adequacy of the findings of the FEIS. The FEIS was reevaluated in 2006, 2015, 2016, and 2018, and the Reevaluations are available through the Resources page on the project's website (http://www.csvt.com/resources/links/). In all cases, the findings of the FEIS have been determined to be adequate by the FHWA. Current environmental features within the Ash Basin Focus Area have been documented as part of the Supplemental EA, and the impacts presented within the document are based on that updated information.

Supplemental EA Reference 2: *2.2.2.1 Weave Length (Page 17) - Weave length is the distance between successive entrance and exit ramps. It is where vehicles are frequently changing lanes in order to either enter or exit the highway. The longer the weave length, the easier it is for vehicles to find a gap and change lanes. The No Change DAM, Western, and Central Alternatives have greater weave lengths along the PA Route 61 Connector between the CSVT mainline highway and existing U.S. Routes 11/15than the Eastern Alternative. At 1,440 linear feet (LF) northbound and 1,590 LF southbound, the Eastern Alternative's weave lengths are less than the American Association of State Highway and Transportation Officials (AASHTO) recommended 2,000 LF length, though they do exceed the 300 LF minimum length and have been confirmed through analysis to provide an acceptable Level of Service (LOS) through the project design year (2044).*

Comment 2*: It behooves me to see that the highway is under designed with the length being too short for accelerating/decelerating for a proposed design speed of 70 mph. Surely this is a safety issue especially with the large amount of truck traffic expected to utilize this roadway. It will generate more noise with 'Jake breaking' by trucks with insufficient distance for adequate normal braking to utilize the exits. Also I did not see the required exception given by the FHWA per: Section 109(c) of Title 23 U.S.C. establishes standards for the design and construction of all projects on the National Highway System (NHS), including the Interstate System. These standards are applicable to any proposed improvement regardless of the funding source. Deviations from the standards must have approved design exceptions. FHWA has adopted the AASHTO publication "A Policy on Design Standards Interstate System" for all projects on the Interstate System, regardless of the funding for the proposed project. The 23 CFR 625 provides that exceptions may be given on a project basis to designs which do not conform to the minimum criteria set forth in the standards, policies, and standard specifications for experimental features on projects and projects where conditions warrant that exceptions be made.* 2.1 2.2

It is also in conflict with page 10, 1.3.2 Conclusion, 3. Ensure sufficient capacity for the growth in population and employment that is expected for the study area.

2.3

Response to 2.1, 2.2, and 2.3: The design speed of the PA Route 61 Connector is 50 mph (and its posted speed limit will be 45 mph). Both the southbound and northbound weave lengths for the Eastern Alternative exceed the minimum length of 300 feet specified by AASHTO, and therefore, no design exception approval is needed. Traffic analyses indicate that both weaves will operate at an acceptable level of service in the project design year (2044); therefore, no braking issues are anticipated. In addition, based on a sensitivity analysis performed by the project design team, the northbound weave length can accommodate traffic volumes 80% greater than the projected design year volumes, and the southbound weave length can accommodate traffic volumes 10% greater than the projected design year volumes. In case actual future traffic volumes exceed current projections, provisions have been made in the project design that would facilitate the future installation of an additional southbound lane to increase the highway's capacity.

Supplemental EA Reference 3: *2.2.2.5 Estimated Costs (Page 18) - The estimated cost of each Ash Basin Focus Area Alternative was determined by totaling estimated costs of right-of-way acquisition, utility relocations, and highway construction for the portion of the project within the focus area. The cost of the Central Alternative is estimated to be $139 million; this is higher than the Western and Eastern Alternatives, primarily due to the larger amount of bridge area required to construct this alternative. The Eastern Alternative, estimated at $131 million, has costs associated with the relocation of the UGI gas line. The Western Alternative, estimated at $118 million, has the lowest cost. Overall, the No Change DAM Alternative, estimated at $192 million, has the highest cost due to the geotechnical treatments required to construct the highway across the ash basins (which would result in various engineering and environmental risks as explained in Section 1.2.2, Ash Basin Focus Area).*

Comment 3*: It is interesting that the Eastern Alternative is $13 million dollars more than the lowest cost alternative and may be underestimated. Underestimated because the costs for loss of revenue for the temporary shutdown of the Panda Power Plant for a period of time undetermined and not mentioned to reconnect the realigned UGI gas line has not been taken into account. Even though power plants do periodic maintenance on equipment rarely do they shut down all turbines but do maintenance on a rotational basis. It would be unimaginable for compensation not to be required by Panda Power from Pa Dot.*

3.1

Response to 3.1: Estimated costs were developed for each alternative as described above. The costs of relocating impacted utilities were included in the total estimated cost of each of the respective alternatives. PennDOT coordinated with UGI during the development of the Ash Basin Focus Area Alternatives. All three alternatives would impact the referenced gas line and therefore may impact the operations of the power plant, but PennDOT and UGI anticipate completing the required relocation during a period of low gas-use, prior to the start of the highway construction. Specifically, for the Eastern Alternative, most of the required gas line relocation will be constructed on a new alignment, and the impact to the power plant will be limited to the period when the new gas line is connected to the remaining portions of the existing gas line. During final design, PennDOT will coordinate further with UGI to minimize the length of time required to complete that connection.

Supplemental EA Reference 4: *2.3 Alternatives Dismissed (Page 18) - Through the alternatives development and analysis process described above, the project team, the public, local officials, and environmental agencies collaborated to develop the best solution to avoid the ash basins while minimizing impacts. The Western and the Central Alternatives were dismissed from further consideration based on the engineering and environmental comparisons presented in the previous section. The Eastern Alternative was advanced for consideration because it:*

- *better meets the traffic needs of the project through increased usage of the PA Route 61 Connector and the associated removal of more traffic from the existing road network;*
- *has the least impact to residences;*
- *has the least impact to farmlands;*
- *has the least impact to wetlands;*
- *has noise impacts that are less than the Western Alternative and similar to the Central Alternative.*

The following Environmental Resources, Impacts, and Mitigation Section compares impacts within the Ash Basin Focus Area anticipated with the Eastern Alternative and the No Change DAM Alternative (as defined in the FEIS and refined in subsequent FEIS/ROD Reevaluations).

Comment 4: *It is questionable and opinionated to say that it best meets the project needs. The 61 connector would be used rather than the current Routes 11 & 15 no matter if the length is somewhat longer on the other alternatives. To discount usage just because of length is more than questionable. The amount of traffic lights currently is an impediment to the flow of traffic and traffic takes the least amount of resistance. A current example is the truck usage of Route 147 through Northumberland Borough instead of using Route 15. Simply put it has fewer red lights (2 red lights) and has less of an incline than Route 15 at Winfield. The Borough of Lewisburg, which has at least 9 red lights, is a detriment for through traffic especially truck traffic.* 4.1

Least impacts to farmlands are also questionable. The Shaffer farm which currently leases land to the two farmers, Stump Valley and J. Godek mentioned in 3.0, page 20, Table 3, has been for some time subdividing lots off of what used to be a larger farm. None of the progeny currently farms the property and its future is questionable. It is also noted that it is not in an Agricultural Preservation program but an Agricultural Security program. Which indicates the willingness to be able to develop the property and not it's continuance for farming purposes. I also believe this to be true of most of the farmlands currently in Monroe Township concerning unwillingness for Agricultural Preservation programs. 4.2

Lastly it is noteworthy that any more comparisons through the rest of the document concern only the No Change DAM Alternative and the Eastern Alternative thus discounting any subjective data as the other alternatives have been discounted. 4.3

Response to 4.1: The comparison of the projected usage of the PA Route 61 Connector confirms that some percentage of motorists would use the connector with any of the Ash Basin Focus Area Alternatives. However, as supported by traffic modeling performed by the project design team, that percentage is affected by the length of the connector and the travel time associated with using it as an alternative to the existing road network.

Response to 4.2: The anticipated impacts to productive farmland are based upon current farming operations and do not include speculation on future development. The Shaffer property is leased

to J Godek and Stump Valley for agricultural purposes and is entered in the township's Agricultural Security Area (ASA) program. The ASA program is a tool for protecting farmlands from non-agricultural uses and does not represent a willingness to develop the property.

Response to 4.3: The Supplemental EA involves a two-tiered approach for the analysis of alternatives. The first tier, as presented in Section 2.0 of the document, compares the different alternatives for avoidance of the ash basins. The Eastern Alternative was advanced for further analysis based upon its engineering and environmental advantages referenced above. The second tier of the analysis then further evaluates the Eastern Alternative as compared to the previously proposed alternative (No Change DAM Alternative). A comparison of all alternatives (i.e., the Eastern, Central, Western, and No Change DAM Alternatives) can be found in Table 1 of the Supplemental EA (page 14).

Supplemental EA Reference 5: *3.2.3 Ground Water Mitigation (Page 24) - Domestic wells in close proximity to construction areas outside the LOD are also susceptible to impact. Factors that may contribute to degraded water supplies include interception of the groundwater table in cut areas, introduction of sediments and other contaminants, surface runoff and sedimentation around well heads, entrainment of fine sediment as a result of blasting, and alteration of fractures as a result of blasting. Even after construction is completed, the presence of the highway can still influence the groundwater supply by altering surface drainage and infiltration patterns.*

Sampling will be completed for wells that are located within 0.25 mile of blasting operations. The data collected during this monitoring will be used to assess potential impacts to groundwater resulting from the construction. The groundwater quality monitoring plan will be implemented prior to construction, during construction, and one year post-construction.

Page 20 Environmental Technical Report - 2.3.4.2 Minimization (from the Environmental Technical Report). The length of required stream relocations will be minimized to the extent possible. Where stream relocations are unavoidable, the most current methodologies (including fluvial geomorphology and natural stream design) will be used, as practical and feasible, to design the relocated stream.

Comment 5*: It appears that no studies on the aquafers have been performed for this project. The distance of .25 mile is inadequate as there have already been wells beyond this distance affected in the Northern Section. As one knows aquafers can be of great size and exceed a distance of .25 miles. The relocations of steams may directly affect recharge and discharge of ground water resources. The period for monitoring the impacts for post construction is too short for accurate data to be compiled as the time for percolation and concentrations to occur in wells may take several years to appear. Also affecting the quality of ground water will be the storm water retention ponds. These ponds will concentrate pollutants from the roadway and percolate through the soil to the aquafer.*[1] 5.1 5.2

Response to 5.1: Background information regarding groundwater in the project area has been assessed through existing secondary source information. PennDOT is committed to monitoring groundwater quality before, during, and after construction. The pre-construction monitoring will establish baseline conditions for local groundwater prior to any earth disturbance associated with the CSVT Project's Southern Section. The monitoring will be continued during construction to track

water quality conditions and identify any deviations from the baseline conditions. Post construction monitoring will continue for at least one year after the completion of construction activities. During final design, expansion of the area to be monitored (beyond a minimum of water supply wells located within 0.25 miles of blasting operations) and/or expansion of the time period for monitoring will be considered based on existing groundwater conditions, specific construction operations to be performed, and past experience in construction.

Response to 5.2: PennDOT will coordinate the development of a stormwater management plan in accordance with National Pollutant Discharge Elimination System (NPDES) permit requirements and utilizing best management practices (BMPs) recommended by PA DEP. Those BMPs include measures intended to treat highway runoff in order to maintain the quality of not only surface waters but also groundwater.

Supplemental EA Reference 6: *3.3.2 Impacts (Page 25) - The Eastern Alternative results in a slight increase in overall stream impacts (Eastern Alternative= 6,073 LF and No Change DAM Alternative = 5,444 LF), but the No Change DAM Alternative impacts more perennial streams. The increase in the overall stream impacts for the Eastern Alternative is associated with the small stream crossings around the eastern side of the Northern Ash Basin. These streams consist of small, single-thread channels that convey intermittent or ephemeral flow to an unnamed tributary to Shreiners Creek (Channel 26). The Eastern Alternative does avoid the ash basins and therefore avoids the potential water quality concerns raised by PA DEP during final design coordination for the No Change DAM Alternative. Additional details regarding the streams and proposed impacts are provided in the CSVT Ash Basin Focus Area -Environmental Technical Report (May 2018).*

Comment 6*: Once again the comparison is with the Eastern Alternative and the No DAM alternative. The No DAM Alternative is a non-starter as already stated previously because of the monumental environmental issues with the ash and its associated pollutants. It is used as the only comparison throughout this document. It is a flaw in this study/document. Once again the mitigation relies on the 'Center Site' which is miles away from the destruction of the natural environment. No provision anywhere near the area of impact is being utilized for habitat mitigation. Other areas near any of the alternatives could be acquired and utilized for habitat mitigation. As a matter of fact several areas could be readily converted to wet lands as lands that were wet lands were drained by farming activities and the installation of PVC drainage pipe.* 6.1 6.2

Response to 6.1: See the response to 4.3 above.

Response to 6.2: PennDOT has provided compensatory wetland, stream, and terrestrial habitat mitigation at the Center Mitigation Site near Selinsgrove for impacts associated with the entire CSVT Project. The selection and design of the site was coordinated with the federal and state natural resource agencies, including USACE, USEPA, U.S. Fish and Wildlife Service, PA DEP, PA Fish and Boat Commission, and PA Game Commission. The CSVT compensatory mitigation plan was developed in accordance with both federal and state mitigation requirements with the goal of providing compensatory habitat benefits at one large site rather than smaller, fragmented locations which would result in minimal value. In addition to that mitigation, PennDOT will develop a comprehensive stormwater management plan to address potential water quality impacts in the project area.

Supplemental EA Reference 7: *3.6.3 Vegetation and Wildlife Mitigation (Page 28) - The existing stream valleys within the project area serve as wildlife corridors. Bridges will be constructed over local roads (11th Avenue for the No Change DAM Alternative; 11th Avenue and Stetler Avenue for the Eastern Alternative) and existing adjacent waterways that will accommodate wildlife movements through the focus area. Additional terrestrial habitat mitigation has been provided at the Center Site in Snyder County. The creation of 7 acres of wetlands, restoration of 6,320 LF of stream, provision of 55 acres of old field mitigation, and provision of 54 acres of forestland mitigation at the Center Site have already been completed/implemented as part of the mitigation commitments for the CSVT Project overall. The Storm water Management Plan will consider the use of additional plantings along the highway corridor and invasive species will be controlled in accordance with Executive Order 13751 to the extent practical.*

Comment 7*: The 'Center Site' is several miles from the impacted area. Is the current wildlife expected to somehow migrate or are they going to be trapped and transported to the 'Center Site'. This is totally ridiculous to have a mitigation site several miles away, crossing local roads and a large stream. Secondly it is amazing that wildlife corridors will be constructed over 11th Avenue and Stetler Avenue and not one corridor is considered where the main problem of wildlife crossing a four lane highway will exist. Damage to vehicles, injuries to both people and wildlife, and possibly loss of life is highly probable between 11th Avenue and Sunbury Road. The least PA Dot could consider are large culverts at several small stream crossings and fencing along the highway funneling the wildlife to these culverts for usage as wildlife corridors. Construction of the Eastern Alternative also causes severe fragmentation of the forest canopy.* 7.1 7.2 7.3

Reference: Forest fragmentation is a critical aspect of the extent and distribution of ecological systems. Many forest species are adapted to either edge or interior habitats. Changes in the degree or patterns of fragmentation can affect habitat quality for the majority of mammal, reptile, bird, and amphibian species found in forest habitats (Fahrig, 2003). As forest fragmentation increases beyond the fragmentation caused by natural disturbances, edge effects become more dominant, interior-adapted species are more likely to disappear, and edge- and open-field species are likely to increase.

Response to 7.1: As indicated in the response to 6.2 above, the wetland, stream, and terrestrial habitat compensatory mitigation plan for the CSVT Project was developed in coordination with the natural resource agencies and in accordance with federal and state requirements.

Response to 7.2: For clarification, wildlife corridors will not be constructed over local roads such as 11th Avenue and Stetler Avenue. Instead, bridges will be constructed to carry the CSVT highway over those local roads and the existing adjacent waterways, and those bridges will accommodate wildlife movement under the CSVT highway through the existing valleys. In addition, the right-of-way for the highway will be fenced (with standard PennDOT right-of-way fence), which will help to funnel wildlife to the stream valley corridors for passage under the highway through a bridge or culvert opening.

Response to 7.3: The CSVT Project area contains a diverse mix of forest land, streams, wetlands, agricultural lands, and residential properties. The project is designed to avoid and minimize impacts to residential areas, agricultural lands, forestlands, and other resources where feasible and reasonable. Unfortunately, total avoidance cannot be accomplished. Due to the diversity of the land use and land cover across the CSVT Project area, there will be areas of fragmented forests.

PennDOT has worked with the resource agencies, local officials, and the public to develop a project design that minimizes and balances impacts to all resources across the project area. As compensatory mitigation for the project's impacts, the development of the Center Mitigation Site included the establishment of 54.1 acres of forestland mitigation.

Supplemental EA Reference 8*: 3.8 Agricultural Resources (Page 29) - 3.8.1 ASA impacts are less for the No Change DAM Alternative (8.2 acres) versus the Eastern Alternative (25.8 acres). The No Change DAM Alternative would directly impact 42.6 acres of productive agricultural land and would result in 22.6 acres of indirect impacts (e.g., 18.5 acres inaccessible, 4.1 acres impractical to farm), for a total of 65.2 acres impacted. The Eastern Alternative would directly impact 50.1 acres of productive agricultural land and would not have any indirect impacts.*

Comment 8*: The acreage impacted is questionable without a survey of Talon properties as some of the current land in pasture is not owned by the Shaffer Farm being leased to J. Godek and Stump Valley and was sold some time ago when the ash ponds were enlarged. Also see comments on page 18 of current farming.*

8.1

Response to 8.1: PennDOT has coordinated with the different farm operators to obtain updated information related to productive farmlands and operations across the project area. Agricultural resources were assessed based on 2017 interviews with operators, aerial photography, soil mapping, field reconnaissance, and local zoning and ASA boundaries. There are four farming operations located within the Ash Basin Focus Area: Hummel Brothers Farms, Stump Valley Farms, Jason Godek operation, and Mike Thomas (subsistence farmer) operation. Several ASAs are located within the Ash Basin Focus Area on land owned and farmed by the Hummel Brothers. The property farmed by Jason Godek and Stumpy Valley farms is also enrolled in the ASA program. The project impacts represent the anticipated impacts to current farmlands within the Ash Basin Focus Area, including all agricultural lands leased from Talen.

Supplemental EA Reference 9*: 3.12.2 Impacts (Page 31) - The No Change DAM Alternative uses the two ash basins and has less impact to the surrounding agricultural, residential, and wooded lands than the Eastern Alternative. The Eastern Alternative impacts 3.5 acres of a wooded property within Shamokin Dam Borough that has a conceptual residential development plan (Grayston property).*

3.12.3 Mitigation - Mitigation for land use impacts will be limited to the payment of fair market value for the required right- of-way acquisitions. Efforts were made during the development of the detailed alternatives to minimize the encroachment on the Grayston property based on concerns raised by Shamokin Dam Borough. The Eastern Alternative was shifted slightly west in the area of the Grayston property, reducing the associated impacts from 10.7 to 3.5 acres. If practical during final design, the highway footprint will be minimized to reduce impacts to the surrounding land use.

Comment 9*: Wow here we single out one rich, well to do developer and meet with him to avoid any impact with his proposed development. Reference above, the project is actually shifted to avoid as much impact as possible to his proposed development. Nowhere else is this done for residents of Sunbury Road that will be impacted. This implies extreme bias and prejudice on PA Dot's part and violates 3.15 Environmental Justice. Ref 3.15 Environmental Justice Federal agencies must consider Environmental Justice (EJ) in their activities under the NEPA. Executive Order (EO) 12898, Federal*

9.1

Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, was issued in 1994 and directs federal agencies, to the greatest extent practicable, to identify and address disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations. The residents of Sunbury Road are mostly lower income, retired persons. Those outside the preferred Eastern Alternative tend to be wealthy individuals.

Response to 9.1: The Supplemental EA includes the evaluation of Environmental Justice communities, planned development, and tax base impacts as components of the overall assessment of the project. There are no Environmental Justice properties or concerns within the Ash Basin Focus Area. PennDOT identified planned developments within the Ash Basin Focus Area, including the Weatherfield and Broscious Developments. Shamokin Dam Borough expressed a concern regarding the loss of tax base and developable land within the borough limits, related not only to the Weatherfield Development but also to the Grayston property. In response to that concern (rather than in response to an individual property owner's input), efforts were made to minimize the project's impact on developable land within the Borough.

***Supplemental EA Reference 10**: 3.18.3 Mitigation (Page 34) - Mitigation Noise mitigation was not recommended for the No Change DAM Alternative within the Ash Basin Focus Area, based on analyses performed during the development of the FEIS. The noise impacts associated with that alternative are in areas with sparse development, and mitigation would not meet the necessary reasonableness criteria. Noise mitigation for the Eastern Alternative adjacent to the Weatherfield and Gunter neighborhoods in Shamokin Dam Borough was preliminarily determined to meet the feasible and reasonable criteria. A detailed final design noise analysis consistent with state/federal guidance will be prepared for the Eastern Alternative.*

***Comment 10:** Once again we refer to a 15 year old FEIS which is out of date. A lot has changed in 15 years and updating the data in the original FEIS is needed. As stated above, final design noise analysis will be completed, after the fact. Why not now? Why after it is all said and done? Again all alternatives should be studied.*

10.1

10.2

Response to 10.1: As explained in the response to 1.1, the findings of the FEIS have been previously reevaluated.

Response to 10.2: PennDOT performed a preliminary noise assessment as part of the Supplemental EA for each of the three realignment alternatives considered within the Ash Basin Focus Area. A preliminary noise barrier evaluation was completed for the Eastern Alternative and, preliminary noise barriers were presented during public meetings. A detailed final design noise analysis will be completed, in accordance with FHWA and PennDOT policy, after environmental clearance is obtained and final design of the proposed highway is sufficiently advanced. PennDOT will coordinate the final design noise assessment efforts with the local communities as part of the project development process.

***Supplemental EA Reference 11:** 3.22 Construction Impacts (Page 35) - Construction impacts and mitigation for the Eastern Alternative would be similar to the No Change DAM Alternative. Construction of a four-lane limited-access highway on new alignment is a major construction*

project and has the potential for construction impacts. Although project construction may temporarily increase erosion during construction, disturb soils, and produce construction-related vibration and noise, these effects would be temporary.

***Comment 11**: The use of 'temporary' has no definition of time. Temporary in this use will be several years. The loss of quality of life and of property value will make adjacent properties unsaleable. There is no compensation for loss of either mentioned or considered outside of the actual taking of property.*

11.1

Response to 11.1: The reference to temporary impacts is with respect to the time period of construction, which is anticipated to last several years overall but may be of shorter duration within localized areas of the project. There will be earth disturbance during construction, and the potential resulting erosion and sedimentation impacts are considered to be temporary in nature. Upon the completion of construction, all areas of earth disturbance will be stabilized in accordance with the erosion and sedimentation pollution control plan and post construction stormwater management plan approved under the NPDES permit for the project.

***Supplemental EA Reference 12:** 3.23 Visual Quality (Page 36) - The visual analysis completed as part of the FEIS (dated July 2003) outlines impacts and mitigation for the No Change DAM Alternative. This analysis can be found starting on Page IV-103 of the FEIS, which is available through the Resources page on the project's website (http://www.csvt.com/resources/links/). Visual renderings, impacts, and mitigation for the entire CSVT Southern Section, including the Gunter and Orchard Hills neighborhoods and the Colonial Acres area, are presented in the FEIS and include proposed views of the CSVT mainline highway and the PA Route 61 Connector.*

3.23.2 Impacts - While the majority of the Eastern Alternative is within undeveloped forested property, there will be several locations where it is visible and may be visually intrusive. The Eastern Alternative (and associated PA Route 61 Connector) will be visible as it approaches and crosses Stetler Avenue and 11th Avenue and passes east of the Northern Ash Basin. There are also several locations along Sunbury Road where the highway will be visible.

***Comment 12**: Once again we refer to a July 2003 FEIS, 15 year old data and study. However, for once it is realized the detrimental impact of the project on Sunbury Road residents: There are also several locations along Sunbury Road where the highway will be visible (page 36, 3.23.3 Impacts)'.*

12.1

Response to 12.1: The construction of the CSVT Project will result in a change in the scenery across the project landscape. Efforts have been made to balance the earthwork of the project, and as such, there are areas along the project where the highway will be in a cut and below the existing ground. Likewise, there are areas where the highway will be in fill and will result in a change in the existing visual appearance of the landscape. The project team will coordinate further with local officials and affected property owners, particularly those adjacent to the new highway, to review the project's visual impacts and to identify and implement reasonable mitigation measures. Examples of mitigation measures that will be considered include:

- vegetative screenings;
- bridge designs (color/texture/materials) that will blend into the landscape;
- filtered views of bridge piers; clusters of trees might be planted if they do not cause additional displacement or create hazards for errant vehicles;

- tinted colors of retaining walls and noise barriers that will blend into the landscape; and/or
- an "aesthetic theme" for the highway to be carried forward throughout the entire Southern Section of the CSVT Project.

Supplemental EA Reference #13*: 5.0 Identification of the Preferred Alternative (Page 42) - Overall, the Preferred Eastern Alternative avoids the ash basins and therefore avoids the engineering and environmental risks of the No Change DAM Alternative. Construction of the Preferred Eastern Alternative will result in either a reduction in resource impacts compared to the No Change DAM Alternative or will have only minor increases in impacts for some resources. Selection of the Preferred Eastern Alternative will allow the CSVT Project to advance with decreased environmental risk and provide transportation benefits for the region. Documentation in the Supplemental EA appears to suggest that the new or changed environmental impacts do not rise to the level of significance that would warrant a Supplemental Environmental Impact Statement.*

Comment*: Any of the three alternatives avoids the engineering and environmental risks of the No Change DAM Alternative. It is obvious that fact was omitted. Once again looking at Table 7 the only comparisons being done is between the No Change DAM and the Eastern Alternative. The other alternatives are omitted in an attempt to justify the Eastern Alternative. It is absurd to insist that a Supplemental EA is not warranted when the existing data is 15 years old.*

13.1

Response to 13.1: The findings of the FEIS for the CSVT Project have been previously reevaluated, as explained in the response to 1.1, and the evaluation of ash basin avoidance alternatives involved a two-tiered analysis, as described in the response to 4.3. The Supplemental EA identifies the best alternative to avoid the two ash basins in the Southern Section of the CSVT Project. The Ash Basin Focus Area's environmental features were updated in 2017 to support the development of the Supplemental EA, and the impacts presented for all alternatives (e.g., No Change DAM, Western, Central, and Eastern) are based on that updated information. A comparison of all four alternatives, including the No Change DAM Alternative, can be found in Table 1 of the Supplemental EA (Page 14).

IV. Similar Comments on PA Route 61 Connector

A. Matt Lehman

Comment: ***I*** *would like to take this opportunity to express my concern for the proposed CSVT Route 61 Connector. As a taxpayer and lifelong resident of the area, I struggle to believe that developing the CSVT Connector to Route 61 at this time is fiscally-responsible, necessary, and would provide more benefit than destruction. Ten or more years ago, when the current CSVT "idea" came into fruition, Route 61 and the City of Sunbury were in a much different state than they are today. Ten years ago, manufacturing businesses were striving in Sunbury, some examples being Butter Krust, Celotex, Paulsen Wire Rope, and Weis Markets. Today, I don't think there is a person within this area who could argue that manufacturing along Route 61 and the City of Sunbury is alive and well or will be resurrected within the foreseeable future. Adding the Connector, at the cost of taxpayers, for the primary benefit of today's Weis Markets trucking needs is irresponsible. The destruction of natural resources and air pollution associated with the Connector are also of concern. At this time, I am suggesting that the Connector "piece" of the CSVT project be closely examined and considered as a future addition to the CSVT when (and if) conditions ever deem it a need.* 1 2

Response: See the responses following John Sidler's comment below.

B. John Sidler

Comment: *Let me give a brief background why I've been interested in the development of the CSVT. I have spent the majority of my 58+ years living in the Northumberland/Snyder/Union Counties area. I have worked in all three Counties. I have driven on many of the roadways in the above mentioned counties and for most of my life, I have driven on Rts. 11 & 15 and Rt. 61. Presently, I live in Orchard Hills, Shamokin Dam, PA. I have been involved with committees regarding the design of the CSVT since 1998 and have attended nearly every public meeting involving the project.*

Shortly after attending my first meeting regarding the project in 1998, it became abundantly clear that the proposed Rt. 61 Connector "drove" the entire design of the Thruway. Interestingly, alternative suggestions and recommendations were met with condescending interest and placating follow-up. All were summarily dismissed based on nebulous criteria such as, "Suggestion X doesn't provide for adequate reduction of traffic as the preferred design." Yet no credible substantiating empirical data was ever presented as to why each suggestion was rejected. All data presented, were essentially guesses. No data from studies utilizing the suggestions were ever presented. The typical response was based on existing, out of date data, used to bolster the preferred design. Much has changed in both Northumberland County and Snyder County, both before and since 1998.

As a result, I have yet to hear or see a solid justification for the Rt. 61 Connector. What data I have seen presented by the research done by Penn DOT still does not give any empirical justification for the Rt. 61 Connector. Even based upon Penn DOT's own numbers, the alternatives suggested relieve comparable amounts of traffic with even less disruption to homes, businesses and communities. Because of this, many people who live in the area say, the Rt. 61 Connector exists to serve a Company that has its Headquarters in Sunbury. 3

Over the decades, from the 1960's to the present, the two major cities and surrounding areas that would provide traffic flow to Rt. 61, Shamokin and Sunbury, have both decreased in population. Additionally, no major industries, or businesses have come into the Sunbury and Shamokin areas that would lead to increased traffic flow. In fact, several of the previously existing major businesses have either closed or moved out of the area. A major company, Headquartered in Sunbury has moved much of its distribution out of the City of Sunbury. Because of fewer businesses in the Sunbury/Shamokin area, a major company Headquartered in Sunbury moving its distribution capacity out of the city, and decreasing populations in both the Sunbury and Shamokin areas, reasons do not exist to justify increased traffic utilizing the Rt. 61 Connector. The recent statistics presented by the CSVT team beg questioning because the recent traffic flow studies presented at the public meetings, show numbers of vehicles driving through Sunbury and onto Veterans Memorial Bridge, greater than every man, woman, and infant child living in Sunbury, Shamokin and parts between. I highly doubt that every person, including infants, travels through Sunbury and across Veterans Memorial Bridge, daily. Nor would they use the proposed Rt. 61 Connector. Contrary to what has been reported in CSVT meetings, folks who live in Paxinos on East, travel to Rt. 81 to go North or South, rather than to travel to Rts. 11& 15 to go North or South.

3

Long time ago, when I was in Geometry classes, we learned that the shortest distance between two points was a straight line. I think that same lesson applies even today. I realize that certain aspects of land, law, litigation, history, money, ego, and politics play a part in any governmental project. Some of that comes into play with the CSVT. However, the convoluted design of the bypass would most likely be adverted if the Rt. 61 Connector was eliminated, unless the existence of the Connector is a result of land, law, litigation, history, money, ego and/or politics. It would seem to me that the Federal Highway Administration and Pennsylvania Department of Transportation would find it embarrassing to have two four lane highways, serving the same traffic corridor (CSVT and Rt. 15) only a few hundred feet apart, thanks to the existence of the Rt. 61 Connector. To me, this is an immense waste of Taxpayer's dollars. In past meetings, we were told that Rt. 15 was an underutilized highway. Why not use it?

Back in 1998, members of the public questioned the wisdom of constructing a highway over the ash dams. The response from the CSVT team was that it was safe to build the roadways over the ash dams. I find it interesting that those folks who live in the construction area, who have driven the roadways for decades and know the land, and have a better concept of traffic and the land, have had their observations and recommendations dismissed by the "experts" who don't live or work in the area. Again, this could be avoided, or at least minimized, if the Rt. 61 Connector was not a part of the design.

Presently, families have been uprooted by the Department of Transportation buying their homes in order to construct the CSVT. However, now the route has been changed and some of those folks have had their lives disrupted, needlessly. The Borough of Shamokin Dam is going to be cut apart, again, by the construction of the Rt. 61 Connector. Land that would be used for homes and eventually would create a tax base for the community, the county, and the Commonwealth, will be lost because of the construction of the CSVT. We already know the bridge construction, near Winfield, has ruined ground water, destroyed wells and decimated property values of the homes near that construction. Much of the same will occur in the Shamokin Dam Borough with the construction of the Rt. 61 Connector.

4

5

In summary, "Yes" the CSVT is needed to relieve through traffic from the Shamokin Dam/Hummels Wharf "Strip" area, however, the design has flaws, the process of construction will destroy the land, the Borough of Shamokin Dam, reduce tax base for the community, county and Commonwealth, and all of this is premised on the Rt. 61 Connector, a needless component of the CSVT and an extreme waste of our tax dollars!

Overall Response: During the development of the July 2003 Final Environmental Impact Statement (FEIS) for the project, a survey was conducted of motorists and truck drivers at several locations in the study area to determine traffic characteristics and major origins and destinations of study area motorists. The results of the study indicated that 34% of all northbound motorists on U.S. Routes 11/15 desire to cross the Susquehanna River to travel to and from Sunbury or other points east. To accommodate this movement, a mid-point connection to the existing roadway network was incorporated in the CSVT design via the PA Route 61 Connector. This direct connection to PA Route 61 in Shamokin Dam was determined to be a critical element to fully address the project needs.

To account for changing conditions in the project area since the development of the FEIS (such as those referenced in the comments above), additional studies have been performed at various times to confirm existing traffic patterns. Those additional studies have consistently concluded that the PA Route 61 Connector remains a critical link for the CSVT Project.

Most recently, in early 2017, the project team obtained origin and destination information in the form of percentages of trips taken between zones within the vicinity of the CSVT Project. Data for weekdays during the period of June 2015 to November 2016 were obtained for the same traffic zones established during the FEIS analysis. The updated origin and destination data show that the travel patterns are similar today as they were at the time of the FEIS. Without the PA Route 61 Connector, traffic volumes on the new CSVT highway would drop by 15% to 20%, future volumes on U.S. Routes 11/15 between Selinsgrove and Shamokin Dam would increase by 20% to 25%, and future volumes on PA Route 147 through Northumberland would increase by 25% to 30%. Based on the updated data, the PA Route 61 Connector will attract 15,000 to 20,000 vehicles per day by 2044, and the connector therefore remains a critical element in addressing the project needs by removing that traffic from the existing road network.

Response to 1 and 3: The various traffic studies referenced in the overall response above do not focus on traffic generated by individual businesses. Instead, they are based on the total volumes of traffic observed to be travelling on the existing road network and the overall travel patterns of those passenger cars and trucks. The future traffic volumes presented also account for the anticipated future growth that the project is intended to accommodate. Those projected future volumes are consistent with local planning documents as well as trends identified in past census information for the overall project area.

Response to 2 and 4: Similar to the CSVT Project overall, the PA Route 61 Connector has been designed to best balance impacts to natural, cultural, and socioeconomic resources along with consideration of the project needs, engineering criteria, and public input. Unavoidable impacts have been minimized and/or will be mitigated as outlined throughout the July 2003 FEIS and the May 2018 Supplemental Environmental Assessment. For example, an access road (referred to as the Cortland Drive Connector) crossing over the PA Route 61 Connector will be constructed to connect the Gunter and Orchard Hills neighborhoods and thereby help to maintain community cohesion. During the development of the Eastern Alternative, the design of the PA Route 61

Connector's ramps (as well as the design of the CSVT mainline highway) was modified to minimize impacts to planned residential development in Shamokin Dam Borough. No permanent air quality impacts are associated with the PA Route 61 Connector, which will be a free-flow, limited-access roadway. Furthermore, air quality throughout the project area is ultimately expected to improve due to improved traffic flow and reduced congestion resulting from the removal of trucks and through traffic from the existing roadway network. Although temporary impacts to air quality may occur during the period of construction, common measures will be utilized to minimize those impacts, such as the wetting of exposed soils and the covering of trucks to control dust.

Response to 5: PennDOT is committed to monitoring groundwater quality before, during and after construction. Although impacts have been identified in nearby individual wells during the construction of the CSVT Project's Northern Section, the impacts have generally been temporary and have not been widespread. For the Southern Section, monitoring will be performed on water supply wells that are located within 0.25 mile of blasting operations, at a minimum. Sampling will be completed prior to construction to establish baseline conditions, during construction, and at least one year post-construction. If impacts occur as a result of construction, PennDOT will ensure the maintenance of water supplies for affected properties by one of the following:

- providing connections to public water systems;
- redrilling existing wells to another water-producing zone at a greater depth within the same formation;
- relocating a well within an adjacent water-producing formation undisturbed by construction activities;
- providing water treatment; or
- acquiring the property.

C. Elaine Walz

Comment: *Penn DOT indicates the Eastern Alternative has the least impact to residences of realignment alternatives considered. However, the proposed 61 Connector will destroy the Orchard Hills neighborhood if it proceeds as planned. The proposed 61 connector further divides the Shamokin Dam Borough into quadrants destroying any possible community unity. Traffic noise, car pollution, and squealing jake brakes will replace the quiet deer and wildlife in our neighborhood. We often see deer grazing across the street from our house.* 1

Shamokin Dam Officials requested that PennDOT explore a Rt. 15 Connector instead of the Rt 61 Connector to no avail. According to a borough official PennDOT did not fully explore all possible options. 2

At a previous PennDOT Meeting I inquired about whom would monitor and enforce speeding and the use of Jake brakes on the Rt 61 Connector. The PennDOT representative said Shamokin Dam Borough would monitor it. When I asked the Shamokin Dam Manager, he indicated that the borough could not legally monitor the 61 Connector because it is a ramp. 3

There must be strong controls over the construction of the 61 Connector and the Cortland Road Bridge. This is a residential area that will not tolerate 24/7 construction. 4

A walkway should be included in the design of the Courtland Road Bridge. Residents of Orchard Hills are being robbed of safe areas to walk with family and pets. It is ironic that a project designed to reduce traffic in the area will force Orchard Hills residents into their cars to get a safe area to walk. 5

Response to 1: Of the ash basin avoidance alternatives, the Eastern Alternative requires the least residential displacements. In particular, no residences in the Orchard Hills neighborhood will be displaced, as the PA Route 61 Connector will instead impact the adjacent, currently undeveloped land. Similar to the CSVT Project overall, the PA Route 61 Connector has been designed to best balance impacts to natural, cultural, and socioeconomic resources along with consideration of the project needs, engineering criteria, and public input. An access road (referred to as the Cortland Drive Connector) crossing over the PA Route 61 Connector will be constructed to connect the Gunter and Orchard Hills neighborhoods and thereby help to maintain community cohesion. No permanent air quality impacts are associated with the PA Route 61 Connector, which will be a free-flow, limited-access roadway. Furthermore, air quality throughout the project area is ultimately expected to improve due to improved traffic flow and reduced congestion resulting from the removal of trucks and through traffic from the existing roadway network. A noise barrier has preliminarily been determined to be warranted, feasible, and reasonable along the north side of the PA Route 61 Connector to mitigate noise impacts to the Orchard Hills community.

Response to 2: In June 2017, Shamokin Dam Borough requested that PennDOT provide information on why the U.S. Route 15 Connector (which had been considered and dismissed during the development of the July 2003 Final Environmental Impact Statement) cannot be constructed in place of the PA Route 61 Connector. In response, the project team developed an updated preliminary design for the U.S. Route 15 Connector in order to reconsider its concept. Based on an updated analysis of projected traffic operations for that preliminary design, it was determined the U.S. Route 15 Connector would be used by 34% less traffic than the PA Route 61 Connector and

would therefore be less effective in meeting the traffic needs of the project (by removing less traffic from the existing road network). In addition, the U.S. Route 15 Connector would result in traffic patterns that cause unacceptable operations in the project's design year (2044) at the intersection of U.S. Route 11 and U.S. Route 15. Finally, based on a review of its geometrics, the U.S. Route 15 Connector would require an excessive amount of excavation, resulting in an imbalance in the project's earthwork, and would also impact more developable land in Shamokin Dam Borough than the PA Route 61 Connector. While variations of the design for U.S. Route 15 Connector could be developed, they would present similar disadvantages to the preliminary design that was considered. In particular, any such variations would be less effective than the PA Route 61 Connector in meeting the project's traffic needs and would result in unacceptable future traffic operations at the intersection of U.S. Route 11 and U.S. Route 15. In addition, they would likely result in an imbalance in the project's earthwork and increased impacts to natural, cultural, socioeconomic resources. Given these updated findings related to the concept of the U.S. Route 15 Connector, the Ash Basin Focus Area Alternatives were advanced with the PA Route 61 Connector included.

Response to 3: Law enforcement agencies will be able to enforce traffic regulations on the PA Route 61 Connector. Unlike typical ramps which have only advisory (i.e., non-regulatory) speed signs, the PA Route 61 Connector will have regulatory speed limit signs.

Response to 4: PennDOT will consider implementing restrictions on the hours that construction operations will be performed during final design. If the hours of operations are unrestricted, the overall duration of construction, and therefore the length of time that temporary, constructed-related impacts are experienced, may be substantially reduced. PennDOT will perform further outreach with affected residential areas adjacent to the project during final design and will consider their input prior to making decisions regarding restrictions on the hours of construction operations.

Response to 5: Although potential pedestrian accommodations will be further evaluated during final design, the Cortland Drive Connector has been proposed to include a 6'-wide shoulder on each side (outside of the travel lanes), which would be sufficient to accommodate pedestrian usage. This proposed roadway cross section is also consistent with the adjacent roadways, where no pedestrian facilities currently exist.

V. Robert Grayston

Comment: *I have concerns of additional run off from the highway affecting our natural woodland valleys that we are planning to use for our development storm water plans.* 1

I would like to see if you have plans to use or are in need of our valleys for run off.

Response to 1: Preliminary locations of areas proposed to be used for stormwater management for the Eastern Alternative are shown in the May 2018 Supplemental Environmental Assessment on Figure 5 (page 22). During final design, the project team will develop a comprehensive stormwater management plan for the CSVT Project's Southern Section. The stormwater management plan will be developed in accordance with National Pollutant Discharge Elimination System permitting requirements. Stormwater management basins and other best management practices will be designed to provide adequate control of the rate, volume, and quality of runoff. The specific management measures will be developed through close coordination with PA DEP and the Snyder County Conservation District. The management plan will be designed to maintain the natural drainage characteristics across the landscape, to the extent practicable, and minimize impacts to the surrounding environment.

VI. Ken Wagner

Comment: *I'm ready. So I need to say my name here? Ken Wagner, Sunbury, Pennsylvania. I'm 100 percent in favor of this project. It has been needed for 40 years or more. I'm getting older and I don't like driving the Golden Strip as much as I used to, so this would be a dramatic improvement for traffic. Make sure the connector to Sunbury is included. I know there was debate about that, but we certainly need it. A lot of people from the Coal Region won't go that way because they don't want to try the Strip. And I just repeat, I'm in favor of the project as designed. They put a lot of hard work into it. That's all I have to say.* 1

Response to 1: Mr. Wagner's general support of the CSVT Project and his specific support of the PA Route 61 Connector and the Eastern Alternative ("the project as designed") are noted.

VII. Susquehanna Economic Development Association–Council of Governments (SEDA-COG)

Comment: *I am writing regarding the Supplemental Environmental Assessment (EA) for the Ash Basin Focus Area within the Central Susquehanna Valley Transportation (CSVT) Project's Southern Section, located between Fisher Road and Sunbury Road in Monroe Township and Shamokin Dam Borough, Snyder County. The SEDA-COG Metropolitan Planning Organization (MPO) has long maintained the CSVT Project as the region's highest transportation priority through its Long Range Transportation Plan, Transportation Improvement Program, Strategic Plan, formal resolutions, and related efforts. We are thrilled with the Northern Section's progress, and we highly anticipate the significant mobility, safety, and economic development benefits to be reaped upon completion of the entire CSVT Project.*

The SEDA-COG MPO appreciates the opportunity to comment on the Supplemental EA, and we commend PennDOT for the thorough analysis and extensive public engagement used in evaluating the alternative alignments for modifying the approximately 2-mile-long portion of the CSVT Project within the focus area to avoid the existing fly ash waste basins. PennDOT, the Federal Highway Administration, and CSVT Project consultants have carefully and effectively confronted the challenges posed by the ash basins. The Supplemental EA clearly and definitively justifies the selection of the Eastern Alternative as the Preferred Alternative, particularly because it: 1

- *better meets the project's traffic needs through increased usage of the PA Route 61 Connector and the associated removal of more traffic from the existing road network;*
- *has the least impact to residences, farmlands, and wetlands; and*
- *has noise impacts that are less than the Western Alternative and similar to the Central Alternative.*

Despite the need for some further archaeological studies and ongoing investigations of additional mitigation/minimization measures associated with the Eastern Alternative, the SEDA-COG MPO concedes that the Eastern Alternative successfully balances transportation, environmental, and socioeconomic needs. The SEDA-COG MPO endorses the selection of the Eastern Alternative, acknowledging that this Preferred Alternative will allow the CSVT Project to advance with decreased environmental risk while providing enormous transportation benefits for the region. We also agree with the suggestion that the new or changed environmental impacts involved with selecting the Eastern Alternative do not rise to the level of significance that would warrant a Supplemental Environmental Impact Statement for the CSVT Project. 2

Thank you again for the opportunity to comment on the Supplemental EA. Please feel free to contact me if you have questions.

Response to 1 and 2: SEDA-COG's general support of the CSVT Project, their specific support of the Eastern Alternative, and their concurrence that a Supplemental Environmental Impact Statement is not warranted are all noted.

VIII. Greg and Jalee Wilt

Comment: *I writing to express our concerns regarding the placement of noise barriers along the Eastern Alternative of Central Susquehanna Valley Transportation Project (CSVT).*
Specifically, the increased noise impact to the properties located in the Weatherfield and Gunter developments.
With the developments located approximately 1,000 feet from the highway project, we feel that the proposed noise barrier will not provide an adequate reduction in noise due to the limited footprint of the proposed barrier.
Enclosed is a map (Exhibit A) depicting the proposed length and placement of noise barriers.
Please take time to examine the location and length of the proposed barriers (highlighted in orange) while paying particular attention to the extended length of the barriers identified as (1) and (2)
The length of the barrier, identified as (1), extends a distance across open farmland. Also, note that the barrier, identified as (3), also extends a distance beyond the small cluster of homes.
Now examine the location and length of the noise barrier identified as (2). Specifically, its limited length on the Southern end. The limited length exposes Weatherfield development properties along 11th Avenue and the Gunter development to unnecessary highway noise.
It appears that the location and length of the proposed noise barriers is not fairly distributed and specifically shortchanges residents in both the Weatherfield and Gunter developments.
One can clearly see that the highest concentration of homes resides in both of these developments, properties which are slated to receive the least amount of benefit from the proposed barriers.
Enclosed as (Exhibit B) is a suggested extension of the proposed noise barrier for the Weatherfield and Gunter developments for consideration.
In closing, we understand that the highway will not be relocated, however the ability to mitigate its impact on the quality of life for the residents in these developments is possible and warrants reconsideration.

1

Response to 1: In response to this comment, the project team has refined the preliminary assessment of anticipated noise impacts and the preliminary noise barrier design for the Eastern Alternative adjacent to the Weatherfield neighborhood in Shamokin Dam Borough. The results of the updated analysis indicate that it is warranted, feasible, and reasonable to extend the previously proposed noise barrier adjacent to the Weatherfield neighborhood to the south across 11th Avenue. Therefore, in future plans for the Eastern Alternative, the extended noise barrier will be included as a proposed feature.

It is important to note, however, that the above updated analysis results are still preliminary. After environmental clearance is received and final design is initiated, additional analysis of anticipated noise impacts will be completed. In addition, further outreach will be performed with affected communities related to those impacts and the design of proposed noise barriers.

IX. Russell Broscious

Comment: *Thank you for your 6/18/18 Email response to my Letter of 5/29/18. You incorporated the updated Orchard Section L, and Lots L 1 & L9 Drawings and showed noise abatement walls along the Connector in Orchard Hills.*

However, in the revision mentioned above, the Recorded Drawing for the subdivision plan for "Orchard Hills Commercial Lots A & B" along Rt. 11& 15 at Baldwin Blvd. which I had forwarded to you at the same time was not included in the update? Could you please show this latest Subdivision Plan for these Lots on the next revision. 1

Thank you for removing the storm water detention pond on Commercial Lot B. But, the placement of a noise abatement wall along the property lines of Commercial Lots A & B was a shock! These are Highway Commercial Lots designed to serve the motoring public as well as local residences with appropriate stores. What was someone thinking! Visibility is one of the most important attributes to these Lots, so will you please remove the WALL along the property lines. 2

We are trying to market these Lots, and it appears PaDOT is doing everything under their power to discourage prospective buyers, this is not a game for us and it has been continuing for to many years.

The links you provided to PaDOT websites showing "simulated movies driving along the new roads" is interesting but not helpful. Driving along "in a video" at almost highway speed does not show the effect of noise abatement walls in someones backyard. Therefore, I ask again, for renderings of the 61 Connector through Orchard Hill from the adjacent property owners viewpoint as requested in my letter of 5/29/18. 3

I would also again request the db levels as per my 5/29/18 letter. Using earth berms to form a noise abatement barrier is vastly superior for both the adjacent homes and for the motoring public. Looking at a wall, an aesthetic desert, either driving or at ones home is very poor substitute for a small wooded hill. 4

Again, please include this letter in with the responses for environmental review of the project.

Thank you for your kind attention and cooperation.

Response to 1: Future project plans will include updated subdivision lines for "Orchard Hills Commercial Lots A & B", based on the most recently approved subdivision plan for the property, as requested.

Response to 2: A noise barrier was preliminarily determined to be warranted, feasible, and reasonable along the north side of the PA Route 61 Connector and the west side of existing U.S. Routes 11/15 to mitigate noise impacts to the Orchard Hills neighborhood. In response to this comment, the project design team re-examined the preliminary noise studies. Two additional alternatives were studied. One alternative would reduce the length of the noise barrier, as suggested, so that it no longer runs along existing U.S. Routes 11/15. The second alternative would continue the noise barrier along the PA Route 61 Connector and on the bridge over U.S. Routes

11/15. However, the result for each of the two additional alternatives studied was that neither provides feasible and/or reasonable noise mitigation to the Orchard Hills neighborhood.

It should be noted that even though the preliminary analyses indicate a noise wall along the north side of the PA Route 61 Connector and the west side of existing U.S. Routes 11/15 is warranted, feasible, and reasonable, it is up to the land owners, collectively, whether it is constructed. In the future, following the completion of final design noise analyses, there will be a community meeting in which the land owners will vote whether to include it in the project design.

Response to 3: Visual renderings of the highway (primarily showing the anticipated noise barrier along the north side of the PA Route 61 Connector) from several ground level views within the Orchards Hills neighborhood are provided in Appendix D.

Response to 4: The noise levels at the referenced commercial lot along U.S. Routes 11/15 were not computed; however, they are and will be similar to the adjacent residential property. The adjacent residential property currently has noise levels at 62 dB. In the future without CSVT, the noise levels are anticipated to be 66 dB. If the proposed highway is constructed with a noise barrier, it lowers the noise levels to 63 dB.

An earth mound may be an effective noise barrier, and it is likely that many people would consider it to be more aesthetically pleasing than a noise wall. However, a mound impacts much more land area than a wall. A 10-foot high earth mound would have a bottom width of 45 feet, assuming 2:1 side slopes and a 5-foot top width. The additional width would have negative impacts on the relatively small residential parcels within Shamokin Dam Borough. Therefore, potential noise barriers to be evaluated within the Borough will be limited to walls rather than earth mounds.

APPENDIX A

COMMENTERS' ORIGINAL CORRESPONDENCE

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

July 3, 2018

Ms. Deborah Suciu Smith
Senior Environmental Protection Specialist
U.S. Department of Transportation
Federal Highway Administration – Pennsylvania Division
228 Walnut Street
Harrisburg, Pennsylvania 17101-1720

Re: Supplemental Environmental Assessment for Ash Basin Focus Area, Central Susquehanna Valley Transportation Project, State Route 15, Section 088, Snyder, Union, and Northumberland Counties, Pennsylvania

Dear Ms. Suciu Smith:

In accordance with the National Environmental Policy Act (NEPA), Section 309 of the Clean Air Act, and the Council on Environmental Quality (CEQ) regulations implementing NEPA, 40 CFR Parts 1500-1508, the U.S. Environmental Protection Agency (EPA) has reviewed the May 31, 2018 Supplemental Environmental Assessment (Supplemental EA) for the Central Susquehanna Valley Transportation Project (CSVT) Ash Basin Focus Area, a 2-mile section of the 12.4-mile overall project.

Since approval of the overall CSVT Final Environmental Impact Statement/Record of Decision (FEIS) in October 2003, two existing fly ash basins within the project's Southern Section were found to be an unstable base for roadway construction. The Supplemental EA assesses the environmental impacts of a No Change Alternative, as well as Western, Central, and Eastern Alternative alignments to avoid the fly ash basins. The Supplemental EA identifies the Eastern Alternative as the Preferred Alternative which will have the least impact to residences, farmlands, wetlands, noise, and which best meets regional traffic needs. Our general comments on the Supplemental EA are provided for your consideration in the enclosed Technical Comments.

Thank you for the opportunity to review this project and for your coordination with EPA during the Supplemental EA development. If you have questions regarding these comments, the staff contact for this project is Rebecca Souto-Glyn, who can be reached at 215-814-2795 or Glyn.Rebecca@epa.gov.

Sincerely,

Barbara Rudnick
NEPA Review Coordinator

cc. Mr. Matthew Beck, Pennsylvania Department of Transportation (PennDOT) District 3-0
Mr. Michael Dombroskie, U.S. Army Corps of Engineers, Baltimore District
Mr. Paul DeAngelo, Skelly and Loy, Inc.

Enclosure: Technical Comments on the Supplemental Environmental Assessment for Ash Basin Focus Area, Central Susquehanna Transportation Project, State Route 15, Section 088

Technical Comments on the Supplemental Environmental Assessment
Central Susquehanna Valley Transportation Project (CSVT)

1. **Surface Water and Aquatic Resources.** The Supplemental EA states the Preferred Eastern Alternative will result in a 629-linear foot increase in overall stream impacts. The Preferred Eastern Alternative would impact primarily small, single-thread channels that convey intermittent or ephemeral flow, while the No Change Alternative would impact primarily perennial channels. The Supplemental EA notes that the overall CSVT project includes improvement and stabilization of 6,320 linear feet of perennial streams as compensatory mitigation for the project's overall unavoidable impacts to perennial stream channels.

   As stated in Special Public Notice 18-30 issued June 1, 2018 by the U.S. Army Corps of Engineers, Baltimore District, the Supplemental EA serves as a request by PennDOT to modify the project's 2007 Clean Water Act Section 404 permit, once final design plans for the alternative alignment are complete. Section 3.3.3 of the Supplemental EA describes avoidance and minimization measures, such as stream crossing structures and other design and construction options that will be considered in this permit modification process. In addition to avoidance and minimization measures, we recommend PennDOT use a functional assessment methodology to determine adequate compensatory mitigation for the proposed unavoidable impacts to ephemeral and intermittent streams. EPA would like an opportunity to review the proposed mitigation plan as it is developed.

2. **Vegetation and Wildlife**. The Preferred Eastern Alternative would result in a 15.2-acre increase in the loss of forest habitat over the No Change Alternative (190.6 acres vs. 175.4, respectively), while the Supplemental EA proposes to mitigate forest habitat impacts at the same amount of 54.1 acres as the No Change Alternative. As part of the Stormwater Management Plan, Section 3.3.3 of the Supplemental EA notes additional plantings will be considered along the highway corridor. We suggest the project team seek out further opportunities to mitigate the additional loss of forested land and other terrestrial habitat and optimize the ecosystem functions and services this mitigation can provide, such as for carbon sequestration and pollinator habitat. For the latter, we suggest using FHWA's December 2015 publication, "Roadside Best Management Practices that Benefit Pollinators[1]" as a guide.

3. **Air Quality**. Section 3.19 of the Supplemental EA states there will be no discernible air quality impacts from either the No Change or Preferred Eastern Alternatives. While this may be correct for the operational stage of the project, we note from review of the Environmental Technical Report, Section 4.13.1, the project will cause adverse localized air quality impacts during construction, such as emissions from construction vehicles and particulate matter from construction activities. We suggest that this be discussed in the Supplemental EA.

[1] https://www.environment.fhwa.dot.gov/env_topics/ecosystems/Pollinators_Roadsides/BMPs_pollinators_landscapes.pdf

From: Edward Wong <edwardtwong88@gmail.com>
Sent: Monday, July 2, 2018 6:27 PM
To: CSVT_SupplementalEA
Subject: Comments on CSVT SEA

The supplemental environmental impact statement for the southern section of the CSVT states the eastern alternative would require the relocation of 3230 linear feet of electrical transmission lines. The SEA only considers the impact to the PPL pylons in terms of the required utility relocation. However, the PPL power pylons are constitute an resource that is eligible for listing under the NRHP guidelines described in 30 CFR § 60.4 criteria (a) and (c). Since the SEA does not consider the PPL power pylons as an historic resource, the SEA is inadequate under 49 U.S.C. §303 and other environmental laws.

Age
The towers trace their origin to at least 946, and thus eligible for evaluation under the NRHP criteria for properties that are over 50 years old.

Criteria A

> *that are associated with events that have made a significant contribution to the broad patterns of our history;*

The construction of the Shamokin dam power plant and the associated power lines was a significant event in local history. The availability of electrical power has had a significant impact on the pattern economic development of the central Susquehanna valley. The construction of the power plant and associated towers was heralded as an example "the mechanical age taking over." (See 1948 *Selinsgrove Times* article) The power lines were designed over a 35 year period and are this emblematic of a sustained and concerted pattern of engineering effort. (See 1946 *Harrisburg Telegraph* article)

Criteria C

> *that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;*

The construction of the PPL power lines span of the Susquehanna river represents an masterpiece of steel engineering of international acclaim. When the power lines were constructed, engineers from Australia visited to observe their distinct engineering features. (See 1946 *Harrisburg Telegraph* article) A 1948 article noted that the the extension of the "great steel towers" over the river and nearby farmland looked like "robots marching into the setting sun" and compared the towers to those at the oil fields of Bakersfield CA. (See 1948 *Selinsgrove Times* article).

The SEA should be revised to consider the PPL electric pylons as a Section 4(f) resource. If found to be NRHP eligible, the SEA must be amended to comply with 23 CFR § 774

Edward Wong

Attachment:
Two historic news clippings

THE SELINSGROVE TIMES

and THE SNYDER COUNTY TRIBUNE

RT... EAR—NO. 17 | SELINSGROVE, PA., THURSDAY, APRIL 22, 1948 | PRICE $2.00 A YEAR

WORK ON PP&L PLANT PROGRESSES

Before the Completion of the First Unit of the World's Largest Coal Burning Power Plant, Plans Are Made for Its Second Unit

From the top of Cemetery Hill on Route 522 one may look northeast in the direction of Shamokin Dam and there see what resembles a cathedral rising high above the lowlands along the Susquehanna River. That lacy looking object is the iron construction for the boiler houses of the Sunbury Steam Electric Station of the Pennsylvania Power & Light Company, now under construction. When completed the building will be approximately 15 stories high, with the top of its stack reaching nearly 30 stories or a height of 300 feet above ground.

The plant is a strange and majestic sight on the meadows where but a short time ago agriculture reigned supreme. Where cows were wont to pasture today bulldozers, steam-shovels and locomotives traverse the earth. The mechanical age has taken over. There on a site of 259 acres running north and south for a distance of 12,000 feet, and 1,300 feet across at its widest part, is being constructed the largest pulverized anthracite-burning power-generating plant in the world. There will be generated 150,000 kilowatts, consisting of two 75,000 kilowatts turbine-generators. This first section will be completed in 1949. Installation of an additional 100,000 kilowatts capacity is scheduled to begin in 1951. The site is adequate for a plant with a total 550,000 kilowatts capacity.

Coal and building materials have been brought to the plant by the Pennsylvania Railroad on a spur branch from the Isle of Que, Selinsgrove, and also on the Reading Railroad. The construction of the Reading Railroad is in itself a marvel of engineering. At Clement Station the Reading line makes an abrupt turn southward along Blue Hill to the power plant. The railroad has been constructed by blasting off the rock of the palisades of Blue Hill from Clement Station to the end of Blue Hill at Shamokin Dam. From that point the track is carried on a viaduct over the Susquehanna Trail and the bridge over the river between Shamokin Dam and Sunbury.

For the overhead the railroad was built at a high elevation on bed rocks taken from the cut at Blue Hill. The railroad bed is gradually lowered thru Shamokin Dam until it reaches the level of the power plant coal basin. Over a million dollars have been expended in the construction of the Reading Railroad's line. The greater part of the coal used at the plant will be brought by the Reading directly from the anthracite region, lying east of the Susquehanna River, to the plant.

Nearly nine miles of railroad track have been completed on the plant site. The tracks are equipped to handle 80 carloads of coal a day. Today one sees hills of coal rising from the storage base, which has a capacity of two million tons of anthracite.

The Pennsylvania Power & Light Company is the only major power company in the United States which uses hard coal as primary fuel in its steam electric generation It will consume 2,420,000 tons per year or nearly four and one-half tons a minute. The company is the largest single user of anthracite in the world.

The first installation of 150,000 kilowatts of capacity will consume approximately 600,000 tons of coal yearly. When the plant is developed to maximum capacity of 550,000 kilowatts, it will consume 1,800,000 net tons of anthracite yearly.

The PP&L plant at Shamokin Dam is unique in many respects, not only for its enormous size as the largest pulverized anthracite-burning power plant in the world, but also because the anthracite, in pulverized form, will be used without pre-drying before grinding. It will be ground as fine as face powder. In fact, so small will be the particles that 85% of the coal will pass thru a 200-mesh screen, so closely woven that it will hold water.

Air, too, enters into the unusual picture of the plant. The first 150,000 kilowatts of the plant will require 432,000 cubic feet per minute of air, which is equivalent to taking all the air out of a 25-story skyscraper about every seven minutes.

Water, too, plays an important part in the plant's operation. The water requirements of the first 150,000 kilowatts capacity amount to 95,000 gallons per minute. That is five and one-half times the required water for all of the following places: Williamsport, Sunbury, Berwick, Lock Haven, Bloomsburg, Milton, Danville, Jersey Shore, and Northumberland.

The four steam generators for the plant will each produce 400,000 pounds of steam per hour and provide the turbine generators with steam of 1250 pounds pressure and 950 degrees Fahrenheit at the turbine throttles.

The deep water in the Susquehanna River at the lower end of Shamokin Dam, locally known as Hettrick's Deep Water, was one of the major advantages in the placement of the plant in Monroe township.

Water problems to be solved were flood waters and the elimination of Willow-brook Creek. The dikes at the plant site for flood protection total 3,360 feet in length. The operating area of the plant has been built three feet above the March 18, 1936 flood on the Susquehanna River, which is the highest flood on record for the past 160 years. All buildings on the plant site are water-proofed an additional three feet.

Willow-brook Creek, which since the beginning of its existence, has been a bubbling, little stream at normal times, and a raging torrent at flood times, has been curbed. It formerly flowed across the PP&L property. It is now diverted underground by a concrete tunnel, 1,245 feet long and 12 feet in diameter, thru which it flows to the Susquehanna River.

Other land is the immediate vicinity acquired by the Pennsylvania Power & Light Company for right-of-way purposes for transmission lines, etc., is 110 acres on Buyers' Island and 39 acres on Wiggin's Island in the Susquehanna River, and 180 acres on the east side of the river. A wide scar, where trees have been removed in order to place the high transmission lines, has changed the landscape of the hills above the Susquehanna eastward. The same transmission line extends westward over the farm lands. The great steel towers look like robots marching into the setting sun. From a large cement platform rise many steel towers to a height of 120 feet. These towers resemble the oil fields of Bakersfield, California.

During the past record-breaking cold winter riveters worked on the steel construction of the towers and transmission lines and on the steel frame work of the boiler plant. Most of the riveters were Indians from Canada. In their heavy clothing suitable for sub-zero weather, they looked as if uniformed for an Antarctic expedition. Some of the Indians were young men, boys, who climbed like monkeys, regardless of the intense cold, over the towers at great heights. When most workmen would have given up the job under the existing climatic conditions, the Indians stayed on the job. Occasionally they came down from their lofty heights to warm their hands at the fires built for that purpose. The Bethlehem Steel Company did all the steel construction.

The boilers alone at the plant will be 130 feet high, or the height of a 13-story building. Each one of the boilers will use enough coal in a year to heat 15,000 to 16,000 average homes.

All construction at the plant is being handled by contracts. Design engineering and construction management is by the Ebasco Services Incorporated, of New York. Supervision of engineering and construction is by the Pennsylvania Power & Light Company's engineering and construction department. Among the local engineers employed are Merritt R. Richter and his son Frederick K. Richter, of South Market street. The McShane Company, of Philadelphia, has contracted to do all the brick work.

Pennsylvania Power & Light Company is one of the 10 largest operating companies in America. It serves an area of 9,300 square miles within 28 counties of Central Eastern Pennsylvania, most of which lies between the Delaware and the Susquehanna Rivers. The new plant will be tied into the PP&L system thru 66,000-volt transmission lines at Northumberland and Prackville Substations, and with a 132,000-volt transmission line at Siegfried Substation, near Allentown. That station presents terminal on the PP&L system for the 220 KV four-state interconnection, and will tie with the local plant.

The Sunbury plant will tie into the New Jersey - Pennsylvania - Delaware - Maryland interconnected power supply system, which is sometimes called the Statue of Liberty-Pentagon Building system, since the electricity used to illuminate the torch on the Statue of Liberty in New York City harbor, and the lighting of the former offices of General Eisenhower in the Pentagon Building, Washington, are supplied from the power pool "grind." The power pool represents nearly five million kilowatts capacity, or one-tenth of the Nation's total capacity. This gives some idea of the importance of the Sunbury Steam Electric Plant now under construction in Monroe township, Snyder county.

Charles E. Oakes, president of the PP&L, at the annual meeting of the stockholders in the general office of the company in Allentown, Monday, reported on the first installation of the local plant. Work has been pushed steadily forward for two and one-half years, and will be completed early in 1949. Because of a shortage in materials and skilled personnel, the completion of the plant will be several months later than the original schedule. President Oakes also announced at the meeting that a year before the first unit goes into service a second installation of equal size will be under construction.

Week's Devotions

Fourth Sunday After Easter
Epistle Lesson—James 1:16-21
Gospel Lesson—John 16:5-15

(DAYLIGHT SAVING TIME)

St. Paul's Evangelical and Reformed Church

The Rev. O. W. Nace, pastor—Church school 9:15 A. M., Robert A. Mease, superintendent; morning worship 10:30.

Community Vesper Services

Community vesper services will be held Sunday at 7 o'clock in Trinity Evangelical Lutheran Church, when the Rev. O. W. Nace, pastor of the St. Paul's Evangelical and Reformed Church, will preach the sermon.

WKOK Devotions

Devotions over WKOK next Thursday at 9:30 A. M. will be conducted by the Rev. Oliver H. R. Krapf, pastor of the First Methodist Church. The broadcasts are sponsored by the Selinsgrove Ministerium.

All Saints' Episcopal Church

The Rev. William H. Weitzel, vicar—Church school 9:30 A. M.; Morning Prayer 10:15; Holy Eucharist 10:30 A. M.

Trinity Evangelical Lutheran Church

The Rev. John Heller, pastor—Church school 9:30 A. M., Clyde M. Raudenbush, superintendent; morning worship 10:30; the Young People's meeting 6 P. M.

Salem Lutheran Parish

The Rev. Harold R. Stoudt, pastor—St. Paul's Church, Erdley's: Worship 9 A. M.; Sunday school, 10 A. M. Salem Church, Salem: Sunday school 9:30 A. M., Kenneth Boyer, superintendent; the service 10:30 A. M., with the sermon on the subject of "The Common Trinity of Life," in observance of Rural Life Sunday, sponsored by the Better Farm and Home Extension Club. St. Peter's Church, Kreamer: Church school 9 A. M., George A. Erdley, superintendent; Luther League 6:30 P. M.; Vesper service 7:30, with the sermon on "The Changeless Christ." Christ Church, Hassinger's: Sunday school 9 A. M.

Freeburg Evangelical Lutheran Church

The Rev. Alton F. Hoffman, pastor—Botschaft: Church school 9 A. M., Harvey Gaugler, superintendent; worship services 7:30 P. M. Freeburg: Church school 9:30 A. M., Robert Bastress, superintendent; worship services 10:30 A. M. Mt. Pleasant Mills: Church school 9 A. M., Howard Masters, superintendent; Richfield: Church school 9 A. M., Paul V. Leitzel, superintendent.

First Evangelical Lutheran Church

The Rev. Samuel R. Frost, pastor—Sunday school 9:15 A. M., Charles W. Ritter, superintendent; the service 10:30 A. M.

Wednesday—Motion picture, "The March of Faith" will be shown in the church at 7:30 P. M.

First Methodist Church

The Rev. Oliver H. R. Krapf, pastor—Selinsgrove: Church school 9:30 A. M., Theodore Salter, superintendent; worship services 10:30 A. M. Shamokin Dam: Worship services 9:15 A. M.; church school 10 A. M., M. L. Stahl, superintendent.

Years in The Times

Review of Interesting Events of the Past 20, 10, and Five Years Compiled From Files of The Selinsgrove Times

TWENTY YEARS AGO
April 26, 1928

Fracture of the left collar bone was suffered Sunday morning in Cresson by I. Milton Romig, county health officer, while en route to his home in Selinsgrove from a detail of duty in the Western State bituminous fields.

Over $2,500 had been realized by morning in the $2,200 drive of the local Dauntless Hook and Ladder Company to cancel the indebtedness on its Hahn motorized ladder truck and pumper.

That he may have opportunity to give his undivided attention to the commercial department, which he developed to its present high standard, Heber C. Hendricks has tendered his resignation voluntarily as superintendent of the public schools of Selinsgrove.

Chief of Police Harvey E. Romig has sold his dray business to Ray S. Fisher, who will take charge in a few days, substituting motor trucks for horses.

Miss Nina Pontius, daughter of Mr. and Mrs. Forrest E. Pontius, and Eugene Bodmer, son of Mr. and Mrs. G. A. Bodmer, were married Monday afternoon in Williamsport.

Susquehanna University will open the home baseball season with Villanova as opponents on University Field Friday afternoon.

Selinsgrove High School's track team won its first dual meet of the season, when it defeated Northumberland by 47-12.

Interest in Tuesday's primary election centered in the battles for the Republican nominations for Congress and the State Senate in these districts. Incomplete returns indicate that Congressman Edward M. Beers defeated ex-Conugressman B. K. Pocht by 35,000. Benjamin Apple won by several thousand over W. U. Jury, of Shamokin for the State Senate.

TEN YEARS AGO
April 28, 1938

Lee D. Rishel, for four years a member of the teaching faculty and assistant coach in the Selinsgrove public schools, resigned effective Monday his $1,300 position here to accept a position as investigator for the Taxpayers Association of Schuylkill County. Rishel's resignation was the seventh received this year by the local board of education.

Rev. Wilson P. Ard, distinguished Susquehanna alumnus, and pastor of the Messiah Lutheran Church, Denver, Colorado, will deliver the baccalaureate sermon to the seniors of Susquehanna University in Trinity Lutheran Church Sunday, June 5.

Pennsylvania Alpine Club will celebrate its 21st anniversary this week with a dinner meeting in the Weist Hotel, in Herndon, Saturday, and a climb up Mahanoy Mountain Sunday morning.

Members of the Ladies' Auxiliaries in Shamokin Dam, Mt. Carmel, and Lewistown, will be guests of Susquehanna University Saturday, when a general Ladies Auxiliary will be formed.

P. P. L. Completes World's Longest Power Line Span

High up, over the Susquehanna River on the brink of the Berry Mountain gorge at Millersburg, Pennsylvania, two sets of sturdy, stubby steel poles mark the terminals of Pennsylvania Power & Light Company's new electric transmission-line span, the longest in the United States, if not the world.

The new more-than-a-mile-long span, just completed, swings across the 5366-foot ravine to strengthen the "back bone" of the company's power service in the Millersburg area and a four-county territory west of the river. The new transmission span, part of a ten-mile interconnection line, is one of several carefully planned steps in PP & L's program for increasing its electric power capacity in this section where population increases, new industrial development, and general increases in the use of electric power have pushed the demands for electric service to new record levels.

The first problem in installing the span, after the steel poles were firmly anchored in heavy concrete on both sides of the ravine, was stringing a rope line down one side of the cut, across the river, over the highways on either side of the river and the Pennsylvania Railroad tracks and the Bell Telephone trunk lines, and up the far slope. The rope line was then used to draw a steel cable across the cut; the cable in turn was used to pull the three steel-cord conductors. In carrying out these operations the company's radio communication equipment was used to provide effective communication between the two sides of the river, not only to facilitate the stringing of the wire but also to avoid inconvenience to the public and to safeguard the construction forces. Work on stringing the huge span started on Monday of last week and the final anchoring was accomplished Friday and the clean-up work has been started.

The actual length of each of the three conductors, between the two terminal structures 670 feet up the mountain, is 5509 feet. This is 143 feet more than the straight-line distance, as the lines dip to within 125 feet of the river in order to provide the proper tension on the supporting structures and lines and allow ample clearance over the bottom-lands.

Thirty-five years study of local sleet and storm conditions by company transmission and operating engineers entered into the design of this unique engineering project, and the line is expected to withstand the equal of the worst sleet and storm conditions encountered in those years and "then some."

The site of the long span installation was visited during construction by two Australian power engineers who asked for and are taking back with them a full set of the company's plans which they will use in developing a 4000-foot span in the mountainous wilds of the "down under" continent half way 'round the world.

Company officials state that this is now the longest span in the United States and to their knowledge the longest in the world, and that a slightly longer span had been in operation across the Mississippi River some ten years ago but was dismantled because of the shifting of the river bed.

The biggest of the projects now underway in this western section of the company's service area is the new $30,000,000 Sunbury power plant under construction at Shamokin Dam near Sunbury; ultimate transmission line ties with Sunbury plant generation through power lines such as that of which the new span is part will carry electricity from that plant as far south as Lancaster county.

PennDOT Engineering District 3-0
715 Jordan Avenue
Montoursville, PA 17754
June 19, 2018

ATTN: Matthew Beck, P.E., Assistant Plans Engineer

Mr. Beck, attached are my comments on the Supplemental Environmental Assessment (EA) that PennDOT and FHWA have prepared for the Ash Basin Focus Area within the CSVT Southern Section. I have organized them by page number and section with comments to follow the section. I will also be forwarding a copy to the FHWA for review and comment.

Based on the information below, I have found it would have taken more than the 5 minutes allotted for public comment or testimony, which is the reason for the written comments. If time would have permitted, I could also have done more research for supporting data and references.

Regards,

Timothy L. Wolfe
1563 Sunbury Road
Selinsgrove, Pa. 17870
Phone: 570-743-7322
Email: ptwolfie1@ptd.net

Page 4

1.1 Project Location and Description

The overall CSVT Project Location and Description is provided in the preceding Section 1.0, Introduction, which was summarized from the CSVT Project's FEIS (dated July 2003).

Comment: The original FEIS is 15 years old. Many things have changed since its conception. It is out of date and a new study, not an amendment or bring down summary, should be conducted.

Page 17

2.2.2.1 Weave Length

Weave length is the distance between successive entrance and exit ramps. It is where vehicles are frequently changing lanes in order to either enter or exit the highway. The longer the weave length, the easier it is for vehicles to find a gap and change lanes. The No Change DAM, Western, and Central Alternatives have greater weave lengths along the PA Route 61 Connector between the CSVT mainline highway and existing U.S. Routes 11/15 than the Eastern Alternative. At 1,440 linear feet (LF) northbound and 1,590 LF southbound, the Eastern Alternative's weave lengths are less than the American Association of State Highway and Transportation Officials (AASHTO) recommended 2,000 LF length, though they do exceed the 300 LF minimum length and have been confirmed through analysis to provide an acceptable Level of Service (LOS) through the project design year (2044).

Comments: It behooves me to see that the highway is under designed with the length being too short for accelerating/decelerating for a proposed design speed of 70 mph. Surely this is a safety issue especially with the large amount of truck traffic expected to utilize this roadway. It will generate more noise with 'Jake breaking' by trucks with insufficient distance for adequate normal braking to utilize the exits. Also I did not see the required exception given by the FHWA per: Section 109(c) of Title 23 U.S.C. establishes standards for the design and construction of all projects on the National Highway System (NHS), including the Interstate System. These standards are applicable to any proposed improvement regardless of the funding source. Deviations from the standards must have approved design exceptions. FHWA has adopted the AASHTO publication "A Policy on Design Standards Interstate System" for all projects on the Interstate System, regardless of the funding for the proposed project. The 23 CFR 625 provides that exceptions may be given on a project basis to designs which do not conform to the minimum criteria set forth in the standards, policies, and standard specifications for experimental features on projects and projects where conditions warrant that exceptions be made.

It is also in conflict with page 10, 1.3.2 Conclusion, 3. Ensure sufficient capacity for the growth in population and employment that is expected for the study area.

Page 18

2.2.2.5 Estimated Costs

The estimated cost of each Ash Basin Focus Area Alternative was determined by totaling estimated costs of right-of-way acquisition, utility relocations, and highway construction for the portion of the project

within the focus area. The cost of the Central Alternative is estimated to be $139 million; this is higher than the Western and Eastern Alternatives, primarily due to the larger amount of bridge area required to construct this alternative. The Eastern Alternative, estimated at $131 million, has costs associated with the relocation of the UGI gas line. The Western Alternative, estimated at $118 million, has the lowest cost. Overall, the No Change DAM Alternative, estimated at $192 million, has the highest cost due to the geotechnical treatments required to construct the highway across the ash basins (which would result in various engineering and environmental risks as explained in Section 1.2.2, Ash Basin Focus Area).

Comments: It is interesting that the Eastern Alternative is $13 million dollars more than the lowest cost alternative and may be underestimated. Underestimated because the costs for loss of revenue for the temporary shutdown of the Panda Power Plant for a period of time undetermined and not mentioned to reconnect the realigned UGI gas line has not been taken into account. Even though power plants do periodic maintenance on equipment rarely do they shut down all turbines but do maintenance on a rotational basis. It would be unimaginable for compensation not to be required by Panda Power from Pa Dot.

Page 18

2.3 Alternatives Dismissed Through the alternatives development and analysis process described above, the project team, the public, local officials, and environmental agencies collaborated to develop the best solution to avoid the ash basins while minimizing impacts. The Western and the Central Alternatives were dismissed from further consideration based on the engineering and environmental comparisons presented in the previous section. The Eastern Alternative was advanced for consideration because it:

- better meets the traffic needs of the project through increased usage of the PA Route 61 Connector and the associated removal of more traffic from the existing road network;
- has the least impact to residences;
- has the least impact to farmlands;
- has the least impact to wetlands;
- has noise impacts that are less than the Western Alternative and similar to the Central Alternative.

The following Environmental Resources, Impacts, and Mitigation Section compares impacts within the Ash Basin Focus Area anticipated with the Eastern Alternative and the No Change DAM Alternative (as defined in the FEIS and refined in subsequent FEIS/ROD Reevaluations).

Comments: It is questionable and opinionated to say that it best meets the project needs. The 61 connector would be used rather than the current Routes 11 & 15 no matter if the length is somewhat longer on the other alternatives. To discount usage just because of length is more than questionable. The amount of traffic lights currently is an impediment to the flow of traffic and traffic takes the least amount of resistance. A current example is the truck usage of Route 147 through Northumberland Borough instead of using Route 15. Simply put it has fewer red lights (2 red lights)and has less of an incline than Route 15 at Winfield. The Borough of Lewisburg, which has at least 9 red lights, is a detriment for through traffic especially truck traffic.

Least impacts to farmlands are also questionable. The Shaffer farm which currently leases land to the two farmers, Stump Valley and J. Godek mentioned in 3.0, page 20, Table 3, has been for some time subdividing lots off of what used to be a larger farm. None of the progeny currently farms the property and its future is questionable. It is also noted that it is not in an Agricultural Preservation program but an Agricultural Security program. Which indicates the willingness to be able to develop the property and not it's continuance for farming purposes. I also believe this to be true of most of the farmlands currently in Monroe Township concerning unwillingness for Agricultural Preservation programs.
Lastly it is noteworthy that any more comparisons through the rest of the document concern only the No Change DAM Alternative and the Eastern Alternative thus discounting any subjective data as the other alternatives have been discounted.

Page 24
3.2.3 Ground Water Mitigation
Domestic wells in close proximity to construction areas outside the LOD are also susceptible to impact. Factors that may contribute to degraded water supplies include interception of the groundwater table in cut areas, introduction of sediments and other contaminants, surface runoff and sedimentation around well heads, entrainment of fine sediment as a result of blasting, and alteration of fractures as a result of blasting. Even after construction is completed, the presence of the highway can still influence the groundwater supply by altering surface drainage and infiltration patterns.

Sampling will be completed for wells that are located within 0.25 mile of blasting operations. The data collected during this monitoring will be used to assess potential impacts to groundwater resulting from the construction. The groundwater quality monitoring plan will be implemented prior to construction, during construction, and one year post-construction.

Page 20 Environmental Technical Report
2.3.4.2 Minimization (from the Environmental Technical Report). The length of required stream relocations will be minimized to the extent possible. Where stream relocations are unavoidable, the most current methodologies (including fluvial geomorphology and natural stream design) will be used, as practical and feasible, to design the relocated stream.

Comments on page 24 and 20: It appears that no studies on the aquafers have been performed for this project. The distance of .25 mile is inadequate as there have already been wells beyond this distance affected in the Northern Section. As one knows aquafers can be of great size and exceed a distance of .25 miles. The relocations of steams may directly affect recharge and discharge of ground water resources. The period for monitoring the impacts for post construction is too short for accurate data to be compiled as the time for percolation and concentrations to occur in wells may take several years to appear. Also affecting the quality of ground water will be the storm water retention ponds. These ponds will concentrate pollutants from the roadway and percolate through the soil to the aquafer.[1]

[1] USGS circular 1186.

Page 25

3.3.2 Impacts

The Eastern Alternative results in a slight increase in overall stream impacts (Eastern Alternative = 6,073 LF and No Change DAM Alternative = 5,444 LF), but the No Change DAM Alternative impacts more perennial streams. The increase in the overall stream impacts for the Eastern Alternative is associated with the small stream crossings around the eastern side of the Northern Ash Basin. These streams consist of small, single-thread channels that convey intermittent or ephemeral flow to an unnamed tributary to Shreiners Creek (Channel 26). The Eastern Alternative does avoid the ash basins and therefore avoids the potential water quality concerns raised by PA DEP during final design coordination for the No Change DAM Alternative. Additional details regarding the streams and proposed impacts are provided in the CSVT Ash Basin Focus Area – Environmental Technical Report (May 2018).

Comments: Once again the comparison is with the Eastern Alternative and the No DAM alternative. The No DAM Alternative is a non-starter as already stated previously because of the monumental environmental issues with the ash and its associated pollutants. It is used as the only comparison throughout this document. It is a flaw in this study/document. Once again the mitigation relies on the 'Center Site' which is miles away from the destruction of the natural environment. No provision anywhere near the area of impact is being utilized for habitat mitigation. Other areas near any of the alternatives could be acquired and utilized for habitat mitigation. As a matter of fact several areas could be readily converted to wet lands as lands that were wet lands were drained by farming activities and the installation of PVC drainage pipe.

Page 28

3.6.3 Vegetation and Wildlife Mitigation

The existing stream valleys within the project area serve as wildlife corridors. Bridges will be constructed over local roads (11th Avenue for the No Change DAM Alternative; 11th Avenue and Stetler Avenue for the Eastern Alternative) and existing adjacent waterways that will accommodate wildlife movements through the focus area. Additional terrestrial habitat mitigation has been provided at the Center Site in Snyder County. The creation of 7 acres of wetlands, restoration of 6,320 LF of stream, provision of 55 acres of old field mitigation, and provision of 54 acres of forestland mitigation at the Center Site have already been completed/implemented as part of the mitigation commitments for the CSVT Project overall. The Storm water Management Plan will consider the use of additional plantings along the highway corridor and invasive species will be controlled in accordance with Executive Order 13751 to the extent practical.

Comments: The 'Center Site' is several miles from the impacted area. Is the current wildlife expected to somehow migrate or are they going to be trapped and transported to the 'Center Site'. This is totally ridiculous to have a mitigation site several miles away, crossing local roads and a large stream. Secondly it is amazing that wildlife corridors will be constructed over 11th Avenue and Stetler Avenue and not one corridor is considered where the main problem of wildlife crossing a four lane highway will exist. Damage to vehicles, injuries to both people and wildlife, and possibly loss of life is highly probable

between 11th Avenue and Sunbury Road. The least PA Dot could consider are large culverts at several small stream crossings and fencing along the highway funneling the wildlife to these culverts for usage as wildlife corridors. Construction of the Eastern Alternative also causes severe fragmentation of the forest canopy.

Reference: Forest fragmentation is a critical aspect of the extent and distribution of ecological systems. Many forest species are adapted to either edge or interior habitats. Changes in the degree or patterns of fragmentation can affect habitat quality for the majority of mammal, reptile, bird, and amphibian species found in forest habitats (Fahrig, 2003). As forest fragmentation increases beyond the fragmentation caused by natural disturbances, edge effects become more dominant, interior-adapted species are more likely to disappear, and edge- and open-field species are likely to increase[1].

Page 29

3.8 Agricultural Resources

3.8.1 ASA impacts are less for the No Change DAM Alternative (8.2 acres) versus the Eastern Alternative (25.8 acres). The No Change DAM Alternative would directly impact 42.6 acres of productive agricultural land and would result in 22.6 acres of indirect impacts (e.g., 18.5 acres inaccessible, 4.1 acres impractical to farm), for a total of 65.2 acres impacted. The Eastern Alternative would directly impact 50.1 acres of productive agricultural land and would not have any indirect impacts.

Comments: The acreage impacted is questionable without a survey of Talon properties as some of the current land in pasture is not owned by the Shaffer Farm being leased to J. Godek and Stump Valley and was sold some time ago when the ash ponds were enlarged. Also see comments on page 18 of current farming.

Page 31

3.12.2 Impacts

The No Change DAM Alternative uses the two ash basins and has less impact to the surrounding agricultural, residential, and wooded lands than the Eastern Alternative. The Eastern Alternative impacts 3.5 acres of a wooded property within Shamokin Dam Borough that has a conceptual residential development plan (Grayston property).

3.12.3 Mitigation

Mitigation for land use impacts will be limited to the payment of fair market value for the required right-of-way acquisitions. Efforts were made during the development of the detailed alternatives to minimize the encroachment on the Grayston property based on concerns raised by Shamokin Dam Borough. The Eastern Alternative was shifted slightly west in the area of the Grayston property, reducing the associated impacts from 10.7 to 3.5 acres. If practical during final design, the highway footprint will be minimized to reduce impacts to the surrounding land use.

Comments: Wow here we single out one rich, well to do developer and meet with him to avoid any impact with his proposed development. Reference above, the project is actually shifted to avoid as much impact as possible to his proposed development. Nowhere else is this done for residents of Sunbury Road

that will be impacted. This implies extreme bias and prejudice on PA Dot's part and violates 3.15 Environmental Justice. Ref 3.15 Environmental Justice Federal agencies must consider Environmental Justice (EJ) in their activities under the NEPA. Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, was issued in 1994 and directs federal agencies, to the greatest extent practicable, to identify and address disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations. *The residents of Sunbury Road are mostly lower income, retired persons. Those outside the preferred Eastern Alternative tend to be wealthy individuals.*

Page 34

3.18.3 Mitigation

Mitigation Noise mitigation was not recommended for the No Change DAM Alternative within the Ash Basin Focus Area, based on analyses performed during the development of the FEIS. The noise impacts associated with that alternative are in areas with sparse development, and mitigation would not meet the necessary reasonableness criteria. Noise mitigation for the Eastern Alternative adjacent to the Weatherfield and Gunter neighborhoods in Shamokin Dam Borough was preliminarily determined to meet the feasible and reasonable criteria. A detailed final design noise analysis consistent with state/federal guidance will be prepared for the Eastern Alternative.

Comments: Once again we refer to a 15 year old FEIS which is out of date. A lot has changed in 15 years and updating the data in the original FEIS is needed. As stated above, final design noise analysis will be completed, after the fact. Why not now? Why after it is all said and done? Again all alternatives should be studied.

Page 35

3.22 Construction Impacts

Construction impacts and mitigation for the Eastern Alternative would be similar to the No Change DAM Alternative. Construction of a four-lane limited-access highway on new alignment is a major construction project and has the potential for construction impacts. Although project construction may temporarily increase erosion during construction, disturb soils, and produce construction-related vibration and noise, these effects would be temporary.

Comments: The use of 'temporary' has no definition of time. Temporary in this use will be several years. The loss of quality of life and of property value will make adjacent properties unsaleable. There is no compensation for loss of either mentioned or considered outside of the actual taking of property.

Page 36

3.23 Visual Quality

The visual analysis completed as part of the FEIS (dated July 2003) outlines impacts and mitigation for the No Change DAM Alternative. This analysis can be found starting on Page IV-103 of the FEIS, which is available through the Resources page on the project's website (http://www.csvt.com/resources/links/). Visual renderings, impacts, and mitigation for the entire CSVT Southern Section, including the Gunter

and Orchard Hills neighborhoods and the Colonial Acres area, are presented in the FEIS and include proposed views of the CSVT mainline highway and the PA Route 61 Connector.

3.23.2 Impacts

While the majority of the Eastern Alternative is within undeveloped forested property, there will be several locations where it is visible and may be visually intrusive. The Eastern Alternative (and associated PA Route 61 Connector) will be visible as it approaches and crosses Stetler Avenue and 11th Avenue and passes east of the Northern Ash Basin. There are also several locations along Sunbury Road where the highway will be visible.

Comments: Once again we refer to a July 2003 FEIS, 15 year old data and study. However, for once it is realized the detrimental impact of the project on Sunbury Road residents: 'There are also several locations along Sunbury Road where the highway will be visible (page 36, 3.23.3 Impacts)'.

Page 42

5.0 Identification of the Preferred Alternative

Overall, the Preferred Eastern Alternative avoids the ash basins and therefore avoids the engineering and environmental risks of the No Change DAM Alternative. Construction of the Preferred Eastern Alternative will result in either a reduction in resource impacts compared to the No Change DAM Alternative or will have only minor increases in impacts for some resources. Selection of the Preferred Eastern Alternative will allow the CSVT Project to advance with decreased environmental risk and provide transportation benefits for the region. Documentation in the Supplemental EA appears to suggest that the new or changed environmental impacts do not rise to the level of significance that would warrant a Supplemental Environmental Impact Statement.

Comments: Any of the three alternatives avoids the engineering and environmental risks of the No Change DAM Alternative. It is obvious that fact was omitted. Once again looking at Table 7 the only comparisons being done is between the No Change DAM and the Eastern Alternative. The other alternatives are omitted in an attempt to justify the Eastern Alternative. It is absurd to insist that a Supplemental EA is not warranted when the existing data is 15 years old.

[i] Fahrig, L. 2003. Effects of habitat fragmentation on biodiversity. Annu. Rev. Ecol. Evol. Syst. 34:487-515.

From: Matthew Lehman <mattdlehman@gmail.com>
Sent: Thursday, June 14, 2018 9:54 PM
To: CSVT_SupplementalEA
Subject: Written Comment

Good evening,

Please see my ATTACHED written comment as I am unable to attend the CSVT Public Hearing on 6/21/18 due to a previously scheduled trip. A copy of this comment will be shared with PA State Representative Lynda Shlegel Culver.

Thank you,

Matt Lehman

Written Public Comment Concerning CSVT Route 61 Connector

I would like to take this opportunity to express my concern for the proposed CSVT Route 61 Connector. As a taxpayer and lifelong resident of the area, I struggle to believe that developing the CSVT Connector to Route 61 *at this time* is fiscally-responsible, necessary, and would provide more benefit than destruction. Ten or more years ago, when the current CSVT "idea" came into fruition, Route 61 and the City of Sunbury were in a much different state than they are today. Ten years ago, manufacturing businesses were striving in Sunbury, some examples being Butter Krust, Celotex, Paulsen Wire Rope, and Weis Markets. Today, I don't think there is a person within this area who could argue that manufacturing along Route 61 and the City of Sunbury is alive and well or will be resurrected within the foreseeable future. Adding the Connector, at the cost of taxpayers, for the primary benefit of today's Weis Markets trucking needs is irresponsible. The destruction of natural resources and air pollution associated with the Connector are also of concern. At this time, I am suggesting that the Connector "piece" of the CSVT project be closely examined and considered as a future addition to the CSVT when (and if) conditions ever deem it a need.

Matt Lehman

1562 Sunbury Road

Selinsgrove, PA 17870

mattdlehman@gmail.com

June 27, 2018

Comments for the CSVT Project Supplemental Environmental Assessment Public Hearing of 6/21/2018

To: The Federal Highway Administration/Pennsylvania Department of Transportation

Let me give a brief background why I've been interested in the development of the CSVT. I have spent the majority of my 58+ years living in the Northumberland/Snyder/Union Counties area. I have worked in all three Counties. I have driven on many of the roadways in the above mentioned counties and for most of my life, I have driven on Rts. 11 & 15 and Rt. 61. Presently, I live in Orchard Hills, Shamokin Dam, PA. I have been involved with committees regarding the design of the CSVT since 1998 and I have attended nearly every public meeting involving the project.

Shortly after attending my first meeting regarding the project in 1998, it became abundantly clear that the proposed Rt. 61 Connector "drove" the entire design of the Thruway. Interestingly, alternative suggestions and recommendations were met with condescending interest and placating follow-up. All were summarily dismissed based on nebulous criteria such as, "Suggestion X doesn't provide for adequate reduction of traffic as the preferred design." Yet no credible substantiating empirical data was ever presented as to why each suggestion was rejected. All data presented, were essentially guesses. No data from studies utilizing the suggestions were ever presented. The typical response was based on existing, out of date data, used to bolster the preferred design. Much has changed in both Northumberland County and Snyder County, both before and since 1998.

As a result, I have yet to hear or see a solid justification for the Rt. 61 Connector. What data I have seen presented by the research done by PennDOT still does not give any empirical justification for the Rt. 61 Connector. Even based upon PennDOT's own numbers, the alternatives suggested relieve comparable amounts of traffic with even less disruption to homes, businesses and communities. Because of this, many people who live in the area say, the Rt. 61 Connector exists to serve a Company that has its Headquarters in Sunbury.

Over the decades, from the 1960's to the present, the two major cities and surrounding areas that would provide traffic flow to Rt. 61, Shamokin and Sunbury, have both decreased in population. Additionally, no major industries, or businesses have come into the Sunbury and Shamokin areas that would lead to increased traffic flow. In fact, several of the previously existing major businesses have either closed or moved out of the area. A major company, Headquartered in Sunbury has moved much of its distribution out of the City of Sunbury. Because of fewer businesses in the Sunbury/Shamokin area, a major company Headquartered in Sunbury moving its distribution capacity out of the city, and decreasing populations in both the Sunbury and Shamokin areas, reasons do not exist to justify increased traffic utilizing the Rt. 61 Connector. The recent statistics presented by the CSVT team beg questioning because the recent traffic flow studies presented at the public meetings, show numbers of vehicles driving through Sunbury and onto Veterans Memorial Bridge, greater than every man, woman, and infant child living in Sunbury, Shamokin and parts between. I highly doubt that every person, including infants, travels through Sunbury and across Veterans Memorial Bridge, daily. Nor would they use the proposed Rt. 61 Connector. Contrary to what has been reported in CSVT meetings, folks who live in Paxinos on East, travel to Rt. 81 to go North or South, rather than to travel to Rts. 11 & 15 to go North or South.

Long time ago, when I was in Geometry classes, we learned that the shortest distance between two points was a straight line. I think that same lesson applies even today. I realize that certain aspects of land, law, litigation, history, money, ego, and politics play a part in any governmental project. Some of that comes into play with the CSVT. However, the convoluted design of the bypass would most likely be adverted if the Rt. 61 Connector was eliminated, unless the existence of the Connector is a result of land, law, litigation, history, money, ego and/or politics. It would seem to me that the Federal Highway Administration and Pennsylvania Department of Transportation would find it embarrassing to have two four lane highways, serving the same traffic corridor (CSVT and Rt. 15) only a few hundred feet apart, thanks to the existence of the Rt. 61 Connector. To me, this is an immense waste of Taxpayer's dollars. In past meetings, we were told that Rt. 15 was an underutilized highway. Why not use it?

Back in 1998, members of the public questioned the wisdom of constructing a highway over the ash dams. The response from the CSVT team was that it was safe to build the roadways over the ash dams. I find it interesting that those folks who live in the construction area, who have driven the roadways for decades and Know the land, and have a better concept of traffic and the land, have had their observations and recommendations dismissed by the "experts" who don't live or work in the area. Again, this could be avoided, or at least minimized, if the Rt. 61 Connector was not a part of the design.

Presently, families have been uprooted by the Department of Transportation buying their homes in order to construct the CSVT. However, now the route has been changed and some of those folks have had their lives disrupted, needlessly. The Borough of Shamokin Dam is going to be cut apart, again, by the construction of the Rt. 61 Connector. Land that would be used for homes and eventually would create a tax base for the community, the county, and the Commonwealth, will be lost because of the construction of the CSVT. We already know the bridge construction, near Winfield, has ruined ground water, destroyed wells and decimated property values of the homes near that construction. Much of the same will occur in the Shamokin Dam Borough with the construction of the Rt. 61 Connector.

In summary, "Yes" the CSVT is needed to relieve through traffic from the Shamokin Dam/Hummels Wharf "Strip" area, however, the design has flaws, the process of construction will destroy the land, the Borough of Shamokin Dam, reduce tax base for the community, county and Commonwealth, and all of this is premised on the Rt. 61 Connector, a needless component of the CSVT and an extreme waste of our tax dollars!

Sincerely,
John P. Sidler, MS
54 Cortland Drive
Shamokin Dam, PA 17876
jsidler@ptdprolog.net

Susquehanna Valley

PUBLIC HEARING – June 21, 2018
SUPPLEMENTAL EA COMMENT FORM

You may use this form to submit written comments on the Central Susquehanna Valley Transportation (CSVT) Project Supplemental Environmental Assessment (EA). Place the form in the specially marked box. If you prefer to return the form by mail, refer to the Public Hearing handout for the appropriate address. **All comments are due by July 6, 2018.**

Written comments may also be sent via email to CSVT_SupplementalEA@skellyloy.com

Date: June 24, 2018

Name (required): Mrs. Elaine Walz

Address (required): 36 Jonathan Road Shamokin Dam, PA

Phone (optional): (570) 743-6946 **Email** (optional): elainew@mail.ptd.net

COMMENTS

Penn DOT indicates the Eastern Alternative has the least impact to residences of realignment alternatives considered. However, the proposed 61 Connector will destroy the Orchard Hills neighborhood if it proceeds as planned. The proposed 61 Connector further divides the Shamokin Dam Borough into quadrants, destroying any possible community unity. Traffic noise, car pollution and squealing Jake brakes will replace the quiet deer and wildlife in our neighborhood. We often see deer grazing across the street from our house.

Shamokin Dam officials requested that Penn DOT explore a Rt. 15 Connector instead of the Rt 61 Connector to no avail. According to a borough official PennDOT did not fully explore all possible options.

At a previous Penn DOT meeting I inquired about whom would monitor and enforce speeding and the use of Jake Brakes on the Rt. 61 Connector. The Penn DOT representative said Shamokin Dam

Use reverse for additional comments.

Borough would monitor it. When I asked the Shamokin Dam manager he indicated that the borough could not legally monitor the 61 Connector because it is a RAMP.

There must be strong controls over Construction schedules during construction of the 61 Connector and the Courtland Rd Bridge. This is a residential area that will not tolerate 24/7 Construction.

A walkway should be included in the design of the Courtland Road Bridge. Residents of Orchard Hills are being robbed of safe areas to walk with family and pets. It is ironic that a project designed to reduce traffic in the area will force Orchard Hills' residents into their cars to get to a safe area to walk.

From: ROBERT GRAYSTON [mailto:rgrayston2@gmail.com]
Sent: Monday, June 04, 2018 8:07 AM
To: Beck, Matthew <matbeck@pa.gov>
Subject: GRAYSTON DEVELOPMENT

I have concerns of additional run off from the highway affecting our natural woodland valleys that we are planning to use for our development storm water plans.

I would like to see if you have plans to use or are in need of our valleys for run off.

Robert Grayston
570-259-7161

Matt,
The email in the flyer that was mailed out (CVST SupplementalEA @skellyloy.com) kicked back my email. Not sure why?

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

IN RE: CSVT PROJECT PRIVATE HEARING

TRANSCRIPT OF PROCEEDINGS

Hearing taken at

Shickellamy High School
600 Walnut Street
Sunbury, PA

on

June 20, 2018
at 5:00 p.m.

APPEARANCES:

Michael Dombroskie, Project Manager
Army Corps of Engineers

Alyssa Lynd

REPORTED BY:

Cyndy Kuhns

Court Reporter

York Stenographic Services, Inc.
34 North George St., York, PA 17401 - (717) 854-0077

INDEX TO WITNESSES

PROCEEDINGS

MS. LYND:

When you're ready, you tell me.

MR. WAGNER:

I'm ready. So I need to say my name here? Ken Wagner, Sunbury, Pennsylvania. I'm 100 percent in favor of this project. It has been needed for 40 years or more. I'm getting older and I don't like driving the Golden Strip as much as I used to, so this would be a dramatic improvement for traffic. Make sure the connector to Sunbury is included. I know there was debate about that, but we certainly need it. A lot of people from the Coal Region won't go that way because they don't want to try the Strip. And I just repeat, I'm in favor of the project as designed. They put a lot of hard work into it. That's all I have to say.

***

[The proceedings adjourned at 8:00 p.m.]

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CERTIFICATION

I, CYNTHIA KUHNS, hereby certify that the examination of the witnesses in the within case was reduced to writing by me or under my supervision, and that the transcript is a true record of the testimony given by the witnesses.

I further certify that I am neither attorney, nor counsel for, nor related to or employed by any of the parties in which this action is taken, and further, that I am not a relative or employee of any attorney or counsel employed by the parties hereto or financially interested in the action.

IN WITNESS WHEREOF, I here unto set my hand this 26th day of June, 2018.

Cynthia Kuhns

CYNTHIA KUHNS

June 25, 2018

Mr. Matthew Beck, Assistant Plans Engineer
PennDOT Engineering District 3-0
715 Jordan Avenue
Montoursville, PA 17754

RE: Comments on CSVT Supplemental Environmental Assessment for Ash Basin Focus Area

Dear Mr. Beck:

I am writing regarding the Supplemental Environmental Assessment (EA) for the Ash Basin Focus Area within the Central Susquehanna Valley Transportation (CSVT) Project's Southern Section, located between Fisher Road and Sunbury Road in Monroe Township and Shamokin Dam Borough, Snyder County. The SEDA-COG Metropolitan Planning Organization (MPO) has long maintained the CSVT Project as the region's highest transportation priority through its Long Range Transportation Plan, Transportation Improvement Program, Strategic Plan, formal resolutions, and related efforts. We are thrilled with the Northern Section's progress, and we highly anticipate the significant mobility, safety, and economic development benefits to be reaped upon completion of the entire CSVT Project.

The SEDA-COG MPO appreciates the opportunity to comment on the Supplemental EA, and we commend PennDOT for the thorough analysis and extensive public engagement used in evaluating the alternative alignments for modifying the approximately 2-mile-long portion of the CSVT Project within the focus area to avoid the existing fly ash waste basins. PennDOT, the Federal Highway Administration, and CSVT Project consultants have carefully and effectively confronted the challenges posed by the ash basins. The Supplemental EA clearly and definitively justifies the selection of the Eastern Alternative as the Preferred Alternative, particularly because it:

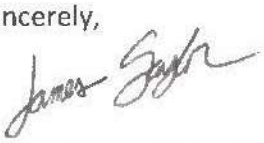
- better meets the project's traffic needs through increased usage of the PA Route 61 Connector and the associated removal of more traffic from the existing road network;
- has the least impact to residences, farmlands, and wetlands; and
- has noise impacts that are less than the Western Alternative and similar to the Central Alternative.

Despite the need for some further archaeological studies and ongoing investigations of additional mitigation/minimization measures associated with the Eastern Alternative, the SEDA-COG MPO concedes that the Eastern Alternative successfully balances transportation, environmental, and socioeconomic needs. The SEDA-COG MPO endorses the selection of the Eastern Alternative, acknowledging that this Preferred Alternative will allow the CSVT Project to advance with decreased

environmental risk while providing enormous transportation benefits for the region. We also agree with the suggestion that the new or changed environmental impacts involved with selecting the Eastern Alternative do not rise to the level of significance that would warrant a Supplemental Environmental Impact Statement for the CSVT Project.

Thank you again for the opportunity to comment on the Supplemental EA. Please feel free to contact me if you have any questions.

Sincerely,



James Saylor, P.E., PTOE
Transportation Planning Program Director
SEDA-Council of Governments

July 3, 2018

Matthew Beck, P.E., Assistant Plans Engineer
PennDOT Engineering District 3-0
715 Jordan Avenue
Montoursville, PA 17754

Re: Central Susquehanna Valley Transportation Project - Eastern Alternative Noise Barrier Reconsideration

Dear Mr. Beck,

I writing to express our concerns regarding the placement of noise barriers along the Eastern Alternative of Central Susquehanna Valley Transportation Project (CSVT).

Specifically, the increased noise impact to the properties located in the Weatherfield and Gunter developments.

With the developments located approximately 1,000 feet from the highway project, we feel that the proposed noise barrier will not provide an adequate reduction in noise due to the limited footprint of the proposed barrier.

Enclosed is a map (Exhibit A) depicting the proposed length and placement of noise barriers.

Please take time to examine the location and length of the proposed barriers (highlighted in orange) while paying particular attention to the extended length of the barriers identified as (1) and (2)

The length of the barrier, identified as (1), extends a distance across open farmland. Also, note that the barrier, identified as (3), also extends a distance beyond the small cluster of homes.

Now examine the location and length of the noise barrier identified as (2). Specifically, its limited length on the Southern end. The limited length exposes Weatherfield development properties along 11th Avenue and the Gunter development to unnecessary highway noise.

It appears that the location and length of the proposed noise barriers is not fairly distributed and specifically shortchanges residents in both the Weatherfield and Gunter developments.

One can clearly see that the highest concentration of homes resides in both of these developments, properties which are slated to receive the least amount of benefit from the proposed barriers.

Enclosed as (Exhibit B) is a suggested extension of the proposed noise barrier for the Weatherfield and Gunter developments for consideration.

In closing, we understand that the highway will not be relocated, however the ability to mitigate its impact on the quality of life for the residents in these developments is possible and warrants reconsideration.

Sincerely,

Greg and Jalee Wilt
3 Woodridge LN
Shamokin Dam, Pa 17876
570.286.5445
gawilt@ptd.net

Attachments: Exhibits A and B

cc:

The Honorable Chairman Joseph E. Kantz
Snyder County Board of Commissioners
Snyder County Courthouse
9 West Market Street
P.O. Box 217
Middleburg, PA 17842

The Honorable Senator John Gordner
Pennsylvania State Senate
District 27
Main Capital
Room: 177
Senate Box 203027
Harrisburg, PA 17120-3027

The Honorable Lynda Schlegel Culver
Pennsylvania House of Representatives
District 108
402B Irvis Office Building
PO Box 202108
Harrisburg, PA 17120-2108

The Honorable Congressman Tom Marino
United States House of Representatives
District 10
713 Bridge Street
Room 29
Selinsgrove, PA 17870

Federal Highway Commission
Pennsylvania Division
228 Walnut Street, Room 508
Harrisburg, PA 17101-1720
ATTN: Jonathan Crum, Environmental Protection Specialist

Shamokin Dam Borough
42 West 8th Avenue, Suite 1
PO Box 273
Shamokin Dam, Pa 17876
ATTN: Ed Hovenstine, Manager

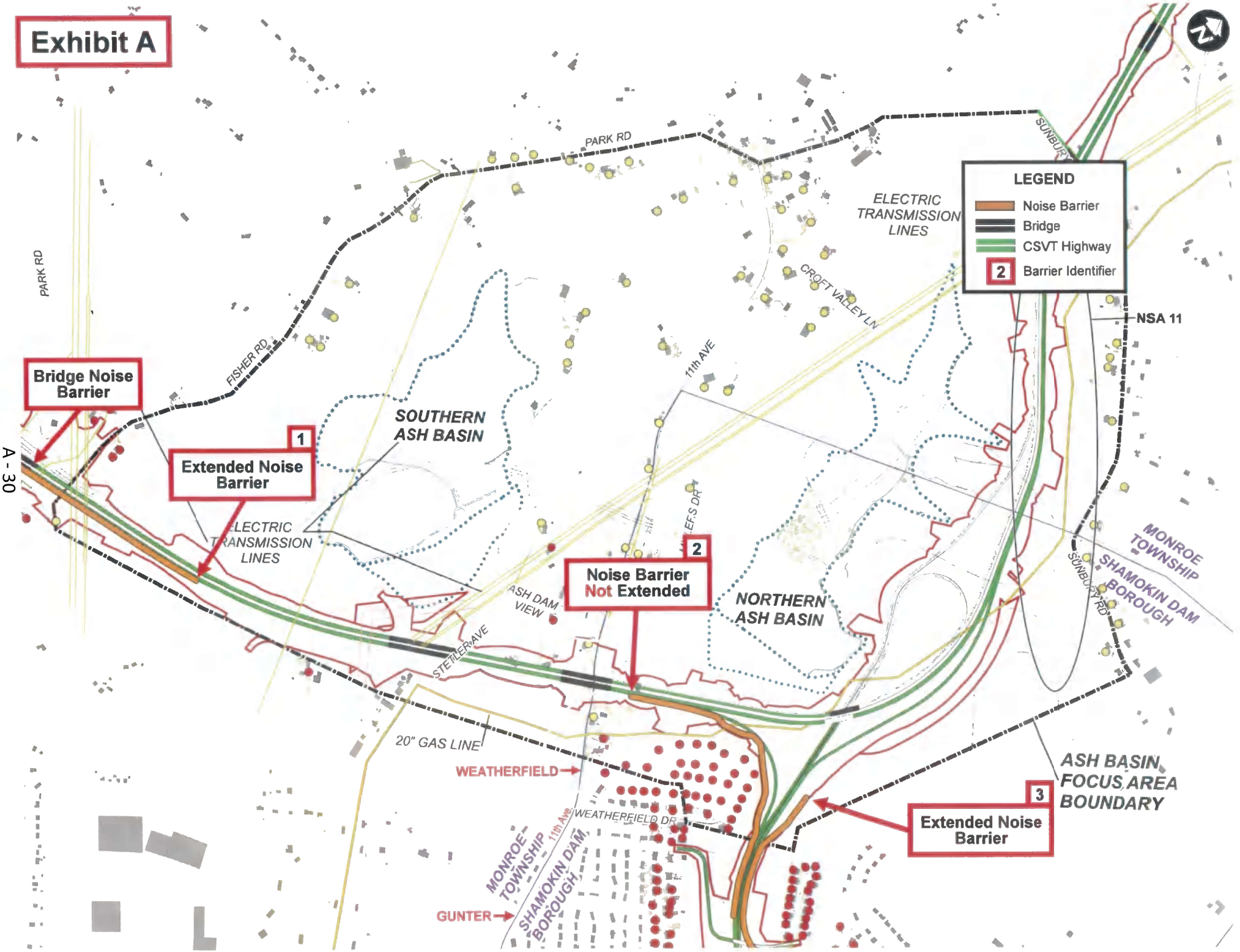


Exhibit A
LEGEND
Noise Barrier
Bridge
CSVT Highway
2 Barrier Identifier
Bridge Noise Barrier
1
Extended Noise Barrier
2
Noise Barrier Not Extended
3
Extended Noise Barrier
PARK RD
FISHER RD
SOUTHERN ASH BASIN
NORTHERN ASH BASIN
ELECTRIC TRANSMISSION LINES
CROFT VALLEY LN
11th AVE
JEFFS DR
ASH DAM VIEW
STETTLER AVE
20" GAS LINE
WEATHERFIELD
WEATHERFIELD DR
GUNTER
MONROE TOWNSHIP
SHAMOKIN DAM BOROUGH
SUNBURY RD
NSA 11
ASH BASIN FOCUS AREA BOUNDARY
A - 30

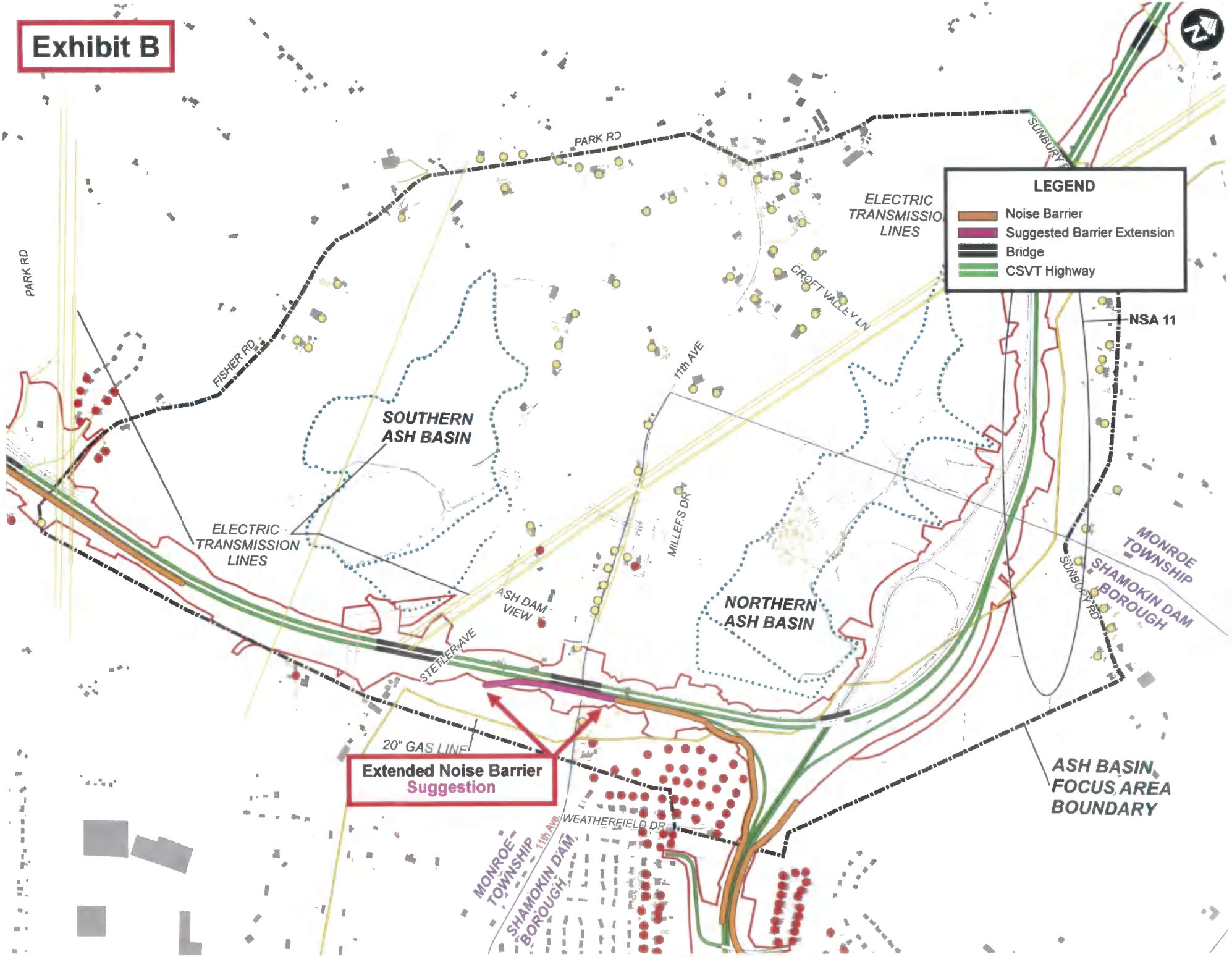


Exhibit B
LEGEND
Noise Barrier
Suggested Barrier Extension
Bridge
CSVT Highway
PARK RD
FISHER RD
ELECTRIC TRANSMISSION LINES
SOUTHERN ASH BASIN
NORTHERN ASH BASIN
11th AVE
MILLER S DR
CROFT VALLEY LN
NSA 11
SUNBURY RD
MONROE TOWNSHIP
SHAMOKIN DAM BOROUGH
ASH DAM VIEW
STETLER AVE
20" GAS LINE
Extended Noise Barrier Suggestion
WEATHERFIELD DR
ASH BASIN FOCUS AREA BOUNDARY

7/9/18
P. O. Box 89
Sunbury, Pa. 17801

PaDOT
Mr. Mathew Beck PE
P. O. Box 218
Montoursville, Pa. 17754

RE: Route 61 Connector

Dear Mr. Beck,

Thank you for your 6/18/18 Email response to my Letter of 5/29/18. You incorporated the updated Orchard Section L, and Lots L1 & L9 Drawings and showed noise abatement walls along the Connector in Orchard Hills.

However, in the revision mentioned above, the Recorded Drawing for the subdivision plan for "Orchard Hills Commercial Lots A & B" along Rt. 11& 15 at Baldwin Blvd. which I had forwarded to you at the same time was not included in the update? Could you please show this latest Subdivision Plan for these Lots on the next revision.

Thank you for removing the storm water detention pond on Commercial Lot B. But, the placement of a noise abatement wall along the property lines of Commercial Lots A & B was a shock! These are Highway Commercial Lots designed to serve the motoring public as well as local residences with appropriate stores. What was someone thinking! Visibility is one of the most important attributes to these Lots, so will you please remove the WALL along the property lines.

We are trying to market these Lots, and it appears PaDOT is doing everything under their power to discourage prospective buyers, this is not a game for us and it has been continuing for to many years.

The links you provided to PaDOT websites showing "simulated movies driving along the new roads" is interesting but not helpful. Driving along "in a video" at almost highway speed does not show the effect of noise abatement walls in someones backyard. Therefore, I ask again, for renderings of the 61 Connector through Orchard Hill from the adjacent property owners viewpoint as requested in my letter of 5/29/18.,

I would also again request the db levels as per my 5/29/18 letter. Using earth berms to form a noise abatement barrier is vastly superior for both the adjacent homes and for the motoring public. Looking at a wall, an aesthetic desert, either driving or at ones home is very poor substitute for a small wooded hill.

Again, please include this letter in with the responses for environmental review of the project.

Thank you for your kind attention and cooperation.

Sincerely yours,

Russell Broscious

FC OHL-PDOT.8

APPENDIX B

EXECUTIVE SUMMARY

HISTORIC RESOURCE EVALUATION OF PPL ELECTRIC TRANSMISSION LINES IN THE CSVT PROJECT'S SOUTHERN SECTION

Nine electric transmission lines owned by PPL (formerly Pennsylvania Power & Light, or PP&L) cross or are crossed by the preferred alignment for the CSVT Project's Southern Section. The transmission lines are named for their termini. From east to west, they are the:

1. Sunbury-Milton Steel 69 kV line;
2. Sunbury-Columbia 69 kV line;
3. Sunbury-Milton 69 kV line;
4. Montour-Sunbury 230 kV line;
5. Sunbury-Lewisburg 69 kV line;
6. Sunbury-Lock Haven 69 kV line;
7. Sunbury-Elimsport 230 kV line;
8. Juniata-Sunbury 500 kV line; and
9. Sunbury-Middleburg 69 kV line.

All nine transmission lines either begin or end at the former Sunbury Steam Electric Station power plant, which is located along the Susquehanna River in Shamokin Dam, Snyder County. Transmission lines are composed of current-carrying wires known as conductors, which are hung in groups of three from transmission towers or poles that support and separate the conductors. The conductors are attached to the poles via ceramic or glass insulators (Van Steen and Hurlbut 2011:12). Towers are generally placed 152.4 to 93.0 m (500.0 to 1,000.0 ft) apart depending on topography and other environmental conditions (Van Steen and Hurlbut 2011:20).

I. Description of Existing Transmission Lines

A. General Location

The Sunbury-Milton Steel 69 kV line, Sunbury-Columbia 69 kV line, Sunbury-Milton 69 kV line, and Montour-Sunbury 230 kV line are grouped together in a corridor near the southeast and north ends of the area of potential effect (APE). The transmission lines leave the power plant in a northwesterly direction before turning north. These transmission lines are twice intersected by the CSVT preferred alignment. Within the APE, the Sunbury-Milton Steel 69 kV line and the Sunbury-Columbia 69 kV line share one system of towers. The Sunbury-Milton 69 kV line and Montour-Sunbury 230 kV line share a second set of towers, except within the property boundary of the former Sunbury Steam Electric Station.

The Sunbury-Lewisburg 69 kV line shares the same corridor as the first four transmission lines as it leaves the power plant, but it continues straight as it approaches the CSVT preferred alignment. The transmission line continues in a more northwesterly direction across the alignment and the Southern Ash Basin, which contains coal ash refuse from the power plant.

The Sunbury-Lock Haven 69 kV line and the Sunbury-Elimsport 230 kV line share a corridor that begins near the southwest edge of the APE and travels in a northwesterly direction from the power plant.

The Juniata-Sunbury 500 kV transmission line shares the corridor with the Sunbury-Lock Haven 69 kV and the Sunbury-Elimsport 230 kV transmission lines as it leaves the power plant. The transmission line leaves that corridor, turning first west and then northwest. Before turning west, it may share a tower with one of the other transmission lines. The transmission lines intersect the CSVT preferred alignment near the

Monroe Township Municipal Building. Towers in the vicinity of the preferred alignment and municipal building are standard-design steel lattice towers.

The Sunbury-Middleburg 69 kV transmission line shares towers with the Sunbury-Lock Haven 69 kV transmission line as it heads northwest from the power plant switching yard. The transmission line then turns to the west on its own set of towers as it passes through a residential area, then northwest past the Monroe Township Municipal Building, and then west again, where it intersections the CSVT preferred alignment.

B. General Characteristics of Each Line

1. Sunbury-Milton Steel 69 kV Transmission Line - The Sunbury-Milton Steel 69 kV Transmission Line has 215 towers, including 39 that pre-date the Sunbury Steam Electric Station, 31 constructed in 1948, and 69 built between 1948 and 1969. Of the 20 towers within the APE, 18 were built in 1948; the other two were constructed in 1969.

2. Sunbury-Columbia 69 kV Transmission Line - The Sunbury-Columbia 69 kV Transmission Line has 391 towers, including 126 that pre-date the Sunbury Steam Electric Station, 50 constructed in 1948, and 91 built between 1948 and 1969. Within the APE, the Sunbury-Columbia 69 kV Transmission Line shares towers with the Sunbury-Milton Steel 69 kV Transmission Line. Of the 20 towers within the APE, 18 were built in 1948 and the other two were constructed in 1969.

3. Sunbury-Milton 69 kV Transmission Line - Based on tower construction dates, the transmission line was originally built beginning in 1948. However, the present infrastructure is virtually non-historic. Only two of the 73 transmission towers are greater than 50 years old (one from 1948 and one from 1950), although 67 of the towers were placed in 1969. Of the 22 towers that carry the Sunbury-Milton 69 kV Transmission Line within the APE, 20 are non- historic (built in 1969), one was constructed in 1948, and one was constructed in 1950.

4. Montour-Sunbury 230 kV Transmission Line - The Montour-Sunbury 230 kV Transmission Line is virtually a non-historic transmission line; only 1 of its 155 towers is greater than 50 years old, having been built in 1948. Sixty-five date to 1969; the remainder were built between 1971 and 2007. Within the APE, the Montour-Sunbury 230 kV Transmission Line shares towers with the Sunbury-Milton 69 kV Transmission Line. Of the 22 towers that carry the Montour-Sunbury 230 kV Transmission Line within the APE, 21 are non-historic (built in 1969) and one was constructed in 1948.

5. Sunbury-Lewisburg 69 kV Transmission Line - The Sunbury-Lewisburg 69 kV Transmission Line has 208 towers, including 19 that pre-date the Sunbury Steam Electric Station and just 56 constructed between 1948 and 1969. Of the 22 towers within the APE, nine date to 1948, one dates to 1956, and three date to 1964. The other nine are non-historic, constructed in the twenty-first century.

6. Sunbury-Lock Haven 69 kV Transmission Line - The Sunbury-Lock Haven 69 kV Transmission Line has 758 towers, including 253 built in 1949, the majority of the 260 built prior to 1970; the latter number is 33 percent of the total number of towers. Of the 33 towers within the APE, only 12 are historic, having been built in 1949; the remainder were built in 1969 (1), 1973 (6), 1986 (4), 1988 (2), 2004 (3), 2014 (3), and 2015 (2).

7. Sunbury-Elimsport 230 kV Transmission Line - The Sunbury-Elimsport 230 kV Transmission Line appears

to have been constructed in association with the Sunbury Steam Electric Station. Of its 113 towers, 111 date to 1954. Of the seven towers within the APE, all were constructed in 1954.

8. Juniata-Sunbury 500 kV Transmission Line - The Juniata-Sunbury 500 kV Transmission Line has 62 towers, five built in 1950, 56 constructed in 1968, and one placed in 1982. Of the 14 towers within the APE, three were built in 1950, ten were built in 1968, and one was built in 1982.

9. Sunbury-Middleburg 69 kV Transmission Line - The Sunbury-Middleburg 69 kV Transmission Line has 321 towers, including eight built in 1949 and 60 built in 1956; however, only 73 were constructed prior to 1970 (the latter number is 22 percent of the total number of towers). Of the 35 towers built for the Sunbury-Middleburg 69kV Transmission Line that fall within the APE, 26 date to 1956. The other nine are all non-historic replacements, with the earliest dating to 1977 and the latest placed in 2018.

II. Eligibility Evaluation for Listing on the National Register of Historic Places

The following is an assessment of the nine electric transmission lines within the APE.

1. Sunbury-Milton Steel 69 kV Transmission Line - The portion of the Sunbury-Milton Steel 69 kV Transmission Line within the APE has integrity. The setting is less rural than when the line was first constructed, which compromises feeling. However, most of the towers within the APE were built in 1948; are in their original locations; and retain their original designs, material, and workmanship. The transmission line also has feeling; it continues to function as an electric transmission line.

However, the Sunbury-Milton Steel 69 kV Transmission Line is recommended as not significant under NRHP Criteria A and C. It is a late example of a transmission line corridor, a type of infrastructure that electrical utilities have been building in great number in Pennsylvania since the 1920s. The majority of the towers date to the late 1940s. There is no evidence that the transmission line employed innovative technology; was tied to significant trends in electrical generation, such as association with the Pennsylvania-New Jersey Interconnection (PNJ) or rural electrification; or that it facilitated growth and development of the region by providing increased electrical supply.

2. Sunbury-Columbia 69 kV Transmission Line - The portion of the Sunbury-Columbia 69 kV Transmission Line within the APE has integrity. The setting is less rural than when the line was first constructed, which compromises feeling. However, most of the towers within the APE were built in 1948; are in their original locations; and retain their original designs, material, and workmanship. The transmission line also has feeling; it continues to function as an electric transmission line.

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3. Sunbury-Milton 69 kV Transmission Line - The Sunbury-Milton 69 kV Transmission Line within the APE lacks integrity. The setting is less rural than when the line was first constructed, which compromises

feeling. Although the transmission line is presumably in its original location, only two towers are historic, with the other 20 dating to 1969, which compromises design, material, workmanship, and feeling. The transmission line is also recommended as not significant under NRHP Criteria A and C. It is a late example of a transmission line corridor, a type of infrastructure that electrical utilities have been building in great number in Pennsylvania since the 1920s. The majority of the towers within the APE date to the late 1960s. There is no evidence that the transmission line employed innovative technology; was tied to significant trends in electrical generation, such as association with the PNJ or rural electrification; or that it facilitated growth and development of the region by providing increased electrical supply.

4. Montour-Sunbury 230 kV Transmission Line - The Montour-Sunbury 230 kV Transmission Line within the APE lacks integrity. The setting is less rural than when the line was first constructed, which compromises feeling. Although the transmission line is presumably in its original location, only two towers are historic, with the other 20 dating to 1969, which compromises design, material, workmanship, and feeling. The transmission line is also recommended as not significant under NRHP Criteria A and C. It is a late example of a transmission line corridor, a type of infrastructure that electrical utilities have been building in great number in Pennsylvania since the 1920s. The majority of the towers within the APE date to the late 1960s. There is no evidence that the transmission line employed innovative technology; was tied to significant trends in electrical generation, such as association with the PNJ or rural electrification; or that it facilitated growth and development of the region by providing increased electrical supply.

5. Sunbury-Lewisburg 69 kV Transmission Line - The portion of the Sunbury-Lewisburg 69 kV Transmission Line within the APE lacks integrity. The setting is less rural than when the line was first constructed, which compromises feeling. Although the transmission line is presumably in its original location, nearly half the towers within the APE are non-historic, which compromises design, material, workmanship, and feeling. The transmission line is also recommended as not significant under NRHP Criteria A and C. It is a late example of a transmission line corridor, a type of infrastructure that electrical utilities have been building in great number in Pennsylvania since the 1920s. There is no evidence that the transmission line employed innovative technology; was tied to significant trends in electrical generation, such as association with the PNJ or rural electrification; or that it facilitated growth and development of the region by providing increased electrical supply.

6. Sunbury-Lock Haven 69 kV Transmission Line - The portion of the Sunbury-Lock Haven 69 kV Transmission Line within the APE lacks integrity. The setting is less rural than when the line was first constructed, which compromises feeling. Although the transmission line is presumably in its original location, 21 of 33 towers within the APE are non-historic, which compromises design, material, workmanship, and feeling. The transmission line is also recommended as not significant under NRHP Criteria A and C. It is a late example of a transmission line corridor, a type of infrastructure that electrical utilities have been building in great number in Pennsylvania since the 1920s. The majority of the transmission towers on the line as a whole date to the late 1940s (but not, as noted above, those within the APE). There is no evidence that the transmission line employed innovative technology; was tied to significant trends in electrical generation, such as association with the PNJ or rural electrification; or that it facilitated growth and development of the region by providing increased electrical supply.

7. Sunbury-Elimsport 230 kV Transmission Line - The portion of the Sunbury-Elimsport 230 kV Transmission Line within the APE has integrity. The setting is less rural than when the line was first constructed, which compromises feeling. However, the towers within the APE were built in 1954, are in their original locations and retain their original designs, material, and workmanship. The transmission line also has feeling; it continues to function as an electric transmission line.

However, the Sunbury-Elimsport 230 kV Transmission Line is recommended as not significant under NRHP Criteria A and C. It is a late example of a transmission line corridor, a type of infrastructure that electrical utilities have been building in great number in Pennsylvania since the 1920s. The towers date to 1954. There is no evidence that the transmission line employed innovative technology; was tied to significant trends in electrical generation, such as association with the PNJ or rural electrification; or that it facilitated growth and development of the region by providing increased electrical supply.

8. Juniata-Sunbury 500 kV Transmission Line - The portion of the Juniata-Sunbury 500 kV Transmission Line within the APE has integrity. The setting is less rural than when the line was first constructed, which compromises feeling. However, all but one of the towers within the APE are historic, with three built in 1950, ten built in 1968, and one built in 1982. All are in their original locations and retain their original designs, material, and workmanship. The transmission line also has feeling; it continues to function as an electric transmission line.

However, the Juniata-Sunbury 500 kV Transmission Line is recommended as not significant under NRHP Criteria A and C. It is a late example of a transmission line corridor, a type of infrastructure that electrical utilities have been building in great number in Pennsylvania since the 1920s. Most of the towers within the APE date to 1968. There is no evidence that the transmission line employed innovative technology; was tied to significant trends in electrical generation, such as association with the PNJ or rural electrification; or that it facilitated growth and development of the region by providing increased electrical supply.

9. Sunbury-Middleburg 69 kV Transmission Line - The portion of the Sunbury-Middleburg 69 kV Transmission Line within the APE lacks integrity. The setting is less rural than when the line was first constructed, which compromises feeling. Although the transmission line is presumably in its original location, nine of 35 towers are non-historic, which compromises design, material, workmanship, and feeling. The transmission line is also recommended as not significant under NRHP Criteria A and C. It is a late example of a transmission line corridor, a type of infrastructure that electrical utilities have been building in great number in Pennsylvania since the 1920s. The majority of the towers within the APE date to the late 1950s. There is no evidence that the transmission line employed innovative technology; was tied to significant trends in electrical generation, such as association with the PNJ or rural electrification; or that it facilitated growth and development of the region by providing increased electrical supply.

Finally, all nine transmission lines are recommended as not eligible for NRHP listing under Criterion B. No evidence was uncovered that the lines were significantly associated with a person historically important on a local, state, or national level. All nine transmission lines are also recommended as not eligible for NRHP listing under Criterion D. The transmission lines are not likely to yield important historical information that is not available through other sources.

APPENDIX C

PENNSYLVANIA STATE HISTORIC PRESERVATION OFFICE

CONCURRENCE LETTER ON PPL ELECTRIC TRANSMISSION LINES

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

October 5, 2018

Brian Thompson, Director
Bureau of Project Delivery
Attn: Jeremy Ammerman, District 8-0
PA Department of Transportation
P.O. Box 2966
Harrisburg, PA 17105

RE: ER 1997-0475-042-ZZZ; SR 15, Section 088 (MPMS 7588), Northumberland, Snyder, and Union County, EIS New Road, PP&L Sunbury Steam Electric Station: Transmission Line Corridors HRSF

Dear Mr. Thompson,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources
Based on the information received and available within our files, we concur with the finding of the federal agency that the **PP&L Sunbury Electric Station: Transmission Line Corridors (Key No. 209287)** is **not eligible** for listing in the National Register of Historic Places under Criteria A, B, or C due to a lack of significance and/or integrity. This resource has not been evaluated for archaeological potential.

Our determination of eligibility is based upon the information provided and available in our files for review. If National Register listing for this property is sought in the future, additional documentation of the property's significance and integrity may be required to both verify this determination of eligibility and satisfy the requirements of the National Park Service (36 CFR Part 60). Thus, the outcome of the National Register listing process cannot be assured by this determination of eligibility.

If you have questions concerning this review, please contact Tyra Guyton at 717-346-0617 or tyguyton@pa.gov.

Sincerely,

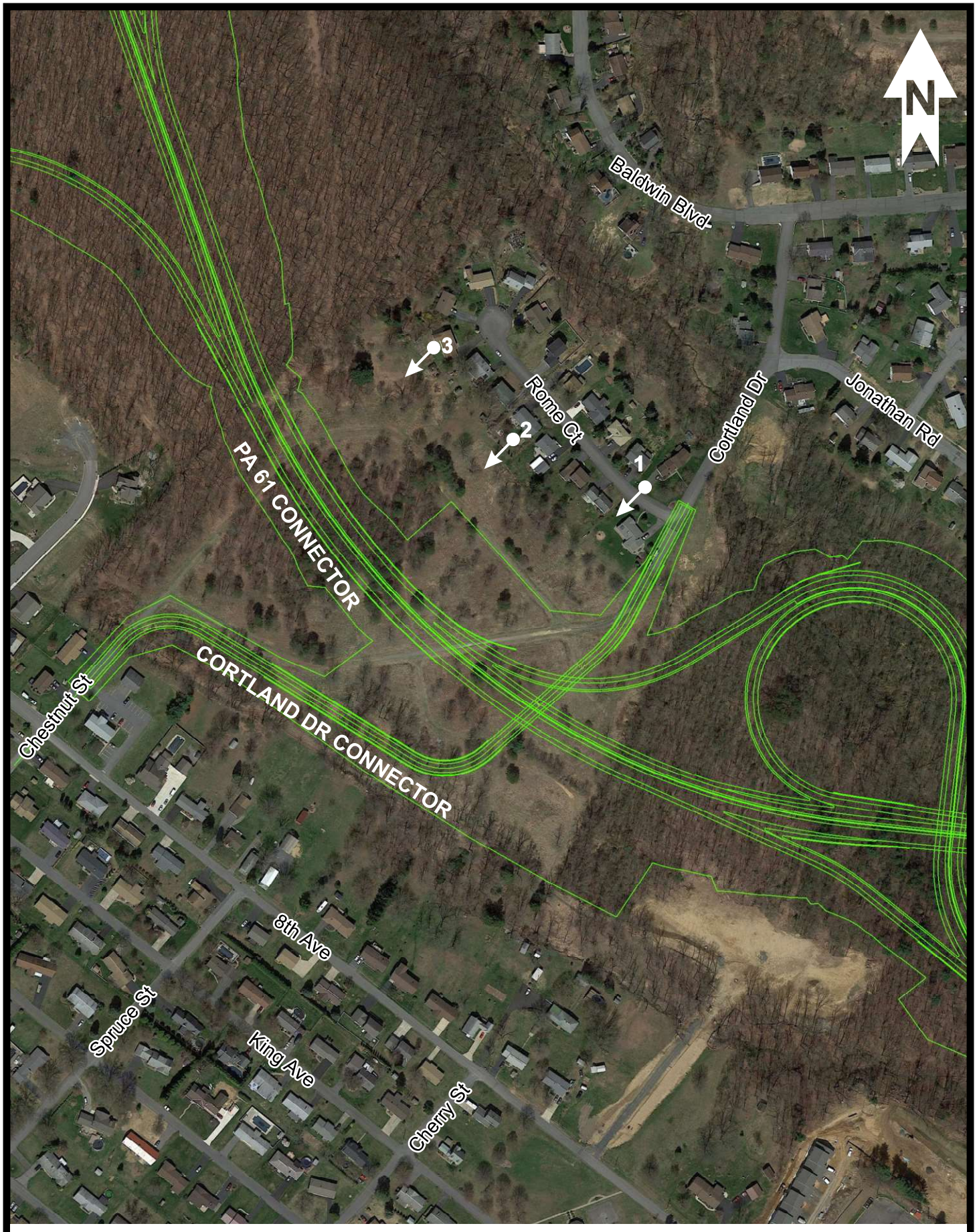
Douglas C. McLearen, Chief
Division of Environmental Review

Commonwealth Keystone Building | 400 North Street | 2nd Floor | Harrisburg, PA 17120 | 717.783.8947

APPENDIX D

VISUAL RENDERINGS WITHIN

ORCHARD HILLS NEIGHBORHOOD



PHOTOGRAPH LOCATION AND ORIENTATION: 3

IMAGE LOCATIONS


IMAGE 1

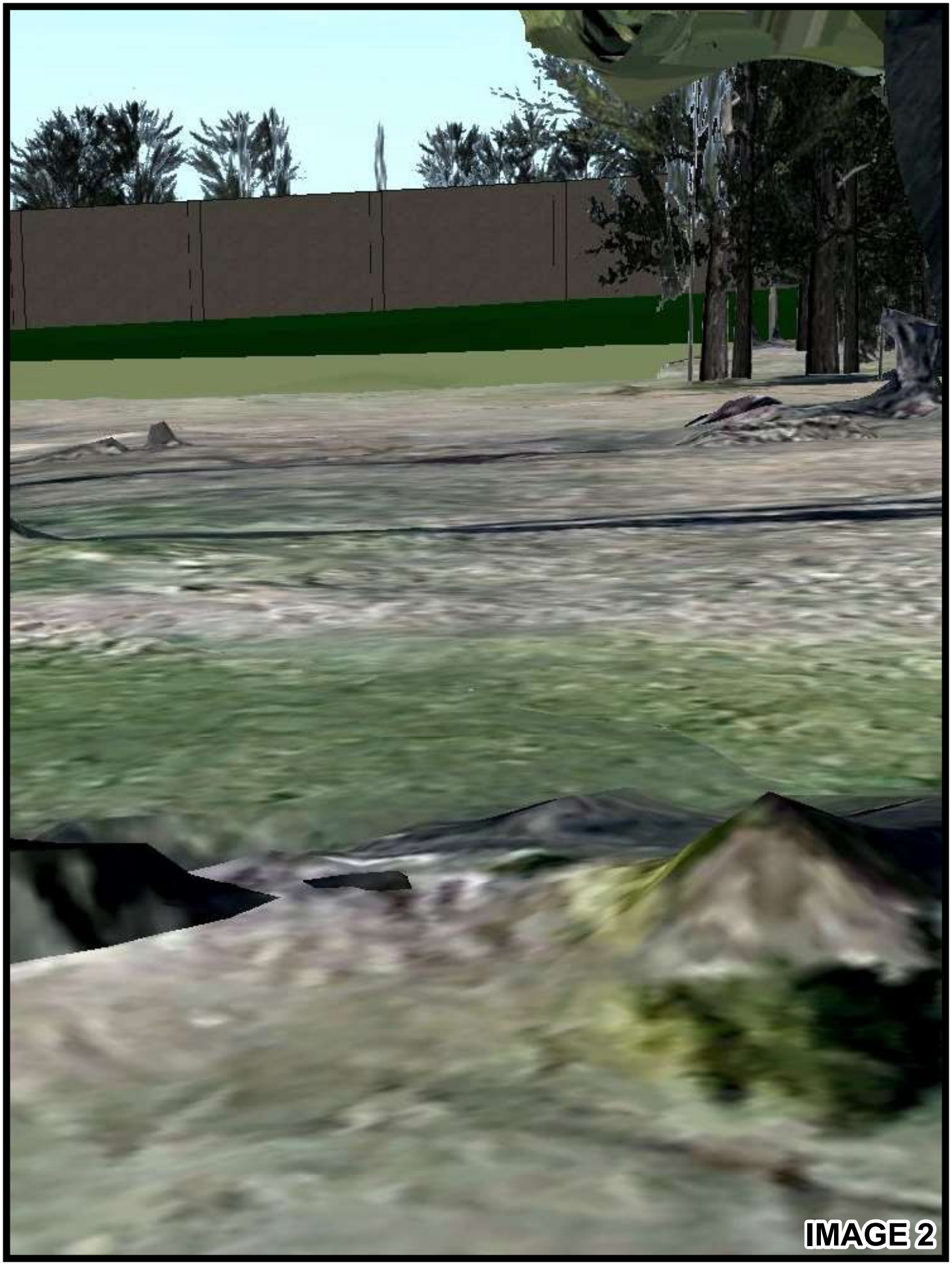


IMAGE 2


IMAGE 3

Ash Basin Focus Area Summary
Central Susquehanna Valley Transportation Project
S.R. 0015, Section 088
Snyder, Union, and Northumberland Counties

NEED FOR SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

The Central Susquehanna Valley Transportation (CSVT) Project entails the construction of approximately 12.4 miles of new, limited-access, four-lane highway extending from the existing U.S. Routes 11/15 Interchange in Monroe Township (north of Selinsgrove) in Snyder County to PA Route 147 in West Chillisquaque Township (at a location just south of the PA Route 45 interchange near Montandon) in Northumberland County. The new highway includes a connector to PA Route 61 in Shamokin Dam and a new bridge crossing over the West Branch Susquehanna River.

The Federal Highway Administration (FHWA) and the Pennsylvania Department of Transportation (PennDOT), in cooperation with the U.S. Army Corps of Engineers (USACE), U.S. Environmental Protection Agency (U.S. EPA), and Pennsylvania Department of Environmental Protection (PA DEP), completed a Final Environmental Impact Statement (FEIS) for the project in 2003 to fulfill the requirements of the National Environmental Policy Act (NEPA) of 1969. A Record of Decision (ROD) was prepared and issued by FHWA in October 2003, which documented the selection of the DA Modified Avoidance Alternative for the project's Southern Section. PennDOT prepared FEIS/ROD Reevaluation No. 1 in 2005-2006 to document the selection of the DA Modified (DAM) Alternative for the Southern Section following a change in the National Register of Historic Places-eligibility of the Simon P. App farm, consistent with commitments in the FEIS, and to assess associated environmental impact differences. FEIS/ROD Reevaluation No. 1 (which FHWA approved on May 10, 2006) concluded that a supplemental NEPA document was not warranted.

Pre-construction activities progressed until July 2008 when PennDOT placed the project on hold. At the time, the statewide transportation funding situation could not support allocating sufficient funds to complete the entire project. The hold allowed PennDOT to pursue funding options without losing the past investment in the project. The funding situation changed with Pennsylvania's passage of a comprehensive transportation funding plan (Act 89) in November 2013. As a result, PennDOT reactivated pre-construction activities for the project. The project purpose and need remains the same as stated in the FEIS. Final design activities resumed for the project's Northern Section in late 2013 and began for the Southern Section in early 2015. PennDOT prepared FEIS/ROD Reevaluation Nos. 2 and 3 in 2014-2016 to document design changes and assess associated environmental impact differences. Both FEIS/ROD Reevaluation Nos. 2 and 3 concluded that a supplemental NEPA document was not warranted.

Following the initiation of final design for the Southern Section and subsequent geotechnical testing, PennDOT and FHWA, in consultation with PA DEP and other environmental agencies, determined that the project alignment must be modified to avoid constructing the new highway on two existing fly ash waste basins, as previously approved. During the development of the FEIS, preliminary engineering studies had indicated that construction on the ash basins would be feasible. At that time, the basins had been closed fairly recently and it was expected that the water level in the basins would fall, allowing construction to be performed on top of mostly dry ash. However, the more detailed recent studies have shown that the ash remains saturated and cannot support the highway. PA DEP also noted major

concerns regarding construction within the basins which included potential impacts to groundwater and private water supplies, substantial stormwater management challenges, and potential adverse impacts to the regulated basin dams. Therefore, PennDOT developed and studied ash basin avoidance alternatives. Since these alternatives were not assessed in the approved FEIS/ROD, a supplemental NEPA document was required. The Supplemental Environmental Assessment (EA) was prepared to address design changes in the Ash Basin Focus Area within the project's Southern Section. The focus area is located between Fisher Road and Sunbury Road in Monroe Township and Shamokin Dam Borough, Snyder County, and it encompasses an approximately two-mile-long portion of the project (see Figure 3 of the Supplemental EA). The Supplemental EA describes and evaluates alternative alignments and interchange configurations for modifying the proposed mainline highway and proposed PA Route 61 Connector within the focus area to avoid the ash basins and documents the environmental impacts and mitigation within the Ash Basin Focus Area.

SELECTED ALTERNATIVE

The Selected Alternative – the Eastern Alternative (shown in green on Figure 4 of the Supplemental EA) begins at Fisher Road and continues in an easterly direction. Passing south of the Southern Ash Basin, the Eastern Alternative crosses over Stetler Avenue and 11th Avenue before passing south of the Northern Ash Basin. The Eastern Alternative then curves around the eastern side of the Northern Ash Basin, heading in a northwesterly direction and tying into the No Change DAM Alternative as it crosses under Sunbury Road. The PA Route 61 Connector heads in a northerly direction, passing east of the Northern Ash Basin. The CSVT/PA Route 61 Connector Interchange is located east of the Northern Ash Basin.

The Eastern Alternative has been chosen based on general public support and with consideration of engineering and environmental impacts. The Eastern Alternative offers the best opportunity to balance impacts to natural, cultural, and socioeconomic resources while avoiding the engineering and environmental risks of construction within the ash basins and while also meeting the specified project needs. The Eastern Alternative better meets the traffic needs of the project through increased usage of the PA Route 61 Connector and the associated removal of more traffic from the existing road network compared to the other ash basin avoidance alternatives considered. Also, the Eastern Alternative has less impacts to residences, farmlands, and wetlands than the other avoidance alternatives considered. The noise impacts of the Eastern Alternative are less than the Western Alternative and similar to the Central Alternative.

Overall, the Eastern Alternative avoids the ash basins, and therefore, avoids the engineering and environmental risks of the No Change DAM Alternative. Construction of the Eastern Alternative will result in either a reduction in resource impacts compared to the No Change DAM Alternative or will have only minor increases in impacts for some resources. Selection of the Eastern Alternative will allow the CSVT Project to advance with decreased environmental risk and provide transportation benefits for the region.

MITIGATION MEASURES

The following summarizes how adverse impacts will be avoided, minimized, and/or mitigated for the Selected Alternative:

- Avoidance and Minimization – As stated in the Supplemental EA, the design incorporated avoidance measures for sensitive features whenever possible. As final design progresses, efforts will be made to further minimize impacts to natural, cultural and socioeconomic features.
- Displacements – The Selected Alternative involves twelve residential displacements. Any individual or family displaced by the project will be offered the full extent of benefits and payments in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Title VI of the Civil Rights Act of 1964, and the Pennsylvania Eminent Domain Code of 1964.
- Waters of the U.S. – Permanent impacts to wetlands and streams were minimized to 1.05 acres of wetlands and 6,073 linear feet of streams. PennDOT will continue to coordinate with the resource agencies during final design and the permit application process to further avoid and minimize impacts. The CSVT Project's impact to Waters of the U.S. been mitigated through a compensatory plan developed with the natural resource regulatory agencies at the Center Mitigation Site (Center Site) in Snyder County. The Center Site stream mitigation included the improvement and stabilization of 6,320 LF of perennial stream and the creation of 7 acres of wetlands. The Center Site stream mitigation area was reviewed by the permitting agencies in August 2014 and was determined to be complete. All stream impacts and mitigation will be coordinated through the USACE as part of the federal Section 404 permitting and through PA DEP as part of the state Chapter 105 permitting for the project. Minimization measures include both design and construction options to minimize construction and post-construction impacts. The design minimization measures include the following:
    1. Proposed stream crossing structures will be designed to maintain current flow conditions and avoid downstream and upstream impacts associated with increased velocities or flooding.
    2. Separate highway stormwater runoff from the clean upslope runoff. A comprehensive erosion and sediment pollution control plan and stormwater management plan will be developed as part of the NPDES permitting process during the final design phase of the project.
    3. The length of required stream relocations will be minimized to the extent possible. Where stream relocations are unavoidable, the most current methodologies (including fluvial geomorphology and natural stream design) will be used, as practical and feasible, to design the relocated stream.
    4. In accordance with PA DEP's Chapter 105 regulations, efforts will be made to repair, rehabilitate, and/or restore impacted waterways and their assumed floodways.
- Threatened and Endangered Species – The U.S. Fish and Wildlife Service (USFWS) has determined that the project is likely to adversely affect the federally endangered Northern Long-Eared Bat, but is not likely to jeopardize the continued existence of the species. USFWS also determined that the project may affect, but is not likely to adversely affect the federally endangered Indiana Bat. There is no critical bat habitat or hibernaculum within the project area. FHWA and PennDOT have implemented the use of the National Programmatic Biological Opinion (BO) to address the potential concerns regarding the Northern Long-Eared Bat. In accordance with the National Programmatic BO, tree clearing can occur from November 1 to March 31, and limited tree clearing (10% of the project total) can occur from April 1 to May 31 and August 1 to October 31. No tree clearing can occur from June 1 to July 31.
- Vegetation and Wildlife Impacts – The existing stream valleys within the project area serve as wildlife corridors. Bridges will be constructed to carry the CSVT highway over local roads (11th Avenue and Stetler Avenue) and existing adjacent waterways that will also accommodate wildlife movements through the focus area. Additional terrestrial habitat mitigation has been

provided at the Center Site in Snyder County. The creation of 7 acres of wetlands, restoration of 6,320 LF of stream, provision of 55 acres of old field mitigation, and provision of 54 acres of forestland mitigation at the Center Site have already been completed/implemented as part of the mitigation commitments for the CSVT Project overall. The stormwater management plan will consider the use of additional plantings along the highway corridor and invasive species will be controlled in accordance with Executive Order 13751 to the extent practical.

- Agricultural Impacts – The Selected Alternative impacts 50.1 acres of productive agricultural land. Minimization measures will continue to be investigated related to the agricultural impacts during final design. Compensation for acquisition, as required by and in accordance with state and federal laws, will be provided. Agricultural Land Condemnation Approval Board coordination will take place during final design.
- Archeological Resources – Archaeological studies within the project impact area will take place during final design. Archeological studies will adhere to the measures outlined in the Programmatic Agreement, Second Amendment (Attachment 2 in Environmental Technical Report). Mitigation, if required, will be developed during final design in coordination with PA Historical and Museum Commission (PHMC) and the Consulting Parties.
- Hazardous/Residual Waste Sites – The Selected Alternative impacts one potential waste site consisting of unknown fill material (e.g., stockpiled topsoil) on the Talen-owned property farmed by the Hummel brothers. Additional studies, including a Phase I Environmental Site Assessment, will be completed for the Selected Alterative during final design.
- Noise Impacts – Noise mitigation for the Selected Alternative adjacent to the Weatherfield and Gunter neighborhoods in Shamokin Dam Borough was preliminarily determined to meet the feasible and reasonable criteria. A detailed final design noise analysis consistent with state/federal guidance will be prepared for the Selected Alternative.
- Utility Impacts – Replacement right-of-way will be obtained, if the utility has a property interest, for the PPL high-tension electric transmission lines as well as the UGI natural gas pipeline. During construction, the two electric transmission lines will be rerouted to cross the CSVT mainline roughly perpendicular to the highway, continuing along the same right-of-way. The UGI gas line will be relocated adjacent to the highway and will cross under the PA Route 61 Connector and northbound ramps. To minimize the duration of impact associated with taking the pipeline offline, the majority of the relocated pipeline will be constructed first and then connected to the existing line. Relocation of all other affected utility facilities will also be coordinated with the associated utility companies prior to the start of the highway construction.

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

The Supplemental EA was approved for public availability by the FHWA, Pennsylvania Division on June 1, 2018. The public comment period on the Supplemental EA began on June 6, 2018 and ended on July 6, 2018. A public hearing and plans display was held on June 21, 2018 at Shikellamy High School in Sunbury, PA. Advertisements regarding the public hearing and the availability of the Supplemental EA were placed in *The Daily Item* on May 22 and June 10, 2018 and in the *Snyder County Times* on June 15, 2018. Notice of the public hearing and the availability of the Supplemental EA was also posted on the CSVT Project website, www.csvt.com, on May 29, 2018 and mailed to area residents on June 1, 2018. Letters also were sent to the resource agencies and local municipalities informing them of the availability of the Supplemental EA for review.

During the comment period, hard copies of the Supplemental EA with the July 2003 FEIS were available for review at the PennDOT District 3-0 office in Montoursville, PA and at the locations listed below. In addition, electronic versions of the Supplemental EA and the FEIS were available on the project website.

- Shamokin Dam Borough Building
- Monroe Township Municipal Building
- Penn Township Municipal Building
- Selinsgrove Borough Office
- Snyder County Planning Commission
- Office of US Congressman Tom Marino in Selinsgrove, PA
- Greater Susquehanna Valley Chamber of Commerce
- Rudy Gelnett Memorial Library
- Union Township Municipal Building
- Union County Planning Commission
- Office of PA Representative Fred Keller in Mifflinburg, PA
- SEDA-Council of Governments
- Union County Public Library
- Sunbury City Hall
- Northumberland County Planning Commission
- Office of PA Representative Lynda Schlegel Culver in Sunbury, PA
- Office of US Congressman Lou Barletta in Sunbury, PA
- Degenstein Community Library
- Office of PA Senator John Gordner in Bloomsburg, PA
- Office of PA Senator Gene Yaw in Williamsport, PA
- Office of US Senator Robert Casey, Jr. in Harrisburg, PA
- Office of US Senator Pat Toomey in Harrisburg, PA
- Federal Highway Administration in Harrisburg, PA
- Skelly & Loy's Office in Harrisburg, PA

The public had the opportunity to provide written, public or private testimony at the public hearing and to provide written comments throughout the comment period. Public comments received on the Supplemental EA included concerns regarding potential impacts of the PA Route 61 Connector, the historic resource status of PPL electric transmission lines, project costs, noise impacts, and the overall impact of the project. Many of these types of comments were received and addressed during the development of the FEIS for the project. All comments provided were reviewed and addressed. The comments and responses are included in the Supplemental Environmental Assessment Public Comment and Response Report (December 2018).

RECOMMENDED FINDING OF NO SIGNIFICANT IMPACT

PennDOT's recommendation for a Finding of No Significant Impact (FONSI) is based on the project record including:

- Supplemental Environmental Assessment (EA) Ash Basin Focus Area (May 31, 2018) and associated documents and studies referenced in the Supplemental EA;

- Programmatic Agreement between FHWA, PennDOT and the PA State Historic Preservation Officer (PHMC) pursuant to 36 CFR 800.14(b)(1) regarding the CSVT Project (Attachment 2 of the Environmental Technical Report, May 31, 2018)
- Supplemental Environmental Assessment Public Comment and Response Report (December 2018)

These documents and supporting documentation find that there is no reasonable alternative to the construction of the Selected Alternative and that the Selected Alternative includes all reasonable measures to minimize harm to natural, cultural and socioeconomic resources resulting from the Selected Alternative.

Project studies documented in the Supplemental EA were conducted consistent with the requirements of the National Environmental Policy Act, the Clean Water Act, Section 4(f) of the U.S. Department of Transportation Act, Section 106 of the National Historic Preservation Act, the Endangered Species Act, Pennsylvania Act 120, and their supporting regulations.

The Supplemental EA and the Public Comment and Response Report have been independently evaluated and determined to discuss adequately and accurately the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. They provide sufficient evidence and analysis for determining that a Supplemental Environmental Impact Statement is not required for the alignment modifications in the Ash Basin Focus Area.