

**CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION PROJECT
S.R. 0015, SECTION 088
SNYDER, UNION, AND NORTHUMBERLAND COUNTIES**

**REEVALUATION NO. 6 OF
FINAL ENVIRONMENTAL IMPACT STATEMENT
AND RECORD OF DECISION**

SUBMITTED TO



**ENGINEERING DISTRICT 3-0
715 JORDAN AVENUE, POST OFFICE BOX 218
MONTROUSEVILLE, PENNSYLVANIA 17754**

SUBMITTED BY



**449 EISENHOWER BOULEVARD, SUITE 300
HARRISBURG, PENNSYLVANIA 17111**

JUNE 30, 2025



Pennsylvania
Department of Transportation

MEMO

July 7, 2025

Mr. David Snyder
Interim PA Division Administrator
Federal Highway Administration
Pennsylvania Division Office
30 North Third Street, Suite 700
Harrisburg, PA 17101-1720
Attn.: Melanie Barber, Environmental Protection Specialist

Dear Mr. Snyder:

Enclosed for your approval is the NEPA Reevaluation No. 6 of the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) for the Central Susquehanna Valley Transportation (CSV T) Project. The CSV T Project involves the proposed construction of approximately 13 miles of new four-lane limited access highway that will connect U.S. Routes 11/15 near Selinsgrove (Snyder County) to U.S. Route 15 near Winfield (Union County) to PA Route 147 near Montandon (Northumberland County).

The FEIS for the project was approved and the ROD was issued by the FHWA in 2003. Reevaluations of the FEIS and ROD were approved by the FHWA as follows:

- Reevaluation No. 1 in 2006
- Reevaluation No. 2 in 2015
- Reevaluation No. 3 in 2016
- Reevaluation No. 4 in 2018
- Reevaluation No. 5 in 2021

The Reevaluation has been prepared to document changes in project design and impacts to resources since the 2021 Reevaluation. An electronic version of the final document (dated June 30, 2025) was recently transmitted to Melanie Barber of your office. We are requesting FHWA approval of the NEPA Reevaluation No. 6 for the CSV T Project at this time.

The Bureau of Design and Delivery has reviewed and concurs with the NEPA Reevaluation.

Union, Snyder and Northumberland Counties
SR 15, Section 88F
Page 2
July 7, 2025

Any questions or comments should be directed to Ryan VanKirk, P.E., at (717) 705-1338 or by email at rvankirk@pa.gov.

Sincerely,



for Christine A. Spangler, P.E.
Director
Bureau of Design and Delivery

JENNIFER
MAUREEN
CROBAK

Digitally signed by
JENNIFER
MAUREEN CROBAK
Date: 2025.07.11
09:15:44 -04'00'

Approval: _____ Date: _____
Federal Highway Administration

Enclosure

cc: G. Wertz, P.E., District 3-0
M. Beck, P.E., District 3-0
A. Upright, P.E., District 3-0
L. Franzen, District 3-0
J. Bucher, P.E., BODD
R. VanKirk, P.E., BODD

TABLE OF CONTENTS

	PAGE
1.0 INTRODUCTION.....	1
1.1 PROJECT DESCRIPTION.....	1
1.2 NEPA HISTORY AND REEVALUATION STATUS.....	2
1.3 PROJECT PURPOSE AND NEED	3
2.0 PROJECT OVERVIEW	4
2.1 NORTHERN SECTION UPDATE	4
2.2 SOUTHERN SECTION UPDATE.....	4
2.3 PERMITTING UPDATE	6
2.4 TRAFFIC ANALYSIS UPDATE	7
2.5 PROGRAMMING STATUS	8
2.6 PUBLIC INVOLVEMENT UPDATE	8
3.0 ENVIRONMENTAL UPDATE	10
3.1 NATURAL ENVIRONMENT	11
3.2 SOCIAL ENVIRONMENT	14
3.3 CULTURAL RESOURCES	20
4.0 SECTION 4(F) EVALUATION	21
5.0 MITIGATION UPDATE	22
5.1 NATURAL RESOURCE MITIGATION	22
6.0 CONCLUSION	23
7.0 PROJECT MAPPING	24

LIST OF TABLES

NO.	DESCRIPTION	PAGE
1	ENVIRONMENTAL IMPACT SUMMARY	10

LIST OF FIGURES

NO.	DESCRIPTION
1	REGIONAL SETTING
2	LOD COMPARISONS (SOUTHERN SECTION)

1.0 INTRODUCTION

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 US 11/15 Interchange in Monroe Township (north of Selinsgrove) in Snyder County to PA 147 in West Chillisquaque Township (at a location just south of the PA 45 Interchange near Montandon) in Northumberland County. The new highway includes a connector to PA 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. Refer to Figure 1, Regional Setting.

The Federal Highway Administration (FHWA) and the Pennsylvania Department of Transportation (PennDOT) completed an Environmental Impact Statement (EIS) for the project to fulfill the requirements of the National Environmental Policy Act (NEPA) of 1969. The Draft EIS (DEIS) and Final EIS (FEIS) documents were also prepared to serve as documentation required by the United States Army Corps of Engineers (USACE) for review and evaluation of the Clean Water Act Section 404 Permit application. A Record of Decision (ROD) was prepared and issued by FHWA in October 2003.

Since the ROD, PennDOT has completed a series of FEIS/ROD Reevaluations consistent with 23 CFR 771.129 as a continuation of the NEPA project development process to establish whether or not the project's NEPA documentation, including the ROD, remains valid for subsequent federal action. In addition, PennDOT completed a Supplemental Environmental Assessment (SEA) regarding the modification of the proposed highway alignment within the Ash Basin Focus Area in the project's Southern Section, and an associated Finding of No Significant Impact (FONSI) was prepared and issued by FHWA in January 2019. All past NEPA documentation for the CSVT project (i.e., the FEIS, ROD, SEA, FONSI, and FEIS/ROD Reevaluations) can be accessed through the Resources page on the project's website (<http://www.csvt.com/resources/links/>).

This document, FEIS/ROD Reevaluation No. 6, has been completed to document design updates in the project's Southern Section, which is proceeding through final design and construction.

1.1 PROJECT DESCRIPTION

The CSVT project involves the construction of approximately 12.4 miles of a new four-lane, limited-access roadway with two 12-foot-wide travel lanes in each direction, 12-foot-wide right shoulders, 10-foot-wide (4-foot paved and 6-foot graded) left shoulders, and a 36-foot-wide median on new alignment. The project's southern terminus is the end of the existing Selinsgrove Bypass, where the existing US 11/15 roadway changes from a four-lane, limited-access expressway to a five-lane (four lanes with center left-turn lane) free-access facility. The northern terminus is located just south of the PA 147 and PA 45 Interchange. In addition, a PA 61 Connector will be constructed as part of the CSVT project. This new two-lane, limited-access roadway will connect the CSVT mainline to the existing US 11/15 in Shamokin Dam Borough at the west end of the existing PA 61 Veterans Memorial Bridge. The mainline portion of the CSVT project is designed for a posted speed limit of 65 miles per hour (mph).

The CSVT project was separated into two sections during the development of alternatives for the EIS. The Southern Section extends from the existing US 11/15 Interchange near Selinsgrove, northward to the vicinity of the US 15/County Line Road (State Route 1022/2002) intersection, near the Snyder County/Union County border and just south of Winfield. The Southern Section

includes the existing US 11/15 Interchange and the new interchange and connecting roadway with PA 61 at Shamokin Dam.

The Northern Section of the project extends from US 15 near the Snyder County/Union County border to PA 147 near Montandon, just south of the PA 147 Interchange with PA 45. The Northern Section includes the construction of a new bridge, approximately 4,500 feet long, to cross over the West Branch Susquehanna River. In addition, the Northern Section includes two new interchanges: the US 15 Interchange located near Winfield just north of the Snyder/Union County line in Union Township, Union County, and the PA 147 Interchange including a relocated Ridge Road (Township Road 703/State Route 1024) in Point Township, Northumberland County.

1.2 NEPA HISTORY AND REEVALUATION STATUS

FHWA approved the project's FEIS for public review in July 2003. After consideration of the received comments, a ROD was prepared and issued by FHWA on October 31, 2003. The ROD identified Alternative DA Modified Avoidance (DAMA) in Section 1 (Southern Section) of the project and River Crossing 5 (RC5) in Section 2 (Northern Section) as the Selected Alternative for the CSVT project. The alternatives were jointly referred to as Alternative DAMA/RC5. Alternative DAMA/RC5 was identified as the Recommended Preferred Alternative in the FEIS. The DA Modified Avoidance was designed to avoid an historic property, the Simon P. App farm, determined to be eligible for the National Register of Historic Places (NRHP) on July 17, 2001. One of the commitments of the FEIS included a provision for PennDOT to reevaluate the areas of impact should conditions in the study area change prior to construction, particularly with respect to the Simon P. App Property.

The project's FEIS/ROD Reevaluation No. 1 was prepared throughout 2005 and identified the design changes and associated environmental impacts between what was approved in the FEIS in July 2003 and the further developed design plans. The most significant changes resulted from the NRHP non-eligibility determination for the Simon P. App Farm (in 2005) and the associated replacement of the DAMA Alternative with the DA Modified (DAM) Alternative in the Southern Section. The FEIS/ROD Reevaluation No. 1 also determined that the scope, resources, and potential impacts of the CSVT project in the Northern Section had not changed significantly since FHWA had issued the ROD and that the RC5 Alternative impacts presented in the FEIS were generally still valid. Accordingly, Reevaluation No. 1 (which was approved on May 10, 2006) determined that a supplemental NEPA document was not warranted.

Throughout 2014 and early 2015, after the development of the project had been delayed for several years due to lack of funding, FEIS/ROD Reevaluation No. 2 was prepared to address environmental impact changes associated with continuing final design refinements in both the Northern and Southern Sections of the project. Reevaluation No. 2 concluded that the refined design did not result in any substantive additional adverse impacts to new or previously identified resources that would rise to the level of significance (when compared with the data presented in the FEIS for the Selected Alternative) and also determined that a supplemental NEPA document was not warranted. This Reevaluation was approved on June 30, 2015.

Construction activities began in the Northern Section in early 2016, when work started on the new bridge over the West Branch Susquehanna River. FEIS/ROD Reevaluation No. 3 was prepared to address environmental impact changes associated with final design refinements within the remaining portions of the Northern Section, including modifications to the proposed interchange configurations. That document, which was approved on June 22, 2016, concluded that a supplemental EIS was not warranted since the refined design did not result in any substantive

additional adverse impacts to new or previously identified resources that would rise to the level of significance (when compared with the data presented in the FEIS for the Selected Alternative).

Following the start of final design for the Southern Section, geotechnical studies performed in 2016 identified the need to modify the project alignment within the Ash Basin Focus Area to avoid previously unanticipated, significant engineering and environmental risks associated with two existing fly ash waste basins that the highway was previously proposed to cross. A SEA was prepared to assess the impacts associated with that design change and was published for public review and comment in June 2018. The SEA identified the Eastern Alternative as the Preferred Alternative for the roughly two-mile realignment around the ash basins because it had less impacts to residences, farmlands, and wetlands, had less or similar noise impacts, and better met the traffic needs of the project, when compared to the other alternatives considered. A Public Hearing on the SEA was held on June 21, 2018, and the FONSI was issued by FHWA on January 8, 2019, concurring with the selection of Eastern Alternative and concluding that a supplemental EIS was not required.

FEIS/ROD Reevaluation No. 4 was also prepared in 2018 to document further final design refinements within the Northern Section, including minor modifications to the limit of disturbance (LOD) in the area of the US 15 Interchange. That document, which was approved on July 18, 2018, concluded that a supplemental EIS was not warranted since the refined design did not result in any substantive additional adverse impacts to new or previously identified resources that would rise to the level of significance (when compared with the data presented in the FEIS for the Selected Alternative).

FEIS/ROD Reevaluation No. 5 was prepared in 2021 to document additional design updates throughout the project's Southern Section. Reevaluation No. 5 was approved on August 25, 2021, and concluded that the refined design did not result in any substantive additional adverse impacts to new or previously identified resources that would rise to the level of significance (when compared with the data presented in the FEIS for the Selected Alternative)

This Reevaluation (FEIS/ROD Reevaluation No. 6) documents further design updates in the project's Southern Section. No further design changes or new impacts have occurred in the Northern Section of the project, which was opened to traffic in July 2022. This document has been prepared consistent with 23 CFR 771.129 as a continuation of the NEPA project development process to establish whether or not the project's NEPA documentation, including the ROD, remains valid for subsequent federal action.

1.3 PROJECT PURPOSE AND NEED

The previously determined transportation needs are still valid, and the purposes of the CSVT project remain as follows:

1. Reduce current congestion on study area roadways.
2. Improve safety for the users of the roadway system through better accommodation of all traffic, with particular attention to separating trucks and through traffic from local traffic.
3. Ensure sufficient capacity for the growth in population and employment that is expected for the study area.

2.0 PROJECT OVERVIEW

As described in Section 1.1, Project Description, the CSVT project was divided into two sections, the Southern Section and the Northern Section, to facilitate the development and evaluation of alternatives during the preliminary engineering and EIS process. Both project sections have proceeded separately through the final design and construction project development phases. The Northern Section was opened to traffic in July 2022, and no further design changes or new impacts have occurred in that section. The Southern Section is proceeding through final design and construction and is the focus of this document.

2.1 NORTHERN SECTION UPDATE

The Northern Section construction has been substantially completed since Reevaluation No. 5, with the new highway opened to traffic in July 2022. No additional design- or construction-related modifications have been made to the LOD, and there are no new impacts. This portion of the project has independent utility and provides a bypass of the congestion in Northumberland Borough, Northumberland County and Lewisburg Borough, Union County. Updated traffic counts taken in the vicinity of the completed section indicate that the project has had a substantial impact on traffic patterns in the region. Additional information is provided in Section 2.4 Traffic Update.

2.2 SOUTHERN SECTION UPDATE

Final design was initiated in the Southern Section in February 2015 and is ongoing. The Southern Section is being constructed through three construction contracts to accommodate practical construction phasing and funding availability. The first two contracts, which primarily involve the earthwork (Contract S1) and structures (Contract S2) for the mainline CSVT highway and the PA 61 Connector, have advanced to construction. The third contract (Contract S3), which primarily involves paving, is currently under final design. The status of each contract is as follows:

- **Contract S1** – Construction of the earthwork along the CSVT mainline and PA 61 Connector as well as local road reconfigurations and the Sunbury Road Bridge over CSVT – **started in May 2022; completed in March 2025**
- **Contract S2** – Construction of the bridges along the CSVT mainline and PA 61 Connector as well as noise barriers – **started in October 2023; currently 65% complete; completion anticipated in December 2025**
- **Contract S3** – Construction of the CSVT mainline and PA 61 Connector pavement and remaining appurtenances as well as modifications to existing US 11/15, US 522, and PA 61 to accommodate the interchanges – **start anticipated in late 2025 or early 2026**

2.2.1 LOD Modifications

Design refinements have continued to be made as final design has progressed throughout the entire Southern Section, and updated LOD comparison mapping is included in Section 7.0. Most of the LOD changes that have occurred since Reevaluation No. 5 are along the existing US 11/15 and US 522 corridor. Described below are design modifications that were developed in coordination with local property owners and/or local officials:

- **Buchanan Avenue / North Old Trail Improvements**

At the US 11/15 / US 522 / CSVT Interchange near Selinsgrove, to accommodate the previously proposed reconfiguration of the existing northbound off-ramp (Ramp G), the existing access points along US 11/15 northbound will be removed between the ramp and Susquehanna Valley Mall Drive. Therefore, Buchanan Avenue will be disconnected from US 11/15 northbound, and a cul-de-sac will be constructed at its west end. Access to Buchanan Avenue will continue to be provided via Susquehanna Valley Mall Drive to North Old Trail. To accommodate truck access to the businesses in the area, the existing pavement will be widened at the intersection of Buchanan Avenue and North Old Trail and at the intersection of North Old Trail and Susquehanna Valley Mall Drive, where an existing bridge will be also replaced with a box culvert to accommodate the improvements.

- **Penns Valley Drive Improvements**

At the US 11/15 / US 522 / CSVT Interchange near Selinsgrove, to accommodate the new northbound on-ramp (Ramp C), two existing driveways on US 11/15 southbound will be replaced with a single entrance-only driveway. To maintain truck access to the existing hotels served by those driveways, the hotels' other existing access point will be widened, at the intersection of Buchanan Avenue and Penns Valley Drive. The existing pavement of Penns Valley Drive will also be widened, between the hotel property and Susquehanna Valley Mall Drive, in order to accommodate truck access.

- **Monitoring Well Access**

As part of PennDOT's efforts to monitor local groundwater quality around the Stonebridge neighborhood during construction, two monitoring wells have been installed between the CSVT mainline highway and Stonebridge Drive. Temporary construction easement is required to access the monitoring wells from Stonebridge Drive, in order to perform quarterly groundwater sampling.

- **Traffic Signal and Highway Lighting Improvements**

To ensure compatibility with the new traffic signal and highway lighting systems that will be installed at the project's interchanges and to address existing features that are approaching the end of their service life, additional existing signals and lighting will be replaced along existing US

11/15, US 15, US 522, and PA 61. The signal and lighting improvements will mostly be completed within existing right-of-way, with only minor areas of right-of-way acquisition required at some of the signalized intersections.

In addition to the modifications discussed above, other minor design refinements have been made to improve traffic operations; to improve the constructability of the project; and/or to account for temporary construction easements, permanent drainage easements, stormwater management facilities, utility relocations, local roadway improvements, structure refinements, signing, maintenance and protection of traffic during construction, and property/construction access.

These design refinements generally involve minor expansions of the LOD and associated increases in required right-of-way, but they do not otherwise result in substantial changes in the project's environmental impacts.

2.3 PERMITTING UPDATE

An Individual USACE Section 404 Permit was originally issued for the CSVT project in 2007 (with an original expiration date of December 31, 2017). A modification was most recently issued by the USACE on August 12, 2021, in order to update the permit conditions based on the further developed project design and current impacts and to extend the expiration date to December 31, 2028. Water Quality Certification for the project, under Section 401 of the Federal Clean Water Act, was issued by PA DEP in 2004.

The CSVT project also requires Standard PA DEP Waterways Obstruction and Encroachment Chapter 105 permits and Individual National Pollutant Discharge Elimination System (NPDES) Chapter 102 permits, including detailed Erosion and Sedimentation Pollution Control Plans (ESPC Plans) and Post-Construction Stormwater Management Plans (PCSM Plans), prior to any associated earthmoving activities.

The Chapter 105 permits required for the Northern Section were originally issued by PA DEP on May 7, 2015. (Note that separate Chapter 105 Permits were issued for the Northern Section's impacts in Snyder, Union, and Northumberland Counties.) As the project progressed through final design and construction, PA DEP approved various permit amendments to reflect design modifications made since issuance of the original permits and to authorize construction of the remaining portions of the Northern Section. The Chapter 105 permit for each county expired on December 31, 2022.

The Chapter 105 permit for the Southern Section was issued on August 9, 2021, and is currently scheduled to expire on December 31, 2026.

The NPDES permit for the Northern Section was originally issued by PA DEP on May 7, 2015. As the project progressed through final design and construction, PA DEP approved permit revisions to reflect design modifications made since issuance of the original permit and to authorize construction of the remaining portions of the Northern Section. The NPDES permit for the Northern Section is currently scheduled to expire on June 15, 2026.

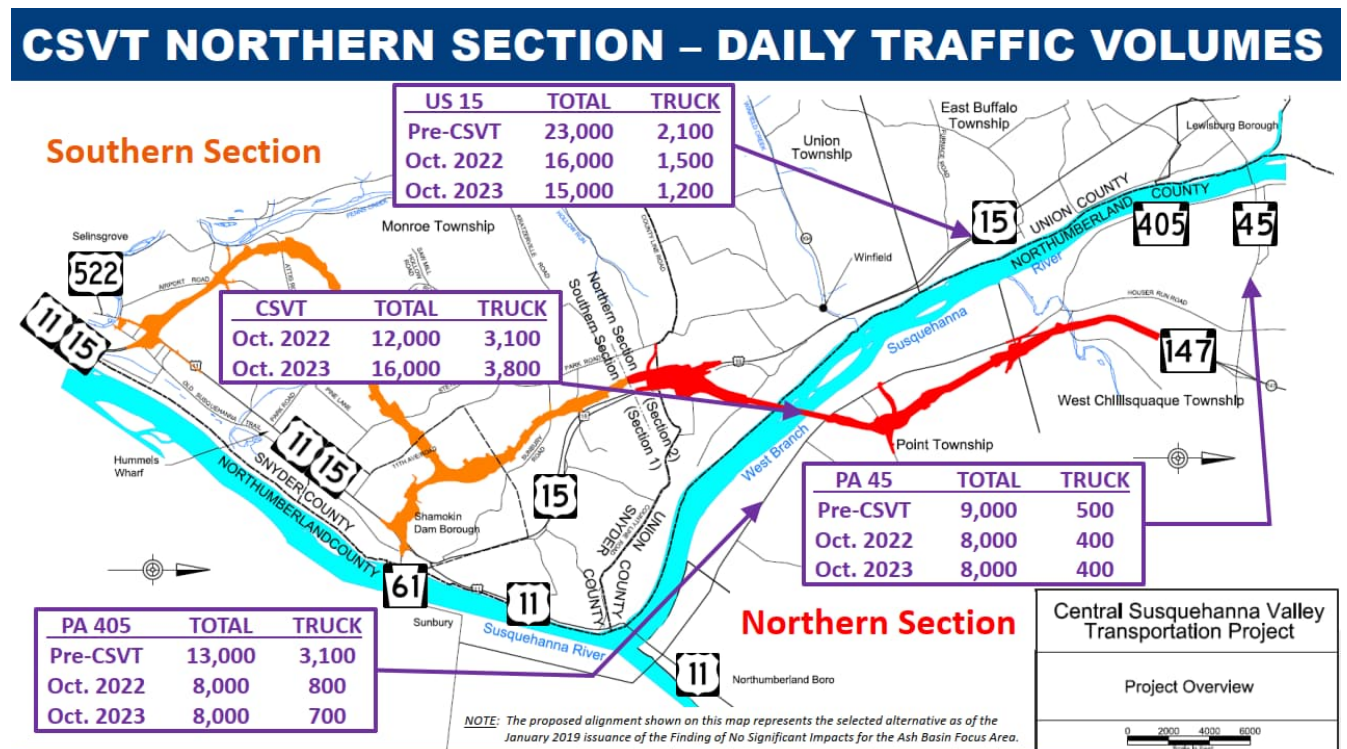
The NPDES permit for the Southern Section was issued on August 10, 2021, and is currently scheduled to expire on August 9, 2026.

Coordination with the natural resource agencies is ongoing related to permit amendments or revisions required for the Southern Section to reflect design modifications made as the project has progressed through final design and construction (since the issuance of the original permits).

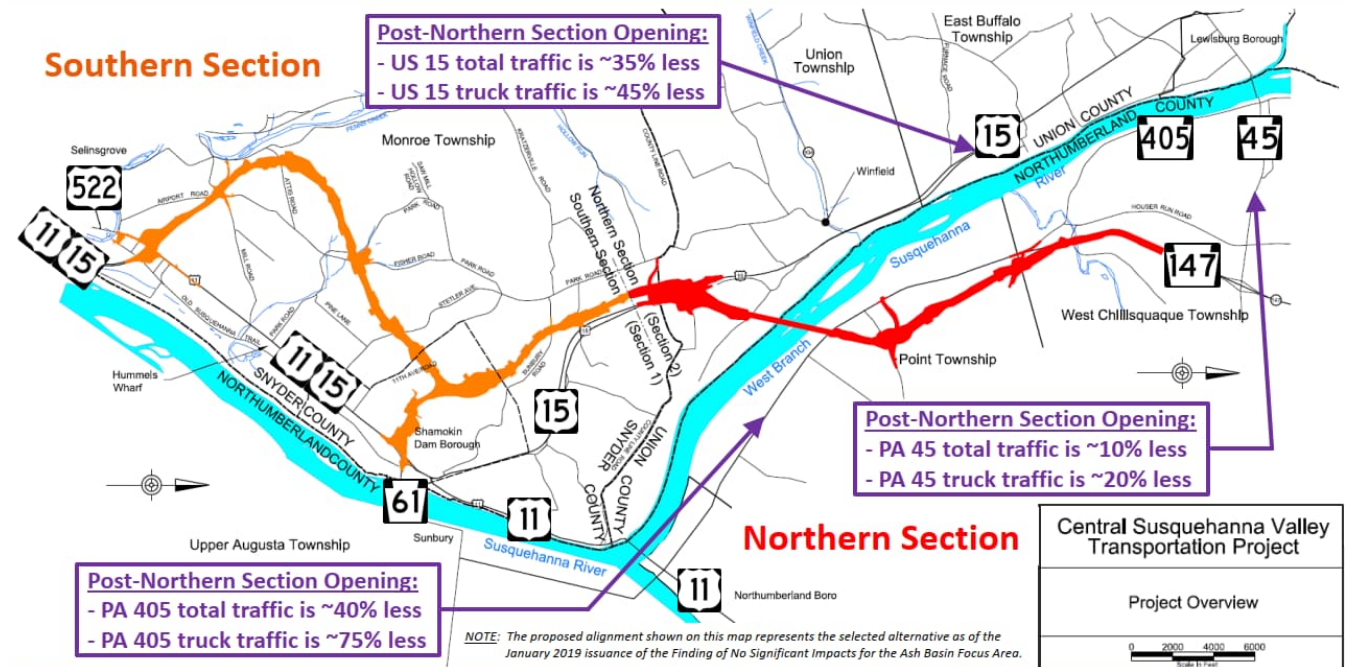
2.4 TRAFFIC ANALYSIS UPDATE

While there has been no update to the overall traffic analysis for the project since Reevaluation No. 3, PennDOT has performed traffic counts to assess the effects that the July 2022 opening of the CSVT Northern Section has had on traffic patterns. The most recent counts, performed in October 2023, found that the CSVT River Bridge is carrying roughly 16,000 vehicles per day, including 3,800 trucks. These latest counts found that more motorists are using the new bridge than in October 2022, when initial counts found roughly 12,000 vehicles per day, including 3,100 trucks.

When compared to traffic counts performed prior to the Northern Section opening, recent counts on other area highways appear to confirm that, as intended, CSVT has removed substantial volumes of north-south through traffic from both US 15 in Lewisburg Borough, Union County and PA 405 (formerly PA 147) in Northumberland Borough, Northumberland County. Data from the recent counts is presented in the figures below.



CSV T NORTHERN SECTION – TRAFFIC IMPACTS



2.5 PROGRAMMING STATUS

The SEDA-COG Metropolitan Planning Organization adopted its 2021-2045 Long-Range Transportation Plan in June 2021, and the plan includes the CSV T project as a fiscally constrained project.

The CSV T project is included on SEDA-COG's Transportation Improvement Program (TIP) for Federal Fiscal Years (FFY) 2025-2028. The state's Twelve-Year Program (TYP) for FFY 2025-2036 includes the TIP in its first four years (2025-2028) and the additional funding required for the remaining portions of the CSV T project in its later years (2029-2036).

2.6 PUBLIC INVOLVEMENT UPDATE

Since Reevaluation No. 5, general public outreach activities related to the Northern Section have included press releases regarding the status of the project, updates to the project website, and responses to public and media inquiries regarding specific aspects of the project or its overall status. In addition, on June 25, 2022, PennDOT held a commemorative event on CSV T prior to the opening of the Northern Section to traffic. The public was invited to walk and/or bicycle across the CSV T River Bridge to get a close-up look at the project. Approximately 6,000 people attended the event, and it was very well received by the public.

For the Southern Section, general public outreach activities have included press releases regarding the status of the project, updates to the project website, and responses to public and media inquiries regarding specific aspects of the project or its overall status. In addition, the project team has coordinated with local property owners and/or local officials regarding design refinements, particularly required access adjustments for properties adjacent to the project's

interchanges. Neighborhood meetings were also held with property owners and residents in areas where noise barriers were determined to be warranted, feasible, and reasonable. Results from the two neighborhood meetings held on August 22 and 23, 2022, are discussed in Section 3.2.1 Noise.

As final design and construction continue for the Southern Section, the project team will likely continue to hold smaller-scale meetings with local officials, property owners, and/or other stakeholders to solicit input and/or address questions/concerns related to specific aspects of the project.

3.0 ENVIRONMENTAL UPDATE

This FEIS/ROD Reevaluation No. 6 documents the changes in impacts to natural, cultural, and socioeconomic resources that have occurred based on the advanced design of the project's Southern Section, changes in regulations/procedures, and changes in existing conditions within the study area.

A summary of environmental impacts at various milestones related to the southern (DAMA/DAM/ Eastern) and the northern (RC5) alignments for the CSVT project area is included in Table 1. The FEIS documented the DAMA alternative as the preferred Southern Section alternative, and FEIS/ROD Reevaluation No. 1 documented the change of the alignment from the DAMA alternative to the DAM alternative. Both the Southern and Northern Section alignments underwent additional preliminary design as part of the Design Field View (DFV) process, and the footprint was modified based on further refinements made during final design, as documented by FEIS/ROD Reevaluation Nos. 1, 2, 3, and 4. The SEA/FONSI documented the change of the Southern Section alignment within the Ash Basin Focus Area to the Eastern Alternative. Further refinements made during final design were presented for the entire Southern Section in Reevaluation No. 5. The first two contracts for the Southern Section (earthwork and structures) have advanced to construction, and the third contract is proceeding through final design and is the focus of this document. The Northern Section construction is complete, and no design changes or new impacts have occurred since Reevaluation No. 4.

Environmental impacts are presented for those resources and subject areas that have experienced a change since the ROD, including changes in regulatory requirements and changes in impacts. All other subject areas outlined in the FEIS/ROD documents have either remained the same or had negligible changes that would not affect the decision-making process.

TABLE 1 – ENVIRONMENTAL IMPACT SUMMARY

Environmental Impacts	2003 FEIS/ROD	2006 FEIS/ROD Reeval. No. 1	2015 FEIS/ROD Reeval. No. 2	2016 FEIS/ROD Reeval. No. 3	2018 FEIS/ROD Reeval. No. 4	2021 FEIS/ROD Reeval. No. 5	2025 FEIS/ROD Reeval. No. 6	Change from FEIS to Reeval. No. 6
SOUTHERN SECTION								
Displacements (number)								
Residential	33	31	31	31	31	38	38	
Commercial Structures	4	1	1	1	1	1	1	
Agriculture (acres)								
Agricultural Security Areas	98.70	96.10	80.70	80.70	80.70	69.27	69.27	
Productive Farmland	151.60	111.90	91.40	91.40	91.40	106.44	106.44	No Changes Since FEIS/ROD Reevaluation No. 5
Habitat (acres)								
Wetlands (direct & temp)	4.79	4.05	3.33	3.33	3.33	3.94	3.94	
Forest Land	183.89	178.71	175.15	175.15	175.15	250.79	250.79	
Old Field	157.02	126.18	103.96	103.96	103.96	88.49	88.49	
Riverine Floodplain Forest	0.05	0	0	0	0	0	0	
Waste Sites (number)	5	3	3	3	3	3	13	+8
Surface Water Resources								
Stream Relocations (number)	3	-	3	3	3	10	10	No Changes Since FEIS/ROD Reevaluation No. 5
Bridge Crossings (number)	2	-	3	3	3	4	4	
Culverts (number)	14	-	13	13	13	27	27	
Total Impacts (linear feet)	16,445	13,770	12,964	12,964	12,964	17,984	18,707	+2,262
T&E Species	No	No	Yes (NLE Bat)	Yes (NLE Bat)	Yes (NLE Bat)	Yes (NLE Bat)	Yes (NLE Bat)	No Changes Since FEIS/ROD Reevaluation No. 5
Historic Properties	No	No	No	No	No	No	No	
Section 4(f) Resources	No	No	No	No	No	No	No	

Environmental Impacts	2003 FEIS/ROD	2006 FEIS/ROD Reeval. No. 1	2015 FEIS/ROD Reeval. No. 2	2016 FEIS/ROD Reeval. No. 3	2018 FEIS/ROD Reeval. No. 4	2021 FEIS/ROD Reeval. No. 5	2025 FEIS/ROD Reeval. No. 6	Change from FEIS to Reeval. No. 6
Net Earthwork (Cut – Fill; CY)	2,357,000	202,912	321,088	321,088	321,088	-140,000	-170,000	-2,527,000
Construction/Right-of-Way/Utility Costs	\$114,027,492 (2003 \$)	\$110,250,000 (2005 \$)	\$213,650,000 (2014 \$)	\$222,100,000 (2015 \$)	\$227,200,000 (2017 \$)	\$390,000,000 (2020 \$)	\$480,000,000 (2024 \$)	
NORTHERN SECTION								
Displacements (number)						No Changes Since FEIS/ROD Reeval No 4.		
Residential	25	23	24	24	24			
Commercial Structures	0	0	0	0	0			
Agriculture (acres)								
Agricultural Security Areas	49.0	49.0	49.9	50.0	50.0			
Productive Farmland	165.6	154.6	105.3	129.2	129.6			
Habitat (acres)								
Wetlands (direct & temp acres)	2.98	3.05	2.90	2.90	2.90			
Forest Land (acres)	181.13	182.01	219.42	225.92	226.02			
Old Field (acres)	38.92	34.25	53.04	52.74	52.74			
Riverine Floodplain Forest (acres)	5.66	6.23	9.40	9.40	9.40			
Waste Sites (number)	0	0	0	0	0			
Surface Water Resources								
Stream Relocations (number)	2	2	1	1	1			
Bridge Crossings (number)	4	4	4	4	4			
Culverts (number)	5	5	1	1	1			
Pipes (number)	*	*	8	8	8			
Total Impacts (linear feet)	8,480	9,360	14,216	14,480	14,480			
T&E Species	No	No	Yes (NLE Bat)	Yes (NLE Bat)	Yes (NLE Bat)			
Historic Properties	No	No	Yes	Yes	Yes			
Section 4(f) Resources	No	No	Yes	Yes	Yes			
Net Earthwork (Cut – Fill; CY)	2,108,000	28,602	44,685	400,000	400,000**			
Construction/Right-of-Way/Utility Costs	\$149,742,157 (2003 \$)	\$170,115,794 (2005 \$)	\$329,650,000 (2014 \$)	\$351,700,000 (2015 \$)	\$339,200,000 (2017 \$)			

3.1 NATURAL ENVIRONMENT

Table 1 documents changes in environmental impacts for those resources affected with the design modifications outlined in Section 2.2.

3.1.1 Wetlands

The Southern Section requires numerous wetland crossings. The final design has evaluated measures to avoid and minimize wetland impacts. The current wetland impacts for the Southern Section are presented in Table 1. There has been no change in the wetland impact numbers since FEIS/ROD Reevaluation No. 5. Overall, there is a slight reduction in the wetland impacts when comparing the 2003 (FEIS/ROD) design to the current design. Avoidance and minimization measures will continue to be incorporated into the project design, where feasible, as permitting coordination continues with the natural resource agencies.

3.1.2 Streams

The Southern Section requires numerous stream crossings. The final design has evaluated avoidance and minimization measures for each of the crossing locations. The stream impacts for

the Southern Section are presented in Table 1. There has been a slight increase (723 LF) in the stream impact numbers since FEIS/ROD Reevaluation No. 5 based on the refined design and final permitting impact calculations. Avoidance and minimization measures will continue to be incorporated into the project design, where feasible, as permitting coordination continues with the natural resource agencies.

3.1.3 Vegetation and Wildlife

3.1.3.1 Land Cover

Land cover within the CSVT LOD was previously updated, mapped, and field-verified in the spring/summer of 2014 and subsequently outlined in FEIS/ROD Reevaluation No. 2. No major changes were discovered, though certain land cover compartments have evolved over time, resulting in modifications to the overall impact numbers. Since the LOD modifications presented in this Reevaluation are generally minor, there are no changes to the land cover impacts previously reported in Reevaluation No. 5.

3.1.3.2 Endangered Species Act (Section 7 Consultation)

The Pennsylvania Department of Conservation and Natural Resources' (PA DCNR) Pennsylvania Natural Diversity Inventory (PNDI) Heritage Geographic Information System (HGIS) database was accessed to determine if the project area supports threatened or endangered species or their habitats. Through the development of the CSVT project, the United States Fish and Wildlife Service (USFWS) has identified concerns regarding potential impacts to Indiana Bats and Northern Long-Eared Bats. Following the January 2016 announcement of the final 4(d) rule related to the Northern Long-Eared Bat, FHWA and PennDOT consulted with the USFWS for the remaining construction sections of the CSVT project and subsequently implemented 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 from August 1 to October 31. No tree clearing can occur from June 1 to July 31. Implementation of the National Programmatic BO concludes that the proposed CSVT project is likely to adversely affect Northern Long-Eared Bats but is not likely to jeopardize the continued existence of the species. The USFWS originally approved the use of the National Programmatic BO for the CSVT project overall in October 2016 and specifically approved its use for the Eastern Alternative within the Ash Basin Focus Area in February 2018.

In addition to the consultation regarding the Northern Long-eared Bat, in October 2016, the USFWS identified potential concerns regarding the Indiana Bat in the Southern Section. FHWA and PennDOT, in consultation with the USFWS, performed a mist net survey in the summer of 2017 to address potential Indiana Bat concerns. The mist net survey was completed in July and August 2017, and no state or federal threatened or endangered bats were captured, including Indiana Bats. A summary of the results of the mist net survey effort was forwarded to the USFWS in the fall of 2017, and a formal report was provided in January 2018 as part of the consultation efforts. Additionally, there is no critical bat habitat or hibernaculum within the CSVT project area. Based on the survey results, the USFWS concluded in February 2018 that the Southern Section may affect, but is not likely to adversely affect, the Indiana Bat.

On November 30, 2022, the USFWS announced that the protected status for the northern long-eared bat (NLEB) was elevated from threatened to endangered. As part of that elevated protection, USFWS issued interim guidance to advance consultation for a period of one year (from March 31, 2023 to April 1, 2024) for projects that had been in consultation and construction. PennDOT and FHWA had been using the Streamlined Section 7 process in accordance with the National Programmatic Biological Opinion (PBO) to advance the Southern Section of the CSVT project. As of March 31, 2023, all trees within the Southern Section LOD at the time had been cleared in accordance with the time of year restriction guidance previously offered by the USFWS.

In accordance with the USFWS's interim guidance (2023) and the U.S. Army Corps of Engineers Public Notice, CENAB-OPR-P SPECIAL PUBLIC NOTICE-23-17, issued March 31, 2023, PennDOT completed an updated Pennsylvania Natural Diversity Inventory (PNDI #603833) review on April 20, 2023. The results of the PNDI identified an Avoidance Measure to prohibit tree clearing between May 15 to August 15 to avoid conflicts with the NLEB. PennDOT agreed to adopting this avoidance measure for any additional tree clearing identified to be necessary for the Southern Section of the CSVT project. The updated PNDI receipt (dated April 20, 2023) therefore served as the new consultation "mechanism" for CSVT, replacing all other former biological opinion / streamlined consultations that were implemented over the past several years. The updated PNDI receipt was identified as valid guidance until April 20, 2025, or any earlier date that USFWS released final NLEB guidance that would supersede prior consultation.

The PNDI for the Southern Section was updated most recently on May 14, 2024, and is valid for a period of two years until May 14, 2026. PennDOT again agreed to adopt the avoidance measure presented in the PNDI to avoid tree clearing between May 15 and August 15, and the PNDI states that no further agency coordination is necessary. The USFWS Pennsylvania Field Office (PAFO) conducted a public training/webinar on Wednesday, June 11, 2025, to outline changes in the PNDI and USFWS Information for Planning and Consultation (IPaC) review systems. Updates have been made to better coordinate the two systems for project reviews. It was stated in the webinar that if the project has a current and finalized PNDI, the PNDI does not need to be re-run or updated due to the current updates of the two project review tools.

In February 2022, residents in the area of the Southern Section contacted PennDOT to report the presence of a bald eagle nest. Field reconnaissance conducted on February 23, 2022, identified an active eagle nest in a forest stand bordered by Penns Creek, Mill Road, and PA 204, approximately 730' from the closest point of the Southern Section LOD. It was determined that the planned Southern Section construction activities would comply with the 660' buffer distance specified by USFWS around the nest for general construction and development activities. Because blasting was required within the ½-mile buffer distance specified by USFWS for blasting and other loud, intermittent noises, the project team coordinated with USFWS in March 2022 and established initial time of year restrictions prohibiting blasting within that buffer from January 1 to April 30 (to protect the eagles from loud and intense noise during the laying, incubation, and brooding phases of their breeding season). Background acoustical studies were subsequently conducted at the nesting location to determine existing sound level fluctuations associated with the nearby Penn Valley Airport. Based on the results, the USFWS concurred in October 2023 with eliminating the time of year restrictions, as the study demonstrated that the eagles tolerate existing activities similar to blasting. Sound level monitoring was completed during blasting as a precaution, and the monitoring found insignificant increases to the acoustic environment at the nest. The bald eagles continue to nest in this general location as of spring of 2025, after losing their nest to high winds in spring of 2024.

3.1.4 Agriculture

Agricultural land use was reassessed in Reevaluation No. 5 throughout the Southern Section, and the Agricultural Security Area (ASA) parcel designations were updated. Generally speaking, the footprint of the project decreased significantly since the FEIS/ROD due to the reduction of the proposed median width from 90 feet (FEIS/ROD impacts) to 60 feet (FEIS/ROD Reevaluation No.1 impacts) to 36 feet (current impacts) and the balancing of earthwork. The FEIS/ROD impact numbers also used a “buffer” extending from the proposed cut and fill areas since right-of-way limits were not yet defined. The right-of-way limits are now established, and the LOD is therefore defined in the agricultural areas. Impacts to agricultural lands remain the same as presented in Reevaluation No. 5.

An Agricultural Land Condemnation Approval Board (ALCAB) hearing was held on March 31, 2005, and the adjudication was issued on April 22, 2005, approving the DAMA Preferred Alternative in the Southern Section. Subsequent to the 2005 adjudication, the FHWA determined that the Simon P. App farm was not eligible for the NRHP under the new historic context outlined in the North and West Branch Susquehanna Diversified Farming Region. This finding changed the preferred alternative from the DAMA to the DAM Alternative (see discussion in Section 1.2). A second ALCAB hearing was held on May 4, 2006, and the adjudication was issued on May 8, 2006, approving the DAM Preferred Alternative in the Southern Section.

To address the design changes outlined in Reevaluation No. 5, a third ALCAB hearing was held on August 26, 2020. Specifically, the hearing addressed three focus areas within the Southern Section where the reconfiguration or realignment affected farming operations: the Mill/App Road Focus Area, the Acid-Bearing Rock Focus Area, and the Ash Basin Focus Area. (Note that agricultural impacts within the Ash Basin Focus Area were previously evaluated in the SEA/FONSI.) The adjudication was issued on September 21, 2020, approving the current Southern Section alignment.

3.2 SOCIAL ENVIRONMENT

3.2.1 Noise

A final design noise analysis has been prepared for the Southern Section, and associated coordination with residents was completed in summer of 2022. Feasible and reasonable noise walls have been incorporated into the design. The Final Design Engineering Noise Analysis Report was approved by FHWA on May 2, 2023.

The project study area was divided into sixteen (16) Noise Study Areas (NSAs). Based on the evaluation of existing and future noise levels and noise abatement criteria, project-related noise impacts were identified in all NSAs except NSAs 2, 12, and 16

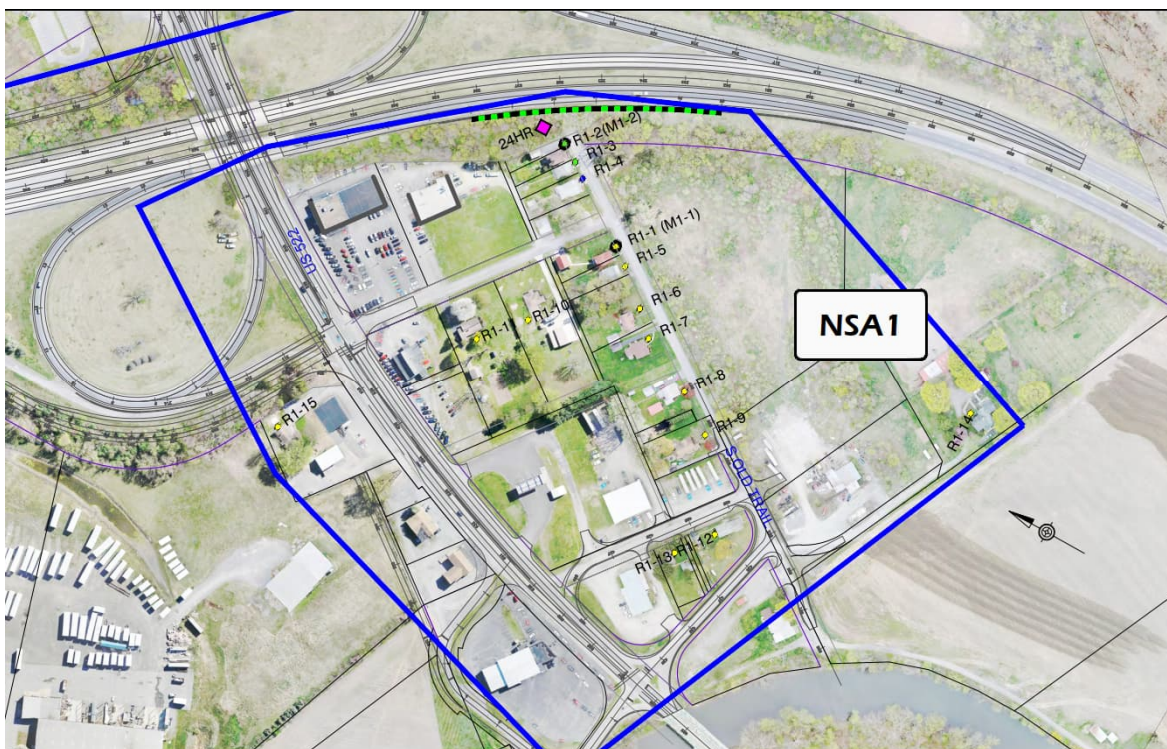
Based on the evaluation of the noise levels associated with the engineering plans for the Southern Section, noise abatement features were determined to be feasible and reasonable within NSAs 1, 7, 13, 14A and 15. This analysis resulted in the development of the following feasible and reasonable noise barriers along the project alignment, which are illustrated in the figures below:

- NSA 1 Barrier – A noise barrier averaging 12 feet in height along CSVT southbound, with a length of approximately 595 feet.
- NSA 7 Barrier – A noise barrier averaging 12 feet in height along CSVT northbound, with a length of approximately 2,599 feet.

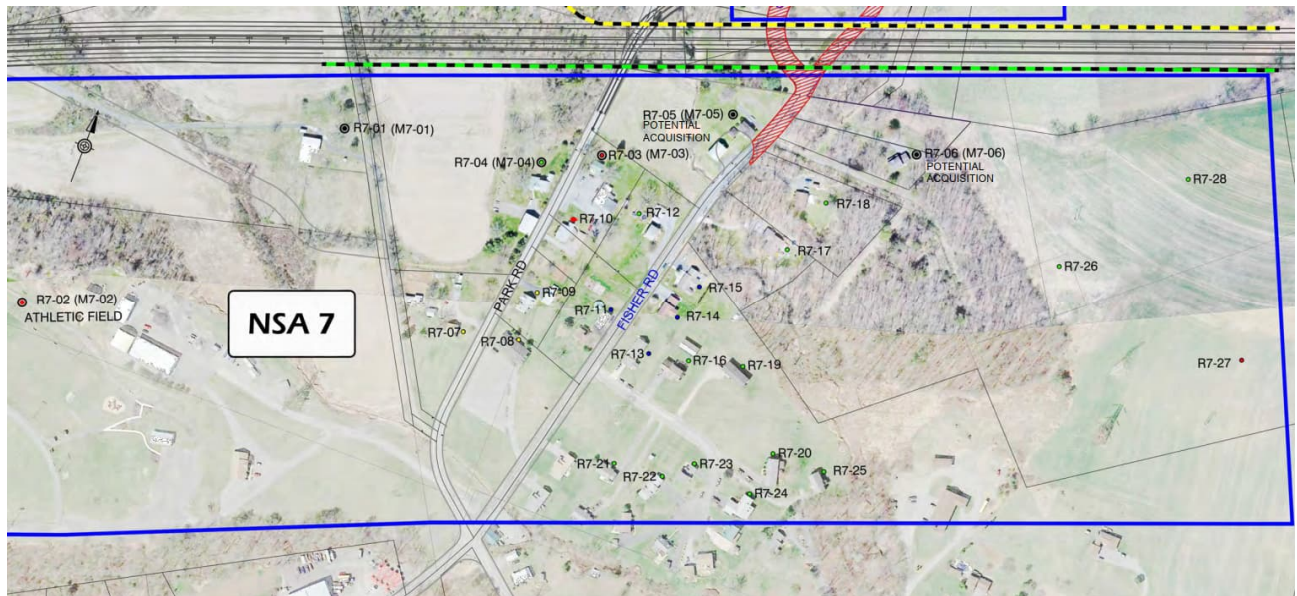
- NSA 13 Barrier – A noise barrier averaging 18 feet in height along CSVT southbound, with a length of approximately 2,684 feet.
- NSA 14A Barrier – A noise barrier averaging 21 feet in height along CSVT northbound and the PA 61 Connector eastbound, with a length of approximately 4,100 feet.
- NSA 15 Barrier – A noise barrier averaging 20 feet in height along the PA 61 Connector westbound, with a length of approximately 3,634 feet.

Two public meetings were held on August 22 and 23, 2022 with the property owners and renters in NSAs 1, 7, 13, 14A and 15 communities to explain and discuss the noise analyses, barrier options, and choices for barrier textures. Based on the benefited receptors' responses to the survey and a combined voting percentage of 66% in favor of the noise barrier, NSA 1 will have a noise barrier with the Ashlar Stone texture in Gray for the community side of the noise barrier. For NSA 7, 92% of the respondents to the survey voted in favor of the noise barrier and chose the Ashlar Stone texture in Gray for the community side of the noise barrier. For NSA 13, 100% of the respondents to the survey voted in favor of the noise barrier and chose the Ashlar Stone texture in Gray for the community side of the noise barrier. For NSA 14A, 95% of the respondents to the survey voted in favor of the noise barrier and chose the Ashlar Stone texture in Gray for the community side of the noise barrier. For NSA 15, 100% of the respondents to the survey voted in favor of the noise barrier and chose the Ashlar Stone texture in Gray for the community side of the noise barrier. In addition, PennDOT chose the Ashlar Stone texture in Gray for the barrier facing the highway.

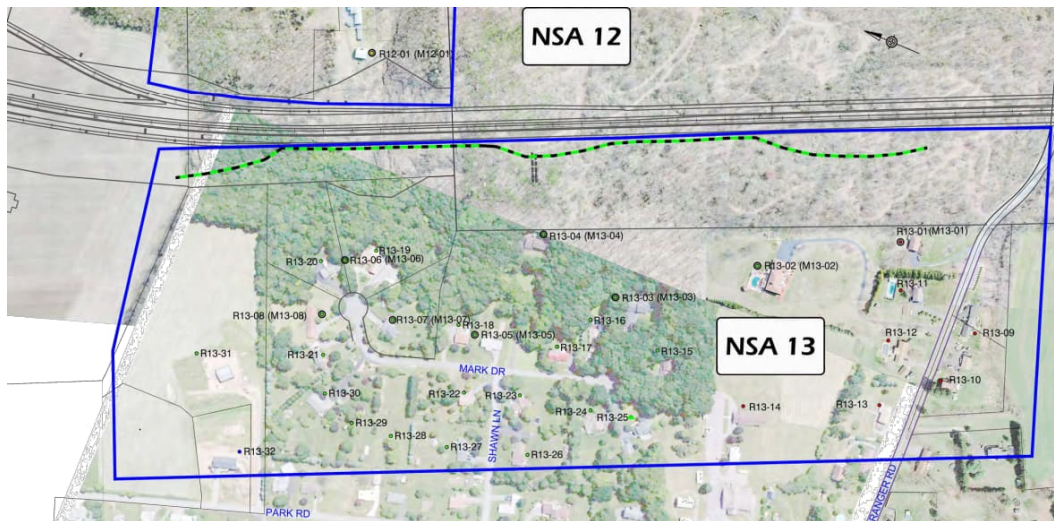
NSA 1 – Noise Barrier



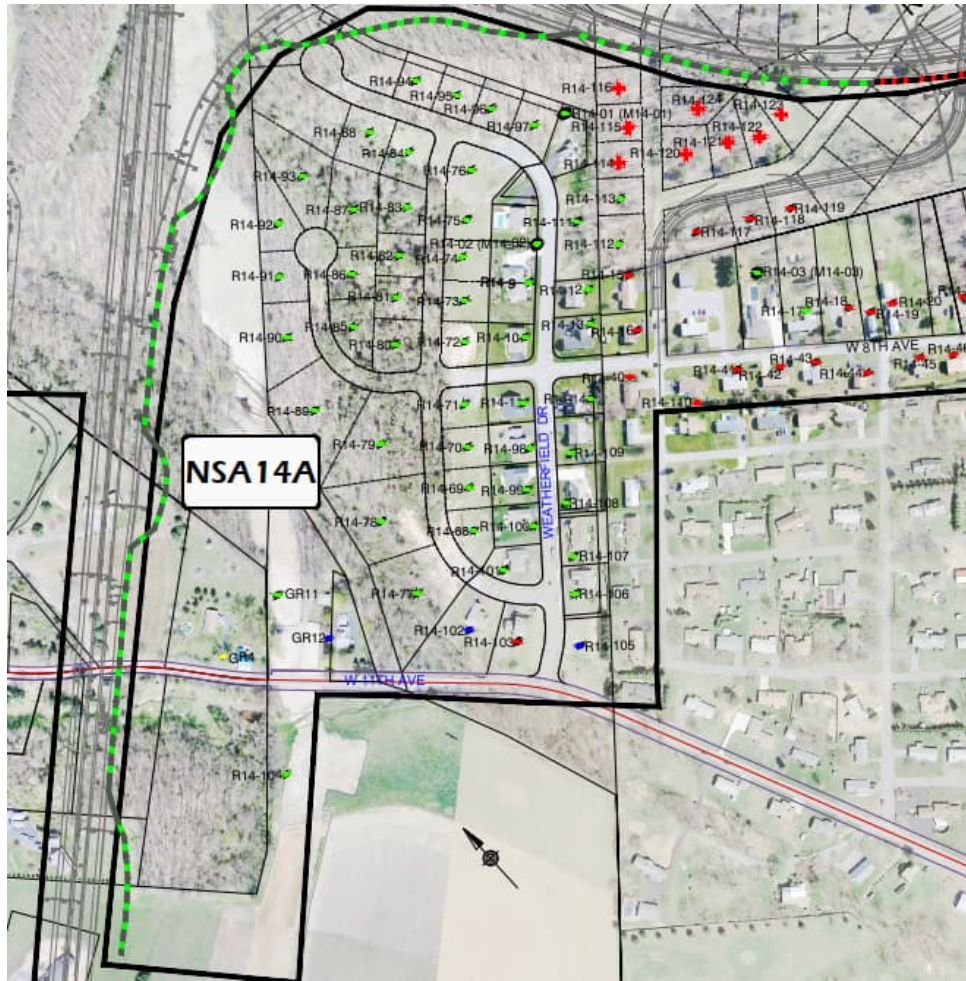
NSA 7 – Noise Barrier



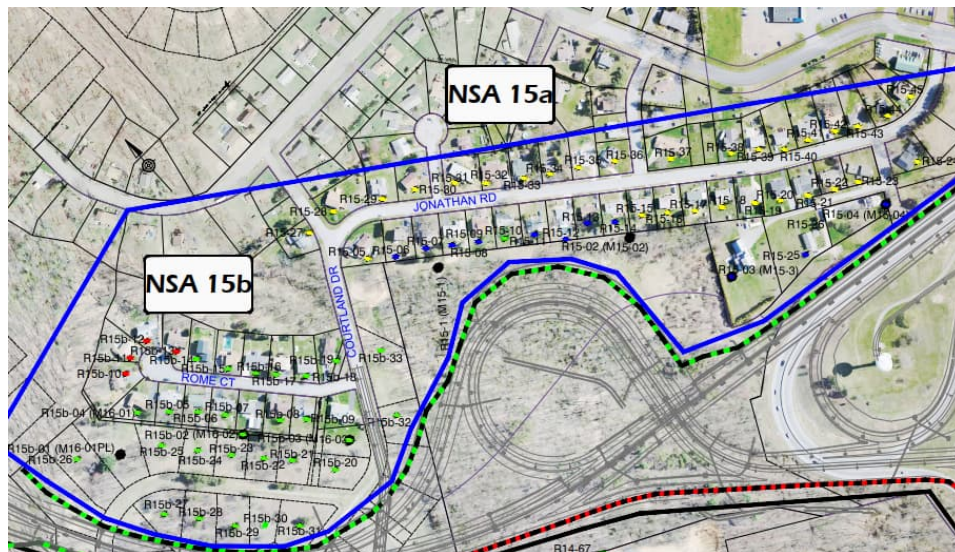
NSA 13 – Noise Barrier



NSA 14A – Noise Barrier



NSA 15 – Noise Barrier



3.2.2 Residential Displacements and Overall Right-of-Way Impacts

The number of required residential displacements in the Southern Section has not changed since Reevaluation No. 5. Compared to the project design presented in Reevaluation No. 5, the design modifications presented in this Reevaluation have slightly increased the Southern Section's overall right-of-way impacts by requiring additional partial acquisitions, particularly in the area of the US 11/15 / US 522 / CSVT Interchange near Selinsgrove.

3.2.3 Major Utility Coordination

The current LOD incorporates the disturbance associated with the major utility relocations required for the Southern Section. Several PPL electric transmission line relocations were required (although the relocations were not affected by the design changes presented in this Reevaluation). Substitute right-of-way and/or new access easements were required primarily for the transmission lines between Attig Road and Park Road, near Stetler Avenue, and near Sunbury Road. PPL's physical work to relocate the transmission lines was completed in December 2022.

The Southern Section directly impacted a water supply well owned by Aqua Pennsylvania (Aqua) and located near Airport Road and Mill Road. The well was originally constructed in 2009 (after the preparation of the FEIS and the issuance of the ROD), and it was part of a three-well system that serves approximately 900 customers. The project team coordinated extensively with Aqua and PA DEP related to the relocation of the impacted well. The impacted well (Well #7) was decommissioned and the replacement well (Well #8) was brought online in June 2023. The project design incorporated measures, coordinated with Aqua and PA DEP, to minimize the potential for impacts to Aqua's groundwater supply during and after construction of the Southern Section, such as the installation of impervious linings in the drainage channels and sediment/stormwater basins within the wellhead protection zones.

The current LOD also incorporates the disturbance associated with the required relocation of UGI's Sunbury Pipeline natural gas line in the area of the CSVT/PA 61 Connector Interchange. The impact to the Sunbury Pipeline was previously documented in the SEA/FONSI, and its relocation was completed in late 2020.

3.2.4 Waste and Hazardous Materials

A preliminary waste site assessment (PWSA) report was prepared in February 2021 based on the updated LOD for the Southern Section. This report outlined several areas that would require additional investigation based on expansions of the LOD since Reevaluation No. 4.

Three sites to be impacted during the first construction contract were advanced to an initial Phase II & III Environmental Site Assessment (ESA), which was completed in July 2021. The three sites include Waste Site (WS) #1 – Murray Motors, #47 – Talen Property, and #56 – vacant commercial lot. PennDOT developed special provisions for the contractor to address the removal and remediation needs at those locations during construction.

Based on the PWSA report as well as a Phase II geotechnical study performed in December 2022, ten additional sites to be impacted during the third construction contract were advanced to a Phase III ESA, which was completed in February 2024. The ten sites are listed below and are generally located along the existing US 11/15 and US 522 corridor, near the project's southern interchange.

- WS #2 – A1 Carpet (formerly Class A Auto)
- WS #42 – Colours, Inc. (formerly Road Track & Trail)
- WS #43 – vacant commercial lot (formerly Auto Credit)
- WS #48 – Zimmerman's Used Cars
- WS #49 – vacant commercial property
- WS #50 – suspected former commercial property
- WS #51 – CD Smith LLC Trucking
- WS #52 – Fremont Auto Parts
- WS #55 – Murray Motors Detailing
- WS #60 – Smith's Used Cars

Soil samples were collected from borings drilled on each site, and the samples were analyzed for Target Compound List (TCL) Volatile Organic Compounds, TCL Semi-Volatile Organic Compounds, and total lead. The analyses reported no exceedances of the PA DEP Act 2 Medium-Specific Concentrations for direct contact in a non-residential setting (up to 15-foot depth) or the PA DEP Management of Fill Policy Clean Fill Concentration Limits and Regulated Fill Concentration Limits. Historic fill was identified in the borings drilled on WS #49, WS #50, and WS #52.

PennDOT has developed special provisions for the contractor to address the removal and remediation needs at these locations during construction. If soils/fill generated from these from sites during construction cannot be utilized as fill within the project area/right-of-way, they will be segregated, sampled, and tested to ensure they are properly managed when they are exported from the site.

3.2.4.1 Acid-Bearing Rock (ABR)

The FEIS included discussions on the geological formations that would be impacted by the various project alternatives, but there was no assessment of potential ABR concerns. According to PA DEP, deposits of ABR with greater than 0.5% total sulfur are considered a potential source of acid runoff. In addition, PennDOT's ABR Policy (Publication 293) indicates that a negative net neutralization potential can indicate a potential acid-producing source. When excavated ABR materials come in contact with air and water, the resultant acid runoff can impact local surface waters and groundwater as well as the local soils, if not managed properly.

Geotechnical studies performed in 2016 revealed that there is ABR along the previously proposed CSVT Southern Section alignment between Attig Road and Park Road. There is also a very small area of acid rock just south of Attig Road.

As discussed in Reevaluation 5, the proposed CSVT alignment was modified to minimize the excavation of ABR. The horizontal alignment was shifted up to 400 feet south of the original alignment, beginning approximately 1,500 feet south of Attig Road and ending near Park Road and Fisher Road. This modification reduced the excavation of ABR by up to 80%, from approximately 2 million cubic yards to approximately 0.4 million cubic yards.

Following additional geotechnical testing and in coordination with PA DEP, the project team developed a Pyritic Material Handling Plan (PMHP) to address the remaining unavoidable excavation of ABR. The plan included requirements for identifying and testing ABR during construction in addition to specifications for the management and disposal of ABR. To minimize the potential for acid runoff to occur during and after construction, stormwater was diverted around

ABR areas, excavated ABR was managed on-site through treatment and encapsulation, and exposed rock surfaces were also treated. The PMHP also included provisions to monitor groundwater and surface waters within ¼ mile of ABR areas for potential impacts.

Major earthwork operations involving ABR excavation began in early 2023 and were completed in late 2024 under the first Southern Section construction contract. Monitoring of groundwater and surface water within ¼ mile of ABR areas is ongoing, in accordance with the PHMP.

3.3 CULTURAL RESOURCES

3.3.1 Archaeological Resources

As final design has progressed, minor changes to the project footprint have occurred outside the original Area of Potential Effect (APE) covered in the 2010 Phase I/II Archaeological Report. Consistent with the terms of the project-specific Programmatic Agreement (PA), these areas have undergone additional Phase I archaeological testing and were included in two addendums to the Phase I/II Archaeological Report. The first addendum report was transmitted to the federally recognized Tribes and the Pennsylvania State Historic Preservation Officer (PA SHPO) on January 5, 2015. No new archaeological sites were identified within the modified APE. On January 27, 2015, the PA SHPO concurred with the finding of No Effect on archaeological resources.

The second addendum was prepared as a result of the additional final design adjustments in the Northern Section outlined in FEIS/ROD Reevaluation No. 3. No new archaeological sites were identified within the modified APE. This report was transmitted to the federally recognized Tribes and the PA SHPO on July 22, 2016, and the PA SHPO concurred with the finding of No Effect on archaeological resources on August 9, 2016.

Archaeological investigations have been completed for the areas of the Southern Section design modifications, and no new archaeological sites have been found. The field work for the APE modifications discussed in Reevaluation No. 5 was completed in summer of 2021. Additional field work for the APE modifications discussed in this Reevaluation was completed in 2023 and 2024, and the third addendum to the Phase I/II Archaeological Report is currently being finalized in compliance with the PA.

3.3.2 Historic Resources

Since the completion of FEIS/ROD Reevaluation No. 4, no new historic resources listed or eligible for listing on the NRHP have been identified in the project's APE. A Determination of Effect Report was prepared in June 2019 to cover the Southern Section design modifications outlined in Reevaluation 5. The report was posted to ProjectPATH on June 19, 2019, with a finding of No Adverse Effect, and the PA SHPO concurred with the finding on July 3, 2019.

3.3.3 Programmatic Agreement (PA)

The Second Amendment for the Section 106 PA was executed on December 22, 2015, and the current expiration date is December 22, 2025. A third amendment will be prepared and executed to extend the agreement through the anticipated duration of the Southern Section construction.

4.0 SECTION 4(f) EVALUATION

There has been no change to the status of Section 4(f) issues on this project.

5.0 MITIGATION UPDATE

An overall Mitigation Commitment Tracking spreadsheet was prepared as part of the original NEPA Mitigation Report (predates PennDOT's Environmental Commitment and Mitigation Tracking System [ECMTS] procedures as defined in Strike-Off Letter 432-12-06) for the project to continuously track the commitments made and included in the project's FEIS, ROD, permits, and other project authorizations. These documents include all commitments and mitigation required, including items from the NEPA environmental reviews, the Section 4(f) Evaluation, and the Section 404/Chapter 105 and NPDES permit processes. Major mitigation items completed since FEIS/ROD Reevaluation No. 5 are discussed below.

A Mitigation Tracking Matrix List has been developed for and incorporated into each Southern Section construction contract, consisting of items from the overall Mitigation Commitment Tracking spreadsheet that are applicable to the respective contract.

5.1 NATURAL RESOURCE MITIGATION

PennDOT has been providing regular post-construction monitoring for the Center Mitigation Site and the Vargo Mitigation Site. Specifics related to the mitigation requirements and monitoring are documented in the FEIS/ROD Reevaluation No. 2.

Related to wetland impacts for the Southern Section, permitting coordination with the USACE, PA DEP, and the United States Environmental Protection Agency has documented that all required compensatory wetland mitigation has been debited from the Center Mitigation Site to offset the project's impacts. No additional coordination is needed with the natural resource agencies unless additional wetland impacts occur or temporary wetland impact restorations are unsuccessful, which would likely require additional mitigation to be debited from existing wetland areas at the Center Mitigation Site.

Related to stream impacts, compensatory mitigation was previously completed at the Center Mitigation Site for the CSVT project overall, as part of the total ecosystem approach that was developed in close coordination with the natural resource agencies (as originally documented in the FEIS). However, PA DEP is currently developing new regulations that may establish quantitative stream mitigation requirements based on functional assessments of the impacted and improved watercourses. PennDOT therefore coordinated with PA DEP and PFBC following the completion of the 2020 stream assessments (described in Reevaluation 5) and determined that such new regulations would likely require additional mitigation to be completed in order to allow PA DEP to issue a Chapter 105 permit for the Southern Section. As a result, PennDOT decided to provide additional mitigation to avoid the potential project delay that would likely occur if such new regulations were enacted prior to the issuance of the Chapter 105 permit. As final design for the Southern Section progressed, PennDOT further coordinated with PA DEP and PFBC to evaluate options for this additional mitigation. With the support of PA DEP and PFBC, PennDOT and the Union County Conservation District (UCCD) executed an agreement in February 2022 under which PennDOT contributed \$265,000 of state funding to the UCCD to complete improvements to streams in watersheds surrounding the project. Fifteen watershed improvement projects were completed by the UCCD in 2022 using the funding provided by the agreement. These improvements provide cost-effective, high-value additional mitigation close to the project impact area.

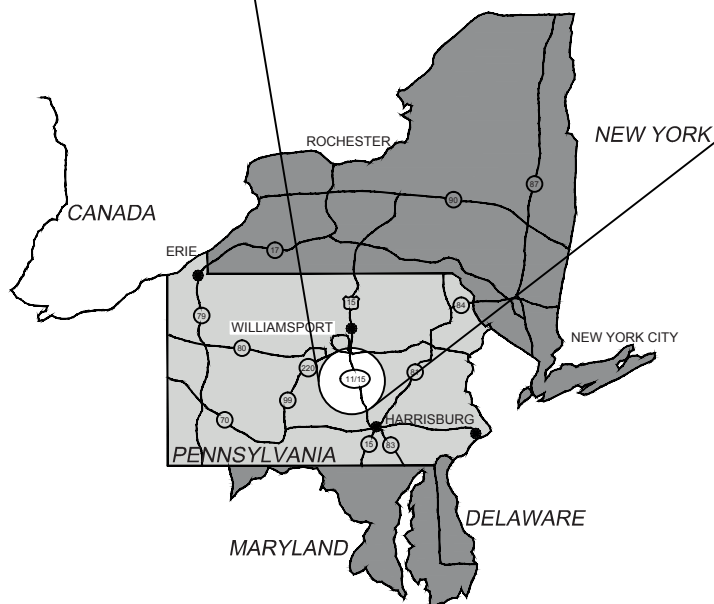
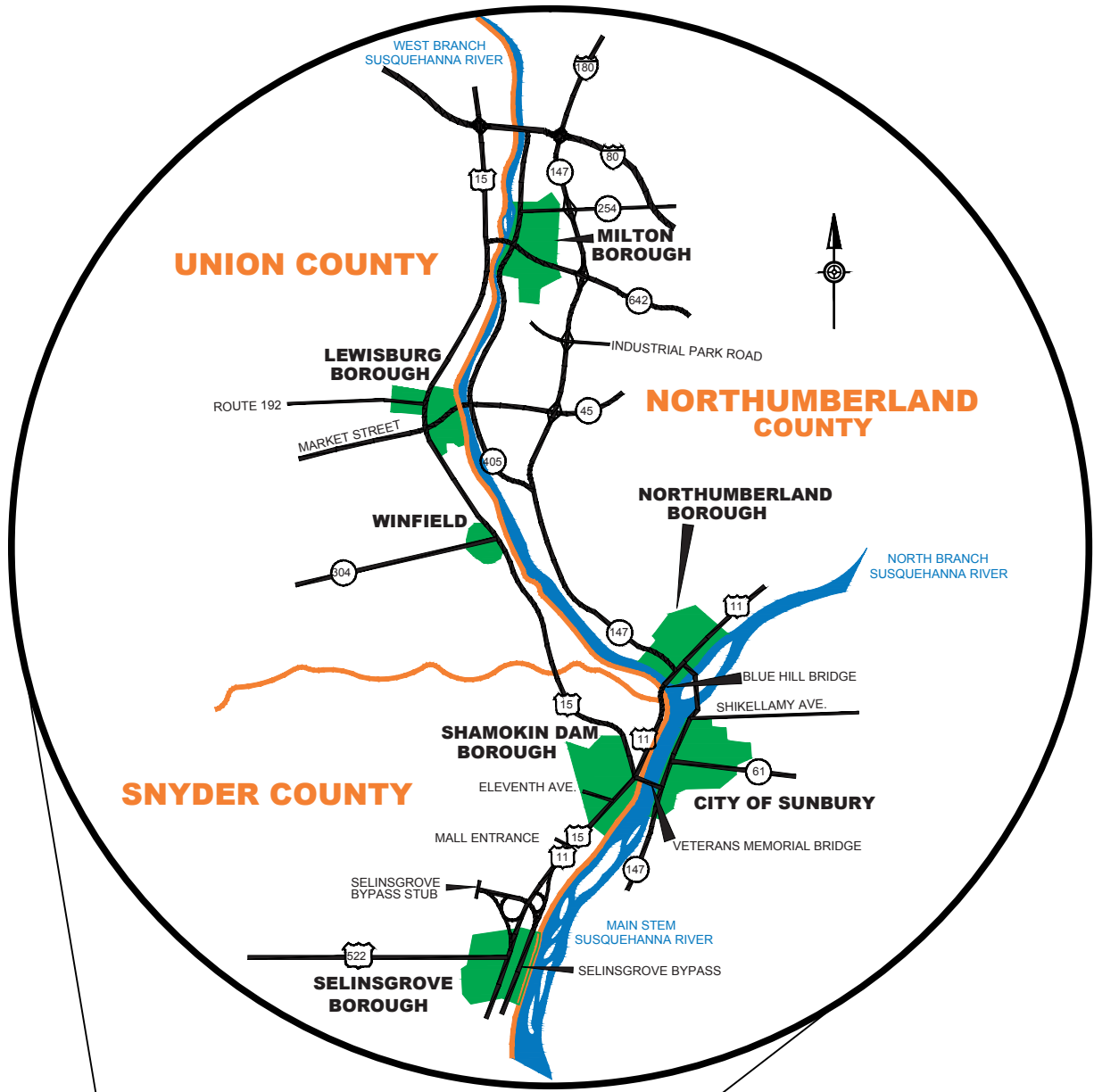
6.0 CONCLUSION

Based on the information presented in this FEIS/ROD Reevaluation No. 6, it has been determined that the design changes in the Southern Section of the CSVT project do not result in any new or additional adverse impacts when compared with the data presented in the FEIS for the Selected Alternative that would rise to the level of significance; therefore, a supplemental NEPA document is not warranted at this time.

The updated design for the Southern Section of the CSVT project has resulted in minor increases in overall project acreage and in stream impacts, but no other substantial changes to impacts have been noted. Given the context of the project area and resources as well the fact that the current scope of the project and the magnitude of the impacts have not changed meaningfully with respect to the preliminary design of the Selected Alternative, a supplemental NEPA document is not warranted. General public involvement activities (website updates, meetings with public officials, etc.) and agency coordination have continued.

The environmental impact changes discussed herein have also been communicated to public officials, with whom the project team meets on a frequent basis. As all sections of the project proceed through final design, right-of-way acquisitions, utility relocation, and construction, additional reevaluations will be undertaken. The need for additional written reevaluations will be determined as appropriate. This documentation of NEPA reevaluation is being undertaken consistent with 23 CFR 771.129(c).

7.0 PROJECT MAPPING

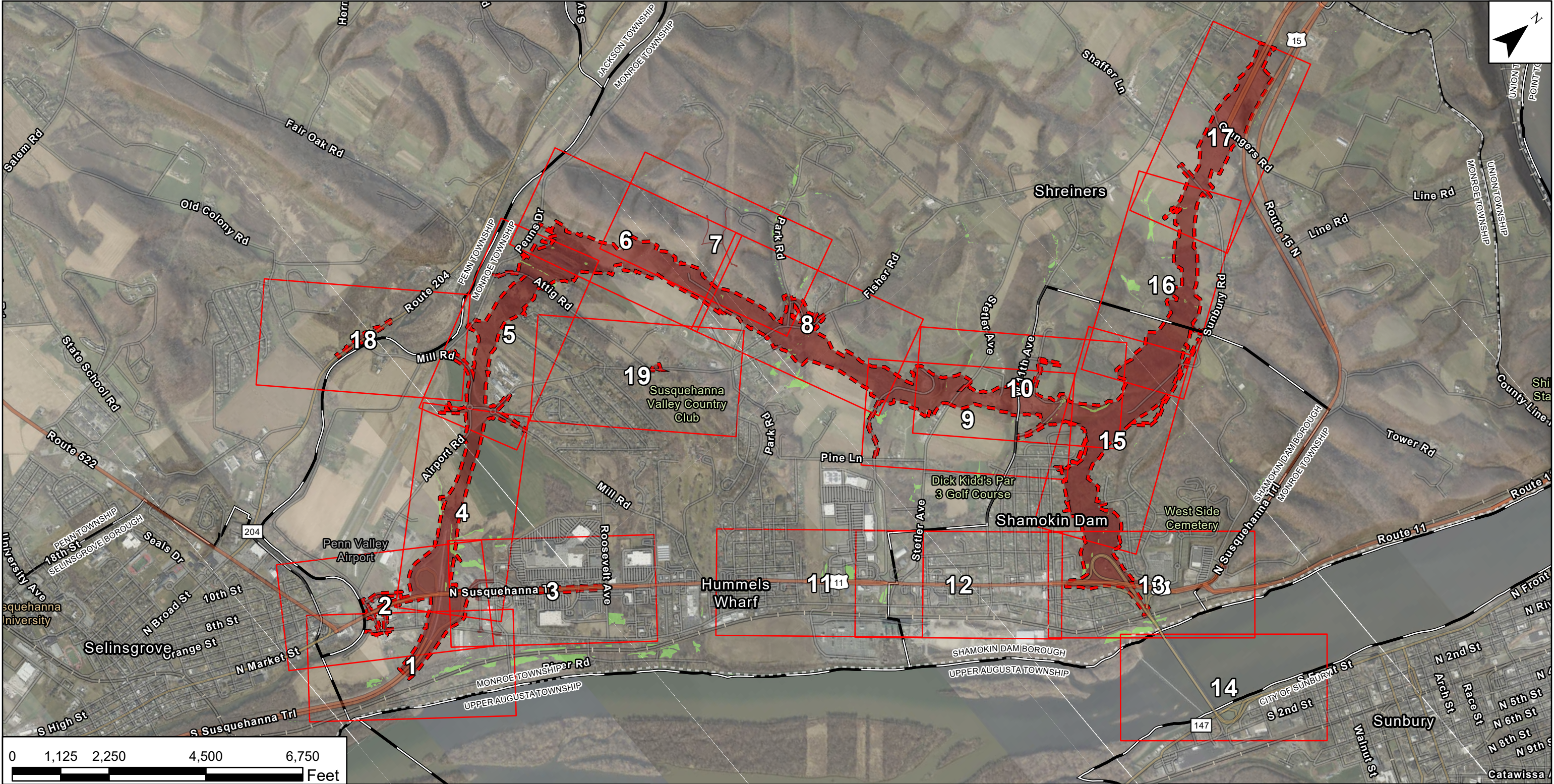


Central Susquehanna Valley Transportation Project

Figure 1

Regional Setting





Legend

Index

Reevaluation No. 5 LOD (2021)

Current Design LOD (2025)

Municipal Boundary

Wetlands

SKELLY AND LOY

A Terracon Company

July 2025

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION
SOUTHERN SECTION

LOD COMPARISONS

SNYDER COUNTY, PENNSYLVANIA

Job No. JN957129A

1 inch = 2,250 Feet

Document Path: G:\00\JN\Projects\JN957129_CSV\T1\Maps\JN957129A_LODComparison\JN957129A_AppendixA_LODComparisons.aprx



Legend

Flow Direction

Reevaluation No. 5 LOD (2021)

Current Design LOD (2025)

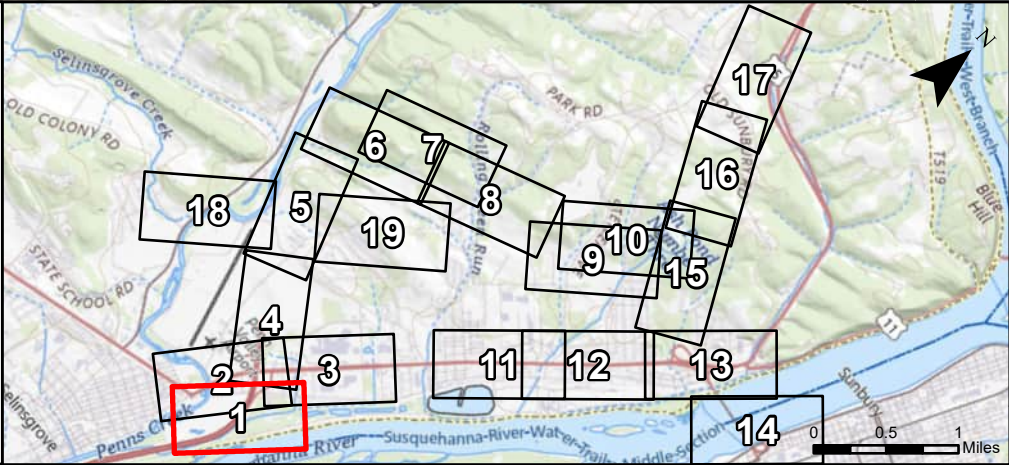
Municipal Boundary

Agricultural Security Area

Historic Resource

Stream

Wetland



A Terracon Company

July 2025
Figure 2 - Sheet 1 of 19

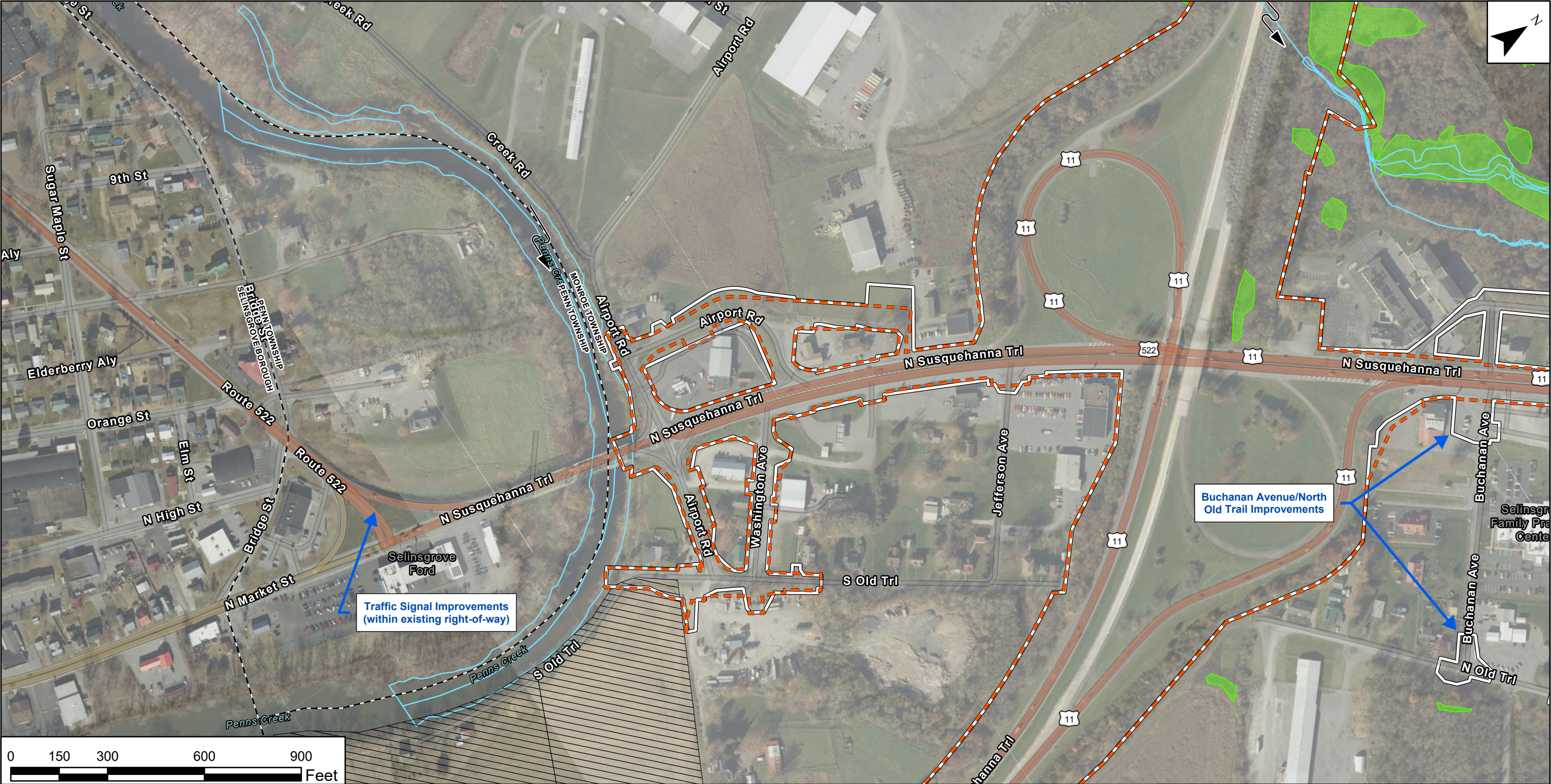
CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION
SOUTHERN SECTION

LOD COMPARISONS

SNYDER COUNTY, PENNSYLVANIA

Job No. JN957129A

1 inch = 7,000 Feet



Legend

Flow Direction

Reevaluation No. 5 LOD (2021)

Current Design LOD (2025)

Municipal Boundary

Agricultural Security Area

Historic Resource

Stream

Wetland

SKELLY AND LOY
A Terracon Company

July 2025

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION
SOUTHERN SECTION

LOD COMPARISONS

SNYDER COUNTY, PENNSYLVANIA

Job No. JN957129A

1 inch = 7,000 Feet



Legend

Flow Direction

Reevaluation No. 5 LOD (2021)

Current Design LOD (2025)

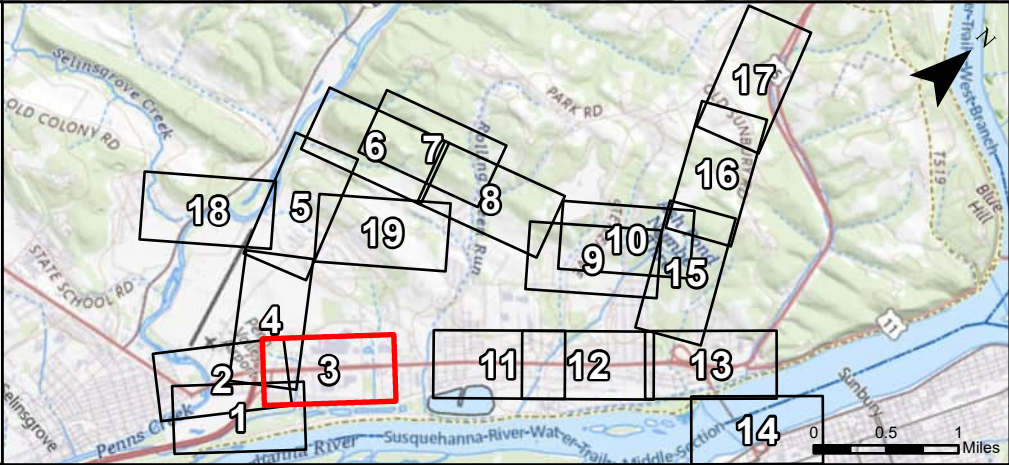
Municipal Boundary

Agricultural Security Area

Historic Resource

Stream

Wetland



SKELLY AND LOY

A Terracon Company

July 2025

Figure 2 - Sheet 3 of 19

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION
SOUTHERN SECTION

LOD COMPARISONS

SNYDER COUNTY, PENNSYLVANIA

Job No. JN957129A

1 inch = 7,000 Feet



Legend

Flow Direction

Reevaluation No. 5 LOD (2021)

Current Design LOD (2025)

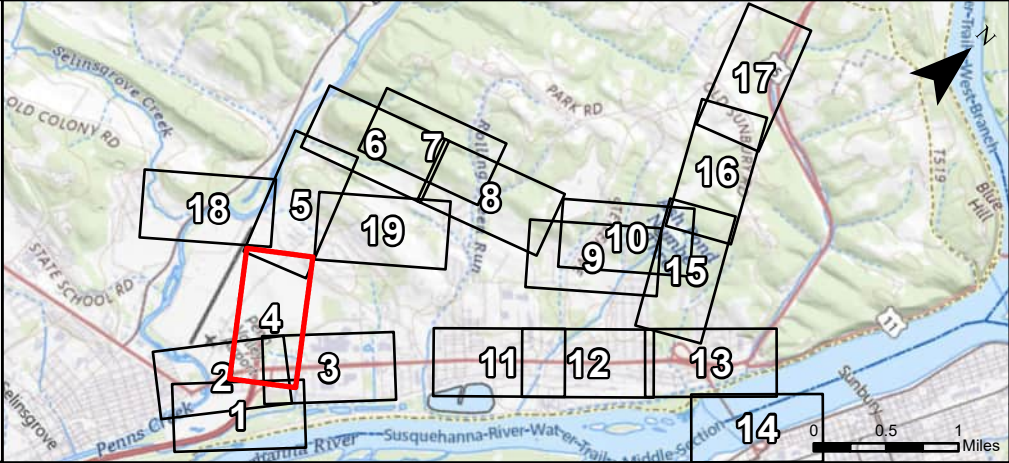
Municipal Boundary

Agricultural Security Area

Historic Resource

Stream

Wetland



A Terracon Company

July 2025
Figure 2 - Sheet 4 of 19

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION
SOUTHERN SECTION

LOD COMPARISONS

SNYDER COUNTY, PENNSYLVANIA

Job No. JN957129A

1 inch = 7,000 Feet



Legend

Flow Direction

Reevaluation No. 5 LOD (2021)

Current Design LOD (2025)

Municipal Boundary

PennDOT ROW with no planned disturbance

Agricultural Security Area

Historic Resource

Stream

Wetland

SKELLY AND LOY

A Terracon Company

July 2025

Figure 2 - Sheet 5 of 19

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION
SOUTHERN SECTION

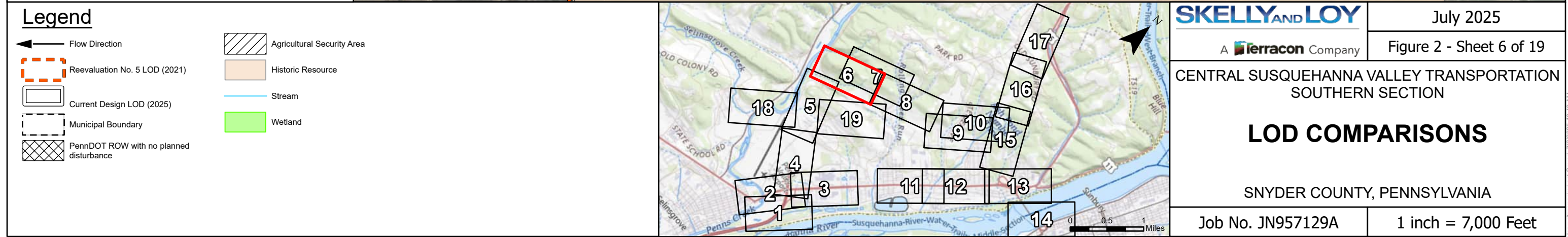
LOD COMPARISONS

SNYDER COUNTY, PENNSYLVANIA

Job No. JN957129A

1 inch = 7,000 Feet

Document Path: G:\00\JN\Projects\JN957129A_CSV\1\Maps\JN957129A_LODComparison\JN957129A_AppendixA_LODComparisons.aprx
User: dtmneely Last Saved: 7/2/2025 10:40 AM





Legend

Flow Direction

Reevaluation No. 5 LOD (2021)

Current Design LOD (2025)

Municipal Boundary

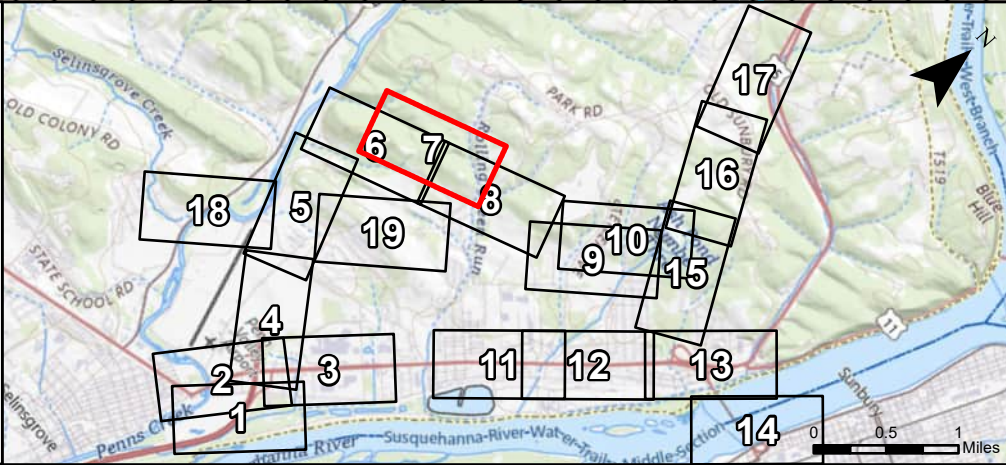
PennDOT ROW with no planned disturbance

Agricultural Security Area

Historic Resource

Stream

Wetland



SKELLY AND LOY

A Terracon Company

July 2025

Figure 2 - Sheet 7 of 19

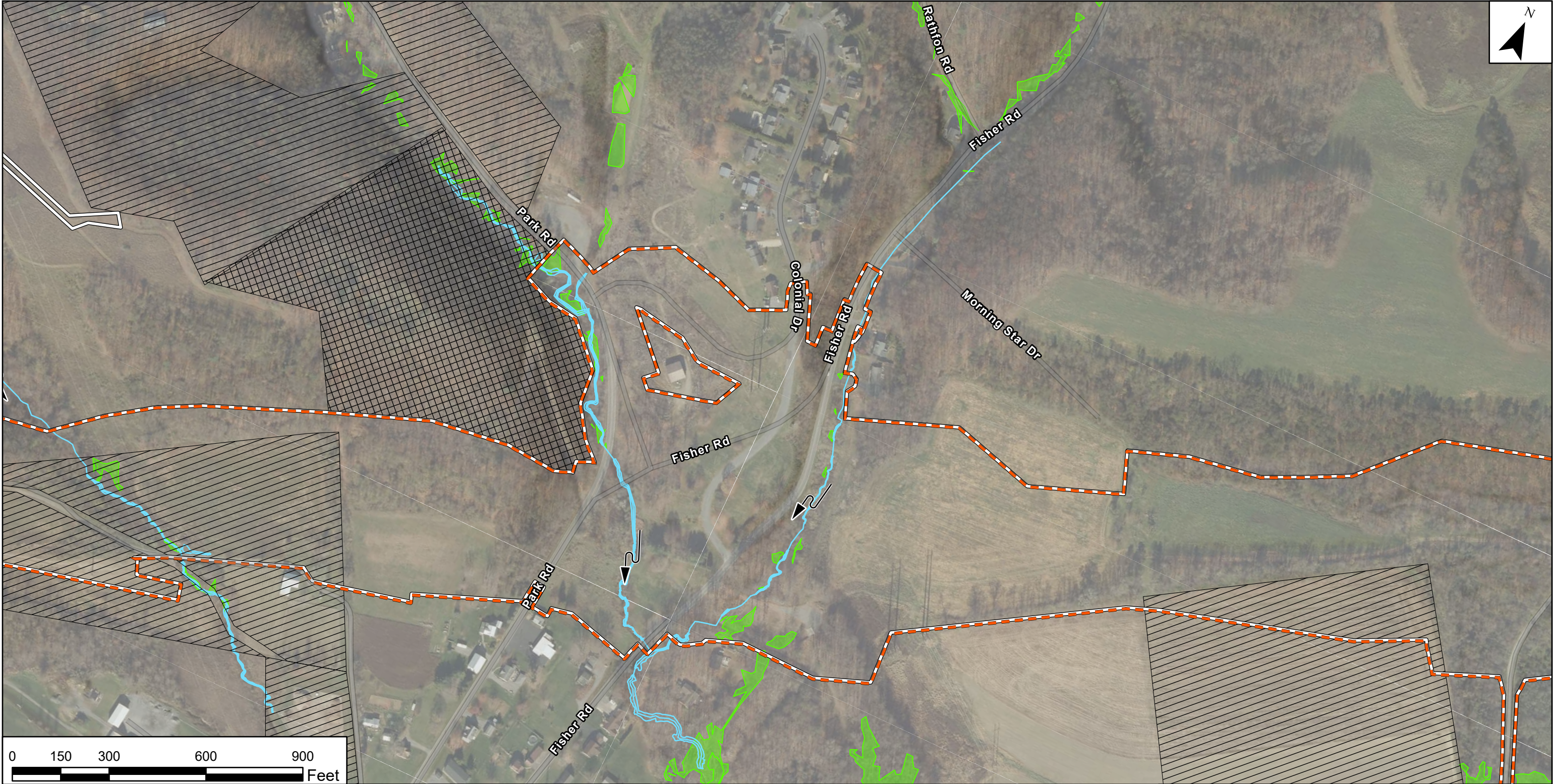
CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION
SOUTHERN SECTION

LOD COMPARISONS

SNYDER COUNTY, PENNSYLVANIA

Job No. JN957129A

1 inch = 7,000 Feet



Legend

Flow Direction

Reevaluation No. 5 LOD (2021)

Current Design LOD (2025)

Municipal Boundary

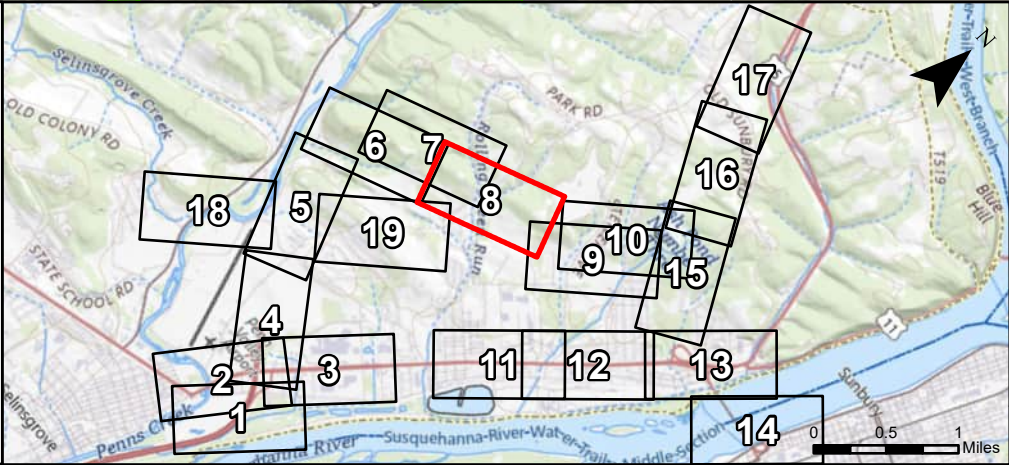
PennDOT ROW with no planned disturbance

Agricultural Security Area

Historic Resource

Stream

Wetland



SKELLY AND LOY

A Terracon Company

July 2025

Figure 2 - Sheet 8 of 19

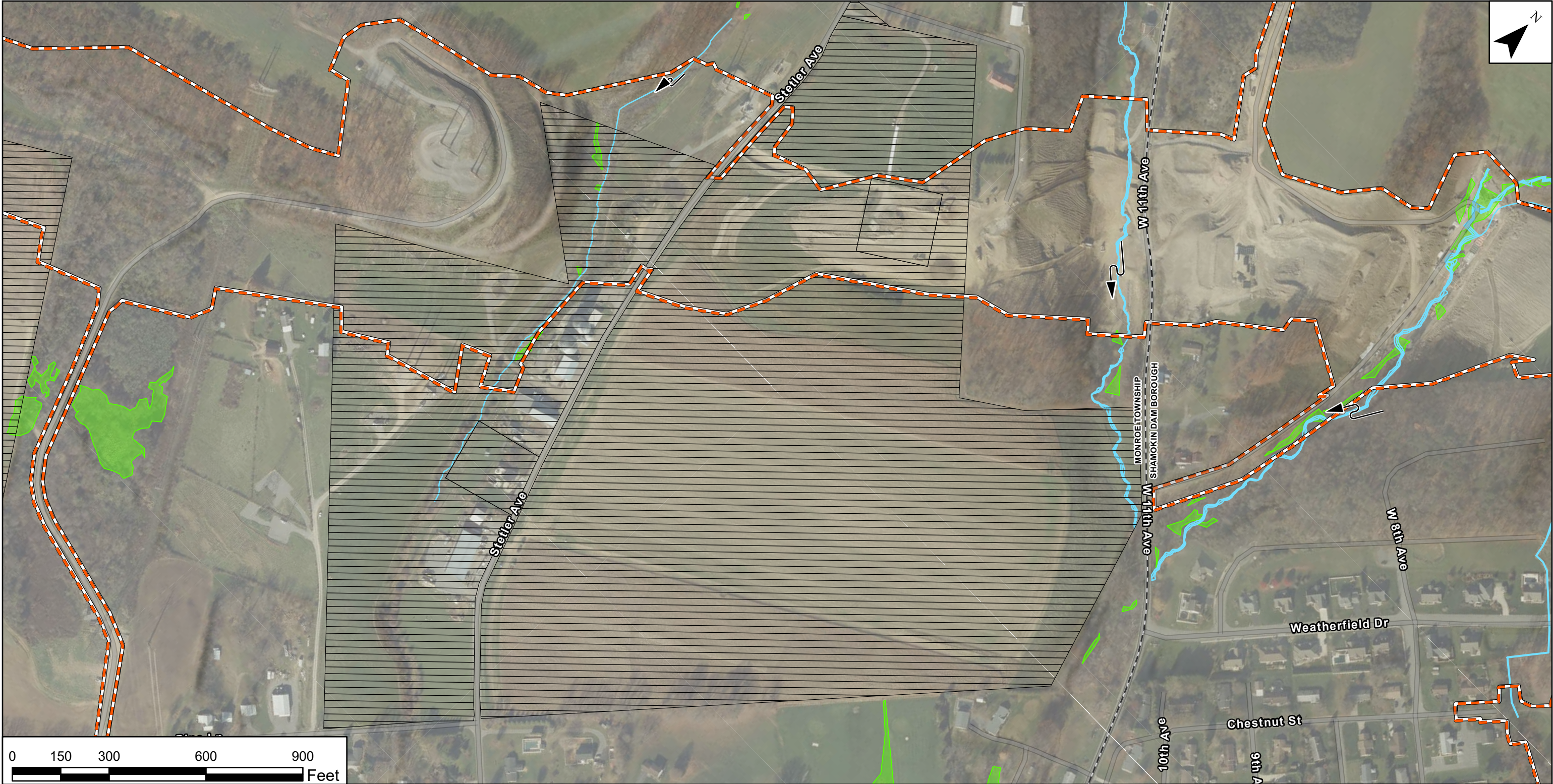
CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION
SOUTHERN SECTION

LOD COMPARISONS

SNYDER COUNTY, PENNSYLVANIA

Job No. JN957129A

1 inch = 7,000 Feet



Legend

Flow Direction

Reevaluation No. 5 LOD (2021)

Current Design LOD (2025)

Municipal Boundary

Agricultural Security Area

Historic Resource

Stream

Wetland

SKELLY AND LOY

A Terracon Company

July 2025

Figure 2 - Sheet 9 of 19

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION
SOUTHERN SECTION

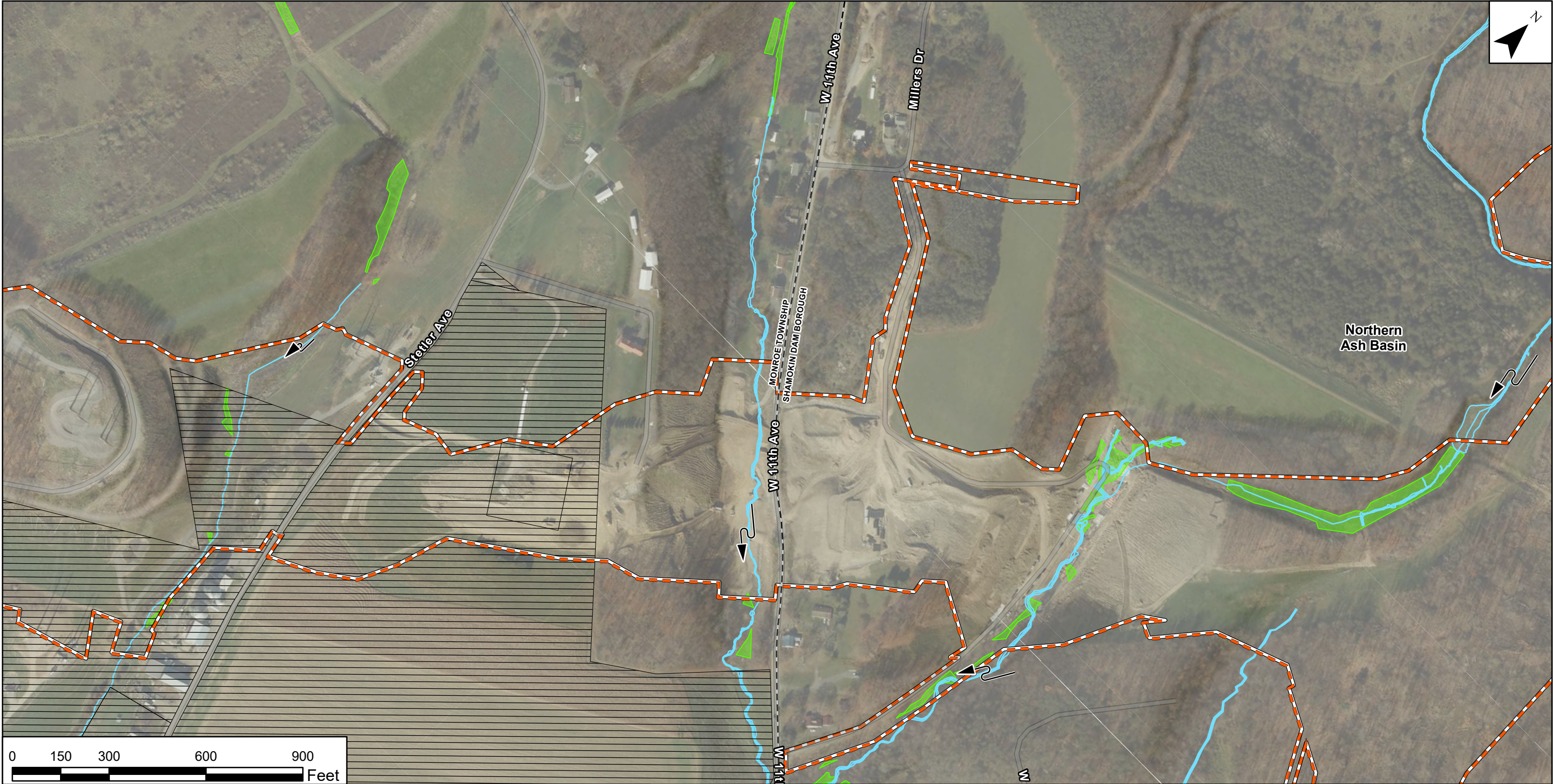
LOD COMPARISONS

SNYDER COUNTY, PENNSYLVANIA

Job No. JN957129A

1 inch = 7,000 Feet

Document Path: G:\00\JN\Projects\JN957129A_CSV\1\Maps\JN957129A_LODComparison\JN957129A_AppendixA_LODComparisons.aprx



Legend

Flow Direction

Reevaluation No. 5 LOD (2021)

Current Design LOD (2025)

Municipal Boundary

Agricultural Security Area

Historic Resource

Stream

Wetland

SKELLY AND LOY

A Terracon Company

July 2025

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION
SOUTHERN SECTION

LOD COMPARISONS

SNYDER COUNTY, PENNSYLVANIA

Job No. JN957129A

1 inch = 7,000 Feet

Document Path: G:\00\JN\Projects\JN957129_CSV\1\Maps\JN957129A_LODComparison\JN957129A_AppendixA_LODComparisons.aprx User: dtmreedy Last Saved: 7/2/2025 10:40 AM



Legend

Flow Direction

Reevaluation No. 5 LOD (2021)

Current Design LOD (2025)

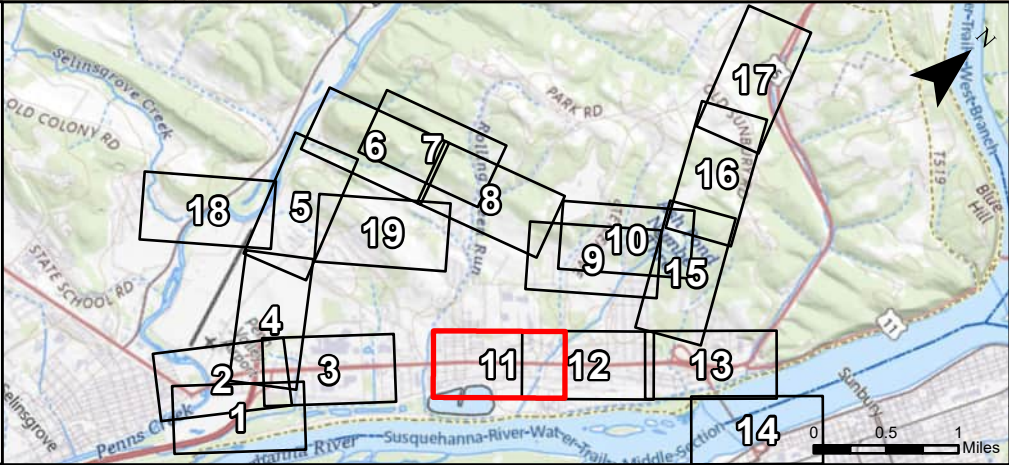
Municipal Boundary

Agricultural Security Area

Historic Resource

Stream

Wetland



A Terracon Company

July 2025
Figure 2 - Sheet 11 of 19

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION SOUTHERN SECTION

LOD COMPARISONS

SNYDER COUNTY, PENNSYLVANIA

Job No. JN957129A

1 inch = 7,000 Feet



Legend

Flow Direction

Reevaluation No. 5 LOD (2021)

Current Design LOD (2025)

Municipal Boundary

Agricultural Security Area

Historic Resource

Stream

Wetland

SKELLY AND LOY

A Terracon Company

July 2025

Figure 2 - Sheet 12 of 19

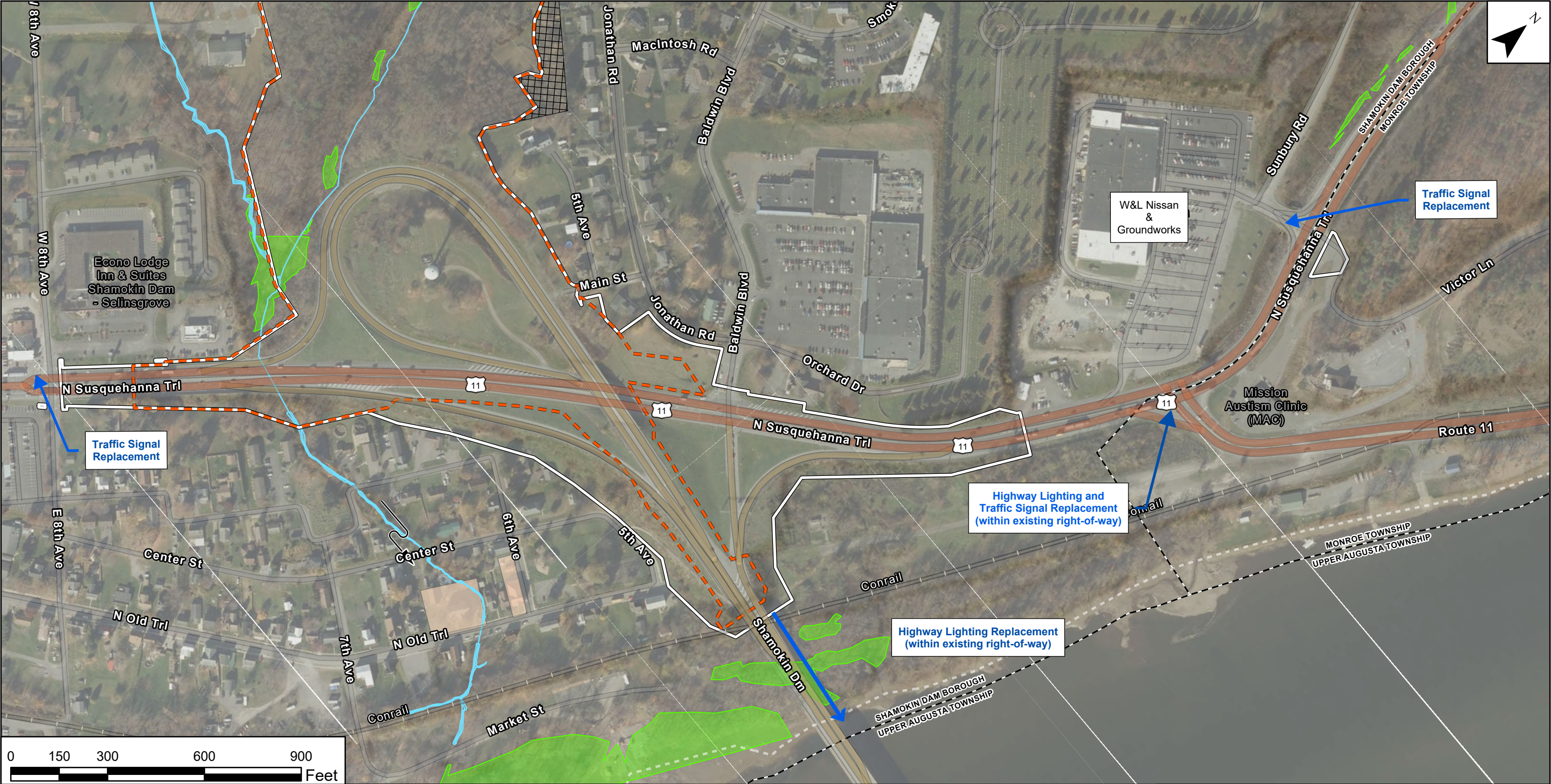
CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION
SOUTHERN SECTION

SNYDER COUNTY, PENNSYLVANIA

Job No. JN957129A

1 inch = 7,000 Feet

Document Path: G:\00\JN\Projects\JN957129A_CSV\1\Maps\JN957129A_LODComparison\JN957129A_AppendixA_LODComparisons.aprx



Legend

←

Flow Direction

Reevaluation No. 5 LOD (2021)

Current Design LOD (2025)

Municipal Boundary

PennDOT ROW with no planned disturbance

Agricultural Security Area

Historic Resource

Stream

Wetland

0 0.5 1 Miles

SKELLY AND LOY
A Terracon Company

July 2025
Figure 2 - Sheet 13 of 19

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION
SOUTHERN SECTION

LOD COMPARISONS

SNYDER COUNTY, PENNSYLVANIA

Job No. JN957129A

1 inch = 7,000 Feet



Legend

Flow Direction

Reevaluation No. 5 LOD (2021)

Current Design LOD (2025)

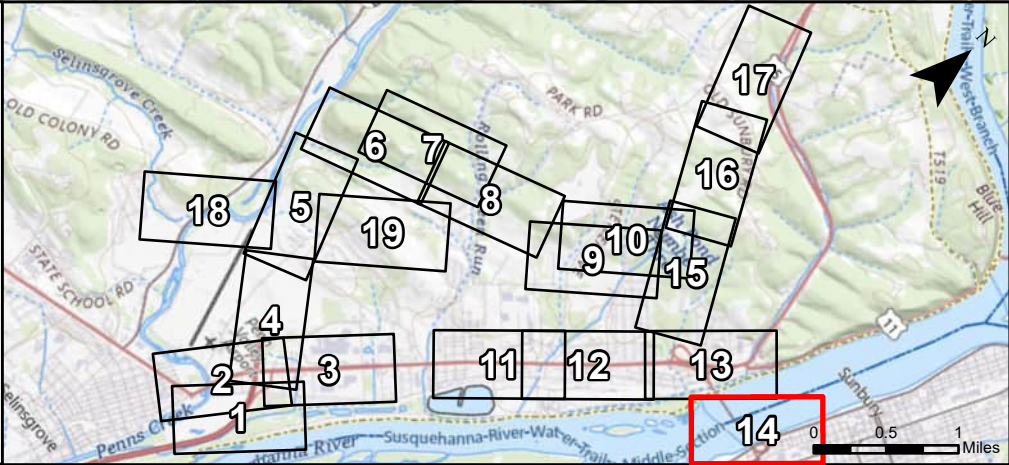
Municipal Boundary

Agricultural Security Area

Historic Resource

Stream

Wetland



SKELLY AND LOY

A Terracon Company

July 2025

Figure 2 - Sheet 14 of 19

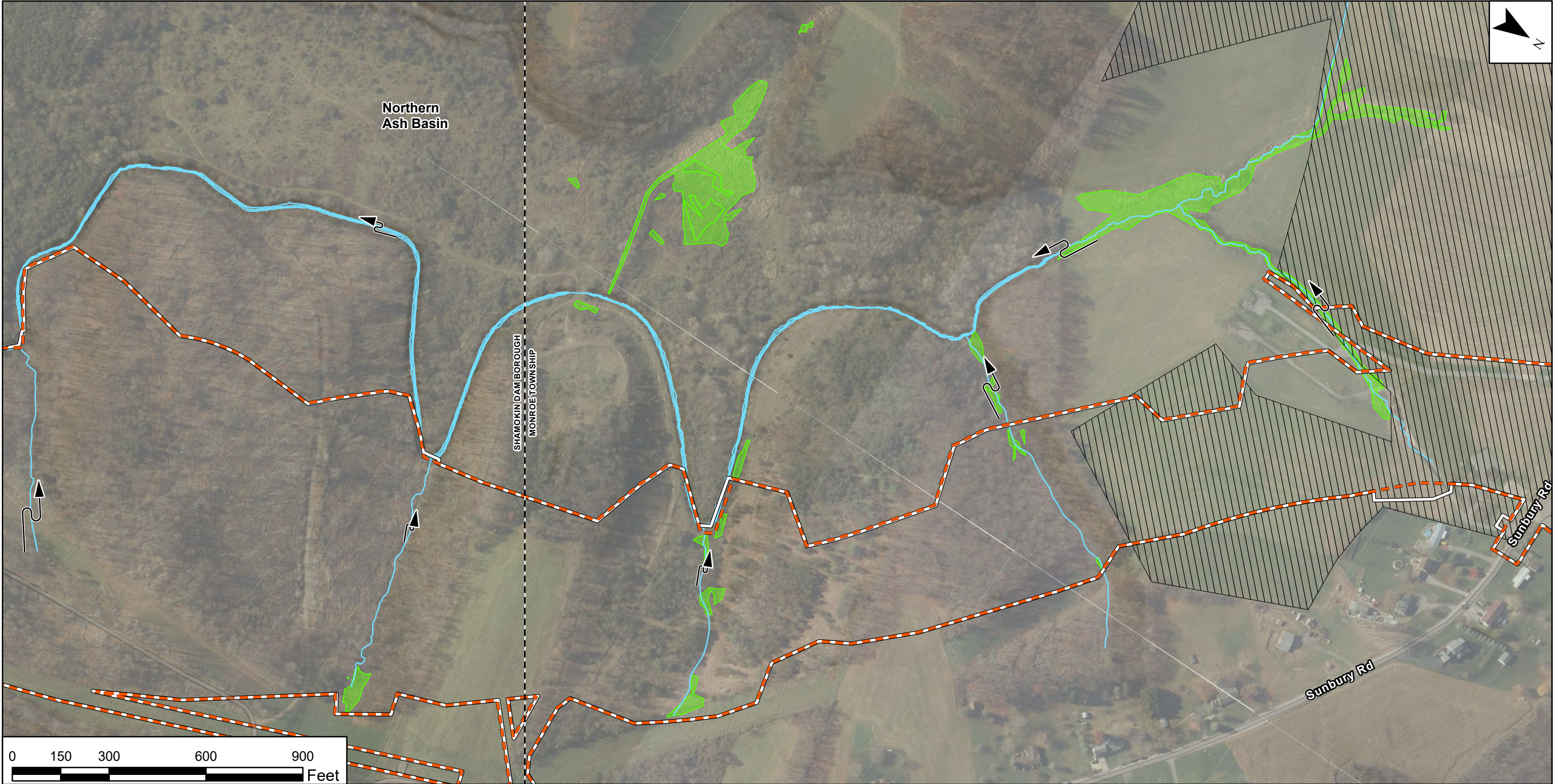
CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION
SOUTHERN SECTION

LOD COMPARISONS

SNYDER COUNTY, PENNSYLVANIA

Job No. JN957129A

1 inch = 7,000 Feet



Legend

Flow Direction

Reevaluation No. 5 LOD (2021)

Current Design LOD (2025)

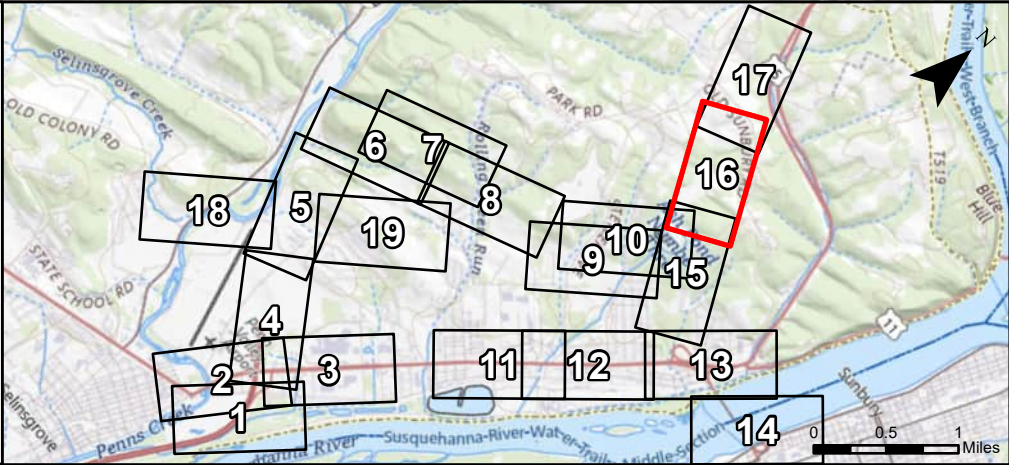
Municipal Boundary

Agricultural Security Area

Historic Resource

Stream

Wetland



SKELLY AND LOY

A Terracon Company

July 2025

Figure 2 - Sheet 16 of 19

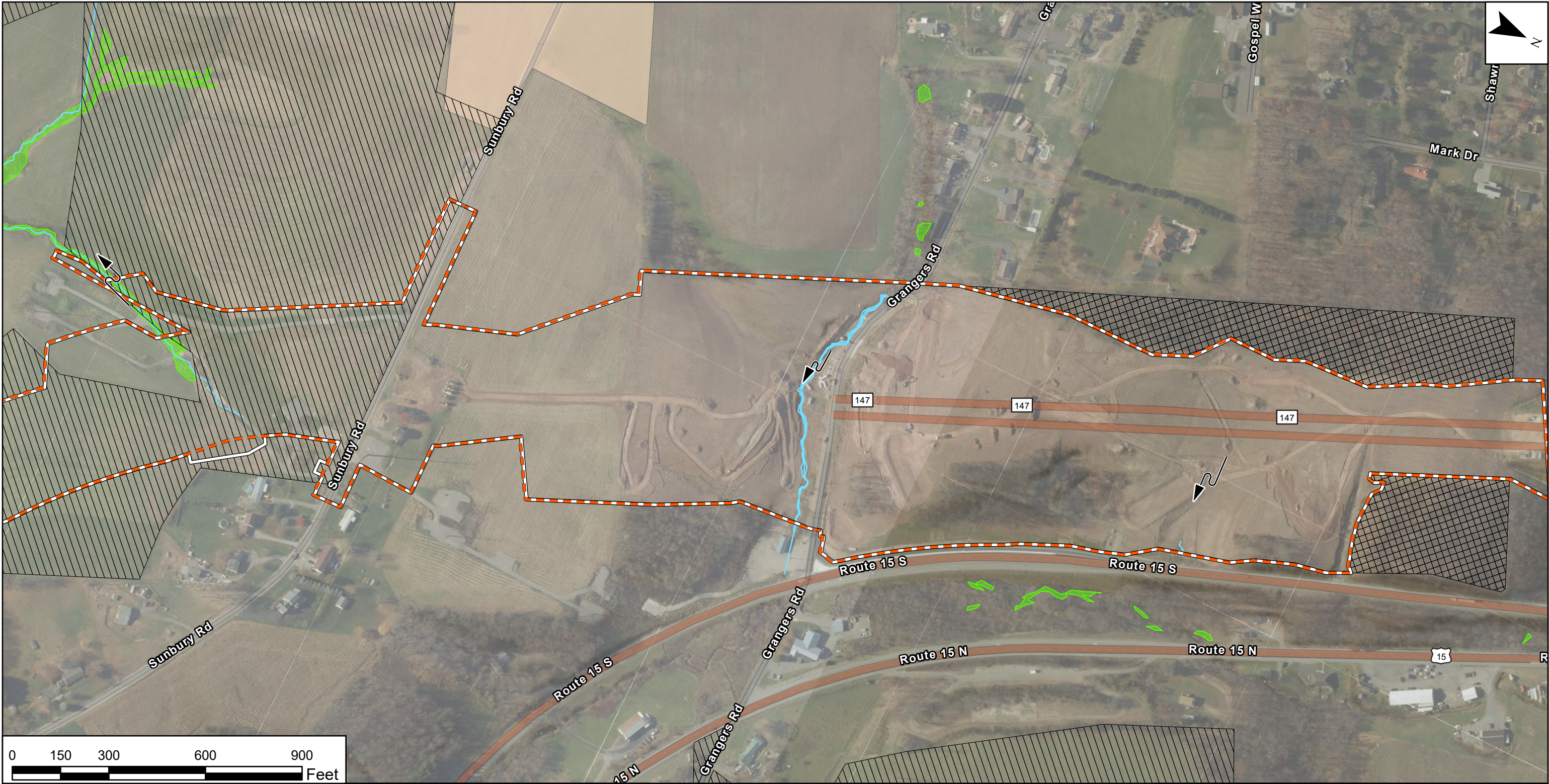
CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION
SOUTHERN SECTION

LOD COMPARISONS

SNYDER COUNTY, PENNSYLVANIA

Job No. JN957129A

1 inch = 7,000 Feet



Legend

Flow Direction

Reevaluation No. 5 LOD (2021)

Current Design LOD (2025)

Municipal Boundary

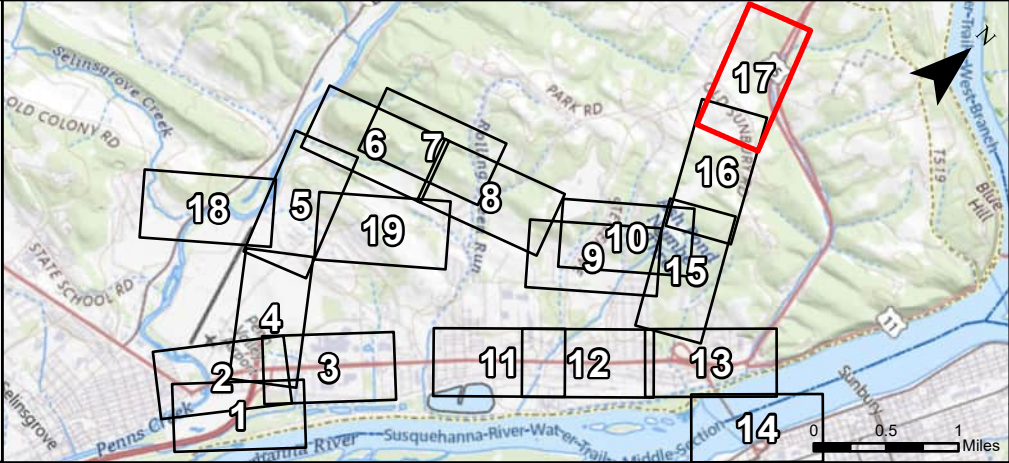
PennDOT ROW with no planned disturbance

Agricultural Security Area

Historic Resource

Stream

Wetland



SKELLY AND LOY

A Terracon Company

July 2025

Figure 2 - Sheet 17 of 19

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION
SOUTHERN SECTION

LOD COMPARISONS

SNYDER COUNTY, PENNSYLVANIA

Job No. JN957129A

1 inch = 7,000 Feet



Legend

Flow Direction

Reevaluation No. 5 LOD (2021)

Current Design LOD (2025)

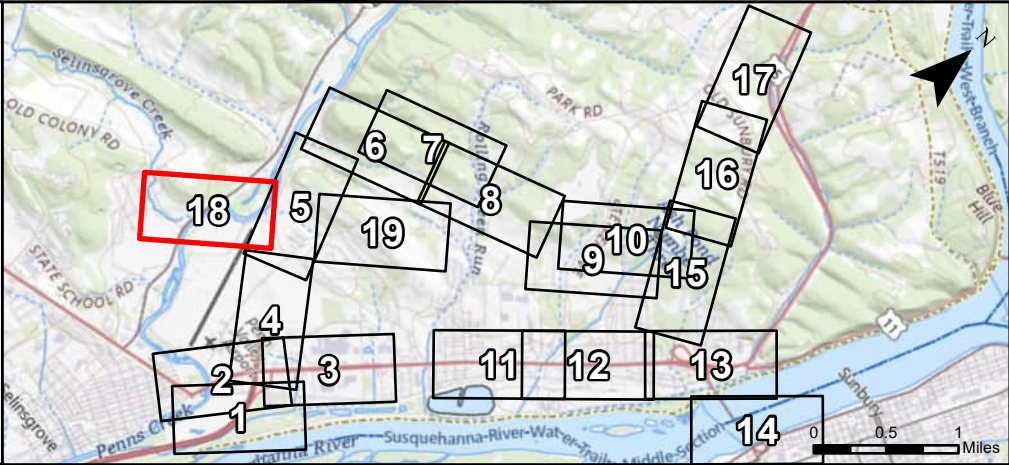
Municipal Boundary

Agricultural Security Area

Historic Resource

Stream

Wetland



A Terracon Company

July 2025
Figure 2 - Sheet 18 of 19

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION
SOUTHERN SECTION

LOD COMPARISONS

SNYDER COUNTY, PENNSYLVANIA

Job No. JN957129A 1 inch = 7,000 Feet



Legend

Flow Direction

Reevaluation No. 5 LOD (2021)

Current Design LOD (2025)

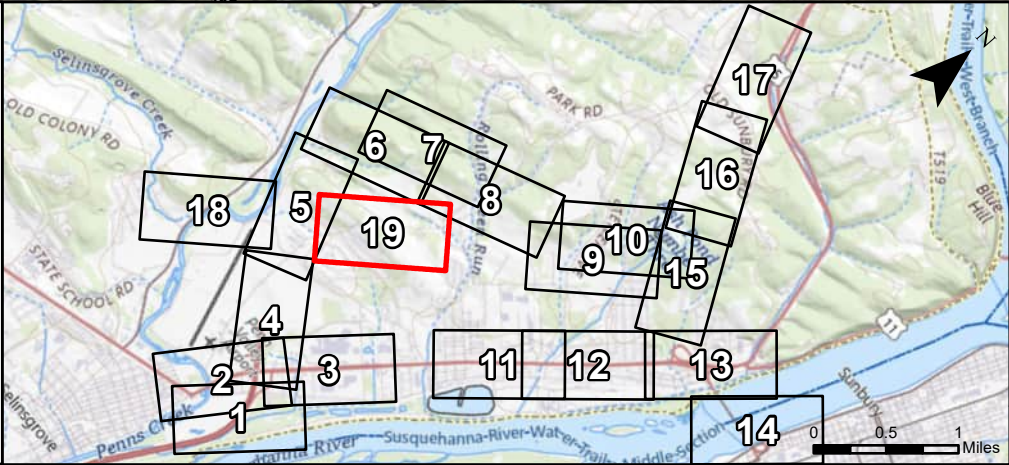
Municipal Boundary

Agricultural Security Area

Historic Resource

Stream

Wetland



A Terracon Company

July 2025
Figure 2 - Sheet 19 of 19

CENTRAL SUSQUEHANNA VALLEY TRANSPORTATION
SOUTHERN SECTION

LOD COMPARISONS

SNYDER COUNTY, PENNSYLVANIA

Job No. JN957129A

1 inch = 7,000 Feet