Central Susquehanna Valley Transportation Project

Recent Project History

1994 – Studies initiated

2003 – Final Environmental Impact Statement (FEIS) approved and proposed alignment established

2006 – Northern Section final design initiated

2008 – Project placed on hold (due to lack of funding)

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

2015 – Southern Section final design initiated
  – FEIS Reevaluation approved
  – First construction contract awarded (for new river bridge)
Central Susquehanna Valley Transportation Project

Project Purpose (from 2003 FEIS)

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

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

- **Separate Trucks and Through Traffic from Local Traffic**
  - Over 50% of autos and over 90% of trucks pass through project area.
  - Nearly 50% of accidents involve a truck.
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Project Alternatives

Legend

Alternatives Carried Forward for Detailed Study:
- Alternative A
- Alternative BA
- Alternative DA
- Alternative C (Portions)
- Alternative F
- River Crossing 1
- River Crossing 2
- River Crossing 3
- 61 Connector

Alternatives Not Carried Forward:
- Alternative B
- Alternative BE
- Alternative C (Portions)
- Alternative D
- Alternative E
- Alternative G
- 15 Connector
- River Crossing D
- Ash Basin Areas

Figure III-11
Alternatives to be Studied in Detail (Phase II) (November 1997)
Project Alternatives Analysis

- Ability to Achieve Project Purpose
- Engineering Feasibility
- Public Input

- Environmental Impacts
  - Local Roadway System and Travel Patterns
  - Socioeconomic Resources (*homes*, *businesses*, *neighborhoods*, and *communities*)
  - Natural Resources (*wetlands*, *streams*, *forest areas*, threatened/endangered species, and other vegetation and wildlife)
  - Cultural Resources (*historic properties* and *historic/prehistoric archaeological sites*)
  - Agricultural Security and Productive Farmland Areas
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Project Facts

• Approximately 13 miles of new 4-lane, limited access highway
  – Approximately 9 million cubic yards of earthwork
  – 4 interchanges
  – 21 highway structures

• $670 million total estimated cost
  – Including design, right-of-way acquisition, utility relocation, environmental mitigation, construction, and anticipated inflation

• 7 construction contracts anticipated

• Completion and opening to traffic anticipated in 2024
Central Susquehanna Valley Transportation Project

Southern Section
Central Susquehanna Valley Transportation Project

Northern Section
Central Susquehanna Valley Transportation Project

River Bridge Construction
Central Susquehanna Valley Transportation Project

River Bridge Construction
Cultural Resources

• Historic Properties
  – DOE Report Addendum for Sunbury-to-Erie Division of PA Railroad (2014)
    – No adverse effect to above-ground National Register-eligible properties

• Archaeological Sites
  – Predictive Model (1999)
  – Phase I/II Investigations (ongoing)
    – 2 potentially National Register-eligible sites within Area of Potential Effect
West Branch Susquehanna River

- State Water Trail
  - PA Fish and Boat Commission

- National Recreation Trail
  - National Park Service

- Connector to Captain John Smith Chesapeake National Historic Trail
  - National Park Service

- Islands
  - PA Department of Conservation and Natural Resources
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Minimization and Mitigation of Impacts to River

- Half-width Causeway and Aids-to-Navigation
- Minimal Number of Piers in River
- New Public Boat Launch
- Signs Highlighting River’s Recreational Significance
- Coordination with Susquehanna Greenway Partnership on Potential Future Riverfront Development
- Coordination with Public Advisory Committee on River Bridge Design
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Proposed River Bridge