



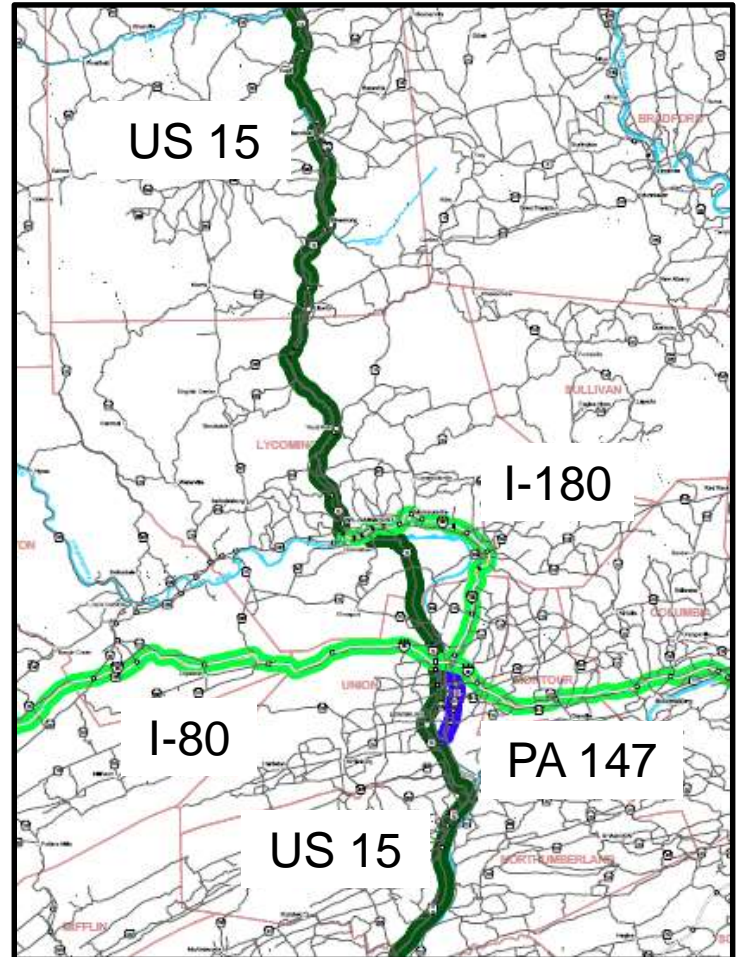
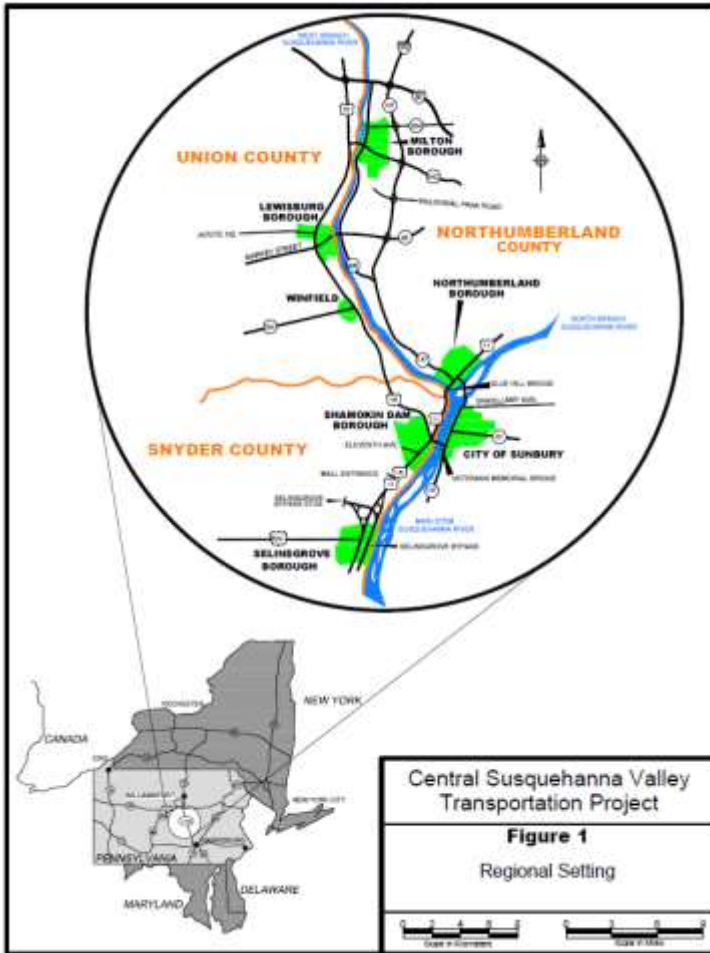
*central*  
**Susquehanna**  
*transportation*



**Valley**  
*project*

# Central Susquehanna Valley Transportation Project

## Project Location



# ▶ 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)

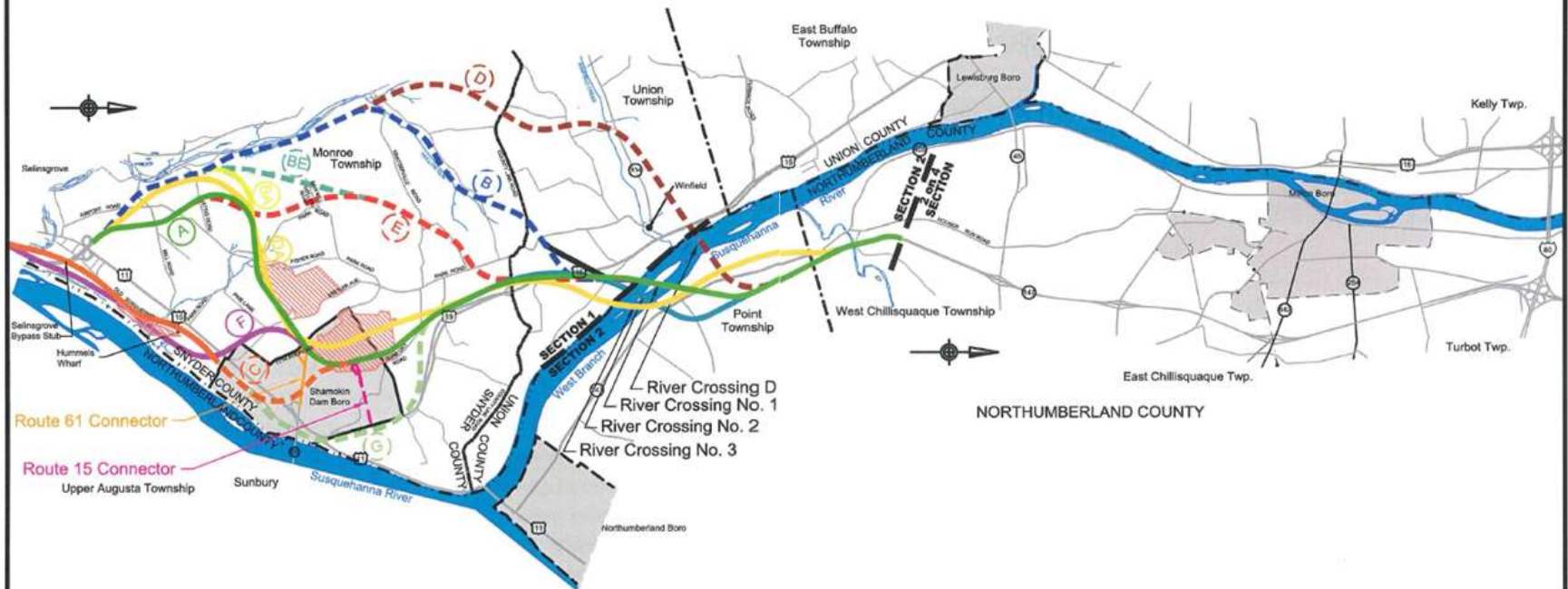
# Central Susquehanna Valley Transportation Project

## 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.

# Central Susquehanna Valley Transportation Project

## Project Alternatives



Legend	
Alternatives Carried Forward For Detailed Study:	Alternatives Not Carried Forward
<span style="color: green;">—</span> Alternative A	<span style="color: blue;">- - -</span> Alternative B
<span style="color: yellow;">—</span> Alternative BA	<span style="color: green;">- - -</span> Alternative BE
<span style="color: orange;">—</span> Alternative DA	<span style="color: red;">- - -</span> Alternative C (Portions)
<span style="color: purple;">—</span> Alternative C (Portions)	<span style="color: orange;">- - -</span> Alternative D
<span style="color: brown;">—</span> Alternative F	<span style="color: yellow;">- - -</span> Alternative E
<span style="color: blue;">—</span> River Crossing 1	<span style="color: green;">- - -</span> Alternative G
<span style="color: red;">—</span> River Crossing 2	<span style="color: purple;">- - -</span> 15 Connector
<span style="color: orange;">—</span> River Crossing 3	<span style="color: brown;">- - -</span> River Crossing D
<span style="color: yellow;">—</span> 61 Connector	<span style="background-color: #cccccc; border: 1px solid black;"> </span> Ash Basin Areas

Central Susquehanna Valley  
Transportation Project

**Figure III-11**

Alternatives to be Studied in  
Detail (Phase II) (November 1997)

0 750 1500 2250

Scale in Meters

0 3000 6000 9000

Scale in Feet

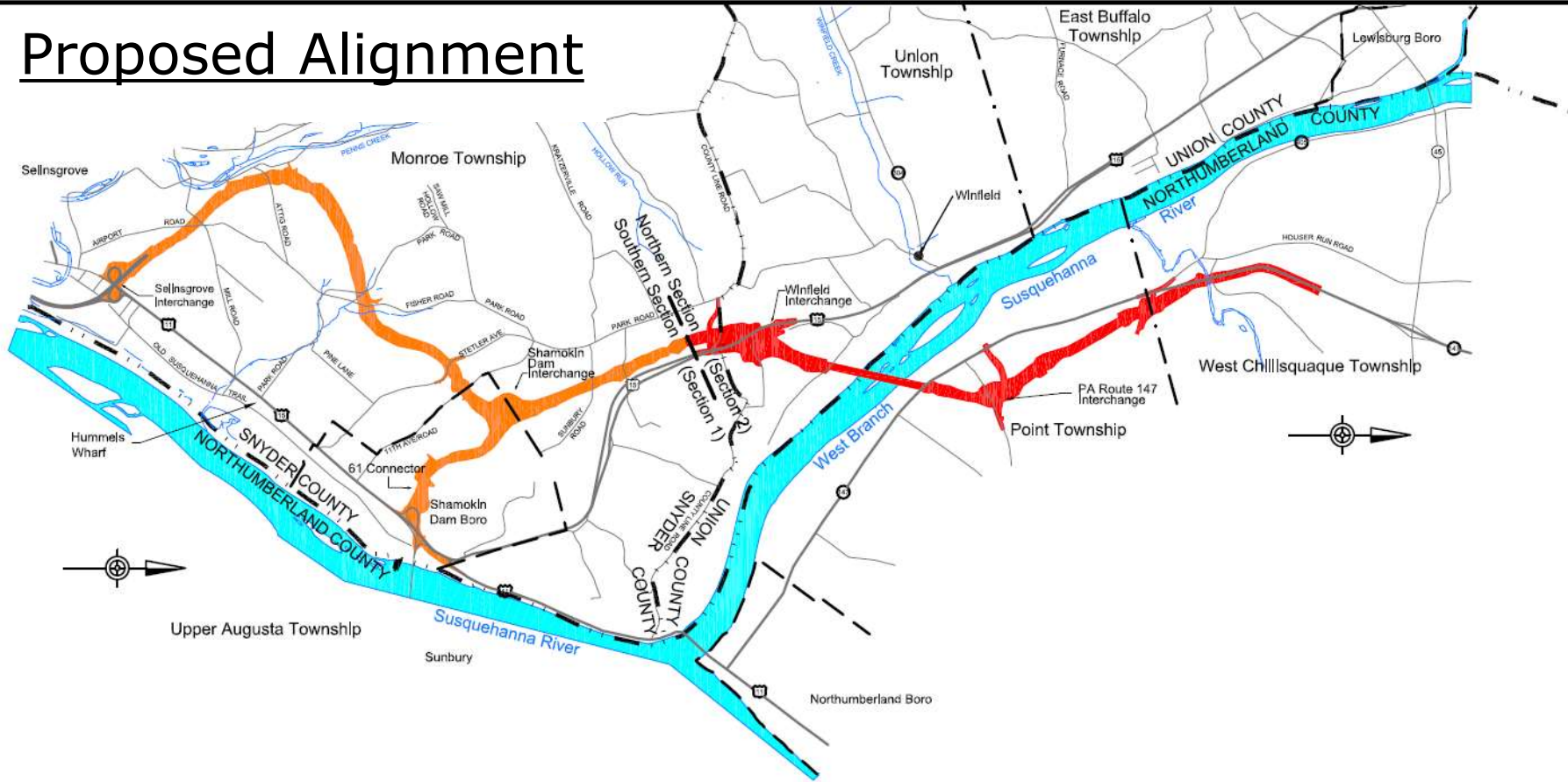
# ▶ Central Susquehanna Valley Transportation Project

## 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

# Central Susquehanna Valley Transportation Project

## Proposed Alignment



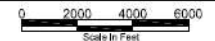
### Legend

- Southern Section (Section 1)
- Northern Section (Section 2)
- Borough Boundaries

NOTE:  
The proposed alignment shown on this map represents the design as of the May, 2006 approval of the re-evaluation of the Final Environmental Impact Statement.

Central Susquehanna Valley  
Transportation Project

Project Overview



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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

PRELIMINARY  
MAY 2016



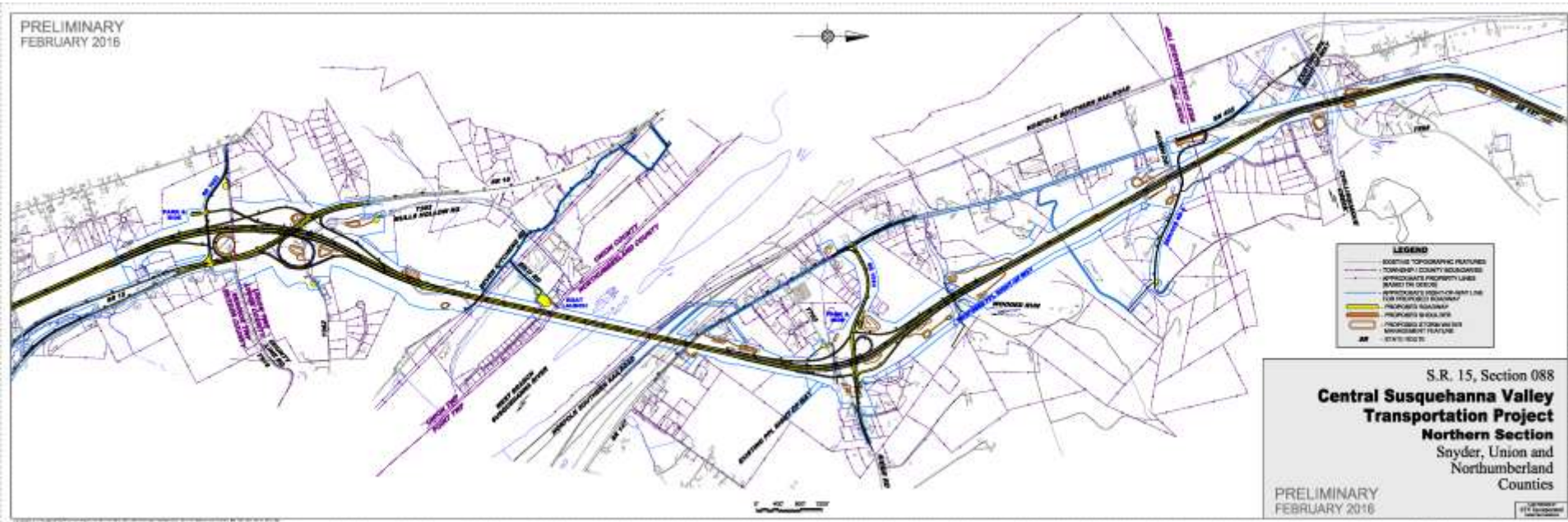
PRELIMINARY  
MAY 2016

S.R. 15, Section 088  
Central Susquehanna Valley  
Transportation Project  
Southern Section  
Snyder County



# Central Susquehanna Valley Transportation Project

## Northern Section



# Central Susquehanna Valley Transportation Project

## River Bridge Construction



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## River Bridge Construction



# Central Susquehanna Valley Transportation Project

## Cultural Resources

- Historic Properties
  - Historic Resources Survey and Determination of Eligibility Report (1998)
  - Determination of Effect (DOE) Report (2000)
  - 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)
  - Geomorphological Report (2000)
  - Programmatic Agreement (2003)
  - Phase I/II Investigations (ongoing)
  - 2 potentially National Register-eligible sites within Area of Potential Effect

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## 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

