

state college area **CONNECTOR**

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CCMPO Technical Committee Meeting - Update September 14, 2022

- ✓ Review of Purpose & Needs
- ✓ Review of Alternatives
- ✓ Environmental Impacts
- ✓ Engineering, Traffic, & Planning Impacts
- ✓ Recommended Alternatives to move into NEPA
- ✓ Next Steps

Purpose & Need

Purpose

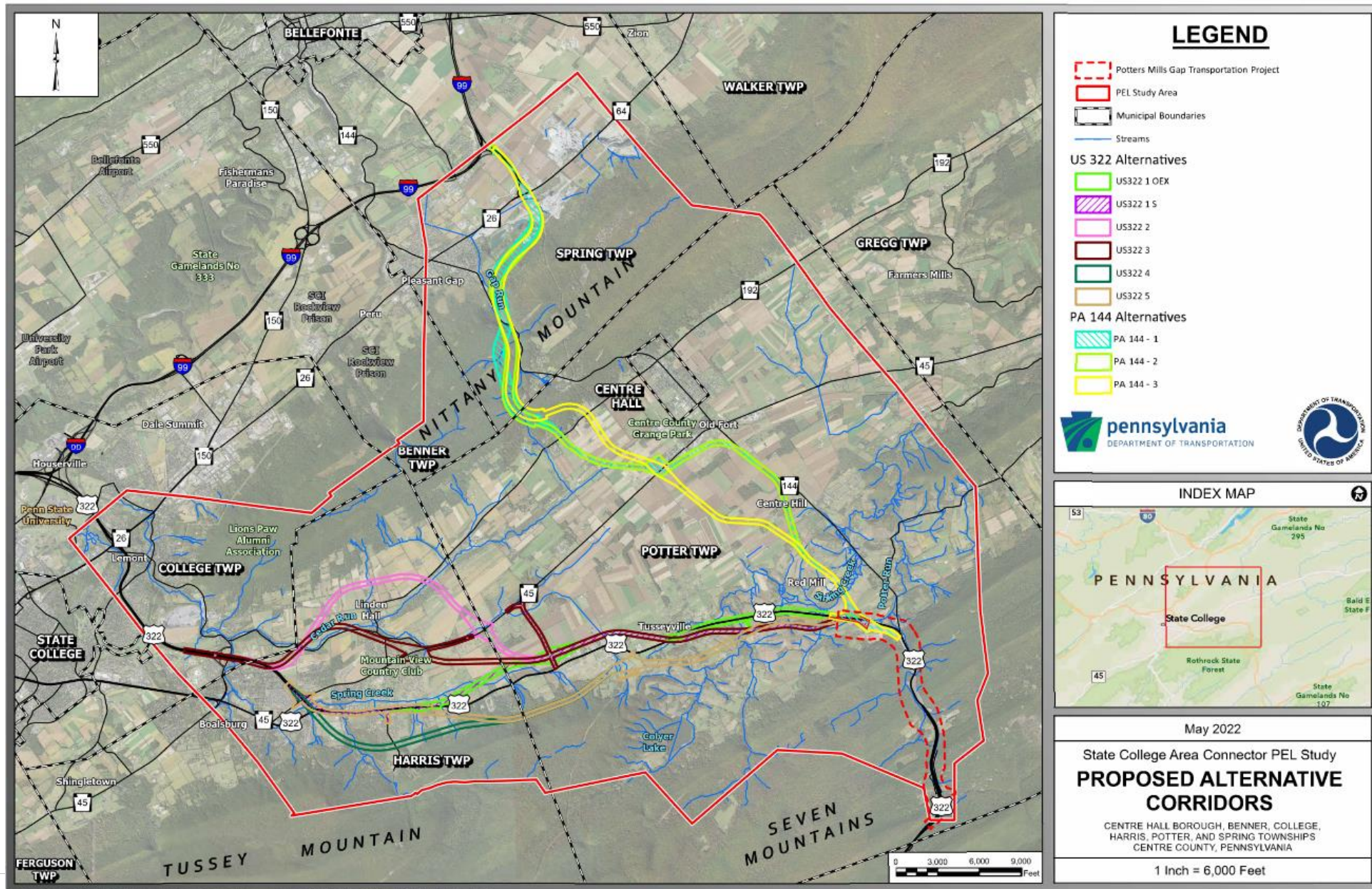
The purpose of this study is to develop and evaluate a range of alternatives to improve mobility and meet regional traffic and local needs by reducing congestion, addressing safety, and improving system linkage and continuity within the study area.

Transportation Needs

- Traffic congestion in the study area results from high traffic volumes and high truck percentages resulting in poor level of service.
- Safety concerns exist in the study area.
- Inadequate system linkage and intermodal connectivity exists in the study area to accommodate regional and interstate traffic, in particular heavy truck traffic, along with local commuter and non-motorized traffic.

See the Final Purpose and Need for the State College Area Connector Planning and Environmental Linkage (PE) Study report for more details.

Review of Alternatives



Environmental Review Process	US 322-1 Existing (US 322-1 OEX)	US 322-1 South (US 322-1 S)	US 322-2	US 322-3	US 322-4	US 322-5	PA 144-1	PA 144-2	PA 144-3
CWA Section 404 Analysis									
Wetlands (acres)	4	3	2	3	6	8	7	6	8
CWF-HQ/CWF Stream (linear feet)	5,129	6,681	5,965	5,066	9,124	9,046	6,275	7,067	4,481
ESA Section 7 Consultation									
"Rothrock State Forest (part) & Stone Mountain" Important Bird Area (acres)	0	0	0	0	125 ²	78 ²	1	1	1
PA Natural Heritage Core Habitat (acres)	25 ¹	11	11	11	15	15	8	8	8
Bat Swarming Area (acres of forested land only)	15	7	20	52	7	7	248	261	269
ALCAB Approval Process⁴									
Productive Agricultural Land (acres)	251	278	361	313	180	181	294	296	268
Conservation Easements (within Productive Agricultural Land, acres)	22	15	0	39	0	0	40	40	37
Agricultural Security Areas (within Productive Agricultural Land, acres)	111	112	192	146	70	57	165	166	183
Agricultural Zoning (within Productive Agricultural Land, acres)	152	160	246	212	99	97	133	135	132
Section 4(f) Evaluation									
NRHP Listed/Eligible/Potentially Eligible Property (# involving historic structure displacements) ⁵	0	0	0	1	0	0	1	1	0
Penns Valley/Brush Valley Rural Historic District Contributing Property (acres)	263	266	372	331	301	254	279	276	263
Public Parks (acres) ⁶	0	0	0	0.4	0.3	0.3	0	0	0
Community Impact Assessment⁶									
Residential Displacements (# of resident units)	25	8	21	29	8	11	13	13	9
Commercial Operations Displacements (# of operations) ⁷	6	3	1	1	4	2	3	3	2
Places of Worship Displacements (# of primary structures used for worship)	1	1	1	1	1	1	0	0	0
Community Facilities (acres of property only)	2	2	1	1	18	2	36 ¹	22 ¹	9 ¹
Public Water Supply Well Protection Zone Area (acres)	0	0	0	0	0	0	130	129	103
Quarry and Mineral Mining Operations (property acres)	0	0	0	0	0	0	170	171	172
Recommended Corridors for NEPA Review (Preferred Corridor for at least 3 of the 5 Environmental Review Processes)	X	X	---	---	---	X	---	---	---

Comparative Environmental Analysis

Traffic Analysis	US 322-1 Existing (US 322-1 OEX)	US 322-1 South (US 322-1 S)	US 322-2	US 322-3	US 322-4	US 322-5	PA 144-1	PA 144-2	PA 144-3
Reduces Total Vehicles on Local Roadway Network	53%						43%		
Reduces Truck Traffic on Local Roadway Network	72%						56%		
Level of Service – Segment Miles Unacceptable (miles)	6.6						8.5		
Level of Service – Intersections Unacceptable (number of intersections)	2						1		
Safety Improvements – Improves Predicted Total Crashes	Yes						Yes		
Safety Improvements – Improves Predicted F&I Crashes	Yes						Yes		
Traffic Preferred Alternatives	X	X	X	X	X	X	X	X	X
Engineering Analysis	US 322-1 Existing (US 322-1 OEX)	US 322-1 South (US 322-1 S)	US 322-2	US 322-3	US 322-4	US 322-5	PA 144-1	PA 144-2	PA 144-3
Planning-Level Right-of-Way Cost Estimate (in 2021 dollars)	\$58M to \$63M	\$42M to \$47M	\$37M to \$42M	\$47M to \$52M	\$40M to \$45M	\$32M to \$37M	\$60M to \$65M	\$60M to \$65M	\$55M to \$60M
Planning-Level Construction Cost Estimate (in 2021 dollars)	\$405M to \$430M	\$390M to \$415M	\$475M to \$500M	\$545M to \$570M	\$390M to \$415M	\$455M to \$480M	\$550M to \$575M	\$680M to \$705M	\$455M to \$480M
Total Planning-Level Cost Estimate (in 2021 dollars)	\$468M to \$493M	\$432M to \$462M	\$512M to \$542M	\$592M to \$622	\$430 to \$460	\$487M to \$517M	\$610M to \$640M	\$740M to \$770M	\$510M to \$540M
Engineering Preferred Alternatives	X	X	-	-	X	X	-	-	-
Planning Analysis	US 322-1 Existing (US 322-1 OEX)	US 322-1 South (US 322-1 S)	US 322-2	US 322-3	US 322-4	US 322-5	PA 144-1	PA 144-2	PA 144-3
Planning Preferred Alternatives	X	X			-	X	-	-	-

Traffic, Engineering, and Planning Comparative Analysis

US 322-1OEX

- Minimizes water resources
- Minimizes habitat for protected wildlife and plant species
- Minimizes park and known historic resource
- Moderate productive agricultural land
- Higher core habitat area
- Higher residential/commercial relocations
- Reasonable Engineering Cost
- Best meets PEL planning goals

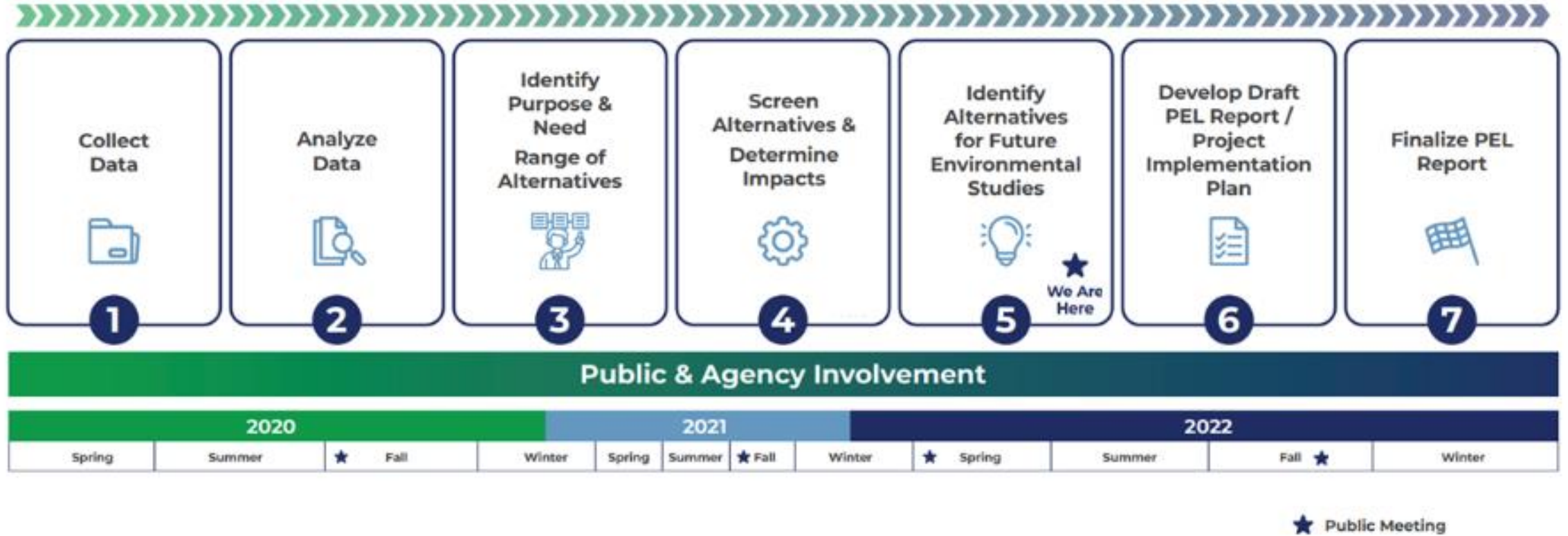
US 322-1S

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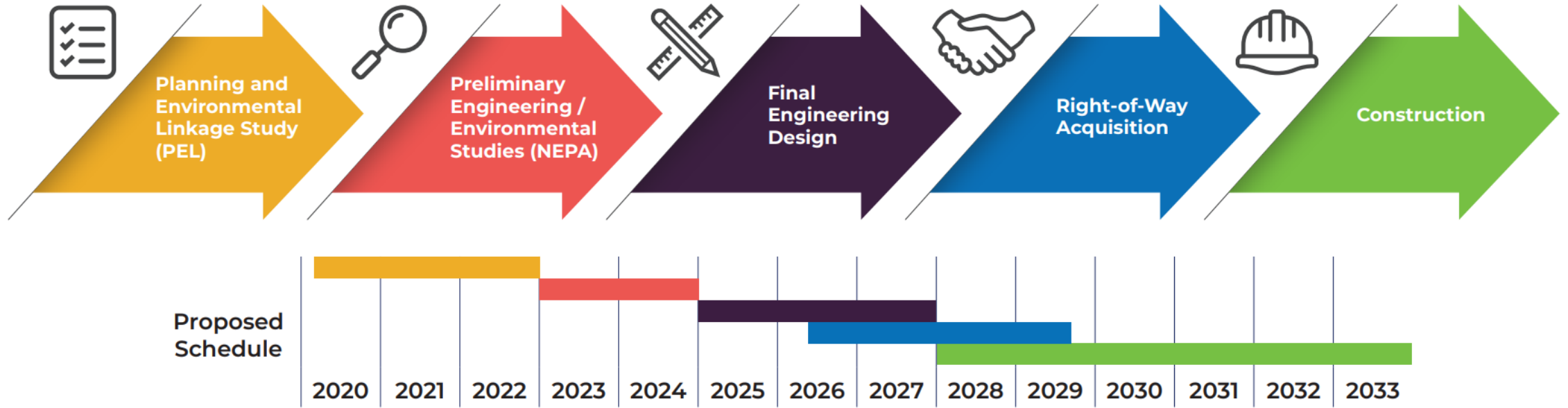
US 322-5

- Minimizes productive agricultural land
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- Minimizes residential/commercial relocations
- Moderate habitat for protected wildlife and plant species
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- Reasonable Engineering Cost
- Best meets PEL planning goals

Next Steps



Next Steps



- Fall 2022 - Draft PEL for Public Review (includes recommendations)
- October 19 & 20, 2022 - Public Meeting
- Winter 2022 - Final PEL
- Spring 2023 - Notice of Intent to Prepare an EIS

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Questions