Public Participation Report
Response to Public Comments

June / July 2014

Draft 2015-2018 Transportation Improvement Program (TIP)

Environmental Justice Benefits and Burdens Assessment of Draft 2015-2018 TIP

Air Quality Conformity Determination for the Draft 2015-2018 TIP

Amendment to 2040 Transportation and Development Plan for Southwestern Pennsylvania (2040 Plan) to reflect project phasing and cost information included in Draft 2015-2018 TIP

Amendment to the current 2013-2016 TIP for the I-376 / SR 18 Relocation and Realignment in Beaver County

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H. Daniel Cessna
Joe Szczur

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- Amendment to the current 2013-2016 TIP for the I-376 / SR 18 Relocation and Realignment in Beaver County

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How the Draft 2015-2018 TIP, Air Quality Conformity Determination, Environmental Justice Report, 2040 Plan Amendment, and 2013-2016 TIP Amendment have changed as a result of Public Comment
I. Introduction

This document presents comments received and responses to comments for the Southwestern Pennsylvania Commission's (SPC) public comment period from June 18 through July 18, 2014 on the following draft documents:

- Draft 2015-2018 Transportation Improvement Program (TIP)
- Environmental Justice Benefits and Burdens Assessment of Draft 2015-2018 TIP
- Air Quality Conformity Determination for the Draft 2015-2018 TIP
- Amendment to 2040 Transportation and Development Plan for Southwestern Pennsylvania (2040 Plan) to reflect project phasing and cost information included in Draft 2015-2018 TIP
- Amendment to the current 2013-2016 TIP for the I-376 / SR 18 Relocation and Realignment in Beaver County

All comments and responses in this Public Participation Report were distributed to members of the Southwestern Pennsylvania Commission for their review prior to the July 28, 2014 meeting for action to consider the above items.
II. Organization of Report

This report includes a Summary of Public Comments and the Response to Public Comments on the following draft documents:

- Draft 2015-2018 Transportation Improvement Program (TIP)
- Environmental Justice Benefits and Burdens Assessment of Draft 2015-2018 TIP
- Air Quality Conformity Determination for the Draft 2015-2018 TIP
- Amendment to 2040 Transportation and Development Plan for Southwestern Pennsylvania (2040 Plan) to reflect project phasing and cost information included in Draft 2015-2018 TIP
- Amendment to the current 2013-2016 TIP for the I-376 / SR 18 Relocation and Realignment in Beaver County

SPC staff has responded to each comment and shared both the comments and responses with the SPC Commissioners.

- Part 1 includes the Summary of Public Comments and the Response to Public Comments.
- Part 2 includes summaries of Public Participation Panel meetings that were held during the June 18 through July 18, 2014 public comment period.
- Part 3 includes copies of the written and electronic comments that were received during the June 18 through July 18, 2014 public comment period.
- Part 4 includes documentation of the public outreach activities during the June 18 through July 18, 2014 public comment period.
- Part 5 documents revisions to the Draft 2015-2018 TIP, Air Quality Conformity Determination, Environmental Justice Report, 2040 Plan Amendment, and 2013-2016 TIP Amendment as a result of Public Comment made in response to comments received during the public period of June 18 through July 18, 2014.
Part 1

Summary of Public Comments and the Response to Public Comments
2015 - 2018 Transportation Improvement Program (TIP)
Summary of Public Testimony and the Response to Comments

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source</th>
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<tbody>
<tr>
<td>Aten Road Bridge</td>
<td>Aten Road Bridge</td>
<td>Allegheny County</td>
<td>Matt Smith, State Senator, 37th District; Mark Mustio, State Representative, 44th District</td>
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We write to provide comments for the draft 2015-2018 Transportation Improvement Program (TIP) and ask the demolition and replacement of the Aten Road Bridge in Findlay Township, Allegheny County be added to the final version of the TIP. As you are well aware, Southwestern Pennsylvania has suffered greatly from insufficient infrastructure investment in recent years. In response to this, the General Assembly passed Act 89 of 2013, which will generate a new stream of funding necessary to provide for renewed investment in transportation projects across Pennsylvania. The Aten Road Bridge Project - entailing the replacement of a locally owned span that is vital to the economic prosperity of the local community - is exactly the type of project that the General Assembly sought to address when crafting Act 89. On two separate occasions, Findlay Township has been required to lower the weight limit of the bridge. Additionally, they have limited traffic on one side of the span's shoulder and fastened netting underneath the bridge to prevent concrete and metal debris from falling on the roadway beneath. The restriction of traffic on of Aten Road Bridge hampers economic development occurring at the RIDC Park West Industrial Park and the nearby businesses and residents of Findlay Township. This barrier to progress in the heart of the airport corridor merits the inclusion of the Aten Road Bridge Project into the final TIP. As the Southwestern Pennsylvania Commission (SPC) receives public comment on the draft 2015-2018 TIP, we respectfully request that the SPC take these considerations into account.

Response: Thank you for your comments in support of this project. PennDOT District 11-0 will commit to adding the construction phase to TIP in 2018 if Findlay Township is able to commit to the pre-construction phases.
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<tr>
<th>Project</th>
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| Aten Road Bridge | Aten Road Bridge Rehabilitation/Replacement | Allegheny County | **Gary Klingman, Findlay Township Manager**  
The continued deterioration of the Aten Road Bridge could severely interfere with the dual access provided by the Industry Drive Extension. Thus far, the Township (through the Bridge Inspection process) has been required to lower the Weight Limit from the original 17 tons except combinations 27 tons to the current 14 tons except combinations 21 tons on the Bridge on two (2) separate occasions. The Township is also required to go through more frequent Annual Bridge Inspections, rather than the usual Bi-Annual Inspections. More recently, the Township was required to place bollards along the outside shoulder of the bridge to restrict traffic from traversing over that section of the structure. And finally, the Township most recently allocated $19,000 to attach a net at the under-side of the bridge to eliminate concrete and metal debris from falling onto vehicles below. The Sufficiency Rating for the bridge has been decreasing each year from 36.2 in 2011 to 34.5 in 2012 and 32.6 in 2013. This past Winter (2014) had a detrimental affect on the bridge via the freeze/thaw cycles that we experienced here in Southwestern Pennsylvania. The negative impact, alone, on the general commerce in the Airport Area is reason to amend the TIP to include this $2.0 to $2.5 million project. Our request is to seek Southwestern Planning Commission’s consideration for such an amendment. With the passage of Act 89 of 2013, the Township believes that this project was precisely why such a funding bill was passed. Critical infrastructure must be brought up to appropriate standards to sustain the economic growth of this Commonwealth.  |

**Response:**Thank you for your comments in support of this project. PennDOT District 11-0 will commit to adding the construction phase to TIP in 2018 if Findlay Township is able to commit to the pre-construction phases.

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<tr>
<td>Bloomfield Bridge</td>
<td>Bloomfield Bridge</td>
<td>Allegheny County</td>
<td><em>Wanda Wilson, Executive Director Oakland Planning and Development Corp.</em>&lt;br&gt;The Bloomfield Bridge reconstruction project provides the opportunity to improve the hazardous bicycle and pedestrian conditions at the Liberty Avenue, Main Street, and Bloomfield Bridge intersection. We would also advocate for improved bicycle and pedestrian conditions at the Oakland end of the bridge at the intersection with Bigelow Boulevard.</td>
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<td>Brunot Island Railroad Bridge Conversion</td>
<td>Conversion of the Brunot Island Railroad bridge to a pedestrian - bicycle trail bridge</td>
<td>Allegheny County</td>
<td><em>Abe Stucky, Citizen</em>&lt;br&gt;I propose using the railroad bridge that crosses Brunot Island as a starting structure for a bike path that crosses both sections of the Ohio River and Brunot Island to W Carson Street. This would eliminate the need for cyclists to climb Antrim Street up to California Ave and eliminate any dangers/road noise crossing the McKees Rocks Bridge.</td>
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<td><em>Response:</em> Thank you for your comments. The bridge in question is wholly owned by Norfolk Southern Railroad, and is in regular use for rail operations.</td>
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<tr>
<td>Bus Service for North Baldwin</td>
<td>Transit Service Request</td>
<td>Allegheny County</td>
<td><em>MaryAnna Rowsick</em></td>
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North Baldwin, part of Baldwin borough, shares borders with the city of Pittsburgh, yet has no access to bus service. Lack of public transportation definitely negatively impact its residents of all ages. There are really no alternative bus routes available to commuters in the North Baldwin area. The nearest bus route is on Brownsville Road - the 51 Carrick. It is a very dangerous journey - a long walk up hilly terrain with no sidewalks. In my particular situation, it would be 1.75 miles, climbing a very steep hill. And then another 40-50 minutes once one was able to board a 51C - often filled to capacity and usually overcrowded. That would be about a 90 minute commute one-way, to downtown Pittsburgh.....three hours total commute and even longer in inclement weather!!! There are no community Park 'n Ride locations. Also parking is restricted to 2 hours on streets close to Brownsville Road unless you have a resident permit. Parking in the South Side is also restricted to 2 hours if you are not a resident. For those who do have use of an automobile, transportation costs are high (parking, gas, additional insurance cost for using their car for work). Driving also increase traffic congestion, causes delays and air pollution. Providing service should take precedence over improving service to already well-serviced areas (for example Rapid Bus Transit to Oakland). Buses often use Glass Run Road and Churchview Ave (streets in North Baldwin) to/from the West Mifflin garage.

*Response:* Thank you for your comments. Your comments will be shared with Port Authority Service Planning Staff.
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| Comment - Transit Service       | General Comment             | Allegheny County | *Margot Nikitas, Citizen*  
We need all-night transit. Pittsburgh is full of dangerous drunk drivers because people can't take the bus after 1am and there are no taxis and now the Utility Commission has shut down Lyft and Uber. People can't get to and from work in the early hours of the morning.  

Response: Thank you for your comments. Your comments will be shared with Port Authority Service Planning Staff. |

| Comment- Bike facilities        | General Comment             | Allegheny County | *Margot Nikitas, Citizen*  
Pittsburgh needs more and safer bike lanes. Pedestrians face danger at many intersections. The culture needs to be changed such that bikers and pedestrians are afforded as much or more respect as cars. I have almost been run over many times as a pedestrian following my walk signal correctly by impatient motorists. Pittsburgh is extremely dangerous for pedestrians and bikes compared with other cities (Chicago).  

Response: Thank you for your comments. The safe accommodation of motor vehicles, pedestrians and bicyclists on roadways in Pennsylvania is a key objective for all involved in the planning and design of roadway improvements. Your comments will be shared with PennDOT, county and city planners. |
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<td>Davis Avenue Bridge</td>
<td>Davis Avenue Bridge Replacement</td>
<td>Allegheny County</td>
<td><strong>Vince Pallus, Brighton Heights Citizens Federation</strong> The Brighton Heights Citizens Federation requests consideration for a full replacement of the Davis Avenue Bridge. We are attaching a letter addressed to Mayor William Peduto from all members of the Northside Leadership Conference in support of a full replacement of the Davis Avenue Bridge.</td>
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**Response:** Thank you for your comments. Your comments will be shared with city and PennDOT representatives and will be retained as input into the next TIP update.
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<td>Davis Avenue Bridge</td>
<td>Davis Avenue Bridge Replacement</td>
<td>Allegheny County</td>
<td>Mark Fatla, Executive Director Northside Leadership Conference</td>
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The demolition of the bridge on May 6, 2009 created significant and persistent hardships for the Northside community. It severed a major east-west artery connecting the northern tier neighborhoods. It isolated Brighton Heights residents from Riverview Park and its recreational opportunities and programs. It dramatically increased traffic on Woods Run Avenue, diminishing the quality of life for residents on a street not designed or intended to handle such traffic safely. It isolated Observatory Hill from the Brighton Heights commercial district, costing residents convenience and costing businesses the revenue from these customers. It isolated Observatory Hill residents from medical care at Suburban General Hospital, including regular rehabilitative services for persons recovering from illness or injury. Detours around the demolished bridge require longer travel for elementary school students and higher transportation costs for an already hard-pressed school district. Detours add substantial time to simple trips to attend church, to receive medical care or to visit friends and relatives, thereby adding costs to residents and increasing pollution. Connectivity and ease of access are the cornerstones of economic activity and the quality of life for a community. With the loss of the Davis Avenue Bridge, Northside communities now stand at a serious disadvantage in attracting businesses, residents and commerce.

**Response:** Thank you for your comments. Your comments will be shared with city and PennDOT representatives and will be retained as input into the next TIP update.
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| Davis Avenue Bridge    | Davis Avenue Bridge | Allegheny County | Erin Springer, Citizen  
As someone who lives on Davis I can say the sentiment is we absolutely DO NOT want this bridge replaced. The traffic is already a hazard on our street - people routinely speed and blow through stop signs. I've also heard about how that bridge had a fair amount of drug traffic. When I moved in someone warned me that if the bridge was slated to be rebuilt I should sell immediately. This is not an advantage to the neighborhood. We do not want this bridge.  
Response: Thank you for your comments. Your comments will be shared with city and PennDOT representatives and will be retained as input into the next TIP update. |
| General Comment        | General Comment     | Allegheny County | Marlana Sherman, Citizen  
Some times I have been on buses that broke down. A lot of the buses needed to be cleaned more often because of passengers throwing trash on the floors or leaving trash in the seats. The floors of the buses are usually very dirty.  
Response: Thank you for your comments. Your comments will be shared with Port Authority Customer Service Staff. |
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<tr>
<td>General Comments</td>
<td>General Comments</td>
<td>Allegheny County</td>
<td><em>Abe Stucky, Citizen</em> \nI would like to see more money allocated for bicycling infrastructure in and around the City of Pittsburgh. Bike lanes require less money to maintain because cyclists create virtually no wear on bike paths. Biking uses zero CO2 emissions which is critical in today's society. Let's let Pittsburgh set a precedent for the most bike-able city in Pennsylvania.</td>
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<td><strong>Response:</strong></td>
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<td>Thank you for your comments. Your comments of support will be shared with the City of Pittsburgh. Pittsburgh has committed to a major investment in protected bike lanes, and has requested funding assistance from the federal Transportation Alternatives Program for the development of an additional +/- five miles of bike lanes and &quot;share the lane&quot; markings.</td>
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<td>Greenfield Ave Bridge</td>
<td>Greenfield Ave Bridge</td>
<td>Allegheny County</td>
<td><em>Wanda Wilson, Executive Director Oakland Planning and Development Corp.</em> \nWe understand that there will be improved ped/bicycle infrastructure on the new Greenfield Avenue bridge and support these plans.</td>
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<td><strong>Response:</strong></td>
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<td>Thank you for your comments. Your comments of support will be shared with the City of Pittsburgh. Pittsburgh has committed to a major investment in protected bike lanes, and has requested funding assistance from the federal Transportation Alternatives Program for the development of an additional +/- five miles of bike lanes and &quot;share the lane&quot; markings.</td>
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| I-376 Green Tree Interchange  | I-376 Green Tree Interchange Project | Allegheny County        | Wayne Fontana, State Senator, 42nd District; Dan Miller, PA Representative 42nd District; Dan Deasy, PA Representative, 27th District | We write to provide our support for inclusion of the I-376 Green Tree interchange project, and specifically a sound barrier, in the 2015-2018 draft Transportation Improvement Program (TIP) or future TIPs. Over the past year, residents of Green Tree have organized a committee, and held several well-attended public meetings in order advocate for their desired sound wall between Parkedge Road and I-376. Our offices have attended these meetings and are supportive of the residents’ request for a sound barrier as part of the overall improvements to the I-376 corridor and Green Tree interchange projects. This effort is part of a long-standing endeavor of the residents in this neighborhood to construct a noise wall, as the traffic and volume along this busy stretch of the interstate only continues to grow. We are incredibly appreciative of the support that PennDOT and Mr. Cessna have so far given to the project, including attending a meeting of the residents to explain the short and long term plans for the corridor, the Green Tree interchange, and the possibility for a sound wall. While we understand that this current draft TIP does not include this project, we would like to express our united support for the inclusion of the project in future Transportation Improvement Programs.  

**Response:** Thank you for your comments in support of this project. This project, along with interchange work at Banksville and Carnegie, is work that would be greatly beneficial to the region. Even with the recent influx of new transportation funding there is not enough funding available at this time to cover the cost of these large scale projects. PennDOT District 11-0 will pursue adding this projects in the future if funding is available. |
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| Kenmawr Bridge over Norfolk Southern (27543) | Kenmawr Bridge over Norfolk Southern Railroad, Bridge Rehabilitation/Replacement | Allegheny County | Michael Cocco, Citizen  
The Kenmawr Bridge in Swissvale is important for non-motorized transportation like walking and biking. Any new bridge should include accommodations for people who walk and bike. It's important to also consider that there is a need to integrate this bridge project into the existing Rankin Bridge and the planned ramp that will provide access to the Carrie Furnace site.  
Response: Thank you for your comments in support of this project. Your comments will be shared with PennDOT and Allegheny County Planning. The project is programmed on the Draft 2015-2018 TIP. |
| Kenmawr Bridge over Norfolk Southern (27543) | Kenmawr Bridge over Norfolk Southern Railroad, Bridge Rehabilitation/Replacement | Allegheny County | Wanda Wilson, Executive Director Oakland Planning and Development Corp.  
Regarding the replacement of the Kenmawr Bridge, we advocate that the project be developed to allow for a potential expansion of the East Busway at some point in the future. A more available and accessible busway will help alleviate congestion on I-376 and other arterials in the area that lead to Oakland.  
Response: Thank you for your comments in support of this project. Your comments will be shared with PennDOT and Allegheny County Planning. The project is programmed on the Draft 2015-2018 TIP. |
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<td>Kenmawr Bridge over Norfolk Southern (27543)</td>
<td>Kenmawr Bridge over Norfolk Southern Railroad, Bridge Rehabilitation/Replacement</td>
<td>Allegheny County</td>
<td>Matthew McHale, Citizen</td>
<td>It's my understanding that the Kenmawr Bridge in Swissvale will be undergoing a redesign and reconstruction in the near future. It's important that the new structure include space and accommodations for people walking and bicycling, in particular given the bridge's close location to the Rankin Bridge and its planned ramp down to the Carrie Furnace historical and recreational site. Please take these needs into account and make sure that the bridge is designed for all users, not just those in motor vehicles.</td>
</tr>
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**Response:** Thank you for your comments in support of this project. Your comments will be shared with PennDOT and Allegheny County Planning. The project is programmed on the Draft 2015-2018 TIP.
Kenmawr Bridge over Norfolk Southern (27543)

Kenmawr Bridge over Norfolk Southern Railroad, Bridge Rehabilitation/Replacement

Allegheny County

Comment Source

Ernie Hogan, Executive Director, Pittsburgh Community Reinvestment Group

I am writing you in support of the replacement of the Kenmawr Bridge, which is on the Draft 2015-18 SPC Transportation Improvement Plan (TIP). Nearly everyone can agree that this replacement is long overdue and we commend PennDOT for taking ownership of this project. We hope, however, that several criteria are met when this bridge is replaced. These are key to our concerns and the success of the project at a regional scale. 1) The replacement bridge must have a span long enough, underneath, to allow for a future extension of the East Busway. It is important that we plan for the future, especially as one of the best ways to alleviate Parkway East congestion is to provide faster, more viable transit options. Currently, a Busway extension provides our best possible solution within the Pittsburgh’s busy eastern corridors. 2) The bridge must provide safe passage of pedestrians over its span. This is of crucial importance due to the high degree of pedestrian traffic – especially of those who are physically disabled and in LMI communities – to and from the Swissvale Busway station. Many affordable housing developments are within a half-mile of this bridge and it must improve people’s mobility – not hinder it. 3) Additionally, safe crossing of those pedestrians at the bridge’s north end is of equal importance. This is a high-traffic roadway that must accommodate those crossings. PennDOT should coordinate with the boroughs of Swissvale and Rankin on either end of the span for implementation. 4) The bridge deck must be able to accommodate the re-instatement of fixed route buses that have been detoured since the current bridge’s weight limit reduction to 6 tons. These have added over 15 minutes to the P7, P71, 59, and 71 routes and operating costs to the Port Authority. 5) The new bridge should also take a complete streets approach, providing for safe passage of bicyclists over its span. PennDOT should coordinate with the boroughs of Swissvale and Ranking on either end of the span for implementation. 6) The bridge can serve as a gateway into both Swissvale and Rankin, and design that reflects that should be explored. FHWA’s Context-Sensitive Solutions approach can be a guide for such a structure. There are two local examples of this – the Heths Run bridge replacement project in Highland Park and the Blvd of the Allies Portal Bridge, both within City of Pittsburgh.
Response: Thank you for your comments in support of this project. Your comments will be shared with PennDOT and Allegheny County Planning. The project is programmed on the Draft 2015-2018 TIP.
With regards to the first project, the replacement of the 100 year old Kenmawr Bridge over Norfolk Southern (project number 27543), I first want to praise PennDOT for planning ahead for the potential of a Martin Luther King, Jr. East Busway extension. Such an extension would improve transportation access to a part of the Mon Valley and Turtle Creek Valley that has suffered and continues to suffer from decades of population loss and decay. Therefore, making the Kenmawr Bridge span long enough to accommodate this extension is an important, proactive step that is to be commended. With respect to this project, there are several modest requests that I have. First, the bridge and related roadway changes must consider pedestrians and bicyclists as a high priority when developing the bridge design at its earliest stages. One of the reasons is that the adjacent census tracts have median household incomes that are some of the lowest in Allegheny County. Therefore, there is a dependence on transit that the busway provides to many who may not have vehicles. The current design and condition of the Kenmawr Bridge encourages pedestrians to cross S. Braddock Ave or the rail lines at unsafe locations. Also, the Carrie Furnace brownfield site is being redeveloped by Allegheny County. It can be expected that vehicle usage will increase as the site is developed with hundreds of jobs. Increased vehicle usage should not compromise the safety of those who, in greater numbers, are deciding to commute by bicycle, or walking to the busway. Furthermore, the Kenmawr Bridge will be an important regional link to the river trails that will be accessible from the site. These trails will connect with the growing network of trails, not only up and down the Monongahela River, but also the Great Allegheny Passage. The Kenmawr Bridge provides an almost unavoidable link to the Rankin Bridge for pedestrians, bicyclists, cars and delivery trucks. Two important economic activity centers across the river from Swissvale and Rankin are the Waterfront and Kennywood. Therefore, the new Kenmawr Bridge and roadway changes should use Complete Streets design principles with protected, dedicated and separate bike and pedestrian lanes. The second modest request is that, as a legacy bridge project in the City of Bridges, this new bridge should continue in the tradition in the region of bridges having some architectural and landscaping character. Examples of bridges include the Smithfield Bridge, Westinghouse Bridge, 16th Street Bridge, as well as the Panther Hollow Bridge, and
many others. Distinctive landscaping at gateways to communities are common in our region and include the plantings at the Fort Pitt and Squirrel Hill Tunnels, and also at the Edgewood-Swissvale Parkway East interchange. The planning necessary to incorporate these characteristics that are important to the community must be made at the very beginning of the design process. Since these characteristics will make a statement to the nearly 15,000 vehicles traveling through our community on a daily basis, it is the two communities that should be engaged to participate in the detailed development of these design elements. The last modest request related to the Kenmawr Bridge is also the most fundamental. With the grading changes required to provide the rail line clearance needed for improved freight movement, there will be significant grade changes, as well as alignment changes to the bridge and approaches. The design and selection of the changes to the alignment should be done by engaging the municipalities. The potential for taking productive, taxpaying properties for right of way, should be part of the iterative and collaborative process of design where the stakeholders are involved regularly in the process, not at the end where it is much harder to incorporate suggestions from the municipalities. In addition, Swissvale’s recent Comprehensive Plan has identified the potential for new development between the Bridge and the intersection of S. Braddock Ave and Woodstock Ave. Any realignments should be made to positively affect the viability of this area of town.

Response: Thank you for your comments in support of this project. Your comments will be shared with PennDOT and Allegheny County Planning. The project is programmed on the Draft 2015-2018 TIP.
Kenmawr Bridge over Norfolk Southern Railroad, Bridge Rehabilitation/Replacement

Allegheny County

Paul Costa, State Representative, 34th District

I am writing you in support of the replacement of the Kenmawr Bridge, Project Number 27543, which is on the Draft 2015-18 SPC Transportation Improvement Plan (TIP). Nearly everyone can agree that this replacement is long overdue and we commend PennDOT for taking ownership of this project. I hope, however, that several criteria are met when this bridge is replaced. These are key to my concerns and the success of the project at a regional scale.

1) The replacement bridge must have a span long enough so that, underneath, the East Busway may be extended eastward. It is important that we plan for the future, especially as one of the best ways to alleviate Parkway East congestion is to provide faster, more viable transit options.

2) The bridge must provide safe passage of pedestrians over its span. This is of crucial importance due to the high degree of pedestrian traffic — especially those physically disabled — to and from the Swissvale Busway station. Many affordable housing developments are within a half-mile of this bridge and it must improve people’s mobility — not hinder it.

3) Additionally, safe crossing of those pedestrians at the bridge’s north end is of equal importance. This is a high-traffic roadway that must accommodate those crossings. PennDOT should coordinate with the boroughs of Swissvale and Ranking on either end of the span for implementation.

4) The bridge deck must be able to accommodate the re-instatement of fixed route buses that have been detoured since the current bridge’s weight limit reduction to 6 tons. These have added over 15 minutes to the P7, P71, 59, and 71 routes and operating costs to the Port Authority.

5) The new bridge should also take a complete streets approach, providing for safe passage of bicyclists over its span. PennDOT should coordinate with the boroughs of Swissvale and Ranking on either end of the span for implementation.

6) The bridge can serve as a gateway into both Swissvale and Ranking, and design that reflects that should be explored. FHWA’s Context-Sensitive Solutions approach can be a guide for such a structure. There are two local examples of this — the Heths Run bridge replacement project in Highland Park and the Blvd of the Allies Portal Bridge, both within City of Pittsburgh.

Response: Thank you for your comments in support of this project. Your comments will be shared with PennDOT and Allegheny County Planning. The project is programmed on the Draft 2015-2018 TIP.
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<td>Kenmawr Bridge over Norfolk Southern (27543)</td>
<td>Kenmawr Bridge over Norfolk Southern Railroad, Bridge Rehabilitation/Replacement</td>
<td>Allegheny County</td>
<td>William Peduto, Mayor, City of Pittsburgh</td>
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I am writing you in support of the replacement of the Kenmawr Bridge, which is on the Draft 2015-18 SPC Transportation Improvement Plan (TIP). Nearly everyone can agree that this replacement is long overdue and we commend PennDOT for taking ownership of this project. I hope that several criteria are met when this bridge is replaced. These are key to my concerns and the success of the project at a regional scale.

1) First, and most importantly, the replacement bridge must have a span long enough so that, underneath, the East Busway may be extended eastward. It is important that we plan for the future, especially as one of the best ways alleviate Parkway East congestion is to provide faster, more viable transit options.

2) The bridge must provide safe passage of pedestrians over its span. This is of crucial importance due to the high degree of pedestrian traffic — especially those physically disabled — to and from the Swissvale Busway station. Many affordable housing developments are within a half-mile of this bridge and it must improve people’s mobility — not hinder it.

3) Safe crossing of those pedestrians at the bridge’s north end is of equal importance. This is a high-traffic roadway that must accommodate those crossings. PennDOT should coordinate with the boroughs of Swissvale and Rankin on either end of the span for implementation.

4) The bridge deck must be able to accommodate the re-instatement of fixed route buses that have been detoured since the current bridge’s weight limit reduction to 6 tons. These have added over 15 minutes to the P7, P71, 59, and 71 routes and operating costs to the Port Authority.

5) The new bridge should also take a complete streets approach, providing for safe passage of bicyclists. PennDOT should coordinate with the boroughs of Swissvale and Rankin on either end of the span for implementation.

6) The bridge can serve as a gateway into both Swissvale and Rankin, and design that reflects that should be explored. FHWA’s Context-Sensitive Solutions approach can be a guide for such a structure. There are two local examples of this — the Heths Run bridge replacement project in Highland Park...
and the Blvd of the Allies Portal Bridge, both within City of Pittsburgh.

Response: Thank you for your comments in support of this project. Your comments will be shared with PennDOT and Allegheny County Planning. The project is programmed on the Draft 2015-2018 TIP.
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| Kenmawr Bridge over Norfolk Southern (27543) | Kenmawr Bridge over Norfolk Southern Railroad, Bridge Rehabilitation/Replacement | Allegheny County | *Tracey Evans, Executive Director, Wilkinsburg Community Development Corp*  
These are the key aspects that would be beneficial to Wilkinsburg:  
1) The replacement bridge must have a span long enough so that, underneath, the East Busway may be extended eastward. It is important that we plan for the future, especially as one of the best ways to alleviate Parkway East congestion is to provide faster, more viable transit options.  
2) The bridge deck must be able to accommodate the re-instatement of fixed route buses that have been detoured since the reduction of the current bridge's weight limit to 6 tons. These detours have added over 15 minutes to the P7, P71, 59, and 71 routes and operating costs to the Port Authority.  
3) The new bridges should also take a complete streets approach, providing for safe passage of bicyclists over its span. Penn DOT should coordinate with the boroughs of Swissvale and Ranking on either end of the span for implementation. This Busway extension could be a great benefit to Wilkinsburg by taking a lot of the commuter express routes off of the Borough's streets. Additionally, the Wilkinsburg park-and-ride is currently at capacity and the Busway extension would be an opportunity for new park-and-rides, opening more spaces in Wilkinsburg to local residents. |

**Response:** Thank you for your comments in support of this project. Your comments will be shared with PennDOT and Allegheny County Planning. The project is programmed on the Draft 2015-2018 TIP.
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<td>Kenmawr Bridge over Norfolk Southern (27543)</td>
<td>Kenmawr Bridge over Norfolk Southern Railroad, Bridge Rehabilitation/Replacement</td>
<td>Allegheny County</td>
<td><em>David Howison, Citizen</em></td>
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Kenmawr Bridge is a major connector from Swissvale and Pittsburgh's eastern neighborhoods to the Rankin Bridge and eventually the GAP biking/walking trail. The bridge, when reconstructed, must include significantly improved accommodations for bicycles and pedestrians. Please consider current best practices in bridge design that will prioritize bicycles and pedestrians at the earliest possible stage of the design process.

**Response:**
Thank you for your comments in support of this project. Your comments will be shared with PennDOT and Allegheny County Planning. The project is programmed on the Draft 2015-2018 TIP.
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| Leet Street Bridge/Oliver Bridge | Leet Street Bridge Bridge Rehabilitation/Replacement in Leetsdale Borough, Allegheny County | Allegheny County | **Jeffery Weatherby, Citizen**
Bridge was closed by the PUC in September of 2013. There is a real public safety concern regarding response times. Not having the Leet street bridge in place may effectively double the emergency response times to Hussey Copper and the Washington Street residents. As it stands the overpass is the only ingress and egress that is available. When the Leet Street bridge is removed there will no longer be any safe method to cross Route 65 and/or the railroad tracks unless you walked approximately 0.5 miles south and crossed at the overpass and then walked that distance back on Washington Street. If there ever was any emergency that shut down the overpass there could be over 5,000 people stranded on the river side of the railroad tracks and the possibly that no emergency vehicles could reach the residents and/or the Industrial Parks. I believe that a new Leet street bridge would be a big incentive for the future economic growth of the area.

**Response:** Thank you for your comments. Your comments will be shared with county and PennDOT representatives and will be retained as input into the next TIP update.

| Leet Street Bridge/Oliver Bridge | Leet Street Bridge Bridge Rehabilitation/Replacement in Leetsdale Borough, Allegheny County | Allegheny County | **Maureen Noyes, Citizen**
This bridge is in poor condition and has been closed

**Response:** Thank you for your comments. Your comments will be shared with county and PennDOT representatives and will be retained as input into the next TIP update.
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<td>Allegheny County</td>
<td>Janice Williams, Citizen</td>
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<td>Leet Street Bridge Bridge Rehabilitation/Replacement in Leetsdale Borough, Allegheny County</td>
<td>Allegheny County</td>
<td>Amos Cameron, Citizen</td>
<td>The Leet Street Bridge is in need of serious repair. The bridge is currently closed due to weight restriction and needing repaired. This bridge is also a vital part for the Emergency Management plan for the Borough. The bridge is a secondary emergency evacuation route for the residence of Washington Street, and the three industrial parks as well. If an emergency happen in one of the industrial parks, or a train derails, the current overpass would be not be able to handle the 6,000 people trying to evacuate the area. By repairing the bridge, we now have a secondary route to rout people away from the emergency on Washington Street, Leetsdale Industrial Park, Buncher District, and Hussy Copper. There is no other viable option for the Public safety of the residence of Washington Street and the employees of the three Industrial Parks.</td>
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<td>Leet Street Bridge/Oliver Bridge</td>
<td>Leet Street Bridge Bridge Rehabilitation/Replacement in Leetsdale Borough, Allegheny County</td>
<td>Allegheny County</td>
<td>Joseph McGurk, Citizen</td>
<td>Bridge has been scheduled for removal which would seriously limit ingress and egress to the neighborhood and industrial parks located on that side of the tracks.</td>
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Response: Thank you for your comments. Your comments will be shared with county and PennDOT representatives and will be retained as input into the next TIP update.
Leet Street Bridge/Oliver Bridge

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<td>Leet Street Bridge Bridge Rehabilitation/Replacement in Leetsdale Borough, Allegheny County</td>
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Ernest Logan, Citizen

The Leet Street Bridge carries two way traffic between Beaver Street and Washington Street in the Borough of Leetsdale. This structure carries traffic over 4 lanes of SR-0065 and also 3 Norfolk Southern main line tracks. This bridge is currently weight restricted due to its declining condition. The bridge has declined to the point that it is now closed. There has been a proposal set forth by the railroad to removed their section of the bridge. This is of great concern to me for the following reasons:

1) I am the Fire Chief for the Borough of Leetsdale. Due to this bridge being closed 7 emergency responders have to take a longer route to respond to the fire station. This results in a delay in critical response time to emergencies within the Borough. This bridge closure has a direct effect on public safety for all of Leetsdale Borough.

2) This bridge is critical as an avenue of evacuation in an emergency. Leetsdale has numerous hazard materials that travel along a four lane State highway, a major railroad route, the Ohio River, and also three large industrial complexes (Hussey Copper, Leetsdale Industrial Park, and Buncher Commerce Park). Should the overpass become unusable due to a hazardous materials incident, this bridge is the only other means of escape for all residents and employees of businesses on that side of the highway/railroad. It is a fundamental principle in public safety to have to means of escape.

3) This bridge needs to be rebuilt and reopened for car and light traffic only. Trucks should not be permitted to use this bridge. The volume of trucks into this industrialized area is tremendous. This bridge could be used as a tool to segregate truck and light vehicle traffic. This would reduce conflicts between these two different types of traffic.

Response: Thank you for your comments. Your comments will be shared with county and PennDOT representatives and will be retained as input into the next TIP update.
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<td>Leet Street Bridge/Oliver Bridge</td>
<td>Leet Street Bridge Bridge Rehabilitation/Replacement in Leetsdale Borough, Allegheny County</td>
<td>Allegheny County</td>
<td><em>Susan Kretzler-Falcone, Citizen</em></td>
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Closure of the Leet Street Bridge has brought to light numerous and serious safety concerns. With this closure, if there was an emergency or needed evacuation the only way to get in or out of the area is to use the *Maruca* Overpass over Rt. 65. If something would happen to obstruct the overpass or the surrounding area, the people that live and work on the river side of Rt. 65 would be stuck. In the past, that area has flooded and the Overpass is located in the lower area which floods first, potentially leaving individuals stranded with no way out. Due to the types of businesses located in the Industrial Park that brings up other types of safety issues, such as chemical, medical, hazardous, etc. The Leet Street Bridge (also known as the Oliver Bridge) is part of the community and a part of the lifestyle in Leetsdale. This bridge is the second oldest thru truss bridge in Allegheny County built in 1886 and should be looked at as something of historical significance and should not be demolished or remained closed to traffic.

*Response:* Thank you for your comments. Your comments will be shared with county and PennDOT representatives and will be retained as input into the next TIP update.
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<td>McKees Rocks Bridge</td>
<td>McKees Rocks Bridge Maintenance</td>
<td>Allegheny County</td>
<td>Abe Stucky, Citizen</td>
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The McKees Rocks bridge is very noisy for road bicyclists, and the sidewalk is narrow and often covered with broken glass and debris. For cyclists traveling from the North Shore trail to McKees Rocks, Neville Island, and Coraopolis, this bridge is an undesirable but necessary option for getting to the south side of the Ohio River.

**Response:**
Thank you for your comments. Your comments will be shared with PennDOT. The sweeping and upkeep of sidewalks on bridges serving as major river crossings is the subject of on-going discussion with PennDOT, the county and local municipalities.
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<td>Melrose Street Park and Ride Lot</td>
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<td>Allegheny County</td>
<td>Darrell Rapp, Swissvale Borough Council Member</td>
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The need for additional parking for commuters using the Martin Luther King, Jr. East Busway is strong. The current park-and-ride fills up early and spillover parking on adjacent residential streets became such a problem for residents that a parking permit program was initiated in that neighborhood of Swissvale. However, the only nearby property on Melrose Street that is likely to be large enough to support a 105 car park-and-ride is one that is currently a car storage lot for a local towing company. This property is not vacant as noted in the Draft TIP project description. Furthermore, this property is currently tax paying and is integral to the operation of an employer in Swissvale. To take this property would have a negative impact on the community’s tax base, while providing little if any positive benefit for the borough. A study related to Transit Oriented Development (TOD) along the busway is currently underway. This project, the East Busway Corridor Revitalization Project, is led by the Pittsburgh Community Reinvestment Group (PCRG) and includes the CMU Remaking Cities Institute and Delta Development. The Heinz Endowments is supporting this project. Until this study and plan development is completed, investing $1.7 million in a park-and-ride at a location that would have a negative impact on the community is premature and not wise. If it is necessary to move forward with creating a new park-and-ride for the busway, there are two options to consider. One is to create a new busway station in Edgewood with a pedestrian access link to excess parking at the Edgewood Towne Centre. This project is already in the joint Comprehensive Plan of Edgewood, Swissvale and Rankin. Such a station would be within easy walking distance of portions of Swissvale and would benefit residents and be an additional attraction for new residents looking for housing. Furthermore, there is excess parking adjacent to the K-Mart exceeding 200 spaces on the most recent Google Maps aerial view. An agreement with the property owner could help to support this retail site used by many in the community. Additionally, the potential for increased shopping traffic at these local businesses from commuters would benefit the local residents, creating jobs for the community and supporting the tax base. The other option to a park-and-ride at Melrose would be to partner with Swissvale Borough and Allegheny County Economic Development to expand the municipal parking lot that is nearly adjacent to the Roslyn Street busway station and Downtown Swissvale.
Response: Thank you for your comments. In lieu of building a park-and-ride lot on the property located at Melrose and Waverly Streets in Swissvale, Councilman Rapp proposes two alternatives, neither of which is feasible within the funding available for the project. One option would be to partner with Swissvale borough and the Allegheny County Department of Economic Development to expand the municipal lot in Downtown Swissvale which is near the Rosslyn Station. The lot which currently has 97 spaces, would have to be substantially expanded to accommodate park-and-ride users while maintaining parking access for existing users. However, the municipal parking lot is land-locked on all sides by existing development. It would be impossible to even marginally increase the capacity of the lot without displacing residences and businesses which surround the lot. The other option would involve installing a new station in Edgewood with a pedestrian access link to parking space near K-Mart at Edgewood Towne Centre. A new station with an overhead pedestrian connection (necessary to cross over the Norfolk Southern railroad line and East Busway) would cost well above the $1.7 million budgeted for the Melrose Park-and-Ride lot. Additionally, substantial coordination with the owners of Edgewood Towne Centre, the railroad, existing property owners on the other side of the busway and Edgewood Borough before the design of a new station and pedestrian overpass could begin. Councilman Rapp’s letter states a business, a towing company, would be displaced by the park-and-ride lot. However, the towing company is not the owner of this property. The property owner and its agent have both contacted Port Authority about purchasing this property in 2007 and 2009, prior to submission of the CMAQ grant. Port Authority would not have undertaken any efforts to seek to convert this site to a park-and-ride lot absent the property owner affirmatively reaching out to Port Authority and expressing a desire and intent to dispose of the site.

Councilman Rapp requests that Port Authority wait until completion of PCRG’s East Busway Corridor Study to identify potential Transit Oriented Development opportunities before proceeding with development of park-and-ride in Swissvale. However, Port Authority has the opportunity now to develop another park-and-ride facility in a corridor that desperately needs additional park-and-ride spaces. Moreover, interest in selling the property to Port Authority dates back to 2007 and delaying the project will increase the project costs, possibly reducing the size of the facility which can be built. Additionally, development of a park-and-ride lot at this site (as we have seen and are continuing to see in other transit hubs around the region) could lead to longer term TOD opportunities and benefits for the Swissvale area, as well as ensure the property (which is currently in relatively poor condition with scrapped vehicles and auto parts located throughout the site) is cleaned up and beautified via the proposed park-and-ride project.
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| Mt. Nebo Road Improvement Project | Mt. Nebo Road Improvement Project       | Allegheny County | Bradley Waters, Avonworth School District  
Mt. Nebo Road has not been milled and resurfaced, only chipped due to funding shortfalls. Mt. Nebo Road is heavily traveled and used to access I-79. Backups on this road occur daily. This coupled with poor intersections and need for additional traffic lights make for a dangerous condition for district busses. Due to the fact that our contracted school bus carrier has its operations located on Mt. Nebo Road, it is heavily traveled by school busses with and without students both intersections and poor turning lanes make for a dangerous situation. |

Response: Thank you for your comments. Your comments will be shared with county and PennDOT representatives and will be retained as input into the next TIP update.
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<td>Mt. Nebo Road Improvement Project</td>
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<td>Allegheny County</td>
<td>Matt Smith, State Senator, 37th District; Mark Mustio, State Representative, 44th District</td>
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As you are well aware, Southwestern Pennsylvania has suffered greatly from insufficient infrastructure investment in recent years as a result of inadequate state funding to tackle the Commonwealth's transportation needs. In response to this, we and our colleagues in the General Assembly passed Act 89 of 2013, which will generate the resources necessary to provide for renewed investment in transportation projects across Pennsylvania. It is our hope that this new infusion of Commonwealth resources will provide the opportunity to take on important and overdue infrastructure projects, which the previous lack of state investment prevented from occurring. One such project is the Mt. Nebo Road improvement project, located in Ohio Township, Allegheny County. Ohio Township’s continual residential and commercial growth has resulted in a level of use that greatly exceeds the capacity and functionality of Mt. Nebo Road. Serving as an arterial roadway that navigates through the center of the Township and connects I79 in the west with I279 in the east, Mt. Nebo Road becomes heavily congested during peak hours. Additionally, the road is difficult to access and exit from collector roadways at any time due to poor signalization and the absence of dedicated turning lanes at its many intersections. Ohio Township has taken the initiative to improve this state highway by completing a conceptual design, identifying construction costs, and committing significant local resources to undertake this project. It is vital that state resources be utilized to partner with Ohio Township to move this project forward and make this thoughtful investment. As the Southwestern Pennsylvania Commission receives public comment on the draft 2015-2018 Transportation Improvement Program (TIP), we believe that it is necessary to call to your attention this essential, publicly supported project. We respectfully request that the Southwestern Pennsylvania Commission take these considerations into account and that this project be added to the final 2015-2018 TIP.

Response: Thank you for your comments. Your comments will be shared with county and PennDOT representatives and will be retained as input into the next TIP update.
Mt. Nebo Road Improvement Project

Project Description: Roadway was shot and chipped due to the lack of past funding. This corridor is due for milling and overlay. Roadway is significantly over capacity. Daily backups occur through this corridor. Antiquated intersections within this corridor are unsafe and would be corrected with the proposed plan improvements. SR 4022 would be widened to provide left turns at intersections. This project provides a signalized intersection with SR 4049 (Nicholson Rd). Additionally, Duff Road would be realigned resulting in a new signalized intersection with SR 4022. Roosevelt Road would be realigned resulting in a plus intersection with Highpoint Road. These re-alignments would eliminate two acute angled intersections increasing safety. This corridor is in a very desirable location connecting I-79 and SR 0279. Despite the desirable location, development of parcels along this corridor is difficult however due to access and congestion issues. Ohio Township is well aware of the problem as it is their number one complaint for their residents. There is a spring that currently drains directly on to the shoulder of Mt. Nebo Rd near the school bus facility. This results in damage to the shoulder as well as icy conditions in the winter. The runoff from this spring would be collected safely as part of the Mount Nebo Rd Roadway Improvement project.

Comment Source: Charles Nash, Citizen

Response: Thank you for your comments. Your comments will be shared with county and PennDOT representatives and will be retained as input into the next TIP update.
Multiple Projects  Complete Streets Approach  Allegheny County

Ernie Hogan, Executive Director, Pittsburgh Community Reinvestment Group

We urge PennDOT and SPC to work with the City of Pittsburgh adjacent municipalities, and their representative community and economic development groups on the implementation of the following key projects on the TIP, to ensure that a Complete Streets approach to these projects’ (re)design and (re)construction. Now is the perfect time to employ much of what we had outlined in Item 1, previous page, and these specific projects are of the greatest impact – and therefore greatest opportunity – for the residents and communities that both our members and City/municipal leaders serve. To that end, we have also shared this TIP comment with mayoral and Allegheny County Economic Development staff, as well as PCRG membership and partner/stakeholder advocacy organizations. We see this as vital – again – to ensuring Southwestern Pennsylvania’s economic viability for the coming generation. Those projects are:
a. City-wide i. Bicycle wayfinding system signage: $1.03M
b. Downtown i. Signal upgrade, ADA ramps: $10.4M
ii. Smithfield Street Bridge Preservation: $11.3M
iii. 7th & 9th St Bridges Rehab: $29.3M
c. Bloomfield Bridge reconstruction: $10.3M
d. Southside i. Carson St. Signal upgrades – Station Sq. to Steelers facility: $5.8M
ii. 10th Street Bridge rehab: $22.5M
e. Strip/Polish Hill i. 28th Street Bridge rehab (crosses Busway) engineering($1.27M)
f. Sq. Hill/Greenfield i. Greenfield Ave. Bridge replacement: $15.3M
ii. S. Negley Ave. Bridge (crosses Busway) engineering & ROW: $1.15M
iii. Oakland i. Forbes Ave ped/bike signal improvements @ S. Craig, Hamburg Hall, Morewood, Beeler, Margaret Morrison (OTMA sponsor): $2.18M
iv. Hill District i. Street Grid, Lower Hill Development: $11.8M
v. Reconstruction of Centre, Washington Pl, Bedford, and Crawford around Lower Hill Development: $9.7 M

Response: Thank you for your comments in support of this project. Your support for the projects identified is appreciated. PennDOT District 11-0 fully intends to partner with the City, Allegheny County, SPC, and all municipalities involved to assure responsible design practices are implemented and carried out.
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<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source</th>
<th>Comment Summary</th>
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<tbody>
<tr>
<td>Neville Island Bike</td>
<td>Improve bicycle accommodations, Downtown McKees Rocks and Neville Island</td>
<td>Allegheny County</td>
<td>Abe Stucky, Citizen</td>
<td>It would be beneficial to have a bike lane or separated bike path from downtown McKees Rocks along Rt 51 to Neville Island and then along Neville Road running the length of Neville Island. Neville Island currently has several potholes and a shoulder covered in debris that makes it unsafe for cyclists. Improving this route would encourage more bike traffic from Coraopolis into the city of Pittsburgh.</td>
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<td>Response: Thank you for your comments. The Ohio River Trail Council has identified a combination on-road/off-road trail system that would run the length of the south side of the Ohio River in the communities of Coraopolis, Neville, Stowe and McKees Rocks, and hopes to begin implementation in coming months. The relevant sections of their plan may be seen at: <a href="http://www.ohiorivertrail.org/index.php/orgt-south-shore-extension">http://www.ohiorivertrail.org/index.php/orgt-south-shore-extension</a> and <a href="http://www.ohiorivertrail.org/index.php/orgsst-project-phase-i">http://www.ohiorivertrail.org/index.php/orgsst-project-phase-i</a>. The communities of Stowe and McKees Rocks are actively working on plans for the development of a CSX Intermodal Facility to be located to the north of SR51 in the vicinity of the McKees Rocks Bridge. Roadway alterations made in support of that facility will include consideration of pedestrian and bicycle accommodation through the corridor.</td>
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<tr>
<td>Nicholson Road/Mt. Nebo Road Intersection Improvements</td>
<td>Nicholson Road/Mt. Nebo Road, Intersection Enhancements</td>
<td>Allegheny County</td>
<td><strong>Charlie Lenzner, President Lenzner Coach Lines</strong>&lt;br&gt;The proposed enhancements that are proposed for the intersection of Nicholson Road and Mt. Nebo road would be a tremendous improvement for the local community. In addition to the increased number of passenger and business vehicles that pass through on a daily basis, two local transportation companies utilize these roads every day. The Avonworth School District has 60 vehicles that pass through here daily. Lenzner Coach Lines and Megabus send 65 vehicles through here on a daily basis. Currently at Lenzner/Megabus, we send our vehicles northbound to access the highway. This adds 15 miles to each vehicle but is necessary for we cannot utilize the current intersection at Nicholson and Mt. Nebo roads without increasing safety concerns. The local community has had tremendous growth in the past few years. This intersection improvement would greatly relieve some of the pressure our local infrastructure has had to endure as we have grown. Your support would be greatly appreciated.</td>
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*Response:* Thank you for your comments. Your comments will be shared with county and PennDOT representatives and will be retained as input into the next TIP update.
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<tbody>
<tr>
<td>Oakland Transit Comments</td>
<td>Oakland Transit Comments</td>
<td>Allegheny County</td>
<td><strong>Wanda Wilson, Executive Director Oakland Planning and Development Corp.</strong></td>
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<td>According to the Port Authority of Allegheny County (PAAC), approximately 68,000 riders, or 24% of the Port Authority's total ridership, move through the Oakland corridor on each weekday. Transit is critical for Oakland because of the significant influx of employees, students, and visitors each day. It is also a significant amenity for Oakland residents. Therefore, we express our support for the TIP's funding of multiple projects for PAAC. We applaud the proposed investment in bus transponders and signal head upgrades for the Oakland/Downtown corridor. This TIP for the most part maintains existing service. I stress the need to go beyond maintaining existing service to expand transit and incorporate premium transit options into this and future TIP's. Expansion of transit service is a catalyst for economic development, if planned in partnership with relevant agencies and local partners to take into account the complex relationship between land use and transportation.</td>
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**Response:** Thank you for your comments. Your comments will be shared with Port Authority Service Planning Staff.
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<th>Project</th>
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<th>Location</th>
<th>Comment Source Comment Summary</th>
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| Parkway East Congestion Comments | Parkway East Congestion Comments, Transit enhancement | Allegheny County | **Wanda Wilson, Executive Director Oakland Planning and Development Corp.**

With regards to the proposed Parkway East Corridor Congestion Construction, I encourage SPC to explore and support multi-modal transportation enhancements throughout the corridor. In order to ensure that mainline improvements do not come at the expense of communities in the urban core, each improvement should be scrutinized to determine whether it supports traffic reduction, modal shifts away from the private automobile, and pedestrian/bicycle safety in the neighborhoods in the urban core. Those that do not support quality of life in neighborhoods near I-376 or achieve a modal shift away from the private automobile should not be supported. We urge SPC and PENNDOT to support corridor enhancements that will increase transit ridership as a primary form of transportation in the I-376 corridor.

**Response:** Thank you for your comments in support of this project. Your comments will be shared with PennDOT and Allegheny County Planning. The project is programmed on the Draft 2015-2018 TIP. PennDOT District 11-0 looks forward to working with the many municipalities and stakeholders that this project will include. At this early stage of development all scenarios will be reviewed to determine the most beneficial and cost-effective means to improve the traffic flow and safety along this corridor.
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<th>Project</th>
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<tbody>
<tr>
<td>Parkway East Corridor Mobility Study</td>
<td>Parkway East Corridor Mobility Study</td>
<td>Allegheny County</td>
<td><em>Ernie Hogan, Executive Director, Pittsburgh Community Reinvestment Group</em></td>
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<td>As a representative of community groups serving over a half-million residents within the economic core of the region, we encourage SPC and PennDOT to explore and support multi-modal transportation enhancements throughout this corridor. Mainline improvements must not come at the expense of communities within this core. As such, each improvement should be scrutinized to determine whether it supports traffic reduction and encourages mode shift to transit and pedestrian/bicycle utilization safety within these neighborhoods. Those that do not support quality of life in neighborhoods near I-376 or achieve a modal shift away from the private automobile should not be supported. We urge SPC and PennDOT to support corridor enhancements that will increase transit ridership as a primary form of transportation in the I-376 corridor. This would include capital investments in premium transit enhancement and expansion into eastern Allegheny County.</td>
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**Response:** Thank you for your comments in support of this project. Your comments will be shared with PennDOT and Allegheny County Planning. The project is programmed on the Draft 2015-2018 TIP. PennDOT District 11-0 looks forward to working with the many municipalities and stake holders that this project will include. At this early stage of development all scenarios will be reviewed to determine the most beneficial and cost effective means to improve the traffic flow and safety along this corridor.
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<tr>
<td>PTC Mon-Fayette Expressway, SR 51 to Monroeville</td>
<td>New Pennsylvania Turnpike Commission Toll Road from Route 51 to Monroeville</td>
<td>Allegheny County</td>
<td>Robert Baum, Citizen</td>
<td>I am urgently requesting that a portion of the $4.7 billion transportation spending be allocated this year (2014) to the planning and start of construction of the Mon – Fayette Turnpike (Rt. 43) from Large, PA to Monroeville, PA. This road will be the number one economic generator for the entire Mon Valley without question. Everyone wants this road from citizens to local governments. It must be built now. The money is there and it is time. Do not put off another year, do your public duty you have been sworn to do.</td>
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<td>Response:</td>
<td>Thank you for your comments in support of this project.</td>
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<td>PTC Mon-Fayette Expressway, SR 51 to Monroeville</td>
<td>New Pennsylvania Turnpike Commission Toll Road from Route 51 to Monroeville</td>
<td>Allegheny County</td>
<td>Alan Sloboda, Citizen</td>
<td>Please include the completion of the Mon-Fayette Expressway in the TIP. Why does the valley have to continue suffering and lagging economic development? This highway should have been built in the 1950’s. After contributing significantly to WW II and the Korean War efforts why do the politicians continue to condemn the Mon-Valley to to a second rate condition, no viable transportation. Please contribute to improving the Valley. Add the Mon-Fayette Expressway to the TIP.</td>
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<td>Response:</td>
<td>Thank you for your comments in support of this project.</td>
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<td>PTC Mon-Fayette Expressway, SR 51 to Monroeville</td>
<td>New Pennsylvania Turnpike Commission Toll Road from Route 51 to Monroeville</td>
<td>Allegheny County</td>
<td>Bob Macey, Councilman, Allegheny County Council</td>
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The Mon/Fayette PA Route 51 to I-376 project is too often viewed as an all or nothing venture. In consideration of funding limitations, it does not make sense to think of the Y shaped project as a three legged stool in need of all three legs to stand. Setting aside the proposed northwestern leg in order to focus on the less expensive construction of the southern leg running from Jefferson Hills to Duquesne and the northeastern leg that would connect the Mon valley with the 376 via Turtle Creek and Monroeville poses real advantages. The construction of just the southern and northeastern legs could serve as a relatively low cost demonstration project which would confirm the benefits of constructing a high capacity, high speed, safe, less expensive (per mile of travel) and much more energy efficient option for vehicles traveling through the Mon Valley. Historically, the construction of expressway systems has integrated local economies into the national economy by cutting the travel costs and travel time between businesses and potential customers. The Mon/Fayette demonstration project would expand the economic potential for all business sectors in the Mon Valley. It would enable industries to get products to markets faster and at less expense. The demonstration project would also exponentially increase the customer bases of retailers and local attractions such as Kennywood. Studies have shown that enhanced ease of travel via close proximity to an expressway has proven to be especially beneficial to rural communities that are near metro areas. Goods and services become more competitively prices because customers have access to more choices. With increased access to a wider variety of jobs employers would be compelled to pay more competitive wages to retain employees. In closing, if we need to get beyond thinking of the Mon/Fayette PA Route 51 to I-376 project as a overly ambitious, prohibitively expensive, abstract venture. We will be far better off if we focus our efforts on achieving a Mon/Fayette demonstration project with interchanges in West Mifflin and Duquesne that would have a tremendously positive impact on the economic well being of the Mon Valley.

Response: Thank you for your comments in support of this project.
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<td>PTC Mon-Fayette Expressway, SR 51 to Monroeville</td>
<td>New Pennsylvania Turnpike Commission Toll Road from Route 51 to Monroeville</td>
<td>Allegheny County</td>
<td>Maury Burgwin, President Mon Yough Area Chamber of Commerce</td>
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</table>

On behalf of the Board of Directors of the Mon Yough Area Chamber of Commerce we are asking for your help to ensure that our state legislators and the PA Secretary of Transportation clearly understand how important the Mon/Fayette Expressway would be for economic development in the Mon Valley. Our focus is on advancement of the section of expressway from PA Route 51 in Large to I-376 in the Monroeville area. State transportation legislation signed into law last year provides funding to improve roads and bridges as well as providing the potential to advance the Mon/Fayette Expressway project. The economic revitalization of the Mon Valley is directly tied to advancement of this expressway. It is estimated that the Mon/Fayette Expressway project would vastly improve access essential for the redevelopment of nearly 1,000 acres of major brownfield sites as well as providing improved market access for the estimated 1,500 firms in the corridor.

*Response:* Thank you for your comments in support of this project.
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<td>Allegheny County</td>
<td><strong>Marti Gastel, Owner Dorthy’s Candies</strong>&lt;br&gt;Our company and the people in the area employ in our business strongly support the building of the Mon Fayette Expressway. Historically, the construction of expressway systems has integrated local economies into the national economy by cutting the travel costs and travel time between businesses and potential customers. The Mon/Fayette demonstration project would expand the economic potential for all business sectors in the Mon Valley. It would enable industries to get products to markets faster and at less expense. The demonstration project would also exponentially increase the customer bases of retailers and local attractions such as Kennywood. Dorothy's Candies and other businesses in White Oak and Monroeville would also thrive. We will be far better off if we focus our efforts on achieving a Mon/Fayette demonstration project with interchanges in West Mifflin and Duquesne that would have a tremendously positive impact on the economic well being of the Mon Valley. While transportation funds have gone in the past decades to sectors to the north and south of the city of Pittsburgh, the east suburbs languish largely do to a lack of infrastructure to serve these communities. We urge you to consider finishing at least the sector suggested by Bob Macey for now -- ultimately the City of Pittsburgh does need completion of the project -- for the long term growth and safety of the City.</td>
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| PTC Southern Beltway, Route 22 to Route 79 | New Pennsylvania Turnpike Commission Toll Road from Route 22 to I-79 | Allegheny County | Gary Klingman, Findlay Township Manager  
On behalf of the Board of Supervisors of Findlay Township, I appreciate the opportunity to provide comment to you on this next, very important addition to the Southern Beltway Project. Having witnessed the construction and implementation of the Findlay Connector, 1-376 to Route 22, we are extremely encouraged by the proposal to continue the Southern Beltway from the Findlay Connector to Interstate 79. It has long been our belief that the improvement of access to the Pittsburgh International Airport is not just a good thing to do, but an essential one. With the growing challenges in the Airline Industry, the Pittsburgh International Airport needs to look for ways to re-invent itself and a viable, efficient transportation network is paramount for the success of that initiative. Findlay Township has seen the fruits of the Findlay Connector/PA Turnpike labor. Attached as Exhibit 1, to this testimony, is the plotting of trip generation increases already taking place on the Findlay Connector. Monthly totals for trips generated on the Connector have been increasing steadily from 2009 to 2012. At the lowest point, trips have varied from 100,000 per month, up to a high point in September of 2012 of 210,000 per month. A good deal of that traffic involves the movement of goods and services via truck traffic (i.e. Air Freight-AGX Air Ground Express, Diamond Cargo Express, etc. and Ground Transport-Walmart, American Tire Distributors, FedEx Ground, etc.) Light Industrial and Commercial Parks have sprung up at both Airport Development property, as well as private developments. Examples include Clinton Commerce Park, Dick's Sporting Goods Headquarters at Northfield, Findlay Industrial Park at Westport, and Chapman Commerce Center also at Westport. There is also McClaren Woods, Industry Drive and a re-birth of the RIDC Park West. Future sites of Westport Woods, McClaren Road Site #9, Route 30 Commerce Park, Clinton Commerce Park-Phase II are all active sites in varying phases of development. The future is bright and can be even brighter with the extension of the Southern Beltway (Route 22 to I-79). Not only has economic development been enhanced, but the energy sector development has shown increased interest in the Airport Corridor. The Marcellus Shale/Utica Shale companies, such as Williams Midstream, Consol, Chevron, Atlas Energy, Range Resources and others have relocated to this area because of the centralized location of these natural resources. Ever increasing traffic demand from this industry has created a... |
need for more efficient transportation of goods and services over interstate highways. It has been well documented in recent years that ever-increasing traffic on the Parkway West has approached near grid-locked conditions. This scenario is not conducive for sustained regional growth. This newest proposed leg of the Southern Beltway would provide a much needed relief valve to this aging infrastructure by relieving congestion and thus diminishing environmental pollutants. Most municipalities in and around the Airport Area have developed planning and zoning efforts to take advantage of this economic growth, both residentially and commercially. Added investment in SMART transportation projects such as the Southern Beltway has received overwhelming support. Findlay Township supports this vital regional transportation project and encourages that SPC and the Turnpike Commission proceed with maintaining this project on the TIP (Transportation Improvement Plan) and the 2040 Transportation Development Plan for Southwest Pennsylvania, so that this much needed connection from Route 22 to I-79 can move forward without hesitation. The fact that this project is independently funded by the Pennsylvania Turnpike Oil Franchise Tax revenues, a potential Federal TIFIA loan, and separate Pennsylvania Turnpike bond issues should support this project moving forward on the TIP. No Transportation Improvement Program funding will be necessary to advance this project.

Response: Thank you for your comments in support of this project.
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<tr>
<td>PTC Southern Beltway, Route 22 to Route 79</td>
<td>New Pennsylvania Turnpike Commission Toll Road from Route 22 to I-79</td>
<td>Allegheny County</td>
<td><strong>Jerry Bunda, President Imperial Land Corporation</strong>&lt;br&gt;I would like to urge the Members of the SPC to adopt the proposed TIP with the inclusion of the Route 22 to Route 79 portion of the Southern Beltway being constructed by the Pennsylvania Turnpike Commission. Combined with the Findlay Connector project, this portion of the Beltway will create an &quot;Energy Corridor&quot; between the existing Southpointe development and the proposed Cracker Plant in Beaver County. Of equal importance would be the creation of a bypass of the Parkway West. Anyone who drive the Parkway West, in any direction, knows that the highway is a constant traffic jam. A great deal of the traffic on the roadway originates from the south. The Beltway will provide an alternate route to the Airport area.</td>
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<tr>
<td>Smart Transportation and TAP Program</td>
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<td>Allegheny County</td>
<td><em>Wanda Wilson, Executive Director Oakland Planning and Development Corp.</em></td>
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<td>I applaud SPC’s allocation of $3.75M to the ‘Smart Transportation Initiative’; however, it is paramount that allocations of this nature be increased. Regions that are experiencing economic success use competitive fund allocations such as this one to drive the development of innovative multi-modal projects. The Pittsburgh region has a history of maintaining siloes when it comes to transportation improvements, land use development strategies, and community and economic development. To reverse this trend and succeed going forward, we need more funding dedicated to this approach of collaborating to create sustainable, livable, communities. I request that the SPC clarify the criteria for allocating both ‘Smart Transportation Initiative’ and ‘Transportation Alternatives Program’ (TAP) funds. Due to the fact that the ‘Smart Transportation Initiative’ is a new program, as well as the recent changes in the TAP, individuals and organizations would benefit from a clearer understanding of the process for selecting and prioritizing projects that use these funds.</td>
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**Response:** Thank you for your comments. Formal guidance was developed for the Transportation Alternatives Program in conjunction with PennDOT. This guidance was made available through PennDOT and SPC. There is no allocation of the STI funds. The $1.5 million per year will be awarded to a limited number selected projects that meet the program criteria. Due to limited resources member planning partners will be asked to nominate a limited number of projects for consideration.
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<tr>
<td>Smart Transportation Initiative and Transportation Alternatives Program</td>
<td>Smart Transportation Initiative and Transportation Alternatives Program</td>
<td>Allegheny County</td>
<td><strong>Ernie Hogan, Executive Director, Pittsburgh Community Reinvestment Group</strong>&lt;br/&gt;We applaud SPC’s $3.75M allocation to this important initiative and see it as a good first start to smarter investments in projects that link sound land use policies to mobility. However, clearly, it is not enough to make systemic change. Regions that are experiencing economic success use similar competitive fund allocations to drive the development of innovative multi-modal projects. To reverse Pittsburgh’s historic silo approach to funding projects – vital if we are to succeed against the Denvers and Twin Cities of the world - we need more funding dedicated to this approach of collaborating to create sustainable, livable, communities. Further, we request that the SPC clarify the criteria for allocating both the STI and the federal TAP funds. Due to the fact that STI is new, as well as the recent changes in the TAP, individuals and organizations would benefit from a clearer understanding of the process for selecting and prioritizing projects that use these funds.</td>
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**Response:** Thank you for your comments. Formal guidance was developed for the Transportation Alternatives Program in conjunction with PennDOT. This guidance was made available through PennDOT and SPC. There is no allocation of the STI funds. The $1.5 million per year will be awarded to a limited number selected projects that meet the program criteria. Due to limited resources member planning partners will be asked to nominate a limited number of projects for consideration.
Smithfield Street Bridge weight limit

**Project Description:** Smithfield Street Bridge weight limit

**Location:** Allegheny County

**Comment Source**

Tony Cisco, Citizen

**Comment Summary**

The weight limit on the Smithfield St Bridge should be raised so that the Port Authority can use their articulated buses back and forth across them.

**Response:**

Thank you for your comments. The purpose of the current project is to do preservation work (spot zone painting, replace the sidewalk, structural steel repairs, etc). PennDOT has done special testing and analysis of the bridge when it was rehabbed in 1994, just to get it to the 23 tons currently allowed. Doing additional repairs and strengthening work to increase the posting level would be very expensive and not practical on National Historic Landmark. The Port Authority approached PennDOT District 11-0 with a verbal request to allow articulating buses on the bridge about two years ago. They were asked to submit a posted permit so PennDOT District 11-0 could evaluate the proposal, but the District never received anything. Also, it is anticipated that this bridge will have its weight limit lowered over the next 50 years to the point where only cars or small trucks would be able to use it.
We are writing to express our support for the proposed upgrades listed in the 2015-2018 draft Transportation Improvement Program (TIP) for the SR 30 (Castle Shannon Blvd.) pavement reconstruction project in the Municipality of Mt. Lebanon, Allegheny County. We have the privilege to represent Mt. Lebanon in the General Assembly and have worked in a cooperative fashion in order to see this project come to fruition. This April, we arranged a meeting between the Pennsylvania Department of Transportation (PennDOT) and Mt. Lebanon to discuss the high volume of complaints our respective offices receive from those who live on and travel on Castle Shannon Blvd. The project proposed by PennDOT will address these complaints and is highly desired by the community. The existing pavement of Castle Shannon Blvd. is a brick wearing surface that is in very poor condition and uneven. Earlier this year, PennDOT completed pavement cores of the roadway and found the concrete base and brick material in good condition. Unfortunately, the quantity of the sand bedding between these layers varied greatly. PennDOT concluded that the unevenness of the roadway results from storm water infiltrating between the brick and removing sand in some areas only to deposit larger amounts in other areas. To ameliorate this issue, PennDOT will remove the brick wearing surface, evaluate and repair the concrete base, and place three new layers of Superpave course materials designed to the specifications needed for Castle Shannon Blvd. This betterment project also includes the update of over 60 curb ramps at 30 local street crossings. Mt. Lebanon views this project as a priority and has agreed to pay for the upgrade of the local curb ramps. Finally, the project will add new drainage inlets and upgrade current drainage inlets to ensure that the improvements to the roadway are sustained.

As the Southwestern Pennsylvania Commission receives public comment on the draft 2015-2018 Transportation Improvement Program (TIP), we respectfully request that the Commission take these considerations into account and that this project be retained in the final version of the final 2015-2018 TIP. Thank you for your consideration of our letter.

Response: Thank you for your comments in support of this project. The project is programmed on the Draft 2015 - 2018 TIP and the design is currently underway.
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<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 3074 Coraopolis</td>
<td>SR 3074 Coraopolis Heights Road Bike</td>
<td>Allegheny County</td>
<td>Abe Stucky, Citizen</td>
</tr>
<tr>
<td>Heights Road Bike Lane</td>
<td></td>
<td></td>
<td>PennDOT recently resurfaced Coraopolis Heights Road and made it wider. However the shoulder remained small and narrow. The combination of a wider road and narrow shoulder makes it very unsafe for bicyclists. Car drivers can now comfortably drive much faster than the speed limit of 35 mph. I propose for the road be repainted with narrower lanes and that a separated bike path be installed. The road is an important artery for Moon residents traveling into the heart of the township, and a path would benefit both commuting cyclists and runners/walkers.</td>
</tr>
</tbody>
</table>

**Response:** Thank you for your comments. Your comments will be shared with the Moon Township Bicycle-Pedestrian Committee. They are working on a community-wide plan for accommodation of pedestrians and bicyclists throughout the Township.
Thorn Run
Interchange
Improvement Project

Thorn Run Interchange Improvements
Allegheny County

Matt Smith, State Senator, 37th District; Mark Mustio,
State Representative, 44th District
We are writing to express our support for the proposed
upgrades listed in the 2015-2018 Transportation Improvement
Program (TIP) for the Thom Run Road Interchange in Moon
Township, Allegheny County. We have the privilege to
represent Moon Township the General Assembly and have
worked in a bipartisan bicameral fashion in order to see this
project come to fruition. This January we were honored to
accompany Secretary Barry Schoch of the Pennsylvania
Department of Transportation on a tour of our respective
Districts to highlight the need for transportation investment in
the Pittsburgh International Airport Corridor. Secretary Schoch
commended the project’s sponsor, the Moon Transportation
Association, on their ability to secure funding from local and
federal sources and committed Commonwealth’s resources in
order to complete this critical project. Currently, the Thom Run
Road Interchange is functioning with stop sign controls,
making traffic movements both unpredictable and dangerous.
Planned improvements include the installation of four signaled
intersections and the relocation of the northbound off-ramp at
Business Loop Interstate 376 and Thom Run Road. The
proposed interchange improvements will support 321,600
square feet of new office flex space in the Pittsburgh
International Business Park. We have been informed that the
completed development is estimated to generate 966 direct
jobs and 1,901 indirect and induced jobs. The Thom Run
Interchange project will also provide critical access to the
future site of the DeCA Commissary and Post Exchange.
Adjacent to the McGarity US Army Reserve Center, these
facilities will be visited by 170,000 retired and active military
personnel and their families each year. This increased traffic
will create additional stress on and already failing and unsafe
interchange. Recently, the Pittsburgh Airport Corridor has seen
substantial growth and expansion from the various energy
related businesses racing to locate within the area. As one of
the highest priority economic development areas in Allegheny
County, improvements to the interchange are critical for the
continuation of the economic well-being, safety, and
environmental sustainability of the emerging region. As the
Southwestern Pennsylvania Commission receives public
comment on the draft 2015-2018 Transportation Improvement
Program (TIP), we respectfully request that the Commission
take these considerations into account and that this project be
added to the final 2015-2018 TIP.
**Response:** Thank you for your comments in support of this project. Your comments will be shared with PennDOT and Allegheny County Planning. The project is programmed on the Draft 2015-2018 TIP.
Transit Funding Comments

A close examination of the TIP shows that, while regional fund allocation between transit and highways is nearly at parity, over half of transit's allocation is simply for operations of the existing network. Beyond that, all remaining funds are programmed for state-of-good-repair maintenance of that system. PCRG and its members cannot stress strongly enough the need to go beyond maintaining existing service to expand transit and incorporate premium transit options into this and future TIPs.

Expansion of transit service is a catalyst for economic development, if planned in partnership with relevant agencies and local partners to take into account the complex relationship between land use and transportation. We applaud the fix-it-first approach made within transit, but more resources must be allocated to transit if this region is to remain competitive in the attraction or youth, talent, and investment – let alone become more competitive. Transit enhancement can be funded through sources other than those exclusively dedicated to transit, and the SPC’s Appendix 6 shows this with the inclusion of Park-and-Rides and Oakland-Downtown signal prioritization through CMAQ funds. We hope to see more of this in the future. We must explore all sources.

B. Enhancing transit access and accessibility should be a priority of all projects listed within SPC’s Highway Program, Appendix 6. This would include, but is not limited to: i. Signal prioritization transponders included in any intersection stoplight upgrade; ii. Inclusion of ADA-compliant crosswalks, signalization, signage, and sidewalks along any improved roadway throughout the network. iii. Accommodation of safe bicycle movement throughout the road network in accordance with the City of Pittsburgh’s ped/bike plan, Active Allegheny, and other relevant county/municipal plans throughout the SPC region. This includes markings like sharrows, bike lanes, and secure storage facilities at commuter transit location such as park-and-rides; iv. Applying a Complete Streets approach to any roadway improvements, especially in dense population/commercial centers such as the City of Pittsburgh, Greensburg, McKeesport, Swissvale, and other walkable communities; v. Clear, easily understandable signage throughout the road network which alerts and directs potential transit riders to park-and-ride locations and stations. This would include, as an example, signage on the Parkway West directing people to the Carnegie West Busway station. C. We applaud the proposed investment in bus transponders and
signal head upgrades for the Oakland/Downtown corridor. D. As noted in a separate letter submitted by PCRG, the replacement of the Kenmawr Bridge on the Swissvale/Rankin line is a high priority for both those communities and future transit system expansion. This replacement must preserve transportation choice for the communities in proximity to the bridge as well as the regional traffic patterns of southeastern Allegheny County. We support its replacement in accordance with that separate letter.

Response: Thank you for your comments. Regional transit service planning and coordination is a current emphasis for SPC’s Transit Operators Committee. Your comments will be forwarded to members of that committee.
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<th>Project</th>
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<tbody>
<tr>
<td>Various service suggestions</td>
<td>Transit service comments</td>
<td>Allegheny County</td>
<td><em>James Love, Citizen</em></td>
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<td></td>
<td>As in the past I have stated that New Castle Transit, Beaver County Transit, Mid Mon. Valley Transit, Washington Transit, Fayette Coordinated Transit need to end Pittsburgh trips and use money properly to create new passenger base and new ridership at the County lines. Also each passenger in those systems need to pay for each transit system they use in each County they ride in. In the case of BCTA Route 1 &amp; 3 passengers need to start and end trips at Ambridge Park N Ride onto PAT 14 Ohio Valley. BCTA Route 4 needs to start and end route at Pittsburgh International Airport onto PAT 28X. BCTA needs to connect to New Castle Transit closer to Elwood City PA. Fayette Coordinated needs to serve a connection to Belle Vernon Wal Mart with connection to Mid Mon Valley Route, after that they need to operate to serve West Newton PA then serve Rostraver Airport then left South PA 51 to left South PA 48 to end and start at McKeesPort Transit Center with connections to PAT P7,61C, 55,59 and 60. Mid Mon. Valley needs to end Pittsburgh Commuters to create a start end at T Blue Library line with a new route to start/end at Washington PA from Charlori PA. Washington. Washington Transit Pittsburgh Passengers could use PAT Red Line/Blue Line Tat South Hills Village or 36 Banksville which its current route overlaps. Mid Mon. Valley Commuter A needs to end at Library onto Library T Line and Cal. U. but needs to end start at Large Park N Ride onto Y 46/Yl. Also by ending Washington Transit Pittsburgh buses they could help create fixed routes in Greene County to link Wheeling WV and Stubenville Ohio with BCTA. FACT could serve Ohiopyle and Confluence PA. Jerry from Towne &amp; County wants to create a commuter to Pittsburgh from Ford City and Karen from Butler Transit would like to create a line from Butler PA to link to New Castle Transit to Pittsburgh. The problems right now is that New Castle Transit and Butler Transit don't serve Slippery Rock from Butler over to Grove City and Mercer County don't have fixed routes. EMTA from Erie with CATA in Crawford don't connect to nothing. Venango Bus same thing. Greyhound has been bleeding lower ridership over the years and Fullington Trailways/Auto Bus has ended service</td>
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over 10 years ago from DuBois PA to Erie PA., same with Grove City Coach lines and Lincoln Coach now Myers Trail ways. This mean no areas in these areas has service except for ATA that handles a 5 County Area from Olean NY Brockway on down to Altoona PA. Westmoreland Transit is a huge problem with ignorant workers who hang up on would be riders who wants to better mass transit for everyone. WCTA needs to end Pittsburgh Commuters and use money to create new route from CCAC Boyce over US 22 to Wal Mart in Blairsville to link Indigo so they can link to ATA up to CATA Centre County in State College over to a connection to Blair AMTRAN to link to Cambria City and Rural Division routes. Somerset County Commissioners state that some refuse to back mass transit which we all know. However consider the loss to PAT’s fares with the trips that WCTA, FACT, MMVTA, Washington Transit, NCTA are doing to PAT by the following by running trips to and from Pittsburgh crossing county lines wasteing fuel money wear and tear on vehicles and mileage. For each passenger using the above systems and routes PAT is loosing $3.75 each way per passenger for a daily per passenger loss of $7.50 times that by a seated WCTA 46 passenger bus times that by 25 trips a day times 5 days times 4 weeks times 12 monthes. Not including 4,4S and 14J. Then add in the same with BCTA MMVTA, FACT Washington Transit. Tonight after TIP meeting do to Harmar Garage being shut down by Dan Onoraldo and Steve Bland and past PAT Board I will leave Pittsburgh at about 8:20PM won't get to Tarentum at Rite Aid until 9:33PM and have to walk 2. 7 miles by walking a 1 Y, walk do to 5 Natrona being taken from us a few years back. To walk to Harrison Mall to a Wal Mart it takes over 174 minutes. This don't include the time to walk from Springdale or Cheswick to Wal Mart and Sam's and Pittsburgh Mills, which is in Allegheny County PA. Yet WCTA is allowed to cross the Allegheny River with 4 trips a day from Pittsburgh Mills at Door 2 of JC Penny's to and from New Kensington PA in Westmoreland County. PAT refuses to type these 4 trips on time tables for 1/P10,78/P78,91,71B. Do to this on July I counted approx. 10 passengers on last 3 trips for the day on July 11,2014. When I call WCTA woman this
Morning rudely hung up on me and stated that WCTA has no connection to PAT routes. Yet 14J Pittsburgh Mills needs to be kept running until SPC TIP and others can better serve regional areas. There needs to be a WCTA 14J connection on old Freeport Road at Bailly Run Road and Crawford Run Road closer to Sheetz for 1 Freeport Riders and P10 Allegheny Valley passengers of PAT. From Harrison VFD there is no service to Sheetz in Butler on PA 356 in Butler PA to where WCTA 15 Vandergrift Picks up coming from Avonmore and same from Ford City PA. Other areas like Oakdale McDonald, Churchview, Spencer, parts of West Mifflin PA and McKees Port has been denied transit when Dan and Steve cut routes. From what I have heard BCTA, FACT, NCTA, WCTA, PAT, MMVTA and Washington Transit are getting kickbacks for allowing outlined routes to be allowed to enter Allegheny County and Pittsburgh. It don't matter if systems are being allowed to pick up or drop off in Allegheny County or other county's or not. Issues stand that a lot of us are denied services partly do to these services being allowed to overlap PAT Routes and others. PAT has also fired operators for abusing family leave act. I know one operator who is fired and is one of PA T's best operators. He was fired because he was not allowed to be home with his child. PAT has a way of messing routes up to where they have been money makers and were set up to fail. Pittsburgh Yellow Cab is paying PUC to stop Urber from operating, yet Pittsburgh Yellow Cab is doing cab trips for CSX and Norfolk Southern from Allegheny County to Ohio Towns, WV towns including Cumberland MD in Allegany MD, also Connellsville PA, Somerset PA, Conway PA and many more. Pittsburgh Yellow Cab has even a est. mile fare chart for these trips by yellow cab and I am working on getting a copy of these sheets. Also Pittsburgh Yellow Cab refuse to serve Harrison and Tarentum areas. I will be making trips to PUC Penn DOT and Harrisburg Legislators office in August and Sept. to make certain changes are made to better these services state wide. Going back to transit systems, I love to study mass transit railroad and canal history and I use rails to trails. As the trails slowly are expanded across USA I find it a dis honor to those

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who wish to mark the trails on the time tables or maps. Riders would use buses if bike racks were put on buses. In Pittsburgh PA area please look up Great Allegheny Passage, Chesapeake & Ohio Canal, Bike to Pike Trail, Coal & Coke Trail, Panhandle Trail, Montour Trail, 5 Star Trail, Pittsburgh to Erie Trail, Butler Freeport Trail, Pittsburgh to Harrisburg Trail www.transalleghenytrails.com. I am very educated in transportation yet was let go by PAT for speaking out facts to media on how job temps were used when Steve Bland and Dan Onoraldo threatened and closed Harmar Garage and took routes from us who so badly needed them. A lot of us passengers can't get out to where we must go or would like to go because of these cuts in past. They even threatened to close Ross and Colliar Garages and make massive cuts worse than we have now. We are now being told we must wait 2-3 years before any routes are reinstated.

Response: Thank you for your comments. Regional transit service planning and coordination is a current emphasis for SPC's Transit Operators Committee. Your comments will be forwarded to members of that committee.
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<tbody>
<tr>
<td>Stitts Run Road Bridge</td>
<td>Stitts Run Road Bridge Replacement</td>
<td>Armstrong County</td>
<td>Paul Duriancik, Citizen</td>
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</table>

The Stitts Run Road (SR 2058) Bridge near the end of Gavers Ferry Road, has been closed since 1972 when Hurricane Agnes washed it away. The other two bridges on Stitts Run Road have been replaced however nothing has been done with this one. Is it ever going to be on the TIP program; will it ever be rebuilt? At one time this was a well traveled road. Since the bridge has been closed, it has caused a lot of problems, especially for emergency responders.

Response: Thank you for your comments. There are many bridge needs all competing for the same limited amount of Federal and State Bridge funds. Unfortunately the amount of funds continue to remain insufficient to cover the growing needs. Because of this, SPC and PennDOT District 10 must be diligent and prudent when it comes to utilization of bridge (and highway) funds. A strong purpose and need must be demonstrated before transportation dollars can be used on bridge and highway projects. Traffic volume, type of traffic, users, and area served are heavily considered when establishing purpose and need as well as in determining the priority of projects. In considering these factors for Stitts Run Road Bridge, along with it being closed since 1972 with minimal known inconvenience, the proposed project unfortunately does not appear to demonstrate sufficient purpose and need nor rise high enough in priority over other candidate bridge projects.
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| Brighton Township Bicycle Lanes | Beaver County | **Bryan Dehart, Brighton Twp. Manager**  Brighton Township continues to support the inclusion of bicycle lanes on State Roads that may be scheduled for capital maintenance. Brighton Township previously completed a Bicycle/Pedestrian Network Feasibility Study that was funded by the Beaver County Community Development Office. A copy of the study was filed with Penn DOT at its completion. The Study identified, among other roads, Dutch Ridge Road and Tuscarawas Road as candidates for bicycle lanes.  

**Response:** Thank you for your comments. The SPC Pedestrian-Bicycle Advisory Committee has worked with PennDOT over the past several TIP cycles to identify how and when pedestrian and bicycle concerns are best integrated into roadway designs. The preliminary engineering stage was identified as an opportunity for such input. Being on record with PennDOT with a formally adopted Bicycle/Pedestrian Network Feasibility Study is a way to summarize the community's priorities in this area. |
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<tbody>
<tr>
<td>Route 30 Upgrade (29045)</td>
<td>Realignment and reconstruction to upgrade a portion of Route 30 between the PA state line and one mile west of the SR 168 intersection</td>
<td>Beaver County</td>
<td>Sandra Wright, Greene Township Sec/Treasurer</td>
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<td>The Greene Township Board of Supervisors is greatly appreciative to learn that the Route 30 Relocation Project in Greene Township, which has been on the TIP, is finally coming to fruition. Bob Slagel, Project Manager at PennDOT, has confirmed that the project has finally been re-opened and is set/or a bid opening of July 28, 2016. We have been very vocal in our insistence that this project is imperative for the safety of the motorists coming and going through the tri-state corridor, between Ohio and Pittsburgh. The success of finally getting the project off the ground may not have been a result of our persistence, but it most surely was due to being placed on the TIP many years ago. We'd like to express our appreciation for anyone having a hand in preparing and executing the TIP.</td>
</tr>
<tr>
<td>SR. 151 and Gringo Clinton Road improvements</td>
<td>SR. 151 and Gringo Clinton Road Intersection Improvements</td>
<td>Beaver County</td>
<td>Norm Kraus, Hopewell Twp. Manager</td>
</tr>
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<td></td>
<td>We have multiple developers that purchased a significant amount of acreage in and around the Hopewell Township Business Park that they plan to develop in the near future. Improvements to the SR. 151 and Gringo Clinton Road may be required to accommodate development.</td>
</tr>
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</table>

Response: Thank you for your comments in support of this project. The project is programmed on the Draft 2015-2018 TIP.

Response: Than you for your comments. Your comments will be shared with county and PennDOT representatives.
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<tr>
<td>West Aliquippa Bridge (Henry Mancini Bridge) (89067)</td>
<td>Bridge Preservation of Henry Mancini Bridge over CSX RR and Main Street in Aliquippa, Beaver County</td>
<td>Beaver County</td>
<td><strong>Timothy Solobay, Member PA State Senator, 46th District</strong></td>
</tr>
</tbody>
</table>

City of Aliquippa officials have contacted me to request assistance with this pressing transportation safety problem. The condition of West Aliquippa Bridge has deteriorated in recent years. Water leaking through the bridge's expansion dams has caused serious damage to the support structure. Short-term repairs would address the immediate problem and keep the bridge safe while a permanent bridge preservation project is planned. The bridge is vital to West Aliquippa residents and the community's waterfront industrial corridor, which includes the Beaver County Jail, Precision Kidd Steel Company, and Aliquippa Water Authority. It needs a general preservation project, estimated to cost $3.5 million, in order to extend its life for the long term. I strongly support design and construction funding, in addition to preliminary engineering money, for the West Aliquippa Bridge project.

**Response:** Thank you for your comments in support of this project. The project’s engineering phase is programmed on the Draft 2015-2018 TIP.
West Aliquippa Bridge (Henry Mancini Bridge) (89067)

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<tr>
<td>Bridge Preservation of Henry Mancini Bridge over CSX RR and Main Street in Aliquippa, Beaver County</td>
<td>Beaver County</td>
<td>Robert Matzie, Member, PA House of Representatives 16th District</td>
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</table>

I am writing to provide public comment on the need to support for inclusion on the Transportation Improvement Program (TIP) for the renovation and preservation of the Henry Mancini Bridge located in Aliquippa, Beaver County. The city owned bridge is the only access across the CSX railroad tracks available for ingress and egress to the West Aliquippa section of the city. This bridge is vital for not only residents; but also businesses located in the waterfront industrial corridor. The bridge also serves the Aliquippa Water Authority and as the only access to the Beaver County Jail. The City of Aliquippa is listed as distressed under the Financially Distressed Municipalities Act also known as Act 47 status with the Commonwealth, therefore funding from them is limited. An effort in the past for repairs included support from the business community, the county and Penn DOT, but obviously with the scope of work needed a larger dollar amount is necessary. The requested funding would provide for the repair and preservation of the bridge and increase its life span as currently the expansion dams are leaking onto the piers; causing deterioration. In consultation with Penn DOT District 11 staff they fully support advancing this bridge preservation project as soon as is practical and funding is made available.

As this bridge directly affects my legislative district, the residents of West Aliquippa and the economic vitality of that section of the city and county, I wholeheartedly support efforts for the inclusion on the TIP for the renovation of this vital infrastructure.

*Response:* Thank you for your comments in support of this project. The project's engineering phase is programmed on the Draft 2015-2018 TIP.
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<tr>
<td>Cox's Corner Improvements</td>
<td>Cox's Corner Improvements, Reconfiguration of SR 228 &amp; SR 2005</td>
<td>Butler County</td>
<td>Mary Zacherl, Citizen</td>
<td>Please continue improvements at Cox's Corner, the proposed improvement will create a safer intersection as well as keep the traffic moving. Environmental impact will also be improved.</td>
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<td><strong>Response:</strong></td>
<td>Thank you for your comments in support of this project. The project is programmed on the Draft 2015-2018 TIP</td>
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<tr>
<td>Cox's Corner Improvements</td>
<td>Cox's Corner Improvements, Reconfiguration of SR 228 &amp; SR 2005</td>
<td>Butler County</td>
<td>Daryl Metcalfe, Member PA House of Representatives, 12th District</td>
<td>The SR 228/SR2005 intersection is important to Clinton Township and the surrounding community, as it would improve operation and site distance of the intersection. The improvement project would reconfigure the existing intersection, which would include excavation, sub-base, drainage and pavement markings</td>
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<td><strong>Response:</strong></td>
<td>Thank you for your comments in support of this project. The project is programmed on the Draft 2015-2018 TIP</td>
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| Freedom Road Intersection Improvements (94932) | Freedom Road Intersection               | Butler County | Daryl Metcalfe, Member PA House of Representatives, 12th District  
Freedom Road is a critical portion of infrastructure located in a major east-west corridor in Butler County. This would help to alleviate traffic congestion and other highway safety concerns along this heavily traveled roadway.  

**Response:** Thank you for your comments in support of this project. The project is programmed on the Draft 2015-2018 TIP.

| Freedom Road Turnpike Bridge Replacement (67185) | Freedom Road Turnpike Bridge Replacement | Butler County | Daryl Metcalfe, Member PA House of Representatives, 12th District  
This improvement project includes the replacement and widening of the existing structure carrying SR 3020 (Freedom Road) over I-76 (PA Turnpike), as well as the rest of the corridor in Cranberry Township  

**Response:** Thank you for your comments in support of this project. The project is programmed on the Draft 2015-2018 TIP.
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<tr>
<td>Daryl Metcalfe, Member PA House of Representatives, 12th District</td>
<td>Please accept this letter as my written testimony in support of the following list of transportation projects in the 12th Legislative District. I believe that all of these projects are essential to ultimately reduce traffic congestion, increase safety, and continue economic development in Butler County: P3 (Public-Private Partnership) Rapid Bridge Development Projects: Clinton Township - Saxonburg Blvd. Bridge over Bull Creek, Middlesex Township - Cruikshank Road Bridge over Glade Run, Browndale Road Bridge - SR 3010, Segment 60.</td>
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**Response:**

Daryl Metcalfe, Member PA House of Representatives, 12th District

Thank you for your comments in support of this project. The project is programmed on the Draft 2015-2018 TIP.

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<tr>
<td>P3 (Public-Private Partnership) Rapid Bridge Development Projects</td>
<td>SR 228 Improvement Project</td>
</tr>
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</table>

**Response:**

William Duncan, Citizen

Butler County

This road needs widened to 4 lanes, you spent a lot of time several years ago on this project and nothing happened, it is the fastest growing community in the US and the congestion is terrible. Widen 228 to 4 lanes from Franklin Road to Mars. This is a Safety Issue as the road is at a stand-still from 3 to 7 every evening.

**Response:**

William Duncan, Citizen

Butler County

Thank you for your comments. A project covering the approximate area of concern is programmed on the Draft 2015-2018 TIP for preliminary engineering in 2016. However, limited funding, other projects along the Route 228 corridor, the need to maintain the current highway and bridge transportation system, and the extensive cost of this project, prohibited the 2017 TIP-2020 to program the next phases of this project.
SR 228 Improvement Project
(component projects)

Butler County

Daryl Metcalfe, Member PA House of Representatives, 12th District

It is important that progress on the entire SR 228 corridor from Route 19 in Cranberry Township to Route 8 in Middlesex Township remains steady and constant, so as to improve the overall quality of mobility along this heavily traveled corridor. As more and more economic development and population growth occurs in southern Butler County, traffic congestion continues to remain a concern. As I support improvements to the entire SR 228 corridor, PennDOT has divided it into the below smaller projects, of which I support them all as components of the whole project: Mars Rail Road Bridge West Expansion, Pittsburgh Street Intersection Improvements in Adams Township, Three Degree Intersection Improvements in Adams Township, and Balls Bend Safety Improvement in Middlesex Township.

Response: Thank you for your comments in support of this project. The project is programmed on the Draft 2015-2018 TIP.

SR 3015 Group Bridges (96687)
SR 3015 Group Culvert Project
Butler County

Daryl Metcalfe, Member PA House of Representatives, 12th District

Please accept this letter as my written testimony in support of the following list of transportation projects in the 12th Legislative District I believe that all of these projects are essential to ultimately reduce traffic congestion, increase safety, and continue economic development in Butler County.

Response: Thank you for your comments in support of this project. The project is programmed on the Draft 2015-2018 TIP.
<table>
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<tr>
<td>SR 68 &amp; SR 528 Improvements</td>
<td>SR 68 &amp; SR 528 Improvements</td>
<td>Butler County</td>
<td>Tom Lavorini, Citizen</td>
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<td></td>
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<td>Route 68 improvements at Route 528, stressed for a number of years this corridor the road is deteriorating considerably. Concerns about housing stock value and meeting future needs of the gas industry. Commence a study to review the corridor.</td>
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</table>

**Response:** Thank you for your comments. Even with passage of the State Comprehensive Transportation Funding Plan (Act 89) in November 2013, transportation infrastructure demands still significantly outweigh the current available funding. There are many needs in the SPC region all competing for the same amount of funds. As we head into the 2017-2020 TIP update, which will start in the Summer of 2015, the planning partners, which include the county commissioners and planning agencies, SPC, and PennDOT District 10, will work collaboratively to identify which projects will receive funding. Every consideration will be given to this proposal as the 2017-2020 TIP is developed.
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| York Avenue Bridge | York Avenue Bridge rehabilitation/replacement | Fayette County | **Tom Karpiak, Citizen**  
This bridge was last replaced in the 1970s. It's a steel encased concrete structure, and after inspection, at least 2 beams are in bad condition. A new bridge is needed. A design flaw has been identified, which leads to poor drainage, and ultimately, the corrosion of the bridge. This bridge is important due to frequent use by school buses and emergency response vehicles. This is also an access point to North Manor, a low-to-medium income housing area containing over 100 units. This bridge also services a number of parks, with high volumes of area traffic due to local sporting events. This bridge was last replaced in the 1970s. It's a steel encased concrete structure, and after inspection, at least 2 beams are in bad condition. A new bridge is needed. A design flaw has been identified, which leads to poor drainage, and ultimately, the corrosion of the bridge. This bridge is important due to frequent use by school buses and emergency response vehicles. This is also an access point to North Manor, a low-to-medium income housing area containing over 100 units. This bridge also services a number of parks, with high volumes of area traffic due to local sporting events.  

*Response:* Thank you for your comments. Your comments will be shared with county and PennDOT representatives and will be retained as input into the next TIP update.
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<td>Crawford Bridge</td>
<td>Bridge repainting</td>
<td>Greene County</td>
<td>LRB, Citizen</td>
<td>I have called Waynesburg Borough and Franklin Township asking who is responsible for repairs to the Crawford Bridge. They both told me it is PennDOT. Well the bridge at bottom of Porter Street and Morning Side (Franklin Township) it is being traveled more since the underpass on High Street is being redeveloped. The bridge needs painted and repaired, can't anyone check it and paint it, it is in bad condition.</td>
</tr>
</tbody>
</table>

**Response:** Thank you for your comments. Your comments will be shared with county and PennDOT representatives.

| Greene County Bridge 36     | County Bridge 36 over Robinson Run, Bridge Replacement | Greene County| Tim Chapman, Wayne Township | County Bridge 36 over Robinson Run was on the 2013-2016 TIP for road repair and bridge replacement, fire and emergency services concerns exist. The delays involved with construction could cost time and lives. This is a county owned bridge with one property owner involved. |

**Response:** Thank you for your comments in support of this project. The project is programmed on the Draft 2015-2018 TIP.
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<td>SR 2009 over Dooley Run</td>
<td>SR 2009 over Dooley Run Bridge Replacement/Rehabilitation</td>
<td>Greene County</td>
<td>Charles Morris, Archie Trader, Blair Zimmerman, Greene County Board of Commissioners</td>
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As Commissioners we are very concerned for the safety of the constituents, particularly with regards to transportation. A goal of Penn DOT is to focus on structurally deficient bridges. This goal also ties into another imperative goal of both PennDOT and Greene County, safety. This high priority state road and bridge carries residential and commercial traffic daily. Bridge Key 18269 has been classified as a structurally deficient bridge with a rating of 66 and a rating 2 as functionally obsolete. S.R. 2009 needs to be made wider from the Interstate 79 interchange north. The road and bridge is an important passage for Davistown residents that should be addressed to improve safety. This heavily traveled road and bridge is located approximately one mile away from the Mount Morris interchange. Commercial traffic has increased in the area and is anticipated to continually increase as the Marcellus Shale Gas Industry develops throughout Perry and Dunkard Townships. As the overall traffic increases, the road and bridge's safety progressively gets worse. This safety concern can be addressed by widening the road and bridge to allow travelers to freely travel without concern. We request that SR 2009 from interchange north and S.R. 2009 Bridge Key 18269 over Dooley Run be programmed as quickly as possible for widening to alleviate several safety concerns. We urge you to consider adding this project to the districts Highway Program to address this critical factor and appreciate the opportunity to comment.

**Response:** Thank you for your comments. While no additional funding is available to program this project on the Draft 2015-2018 TIP at this time, the project will be retained for consideration in the next TIP update or if additional funding becomes available.
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<td>SR 2009 Widening</td>
<td>SR 2009 Widening, from I-79 north</td>
<td>Greene County</td>
<td>Charles Morris, Archie Trader, Blair Zimmerman, Greene County Board of Commissioners</td>
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As Commissioners we are very concerned for the safety of the constituents, particularly with regards to transportation. A goal of Penn DOT is to focus on structurally deficient bridges. This goal also ties into another imperative goal of both PennDOT and Greene County, safety. This high priority state road and bridge carries residential and commercial traffic daily. Bridge Key 18269 has been classified as a structurally deficient bridge with a rating of 66 and a rating 2 as functionally obsolete. S.R. 2009 needs to be made wider from the Interstate 79 interchange north. The road and bridge is an important passage for Davistown residents that should be addressed to improve safety. This heavily traveled road and bridge is located approximately one mile away from the Mount Morris interchange. Commercial traffic has increased in the area and is anticipated to continually increase as the Marcellus Shale Gas Industry develops throughout Perry and Dunkard Townships. As the overall traffic increases, the road and bridge’s safety progressively gets worse. This safety concern can be addressed by widening the road and bridge to allow travelers to freely travel without concern. We request that SR 2009 from interchange north and S.R. 2009 Bridge Key 18269 over Dooley Run be programmed as quickly as possible for widening to alleviate several safety concerns. We urge you to consider adding this project to the districts Highway Program to address this critical factor and appreciate the opportunity to comment.

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| SR 221 and US Route 19 Intersection Improvements | SR 221 and US Route 19 Intersection Improvements | Greene County | **Correan Stewart, Chairman Washington Township Supervisors**  
I am writing this letter to express my concern with the perilous intersection located in Washington Township Greene County, PA. PA 221 comes to an intersection with US 19. Ruff Creek General store sits directly in this busy intersection and is a location that should be addressed to improve safety. This heavily traveled intersection is located approximately 1,000 feet from 1-79 southbound ramp system and approximately 1500 feet from the northbound system. This increase of traffic through a dog-leg intersection is inherently dangerous due to the compromising geometrics which limits occupant visibility. This is dangerous for both left and right turns due to blind points that decrease the ability of users to negotiate oncoming traffic. We request that the PA 221 and US 19 intersection be programmed as quickly as possible for widening and realignment of the four way intersection to alleviate several safety concerns. Controlled access at the Ruff Creek General Store would provide safe ingress and digress for all motorists. |

**Response:**  
Thank you for your comments. While no additional funding is available to program this project on the Draft 2015-2018 TIP at this time, the project will be retained for consideration in the next TIP update or if additional funding becomes available.
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As Commissioners we are very concerned for the safety of the constituents, particularly with regards to transportation. PennDOT’s mission is to improve highway safety by developing and implementing education, enforcement, engineering, and emergency medical services strategies. This leading priority, safety, is addressed by advancing effective highway safety and congestion management. PA 221 and US 19 intersection is a location that should be addressed to improve safety. This heavily traveled intersection is located approximately 1,000 feet from I-79 southbound ramp system and approximately 1500 feet from the northbound. This increase of traffic through a dog leg intersection is inherently dangerous due to the compromising geometrics which limits occupant visibility. This is dangerous for all flows of traffic including, both left and right turns, due to blind points that decrease the ability of users to negotiate oncoming traffic. The congestion at this intersection progressively gets worse as the Marcellus Gas Industry's growth continues to increase large truck traffic which is compounded with an increase in overall traffic. This intersection has multiple entry points that increase the chances of an accident. The proximity between the two I-79 ramp systems causes difficulty for non-local drivers that are completely unfamiliar with this substandard arrangement. We request that the PA 221 and US 19 intersection be programmed as quickly as possible for widening and realignment of the four way intersection, with channelization, to alleviate several safety concerns. Controlled access at the Ruff Creek General Store would provide safe ingress and egress for all motorists.

**Response:** Thank you for your comments. While no additional funding is available to program this project on the Draft 2015-2018 TIP at this time, the project will be retained for consideration in the next TIP update or if additional funding becomes available.
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| SR 3001 over Wheeling Creek | SR 3001 over Wheeling Creek, Bridge Replacement | Greene County | *Derek Day, Citizen*  
SR 3001 at SR 3043 and Wheeling Creek Bridge. Bridge needs replaced, Heavy Marcellus Shale Traffic, three ton weight limit, and emergency services are affected. Bridge is currently scheduled for replacement in 2017. Recommend approach work to the bridge be improved it is currently tight and requires widening to accommodate larger vehicles |

*Response:* Thank you for your comments in support of this project. The project is programmed on the Draft 2015-2018 TIP. Your concern regarding the approaches at this bridge will be shared with PennDOT District 12-0, who will evaluate the bridge approaches during scoping of the project.

| SR 3012, Aleppo Road Improvement | SR 3012, Aleppo Road Improvement | Greene County | *Jerome Murphy, Citizen*  
Requests centerline separation for road. Fog is an issue, centerline separation could aid in visual sight. Improvements to guard rails and widening are required. |

*Response:* Thank you for your comments. While no additional funding is available to program this project on the Draft 2015-2018 TIP at this time, the project will be retained for consideration in the next TIP update or if additional funding becomes available.
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<td>Airport Road Bridge</td>
<td>Airport Road Bridge Replacement/Rehabilitation</td>
<td>Indiana County</td>
<td>Milton Lady, White Township Manager</td>
<td>White Township (WT) fully supports two projects listed on the draft TIP that will improve transportation safety and logistics in the region. The first is replacing the Airport Rd bridge that has been damaged twice by being struck by vehicles. WT working in conjunction with PennDot and their Project Engineer have planned to add a sanitary sewer casing and carrier pipeline to the bridge structure. This has saved considerable WT Municipal Authority funds and now makes the project to extend sewer service to the Airport Road region economically feasible. This will improve opportunities for current property owners and future development.</td>
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<td>Hoodlebug Trail over Route 22, new bridge</td>
<td>Hoodlebug Trail, New structure over Route 22 in Burrell Township, Indiana County</td>
<td>Indiana County</td>
<td>Joy Fairbanks, Citizen</td>
<td>I am writing in support of the project that will place a bridge across Route 22, near the intersection of Route 119, for pedestrian and bike traffic. At this time there is no safe way to cross this heavily trafficked highway. With more visitors using our trail systems, we need to provide a means to connect our trails. This bridge would also provide a safe way for pedestrians to cross from Corporate Campus to the Resort Plaza, as well as the medical facilities that are directly behind.</td>
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<td>Brad Clemenson, Citizen</td>
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This bridge is critically needed to safely connect elementary, middle and high schools students, and students at WyoTech technical school to the community’s residential and shopping areas. It also is critical to link existing Ghost Town, West Penn and Hoodlebug trails into a trail network. And the bridge is critical to advance the PA Main Line Canal Greenway.

**Response:** Thank you for your comments in support of this project. This project continues to seek funding for implementation, and is therefore ineligible for inclusion on the Draft 2015-2018 TIP. SPC continues to work with the local community to identify funding streams. Your comments will be retained for consideration in future TIP updates.
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| Hoodlebug Trail over Route 22, new bridge | Hoodlebug Trail, New structure over Route 22 in Burrell Township, Indiana County | Indiana County | Timothy Kronenwetter, President Indiana First Bank  
I am writing to support the inclusion of the Bike/Ped Bridge over U.S. Rt. 22 project on the 2015-2018 Transportation Improvement Plan (TIP). The proposed project addresses safety observations and suggestions identified in the Southwestern Pennsylvania Road Safety Audit completed for this section of U.S. Rt. 22 in 2011. One of the conclusions of that study was "...a grade-separated bridge would seem to be the most logical" way to allow safe access to cross U.S. Rt. 22 in a safe manner." Under the current conditions, Blairsville Elementary, Middle and High School students and faculty, WyoTech students and staff, and the Indiana County Corporate Campus and the Industrial Park tenants and clients have no safe way to cross U.S. Rt. 22. The 2011 Indiana County Regional Trail Connectivity Study also recommended a bike-ped bridge to make it possible to get from the 11-mile Hoodlebug Trail and the 37-mile Ghost Town Trail to Blairsville Borough and the Blairsville Riverfront Trail. It is my understanding that Indiana County has recently applied to the PA Department of Conservation and Natural Resources for $180,000 to fund Engineering and Design of this project, and a sister application to PA Department of Community and Economic Development is also being prepared. Additionally, local match money has been pledged towards this project. Engineering and Design is expected to be completed in 2015-2016, making this project "shovel ready" in 2016. The project has diverse and broad support, and I strongly recommend its inclusion in the 2015-2018 TIP (Transportation Improvement Program). |

Response: Thank you for your comments in support of this project. This project continues to seek funding for implementation, and is therefore ineligible for inclusion on the Draft 2015-2018 TIP. SPC continues to work with the local community to identify funding streams. Your comments will be retained for consideration in future TIP updates.
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| Hoodlebug Trail over Route 22, new bridge | Hoodlebug Trail, New structure over Route 22 in Burrell Township, Indiana County | Indiana County | **Arthur Herman, Wyotech Campus President**

I am writing on behalf of WyoTech to support the inclusion of the above mentioned project on the 2015-2018 Transportation Improvement Plan (TIP). The proposed project addresses safety observations and suggestions identified in the Southwestern Pennsylvania Road Safety Audit completed for this section of U.S. Rt. 22 in 2011. One of the conclusions of that study was "... a grade-separated bridge would seem to be the most logical" way to allow safe access to cross U.S. Rt. 22 in a safe manner." Under the current conditions, Blairsville Elementary, Middle and High School students and faculty, WyoTech students and staff, and the Indiana County Corporate Campus tenants and clients have no safe way to cross U.S. Rt. 22. The 2011 Indiana County Regional Trail Connectivity Study also recommended a bike-ped bridge to make it possible to get from the 11-mile Hoodlebug Trail and the 37-mile Ghost Town Trail to Blairsville Borough and the Blairsville Riverfront Trail. It is my understanding that Indiana County has recently applied to the PA Department of Conservation and Natural Resources for $180,000 to fund Engineering and Design of this project, and a sister application to PA Department of Community and Economic Development is also being prepared. Additionally, $20,000 local match money has been pledged towards this project. Engineering and Design is expected to be completed in 2015, making this project "shovel ready" in 2015. The project has diverse and broad support, and I strongly recommend its inclusion in the 2015-2018 TIP.

**Response:** Thank you for your comments in support of this project. This project continues to seek funding for implementation, and is therefore ineligible for inclusion on the Draft 2015-2018 TIP. SPC continues to work with the local community to identify funding streams. Your comments will be retained for consideration in future TIP updates.
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| Hoodlebug Trail over Route 22, new bridge | Hoodlebug Trail, New structure over Route 22 in Burrell Township, Indiana County | Indiana County | Linda Gwinn, Citizen

The proposed project addresses safety observations and suggestions identified in the Southwestern Pennsylvania Road Safety Audit completed for this section of U.S. Rt. 22 in 2011. One of the conclusions of that study was "a grade-separated bridge would seem to be the most logical" way to allow safe access to cross U.S. Rt. 22 in a safe manner." Under the current conditions, Blairsville Elementary, Middle and High School students and faculty, Wyo Tech students and staff, and the Indiana County Corporate Campus and the industrial Park tenants and clients have no safe way to cross U.S. Rt. 22. There is absolutely NO safe way to cross this section of U.S. Rt. 22, even though there are many temptations to do so, such as: Walmart, McDonalds, Dairy Queen, etc. The 2011 Indiana County Regional Trail Connectivity Study also recommended a bike-ped bridge to make it possible to get from the 11-mile Hoodlebug Trail and the 37-mile Ghost Town Trail to Blairsville Borough and the Blairsville Riverfront Trail. Many new developments regarding the trails in this region have changed and many more visitors are traveling to this area to use the trails. It is extremely dangerous for them to attempt to cross Rt. 22. It is my understanding that Indiana County has recently applied to the PA Department of Conservation and Natural Resources for $180,000 to fund Engineering and Design of this project, and a sister application to PA Department of Community and Economic Development is also being prepared. Additionally, local match money has been pledged towards this project. Engineering and Design is expected to be completed in 2015 - 2016, making this project "shovel ready" in 2016. The project has diverse and broad support, and I strongly recommend its inclusion in the 2015-2018 TIP.

Response: Thank you for your comments in support of this project. This project continues to seek funding for implementation, and is therefore ineligible for inclusion on the Draft 2015-2018 TIP. SPC continues to work with the local community to identify funding streams. Your comments will be retained for consideration in future TIP updates.
Hoodlebug Trail over Route 22, new bridge

Hoodlebug Trail, New structure over Route 22 in Burrell Township, Indiana County

Indiana County

Tiffany Fetterman, Director of Sales Hampton Inn & Suites Blairsville

I am writing on behalf of the Hampton Inn & Suites Blairsville - Chestnut Ridge Resort in Burrell Township to support Indiana County’s application to the PA Department of Conservation and Natural Resources and other funders for design and engineering services and ultimately for the construction of ADA-compliant approach ramps and the installation of a prefabricated bicycle-pedestrian bridge over Route 22, near the Route 119 Interchange in Burrell Township. The hotel here in Blairsville is a large contributor to the Indiana county hotel tax dollars. The building of this bridge will only allow us to better serve thousands of guests per year, thus increasing our revenue and the county tax revenue which goes to support many projects and tourism efforts of Indiana County. Completion of this important project will extend the 11-mile Hoodlebug Trail and 37-mile Ghost Town Trail into the Borough of Blairsville and create a connection to the Blairsville Riverfront Trail. The proposed project also addresses safety observations and suggestions identified in the Southwestern Pennsylvania Road Safety Audit that was completed for this section of Route 22 in 2011. As noted in the safety audit, there are no pedestrian accommodations in the corridor. Installation of the bridge will allow safe access for workers, residents and visitors traveling along this corridor. The bridge will connect WyoTech students and the Indiana County Corporate Campus with shopping, banking and restaurants south of Route 22. Guests regularly attempt to utilize the trails for exercise and leisure, as well as use shopping in the area. This will allow our guests, and also Blairsville High-Middle-Elementary School students and faculty, to safely walk across the highway by creating a connection to the traditional downtown and residential neighborhoods south of Route 22. This project is an integral and crucial part to making the Blairsville community a better place to live, work and visit.

Response: Thank you for your comments in support of this project. This project continues to seek funding for implementation, and is therefore ineligible for inclusion on the Draft 2015-2018 TIP. SPC continues to work with the local community to identify funding streams. Your comments will be retained for consideration in future TIP updates.
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<td>Indiana County</td>
<td><strong>Michael Burk, Conemaugh Valley Conservancy</strong></td>
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<td>I am writing on behalf of the Conemaugh Valley Conservancy to support the inclusion of the above mentioned project on the 2015-2018 Transportation Improvement Plan(TIP). The proposed project addresses safety observations and suggestions identified in the Southwestern Pennsylvania Road Safety Audit completed for this section of U.S. Rt. 22 in 2011. One of the conclusions of that study was &quot;...a grade-separated bridge would seem to be the most logical&quot; way to allow safe access to cross U.S. Rt. 22 in a safe manner.&quot; Under the current conditions, Blairsville Elementary, Middle and High School students and faculty, WyoTech students and staff, and the Indiana County Corporate Campus and the Industrial Park tenants and clients have no safe way to cross U.S. Rt. 22. The 2011 Indiana County Regional Trail Connectivity Study also recommended a bike-ped bridge to make it possible to get from the 11-mile Hoodlebug Trail and the 37-mile Ghost Town Trail to Blairsville Borough and the Blairsville Riverfront Trail. It is my understanding that Indiana County has recently applied to the PA Department of Conservation and Natural Resources for $180,000 to fund Engineering and Design of this project, and a sister application to PA Department of Community and Economic Development is also being prepared. Additionally, local match money has been pledged towards this project. Engineering and Design is expected to be completed in 2015-2016, making this project &quot;shovel ready&quot; in 2016. The project has diverse and broad support, and I strongly recommend its inclusion in the 2015-2018 TIP (Transportation Improvement Program).</td>
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Hoodlebug Trail over Route 22, new bridge

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| Hoodlebug Trail    | Hoodlebug Trail, New structure over Route 22 in Burrell Township, Indiana County | Indiana County | **John Berolino, President Blairsville Borough Council**<br>I am writing to express my support for the inclusion of the Bike/Ped Bridge over U.S. Rt. 22 project on the 2015-2018 Transportation Improvement Plan (TIP). The proposed project addresses safety observations and suggestions identified in the Southwestern Pennsylvania Road Safety Audit completed for this section of U.S. Rt. 22 in 2011. One of the conclusions of that study was "... a grade-separated bridge would seem to be the most logical" way to allow safe access to cross U.S. Rt. 22 in a safe manner." Under the current conditions, Blairsville Elementary, Middle and High School students and faculty, WyoTech students and staff, and the Indiana County Corporate Campus and the Industrial park tenants and clients have no safe way to cross U.S. Rt. 22. The 2011 Indiana County Regional Trail Connectivity Study also recommended a bike-ped bridge to make it possible to get from the 11-mile Hoodlebug Trail and the 37-mile Ghost Town Trail to Blairsville Borough and the Blairsville Riverfront Trail. It is my understanding that Indiana County has recently applied to the PA Department of Conservation and Natural Resources for $180,000 to fund Engineering and Design of this project, and a sister application to PA Department of Community and Economic Development is also being prepared. Additionally, local match money has been pledged towards this project. Engineering and Design is expected to be completed in 2015-2016, making this project "shovel ready" in 2016. The project has diverse and broad support, and I strongly recommend its inclusion in the 2015-2018 TIP (Transportation Improvement Program).

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| Hoodlebug Trail over Route 22, new bridge | Hoodlebug Trail, New structure over Route 22 in Burrell Township, Indiana County | Indiana County | **James Stratton, Jr., Conemaugh Valley Conservancy**  
I am writing on behalf of the Conemaugh Valley Conservancy to support the inclusion of the Blairsville Route 22 Bridge on the 2015-2018 Transportation Improvement Plan. I am an avid biker and know that this project would be a great benefit to our region. I have met bicycle riders from all over the country on our local trails who would travel long distances to bike on an extended trail that this would become. |

*Response:* Thank you for your comments in support of this project. This project continues to seek funding for implementation, and is therefore ineligible for inclusion on the Draft 2015-2018 TIP. SPC continues to work with the local community to identify funding streams. Your comments will be retained for consideration in future TIP updates.
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I am writing to express my support for the inclusion of the Bike/Ped Bridge over U.S. Rt. 22 project on the 2015-2018 Transportation Improvement Plan (TIP). The proposed project addresses safety observations and suggestions identified in the Southwestern Pennsylvania Road Safety Audit completed for this section of U.S. Rt. 22 in 2011. One of the conclusions of that study was "... a grade-separated bridge would seem to be the most logical" way to allow safe access to cross U.S. Rt. 22 in a safe manner." Under the current conditions, Blairsville Elementary, Middle and High School students and faculty, WyoTech students and staff, and the Indiana County Corporate Campus and the Industrial park tenants and clients have no safe way to cross U.S. Rt. 22. The 2011 Indiana County Regional Trail Connectivity Study also recommended a bike-ped bridge to make it possible to get from the 11-mile Hoodlebug Trail and the 37-mile Ghost Town Trail to Blairsville Borough and the Blairsville Riverfront Trail. It is my understanding that Indiana County has recently applied to the PA Department of Conservation and Natural Resources for $180,000 to fund Engineering and Design of this project, and a sister application to PA Department of Community and Economic Development is also being prepared. Additionally, local match money has been pledged towards this project. Engineering and Design is expected to be completed in 2015-2016, making this project "shovel ready" in 2016. The project has diverse and broad support, and I strongly recommend its inclusion in the 2015-2018 TIP (Transportation Improvement Program).

Response: Thank you for your comments in support of this project. This project continues to seek funding for implementation, and is therefore ineligible for inclusion on the Draft 2015-2018 TIP. SPC continues to work with the local community to identify funding streams. Your comments will be retained for consideration in future TIP updates.
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<tr>
<td>Hoodlebug Trail over Route 22, new bridge</td>
<td>Hoodlebug Trail, New structure over Route 22 in Burrell Township, Indiana County</td>
<td>Indiana County</td>
<td>Carol Persichetti, Board of Directors, Blairsville Community Development Authority</td>
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I am writing to express my support for the inclusion of the Bike/Ped Bridge over U.S. Rt. 22 project on the 2015-2018 Transportation Improvement Plan (TIP). The proposed project addresses safety observations and suggestions identified in the Southwestern Pennsylvania Road Safety Audit completed for this section of U.S. Rt. 22 in 2011. One of the conclusions of that study was "... a grade-separated bridge would seem to be the most logical" way to allow safe access to cross U.S. Rt. 22 in a safe manner." Under the current conditions, Blairsville Elementary, Middle and High School students and faculty, WyoTech students and staff, and the Indiana County Corporate Campus and the Industrial park tenants and clients have no safe way to cross U.S. Rt. 22. The 2011 Indiana County Regional Trail Connectivity Study also recommended a bike-ped bridge to make it possible to get from the 11-mile Hoodlebug Trail and the 37-mile Ghost Town Trail to Blairsville Borough and the Blairsville Riverfront Trail. It is my understanding that Indiana County has recently applied to the PA Department of Conservation and Natural Resources for $180,000 to fund Engineering and Design of this project, and a sister application to PA Department of Community and Economic Development is also being prepared. Additionally, local match money has been pledged towards this project. Engineering and Design is expected to be completed in 2015-2016, making this project "shovel ready" in 2016. The project has diverse and broad support, and I strongly recommend its inclusion in the 2015-2018 TIP (Transportation Improvement Program).

Response: Thank you for your comments in support of this project. This project continues to seek funding for implementation, and is therefore ineligible for inclusion on the Draft 2015-2018 TIP. SPC continues to work with the local community to identify funding streams. Your comments will be retained for consideration in future TIP updates.
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| Hoodlebug Trail over Route 22, new bridge | Hoodlebug Trail, New structure over Route 22 in Burrell Township, Indiana County | Indiana County | *Laurie Lafontaine, Citizen*  
This is a follow up to my comments at the July 15 TIP meeting in Indiana. The Route 22 Pedestrian Bridge/Trail Connection Project located at the crossing of US Highway Rt. 22 at Wyotech Park in Burrell Township, Indiana County, Pennsylvania should be included in the 2015-2018 TIP for Indiana County. This project has been identified in many planning documents as a recommended project to provide residents, visitors, and employees within this area as an option for non-motorized transportation between the northern and southern sides of Rt. 22. It has also been identified as a key link in providing a connection for four recreational corridors. These corridors include the Hoodlebug Trail, Hoodlebug/Mainline Canal Connector, Ghost Town Trail, and the Harrisburg Mainline Canal Greenway. |

*Response:* Thank you for your comments in support of this project. This project continues to seek funding for implementation, and is therefore ineligible for inclusion on the Draft 2015-2018 TIP. SPC continues to work with the local community to identify funding streams. Your comments will be retained for consideration in future TIP updates.
Hoodlebug Trail over Route 22, new bridge | Hoodlebug Trail, New structure over Route 22 in Burrell Township, Indiana County | Indiana County

Mark Shank, Citizen

I am writing to express my support for the inclusion of the Bike/Ped Bridge over U.S. Rt. 22 project on the 2015-2018 Transportation Improvement Plan (TIP). The proposed project addresses safety observations and suggestions identified in the Southwestern Pennsylvania Road Safety Audit completed for this section of U.S. Rt. 22 in 2011. One of the conclusions of that study was "... a grade-separated bridge would seem to be the most logical" way to allow safe access to cross U.S. Rt. 22 in a safe manner." Under the current conditions, Blairsville Elementary, Middle and High School students and faculty, WyoTech students and staff, and the Indiana County Corporate Campus and the Industrial park tenants and clients have no safe way to cross U.S. Rt. 22. The 2011 Indiana County Regional Trail Connectivity Study also recommended a bike-ped bridge to make it possible to get from the 11-mile Hoodlebug Trail and the 37-mile Ghost Town Trail to Blairsville Borough and the Blairsville Riverfront Trail. It is my understanding that Indiana County has recently applied to the PA Department of Conservation and Natural Resources for $180,000 to fund Engineering and Design of this project, and a sister application to PA Department of Community and Economic Development is also being prepared. Additionally, local match money has been pledged towards this project. Engineering and Design is expected to be completed in 2015-2016, making this project "shovel ready" in 2016. The project has diverse and broad support, and I strongly recommend its inclusion in the 2015-2018 TIP (Transportation Improvement Program).

Response: Thank you for your comments in support of this project. This project continues to seek funding for implementation, and is therefore ineligible for inclusion on the Draft 2015-2018 TIP. SPC continues to work with the local community to identify funding streams. Your comments will be retained for consideration in future TIP updates.
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<td>Indiana County</td>
<td>Marna Conrad, Citizen&lt;br&gt;&lt;br&gt;I am writing to express my support for the inclusion of the Bike/Ped Bridge over U.S. Rt. 22 project on the 2015-2018 Transportation Improvement Plan (TIP). The proposed project addresses safety observations and suggestions identified in the Southwestern Pennsylvania Road Safety Audit completed for this section of U.S. Rt. 22 in 2011. One of the conclusions of that study was &quot;... a grade-separated bridge would seem to be the most logical&quot; way to allow safe access to cross U.S. Rt. 22 in a safe manner.&quot; Under the current conditions, Blairsville Elementary, Middle and High School students and faculty, WyoTech students and staff, and the Indiana County Corporate Campus and the Industrial park tenants and clients have no safe way to cross U.S. Rt. 22. The 2011 Indiana County Regional Trail Connectivity Study also recommended a bike-ped bridge to make it possible to get from the 11-mile Hoodlebug Trail and the 37-mile Ghost Town Trail to Blairsville Borough and the Blairsville Riverfront Trail. It is my understanding that Indiana County has recently applied to the PA Department of Conservation and Natural Resources for $180,000 to fund Engineering and Design of this project, and a sister application to PA Department of Community and Economic Development is also being prepared. Additionally, local match money has been pledged towards this project. Engineering and Design is expected to be completed in 2015-2016, making this project &quot;shovel ready&quot; in 2016. The project has diverse and broad support, and I strongly recommend its inclusion in the 2015-2018 TIP (Transportation Improvement Program).</td>
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Response: Thank you for your comments in support of this project. This project continues to seek funding for implementation, and is therefore ineligible for inclusion on the Draft 2015-2018 TIP. SPC continues to work with the local community to identify funding streams. Your comments will be retained for consideration in future TIP updates.
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<td>Ed Patterson, Director, Indiana County Parks &amp; Trails</td>
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Response: Thank you for your comments in support of this project. This project continues to seek funding for implementation, and is therefore ineligible for inclusion on the Draft 2015-2018 TIP. SPC continues to work with the local community to identify funding streams. Your comments will be retained for consideration in future TIP updates.
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<td>Hoodlebug Trail over Route 22, new bridge</td>
<td>Hoodlebug Trail, New structure over Route 22 in Burrell Township, Indiana County</td>
<td>Indiana County</td>
<td>Denise Liggett, Executive Director Indiana County Tourist Bureau</td>
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</table>

Please accept this letter, on behalf of the Indiana County Tourist Bureau, as a document of support for the inclusion of the Bike/Ped Bridge over U.S. Rt. 22 project on the 2015-2018 Transportation Improvement Plan (TIP). The 2011 Indiana County Regional Trail Connectivity Study recommended a bike-ped bridge to make it possible to get from the 11-mile Hoodlebug Trail and the 37-mile Ghost Town Trail to Blairsville Borough and the Blairsville Riverfront Trail. The Indiana County Tourist Bureau recognizes the potential for tourism and economic growth as a direct result from the completion of this bridge. The trails in Indiana County are a nationally known draw to the area and with the enhancement of the bridge, many more outdoor enthusiasts will come and experience our beautiful and scenic recreation haven. It is our sincere hope that the Bike/Ped Bridge over U.S. Rt 22 project is included in the 2015-2018 TIP. We believe this bridge will directly and substantially contribute to the growth of tourism within the county, and would improve and expand the county as a destination market.

Response: Thank you for your comments in support of this project. This project continues to seek funding for implementation, and is therefore ineligible for inclusion on the Draft 2015-2018 TIP. SPC continues to work with the local community to identify funding streams. Your comments will be retained for consideration in future TIP updates.
Rose Street Extension 2, New two lane road from SR 3043 to SR 286

White Township (WT) fully supports two projects listed on the draft TIP that will improve transportation safety and logistics in the region. The second project is the Rose St Extension #2. WT sees this as an opportunity to improve traffic congestion within the region by allowing an alternate route for already congested road arteries that are only going to get worse. Several recent Traffic Impact Studies have forecast significant and unacceptable drop in the Level of Service at intersections along Oakland Ave (SR 286) and Indian Springs Rd (SR 4422). The Rose St Extension #2 would offer an “inside” bypass to move traffic access to three major arteries serving WT, IUP and Indiana Borough. The mention of considering other priorities and tabling the project again is a concern to WT based on future Windy Ridge Development traffic improvements. Although WT supports the Windy Ridge project there is concern that by making traffic improvements beyond the perimeter of the main corridors WITHOUT the Rose St Extension #2 will bring unacceptable levels of service to the core of the region. NOT moving Rose St Extension #2 forward will not solve current and future issues along Oakland Ave and Indian Springs Rd intersections. Also development may be delayed within the center of the region. Recently several developers have approached WT about properties in the vicinity of the existing Rose St including areas that would be affected by the proposed Extension #2. Some of the uncertainty of the future Extension is creating concern and questions about development areas. The project is a significant cost but undoubtedly ROW acquisition will only become more expensive in the future if developers move forward now. Currently one developer who controls a significant portion of planned property has expressed a willingness to work with WT and PennDot to complete the Extension. This maybe a significant cost savings but may have a reasonable time constraint.

The multimodal prospects for Extension #2 is another warranted benefit for completion due to a bike lane already established along Rose St Extension #1. By incorporating a bike lane into the future project the current student housing developments would have improved access to IUP main campus and the IUP Coop Recreation Park via College Lodge Rd (SR 4003) which would extend beyond the terminus of Extension #2.
**Project** | **Project Description** | **Location** | **Comment Source** | **Comment Summary**
---|---|---|---|---
SR 18 PennDOT Maintenance Yard Relocation | Lawrence County | Gayle Young, Citizen | We would like to request the relocation of the PennDOT service yard on Route 18 in Neshanock Township, located on Wilmington Road and Kenmar Boulevard.

*Response:* Thank you for your comments regarding PennDOT District 11-0's Lawrence County maintenance office, stockpile and garage. This particular facility is very strategically located in Lawrence County providing us efficient access to our main traffic routes as well as I-376. This benefits us for our summer operations, but is even more critical for our rapid response time for winter services. In addition to the logistics of this location, the cost to develop a new stockpile, office and garage facility would be approximately $8 to $10 million. Based on the aforementioned, PennDOT District 11 must respectfully decline this request.

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*Response:* Thank you for your comments in support of this project. The project is programmed on the Draft 2015-2018 TIP.
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<tr>
<td>E. McMurray SR1002, Bebout SR 1019 Intersection Improvement</td>
<td>Intersection Improvements, E. McMurray SR1002 and Bebout SR 1019</td>
<td>Washington County</td>
<td>Mike Silvestri, Peters Township Manager&lt;br&gt;Road is currently signalized but is deficient due to turn lanes, topography of intersection creates level of service E in the pm peak for certain approaches. In addition adjacent residential streets are difficult to exit due to queing and lack of turn lanes. Two of the four legs do not have pedestrian crossings and signals. McMurray Road is a major collector street for local and through traffic. Intersection is congested in morning and evening peak rush hours due to lack of turning lanes. The intersection is not ADA compliant due to missing pedestrian signals and crossing and ADA ramps. Adjacent residential neighborhoods have unsafe access to McMurry Road due to volume and queing. The intersection needs left turn lanes in all four directions, upgraded signals and ADA facilities as well as accommodations for adjacent residential streets. Also regrading intersection to improve visibility.</td>
</tr>
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**Response:** Thank you for your comments. There are insufficient funds to add this project need to the Draft 2015 - 2018 TIP. The proposal will be retained for consideration in the next TIP update or if additional funds become available. This project is also a high priority to the PennDOT District 12-0.
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| SR 88/SR837 (West Main Street) Monongahela ADA Ramps | SR 88/SR837 (West Main Street) Monongahela, curb cuts | Washington County | Steven Hall, Washington County Housing Authority | Need curb cuts in front of the Monongahela Manor (elderly low income apartments) on West Main Street in Monongahela. Curb cuts needed to the opposite corner to facilitate elderly disabled wishing to go to the drug store on the opposite corner.  
Response: Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized. |
| Valley Brook Road (SR 1010) Bebout Road (SR 1019) | Intersection Improvements, Valley Brook Road SR 1010 and Bebout Road SR 1019 | Washington County | Mike Silvestri, Peters Township Manager | Township Impact fee study indicated intersection is deficient and needs turning lanes and signalization or roundabout. Township improved intersection by removing narrow railroad concrete style overpass eliminating height, width and site distance restrictions. New bridge installed to accommodate intersection upgrades. PennDOT originally authorized design but was put on hold due to funding issues.  
Response: Thank you for your comments SPC will work with PennDOT District 12-0 and WCHA to assess need for ADA access requirements. |
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<tr>
<td>Comment on signal inefficiencies</td>
<td>SR 51 and C. Harper car dealership entrance, signal inefficiencies</td>
<td>Westmoreland County</td>
<td>Amy Learn, Citizen</td>
<td>I moved here 5 years ago and live off of Vernon Drive. Route 51 is our main route to go anywhere. For 5 years now, I’m flabbergasted by the idea of a stoplight at C. Harper Auto Sales with no one coming for miles in any direction and you’re sitting there at this stupid STOP light! We all know why it’s there... IT’S BECAUSE THEY’RE C. HARPER AND THEY’RE RICH! They want a ridiculous stop light that has nothing to do with motion detection or cameras to see if someone needs to turn? So they get one! It’s infuriating! I’m tellin ya, whatever they got goin on, well... it don’t work! There’s no one coming on Rt 51 AT ALL, or sitting to turn and you have to stop and sit there at C. Harper like a Pennsylvania Moron… “Oh, let’s go buy a car while we’re just sitting here anyway” “duhhhh, kaay” We need to ditch the stoplight at C. HARPER, which is nothing but FRUSTRATING, INFURIATING and RIDICULOUS and get help/replan the area where Vernon Drive meets Route 51. I mean OPEN YOUR EYES here, people!</td>
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Response: Thank you for your comments. Your comments will be considered by PennDOT District 12 in the future concerning this location.
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| East Hillis Bridge | East Hillis Bridge Rehabilitation/Replacement | Westmoreland County | R. Douglas Weimer, Hempfield Township Supervisor  
Bridge is major roadway between Hempfield and Youngwood. Serves as main artery for students and staff traveling to WCCC. Estimated $2 million shared repair cost with Youngwood Borough.  
**Response:** Thank you for your comments. Your comments will be shared with county and PennDOT representatives and will be retained as input into the next TIP update. |
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<td>East Hillis Street Bridge</td>
<td>East Hillis St. (T-555) over Jacks Run</td>
<td>Westmoreland County</td>
<td>Lucien Bove, Citizen</td>
<td>The substructure is so old, the year it was built is unknown. The superstructure was reconstructed in 1957. It has a load posting of 25 Tons except Combinations 40 Tons. The bridge roadway width is 19'-0&quot;, which is significantly less than current standard. The railings are substandard. The approach roadway alignment is extremely poor. It is difficult for two vehicles to cross the bridge at the same time. It is impossible for two trucks at once. Shoulders are substandard and are soft. There is noticeable fluctuation in the superstructure when heavy vehicles cross. Past scour has undermined bridge abutments and wing walls and removed support. There is undermining of both abutments. This bridge is scour critical. Scour holes exist, and there is a history of extensive scour. Large stones and concrete slabs in the northeast upstream channel bank have been undermined. A large stone wall along the northeast bank collapsed into the stream. Loss of embankment protection during the flooding caused by Tropical Storm Sandy from October 30, 2012 to November 1, 2012 has resulted in a large embankment scour hole behind the northeast wing wall approximately 5 feet wide, 8 feet high and 3 feet deep. The superstructure is old, and the bridge is scour critical. Scour has removed support under the stone masonry abutments, and the substructure is in Critical Condition.</td>
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**Response:** Thank you for your comments. Your comments will be shared with county and PennDOT representatives and will be retained as input into the next TIP update.
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| Fairwood Drive over Tinkers Run | Fairwood Drive over Tinkers Run No. 64 7411 9006 3100 | BMS Westmoreland County | **Lucien Bove, Citizen**

Fairwood Drive Bridge over Tinkers Run was built in 1965 and rehabilitated in 2003. The newer beams are in good condition; however, the interior beams are very old riveted cast iron built-up girders with extensive section loss. The paint system is beyond repair for Beams 3-6. The concrete northwest wing wall has tilted outward with a displacement measured at 6 inches from where it cracked away from the abutment, and it is also undermined and has no footing. Severe erosion and loss of backfill has occurred behind the wing walls. The southwest wing wall is being undermined near the abutment and appears to have no footing. A scour hole has formed approximately 4 feet long, 1 foot high and up to 3 feet deep at the downstream corner of the south abutment and the southwest wing wall. Both abutments protrude significantly into the channel and restrict flow during medium and high water. Banks consist of steep slopes in fair to poor condition, fairly eroded and erodible with little to no bank protection. Existing bank protection is being washed away. Upstream movement toward the South is evident by historic erosion along/behind the southeast wing walls. The bridge is highly susceptible to erosion and scour. This bridge remains unposted only because of the rehabilitation that was done in 2003. This bridge needs to be replaced.

*Response:* Thank you for your comments. Your comments will be shared with county and PennDOT representatives and will be retained as input into the next TIP update.
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<td>First Street Bridge over Norfolk Southern Railway</td>
<td>First Street Bridge, Irwin Borough</td>
<td>Westmoreland County</td>
<td>Lucien Bove, Citizen</td>
<td>Due to the age of the bridge (built in 1950) and the condition of the stone abutments, the scour and undermining, the collapsed substructure units, the age of the superstructure, the potential for superstructure collapse into the stream and the need for an alternative access when Rout 993 is closed during high water, the First Street Bridge needs to be replaced.</td>
</tr>
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**Response:** Thank you for your comments. Your comments will be shared with county and PennDOT representatives and will be retained as input into the next TIP update.
Fourth Street Bridge over Norfolk Southern Railway, Irwin Borough  
BMS  
#64 7421 0993 0003  
Westmoreland County

Lucien Bove, Citizen

This bridge was built in 1900 due to the relocation of the Pennsylvania Railway. The substructure consists of stone masonry abutments and riveted steel column bents. The superstructure consists of riveted steel girders, floor beams and stringers, and a wooden deck. The wooden deck is very noisy when vehicles pass over it, and is very rough and requires constant maintenance and replacement of deck planks. The bridge is approximately 35 feet above the railroad tracks. During an extreme rain event in 2011, flooding of Broadway Street occurred and a portion of the bridge approach and roadway was washed out requiring replacement by the Borough of North Irwin at great expense in cooperation with Westmoreland County Commissioners. This bridge is over the Norfolk Southern Railway (formerly Conrail, formerly Pennsylvania Railway) Mainline between Pittsburgh and Philadelphia. This is the most heavily traveled railroad in the area with two lanes of tracks and daily freight and coal trains and high speed Amtrak passenger trains. The entire bridge needs to be replaced as soon as possible. Recent bridge inspections have identified problems which need to be repaired immediately, as well as numerous Improvement Needs and Rehabilitation Items which need to be addressed at an estimated cost of $298,000.

Response: Thank you for your comments. Your comments will be shared with county and PennDOT representatives and will be retained as input into the next TIP update.
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<td>Georges Station Intersection Improvement</td>
<td>U.S. Route 30 and Georges Station Road Intersection Improvement</td>
<td>Westmoreland County</td>
<td>R. Douglas Weimer, Hempfield Township Supervisor</td>
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Widening of roadway between SR 30 and Donahue Road and intersection with SR 30 to include traffic turning lanes. Property acquisition would be required. This improvement would benefit current area business park tenants utilizing the corridor and possible future WC business park expansion with ease of access to this roadway.

**Response:**

Thank you for your comments. Your comments will be shared with county and PennDOT representatives and will be retained as input into the next TIP update.
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<td>Laurel Valley Transportation Improvement Project</td>
<td>Upgrade of approximately 10 miles of SR 981 south of the county airport</td>
<td>Westmoreland County</td>
<td>Chad Amond, Westmoreland County Chamber of Commerce</td>
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Among the key transportation projects we identify as important to our short and long term economic success, are the Laurel Valley Transportation Improvement Project (sometimes referred to as the Laurel Valley Connector). The LVTIP would connect the Arnold Palmer Regional Airport at Routes 30 & 981 with the Pennsylvania Turnpike & 1-70 to the south. When completed, this project would join one of Westmoreland County's key economic drivers – The Arnold Palmer Regional Airport - to one of the county's key business districts that is home to companies like UPS, Super Value, ABB, Aquion, and others. Completion of the project would cut travel time to the airport from 45 minutes to less than 20 minutes while alleviating traffic congestion on many of the current routes and stimulating further development and investment in the southwestern part of Westmoreland County.

**Response:** Thank you for your comments. The study phase of this project is currently programmed on the FFY 2013 TIP in FFY 2014 and 2015; based on the findings of the study and the updated data collected, a clear plan will be selected and acted upon.
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| Lincoln Highway Heritage Corridor | Lincoln Highway Heritage Corridor                         | Westmoreland County             | *Olga Herbert, Lincoln Heritage Highway Corridor*  
I am disappointed that the balance (over $100,000 that was to be used for an ADA entrance to our National Register-listed building that serves as a Lincoln Highway Museum) from our TEA award was suddenly revoked via a phone call by PennDOT District 12. This is after months of no response from them re: the architecture plans and specs we submitted. It’s disheartening for our small nonprofit organization to spend $7,000 for architectural plans for a project we have no $ to implement. How can SPC prevent this from happening to other TEA recipients? 2.) With transportation museums being eliminated as an eligible TE category, do you know of any other source of construction $ that we could use towards our ADA entrance? |
| Mt. Pleasant Road Improvement | Widening and intersection improvements on Mt Pleasant Road from Pellis Road to Old Airport Road | Westmoreland County             | *R. Douglas Weimer, Hempfield Township Supervisor*  
This improvement project would benefit the growing traffic to the ever expanding University of Pittsburgh campus. This corridor is utilized by large residential subdivisions, commercial, and educational institutional travelers. |

*Response:* Thank you for your comments. Federal Transportation Enhancements (TE) funding was awarded for this project in 2002. SPC and PennDOT made every attempt follow through on commitments to these old, undelivered TE projects, but with the passage of MAP-21, the TE funding program went away. There is a new, similar program called Transportation Alternatives, but transportation museums have been eliminated as an eligible project category and non-profit organizations are no longer eligible project sponsors.

*Response:* Thank you for your comments. Your comments will be shared with county and PennDOT representatives and will be retained as input into the next TIP update.
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<tbody>
<tr>
<td>North Greengate Road (SR 4002)</td>
<td>Lower roadway to reduce height restrictions, widen roadway, and improve approaches.</td>
<td>Westmoreland County</td>
<td>Lower roadway to reduce height restrictions, widen roadway, and improve approaches. These corridor improvements will enhance travel safety and spur development between SR 30 and SR 130 which is heavily traveled to access large commercial and residential subdivisions.</td>
</tr>
<tr>
<td><strong>Response:</strong></td>
<td>Thank you for your comments. Your comments will be shared with railroad, county and PennDOT representatives and will be retained as input into the next TIP update.</td>
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</table>
Widening project for safety purposes from Township line in the West to SR 30. Hempfield HS, Hempfield MS, large churches, business parks, and large residential subdivisions located along route. Blind turns and narrow intersections throughout the township on roadway, especially at Edna Rd intersection.  
Widening would allow for safer travel and more development along the corridor. |
<p>| <strong>Response:</strong>                  | Thank you for your comments. Your comments will be shared with county and PennDOT representatives and will be retained as input into the next TIP update. |                |                                                                                                                                                               |</p>
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<td>SR 201 and SR 1099/3013 (60360)</td>
<td>SR 201 and SR 1099/3013 Rostraver Twp intersection improvements</td>
<td>Westmoreland County</td>
<td>Tamira Spedaliere, Rostraver Township&lt;br&gt;Rostraver Township is asking for the 2015-2018 Draft TIP to include funding for the I-70/SR 201 Corridor for SR 201 and SR 1099/3013. There is a corridor congestion problem for the I-70/SR 201 Corridor. Ortho-Rodgers &amp; Associates, Inc. did a study for PennDOT entitled Interstate 70 and State Route 201 Corridor Study in 2004. The study showed documented problems and to date no funding has been dedicated to the I-70/SR 201 Corridor. Brief History attached: &lt;br&gt;Response: Your comments are noted, and will be considered by the District in the future concerning this location.</td>
</tr>
<tr>
<td>SR 3003 (Pricedale Rd) and I-70 Eastbound Ramp</td>
<td>SR 3003 (Pricedale Rd) and I-70 Eastbound Ramp, intersection reconfiguration</td>
<td>Westmoreland County</td>
<td>Tamira Spedaliere, Rostraver Township&lt;br&gt;Rostraver Township is asking for the 2015-2018 Draft TIP to include funding for the I-70/SR 201 Corridor for SR 3033 and I-70 Eastbound Ramp. There is a corridor congestion problem for the I-70/SR 201 Corridor. Ortho-Rodgers &amp; Associates, Inc. did a study for PennDOT entitled Interstate 70 and State Route 201 Corridor Study in 2004. The study showed documented problems and to date no funding has been dedicated to the I-70/SR 201 Corridor. Brief History attached: &lt;br&gt;Response: Your comments are noted, and will be considered by the District in the future concerning this location.</td>
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<td>SR 51 and Vernon Drive Intersection - No Signal</td>
<td>SR 51 and Vernon Drive Intersection - No Signal</td>
<td>Westmoreland County</td>
<td><strong>Glenn Kemmerling, Citizen</strong>&lt;br&gt;I've lived on Vernon dr for over 30 years and I don't believe a light is necessary at all. I vote against the installation of a light. If you're a certified driver, you should have no problem with pulling out of or pulling into Vernon drive from Route 51, I've been doing it for 30 years and the only thing a light would cause is inconvenience and a traffic slow down. Thankyou for your time. If you need to contact me further you may reply to this email address or send a letter.</td>
</tr>
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</table>

**Response:** Thank you for your comments. Your comments will be considered by PennDOT District 12 in the future concerning this location.

| SR 51 and Vernon Drive Intersection - No Signal | SR 51 and Vernon Drive Intersection - No Signal | Westmoreland County          | **Don Cooper, Citizen**<br>I see some people are starting a push to install a traffic light there. I am letting you know that in my opinion, that intersection does NOT warrant a traffic light. There is never a very long wait or line of cars there, and there is plenty of clear visibility. An additional light there would just further obstruct the flow of traffic on Rt. 51 for no good reason. I actually live off Vernon Dr. and have no problems pulling out into Rt. 51 in either direction. So I am AGAINST installing a light there. |

**Response:** Thank you for your comments. Your comments will be considered by PennDOT District 12 in the future concerning this location.
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<td>SR 51 and Vernon Drive Intersection - No Signal</td>
<td>Westmoreland County</td>
<td>Walt Moore, Citizen</td>
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<td>Someone put a flier in my mailbox urging me to send you a comment on the importance of a traffic light at this intersection. I do not think one is warranted at this location. There is no business here that produces a steady stream of entering/exiting traffic. There are existing lengthy red lights at C.Harper Ford heading south and Bill's Golfland heading north on RT 51. These two existing traffic signals provide plenty of extended periods of time with clear open highway that allows entry onto Rt. 51 providing drivers exercise three basic rules of the road. CAUTION, PATIENCE, AND COMMON SENSE. If you were to change anything concerning that intersection I would suggest a turning lane off Rt 51 North on to Vernon Drive as distracted, idiot drivers tend to close in on you from behind as you slow to exit the highway.</td>
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**Response:** Thank you for your comments. Your comments will be considered by PennDOT District 12 in the future concerning this location.
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| SR 51 and Vernon Drive Intersection - No Signal | SR 51 and Vernon Drive Intersection - No Signal | Westmoreland County | **Alan Sloboda, Citizen**  
Please do not install another useless traffic light on PA 51! These lights stop traffic when no one is there and cause T-bone accidents when drivers do not see the yellow or red lights. A better solution would be a circle. Maybe less costly than a circle would be more turning lanes which would allow traffic making turns to get out of the way when turning. People afraid of this Rt 51/Vernon Drive intersection should travel to 201 and use the 201/Rt 51 intersection. We would save enough $s in electricity cost (running the lights), maintenance of the lights, gas while sitting there waiting for the light to turn, to cover the cost of the extra mile or two to use the 201/51 intersection. |

**Response:** Thank you for your comments. Your comments will be considered by PennDOT District 12 in the future concerning this location.

| SR 51 and Vernon Drive Intersection - No Signal | SR 51 and Vernon Drive Intersection - No Signal | Westmoreland County | **Kyle Shearer, Citizen**  
I vote negative and do not want a traffic light at this intersection. I have never had issues pulling in or out of this road. I live 1.5 miles from this intersection and traverse it daily with no concerns. A traffic light is not going to change bad and unsafe driving habits of most drivers which is truly the problem here or anywhere on the road. A bad / unsafe driver are what they are and a traffic light is not needed at this intersection to waste more time / tax dollars paying for and maintaining a device that is un-needed on this road. |

**Response:** Thank you for your comments. Your comments will be considered by PennDOT District 12 in the future concerning this location.
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| SR 51 and Vernon Drive Intersection - No Signal | SR 51 and Vernon Drive Intersection - No Signal | Westmoreland County | Valerie Lippert, Citizen  
I do not believe that a traffic light is needed at this intersection. The problem is visibility. If the trees, brush and hillside were cut back so that a driver can see down 51 the situation would be remedied. As it is now you have to be almost out on 51 to be able to see to pull out. Also, cutting back the hillside to increase the visibility would be much more cost effective than a red light.  
Response: Thank you for your comments. Your comments will be considered by PennDOT District 12 in the future concerning this location. |
| SR 51 and Vernon Drive Intersection - No Signal | SR 51 and Vernon Drive Intersection - No Signal | Westmoreland County | kuch407@comcast.net, Citizen  
My first comment is that these flyers were delivered illegally into federal post office boxes without postage. Secondly, If you are patient and wait for traffic to quit, there is no danger at this intersection, with a red light at Harpers and a red light at Shop n Save, traffic is slowed down enough for people to have free access to pull out on Rt 51 and I do not feel there is enough traffic to warrant another red light. If you cannot be patient and you cannot drive, then stay off the highway.  
Response: Thank you for your comments. Your comments will be considered by PennDOT District 12 in the future concerning this location. |
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<td>Westmoreland County</td>
<td>Joel Whiteko, Citizen</td>
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We do not need another traffic light on Route 51. I agree this intersection is dangerous but Darr Road was also. The people that lived on Darr road wanted a traffic light but the amount of traffic that made turns onto Darr Road did not warrant one. Vernon Drive requires the same type of re-configuration. Vernon Drive requires better turning lanes and not a STOP light. When traveling northbound and making a right turn onto Vernon requires a right turning lane to exit from traffic barreling over you. Also, when making a left turn from Vernon Drive to the southbound lane on Route 51 requires a longer lane to enter 51. I live on Cherry Blossom Drive and I have lived in the Rostraver area many years. I understand the intersection. Please push for improvements similar to what PennDOT finally did at Darr Road and don't waste your time pushing for a traffic light. I will help you with this solution but I will fight against another light on Route 51.

Response: Thank you for your comments. Your comments will be considered by PennDOT District 12 in the future concerning this location.
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| SR 51 and Vernon Drive Intersection - No Signal | Westmoreland County | **Tom Sassak, Citizen**  
I do not think we need another traffic light on route 51. How about a lower speed limit, say 45mph, and more enforcement. More revenue for the township. A no U-turn (south bound) at the intersection would be a better idea than another traffic light. It is a dangerous intersection because those who have the stop sign on Vernon Drive think they have the right of way when entering Route 51 south. Only to get caught in the center of the divided highway then block the vision of those turning left on Vernon and not being able to see traffic coming down Route 51 south. |
| Response: | Thank you for your comments. Your comments will be considered by PennDOT District 12 in the future concerning this location. |

| SR 51 and Vernon Drive Intersection - No Signal | Westmoreland County | **George Kowalchuck, Citizen**  
I have been living on Vernon drive and using the rt. 51 for 35 years. I never had a problem making a left. You could see traffic coming toward you for about a mile. It is not like it is a blind curve. It is a four lane highway not a country road. If these 300 people can't use this crossing without an expensive light, they better not use the Darr road crossing. Because it has a south bound blind spot on both lanes. Also it is a crossing Vernon drive is not |
<p>| Response: | Thank you for your comments. Your comments will be considered by PennDOT District 12 in the future concerning this location. |</p>
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| SR 51 and Vernon Drive Intersection - No Signal | SR 51 and Vernon Drive Intersection - No Signal | Westmoreland County | **Stan Burinski, Citizen**

I received a flyer requesting comments be submitted regarding the subject intersection. This intersection was described as being dangerous with a suggested solution of a traffic light. In my opinion, we do not need another traffic light. Any intersection can be dangerous. This one is made so because route 51 traffic is heavy at times, vehicles exceed the speed limit, drivers are impatient, drivers will turn south on Rt 51 and are unsure what lane to go in, drivers will straddle the middle of Rt 51 and be exposed to traffic, and drivers use it to make U turns to go north on Rt 51. Therefore, changes can be made to not allow U turns and not allow standing in the middle of Rt 51 waiting to complete the turn. Speed limits need to be enforced. The speed limit in that area is 50 MPH. Many vehicles are in excess of 60 MPH.

*Response:* Thank you for your comments. Your comments will be considered by PennDOT District 12 in the future concerning this location.
| Project                                | Project Description                  | Location            | Comment Source
|---------------------------------------|--------------------------------------|---------------------|------------------------
| SR 51 and Vernon Drive Intersection - No Signal | SR 51 and Vernon Drive Intersection - No Signal | Westmoreland County | **Andrew Lippert, Citizen**

I personal do not feel that a traffic light is needed at the intersection of Vernon Dr. & Rt. 51. I feel that if they would paint the warning markers on the highway and maybe install signage like they have done at a few other intersection in the area for example the intersection where both Todd Farm Rd. and Darr Rd. meet Rt. 51 and also maybe cut back the hillside a little on the south side of Vernon Dr. it would help the issue. There are too many traffic lights on Rt. 51 as it is, especially from the Elizabeth Bridge north. I drive Rt. 51 4 days a week for work and see other intersections that are more of a danger than the intersection in question.

**Response:** Thank you for your comments. Your comments will be considered by PennDOT District 12 in the future concerning this location.
**Project**  
SR 51 and Vernon Drive Intersection Improvements

**Project Description**  
SR 51 and Vernon Drive Intersection Safety Improvements

**Location**  
Westmoreland County

---

**Comment Source**  
Keith Amos, Citizen

**Comment Summary**  
I am writing in regards to the extremely dangerous intersection that connects Vernon Drive and Route 51. I believe that it is very important to have a traffic light at this intersection. I live in a development off of Vernon Drive and I am constantly at this intersection and I have found myself telling other people it’s crazy that there isn’t a light at this intersection. I have witnessed accidents almost happening on a daily basis. In order to make a left hand turn, you have to cross over four lanes of traffic. I have a teenager that will be driving within the year and to be honest it doesn’t make me feel comfortable with her having to deal with this intersection. I know I am not the only one that feels this way and everyone in the area as well as people that travel and use this intersection frequently would appreciate a light to avoid accidents in the future. Please highly consider implementing a traffic light at this intersection.

---

**Response:**  
Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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<td>SR 51 and Vernon Drive Intersection</td>
<td>Westmoreland County</td>
<td>Lorna, Citizen</td>
<td>Would you please consider putting a traffic light @ intersection of vernon dr. &amp; rt51 it is extremely dangerous intersection. The areas population has risen with all the new homes and developments under way. lots of families use that route to exit Vernon Dr. Rt. 51 has a light at c harper ford for 1/10 of the traffic that comes out of vernon dr. thank you for your consideration.</td>
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<td>Improvements</td>
<td>Safety Improvements</td>
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<td>Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.</td>
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<td>SR 51 and Vernon Drive Intersection</td>
<td>SR 51 and Vernon Drive Intersection</td>
<td>Westmoreland County</td>
<td>Arlene Boyd, Citizen</td>
<td>We definitely need a traffic light at this intersection. My husband was in an accident there . It is a very dangerous ace to pull out onto 52 in either direction . We have lived off of Vernon Drive for 12 years now and Have said since the day we moved there they need a light there . We avoid going that way as much as possible because it is so dangerous . With the grade in 51 the cars are on you before you know it when you are trying to pull out from Vernon Drive, it is impossible between 4:30 and 6:30 daily from work traffic on 51.</td>
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<td>SR 51 and Vernon Drive Intersection</td>
<td>Westmoreland County</td>
<td>Kelly Amos, Citizen</td>
<td>I am writing in regards to the extremely dangerous intersection that connects Vernon Drive and Route 51. I believe that it is very important to have a traffic light at this intersection. I live in a development off of Vernon Drive and I am constantly at this intersection. I have witnessed accidents almost happening on a daily basis. In order to make a left hand turn, you have to cross over four lanes of traffic. I know I am not the only one that feels this way and everyone in the area as well as people that travel and use this intersection frequently would appreciate a light to avoid accidents in the future. Please highly consider implementing a traffic light at this intersection. It would make the most sense for an intersection like this.</td>
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**Response:** Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
SR 51 and Vernon Drive Intersection
Improvements

SR 51 and Vernon Drive Intersection
Safety Improvements

Westmoreland County

Mark Galper, Citizen

I live just off Vernon Drive in Rostraver Township, Westmoreland County, approximately 1 mile from its intersection with State Route 51. Accordingly, I and my family frequently have occasion to enter Route 51 from Vernon Drive. This is a highly dangerous intersection for those attempting to turn onto Route 51, particularly those making a left turn to head South on Route 51. In order to make that turn, one usually has to cross the northbound lanes, then stop in the center area between the northbound and southbound lanes, diagonally facing generally southbound, waiting for the southbound lanes to clear. I have long felt that the placement of traffic signals at the intersection would greatly enhance the safety of vehicular traffic there. I urge you to consider this improvement to the safety of residents and travelers in that area.

Response: Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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<td>SR 51 and Vernon Drive Intersection Improvements</td>
<td>SR 51 and Vernon Drive Intersection Safety Improvements</td>
<td>Westmoreland County</td>
<td>Jo Lynn Lowanse, Citizen</td>
<td>Save a life! Give Vernon Drive a traffic light! The right turn only onto Route 51 is not a very good idea. Sixty years ago when I grew up on Vernon Drive it was not very heavily traveled after the coal miners turned off to go down to Banning Mine. With the new housing developments, Vernon Drive is a busy road. The people of West Newton and Belle Vernon area deserve a traffic light.</td>
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<td><strong>Response:</strong></td>
<td>Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.</td>
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<p>| SR 51 and Vernon Drive Intersection Improvements | SR 51 and Vernon Drive Intersection Safety Improvements | Westmoreland County | Christina Jurik, Citizen | Please put in a stop light on the intersection of Rte 51 and Vernon Drive in Rostraver. This is a very dangerous intersection, especially during ‘rush’ hours in the early morning and evening. |
| <strong>Response:</strong> | Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized. |</p>
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<td>Westmoreland County</td>
<td>Chris New, Citizen</td>
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I have seen many accidents at this intersection including a serious 3 car accident in the last year. The housing plans have really been built up off Vernon Drive in the last several years making a lot more traffic. SR 51 at this location has 5 lanes. 2 north, 2 south and 1 turning lane, plus you have traffic coming off / onto Vernon and the place that sell mobile homes. I highly recommend to my family and friends not to take that way from my house to go back home. That intersection needs to be controlled by a traffic light before a whole family gets killed there.

**Response:** Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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<td>Westmoreland County</td>
<td>Frank Congelio, Citizen</td>
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<td>Please consider installing a traffic light at this most dangerous intersection. In traveling this intersection daily, I have witnessed several accidents and near misses. I fear at some point there will be fatalities. The area off Vernon Drive becomes more and more developed and traffic has become more dense. The problem is compounded by Rt. 51 Southbound drivers making U-turns at the intersection to reverse direction and head North. Your consideration in solving this most dangerous problem would be greatly appreciated.</td>
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<td>Response:</td>
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<td>Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.</td>
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<td>Westmoreland County</td>
<td>Adele Congelio, Citizen</td>
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<td>Please help us. We need a traffic light installed at this dangerous intersection. There have been several accidents there. We can’t believe there hasn’t been a fatality. We have to use this intersection every day and would appreciate your help.</td>
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<td>Response:</td>
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<td>Jim Oswald, Citizen</td>
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I would like to bring to your attention the intersection at Rte51 and Vernon Drive. I live in West Newton and use this access to Rte 51 quite often. It is a very dangerous access to Rte 51 south from Vernon Drive. I have lived in this area most of my life (I am 60). Back in the 70s 80s and 90s it was dangerous, but it seems traffic on Rte 51 is very heavy all the time now. Trying to cross the North lanes to the median and Southbound lanes is really risky. If someone heading South is trying to make a left into Vernon Drive, It blocks the view of a car trying to cross from Vernon Drive to 51 South. I would ask that something be done here soon as traffic on 51 is running at a fairly fast rate and any accident here is going to be a broadside at a high rate of speed. Thank You for your time.

Response: Thank you for your comments. Your comments will be considered by PennDOT District 12 in the future concerning this location.
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| SR 51 and Vernon Drive Intersection Improvements | SR 51 and Vernon Drive Intersection Safety Improvements | Westmoreland County | **Jennifer Erdely, Citizen**
I am writing to ask that you consider putting a red light at the intersection of two state roads: Rt 51 and Vernon Drive. Although, no one likes red lights, this is one intersection where such a decision is warranted. First, the speed limit on that stretch of highway is 50 mph. Assuming motorists traveling southbound are adhering to the speed limit, the visibility coming southbound is limited as drivers crest the hill. A driver on Vernon pulling out to make a left turn, can do so when the lanes are clear, and after pulling out have a car right behind them. Southbound drivers do not have enough time to slow down at those speeds. Second, many times drivers pull into the turning lane to make a u-turn; instead of turning onto Vernon Dr, causing further confusion when pulling out of Vernon. Third, often cars pull out into the center where there is clearly not enough room to sit while waiting to merge into traffic.

**Response:** Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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<td>SR 51 and Vernon Drive Intersection Safety Improvements</td>
<td>Westmoreland County</td>
<td>Amy Learn, Citizen</td>
<td>It's an extremely dangerous intersection at 51 and Vernon because the traffic is moving at 50 mph on <em>divided</em> four-lane Rt 51 (legally 50mph) but WAY, WAY faster to be honest. Just ask the Rostraver Police, they'll tell ya! Oh and another interesting tidbit, you can make U-TURNS THERE AS WELL! Yes! You never have A CLUE when you're sitting on Vernon ~ ready to pull onto 51, if that person pulling into the center area is making a U-Turn or pulling onto Vernon Drive. It's the same coming up 51 from that TOTALLY RIDICULOUS and NONSENSICAL stop light at C. Harper. The person pulling into that center area could be turning into the “Home Sales” acrossed 51 or making a U-Turn.</td>
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<td>Response:</td>
<td>Thank you for your comments. Your comments will be considered by PennDOT District 12 in the future concerning this location.</td>
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<td>SR 51 and Vernon Drive Intersection Safety Improvements</td>
<td>Westmoreland County</td>
<td>LuAnn Garino, Citizen</td>
<td>This intersection has becoming increasing busy since I moved here 7 years ago. There are so many more people that live off of Vernon Drive and it is becoming harder and harder to get on to Rt. 51. Accidents at this location have been increasing.</td>
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<td>SR 51 and Vernon Drive Intersection Safety Improvements</td>
<td>Westmoreland County</td>
<td>Michele Erdely, Citizen</td>
<td>Intersection improvement needed at this location</td>
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<td>Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.</td>
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<td>SR 51 and Vernon Drive Intersection Safety Improvements</td>
<td>Westmoreland County</td>
<td>Mary Reid, Citizen</td>
<td>Please be advised that citizens of Rostraver Township in Westmoreland County and very concerned about the dangerous intersection @State Route 51 and Vernon Drive. Increasingly busy traffic in both the North and South lanes with extremely dangerous turns, during both weekday rush hours as well as on weekends, make it a mandatory requirement and a grave necessity to have a traffic light installed as soon as possible. We appreciate your consideration of this request and expedited action in this matter as soon as possible.</td>
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<td>Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.</td>
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<td>Westmoreland County</td>
<td>Janie Stevens, Citizen</td>
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We have a new driver that will be driving back and forth from school and sports but also will be transporting her sister everyday as well. The intersection is very dangerous for adults let alone new drivers. I tried to at least find a back way so she would not have to cross that intersection but there is no other way to get to 51 from our neighborhood. My husband and I work everyday and are constantly traveling through that intersection separately. There are many instances where adult drivers who should know the rules but make mistakes in judgement that could ultimately cause an accident. I'm so surprised we don't see more accidents but have only been living there since March. If I had realized when I purchased the property that this would be a potential hazard we might have not purchased in that area. I am pleading with the commission to please put a traffic light at the intersection of Vernon Drive & Rt. 51.

Response: Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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<td>SR 51 and Vernon Drive Intersection Safety Improvements</td>
<td>Westmoreland County</td>
<td><strong>Beth Mihalik, Citizen</strong></td>
<td>I am writing to express my concern regarding the intersection at Rt. 51 and Vernon Drive. I often use that intersection to visit family in the area. I am always concerned when leaving to return home because of the difficulty in crossing the highway to drive south on 51. It is especially difficult at night when it’s more difficult to judge the speed of oncoming traffic. I feel that intersection is quite dangerous and that it would be prudent to install a traffic light to make it safe.</td>
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<td><strong>Response:</strong></td>
<td>Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.</td>
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<p>| SR 51 and Vernon Drive Intersection Improvements | SR 51 and Vernon Drive Intersection Safety Improvements | Westmoreland County    | <strong>Jim Lee, Citizen</strong>                                                                                                                                                  | Very dangerous intersection, you have to cross 4 lanes to go southbound on rt.51. Traffic does not obey speed limit &amp; view is hard to judge. A TRAFFIC LIGHT IS NEEDED. |
|         |                     |                  | <strong>Response:</strong>           | Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized. |</p>
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| SR 51 and Vernon Drive Intersection Improvements | SR 51 and Vernon Drive Intersection Safety Improvements | Westmoreland County | *Tamira Spedaliere, Rostraver Township*  
Rostraver Township is asking for the 2015-2018 Draft TIP to include funding for safety improvements to the SR 51 /Vernon Drive (SR3025) Intersection. Support Documentation:  
• ADT (average daily traffic) count of over 1,500 in 2007  
• 300 signatures requesting safety improvements at the SR 51 /SR302 5 (Vernon Drive) Intersection  
• A Fatality, Tracy Stack State Employee, in 2014 at this intersection  
• Letter from Belle Vernon Area School District stating how the District routes their vehicles around this intersection in order to avoid the intersection when possible  
• Rostraver Township letter to Penn DOT asking for a safety study  
• Email from Commissioner Ted Kopas in support of a safety study at SR51 and Vernon Drive (SR 3025) |

**Response:** Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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<td>Westmoreland County</td>
<td>Michael DeFigio, Citizen</td>
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The above intersection presents a daily hazard to my loved ones and me as we travel to work, visit, shop etc. The hazard is the absence of a stoplight that would allow motorists to "take turns" as they enter or exit the highway. I have seen countless close calls and several collisions as drivers enter or exit on the way to complete their business. Contrary to the common "take your turn" approach when a 4-way stop sign intersection is encountered, there is no such courtesy at the above intersection. This fosters an approach that is very dangerous to GOOD drivers. Please install traffic lights at this intersection before lives are lost!

**Response:** Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
SR 51 and Vernon Drive Intersection Safety Improvements

SR 51 and Vernon Drive Intersection Safety Improvements

Westmoreland County

Joseph Messina, Citizen
I wanted to take the opportunity to provide my comments relative to the importance of installing a traffic light at the intersection of Vernon Dr and Rt. 51. This matter has been pending for some time and back in 2011 I had sent several letters to Joseph Szczur, PE District Executive of PennDot and George Martin, Chairman of Rostraver Township. In my letters I pointed out the safety concerns relative to this intersection. Rt. 51 always has a high traffic flow in this area and the speeds of the vehicles are sometimes excessive. Also, traffic flow on Vernon Dr. has increase significantly just over the past two years so that there are always vehicles attempting to turn either north or south on Rt. 51. As you know this is a four lane divided roadway with limited visibility to the north as vehicles come up over a hill just before approaching the intersection. I understand that left turns from Vernon Dr. going south on Rt. 51 are to be prohibited. This is certainly better than nothing, but it does not solve the problem. I sure that people will attempt to continue to make left turns at that location. Also, there is no easy way to go north and get back onto Rt. 51 so who knows what drivers might try to do to get turned around to the south. Having to go north and get turned around to go south will be quiet an inconvenience to local residents. There is no quick or easy way. It seemed apparent to me even years ago that the most reasonable and safest solution would be to install a traffic light at this intersection. I believe that the traffic flow on Vernon Dr. justifies the need for the light. Requiring all traffic to now turn north will simply add to the congestion and the danger. A traffic signal light would solve all of these problems and could certainly be the most reasonable and convenient solution for the local residence.

Response: Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
I am writing regarding my concern over the traffic light issue on Vernon and Route 51 intersection. I just read that there will be a No Left Turn sign placed on Vernon (forcing drivers to make a Right on 51 north). This seems to be a ridiculous compromise to the situation regarding the traffic light. I live on Vernon and frequently utilize that intersection. I have never had an issue seeing to safely pull out and make the left hand turn. Like any intersection, drivers must be cautious and utilize common sense. The most logical solution is to enforce a lesser speed limit in that area of 51. This would caution all drivers who come through both lanes of route 51 since according to the results of the PennDOT study, the issue is drivers not abiding by the speed limit. The proposed solution of a nearly 2 mile detour is not acceptable to taxpayers of Rostraver who utilize this route daily. Further, this No Left Turn sign will now push more drivers onto Vernon in the opposite direction towards Willowbrook Road. I have a huge concern with this as there are several bus stops and several different bus lines (the early bus for Catholic schools, the elementary bus, the high school bus). So, now instead of drivers utilizing the highway (route 51), drivers will be utilizing the "back roads" to avoid this intersection and now put my kids at risk on the school bus.

Response:

Thank you for your comments. Your comments will be considered by PennDOT District 12 in the future concerning this location.
SR 51 and Vernon Drive Intersection Improvements

Project Description: SR 51 and Vernon Drive Intersection Safety Improvements

Location: Westmoreland County

Comment Source: Rhonda Boldyzar, Citizen

First let me begin with I hear you are going to close Route 51 & Vernon Drive from making a left hand turn off of Vernon Drive to Route 51. I found out from a friend of a family member that this was in the paper. Well not everyone gets a news paper. We should have been sent a letter to notify us!!! This is a very dangerous intersection and the only solution is a traffic light period!!!!! I guess nobody important was hurt or killed here so not our problem! Well my daughter was all most killed at this intersection and she is very important to me!!!!! When cars come up Route 51 Northbound they are flying. Closing of the left hand turn from Vernon Drive is NOT a solution, they still will be speeding, a traffic light will slow them down!!!! PLEASE give us a traffic light!!! I have lived here for 36 years and the traffic is the worst it has ever been since all the new housing plans have been put up. I don’t understand why you are delaying, a traffic light will solve the problem!!!! It’s the only solution and it will make the tax payers who use this intersection every day the happiest!!!! We are the ones that matter and our lives are very important to us even if you don’t care!!! I am very passionate about this intersection because of my daughters accident. Money is always the problem, our lives are more important than money, I’m sure if any of you decision makers had to use this road every day we would have a traffic light no questions asked. PLEASE don’t stop left hand turns, that is like punishment for the people who live here! PLEASE do the right thing and just put up the traffic light

Response: Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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<td>Heather Amey, Citizen</td>
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The intersection of Vernon Drive and Route 51 is extremely dangerous without a stop light. In recent years, there have been many new homes built off of Vernon Drive. Many of these homes were built by young families with small children, including mine. When I am pulling out onto 51 with my daughter in the vehicle, I am constantly fearful. The cars that are heading south on 51 are unable to be seen when pulling out until they are dangerously close. These cars are traveling at a high rate of speed and do not have adequate time themselves to move over when another car is entering from this dangerous intersection. It is equally dangerous when we are turning onto Vernon Drive from Route 51. The turn is sharp and requires that you slow your vehicle down dramatically to make the turn safely. The vehicles behind you when turning are often not prepared for such a dramatic slow down, even when signaled well in advance, due to the turn being poorly marked. It is my hope that for the health and safety of mine and all other families, that a light be installed at the intersection. It is imperative for our safety.

Response: Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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<td>Westmoreland County</td>
<td><em>Catherine Nemoseck, Citizen</em>&lt;br&gt;I signed a petition to ask for a red light at the end of Vernon Drive where it meets 51. I live 5 houses down from Route 51 on Vernon Drive. I am always concerned for my safety at that intersection. I have read in the newspaper that there is not enough money to put up a red light and they will make it so you are unable to turn left. TURNING RIGHT IS ALMOST IMPOSSIBLE AT TIMES ALSO!!!!!!!!!!!!!! Every time is a risk. The cars travel too fast! Almost every car is speeding. This is not a good solution for 12 years. My son will be driving in 12 years and I will fear for his life. Please I will help raise the money for a light I'm sure that most people who live in the area will also help. The detour is not a good idea either. I live on Vernon, so I know the amount of traffic on this road. It never stops! The cars are constant day and night. You will see that the detour will create a problem for the amount of traffic that will be on it. A light is the only solution. Why spend 100,000 on a temporary (not even good fix). Try to find the money. This is an Emergency for all that travel on the rd. Shouldn't jobs be put in order of importance? This is more important than some of the scheduled work I am sure. There must be something we can do.</td>
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*Response:* Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
SR 51 and Vernon Drive Intersection Improvements

SR 51 and Vernon Drive Intersection
Safety Improvements

Westmoreland County

Lou Ann Kusmierek, Citizen

I am writing to you about the intersection of 51 and Vernon Dr. I have been a resident of Vernon Drive for 61 years. I have seen many accidents and near misses. I understand the cost to the state and township, but I also believe that the people of Rostraver Twp. Should be protected. Taxes are paid and collected so people should not be put out of there way for the easier and cheaper way out. In the beginning there were only farms and a few houses but over the years with the building of the Condos and 4 new housing plans and the extra added people from West Newton area, this has become a very busy road area. As I understand from the newspaper the Commission is trying to take the easy way out and make the residents of Vernon Dr. And those who use it, pay the price by making us drive out of our way to because they do not want us to turn left on to 51. My husband and I drive to work every morning turning left, and then numerous times during the evening hours. Why am we to pay the price by going out of our way (by turning right going all the way down to the cloverleaf and then returning back on 51 to go south. A red light would be easier and less mileage for everyone involved. Every morning I sit at a red light at C Harper Ford with no one coming out (hardly ever any traffic) but yet a busy intersection like Vernon Drive will suffer. I also would like to know why, you can send out letters to us saying your are going to look into it but when it comes to a rediculous decision that is made it is put in the newspaper. Many people that I have talked to know nothing about this STUPID decision. My niece was injured very bad a few years back and many friends have had accidents. I urge you to try to come to a better decision by putting up red lights instead of making people go out of there way everyday of there life because you want the easy way out.

Response:

Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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<td>SR 51 and Vernon Drive Intersection Safety Improvements</td>
<td>Westmoreland County</td>
<td>Judy Solomon, Citizen</td>
<td>The above intersection in Rostraver Twp., Westmoreland County is one of the worst I have ever seen in terms of danger and a travesty waiting to happen. I live off of Vernon Dr. and must use it to access Rt.51. In order to cross Rt.51 you must take your life in your hands and cross over 2 lanes of oncoming traffic then sit with the tail end of your vehicle sticking out almost into the oncoming lane and wait for an opening to pull out into high-speed traffic. It is terrifying and I have seen many accidents occur here as the area has grown and many new homes have been built. It is inconceivable that there is no traffic light at this intersection; it is one of the most dangerous I have ever seen. Just installing a light that stops Rt. 51 traffic for even 20 seconds to let people cross over to and from Vernon Drive would be life saving. Vernon Dr. is a major artery and leads to West Newton. Population growth in this area greatly warrants a traffic signal. This is not farm country anymore as in years gone by. This is a major major issue and should be given top priority.</td>
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Response: Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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The development of multiple housing plans along Vernon Drive has increased traffic flow at the Vernon & 51 intersection. I personally have witnessed many accidents and near accidents at that intersection. Speed on Rt. 51 and frequent fog contribute to issues. When at intersection of Vernon, pulling out, visibility is poor in the slow lane. Frequently cars in slow lane of 51 North have the car behind with no visibility of the intersection sling shot around a turning vehicle and hit a car pulling out of Vernon Drive. I strongly support a traffic light at that intersection. I believe that a traffic light will slow traffic that frequently forget they are no longer on nearby Route 70. |

**Response:**  
Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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<td>Westmoreland County</td>
<td><strong>Bryan Hucko, Citizen</strong>&lt;br&gt;&lt;br&gt;Our company, X1 Systems, has several clients in the Belle Vernon/Rostraver area and recently one of them had moved to a location off of Vernon Dr. In passing, and after several near miss accidents, I had mentioned to our client how dangerous it was making a turn with a work van/truck turn at that intersection and she mentioned to me that I could express my concerns to this email address. I hope you acknowledge, in some capacity, the dangers associated with this intersection, not only for the residents of the area, but also for those who may be travelling through there and are unfamiliar with the day to day traffic habits and speed at which most people travel seem to travel on that road. The aforementioned intersection should definitely be considered for a traffic signal!</td>
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**Response:**<br><br>Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.

| SR 51 and Vernon Drive Intersection Improvements | SR 51 and Vernon Drive Intersection Safety Improvements | Westmoreland County | **Pam Humenik, West Newton Borough Council**<br><br>On behalf of the entire West Newton Borough Council (7 individuals) and including the West Newton Mayor, we respond favorably to installing a Traffic Light at the intersection of Route 51 and Vernon Drive. This is a VERY dangerous intersection. |

**Response:**<br><br>Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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<td>Westmoreland County</td>
<td>Mary Popovich, Citizen</td>
<td>I'm writing to let you know I support the traffic light install in Rostraver township at Vernon Drive and Route 51. The traffic flow down Vernon Drive has increased, which makes this intersection dangerous.</td>
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**Response:** Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
SR 51 and Vernon Drive Intersection Improvements

SR 51 and Vernon Drive Intersection
Safety Improvements

Westmoreland County

Kelly DiPiazza, Citizen

The danger at this intersection is not new. It has been an issue for years and, as more homes and developments are built, the issue increases. Residents in the Vernon Drive community are some of the highest tax payers in the township. We are the professionals who daily rely on the proximity of I-70 to get us to and from work. We are the parents who depend on safe transport of the most precious pieces of our lives. Placing a "NO LEFT TURN" sign at the end of Vernon Drive is an insult. A traffic light is necessary. It is not a "would be nice to have". Many in this community chose this location because of the easy and quick accessibility to our major interstate. To punish us by making us go almost 2 miles out of our way to access what we moved here for is insulting. If the problem cannot be resolved in the obvious, safest, and most logical manner, DO NOTHING until the state and township can allocate funds to install a motion sensor traffic light.

Response: Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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<td>SR 51 and Vernon Drive Intersection Improvements</td>
<td>SR 51 and Vernon Drive Intersection Safety Improvements</td>
<td>Westmoreland County</td>
<td>James Crawford, Citizen</td>
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<td><strong>Comment Summary</strong></td>
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<td>The intersection of Rt. 51 and Vernon Dr. in Rostraver Township is very dangerous. Part of the problem is that many drivers on Vernon Dr. wanting to make a left turn onto Rt. 51 South do not realize that they do not have the right of way compared to drivers on Rt. 51 South wanting to make a left turn onto Vernon Dr. (there is a stop sign on Vernon). In addition, traffic on Rt. 51 is relatively high speed and particularly heavy during the rush hour. There should be a traffic light at this intersection.</td>
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<tr>
<td><strong>Response:</strong></td>
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<td>Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.</td>
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<th>John Wasko, Citizen</th>
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<td><strong>Comment Summary</strong></td>
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<td>VERNON - RT. 51 Needs a traffic light. A NO LEFT TURN sign is a joke &amp; will confuse and inconvenience drivers.</td>
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<td><strong>Response:</strong></td>
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<td>Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.</td>
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<td>SR 51 and Vernon Drive Intersection Improvements</td>
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<td>Westmoreland County</td>
<td>Betsy Manderino, Citizen</td>
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**Response:** Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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<td>SR 51 and Vernon Drive Intersection</td>
<td>Westmoreland County</td>
<td>Mike Kovalak, Citizen</td>
<td>We believe a traffic light would be a tremendous safety device for a dangerous section of the highway. It needs to be installed “before” a fatal accident occurs. We have observed numerous “close calls” that warrant such a light. Please take this e-mail as our request for “an ounce of prevention!” Thank you for your time and consideration.</td>
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**Response:**
Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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| SR 51 and Vernon Drive Intersection Improvements | SR 51 and Vernon Drive Intersection Safety Improvements | Westmoreland County | Laura Dainty, Citizen  
Yes, this is a dangerous intersection. Why was a trailer sales given permits to enter 51 an exit 51 to cause more danger. During the construction, cones were set along the road to insure safety of the construction workers. I have lived here for 45 years on Vernon Drive, which is dangerous also due to increased traffic and speeding. No left turn is not acceptable. I go to work everyday and need to make a left turn onto the highway. If an island is built, traveling south there would be no right turn. Inconvenience residents who have lived here all their life because the speeding is not enforced. We have needed a red light long ago. When construction was done on Route 201, traffic on Vernon Drive has increased dramatically making it very dangerous to get your mail or cut grass along the road. There is 50 Mile speed limit on Route 51 and no one obeys it. It is also dangerous to make right turn onto Route 51 because of speeding traffic. Different times of the day and weekends, it is difficult to get in and out of this road.  

**Response:**  Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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| SR 51 and Vernon Drive Intersection Improvements | SR 51 and Vernon Drive Intersection Safety Improvements | Westmoreland County | Mitchell Oblak, Citizen  
I have been a life-long resident of the community and a resident of Vernon Drive for 21 years. I have seen this intersection become a source of anxiety while driving for the past ten years. My daughter refuses to use this intersection going Rt 51 South from Vernon drive. Please make this intersection safer. |

**Response:**  
Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.

| SR 51 and Vernon Drive Intersection Improvements | SR 51 and Vernon Drive Intersection Safety Improvements | Westmoreland County | arap@comcast.net, Citizen  
At a minimum: 1. Only right turns are permitted from Vernon Drive to Route 51 North. 2. Only right turns are permitted from Route 51 North on to Vernon Drive. No turns from 51 south should be allowed to Vernon Drive. No turns from Vernon Drive to Route 51 South should be permitted. |

**Response:**  
Thank you for your comments. Your comments will be considered by PennDOT District 12 in the future concerning this location.
Advocating for a traffic light to be installed at the intersection of Vernon Dr. and Rt. 51. This is something that I am a huge supporter of in the years that I have lived here I have observed a steady increase in the amount of traffic not only flowing on 51, but also on the amount of traffic that is entering/exiting Vernon drive. Due to this increase in traffic when attempting to enter Rt.51 heading South Bound towards C Harper you are often forced to sit in the "turning lane" that has been constructed at the intersection. However this "turning lane" is not nearly large enough for your car to fit and you are in constant fear that you will be hit either by a car traveling in the South Bound lane (towards C Harper) or by a car traveling in the North Bound lane (heading towards Century Three Mall). In addition there will often be a line of cars waiting to enter the South Bound lane of Rt. 51 from Vernon Drive and often times the first car in the line will pull out onto Rt. 51 and the car behind them will simply follow not knowing that the first car is planning on stopping in the "turning lane". This leaves the 2nd car sitting in the center of Rt. 51 or it results in the 2nd car rear-ending the 1st car as they were not expecting them to stop. Another troubling issue at this intersection is that recently (within the last 3 to 6 months) there has been a significant increase in people doing U-Turns at this intersection that are traveling South Bound towards C Harper. Under normal circumstances one is safe to assume that a car that is traveling South Bound on Rt. 51 towards C Harper that is now stopped in the "turning lane" is simply looking to enter Vernon Drive however now due to the increase in the amount of U-Turns that people are doing you can no longer assume this and it is adding yet another layer of danger to this intersection.

Response: Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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<td>SR 51 and Vernon Drive Intersection Safety Improvements</td>
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<td>Gregory Krofcheck, Citizen</td>
<td>To someone unfamiliar with the area and traveling on Vernon, the sudden appearance of a busy 4-lane highway (without any warning signs, traffic lights, etc.) is quite a surprise. The approach to the highway is not well marked. If someone mistakenly runs the stop sign, they are very likely to be in an accident—especially given the speed at which many vehicles are traveling through that area on the highway. Turning south onto Rt. 51 from Vernon is extremely dangerous. Although there is a small area between the north and southbound lanes (a turning area of sorts), there is barely enough room for an average-sized car to maneuver onto it at the correct angle without fear of being clipped by the travelers on Rt. 51. If traveling north on Rt. 51, the cars on Vernon are partially hidden by trees/etc. (Even worse at dusk or in the dark.)</td>
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<td>SR 51 and Vernon Drive Intersection Improvements</td>
<td>SR 51 and Vernon Drive Intersection Safety Improvements</td>
<td>Westmoreland County</td>
<td>Maureen Davis, Citizen I am writing to voice my thoughts and comments concerning the dangerous intersection at Vernon Drive and Route 51. I live on Lake View Drive, right off of Vernon. I know of two families from this neighborhood alone who were involved in accidents at that site. I have heard that a NO LEFT TURN sign at the end of Vernon is a proposed solution to this. This would result in a colossal inconvenience to the many residents from this end of Vernon Drive and would provoke much stress and anger. Therefore, I think the better option would be to have a traffic light installed. I would like to see our tax dollars at work in this worthwhile and life saving project.</td>
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**Response:** Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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<td>SR 51 and Vernon Drive Intersection Improvements</td>
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<td>Eloise Cooper, Citizen</td>
<td>Yes, I agree that the Rt. 51 and Vernon Dr. intersection needs a traffic light. I have seen many &quot;near misses&quot; when drivers are pulling out on RT 51 from Vernon, and when drivers are turning onto Vernon from RT 51. What would be ideal, is to disconnect the traffic light at RT 51 and Harper Drive and install one at RT 51 and Vernon drive. I live on Birch Drive and drive the intersection every day.</td>
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**Response:** Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
SR 51 and Vernon Drive Intersection Safety Improvements

SR 51 and Vernon Drive Intersection Safety Improvements

Westmoreland County

Jackie Kuehner, Citizen

In my opinion the intersection of Vernon Dr. & Rt. 51 is definitely a dangerous one. The speed limit is 50 mph, and to some people that is an automatic 55 or 60. Too many people are aggressive drivers today, and they seem to speed up as you want to pull out to turn left (as if to see who can get there first). I have lived here since 1999 and usually avoid the intersection by using Willowbrook Rd. and Rt. 201 to get to Rt. 51 Southbound. Also, drivers make U-turns which you can't predict, so you can't assume that it is ok for you to pull out when you think they are going left onto Vernon Dr. Also, some drivers pull out to the middle of the road to make the left turn because he northbound lane was clear, but not the southbound lane. This has caused some controversy as to whether or not this is a legal way to make the left turn, and that should be addressed, too. A traffic signal at this intersection would be very beneficial, making the intersection safer than it is now.

Response: Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
SR 51 and Vernon Drive Intersection Improvements

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**Comment Source**

Christine Cole, Citizen

**Comment Summary**

To summarize please see the following bullet points:

- The intersection is extremely dangerous, even for the most experienced drivers.
- A vehicle attempting to make a left on to Route 51 South does not have a clear view of the oncoming traffic and the distance is too short to judge the speed or determine which lane the oncoming vehicle is in.
- A vehicle sitting in the turn lane on Route 51 South obstructs the view of a car attempting to turn left on to Route 51 South from Vernon Drive, as well as the view of the oncoming southbound vehicles.
- Many times a vehicle sitting in the turn lane on Route 51 South will do a U-turn onto Route 51 North rather than making the turn on to Vernon Drive creating a very dangerous situation.
- There is not enough room in the median in the event that you pull on to Route 51 and realize that a vehicle is now in the Southbound passing lane, creating a situation where you are not only in danger of causing an accident in the Southbound Lane, but you are also creating a dangerous situation in the Northbound Lanes as well because your vehicle does not fit in the area in the median where you have to stop to make certain the lane is clear for you to proceed.
- There is no "merge lane" or "landing area" for the vehicle that is making a left onto Route 51 South from Vernon Drive forcing them to pull across traffic directly into the passing lane of the highway.

In conclusion, I would like to urge you to PLEASE take action and put a traffic light at this intersection. I have heard of many accidents that have taken place at this intersection and I have witnessed several situations where an accident has been narrowly avoided. I feel that when you pull out of this intersection you are taking a chance of being hit every single time. Thank you for your consideration in this extremely urgent matter.

**Response:**

Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
SR 51 and Vernon Drive Intersection Improvements

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<td>Westmoreland County</td>
<td>Vicki D’Alessio, Citizen</td>
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I am writing to confirm that the intersection of Vernon Drive and Route 51 is extremely dangerous. When trying to make a left turn onto Rt 51 from Vernon Drive you cannot see what is coming up the hill until the last minute. Putting a traffic light here would be beneficial for those who live in this area and have to access the main road of route 51 daily. I hope you take these comments into consideration when making your decision about installing a traffic light.

Response:
Thank you for your comments. Your comments will be considered by PennDOT District 12 in the future concerning this location.

SR 51 and Vernon Drive Intersection Improvements

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<td>Mike Janice, Citizen</td>
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I live on Vernon Drive and find it very difficult and dangerous trying to turn left onto southbound Rt. 51. If there is a vehicle in the southbound lane trying to turn right onto Vernon Drive while you are trying to cross over to turn left onto southbound 51 you cannot see oncoming southbound traffic. A traffic light would easily solve this dangerous situation.

Response:
Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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<td>Westmoreland County</td>
<td>I think it would be a very good idea to have a light at the intersection of Vernon Drive &amp; Rt. 51. I have lived in that area for 25 years and can take that intersection to go South on 51 or coming home and I will Never go to that intersection to go South on Rt.51 it is too dangerous! Traffic is traveling too fast for traffic turning onto Vernon Drive or for anyone to enter the highway there. There are so many housing plans in that area now and the amount of traffic has increased greatly. Put the light in to save someone’s life!</td>
</tr>
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**Response:** Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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<td>Joyce Pawlik, Citizen</td>
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As a near lifetime resident of the area I would like to express my opinion on the entrance of Vernon Drive to Rt 51 in Rostraver township. With the increase of homes in recent years in the Vernon Drive area this access to 51 has become more and more heavily used. The access has limited vision for approaching traffic. The risk of getting stuck in the middle of traffic in a very small area makes this a very dangerous location. Many people get stuck in an area between the two direction with not enough room for a vehicle to be safely off the two opposite direction of traffic. The safest option for this location would be a traffic light allowing safe entrance to Rt 51 from Vernon Drive. Please give this possibility the upmost importance for the safety of all who use Vernon drive to access Rt 51.

Response: Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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<td>Westmoreland County</td>
<td>April Waller, Citizen</td>
<td>I am emailing reference the traffic light issue at SR 51 and Vernon Drive in Rostraver Twp. There really needs to be a light there. I have lived on Vernon Drive for 12 years and I travel through that intersection to and from work everyday. It is very difficult to get acrossed all 4 lanes of traffic. There have been multiple near misses with myself and other motorists. If they put a traffic light at the entrance to Cedar Creek Park and Burger King (which are far less dangerous intersections) then why is there not a light at Vernon Drive. I really hope something is done about this intersection soon.</td>
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*Response:* Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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<td>Bob Paraschak, Citizen</td>
<td>I have to deal with this very dangerous intersection every day that I work. When I leave work southbound on SR 51, I have to do a U Turn at this intersection to be able to access the northbound lane. There is a large volume of traffic going north &amp; south as well as the traffic to and from Vernon Drive. There was just a fatality this winter. There have been other fatalities in the past. A traffic signal at this intersection is necessary for the safety of all of the drivers that use this intersection. Please give it you highest priority.</td>
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<td>Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.</td>
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<td>Westmoreland County</td>
<td>Melissa Logan, Citizen</td>
<td>I would like to express my concern about installing a traffic light at Vernon Dr. and Rte 51. This is a dangerous intersection and I am concerned for the safety of my family and others when crossing. Both sides of the highway have to be clear in order to pull out safely. Installation of a traffic light at this intersection could potentially save lives.</td>
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<td>Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.</td>
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<td>SR 51 and Vernon Drive Intersection Safety Improvements</td>
<td>Westmoreland County</td>
<td>Christina Jurik, Citizen</td>
<td>I am totally outraged that instead of putting in a stop light, they township finds it acceptable to make this intersection an “No Left Turn” intersection. That is so inconvenient for those of us trying to get to route 70, or anywhere on 51 south. I bought my house because of the convenience of being on Route 70 so easy, and now that is being taken away. This will affect housing prices and all. I would strongly suggest the township consider a traffic light instead!</td>
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**Response:** Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.

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| SR 51 and Vernon Drive Intersection Improvements | SR 51 and Vernon Drive Intersection Safety Improvements | Westmoreland County | P.J. Mullin, Citizen | The intersection of Rt. 51 & Vernon Dr. is extremely dangerous and has been an area of very violent crashes, and with the growth on Vernon Dr. the risks are likely to increase and a traffic light would be beneficial to all motorists. |

**Response:** Thank you for your comments. There are insufficient funds to add this project to the Draft 2015-2018 TIP at this time. The proposal will be retained for consideration in the next TIP update or if additional funding becomes available. This project is also a high priority to PennDOT District 12, and certain measures will be enacted immediately to improve the safety of the intersection until funding is available and realized.
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| SR 51 and Vernon Drive Intersection Improvements | SR 51 and Vernon Drive Intersection Safety Improvements | Westmoreland County | *Brandi Chalus, Citizen*  
It is very unsafe to pull out of Vernon Dr. and go 51 South. There are four lanes of traffic that you must watch and it is  
difficult to see additional traffic behind on coming cars. I was  
recently almost in an accident at that intersection. A car  
traveling 51 N. passing a van turning right on to Vernon had to  
swerve into oncoming traffic to avoid T-boning me as I was  
trying to turn left onto 51 South. It was impossible for me to  
see the car because it was behind the van turning when I  
initially pulled out.                                                                                         |
| SR 51 and Vernon Drive Intersection Improvements | SR 51 and Vernon Drive Intersection Safety Improvements | Westmoreland County | *Michael Chalus, Citizen*  
It is difficulty to turn left off of Vernon Dr. onto 51 South. You  
can't see all traffic.                                                                                      |

*Response:* Thank you for your comments. Your comments will be considered by PennDOT District 12 in the future concerning this location.
<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Location</th>
<th>Comment Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sweitzer Hill Bridge</td>
<td>Sweitzer Hill Bridge Rehabilitation/Replacement</td>
<td>Westmoreland County</td>
<td>R. Douglas Weimer, Hempfield Township Supervisor</td>
</tr>
</tbody>
</table>

Serves as artery between SR 819, Stone Church Road and WCCC. Estimated repair cost of $418,000. Low volume until recently with closure of the bridge on SR 819 in Armbrust.

*Response:* Thank you for your comments. Your comments will be shared with county and PennDOT representatives and will be retained as input into the next TIP update.
Part 2

Summaries of Public Participation Panel Meetings
Attendees
40 Attendees
• 6 Public Comments taken at meeting

*The purpose of this meeting was to provide background information regarding the 2013-2016 draft TIP and its associated documents and receive public testimony.

1. Welcome & Introductions
Heather Sage, Chairperson of the Allegheny/City of Pittsburgh Public Participation Panel called the meeting to order, welcomed everyone, provided a brief agenda rundown, and asked those in the room to introduce themselves. She then turned the program over to Matt Pavlosky, Public Involvement Coordinator for SPC.

2. Brief Description of TIP and Public Meeting Process
Sage gave a short rundown regarding the evening's agenda. SPC would start with a brief presentation, followed by updates from transit, Allegheny County staff, and PennDOT District 11-0. A brief session for question and answers would be made available prior to public comment. Sage noted that the "Q&A" is a good opportunity to ask the representatives from the represented transportation agencies questions for project specifics or further clarification. In addition, she outlined the evening's public comment process. The formal verbal testimony portion of the meeting would include three (3) minutes per person for those who wished to testify.

SPC Presentation
Pavlosky offered a presentation on the development of the Draft TIP and the current status of transportation funding. The presentation included: brief explanation of SPC and the TIP, an overview of the Act 89 legislation which brought additional state funds to the TIP, plus an overview of the next steps in the TIP development process over the next few months.

Regional Transit Update:
SPC’s Tom Klevan gave a brief overview of the status of the regional Transit TIP and its development. He also described some of the individual funding allocations which support Port Authority of Allegheny County

Allegheny County:
Ann Ogoreuc gave a status update on a number of Allegheny TIP related projects, and their status for construction/completion.

PennDOT District 11-0
Dan Cessna, District Executive gave an update related to the status of current construction projects in the City and County. In addition, he highlighted a number of projects proposed for the Draft 2015-2018 TIP with projections for starts and completions.
3. Informal Question and Answer:

-Pavlosky reminded those in attendance that the public comment period for the 2015-2018 Draft TIP is in effect until Friday, July 18th, 2014 at 4pm, and encouraged additional comments and input.

With no questions offered, Pavlosky opened public comment.

4. Formal Comment: *(Comments can be found in Part 1 of the Public Participation Report)*

- James Love, Citizen – Comments on Regional Transit
- Maury Burgwin, Mon Yough Chamber of Commerce – Support for Southern Beltway
- Vince Pallus, Brighton Heights Citizens Federation – Davis Avenue Bridge
- Mark Fatla, Northside Leadership Conference – Davis Avenue Bridge
- Darrell Rapp, Citizen/Swissvale Borough – Kenmawr Bridge and Melrose Park & Ride

❖ With no further comments, Pavlosky thanked the attendees, and the event concluded at 7:00pm.
Attendees
14 Attendees
  • No Public Comments taken at meeting

*The purpose of this meeting was to provide background information regarding the 2015-2018 draft TIP and its associated documents and receive public testimony.

1. Welcome & Introductions
Tom Bradigan, Chairperson of the Armstrong County Public Participation Panel called the meeting to order, welcomed everyone, provided a brief agenda rundown, and asked those in the room to introduce themselves.

2. Brief Description of TIP and Public Meeting Process
Pavlosky gave a short rundown regarding the evening’s agenda. SPC would start with a brief presentation, followed by updates, Armstrong County staff, and PennDOT District 10-0. A brief session for question and answers would be made available prior to public comment. Pavlosky noted that the “Q&A” is a good opportunity to ask the representatives from the represented transportation agencies questions for project specifics or further clarification. In addition, she outlined the evening’s public comment process. The formal verbal testimony portion of the meeting would include three (3) minutes per person for those who wished to testify.

SPC Presentation
Pavlosky offered a presentation on the development of the Draft TIP and the current status of transportation funding. The presentation included: brief explanation of SPC and the TIP, an overview of the Act 89 legislation which brought additional state funds to the TIP, plus an overview of the next steps in the TIP development process over the next few months.

Regional Transit Update:
SPC’s Tom Klevan gave a brief overview of the status of the regional Transit TIP and its development. He also described some of the individual funding allocations which support Port Authority of Allegheny County

Armstrong County:
Christopher Jaros gave a status update on a number of Armstrong County projects, and their status for construction/completion.

PennDOT District 10-0
Dave Cook, District Executive gave an update related to the status of current construction projects in Armstrong County. In addition, he delivered a detailed presentation for all projects proposed for the Draft 2015-2018 TIP with projections for starts and completions.
3. Informal Question and Answer:

-Pavlosky reminded those in attendance that the public comment period for the 2015-2018 Draft TIP is in effect until Friday, July 18th, 2014 at 4pm, and encouraged additional comments and input.

With no questions offered, Pavlosky opened public comment.

4. Formal Comment: *(Comments can be found in Part 1 of the Public Participation Report)*

- With no further comments, Pavlosky thanked the attendees, and the event concluded at 7:30pm.
The purpose of this meeting was to provide background information regarding the 2015-2018 draft TIP and its associated documents and receive public testimony.

1. Welcome & Introductions
Matt Pavlosky, SPC Public Involvement/Outreach Specialist called the meeting to order, welcomed the attendees, provided a brief agenda rundown, and asked those in the room to introduce themselves.

2. Brief Description of TIP and Public Meeting Process
Pavlosky gave a short rundown regarding the evening’s agenda. SPC would start with a brief presentation, followed by updates from transit, PennDOT District 11-0, and an update by Lew Villotti regarding the SPC stormwater program. A brief session for question and answers was be made available prior to public comment. Pavlosky noted that the “Q&A” is a good opportunity to ask the representatives from the represented transportation agencies questions for project specifics or further clarification. In addition, he outlined the evening’s public comment process. The formal verbal testimony portion of the meeting would include three (3) minutes per person for those who wished to testify.

SPC Presentation
Pavlosky offered a presentation on the development of the Draft TIP and the current status of transportation funding. The presentation included: brief explanation of SPC and the TIP, an overview of the Act 89 legislation which brought additional state funds to the TIP, plus an overview of the next steps in the TIP development process over the next few months.

Regional Transit Update:
SPC’s David Totten gave a brief overview of the status of the regional Transit TIP and its development. He also described some of the individual funding allocations which support Port Authority of Allegheny County

PennDOT District 11-0
Cheryl Moon-Sirianni, Assistant District Executive-Design gave an update related to the status of current construction projects in the County. In addition, she highlighted each of projects proposed for the Draft 2015-2018 TIP with projections for starts and completions.

3. Informal Question and Answer:
Pavlosky reminded those in attendance that the public comment period for the 2015-2018 Draft TIP is in effect until Friday, July 18th, 2014 at 4pm, and encouraged additional comments and input.
With no questions offered, Pavlosky opened public comment.

4. Formal Comment: *(Comments can be found in Part 1 of the Public Participation Report)*
   - Norm Kraus – Improvements for Route 151 / Hopewell Township
   - Mayor Dwan Walker, City of Aliquippa – Henry Mancini Bridge

5. Stormwater Program Update:

Lew Villotti, SPC Economic Development Director discussed the new SPC stormwater program, and discussed upcoming regional workshops which would emphasize the program and help develop a plan of action with regional stakeholders.

❖ With no further comments, Pavlosky thanked the attendees, and the event concluded at 6:15pm.
Attendees
18 Attendees
  • 3 Public Comments taken at meeting

*The purpose of this meeting was to provide background information regarding the 2015-2018 draft TIP and its associated documents and receive public testimony.

1. Welcome & Introductions
David Johnston, Director of Butler County Planning and Development called the meeting to order, welcomed everyone, provided a brief agenda rundown, and asked those in the room to introduce themselves.

2. Brief Description of TIP and Public Meeting Process
Matt Pavlosky, SPC Public Involvement Coordinator, gave a short rundown regarding the evening’s agenda. SPC would start with a brief presentation, followed by a TIP project review from PennDOT District 10-0. A brief session for question and answers would be made available prior to public comment. Pavlosky noted that the “Q&A” is a good opportunity to ask the representatives from the represented transportation agencies questions for project specifics or further clarification. In addition, he outlined the evening’s public comment process. The formal verbal testimony portion of the meeting would include three (3) minutes per person for those who wished to testify.

SPC Presentation
Pavlosky offered a presentation on the development of the Draft TIP and the current status of transportation funding. The presentation included: brief explanation of SPC and the TIP, an overview of the Act 89 legislation which brought additional state funds to the TIP, plus an overview of the next steps in the TIP development process over the next few months.

PennDOT District 10-0
Dave Cook, District Executive gave an update related to the status of current construction projects in Armstrong County. In addition, he delivered a detailed presentation for all projects proposed for the Draft 2015-2018 TIP with projections for starts and completions.

3. Informal Question and Answer:

Pavlosky reminded those in attendance that the public comment period for the 2015-2018 Draft TIP is in effect until Friday, July 18th, 2014 at 4pm, and encouraged additional comments and input.

With no questions offered, Pavlosky opened public comment.

4. Formal Comment: (Comments can be found in Part 1 of the Public Participation Report)
• Mary Zacheryl, Citizen – Appreciation for addition of Cox’s Corner to TIP, and continued support for additional improvements
• Tom Lavorini, Citizen – Request for traffic study and future improvements at Route 68 & 528

5. Conclusion:

❖ With no further comments, Pavlosky thanked the attendees, and the event concluded at 7:30pm.
Public Meeting Report
2015-2018 Draft Transportation Improvement Program (TIP)
Fayette County
Fayette Chamber of Commerce, Public Meeting Room,
65 West Main Street, Uniontown, PA
July 16, 2014, 5:00pm

Attendees
10 Attendees
• No Public Comments taken at meeting

*The purpose of this meeting was to provide background information regarding the 2015-2018 draft TIP and its associated documents and receive public testimony.

1. Welcome & Introductions
Matt Pavlosky, SPC Public Involvement/Outreach Specialist called the meeting to order, welcomed the attendees, provided a brief agenda rundown, and asked those in the room to introduce themselves.

2. Brief Description of TIP and Public Meeting Process
Pavlosky gave a short rundown regarding the evening’s agenda. SPC would start with a brief presentation, followed by a TIP project review from PennDOT District 12-0. A brief session for question and answers would be made available prior to public comment. Pavlosky noted that the “Q&A” is a good opportunity to ask the representatives from the represented transportation agencies questions for project specifics or further clarification. In addition, he outlined the evening’s public comment process. The formal verbal testimony portion of the meeting would include three (3) minutes per person for those who wished to testify.

SPC Presentation
Pavlosky offered a presentation on the development of the Draft TIP and the current status of transportation funding. The presentation included: brief explanation of SPC and the TIP, an overview of the Act 89 legislation which brought additional state funds to the TIP, plus an overview of the next steps in the TIP development process over the next few months.

PennDOT District 12-0
Rachel Duda, PennDOT Portfolio Manager, gave an update related to the status of current construction projects in Fayette County. In addition, she delivered a detailed presentation for all projects proposed for the Draft 2015-2018 TIP with projections for starts and completions. District Executive Joe Szczur discussed Act 89 impacts, and discussed potential impacts of federal funding shortfalls due to the Federal Transportation budget’s “Fiscal Cliff”.

3. Informal Question and Answer:
Pavlosky reminded those in attendance that the public comment period for the 2015-2018 Draft TIP is in effect until Friday, July 18th, 2014 at 4pm, and encouraged additional comments and input.

Art Cappella requested information regarding a local bridge project from PennDOT District 12. Karl Polacek of the Daily Courier newspaper requested clarification on staff names, and numbers and items related to both the SPC and PennDOT presentations.
4. **Formal Comment:** *(Comments can be found in Part 1 of the Public Participation Report)*

- No public comments were given at the meeting.

5. **Conclusion:**

- With no further comments, Pavlosky thanked the attendees, and the event concluded at 6:10pm.
Public Meeting Report
2015-2018 Draft Transportation Improvement Program (TIP)
Greene County
Waynesburg University, Stover Hall,
51 West College Street, Waynesburg, PA
July 2, 2014, 5:00pm

Attendees
21 Attendees
• 3 Public Comments taken at meeting

*The purpose of this meeting was to provide background information regarding the 2015-2018 draft TIP and its associated documents and receive public testimony.

1. Welcome & Introductions
Matt Pavlosky, SPC Public Involvement/Outreach Specialist called the meeting to order, welcomed the attendees, provided a brief agenda rundown, and asked those in the room to introduce themselves.

2. Brief Description of TIP and Public Meeting Process
Pavlosky gave a short rundown regarding the evening’s agenda. SPC would start with a brief presentation, followed by a TIP project review from PennDOT District 12-0. A brief session for question and answers would be made available prior to public comment. Pavlosky noted that the “Q&A” is a good opportunity to ask the representatives from the represented transportation agencies questions for project specifics or further clarification. In addition, he outlined the evening’s public comment process. The formal verbal testimony portion of the meeting would include three (3) minutes per person for those who wished to testify.

SPC Presentation
Pavlosky offered a presentation on the development of the Draft TIP and the current status of transportation funding. The presentation included: brief explanation of SPC and the TIP, an overview of the Act 89 legislation which brought additional state funds to the TIP, plus an overview of the next steps in the TIP development process over the next few months.

PennDOT District 12-0
Angela Saunders, PennDOT Project Manager, gave an update related to potential impacts of a federal funding shortfall due to the Federal Transportation budget’s “Fiscal Cliff”. In addition, Joe Szczur delivered a detailed presentation for projects proposed for the Draft 2015-2018 TIP with projections for starts and completions.

3. Informal Question and Answer:

Pavlosky reminded those in attendance that the public comment period for the 2015-2018 Draft TIP is in effect until Friday, July 18th, 2014 at 4pm, and encouraged additional comments and input.

4. Formal Comment: (Comments can be found in Part 1 of the Public Participation Report)

• Derek Day, Citizen – SR 3001 and 3034 at Wheeling Creek Bridge
• Jerome Murphy, Citizen – Line Painting Needed SR 3012, Aleppo Road
• Mayor Dwan Walker, City of Aliquippa – Henry Mancini Bridge
• Tim Chapman, Wayne Township – Country Bridge 36 replacement

5. Conclusion:

- With no further comments, Pavlosky thanked the attendees, and the event concluded at 6:10pm.
Public Meeting Report
2015-2018 Draft Transportation Improvement Program (TIP)
Indiana County
Career Link of Indiana County, Main Classroom,
124 West Diamond Street, Butler, PA
July 16, 2014, 6:00pm

Attendees
18 Attendees
• 1 Public Comments taken at meeting (written copy)

*The purpose of this meeting was to provide background information regarding the 2015-2018 draft TIP and its associated documents and receive public testimony.

1. Welcome & Introductions
Byron Stauffer, Director of Indiana County Planning and Development called the meeting to order, welcomed everyone, provided a brief agenda rundown, and asked those in the room to introduce themselves. Commissioner Rod Ruddock delivered a brief address to the attendees regarding the importance of the TIP process, and the need for public comment to help guide planning and development.

2. Brief Description of TIP and Public Meeting Process
Matt Pavlosky, SPC Public Involvement Coordinator, gave a short rundown regarding the evening’s agenda. SPC would start with a brief presentation, followed by a TIP project review from PennDOT District 10-0. A brief session for question and answers would be made available prior to public comment. Pavlosky noted that the “Q&A” is a good opportunity to ask the representatives from the represented transportation agencies questions for project specifics or further clarification. In addition, he outlined the evening’s public comment process. The formal verbal testimony portion of the meeting would include three (3) minutes per person for those who wished to testify.

SPC Presentation
Pavlosky offered a presentation on the development of the Draft TIP and the current status of transportation funding. The presentation included: brief explanation of SPC and the TIP, an overview of the Act 89 legislation which brought additional state funds to the TIP, plus an overview of the next steps in the TIP development process over the next few months.

PennDOT District 10-0
Dave Cook, District Executive gave an update related to the status of current construction projects in Armstrong County. In addition, he delivered a detailed presentation for all projects proposed for the Draft 2015-2018 TIP with projections for starts and completions.

3. Informal Question and Answer:

Pavlosky reminded those in attendance that the public comment period for the 2015-2018 Draft TIP is in effect until Friday, July 18th, 2014 at 4pm, and encouraged additional comments and input.

Milton Lady requested two projects on the draft TIP be corrected to reflect their proper location in “White Township”.


4. **Formal Comment:** *(Comments can be found in Part 1 of the Public Participation Report)*

- Milton Lady, White Township – Rose Street Extension #2 and Airport Road Extension.

5. **Conclusion:**

- Post-Comment discussions turned to the Hoodlebug Trail, and the continuing need for a pedestrian bridge to span Route 22 to encourage safe crossing for the trail. Linda Gwinn, among others, encouraged letters and public comments to keep the trail as a priority going forward.

- With no further comments, Pavlosky thanked the attendees, and the event concluded at 7:30pm.
Public Meeting Report  
2015-2018 Draft Transportation Improvement Program (TIP)  
Lawrence County  
Gettings Annex Building, Public Meeting Room,  
439 Countyline Street, New Castle, PA  
July 9, 2014, 5:00pm

Attendees  
11 Attendees  
- 1 Public Comment taken at meeting

*The purpose of this meeting was to provide background information regarding the 2015-2018 draft TIP and its associated documents and receive public testimony.

1. Welcome & Introductions  
Steve Craig, Lawrence County Commissioner called the meeting to order, welcomed the attendees, and asked those in the room to introduce themselves. Matt Pavlosky, SPC Public Involvement/Outreach Specialist provided a brief agenda rundown of the evening’s meeting.

2. Brief Description of TIP and Public Meeting Process  
SPC would start with a brief presentation, followed by a TIP project review from PennDOT District 12-0. A brief session for question and answers would be made available prior to public comment. Pavlosky noted that the “Q&A” is a good opportunity to ask the representatives from the represented transportation agencies questions for project specifics or further clarification. In addition, he outlined the evening’s public comment process. The formal verbal testimony portion of the meeting would include three (3) minutes per person for those who wished to testify.

SPC Presentation  
Pavlosky offered a presentation on the development of the Draft TIP and the current status of transportation funding. The presentation included: brief explanation of SPC and the TIP, an overview of the Act 89 legislation which brought additional state funds to the TIP, plus an overview of the next steps in the TIP development process over the next few months.

PennDOT District 11-0  
Robert Miskanic, PennDOT Project Manager, gave an update related to projects proposed for the Draft 2015-2018 TIP with projections for starts and completions.

3. Informal Question and Answer:  
Pavlosky reminded those in attendance that the public comment period for the 2015-2018 Draft TIP is in effect until Friday, July 18th, 2014 at 4pm, and encouraged additional comments and input. Steve Craig asked a question regarding Air Quality zone designations, which often group New Castle and Pittsburgh in the metro area. Craig felt that the air quality would vary greatly between the two cities, and wondered where the designation originated. (UPDATE) The New Castle / Pittsburgh designation is a federal designation (EPA), this is separate from the transportation air quality zone.

4. Formal Comment: *(Comments can be found in Part 1 of the Public Participation Report)*
5. Conclusion:

- With no further comments, Pavlosky thanked the attendees, and the event concluded at 6:15pm.
Public Meeting Report
2015-2018 Draft Transportation Improvement Program (TIP)
Washington County
Courthouse Square, Room 104,
100 West Beau, Washington, PA
June 24, 2014, 3:00pm (PPP Meeting)
5:00pm (Public Meeting)

Attendees
21 Attendees
• 2 Public Comments taken at meetings

*The purpose of this meeting was to provide background information regarding the 2015-2018 draft TIP and its associated documents and receive public testimony.

1. Welcome & Introductions
Matt Pavlosky, SPC Public Involvement/Outreach Specialist called the meeting to order, welcomed the attendees, provided a brief agenda rundown, and asked those in the room to introduce themselves.

2. Brief Description of TIP and Public Meeting Process
Pavlosky gave a short rundown regarding the evening’s agenda. SPC would start with a brief presentation, followed by a TIP project review from PennDOT District 12-0. A brief session for question and answers would be made available prior to public comment. Pavlosky noted that the “Q&A” is a good opportunity to ask the representatives from the represented transportation agencies questions for project specifics or further clarification. In addition, he outlined the evening’s public comment process. The formal verbal testimony portion of the meeting would include three (3) minutes per person for those who wished to testify.

SPC Presentation
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PennDOT District 12-0
Angela Saunders, PennDOT Project Manager, gave an update related to potential impacts of a federal funding shortfall due to the Federal Transportation budget’s “Fiscal Cliff”. In addition, Joe Szczur delivered a detailed presentation for projects proposed for the Draft 2015-2018 TIP with projections for starts and completions.

Transit Update:
Joe Thomas of Washington City Transit gave a brief update and status of projects pertaining to the TIP, including the construction of their new facility in downtown Washington.

3. Informal Question and Answer:

Pavlosky reminded those in attendance that the public comment period for the 2015-2018 Draft TIP is in effect until Friday, July 18th, 2014 at 4pm, and encouraged additional comments and input.
Chuck DiPietro introduced representatives of the PA Turnpike Southern Beltway project, and informed attendees that they were available for questions at this time or after the meeting’s conclusion.

Commissioner Harlon Shober called for a collaborative meeting to be held between the Turnpike, PennDOT District 12-0, Washington County, and SPC to discuss the scope of the South Beltway project and determine that all parties have the latest information and are prepared to move forward.

4. Formal Comment: *(Comments can be found in Part 1 of the Public Participation Report)*

- Michael Silvestri, Peters Township – Bebout Road Improvements
- Steven Hall, Washington County Housing Authority – Request for ADA improvements on West Main Street in Monongahela, PA

5. Conclusion:

Pavlosky mentioned before the Panel meeting’s conclusion, that holding this 3pm meeting has been very helpful to the Panel members’ attendance, and this was in response to their requests. With that in mind, a 5pm public meeting would also be held to accommodate members of the general public.

- With no further comments, Pavlosky thanked the attendees, and the event concluded at 6:10pm.
Attendees
19 Attendees
  • 4 Public Comments taken at meetings

*The purpose of this meeting was to provide background information regarding the 2015-2018 draft TIP and its associated documents and receive public testimony.

1. Welcome & Introductions
Chad Amond, Chairperson of the Westmoreland County Public Participation Panel called the meeting to order, welcomed everyone, provided a brief agenda rundown, and asked those in the room to introduce themselves.

2. Brief Description of TIP and Public Meeting Process
Matt Pavlosky, SPC Public Involvement Coordinator gave a short rundown regarding the evening’s agenda. SPC would start with a brief presentation, followed by a TIP project review from PennDOT District 12-0. A brief session for question and answers would be made available prior to public comment. Pavlosky noted that the “Q&A” is a good opportunity to ask the representatives from the represented transportation agencies questions for project specifics or further clarification. In addition, he outlined the evening’s public comment process. The formal verbal testimony portion of the meeting would include three (3) minutes per person for those who wished to testify.

SPC Presentation
Pavlosky offered a presentation on the development of the Draft TIP and the current status of transportation funding. The presentation included: brief explanation of SPC and the TIP, an overview of the Act 89 legislation which brought additional state funds to the TIP, plus an overview of the next steps in the TIP development process over the next few months.

PennDOT District 12-0
Angela Saunders, PennDOT Project Manager, gave an update related to potential impacts of a federal funding shortfall due to the Federal Transportation budget’s “Fiscal Cliff”. In addition, Joe Szczur delivered comments for projects proposed for the Draft 2015-2018 TIP with projections for start dates and completions.

Transit Update:
Lori Brkovich of Westmoreland County Transit gave a brief update pertaining to the items on the TIP, and ongoing service items related to riders in their system.

3. Informal Question and Answer:
Amond reminded those in attendance that the public comment period for the 2015-2018 Draft TIP is in effect until Friday, July 18th, 2014 at 4pm, and encouraged additional comments and input.
4. **Formal Comment:** *(Comments can be found in Part 1 of the Public Participation Report)*

- Patrick Egros (Tamira Spadaliere), Rostraver Township - Traffic Signal improvements at Route 51 and Vernon Drive Intersection
- Chad Amond, Westmoreland County Chamber of Commerce – Support for the Laurel Valley Connector
- Chris Bova, Westmoreland County Planning & Development – Support for Laurel Valley Connector

5. **Conclusion:**

Amond thanked the all of attendees, and encouraged them to ask questions post-meeting. He also recognized Matt Smoker, the southwestern PA region’s representative of the Federal Highway Administration was in attendance.

- With no further comments, the event concluded at 6:25pm.
Part 3

Written and Electronic Comments
Allegheny County / City of Pittsburgh
Via First Class U. S. Mail

Mr. Jim Hassinger  
President and CEO, SPC  
Two Chatham Center, Suite 500  
112 Washington Place  
Pittsburgh, PA 15219

Dear Mr. Hassinger:

We write to provide comments for the draft 2015-2018 Transportation Improvement Program (TIP) and ask the demolition and replacement of the Aten Road Bridge in Findlay Township, Allegheny County be added to the final version of the TIP.

As you are well aware, Southwestern Pennsylvania has suffered greatly from insufficient infrastructure investment in recent years. In response to this, the General Assembly passed Act 89 of 2013, which will generate a new stream of funding necessary to provide for renewed investment in transportation projects across Pennsylvania. The Aten Road Bridge Project – entailing the replacement of a locally owned span that is vital to the economic prosperity of the local community – is exactly the type of project that the General Assembly sought to address when crafting Act 89.

On two separate occasions, Findlay Township has been required to lower the weight limit of the bridge. Additionally, they have limited traffic on one side of the span’s shoulder and fastened netting underneath the bridge to prevent concrete and metal debris from falling on the roadway beneath. The restriction of traffic on of Aten Road Bridge hampers economic development occurring at the RIDC Park West Industrial Park and the nearby businesses and residents of Findlay Township. This barrier to progress in the heart of the airport corridor merits the inclusion of the Aten Road Bridge Project into the final TIP. As the Southwestern Pennsylvania Commission (SPC) receives public comment on the draft 2015-2018 TIP, we respectfully request that the SPC take these considerations into account.

Thank you for your consideration of our letter. Please do not hesitate to contact me with any questions or concerns.

Sincerely,

MATT SMITH  
State Senator  
37th Senatorial District  
www.SenatorMattSmith.com

MARK MUSTIO  
State Representative  
44th Legislative District  
www.RepMustio.com

cc: Mr. Daniel Cessna, P.E., District Executive, PennDOT Engineering District 11  
Mr. Chuck DiPietro, Transportation Planning Director
On behalf of the Board of Supervisors of Findlay Township, I am submitting this request to amend the TIP for 2015-2018 to include the demolition and replacement of the Aten Road Bridge over Industry Drive in Findlay Township.

In 2005, the Township, in concert with the Allegheny County Department of Economic Development, completed the long awaited Industry Drive Extension project. The significance of the project was to provide dual access to the RIDC Parkwest Business Park. This dual access was important for relief of traffic congestion at the Montour Run Interchange of the Parkway West and for effective Emergency Management purposes by providing adequate evacuation capabilities, when necessary.

The continued deterioration of the Aten Road Bridge could severely interfere with the dual access provided by the Industry Drive Extension. Thus far, the Township (through the Bridge Inspection process) has been required to lower the Weight Limit from the original 17 tons except combinations 27 tons to the current 14 tons except combinations 21 tons on the Bridge on two (2) separate occasions. The Township is also required to go through more frequent Annual Bridge Inspections, rather than the usual Bi-Annual Inspections. More recently, the Township was required to place bollards along the outside shoulder of the bridge to restrict traffic from traversing over that section of the structure. And finally, the Township most recently allocated $19,000 to attach a net at the under-side of the bridge to eliminate concrete and metal debris from falling onto vehicles below. The Sufficiency Rating for the bridge has been decreasing each year from 36.2 in 2011 to 34.5 in 2012 and 32.6 in 2013. This past Winter (2014) had a detrimental affect on the bridge via the freeze/thaw cycles that we experienced here in Southwestern Pennsylvania.

The negative impact, alone, on the general commerce in the Airport Area is reason to amend the TIP to include this $2.0 to $2.5 million project. Our request is to seek Southwestern Planning Commission’s consideration for such an amendment. With the passage of Act 89 of 2013, the Township believes that this project was precisely why such a funding bill was passed. Critical infrastructure must be brought up to appropriate standards to sustain the economic growth of this Commonwealth. Your consideration of this amendment is vitally important to serve that end. Any questions, feel free to contact me at 724-695-0500 or at gklingman@findlaytwp.org. Thank you for your time and consideration.
July 18, 2014

Jim Hassinger
President & CEO
Two Chatham Center Suite 500
112 Washington Place
Pittsburgh, PA 15219

Chuck DiPietro
Transportation Planning Director
Two Chatham Center Suite 500
112 Washington Place
Pittsburgh, PA 15219

Dear Sirs:

On behalf of Oakland Planning and Development Corporation (OPDC) I am writing to provide input on the Draft 2015-2018 Transportation Improvement Plan (TIP). OPDC’s mission is to build a better Oakland and help neighbors thrive. In partnership with many stakeholders throughout the community, we are working to implement The Oakland 2025 Master Plan: a vision for sustainable living and mobility. Our comments are consistent with the plan. Thank you for the opportunity to provide input on the programs and projects contained within the TIP.

According to the Port Authority of Allegheny County (PAAC), approximately 68,000 riders, or 24% of the Port Authority’s total ridership, move through the Oakland corridor on each weekday. Transit is critical for Oakland because of the significant influx of employees, students, and visitors each day. It is also a significant amenity for Oakland residents. Therefore, we express our support for the TIP’s funding of multiple projects for PAAC. We applaud the proposed investment in bus transponders and signal head upgrades for the Oakland/Downtown corridor. This TIP for the most part maintains existing service. I stress the need to go beyond maintaining existing service to expand transit and incorporate premium transit options into this and future TIP’s. Expansion of transit service is a catalyst for economic development, if planned in partnership with relevant agencies and local partners to take into account the complex relationship between land use and transportation.

With regards to the proposed Parkway East Corridor Congestion Construction, I encourage SPC to explore and support multi-modal transportation enhancements throughout the corridor. In order to ensure that mainline improvements do not come at the expense of communities in the urban core, each improvement should be scrutinized to determine whether it supports traffic reduction, modal shifts away from the private automobile, and pedestrian/bicycle safety in the neighborhoods in the urban core. Those that do not support quality of life in neighborhoods near I-376 or achieve a modal shift away from the private automobile should not be supported. We urge SPC and PENNDOT to support corridor enhancements that will increase transit ridership as a primary form of transportation in the I-376 corridor.

I applaud SPC’s allocation of $3.75M to the ‘Smart Transportation Initiative’; however, it is paramount that allocations of this nature be increased. Regions that are experiencing economic success use competitive fund allocations such as this one to drive the development of innovative multi-modal projects. The Pittsburgh region has a history of maintaining siloes when it comes to transportation improvements, land use development...
strategies, and community and economic development. To reverse this trend and succeed going forward, we need more funding dedicated to this approach of collaborating to create sustainable, livable, communities.

I request that the SPC clarify the criteria for allocating both ‘Smart Transportation Initiative’ and ‘Transportation Alternatives Program’ (TAP) funds. Due to the fact that the ‘Smart Transportation Initiative’ is a new program, as well as the recent changes in the TAP, individuals and organizations would benefit from a clearer understanding of the process for selecting and prioritizing projects that use these funds.

Several other projects on the TIP are necessary to maintain and improve our region’s infrastructure. The Bloomfield Bridge reconstruction project provides the opportunity to improve the hazardous bicycle and pedestrian conditions at the Liberty Avenue, Main Street, and Bloomfield Bridge intersection. We would also advocate for improved bicycle and pedestrian conditions at the Oakland end of the bridge at the intersection with Bigelow Boulevard. We understand that there will be improved ped/bicycle infrastructure on the new Greenfield Avenue bridge and support these plans. Regarding the replacement of the Kenmawr Bridge, we advocate that the project be developed to allow for a potential expansion of the East Busway at some point in the future. A more available and accessible busway will help alleviate congestion on I-376 and other arterials in the area that lead to Oakland.

Thank you for supporting transportation funding for Pittsburgh, Allegheny County, and Western Pennsylvania.

Sincerely,

Wanda E. Wilson
Executive Director
On 2014-06-26 at 10:33:38,
The following information was submitted:
From Host: 24.3.186.154
PropAdv =
FirstName = Abe
LastName = Stucky
AddressOne = 117 Valentine Drive
AddressTwo =
City = Moon Township
State = PA
Zip = 15108
submit_by = aestucky@gmail.com
Fax =
Phone = 4127808876
ProbLoc = Allegheny
Mun = Moon Township
MPORPO =
PropTitle = Coraopolis Heights Road Bike Lane Loc = Coraopolis Heights Road PreWork =
RdPoorCond = RdDrainageIssue = RdShdRepairNeeded = 1 RdOther = PennDOT recently resurfaced
Coraopolis Heights Road and made it wider. However the shoulder remained small and narrow.
The combination of a wider road and narrow shoulder makes it very unsafe for bicyclists. Car
drivers can now comfortably drive much faster than the speed limit of 35 mph. I propose for
the road be repainted with narrower lanes and that a separated bike path be installed. The
road is an important artery for Moon residents traveling into the heart of the township, and
a path would benefit both commuting cyclists and runners/walkers.
BrPoorCnd =
BrDeckNoisy = 1
BrClosed =
BrWeightRestr =
BrRestrOneLane =
BrOther = The Mckees Rocks bridge is very noisy for road bicyclists, and the sidewalk is
narrow and often covered with broken glass and debris. For cyclists traveling from the North
Shore trail to Mckees Rocks, Neville Island, and Coraopolis, this bridge is an undesirable
but necessary option for getting to the south side of the Ohio River.

I propose using the railroad bridge that crosses Brunot Island as a starting structure for a
bike path that crosses both sections of the Ohio River and Brunot Island to W Carson Street.
This would eliminate the need for cyclists to climb Antrim Street up to California Ave and
eliminate any dangers/road noise crossing the Mckees Rocks Bridge.
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
It would be beneficial to have a bike lane or separated bike path from downtown McKees Rocks along Rt 51 to Neville Island and then along Neville Road running the length of Neville Island. Neville Island currently has several potholes and a shoulder covered in debris that makes it unsafe for cyclists. Improving this route would encourage more bike traffic from Coraopolis into the city of Pittsburgh.
From: M Roswick [mailto:pepziroz@hotmail.com]
Sent: Tuesday, July 15, 2014 11:00 AM
To: Dee Pamplin
Subject: RE: BUS SERVICE FOR NORTH BALDWIN

July 15, 2014

Southwestern Pennsylvania Commission

RE: Providing Public Transit to the NORTH BALDWIN community.

North Baldwin, part of Baldwin borough, shares borders with the city of Pittsburgh, yet has no access to bus service. Lack of public transportation definitely negatively impact its residents of all ages.

There are really no alternative bus routes available to commuters in the North Baldwin area. The nearest bus route is on Brownsville Road - the 51 Carrick. It is a very dangerous journey - a long walk up hilly terrain with no sidewalks. In my particular situation, it would be 1.75 miles, climbing a very steep hill. And then another 40-50 minutes once one was able to board a 51C - often filled to capacity and usually overcrowded. That would be about a 90 minute commute one-way. to downtown Pittsburgh.....three hours total commute and even longer in inclement weather!!!

There are no community Park 'n Ride locations. Also parking is restricted to 2 hours on streets close to Brownsville Road unless you have a resident permit. Parking in the South Side is also restricted to 2 hours if you are not a resident. For those who do have use of an automobile, transportation costs are high (parking, gas, additional insurance cost for using their car for work). Driving also increase traffic congestion, causes delays and air pollution.

Our community is CLOSE to town, but yet SO FAR AWAY.

Public Transit is crucial to our residents who need public transit for so many reasons.....to get to work, for medical appointments, shopping, and to enjoy the wonderful events downtown (the Farmer's Market, noon concerts, sports rallies, etc.). Some have lost their jobs, reduced their hours or are unable to obtain jobs because of this transportation issue.

Providing service should take precedence over improving service to already well-serviced areas (for example Rapid Bus Transit to Oakland)
Buses often use Glass Run Road and Churchview Ave (streets in North Baldwin) to/from the West Mifflin garage.

Please find a way to provide bus service to the North Baldwin community.

Thank you!
MaryAnna Rowsick
320 John St
Pittsburgh, PA 15227
On 2014-07-08 at 15:35:47, 
The following information was submitted:
From Host: 74.98.37.84
PropAdv =
FirstName = Margot
LastName = Nikitas
AddressOne = 135 Pearl Street #1
AddressTwo =
City = Pittsburgh
State = Pa
Zip = 15224
submit_by = margotnikitas@gmail.com
Fax =
Phone = 7733171645
ProbLoc = Allegheny
Mun = Pittsburgh
MPORPO =
PropTitle =
Loc =
PreWork =
RdPoorCond =
RdDrainageIssue =
RdShdRepairNeeded =
RdOther =
BrPoorCnd =
BrDeckNoisy =
BrClosed =
BrWeightRestr =
BrRestrOneLane =
BrOther =
CongCongOurRushHr =
CongCongOurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther =
TransitProv = Port Authority of Allegheny County TransNoServeWhenNeed = 1
TransBusesOldNeedRep = TransBusNotFuelEff = 1 TransMoreBusesNeeded = 1 TransNewOrAddRtsNeeded = 1
= 1 TransMorePnRNeeded = TransNeedMoreSafety = 1 TransConcernWithParatrans = TransOther = We need all-night transit. Pittsburgh is full of dangerous drunk drivers because people can't take the bus after 1am and there are no taxis and now the Utility Commission has shut down Lyft and Uber. People can't get to and from work in the early hours of the morning.

IssueDescr =
AltNoExistFac =
AltExFacNeedsRep =
AltNoCurbCuts =
AltNoPedCrossSigOrCallButt =
AltAudPedSigNeeded =
AltCrossMarksOldOrFaded =
AltNewBikeLnOrSharrNeeded =
AltExBikeLnOrSharrOldOrFaded =
AltBikeLnSharrShouldBeRemoved =
AltMaintNeededForRdShldr =
AltOther = Pittsburgh needs more and safer bike lanes. Pedestrians face danger at many intersections. The culture needs to be changed such that bikers and pedestrians are afforded as much or more respect as cars. I have almost been run over many times as a pedestrian following my walk signal correctly by impatient motorists. Pittsburgh is extremely dangerous for pedestrians and bikes compared with other cities (Chicago).

FrBrClosed =
FrBrWeightRestr =
FrBrWidelDRestr =
FrBrTallOverHghtRestr =
FrRdWeightRestr =
FrRdDesIssue =
FrOverUtIssue =
FrChokepoint =
FrLastMileConc =
FrOther =
ProbDescr =
LUEDDescr =
EnvConcerns =
Comments =

-----
No virus found in this message.
Checked by AVG - www.avg.com
Version: 2014.0.4716 / Virus Database: 3986/7820 - Release Date: 07/08/14
Please use this form to submit your written comments on these draft documents:

- Proposed Amendment to the 2015-2018 Transportation Improvement Program

Comments:

**Brighton Heights Citizens Federation Requests Consideration for a Full Replacement of the Davis Avenue Bridge. We are attaching a letter directly addressed to Mayor William Peduto from all members of the Northside Leadership Conference in support of a full replacement of the Davis Avenue Bridge.**

*Please see attached letter.*

(Please use reverse for additional space)

Optional Information

Name: **Vince Pallus**

Organization: **Brighton Heights Citizens Federation**

County of Residence: **Allegheny**

Address: **3442 Gass Ave - Pittsburgh, PA 15212**

Email: **VPALLUS@GMAIL.COM**

Thank You! Please feel free to take this form with you and send it back to us when you have a minute.

By Mail: SPC TIP Comments
Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219-3451
By Fax: 412-391-9160 or By Email: comments@spcregion.org
All comments must be received by 4:00 p.m. on September 11, 2013.
March 5, 2014

Honorable Mayor William Peduto
City of Pittsburgh
City County Building
414 Grant Street – Suite 512
Pittsburgh, PA 15219

Re: Rebuilding the Davis Avenue Bridge

Dear Mayor Peduto:

On behalf of the Northside Leadership Conference and its member neighborhood organizations representing nearly 20% of the City of Pittsburgh, we provide this letter in support of rebuilding the Davis Avenue Bridge.

The demolition of the bridge on May 6, 2009 created significant and persistent hardships for the Northside community:

- It severed a major east-west artery connecting the northern tier neighborhoods.
- It isolated Brighton Heights residents from Riverview Park and its recreational opportunities and programs.
- It dramatically increased traffic on Woods Run Avenue, diminishing the quality of life for residents on a street not designed or intended to handle such traffic safely.
- It isolated Observatory Hill from the Brighton Heights commercial district, costing residents convenience and costing businesses the revenue from these customers.
- It isolated Observatory Hill residents from medical care at Suburban General Hospital, including regular rehabilitative services for persons recovering from illness or injury.
- Detours around the demolished bridge require longer travel for elementary school students and higher transportation costs for an already hard-pressed school district.
- Detours add substantial time to simple trips to attend church, to receive medical care or to visit friends and relatives, thereby adding costs to residents and increasing pollution.

Connectivity and ease of access are the cornerstones of economic activity and the quality of life for a community. With the loss of the Davis Avenue Bridge, Northside communities now stand at a serious disadvantage in attracting businesses, residents and commerce.

We invite you to attend a meeting of neighborhood leaders and elected officials to discuss the project and to craft a strategy to move this forward. The meeting will be on Thursday, March 27th at 7:00PM at the Brighton Heights Citizens Federation office. Given the importance of this issue, we hope you will personally be able to attend or send a representative from your office.

Please confirm your ability to attend this time sensitive meeting by phone to Brighton Heights Citizens Federation's President, Vince Pallus, at (412) 287-8051.

Collectively the neighborhoods of the Northside urge a strong and sustained effort to build a new Davis Avenue Bridge. Collectively we are committed to assisting and supporting such efforts, for the benefit of the northern tier neighborhoods, the entire Northside community, and the City as a whole.

Sincerely:

[Signature]
Walt Nadducci, NSLC President

[Signature]
Mark T. Fatla, Esq., NSLC Executive Director

Signatures of the community group representatives are continued on the following page.
Allegheny City Central Association

Brightwood Civic Group

Community Alliance Spring Garden-East Deutschtown

East Allegheny Community Council

Manchester Citizens Corporation

Perry Hilltop Citizens Council

Summery Hill Citizens Committee

Allegheny West Civic Council

Brighton Heights Citizens Federation

Charles Street Area Council

Fineview Citizens Council

Observatory Hill, Inc.

Spring Hill Civic League

Troy Hill Citizens, Inc.
From: Erin Springer [mailto:springerpitt@gmail.com]
Sent: Tuesday, July 15, 2014 5:40 PM
To: Dee Pamlpin
Subject: Davis Ave Bridge

As someone who lives on Davis I can say the sentiment is we absolutely DO NOT want this bridge replaced. The traffic is already a hazard on our street - people routinely speed and blow through stop signs. I've also heard about how that bridge had a fair amount of drug traffic. When I moved in someone warned me that if the bridge was slated to be rebuilt I should sell immediately. This is not an advantage to the neighborhood. We do not want this bridge.
On 2014-07-07 at 20:41:33,
The following information was submitted:
From Host: 71.126.38.22
PropAdv =
FirstName = Marlena
LastName = Sherman
AddressOne = 100 Bryn Mawr Court W Apt 204 AddressTwo = City = Pittsburgh State = PA Zip = 15221-3826 submit_by = maupov762000@yahoo.com Fax = Phone = ProbLoc = Allegheny Mun = MPORPO = PropTitle = Loc = PreWork = RdPoorCond = RdDrainageIssue = RdShdRepairNeeded = RdOther = BrPoorCnd = BrDeckNoisy = BrClosed = BrWeightRestr = BrRestrOneLane = BrOther = CongCongDurRushHr = CongCongDurRushHrAndOthers = CongCongDuringEvents = CongDiffTurn = CongPostedDetRtProb = CongOther = SafeSerCrashesOccur = SafeManyCrashOccur = SafeCantSeeFarEnoughWhenTurn = SafePolesTrees = SafeTooManyHills = SafeCurvesTooFast = SafeNoVisibleLines = SafeTurnConflicts = SafeSignalIssues = SafeGuideRailIssues = SafeOther = TransitProv = Port Authority of Allegheny County TransNoServeWhenNeed = TransBusesOldNeedRep = 1 TransBusNotFueEff = TransMoreBusesNeeded = TransNewOrAddRtsNeeded = TransMorePrnRNeeded = TransNeedMoreSafety = TransConcernWithParatrans = TransOther = Some times I have been on buses that broke down. A lot of the buses needed to be cleaned more often because of passengers throwing trash on the floors or leaving trash in the seats. The floors of the buses are usually very dirty.
IssueDescr =
AltNoExistFac =
AltExFacNeedsRep =
AltNoCurbCuts =
AltNoPedCrossSigOrCallButt =
AltAudPedSigsNeeded =
AltCrossMarksOldOrFaded =
AltNewBikeLnOrSharrNeeded =
AltExBikeLnOrSharrOldOrFaded =
AltBikeLnSharrShouldBeRemoved =
AltMaintNeededForRdShldr =
AltOther =
FrBrClosed =
FrBrWeightRestr =
FrBrWideLdRestr =
FrBrTallOverhghtRestr =
FrRdWeightRestr =
FrRdDesIssue =
FrOverUtIssue =
FrChokepoint =
FrLastMileConc =
FrOther =
ProbDescr =
LUEDDescr =
EnvConcerns =
Comments =
July 17, 2014

Mr. Jim Hassinger  
President and CEO, SPC  
Two Chatham Center, Suite 500  
112 Washington Place  
Pittsburgh, PA 15219

Dear Mr. Hassinger:

We write to provide our support for inclusion of the I-376 Green Tree Interchange project, and specifically a sound barrier, in the 2015-2018 draft Transportation Improvement Program (TIP) or future TIPs.

Over the past year, residents of Green Tree have organized a committee, and held several well-attended public meetings in order advocate for their desired sound wall between Parkedge Road and I-376. Our offices have attended these meetings and are supportive of the residents' request for a sound barrier as part of the overall improvements to the I-376 corridor and Green Tree interchange projects. This effort is part of a long-standing endeavor of the residents in this neighborhood to construct a noise wall, as the traffic and volume along this busy stretch of the interstate only continues to grow.

We are incredibly appreciative of the support that PennDOT and Mr. Cessna have so far given to the project, including attending a meeting of the residents to explain the short and long term plans for the corridor, the Green Tree interchange, and the possibility for a sound wall.

While we understand that this current draft TIP does not include this project, we would like to express our united support for the inclusion of the project in future Transportation Improvement Programs. Thank you for your consideration and feel free to contact us with any questions or concerns.

Sincerely,

Wayne Fontana  
State Senator  
42nd Senatorial District

Dan Miller  
State Representative  
42nd Legislative District

Dan Deasy  
State Representative  
27th Legislative District
cc: Mr. Daniel Cessna, P.E., District Executive, PennDOT Engineering District 11
    Honorable Richard Fitzgerald, Chief Executive, Allegheny County
    Mr. Chuck DiPietro, Transportation Planning Director
July 10, 2014

Southwestern Pennsylvania Commission
Two Chatham Center, Suite 500
112 Washington Place
Pittsburgh, PA 15219

Dear Matt Pavlosky,

I am writing you in support of the replacement of the Kenmawr Bridge, Project Number 27543, which is on the Draft 2015-18 Transportation Improvement Plan (TIP) for southwestern Pennsylvania. Nearly everyone can agree that the replacement of this bridge is long overdue and we commend PennDOT District 11 for taking ownership of this project.

I hope, however, that several criteria are met when this bridge is replaced. These are the key aspects that would be beneficial to Wilkinsburg:

1) The replacement bridge must have a span long enough so that, underneath, the East Busway may be extended eastward. It is important that we plan for the future, especially as one of the best ways to alleviate Parkway East congestion is to provide faster, more viable transit options.

2) The bridge deck must be able to accommodate the re-instatement of fixed route buses that have been detoured since the reduction of the current bridge’s weight limit to 6 tons. These detours have added over 15 minutes to the P7, P71, 59, and 71 routes and operating costs to the Port Authority.

3) The new bridges should also take a complete streets approach, providing for safe passage of bicyclists over its span. PennDOT should coordinate with the boroughs of Swissvale and Rankin on either end of the span for implementation.

This Busway extension could be a great benefit to Wilkinsburg by taking a lot of the commuter express routes off of the Borough’s streets. Additionally, the Wilkinsburg park-and-ride is currently at capacity and the Busway extension would be an opportunity for new park-and-rides, opening more spaces in Wilkinsburg to local residents.

We thank you for your consideration of our requests and encourage you to contact us if you need further clarification.

Sincerely,

Tracey Evans
Executive Director
-----Original Message-----
From: michael.cocco@gmail.com [mailto:michael.cocco@gmail.com]
Sent: Monday, July 14, 2014 1:06 PM
To: Matt Pavlosky
Subject: SPC TIP Project Input Form

On 2014-07-14 at 13:05:35,
The following information was submitted:
From Host: 198.203.177.177
PropAdv =
FirstName = Michael
LastName = Cocco
AddressOne = 117 Pennwood Ave
AddressTwo =
City = Edgewood
State = PA
Zip = 15218
submit_by = michael.cocco@gmail.com
Fax =
Phone = 412-760-6787
ProbLoc = Allegheny
Mun = Swissvale/Rankin
MPORPO =
PropTitle =
Loc = Kenmawr Bridge
PreWork =
RdPoorCond =
RdDrainageIssue =
RdShdRepairNeeded =
RdOther =
BrPoorCnd =
BrDeckNoisy =
BrClosed =
BrWeightRestr =
BrRestrOneLane =
BrOther =
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCanSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther = None Selected
TransProv = None Selected
TransNoServeWhenNeed = None Selected
TransBusOldNeedRep = None Selected
TransBusNotFuelEff = None Selected
TransMoreBusesNeeded = None Selected
TransNewOrAddRtsNeeded = None Selected
TransMorePlnRtNeeded = None Selected
TransNeedMoreSafety = None Selected
TransConcernWithParatrans = None Selected
TransOther = None Selected
IssueDescr = None Selected
AltNoExistFac = None Selected
AltExFacNeedsRep = None Selected
AltNoCurbCuts = None Selected
AltNoPedCrossSigOrCallButt = None Selected
AltAudPedSigsNeeded = None Selected
AltCrossMarksOldOrFaded = None Selected
AltNewBikeLnOrSharrNeeded = None Selected
AltExBikeLnOrSharrOldOrFaded = None Selected
AltBikeLnSharrShouldBeRemoved = None Selected
AltMaintNeededForRdShldr = None Selected
AltOther = The Kenmawr Bridge in Swissvale is important for non-motorized transportation like walking and biking. Any new bridge should include accommodations for people who walk and bike. It's important to also consider that there is a need to integrate this bridge project into the existing Rankin Bridge and the planned ramp that will provide access to the Carrie Furnace site.
FrBrClosed = None Selected
FrBrWeightRestr = None Selected
FrBrWidElDRestr = None Selected
FrBrTallOverHghtRestr = None Selected
FrRdWeightRestr = None Selected
FrRdDesIssue = None Selected
FrOverUtIssue = None Selected
FrChokepoint = None Selected
FrLastMileConc = None Selected
FrOther = None Selected
ProbDescr = None Selected
LUEDDescr = None Selected
EnvConcerns = None Selected
Comments = None Selected
From: Matthew McHale [mailto:m.s.mchale@gmail.com]
Sent: Thursday, July 10, 2014 3:08 PM
To: Dee Pamplin
Subject: Kenmawr Bridge design needs to account for people walking and bicycling

It's my understanding that the Kenmawr Bridge in Swissvale will be undergoing a redesign and reconstruction in the near future. It's important that the new structure include space and accommodations for people walking and bicycling, in particular given the bridge's close location to the Rankin Bridge and its planned ramp down to the Carrie Furnace historical and recreational site. Please take these needs into account and make sure that the bridge is designed for all users, not just those in motor vehicles.

Sincerely,
Matthew S. McHale
5734 Northumberland St.
Pittsburgh, PA 15217
July 18, 2014

SPC Comments
Two Chatham Center
Suite 500
112 Washington Place
Pittsburgh, PA 15219

Dear Jim Hassinger,

I am writing you in support of the replacement of the Kenmawr Bridge, Project Number 27543, which is on the Draft 2015-18 SPC Transportation Improvement Plan (TIP). Nearly everyone can agree that this replacement is long overdue and we commend PennDOT for taking ownership of this project.

I hope, however, that several criteria are met when this bridge is replaced. These are key to my concerns and the success of the project at a regional scale.

1) The replacement bridge must have a span long enough so that, underneath, the East Busway may be extended eastward. It is important that we plan for the future, especially as one of the best ways to alleviate Parkway East congestion is to provide faster, more viable transit options.

2) The bridge must provide safe passage of pedestrians over its span. This is of crucial importance due to the high degree of pedestrian traffic — especially those physically disabled — to and from the Swissvale Busway station. Many affordable housing developments are within a half-mile of this bridge and it must improve people’s mobility — not hinder it.

3) Additionally, safe crossing of those pedestrians at the bridge’s north end is of equal importance. This is a high-traffic roadway that must accommodate those crossings. PennDOT should coordinate with the boroughs of Swissvale and Rankin on either end of the span for implementation.

4) The bridge deck must be able to accommodate the re-instatement of fixed route buses that have been detoured since the current bridge’s weight limit reduction to 6 tons. These have added over 15 minutes to the P7, P71, 59, and 71 routes and operating costs to the Port Authority.

5) The new bridge should also take a complete streets approach, providing for safe passage of bicyclists over its span. PennDOT should coordinate with the boroughs of Swissvale and Rankin on either end of the span for implementation.
6) The bridge can serve as a gateway into both Swissvale and Rankin, and design that reflects that should be explored. FHWA’s Context-Sensitive Solutions approach can be a guide for such a structure. There are two local examples of this – the Heths Run bridge replacement project in Highland Park and the Blvd of the Allies Portal Bridge, both within City of Pittsburgh.

We thank you for your consideration of our requests and encourage you to contact us if you need further clarification.

Sincerely,

[Signature]

Paul Costa
State Representative
34th Legislative District
On 2014-07-08 at 12:35:02,
The following information was submitted:
From Host: 96.235.41.74
PropAdv =
FirstName = David
LastName = Howison
AddressOne = 2526 S. Braddock Ave.
AddressTwo =
City = Pittsburgh
State = PA
Zip = 15218
submit_by = mac.howison@gmail.com
Fax =
Phone = 4123354405
ProbLoc = Allegheny
Mun = Swissvale
MPORPO =
PropTitle = Kenmawr Br ov NS
Loc = Kenmawr Bridge at S. Braddock Ave. and Kenmawr Ave. in Swissvale Borough PreWork =
RdPoorCond = RdDrainageIssue = RdShdRepairNeeded = 1 RdOther = S. Braddock Ave. to Kenmawr Ave. needs improved accommodations for bicycles and pedestrians.
BrPoorCnd = 1
BrDeckNoisy =
BrClosed =
BrWeightRestr =
BrRestrOneLane =
BrOther = S. Braddock Ave. to Kenmawr Ave. needs improved accommodations for bicycles and pedestrians.
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents = 1
CongDiffTurn =
CongPostedDetRtProb =
CongOther = Kennywood traffic on weekends makes S. Braddock Ave. to Kenmawr Ave. congested.
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther =
TransProv = None Selected
TransNoServeWhenNeed =
TransBusesOldNeedRep =
TransBusNotFuelEff =
AltOther = Kenmawr Bridge is a major connector from Swissvale and Pittsburgh's eastern neighborhoods to the Rankin Bridge and eventually the GAP biking/walking trail. The bridge, when reconstructed, must include significantly improved accommodations for bicycles and pedestrians. Please consider current best practices in bridge design that will prioritize bicycles and pedestrians at the earliest possible stage of the design process.

No virus found in this message.
Checked by AVG - www.avg.com
Version: 2014.0.4716 / Virus Database: 3986/7818 - Release Date: 07/08/14
July 18, 2014

SPC Comments
Two Chatham Center
Suite 500
112 Washington Place
Pittsburgh, PA 15219

Dear Southwestern Pennsylvania Commission,

I am writing you in support of the replacement of the Kenmawr Bridge, Project Number 27543, which is on the Draft 2015-18 SPC Transportation Improvement Plan (TIP). Nearly everyone can agree that this replacement is long overdue and we commend PennDOT for taking ownership of this project.

I hope, however, that several criteria are met when this bridge is replaced. These are key to my concerns and the success of the project at a regional scale.

1) First, and most importantly the replacement bridge must have a span long enough so that, underneath, the East Busway may be extended eastward. It is important that we plan for the future, especially as one of the best ways to alleviate Parkway East congestion is to provide faster, more viable transit options.

2) The bridge must provide safe passage of pedestrians over its span. This is of crucial importance due to the high degree of pedestrian traffic – especially those physically disabled – to and from the Swissvale Busway station. Many affordable housing developments are within a half-mile of this bridge and it must improve people’s mobility – not hinder it.

3) Additionally, safe crossing of those pedestrians at the bridge’s north end is of equal importance. This is a high-traffic roadway that must accommodate those crossings. PennDOT should coordinate with the boroughs of Swissvale and Rankin on either end of the span for implementation.

4) The bridge deck must be able to accommodate the re-instatement of fixed route buses that have been detoured since the current bridge’s weight limit reduction to 6 tons. These have added over 15 minutes to the P7, P71, 59, and 71 routes and operating costs to the Port Authority.

5) The new bridge should also take a complete streets approach, providing for safe passage of bicyclists over its span. PennDOT should coordinate with the boroughs of Swissvale and Rankin on either end of the span for implementation.

6) The bridge can serve as a gateway into both Swissvale and Rankin, and design that reflects that should be explored. FHWA’s Context-Sensitive Solutions approach can be a guide for such a structure. There are two local examples of this – the Heths Run bridge replacement project in Highland Park and the Blvd of the Allies Portal Bridge, both within City of Pittsburgh.
We thank you for your consideration of our requests and encourage you to contact us if you need further clarification.

Sincerely,

[Signature]

William Peduto
Mayor
July 18, 2014

SPC Comments
Two Chatham Center
Suite 500
112 Washington Place
Pittsburgh, PA 15219

Ref: Project #27549, Kenmawr Bridge Replacement in Rankin and Swissvale

Dear SPC Comments Staff,

I am writing you in support of the replacement of the Kenmawr Bridge, which is on the Draft 2015-18 SPC Transportation Improvement Plan (TIP). Nearly everyone can agree that this replacement is long overdue and we commend PennDOT for taking ownership of this project.

We hope, however, that several criteria are met when this bridge is replaced. These are key to our concerns and the success of the project at a regional scale.

1) The replacement bridge must have a span long enough, underneath, to allow for a future extension of the East Busway. It is important that we plan for the future, especially as one of the best ways to alleviate Parkway East congestion is to provide faster, more viable transit options. Currently, a Busway extension provides our best possible solution within the Pittsburgh’s busy eastern corridors.

2) The bridge must provide safe passage of pedestrians over its span. This is of crucial importance due to the high degree of pedestrian traffic — especially of those who are physically disabled and in LMI communities — to and from the Swissvale Busway station. Many affordable housing developments are within a half-mile of this bridge and it must improve people’s mobility — not hinder it.

3) Additionally, safe crossing of those pedestrians at the bridge’s north end is of equal importance. This is a high-traffic roadway that must accommodate those crossings. PennDOT should coordinate with the boroughs of Swissvale and Rankin on either end of the span for implementation.

4) The bridge deck must be able to accommodate the re-instatement of fixed route buses that have been detoured since the current bridge’s weight limit reduction to 6
tons. These have added over 15 minutes to the P7, P71, 59, and 71 routes and operating costs to the Port Authority.

5) The new bridge should also take a complete streets approach, providing for safe passage of bicyclists over its span. PennDOT should coordinate with the boroughs of Swissvale and Rankin on either end of the span for implementation.

6) The bridge can serve as a gateway into both Swissvale and Rankin, and design that reflects that should be explored. FHWA’s Context-Sensitive Solutions approach can be a guide for such a structure. There are two local examples of this – the Heths Run bridge replacement project in Highland Park and the Blvd of the Allies Portal Bridge, both within City of Pittsburgh.

We thank you for your consideration of our requests and encourage you to contact us if you need further clarification.

Sincerely,

Ernie Hogan
Executive Director
July 18, 2014

SPC Comments
Two Chatham Center, Suite 500
112 Washington Place
Pittsburgh, PA 15219

Ref: Comments on the 2015-18 Draft Transportation Improvement Plan (TIP) for Southwestern Pennsylvania

SPC Comments Staff;
The Pittsburgh Community Reinvestment Group, a membership-based coalition of 49 community and economic development corporations and neighborhood-based groups within southwestern Pennsylvania’s urban core — serving a regional population in excess of 500,000 — respectfully submits the following comments on the 2015-18 TIP.

PCRG and its members believe that transportation investments within our region should follow the spirit and intent of the award-winning Project Region report — meaning: investments must minimize the consumption of unpopulated land; concentrate and increase job and residential density around existing communities like our county seats, cities, and river towns; and maximizing access to all modes of transportation — particularly focusing on transit and ped/bike opportunities. To that end, our specific comments are as follow:

1) Transit funding and system capacity
   a. A close examination of the TIP shows that, while regional fund allocation between transit and highways is nearly at parity, over half of transit’s allocation is simply for operations of the existing network. Beyond that, all remaining funds are programmed for state-of-good-repair maintenance of that system. PCRG and its members cannot stress strongly enough the need to go beyond maintaining existing service to expand transit and incorporate premium transit options into this and future TIPs. Expansion of transit service is a catalyst for economic development, if planned in partnership with relevant agencies and local partners to take into account the complex relationship between land use and transportation. We applaud the fix-it-first approach made within transit, but more resources must be allocated to transit if this region is to remain competitive in the attraction or youth, talent, and investment — let alone become more competitive. Transit enhancement can be funded through sources other than those exclusively dedicated to transit, and the SPC’s Appendix 6 shows this with the inclusion of Park-and-Rides and Oakland-Downtown signal

1901 Centre Ave. • Suite 200 • Pittsburgh, PA 15219
Phone: (412) 391-6732 • Fax: (412) 391-6737 Web: www.pcrg.org
Page 1 of 4
prioritization through CMAQ funds. We hope to see more of this in the future. We must explore all sources.

b. Enhancing transit access and accessibility should be a priority of all projects listed within SPC’s Highway Program, Appendix 6. This would include, but is not limited to:

i. Signal prioritization transponders included in any intersection stoplight upgrade;

ii. Inclusion of ADA-compliant crosswalks, signalization, signage, and sidewalks along any improved roadway throughout the network.

iii. Accommodation of safe bicycle movement throughout the road network in accordance with the City of Pittsburgh’s pedestrian bike plan, Active Allegheny, and other relevant county/municipal plans throughout the SPC region. This includes markings like sharrows, bike lanes, and secure storage facilities at commuter transit location such as park-and-rides;

iv. Applying a Complete Streets approach to any roadway improvements, especially in dense population/commercial centers such as the City of Pittsburgh, Greensburg, McKeesport, Swissvale, and other walkable communities;

v. Clear, easily understandable signage throughout the road network which alerts and directs potential transit riders to park-and-ride locations and stations. This would include, as an example, signage on the Parkway West directing people to the Carnegie West Busway station.

c. We applaud the proposed investment in bus transponders and signal head upgrades for the Oakland/Downtown corridor.

d. As noted in a separate letter submitted by PCRG, the replacement of the Kenmawr Bridge on the Swissvale/Rankin line is a high priority for both those communities and future transit system expansion. This replacement must preserve transportation choice for the communities in proximity to the bridge as well as the regional traffic patterns of southeastern Allegheny County. We support its replacement in accordance with that separate letter.

2) Parkway East Corridor Mobility Study – Plan and Potential Construction

a. As a representative of community groups serving over a half-million residents within the economic core of the region, we encourage SPC and PennDOT to explore and support multi-modal transportation enhancements throughout this corridor. Mainline improvements must not come at the expense of communities within this core. As such, each improvement should be scrutinized to determine whether it supports traffic reduction and encourages mode shift to transit and pedestrian/bicycle utilization safety within these neighborhoods. Those that do not support quality of life in neighborhoods near I-376 or

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Page 2 of 4
achieve a modal shift away from the private automobile should not be supported. We urge SPC and PennDOT to support corridor enhancements that will increase transit ridership as a primary form of transportation in the I-376 corridor. This would include capital investments in premium transit enhancement and expansion into eastern Allegheny County.

3) Smart Transportation Initiative (STI) and Transportation Alternatives Program (TAP)
   a. We applaud SPC’s $3.75M allocation to this important initiative and see it as a good first step to smarter investments in projects that link sound land use policies to mobility. However, clearly, it is not enough to make systemic change. Regions that are experiencing economic success use similar competitive fund allocations to drive the development of innovative multi-modal projects. To reverse Pittsburgh’s historic silo approach to funding projects – vital if we are to succeed against the Denvors and Twin Cities of the world - we need more funding dedicated to this approach of collaborating to create sustainable, livable, communities.
   b. Further, we request that the SPC clarify the criteria for allocating both the STI and the federal TAP funds. Due to the fact that STI is new, as well as the recent changes in the TAP, individuals and organizations would benefit from a clearer understanding of the process for selecting and prioritizing projects that use these funds.

4) Complete Streets approach to all applicable projects within urban communities
   We urge PennDOT and SPC to work with the City of Pittsburgh adjacent municipalities, and their representative community and economic development groups on the implementation of the following key projects on the TIP, to ensure that a Complete Streets approach to these projects’ (re)design and (re)construction. Now is the perfect time to employ much of what we had outlined in Item 1, previous page, and these specific projects are of the greatest impact – and therefore greatest opportunity – for the residents and communities that both our members and City/municipal leaders serve. To that end, we have also shared this TIP comment with mayoral and Allegheny County Economic Development staff, as well as PCRG membership and partner/stakeholder advocacy organizations. We see this as vital – again – to ensuring Southwestern Pennsylvania’s economic viability for the coming generation. Those projects are:
   a. City-wide
      i. Bicycle wayfinding system signage: $1.03M
   b. Downtown
      i. Signal upgrade, ADA ramps: $10.4M
      ii. Smithfield Street Bridge Preservation: $11.3M
      iii. 7th & 9th St Bridges Rehab: $29.3M
c. Bloomfield Bridge reconstruction: $10.3M

d. Southside
   i. Carson St. Signal upgrades – Station Sq. to Steelers facility: $5.8M
   ii. 10th Street Bridge rehab: $22.5M

e. Strip/Polish Hill
   i. 28th Street Bridge rehab (crosses Busway) engineering ($1.27M)

f. Sq. Hill/Greenfield
   i. Greenfield Ave. Bridge replacement: $15.3M


g. Shadyside/E. Lib
   i. S. Negley Ave. Bridge (crosses Busway) engineering & ROW: $1.15M

h. Oakland
   i. Forbes Ave ped/bike signal improvements @ S. Craig, Hamburg Hall, Morewood, Beeler, Margaret Morrison (OTMA sponsor): $2.18M

i. Hill District
   i. Street Grid, Lower Hill Development: $11.8M
   ii. Reconstruction of Centre, Washington Pl, Bedford, and Crawford around Lower Hill Development: $9.7M

j. Swissvale/Rankin

We thank you for your consideration of our requests and encourage you to contact us if you need further clarification.

Sincerely,

Ernie Hogan
Executive Director
WRITTEN COMMENTS FROM DARRELL C. RAPP, SWISSVALE BOROUGH COUNCIL MEMBER, TO THE SOUTHWESTERN PENNSYLVANIA COMMISSION REGARDING THE 2015-2018 TIP

July 18, 2014

Southwestern Pennsylvania Commission
Two Chatham Center
Suite 500
112 Washington Place
Pittsburgh, PA 15219-3451
comments@spcregion.org

Dear SPC Commissioners:

There are two projects located in Swissvale on the Draft 2015-2018 TIP (Transportation Improvement Program) from the Southwestern Pennsylvania Commission (SPC). Together these represent approximately $13.5 million in investment over the coming four years. Just to give some perspective, the total annual budget for Swissvale is less than $6.5 million. The TIP projects represent an investment in our community that would not be feasible without the support of the SPC, Federal and State agencies.

As large investments in legacy infrastructure that the residents of Swissvale will live with for decades into the future, it is critical for these investments to be done in a manner that respects the lives of these residents. These projects should be something that contribute positively to the community by engaging the community in their design and implementation, including the issues that these projects should solve, as well as some of the characteristics that the final projects possess so that the residents can be proud of them in their neighborhood.

With regards to the first project, the replacement of the 100 year old Kenmawr Bridge over Norfolk Southern (project number 27543), I first want to praise PennDOT for planning ahead for the potential of a Martin Luther King, Jr. East Busway extension. Such an extension would improve transportation access to a part of the Mon Valley and Turtle Creek Valley that has suffered and continues to suffer from decades of population loss and decay. Therefore, making the Kenmawr Bridge span long enough to accommodate this extension is an important, proactive step that is to be commended.

With respect to this project, there are several modest requests that I have.

First, the bridge and related roadway changes must consider pedestrians and bicyclists as a high priority when developing the bridge design at its earliest stages. One of the reasons is that the adjacent census tracts have median household incomes that are some of the lowest in Allegheny County. Therefore, there is a dependence on transit that the busway provides to many who may not have vehicles. The current design and condition of the Kenmawr Bridge encourages pedestrians to cross S. Braddock Ave or the rail lines at unsafe locations.

Also, the Carrie Furnace brownfield site is being redeveloped by Allegheny County. It can be expected that vehicle usage will increase as the site is developed with hundreds of jobs. Increased vehicle usage should not compromise the safety of those who, in greater numbers, are deciding to commute by bicycle, or walking to the busway. Furthermore, the Kenmawr Bridge will be an important regional link to the river trails that will be accessible from the site. These trails will connect with the growing network of trails, not only up and down the Monongahela River, but also the Great Allegheny Passage.

The Kenmawr Bridge provides an almost unavoidable link to the Rankin Bridge for pedestrians, bicyclists, cars and delivery trucks. Two important economic activity centers across the river from Swissvale and Rankin are the Waterfront and Kennywood. Therefore, the new Kenmawr Bridge and
roadway changes should use Complete Streets design principles with protected, dedicated and separate bike and pedestrian lanes.

The second modest request is that, as a legacy bridge project in the City of Bridges, this new bridge should continue in the tradition in the region of bridges having some architectural and landscaping character. Examples of bridges include the Smithfield Bridge, Westinghouse Bridge, 16th Street Bridge, as well as the Panther Hollow Bridge, and many others. Distinctive landscaping at gateways to communities are common in our region and include the plantings at the Fort Pitt and Squirrel Hill Tunnels, and also at the Edgewood-Swissvale Parkway East interchange. The planning necessary to incorporate these characteristics that are important to the community must be made at the very beginning of the design process.

Since these characteristics will make a statement to the nearly 15,000 vehicles traveling through our community on a daily basis, it is the two communities that should be engaged to participate in the detailed development of these design elements.

The last modest request related to the Kenmawr Bridge is also the most fundamental. With the grading changes required to provide the rail line clearance needed for improved freight movement, there will be significant grade changes, as well as alignment changes to the bridge and approaches. The design and selection of the changes to the alignment should be done by engaging the municipalities. The potential for taking productive, taxpaying properties for right of way, should be part of the iterative and collaborative process of design where the stakeholders are involved regularly in the process, not at the end where it is much harder to incorporate suggestions from the municipalities. In addition, Swissvale’s recent Comprehensive Plan has identified the potential for new development between the Bridge and the intersection of S. Braddock Ave and Woodstock Ave. Any realignments should be made to positively affect the viability of this area of town.

The second project from the 2015-2018 TIP located in Swissvale is the Melrose Park and Ride, Project number 94883. The need for additional parking for commuters using the Martin Luther King, Jr. East Busway is strong. The current park-and-ride fills up early and spillover parking on adjacent residential streets became such a problem for residents that a parking permit program was initiated in that neighborhood of Swissvale.

However, the only nearby property on Melrose Street that is likely to be large enough to support a 105 car park-and-ride is one that is currently a car storage lot for a local towing company. This property is not vacant as noted in the Draft TIP project description. Furthermore, this property is currently taxpaying and is integral to the operation of an employer in Swissvale. To take this property would have a negative impact on the community’s tax base, while providing little if any positive benefit for the borough.

A study related to Transit Oriented Development (TOD) along the busway is currently underway. This project, the East Busway Corridor Revitalization Project, is led by the Pittsburgh Community Reinvestment Group (PCRG) and includes the CMU Remaking Cities Institute and Delta Development. The Heinz Endowments is supporting this project.

Until this study and plan development is completed, investing $1.7 million in a park-and-ride at a location that would have a negative impact on the community is premature and not wise.

If it is necessary to move forward with creating a new park-and-ride for the busway, there are two options to consider. One is to create a new busway station in Edgewood with a pedestrian access link to excess parking at the Edgewood Towne Centre. This project is already in the joint Comprehensive Plan of Edgewood, Swissvale and Rankin. Such a station would be within easy walking distance of portions of Swissvale and would benefit residents and be an additional attraction for new residents looking for housing.
Furthermore, there is excess parking adjacent to the K-Mart exceeding 200 spaces on the most recent Google Maps aerial view. An agreement with the property owner could help to support this retail site used by many in the community. Additionally, the potential for increased shopping traffic at these local businesses from commuters would benefit the local residents, creating jobs for the community and supporting the tax base.

The other option to a park-and-ride at Melrose would be to partner with Swissvale Borough and Allegheny County Economic Development to expand the municipal parking lot that is nearly adjacent to the Roslyn Street busway station and Downtown Swissvale.

In conclusion, the bottom line is that this massive investment in infrastructure in Swissvale should help to solve problems and lead to an improvement in the quality of life for residents and visitors to our community. These investments should not perpetuate existing problems, nor create new ones. The best way to accomplish this will be to engage the residents and municipalities of Swissvale and Rankin, so there is buy-in during the design process, and these communities can be proud of the newly constructed assets that are part of the 2015-2018 Draft TIP.

Sincerely,

Darrell C. Rapp, Ph.D.
Swissvale Borough Council Member
7560 Roslyn Street
Swissvale, PA 15218
412-247-7676
Rapp4Swissvale@gmail.com

cc:
Congressman Michael F. Doyle
PA Senator Jay Costa
PA Representative Paul Costa
Allegheny County Executive Rich Fitzgerald
County Council member Dr. Charles Martoni
Rankin Council President William Price
PennDOT District Executive H. Daniel Cessna
Port Authority of Allegheny County CEO Ellen M McLean
Allegheny County Economic Development Director Dennis Davin
PCRG Executive Director Ernie Hogan
Bike Pittsburgh Executive Director Scott Bricker
-----Original Message-----
From: jweat1@comcast.net [mailto:jweat1@comcast.net]
Sent: Monday, July 14, 2014 2:56 PM
To: Matt Pavlosky
Subject: SPC TIP Project Input Form

On 2014-07-14 at 14:56:14, 
The following information was submitted:
From Host: 67.163.178.9
PropAdv =
FirstName = Jeffery
LastName = Weatherby
AddressOne = 425 Washington Street
AddressTwo =
City = Leetsdale
State = PA
Zip = 15056
submit_by = jweat1@comcast.net
Fax =
Phone = 724-462-7845
ProbLoc = Allegheny
Mun = Leetsdale Borough
MPORPO =
PropTitle = Leet Street Bridge/ Oliver Bridge Loc = Leet Street PreWork =
RdPoorCond = RdDrainageIssue = RdShdRepairNeeded = RdOther = BrPoorCnd = 1
BrDeckNoisy = BrClosed = 1 BrWeightRestr = BrRestrOneLane = BrOther = Bridge was
closed by the PUC in September of 2013.
CongCongDurRushHr = 1
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb = 1
CongOther = The is a real public safety concern regarding response times. Not
having the Leet street bridge in place may effectively double the emergency
response times to Hussey Copper and the Washington Street residents. As it stands
the overpass is the only ingress and egress that is available.
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleHills =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther =
TransitProv = Port Authority of Allegheny County TransNoServeWhenNeed =
TransBusesOldNeedRep = TransBusNotFuelEff = TransMoreBusesNeeded =
TransNewOrAddRtsNeeded = TransMorePnRNeeded = TransNeedMoreSafety =
TransConcernWithParatrans = TransOther = IssueDescr = AltNoExistFac =
AltExFacNeedsRep = 1 AltNoCurbCuts = AltNoPedCrossSigOrCallButt =
AltAudPedSignsNeeded = AltCrossMarksOldOrFaded = AltNewBikeLnOrSharrNeeded =
AltExBikeLnOrSharrOldOrFaded = AltBikeLnSharrShouldBeRemoved =
AltMaintNeededForRdShldr = AltOther = When the Leet Street bridge is removed
there will no longer be any safe method to cross Route 65 and/or the railroad
tracks unless you walked approximately 0.5 miles south and crossed at the
overpass and then walked that distance back on Washington Street.
FrBrClosed = 1
FrBrWeightRestr =
FrBrWideLdRestr =
FrBrTallOverHgtRestr =
FrRdWeightRestr =
FrRdDesIssue =
FrOverUtIssue =
FrChokepoint =
FrLastMileConc =
FrOther = All traffic must use the overpass which is the only way in and out for
the businesses and residents.
ProbDescr = If there ever was any emergency that shut down the overpass there
could be over 5,000 people stranded on the river side of the railroad tracks and
the possibly that no emergency vehicles could reach the residents and/or the
Industrial Parks.
LUEDDescr = I believe that a new Leet street bridge would be a big incentive for
the future economic growth of the area.
EnvConcerns = I believe that any other alternative solution would have a greater
impact on the environment than replacing the bridge.
Comments =
-----Original Message-----
From: apcameron@comcast.net [mailto:apcameron@comcast.net]
Sent: Tuesday, July 15, 2014 2:40 PM
To: Matt Pavlosky
Subject: SPC TIP Project Input Form

On 2014-07-15 at 14:39:32,
The following information was submitted:
From Host: 173.13.39.9
PropAdv =
FirstName = Amos P.
LastName = Cameron
AddressOne = 480 Washington Street
AddressTwo =
City = Leetsdale
State = PA
Zip = 15056
submit_by = apcameron@comcast.net
Fax =
Phone = 724-624-4513
ProbLoc = Allegheny
Mun = Leetsdale
MPORPO =
PropTitle = Leet Street Bridge
Loc = Leet Street Bridge
PreWork =
RdPoorCond = 1
RdDrainageIssue = 1
RdShdRepairNeeded = 1
RdOther =
BrPoorCnd = 1
BrDeckNoisy = 1
BrClosed = 1
BrWeightRestr = 1
BrRestrOneLane =
BrOther = The Leet Street Bridge is in need of serious repair. The bridge is
currently closed due to weight restriction and needing repaired. This bridge is
also a vital part for the Emergency Management plan for the Borough. The bridge
is a secondary emergency evacuation route for the residence of Washington Street,
and the three industrial parks as well. If an emergency happen in one of the
industrial parks, or a train derails, the current overpass would be not be able
to handle the 6,000 people trying to evacuate the area. By repairing the bridge,
we now have a secondary route to rout people away from the emergency on
Washington Street, Leetsdale Industrial Park, Buncher District, and Hussy Copper.
There is no other viable option for the Public safety of the residence of
Washington Street and the employees of the three Industrial Parks.
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
-----Original Message-----
From: Monoyes@verizon.net [mailto:Monoyes@verizon.net]
Sent: Wednesday, July 16, 2014 8:45 PM
To: Matt Pavlosky
Subject: SPC Tip Project Input Form

On 2014-07-16 at 20:45:19,
The following information was submitted:
From Host: 67.209.17.188
PropAdv =
FirstName = Maureen
LastName = Noyes
AddressOne = 1459 Magee Rd
AddressTwo =
City = Sewickley
State = PA
Zip = 15143
submit_by = Monoyes@verizon.net
Fax =
Phone = 412-741-5235
ProbLoc = Allegheny
Mun = Sewickley Hills
MPORPO =
PropTitle =
Loc = Leet St Bridge / Oliver Bridge
PreWork =
RdPoorCond =
RdDrainageIssue =
RdShdRepairNeeded =
RdOther =
BrPoorCnd =
BrDeckNoisy =
BrClosed = 1
BrWeightRestr =
BrRestrOneLane =
BrOther =
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
----- Original Message ----- 
From: lfdchief@comcast.net [mailto:lfdchief@comcast.net]
Sent: Tuesday, July 15, 2014 9:59 PM
To: Matt Pavlosky
Subject: SPC TIP Project Input Form

On 2014-07-15 at 21:58:52,  
The following information was submitted:
From Host: 67.163.179.76
PropAdv = Jeffery Weatherby
FirstName = Ernest
LastName = Logan
AddressOne = 405 Washington Street
AddressTwo =
City = Leetsdale
State = PA
Zip = 15056
submit_by = lfdchief@comcast.net
Fax =
Phone = 714-333-4759
ProbLoc = Allegheny
Mun = Leetsdale Borough
MPORPO =
PropTitle = Leet Street Bridge
Loc = Leet Street Bridge
PreWork =
RdPoorCond =
RdDrainageIssue =
RdShdRepairNeeded =
RdOther =
BrPoorCnd = 1
BrDeckNoisy =
BrClosed = 1
BrWeightRestr = 1
BrRestrOneLane =
BrOther =
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther =
TransitProv = None Selected
TransNoServeWhenNeed =
TransBusesOldNeedRep =
TransBusNotFuelEff =
TransMoreBusesNeeded =
TransNewOrAddRtsNeeded =
TransMorePnRNeeded =
TransNeedMoreSafety =
TransConcernWithParaTrans =
TransOther =
IssueDescr =
AltNoExistFac =
AltExFacNeedsRep =
AltNoCurbCuts =
AltNoPedCrossSigOrCallButt =
AltAudPedSigsNeeded =
AltCrossMarksOldOrFaded =
AltNewBikeLnOrSharrNeeded =
AltExBikeLnOrSharrOldOrFaded =
AltBikeLnSharrShouldBeRemoved =
AltMaintNeededForRdShldr =
AltOther =
FBrClosed =
FBrWeightRestr =
FBrWideLdRestr =
FBrTallOverHghtRestr =
FBrRdWeightRestr =
FBrRdDesIssue =
FBrOverUtIssue =
FBrChokepoint =
FBrLastMileConc =
FBrOther =
ProbDescr = The Leet Street Bridge carries two way traffic between Beaver Street and Washington Street in the Borough of Leetsdale. This structure carries traffic over 4 lanes of SR-0065 and also 3 Norfolk Southern main line tracks. This bridge is currently weight restricted due to its declining condition. The bridge has declined to the point that it is now closed. There has been a proposal set forth by the railroad to removed their section of the bridge. This is of great concern to me for the following reasons:
1) I am the Fire Chief for the Borough of Leetsdale. Due to this bridge being closed 7 emergency responders have to take a longer route to respond to the fire station. This results in a delay in critical response time to emergencies within the Borough. This bridge closure has a direct effect on public safety for all of Leetsdale Borough.
2)This bridge is critical as an avenue of evacuation in an emergency. Leetsdale has numerous hazard materials that travel along a four lane State highway, a major railroad route, the Ohio River, and also three large industrial complexes (Hussey Copper, Leetsdale Industrial Park, and Buncher Commerce Park). Should the overpass become unusable due to a hazardous materials incident, this bridge is the only other means of escape for all residents and employees of businesses on
that side of the highway/railroad. It is a fundamental principle in public safety to have to means of escape.

3) This bridge needs to be rebuilt and reopened for car and light traffic only. Trucks should not be permitted to use this bridge. The volume of trucks into this industrialized area is tremendous. This bridge could be used as a tool to segregate truck and light vehicle traffic. This would reduce conflicts between these two different types of traffic.

LUEDDescr =
EnvConcerns =
Comments = To reiterate, the rehabilitation and reopening of this bridge is a huge public safety issue.
I would be available to discuss these concerns in person or over the phone. Please contact me with any further questions, comments, or concerns.
Thank you.
-----Original Message-----
From: Williajd@mountunion.edu [mailto:Williajd@mountunion.edu]
Sent: Wednesday, July 16, 2014 7:36 PM
To: Matt Pavlosky
Subject: SPC TIP Project Input Form

On 2014-07-16 at 19:35:54,
The following information was submitted:
From Host: 65.189.216.217
PropAdv =
FirstName = Janice
LastName = Williams
AddressOne = 12806 Williamsburg aveenu
AddressTwo =
City = Uniontown
State = Oh
Zip = 44685
submit_by = Williajd@mountunion.edu
Fax =
Phone =
ProbLoc = Allegheny
Mun =
MPORPO =
PropTitle =
Loc = Oliver bridge
PreWork =
RdPoorCond =
RdDrainageIssue =
RdShdRepairNeeded =
RdOther =
BrPoorCnd = 1
BrDeckNoisy =
BrClosed = 1
BrWeightRestr =
BrRestrOneLane =
BrOther =
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
-----Original Message-----
From: kretzler-falcons@firstenergycorp.com [mailto:kretzler-falcons@firstenergycorp.com]
Sent: Wednesday, July 16, 2014 7:20 PM
To: Matt Pavlosky
Subject: SPC TIP Project Input Form

On 2014-07-16 at 19:20:11,
The following information was submitted:
From Host: 72.65.245.34
PropAdv =
FirstName = Susan
LastName = Kretzler-Falcone
AddressOne = 11 Winding Road
AddressTwo =
City = Leetsdale
State = PA
Zip = 15856
submit_by = kretzler-falcons@firstenergycorp.com
Fax =
Phone = 412-992-8459
ProbLoc = Allegheny
Mun = Leetsdale
MPORPO =
PropTitle =
Loc = Leet Street Bridge
PreWork =
RdPoorCond =
RdDrainageIssue =
RdShdRepairNeeded =
RdOther =
BrPoorCnd =
BrDeckNoisy =
BrClosed = 1
BrWeightRestr =
BrRestrOneLane =
BrOther = Closure of the Leet Street Bridge has brought to light numerous and serious safety concerns. With this closure, if there was an emergency or needed evacuation the only way to get in or out of the area is to use the "Maruca" Overpass over Rt. 65. If something would happen to obstruct the overpass or the surrounding area, the people that live and work on the river side of Rt. 65 would be stuck. In the past, that area has flooded and the Overpass is located in the lower area which floods first, potentially leaving individuals stranded with no way out. Due to the types of businesses located in the Industrial Park that brings up other types of safety issues, such as chemical, medical, hazardous, etc.
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
Comments = Note: The Leet Street Bridge (also known as the Oliver Bridge) is part of the community and a part of the lifestyle in Leetsdale. This bridge is the second oldest thru truss bridge in Allegheny County built in 1886 and should be looked at as something of historical significance and should not be demolished or remained closed to traffic.
-----Original Message-----
From: mcgurk@leetsdaleboro.net [mailto:mcgurk@leetsdaleboro.net]
Sent: Tuesday, July 15, 2014 1:35 PM
To: Matt Pavlosky
Subject: SPC TIP Project Input Form

On 2014-07-15 at 13:34:57,
The following information was submitted:
From Host: 75.149.13.67
PropAdv =
FirstName = Joseph
LastName = McGurk
AddressOne = 724 Beaver Street
AddressTwo =
City = leetsdale
State = pa
Zip = 15056
submit_by = mcgurk@leetsdaleboro.net
Fax =
Phone = 724-624-1887
ProbLoc = Allegheny
Mun = leetsdale
MPORPO =
PropTitle =
Loc = Leet Street Bridge
PreWork =
RdPoorCond =
RdDrainageIssue =
RdShdRepairNeeded =
RdOther = Bridge has been scheduled for removal which would seriously limit ingress and egress to the neighborhood and industrial parks located on that side of the tracks.
BrPoorCnd = 1
BrDeckNoisy =
BrClosed = 1
BrWeightRestr = 1
BrRestrOneLane =
BrOther =
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther =
TransitProv = None Selected
TransNoServeWhenNeed =
TransBusesOldNeedRep =
TransBusNotFuelEff =
TransMoreBusesNeeded =
TransNewOrAddRtsNeeded =
TransMorePnRNeeded =
TransNeedMoreSafety =
TransConcernWithParatrans =
TransOther =
IssueDescr =
AltNoExistFac =
AltExFacNeedsRep =
AltNoCurbCuts =
AltNoPedCrossSigOrCallButt =
AltAudPedSigsNeeded =
AltCrossMarksOldOrFaded =
AltNewBikeLnOrSharrNeeded =
AltExBikeLnOrSharrOldOrFaded =
AltBikeLnSharrShouldBeRemoved =
AltMaintNeededForRdShldr =
AltOther =
FrBrClosed = 1
FrBrWeightRestr = 1
FrBrWideLdRestr =
FrBrTallOverHghtRestr =
FrRdWeightRestr =
FrRdDesIssue =
FrOverUtIssue =
FrChokepoint =
FrLastMileConc =
FrOther =
ProbDescr =
LUEDDescr =
EnvConcerns =
Comments =
Via First Class U. S. Mail

Mr. Jim Hassinger
President and CEO, SPC
Two Chatham Center, Suite 500
112 Washington Place
Pittsburgh, PA 15219

Dear Mr. Hassinger:

As you are well aware, Southwestern Pennsylvania has suffered greatly from insufficient infrastructure investment in recent years as a result of inadequate state funding to tackle the Commonwealth’s transportation needs. In response to this, we and our colleagues in the General Assembly passed Act 89 of 2013, which will generate the resources necessary to provide for renewed investment in transportation projects across Pennsylvania.

It is our hope that this new infusion of Commonwealth resources will provide the opportunity to take on important and overdue infrastructure projects, which the previous lack of state investment prevented from occurring. One such project is the Mt. Nebo Road improvement project, located in Ohio Township, Allegheny County. Ohio Township’s continual residential and commercial growth has resulted in a level of use that greatly exceeds the capacity and functionality of Mt. Nebo Road. Serving as an arterial roadway that navigates through the center of the Township and connects I-79 in the west with I-279 in the east, Mt. Nebo Road becomes heavily congested during peak hours. Additionally, the road is difficult to access and exit from collector roadways at any time due to poor signalization and the absence of dedicated turning lanes at its many intersections.

Ohio Township has taken the initiative to improve this state highway by completing a conceptual design, identifying construction costs, and committing significant local resources to undertake this project. It is vital that state resources be utilized to partner with Ohio Township to move this project forward and make this thoughtful investment.

As the Southwestern Pennsylvania Commission receives public comment on the draft 2015-2018 Transportation Improvement Program (TIP), we believe that it is necessary to call to your attention this essential, publicly supported project. We respectfully request that the
Southwestern Pennsylvania Commission take these considerations into account and that this project be added to the final 2015-2018 TIP.

Thank you for your consideration of our letter. Please do not hesitate to contact us with any questions or concerns.

Sincerely,

MATT SMITH
State Senator
37th Senatorial District
www.SenatorMattSmith.com

MARK MUSTIO
State Representative
44th Legislative District
www.RepMustio.com

cc: Mr. Daniel Cessna, P.E., District Executive, PennDOT Engineering District 11
Honorable Richard Fitzgerald, Chief Executive, Allegheny County
Mr. Chuck DiPietro, Transportation Planning Director
## Transportation: Public Input Form

To make it easier to provide input online, SPC has created an online form to help you with your submissions. You may use this simple but comprehensive form to tell us the issues or opportunities you see during your commute to work or school, or simply while navigating your community. If you do not have access to the internet, SPC will be glad to accept your input via fax or US mail. You may contact us at:

**SPC Comments**
Two Chatham Center, Suite 600
112 Washington Place
Pittsburgh, PA 15219

Or by fax: (412) 391-9160

Take advantage of this opportunity to tell your regional planning agency and our partners what is important to you!

<table>
<thead>
<tr>
<th>Highways and Bridges</th>
<th>Public Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Biteways and Pedestrian Facilities</td>
<td>Freight Movement</td>
</tr>
<tr>
<td>Traffic Signals</td>
<td>Planning &amp; Financing</td>
</tr>
<tr>
<td>Traffic Congestion</td>
<td>Safety</td>
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<tr>
<td>Air Quality</td>
<td>Other</td>
</tr>
</tbody>
</table>

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### Proposal Contact Information:

- **Proposal Advocate:** Avonworth School District
- **First Name:** Bradley
- **Last Name:** Waters
- **Address:** 269 Joseph Lane
- **City:** Pittsburgh
- **State:** PA
- **Zip:** 15227
- **Email:** twatrer@avonworth.k12.pa.us
- **Fax:** 412-363-8740
- **Phone:** 412-363-8738

---

### Transportation Problem Location

- **County:** Allegheny
- **Municipality:** Ohio Township
- **Proposed Title:** (if applicable):
- **Location:** (e.g., local road name, state route number, interstate number or bridge name):
  - Mt. Nebo Road

### Roadway Maintenance:
- Roadway is in poor condition: 
- Roadway has drainage issues: 
- Roadway shoulder is in need of maintenance/repair: 

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https://www.sperregion.org/trans_tip_projform.asp
Transportation: TIP: Transportation: SPC Project Submission Form (Southwestern Penns...

This road has not been milled or resurfaced but has and chipped due to funding shortfalls.

Bridge Maintenance:
- Bridge is in poor condition: □
- Bridge deck is noisy: □
- Bridge is closed: □
- Bridge is weight restricted: □
- Bridge is restricted to one lane: □

Other Bridge Concern:
N/A

Traffic/Congestion:
- There is congestion during the rush hour: □
- There is congestion during the rush hour & at other times of day: □
- There is congestion during special events: □
- Oncoming traffic makes it difficult to turn: □
- Posted detour route problem: □

Other Traffic Concern:
Heavily traveled road used as access to I 79. Backups on this road occur daily. This coupled with poor intersections and need for additional traffic lights make for a dangerous condition for school district buses.

Safety:
- Serious crashes have occurred at this location: □
- Many crashes have occurred at this location: □
- Can't see oncoming traffic when turning: □
- There are too many potholes: □
- There is a safety concern on a hill: □
- Cars go too fast around a curve: □
- Lines and other roadway markings are missing or faded: □
- Oncoming traffic makes it hard to turn: □
- Traffic signals are not working well: □
- Guide rails are missing or damaged: □

Other Safety Concern:
Due to the fact that our contracted school bus carrier has its operations located on Mt. Wobo this road is heavily traveled by the school buses with and without students. Both the intersections and the poor turning lanes make for

Bus/Transit:
The local transit service provider is: [Select One]

- There is no transit service when I need it: □
- The buses are old and need of repair: □
- The buses are not fuel efficient: □
- More buses are needed: □
- New or additional routes are needed: □
- More park and ride lots are needed: □
- Need safer transit stops/park and ride lots: □
- My concern is with para-transit service: □
On 2014-06-19 at 12:23:06,
The following information was submitted:
From Host: 198.24.127.178
PropAdv =
FirstName = Charles
LastName = Nash
AddressOne = 2556 Interlaken Ct
AddressTwo =
City = Wexford
State = PA
Zip = 15090
submit_by = cnash23853@yahoo.com
Fax =
Phone =
ProbLoc = Allegheny
Mun = Ohio Township
MPORPO =
PropTitle = Mt. Nebo Rd Roadway Improvement Project Loc = SR 4022 and SR 4049 PreWork =
Rd Poor Cond = 1 Rd Drainage Issue = 1 Rd Shd Repair Needed = 1 Rd Other = roadway was been shot and chipped due to the lack of past funding. This corridor is past due for milling and overlay.
Br Poor Cond =
Br Deck Noisy =
Br Closed =
Br Weight Restr =
Br Restr One Lane =
Br Other = No bridge impacts as part of the proposed project.
Cong Cong Dur Rush Hr =
Cong Cong Dur Rush Hr And Others = 1
Cong Cong During Events = 1
Cong Diff Turn = 1
Cong Posted Det Rt Prob =
Cong Other = Roadway is significantly over capacity. Daily backups occur through this corridor. Antiquated intersections within this corridor are unsafe and would be corrected with the proposed plan improvements. SR 4022 would be widened to provide left turns at intersections. This project provides a signalized intersection with SR 4049 (Nicholson Rd). Additionally Duff Road would be realigned resulting in a new signalized intersection with SR 4022. Roosevelt Road would be realigned resulting in a plus intersection with Highpoint Road. These re-alignments would eliminate two acute angled intersections increasing safety.
Safe Ser Crashes Occur =
Safe Many Crash Occur =
Safe Cant See Far Enough When Turn =
Safe Poles Trees =
Safe Too Many Hills =
Safe Curves Too Fast =
Safe No Visible Lines =
Safe Turn Conflicts =
Safe Signal Issues =
Safe Guide Rail Issues =
Safe Other =
TransProv = None Selected
TransNoServeWhenNeed =
TransBusesOldNeedRep =
TransBusNotFuelEff =
TransMoreBusesNeeded =
TransNewOrAddRtsNeeded =
TransMorePnRNeeded =
TransNeedMoreSafety =
TransConcernWithParatrans =
TransOther =
IssueDescr =
AltNoExistFac = 1
AltExFacNeedsRep =
AltNoCurbCuts = 1
AltNoPedCrossSigOrCallButt = 1
AltAudPedSigsNeeded =
AltCrossMarksOldOrFaded =
AltNewBikeLnOrSharrNeeded =
AltExBikeLnOrSharrOldOrFaded =
AltBikeLnSharrShouldBeRemoved =
AltMaintNeededForRdShldr =
AltOther = Project would provide ADA facilities at new signalized intersections.
FrBrClosed =
FrBrWeightRestr =
FrBrWidelRestr =
FrBrTallOverHghtRestr =
FrRdWeightRestr =
FrRdDesIssue =
FrOverUtIssue =
FrChokepoint =
FrLastMileConc =
FrOther =
ProbDescr =
LUEDDescr = This corridor is in a very desirable location connecting I-79 and SR 0279. Despite the desirable location, development of parcels along this corridor is difficult however due to access and congestion issues. Ohio Township is well aware of the problem as it is their number one complaint for their residents.
EnvConcerns = There is a spring that currently drains directly on to the shoulder of Mt. Nebo Rd near the school bus facility. This results in damage to the shoulder as well as icy conditions in the winter. The runoff from this spring would be collected safely as part of the Mount Nebo Rd Roadway Improvement project.
Comments = Please consider adding the Mt. Nebo Rd Roadway Improvements Project to the TIP. This is an excellent project providing tremendous value to the public. The Township has already taken it upon themselves to coordinate a portion of the preliminary design for this project in an effort to alleviate these issues. Field survey has been performed. Utilities have been made aware and potential relocations have been discussed. Property owners have been contacted. This level of up front effort adds to the value of this project. Thank you for your consideration.

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No virus found in this message.
Checked by AVG - www.avg.com
Version: 2014.0.4336 / Virus Database: 3972/7702 - Release Date: 06/18/14
June 25, 2014

SPC Comments  
Two Chatham Center, Suite 500  
112 Washington Place  
Pittsburgh, PA 15219

RE: traffic light and intersection enhancements, Nicholson Road/Mt. Nebo Road

To whom it may concern,

The proposed enhancements that are proposed for the intersection of Nicholson Road and Mt. Nebo road would be a tremendous improvement for the local community. In addition to the increased number of passenger and business vehicles that pass through on a daily basis, two local transportation companies utilize these roads every day.

The Avonworth School District has 60 vehicles that pass through here daily. Lenzner Coach Lines and Megabus send 65 vehicles through here on a daily basis. Currently at Lenzner/Megabus, we send our vehicles northbound to access the highway. This adds 15 miles to each vehicle but is necessary for we cannot utilize the current intersection at Nicholson and Mt. Nebo roads without increasing safety concerns.

The local community has had tremendous growth in the past few years. This intersection improvement would greatly relieve some of the pressure our local infrastructure has had to endure as we have grown.

Your support would be greatly appreciated.

Thank you,

Charlie Lenzner

President and General Manager  
Lenzner Coach Lines/Coach USA  
110 Lenzner Court  
Sewickley, PA 15143  
Direct: 412-760-0192
From: Robert W. Baum [mailto:rwbaum@wilsonbaum.com]
Sent: Thursday, July 17, 2014 4:48 PM
To: Dee Pamplin
Subject: Transportation

To All:
I am urgently requesting that a portion of the $4.7 billion transportation spending be allocated this year (2014) to the planning and start of construction of the Mon – Fayette Turnpike (Rt. 43) from Large, PA to Monroeville, PA. This road will be the number one economic generator for the entire Mon Valley without question. Everyone wants this road from citizens to local governments. It must be built now. The money is there and it is time. Do not put off another year, do your public duty you have been sworn to do.

Respectfully,

Robert W. Baum
Broker/Owner
Wilson Baum Agency
Howard Hanna Wilson Baum Real Estate
314 Long Run Road
McKeesport, PA 15132
412-751-2200 Ext. 113 Office
412-848-8119 Cell
412-751-2207 Fax
rwbaum@wilsonbaum.com
www.howardhannawilsonbaum.com
From: alantomsloboda@aol.com [mailto:alantomsloboda@aol.com]
Sent: Thursday, July 17, 2014 7:59 PM
To: Dee Pamplin
Subject: SPC COMMENTS

Please include the completion of the Mon-Fayette Expressway in the TIP.

Why does the valley have to continue suffering and lagging economic development? This highway should have been built in the 1950's. After contributing significantly to WW II and the Korean War efforts why do the politicians continue to condemn the Mon-Valley to to a second rate condition, no viable transportation.

Please contribute to improving the Valley. Add the Mon-Fayette Expressway to the TIP.

Alan Sloboda
427 W Spring Grove Blvd
Belle Vernon, PA 15012
Mr. DiPietro,

The Mon/Fayette PA Route 51 to I-376 project is too often viewed as an all or nothing venture. In consideration of funding limitations, it does not make sense to think of the Y shaped project as a three legged stool in need of all three legs to stand. Setting aside the proposed northwestern leg in order to focus on the less expensive construction of the southern leg running from Jefferson Hills to Duquesne and the northeastern leg that would connect the Mon valley with the 376 via Turtle Creek and Monroeville poses real advantages. The construction of just the southern and northeastern legs could serve as a relatively low cost demonstration project which would confirm the benefits of constructing a high capacity, high speed, safe, less expensive (per mile of travel) and much more energy efficient option for vehicles traveling through the Mon Valley.

Historically, the construction of expressway systems has integrated local economies into the national economy by cutting the travel costs and travel time between businesses and potential customers. The Mon/Fayette demonstration project would expand the economic potential for all business sectors in the Mon Valley. It would enable industries to get products to markets faster and at less expense. The demonstration project would also exponentially increase the customer bases of retailers and local attractions such as Kennywood.

Studies have shown that enhanced ease of travel via close proximity to an expressway has proven to be especially beneficial to rural communities that are near metro areas. Goods and services become more competitively prices because customers have access to more choices. With increased access to a wider variety of jobs employers would be compelled to pay more competitive wages to retain employees.

In closing, if we need to get beyond thinking of the Mon/Fayette PA Route 51 to I-376 project as a overly ambitious, prohibitively expensive, abstract venture. We will be far better off if we focus our efforts on achieving a Mon/Fayette demonstration project with interchanges in West Mifflin and Duquesne that would have a tremendously positive impact on the economic well being of the Mon Valley.

Sincerely,

Bob Macey, Councilman
Allegheny County Council
District 9 Representative
July 17, 2014

SPC Comments  
Two Chatham Center, Suite 500  
112 Washington Place  
Pittsburgh, PA 15219  
comments@spcregion.org  
mpavlosky@spcregion.org

Dr. James Hassinger:  

On behalf of the Board of Directors of the Mon Yough Area Chamber of Commerce we are asking for your help to ensure that our state legislators and the PA Secretary of Transportation clearly understand how important the Mon/Fayette Expressway would be for economic development in the Mon Valley. Our focus is on advancement of the section of expressway from PA Route 51 in Large to I-376 in the Monroeville area.

State transportation legislation signed into law last year provides funding to improve roads and bridges as well as providing the potential to advance the Mon/Fayette Expressway project. The economic revitalization of the Mon Valley is directly tied to advancement of this expressway.

It is estimated that the Mon/Fayette Expressway project would vastly improve access essential for the redevelopment of nearly 1,000 acres of major brownfield sites as well as providing improved market access for the estimated 1,500 firms in the corridor.

Please place these comments on the record for consideration in the Transportation Improvement Program process.

Sincerely,

Maury H. Burgwin  
Maury Burgwin, President  
Mon Yough Area Chamber of Commerce
Dear Gentle people:

Our company and the people in the area employe in our business strongly support the building of the Mon Fayette Expressway. Historically, the construction of expressway systems has integrated local economies into the national economy by cutting the travel costs and travel time between businesses and potential customers. The Mon/Fayette demonstration project would expand the economic potential for all business sectors in the Mon Valley. It would enable industries to get products to markets faster and at less expense. The demonstration project would also exponentially increase the customer bases of retailers and local attractions such as Kennywood.

Dorothy's Candies and other busineesses in White Oak and Monroevill would also thrive. We will be far better off if we focus our efforts on achieving a Mon/Fayette demonstration project with interchanges in West Mifflin and Duquesne that would have a tremendously positive impact on the economic well being of the Mon Valley.

While transportation funds have gone in the past decades to sectors to the north and south of the city of Pittsburgh, the east suburbs languish largely do to a lack of infrastructure to serve these communities. We urge you to consider finishing at least the sector suggested by Bob Macey for now -- ultimately the City of Pittsburgh does need completion of the project -- for the long term growth and safety of the City.

Marti Gastel

Marti Gastel, Owner
Dorothy's Candies
1228 Long Run Road (Route 48)
White Oak, PA 15131
Dee Pamlin
Administrative Assistant
Southwestern Pennsylvania Commission/Corporation Two Chatham Center - Suite 500
112 Washington Place
Pittsburgh, PA 15219-3451
(P) 412.391.5590 x301
(F) 412.391.9160
www.spcregion.org

-----Original Message-----
From: Jerry Bunda [mailto:jbunda@imperialalland.com]
Sent: Wednesday, July 09, 2014 9:29 AM
To: Dee Pamlin
Cc: Chuck DiPietro
Subject: TIP approval hearing - July 14, 2014 - Support for passage

SPC Members:

I would like to urge the Members of the SPC to adopt the proposed TIP at its July 14th meeting with the inclusion of the Route 22 to Route 79 portion of the Southern Beltway being constructed by the Pennsylvania Turnpike Commission.

Combined with the Findlay Connector project, this portion of the Beltway will create an "Energy Corridor" between the existing Southpointe development and the proposed Cracker Plant in Beaver County. Of equal importance would be the creation of a by-pass of the Parkway West. Anyone who drive the Parkway West, in any direction, knows that the highway is a constant traffic jam. A great deal of the traffic on the roadway originates from the south. The Beltway will provide an alternate route to the Airport area.

It is my hope that the SPC members will include the Southern Beltway in its TIP and approve the same at its earliest opportunity.

Thank you for your consideration.

Jerry Bunda
President
Imperial Land Corporation
1009 Beaver Grade Road, Suite 210
Moon Township, PA 15108
Office: (412) 424-0494
Fax: (412) 424-0499
jbunda@imperialalland.com
www.imperialalland.com
From: Tony Cisco [mailto:tcisco1987.tc@gmail.com]
Sent: Friday, July 11, 2014 10:46 AM
To: Dee Pamplin
Subject: Weight Limit

The weight limit on the Smithfield St Bridge should be raised so that the Port Authority can use their articulated buses back and forth across them.

Thanks, hope to see this change soon!
Via First Class U. S. Mail

Mr. Jim Hassinger  
President and CEO, SPC  
Two Chatham Center, Suite 500  
112 Washington Place  
Pittsburgh, PA 15219

Dear Mr. Hassinger:

We are writing to express our support for the proposed upgrades listed in the 2015-2018 draft Transportation Improvement Program (TIP) for the SR 3044 (Castle Shannon Blvd.) pavement reconstruction project in the Municipality of Mt. Lebanon, Allegheny County. We have the privilege to represent Mt. Lebanon in the General Assembly and have worked in a cooperative fashion in order to see this project come to fruition. This April, we arranged a meeting between the Pennsylvania Department of Transportation (PennDOT) and Mt. Lebanon to discuss the high volume of complaints our respective offices receive from those who live on and travel on Castle Shannon Blvd. The project proposed by PennDOT will address these complaints and is highly desired by the community.

The existing pavement of Castle Shannon Blvd. is a brick wearing surface that is in very poor condition and uneven. Earlier this year, PennDOT completed pavement cores of the roadway and found the concrete base and brick material in good condition. Unfortunately, the quantity of the sand bedding between these layers varied greatly. PennDOT concluded that the unevenness of the roadway results from storm water infiltrating between the brick and removing sand in some areas only to deposit larger amounts in other areas. To ameliorate this issue, PennDOT will remove the brick wearing surface, evaluate and repair the concrete base, and place three new layers of Superpave course materials designed to the specifications needed for Castle Shannon Blvd. This betterment project also includes the update of over 60 curb ramps at 30 local street crossings. Mt. Lebanon views this project as a priority and has agreed to pay for the upgrade of the local curb ramps. Finally, the project will add new drainage inlets and upgrade current drainage inlets to ensure that the improvements to the roadway are sustained.
As the Southwestern Pennsylvania Commission receives public comment on the draft 2015-2018 Transportation Improvement Program (TIP), we respectfully request that the Commission take these considerations into account and that this project be retained in the final version of the final 2015-2018 TIP.

Thank you for your consideration of our letter. Please do not hesitate to contact us with any questions or concerns.

Sincerely,

MATT SMITH
State Senator
37th Senatorial District
www.SenatorMattSmith.com

DAN MILLER
State Representative
42nd Legislative District
www.pahouse.com/miller

cc: Mr. Daniel Cessna, P.E., District Executive, PennDOT Engineering District 11
Mr. Chuck DiPietro, Transportation Planning Director
Via First Class U. S. Mail

Mr. Jim Hassinger
President and CEO, SPC
Two Chatham Center, Suite 500
112 Washington Place
Pittsburgh, PA 15219

Dear Mr. Hassinger:

We are writing to express our support for the proposed upgrades listed in the 2015-2018 Transportation Improvement Program (TIP) for the Thorn Run Road Interchange in Moon Township, Allegheny County. We have the privilege to represent Moon Township the General Assembly and have worked in a bipartisan bicameral fashion in order to see this project come to fruition. This January we were honored to accompany Secretary Barry Schoch of the Pennsylvania Department of Transportation on a tour of our respective Districts to highlight the need for transportation investment in the Pittsburgh International Airport Corridor. Secretary Schoch commended the project’s sponsor, the Moon Transportation Association, on their ability to secure funding from local and federal sources and committed Commonwealth’s resources in order to complete this critical project.

Currently, the Thorn Run Road Interchange is functioning with stop sign controls, making traffic movements both unpredictable and dangerous. Planned improvements include the installation of four signaled intersections and the relocation of the northbound off-ramp at Business Loop Interstate 376 and Thorn Run Road. The proposed interchange improvements will support 321,600 square feet of new office flex space in the Pittsburgh International Business Park. We have been informed that the completed development is estimated to generate 966 direct jobs and 1,901 indirect and induced jobs.

The Thorn Run Interchange project will also provide critical access to the future site of the DeCA Commissary and Post Exchange. Adjacent to the McGarity US Army Reserve Center, these facilities will be visited by 170,000 retired and active military personnel and their families each year. This increased traffic will create additional stress on and already failing and unsafe interchange.
Recently, the Pittsburgh Airport Corridor has seen substantial growth and expansion from the various energy related businesses racing to locate within the area. As one of the highest priority economic development areas in Allegheny County, improvements to the interchange are critical for the continuation of the economic well-being, safety, and environmental sustainability of the emerging region.

As the Southwestern Pennsylvania Commission receives public comment on the draft 2015-2018 Transportation Improvement Program (TIP), we respectfully request that the Commission take these considerations into account and that this project be added to the final 2015-2018 TIP.

Thank you for your consideration of our letter. Please do not hesitate to contact us with any questions or concerns.

Sincerely,

MATT SMITH  
State Senator  
37th Senatorial District  
www.SenatorMattSmith.com

MARK MUSTIO  
State Representative  
44th Legislative District  
www.RepMustio.com

cc: Mr. Daniel Cessna, P.E., District Executive, PennDOT Engineering District 11  
Honorable Richard Fitzgerald, Chief Executive, Allegheny County  
Mr. Chuck DiPietro, Transportation Planning Director
James Love  
3 Sheldon Park Apt. F  
Natrona Heights PA 15065  
(412) 969-8274  
Trailuser15065tranistuser@gmail.com  
July 14, 2014

To whom it may concern,

As in the past I have stated that New Castle Transit, Beaver County Transit, Mid Mon. Valley Transit, Washington Transit, Fayette Cordinated Transit need to end Pittsburgh trips and use money properly to create new passenger base and new ridership at the County lines. Also each passenger in those systems need to pay for each transit system they use in each County they ride in. In the case of BCTA Route 1 & 3 passengers need to start and end trips at Ambridge Park N Ride onto PAT 14 Ohio Valley. BCTA Route 4 needs to start and end route at Pittsburgh International Airport onto PAT 28X. BCTA needs to connect to New Castle Transit closer to Elwood City PA. Fayette Cordinated needs to serve a connection to Belle Vernon Wal Mart with connection to Mid Mon Valley Route, after that they need to operate to serve West Newton PA then serve Rostraver Airport then lend South PA 51 to left South PA 48 to end and start at McKeesPort Transit Center with connections to PAT P7,61C, 55,59 and 60. Mid Mon. Valley needs to end Pittsburgh Commuters to create a start end at T Blue Library line with a new route to start/end at Washington PA from Charlori PA. Washington. Washington Transit Pittsburgh Passengers could use PAT Red Line/Blue Line T at South Hills Village or 36 Banksville which its current route overlaps. Mid Mon. Valley Commuter A needs to end at Library onto Library T Line and Cal. U. but needs to end start at Large Park N Ride onto Y 46/Y1. Also by ending Washington Transit Pittsburgh buses they could help create fixed routes in Greene County to link Wheeling WV and Stubenville Ohio with BCTA. FACT could serve Ohiopyle and Confluence PA. Jerry from Towne & County wants to create a commuter to Pittsburgh from Ford City and Karen from Butler Transit would like to create a line from Butler PA to link to New Castle Transit to Pittsburgh. The problems right now is that New Castle Transit and Butler Transit don’t serve Slippery Rock from Butler over to Grove City and Mercer County don’t have fixed routes. EMTA from Erie with CATA in Crawford don’t connect to anything. Venango Bus same thing. Greyhound has been bleeding lower ridership over the years and Fullington Trailways/Auto Bus has ended service over 10 years ago from DuBois PA to Erie PA,, same with Grove City Coach lines and Lincoln Coach now Myers Trail ways. This mean no areas in these areas has service except for ATA that handles a 5 County Area from Olean NY Brockway on down to Altoona PA. Westmoreland Transit is a huge problem with ignorant workers who hang up on would be riders who wants to better mass transit for everyone. WCTA needs to end Pittsburgh Commuters and use money to create new route from CCAC Boyce over US 22 to Wal Mart in Blairsville to link Indigo so they can link to ATA up to CATA Centre County in State College over to a connection to Blair AMTRAN to link to Cambria City and Rural Division routes. Somerset County Commissioners state that some refuse to back mass transit which we all know. However consider the loss to PAT’s fares with the trips that WCTA, FACT, MMVTA, Washington Transit, NCTA are doing to PAT by the following by running trips to and from Pittsburgh crossing county lines wasteing fuel money wear and tear on vehicles and mileage. For each passenger using the above systems and routes PAT is loosing $3.75 each way per passenger for a daily per passenger loss of $7.50 times that by a seated WCTA 46 passenger bus times that by 25 trips a day times 5 days times 4 weeks times 12 months. Not including 4, 4S and 141. Then add in the same with BCTA MMVTA, FACT Washington Transit. Tonight after TIP meeting do to Harmar Garage being shut down by Dan Onoraldo and Steve Bland and past PAT Board I will leave Pittsburgh at about 8:20PM won’t get to Tarentum at Rite Aid until 9:33PM and have to walk 2.7 miles by walking a 1 1/2 walk do to 5 Natrona being taken from us a few years back. To walk to Harrison Mall to a Wal Mart it takes over 174 minutes. This don’t include the time to walk from
Springdale or Cheswick to Wal Mart and Sam's and Pittsburgh Mills, which is in Allegheny County PA. Yet WCTA is allowed to cross the Allegheny River with 4 trips a day from Pittsburgh Mills at Door 2 of JC Penny's to and from New Kensington PA in Westmoreland County. PAT refuses to type these 4 trips on time tables for 1/P10,78/P78,91,71B. Do to this on July I counted approx. 10 passengers on last 3 trips for the day on July 11,2014. When I call WCTA woman this morning rudely hung up on me and stated that WCTA has no connection to PAT routes. Yet 14J Pittsburgh Mills needs to be kept on running until SPC TIP and others can better serve regional areas. There needs to be a WCTA 14J connection on old Freeport Road at Bailly Run Road and Crawford Run Road closer to Sheetz for 1 Freeport Riders and P10 Allegheny Valley passengers of PAT. From Harrison VFD there is no service to Sheets in Butler on PA 356 in Butler PA to where WCTA 15 Vandergrift Picks up coming from Avonmore and same from Ford City PA. Other areas like Oakdale McDonald, Churchview, Spencer, parts of West Mifflin PA and McKeesport has been denied transit when Dan and Steve cut routes. From what I have heard BCTA, FACT, NCTA, WCTA, PAT, MMVTA and Washington Transit are getting kickbacks for allowing outlined routes to be allowed to enter Allegheny County and Pittsburgh. It don’t matter if systems are being allowed to pick up or drop off in Allegheny County or other county’s or not. Issues stand that a lot of us are denied services partly do to these services being allowed to overlap PAT Routes and others. PAT has also fired operators for abusing family leave act. I know one operator who is fired and is one of PAT’s best operators. He was fired because he was not allowed to be home with his child. PAT has a way of messing routes up to where they have been money makers and were set up to fail. Pittsburgh Yellow Cab is paying PUC to stop Uber from operating, yet Pittsburgh Yellow Cab is doing cab trips for CSX and Norfolk Southern from Allegheny County to Ohio Towns, WV towns including Cumberland MD in Allegany MD, also Connellsville PA, Somerset PA, Conway PA and many more. Pittsburgh Yellow Cab has even a est. mile fare chart for these trips by yellow cab and I am working on getting a copy of these sheets. Also Pittsburgh Yellow Cab refuse to serve Harrison and Tarentum areas. I will be making trips to PUC Penn DOT and Harrisburg Legislators office in August and Sept. to make certain changes are made to better these services state wide. Going back to transit systems, I love to study mass transit railroad and canal history and I use rails to trails. As the trails slowly are expanded across USA I find it a dis honor to those who wish to mark the trails on the time tables or maps. Riders would use buses if bike racks were put on buses. In Pittsburgh PA area please look up Great Allegheny Passage, Chesapeake & Ohio Canal, Bike to Pike Trail, Coal & Coke Trail, Panhandle Trail, Montour Trail, 5 Star Trail, Pittsburgh to Erie Trail, Butler Freeport Trail, Pittsburgh to Harrisburg Trail www.transalleghenytrails.com. I am very educated in transportation yet was let go by PAT for speaking out facts to media on how job temps were used when Steve Bland and Dan Onoraldo threatened and closed Harmar Garage and took routes from us who so badly needed them. A lot of us passengers can't get out to where we must go or would like to go because of these cuts in past. They even threatened to close Ross and Collar Garages and make massive cuts worse than we have now. We are now being told we must wait 2-3 years before any routes are reinstated.

Thank you.

James D. Love

PS. You may call me anytime day or night to talk to me and meet with me in person.
Armstrong County
WRITTEN COMMENT FORM
(Please Print Clearly)

Please use this form to submit your written comments on these draft documents:
- Proposed Amendment to the 2013-2016 Transportation Improvement Program

Comments: The Stitts Run Road (SR 2058) bridge, near the end of Garvers Ferry Road, has been closed since 1972 when Hurricane Agnes washed it away. The other two bridges on Stitts Run Road have been replaced; however, nothing has been done with this one. Is it ever going to be on the TIP program; will it ever be rebuilt? At one time this was a well traveled road. Since the bridge has been closed, it has caused a lot of problems, especially for emergency responders.

(Please use reverse for additional space)

Optional Information

Name: Paul R. Duriancik
Organization: Parks Township
County of Residence: Armstrong
Address: 26 Jackson Street, Vandergrift PA 15690
Email: parkstwp@kiski.net

Thank You! Please feel free to take this form with you and send it back to us when you have a minute.
By Mail: SPC Comments
Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219-3451
By Fax: 412-391-9160 or By Email: comments@spcregion.org
All comments must be received by 4:00 p.m. on September 11, 2013.
Beaver County
Dear Commission:
Brighton Township continues to support the inclusion of bicycle lanes on State Roads that may be scheduled for capital maintenance. Brighton Township previously completed a Bicycle/Pedestrian Network Feasibility Study that was funded by the Beaver County Community Development Office. A copy of the study was filed with Penn DOT at its completion. The Study identified, among other roads, Dutch Ridge Road and Tuscarawas Road as candidates for bicycle lanes.
Sincerely,
Bryan K. Dehart, Township Manager
Brighton Township
1300 Brighton Road
Beaver, PA 15009
July 2, 2014

Southwest Planning Commission
Att.: Matt Pavlosky
425 Sixth Avenue, Suite 2500
Pittsburgh PA 15219-1852

Dear Matt:

I am sorry that our Township will not be represented at the Beaver County Public Participation meeting on July 8th, but we wanted to go on record with the following comment:

_The Greene Township Board of Supervisors is greatly appreciative to learn that the Route 30 Relocation Project in Greene Township, which has been on the TIP, is finally coming to fruition. Bob Slagel, Project Manager at PennDOT, has confirmed that the project has finally been re-opened and is set for a bid opening of July 28, 2016. We have been very vocal in our insistence that this project is imperative for the safety of the motorists coming and going through the tri-state corridor, between Ohio and Pittsburgh. The success of finally getting the project off the ground may not have been a result of our persistence, but it most surely was due to being placed on the TIP many years ago. We’d like to express our appreciation for anyone having a hand in preparing and executing the TIP._

Thanks for accepting the Board’s comments. Again—I’m sorry I will not be in attendance.

Sincerely,

Sandra J. Wright
-----Original Message-----
From: manager@hopewelltwp.com [mailto:manager@hopewelltwp.com]
Sent: Tuesday, June 24, 2014 2:21 PM
To: Matt Pavlosky
Subject: SPC TIP Project Input Form

On 2014-06-24 at 14:20:43,
The following information was submitted:
From Host: 98.219.216.84
PropAdv = Hopewell Township
FirstName = Norm
LastName = Kraus
AddressOne = 1700 Clark Blvd.
AddressTwo =
City = Aliquippa
State = PA
Zip = 15001
submit_by = manager@hopewelltwp.com
Fax =
Phone = 724-378-1460 ext. 105
ProbLoc = Beaver
Mun = Hopewell Township
MPORPO =
PropTitle = Hopewell Business Park
Loc = SR. 151 and Gringo Clinton Road
PreWork =
RdPoorCond =
RdDrainageIssue =
RdShdRepairNeeded =
RdOther =
BrPoorCnd =
BrDeckNoisy =
BrClosed =
BrWeightRestr =
BrRestrOneLane =
BrOther =
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther = We have multiple developers that purchased a significant amount of acreage in and around the Hopewell Township Business Park that they plan to develop in the near future. Improvements to the SR. 151 and Gringo Clinton Road may be required to accommodate development.
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
Mr. James Hassinger, Executive Director
Southwestern Pennsylvania Commission
Two Chatham Center, Suite 500
112 Washington Place
Pittsburgh, PA 15219
E-Mail/US Mail

RE: Henry Mancini Bridge, Aliquippa, PA/ TIP Public Comment

Dear Mr. Hassinger,

I am writing to provide public comment on the need to support for inclusion on the Transportation Improvement Program (TIP) for the renovation and preservation of the Henry Mancini Bridge located in Aliquippa, Beaver County.

The city owned bridge is the only access across the CSX railroad tracks available for ingress and egress to the West Aliquippa section of the city. This bridge is vital for not only residents; but also businesses located in the waterfront industrial corridor. The bridge also serves the Aliquippa Water Authority and as the only access to the Beaver County Jail.

The City of Aliquippa is listed as distressed under the Financially Distressed Municipalities Act also knows as Act 47 status with the Commonwealth, therefore funding from them is limited. An effort in the past for repairs included support from the business community, the county and PennDOT, but obviously with the scope of work needed a larger dollar amount is necessary.

The requested funding would provide for the repair and preservation of the bridge and increase its life span as currently the expansion dams are leaking onto the piers; causing deterioration.

In consultation with PennDOT District 11 staff they fully support advancing this bridge preservation project as soon as is practical and funding is made available.

"SERVING ALLEGHENY & BEAVER COUNTIES"
As this bridge directly affects my legislative district, the residents of West Aliquippa and the
economic vitality of that section of the city and county, I wholeheartedly support efforts for the
inclusion on the TIP for the renovation of this vital infrastructure.

If I may speak further to my support of this project please do not hesitate to contact me.

Thank you.

Sincerely,

[Signature]
ROBERT F. MATZ
STATE REPRESENTATIVE

RFM/mjr

cc: Hon. Steve Craig, Chair, Southwestern Pennsylvania Commission
    Hon. Joe Spanik, Beaver County Board of Commissioners/SPC Representative
    Hon. Tony Amadio, Chairman Beaver County Board of Commissioners
    Hon. Dennis Nichols, Beaver County Commissioner
    Hon. Tim Solobay, State Senator
    Hon. Elder Vogel Jr., State Senator
    Hon. Jim Christiana, State Representative
    Hon. Dwan Walker, Mayor City of Aliquippa
Southwestern Pennsylvania Commission
Two Chatham Center, Suite 500
112 Washington Place
Pittsburgh, PA 15219

To the Southwestern Pennsylvania Commission:

I am writing in support of the West Aliquippa Bridge, also known as the Henry Mancini Bridge, in Aliquippa as a project to be included in the 2015-18 Transportation Improvement Program (TIP).

City of Aliquippa officials have contacted me to request assistance with this pressing transportation safety problem. The condition of West Aliquippa Bridge has deteriorated in recent years. Water leaking through the bridge’s expansion dam has caused serious damage to the support structure. Short-term repairs would address the immediate problem and keep the bridge safe while a permanent bridge preservation project is planned.

The bridge is vital to West Aliquippa residents and the community’s waterfront industrial corridor, which includes the Beaver County Jail, Precision Kidd Steel Company, and Aliquippa Water Authority. It needs a general preservation project, estimated to cost $3.5 million, in order to extend its life for the long term.

I strongly support design and construction funding, in addition to preliminary engineering money, for the West Aliquippa Bridge project in the TIP. Thanks very much for your assistance.

Sincerely,

Timothy J. Solobay
State Senator

TJS:lp
Cc: Dan Cessna
Butler County
WRITTEN COMMENT FORM
(Please Print Clearly)

Please use this form to submit your written comments on these draft documents:

- Proposed Amendment to the 2015-2018 Transportation Improvement Program

Comments:

Please continue improvements at Cat's Corner (#13). The proposed improvement will create a safer intersection as well as keep the traffic moving. Environmental impact will also be improved.

Thank you.

(Please use reverse for additional space)

Optional Information

Name: MARY ZACHER

Organization: RESIDENT OF CLINTON TWP.
County of Residence: BUTLER

Address: 373 DEER CREEK RD. SAXONBURG, PA 16056

Email: LMPZ@ZOOMINTERNET.NET

Thank You! Please Feel free to take this form with you and send it back to us when you have a minute.

By Mail: SPC TIP Comments
Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219-3451
By Fax: 412-391-9160 or By Email: comments@spcregion.org
All comments must be received by 4:00 p.m. on September 11, 2013.
July 16, 2014

Mr. James Hassinger  
President and CEO  
Southwestern Pennsylvania Commission  
Two Chatham Center – Suite 500  
112 Washington Place  
Pittsburgh, PA 15219-3451

Dear Mr. Hassinger:

Please accept this letter as my written testimony in support of the following list of transportation projects in the 12th Legislative District. I believe that all of these projects are essential to ultimately reduce traffic congestion, increase safety, and continue economic development in Butler County.

1. **Freedom Road Turnpike Bridge/Freedom Road Improvement**

   Freedom Road is a critical portion of infrastructure located in a major east-west corridor in Butler County. This improvement project includes the replacement and widening of the existing structure carrying SR 3020 (Freedom Road) over I-76 (PA Turnpike), as well as the rest of the corridor in Cranberry Township. This would help to alleviate traffic congestion and other highway safety concerns along this heavily traveled roadway.

2. **State Route 228 Improvement Project**

   It is important that progress on the entire SR 228 corridor from Route 19 in Cranberry Township to Route 8 in Middlesex Township remains steady and constant, so as to improve the overall quality of mobility along this heavily traveled corridor. As more and more economic development and population growth occurs in southern Butler County, traffic congestion continues to remain a concern. As I support improvements to the entire SR 228 corridor, PennDOT has divided it into the below smaller projects, of which I support them all as components of the whole project.

   - Mars Rail Road Bridge West Expansion
   - Pittsburgh Street Intersection Improvements in Adams Township
   - Three Degree Intersection Improvements in Adams Township
   - Balls Bend Safety Improvement in Middlesex Township
3. Cox's Corner Intersection

The SR 228/SR2005 intersection is important to Clinton Township and the surrounding community, as it would improve operation and site distance of the intersection. The improvement project would reconfigure the existing intersection, which would include excavation, sub-base, drainage and pavement markings.

4. Miscellaneous Projects

- SR 3015 Group Culvert Project – Watters and Washington Street Culverts in Forward Township and Evans City Borough
- P3 (Public-Private Partnership) Rapid Bridge Development Projects:
  - Clinton Township – Saxonburg Blvd. Bridge over Bull Creek
  - Middlesex Township – Cruikshank Road Bridge over Glade Run
  - Brownsdale Road Bridge – SR 3010, Segment 60

I appreciate the opportunity to express my support for the essential projects I mentioned here today on behalf of my constituents. Please do not hesitate to contact my office if I can be of any assistance to the Southwestern Pennsylvania Commission or the Pennsylvania Department of Transportation regarding the development or implementation of these important transportation projects.

Serving the 12th District,

Daryl D. Metcalfe
State Representative
House State Government Committee Majority Chairman

DDM:cjs
Cc: Chuck DiPietro, Transportation Planning Director
    Matthew Pavlosky, Transportation Planner/Public Participation
On 2014-06-27 at 08:01:01,
The following information was submitted:
From Host: 67.20.254.113
PropAdv =
FirstName = William
LastName = Duncan
AddressOne = 481 deer creek
AddressTwo =
City = saxonburg
State = pa
Zip = 16056
submit_by = wcduncan@consolidated.net
Fax =
Phone = 7243524515
ProbLoc = Butler
Mun = Adams
MPORPO =
PropTitle = rt 228 widening
Loc = 228 and myoma road
PreWork =
RdPoorCond =
RdDrainageIssue =
RdShdRepairNeeded =
RdOther = This road need widened to 4 lanes,you spent a lot of time several years ago on this project and nothing happened, it is the faster growing community in the US and the congestion is terrible, Widen 228 to 4 lanes from Franklin road to Mars. This is a Safety Issue as the road is at a stand still from 3 to 7 every evening BrPoorCnd = BrDeckNoisy = BrClosed = BrWeightRestr = BrRestrOneLane = BrOther = CongCongDurRushHr = 1 CongCongDurRushHrAndOthers = 1 CongCongDuringEvents = CongDiffTurn = 1 CongPostedDetRtProb = CongOther = This road need widened to 4 lanes,you spent a lot of time several years ago on this project and nothing happened, it is the faster growing community in the US and the congestion is terrible, Widen 228 to 4 lanes from Franklin road to Mars. This is a Safety Issue as the road is at a stand still from 3 to 7 every evening SafeSerCrashesOccur = 1 SafeManyCrashOccur = SafeCantSeeFarEnoughWhenTurn = SafePolesTrees = SafeTooManyHills = SafeCurvesTooFast = SafeNoVisibleLines = SafeTurnConflicts = SafeSignalIssues = SafeGuideRailIssues = SafeOther = TransitProv = None Selected TransNoServeWhenNeed = TransBusesOldNeedRep = TransBusNotFuelEff = TransMoreBusesNeeded = TransNewOrAddRtsNeeded = TransMorePnRNeeded = TransNeedMoreSafety = TransConcernWithParatrans = TransOther = IssueDescr = AltNoExistFac = AltExFacNeedsRep = AltNoCurbCuts = AltNoPedCrossSigOrCallButt = AltAudPedSigsNeeded = AltCrossMarksOldOrFaded = AltNewBikeLnOrSharrNeeded = AltExBikeLnOrSharrOldOrFaded = AltBikeLnSharrShouldBeRemoved = AltMaintNeededForRdShldr = AltOther = FrBrClosed = FrBrWeightRestr = FrBrWideLdRestr = FrBrTallOverHghtRestr = FrRdWeightRestr = FrRdDesIssue = FrOverUtIssue = FrChokepoint = FrLastMileConc = FrOther = ProbDescr = LUEDDescr = EnvConcerns = Comments =

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No virus found in this message.
Checked by AVG - www.avg.com
Version: 2014.0.4592 / Virus Database: 3986/7778 - Release Date: 07/01/14
WRITTEN COMMENT FORM
(Please Print Clearly)

Please use this form to submit your written comments on these draft documents:
- Proposed Amendment to the 2015-2018 Transportation Improvement Program

Comments:

Route 68 improvements / Route 528. Stressed for a number of years, this corridor's roadway is deteriorating considerably. Concerns about housing stock value. Concerns about meeting future needs of gas industry. Commenting a study for review of corridor.

(Please use reverse for additional space)

Optional Information

Name: Tom Lavorini

Organization: Butler Inc. County of Residence: Butler County

Address: 

Email: TomLavorini@gmail.com

Thank You! Please feel free to take this form with you and send it back to us when you have a minute.

By Mail: SPC TIP Comments
Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219-3451
By Fax: 412-391-9160 or By Email: comments@spcregion.org
All comments must be received by 4:00 p.m. on September 11, 2013.
Fayette County
From: tomkariak@gmail.com
Sent: Thursday, July 17, 2014 2:03 PM
To: Matt Pavlosky
Subject: SPC TIP Project Input Form

On 2014-07-17 at 14:02:43, the following information was submitted:
From Host: 216.48.51.18
PropAdv = City of Connellsville
FirstName = Tom
LastName = Karpiak
AddressOne = 110 North Arch Street
AddressTwo =
City = Connellsville
State = PA
Zip = 15425
submit_by = tomkariak@gmail.com
Fax =
Phone =
ProbLoc = Fayette
Mun = City of Connellsville
MPORPO =
PropTitle = York Avenue Bridge
Loc = York Avenue
PreWork =
RdPoorCond =
RdDrainageIssue =
RdShdRepairNeeded =
RdOther =
BrPoorCnd = 1
BrDeckNoisy =
BrClosed =
BrWeightRestr = 1
BrRsrOnelane = 1
BrOther = This bridge was last replaced in the 1970s. It's a steel encased concrete structure, and after inspection, at least 2 beams are in bad condition. A new bridge is needed. A design flaw has been identified, which leads to poor drainage, and ultimately, the corrosion of the bridge. This bridge is important due to frequent use by school buses and emergency response vehicles. This is also an access point to North Manor, a low-to-medium income housing area containing over 100 units. This bridge also services a number of parks, with high volumes of area traffic due to local sporting events.
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostDetRtProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther =
TransitProv = None Selected
TransNoServeWhenNeed =
TransBusesOldNeedRep =
TransBusNotFuelEff =
TransMoreBusesNeeded =
TransNewOrAddRtsNeeded =
TransMorePrnRtsNeeded =
TransNeedMoreSafety =
TransConcernWithParatrans =
TransOther =
IssueDescr =
AltNoExistFac =
AltExFacNeedsRep =
AltNoCurbCuts =
AltNoPedCrossSigOrCallButt =
AltAudPedSigsNeeded =
AltCrossMarksOldOrFaded =
AltNewBikeLnOrSharrrNeeded =
AltExBikeLnOrSharrrOldOrFaded =
AltBikeLnSharrrShouldBeRemoved =
AltMaintNeededRdShldr =
AltOther =
FrBrClosed =
FrBrWeightRestr =
FrBrWideLdRestr =
FrBrTailLdOverHghtRestr =
FrRdWeightRestr =
FrRdDesIssue =
FrOverUtIssue =
FrChokepoint =
FrLastMileConc =
FrOther =
ProbDescr =
 LUEDDescr =
EnvConcerns =
Comments = This bridge was last replaced in the 1970s. It's a steel encased concrete structure, and after inspection, at least 2 beams are in bad condition. A new bridge is needed. A design flaw has been identified, which leads to poor drainage, and ultimately, the corrosion of the bridge. This bridge is important due to frequent use by school buses and emergency response vehicles. This is also an access point to North Manor, a low-to-medium income housing area containing over 100 units. This bridge also services a number of parks, with high volumes of area traffic due to local sporting events.
Greene County
Gentlemen - S.P.C.

In today's "Observer" Washington Paper write an article about Greene Co Bridges & Roads to be repaired. You asked for Comments at end of article.

The bridge needs painted and repaired - last anyone check it is. A cost $200.00.

So this is my comment. Maybe something can be done. Thank you.

Sincerely

[Signature]

Wby Pa.
WRITTEN COMMENT FORM
(Please Print Clearly)

Please use this form to submit your written comments on these draft documents:
- Proposed Amendment to the 2015-2018 Transportation Improvement Program

Comments:

Bridge 36 - County Bridge over Robinson Ln
Program - 2013-2016 - Road Award for the Repair of
Bridge - Fire & Emergency Services - The delays
involved to avoid construction, which could cost time
and lives. This is a county-owned bridge, one property
owner involved.

(Please use reverse for additional space)

Optional Information

Name: Tim Chapman

Organization: Wayne Twp County of Residence: Greene

Address:

Email:

Thank You! Please Feel free to take this form with you and send it back to us when you have a minute.
By Mail: SPC TIP Comments
Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219-3451
By Fax: 412-391-9160 or By Email: comments@speregion.org
All comments must be received by 4:00 p.m. on September 11, 2013.
July 18, 2014

Joe Szczur, P.E. - District Executive
Pennsylvania Department of Transportation
Engineering District 12-0
825 North Gallatin Avenue Ext.
Unlontown - Fayette County, PA 15401-2105

RE: Greene County, Perry Township Safety Concerns at S.R. 2009 and Bridge Key 18269 over Dooley Run

Dear Mr. Joe Szczur

As Commissioners we are very concerned for the safety of the constituents, particularly with regards to transportation. A goal of PennDOT is to focus on structurally deficient bridges. This goal also ties into another imperative goal of both PennDOT and Greene County, safety.

This high priority state road and bridge carries residential and commercial traffic daily. Bridge Key 18269 has been classified as a structurally deficient bridge with a rating of 66 and a rating 2 as functionally obsolete. S.R. 2009 needs to be made wider from the Interstate 79 interchange north. The road and bridge is an important passage for Davistown residents that should be addressed to improve safety. This heavily traveled road and bridge is located approximately one mile away from the Mount Morris interchange.

Commercial traffic has increased in the area and is anticipated to continually increase as the Marcellus Shale Gas Industry develops throughout Perry and Dunkard Townships. As the overall traffic increases, the road and bridge's safety progressively gets worse. This safety concern can be addressed by widening the road and bridge to allow travelers to freely travel without concern.

We request that SR 2009 from interchange north and S.R. 2009 Bridge Key 18269 over Dooley Run be programmed as quickly as possible for widening to alleviate several safety concerns.

We urge you to consider adding this project to the districts Highway Program to address this critical factor and appreciate the opportunity to comment. Should your staff need further information or assistance,
please do not hesitate to contact Ms. Robbie Matesic, Executive Director Economic Development at (724) 852-5300 or email rmatesic@co.greene.pa.us.

Sincerely,
GREENE COUNTY BOARD OF COMMISSIONERS

Charles Morris, Chairman

Archie Trader, Commissioner

Blair Zimmerman, Commissioner

CC: Ron Howard, Chairman, Perry Township Supervisors
    David L. Pritchard, Chairman, Dunkard Township Supervisors
July 18, 2014

Joe Szczur, P.E. - District Executive
Pennsylvania Department of Transportation
Engineering District 12-0
825 North Gallatin Avenue Ext.
Uniontown - Fayette County, PA 15401-2105

RE: Greene County, Washington Township Safety Concerns
at the Intersection of US 19 and PA 221 at Ruff Creek

Dear Mr. Joe Szczur

As Commissioners we are very concerned for the safety of the constituents, particularly with regards to transportation. PennDOT’s mission is to improve highway safety by developing and implementing education, enforcement, engineering, and emergency medical services strategies. This leading priority, safety, is addressed by advancing effective highway safety and congestion management.

PA 221 and US 19 intersection is a location that should be addressed to improve safety. This heavily traveled intersection is located approximately 1,000 feet from I-79 southbound ramp system and approximately 1500 feet from the northbound. This increase of traffic through a dog-leg intersection is inherently dangerous due to the compromising geometrics which limits occupant visibility. This is dangerous for all flows of traffic including, both left and right turns, due to blind points that decrease the ability of users to negotiate oncoming traffic.

The congestion at this intersection progressively gets worse as the Marcellus Gas Industry’s growth continues to increase large truck traffic which is compounded with an increase in overall traffic. This intersection has multiple entry points that increase the chances of an accident. The proximity between the two I-79 ramp systems causes difficulty for non-local drivers that are completely unfamiliar with this substandard arrangement.

We request that the PA 221 and US 19 intersection be programmed as quickly as possible for widening and realignment of the four way intersection, with channelization, to alleviate several safety concerns. Controlled access at the Ruff Creek General Store would provide safe ingress and egress for all motorists.
We urge you to consider adding this intersection to the districts Highway Program to address these critical factors and appreciate the opportunity to comment. Should your staff need further information or assistance, please do not hesitate to contact Ms. Robbie Matesic, Executive Director Economic Development at (724) 852-5300 or email rmatesic@co.greene.pa.us.

Sincerely,

GREENE COUNTY BOARD OF COMMISSIONERS

[Signatures]

Charles Morris, Chairman

[Signature]

Archie Trader, Commissioner

[Signature]

Blair Zimmerman, Commissioner

CC: Correen Stewart, Chairman, Washington Township Supervisors
WASHINGTON TOWNSHIP SUPERVISORS
112 Municipal Lane
Prosperity, PA 15329
Phone: 724-627-6471
Fax: 724-627-0731
washtwpgc@windstream.net

July 18, 2014

Joe Szczur, P.E. - District Executive
Pennsylvania Department of Transportation
825 North Gallatin Avenue Ext.
Uniontown - Fayette County, PA 15401-2105

RE: Greene County, Washington Township Safety Concerns
at the Intersection of US 19 and PA 221 at Ruff Creek

Dear Mr. Joe Szczur,

I am writing this letter to express my concern with the perilous intersection located in Washington Township Greene County, PA.

PA 221 comes to an intersection with US 19. Ruff Creek General store sits directly in this busy intersection and is a location that should be addressed to improve safety. This heavily traveled intersection is located approximately 1,000 feet from I-79 southbound ramp system and approximately 1500 feet from the northbound system. This increase of traffic through a dog-leg intersection is inherently dangerous due to the compromising geometrics which limits occupant visibility. This is dangerous for both left and right turns due to blind points that decrease the ability of users to negotiate oncoming traffic.

We request that the PA 221 and US 19 intersection be programmed as quickly as possible for widening and realignment of the four way intersection to alleviate several safety concerns. Controlled access at the Ruff Creek General Store would provide safe ingress and egress for all motorists.

If you should have any questions, please do not hesitate to contact me at (724) 627-6471.

Sincerely,

[Signature]
Correan Stewart
Chairman, Washington Township Supervisors

CC: The Board of Greene County Commissioners
    Ms. Robbie Matesic, Executive Director, Greene County Department of Economic Development
WRITTEN COMMENT FORM
(Please Print Clearly)

Please use this form to submit your written comments on these draft documents:

- Proposed Amendment to the 2015-2018 Transportation Improvement Program

Comments:

SR 3001 - DAY ROAD @ 3043 RIC. /WHISTLING CREEK
BRIDGE NEEDS REPLACED, HEAVY MARCELUS SHALE TRAFFIC
BRIDGE NEEDS REPLACED, 3 TON WEIGHT LIMIT. EMERGENCY SERVICES
ARE AFFECTED. STATED BRIDGE IS UP FOR REPLACEMENT
IN 2017. CAUSES COMMITTEE TRAFFIC.
RECOMMEND APPROACH TURN TO BRIDGE IS TIGHT, WIDENING
FOR LARGER VEHICLES

(Please use reverse for additional space)

Optional Information

Name: Derek Day

Organization: Citizen - County of Residence: Greene

Address: ________________________________

Email: ________________________________

Thank You! Please feel free to take this form with you and send it back to us when you have a minute.

By Mail: SPC TIP Comments
Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219-3451
By Fax: 412-391-9160 or By Email: comments@spcregion.org
All comments must be received by 4:00 p.m. on September 11, 2013.
WRITTEN COMMENT FORM  
(Please Print Clearly)

Please use this form to submit your written comments on these draft documents:

- Proposed Amendment to the 2015-2018 Transportation Improvement Program

Comments: 

ALEPPO ROAD - 3012 - REQUESTS LINE SEPARATION FOR ROAD. FOG IS AN ISSUE, CENTERLINE COULD AID IN VISUAL SIGHT OF ROAD. IMPROVEMENTS TO RAILES & WIDENING HAVE

(Please use reverse for additional space)

Optional Information

Name: Jerome Murray

Organization: Citizen County of Residence: Greene

Address:

Email:

Thank You! Please feel free to take this form with you and send it back to us when you have a minute.

By Mail: SPC TIP Comments
Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219-3451

By Fax: 412-391-9160 or By Email: comments@speregion.org

All comments must be received by 4:00 p.m. on September 11, 2013.
Indiana County
White Township Supervisors
950 INDIAN SPRINGS ROAD
INDIANA, PENNSYLVANIA 15701-3506
(724) 463-8585  FAX (724) 463-0705

July 18, 2014

Matthew S. Pavlosky
Transportation Planner, Public Involvement/Outreach
Southwestern PA Commission

RE: Draft 2015-2018 TIP Comments

Dear Mr. Pavlosky,

White Township (WT) fully supports two projects listed on the draft TIP that will improve transportation safety and logistics in the region. The first is replacing the Airport Rd bridge that has been damaged twice by being struck by vehicles. WT working in conjunction with PennDot and their Project Engineer have planned to add a sanitary sewer casing and carrier pipeline to the bridge structure. This has saved considerable WT Municipal Authority funds and now makes the project to extend sewer service to the Airport Road region economically feasible. This will improve opportunities for current property owners and future development.

The second project is the Rose St Extension #2. WT sees this as an opportunity to improve traffic congestion within the region by allowing an alternate route for already congested road arteries that are only going to get worse. Several recent Traffic Impact Studies have forecast significant and unacceptable drop in the Level of Service at intersections along Oakland Ave (SR 286) and Indian Springs Rd (SR 4422). The Rose St Extension #2 would offer an “inside” bypass to move traffic access to three major arteries serving WT, IUP and Indiana Borough. The mention of considering other priorities and tabling the project again is a concern to WT based on future Windy Ridge Development traffic improvements. Although WT supports the Windy Ridge project there is concern that by making traffic improvements beyond the perimeter of the main corridors WITHOUT the Rose St Extension #2 will bring unacceptable levels of service to the core of the region. NOT moving Rose St Extension #2 forward will not solve current and future issues along Oakland Ave and Indian Springs Rd intersections. Also development may be delayed within the center of the region. Recently several developers have approached WT about properties in the vicinity of the existing Rose St including areas that would be affected by the proposed Extension #2. Some of the uncertainty of the future Extension is creating concern and questions about development areas. The project is a significant cost but undoubtedly ROW acquisition will only become more expensive in the future if developers move forward now. Currently one developer who controls a significant portion of planned property has expressed a willingness to work with WT and PennDot to complete the Extension. This maybe a significant cost savings but may have a reasonable time constraint.

The multimodal prospects for Extension #2 is another warranted benefit for completion due to a bike lane already established along Rose St Extension #1. By incorporating a bike lane into the future project the current student housing developments would have improved access to IUP main campus and the IUP Coop Recreation Park via College Lodge Rd (SR 4003) which would extend beyond the terminus of Extension #2. If you have any questions or require additional information, please contact me at the township office via email or the above telephone number.

Sincerely,

Milton J. Lady
Milton J. Lady
Township Manager
July 17, 2014

Mr. Matt Pavlosky, SPC
Two Chatham Center, Suite 500
112 Washington Place
Pittsburgh, PA 15219

Dear Matt,

RE: Grade-Separated Bridge over U.S. Route 22 for Bike/Pedestrian Safety and Regional Trial Connection

I am writing on behalf of Wyotech to support the inclusion of the above mentioned project on the 2015-2018 Transportation Improvement Plan (TIP).

The proposed project addresses safety observations and suggestions identified in the Southwestern Pennsylvania Road Safety Audit completed for this section of U.S. Rt. 22 in 2011. One of the conclusions of that study was “... a grade-separated bridge would seem to be the most logical” way to allow safe access to cross U.S. Rt. 22 in a safe manner.”

Under the current conditions, Blairsville Elementary, Middle and High School students and faculty, Wyotech students and staff, and the Indiana County Corporate Campus tenants and clients have no safe way to cross U.S. Rt. 22.

The 2011 Indiana County Regional Trial Connectivity Study also recommended a bike-ped bridge to make it possible to get from the 11-mile Hooebug Trail and the 37-mile Ghost Town Trail to Blairsville Borough and the Blairsville Riverfront Trail.

It is my understanding that Indiana County has recently applied to the PA Department of Conservation and Natural Resources for $180,000 to fund Engineering and Design of this project, and a sister application to PA Department of Community and Economic Development is also being prepared. Additionally, $20,000 local match money has been pledged towards this project. Engineering and Design is expected to be completed in 2015, making this project “shovel ready” in 2015.

The project has diverse and broad support, and I strongly recommend its inclusion in the 2015-2018 TIP.

Thank you,

Arthur Herman
Wyotech, Campus President
724-459-3251
Dear Whomever it May Concern:

I am writing on behalf of the Hampton Inn & Suites Blairsville - Chestnut Ridge Resort in Burrell Township to support Indiana County’s application to the PA Department of Conservation and Natural Resources and other funders for design and engineering services and ultimately for the construction of ADA-compliant approach ramps and the installation of a prefabricated bicycle-pedestrian bridge over Route 22, near the Route 119 Interchange in Burrell Township.

The hotel here in Blairsville is a large contributor to the Indiana county hotel tax dollars. The building of this bridge will only allow us to better serve thousands of guests per year, thus increasing our revenue and the county tax revenue which goes to support many projects and tourism efforts of Indiana County.

Completion of this important project will extend the 11-mile Hoodlebug Trail and 37-mile Ghost Town Trail into the Borough of Blairsville and create a connection to the Blairsville Riverfront Trail. The proposed project also addresses safety observations and suggestions identified in the Southwestern Pennsylvania Road Safety Audit that was completed for this section of Route 22 in 2011. As noted in the safety audit, there are no pedestrian accommodations in the corridor. Installation of the bridge will allow safe access for workers, residents and visitors traveling along this corridor.

The bridge will connect WyoTech students and the Indiana County Corporate Campus with shopping, banking and restaurants south of Route 22. We also do dozens of Idlewild family packages and golf getaways a year, as well as serve guests from all over the country in the area long-term for Marcellus Shale projects. These guests regularly attempt to utilize the trails for exercise and leisure, as well as use shopping in the area. This will allow our guests, and also Blairsville High-Middle-Elementary School students and faculty, to safely walk across the highway by creating a connection to the traditional downtown and residential neighborhoods south of Route 22.

This project is an integral and crucial part to making the Blairsville community a better place to live, work and visit.

Sincerely,

Tiffany Fetterman

Director of Sales
(724) 459-5920
I am writing in support of the inclusion of the Bike/Ped Bridge over US Rt. 22 project on the 2015-2018 Transportation Improvement Plan (TIP).

The proposed project addresses safety observations and suggestions identified in the Southwestern Pennsylvania Road Safety Audit completed for this section of U.S. Rt. 22 in 2011. One of the conclusions of that study was "...a grade-separated bridge would seem to be the most logical way to allow safe access to cross U.S. Rt. 22 in a safe manner."

Under the current conditions, Blairsville Elementary, Middle and High School students and faculty, WyoTech students and staff, and the Indiana County Corporate Campus and the Industrial Park tenants and clients have no safe way to cross U.S. Rt. 22. There is absolutely NO safe way to cross this section of the U.S. Rt. 22, even though there are many temptations to do so, such as: Walmart, McDonalds, Dairy Queen, etc.

The 2011 Indiana County Regional Trail Connectivity Study also recommended a bike-ped bridge to make it possible to get from the 11-mile Hoodlebug Trail and the 37-mile Ghost Town Trail to Blairsville Borough and the Blairsville Riverfront Trail. Many new developments regarding the trails in this region have changed and many more visitors are traveling to this area to use the trails. It is extremely dangerous for them to attempt to cross Rt. 22.

It is my understanding that Indiana County has recently applied to the PA Department of Conservation and Natural Resources for $180,000 to fund Engineering and Design of this project, and a sister application to PA Department of Community and Economic Development is also being prepared. Additionally, local match money has been pledged towards this project. Engineering and Design is expected to be completed in 2015 - 2016, making this project "shovel ready" in 2016.

The project has diverse and broad support, and I strongly recommend its inclusion in the 2015-2018 TIP (Transportation Improvement Program).

Sincerely,

Marna Conrad
I90 OLD MAIN ST.
BLAIRSVILLE, PA
15717

FAX 412 391 9160

Just Do It!
Indiana County Parks & Trails

1128 Blue Spruce Road
Indiana, PA 15701

(724) 463-8636
(724) 463-8740 (f)

Email: indparks@gmail.com
Web: www.indianacountyparks.org

July 17, 2014

Southwest Pennsylvania Commission
Two Chatham Center Suite 500
112 Washington Place
Pittsburgh, PA 15219

Dear Commission Members:

I am writing on behalf of Indiana County Parks & Trails to support the inclusion of the Route 22 bicycle-pedestrian bridge project on the 2015-2018 Transportation Improvement Plan (TIP).

The proposed project addresses safety observations and suggestions identified in the Southwestern Pennsylvania Road Safety Audit completed for this section of U.S. Rt. 22 in 2011. One of the conclusions of that study was "...a grade-separated bridge would seem to be the most logical" way to allow safe access to cross U.S. Rt. 22 in a safe manner."

Under the current conditions, Blairsville Elementary, Middle and High School students and faculty, Wyotech students and staff, and the Indiana County Corporate Campus and the Industrial Park tenants and clients have no safe way to cross U.S. Rt. 22.

The 2011 Indiana County Regional Trail Connectivity Study recommended a bike-pedestrian bridge to make it possible to get from the 11-mile Hoodlebug Trail and the 37-mile Ghost Town Trail to Blairsville Borough and the Blairsville Riverfront Trail.
Indiana County has recently applied to the PA Department of Conservation & Natural Resources for $180,000 to fund Engineering and Design of this project, and a sister application to PA Department of Community and Economic Development is also being prepared. Additionally, local match money has been pledged towards this project. Engineering and Design is expected to be completed in 2015 - 2016, making this project "shovel ready" in 2016.

The project has community and regional support; we strongly recommend its inclusion in the 2015-2018 Transportation Improvement Plan.

This project also supports the goals of the Trans Allegheny Trail coalition, a network of thirteen trails in this region seeking to link and connect as many regional trails as possible.

We encourage your thoughtful consideration of this request.

Sincerely,

[Signature]

Ed Patterson
Director
From: Tim Kronenwetter [mailto:tj.kronw@indianafirst.com]
Sent: Friday, July 18, 2014 10:24 AM
To: Dee Pamplin
Subject: Bike/Ped Bridge over U.S. Rt. 22 project

I am writing to support the inclusion of the Bike/Ped Bridge over U.S. Rt. 22 project on the 2015-2018 Transportation Improvement Plan (TIP).

The proposed project addresses safety observations and suggestions identified in the Southwestern Pennsylvania Road Safety Audit completed for this section of U.S. Rt. 22 in 2011. One of the conclusions of that study was "...a grade-separated bridge would seem to be the most logical" way to allow safe access to cross U.S. Rt. 22 in a safe manner."

Under the current conditions, Blairsville Elementary, Middle and High School students and faculty, WyoTech students and staff, and the Indiana County Corporate Campus and the Industrial Park tenants and clients have no safe way to cross U.S. Rt. 22.

The 2011 Indiana County Regional Trail Connectivity Study also recommended a bike-ped bridge to make it possible to get from the 11-mile Hoodlebug Trail and the 37-mile Ghost Town Trail to Blairsville Borough and the Blairsville Riverfront Trail.

It is my understanding that Indiana County has recently applied to the PA Department of Conservation and Natural Resources for $180,000 to fund Engineering and Design of this project, and a sister application to PA Department of Community and Economic Development is also being prepared. Additionally, local match money has been pledged towards this project. Engineering and Design is expected to be completed in 2015 - 2016, making this project "shovel ready" in 2016.

The project has diverse and broad support, and I strongly recommend its inclusion in the 2015-2018 TIP (Transportation Improvement Program).

Sincerely,

Thanks!

Timothy J. Kronenwetter
President & CEO

Indiana First Bank
935 Philadelphia Street
Indiana, PA 15701
724-349-2810
724-349-2812 Direct Ext 120
724-349-4346 Fax

tj.kronw@indianafirst.com
www.infirstbank.com
Mark Shank
585 Barnhart Road
Blairsville, Pa 15717

FAX 412 391 9160

I am writing in support of the inclusion of the Bike/Ped Bridge over US Rt. 22 project on the 2015-2018 transportation Improvement Plan (TIP).

The proposed project addresses safety observations and suggestions identified in the Southwestern Pennsylvania Road Safety Audit completed for this section of U.S. Rt. 22 in 2011. One of the conclusions of that study was "...a grade-separated bridge would seem to be the most logical" way to allow safe access to cross U.S. Rt. 22 in a safe manner."

Under the current conditions, Blairsville Elementary, Middle and High School students and faculty, WyoTech students and staff, and the Indiana County Corporate Campus and the Industrial Park tenants and clients have no safe way to cross U.S. Rt. 22. There is absolutely NO safe way to cross this section of the U.S. Rt. 22, even though there are many temptations to do so, such as: Walmart, McDonalds, Dairy Queen, etc.

The 2011 Indiana County Regional Trail Connectivity Study also recommended a bike-ped bridge to make it possible to get from the 11-mile Hoodlebug Trail and the 37-mile Ghost Town Trail to Blairsville Borough and the Blairsville Riverfront Trail. Many new developments regarding the trails in this region have changed and many more visitors are traveling to this area to use the trails. It is extremely dangerous for them to attempt to cross Rt. 22.

It is my understanding that Indiana County has recently applied to the PA Department of Conservation and Natural Resources for $180,000 to fund Engineering and Design of this project, and a sister application to PA Department of Community and Economic Development is also being prepared. Additionally, local match money has been pledged towards this project. Engineering and Design is expected to be completed in 2015 - 2016, making this project "shovel ready" in 2016.

The project has diverse and broad support, and I strongly recommend its inclusion in the 2015-2018 TIP (Transportation Improvement Program).

Sincerely,

Mark Shank
This is a follow up to my comments at the July 15 TIP meeting in Indiana. The Route 22 Pedestrian Bridge/Trail Connection Project located at the crossing of US Highway Rt. 22 at Wyotech Park in Burrell Township, Indiana County, Pennsylvania should be included in the 2015-2018 TIP for Indiana County.

This project has been identified in many planning documents as a recommended project to provide residents, visitors, and employees within this area as an option for non-motorized transportation between the northern and southern sides of Rt. 22. It has also been identified as a key link in providing a connection for four recreational corridors. These corridors include the Hoodlebug Trail, Hoodlebug/Mainline Canal Connector, Ghost Town Trail, and the Harrisburg Mainline Canal Greenway.

Laurie Lafontaine
-----Original Message-----
From: bclemsen@pecpa.org [mailto:bclemenson@pecpa.org]
Sent: Friday, July 18, 2014 12:22 PM
To: Matt Pavlosky
Subject: SPC TIP Project Input Form

On 2014-07-18 at 12:22:15,
The following information was submitted:
From Host: 74.119.87.95
PropAdv =
FirstName = Brad
LastName = Clemenson
AddressOne = 1307 Kemmer St
AddressTwo =
City = Johnstown
State = PA
Zip = 15905
submit_by = bclemsen@pecpa.org
Fax =
Phone = 814.659.3465
ProbLoc = Indiana
Mun = Burrell Township
MPORPO =
PropTitle = Route 22-Blairsville bike-ped bridge Loc = SR 22 PreWork = RdPoorCond
= RdDrainageIssue = RdShdRepairNeeded = RdOther = BrPoorCond = BrDeckNoisy =
BrClosed = BrWeightRestr = BrRestrOneLane = BrOther = CongCongDurRushHr =
CongCongDurRushHrAndOthers = CongCongDuringEvents = CongDiffTurn =
CongPostedDetRtProb = CongOther = SafeSerCrashesOccur = SafeManyCrashOccur =
SafeCanSeeFarEnoughWhenTurn = SafePolesTrees = SafeTooManyHills =
SafeCurvesTooFast = SafeNoVisibleLines = SafeTurnConflicts = SafeSignalIssues =
SafeGuideRailIssues = SafeOther = TransitProv = None Selected
TransNoServeWhenNeed = TransBusesOldNeedRep = TransBusNotFuelEff =
TransMoreBusesNeeded = TransNewOrAddRtsNeeded = TransMorePnRNeeded =
TransNeedMoreSafety = TransConcernWithParatrans = TransOther = IssueDescr =
AltNoExistFac = 1 AltExFacNeedsRep = AltNoCurbCuts = AltNoPedCrossSigOrCalButt =
AltAudPedSigsNeeded = AltCrossMarksOldOrFaded = AltNewBikeLnOrSharrNeeded =
AltExBikeLnOrSharrOldOrFaded = AltBikeLnSharrShouldBeRemoved =
AltMaintNeededForRdShldr = AltOther = This bridge is critically needed to safely
connect elementary, middle and high schools students, and students at WyoTech
technical school to the community’s residential and shopping areas. It also is
critical to link existing Ghost Town, West Penn and HootieBug trails into a train
network. And the bridge is critical to advance the PA Main Line Canal Greenway.
FrBrClosed =
FrBrWeightRestr =
FrBrWideLdRestr =
FrBrTallOverHghtRestr =
FrRdWeightRestr =
FrRdDesIssue =
FrOverUtIssue =
FrChokepoint =
July 17, 2014

I am writing on behalf of The Blairsville Community Development Authority to support the inclusion of the Bike/Ped Bridge over U.S. Rt. 22 project on the 2015-2018 Transportation Improvement Plan (TIP).

The proposed project addresses safety observations and suggestions identified in the Southwestern Pennsylvania Road Safety Audit completed for this section of U.S. Rt. 22 in 2011. One of the conclusions of that study was "...a grade-separated bridge would seem to be the most logical way to allow safe access to cross U.S. Rt. 22 in a safe manner."

Under the current conditions, Blairsville Elementary, Middle and High School students and faculty, WyoTech students and staff, and the Indiana County Corporate Campus and the Industrial Park tenants and clients have no safe way to cross U.S. Rt. 22.

The 2011 Indiana County Regional Trail Connectivity Study also recommended a bike-ped bridge to make it possible to get from the 11-mile Hoodlebug Trail and the 37-mile Ghost Town Trail to Blairsville Borough and the Blairsville Riverfront Trail.

It is my understanding that Indiana County has recently applied to the PA Department of Conservation and Natural Resources for $180,000 to fund Engineering and Design of this project, and a sister application to PA Department of Community and Economic Development is also being prepared. Additionally, local match money has been pledged towards this project. Engineering and Design is expected to be completed in 2015-2016, making this project "shovel ready" in 2016.

The project has diverse and broad support, and I strongly recommend its inclusion in the 2015-2018 TIP (Transportation Improvement Program).

Sincerely,

Carol Persichetti
Board of Directors
Linda S. Gwinn  
P. O. Box 23  
Blairsville, PA  15717  
Lsg150@yahoo.com  
724 388 6854 cell

July 17, 2014

Dear Matt:

I am writing in support of the inclusion of the above mentioned project on the 2015-2018 transportation Improvement Plan (TIP).

The proposed project addresses safety observations and suggestions identified in the Southwestern Pennsylvania Road Safety Audit completed for this section of U.S. Rt. 22 in 2011. One of the conclusions of that study was "...a grade-separated bridge would seem to be the most logical" way to allow safe access to cross U.S. Rt. 22 in a safe manner."

Under the current conditions, Blairsville Elementary, Middle and High School students and faculty, WyoTech students and staff, and the Indiana County Corporate Campus and the Industrial Park tenants and clients have no safe way to cross U.S. Rt. 22. There is absolutely NO safe way to cross this section of the U.S. Rt. 22, even though there are many temptations to do so, such as: Walmart, McDonalds, Dairy Queen, etc.

The 2011 Indiana County Regional Trail Connectivity Study also recommended a bike-ped bridge to make it possible to get from the 11-mile Hoodlebug Trail and the 37-mile Ghost Town Trail to Blairsville Borough and the Blairsville Riverfront Trail. Many new developments regarding the trails in this region have changed and many more visitors are traveling to this area to use the trails. It is extremely dangerous for them to attempt to cross Rt. 22.

It is my understanding that Indiana County has recently applied to the PA Department of Conservation and Natural Resources for $180,000 to fund Engineering and Design of this project, and a sister application to PA Department of Community and Economic Development is also being prepared. Additionally, local match money has been pledged towards this project. Engineering and Design is expected to be completed in 2015 - 2016, making this project "shovel ready" in 2016.

The project has diverse and broad support, and I strongly recommend its inclusion in the 2015-2018 TIP (Transportation Improvement Program).

Sincerely,

Linda S. Gwinn
-----Original Message-----
From: mburk105@gmail.com [mailto:mburk105@gmail.com]
Sent: Friday, July 18, 2014 9:06 AM
To: Matt Pavlosky
Subject: SPC TIP Project Input Form

On 2014-07-18 at 09:06:05,
The following information was submitted:
From Host: 98.236.220.102
PropAdv = Conemaugh Valley Conservancy
FirstName = Michael
LastName = Burk
AddressOne = 118 Maple Springs Court
AddressTwo =
City = Ebensburg
State = PA
Zip = 15931
submit_by = mburk105@gmail.com
Fax =
Phone = (914) 472-2629
ProbLoc = Indiana
Mun =
MPORPO =
PropTitle = Bridge over Rt. 22 Project
Loc = Route 22 near Blairsville
PreWork =
RdPoorCond =
RdDrainageIssue =
RdShdRepairNeeded =
RdOther =
BrPoorCnd =
BrDeckNoisy =
BrClosed =
BrWeightRestr =
BrRestrOneLane =
BrOther =
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther =
TransitProv = None Selected
TransNoServeWhenNeed =
TransBusesOldNeedRep =
TransBusNotFuelEff =
TransMoreBusesNeeded =
TransNewOrAddRtsNeeded =
TransMorePnRNeeded =
TransNeedMoreSafety =
TransConcernWithParatrans =
TransOther =
IssueDescr =
AltNoExistFac = 1
AltExFacNeedsRep =
AltNoCurbCuts =
AltNoPedCrossSigOrCallButt =
AltAudPedSigsNeeded =
AltCrossMarksOldOrFaded =
AltNewBikeLnOrSharNNeeded =
AltExBikeLnOrSharOldOrFaded =
AltBikeInSharrShouldBeRemoved =
AltMaintNeededForRdShldr =
AltOther = There is no safe way for pedestrians and bicycle riders to cross Route 22 near Blairsville. This is despite the fact that there are two major rail/trail bicycle paths, two schools and a large shopping facility located in the area, separated by a busy major highway. See comments below.
FrBrClosed =
FrBrWeightRestr =
FrBrWideLdRestr =
FrBrTallOverHghtRestr =
FrRdWeightRestr =
FrRdDesIssue =
FrOverUtIssue =
FrChokepoint =
FrLastMileConc =
FrOther =
ProbDescr =
LUEDDescr =
EnvConcerns =
Comments = I am writing on behalf of the Conemaugh Valley Conservancy to support the inclusion of the above mentioned project on the 2015-2018 Transportation Improvement Plan (TIP).

The proposed project addresses safety observations and suggestions identified in the Southwestern Pennsylvania Road Safety Audit completed for this section of U.S. Rt. 22 in 2011. One of the conclusions of that study was "...a grade-separated bridge would seem to be the most logical" way to allow safe access to cross U.S. Rt. 22 in a safe manner."

Under the current conditions, Blairsville Elementary, Middle and High School students and faculty, WyoTech students and staff, and the Indiana County
Corporate Campus and the Industrial Park tenants and clients have no safe way to cross U.S. Rt. 22.

The 2011 Indiana County Regional Trail Connectivity Study also recommended a bike-ped bridge to make it possible to get from the 11-mile Hoodlebug Trail and the 37-mile Ghost Town Trail to Blairsville Borough and the Blairsville Riverfront Trail.

It is my understanding that Indiana County has recently applied to the PA Department of Conservation and Natural Resources for $180,000 to fund Engineering and Design of this project, and a sister application to PA Department of Community and Economic Development is also being prepared. Additionally, local match money has been pledged towards this project. Engineering and Design is expected to be completed in 2015 - 2016, making this project "shovel ready" in 2016.

The project has diverse and broad support, and I strongly recommend its inclusion in the 2015-2018 TIP (Transportation Improvement Program).
I am writing on behalf of The Blairsville Community Development Authority to support the inclusion of the Bike/Ped Bridge over U.S. Rt. 22 project on the 2015-2018 Transportation Improvement Plan (TIP).

The proposed project addresses safety observations and suggestions identified in the Southwestern Pennsylvania Road Safety Audit completed for this section of U.S. Rt. 22 in 2011. One of the conclusions of that study was "...a grade-separated bridge would seem to be the most logical" way to allow safe access to cross U.S. Rt. 22 in a safe manner."

Under the current conditions, Blairsville Elementary, Middle and High School students and faculty, Wyotech students and staff, and the Indiana County Corporate Campus and the Industrial Park tenants and clients have no safe way to cross U.S. Rt. 22.

The 2011 Indiana County Regional Trail Connectivity Study also recommended a bike-ped bridge to make it possible to get from the 11-mile Hoodiebug Trail and the 37-mile Ghost Town Trail to Blairsville Borough and the Blairsville Riverfront Trail.

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The project has diverse and broad support, and I strongly recommend its inclusion in the 2015-2018 TIP (Transportation Improvement Program).

Sincerely,

Jon Herby, President
Sirs,

I am writing on behalf of the Conemaugh Valley Conservancy to support the inclusion of the Blairsville Route 31 Bridge on the 2015-2018 Transportation Improvement Plan.

I am an avid biker (I just completed on Tuesday the 80 mile Greenbrier River Rail Trail) and know this project would be a great benefit to our region. I have met bicycle riders from all over the country on our local trails who would travel long distances to bike on an extended trail that this would become.
July 17, 2014

Please accept this letter, on behalf of the Indiana County Tourist Bureau, as a document of support for the inclusion of the Bike/Ped Bridge over U.S. Rt. 22 project on the 2015-2018 Transportation Improvement Plan (TIP).

The 2011 Indiana County Regional Trail Connectivity Study recommended a bike-ped bridge to make it possible to get from the 11-mile Hoodlebug Trail and the 37-mile Ghost Town Trail to Blairsville Borough and the Blairsville Riverfront Trail.

The Indiana County Tourist Bureau recognizes the potential for tourism and economic growth as a direct result from the completion of this bridge. The trails in Indiana County are a nationally known draw to the area and with the enhancement of the bridge, many more outdoor enthusiasts will come and experience our beautiful and scenic recreation haven. It is our sincere hope that the Bike/Ped Bridge over U.S. Rt 22 project is included in the 2015-2016 TIP. We believe this bridge will directly and substantially contribute to the growth of tourism within the county, and would improve and expand the county as a destination market.

Sincerely,

Denise Liggett
Executive Director
July 18, 2014

John Bertolino  
President, Blairsville Borough Council  
310 Ridgeview Circle  
Blairsville, PA 15717

SPC Comments  
Two Chatham Center, Suite 500  
112 Washington Place  
Pittsburgh, PA 15219

I am writing to express my support for the inclusion of the Bike/Ped Bridge over U.S. Rt. 22 project on the 2015-2018 Transportation Improvement Plan (TIP).

The proposed project addresses safety observations and suggestions identified in the Southwestern Pennsylvania Road Safety Audit completed for this section of U.S. Rt. 22 in 2011. One of the conclusions of that study was "...a grade-separated bridge would seem to be the most logical" way to allow safe access to cross U.S. Rt. 22 in a safe manner."

Under the current conditions, Blairsville Elementary, Middle and High School students and faculty, WyoTech students and staff, and the Indiana County Corporate Campus and the Industrial Park tenants and clients have no safe way to cross U.S. Rt. 22.

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The project has diverse and broad support, and I strongly recommend its inclusion in the 2015-2018 TIP (Transportation Improvement Program).

Sincerely,

[Signature]

John Bertolino  
President, Blairsville Borough Council

RECEIVED  
JUL 18 2014  
S.P.C.
July 18, 2014

I am writing in support of the project that will place a bridge across Route 22, near the intersection of Route 119, for pedestrian and bike traffic.

At this time there is no safe way to cross this heavily trafficked highway. With more visitors using our trail systems, we need to provide a means to connect our trails.

This bridge would also provide a safe way for pedestrians to cross from Corporate Campus to the Resort Plaza, as well as the medical facilities that are directly behind.

Sincerely,

Joy Fairbanks
Lawrence County
WRITTEN COMMENT FORM  
(Please Print Clearly)

Please use this form to submit your written comments on these draft documents:

- Proposed Amendment to the 2015-2018 Transportation Improvement Program

Comments:

WE WOULD LIKE TO REQUEST THE RELOCATION OF THE PENNSOT SERVICE YARD, ON ROUTE 18 IN NESHAMINCE TWP
LOCATED ON WILMINGTON ROAD & KLEMPER BOULEVARD

(Optional Information)

Name: Gayle Yaw

Organization: Citizen

County of Residence: Lawrence

Address: 203 North Mercer Street, New Castle, PA

Email: gayleyoung@wilmcrtx.org

Thank You! Please feel free to take this form with you and send it back to us when you have a minute.

By Mail: SPC TIP Comments
Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219-3451
By Fax: 412-391-9160 or By Email: comments@spcregion.org
All comments must be received by 4:00 p.m. on September 11, 2013.
Washington County
On 2014-07-23 at 16:01:45,
The following information was submitted:
From Host: 216.48.51.18
PropAdv = Peters Township
FirstName = Mike
LastName = Silvestri
AddressOne = 610 East McMurray Road
City = McMurray
State = PA
Zip = 15317
submit_by = masilvestri@peterstownship.com Fax = Phone = ProbLoc = Washington Mun = Peters Township MPORPO = PropTitle = East McMurray, Bebout Thompsonvilles Loc = SR 1002, 1019
PreWork = RdPoorCond = 1 RdDrainageIssue = RdSldRepairNeeded = 1 RdOther = Road is currently signalized but is deficient due to turn lanes, topography of intersection creates level of service E in teh pm peak for certain approaches. In addition adjacent residential streets are difficult to exit due to queing and lack of turn lanes.
BrPoorCnd =
BrDeckNoisy =
BrClosed =
BrWeightRestr =
BrRestrOneLane =
BrOther =
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther =
TransitProv = None Selected
TransNoServeWhenNeed =
TransBusesOldNeedRep =
TransBusNotFuelEff =
TransMoreBusesNeeded =
TransNewOrAddRtsNeeded =
TransMorePhRtNeeded =
TransNeedMoreSafety =
TransConcernWithParatrans =
TransOther =
IssueDescr =
AltNoExistFac =
AltExFacNeedsRep =
AltNoCurbCuts =
AltNoPedCrossSigOrCallButt =
AltAudPedSigsNeeded =
AltCrossMarksOldOrFaded =
AltNewBikeLnOrSharrNeeded =
AltExBikeLnOrSharrOldOrFaded =
AltBikeLnSharrShouldBeRemoved =
AltMaintNeededForRdShldr =
AltOther =
FrBrClosed =
FrBrWeightRestr =
FrBrWideLdRestr =
FrBrTallOverHghtRestr =
FrRdWeightRestr =
FrRdDesIssue =
FrOverUtIssue =
FrChkpoint =
FrLastMileConc =
FrOther =
ProbDescr =
LUEDDescr =
EnvConcerns =
Comments = Road is currently signalized but is deficient due to turn lanes, topography of intersection creates level of service E in teh pm peak for certain approaches. In addition adjacent residential streets are difficult to exit due to queing and lack of turn lanes.

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No virus found in this message.
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WRITTEN COMMENT FORM
(Please Print Clearly)

Please use this form to submit your written comments on these draft documents:

- Proposed Amendment to the 2013-2016 Transportation Improvement Program

Comments:

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With curb cut in front of Mennonite Manor, Main Street, Mennonite, to opposite corner to facilitate elderly/disabled wishing to go to drop space on opposite corner.

---

(Please use reverse for additional space)

Optional Information

Name: Stephen Hall


Address: 100 Community Hosp., Washington, PA 15301

Email: stevec@wsho-pa.org

Thank You! Please Feel free to take this form with you and send it back to us when you have a minute.

By Mail: SPC Comments
Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219-3451
By Fax: 412-391-9160 or By Email: comments@spcregion.org
All comments must be received by 4:00 p.m. on September 11, 2013.
On 2014-07-23 at 15:55:01,
The following information was submitted:
From Host: 216.48.51.18
PropAdv = Peters Township
FirstName = Mike
LastName = Silvestri
AddressOne = 610 East McMurray
AddressTwo =
City = McMurray
State = PA
Zip = 15317
Submit_by = masilvestri@peterstownship.com Fax = Phone = ProbLoc = Washington Mun = Peters MPORPO = PropTitle = Valleybrook/Bebout Intersection Loc = SR1010 / SR1019 PreWork =
RdPoorCond = 1 RdDrainageIssue = RdShdRepairNeeded = 1 RdOther = Township Impact fee study indicated intersection is deficient and needs turning lanes and signalization or roundabout. Township improved intersection by removing narrow railroad concrete style overpass eliminating height, width adn site distance restrictions. New bridge installed to accommodate intersection upgrades. PennDOT originally authorized design but was put on hold due to funding issues.
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SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther =
TransProv = None Selected
TransNoServeWhenNeed =
TransBusesOldNeedRep =
TransBusNotFuelEff =
TransMoreBusesNeeded =
TransNewOrAddRtsNeeded =
TransMorePnRNeeded =
Comments = Township Impact fee study indicated intersection is deficient and needs turning lanes and signalization or roundabout. Township improved intersection by removing narrow railroad concrete style overpass eliminating height, width adn site distance restrictions. New bridge installed to accommodate intersection upgrades. PennDOT originally authorized design but was put on hold due to funding issues.

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Westmoreland County
I moved here 5 years ago and live off of Vernon Drive. Route 51 is our main route to go anywhere. For 5 years now, I’m flabbergasted by the idea of a stoplight at C. Harper Auto Sales with no one coming for miles in any direction and you’re sitting there at this stupid STOP light! We all know why it’s there... IT’S BECAUSE THEY’RE C. HARPER AND THEY’RE RICH! They want a ridiculous stop light that has nothing to do with motion detection or cameras to see if someone needs to turn? So they get one! It’s infuriating! I’m tellin ya, whatever they got goin on, well... it don’t work! There’s no one coming on Rt 51 AT ALL, or sitting to turn and you have to stop and sit there at C. Harper like a Pennsylvania Moron...

“Oh, let’s go buy a car while we’re just sitting here anyway” “duhhh, kaay”

Now Vernon Drive is a major link between West Newton and Routes 51 & 70, not to mention the countless homes and estate plans in between. There’s so much traffic on Vernon Drive that I’d fear raising little kids near it to be honest. So, how about the actual citizens of Rostraver who pay to gain your attention and of course, to our unsuspecting travelers’ through instead of catering to some fancy-rich Car Dealership here, folks? Well, how ’bout it???

It’s an extremely dangerous intersection at 51 and Vernon because the traffic is moving at 50 mph on “divided” four–lane Rt 51 (legally 50mph) but WAY, WAY faster to be honest. Just ask the Rostraver Police, they’ll tell ya! Oh and another interesting tidbit, you can make U–TURNS THERE AS WELL! Yes! You never have A CLUE when you’re sitting on Vernon ~ ready to pull onto 51, if that person pulling into the center area is making a U–Turn or pulling onto Vernon Drive. It’s the same coming up 51 from that TOTALLY RIDICULOUS and NONSENSICAL stop light at C. Harper. The person pulling into that center area could be turning into the “Home Sales” acrossed 51 or making a U–Turn. Listen for a change, PLEASE!

We need to ditch the stoplight at C. HARPER, which is nothing but FRUSTRATING, INFURIATING and RIDICULOUS and get help/replan the area where Vernon Drive meets Route 51. I mean OPEN YOUR EYES here, people!

Frustrated and Disgusted,

Amy S. Learn
On the National Do Not Call Registry
(Oh and don’t use the email either, people)
EAST HILLIS STREET BRIDGE

Other bridge concern:

The substructure is so old, the year it was built is unknown. The superstructure was reconstructed in 1957. It has a load posting of 25 Tons except Combinations 40 Tons. The bridge roadway width is 19'-0". which is significantly less than current standard. The railings are substandard. The approach roadway alignment is extremely poor. It is difficult for two vehicles to cross the bridge at the same time. It is impossible for two trucks at once. Shoulders are substandard and are soft. There is noticeable fluctuation in the superstructure when heavy vehicles cross. Past scour has undermined bridge abutments and wing walls and removed support. There is undermining of both abutments. This bridge is scour critical. Scour holes exist, and there is a history of extensive scour. Large stones and concrete slabs in the northeast upstream channel bank have been undermined. A large stone wall along the northeast bank collapsed into the stream. Loss of embankment protection during the flooding caused by Tropical Storm Sandy from October 30, 2012 to November 1, 2012 has resulted in a large embankment scour hole behind the northeast wing wall approximately 5 feet wide, 8 feet high and 3 feet deep.

The superstructure is old, and the bridge is scour critical. Scour has removed support under the stone masonry abutments, and the substructure is in Critical Condition. Due to the age of the pre-stressed superstructure (erected 1957) and the unknown age of the stone masonry substructure, this bridge needs to be replaced as soon as possible. The Approach Roadway Pavement is in poor condition and Approach Alignment is intolerable for the route. The Bridge Road Width is Narrow and is also considered intolerable (Code 2). Structure Mounted Guide Rails and Approach Guide Rails do not meet current standards and are damaged. Average daily traffic is estimated at 4000 vehicles per day with 10% trucks. Estimated remaining life of the structure is 0 years because of the age of the structure, the masonry abutments, the high scour potential of the stream, the scour and undermining history and presently observed undermining. The entire bridge should be replaced as soon as possible.

Other safety concern:

Average daily traffic is estimated at 4,000 vehicles per day with 10% trucks. The bridge is currently posted at 25 tons, except combinations 40 tons. The superstructure and approaches are very narrow and do not meet current standards, and approach roadway alignment is poor. This bridge is the primary access to numerous industries including the Westmoreland County Community College, DME Corporation, Sidley Precast, Millstein Warehouses, Powerex and others, as well as numerous residences.
FAIRWOOD DRIVE BRIDGE

Other bridge concern:

Fairwood Drive Bridge over Tinkers Run was built in 1965 and rehabilitated in 2003. The newer beams are in good condition; however, the interior beams are very old riveted cast iron built-up girders with extensive section loss. The paint system is beyond repair for Beams 3-6.

The concrete northwest wing wall has tilted outward with a displacement measured at 6 inches from where it cracked away from the abutment, and it is also undermined and has no footing. Severe erosion and loss of backfill has occurred behind the wing walls. The southwest wing wall is being undermined near the abutment and appears to have no footing. A scour hole has formed approximately 4 feet long, 1 foot high and up to 3 feet deep at the downstream corner of the south abutment and the southwest wing wall. Both abutments protrude significantly into the channel and restrict flow during medium and high water. Banks consist of steep slopes in fair to poor condition, fairly eroded and erodible with little to no bank protection. Existing bank protection is being washed away. Upstream movement toward the South is evident by historic erosion along/behind the southeast wing walls. The bridge is highly susceptible to erosion and scour.

This bridge remains unposted only because of the rehabilitation that was done in 2003. This bridge needs to be replaced.

Other safety concern:

Average daily traffic is estimated at 2,500 vehicles per day. This bridge is the primary access to numerous apartment building complexes, Country Hills Estates and other residences in North Huntingdon Township from Route 30.
FIRST STREET BRIDGE

Other bridge concern:

This bridge is so old, the age of the substructure is unknown. The superstructure was rebuilt in 1950. The bridge has been closed to all traffic as of February 23, 1993. The approach roadway width is substandard at 18'-0", and the bridge roadway width is substandard at 19'-0". The bridge railings are substandard, inadequate and damaged. The abutments are stone masonry. No guide rail transitions exist. Approach guide rails are non-existent or are substandard, are in poor condition, are not connected to the bridge railing, and no end treatments exist. The East Approach pavement is in serious condition with cracks, settlement, debris buildup, and vegetation growing on the pavement. The approach roadway drainage is poor.

The west stone masonry abutment is in serious condition with missing stones and voids and IS IN A STATE OF NEAR COLLAPSE. THE SOUTHERN CORNER OF THE EAST STONE MASONRY ABUTMENT WALL HAS COLLAPSED AND THE REMAINING PORTIONS ARE IN DANGER OF COLLAPSING WHICH COULD LEAD TO PARTIAL OR FULL STRUCTURAL FAILURE. The wing walls are in serious condition. PORTIONS OF THE WING WALL HAVE COLLAPSED AND THE REMAINING PORTIONS ARE IN DANGER OF COLLAPSING. Extensive scour is evident along the base of the stem at this location with extensive undermining.

Channel alignment is extremely poor due to stream movement on the upstream side of the bridge. THE SOUTHEAST WING WALL, EAST APPROACH AND EAST AND WEST ABUTMENTS ARE THREATENED BY STREAM MOVEMENT. Minimal to no channel lining or protection exists upstream of the bridge. Upstream movement is eastward. High velocity flow exists along the southeast wing wall, the southern half of the east abutment, along the entire west abutment, the northwest wing wall and the downstream stone masonry channel wall. Trees and brush are growing in and along the channel restricting flow and resulting in high blockage potential. The flooding event which occurred on June 17, 2009 may have caused the significant washout of portions of the East Abutment and Southeast Wing Wall, and floodwater was up to the bottom of the deck or higher. Note: During the flooding event which inundated Water Street, flooded many homes/buildings in the area and caused a large amount of damage, many people and vehicles used this bridge as the only evacuation route since surrounding roads, including SR 0993, were closed due to high water.

This bridge is closed to all traffic due to the undermining and washout of portions of the stone masonry abutments. The possibility of additional localized failures are highly likely due to the scour and undermining and unstable condition of the stones. There is a high probability of additional scour and undermine of abutments during periods of heavy rainfall or flooding.
Due to the very poor condition of the substructure, rehabilitation is not an economically feasible solution and the entire bridge should be replaced as soon as possible. Immediate counter measures to stabilize the structure may be needed to prevent collapse into the stream. If the bridge is not replaced soon, the superstructure and the substructure will collapse into the stream and cause a restriction to the channel which could lead to erosion, scour, undermining and flooding of the adjacent roadways and driveways, businesses and residences. Temporary measures are required to prevent the structure from collapsing into the stream until such time the bridge is removed or replaced. To remove the structure would also require the channel walls to be rebuilt.

Other safety concern:

Note: During the flooding event which inundated SR 0993 Water Street, flooded many homes/buildings in the area and caused a large amount of damage, many people and vehicles used this bridge as the only evacuation route since surrounding roads, including SR 0993, were closed due to high water. The replacement of this bridge will provide an alternate access route to local residences and businesses during high water events due to the flooding of Brush Creek.

Problem description:

Due to the age and condition of the stone abutments, the scour and undermining, the collapsed substructure units, the age of the 63-year-old superstructure, the potential for superstructure collapse into the stream and the need for an alternative access when Route 993 is closed during high water, the bridge needs to be replaced.
FOURTH STREET BRIDGE OVER NORFOLK SOUTHERN RAILROAD

Other bridge concern:

This bridge was built in 1900 due to the relocation of the Pennsylvania Railway. The substructure consists of stone masonry abutments and riveted steel column bents. The superstructure consists of riveted steel girders, floor beams and stringers, and a wooden deck. The wooden deck is very noisy when vehicles pass over it, and is very rough and requires constant maintenance and replacement of deck planks. The bridge is approximately 35 feet above the railroad tracks. During an extreme rain event in 2011, flooding of Broadway Street occurred and a portion of the bridge approach and roadway was washed out requiring replacement by the Borough of North Irwin at great expense in cooperation with Westmoreland County Commissioners. This bridge is over the Norfolk Southern Railway (formerly Conrail, formerly Pennsylvania Railway) Mainline between Pittsburgh and Philadelphia. This is the most heavily traveled railroad in the area with two lanes of tracks and daily freight and coal trains and high speed Amtrak passenger trains. The entire bridge needs to be replaced as soon as possible.

Recent bridge inspections have identified problems which need to be repaired immediately, as well as numerous Improvement Needs and Rehabilitation Items which need to be addressed at an estimated cost of $298,000.

Other safety concern:

At one time this bridge was actually posted at 3 tons due to safety concerns. Repairs were made in the 1980's which allowed the bridge posting to be raised to 10 tons. According to a PUC Hearing, the bridge ownership is divided as follows: The Bridge Deck and Approach Roadways are the shared responsibility of North Irwin Borough and Westmoreland County; The Superstructure and Substructure are the responsibility of Norfolk Southern Railway. Recent bridge inspections have identified problems which need to be repaired immediately, as well as numerous Improvement Needs and Rehabilitation Items which need to be addressed at an estimated cost of $298,000.

Other freight concern:

This bridge is over the Norfolk Southern Railway (formerly Conrail, formerly Pennsylvania Railway) Mainline between Pittsburgh and Philadelphia. This is the most heavily traveled railroad in the area with two lanes of tracks and daily freight and coal trains and high speed Amtrak passenger trains. The entire bridge needs to be replaced as soon as possible.

Problem description:

Due to the age of the stone abutments and the 113-year old superstructure (which consists of riveted steel column bents, girders, floor beams and stringers) the condition of the wooden deck, and the posted weight limit of 10 tons, this bridge needs to be replaced as soon as possible.

Land Use/Economic Development:

The restricted bridge leads to the industrial zone of the Borough where several active industrial sites are located. Many over-weight deliveries, including tractor-trailers, cross illegally or are forced to turn around where there is little room available.
Among the key transportation projects we identify as important to our short and long term economic success, are the Laurel Valley Transportation Improvement Project (sometimes referred to as the Laurel Valley Connector). The LVTIP would connect the Arnold Palmer Regional Airport at Routes 30 & 981 with the Pennsylvania Turnpike & I-70 to the south. When completed, this project would join one of Westmoreland County's key economic drivers – The Arnold Palmer Regional Airport – to one of the county's key business districts that is home to companies like UPS, Super Value, ABB, Aquion, and others. Completion of the project would cut travel time to the airport from 45 minutes to less than 20 minutes while alleviating traffic congestion on many of the current routes and stimulating further development and investment in the southwestern part of Westmoreland County.

PPP Testimony
Chad Among
6/19/14
June 19, 2014

HEMPFIELD TOWNSHIP
Westmoreland County, PA
SPC TIP Testimony

Dear Westmoreland County SPC TIP Board Members and Transportation Representatives,

Thank you for the opportunity to inform an important entity within the transportation infrastructure improvement process for my community Hempfield Township, Westmoreland County. The Board of Township Supervisors I represent this evening often lobby Federal, State, and County officials for transportation improvement assistance and I would like to list a few areas for you in tonight’s testimony period.

**Sweitzer Hill Bridge:** Serves as artery between SR 819, Stone Church Road and WCCC. Estimated repair cost of $418,000. Low volume until recently with closure of the bridge on SR 819 in Armbrust.

**East Hills Bridge:** Bridge is major roadway between Hempfield and Youngwood. Serves as main artery for students and staff traveling to WCCC. Estimated $2million shared repair cost with Youngwood Borough.

**SR 136:** Widening project for safety purposes from Township line in the West to SR 30. Hempfield HS, Hempfield MS, large churches, business parks, and large residential subdivisions located along route. Blind turns and narrow intersections throughout the township on roadway, especially at Edna Rd intersection. Widening would allow for safer travel and more development along the corridor.

**Georges Station Road:** Widening of roadway between SR 30 and Donahue Road and intersection with SR 30 to include traffic turning lanes. Property acquisition would be required. This improvement would benefit current area business park tenants utilizing the corridor and possible future WC business park expansion with ease of access to this roadway.

**Mt. Pleasant Road:** Widening and intersection improvements of this County road from Pellis Road to Old Airport Road, particularly the intersection with Old Airport Road. This improvement project would benefit the growing traffic to the ever expanding University of Pittsburgh campus. This corridor is utilized by large residential subdivisions, commercial, and educational institutional travelers.

**North Greengate Road (SR 4002) underpass of Norfolk Southern main line rail:** Lower roadway to reduce height restrictions, widen roadway, and improve approaches. These corridor improvements will enhance travel safety and spur development between SR 30 and SR 130 which is heavily traveled to access large commercial and residential subdivisions.

Thank you again for the opportunity to share transportation improvement priorities from Hempfield Township.

Respectfully Submitted,

R. Douglas Weimer
Hempfield Township Supervisor
Board Chairman
724-834-7232 x118
On 2014-06-30 at 12:54:02,
The following information was submitted:
From Host: 216.48.51.18
PropAdv = Lincoln Highway Heritage Corridor FirstName = Olga LastName = Herbert AddressOne = 3435 State Route 30 East AddressTwo = City = Latrobe State = PA Zip = 15650 submit_by = olga@lhhc.org Fax = Phone = ProbLoc = Westmoreland Mun = Unity Township MPORPO = PropTitle = TE Funding Lost Loc = Route PreWork = RdPoorCond = RdDrainageIssue = RdShdRepairNeeded = RdOther = BrPoorCond = BrDeckNoisy = BrClosed = BrWeightRestr = BrRestrOneLane = BrOther = CongCongDurRushHr = CongCongDurRushHrAndOthers = CongCongDuringEvents = CongDiffTurn = CongPostedDetRtProb = CongOther = SafeSerCrashesOccur = SafeManyCrashOccur = SafeCantSeeFarEnoughWhenTurn = SafePolesTrees = SafeTooManyHills = SafeCurvesTooFast = SafeNoVisibleLines = SafeTurnConflicts = SafeSignalIssues = SafeGuideRailIssues = SafeOther = TransitProv = None Selected TransNoServeWhenNeed = TransBusesOldNeedRep = TransBusNotFuelEff = TransMoreBusesNeeded = TransNewOrAddRtsNeeded = TransMorePnRNeeded = TransNeedMoreSafety = TransConcernWithParatrans = TransOther = IssueDescr = AltNoExistFac = AltExFacNeedsRep = AltNoCurbCuts = AltNoPedCrossSigOrCallButt = AltAudPedSigsNeeded = AltCrossMarksOldOrFaded = AltNewBikeLnOrSharrNeeded = AltExBikeLnOrSharrOldOrFaded = AltBikeLnSharrShouldBeRemoved = AltMaintNeededForRdSh1dr = AltOther = FrBrClosed = FrBrWeightRestr = FrBrWideLdRestr = FrBrTallOverHghtRestr = FrRdWeightRestr = FrRdDesIssue = FrOverUtIssue = FrChokepoint = FrLastMileConc = FrOther = ProbDescr = LUEDDescr = I am disappointed that the balance (over $100,000 that was to be used for an ADA entrance to our National Register-listed building that serves as a Lincoln Highway Museum) from our TEA award was suddenly revoked via a phone call by PennDOT District 12. This is after months of no response from them re: the architecture plans and specs we submitted. Itâ€™s disheartening for our small nonprofit organization to spend $7,000 for architectural plans for a project we have no $ to implement. How can SPC prevent this from happening to other TEA recipients? 2.) With transportation museums being eliminated as an eligible TE category, do you know of any other source of construction $ that we could use towards our ADA entrance? Thank you.
EnvConcerns = Comments = I am disappointed that the balance (over $100,000 that was to be used for an ADA entrance to our National Register-listed building that serves as a Lincoln Highway Museum) from our TEA award was suddenly revoked via a phone call by PennDOT District 12. This is after months of no response from them re: the architecture plans and specs we submitted. Itâ€™s disheartening for our small nonprofit organization to spend $7,000 for architectural plans for a project we have no $ to implement. How can SPC prevent this from happening to other TEA recipients? 2.) With transportation museums being eliminated as an eligible TE category, do you know of any other source of construction $ that we could use towards our ADA entrance? Thank you.

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Version: 2014.0.4592 / Virus Database: 3986/7769 - Release Date: 06/30/14
Rostraver Township, Westmoreland County
Support
I-70/SR 201 Corridor
• SR 3033 (Pricedale Road) and I-70 Eastbound Ramp
  • SR 201 and SR 1099/3013 (Vance Dei Cas)

Rostraver Township is asking for the 2015-2018 Draft TIP to include funding for the I-70/SR 201 Corridor for SR 3033 and I-70 Eastbound Ramp, and SR 201 and SR 1099/3013.

There is a corridor congestion problem for the I-70/SR 201 Corridor. Ortho-Rodgers & Associates, Inc. did a study for Penn Dot entitled *Interstate 70 and State Route 201 Corridor Study* in 2004. The study showed documented problems and to date no funding has been dedicated to the I-70/SR 201 Corridor.

**Brief History:**

2013-
*Rostraver Township sent SPC a letter asking for monies from MPMS 60360 and MPMS 67854 to be spent on the I-70/SR 201 Corridor [SR 3033 (Pricedale Road) and I-70 eastbound ramp, and SR 201 and SR 1099/3013 (Vance Dei Cas) intersection]*

2012-
*Rostraver Township sent SPC comments on the 2013-2016 Draft TIP, requesting funding for I-70/SR 201 Corridor [SR 3033 (Pricedale Road) and I-70 eastbound ramp, and SR 201 and SR 1099/3013 (Vance Dei Cas) intersection]*

2011-
*Rostraver Township submitted a project abstract to the State Transportation Commission to reconfigure the I-70 eastbound ramp and SR 3033 (Pricedale Road)*

2009-
*Meeting held at Rostraver Township Municipal Building with Penn DOT to discuss reconfiguring the I-70 eastbound ramp and SR 3033 (Pricedale Road)*

2008 -
*Rostraver Township sent a letter to Penn Dot supporting MPMS 60360 to upgrade the intersection of SR 201 and SR 3013/Vance Dei Cas *

*Honorable Congressman Murtha sent a letter to Joe Szczur at Penn Dot giving the OK to use the funding to upgrade the intersection of SR 201 and SR 3013*

*Honorable Congressman Murtha sent a letter to Allen Biehler at Penn Dot supporting Rostraver Township’s priority to upgrade the intersection of SR 201 and SR 3013*

*Documentation attached*
2007 - *Rostraver Township Board of Commissioners did a letter making the upgrade of SR 201 and SR 2013 a priority

*Westmoreland County Commissioners send a letter to Penn Dot expressing their support for SR 201 and SR 3013

*State Representative Ted Harhai send a letter citing congestion and safety as a problem for the SR 201 Corridor

*Submitted testimony to SPC to support MPMS 60360

2006 - *Submitted testimony to SPC to support MPMS 60360

2005 - Submitted support of MPMS 60360 to SPC online

*Documentation attached
May 28, 2013

SPC Draft TIP, Initial Input
Two Chatham Center, Suite 500
112 Washington Place
Pittsburgh, PA 15219

RE: Draft 2015-2018 Transportation Improvement Plan (TIP)

To Whom It May Concern:

Since 2006, Rostraver Township has been submitting testimony for the 2007-2010 Draft TIP and subsequent TIP drafts to have improvements done at the intersection of SR 201 and SR 1099/3013. Enclosed please find a preliminary cost estimate to improve traffic patterns at this intersection by installing new traffic signals, turning lanes, upgrading existing traffic signals, and reconfiguring access points. In addition, enclosed are letters of support for this project from the Westmoreland County Commissioners, Representative Harhai and Representative Murtha.

In 2009, Rostraver Township began meeting with elected officials and Penn DOT to see if monies from MPMS 60360 or MPMS 67854 could be used to upgrade/reconfigure the I-70 eastbound ramp off of SR 3003 (Pricedale Road) to help alleviate that some of the congestion on SR 201. In 2003, a needs study was done for the I-70/201 corridor by Ortho-Rodgers and Associates but the final study is still waiting final review from Penn DOT and the Federal Highway Administration since the recommendations were beyond “reasonable expense”.

Since time and money have been spent on studying the I-70/SR 201 corridor, Rostraver Township would like to see upgrades to this heavily traveled commercial corridor by adding the SR 201 and SR 1099/3013 project and I-70 eastbound ramp and SR 3033 project to the 2015-2018 draft TIP. There is congestion on SR 201 during rush hour and especially during the holiday season when traffic backs up onto I-70.
Thank you for your time and consideration for adding SR 201 and SR 1099/3013 and I-70 eastbound ramp and SR 3033 to the 2015-2018 TIP. The SR 201 corridor is the top priority for Rostraver Township.

BOARD OF COMMISSIONERS
TOWNSHIP OF ROSTRÄVER

Andrew S. Temoshenko
Commissioner

Enclosures

TMS/pb

cc: Rostraver Township Board of Commissioners
    Senator Kim Ward
    Representative Ted Harhai
    Charles Anderson, Tyler Courtney & Ted Kopas, Westmoreland County Commissioners
    Chris Bova, Westmoreland County Planning Department
    Mike Turley, Westmoreland County
TOWNSHIP OF ROSTRAVER
Board of Commissioners

Municipal Building
201 Municipal Drive
Belle Vernon, PA 15012
(724) 929-8877 • Fax: (724) 929-5009
www.rostraver.us
e-mail: commissioners@rostraver.us

May 23, 2012

SPC Comments
425 Sixth Avenue
Suite 2500
Pittsburgh, PA 15219

RE: Draft 2013-2016 Transportation Improvement Plan (TIP)

To Whom It May Concern:

Rostraver Township received an email from the Smart Growth Partnership on Thursday, May 17, 2012 at 5:56 pm regarding the “Southwestern Pennsylvania Commission seeks input on Draft 2013-2016 TIP”. The Township is appreciative that Smart Growth sent the Township said notice, but the Public Participation Panel for Westmoreland County was at 6:00 pm on the same day, May 17, 2012. Needless to say, Rostraver Township was not able to attend the Public Participation Panel in Westmoreland County. Please add this letter to the public comments for the draft 2013-2016 TIP.

It is my understanding that previous chairman of the Board of Commissioners have objected to MPMS 31763/SR 906 Abandoned Tramway Bridge project. Rostraver Township does not understand the need or benefit for this project. There are other projects that are a higher priority to the Township, and the Township would prefer to see the projects described below to be on the TIP over MPMS 31763.

Since 2006, Rostraver Township has been submitting testimony for the 2007-2010 Draft TIP and subsequent TIP drafts to have improvements made at the intersection of SR 201 and SR 1099/3013. Enclosed please find a preliminary cost estimate to improve traffic patterns at this intersection by installing new traffic signals, turning lanes, upgrading existing traffic signals, and reconfiguring access points. In addition, enclosed are letters of support for this project from the Westmoreland County Commissioners, Representative Harlai and Representative Murtha. In 2009, Rostraver Township began meeting with elected officials and Penn DOT\(^1\) to see if monies from MPMS 60360 or MPMS 67854 could be used to upgrade/reconfigure the I-70 eastbound ramp off

\(^1\) Attached is the sign in sheet from the meeting in 2009 and an aerial photograph of the area
of SR 3003 (Pricedale Road) to help alleviate that some of the congestion on SR 201. In 2003, a needs study was done for the I-70/201 corridor by Ortho-Rodgers and Associates but the final study is still waiting final review from Penn DOT and the Federal Highway Administration since the recommendations were beyond “reasonable expense”. Since time and money have been spent on studying the I-70/SR 201 corridor, Rostraver Township would like to see upgrades to this heavily traveled commercial corridor by adding the SR 201 and SR 1099/3013 project and I-70 eastbound ramp and SR 3033 project to the 2013-2016 draft TIP.

Thank you for your time and consideration for adding SR 201 and SR 1099/3013 and I-70 eastbound ramp and SR 3033 to the 2013-2016 TIP.

BOARD OF COMMISSIONERS
TOWNSHIP OF ROSTRAVER

Andrew S. Ternoshenka
Commissioner

Enclosures

TMS/pb

cc: Rostraver Township Board of Commissioners
    Senator Kim Ward
    Representative Ted Harhai
    Charles Anderson, Tyler Courtney & Ted Kopas, Westmoreland County Commissioners
    Jason Rigone, Westmoreland County Planning Department
    Smart Growth Partnership
Tamira Spedaliere

From: Sargent, Martin J [MSARGENT@pa.gov]
Sent: Thursday, August 18, 2011 10:46 AM
To: Tamira Spedaliere
Subject: STC Abstract for I-70 Ramp Configuration - 2013-64-0001

This email is to notify you that the 2013 Abstract you submitted for Westmoreland County, titled, I-70 Ramp Configuration was received and has been assigned the Identification Number of 2013-64-0001.

If you have any questions regarding this e-mail or require additional assistance, please feel free to contact:

Martin Sargent, Specialist Transportation Programs
PA Department of Transportation
Twelve Year Program Section - Center for Program Development and Management
400 North Street, 6th Floor; Harrisburg, PA 17120-0064
Phone: 717.772.0794 Fax: 717.787.5247

Confidentiality Notice: This electronic communication is privileged and confidential and is intended only to the party to whom it is addressed. If received in error, please notify the listed contact.
# State Transportation Commission
## 2013 Transportation Program
### Project Abstract (V2013.1)

<table>
<thead>
<tr>
<th>Project Testifier</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Mr. ☐ Ms. ☐</td>
<td></td>
</tr>
<tr>
<td>*First Name</td>
<td>Nick</td>
</tr>
<tr>
<td>Street Address</td>
<td>201 Municipal Drive</td>
</tr>
<tr>
<td>Organization</td>
<td>Rostraver Township</td>
</tr>
<tr>
<td>Title</td>
<td></td>
</tr>
<tr>
<td>*Email Address</td>
<td><a href="mailto:commissioners@rostraver.us">commissioners@rostraver.us</a></td>
</tr>
<tr>
<td>Testifying For?</td>
<td>Rostraver Township</td>
</tr>
<tr>
<td>*Are you planning to present this project at any of the STC hearings?</td>
<td>No</td>
</tr>
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### Abstract & Context

Check if the same as Project Testifier - ☑

<table>
<thead>
<tr>
<th>Project Title</th>
<th>I-70 Ramp Reconfiguration</th>
</tr>
</thead>
<tbody>
<tr>
<td>*Project Type</td>
<td>Enhancement</td>
</tr>
<tr>
<td>*County</td>
<td>Westmoreland</td>
</tr>
<tr>
<td>Planning Partner</td>
<td>SPC MPO</td>
</tr>
<tr>
<td>Municipality</td>
<td>Rostraver (Twp)</td>
</tr>
<tr>
<td>Road or Facility Name</td>
<td>I-70 Ramp Reconfiguration</td>
</tr>
<tr>
<td>State Route #</td>
<td>I-70</td>
</tr>
</tbody>
</table>

*Please provide a detailed description of the project.*

Reconfigure the I-70 east bound ramp off of Pricedale Road/SR 3003

Please provide the benefits and/or needs of the project.

There is a traffic congestion problem at the intersection of SR 201 and Pricedale Road traffic light. If the ramp was reconfigure motorist could just get directly on I-70 eastbound instead of driving up to the signalized intersection at SR 201

Please provide the total cost of the project. (Estimated or Actual) $0

*Please indicate whether you support or oppose this project.* Support Project ☐ Oppose Project ☐

*How would you suggest this Project be funded?*

Use MPMS 67854 to help pay for this project.
# ATTENDANCE SHEET

## TOWNSHIP OF ROSTRAVER
201 MUNICIPAL DRIVE
BELLE VERNON, PA 15012

<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation</th>
<th>Phone Number</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nick Alter</td>
<td>Rostraver Commissioner</td>
<td>724-829-8877</td>
<td></td>
</tr>
<tr>
<td>Alan Bailey</td>
<td>PennDOT</td>
<td>724-439-7259</td>
<td><a href="mailto:rduda@state.pa.us">rduda@state.pa.us</a></td>
</tr>
<tr>
<td>Rachel Duda</td>
<td>PennDOT</td>
<td>724-439-7345</td>
<td></td>
</tr>
<tr>
<td>Tom Patterson</td>
<td>Rostraver Twp</td>
<td>724-929-8877</td>
<td></td>
</tr>
<tr>
<td>John Actavich</td>
<td>Rostraver Twp</td>
<td>724-350-0885</td>
<td><a href="mailto:jj@rostraver.com">jj@rostraver.com</a></td>
</tr>
<tr>
<td>George</td>
<td>PennDOT</td>
<td>724-489-7340</td>
<td></td>
</tr>
<tr>
<td>Chuck Anderson</td>
<td>DC Commissioner</td>
<td>724-830-3104</td>
<td></td>
</tr>
<tr>
<td>Carl Deit</td>
<td>Chester King</td>
<td>724-489-8041</td>
<td><a href="mailto:cad@cheylerslaw.com">cad@cheylerslaw.com</a></td>
</tr>
<tr>
<td>Joseph Zalada</td>
<td>Com. Murtis</td>
<td>514-535-2612</td>
<td></td>
</tr>
<tr>
<td>John Szymczak</td>
<td>Resident</td>
<td>724-880-8722</td>
<td></td>
</tr>
<tr>
<td>Rob Riten</td>
<td>Penwed</td>
<td>724-600-2002</td>
<td><a href="mailto:robernwayne@gmail.com">robernwayne@gmail.com</a></td>
</tr>
<tr>
<td>Kenny Rosinski</td>
<td>Sec. Ward</td>
<td>724-600-7002</td>
<td><a href="mailto:krosinski@rostraver.com">krosinski@rostraver.com</a></td>
</tr>
<tr>
<td>Tamirra Spadaro</td>
<td>Rostraver Twp</td>
<td>724-929-8877</td>
<td><a href="mailto:planning@rostraver.us">planning@rostraver.us</a></td>
</tr>
<tr>
<td>Pan Board</td>
<td>Rostraver Twp</td>
<td>724-929-8877</td>
<td><a href="mailto:Secretary@rostraver.us">Secretary@rostraver.us</a></td>
</tr>
<tr>
<td>State Cntr</td>
<td>Gou. Office</td>
<td>412-565-5760</td>
<td><a href="mailto:stcaw@state.pa.us">stcaw@state.pa.us</a></td>
</tr>
</tbody>
</table>
Mr. Nick Lorenzo, Chairman  
Township of Rostraver  
Board of Commissioners  
Municipal Building  
201 Municipal Drive  
Belle Vernon, Pennsylvania 15012 

Dear Mr. Lorenzo: 

This is in response to your June 9, 2008 request for information concerning the State Route 0201/3013 and State Route 0051/Darr Road Intersections in Rostraver Township, Westmoreland County.

Your letter indicates that you believe that both intersection projects are not on the Draft 2009-2012 Transportation Improvement Plan. Upon review of the current Draft TIP, the State Route 0051/Darr Road intersection is on the Plan for all phases.

The State Route 0201/3013 intersection is not actually a project on its own at this time; however, it is a part of the I-70/State Route 0201 Study. In order to make this a stand alone project, new policies concerning funding of projects on the TIP must be met. Either of two scenarios that would be required by both SPC and FHWA are as follows:

- All project phase and fully funded costs must be on the TIP,
- The project must be on SPC’s Long Range plan.

Since neither of these conditions exist, the project cannot be advanced through FHWA and preliminary design must be initiated.

As mentioned in previous correspondence, the I-70/State Route 0201 Study resulted in some recommendations. The available Farmark Funds will need to be used to complete any feasible recommendations prior to moving funding.

Should you have any further questions or require additional information, please contact Assistant District Executive-Design R. Alan Bailey, P.E., at 724-439-7259.

Sincerely,

Joseph J. Szczur, P.E.  
District Executive  
Engineering District 12-0

120:RAF:MPJ
TOWNSHIP OF ROSTRAVER
Board of Commissioners

Municipal Building
201 Municipal Drive
Belle Vernon, PA 15012
(724) 929-8877  •  Fax: (724) 929-5009
www.rostraver.us
e-mail: commissioners@rostraver.us

March 17, 2008

Congressman John P. Murtha
547 Main Street, Suite 401
Johnstown, PA 15907

Attn: Joe Yankovich

Re: Intersection of SR 201 and SR 3013/MPMS 60360

Dear Honorable Congressman Murtha:

The Rostraver Township Board of Commissioners has made the upgrade of the intersection of SR 201 and SR 3013 a priority since discussing it at the Work Session held on May 21, 2007.

The Westmoreland County Commissioners wrote PennDOT a letter dated September 26, 2007 supporting a traffic study to be conducted on the intersection of SR 201 and SR 3013. Representative Harhai sent the Township a letter dated June 5, 2007 that supports our “efforts to improve conditions at this intersection” and pledging his “assistance to work with Congressman Murtha and his staff to secure the resources required to execute this plan.” Both Senator Regola and Representative Harhai have made a point to attend our many meetings regarding this important project for our community.

We would appreciate all of the help and direction you can provide concerning this project.

NICK LORENZO
President

THOMAS G. PATTERSON
Vice President

PAMELA S. BEARD
Secretary

ELAINE M. PHILLIPS
Treasurer/Tax Collector

TIMOTHY M. MAATTA
Solicitor

CRAIG ZIENIK
Engineers

BRIAN L. EGROS
RALPH IACONDI
BRIAN L. SOKOL

BOARD OF COMMISSIONERS
TOWNSHIP OF ROSTRAVER

Nick Lorenzo, Chairman

Thomas G. Patterson, Vice Chairman

Patrick G. Egros, Commissioner

Ralph Iacoboni, Commissioner

Brian L. Sokol, Commissioner

NLjp
Cc: Rostraver Township Board of Commissioners
    Joseph Szczur, P.E. (PennDOT)
    Westmoreland County Commissioners
    Representative Ted Harhai
    Senator Bob Regola
May 2, 2008

Mr. Joe Szczur
District Executive
Pennsylvania Department of Transportation
PO Box 459
Uniontown, PA 15401-0459

Dear Mr. Szczur:

This letter is in regards to the funding that is in place for the intersection of SR 201 and SR 3013 in Rostraver Township.

As evidenced by the attached letter, the Rostraver Commissioners, as well as other County and State officials, have decided that the available funding be used to upgrade the intersection of SR 201 and SR 3013. I do realize that, as you have stated, the money would be better utilized towards a bridge project. However, please understand that this is the decision of the majority of the elected officials and residents that I serve in Congress. As their public servant, it is necessary that I act in their favor.

I request that the funding currently available be used to make improvements to the intersection mentioned above. If you have any questions or would like to discuss this matter further, I ask you to please call my office.

Sincerely,

JOHN P. MURTHA
YOUR CONGRESSMAN

JPM:jy
To: Nick Lorenzo  
Fax number: 724-929-5009  

Date: 5/12/2008  

Regarding: SR 201 and SR 3013  

Comments:  

Fr. Joseph Yankovich  
Field Rep.  
Honorable John P. Murtha  

1-800-289-2642
June 9, 2008

Joseph J. Szczur, P. E.
District Engineer
Engineering District 12-0
Commonwealth of Pennsylvania
Department of Transportation
P. O. Box 459
Uniontown, PA 15401

RE: MPMS Numbers
60360 & 75977

Dear Mr. Szczur:

Rostraver Township has reviewed the 2009-2012 Draft Transportation Improvement Program (TIP) listing as prepared by the Southwestern Pennsylvania Commissions (SPC). Rostraver Township was disturbed to notice that MPMS numbers 60360 (I-79/SR 201 Upgrades) and 75977 (SR 51/Darr Rd Intersection) have been removed from the proposed list. I plan to submit testimony to SPC on Tuesday, June 17, 2008 at the Westmoreland County Courthouse supporting both of these projects.

The attached letter sent from the Honorable Congressman Murtha's office dated May 2, 2008, supports the use the funds from MPMS 60360 to upgrade the intersection of SR 201 and SR 3013. Rostraver Township has made this project a priority and would like this to remain on the 2009-2012 Draft TIP.

Two different studies have been done along SR 51/Darr Road, one by HRG for SPC entitled Route 51 Land Use & Transportation Initiative and another study by SP&K for Penn Dot for a Route 51 Needs Study. On the 2007-2010 TIP, both federal and state monies were proposed for MPMS 75977. Rostraver Township would like a copy of the SP&K study and for this project to remain on the 2009-2012 Draft TIP.
As I have previously stated, Rostraver Township supports both projects (MPMS 60360 and 75977) and would like an explanation as to why these projects have been removed from the 2009-2012 Draft TIP especially since funds have been spent on previous studies for both of these projects.

TOWNSHIP OF ROSTRAVER
BOARD OF COMMISSIONERS

Nick Lorenzo
Chairman

Attachments

TMS/sf

cc: Rostraver Township Board of Commissioners
    Honorable Congressman John P. Murtha
    Senator Bob Regola
    Representative Ted Harhai
    Westmoreland County Commissioners
    Allen D. Biehler
May 2, 2008

Mr. Joe Szczur
District Executive
Pennsylvania Department of Transportation
PO Box 459
Uniontown, PA 15401-0459

Dear Mr. Szczur:

This letter is in regards to the funding that is in place for the intersection of SR 201 and SR 3013 in Rostraver Township.

As evidenced by the attached letter, the Rostraver Commissioners, as well as other County and State officials, have decided that the available funding be used to upgrade the intersection of SR 201 and SR 3013. I do realize that, as you have stated, the money would be better utilized towards a bridge project. However, please understand that this is the decision of the majority of the elected officials and residents that I serve in Congress. As their public servant, it is necessary that I act in their favor.

I request that the funding currently available be used to make improvements to the intersection mentioned above. If you have any questions or would like to discuss this matter further, I ask you to please call my office.

Sincerely,

JOHN P. MURTHA
YOUR CONGRESSMAN
The Honorable Allen D. Biehler
Secretary
PA Department of Transportation
400 North St
Commonwealth Keystone Bldg 8th Fl
Harrisburg, PA 17120-0041

Dear Mr. Secretary:

The Rostraver Township commissioners have contacted me to inform me that their transportation priorities have changed. I'm writing to express my support for their request to prioritize the upgrading of the intersection of SR 201 and SR 3013 as long as this request complies with all PennDOT standards and regulations and requirements for federal highway funding.

If you have any further questions or comments, please do not hesitate to contact me.

Sincerely,

JOHN P. MURTHA
MEMBER OF CONGRESS

JPM:AM
September 26, 2007

Joe Szczur
District Manager
PennDOT District 12
825 North Gallatin Avenue Ext.
Uniontown, PA 15401-2105

Dear Mr. Szczur:

We write to express our support for a traffic study to be conducted on the intersection of SR 201 and SR 3013. The study would determine the feasibility of upgrading the intersection with new traffic signals, turning lane and new access driveway to the Isaboni property.

As you are aware this traffic study has the support of the Rostraver Township Board of Commissioners.

Thank you for your attention to this matter, and we hope you look favorably upon our request.

Sincerely,

Tom Balya
Chairman

Tom Ceraso
Commissioner

Phil Light
Commissioner

CC: Nick Lorenzo, Chairman, Rostraver Township Board of Commissioners
    Larry Larsen, Westmoreland County Planning Department
June 5, 2007

Mr. Nick Lorenzo, President
Board of Commissioners
Township of Rostraver
Municipal Building
201 Municipal Drive
Belle Vernon, PA. 15012

RE: MPMS 60360

Dear Commissioner Lorenzo:

Thank you for your letter dated April 12, 2007 regarding the above-referenced project. I am in complete agreement with your opinion that more than enough resources have been expended studying the problem. We are well aware of what the issue is, now is the time to implement the solution, which you kindly included with your correspondence.

For many years, the current configuration of that intersection has led to increased traffic congestion and decreased safety. The proposal put forth by Rostraver Township will greatly improve the traffic flow and reduce the hazards endured by the public that utilize the Route 201 corridor.

I wholeheartedly support the township's efforts to improve conditions at this intersection and pledge my assistance to work with Congressman Murtha and his staff to secure the resources required to execute this plan.

Please have your staff contact my office if you have any further questions so that we can get the ball rolling with this project.

Sincerely,

[Signature]

Ted Harhai
State Representative
39th Legislative District
TOWNSHIP OF ROSTRAVER
Board of Commissioners

Municipal Building
201 Municipal Drive
Belle Vernon, PA 15012
(724) 929-8877 • Fax: (724) 929-5009
www.rostraver.us
e-mail: commissioners@rostraver.us

June 12, 2007

Congressman John P. Murtha
Centre Town Mall
PO Box 780
Vine and Walnuts Streets
Johnstown, PA 15907-0780

Attention: Allen Myers

RE: MPMS 60360

Dear Honorable Congressman Murtha:

Enclosed please find the supporting documentation which supplemented my testimony presented to SPC on June 5, 2007 during the Westmoreland County Public Participation Panel for MPMS 60360. I have also enclosed a status report from SPC clarifying the placement of MPMS 60360 as being initiated on a previous Transportation Improvement Program (TIP), but not advanced on the 2007-2010 TIP.

Rostraer Township does not want MPMS 60360 to be removed from the TIP and would appreciate any support you could give to this project. Please contact me at your convenience to set a meeting to discuss our proposal submitted to SPC. I look forward to hearing from you soon. Thank you for your time and consideration.

TOWNSHIP OF ROSTRAVER
BOARD OF COMMISSIONERS

Nick Lorenzo
Chairman

TMS/psb

Enclosures

CC: Rostraer Township Board of Commissioners
    File (w/ enclosures)
July 24, 2006

To Whom It May Concern:

Enclosed please find supporting documentation to supplement the testimony I presented on July 13, 2006 during the Westmoreland County Public Participation Panel for MPMS 60360. According to the draft 2007-2010 Transportation Improvement Program, MPMS 60360 does not appear on the draft. Rostraver Township believes too much time and effort has been spent on this project since a needs study was done by the Pennsylvania Department of Transportation for this area.

Rostraver Township would like to see some improvement with the intersection of SR 201 and SR 1099. Enclosed please find a preliminary cost estimate to improve traffic patterns at this intersection by installing two new traffic signals, a left turn lane and upgrading the existing traffic signals. As well, enclosed are a drawing showing the existing conditions of the intersection and a drawing showing the proposed improvements.

Please accept this letter as a formal notice that Rostraver Township does not MPMS 60360 taken off the 2007-2010 TIP. Thank you in advance for your time and consideration.

Nick Lorenzo
Chairman
Rostraver Township

Intersection Improvements to SR 201 and SR-1099

Project Description: Improve traffic patterns, create access entrance to proposed Business Park, existing gas station, car wash and beer distributor. Install two (2) new traffic signals, left turn lane, and upgrade existing traffic signals.

COST BREAKDOWN

1. Traffic Signals $250,000.00
2. Left Turn Lane $600,000.00
3. Right-of-Way $50,000.00
4. Lighting $100,000.00
5. Engineering $112,000.00

TOTAL PROJECT $1,112,000.00
Rostraver Township

Intersection Improvements to SR 201 and SR 3013

Project Description: Improve traffic patterns, create access entrance to proposed Business Park, existing gas station, car wash and beer distributor. Eliminate free access from existing business on west side of SR 201, install new traffic signals, left turn lane, and lighting improvements.

COST BREAKDOWN

1. Traffic Signals $350,000.00
2. Left Turn Lane $700,000.00
3. Right-of-Way $50,000.00
4. Lighting $100,000.00
5. Engineering $112,000.00

TOTAL PROJECT $1,312,000.00
From: valerie Lippert [mailto:dragonfly1322rn@gmail.com]
Sent: Thursday, July 10, 2014 8:01 PM
To: Dee Pamplin
Subject: vernon Dr & Rt. 51

Southwest Pa Commission,

I do not believe that a traffic light is needed at this intersection. The problem is visibility. If the trees, brush and hillside were cut back so that a driver can see down 51 the situation would be remedied. As it is now you have to be almost out on 51 to be able to see to pull out. Also, cutting back the hillside to increase the visibility would be much more cost effective than a red light.

thank you
I see some people are starting a push to install a traffic light there. I am letting you know that in my opinion, that intersection does NOT warrant a traffic light. There is never a very long wait or line of cars there, and there is plenty of clear visibility. An additional light there would just further obstruct the flow of traffic on Rt. 51 for no good reason. I actually live off Vernon Dr. and have no problems pulling out into Rt. 51 in either direction. So I am AGAINST installing a light there.
From: walt & dawn moore [mailto:budatira@comcast.net]
Sent: Thursday, July 17, 2014 9:53 PM
To: Dee Pamplin
Subject: traffic light at Rt51 and Vernon Drive intersection

Someone put a flier in my mailbox urging me to send you a comment on the importance of a traffic light at this intersection. I do not think one is warranted at this location. There is no business here that produces a steady stream of entering/exiting traffic. There are existing lengthy red lights at C.Harper Ford heading south and Bill's Golfland heading north on RT 51. These two existing traffic signals provide plenty of extended periods of time with clear open highway that allows entry onto Rt. 51 providing drivers exercise three basic rules of the road. CAUTION, PATIENCE, AND COMMON SENSE. If you were to change anything concerning that intersection I would suggest a turning lane off Rt 51 North on to Vernon Drive as distracted, idiot drivers tend to close in on you from behind as you slow to exit the highway.

Walt Moore
430 Vernon Drive
West Newton
From: alantomsloboda@aol.com
Sent: Thursday, July 10, 2014 2:49 PM
To: Dee Pamplin
Subject: PA Rt 51/Vernon Drive Intersection

Please do not install another useless traffic light on PA 51! These lights stop traffic when no one is there and cause T-bone accidents when drivers do not see the yellow or red lights.

A better solution would be a circle.

Maybe less costly than a circle would be more turning lanes which would allow traffic making turns to get out of the way when turning.

People afraid of this Rt 51/Vernon Drive intersection should travel to 201 and use the 201/Rt 51 intersection. We would save enough $s in electricity cost (running the lights), maintenance of the lights, gas while sitting there waiting for the light to turn, to cover the cost of the extra mile or two to use the 201/51 intersection.

Alan Sloboda
Living off of Vernon Drive
427 W Spring Grove Blvd
Belle Vernon, PA 15012
Good afternoon,

I vote negative and do not want a traffic light at this intersection. I have never had issues pulling in or out of this road. I live 1.5 miles from this intersection and traverse it daily with no concerns. A traffic light is not going to change bad and unsafe driving habits of most drivers which is truly the problem here or anywhere on the road. A bad / unsafe driver are what they are and a traffic light is not needed at this intersection to waste more time / tax dollars paying for and maintaining a device that is un-needed on this road.

Thank you.
From: kuch407@comcast.net
Sent: Saturday, July 12, 2014 7:36 AM
To: Dee Pamplin
Subject: Rt 51

My first comment is that these flyers were delivered illegally into federal post office boxes without postage. Secondly, if you are patient and wait for traffic to quit, there is no danger at this intersection, with a red light at Harpers and a red light at Shop n Save, traffic is slowed down enough for people to have free access to pull out on Rt 51 and I do not feel there is enough traffic to warrant another red light. If you cannot be patient and you cannot drive, then stay off the highway.
To whom it may concerns,

I personal do not feel that a traffic light is needed at the intersection of Vernon Dr. & Rt. 51. I feel that if they would paint the warning markers on the highway and maybe install signage like they have done at a few other intersection in the area for example the intersection where both Todd Farm Rd. and Darr Rd. meet Rt. 51 and also maybe cut back the hillside a little on the south side of Vernon Dr. it would help the issue. There are too many traffic lights on Rt. 51 as it is, especially from the Elizabeth Bridge north. I drive Rt. 51 4 days a week for work and see other intersections that are more of a danger than the intersection in question.

Thank for your time.

Andrew Lippert
From: iankemm@aol.com [mailto:iankemm@aol.com]
Sent: Wednesday, July 09, 2014 3:25 PM
To: Dee Pamplin
Subject: Light at the intersection of Vernon Dr. and Route 51

I've lived on Vernon dr for over 30 years and I don't believe a light is necessary at all. I vote against the installation of a light. If you’re a certified driver, you should have no problem with pulling out of or pulling into Vernon drive from Route 51, I’ve been doing it for 30 years and the only thing a light would cause is inconvenience and a traffic slow down. Thankyou for your time. If you need to contact me further you may reply to this email address or send a letter.

Glenn Kemmerling
970 Vernon dr
Belle Vernon, Pa 15012
I do not think we need another traffic light on route 51. How about a lower speed limit, say 45mph, and more enforcement. More revenue for the township. A no U-turn (south bound) at the intersection would be a better idea than another traffic light.

It is a dangerous intersection because those who have the stop sign on Vernon Drive think they have the right of way when entering Route 51 south. Only to get caught in the center of the divided highway then block the vision of those turning left on Vernon and not being able to see traffic coming down Route 51 south.

Tom
I have been living on Vernon drive and using the rt. 51 for 35 years. I never had a problem making a left. You could see traffic coming toward you for about a mile. It is not like it is a blind curve. It is a four lane highway not a country road. If these 300 people can’t use this crossing without an expensive light, they better not use the Darr road crossing. Because it has a south bound blind spot on both lanes. Also it is a crossing Vernon drive is not.

George Kowalchuck
Gas Plant Manager
Arden Landfill
Waste Management
From: mbtogo2008 [mailto:mbtogo2008@yahoo.com]
Sent: Monday, July 14, 2014 7:29 PM
To: Dee Pamplin
Subject: Intersection of Vernon Dr and Rt 51 Rostraver Township

I received a flyer requesting comments be submitted regarding the subject intersection. This intersection was described as being dangerous with a suggested solution of a traffic light. In my opinion, we do not need another traffic light. Any intersection can be dangerous. This one is made so because route 51 traffic is heavy at times, vehicles exceed the speed limit, drivers are impatient, drivers will turn south on Rt 51 and are unsure what lane to go in, drivers will straddle the middle of Rt 51 and be exposed to traffic, and drivers use it to make U turns to go north on Rt 51. Therefore, changes can be made to not allow U turns and not allow standing in the middle of Rt 51 waiting to complete the turn. Speed limits need to be enforced. The speed limit in that area is 50 MPH. Many vehicles are in excess of 60 MPH.

Thank you
Stan Burinski
We do not need another traffic light on Route 51. I agree this intersection is dangerous but Darr Road was also. The people that lived on Darr road wanted a traffic light but the amount of traffic that made turns onto Darr Road did not warrant one. Vernon Drive requires the same type of re-configuration. Vernon Drive requires better turning lanes and not a STOP light. When traveling northbound and making a right turn onto Vernon requires a right turning lane to exit from traffic barreling over you. Also, when making a left turn from Vernon Drive to the southbound lane on Route 51 requires a longer lane to enter 51. I live on Cherry Blossom Drive and I have lived in the Rostraver area many years. I understand the intersection. Please push for improvements similar to what Penn Dot finally did at Darr Road and don't waste your time pushing for a traffic light. I will help you with this solution but I will fight against another light on Route 51.

Joel Whiteko
Hello,
I am writing in regards to the extremely dangerous intersection that connects Vernon Drive and Route 51. I believe that it is very important to have a traffic light at this intersection. I live in a development off of Vernon Drive and I am constantly at this intersection and I have found myself telling other people it’s crazy that there isn’t a light at this intersection. I have witnessed accidents almost happening on a daily basis. In order to make a left hand turn, you have to cross over four lanes of traffic. I have a teenager that will be driving within the year and to be honest it doesn’t make me feel comfortable with her having to deal with this intersection. I know I am not the only one that feels this way and everyone in the area as well as people that travel and use this intersection frequently would appreciate a light to avoid accidents in the future.

Please highly consider implementing a traffic light at this intersection.

Thank you for your time.

Keith Amos
Advantage Waypoint
Pittsburgh Market
office: (412) 463-1400
cell: (724) 288-1929
keith.amos@asmwaypoint.com
www.asmwaypoint.com
-----Original Message-----
From: Lorna [mailto:lorna57@comcast.net]
Sent: Wednesday, July 09, 2014 4:49 PM
To: Dee Pamplin
Subject: traffic light

Would you please consider putting a traffic light @ intersection of vernon dr. & rt51 it is extremely dangerous intersection. The areas population has risen with all the new homes and developments under way. lots of families use that route to exit vernon dr. rt 51 has a light at c harper ford for 1/10 of the traffic that comes out of vernon dr. thank you for your consideration.
-----Original Message-----
From: Arlene Boyd [mailto:arlenedboyd1956@gmail.com]
Sent: Wednesday, July 09, 2014 4:36 PM
To: Dee Pamplin
Subject: Vernon Drive and Rt 51 intersection traffic light need

We definitely need a traffic light at this intersection. My husband was in an accident there. It is a very dangerous ace to pull out onto 52 in either direction. We have lived off of Vernon Drive for 12 years now and have said since the day we moved there they need a light there. We avoid going that way as much as possible because it is so dangerous. With the grade in 51 the cars are on you before you know it when you are trying to pull out from Vernon Drive, it is impossible between 4:30 and 6:30 daily from work traffic on 51. Pl

Sent from my iPhone
Hello,
I am writing in regards to the extremely dangerous intersection that connects Vernon Drive and Route 51. I believe that it is very important to have a traffic light at this intersection. I live in a development off of Vernon Drive and I am constantly at this intersection. I have witnessed accidents almost happening on a daily basis. In order to make a left hand turn, you have to cross over four lanes of traffic. I know I am not the only one that feels this way and everyone in the area as well as people that travel and use this intersection frequently would appreciate a light to avoid accidents in the future.

Please highly consider implementing a traffic light at this intersection. It would make the most sense for an intersection like this.

Thank you for your time.

Kelly Amos
Advantage Waypoint
Midwest Division – Western PA Market
office: (248) 488-1110
cell: (724) 970-0925
kelly.ross@asmwaypoint.com
www.asmwaypoint.com
On 2014-07-08 at 19:03:53,
The following information was submitted:
From Host: 108.32.6.153
PropAdv =
FirstName = Michele
LastName = Erdely
AddressOne = 147 Barneys Road
AddressTwo =
City = Perryopolis
State = PA
Zip = 15473
submit_by = merdely1@verizon.net
Fax =
Phone =
ProbLoc = Allegheny
Mun =
MPORPO =
PropTitle =
Loc = Vernon Drive &Rt.51
PreWork =
RdPoorCond =
RdDrainageIssue =
RdShdRepairNeeded =
RdOther =
BrPoorCnd =
BrDeckNoisy =
BrClosed =
BrWeightRestr =
BrRestrOneLane =
BrOther =
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn =
CongPostedDetRtProb =
CongOther =
SafeSerCrashesOccur =
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
SafeSignalIssues =
SafeGuideRailIssues =
SafeOther =
TransitProv = None Selected
TransNoServeWhenNeed =
To whom it may concern:

I live just off Vernon Drive in Rostraver Township, Westmoreland County, approximately 1 mile from its intersection with State Route 51. Accordingly, I and my family frequently have occasion to enter Route 51 from Vernon Drive. This is a highly dangerous intersection for those attempting to turn onto Route 51, particularly those making a left turn to head South on Route 51. In order to make that turn, one usually has to cross the northbound lanes, then stop in the center area between the northbound and southbound lanes, diagonally facing generally southbound, waiting for the southbound lanes to clear. I have long felt that the placement of traffic signals at the intersection would greatly enhance the safety of vehicular traffic there. I urge you to consider this improvement to the safety of residents and travelers in that area.

Mark S. Galper
201 Country Drive
Belle Vernon, PA. 15012
From: Christina Jurik [mailto:ChristinaJurik@plandocsolutions.com]
Sent: Wednesday, July 09, 2014 3:46 PM
To: Dee Pamplin
Subject: Stop Light

Please put in a stop light on the intersection of Rte 51 and Vernon Drive in Rostraver. This is a very dangerous intersection, especially during ‘rush’ hours in the early morning and evening.

Christina L. Jurik
Plan Document Solutions, Inc.
P.O. Box 275
Daisytown, PA 15427
Phone: 724-554-0729
Fax: 724-213-9785
www.plandocsolutions.com

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RT 51 at Vernon Drive in Rostraver Township, Westmoreland County.

I have seen many accidents at this intersection including a serious 3 car accident in the last year. The housing plans have really been built up off Vernon Drive in the last several years making a lot more traffic. SR 51 at this location has 5 lanes. 2 north, 2 south and 1 turning lane, plus you have traffic coming off / onto Vernon and the place that sell mobile homes. I highly recommend to my family and friends not to take that way from my house to go back home. That intersection needs to be controlled by a traffic light before a whole family gets killed there.
-----Original Message-----
From: Frank Congelio [mailto:fcongelio@me.com]
Sent: Wednesday, July 09, 2014 12:31 PM
To: Dee Pamplin
Subject: Vernon Drive & Rt 51 Intersection

Please consider installing a traffic light at this most dangerous intersection. In traveling this intersection daily, I have witnessed several accidents and near misses. I fear at some point there will be fatalities. The area off Vernon Drive becomes more and more developed and traffic has become more dense. The problem is compounded by Rt. 51 Southbound drivers making U-turns at the intersection to reverse direction and head North.

Your consideration in solving this most dangerous problem would be greatly appreciated.

Sincerely,
Frank Congelio

Sent from my iPad
-----Original Message-----
From: Adele Congelio [mailto:acongelio@me.com]
Sent: Wednesday, July 09, 2014 10:15 AM
To: Dee Pamplin
Subject: Dangerous Intersection, Vernon Dr. & Route 51

Please help us. We need a traffic light installed at this dangerous intersection. There have been several accidents there. We can't believe there hasn't been a fatality. We have to use this intersection every day and would appreciate your help.

Thank You.
Sent from my iPad.
Adele A. Congelio
-----Original Message-----
From: Mary Oswald [mailto:twotravln@yahoo.com]
Sent: Thursday, July 17, 2014 9:51 PM
To: Dee Pamplin
Subject: Rte 51 & Vernon Drive

To: SPC

I would like to bring to your attention the intersection at Rte51 and Vernon Drive. I live in West Newton and use this access to Rte 51 quite often. It is a very dangerous access to Rte 51 south from Vernon Drive. I have lived in this area most of my life (I am 60). Back in the 70s 80s and 90s it was dangerous, but it seems traffic on Rte 51 is very heavy all the time now. Trying to cross the North lanes to the median and Southbound lanes is really risky. If someone heading South is trying to make a left into Vernon Drive, it blocks the view of a car trying to cross from Vernon Drive to 51 South. I would ask that something be done here soon as traffic on 51 is running at a fairly fast rate and any accident here is going to be a broadside at a high rate of speed.
Thank You for your time.

Jim Oswald
403 Pittsburgh Street
West Newton PA 15089
-----Original Message-----
From: jennifer erdely [mailto:edinejeff@yahoo.com]
Sent: Thursday, July 17, 2014 12:48 AM
To: Dee Pamplin
Subject: Rt 51 & Vernon Drive

To Who It May Concern,

I am writing to ask that you consider putting a red light at the intersection of two state roads: Rt 51 and Vernon Drive. Although, no one likes red lights, this is one intersection where such a decision is warranted. First, the speed limit on that stretch of highway is 50 mph. Assuming motorists traveling southbound are adhering to the speed limit, the visibility coming southbound is limited as drivers crest the hill. A driver on Vernon pulling out to make a left turn, can do so when the lanes are clear, and after pulling out have a car right behind them. Southbound drivers do not have enough time to slow down at those speeds. Second, many times drivers pull into the turning lane to make a u-turn; instead of turning onto Vernon Dr, causing further confusion when pulling out of Vernon. Third, often cars pull out on to the center where there is clearly not enough room to sit while waiting to merge into traffic. Finally, this intersection doesn’t just effect the 700+ households who use it but all the other delivery trucks, service people, and the school buses on a daily basis.

Thank You for considering our request. We look forward to working with you in the future to find the best solution to make the intersection functional and safe.

Sincerely,

Jeff & Jennifer Erdely
-----Original Message-----
From: LuAnn Garino [mailto:lgarino@comcast.net]
Sent: Wednesday, July 09, 2014 6:01 PM
To: Dee Pamplin
Subject: Traffic Light Needed at Vernon Dr & Rt.51

This intersection has becoming increasing busy since I moved here 7 years ago. There are so many more people that live off of Vernon Drive and it is becoming harder and harder to get on to Rt. 51. Accidents at this location have been increasing.

Thank You

Sent from my iPad
Rostraver Township, Westmoreland County
Support Safety Improvements
SR 51/Vernon Drive (SR 3025) Intersection

Rostraver Township is asking for the 2015-2018 Draft TIP to include funding for safety improvements to the SR 51/Vernon Drive (SR 3025) Intersection.

- *ADT (average daily traffic) count of over 1,500 in 2007
- *300 signatures requesting safety improvements at the SR 51/SR 3025 (Vernon Drive) Intersection
- A Fatality, Tracy Stack State Employee, in 2014 at this intersection
- *Letter from Belle Vernon Area School District stating how the District routes their vehicles around this intersection in order to avoid the intersection when possible
- *Rostraver Township letter to Penn DOT asking for a safety study
- *Email from Commissioner Ted Kopas in support of a safety study at SR51 and Vernon Drive (SR 3025)

*Documentation attached
Intersection Type: Unsignalized "+" Intersection

Transportation Service Area(s): Eastern

Existing 2007 Intersection Description:

Route 51 (SR 0051) is a state owned roadway with two approximately 12 foot lanes with six foot shoulders in each direction. At this intersection, there is also a 11 foot wide left-turn lane for both the north and southbound approaches. Route 51 has a downhill grade of 4 percent for the southbound approach and an uphill grade of 4 percent for the northbound approach. Vernon Drive (SR 3025) is 20 feet wide with minimal to no paved shoulders and has a downhill grade of 2 percent. Both the eastbound and westbound approaches have a shared left/through/right lane and are stop controlled. The posted speed limits are 50 mph for Route 51 and 35 mph for Vernon Drive.

Recommended Transportation Improvements: (See Appendix D: Cost Estimate)

- Install a traffic signal to provide for the existing traffic at this intersection.
- To provide for the anticipated future traffic at this intersection, construct a northbound right-turn lane on Route 51 as well as an exclusive left-turn lane on Vernon Drive.
2007 Traffic Volume Summary

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<th>Peak Hour Volumes</th>
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<tr>
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Route 51

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Vernon

2027 Traffic Volume Summary

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Route 51

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Vernon

Level of Service Summary

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<td>AM</td>
<td>PM</td>
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<td></td>
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<td>AM</td>
<td>PM</td>
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<td>Vernon Drive</td>
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<td>Westbound</td>
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<td>Left/Thru/Right</td>
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<td>Eastbound</td>
<td>AM</td>
<td>PM</td>
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<tr>
<td></td>
<td>Left/Thru/Right</td>
<td>--</td>
<td>B</td>
</tr>
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</table>

3. Route 51 southbound approach

4. Vernon Drive westbound approach
Hi Gary,

Attached is a letter from BVA Transportation Director Dave Bashada endorsing the installation of a traffic light at the intersection of Route 51 & Vernon Drive.

We had sent this letter to the Rostraver Township Commissioners in early November; however, Ms. Spedaliere recommended sending a copy directly to you.

Thanks,

Pat Marsden
Ms. Tamira M. Spedaliere  
Rostraver Township Municipal Building  
201 Port Royal Road  
Belle Vernon, PA 15012

Dear Ms. Spedaliere,

As Belle Vernon Area School District's Transportation Director, I am keenly aware that the intersection of Vernon Drive (State Route 3025) and State Route 51 is one of the most dangerous crossroads in Rostraver Township.

Throughout the school year, our bus and van drivers travel on Route 51 transporting children to and from their schools. The safety of their precious cargo is the drivers' ultimate responsibility. These drivers routinely express that the intersection at Vernon Drive would be made much safer with the installation of a traffic light.

When planning our bus and van runs each year, much consideration is given to routing our vehicles so that this intersection can be avoided when possible. This makes scheduling difficult and results in added time and mileage to the bus and van trips.

On behalf of the Belle Vernon Area School District, I wholeheartedly endorse and encourage installation of a traffic light at the intersection of Vernon Drive (State Route 3025 and State Route 51.

Sincerely,

David H. Bashada
The Vision Statement of the Belle Vernon Area School District is to "Access the Future through Excellence in Education"
TOWNSHIP OF ROSTRAVER
Board of Commissioners

Municipal Building
201 Municipal Drive
Belle Vernon, PA 15012
(724) 929-8877 • Fax: (724) 929-5009
www.rostraver.us
e-mail: commissioners@rostraver.us

June 3, 2014

Joseph J. Szczur, P. E.
District Engineer
Engineering District 12-0
Commonwealth of Pennsylvania
Department of Transportation
P. O. Box 459
Uniontown, PA 15401

RE: Intersection of
SR 51/Vernon Drive (SR 3025)

Dear Mr. Szczur:

Attached please find petitions presented to the Rostraver Township Board of Commissioners for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025). There are approximately 250 notarized signatures on said petitions. In addition, the Belle Vernon Area School District has sent a letter to the Township stating how they route their vehicles around this intersection to avoid it when possible.

Growth continues to happen along Vernon Drive, attached please find a 2007 Traffic Volume Summary showing over a 1500 ADT. Unfortunately, the past winter a fatality occurred at this intersection with the passing of Pennsylvania State Employee Tracy Stack.

The Rostraver Township Board of Commissioners is respectfully requesting that Penn DOT conduct a safety study to determine any improvements for the SR 51/Vernon Drive (SR 3025) intersection. In addition, the Rostraver Township Board of Commissioners plans to present testimony to the SPC at the next public meeting for the 2015-2018 draft Transportation Improvement Program (TIP). Thank you for your time and attention of this request.

BOARD OF COMMISSIONERS
TOWNSHIP OF ROSTRAVER

Patrick G. Egros
Chairman

Gary N. Beck, Sr.
Road Department, Chairman
fyi

Sharon Fleming
Township Clerk
724-929-8877
sfleming@rostraver.us

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Ted Kopas
Westmoreland County Commissioner
2 North Main Street, Suite 101
Greensburg, PA 15601
(p) 724.830.3102   (f) 724.830.3029

Joe and Rachel...
Two issues have recently been brought to my attention regarding state-owned and maintained roads in Westmoreland County. I am hopeful that you will address promptly these two important matters.

1. Attached is a June 3 letter from the Rostraver Township Board of Commissioners that you received, with more than 250 petition signatures, about safety issues at the intersection of SR 51 and Vernon Drive (SR 3025). I am in full support of Rostraver’s request to conduct a safety study and hope too that you look favorably upon this request. My own experience with this particular intersection is most certainly consistent with the petitioners.

2. (DELETED)

Thanks so much for your quick attention to these important issues. I recognize how busy you all are.

Please keep me in the loop as you work to address them.

Thanks again.

~ Ted

Ted Kopas
Westmoreland County Commissioner
2 North Main Street, Suite 101
Greensburg, PA 15601
(p) 724.830.3102  (f) 724.830.3029

Call 2-1-1 for Social Services. Help Starts Here.
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bonnie Vedder</td>
<td>16 Second St. Ext., Donora, PA 15033</td>
</tr>
<tr>
<td>Frank Kacz Marek</td>
<td>150 Rt 837, Monongahela, PA 15063</td>
</tr>
<tr>
<td>Steve Hoffman</td>
<td>832 Fayetta Dr, Fayetta City, PA 15438</td>
</tr>
<tr>
<td>Tom Smerczek</td>
<td>550 Rostraver Rd, Belle Vernon</td>
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<tr>
<td>Joe Brna</td>
<td>22 Crest Dr, Monongahela, PA 15063</td>
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<tr>
<td>Mark S. Schneider</td>
<td>1426 Mifflin Road, PA 15207</td>
</tr>
<tr>
<td>Joseph Czajka</td>
<td>207 Vernon Street</td>
</tr>
<tr>
<td>Anthony Dicorso</td>
<td>165 Shilo Dr, Belle Vernon, PA 15012</td>
</tr>
<tr>
<td>Kathy Schweizer</td>
<td>1426 Mifflin Road, PA 15207</td>
</tr>
<tr>
<td>Michael Bohm</td>
<td>309 N 2nd St, West, Newton, PA 15085</td>
</tr>
<tr>
<td>Kelly Deleo</td>
<td>508 Tidewater Rd, BI 15012</td>
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<tr>
<td>Peter Zador</td>
<td>133 Montessori Ave, Donora, PA 15033</td>
</tr>
<tr>
<td>Jerome A. Stokes</td>
<td>319 Robertson Dr, Belle Vernon, PA 15012</td>
</tr>
<tr>
<td>Jared Marple</td>
<td>13 King Arthur Dr</td>
</tr>
<tr>
<td>Beth Turner</td>
<td>13 King Arthur Dr</td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this 19 day of June, 2011.

Kathleen M. Lemley, Notary Public  
Rostraver Twp., Westmoreland County  
My Commission Expires Nov. 29, 2013
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township

NAME
Keisten Svecek
Krissie Sadowsk
Teresa Fleit
William Belved
Alex J. Paroda
Mary Perrotti
Jeremy McNally
Bob Wiegars
Kathy Jarett
Patrice Ampron
Shonnie Shank
Shannon Falcone
Shari Rosey
Anne Trilli
Terri Greene

ADDRESS
1719 Jane St. Pittsburgh, PA 15203
708 Finley Rd. Belle Vernon, PA 15022
506 Jones St. Latrobe, PA 15650
154 Beaver Dr. Monroeville, PA 15202
110 Billion Ave Monogahela, PA 15063
315 McCrea Ave. Donora, PA 15037
447 Ashen Rd. Jeannette, PA 15644
5041 Carolyn Dr. Pittsburgh, PA 15236
612 6th St. Donora, PA 15833
847 Hill Street, Belle Vernon, PA
349 Mount St. Dickerson Run, PA 15230
620 Hamilton Ave. Belle Vernon 15022
525 W. 7th St. Jeannette, PA 15644
135 80th. 14th St. Monessen 15062
24 Columbus Dr. Monessen, PA 15062

SIGNATURE
Dale McKinnon
Mary Sadowsk
Jeff Fleit
Mary Perrotti
Mary J. McNally
Kathy Jarett
Patrice Ampron
Shonnie Shank
Shannon Falcone
Shari Rosey
Anne Trilli
Terri Greene

Subscribed & Sworn before me on this 14th day of June, 2014

Kathleen M. Lemley, Notary Public
Rostraver Twp., Westmoreland County
My Commission Expires Nov. 29, 2015

COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Kathleen M. Lemley, Notary Public
Rostraver Twp., Westmoreland County
My Commission Expires Nov. 29, 2015
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SIGNATURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Donna Godac</td>
<td>235 Valley Road SU PA 15330</td>
<td>Donna Godac</td>
</tr>
<tr>
<td>Bonnie Brandeau</td>
<td>1480 Greentree Ct, South Park, PA 15129</td>
<td>Bonnie Brandeau</td>
</tr>
<tr>
<td>Sarah Parker</td>
<td>224 Gate 11 Ave, Pittsburgh PA 15227</td>
<td>Sarah Parker</td>
</tr>
<tr>
<td>Joan Neu</td>
<td>39 Peters Rd, Irwin, Pennsylvania PA 15337</td>
<td>Joan Neu</td>
</tr>
<tr>
<td>PA RN WINTERMAN</td>
<td>5448 Florida Ave, Central Park, PA</td>
<td>PA RN WINTERMAN</td>
</tr>
<tr>
<td>Lynn Lodge</td>
<td>148 Smith St, Bethel Park, PA 15679</td>
<td>Lynn Lodge</td>
</tr>
<tr>
<td>Wendy Albrecht</td>
<td>1801 Washington Blvd, Glassport PA 15045</td>
<td>Wendy Albrecht</td>
</tr>
<tr>
<td>Diane Trueso</td>
<td>6507 Couch Ave, Pittsburgh PA 15286</td>
<td>Diane Trueso</td>
</tr>
<tr>
<td>Lynn Branch</td>
<td>219 Sienna Trail, Venetia PA 15377</td>
<td>Lynn Branch</td>
</tr>
<tr>
<td>Darlene Terekick</td>
<td>112 Central Ave, Belle Vernon PA 15012</td>
<td>Darlene Terekick</td>
</tr>
<tr>
<td>Matt Terekick</td>
<td>112 Central Ave, Belle Vernon PA 15012</td>
<td>Matt Terekick</td>
</tr>
<tr>
<td>Jennifer O'Brien</td>
<td>203 Moon St, West Newton PA 15089</td>
<td>Jennifer O'Brien</td>
</tr>
<tr>
<td>John J Gilmore</td>
<td>630 Graham St, Belle Vernon PA 15112</td>
<td>John J Gilmore</td>
</tr>
<tr>
<td>James Geoghegan</td>
<td>4148 Marty Dr, Belle Vernon PA 15012</td>
<td>James Geoghegan</td>
</tr>
<tr>
<td>Robert Bresnak</td>
<td>7107 Whipple St, Pgh PA 15218</td>
<td>Robert Bresnak</td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this 19 day of June, 2014. Notary: Kathleen M. Zamley, Notary Public Rostraver Twp., Westmoreland County My Commission Expires Nov, 29, 2015 Member, Pennsylvania Association of Notaries
This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township.

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Signature</th>
</tr>
</thead>
<tbody>
<tr>
<td>Suzanne S. Schickel</td>
<td>331 Henry Street, Belle Vernon PA</td>
<td>Suzanne Schickel</td>
</tr>
<tr>
<td>Mary Bednarczyk</td>
<td>1363 Connellsville Rd, Fayette City PA</td>
<td>Mary Bednarczyk</td>
</tr>
<tr>
<td>Anthony Stark</td>
<td>1140 Rosmane Rd, Belle Vernon PA</td>
<td>Anthony Stark</td>
</tr>
<tr>
<td>Karen Muschead</td>
<td>323 Atken Ave, B.V. PA</td>
<td>Karen Muschead</td>
</tr>
<tr>
<td>Trish K. Grebe</td>
<td>114 Western Lane, Washington</td>
<td>Trish K. Grebe</td>
</tr>
<tr>
<td>Angela Kazura</td>
<td>921 Fayette Ave, B.V. PA</td>
<td>Angela Kazura</td>
</tr>
<tr>
<td>Amy Spencer</td>
<td>164 Connellsville St, PA</td>
<td>Amy Spencer</td>
</tr>
<tr>
<td>Rosemary Jacobson</td>
<td>214 Vernon St, Belle Vernon</td>
<td>Rosemary Jacobson</td>
</tr>
<tr>
<td>May Panghucie</td>
<td>415 Sunset Dr, Belle Vernon</td>
<td>May Panghucie</td>
</tr>
<tr>
<td>Dennis Lynn</td>
<td>1205 Rostraver Rd, Belle Vernon PA</td>
<td>Dennis Lynn</td>
</tr>
<tr>
<td>Rick Moody</td>
<td>104 Long Ave, B.V.</td>
<td>Rick Moody</td>
</tr>
<tr>
<td>Sandy Geary</td>
<td>905 Amelia St, Belle Vernon PA</td>
<td>Sandy Geary</td>
</tr>
<tr>
<td>John Spencer</td>
<td>164 Connellsville St, Fayette City PA</td>
<td>John Spencer</td>
</tr>
<tr>
<td>John Columbus</td>
<td>105 Birch Drive, Belle Vernon, PA</td>
<td>John Columbus</td>
</tr>
<tr>
<td>Mary Sue Colborn</td>
<td>504 Vernon Drive, West Newton PA 15089</td>
<td>Mary Sue Colborn</td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this 5 day of May, 2014. Notary:

[Signature]

COMMONWEALTH OF PENNSYLVANIA
Notorial Seal
Christine H. Hutchinson, Notary Public
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SIGNATURE</th>
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</thead>
<tbody>
<tr>
<td>Elisa Filo</td>
<td>65 Lookout Ave. B.V, PA 15012</td>
<td></td>
</tr>
<tr>
<td>Bernadette Stork</td>
<td>1190 Rostraver Rd B.V. PA 15012</td>
<td></td>
</tr>
<tr>
<td>Sharon Fedorowski</td>
<td>105 Manor Dr. 15089</td>
<td></td>
</tr>
<tr>
<td>Andrea Neece</td>
<td>451 Elmhurst Dr. Belle Vernon.</td>
<td></td>
</tr>
<tr>
<td>Linda Baker</td>
<td>1209 Fayette Ave. Belle Vernon PA 15012</td>
<td></td>
</tr>
<tr>
<td>Kim Hinerman</td>
<td>102 Manor Dr. Beth. West. Newt'n 15089</td>
<td></td>
</tr>
<tr>
<td>Stephanie Songer</td>
<td>413 Henry St. Belle Vernon Pa 15012</td>
<td></td>
</tr>
<tr>
<td>Brenda McClary</td>
<td>412 Leeper Rd. B.V</td>
<td></td>
</tr>
<tr>
<td>Kim Ursiny</td>
<td>293 Barkin Rd. B.V 15012</td>
<td></td>
</tr>
<tr>
<td>Christin Matte</td>
<td>216 Rosewood St. B.V 15012</td>
<td></td>
</tr>
<tr>
<td>Laurie Hynes</td>
<td>529 Virginia Dr. B.V 15012</td>
<td></td>
</tr>
<tr>
<td>Chickie Hackin</td>
<td>816 Vernon Dr. B.V 15012</td>
<td></td>
</tr>
<tr>
<td>Ken Hackin</td>
<td>816 Vernon Dr. B.V 15012</td>
<td></td>
</tr>
<tr>
<td>Holly Braun</td>
<td>540 Morre Rd. B.V</td>
<td></td>
</tr>
<tr>
<td>Maggie Columbus</td>
<td>108 Birch Drive Belle Vernon PA 15012</td>
<td></td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this ___ day of ___ May 2014. Notary: 

COMMONWEALTH OF PENNSYLVANIA
Notarial Seal

[Seal]

[Signature]

[Date]

[City of Greensburg, Westmoreland County]
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township.

NAME | ADDRESS | SIGNATURE
--- | --- | ---
Kelly Yoshosky | 181 Valley View Dr. BV 15012 | Kelly Yoshosky
Jeff Yoshosky | 181 Valley View Dr. BV 15012 |
Gabriella Steadman | 126 West McClain Rd BV 15012 | Gabriella Steadman
Ellen Steadman | 126 W. McClain Rd BV 15012 | Ellen Steadman
Tina Wilson | 317 Penn St. BV 15012 | Tina Wilson
Karen Kardos | 100 Fell Ave, Belle Vernon PA 15012 |
Linda West | 337 Rankin Rd, Belle Vernon |
Tasha West | 337 Rankin Rd, Belle Vernon |
Kelly Keegan | 324 Albion Dr, Belle Vernon | Kelly Keegan
Tina Branik | 1051 Broad Ave, Belle Vernon |
Barbiero Fordham | 818 Tyrone Blvd, Belle Vernon | Barbiero Fordham
Melissa Madar | 416 Atwood Dr, Belle Vernon PA 15012 | Melissa Madar
Kim Mester | 441 Gillin Road, Belle Vernon PA 15012 | Kim Mester
Nicole Gildock | 221 Keefer Rd, Belle Vernon PA 15012 | Nicole Gildock
David Pastor | 105 Cherry Lane, 15012 |

Subscribed & Sworn before me on this 5th day of May, 2014. Notary:

[Seal]

COMMONWEALTH OF PENNSYLVANIA
Notary Seal
Christine H. Hutchinson, Notary Public
City of Greensburg, Westmoreland County
My Commission Expires May 22, 2016
**Petition**

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SIGNATURE</th>
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</thead>
<tbody>
<tr>
<td>Allison Gile</td>
<td>317 Cypress St. W. Newton 15079</td>
<td></td>
</tr>
<tr>
<td>Joyce Anderson</td>
<td>457 Finley Rd Bell Vernon 15012</td>
<td></td>
</tr>
<tr>
<td>Rebecca B. Hines</td>
<td>204 Grove Lane West Newton 15015</td>
<td></td>
</tr>
<tr>
<td>Debbie Fossi</td>
<td>214 German St. W. Newton 15015</td>
<td></td>
</tr>
<tr>
<td>Beth A. McShane</td>
<td>511 Cypress St. West Newton PA</td>
<td></td>
</tr>
<tr>
<td>Kristina Mcgregor</td>
<td>114 Graham St. Bv. 15012</td>
<td></td>
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<tr>
<td>Elizabeth Toman</td>
<td>160 Highway St. Yukon PA 18698</td>
<td></td>
</tr>
<tr>
<td>Jessica Williams</td>
<td>2068 Allison St. West Newton</td>
<td></td>
</tr>
<tr>
<td>Joyce Litwack</td>
<td>212 German St. West Newton</td>
<td></td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this 5 day of May 2024. Notary:

[Community Seal]

Christina H. Hutchison, Notary Public
City of Greensburg, Westmoreland County
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township.

<table>
<thead>
<tr>
<th>NAME</th>
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<tbody>
<tr>
<td>Elizabeth Guy</td>
<td>250 Collinsburg Rd West Newton</td>
<td>Elizabeth Guy</td>
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<tr>
<td>John Guy</td>
<td></td>
<td>John Guy</td>
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<tr>
<td>Jody Harvey</td>
<td>1432 Van Kerk &amp; Sistersville P</td>
<td>Jody Harvey</td>
</tr>
<tr>
<td>Jim Harvey</td>
<td></td>
<td>Jim Harvey</td>
</tr>
<tr>
<td>Jerry Bishop</td>
<td>289 South 6th St West Newton PA</td>
<td></td>
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<tr>
<td>William Melilli Jr</td>
<td>988 State Route 136 Belle Vernon, PA</td>
<td>James M. M. 2000</td>
</tr>
<tr>
<td>Jim McGowan</td>
<td>2466 Collinsburg Rd West Newton</td>
<td></td>
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<tr>
<td>Ray Barkley</td>
<td></td>
<td>Ray Barkley</td>
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<tr>
<td>John Dough</td>
<td>301 Vent 3rd St</td>
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<tr>
<td>Brian Schott</td>
<td>1803 Sweeney Rd Dawson PA 15428</td>
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<tr>
<td>Melissa Herren</td>
<td>1803 Sweeney Rd Dawson PA 15428</td>
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<tr>
<td>Marissa Wiley</td>
<td>921 Plummer School Rd W. Newton PA 15089</td>
<td>Marcy E.</td>
</tr>
<tr>
<td>Don Wiley</td>
<td>921 Plummer School Rd W. Newton PA 15089</td>
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<tr>
<td>Ronald Oliphant</td>
<td>118 Spruce Lane West Newton PA 15089</td>
<td></td>
</tr>
<tr>
<td>Reit Oliphant</td>
<td>118 Spruce lane Apt 4 West Newton PA 15089</td>
<td></td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this 5 day of May, 2014. Notary:

COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Christine H. Hutchinson, Notary Public
City of Greensburg, Westmoreland County
My Commission Expires May 22, 2016
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township

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<thead>
<tr>
<th>NAME</th>
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<tbody>
<tr>
<td>Eugene Farmer</td>
<td>305 Cypress St, 15089</td>
<td>Eugene Farmer</td>
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<tr>
<td>Lindsay DeBarr</td>
<td>120 Suphur Springs Rd, 15642</td>
<td>Lindsay DeBarr</td>
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<tr>
<td>Leslie Hoffman</td>
<td>219 Coor Street W.D, 15049</td>
<td>Leslie Hoffman</td>
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<tr>
<td>Heather Troisi</td>
<td>1407 Walnut Ave Minerset 15062</td>
<td>Heather Troisi</td>
</tr>
<tr>
<td>John P. Belle</td>
<td>228 Cypress St</td>
<td>John P. Bellie</td>
</tr>
<tr>
<td>DANIELLE ERNES</td>
<td>508 Locust St, West Newton</td>
<td>DANIELLE ERNES</td>
</tr>
<tr>
<td>John J. Winchopher Jr</td>
<td>327 Middletown Rd, Madison</td>
<td>John J. Winchopher Jr</td>
</tr>
<tr>
<td>John Winchopher Jr</td>
<td>Plumcreek School Rd, West Newton</td>
<td>John Winchopher Jr</td>
</tr>
<tr>
<td>BRIHTON LESTER</td>
<td>323 N 4th Street, West Newton</td>
<td>BRIHTON LESTER</td>
</tr>
<tr>
<td>Gary D. Bohr, Sr</td>
<td>405 Carlyon Rd, Belle Vernon</td>
<td>Gary D. Bohr, Sr</td>
</tr>
<tr>
<td>Larry A. Callaway, Jr</td>
<td>120 Callaway Ln, Belle Vernon, 15012</td>
<td>Larry A. Callaway, Jr</td>
</tr>
<tr>
<td>Tamara M. Spedalibre</td>
<td>108 Fell Avenue, Belle Vernon, PA 15012</td>
<td>Tamara M. Spedalibre</td>
</tr>
<tr>
<td>Shanon Fleming</td>
<td>500 Knobs Ln, Belle Vernon, PA 15012</td>
<td>Shanon Fleming</td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this 5 day of May, 2014. Notary: 

COMMONWEALTH OF PENNSYLVANIA
Notary Seal
Christine H. Hutchinson, Notary Public
City of Greensburg, Westmoreland County
My Commission Expires May 22, 2016
Petition

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<thead>
<tr>
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<th>SIGNATURE</th>
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</thead>
<tbody>
<tr>
<td>Norma Malanower</td>
<td>402 Hickory Rd. 15089</td>
<td></td>
</tr>
<tr>
<td>Ann Malanower</td>
<td>402 Hickory Rd. 15089</td>
<td></td>
</tr>
<tr>
<td>Doni McAlavine</td>
<td>1138 Willow Brook Rd. B.U.</td>
<td></td>
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<tr>
<td>Amy Fitzsimmons</td>
<td>1138 Willow Brook Rd. B.U.</td>
<td></td>
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<tr>
<td>Ricky Fitzsimmons</td>
<td>109 3.4TH St. 15089</td>
<td></td>
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<tr>
<td>Michelle Joseph</td>
<td>403 Poplar 15089</td>
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<tr>
<td>Brenda Gregory</td>
<td>53 Voyager 15089</td>
<td></td>
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<tr>
<td>Cathy Garvin</td>
<td>138 Manor Dr. 15089</td>
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<tr>
<td>Alissa Hiltz</td>
<td>847-11 West Newton Rd. 15037</td>
<td></td>
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<tr>
<td>Sharon Friend</td>
<td>847-11 West Newton Rd. 15037</td>
<td></td>
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<tr>
<td>Ron Friend</td>
<td>202 Wood St. PA 15089</td>
<td></td>
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<tr>
<td>Tim Maleski</td>
<td>206 N. Third St. 15089</td>
<td></td>
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<tr>
<td>Keith Beckinger</td>
<td>410 N. Water St. 15089</td>
<td></td>
</tr>
<tr>
<td>Julie Bowers</td>
<td>Bos Cypres St. 15089</td>
<td></td>
</tr>
<tr>
<td>Louise Farina</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this 5 day of May, 14. Notary: [Signature]

COMMONWEALTH OF PENNSYLVANIA
Notary Seal
Christine H. Hutchinson, Notary Public
City of Greensburg, Westmoreland County
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township

NAME  Bobby Smith
Bruce Thompson
Stephen Wood
Stephanie Wood
EARL McCREEARY
BRYAN RENEAU
Ronald Ullmer
KEVIN MARKLE
Marci Annast
Reggie Risku Jr
LARRY RISKU
ANTHONY M. BEVAKOVICH
Andrew H. Bergman Jr
Bonnie Bergman
DOMINIC K. McNEAL
Tom McNeal
ADDRESS  321 Cypress St, West Newton Pa
1836 Rostraver Rd, Belle Vernon Pa
222 German St West Newton Pa
222 German St West Newton Pa
214 Wood St WEST NEWTON PA
2412 Columb St W. Newton Pa
311 W 4 St, West Newton Pa
804 E Main St WEST NEWTON
301 Cypress St, West Newton Pa
2416 N 2nd St WEST NEWTON PA
516 POPLAR ST, WEST NEWTON PA
211 S. 5TH ST. WEST NEWTON PA
324 N Water St WEST NEWTON Pa
324 N. Water St West Newton Pa
317 Forest Dr Belle Vernon Pa
317 Forest Dr Belle Vernon Pa
SIGNATURE  Bob Sip
Debra C. Mangan
Stephen C. Leck
Stephanie Wood
Earl McCreary
Bryan Rennau
Ronald Ullmer
Kevin Markle
Marci Annast
Reggie Risku Jr
Larry Risku
Anthony M. Bevakovitch
Andrew H. Bergman Jr
Bonnie Bergman
Dominic K. McNeal
Tom McNeal

Subscribed & Sworn before me on this ___ day of ___, ___ Notary:  

COMMONWEALTH OF PENNSYLVANIA
Christine H. Hutchinson, Notary Public
City of Greensburg, Westmoreland County
Notary Commission Expires May 22, 2016
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township

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<thead>
<tr>
<th>NAME</th>
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<th>SIGNATURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sean Anderson</td>
<td>219 South 7th Street West Newton</td>
<td></td>
</tr>
<tr>
<td>Pat Cameron</td>
<td>1011 Sharon Dr, BU PA 15012</td>
<td></td>
</tr>
<tr>
<td>Tim Anderson</td>
<td>219 South 7th St, West Newton</td>
<td></td>
</tr>
<tr>
<td>Terri Anderson</td>
<td>100 N Water Street, WNP, PA</td>
<td></td>
</tr>
<tr>
<td>Scott Risko</td>
<td>1829 Ohio Ave, White Oak</td>
<td></td>
</tr>
<tr>
<td>Keith Wanderer</td>
<td>111 Windsor St, W. Newton</td>
<td></td>
</tr>
<tr>
<td>Donna Wanderer</td>
<td>111 Windsor St, W. Newton</td>
<td></td>
</tr>
<tr>
<td>Cody Planos</td>
<td>975 Yukon Rd, Ruffsdale</td>
<td></td>
</tr>
<tr>
<td>Brian Delaney</td>
<td>109 Janice Dr, West Newton</td>
<td></td>
</tr>
<tr>
<td>Jared Sherman</td>
<td>111 Lark Lane, W. Newton</td>
<td></td>
</tr>
<tr>
<td>Craig Duzyk</td>
<td>724 Broad Ave, Belle Vernon</td>
<td></td>
</tr>
<tr>
<td>Lisa Hoffer</td>
<td>S. 5th St, W. Newton PA 15089</td>
<td></td>
</tr>
<tr>
<td>Steve Premich</td>
<td>1984 Mt. Pleasant Rd., West Newton</td>
<td></td>
</tr>
<tr>
<td>James Balengvich</td>
<td>160 N. Water St., West Newton PA 15089</td>
<td></td>
</tr>
<tr>
<td>Michelle Bellk</td>
<td>111 N Second St., West Newton PA</td>
<td></td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this ___ day of ___ 14. Notary:

COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Christine H. Hutchinson, Notary Public
City of Greensburg, Westmoreland County
My Commission Expires May 23, 2016
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township.

NAME
Alice Allan Waltzbarough
JANET KIRBY
Eileen Beckfor
Verla Cune
Janise Olblik
JESSICA WILLIAMS
DAVID KRASSNER
Edith Olblik
Sharon Williams
Gary Patterson
Kelly Patterson
Jeffrey Kite
MARIE OBLAK
Ken GWYNN
Gregory Zarych

ADDRESS
3024 STUYVESANT, PA 15024
316 SAMPSON ST, WEST NEWTON, PA
116 W. WATER ST, WEST DEPTFORD
345 BERRY AVE. RD. B.V., PA 15022
400 VERNON DRIVE WEST NEWTON
308 ALISON ST, WEST NEWTON
1931 ROSEMERE AVE, BELLE VERNON
100 NOT H WATER
120 N WATER ST
104 WOOD ST, WEST NEWTON
218 WOOD ST, WEST NEWTON
1015 VINE ST, WEST NEWTON
808 COLLINSBURG RD. WEST NEWTON PA
753 CALAINE HILL GREensburg, PA
1514 COLLINWOOD PLACE, WEST NEWTON

SIGNATURE
Julian Waltzbarough
JANET KIRBY
Eileen Beckfor
Verla Cune
Janise Olblik
JESSICA WILLIAMS
DAVID KRASSNER
Edith Olblik
Sharon Williams
Gary Patterson
Kelly Patterson
Jeffrey Kite
MARIE OBLAK
Ken GWYNN
Gregory Zarych

Subscribed & Sworn before me on this__ day of__ May, __17__. Notary:

COMMONWEALTH OF PENNSYLVANIA

[Signature]
Christine H. Hutchinson, Notary Public
City of Greensburg, Westmoreland County
My Commission Expires May 22, 2016
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Cliff Buntloft</td>
<td>West Newton Pa</td>
<td>Clifford Buntloft</td>
</tr>
<tr>
<td>Frank Backstrom</td>
<td>1 College Dr West Newton</td>
<td></td>
</tr>
<tr>
<td>Wisti Burgman</td>
<td>West Newton PA</td>
<td>Wisti Burgman</td>
</tr>
<tr>
<td>Ashley Hovat</td>
<td>West Newton PA</td>
<td></td>
</tr>
<tr>
<td>Jason Stahl</td>
<td>West Newton PA</td>
<td>Jason Stahl</td>
</tr>
<tr>
<td>Tina Lee</td>
<td>West Newton, PA</td>
<td>Fiona Lee</td>
</tr>
<tr>
<td>Jane Altman</td>
<td>Madison PA</td>
<td>Jane Altman</td>
</tr>
<tr>
<td>June Agnewt</td>
<td>West Newton PA</td>
<td>June Agnewt</td>
</tr>
<tr>
<td>August Florence Stirbis</td>
<td>506 Douglas Ave Elizabeth, PA</td>
<td>Florence Stirbis</td>
</tr>
<tr>
<td>Mary Ann Raeney</td>
<td>West Newton PA</td>
<td>Mary Ann Raeney</td>
</tr>
<tr>
<td>Betty Anderson</td>
<td>West Main St, W. Pa 15089</td>
<td>Betty Anderson</td>
</tr>
<tr>
<td>Diana Burtloft</td>
<td>227 Cherry La W. Newton</td>
<td>Diana Burtloft</td>
</tr>
<tr>
<td>Kathy Korber</td>
<td>416 Seymour Dr W. Newton</td>
<td>Kathy Korber</td>
</tr>
<tr>
<td>Margaret Bryan</td>
<td>580 Light Hwy, Smithton Pa</td>
<td>Margaret Bryan</td>
</tr>
<tr>
<td>Conrey Littmann</td>
<td>212 Germain St West Newton, PA</td>
<td></td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this ___ day of May, 14. Notary.
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township

<table>
<thead>
<tr>
<th>NAME</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Alan Heitz</td>
<td>138 Manor Dr, West Newton, PA</td>
<td></td>
</tr>
<tr>
<td>Chris Indof</td>
<td>113 German St, West Newton, PA 15089</td>
<td></td>
</tr>
<tr>
<td>Adam Weaver</td>
<td>1033 Principal Lane, Belle Vernon, PA 15012</td>
<td></td>
</tr>
<tr>
<td>Brian Weaver</td>
<td>1033 Principal Lane, Belle Vernon, PA 15012</td>
<td></td>
</tr>
<tr>
<td>Craig Hatley</td>
<td>107 Driftwood Lane, West Newton PA 15089</td>
<td></td>
</tr>
<tr>
<td>Dwayne Beeve</td>
<td>3200 German St, West Newton, PA 15089</td>
<td></td>
</tr>
<tr>
<td>Pw Volk</td>
<td>505 East Main St, West Newton PA 15089</td>
<td></td>
</tr>
<tr>
<td>Raymond E Sherman</td>
<td>212 Ward St, West Newton PA 15089</td>
<td></td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this ___ day of ___ 2014. Notary:

[Commonwealth of Pennsylvania Notarial Seal]

Christine H. Hutchinson, Notary Public
City of Greensburg, Westmoreland County
My Commission Expires May 22, 2016
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SIGNATURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Michael E. Yeager</td>
<td>613 Sontiro Drive Belle Vernon PA 15012</td>
<td>Michael E. Yeager</td>
</tr>
<tr>
<td>Corey M McNutt</td>
<td>3112 STATE ST WHITE OAK PA 15131</td>
<td>Andy M. McNutt</td>
</tr>
<tr>
<td>Robert G Roberts</td>
<td>2305 JAMES ST McKeesport PA 15132</td>
<td>Peter B. Roberts</td>
</tr>
<tr>
<td>Charles E Heasley</td>
<td>1452 CASCADE AVE IRWIN PA 15612</td>
<td>Carl C Heasley</td>
</tr>
<tr>
<td>Rod Abel</td>
<td>749 41st St SURGILL PA 15019</td>
<td>Rod Abel</td>
</tr>
<tr>
<td>Andrew Hummbull</td>
<td>1588 ROBRINS STA RD IRWIN PA 15632</td>
<td>Andrew Hummbull</td>
</tr>
<tr>
<td>David Vives</td>
<td>432 1st AVE SUITLANDS PA 15083</td>
<td>David Vines</td>
</tr>
<tr>
<td>John Hoak</td>
<td>1060 FALLOU TIMBER RD ELIZABETH PA 15037</td>
<td>John Hoak</td>
</tr>
<tr>
<td>Scott A Smith</td>
<td>716 PLUMMER SCHOOL RD WEST NEWTON</td>
<td>Scott A Smith</td>
</tr>
<tr>
<td>Ray E. Poorbaugh</td>
<td>218 MEADOW LANE HERMINIE PA 15637</td>
<td>Ray E. Poorbaugh</td>
</tr>
<tr>
<td>Shawn Holton</td>
<td>114 Elway St Buena Vista PA 15018</td>
<td>Shawn Holton</td>
</tr>
<tr>
<td>Den Randolph</td>
<td>805 8th AVE SUITLANDS PA 15083</td>
<td>Den Randolph</td>
</tr>
<tr>
<td>Nicholas Lacey</td>
<td>2017 DEVONWOOD DRIVE McKeesport PA 15135</td>
<td>Nicholas Lacey</td>
</tr>
<tr>
<td>Mike Holton</td>
<td>436 COUNTRY ST AYANAVISTA PA 15018</td>
<td>Mike Holton</td>
</tr>
<tr>
<td>Jeff Hoak Sr.</td>
<td>2935 BUENA VISTA RD ELIZABETH PA 15037</td>
<td>Jeff Hoak Sr.</td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this ___ day of ____, 19__. Notary:
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township

<table>
<thead>
<tr>
<th>NAME</th>
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<th>SIGNATURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Donna Messina</td>
<td>150 Rockwood Ln, Johnstown PA 15905</td>
<td></td>
</tr>
<tr>
<td>Joseph M. Messina</td>
<td>150 Rockwood Ln, Johnstown PA 15905</td>
<td></td>
</tr>
<tr>
<td>Mary Kessler</td>
<td>343 Southmont Blvd, Johnstown PA 15905</td>
<td>Mary L. Kessler</td>
</tr>
<tr>
<td>Nancy Simmons</td>
<td>2276 Sunshine Ave, Johnstown, PA 15905</td>
<td>Nancy Simmons</td>
</tr>
<tr>
<td>John Messina</td>
<td>700 Locust St, Johnstown PA 15905</td>
<td></td>
</tr>
<tr>
<td>Allison Messina</td>
<td>700 Locust St, Johnstown PA 15905</td>
<td></td>
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<tr>
<td>Julie Masar</td>
<td>204 Wilson St, Johnstown PA 15906</td>
<td>Julie Masar</td>
</tr>
<tr>
<td>Richard Messina</td>
<td>103 Ivy Rd, Johnstown PA 15905</td>
<td></td>
</tr>
<tr>
<td>Michelle Messina</td>
<td>103 Ivy Rd, Johnstown PA 15905</td>
<td></td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this 5th day of May, 2017. Notary:

[Commonwealth of Pennsylvania]
[Notarial Seal]
Christine H. Hutchinson, Notary Public
City of Greensburg, Westmoreland County
Not commissioned before May 11, 2016
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township

NAME       ADDRESS       SIGNATURE

LuAnn Garino  600 Sontino Drive, Belle Vernon, PA 15012

Matthew Giordano  600 Sontino Dr, Belle Vernon Pa

Subscribed & Sworn before me on this ___ day of ___ , 2014. Notary:  

[Commonwealth of Pennsylvania Notarial Seal]

Christine H. Hutchinson, Notary Public
City of Greensburg, Westmoreland County
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township

<table>
<thead>
<tr>
<th>NAME</th>
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<th>SIGNATURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Justin K. Jewell</td>
<td>639 Rosewood St, Belle Vernon, PA 15012</td>
<td></td>
</tr>
<tr>
<td>Jeff Lee</td>
<td>1275 Ridge Rd, Belle Vernon, PA 15012</td>
<td></td>
</tr>
<tr>
<td>Louie Jewell</td>
<td>639 Rosewood St, Belle Vernon, PA 15012</td>
<td></td>
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<tr>
<td>John Lewis</td>
<td>214 Larson Blvd, Belle Vernon, PA 15012</td>
<td></td>
</tr>
<tr>
<td>Norbert Zarembski</td>
<td>8567 Rosewood St, Belle Vernon, PA 15012</td>
<td></td>
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<tr>
<td>Joseph Bennigton</td>
<td>418 Cherry Blossom Dr, Belle Vernon, PA 15012</td>
<td></td>
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<tr>
<td>William J. Hill</td>
<td>147 Valley View, Belle Vernon, PA 15012</td>
<td></td>
</tr>
<tr>
<td>David Grazzini</td>
<td>608 Skyline Drive, Belle Vernon, PA 15012</td>
<td></td>
</tr>
<tr>
<td>Scott Breyer</td>
<td>562 Rosewood St, Belle Vernon, PA 15012</td>
<td></td>
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<tr>
<td>Donnald Hamer</td>
<td>109 Long Ave, Belle Vernon, PA 15012</td>
<td></td>
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<tr>
<td>Ronette Anderson</td>
<td>321 Atken Ave, Belle Vernon, PA 15012</td>
<td></td>
</tr>
<tr>
<td>Valerie Hamer</td>
<td>109 Long Ave, Belle Vernon, PA 15012</td>
<td></td>
</tr>
<tr>
<td>Rob Hoffman</td>
<td>142 Valley View Dr, Belle Vernon, PA 15012</td>
<td></td>
</tr>
<tr>
<td>Tim Breyer</td>
<td>562 Rosewood St, Belle Vernon, PA 15012</td>
<td></td>
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<tr>
<td>Stacy Minniti</td>
<td>638 Rosewood St, Belle Vernon, PA 15012</td>
<td></td>
</tr>
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Subscribed & Sworn before me on this ___ day of May, 2014. Notary:

COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Christine H. Hutchinson, Notary Public
City of Greensburg, Westmoreland County
My Commission Expires May 29, 2016
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SIGNATURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bryan Hucha</td>
<td>3463 Thommavon Rd. Burrell PA 15104</td>
<td></td>
</tr>
<tr>
<td>David Jansen</td>
<td>314 Milla Dr. Connellsville PA 15435</td>
<td></td>
</tr>
<tr>
<td>Antonio R. Genco</td>
<td>154 Cinarron Dr. Moon Twp 15108</td>
<td></td>
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<tr>
<td>Bibiane Katic</td>
<td>108 Strickler St. Amypolis PA 15713</td>
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<tr>
<td>Jennifer Erdely</td>
<td>200 Edgewood Ln. Belle Vernon PA 15104</td>
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<tr>
<td>Robert S. Erdely</td>
<td>147 Barneys Rd. Perryopolis PA 15473</td>
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<tr>
<td>Steven R. Marcus Jr.</td>
<td>915 S. 14th St. Rosetsy PA 15203</td>
<td></td>
</tr>
<tr>
<td>Mitchell R. Erdely</td>
<td>145 S 17th St. Pittsburgh PA 15203</td>
<td></td>
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<tr>
<td>Tim Bukowski</td>
<td>116 Kimberly Court Belle Vernon 15621</td>
<td></td>
</tr>
<tr>
<td>Tony Rodriguez</td>
<td>123 Valley View Drive Bld 15012</td>
<td></td>
</tr>
<tr>
<td>Randall Piette</td>
<td>416 E Murphy Ave. Bruce PA</td>
<td></td>
</tr>
<tr>
<td>Tyler Charles</td>
<td>121 S 19th St. Pittsburgh PA 15205</td>
<td></td>
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<tr>
<td>Tom Campfredo</td>
<td>105 Merino Dr. Belle Vernon PA 15022</td>
<td></td>
</tr>
<tr>
<td>Josh Beckler</td>
<td>6 Near St. Pittsburgh PA 15211</td>
<td></td>
</tr>
<tr>
<td>Gary Meatz</td>
<td>332 Merrimie street 15811</td>
<td></td>
</tr>
</tbody>
</table>

Subscribed & Sworn before me on this     day of May, 19. Notary:

COMMONWEALTH OF PENNSYLVANIA
Notary Seal
Christine H. Hutchinson, Notary Public
City of Greensburg, Westmoreland County
Petition

This is a petition for safety improvements at the intersection of SR 51 and Vernon Drive (SR 3025) located in Rostraver Township.

NAME                        ADDRESS                         SIGNATURE

Henry Boldyzar, Sr.          541 Cedar Creek Rd, Belle Vernon, PA 15012   [Signature]
Lea Ann Kusnierek            547 Cedar Creek Blvd, PA 15012   [Signature]
Bob Kusnierek                547 Cedar Creek Rd, Belle Vernon, PA 15012   [Signature]
Bryan Melzer                 102 Spring Grove Blvd, Belle Vernon, PA 15012   [Signature]
Susan Michael                102 Spring Grove Blvd, PA 15012   [Signature]
Robert Dukerow               931 Vernon Dr, Belle Vernon, PA 15012   [Signature]
Chuck Greenwood              931 Vernon Dr, Belle Vernon, PA 15012   [Signature]
Linda Foster                 2138 Lakeview Drive, Belle Vernon, PA 15012   [Signature]
Edward Melzer                103 Ray Dr, Belle Vernon, PA 15012   [Signature]
Lee Pickard                  531 Cedar Creek Rd, Belle Vernon, PA 15012   [Signature]
Linda Boldyzar               531 Cedar Creek Rd, Belle Vernon, PA 15012   [Signature]
Dan Bolyzyar                 514 Circle Dr, Belle Vernon, PA 15012   [Signature]
Stacie Bolyzyar              541 Cedar Creek Rd, Belle Vernon, PA 15012   [Signature]
Brend Luckert               541 Cedar Creek Rd, Belle Vernon, PA 15012   [Signature]
Rhonda Boldyzar             541 Cedar Creek Rd, Belle Vernon, PA 15012   [Signature]

Subscribed & Sworn before me on this ______ day of _____, 20__ by _______ Notary: __________________________

COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Christine H. Hutchinson, Notary Public
City of Greensburg, Westmoreland County
May Commission Expires: May 22, 2016
Maria Fronzaglio
Linda Hamer
Tom Hamer
Jim Connolly
Ryan Clark
Carolyn Cholock
Jamie Cholock
Bonnie Kosh
William Kosh
Sara Brownfield

110 Homewood Ave. Belle Vernon, PA 15012
544 Cedar Creek Rd Belle Vernon, PA 15012
571l Circle Drive Belle Vernon, PA 15012
105 Smith St

1137 State Rd 136a Belle Vernon PA 15012
127 Fox School Rd Ruffsdale PA 15679
127 Fox School Rd Ruffsdale PA 15679

340 Comanche St. Belle Vernon PA 15012
340 Comanche St. Belle Vernon PA 15012
PO Box 767, Summerton PA 15479

5.5.14

COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Christine H. Hutchinson, Notary Public
City of Greensburg, Westmoreland County
My Commission Expires May 22, 2016
From: Mary Reid [mailto:mreid@comcast.net]
Sent: Thursday, July 10, 2014 1:49 PM
To: Dee Pamplin
Cc: Mary Reid
Subject: Dangerous Intersection @State Rt 51 and Vernon Drive
Importance: High

Please be advised that citizens of Rostraver Township in Westmoreland County and very concerned about the dangerous intersection @State Route 51 and Vernon Drive. Increasingly busy traffic in both the North and South lanes with extremely dangerous turns, during both weekday rush hours as well as on weekends, make it a mandatory requirement and a grave necessity to have a traffic light installed as soon as possible. We appreciate your consideration of this request and expedited action in this matter as soon as possible. Thank you.

Rowan & Mary Reid
Rostraver Township Residents
Dear Sirs,

Save a life! Give Vernon Drive a traffic light! The right turn only onto Route 51 is not a very good idea. Sixty years ago when I grew up on Vernon Drive it was not very heavily traveled after the coal miners turned off to go down to Banning Mine. With the new housing developments, Vernon Drive is a busy road. The people of West Newton and Belle Vernon area deserve a traffic light.

Thank you for your consideration in this matter.

Jo Lynn Glaser Lowanse, RN
From: janie.stevens@verizon.net [mailto:janie.stevens@verizon.net]
Sent: Thursday, July 17, 2014 3:12 PM
To: Dee Pamplin
Subject: Intersection of Vernon Dr. & Rt.51

To whom this may concern....

We just moved onto Davinci Ct, which is right off of Vernon Drive.

We have a new driver that will be driving back and forth from school and sports but also will be transporting her sister everyday as well.

The intersection is very dangerous for adults let alone new drivers.

I tried to at least find a back way so she would not have to cross that intersection but there is no other way to get to 51 from our neighborhood.

My husband and I work everyday and are constantly traveling through that intersection separately.

There are many instances where adult drivers who should know the rules but make mistakes in judgement that could ultimately cause an accident.

I'm so surprised we don't see more accidents but have only been living there since March.

If I had realized when I purchased the property that this would be a potential hazard we might have not purchased in that area.

I am pleading with the commission to please put a traffic light at the intersection of Vernon Drive & Rt. 51.

Best Regards,

The Stevens Family
302 Davinci Ct.
Belle Vernon PA 15012
-----Original Message-----
From: Elizabeth Mihalik [mailto:bethmihalik@icloud.com]
Sent: Thursday, July 17, 2014 7:02 AM
To: Dee Pamplin
Subject: Dangerous intersection

To whom it may concern,

I am writing to express my concern regarding the intersection at Rt. 51 and Vernon Drive. I often use that intersection to visit family in the area. I am always concerned when leaving to return home because of the difficulty in crossing the highway to drive south on 51. It is especially difficult at night when it’s more difficult to judge the speed of oncoming traffic. I feel that intersection is quite dangerous and that it would be prudent to install a traffic light to make it safe.

Thank you for your attention to this matter.

Sincerely,

Beth Mihalik

Sent from my iPhone
From: jim lee [mailto:jlee@powerofbrowser.com]
Sent: Thursday, July 17, 2014 10:43 AM
To: Dee Pamplin
Subject: vernon dr. & rt.51,rostraver,pa 15012

Very dangerous intersection, you have to cross 4 lanes to go southbound on rt.51. Traffic does not obey speed limit & view is hard to judge. A TRAFFIC LIGHT IS NEEDED. THANK YOU
From: Pam Humenik [mailto:phumenik@mywestnewton.com]
Sent: Monday, July 14, 2014 12:46 PM
To: Dee Pampin
Subject: Installation of Red Light At Route 51 and Vernon Drive

On behalf of the entire West Newton Borough Council (7 individuals) and including the West Newton Mayor, we respond favorably to installing a Traffic Light at the intersection of Route 51 and Vernon Drive. This is a VERY dangerous intersection.

Sincerely,

West Newton Borough
From: Messina Law Office [mailto:messinalaw@wvdsl.net]
Sent: Wednesday, July 16, 2014 2:59 PM
To: Dee Pamplin
Cc: edinerjeff@yahoo.com
Subject: Traffic Control Light at Intersection of Vernon Dr. & Rt. 51

Dear Ladies and Gentlemen:

I wanted to take the opportunity to provide my comments relative to the importance of installing a traffic light at the intersection of Vernon Dr and Rt. 51. This matter has been pending for some time and back in 2011 I had sent several letters to Joseph Szczur, PE District Executive of PennDot and George Martin, Chairman of Rostraver Township. In my letters I pointed out the safety concerns relative to this intersection. Rt. 51 always has a high traffic flow in this area and the speeds of the vehicles are sometimes excessive. Also, traffic flow on Vernon Dr. has increase significantly just over the past two years so that there are always vehicles attempting to turn either north or south on Rt. 51. As you know this is a four lane divided roadway with limited visibility to the north as vehicles come up over a hill just before approaching the intersection.

I understand that left turns from Vernon Dr. going south on Rt. 51 are to be prohibited. This is certainly better than nothing, but it does not solve the problem. I sure that people will attempt to continue to make left turns at that location. Also, there is no easy way to go north and get back onto Rt. 51 so who knows what drivers might try to do to get turned around to the south. Having to go north and get turned around to go south will be quiet an inconvenience to local residents. There is no quick or easy way. It seemed apparent to me even years ago that the most reasonable and safest solution would be to install a traffic light at this intersection. I believe that the traffic flow on Vernon Dr. justifies the need for the light. Requiring all traffic to now turn north will simply add to the congestion and the danger.

A traffic signal light would solve all of these problems and could certainly be the most reasonable and convenient solution for the local residence. Even though I reside in Johnstown, I am on Vernon Dr. at least several times a month since my grandchildren live just down the road. Please consider this request as well as the other request which you have received and if at all possible please install a traffic signal light at this location as soon as possible. As I am sure you are aware, numerous accidents have occurred and continue to occur at this location which I believe could be prevented pretty much in their entirety by at traffic signal light. Thank you for the opportunity to present these comments.

Joseph D. Messina
From: hboldyzar@comcast.net [mailto:hboldyzar@comcast.net]
Sent: Sunday, July 13, 2014 10:04 AM
To: Dee Pamplin
Subject: Route 51 & Vernon Drive

First let me begin with I hear you are going to close Route 51 & Vernon Drive from making a left hand turn off of Vernon Drive to Route 51. I found out from a friend of a family member that this was in the paper. Well not everyone gets a news paper. We should have been sent a letter to notify us!!! This is a very dangerous intersection and the only solution is a traffic light period!!!!! I guess nobody important was hurt or killed here so not our problem! Well my daughter was all most killed at this intersection and she is very important to me!!!!! When cars come up Route 51 Northbound they are flying. Closing of the left hand turn from Vernon Drive is NOT a solution, they still will be speeding, a traffic light will slow them down!!!! PLEASE give us a traffic light!!! I have lived here for 36 years and the traffic is the worst it has ever been since all the new housing plans have been put up. I don't understand why you are delaying, a traffic light will solve the problem!!!! It's the only solution and it will make the tax payers who use this intersection every day the happiest!!!! We are the ones that matter and our lives are very important to us even if you don't care!!! I am very passionate about this intersection because of my daughters accident. Money is always the problem, our lives are more important than money, I'm sure if any of you decision makers had to use this road every day we would have a traffic light no questions asked. PLEASE don't stop left hand turns, that is like punishment for the people who live here!!!!!! PLEASE do the right thing and just put up the traffic light!!!!!!!!

Thank you - Sincerely Rhonda Boldyzar
To Whom It May Concern:

The intersection of Vernon Drive and Route 51 is extremely dangerous without a stop light. In recent years, there have been many new homes built off of Vernon Drive. Many of these homes were built by young families with small children, including mine. When I am pulling out onto 51 with my daughter in the vehicle, I am constantly fearful. The cars that are heading south on 51 are unable to be seen when pulling out until they are dangerously close. These cars are traveling at a high rate of speed and do not have adequate time themselves to move over when another car is entering from this dangerous intersection.

It is equally dangerous when we are turning onto Vernon Drive from Route 51. The turn is sharp and requires that you slow your vehicle down dramatically to make the turn safely. The vehicles behind you when turning are often not prepared for such a dramatic slow down, even when signaled well in advance, due to the turn being poorly marked.

It is my hope that for the health and safety of mine and all other families, that a light be installed at the intersection. It is imperative for our safety.

Thank you,
Heather Amey
215 Rolling Hill Farm Drive

Sent from my iPhone
Southwest Pa Commission,

I signed a petition to ask for a red light at the end of Vernon Drive were it meets 51. I live 5 houses down from Route 51 on Vernon Drive. I am always concerned for my safety at that intersection. I have read in the newspaper that there is not enough money to put up a red light and they will make it so you are unable to turn left. TURNING RIGHT IS ALMOST IMPOSSIBLE AT TIMES ALSO!!!!!!!!!!!! Every time is a risk. The cars travel too fast! Almost every car is speeding. This is not a good solution for 12 years. My son will be driving in 12 years and I will fear for his life. Please I will help raise the money for a light I'm sure that most people who live in the area will also help. The detour is not a good idea either. I live on Vernon, so I know the amount of traffic on this road. It never stops! The cars are constant day and night. You will see that the detour will create a problem for the amount of traffic that will be on it. A light is the only solution. Why spend 100,000 on a temporary (not even good fix). Try to find the money. This is an Emergency for all that travel on the rd. Shouldn't jobs be put in order of importance? This is more important than some of the scheduled work I am sure. There must be something we can do.

Catherine Nemoseck

cnemoseck@yahoo.com
I am writing to you about the intersection of 51 and Vernon Dr. I have been a resident of Vernon Drive for 61 years. I have seen many accidents and near misses. I understand the cost to the state and township, but I also believe that the people of Rostraver Twp. should be protected. Taxes are paid and collected so people should not be put out of there way for the easier and cheaper way out. In the beginning there were only farms and a few houses but over the years with the building of the Condos and 4 new housing plans and the extra added people from West Newton area, this has become a very busy road area.

As I understand from the newspaper the Commission is trying to take the easy way out and make the residents of Vernon Dr. and those who use it, pay the price by making us drive out of our way to because they do not want us to turn left on to 51. My husband and I drive to work every morning turning left, and then numerous times during the evening hours. Why am we to pay the price by going out of our way (by turning right going all the way down to the cloverleaf and then returning back on 51 to go south. A red light would be easier and less mileage for everyone involved. Every morning I sit at a red light at C Harper Ford with no one coming out (hardly ever any traffic) but yet a busy intersection like Vernon Drive will suffer.

I also would like to know why, you can send out letters to us saying your are going to look into it but when it comes to a rediciculous decision that is made it is put in the newspaper. Many people that I have talked to know nothing about this STUPID decision. My niece was injured very bad a few years back and many friends have had accidents. I urge you to try to come to a better decision by putting up red lights instead of making people go out of there way everyday of there life because you want the easy way out. If you would like more information I will gladly accept your calls PLEASE RECONSIDER.

Lou Ann & Bob Kusmierek
From: Laura Dainty [mailto:lulu9947@verizon.net]
Sent: Sunday, July 13, 2014 5:40 PM
To: Dee Pamplin
Subject: Vernon Dr & Route 51

Yes, this is a dangerous intersection. Why was a trailer sales given permits to enter 51 an exit 51 to cause more danger. During the construction, cones were set along the road to insure safety of the construction workers. I have lived here for 45 years on Vernon Drive, which is dangerous also due to increased traffic and speeding. No left turn is not acceptable. I go to work everyday and need to make a left turn onto the highway. If an island is built, traveling south there would be no right turn. Inconvenience residents who have lived here all their life because the speeding is not enforced. We have needed a red light long ago. When construction was done on Route 201, traffic on Vernon Drive has increased dramatically making it very dangerous to get your mail or cut grass along the road. There is 50 Mile speed limit on Route 51 and no one obeys it. It is also dangerous to make right turn onto Route 51 because of speeding traffic. Different times of the day and weekends, it is difficult to get in and out of this road.
From: Tony and Vicki [mailto:tvandkids@verizon.net]
Sent: Saturday, July 12, 2014 3:45 PM
To: Dee Pamplin
Subject: intersection of Vernon Drive and Rt 51

Southwest PA Commisions office,

I am writing to confirm that the intersection of Vernon Drive and Route 51 is extremely dangerous. When trying to make a left turn onto Rt 51 from Vernon Drive you cannot see what is coming up the hill until the last minute. Putting a traffic light here would be beneficial for those who live in this area and have to access the main road of route 51 daily. I hope you take these comments into consideration when making your decision about installing a traffic light.

Thank you,

Vicki D’Alessio
From: Mike Defigio [mailto:mdefigio@comcast.net]
Sent: Monday, July 14, 2014 8:50 AM
To: Dee Pamplin; sdefigio@comcast.net
Subject: Intersection of Vernon Drive and Route 51 HAZARD

Dear Sir,

The above intersection presents a daily hazard to my loved ones and me as we travel to work, visit, shop etc. The hazard is the absence of a stoplight that would allow motorists to "take turns" as they enter or exit the highway. I have seen countless close calls and several collisions as drivers enter or exit on the way to complete their business.

Contrary to the common "take your turn" approach when a 4-way stop sign intersection is encountered, there is no such courtesy at the above intersection. This fosters an an approach that is very dangerous to GOOD drivers.

Please install traffic lights at this intersection before lives are lost!

Michael T. DeFigio
The above intersection in Rostraver Twp., Westmoreland County is one of the worst I have ever seen in terms of danger and a travesty waiting to happen. I live off of Vernon Dr. and must use it to access Rt.51. In order to cross Rt .51 you must take your life in your hands and cross over 2 lanes of oncoming traffic then sit with the tail end of your vehicle sticking out almost into the oncoming lane and wait for an opening to pull out into high-speed traffic. It is terrifying and I have seen many accidents occur here as the area has grown and many new homes have been built. It is inconceivable that there is no traffic light at this intersection; it is one of the most dangerous I have ever seen. Just installing a light that stops Rt. 51 traffic for even 20 seconds to let people cross over to and from Vernon Drive would be life saving. Vernon Dr. is a major artery and leads to West Newton. Population growth in this area greatly warrants a traffic signal. This is not farm country anymore as in years gone by. This is a major major issue and should be given top priority.
Hello: My name is Mary Popovich and I'm writing to let you know I support the traffic light install in Rostraver township at Vernon Drive and Route 51. The traffic flow down Vernon Drive has increased, which makes this intersection dangerous. Thankyou for your time.

Mary
-----Original Message-----
From: Kelly DiPiazza [mailto:kelly.dipiazza@gmail.com]
Sent: Monday, July 14, 2014 2:44 PM
To: Dee Pamplin
Subject: Intersection of Vernon Dr. & Rt. 51

The danger at this intersection is not new. It has been an issue for years and, as more homes and developments are built, the issue increases. Residents in the Vernon Drive community are some of the highest tax payers in the township. We are the professionals who daily rely on the proximity of I-70 to get us to and from work. We are the parents who depend on safe transport of the most precious pieces of our lives. Placing a "NO LEFT TURN" sign at the end of Vernon Drive is an insult. A traffic light is necessary. It is not a "would be nice to have". Many in this community chose this location because of the easy and quick accessibility to our major interstate. To punish us by making us go almost 2 miles out of our way to access what we moved here for is insulting. If the problem cannot be resolved in the obvious, safest, and most logical manner, DO NOTHING until the state and township can allocate funds to install a motion sensor traffic light.

Sent from my iPhone
The intersection of Rt. 51 and Vernon Dr. in Rostraver Township is very dangerous. Part of the problem is that many drivers on Vernon Dr. wanting to make a left turn onto Rt. 51 South do not realize that they do not have the right of way compared to drivers on Rt. 51 South wanting to make a left turn onto Vernon Dr. (there is a stop sign on Vernon). In addition, traffic on Rt. 51 is relatively high speed and particularly heavy during the rush hour. There should be a traffic light at this intersection.

James P. Crawford, Ph.D.  
Program Coordinator for Science  
Associate Professor of Physics  
PennState Fayette - The Eberly Campus
From: John Wasko [mailto:waskoj14@gmail.com]
Sent: Tuesday, July 15, 2014 7:36 AM
To: Dee Pamplin
Subject: VERNON - RT. 51

Needs a traffic light. A NO LEFT TURN sign is a joke & will confuse and inconvenience drivers.
The intersection of Rt. 51 & Vernon Dr. is extremely dangerous and has been an area of very violent crashes, and with the growth on Vernon Dr. the risks are likely to increase and a traffic light would be beneficial to all motorists.
From: Betsy Manderino [mailto:b.mando@comcast.net]
Sent: Friday, July 18, 2014 2:19 PM
To: Dee Pamplin
Subject: Intersection of Rt. 51 and Vernon Dr., Rostraver Twp.

Southwestern PA Commission:
First, I'd like to thank you for all that you continue to do in helping our region. Your work is not going unappreciated! My main reason for contacting you today is to add my concern for the safety at the intersection of Route 51 and Vernon Dr. in Rostraver Township. I think a traffic signal would best serve this intersection; I am one of many people who has moved to a side street of Vernon Drive. As developers continue to build housing plans and people move to this area, this intersection continues to become more and more dangerous for those trying to enter and exit Route 51. Vernon Drive is also a main thoroughfare to get to the Yough River Trail / Great Allegheny Passage in West Newton, a major trail town.
Wait times on Vernon Drive are exceedingly long at rush hour. Cars turning left from southbound 51 often exceed the left turn lane length, and cars passing the crest of the hill in the left lane have to swerve to the right to avoid accidents. Cars traveling on northbound 51 wishing to turn right onto Vernon Drive are often tailgated and have to take the turn at an unsafe speed.
Now that a business is opening on the southbound side of Route 51, it is creating more problems with vehicles entering and exiting, especially those which attempt to cross four lanes of traffic. I think a signal similar to the one which was erected at the intersection of C. Harper Automotive and Concord Lane will greatly help this dangerous situation. As population increases in our region, I believe it is your duty to protect the safety of its citizens. I truly hope you will approve installation of a traffic signal at this location.
In one week I will be attending a memorial for Tracy Stack, my friend who recently died in an accident at this intersection. You have the power to stop more accidents which result in injuries and deaths. Please give a traffic signal strong consideration.
Thank you,
Betsy Manderino
110 Spring Grove Blvd.
From: michael [mailto:kylk8989@att.net]
Sent: Tuesday, July 15, 2014 12:30 PM
To: Dee Pamplin
Subject: Traffic light at Rt. 51 and Vernon Drive

To whom it may concern:

We believe a traffic light would be a tremendous safety device for a dangerous section of the highway. It needs to be installed “before” a fatal accident occurs. We have observed numerous “close calls” that warrant such a light. Please take this e-mail as our request for “an ounce of prevention!” Thank you for your time and consideration.

Mike Kovalak and Linda Lewis
2106 Lake View Dr.
Belle Vernon, Pa. 15012
The development of multiple housing plans along Vernon Drive has increased traffic flow at the Vernon & 51 intersection. I personally have witnessed many accidents and near accidents at that intersection. Speed on Rt. 51 and frequent fog contribute to issues. When at intersection of Vernon, pulling out, visibility is poor in the slow lane. Frequently cars in slow lane of 51 North have the car behind with no visibility of the intersection sling shot around a turning vehicle and hit a car pulling out of Vernon Drive. I strongly support a traffic light at that intersection. I believe that a traffic light will slow traffic that frequently forget they are no longer on nearby Route 70.
-----Original Message-----
From: Joyce Pawlik [mailto:mapaw1@yahoo.com]
Sent: Thursday, July 10, 2014 10:16 PM
To: Dee Pamplin
Subject: Rt 51 at Vernon Drive

As a near lifetime resident of the area I would like to express my opinion on the entrance of Vernon Drive to Rt 51 in Rostraver township. With the increase of homes in recent years in the Vernon Drive area this access to 51 has become more and more heavily used. The access has limited vision for approaching traffic. The risk of getting stuck in the middle of traffic in a very small area makes this a very dangerous location. Many people get stuck in an area between the two direction with not enough room for a vehicle to be safely off the two opposite direction of traffic. The safest option for this location would be a traffic light allowing safe entrance to Rt 51 from Vernon Drive. Please give this possibility the upmost importance for the safety of all who use Vernon drive to access Rt 51.

Sincerely
Joyce Pawlik
From: arap@comcast.net
Sent: Wednesday, July 09, 2014 6:56 PM
To: Dee Pamplin
Subject: Vernon Drive and Route 51

At a minimum:

1. Only right turns are permitted from Vernon Drive to Route 51 North.
2. Only right turns are permitted from Route 51 North on to Vernon Drive.

No turns from 51 south should be allowed to Vernon Drive.
No turns from Vernon Drive to Route 51 South should be permitted.
From: Jason Codispoti [mailto:jasoncodispoti@gmail.com]
Sent: Wednesday, July 09, 2014 10:03 PM
To: Dee Pampilin
Subject: Dangerous Intersection, Vernon Dr. and Rt. 51

To whom it may concern,

My name is Jason Codispoti I live in the Renaissance Heights community located in Rostraver Township (Belle Vernon) just off of Rt. 51. It is my understanding that there is currently a petition going around advocating for a traffic light to be installed at the intersection of Vernon Dr. and Rt. 51. This is something that I am a huge supporter of in the years that I have lived here I have observed a steady increase in the amount of traffic not only flowing on 51, but also on the amount of traffic that is entering/exiting Vernon drive. Due to this increase in traffic when attempting to enter Rt.51 heading South Bound towards C Harper you are often forced to sit in the "turning lane" that has been constructed at the intersection. However this "turning lane" is not nearly large enough for your car to fit and you are in constant fear that you will be hit either by a car traveling in the South Bound lane (towards C Harper) or by a car traveling in the North Bound lane (heading towards Century Three Mall). In addition there will often be a line of cars waiting to enter the South Bound lane of Rt. 51 from Vernon Drive and often times the first car in the line will pull out onto Rt. 51 and the car behind them will simply follow not knowing that the first car is planning on stopping in the "turning lane". This leaves the 2nd car sitting in the center of Rt. 51 or it results in the 2nd car rear-ending the 1st car as they were not expecting them to stop... No one knows this better then I do as I was recently involved in a car accident at this intersection that reflected this exact scenario and resulted in my mother needing to be taken to Jefferson Hospital via ambulance. I have attached two photos to this e-mail that show the damage that was done to my vehicle during this car accident. Another troubling issue at this intersection is that recently (within the last 3 to 6 months) there has been a signification increase in people doing U-Turns at this intersection that are traveling South Bound towards C Harper. Under normal circumstances one is safe to assume that a car that is traveling South Bound on Rt. 51 towards C Harper that is now stopped in the "turning lane" is simply looking to enter Vernon Drive however now due to the increase in the amount of U-Turns that people are doing you can no longer assume this and it is adding yet another layer of danger to this intersection.

It is my belief that it is simply a matter of time until someone is killed at this intersection or at the very least severely injured. It also my belief that adding something such as traffic light could prevent all of this..

I have provided my contact information below feel free to contact me for additional information.

Contact Information:
Name, Jason Codispoti
E-Mail, jasoncodispoti@gmail.com
Cell Phone, 814-421-1697
-----Original Message-----
From: Gregory Krofcheck [mailto:gkrof@verizon.net]
Sent: Wednesday, July 09, 2014 10:20 PM
To: Dee Pamplin
Subject: dangerous intersection

The intersection of Vernon Drive and Rt. 51 is an extremely dangerous intersection.

* Traffic is normally very heavy and traveling at a high rate of speed in both the north and southbound lanes of 51 in this area.

* To someone unfamiliar with the area and traveling on Vernon, the sudden appearance of a busy 4-lane highway (without any warning signs, traffic lights, etc.) is quite a surprise. The approach to the highway is not well marked. If someone mistakenly runs the stop sign, they are very likely to be in an accident—especially given the speed at which many vehicles are traveling through that area on the highway.

* Turning south onto Rt. 51 from Vernon is extremely dangerous. Although there is a small area between the north and southbound lanes (a turning area of sorts), there is barely enough room for an average-sized car to maneuver onto it at the correct angle without fear of being clipped by the travelers on Rt. 51. Also, I have seen cases where more that one car attempts to use the area in this manner at the same time—causing visibility problems for the first car, and even greater chance of a mishap. (Even worse when a Rt. 51 traveler also needs to use the area to turn left from Rt. 51 onto Vernon. The person waiting to enter onto Rt. 51 tends to panic as he/she is already worried about being clipped from behind, worried about being clipped from the front, and now has to very quickly make room for the car exiting Rt. 51 usually also traveling at a good pace so as not to get rear-ended by others traveling south on Rt. 51!) If a person chooses NOT to use the center area when turning south onto Rt. 51 from Vernon, the choices are 1) wait until all 4 lanes are completely clear—which can take a very long time; or 2) cross when northbound lanes are clear and southbound passing lane APPEARS to be clear. (From Vernon, it is very difficult to judge whether or not the southbound travelers are in the passing lane—and almost impossible to judge when someone might attempt a lane change that will either (at best) strand you in the middle area, or (at worst) cause a collision with your vehicle.)

* Vehicles approaching Rt. 51 from Vernon are not as visible as they need to be. If traveling north on Rt. 51, the cars on Vernon are partially hidden by trees/etc. (Even worse at dusk or in the dark.) If traveling south on Rt. 51, most people would not even be looking or expecting a car to be crossing the 2 northbound lanes in order to turn left onto the highway from Vernon; and if a car IS attempting such a turn, they will likely be doing so at a fairly high rate of speed.
From: Eloise Cooper [mailto:ecooper3172@yahoo.com]
Sent: Thursday, July 10, 2014 9:32 AM
To: Dee Pamplin
Subject: Traffic light at RT 51 and Vernon Dr.

Yes, I agree that the intersection needs a traffic light. I have seen many "near misses" when drivers are pulling out on RT 51 from Vernon, and when drivers are turning onto Vernon from RT 51. What would be ideal, is to disconnect the traffic light at RT 51 and Harper Drive and install one at RT 51 and Vernon drive.
I live on Birch Drive and drive the intersection every day.

Thank you for your time,
Eloise Cooper
From: Jackie Kuehner [mailto:jackiekuehner@comcast.net]
Sent: Friday, July 18, 2014 11:11 AM
To: Dee Pamplin
Subject: Intersection of Vernon Dr. & Rt 51

To: Southwest PA Commission

From: Jackie Kuehner
   211 Country Drive
   Rostraver Township

In my opinion the intersection of Vernon Dr. & Rt. 51 is definitely a dangerous one. The speed limit is 50 mph, and to some people that is an automatic 55 or 60. Too many people are aggressive drivers today, and they seem to speed up as you want to pull out to turn left (as if to see who can get there first). I have lived here since 1999 and usually avoid the intersection by using Willowbrook Rd. and Rt. 201 to get to Rt. 51 Southbound. Also, drivers make U-turns which you can't predict, so you can't assume that it is ok for you to pull out when you think they are going left onto Vernon Dr. Also, some drivers pull out to the middle of the road to make the left turn because he northbound lane was clear, but not the southbound lane. This has caused some controversy as to whether or not this is a legal way to make the left turn, and that should be addressed, too.

A traffic signal at this intersection would be very beneficial, making the intersection safer than it is now.

Sincerely,
Jackie Kuehner
From: Chrissy Cole [mailto:thecolefamily5@comcast.net]
Sent: Thursday, July 10, 2014 2:39 PM
To: Dee Pamplin
Subject: Vernon Drive and Route 51

To Whom It May Concern,

I am writing to let you know my opinion on the extremely dangerous intersection at Vernon Drive and Route 51 in Rostraver Township. There is an urgent need for a traffic light at this intersection. The location of this intersection makes it extremely difficult to see oncoming traffic that is traveling south on Route 51. If you are attempting to make a left turn onto Route 51 and you look to your right to watch for oncoming traffic, you can not judge whether the oncoming vehicle is in the passing lane or the other lane. You also can not judge the speed of the oncoming cars. Another situation that happens quite frequently is when a car traveling south on Route 51 turns into the turning lane in order to make a left across traffic onto Vernon Drive. This completely obstructs the view of the person who is waiting on Vernon Drive to make a left on to Route 51. This also obstructs the view of the southbound driver, as they cannot see that a vehicle is attempting to make a left turn on to Route 51 South. This is further complicated when the person in the turning lane proceeds to make a U-turn onto Route 51 North, because the person waiting on Vernon Drive has no way of knowing if that car is turning onto Vernon Drive or making a U-turn - which makes for a very hazardous situation. In both cases, the car in the turn lane has their left blinker on. Another problem with the intersection is that when you pull out of Vernon Drive there is very little room for your vehicle to stop to make sure that no Southbound vehicles have changed lanes and pulled into the passing lane, or to double check for a car in the passing lane that was traveling at a rate of speed that would have made you unable to see them when you first looked to check for oncoming traffic. This also leaves you vehicle partially blocking the passing lane on Route 51 North. This is very dangerous because there is no southbound merging lane or landing area for the car pulling out of Vernon Drive, forcing the driver to pull directly into the passing lane of the highway. To summarize my email please see the following bullet points:

- The intersection is extremely dangerous, even for the most experienced drivers.
- A vehicle attempting to make a left on to Route 51 South does not have a clear view of the oncoming traffic and the distance is too short to judge the speed or determine which lane the oncoming vehicle is in.
- A vehicle sitting in the turn lane on Route 51 South obstructs the view of a car attempting to turn left on to Route 51 South from Vernon Drive, as well as the view of the oncoming southbound vehicles.
- Many times a vehicle sitting in the turn lane on Route 51 South will do a U-turn onto Route 51 North rather than making the turn on to Vernon Drive creating a very dangerous situation.
- There is not enough room in the median in the event that you pull on to Route 51 and realize that a vehicle is now in the Southbound passing lane, creating a situation where you are not only in danger of causing an accident in the Southbound Lane, but you are also creating a dangerous situation in the Northbound Lanes as well because your vehicle does not fit in the area in the median where you have to stop to make certain the lane is clear for you to proceed.
There is no "merge lane" or "landing area" for the vehicle that is making a left onto Route 51 South from Vernon Drive forcing them to pull across traffic directly into the passing lane of the highway.

**In conclusion, I would like to urge you to PLEASE take action and put a traffic light at this intersection.** I have heard of many accidents that have taken place at this intersection and I have witnessed several situations where an accident has been narrowly avoided. I feel that when you pull out of this intersection you are taking a chance of being hit every single time. Thank you for your consideration in this extremely urgent matter.

Christine Cole
I live on Vernon Drive and find it very difficult and dangerous trying to turn left onto
southbound Rt. 51. If there is a vehicle in the southbound lane trying to turn right onto
Vernon Drive while you are trying to cross over to turn left onto southbound 51 you
cannot see oncoming southbound traffic. A traffic light would easily solve this
dangerous situation.
-----Original Message-----
From: Steve Dusi [mailto:jdusi@comcast.net]
Sent: Saturday, July 12, 2014 1:39 PM
To: Dee Pamplin
Subject: Vernon Drive and Route 51

Hello:
I am writing regarding my concern over the traffic light issue on Vernon and Route 51 intersection. I just read that there will be a No Left Turn sign placed on Vernon (forcing drivers to make a Right on 51 north). This seems to be a ridiculous compromise to the situation regarding the traffic light. I live on Vernon drive and frequently utilize that intersection. I have never had an issue seeing to safely pull out and make the left hand turn. Like any intersection, drivers must be cautious and utilize common sense. The most logical solution is to enforce a lesser speed limit in that area of 51. This would caution all drivers who come through both lanes of route 51 since according to the results of the PennDOT study, the issue is drivers not abiding by the speed limit. The proposed solution of a nearly 2 mile detour is not acceptable to taxpayers of Rostraver who utilize this route daily. Further, this No Left Turn sign will now push more drivers onto Vernon in the opposite direction towards Willowbrook Road. I have a huge concern with this as there are several bus stops and several different bus times (the early bus for catholic schools, the elementary bus, the high school bus). So, now instead of drivers utilizing the highway (route 51), drivers will be utilizing the “back roads” to avoid this intersection and now put my kids at risk on the school bus.

Please reconsider this issue as I believe you have not addressed the issue at hand.

Sincerely,
Jodi Dusi
----Original Message-----
From: Mitch [mailto:oblakmd@yahoo.com]
Sent: Thursday, July 10, 2014 8:24 PM
To: Dee Pamplin
Subject: Dangerous intersection Rt 51 at Vernon Drive

I have been a life-long resident of the community and a resident of Vernon Drive for 21 years. I have seen this intersection become a source of anxiety while driving for the past ten years. My daughter refuses to use this intersection going Rt 51 South from Vernon drive. Please make this intersection safer.

Mitchell Oblak
400 Vernon Drive
West Newton, PA. 15089

Sent from my iPad
From: roseghh@verizon.net [mailto:roseghh@verizon.net]
Sent: Wednesday, July 09, 2014 6:27 PM
To: Dee Pamplin
Subject: Intersection of Vernon Drive & Rt.51

I think it would be a very good idea to have a light at the intersection of Vernon Drive & Rt. 51. I have lived in that area for 25 years and can take that intersection to go South on 51 or coming home and I will Never go to that intersection to go South on Rt.51 it is too dangerous! Traffic is traveling too fast for traffic turning onto Vernon Drive or for anyone to enter the highway there. There are so many housing plans in that area now and the amount of traffic has increased Greatly. Put the light in a save someone's life!
From: April Waller [mailto:april803@yahoo.com]
Sent: Friday, July 11, 2014 12:18 AM
To: Dee Pamplin
Subject: Traffic Light

I am emailing reference the traffic light issue at SR 51 and Vernon Drive in Rostraver Twp. There really needs to be a light there. I have lived on Vernon Drive for 12 years and I travel through that intersection to and from work everyday. It is very difficult to get acrossed all 4 lanes of traffic. There have been multiple near misses with myself and other motorists. If they put a traffic light at the entrance to Cedar Creek Park and Burger King (which are far less dangerous intersections) then why is there not a light at Vernon Drive. I really hope something is done about this intersection soon.
From: Bob Paraschak [mailto:bparaschak@cscinsurance.com]
Sent: Friday, July 11, 2014 12:46 PM
To: Dee Pamplin
Subject: Intersection of State Route 51 & Vernon Drive, Rostraver Township PA

SPC,

I have to deal with this very dangerous intersection every day that I work. When I leave work southbound on SR 51, I have to do a U Turn at this intersection to be able to access the northbound lane. There is a large volume of traffic going north & south as well as the traffic to and from Vernon Drive. There was just a fatality this winter. There have been other fatalities in the past.

A traffic signal at this intersection is necessary for the safety of all of the drivers that use this intersection. Please give it you highest priority.

Bob Paraschak
CSC Insurance Options
4552 Route 51 S.
Belle Vernon, PA  15012
724-929-4472
bparaschak@cscinsurance.com
From: melissa Logan [mailto:fallymann@yahoo.com]
Sent: Thursday, July 17, 2014 11:56 AM
To: Dee Pamplin
Subject: rte 51 light

I would like to express my concern about installing a traffic light at Vernon Dr. and Rte 51. This is a dangerous intersection and I am concerned for the safety of my family and others when crossing. Both sides of the highway have to be clear in order to pull out safely. Installation of a traffic light at this intersection could potentially save lives.
From: Christina Jurik [mailto:ChristinaJurik@plandocsolutions.com]
Sent: Thursday, July 17, 2014 9:42 AM
To: Dee Pamplin
Subject: Vernon Dr & Route 51

I am totally outraged that instead of putting in a stop light, they township finds it acceptable to make this intersection an “No Left Turn” intersection. That is so inconvenient for those of us trying to get to route 70, or anywhere on 51 south. I bought my house because of the convenience of being on Route 70 so easy, and now that is being taken away. This will affect housing prices and all. I would strongly suggest the township consider a traffic light instead!

Christina L. Jurik
Plan Document Solutions, Inc.
P.O. Box 275
Daisytown, PA 15427
Phone: 724-554-0729
Fax: 724-213-9785
www.plandocsolutions.com
From: Maureen Davis [mailto:davis122854@yahoo.com]
Sent: Tuesday, July 15, 2014 3:17 PM
To: Dee Pamplin
Subject: Vernon Drive/Route 51 Intersection

I am writing to voice my thoughts and comments concerning the dangerous intersection at Vernon Drive and Route 51.

I live on Lake View Drive, right off of Vernon. I know of two families from this neighborhood alone who were involved in accidents at that site. I have heard that a NO LEFT TURN sign at the end of Vernon is a proposed solution to this. This would result in a colossal inconvenience to the many residents from this end of Vernon Drive and would provoke much stress and anger. Therefore, I think the better option would be to have a traffic light installed. I would like to see our tax dollars at work in this worthwhile and life saving project.

Thank you.

Richard and Maureen Davis
2095 Lake View Dr
Belle Vernon PA
-----Original Message-----
From: mchalus@verizon.net [mailto:mchalus@verizon.net]
Sent: Monday, July 14, 2014 7:06 PM
To: Matt Pavlosky
Subject: SPC TIP Project Input Form

On 2014-07-14 at 19:06:23,
The following information was submitted:
From Host: 71.112.7.254
PropAdv =
FirstName = Brandi
LastName = Chalus
AddressOne = 200 Rolling Hill Farm Dr.
AddressTwo =
City = West Newton
State = Pa
Zip = 15089
submit_by = mchalus@verizon.net
Fax =
Phone = 724-872-4807
ProbLoc = Westmoreland
Mun = Rostraver
MPORPO =
PropTitle = Intersection of Route 51 and Vernon Dr.
Loc = Intersection of Route 51 and Vernon Dr.
PreWork =
RdPoorCond =
RdDrainageIssue =
RdShdRepairNeeded =
RdOther =
BrPoorCnd =
BrDeckNoisy =
BrClosed =
BrWeightRestr =
BrRestrOneLane =
BrOther =
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn = 1
CongPostedDetRtProb =
CongOther = It is very unsafe to pull out of Vernon Dr. and go 51 South. There
are four lanes of traffic that you must watch and it is difficult to see
additional traffic behind on coming cars. I was recently almost in an accident
at that intersection. A car traveling 51 N. passing a van turning right on to
Vernon had to swerve into oncoming traffic to avoid T-boning me as I was trying
to turn left onto 51 South. It was impossible for me to see the car because it
was behind the van turning when I initially pulled out.
SafeSerCrashesOccur = 1
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
-----Original Message-----
From: mchalus@gatewayk12.org [mailto:mchalus@gatewayk12.org]
Sent: Monday, July 14, 2014 7:12 PM
To: Matt Pavlosky
Subject: SPC TIP Project Input Form

On 2014-07-14 at 19:12:19,
The following information was submitted:
From Host: 71.112.7.254
PropAdv =
FirstName = Michael
LastName = Chalus
AddressOne = 200 Rolling Hill Farm Dr.
AddressTwo =
City = West Newton
State = Pa
Zip = 15089
submit_by = mchalus@gatewayk12.org
Fax =
Phone =
ProbLoc = Westmoreland
Mun = Rostraver
MPORPO =
PropTitle = Intersection of Route 51 and Vernon Dr.
Loc = Intersection of Route 51 and Vernon Dr.
PreWork =
RdPoorCond =
RdDrainageIssue =
RdShdRepairNeeded =
RdOther =
BrPoorCnd =
BrDeckNoisy =
BrClosed =
BrWeightRestr =
BrRestrOneLane =
BrOther =
CongCongDurRushHr =
CongCongDurRushHrAndOthers =
CongCongDuringEvents =
CongDiffTurn = 1
CongPostedDetRtProb =
CongOther = It is difficulty to turn left off of Vernon Dr. onto 51 South. You can't see all traffic.
SafeSerCrashesOccur = 1
SafeManyCrashOccur =
SafeCantSeeFarEnoughWhenTurn =
SafePolesTrees =
SafeTooManyHills =
SafeCurvesTooFast =
SafeNoVisibleLines =
SafeTurnConflicts =
To whom it may concern,

Our company, X1 Systems, has several clients in the Belle Vernon/Rostraver area and recently one of them had moved to a location off of Vernon Dr. In passing, and after several near miss accidents, I had mentioned to our client how dangerous it was making a turn with a work van/truck turn at that intersection and she mentioned to me that I could express my concerns to this email address.

I hope you acknowledge, in some capacity, the dangers associated with this intersection, not only for the residents of the area, but also for those who may be travelling through there and are unfamiliar with the day to day traffic habits and speed at which most people travel seem to travel on that road. The aforementioned intersection should definitely be considered for a traffic signal!

Thank you for reading.

Bryan Hucko
Owner,
-X1 Systems
Part 4

Documentation of Public Outreach Activities
The Southwestern Pennsylvania Commission (SPC) is seeking input from the public on the following important draft documents that will advance investments in the region's transportation system:

- Draft 2015-2018 Transportation Improvement Program (TIP), which identifies the priority highway and transit improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of Draft 2015-2018 TIP
- Air Quality Conformity Determination for the Draft 2015-2018 TIP
- Amendment to 2040 Transportation and Development Plan for Southwestern Pennsylvania (2040 Plan) to reflect project phasing and cost information included in Draft 2015-2018 TIP
- In addition, under consideration will be an amendment to the current 2013-2016 TIP for the following item:
  - I-376 / SR 18 Relocation and Realignment in Beaver County

Beginning Wednesday, June 18, 2014, these draft documents will be available for public review at SPC’s offices and online at: www.spcregion.org, at the Pittsburgh Department of City Planning, at County Planning Departments, and at many public libraries in Southwestern Pennsylvania.

Members of the public are invited to attend any of the following public meetings to learn more about the draft documents. These will be open house style meetings with opportunities to look at maps, talk to representatives from SPC, PennDOT, transit operators, and planning departments, ask questions, and submit your comments.

Please note the time and location of these public meetings. Individuals offering testimony are asked to sign in upon arrival.

- June 19, 5:00 p.m., Westmoreland County Courthouse, Commissioners Meeting Room, 2 North Main Street, Greensburg
- June 24, 5:00 p.m., Washington County Courthouse, Courthouse Square, Room 104,100 West Beau Street, Washington
- June 25, 6:30 p.m., Armstrong County Courthouse, Commissioners Conference Room, 450 Market Street, Kittanning
- July 2, 5:30 pm., Greene County, Waynesburg University, Third Floor, Stover Hall, Waynesburg
- July 8, 5:00 p.m., Beaver County, Penn State Beaver Campus, Laboratory Classroom Building, Room 121, 100 University Drive, Monaca
- July 9, 5:00 p.m., Lawrence County, Gettys Annex Building, 439 Countyline Street, New Castle
- July 10, 5:00 p.m., Fayette County Chamber of Commerce, 65 West Main Street, Uniontown
- July 14, 6:00 p.m., Allegheny County/City of Pittsburgh, SPC Conference Center, 4th Floor, Two Chatham Center, 112 Washington Place, Downtown Pittsburgh
- July 15, 6:00 p.m., CareerLink of Indiana County, Conference Room, 300 Indian Springs Road, Indiana
- July 16, 6:00 p.m., Butler County Government Center, 1st Floor, Public Meeting Room, 124 West Diamond Street, Butler

Comments on the draft documents will be accepted by SPC representatives at these meetings. Verbal and written comments will be taken by SPC representatives at each of these meetings. Written comments may also be submitted to comments@spcregion.org, by mail to: SPC Comments, Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219 or by fax to (412) 391-9160.

All comments must be received by 4:00 p.m. Friday, July 18, 2014.

The Southwestern Pennsylvania Commission will consider these draft documents for action on Monday, July 28, 2014 at 4:30 p.m., Two Chatham Center, 112 Washington Place, 4th Floor, Pittsburgh, PA 15219.

SPC is committed to compliance with the non-discrimination requirements of applicable civil rights statutes, Executive Orders, regulations and policies. Each meeting facility is accessible by persons with disabilities. Accommodations may be provided for those with special needs related to language, sight or hearing with 72 hours advance notice. If you have a request for special accommodations or desire additional information, please contact Matt Pavlosky at (412) 391-5590, Ext. 361, or mpavlosky@spcregion.org.

TRANSIT SERVICE INFORMATION

For information regarding transit services in Allegheny County, please call Port Authority Customer Service at 412-442-2000. For transit information in other counties, please visit: www.commuteinfo.org/comm_trans.shtml or call 1-888-819-6110.

This notice satisfies the program-of-projects requirements of the Urbanized Area Formula Program of the Federal Transit Administration.
La Comisión de Pensilvania Sudoeste (SPC) espera las aportaciones del público acerca de los siguientes documentos importantes del proyecto que fomentarán las inversiones en el sistema de transporte de la región:

- Proyecto del Programa de Mejora del Transporte (TIP) 2015-2018, que identifica las mejoras prioritarias en las autopistas y el tránsito para realizar durante los próximos cuatro años
- Evaluación de los Beneficios y las Responsabilidades de la Justicia Ambiental del Proyecto del TIP 2015-2018
- Determinación de Conformidad de la Calidad del Aire para el Proyecto del TIP 2015-2018
- Enmienda al Plan de Transporte y Desarrollo 2040 para Pensilvania Sudoeste (Plan 2040) para reflejar la fase del proyecto y la información de costes incluidas en el Proyecto del TIP 2015-2018
- Además, se considerará una enmienda al actual TIP 2013-2016 para el siguiente punto:
  - Reubicación y realineamiento de la I-376 / SR 18 en el condado de Beaver

A partir del miércoles 18 de junio de 2014, estos documentos del proyecto estarán disponibles para la revisión pública en las oficinas de la SPC y online en: www.spcregion.org, en el Departamento de Planificación Urbana de Pittsburgh, los Departamentos de Planificación Urbana del condado y en muchas bibliotecas públicas de Pensilvania Sudoeste.

Los miembros del público están invitados a asistir a las posteriores reuniones públicas para conocer más en profundidad los documentos del proyecto. Serán reuniones de puertas abiertas en las que se podrá observar los mapas, hablar con los representantes de la SPC, PennDOT, operadores de tránsito y departamentos de planificación, hacer preguntas y enviar comentarios.

Recuerde la hora y el lugar de estas reuniones públicas. Los individuos que ofrezcan testimonio deberán inscribirse al llegar.

- **19 de junio, 5:00 p.m., Westmoreland County** Courthouse, Commissioners Meeting Room, 2 North Main Street, Greensburg
- **24 de junio, 5:00 p.m., Washington County Courthouse**, Courthouse Square, Room 104,100 West Beau Street, Washington
- **25 de junio, 6:30 p.m., Armstrong County Courthouse**, Commissioners Conference Room, 450 Market Street, Kittanning
- **2 de julio, 5:30 p.m., Greene County**, Waynesburg University, Third Floor, Stover Hall, Waynesburg
- **8 de julio, 5:00 p.m., Beaver County**, Penn State Beaver Campus, Laboratory Classroom Building, Room 121, 100 University Drive, Monaca
- **9 de julio, 5:00 p.m., Lawrence County**, Gettngs Annex Building, 439 Countyline Street, New Castle
- **10 de julio, 5:00 p.m., Fayette County** Chamber of Commerce, 65 West Main Street, Uniontown
- **14 de julio, 6:00 p.m., Allegheny County/City of Pittsburgh**, SPC Conference Center, 4th Floor, Two Chatham Center, 112 Washington Place, Downtown Pittsburgh
- **15 de julio, 6:00 p.m., CareerLink of Indiana County**, Conference Room, 300 Indian Springs Road, Indiana
- **16 de julio, 6:00 p.m., Butler County** Government Center, 1st Floor, Public Meeting Room, 124 West Diamond Street, Butler

En estas reuniones, los representantes de la SPC recibirán comentarios sobre los documentos del proyecto. En cada una de estas reuniones, los representantes de la SPC recogerán comentarios verbales y escritos. Los comentarios por escrito también pueden enviarse a comments@spcregion.org, por correo postal a: **SPC Comments, Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219** o por fax al (412) 391-9160.

**Todos los comentarios deberán recibirse antes de las 4:00 p.m. del viernes 18 de julio de 2014.**

La Comisión de Pensilvania Sudoeste considerará estos documentos del proyecto para las medidas del lunes 28 de julio de 2014 a las 4:30 p.m., Two Chatham Center, 112 Washington Place, 4th Floor, Pittsburgh, PA 15219.

La SPC se compromete a cumplir con los requisitos de no discriminación del estatuto de derechos civiles, decretos ejecutivos, normas y políticas vigentes. Las instalaciones cuentan con acceso para personas con discapacidades. Las personas con necesidades especiales relacionadas con el idioma, la vista o la audición podrán recibir alojamiento con un aviso de 72 horas de anticipación. Si necesita alojamiento especial o desea obtener más información, contacte con Matt Pavlosky al (412) 391-5590, ext. 361, o a mpavlosky@spcregion.org.

**INFORMACIÓN SOBRE SERVICIOS DE TRÁNSITO**


La presente información cumple con los requisitos del programa de proyectos del Programa de Esquema de Áreas Urbanizadas de la Administración Federal de Carreteras.
La Southwestern Pennsylvania Commission (SPC) sollecita il contributo dell'opinione pubblica sui seguenti importanti documenti bozza destinati a promuovere gli investimenti nel sistema dei trasporti della regione:

- Bozza del Programma di miglioramento dei trasporti (TIP) 2015-2018, che identifica i miglioramenti programmati per autostrade e trasporto pubblico cui assegnare la priorità per l'avanzamento dei lavori nei prossimi quattro anni
- Valutazione dei vantaggi e degli oneri in termini di giustizia ambientale della Bozza del TIP 2015-2018
- Accertamento di conformità della qualità dell'aria della Bozza del TIP 2015-2018
- Emendamento al Piano per il 2040 su trasporti e sviluppo per la Pennsylvania sud-occidentale (Piano 2040) al fine di recepire le informazioni sulle fasi e sui costi del progetto inclusi nella Bozza del TIP 2015-2018
- Inoltre, verrà preso in esame un emendamento all'attuale TIP 2013-2016 in merito alla seguente voce:
  - Riposizionamento e raddrizzamento della I-376 / SR 18 nella Contea di Beaver

Con decorrenza mercoledì 18 giugno 2014, tali documenti bozza saranno messi al vaglio del pubblico presso le sedi della SPC e online, all'indirizzo: www.spcregion.org, nonché presso le sedi del Pittsburgh Department of City Planning, dei dipartimenti per l'assetto della contea e delle biblioteche pubbliche della Pennsylvania sud-occidentale.

Si invita la partecipazione del pubblico presso qualsivoglia delle seguenti sedute pubbliche per ottenere ulteriori informazioni sui documenti bozza. Tali sedute saranno imprese secondo lo stile "open house" con l'opportunità di esaminare mappe, discutere con i rappresentanti della SPC, di PennDOT, degli operatori del trasporto pubblico e dei dipartimenti per l'assetto, nonché porre domande e presentare commenti.

Si prega di prendere nota degli orari e delle sedi delle sedute pubbliche. Tutti coloro che offriranno la propria attestazione sono pregati di registrarsi all'arrivo.

- 19 giugno, ore 17:00, Tribunale della Contea di Westmoreland, Sala delle sedute commissariali (Commissioners Meeting Room), 2 North Main Street, Greensburg
- 24 giugno, ore 17:00, Tribunale della Contea di Westmoreland, Sala 104, 100 West Beau Street, Washington
- 25 giugno, ore 18:30, Tribunale della Contea di Armstrong, Sala delle conferenze commissariali (Commissioners Conference Room), 450 Market Street, Kittanning
- 2 luglio, ore 17:30, Contea di Greene, Università di Waynesburg, terzo piano, Stover Hall, Waynesburg
- 8 luglio, ore 17:00, Contea di Beaver, Campus di Beaver dell'Università Penn State, Edificio delle aule-laboratorio, Sala 121, 100 University Drive, Monaca
- 9 luglio, ore 17:00, Contea di Lawrence, Gettings Annex Building, 439 Countyline Street, New Castle
- 10 luglio, ore 17:00, Camera di commercio della Contea di Fayette, 65 West Main Street, Uniontown
- 14 luglio, ore 18:00, Contea di Allegheny/Città di Pittsburgh, Centro conferenze della SPC, 4° piano, Two Chatham Center, 112 Washington Place, centro città di Pittsburgh
- 15 luglio, ore 18:00, CareerLink della Contea di Indiana, Sala conferenze, 300 Indian Springs Road, Indiana
- 16 luglio, ore 18:00, Centro governativo della Contea di Butler, 1° piano, Sala riunioni pubbliche, 124 West Diamond Street, Butler

I commenti sui documenti bozza saranno accettati dai rappresentanti della SPC presenti a tali sedute. Nel corso di ciascuna delle sedute citate i rappresentanti della SPC accetteranno commenti espressi in forma verbale o scritta. I commenti in forma scritta possono essere anche indirizzati via e-mail a comments@spcregion.org, per posta a: SPC Comments, Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219 o fax al (412) 391-9160.

Tutti i commenti devono pervenire entro le 16:00 di venerdì 18 luglio 2014.

La Southwestern Pennsylvania Commission prenderà in esame l'intervento sui documenti bozza citati lunedì 28 luglio 2014, alle 16:30 presso il Two Chatham Center, 112 Washington Place, 4th Floor, Pittsburgh, PA 15219.

SPC si impegna ad ottemperare agli obblighi di non discriminazione imposti dallo statuto sui diritti civili, dai decreti dell'esecutivo, dalle normative e dalle politiche vigenti. Ciascuna struttura è accessibile ai disabili. È possibile predisporre servizi per ospitare chi ha esigenze speciali in termini di eloquio, vista o udito presentando richiesta con 72 ore di anticipo. Per richieste di servizi speciali o ulteriori informazioni, contattare Matt Pavlovsy al (412) 391-5590, int. 361 oppure mpavlovsy@spcregion.org.

INFORMAZIONI SUL SERVIZIO DI TRASPORTO PUBBLICO

Il presente avviso soddisfa gli obblighi per la programmazione dei progetti imposti dalla Federal Transit Administration nell'ambito dell'Urbanized Area Formula Program.
Die Southwestern Pennsylvania Commission (SPC) erbittet Eingaben der Öffentlichkeit zu den folgenden wichtigen Entwürfen, welche die Investitionen in dem regionalen Transportsystem vorantreiben werden:

- Entwurf 2015-2018 Transportation Improvement Program (TIP) (Verkehrsverbesserungsplan), der die vorrangigen Autobahn- und Transitverbesserungen bestimmt, die für die kommenden vier Jahre für eine Weiterentwicklung geplant sind
- Umweltgerechte Nutzen und Belastungsbewertung des Entwurfs 2015-2018 TIP
- Richtlinien zur Luftqualität für dem Entwurf 2015-2018 TIP
- Weiterhin wird eine Änderung des aktuellen 2013-2016 TIP für den folgenden Punkt in Betracht gezogen:
  - I-376 / SR 18 Verlegung und Neuordnung in Beaver County


Die Öffentlichkeit ist dazu eingeladen, an jeder der folgenden Sitzungen teilzunehmen, um mehr über die Entwürfe zu erfahren. Diese werden in der Art "Tag der offenen Tür" abgehalten und es ermöglichen, sich Karten anzusehen, mit Vertretern der SPC, PennDOT, Verkehrsbetreibern und Planungsabteilungen zu sprechen, Fragen zu stellen und Stellungnahmen einzureichen.

Bitte beachten Sie Zeit und Ort dieser öffentlichen Sitzungen. Personen, die Aussagen/Gutachten unterbreiten, möchten sich bitte bei Ankunft eintragen.

- 19. Juni, 17.00 Uhr, Westmoreland County Courthouse, Commissioners Meeting Room, 2 North Main Street, Greensburg
- 24. Juni, 17.00 Uhr, Washington County Courthouse, Courthouse Square, Room 104, 100 West Beau Street, Washington
- 25. Juni, 18.30 Uhr, Armstrong County Courthouse, Commissioners Conference Room, 450 Market Street, Kittanning
- 2. Juli, 17.30 Uhr, Greene County, Waynesburg University, 3. Stock, Stover Hall, Waynesburg
- 8. Juli, 17.00 Uhr, Beaver County, Penn State Beaver Campus, Laboratory Classroom Building, Zimmer 121, 100 University Drive, Monaca
- 9. Juli, 17.00 Uhr, Lawrence County, Gettys Annex Building, 439 Countyline Street, New Castle
- 10. Juli, 17.00 Uhr, Fayette County Chamber of Commerce, 65 West Main Street, Uniontown
- 14. Juli, 18.00 Uhr, Allegheny County/City of Pittsburgh, SPC Conference Center, 4 Stock, Two Chatham Center, 112 Washington Place, Downtown Pittsburgh
- 15. Juli, 18.00 Uhr, CareerLink of Indiana County, Conference Room, 300 Indian Springs Road, Indiana
- 16. Juli, 18.00 Uhr, Butler County Government Center, 1. Stock, Public Meeting Room, 124 West Diamond Street, Butler

Stellungnahmen zu den Entwürfen werden von den SPC-Vertretern bei diesen Sitzungen entgegengenommen. Mündliche und schriftliche Stellungnahmen werden von den SPC-Vertretern bei jeder dieser Sitzungen entgegengenommen. Schriftliche Stellungnahmen können auch per E-Mail eingereicht werden unter: comments@spcregion.org, per Post an: SPC Comments, Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219 oder per Fax an (412) 391-9160.

Alle Stellungnahmen müssen bis Freitag, den 18. Juli 2014, 16:00 Uhr eingegangen sein.


TRANSITSERVICE-INFORMATIONEN
Für Informationen zu Transitservices im Allegheny County, wenden Sie sich bitte telefonisch an Port Authority Customer Service unter 412-442-2000. Transitserviceinformationen in anderen Bezirken erhalten Sie unter:
Diese Mitteilung erfüllt die Anforderungen des Projekterprogramms des Urbanized Area Formula Program der Federal Transit Administration.

- Projet de Plan d'amélioration des transports (TIP) 2015-2018 qui identifie les améliorations prioritaires à apporter aux autoroutes et aux transports au cours des quatre prochaines années
- Évaluation des avantages et des inconvénients du projet de TIP 2015-2018 en matière de justice environnementale
- Rapport de détermination de la conformité de la qualité de l'air du projet de TIP 2015-2018
- Amendement au Plan de transport et de développement 2040 pour la Pennsylvanie du Sud-Ouest (Plan 2040) visant à intégrer l'échelonnement du projet et les informations de coût incluses dans le Projet de TIP 2015-2018
- Sera également examinée une proposition d'amendement à l'actuel TIP 2013-2016 au sujet du point suivant :
  o Relocalisation et réalignement de I-376 / SR 18 dans le comté de Beaver

À partir du mercredi 18 juin 2014, ces projets de documents seront mis à la disposition du public pour examen dans les bureaux de la SPC et en ligne à l'adresse : [www.spcregion.org](http://www.spcregion.org), au Service de planification municipal de Pittsburgh, dans les bureaux des Services de planification des comtés, ainsi que dans de nombreuses bibliothèques publiques de Pennsylvanie du Sud-Ouest.

Le public est invité à assister aux réunions publiques ci-dessous pour en savoir plus sur ces projets. À l'occasion de ces réunions ouvertes, vous aurez la possibilité de consulter des cartes, de parler à des représentants de la SPC, de PennDOT, d'opérateurs de transports et de services de planification, de poser des questions et de soumettre vos commentaires.

Veuillez noter l'heure et l'emplacement de ces réunions publiques. Les personnes venant déposer un témoignage sont priées de s'enregistrer à leur arrivée.

- 19 juin, 17h00, Palais de justice du comté de Westmoreland, Commissioners Meeting Room, 2 North Main Street, Greensburg
- 19 juin, 17h00, Palais de justice du comté de Washington, Courthouse Square, Room 104,100 West Beau Street, Washington
- 25 juin, 17h00, Palais de justice du comté d'Armstrong, Commissioners Conference Room, 450 Market Street, Kittanning
- 2 juillet, 17h30, Comté de Greene, Waynesburg University, Third Floor, Stover Hall, Waynesburg
- 8 juillet, 17h00, Comté de Beaver, Penn State Beaver Campus, Laboratory Classroom Building, Room 121, 100 University Drive, Monaca
- 9 juillet, 17h00, Comté de Lawrence, Gettys Annex Building, 439 Countyline Street, New Castle
- 10 juillet, 17h00, Comté de Fayette, Chamber of Commerce, 65 West Main Street, Uniontown
- 14 juillet, 18h00, Comté d'Allegheny/Municipalité de Pittsburgh, SPC Conference Center, 4e étage, Two Chatham Center, 112 Washington Place, Downtown Pittsburgh
- 15 juillet, 18h00, CareerLink du Comté d'Indiana, Conference Room, 300 Indian Springs Road, Indiana
- 16 juillet, 18h00, Comté de Butler Government Center, 1er étage, Public Meeting Room, 124 West Diamond Street, Butler

Les représentants de la SPC recueilleront les commentaires au sujet de l'ébauche de Plan de participation du public à ces occasions. Les représentants de la SPC recueilleront les commentaires oraux et écrits à ces occasions. Il est également possible de faire parvenir des commentaires écrits par email à l'adresse [comments@spcregion.org](mailto:comments@spcregion.org), par courrier à l'adresse : SPC Comments, Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219 ou par fax au (412) 391-9160.

Tous les commentaires doivent être remis avant le vendredi 18 juillet 2014 à 16h00.

La Southwestern Pennsylvania Commission examinera ces projets en vue d'une décision le lundi 28 juillet à 16h30, Two Chatham Center, 112 Washington Place, 4e étage, Pittsburgh, PA 15219.

SPC s'engage à respecter les exigences de non-discrimination des dispositions, ordres exécutifs, réglementations et politiques en vigueur relativement aux droits civiques. Le bâtiment de chaque réunion est accessible aux personnes à mobilité réduite. Une assistance pourra être fournie aux personnes ayant des besoins spécifiques en matière de langue, de vision ou d'audition, en en faisant la demande 72 heures à l'avance. Si vous avez besoin d'une assistance particulière ou souhaitez obtenir un complément d'informations, veuillez contacter Matt Pavlosky au (412) 391-5590, poste 361, ou contactez-le à l'adresse [mpavlosky@spcregion.org](mailto:mpavlosky@spcregion.org).

INFORMATIONS CONCERNANT LES SERVICES DE TRANSPORT


Cet avis satisfait les exigences relatives aux programmes de projets du Programme de formule de zone urbanisée de l'Administration fédérale des transports.
MEMORANDUM

TO: Libraries in our Document Review Network

FROM: James R. Hassinger, Executive Director

RE: Document for Public Review and Comment

The Southwestern Pennsylvania Commission (SPC) is seeking your input and will open a public comment period for the draft 2015-2018 Transportation Improvement Program (TIP) and its related documents. Also under review are amendments to the 2013-2016 TIP, and 2040 Transportation and Development Plan for Southwestern Pennsylvania (2040 Plan).

Items for public review and comment:

- Draft 2015-2018 Transportation Improvement Program (TIP), which identifies the priority highway and transit improvements programmed for advancement over the next four years
- Environmental Justice Benefits and Burdens Assessment of Draft 2015-2018 TIP
- Air Quality Conformity Determination for the Draft 2015-2018 TIP
- Amendment to 2040 Transportation and Development Plan for Southwestern Pennsylvania (2040 Plan) to reflect project phasing and cost information included in Draft 2015-2018 TIP
- In addition, under consideration will be an amendment to the current 2013-2016 TIP for the following item:
  o I-376 / SR 18 Relocation and Realignment in Beaver County

We have advertised that the public may review these documents and provide comment to SPC between June 18, 2014 and July 18, 2014. Your facility is identified as a member of our Library Document Review Network. You may receive inquiries from the public on how to access these documents. These documents may also be found online at www.spcregion.org. We request that you make these documents easily accessible, and that you inform your staff so they can direct the public to this material.

A notice is attached regarding public meetings and additional means by which the public can comment on these draft documents.

Thank you for your assistance and cooperation. Please call Matt Pavlosky of my staff, at 412-391-5590, extension 361, if you have any questions.
MEMORANDUM

TO: Member Planning Departments

FROM: James R. Hassinger, Executive Director

RE: Documents for Public Review and Comment

June 13, 2014

The Southwestern Pennsylvania Commission (SPC) is seeking your input and will open a public comment period for the draft 2015-2018 Transportation Improvement Program (TIP) and its related documents. Also under review are amendments to the 2013-2016 TIP, and 2040 Transportation and Development Plan for Southwestern Pennsylvania (2040 Plan).

Items for public review and comment:

- Draft 2015-2018 Transportation Improvement Program (TIP), which identifies the priority highway and transit improvements programmed for advancement over the next four years
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- Amendment to 2040 Transportation and Development Plan for Southwestern Pennsylvania (2040 Plan) to reflect project phasing and cost information included in Draft 2015-2018 TIP
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MEMORANDUM

TO: Libraries in our Online Document Review Network

FROM: James R. Hassinger, Executive Director

RE: Online Documents for Public Review and Comment

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A notice is attached regarding public meetings and additional means by which the public can comment on these draft documents.

In addition, SPC has included a CD-ROM version of the reviewable materials as an additional resource. You will find the CD-ROM enclosed with this packet.

Thank you for participating in SPC’s Online Document Review Network! We appreciate your assistance and cooperation. Please call Matt Pavlosky of my staff, at 412-391-5590, extension 361, if you have any questions.
Thank you for using the Southwestern Pennsylvania Commission's Online Document Review Network. By utilizing this service, and through the assistance and cooperation of this library, SPC is working to enhance the availability and review experience of our transportation planning efforts, while reducing mailing and disposal expenses.

1. Ask a staff library professional to direct you to a computer terminal with access to the World Wide Web.

2. You may access the SPC website using a variety of web browsers. The SPC website is best viewed using Internet Explorer or Mozilla Firefox, but is designed to work with all browsers.

3. Type: www.spcregion.org into your web browser address line, or, your library’s terminal may offer a link to our site.

4. At the SPC Homepage, under the “Latest News” tab on the left side of the page, click on: “Draft 2015-2018 Transportation Improvement Program (TIP)”.

5. From here, you may review all associate materials related to the Draft 2015-2018 TIP

Note: Please ask your library professional regarding the availability and cost for copied or printed material. The Southwestern Pennsylvania Commission and our partner libraries are not responsible for costs related to any personal printed material.
Transportation: Public Participation Panels

Comment Period & Meeting Schedule: Draft 2015-2018 TIP

SOUTHWESTERN PENNSYLVANIA COMMISSION NOTICE OF PUBLIC COMMENT PERIOD AND PUBLIC MEETINGS

To submit your comments online, please use the TIP Input Form.

Public Comment Period:
- Draft Document:
  Download the DRAFT (2015-2018) TIP
  TIP Input Form
  DRAFT Air Quality Determination
  DRAFT Environmental Justice Report
- Amendment to 2040 Transportation and Development Plan for Southwestern Pennsylvania

To participate in public meetings, please contact the Commission at
comments@spcorg.org

Public Participation:
- Public Participation Panel
- PFP-Guidelines
- Public Participation Plan
- Public-Participation Plan Video

Transportation Improvement Program (TIP):
- TIP Input Form
- Draft Document:
  Download the DRAFT (2015-2018) TIP

TIP Amendment
- Public Participation Panel
- PFP-Guidelines
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Transportation Improvement Program:
- DRAFT 2015-2018 Transportation Improvement Program (TIP), which identifies the priority highway and transit improvements programmed for advancement over the next four years.
- Environmental Justice Benefits and Burdens Assessment of Draft 2015-2018 TIP
- Air Quality
- Community Demand Analysis for the Draft 2015-2018 TIP
- Amendment to 2040 Transportation and Development Plan for Southwestern Pennsylvania

In addition, under consideration will be an amendment to the current 2015-2016 TIP for the following item:

- I-767 / SR 13 Realocation and Realignment in Beaver County

Beginning Wednesday, June 18, 2014, these draft documents are available. They are also available at the Pittsburgh Department of City Planning, at County Planning Departments, and at many public libraries in Southwestern Pennsylvania.

Members of the public are invited to attend any of the following public meetings to learn more about the draft documents. These will be open house style meetings with opportunities to look at maps, talk to representatives from SPC, PRTD, SPC, and planning departments, ask questions, and submit your comments.

Please note the time and location of these public meetings. Individuals offering testimony are asked to sign in upon arrival:

- June 19, 5:00 p.m., Westmoreland County Courthouse, Commissioners Meeting Room, 2 North Main Street, Greensburg
- June 19, 5:00 p.m., Washington County Courthouse, Courthouse Square, Room 104, 100 West Beau Street, Washington
- June 25, 6:30 p.m., Armstrong County Courthouse, Commissioners Conference Room, 450 Market Street, Kittanning
- July 2, 5:30 p.m., Greene County, Waynesburg University, Third Floor, Slover Hall, Waynesburg
- July 8, 6:00 p.m., Beaver County, Penn State Beaver Campus, Laboratory Classroom Building, Room 121, 100 University Drive, Monaca
- July 9, 5:00 p.m., Lawrence County, Gettys Annex Building, 439 Courtline Street, New Castle
- July 10, 5:00 p.m., Fayette County, Chamber of Commerce, 25 West Main Street, Uniontown
- July 14, 5:00 p.m., Allegheny County/City of Pittsburgh, SPC Conference Center, 4th Floor, Two Chatham Center, 115 Washington Place, Downtown Pittsburgh
- July 15, 6:00 p.m., Cranberry, Conference Room, 300 Indian Springs Road, Indiana
- July 16, 5:00 p.m., Butler County Government Center, 1st Floor, Public Meeting Room, 124 West Diamond Street, Butler

Comments on the draft documents will be accepted by SPC representatives at these meetings. Verbal and written comments will be taken by SPC representatives at each of these meetings. Written comments may also be submitted to comments@spcorg.org, by mail to: SPC Comments, Two Chatham Center, Suite 400, 115 Washington Place, Pittsburgh, PA 15219, or by fax to (412) 391-2900. If you wish to make comments regarding the Draft TIP online, you may use the TIP Input Form.

All comments must be received by 4:00 p.m., Friday, July 18, 2014.

The Southwestern Pennsylvania Commission will consider these draft documents for action on Monday, July 21, 2014 at 4:00 p.m., Two Chatham Center, Suite 400, 115 Washington Place, 4th Floor, Pittsburgh, PA 15219 [directions].

SPC is committed to compliance with the non-discrimination requirements of applicable civil rights statutes. Executive Orders, regulations, and policies. Each meeting facility is accessible by persons with disabilities. Accommodations may be provided for those with special needs related to language, sight or hearing with 30 advance notice. If you wish to request special accommodations or desire additional information, please contact Matt Pavlish at (412) 391-5800, Ext. 151, or mpavlish@spcorg.org.

TRANSIT SERVICE INFORMATION
For information regarding transit services in Allegheny County, please call Port Authority Customer Service at 412-441-2000. For transit information in other counties, please visit www.commuterlink.com or call 555-3105.

This notice satisfies the program-of-projects requirements of the Urbanized Area Formula Program of the Federal Transit Administration.
Public Participation

News

The Southwestern Pennsylvania Commission will consider the following draft documents for action on Monday, July 28, 2014 at 4:30 p.m., Two Chatham Center, 112 Washington Place, 4th Floor, Pittsburgh, PA 15219. [directions]

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In addition, under consideration will be an amendment to the current 2013-2016 TIP for the following item:

- I-376 / SR 18 Relocation and Realignment in Beaver County

THE PUBLIC COMMENT PERIOD IS NOW CLOSED

SPC is committed to compliance with the non-discrimination requirements of applicable civil rights statutes, Executive Orders, regulations and policies. Each meeting facility is accessible by persons with disabilities. Accommodations may be provided for those with special needs related to language, sight or hearing with 72 hours advance notice. If you have a request for special accommodations or desire additional information, please contact Matt Pavliosky at (412) 391-5996, Ext. 361, or mpavliosky@spcregion.org

TRANSIT SERVICE INFORMATION

For information regarding transit services in Allegheny County, please call Port Authority Customer Service at 412-442-2000. For transit information in other counties, please visit: www.commuteinfo.com/trans_info or call 1-888-819-6110.

This notice satisfies the program-of-projects requirements of the Urbanized Area Formula Program of the Federal Transit Administration.

For Your Information

- PG: Transportation Plan Calls for $4.7 Billion for Southwestern PA Transportation
- TRB: PennDOT to catch up on big-ticket projects on roads, bridges

Helpful Links

Roadway Info? PennDOT 511

Want to Report an Issue to PennDOT?
SPC InBrief E-Newsletter
For Commissioners

June 25, 2014

Contents

- SPC News
- News
- Meetings & Events

SPC News

SOUTHWESTERN PENNSYLVANIA COMMISSION PUBLIC COMMENT PERIOD UNDERWAY
PUBLIC MEETINGS: DRAFT 2015-2018 TIP

PDF Translations: Espanol | Francais | Deutsch | Italiano | English

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- **July 16, 6:00 p.m.**, **Butler County** Government Center, 1st Floor, Public Meeting Room, 124 West Diamond Street, Butler

**Comments** on the draft documents will be accepted by SPC representatives at each of these meetings. Verbal and written comments will be taken by SPC representatives. Written comments may also be submitted to comments@spcregion.org, by mail to: SPC Comments, Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh, PA 15219 or by fax to (412) 391-9160. If you wish to make comments regarding the Draft TIP online, you may use the TIP Input Form.

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**Jim Hassinger 2014 Recipient of NARC Presidents Award**
Source: National Association of Regional Councils


“We are excited to present our general achievement and leadership awards,” said NARC Immediate Past President Penny Gross, Supervisor, Fairfax County, VA. “These awards highlight the excellent work that our regions, leaders and nominees are carrying out nationwide. We thank them for their efforts and look forward to showcasing their work and programs in the weeks and months to come.”

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[ top ]
Planning & Development Activity Report
Includes Business Finance, Export Development, Government Procurement, ARC, and KOZ.

The May Planning and Development Programs Activity Report is available here.

[ top ]

News

Shuster Welcomes Driverless Car to DC
Invites Lawmakers to Experience Groundbreaking Technology
Source: House Transportation and Infrastructure Committee

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“Autonomous vehicles and other emerging technologies have significant potential to increase transportation safety and efficiency,” Shuster said. “The future of transportation is coming quickly, and it’s important to provide policymakers with opportunities to gain a better understanding of these kinds of innovations.

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Pittsburgh Post-Gazette / June 23, 2014
http://www.post-gazette.com/frontpage/2014/06/23/Plan-calls-for-boost-for-southwestern-Pa-transportation/stories/201406230085

Localities Want More Say in Transportation Spending
Two years ago, Congress cut local leaders' role in deciding how federal money should be spent.
Source: Government Technology

June 16, 2014 - Mayors and county officials have two tough missions as they lobby Congress on transportation. First, they want federal lawmakers to find an elusive source of new money so that federal highway and transit funding does not dry up.

Second, they want Congress to revisit changes it made two years ago in how that money is divvied up. Local leaders say the changes, instituted under the law called MAP-21, disproportionately hit cities and counties. Under the law, Congress not only cut money available for local roads, it also gave local leaders less say in deciding how federal money should be spent by putting states in charge of more of those decisions.

Read the full story from Government Technology here.

[ top ]

Meetings & Events

Northern Transportation & Air Quality Summit
A cutting-edge transportation and air quality conference for your region is coming this summer. Don’t miss this chance to interact with your peers! The Summit will bring together stakeholders from the transportation and air quality communities to discuss the current and upcoming regulatory environment, new technologies, and current practices. The content is geared toward practitioners in the northern and Mid-Atlantic States involved with public agencies at all levels. A host of speakers from the national and regional levels will present on key topics, best practices, and latest information vital to transportation, planning, and air quality professionals.

### Summit At A Glance

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<td>Kevin Black, FHWA Resource Center Air Quality Technical Service Team Phone: 410-962-2177 — E-mail: <a href="mailto:kevin.black@dot.gov">kevin.black@dot.gov</a> or Chuck Imbrogno, Models/Data Manager, SW PA Commission Phone: 412-391-5590 X319 — E-mail: <a href="mailto:imbrogno@spcregion.org">imbrogno@spcregion.org</a></td>
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### June Meetings

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#### June 30th

- **Corporation Board of Directors/Commission Executive Committee**, 3:00 p.m., South Meeting Room
- **Southwestern Pennsylvania Commission**, 4:30 p.m., North Meeting Room

*This e-newsletter is provided as a service to all SPC members. Please send any comments or suggestions to comments@spcregion.org.*
Southwestern Pennsylvania Commission (SPC) Region E-Newsletter

June 25, 2014

SPC News

SOUTHWESTERN PENNSYLVANIA COMMISSION PUBLIC COMMENT PERIOD UNDERWAY
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**Summit At A Glance**

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THE WAIT IS OVER
Transportation projects include Route 356 truck lane

by JODI WEIGAND

About $146 million is slated to fund road and bridge improvements in the Alle-Kiski Valley over the next four years.

Major projects include a long-awaited truck climbing lane on Route 356 in Allegheny Township near the Freeport Bridge, replacement of the Salina Bridge in Kiski and Bell townships, and the reconfiguration of Cox's Corner intersection at Eakestown Road and Saxonburg Boulevard in Clinton Township.

The 36 local projects are part of an overall $4.7 billion in funding included in the 2015-18 TIP (Transportation Improvement Program) to address transportation needs in the 10-county region included in the Southwestern Pennsylvania Commission.

Getting on the TIP list doesn’t guarantee a project will move forward. But projects that don’t make the cut will not be done. The plan is updated every two years.

Allegheny Township Manager Gregory Primm said the climbing lane on the Route 356 hill headed out of Freeport from the bridge has been needed for years. The $16.3 million project didn’t make the list two years ago.

Improved safety

“It’s going to provide for better safety because people fly across the bridge trying to get around people because they know it goes down to two lanes,” he said. “By having a climbing lane there, it’s going to stop that because they’ll be able to pass them on the hill.”

Project manager Bill Oshnock said PennDOT is considering creating four lanes in that section by adding a passing lane on the downhill side.

Construction is slated for 2017.

Other improvements on Route 356 in Allegheny Township include the realignment of the Bagdad, Indian Hill and Williams roads intersections to improve sight distance. The TIP allocates $23.8 million for the projects, including $10 million for construction in 2017.

“Without a doubt it will be such an improvement for people coming on and off those intersections,” Primm said.

Also included among the local projects are numerous bridge replacement or rehabilitation projects.

Hulton Bridge

About $3 million is allotted for continuing construction of the new $94.8 million Hulton Bridge between Oakmont and Harmar.

PennDOT is building a new four-lane bridge next to the existing two-lane truss bridge. The project includes reconstruction on Freeport and Hulton roads, signal improvements, lighting, new signs, curbs and sidewalks, pavement markings and utility relocation.

This summer, crews are working on the third and fourth piers and second abutment; the first two piers and first abutment are completed. Abutments support the bridge on each end, and the piers support the middle. Part of the bridge’s steel superstructure has been erected as well.

The new Hulton Bridge is slated to open in November 2015.

The TIP also includes a total of $1.5 million for preliminary engineering work for the possible replacement or rehabilitation of the Glorieta Bridge that carries Route 56 over a stream near Glorieta Hill Road and a bridge in Apollo that carries Route 56 over Sugar Hollow Run near North 11th Street.

Preliminary engineering work consists of analysis and design work to produce construction plans, specifications and cost estimates. There is also money allotted for the final design phase in 2017.

No money is included for construction in this TIP.

“We will work with PennDOT and county officials to look at programming construction funds on the 2017-2020 TIP,” said Shannon O’Connell, spokeswoman for the Southwestern Pennsylvania Commission.

More definite

More definite bridge replacement projects include the Salina Bridge in Bell and Kiski townships and the Route 510 (Gibsonia Road) bridge over Deer Creek near Oak Drive.

About $3.9 million is included in the TIP for the replacement or rehabilitation of the 108-year-old steel truss Salina Bridge, which carries Bridge Street over the Kiski River and railroad tracks.

The bridge is classified as structurally deficient by PennDOT. The current weight limit is 10 tons, and no new capacity will be added, according to the project specifications in the...
TIP Construction is slated for 2017.

In other areas of the Valley, Clinton Township officials are pleased that PennDOT is working on reconfiguring the Cox’s Corner intersection of Ekastown Road and Saxonburg Boulevard.

“They’re still in the preliminary design stage, they’re not sure what they want to do there,” said Clinton Township road master Jim Halstead.

“It definitely needs something done,” he said. “There are almost never any bad accidents, but it’s a real bottleneck and people who travel it know it’s a problem.”

Jodi Weigand is a staff writer for Trib Total Media. She can be reached at 724-226-4712 or jweigand@tribweb.com.

Local projects

- Allegheny Township, safety improvements at three intersections on Route 356: $24 million
- Allegheny Township, climbing lane on Route 356 near Freeport Bridge: $10 million
- Bell and Kiski townships, preconstruction work on Sillina Bridge reconstruction or rehab: $4 million
- Harmar, continued work on new Hulton Bridge: $10 million
- Kittanning and Manor townships, Route 422 realignment: $32 million
- Route 28 patching and rehab work on 10 bridges between Russellton/Creighton (Exit 15) to just past the Freeport/Millerstown interchange (Exit 16): $16 million
- Washington Township and Murrysville, resurface Route 356: $5 million
- West Deer, replace or rehab Route 910 (Gibsonia Road) bridge over Deer Creek near Oak Drive: $5 million
Good highway news

With the attention given to the Elizabeth Bridge and traffic headaches its weight posting caused, it is easy to overlook other area highway nightmares.

When the Southwestern Pennsylvania Commission made recommendations for a 10-county area, it urged work on more than $73 million worth of Mon-Yough projects in addition to the $17.1 million Elizabeth Bridge overhaul.

According to SPC, while the span carrying Route 51 over the Monongahela River won't be touched before 2017, other overhauls may begin next year.

One plan for the next two years is the $11 million reconstruction of a bridge carrying Homeville Road between the West Mifflin Area school campus and The Village Shopping Center.

Others in West Mifflin may watch a $15.46 million upgrade of Route 51 from Pittsburgh to the Cloverleaf, then put up with a $13 million overhaul of Lebanon Church Road beginning in 2016.

Route 837 is proposed for a $9 million refurbishing, mostly in 2016, from West Homestead to Kennywood.

And a span carrying Lovedale Road over Wylie Run in Lincoln is the proposed object of $2 million in reconstruction in 2018.

If funding is found for these jobs, local motorists can expect plenty of inconvenience. We hope it all results in a lot of permanent improvement.
Elizabeth Bridge to get $17M facelift

BY PATRICK CLOONAN

The $17.1 million rehabilitation of the Elizabeth Bridge is the largest Mon Yough project in the Southwestern Pennsylvania Commission's 2015-18 Transportation Improvement Plan.

"This is a good project and we're glad to see it included in the TIP," Allegheny County Executive Rich Fitzgerald said once the commission approved the $4.7 billion plan on Monday. "We look forward to seeing the start of the work."

According to the Southwestern Pennsylvania Commission the bulk of the work on the bridge is planned for 2017 and 2018.

The plan proposes $700,000 for design work next year and $200,000 for utility and right-of-way activity in 2016.

"I think it is encouraging that they are moving to make the bridge safer," Elizabeth Mayor V. Ann Malady said. "It is the second most heavily traveled bridge in Allegheny County. It is a good thing to have that done."

The span between West Elizabeth and Elizabeth over the Monongahela River is known officially as the Regis R. Malady Bridge, named for the late state lawmaker and Mayor Malady's father.

"We were thrilled to read of that recommendation," Elizabeth council president Monica Douglas-Glowinski said. "We are fully supportive of that."

BRIDGE • A5

Douglas-Glowinski said it made sense to prioritize the Elizabeth Bridge since PennDOT had given it "a failing grade" and listed it among 1,000 bridges it needed to post last year.

It was posted by PennDOT in December with a 32-ton limit for single vehicles and 40 for combinations.

By order of the state Public Utility Commission, Elizabeth police, who patrol Elizabeth and West Elizabeth, are responsible for enforcing the weight limits on the span.

"We have a great police department and people are very helpful," Malady said. "We're holding hands and moving together."

PennDOT District 11 officials were not available for comment. Douglas-Glowinski has heard little from PennDOT recently, saying it's been "few and far between as far as the active communications with PennDOT."

The Elizabeth Bridge was not on the list of projects to be covered this year under Act 88, the new state transportation funding bill.

"The Elizabeth Bridge is still under design at this point," PennDOT District 11 spokesman Steve Cowan said in April when those projects were touted.

"The Elizabeth Bridge is a pretty complex bridge to design," PennDOT Secretary Barry J. Schoch told the Mon Yough Area Chamber of Commerce in May.

The posting forced a detour via West Elizabeth, Jefferson Hills, Clairton, Glassport, Lincoln, Elizabeth Township and Elizabeth.

"There have been some hiccups along the way," Douglas-Glowinski said. "The police have needed traffic details to move trucks through town."

- Truckers still occasionally take wrong turns.

"We still have issues," Malady said. "Truckers have (global positioning systems) that are not as accurate as one would hope they would be."

Frequent traffic backups have occurred for other reasons, ranging from a vehicle fire on the bridge on June 20 to the rescue of a 14-year-old boy who climbed up the side of the bridge on the West Elizabeth shore on July 18.

"Hopefully we don't see anything like that again," Douglas-Glowinski said. "It had traffic tied up all over the area."

Patrick Cloonan is a staff writer for Trib Total Media.
Henry Mancini Bridge is ‘lifeline’ to West Aliquippa

Condition moves it up on PennDOT’s list

BY TOM DAVIDSON
tomdixon@timesonline.com

ALIQUIPPAA — A $3.5 million project to improve the Henry Mancini Memorial Bridge that connects West Aliquippa with Route 51 is set to start in 2015, according to PennDOT.

The project will preserve and improve what Aliquippa Mayor Dwane Walker called “a lifeline” to the residents of West Aliquippa. It’s also vital to any future development along the Ohio River there, he said.

“You’re talking about a major access point,” Walker said of the bridge, which connects an otherwise isolated section of the city with the region.

While there is outlet-of-the-way access from the area to the rest of Aliquippa, the bridge is the most convenient for many residents, Walker said.

“That bridge is so vital to the West Aliquippa community,” he said. “It’s a lifeline that needs to be maintained.”

Walker and city officials have ramped up lobbying efforts this year, and it paid off, he noted.

“We pushed,” Walker said.

He praised the efforts of state Sen. Tim Solobay, D-68, Canonsburg, and other state, county and local politicians who endorsed the project.

“They’ve been trying to get the bridge fixed since 2006,” Walker said. “Tim Solobay took the reins.”

The project was formally approved this week by the Southwest Pennsylvania Commission, which administers such projects in the region, and it’s on PennDOT’s 2015 Transportation Improvement plan.

The condition of the bridge pushed it to the front of the line for improvement projects, PennDOT spokesman Steve Cowan said.

The project was initially planned to start in 2017, according to information supplied by the Southwest Pennsylvania Commission.

“The condition of the bridge and issues with leaking dams that are causing accelerated deterioration warrant the advancement of this work, which will save costs over the long run,” a commission description of the project said.

Acceleration of the project is possible because state Act 89 — the state’s new transportation law, frees up money for it, according to the commission.

It should cost about $3.5 million and will improve what’s known to PennDOT as Ramp G Road — the Henry Mancini Bridge to locals — that crosses over railroad tracks and Main Street in Aliquippa.

Design work is set to begin, and construction should start in 2015 and continue into 2016, PennDOT said.

“We are working with
Rehab work is largest Mon-Yough project

by PATRICK CLOONAN

The $17.1 million rehabilitation of the Regis R. Malady Bridge between Elizabeth and West Elizabeth is the largest Mon-Yough project on the 2015-18 Transportation Improvement Plan approved on Monday by the Southwestern Pennsylvania Commission.

The next largest is a $18.45 million upgrade of Route 61 from Beeman Street in Pittsburgh to the Cloverleaf in Pleasant Hills. Around $13.373 million in federal funds are anticipated for the work in 2015 with the remainder to be spent in 2016.

In Westmoreland County, $4.37 million in reconstruction is proposed in 2017 on Route 51 between Route 201 and the Rostraver-Fordway turnpike line.

At the Cloverleaf on Route 61, more than $13.5 million in work is proposed for Lebanon Church Road in West Mifflin, Pleasant Hills and Baldwin. SPC proposed $200,000 in design work next year, then a two-year effort with $6 million spent in 2016 and nearly $7.3 million in 2017 on reconstruction.

Nearby is the Homerville Road viaduct between the West Mifflin Area High School-Middle School campus and the Village Shopping Center. SPC proposed $11 million in construction to take place during the next two years.

An overhaul of Route 837 is proposed by the commission from Seventh Avenue in West Homestead to Kennywood Park, with the bulk of a $9 million project planned for 2016 in five Steel Valley area boroughs. Two bridges are in SPC’s sights on and near Route 48 in Elizabeth Township and Lincoln.

On Route 10 (Lovedale Road) in Lincoln, bridge replacement is planned over Wyke Run, with $160,000 in design work next year, $125,000 in utility and right-of-way work in 2016, then $2 million in construction in 2018.

Meanwhile, a $600,000 preparation is proposed for eventual rehabilitation of the Route 48 Boston Hollow Road bridge over Wyke Run in Elizabeth Township. SPC proposed $400,000 in design work for next year, then $200,000 in right-of-way work in 2017.

Bridge replacements are on tap at two rural locations in North Huntingdon Township. The commission proposed nearly $3.2 million in work beginning next year and concluding in 2018 on a span carrying Ardara Road over Norfolk Southern tracks and $700,000 in pre-construction work in 2016 on a span carrying Route 4019 over Brush Creek.

Other projects proposed by the commission that affect Mon-Yough area communities include:

- A $4.335 million bridge painting job next year on the Tri-Boro Expressway in North Versailles Township and East Pittsburgh.
- A $3 million diesel switchyard retrofit in 2015 on Norfolk Southern lines in Pittsburgh as well as Conway in Beaver County and Shire Oaks in Washington County.
- A $2.9 million rehabilitation of the Route 30 bridge over Bessemer Avenue just west of the Westinghouse Bridge in East Pittsburgh, with construction planned in 2013.
- An overhaul of the Sutersville Bridge over the Monogahela River from Elizabeth Township, with $800,000 in pre-engineering work in 2016 and $500,000 in construction work in 2018.
- Two pre-engineering efforts on either side of downtown McKeesport, for $500,000 next year on the Jerome Bridge and $600,000 in 2017 on the Duquesne-McKeesport Bridge.
- A $500,000 pre-engineering effort in 2017 toward eventual preservation of the Mon City Bridge carrying Route 386 from Forward Township to Monongahela, Washington County.

Patrick Cloonan is a staff writer for Trib Total Media. He can be reached at 412-664-9167, ext. 1967, or cloonan@tribweb.com.
$77.4M sought for road projects

Armstrong County fixes part of $4.7B wish list sent to state

BY BRAD PEDESEN AND CHRIS BUCKLEY

A wish list the Southwestern Pennsylvania Commission will send to the state Transportation Commission comprises a record $4.7 billion in projects, including $77.4 million for work in Armstrong County and more than $400 million for the Mon Valley.

The plan includes 32 projects across Armstrong County that are either under way or will be done within the next 12 years, said Armstrong County Commissioner Dave Battaglia, an SPC board member.

"Transportation is so vital to help us with all kinds of commerce and tourism, and updated roadways and bridges present the county in a great light," Battaglia said. "All of these projects are going to create jobs, dramatically improve the appearance and functions of the county and make it even better place to travel to and through."

Armstrong County projects included on the Transportation Improvement Program — some of which have begun construction — are:

* $7.8 million to rebuild Route 28 in Boggs and realign it at the Goshenville Dip.
* $3.6 million to replace the Sunnyside Bridge on Route 86 in Valley.
* $18.6 million in improvements on Route 422, from Ping Wing Hollow Road to Lasher Road in Kittanning Township and Manor.
* $12.2 million to realign the intersection of Silvis Hollow Road to east of Graham Road on Route 422 in Kittanning Township.
* $1.7 million to resurface Route 422 from Elderton to Plumcreek.
* $3.3 million to replace a bridge on Route 86 and a bridge on Airport Road, both going over Gully Run in Parks.
* $2 million to replace a bridge over Pine Creek on Little Rock Road in Wayne.
* $2 million to replace the Hoochies Bridge on Miller Road over Cowanshannock Creek in Cowanshannock.
* $1 million to resurface Market Street from Water Street to Grant Avenue in Kittanning, and South Water Street from Indiana Road to Market Street in Kittanning.

The 52 percent increase in spending in the Transportation Improvement Program is a result of fees raised in the state's new transportation bill, said Joe Grata, a member of the SPC board.

Work that would be completed in the next two years must receive state commission approval, which is expected late next month. The state maintains a 12-year plan that is updated every two years.

"Finally, residents will see not only long-overdue work on roads and bridges but also substantial progress to reconstruct I-70 to modern standards," said Grata, a Washington Township resident. "It appears that a fair share of gas tax money will be coming home."

Act 89, signed into law by Gov. Tom Corbett in November, includes an increase in the oil franchise gas tax at the wholesale
Castle Shannon Blvd.
included in road plans

The final version of the Southwestern Pennsylvania Commission's 2015-18 Transportation Improvement Program includes $3.15 million for improvements to Castle Shannon Boulevard in Mt. Lebanon.

Sen. Matt Smith and Rep. Dan Miller, both Mt. Lebanon Democrats, announced the funding on Wednesday. The commission approved the overall plan this week.

"Despite a robust local road maintenance program, one of Mt. Lebanon's busiest roadways was in need of major rehabilitation," Smith said in a statement. "Castle Shannon Boulevard has been a priority for improvement for several years."

The lawmakers said the road deteriorated because of stormwater penetrating the brick surface and washing away the sand bedding in certain locations and depositing it elsewhere.
Big transportation wish list pitched to state commission

The new state transportation bill makes more money available.

By CHRIS BUCKLEY

A wish list the Southwestern Pennsylvania Commission will send to the state Transportation Commission comprises a record $4.7 billion in projects, including more than $400 million for Mon Valley work.

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"It appears that a fair share of gas tax money will be coming home."

Act 89, signed into law by Gov. Tom Corbett in November, includes an increase in the oil franchise gas tax at the wholesale level and across-the-board hikes on driver-related user fees such as driver's licenses and license plates.

"Finally people are getting to see how their money is being spent," Grata said.

Much of the money will be used to maintain and upgrade Interstate 70.

The Transportation Improvement Program identifies more

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than $700 million for construction of the Southern Beltway from I-79 at the Washington-Allegheny county line to the Findlay Connector near Pittsburgh International Airport.

Local projects included on the Transportation Improvement Program—some of which have begun construction—are:
- I-70 projects in Westmoreland County — $57.9 million including the Route 51, Yukon and Route 31 (Mount Pleasant-West Newton) interchanges.
- Also, repairs to the Belle Vernon-Speers Bridge, $16.5 million.
- I-70 projects in Washington County — $226.5 million including the Bentleyville, Route 461, Route 136 and South Junction interchanges.
- Rostraver Township — resurfacing Route 136 from Route 201 through West Newton to Janice Street in Sewickley Township, $22 million; resurfacing Route 51 from Route 201 north to the Allegheny County line, $44 million.
- West Brownsville — reconstructing the bridge carrying Route 8042 over U.S. 40, $3.3 million.
- Speers — replacing the bridge carrying Route 2027 over I-70, $1.5 million.
- Carroll Township — improving the Route 88-Routes 837 intersection, $2.1 million.
- Donora — resurfacing Route 837 from Second Street to Scott Street, $2.2 million.
- Perry Township — rehabilitating the Layton Bridge over the Youghiogheny River, $2 million.
- Washington Township — replacing the bridges over Downers Run and Lutz Run near Orr Farm, $5.5 million. Repair a slide, relocate a portion of Route 906 between Fayette City and Belle Vernon, $5 million.
- Brownsville — rehabilitating the historic Cast Iron Bridge over Dunlap Creek, $3.7 million.
- Elizabeth and West Elizabeth — repairing the Route 51 bridge over the Monongahela River, $17.1 million.

In addition, the Mid-Mon Valley Transit Authority is slated to receive $2.9 million to replace five 40-foot buses and to purchase a support vehicle and $8.8 million in operating assistance.

Marc Roncone is executive director of the transit authority. He joined the SPC board earlier this year and is chairman of the transit operators' committee.

Roncone said the operating assistance level for the
authority remained steady. He said capital assistance is a little higher based on the need to replace some aging vehicles.

"Based on the Act 89 being passed, it appears we're finally moving in the right direction as far as getting capital items replaced and, hopefully, we can continue to move in that direction," Roncone said.

Despite 72 comments concerning improvements to the intersection of Route 51 and Vernon Drive in Rostraver Township — more than any other project — it failed to make the list.

"As a result of the public outcry, it will get a good look at the next TIP in two years," Grata said. "There are wish lists out there, and you always wish you could do more."

Chris Buckley is a staff writer for Trib Total Media. He can be reached at 724-654-2542 or cbuckley@tribweb.com.

Improvements to the Belle Vernon-Speers Bridge are included in the Southwestern Pennsylvania Commission wish list.
Roadwork plan increases Pittsburgh regional spending by 52 percent

July 29, 2014 12:16 AM

By Jon Schmitz / Pittsburgh Post-Gazette

If you thought there was a lot of road and bridge work going on the past few years, get ready for more — much more.

A regional planning commission gave final approval on Monday to a four-year transportation blueprint that increases spending by 52 percent over the plan it is replacing. The Southwestern Pennsylvania Commission, comprising 10 counties, approved the $4.7 billion plan in a unanimous voice vote.

“You're going to see substantial additional transportation projects related to fixing the existing infrastructure,” said Dan Cessna, district executive for the Pennsylvania Department of Transportation. “This will make a big impact in catching us up on a huge backlog.”

Commission chairman Steve Craig of Lawrence County said the plan will take the region out of a mode of inadequate funding and “patching roads, painting stripes, plowing snow in the winter and being satisfied with the outcome.”

“You’re certainly going to see better transportation,” said Allegheny County Executive Rich Fitzgerald, who said that is important now that the region is growing and traffic is likely to increase.

The plan, covering federal fiscal years 2015 through 2018, signals a reversal of years of diminished spending on infrastructure and public transit, bolstered by Act 89, the funding bill that the Legislature and Gov. Tom Corbett enacted last fall.

“We have bridges that are falling down,” said Pittsburgh Mayor Bill Peduto. “Act 89 opens the door to our doing something about it. It doesn’t solve everything.”
The plan calls for nearly $2 billion in spending on non-interstate highways and bridges, an increase of $534 million or 37 percent; $587 million in spending on interstate highways, up $270 million or 86 percent; and $1.8 billion on transit, an increase of $455 million or 34 percent.

The biggest item by far is the second leg of the Southern Beltway, from the end of the existing Findlay Connector to Interstate 79 near the Allegheny-Washington county line. A revised estimate puts the cost at $741 million, with completion projected for 2019.

Among the larger projects are a $79 million rehabilitation of the Liberty Bridge in Downtown Pittsburgh; $68 million for Parkway West improvements from Interstate 79 to the Fort Pitt Tunnel; more than $100 million for projects on the parkway from Business Loop 376 to Pittsburgh International Airport and from the airport to the Beaver County line; $284 million for nine projects on I-70 in Washington and Westmoreland counties; and $30 million for rehabilitation of the county-owned Roberto Clemente, Andy Warhol and Rachel Carson bridges.

Also in the plan are $11.3 million for Smithfield Street Bridge rehabilitation; $17.1 million for the Elizabeth Bridge; $16.3 million for Route 28 improvements from Russellton to the Butler County line; $15.5 million to repave Route 51 from Lebanon Church Road in Pleasant Hills to Bausman Street in the city; $22.9 million for Glenwood Bridge ramps and interchange; $21.6 million to create a street grid at the former Civic Arena site in Pittsburgh’s Lower Hill District; and $81.5 million for three phases of Freedom Road improvements in Beaver County.

The plan also envisions $60 million in private funding for realignment and reconstruction of Route 18 and the nearby I-376 interchange in Beaver County, to be undertaken if Royal Dutch Shell goes ahead with its multibillion-dollar ethane cracker project; $34 million toward a planned public-private partnership to replace smaller bridges; and nearly $25 million for new buses for the Port Authority.
Motorists to see more orange cones
4-year roadwork plan increases regional spending by 52 percent

By Jon Schmitz
Pittsburgh Post-Gazette

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Among the larger projects are a $78 million rehabilitation of the Liberty Bridge in Downtown Pittsburgh; $68 million for Parkway West Improvement from I-79 to the Fort Pitt Tunnel; more than $100 million for projects on the parkway from Bus Loop 576 to Pittsburgh International Airport and from the airport to the Beaver County line; $284 million for nine projects on I-79 in Washington and Westmoreland counties; and $30 million for rehabilitation of the county-owned Roberto Clemente, Andy Warhol and Rachel Carson bridges.

Also in the plan are $11.3 million for Smithfield Street Bridge rehabilitation; $17.1 million for the Elizabeth Bridge; $16.3 million for Route 28 improvements from Russell to the Butler County line; $16.5 million to repave Route 51 from Lebanon Church Road in Pleasant Hills to Bauman Street in the city; $22.9 million for Glenwood Bridge ramps and interchange; $21.6 million to create a street grid at the former Civic Arena site in the Lower Hill District; and $1.6 million for three phases of Freedom Road work in Beaver County.

The plan also envisions $80 million in private funding for realignment and reconstruction of Route 18 and the nearby I-776 interchange in Beaver County, to be undertaken if Royal Dutch Shell goes ahead with its multibillion-dollar ethane cracker project; $34 million toward a planned public-private partnership to replace smaller bridges; and nearly $25 million for new buses for the Port Authority.

Jon Schmitz: jschmitz@post-gazette.com or 412-265-1863.
Twitter: @pgtraffic.
Steve Craig, of Lawrence County, chairman of the Southwestern Pennsylvania Commission, leads a meeting of the commission Monday. The SPC, the region’s forum for collaboration, planning and public decision-making, is responsible for planning and prioritizing the use of all state and federal transportation funds allocated to the city of Pittsburgh, Allegheny, Armstrong, Beaver, Butler, Fayette, Greene Indiana, Lawrence, Washington and Westmoreland counties.
Big bucks marked for area roads

Southern Beltway backed by regional planning commission

BY TOM FONTAINE

After years of holdups and debate, a $666 million project to extend the Pennsylvania Turnpike's Southern Beltway between Interstate 79 and Route 22, in Washington County, received unanimous support on Monday from Western Pennsylvania's regional planning commission.

"We need to think bigger as a region. We need to be aspirational or we'll get what we've always gotten. The Southern Beltway project is aspirational," said Steve Craig, chairman of the Southwestern Pennsylvania Commission and a Lawrence County commissioner.

The turnpike project is part of a larger $4.7 billion proposal to address Western Pennsylvania's transportation needs over the next four years, starting Oct. 1. The Southwestern Pennsylvania Commission, a 10-county planning agency, unanimously approved it.

In Westmoreland County, $290 million is earmarked for projects such as reconstruction of Route 119 in East Huntingdon, widening of Route 81 in Donegal and various intersection improvements on Route 356 in Allegheny.

In Fayette County, $110 million has been set aside for various bridge preservation, Route 119 improvements in Dunbar Township and Route 31 in South Union.

Increased state funding resulting from Pennsylvania's new transportation law, adopted in November, beefed up the SPC's four-year plan. Approved every two years, the plan adopted in 2012 was $8.1 billion, down from $8.6 billion in 2010 and $4.2 billion in 2012.

Building the Southern Beltway will become the turnpike's biggest single project, said Brad Heigel, the agency's chief engineer. Construction of the 19-mile section is tentatively scheduled to begin in 2018 and be completed in 2023. Design work is under way.

Heigel said it will "open up the Marcellus shale region," providing a better link between the industry's drilling and corporate hotbed in Western Pennsylvania and Pittsburgh International Airport. Royal Dutch Shell is considering building a multibillion-dollar petrochemical plant north of the airport in Beaver County — a project that received another encouraging sign on Monday when the SPC approved adding a proposed Shell-funded road project to the current four-year transportation plan.

The four-year plan adopted by the SPC sets aside about $2 billion for highway projects, $1.3 billion for transit, $566.7 million for interstate work and $339.3 million for the Southern Beltway.

Tom Fontaine is a staff writer for Trib Total Media. He can be reached at 412-320-7867 or tfontaine@tribweb.com.
Planning agency approves projects totaling about $2B

Four-year plan includes work earmarked for 10 western Pennsylvania counties.

FOR THE VALLEY INDEPENDENT

The four-year plan adopted Monday by the Southwestern Pennsylvania Commission, a 10-county planning agency, sets aside about $2 billion for highway projects, $1.8 billion for transit, $396.7 million for interstate work in addition to the $359.3 million earmarked for the Southern Beltway.

Plans for the beltway are detailed in a story on Page A1.

Here's a county-by-county look at the other projects approved Monday, with a separate list for work planned in Pittsburgh:

**Pittsburgh**
Total: $338 million, including:
- $79 million for Liberty Bridge rehab
- $22 million 10th Street Bridge rehab
- $15 million Greenfield Avenue Bridge rehab

**Allegheny County**
Total: $542 million, including:
- $71 million for road projects including Route 51 and Washington Road improvements
- $94 million for repairs of several county-owned bridges
- $17 million Elizabeth Bridge

**Armstrong County**
Total: $77 million, including:
- $31 million for Route 422 safety improvements and realignment in Kittanning Township
- $7.4 million for highway resurfacing of various roads
- $6.6 million for road realignment and bridge replacement along Route 28 in Boggs

**Beaver County**
Total: $244 million, including:
- $32 million for Freedom Road upgrades (three phases) in New Sewickley and Conway
- $10 million for Route 65 paving in Ambridge
- $8 million for Homewood viaduct bridge rehab in Homewood and Big Beaver

**Butler County**
Total: $84 million, including:
- $10 million for intersection reconstruction at Route 228 and Pittsburgh Street in Adams
- $7.5 million highway resurfacing, various roads
- $5.5 million for reconstruction of intersection at Route 228 and Saxonburg Boulevard in Clinton

**Fayette County**
Total: $110 million, including:
- $24.5 million for various bridge preservations
- $10 million for Route 119 improvements in Dunbar
- $6 million for improvements to Route 21 in South Union

**Greene County**
Total: $44 million, including:
- $11.4 million for resurfacing Route 16 in Center and Washington townships
- $5 million for realignment of the intersection at Route 21 and Bailey's Crossroads in Cumberland
- $4.1 million for resurfacing of Route 218 in Waynesburg and Franklin

**Indiana County**
Total: $132 million, including:
- $25 million for Route 119 improvements and bridge replacements in Rayne
- $31 million for Rose Street extension, a new two-lane road in Indiana
- $7 million for Route 56 improvements in East Wheatfield
Lawrence County
Total: $89 million, including:
- $11.4 million various road resurfacing projects
- $11 million for Mahoning viaduct bridge rehab in New Castle
- $6.6 million for various bridge rehabs

Washington County
Total: $124 million, including:
- $29 million for intersection improvements in North Strabane for Routes 519, 19 and 980
- $16.5 million for preservation of the bridge that carries Interstate 70 over Route 88 in Speers
- $7.8 million for Bavington Road Bridge rehab in Smith

Westmoreland County
Total: $220 million, including:
- $44 million for reconstruction of Route 119 in East Huntingdon
- $30.4 million for widening of Route 31 in Donegal
- $23.8 million for various intersection improvements along Route 356 in Allegheny

Source: Southwestern Pennsylvania Commission
Extension of Southern Beltway OK'd

19-mile stretch from I-79 to Route 22 to be done in 2019

BY TOM FONTAINE

After years of hold-ups and debate, a $966 million project to extend the Pennsylvania Turnpike's Southern Beltway between Interstate 79 and Route 22 in Washington County received unanimous support Monday from Western Pennsylvania's regional planning commission.

"We need to think bigger as a region. We need to be aspirational, or we'll get what we've always gotten," said Steve Craig, chairman of the Southwestern Pennsylvania Commission and a Lawrence County commissioner.

The turnpike project is part of a larger, $4.7 billion proposal to address Western Pennsylvania's transportation needs during the next four years, starting on Oct. 1. The Southwestern Pennsylvania Commission, a 10-county planning agency, unanimously approved it.

Increased state funding from Pennsylvania's new transportation law beefed up the SPC's four-year plan. Approved every two years, the plan adopted in 2012 was $3.1 billion, down from $3.6 billion in 2010 and $4.2 billion in 2012.

Building the Southern Beltway will become the turnpike's biggest single project, said Brad Heigel, the agency's chief engineer. Construction of the 19-mile section of highway is tentatively scheduled to begin in 2016 and end in 2019.

Heigel said it will "open up the Marcellus shale region," providing a better link between the industry's drilling and corporate hubbed in Western Pennsylvania and Pittsburgh International Airport. Royal Dutch Shell is considering building a multibillion-dollar petrochemical plant north of the airport in Beaver County—a project that received another encouraging sign Monday when the SPC approved adding a proposed Shell-funded road project to the four-year transportation plan in effect through Sept. 30.

The oil and gas plant is considering spending up to $90 million to relocate a portion of Route 18 and widen the highway near the would-be plant site in Center and Potter. Adding the project to the SPC's current transportation plan doesn't guarantee work will begin before Oct. 1, but work can't begin unless the project is included in the plan, officials said. Heigel said the Southern Beltway could open thousands of acres along the corridor for development.

"It will have a huge, positive impact on the Parkway West," reducing congestion along the notoriously jammed-up highway, said PennDOT District 11 Executive Dan Cassma, whose district includes Allegheny, Beaver and Lawrence counties.

About 20,000 motorists a day are expected to use the new stretch of highway. Heigel said. The turnpike will decide by mid-2015 how it wants to proceed with the rest of the proposed Southern Beltway project, which originally called for extensions east of I-79 to the Mon-Fayette Expressway and the Parkway East.
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The oil and gas giant is considering spending as much as $30 million to relocate a portion of Route 18 and widen the highway near the would-be plant site in Center and Potter. Adding the project to the SPC’s current transportation plan doesn’t guarantee work will begin before Oct. 1, but work can’t begin unless the project is included in the plan, officials said. Heigel said the Southern Beltway could open thousands of acres along the highway corridor for development.

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The four-year plan adopted by the SPC sets aside about $2 billion for highway projects, $1.8 billion for transit, $686.7 million for interstate work and $350.3 million for the Southern Beltway.

Tom Fontaine is a staff writer for Trib Total Media.
Southern Beltway project gets planning panel’s OK

Construction of 19-mile road between Interstate 79 and Route 22 due to start in 2016

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Building the Southern Beltway will become the turnpike’s biggest single project, said Brad Heigel, the agency’s chief engineer. Construction of the 19-mile section of highway is tentatively scheduled to begin in 2016 and be completed in 2019. Design work is under way.

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Pennsylvania Turnpike Southern Beltway extension gets funding

By Tom Fontaine
Monday, July 28, 2014, 7:51 p.m.
Updated 9 hours ago

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Pittsburgh
Total: $329 million, including:
• $79 million for Liberty Bridge rehab
• $22 million 10th Street Bridge rehab
• $15 million Greenfield Avenue Bridge rehab
Allegheny County
Total: $542 million, including:
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Armstrong County
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Beaver County
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Total: $84 million, including:
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whose district includes Allegheny, Beaver and Lawrence counties.

About 20,000 motorists a day are expected to use the new stretch of highway, Heigel said. The turnpike will decide by mid-2015 how it wants to proceed with the rest of the proposed Southern Beltway project, which originally called for extensions east of I-79 to the Mon-Fayette Expressway and the Parkway East.

The four-year plan adopted by the SPC sets aside about $2 billion for highway projects, $1.8 billion for transit, $586.7 million for interstate work and $359.3 million for the beltway.

Tom Fontaine is a staff writer for Trib Total Media.

He can be reached at 412-320-7847 or tfontaine@tribweb.com.

Boulevard in Clinton
Fayette County
Total: $110 million, including:
• $24.5 million for various bridge preservations
• $10 million for Route 119 improvements in Dunbar
• $8 million for improvements to Route 21 in South Union

Greene County
Total: $44 million, including:
• $11.4 million for resurfacing Route 18 in Center and Washington townships
• $5 million for realignment of the intersection at Route 21 and Bailey's Crossroads in Cumberland
• $4.1 million for resurfacing of Route 218 in Waynesburg and Franklin

Indiana County
Total: $132 million, including:
• $25 million for Route 119 improvements and bridge replacements in Rayne
• $21 million for Rose Street extension, a new two-lane road in Indiana
• $7 million for Route 56 improvements in East Wheatfield

Lawrence County
Total: $89 million, including:
• $11.4 million various road resurfacing projects
• $11 million for Mahoning viaduct bridge rehab in New Castle
• $6.6 million for various bridge rehabs

Washington County
Total: $124 million, including:
• $29 million for intersection improvements in North Strabane for Routes 519, 19 and 980
• $16.5 million for preservation of the bridge that carries Interstate 70 over Route 88 in Speers
• $7.8 million for Bavington Road Bridge rehab in Smith

Westmoreland County
Total: $220 million, including:
• $44 million for reconstruction of Route 119 in East Huntingdon
• $30.4 million for widening of Route 31 in Donegal
• $23.8 million for various intersection improvements along Route 356 in
Vote nears for billions in transportation funds

Commission set to approve 4-year plan for 10 counties

by BOBBY KERLIK

A four-year, $4.7 billion plan to build or rehab the region's ailing transportation infrastructure that is expected to be approved on Monday would represent a 32 percent spending increase over the last four-year plan, largely because of the state's recently enacted transportation law, officials said.

The Southwestern Pennsylvania Commission, which includes elected officials from a 10-county region, is scheduled to vote on its Transportation Improvement Program, which would outline the next four years of projects.

"We try to put politics aside and try to do what's good for the whole region," said Washington County Commissioner Larry Maggi, who serves as secretary-treasurer of the commission. "I think everyone is generally happy with the process."

Getting on the TIP list doesn't guarantee a project will move forward, but projects that didn't make the list will not.

Among the most expensive projects is a controversial turnpike plan to build the Southern Beltway, which would connect Interstate 79 to the existing Findlay Connector and Pittsburgh International Airport. The project would cost an estimated $666 million, $350 million of which would be needed in the next four years.

Also included are plans to rehab the Liberty Bridge for $79 million; fix the Elizabeth Bridge for $17 million; recon- struct Route 119 in Westmore-land County for $44 million; and reconfigure the I-376 and Route 18 interchange in Beaver County for $60 million.

The Improvement Program can be amended after two years.

The plan includes about $1.8 billion for transit, including $1 billion in operating assistance for the Port Authority of Allegheny County. The public had about a month until July 18 to offer comments on the plan.

Bobby Kerlik is a staff writer for Trib Total Media.
Fate of $4.7B in road work on line

Commission slated to approve 4-year plan for 10 area counties

BY BOBBY KERLIK

A four-year, $4.7 billion plan to build or rehab the region's ailing transportation infrastructure that is set to be approved on Monday would represent a 52 percent spending increase over the last four-year plan, largely because of the state's new transportation law, officials said.

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Also included are plans to rehab the Liberty Bridge for $79 million, fix the Elizabeth Bridge for $17 million, reconstruct Route 119 in Westmoreland County for $44 million, and reconfigure the I-376 and Route 18 interchange in Beaver County for $60 million.

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"There's a tremendous amount of resturfacing," said PennDOT District 11 Executive Dan Cesena, whose region includes Allegheny, Beaver and Lawrence counties. From our perspective, it's an exceptional list. We'll be able to make major inroads in fixing existing infrastructure."

Cesena said the plan does not include a $150 million project on the Parkway West to modernize the Banksville, Green Tree and Carnegie interchanges, meaning those plans will have to wait for at least two years. That won't affect the already-approved $51 million Parkway West resurfacing project and Fort Pitt Tunnel work.

The plan includes about $1.8 billion for transit, including $1 billion in operating assistance for the Port Authority of Allegheny County. The public has had about a month until July 18 to offer comments on the plan.

"The big item, of course, is the Southern Beltway," said Westmoreland County Commissioner Charles Anderson, vice chairman of the commission. "I'd like to have some projects a little bit higher on the list, and of course a lot more for Westmoreland County, but this is a regional thing."

During this construction season, $3.1 billion was spent on road and bridge projects statewide — projects included on previous TIP lists — about $800 million more than what would have been available without the transportation bill that Gov. Tom Corbett signed into law last fall. The legislation increased vehicle-related fees and the wholesale gas tax to pay for the extra work.

PennDOT slapped weight restrictions on 2,000 structurally deficient bridges last year. About 100 of those restrictions will be lifted this year when repairs are done.

Bobby Kerlik is a staff writer for Trib Total Media. He can be reached at 412-320-7868 or bkerlik@tribweb.com.

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CHARLES ANDERSON
WESTMORELAND COUNTY COMMISSIONER
VICE CHAIRMAN OF THE COMMISSION

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Vote nears for billions in transportation funds
Commission set to approve 4-year plan for 10 counties

By BOBBY KERLIK

A four-year, $4.7 billion plan to build or rehab the region's ailing transportation infrastructure that is set to be approved on Monday would represent a 62 percent spending increase over the last four-year plan, largely because of the state's new transportation law, officials said.

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Among the most expensive projects is a controversial turnpike plan to build the Southern Beltway, which would connect Interstate 73 to the existing Findlay Connector and Pittsburgh International Airport. The project would cost an estimated $666 million, $359 million of which would be needed in the next four years.

Also included are plans to rehab the Liberty Bridge for $78 million; fix the Elizabeth Bridge for $17 million; reconstruct Route 119 in Westmoreland County for $44 million; and reconstruct the I-76 and Route 18 interchange in Beaver County for $60 million.

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TRANSPORTATION - C10

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DAN CESSNA

PENNDOT DISTRICT 11 EXECUTIVE
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Source: Southwestern Pennsylvania Commission
Penn Township turnpike ramp not top priority

Project ranks behind possible Route 981 exit

by CHRIS FOREMAN

The installation of a Pennsylvania Turnpike slip-ramp exit in Penn Township remains a “priority project” for Westmoreland County officials, but ranks behind a possible ramp for Route 981 in Mt. Pleasant Township as an economic-development goal, Westmoreland County Commissioner Tyler Courtney said.

Courtney, an executive committee member for the Southwestern Pennsylvania Commission, told Penn Township commissioners last week that he discussed a potential ramp near the intersection of Route 130 and Pleasant Valley and Sandy Hill roads during a recent meeting with PennDOT Secretary Barry Schoch.

The commission, which includes local-government and PennDOT officials, is the planning body for prioritizing projects funded by the state and federal governments in 10 counties. Slip ramps are smaller exits that don’t accept cash payments.

Township officials have lobbied for a slip ramp near the intersection for years and recently approved a tax-incentive program for development on some nearby properties.

Residents’ opinions have been mixed, said Lois Pickling, who reminded commissioners of a petition against a ramp a few years ago.

A slip ramp there could help to alleviate traffic congestion on Route 130, but PennDOT officials are worried roads heading toward Irwin would not be able to handle the increased traffic from vehicles exiting the turnpike, Courtney said.

Courtney described a similar proposal to install a slip ramp at Route 981 as a “better project” but said both potential projects in Mt. Pleasant and Penn Township are important.

“I think that there’s more opportunity for industrial development on that road (Route 981) because it’s not as developed,” Courtney said.

A new, widened bridge on Route 130 over the turnpike in Penn Township has been open for almost two years.

Another project, to improve the turning lanes at the highway’s intersection with Pleasant Valley and Sandy Hill roads, might be put out for bids next year, township manager Alex Graziani said.

Penn Township Commissioner Paul Wersing reiterated that township officials think a slip ramp at Route 130 would help with development of the business corridor.

“We’d really like to see that move forward,” he said.

Chris Foreman is a staff writer for Trib Total Media. He can be reached at 412-877-2363 or cforeman@tribweb.com.
pens routinely,” Herman said. “We are up for sale … but we’re not going anywhere.”

The chamber board voiced support for WyoTech, the work it does and the benefits it provides to the local community. Many businesses have located and grown in Blairsville and Burrell Township thanks to WyoTech’s presence.

“This is one of the most important issues facing Indiana County,” Commissioner Rod Ruddock said. “We will make this work.”

The chamber and other local leaders are considering a rally or public meeting to show potential buyers WyoTech’s importance to Indiana County and the efforts taken to support business here.

PRESIDENT’S REPORT

Chamber President Jim Struzzi said the Corridors of Opportunity event held last week at the Kovalchick Convention and Athletic Complex was a great success. The chamber and the Indiana County Center for Economic Development brought the Pittsburgh Business Times program here to showcase Indiana County’s many great assets and opportunities. More than 200 people attended, with about half visiting Indiana from the Pittsburgh region. Indiana University of Pennsylvania President Dr. Michael Driscoll provided opening comments followed by a panel discussion highlighting what makes Indiana County a great place to live, work, start and grow a business and raise a family. County Commissioner Rod Ruddock provided closing comments and presented for the first time a new marketing video created by the chamber and the Indiana County Development Corporation. The video, produced by Gazette Marketing & Media, is available for public viewing on the chamber’s website, www.indianacountychamber.com.

“The Corridors event was one of the best I’ve seen in marketing Indiana County,” Kane said.

Ruddock also commended the Corridors program. “Word is out,” he said. “We are doing something right here.”

Work continues to prepare for the chamber’s annual member luncheon set for Dec. 5 at the KCAC and the business hall of Farme. The first class to the hall of fame will be announced at the annual luncheon, with a spring banquet planned to recognize the inductees.

STATE GOVERNMENT

Joe Pittman with state Sen. Don White’s office said legislators continue to wrestle with the state pension issue. The challenge is the liability that’s already been accrued and how to move forward.

He said also they are pleased the dispute between UPMC and Highmark has been resolved. “The war is over,” he commented.

But, there are still many questions related to the different providers and what coverage plans will be accepted. The current contract expires in December and people will be given the opportunity to choose providers.

The good news is that Pittman said both UPMC and Highmark should be accepted by community hospitals like IRMC and for specialty services.

The chamber will be working to provide more information to the members on the provider changes in the next few months.

IUP

Robin Gorman with IUP handed out the 2014-2015 Lively Arts schedule (IUPedu/livelyarts). She touted the Lively Arts program and the many unique shows and attractions it brings to Indiana County. The Ovation! series offers world-class touring performers.

“The Lively Arts is a hidden gem for our community,” she said.

IUP is moving into the new school year with a balanced budget and is now looking ahead to the next few years. Enrollments are meeting projections with the expectation of increasing numbers in about two years.

COUNTY COMMISSIONERS

Commissioner Ruddock said the county real estate tax reassessment process is about 75 percent complete and on schedule.

Ruddock said he was pleased the new veterans’ outpatient clinic will be located at the Regency Mall. Many locations were considered.

He said IRMC will be involved as much as possible. The clinic will open in October.

“This is a blessing for Indiana County,” he said.

TRANSPORTATION

County Office of Planning and Development Executive Director Byron Stauffer provided an update on the transportation planning process. A public participation panel meeting was held Tuesday at the Careerlink Building to gather input for the draft 2015-2018 Transportation Improvement Program set to take effect Oct. 1. The Southwestern Pennsylvania Commission will vote to approve the plan on July 28. Many of the projects address maintenance and state-owned bridges. A meeting was held recently with PennDOT to discuss furthering projects to improve Route 422. A committee is being formed to help with this effort.

“A critical piece for us is figuring out where we get money,” Ruddock said. He also attended the PennDOT Route 422 meeting. “What are our economic draws? We need a commonsense approach to do the right thing.”

MANUFACTURING

J.P. Habets with the Indiana County Manufacturing Consortium and H & W Global Industries said the manufacturing sector in Indiana County continues to do well. More employees are needed and jobs are available but Habets cautioned that good, reliable employees are hard to find. Soft skills such as work ethic, integrity, dependability — are important.

GOVERNMENT RELATIONS

Gorman said the Chamber’s 2014 Eggs and Issues breakfast with state and federal elected officials is scheduled for Aug. 26 in the Indiana Country Club. Official presenters will include state Sen. Don White, state Rep. Dave Reed and Congressman Bill Shuster. U.S. Sen. Pat Toomey and U.S. Sen. Bob Casey will have representatives in attendance. The registration form can be downloaded from the chamber’s website.

ICDC

Indiana County Development Corporation President Jim Wiley
Some local road projects fail to make list in $4.7 billion spending plan

July 14, 2014 11:36 PM

By Jon Schmitz / Pittsburgh Post-Gazette

The Davis Avenue Bridge on Pittsburgh’s North Side has been missing since 2009, when it was imploded because it was falling apart. The bridge also is missing from a four-year plan for major transportation improvements in the region, drawing disappointment from community leaders at a public hearing on the plan on Monday night.

The draft Transportation Improvement Plan envisions $4.7 billion in spending in the 10 counties of southwestern Pennsylvania in the next four years, a 52 percent increase from the current four-year plan.

The plan brings a reversal of years of diminished spending on infrastructure and public transit, bolstered by the funding bill that the Legislature and Gov. Tom Corbett enacted last fall. The commission, a regional planning agency, released the draft last month. It includes more than 130 major road and bridge projects in Pittsburgh and Allegheny County, costing more than $870 million.

At Monday’s hearing, much of the attention was focused on projects that did not make the list. Vince Pallus, president of the Brighton Heights Citizens Federation, said the lack of a Davis Avenue Bridge puts North Side neighborhoods “at a serious disadvantage in attracting residents, businesses and commerce.”

Mark Fatla, executive director of the North Side Leadership Conference, representing 15 neighborhood groups, said loss of the bridge, which closed to traffic in 2001, also severed a major access route to Riverview Park, one of the city’s regional parks.

Mauro Burgwin, president of the Mon-Yough Chamber of Commerce, urged inclusion of the long-delayed next leg of the Mon-Fayette Expressway, from Jefferson Hills to Monroeville. It would open 1,000 acres along the Monongahela River to development and, if paired with an extension of
the Martin Luther King Jr. East Busway, "could turn into a true multimodal project," he said.

The TIP lists all of the transportation projects envisioned for the region during the four-year period.

The documents are not "wish lists" like some government capital budgets but must be based on a reasonable expectation that sufficient funding will be available to carry out all of the work. Projects must be listed on the TIP to move forward.

The draft 2015-18 TIP calls for nearly $2 billion in spending on non-interstate highways and bridges, an increase of $534 million or 37 percent; $587 million in spending on interstate highways, up $270 million or 86 percent; and $1.8 billion on transit, an increase of $455 million or 34 percent.

Among the larger projects are a $79 million rehabilitation of the Liberty Bridge in Downtown Pittsburgh, $68 million for Parkway West improvements from Interstate 79 to the Fort Pitt Tunnels; $284 million for nine projects on I-70 in Washington and Westmoreland counties; and $30 million for rehabilitation of the Roberto Clemente, Andy Warhol and Rachel Carson bridges.

Lissa Geiger Schulman, aide to state Rep. Dan Miller, D-Mt. Lebanon, spoke in favor of a major interchange improvement on the Parkway West at Green Tree, with a sound barrier protecting nearby residences. The Pennsylvania Department of Transportation intends to build the project, but funding was not available in the next four-year cycle, and major interchange improvements are not part of the funded Parkway West work, said Dan Cessna, PennDOT district executive.

Also in the plan are $11.3 million for Smithfield Street Bridge rehabilitation, $17.1 million for the Elizabeth Bridge, $15.5 million to repave Route 51 from Lebanon Church Road in Pleasant Hills to Bausman Street in the city, $22.9 million for Glenwood Bridge ramps and interchange, $21.6 million to create a street grid at the former Civic Arena site in Pittsburgh's Lower Hill District and $81.5 million for three phases of Freedom Road improvements in Beaver County.

The draft TIP is available for viewing at the Southwestern Pennsylvania Commission's website; its offices at Two Chatham Center, Downtown; the Pittsburgh Planning Department; county planning offices; and many libraries.

A public comment period is open until 4 p.m. Friday. The commission is accepting written comments at SPC Comments, Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh 15219 or by email at comments@spcregion.org.

The commission is scheduled to vote on the plan July 28.
PennDOT plans Fayette upgrades

Concerns expressed about federal funding

by KARL POLACEK

The increase in state transportation funds is allowing PennDOT to plan upgrades to highways and bridges and is providing funds for public transit in Fayette County.

Projects that have started include resurfacing on Route 119 from Route 43 in Springhill Township to the West Virginia line, along with work on various bridges.

The funds will allow PennDOT to continue work on intersections along Route 40, including the intersection with Route 381 in Wharton and a realignment of the intersection with New Salem Road in South Union.

Other projects started or slated for planning include the preservation of the Cast Iron Bridge in Brownsville, the replacement of Layton Bridge, and a project to replace the McClure Road and Kingwood Road intersections with Route 119 near the Westmoreland County line with a single interchange.

The Transportation Improvement Projects draft for Fayette County will involve more than $8.3 million in funds for public transit and more than $1.65 billion in federal and state funding, along

with funds from other sources, for projects for the 2015 through 2018 fiscal years.

During a public meeting this week, Matt Pavlosky, a transportation planner with the Southwestern Pennsylvania Commission and Joseph Szczur, PennDOT District 12 executive, emphasized most of the planned improvements have come about because of funding provided by Act 89 of 2013, which raised wholesale gasoline taxes.

That may be offset by a lack of federal transportation funding because, according to Angela Saunders, planning and program manager for District 12, the federal Highway Trust Fund could run out of money as early as the end of this month.

District 12 is working on reducing the number of structurally deficient bridges, according to Rachel Duda, assistant district executive of design, and Szczur.

Few people other than transportation planners attended the public meeting held this week by the Southwestern Pennsylvania Commission in the Fayette County Chamber of Commerce offices in Uniontown. Pavlosky would like that to change.

He said officials—along with public transportation providers such as Fayette Area Coordinated Transportation, which provides bus transportation—need public input to develop plans.

July 18 will be the last day the public can comment on the four-year plan.

Pavlosky said those interested in giving input can go to the commission website at www.spcregion.org or email comments@spcregion.org.

Karl Polacek is a staff writer for 144 Total Media.
Meeting to address Greene road projects

BY BOB NEDREMA
Staff writer

WAYNESBURG — A draft of the four-year state highway improvement plan that includes more than $44 million in spending for road projects in Greene County will be the subject of a public meeting July 2 at Waynesburg University.

The meeting will be held by the county and Southwestern Pennsylvania Commission, the designated agency for the region’s transportation planning, at 5:30 p.m. on the Third Floor of the university’s Stover Hall.

Residents will have the opportunity to comment on the draft 2015-2018 Transportation Improvement Program, which was developed by SPCF based on public input from earlier public hearings and from the state Department of Transportation.

Federal regulations require the commission to develop and maintain a TIP identifying the area’s priority transportation projects. Projects must be included in the program to become eligible for federal funding.

For Greene County, the draft includes 18 projects — 10 involving bridge replacements and four involving road resurfacing.

The other projects involve realignment of Bailey’s Crossroad on Route 21 in Cumberland Township and the reconstruction of the Sugar Run Road and Porter Street intersection and the widening of Cook Avenue, both in Franklin Township.

“The message we’re getting from PennDOT is that this is going to remain a bridge-intensive program for some time,” said Robbie Mateic, executive director of the county’s Department of Economic Development.

“PennDOT has been very responsive to Greene County’s needs,” she said, citing several “big ticket” projects that have just been completed or are ongoing, including replacement of the Mason-town Bridge, the Morrisville bridge and railroad overpass replacement project and the construction of the bridge over the railroad tracks and Ten Mile Creek on Route 218 in Waynesburg.

Projects included in the draft TIP address the county’s needs and “for now, it’s OK,” Mateic said. The county has about 90 structurally deficient bridges that have to be repaired and road resurfacing is important because conditions are exacerbated by the extraction industries.

“Now,” Mateic said, “we need to rethink the program and get projects submitted for future funding.”

Mateic urged residents and local municipal officials to attend the meeting to comment on what they believe should be the county’s priorities for highway improvements.

“We need the municipalities to come forward and tell us where they see problems arising in the future. We need a robust plan for the future,” she said.

Projects the county would like to see added to the TIP include the continuation of improvements to the Morrisville corridor and the realignment of the Route 221 and Route 19 intersection in Ruff Creek.

Mateic noted one of the problems rural counties such as Greene are facing involves changes in the formula for federal highway money.

Moving Ahead for Progress in the 21st Century, or MAP-21, directs federal highway money to high-priority roads such as interstate highways and other heavily traveled routes.

Before, federal highway money could be used on road projects throughout the county. Under MAP-21, only two roads primarily qualify for federal funding: Interstate 79 and the section of Route 21, from Waynesburg east to the county line.
Transportation plan calls for $4.7 billion for southwestern Pennsylvania

June 22, 2014 11:16 PM

By Jon Schmitz / Pittsburgh Post-Gazette

A draft plan for improvements to the region's transportation system envisions $4.7 billion in spending in the 10 counties of southwestern Pennsylvania in the next four years, a 52 percent increase from the current four-year plan.

The plan for fiscal years 2015 through 2018 signals a reversal of years of diminished spending on infrastructure and public transit, bolstered by the funding bill that the Legislature and Gov. Tom Corbett enacted last fall. The draft Transportation Improvement Plan was released last week by the Southwestern Pennsylvania Commission, a regional planning agency.

"From my perspective, we were able to add significant projects that were simply unaffordable in the last TIP update," said Dan Cessna, the Pennsylvania Department of Transportation's district executive for Allegheny, Beaver and Lawrence counties.

Among them are a $79 million rehabilitation of the Liberty Bridge in Downtown Pittsburgh, which at present is weight-restricted and rated structurally deficient, meaning its components are deteriorated but not yet unsafe. Numerous smaller bridge and paving projects were added as well, he said.

The TIP for 2015-18 updates the current document, which covers 2013-16. The documents list all of the transportation projects envisioned for the region during the four-year period. The documents are not "wish lists" like some government capital budgets, but must be based on a reasonable expectation that sufficient funding will be available to carry out all of the work. Projects must be listed on the TIP to move forward.

In addition to the increased funding from the state legislation, the plan assumes federal funding will continue at existing levels -- hardly a certainty as Congress remains gridlocked on new surface transportation legislation and a rescue of the near-bankrupt federal Highway Trust Fund. Federal
funding authorization for transportation projects expires at the end of September.

"That's always a concern," Mr. Cessna said. "But we can't manage the business anticipating that the federal government won't do their work. They have always come through, even at the 11th hour."

The draft 2015-18 TIP calls for nearly $2 billion in spending on non-interstate highways and bridges, an increase of $534 million or 37 percent; $587 million in spending on interstate highways, up $270 million or 86 percent; and $1.8 billion on transit, an increase of $455 million or 34 percent.

Among the larger projects are $68 million for Parkway West improvements from Interstate 79 to the Fort Pitt Tunnels; more than $100 million for projects on the parkway from Business Loop 376 to Pittsburgh International Airport and from the airport to the Beaver County line; $284 million for nine projects on I-70 in Washington and Westmoreland counties; $20.6 million for the fifth and final phase of Liberty Tunnels rehabilitation; and $30 million for rehabilitation of the Roberto Clemente, Andy Warhol and Rachel Carson bridges.

Also, $11.3 million for Smithfield Street Bridge rehabilitation; $17.1 million for the Elizabeth Bridge; $16.3 million for Route 28 improvements from Russellton to the Butler County line; $15.5 million to repave Route 51 from Lebanon Church Road in Pleasant Hills to Bausman Street in the city; $22.9 million for Glenwood Bridge ramps and interchange; $21.6 million to create a street grid at the former Civic Arena site in Pittsburgh's Lower Hill District; and $81.5 million for three phases of Freedom Road improvements in Beaver County.

The plan also envisions $60 million in private funding for realignment and reconstruction of Route 18 and the nearby I-376 interchange in Beaver County, to be undertaken if Royal Dutch Shell goes ahead with its multibillion-dollar ethane cracker project; $34 million toward a planned public-private partnership to replace smaller bridges; and nearly $25 million for new buses for the Port Authority.

While PennDOT has reduced the number of structurally deficient bridges in recent years by focusing its limited funding on them, pavement conditions have deteriorated, Mr. Cessna said. "With this funding ... more people will be driving over smoother roads."

To drivers who might dread the prospects of expanded road and bridge construction, Mr. Cessna said additional funding will enable his department to better plan and coordinate projects, and reduce the need to break jobs into several phases over multiple years because of limited funding.

"The reality is there is going to be a lot of construction," he said. "We'll make every effort to
minimize the impact to the public."

Release of the document comes as the American Society of Civil Engineers prepares to release its 2014 Report Card for Pennsylvania Infrastructure, previous versions of which have issued low grades for the state's roads, bridges and transit systems.

With the added state funding, "it won't be all doom and gloom," said Ralph Gilbert, president of the ASCE Pittsburgh section. "It'll be, 'Hey guys, we've made a little progress and let's celebrate that, but there's a lot of work left to be done.'"

The draft TIP is available for viewing at the Southwestern Pennsylvania Commission's website, its offices at Two Chatham Center, Downtown, the Pittsburgh Planning Department, county planning offices and many libraries. A public comment period runs to July 18. The commission is accepting written comments at SPC Comments, Two Chatham Center, Suite 500, 112 Washington Place, Pittsburgh 15219 or by email at comments@spcregion.org.

A series of public hearings will be held, including one for Pittsburgh and Allegheny County at 6 p.m. July 14 at the commission's offices. Final approval of the plan is scheduled for July 28.
Part 5

Document Revisions as a Result of Public Comment
Changes to the 2015-2018 Transportation Improvement Program in Response to Public Comments

Draft 2015-2018 Transportation Improvement Program (TIP)

In accordance with SPC’s Public Participation Plan, the public is offered the opportunity to review the Draft 2015-2018 Transportation Improvement Program, and to provide comments during a public comment period. This public input opportunity was widely advertised, and a series of ten public meetings are held to provide additional opportunities for public comment.

In the public review of the Draft 2015-2018 TIP, it was noted that funding made available recently with the adoption of Pennsylvania Act 89 permitted two additional projects (project phases) to be added.

The Draft 2015-2018 TIP included pre-construction activities for the replacement of the Aten Road Bridge in Findlay Township, Allegheny County. The final 2015-2018 TIP includes the construction phase of this project, as well as the pre-construction phases that were reflected on the Draft 2015-2018 TIP.

Added to the final 2015-2018 TIP is a new project, the preservation of the Henry Mancini Bridge in West Aliquippa, Beaver County. Design phases of this project had been included in the Draft 2015-2018 TIP for the year 2017. However, the final 2015-2018 TIP also includes pre-construction and construction phases of this project.

The addition of these new projects/project phases do not represent substantive changes to the TIP (list of projects), in that each modification may be implemented through established TIP modification procedures as “TIP Administrative Actions.” In the event that substantive changes had been made to the draft TIP as a result of the public comment process, the public would have been provided additional opportunities to review and comment on the proposed changes.

An informational fact sheet on these two new projects/project phases is provided on the following page.

Other items

- Indiana County, the Rose Street Extension #2 project location has been corrected to “White Township”
- Indiana County, the “Gispy Bridge #2” project in the village of Gipsy, has been corrected
SOUTHWESTERN PENNSYLVANIA COMMISSION
DISTRICT 11-0 PROGRAM

- District 11-0 is requesting the following program adjustments to the 2015-2018 Draft TIP. This request includes administrative actions.

- Any fiscal modifications being requested to the 2015-2018 Draft TIP will keep the year-to-year funding in balance.

Administrative Actions

SR 7203-000, Aten Road Bridge, MPMS # 86186, Allegheny County Local Project
- Located on Aten Road over Industry Drive in Findlay Township, Allegheny County.
- Bridge replacement.
- Add Aten Road Bridge Construction phase to 2015 TIP. Structure is owned by Findlay Twp. Sponsor will complete preconstruction phases. This bridge is structurally deficient with a sufficiency rating of 31.5. The bridge currently has a posted weight restriction of 17 T single vehicle, 26 combined. The bridge has a direct impact on commerce in the airport area which would be negatively affected if this bridge would require reduced weight limitation posting beyond what currently exists. The funding source is a District Line Item. These funds are available due to the additional funds allocated by the Act 89 legislation. The increased state funding allowed the placement of these federal funds into the line item so these types of issues can be addressed.
- LPN Action- Create Level 2 Form

West Aliquippa, Henry Mancini Bridge, MPMS # 89067, Beaver County Local Project
- Ramp G Road (Henry Mancini Bridge) over CSX RR and Main Street in the City of Aliquippa, Beaver County.
- Bridge Preservation.
- Advance preconstruction and construction phase on the 2015 TIP as indicated. The project was planned to start design in 2017. The condition of this bridge and issues with leaking dams that are causing accelerated deterioration warrant the advancement of this work which will save costs over the long run. This bridge is currently structurally deficient with a sufficiency rating of 68.9. The funding source is a District Line Item. These funds are available due to the additional funds allocated by the Act 89 legislation. The increased state funding allowed the placement of these federal funds into the line item so these types of issues can be addressed.
- LPN Action- Amend Level 2 Form
Environmental Justice Benefits and Burdens Assessment of Draft 2015-2018 TIP
No changes.

Air Quality Conformity Determination for the Draft 2015-2018 TIP
No changes.

Amendment to 2040 Transportation and Development Plan for Southwestern Pennsylvania (2040 Plan) to reflect project phasing and cost information included in Draft 2015-2018 TIP
No changes.

Amendment to the current 2013-2016 TIP for the I-376 / SR 18 Relocation and Realignment in Beaver County
No changes.