

Meet the Team

Troy Pritts

Project Manager
PennDOT Engineering District 12-0
825 North Gallatin Avenue Ext
Uniontown, PA 15401
724.415.2401 | tpritts@pa.gov

John Petulla, P.E.

Consultant Project Manager
McCormick Taylor
1000 Omega Drive, Suite 1550
Pittsburgh, PA 15205
412.922.6880 | jlpetulla@mccormicktaylor.com

Dawn Noel, P.E.

Consultant Study Manager
McCormick Taylor
1000 Omega Drive, Suite 1550
Pittsburgh, PA 15205
412.922.6880 | dcnoel@mccormicktaylor.com

Ken Rich

Senior Public Involvement Specialist/Facilitator
McCormick Taylor
1000 Omega Drive, Suite 1550
Pittsburgh, PA 15205
412.922.6880 | kvrch@mccormicktaylor.com

Key Stakeholders Committee

A committee of Key Stakeholders (KeyS Committee) has been convened to provide input into the development and advancement of transportation solutions. The KeyS Committee will provide information regarding:

- Current and planned development
- Land use planning
- Multi-modal transportation opportunities
- Safety enhancements
- Environmental concerns

For a list of KeyS Committee members, please visit <http://www.laurelvalleyproject.com/public.html>



The KeyS Committee will also serve as a conduit to convey project information between the Study Team and the community.

Future Opportunities for Public Input



Attend a Meeting

- **Public Meeting #2**
Early Summer
- **Public Meeting #3**
Late Summer/Early Fall



Participate Online

- Complete the comment form online www.surveymonkey.com/r/LaurelValleyPM1
- Comment on the project anytime <http://www.laurelvalleyproject.com/feedback.html>



Welcome

Thank you for attending the Laurel Valley Transportation Improvement Project (LVTIP)'s first public meeting. The Feasibility Study portion of the project is being conducted by the Pennsylvania Department of Transportation (PennDOT) Engineering District 12-0 and the Federal Highway Administration (FHWA), in cooperation with Westmoreland County. The LVTIP will ultimately identify a series of fundable, attainable, and sustainable roadway improvements within the Route 981 Study Area, between Route 30 near the Arnold Palmer Regional Airport and Route 819 at Mount Pleasant, to satisfy local and regional transportation needs. The LVTIP feasibility study will consider the possibility of a new PA Turnpike interchange with Route 981 as supported by Westmoreland County and currently part of a separate study by the Southwestern Pennsylvania Commission (SPC).

The purpose for tonight's meeting is to introduce the LVTIP and Feasibility Study to the public and to gather feedback on the draft Purpose and Needs, draft Performance Measures, environmental and engineering constraints, engineering and traffic analyses, and local knowledge about the project area.

Tonight's open house include seven display stations of and a brief presentation, at 5:30 p.m., about the project's progress to date. Project team members will be available at each station for discussion and to answer questions.



Anticipated Benefits

- Enhanced safety throughout the corridor
- Consistent and reliable travel times within the regional roadway network
- Support current businesses and future economic development along the Route 981 corridor between Latrobe and Mount Pleasant
- Improved mobility and efficient access throughout the corridor
- Support shipping and operations for businesses
- Reduced traffic congestion at the New Stanton PA Turnpike interchange
- Provide routing options for regional traffic to make decisions to access the Latrobe/Mount Pleasant Area
- Support and enhance community character with context sensitive solutions

Station 1: Registration

Please sign in to be added to the project mailing list.

Station 2: Study Overview

This area will include a summary and anticipated benefits of the project, a project area map, and general details about the LVTIP.

Station 3: Draft Purpose and Needs and Preliminary Performance Measures

The draft Purpose and Needs and Preliminary Performance Measures will be displayed at this station.

Station 4: Environmental Considerations

Environmental data gathered to date will be summarized on large-format maps. The public is invited to 'mark-up' these maps to note any environmental and community features that may be missing.

Station 5: Engineering Considerations

This area will display the engineering information developed for the project to date. Existing roadway conditions and constraints, conceptual typical section of future roadway, safety concern areas, and existing and projected future traffic volumes will be displayed and explained. Maps will also be displayed in this area where the public can leave their feedback.

Station 6: Public Involvement

Information about the Key Stakeholders (KeyS) Committee will be displayed.

Station 7: Comment Area

Tables and chairs will be provided for attendees to complete comment forms. The comment form can also be completed electronically at www.surveymonkey.com/r/LaurelValleyPM1



Purpose

To provide a multi-modal corridor linking the Arnold Palmer Regional Airport and the state highway system. The proposed project will:

- 1 Improve safety on study area roadways,
- 2 Provide consistent and reliable access and travel times for businesses and residents traveling to the study area, and
- 3 Reduce regional travel times and delays for vehicles throughout the study area.



Study Needs

Increasing ridership at the Arnold Palmer Regional Airport (64,013 passengers in 2011; 244,618 in 2014) will put an added strain on already congested highways leading to the airport.

Route 981 does not provide efficient access to larger or interstate trucks.

Route 30 is congested and carries a high Average Daily Traffic (over 40,000 ADT)

- There are 20 traffic lights along Route 30 from Route 981 to Route 119 where traffic currently heads south to access the Pennsylvania Turnpike at New Stanton.
- There are 200 access points (driveways) within this same section of Route 30.
- Future 2040-year projections indicate that approximately seven miles of Route 30 from the Pennsylvania Turnpike Irwin interchange to Route 981 are anticipated to operate over capacity at peak periods.

Insufficient pedestrian/bicycle accommodations exist throughout the study area.

- Route 981 and Kecksburg Road intersection, including the ballfields in Norvelt.

The New Stanton interchange at the Pennsylvania Turnpike has the second highest truck volume of any Pennsylvania Turnpike interchange.

Travel times are projected to be unreliable along Route 30 corridor west of Route 981

- Future interstate access to the study area from the east will have significant travel times

Congestion and safety concerns exist within the region and along Route 981

- In the future, segments of Route 30 and Route 119 that are critical for interstate access from Route 981 are projected to operate over capacity.
- Crash clusters are occurring at roadway segments and intersections within the study area.
- Ten crash clusters are occurring on roadway segments within the study area and all of the crashes are occurring at a rate higher than the statewide average for similar roadway (a majority of the crash rates are more than double the statewide rate).

Future interstate access to the study area from the east will have significant travel times.

- It is projected that from Interstate 70/76 at Donegal along Route 31 to Route 711 to Route 30 to the study area will in the future take approximately 40 minutes (compared to approximately 30 minutes in existing condition).
- Access east from Donegal using the existing New Stanton interchange is currently approximately 46 minutes, and with projected increases in future traffic volumes on Route 30 and Route 119; travel times are expected to increase in the future.

The study area experiences a high truck volume due to major employers, all located in the greater Latrobe area, including:

- Carpenter Steel (Latrobe Specialty Metals Company) - #19 of the top 50 employers in Westmoreland County
- Pace Industries - #39 of the top 50 employers in Westmoreland County
- Lehigh Specialty Steel
- Allegheny Ludlum
- Westmoreland County Airpark
- Arnold Palmer Regional Airport

Performance Measure*	Measurement	Goal
Improve Safety		
Address safety concern areas within corridor	# of safety improvements applied to intersections and roadway segment crash clusters	10 safety improvements applied to the crash cluster areas
Improve overall safety of study corridor	# of low-cost systematic safety improvements applied	2 systematic improvements applied to the study corridor
Improve Operational Characteristics		
Address substandard roadway geometric features within study corridor	# of substandard features addressed	Correcting substandard features at greater than 15 locations
Consolidate number and density of access point to the study corridor	# of access points	Reduction in access points
Minimize Environmental Impacts		
Minimize impacts to productive farmland	# of acres	Less than 20 acres impacted
Minimize wetland impacts	# of acres	Less than 10 acres impacted
Minimize stream impacts	# of linear feet	Less than 2,500 LF of permitted impacts
Improve/Maintain Socio-Economic Conditions		
Municipalities/county develop land use plan	# of land use plans developed	Land use plan(s) developed throughout the entire study limits
Minimize residential property impacts	# of resident displacements and # of partial takes	Greater than 10:1 ratio of partial takes to displacements
Increase in linear feet of planned sidewalks/bike routes	Linear feet	Increase in linear feet of planned pedestrian/bike facilities
Ensure Deliverability		
Minimize utility impacts	Miles of transmission line relocations	Less than one-mile of transmission line relocations
Minimize right-of-way claims	# of claims	Less than 100 ROW claims
Cost effective solutions for design sections	\$ (dollars)	All design sections with construction costs less than \$25M

* Measures to quantify effectiveness of transportation improvement concepts.