

Meet the Team

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PennDOT thanks everyone who participated in the Feasibility Study portion of the LVTIP. Please stay engaged with the project team throughout the Preliminary Engineering phase of development.

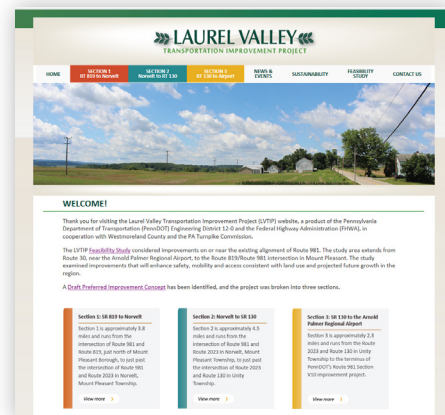
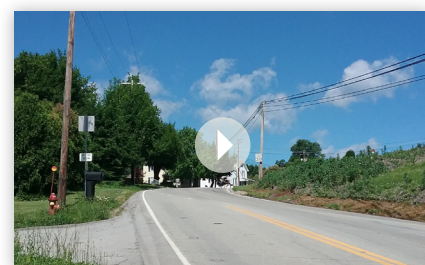
PUBLIC INVOLVEMENT TO DATE

KeyS Meeting #4	February 14, 2017
Public Meeting #2	November 9, 2016
KeyS Meeting #3	October 14, 2016
KeyS Meeting #2	October 3, 2016
Economic Exchange Day	April 14, 2016
Public Meeting #1	February 25, 2016
KeyS Meeting #1	October 1, 2015

HOW TO STAY CONNECTED



Explore the Project Website & Watch the NEW video



Join the Project Mailing List

Receive project updates to your inbox



Complete the Comment Form Now

Complete the comment form provided at Station 6 or online www.surveymonkey.com/r/LaurelValleyPM3



www.laurelvalleyproject.com



LAUREL VALLEY

TRANSPORTATION IMPROVEMENT PROJECT

DRAFT PREFERRED IMPROVEMENT CONCEPT IDENTIFIED

The Feasibility Study considered multi-modal transportation solutions to modernize access throughout the study area to address safety, mobility, access, and economic development needs for those who live, work, and travel in the region. Based on these considerations, a Draft Preferred Improvement Concept was identified (see Page 2).

The Draft Preferred Improvement Concept has been divided into three independent sections. These sections will be implemented in phases as funding sources are identified.

All three sections will use the typical section identified during the Feasibility Study (pictured below) and will include intersection upgrades, improve safety, address access and mobility concerns and accommodate current and projected future traffic volumes.

[Continued on Page 2]

STATION OVERVIEW

STATION 1: WELCOME

Attendees will sign-in and receive a comment form at this station.

STATION 2: PROJECT VIDEO

A video about the project will summarize work done to date on the Feasibility Study, identify the Draft Preferred Improvement Concept, and discuss plans for advancing the three independent sections.

STATION 3: FEASIBILITY STUDY RESULTS

An overview of the Feasibility Study and its results will be provided.

STATION 4: DRAFT PREFERRED IMPROVEMENT CONCEPT

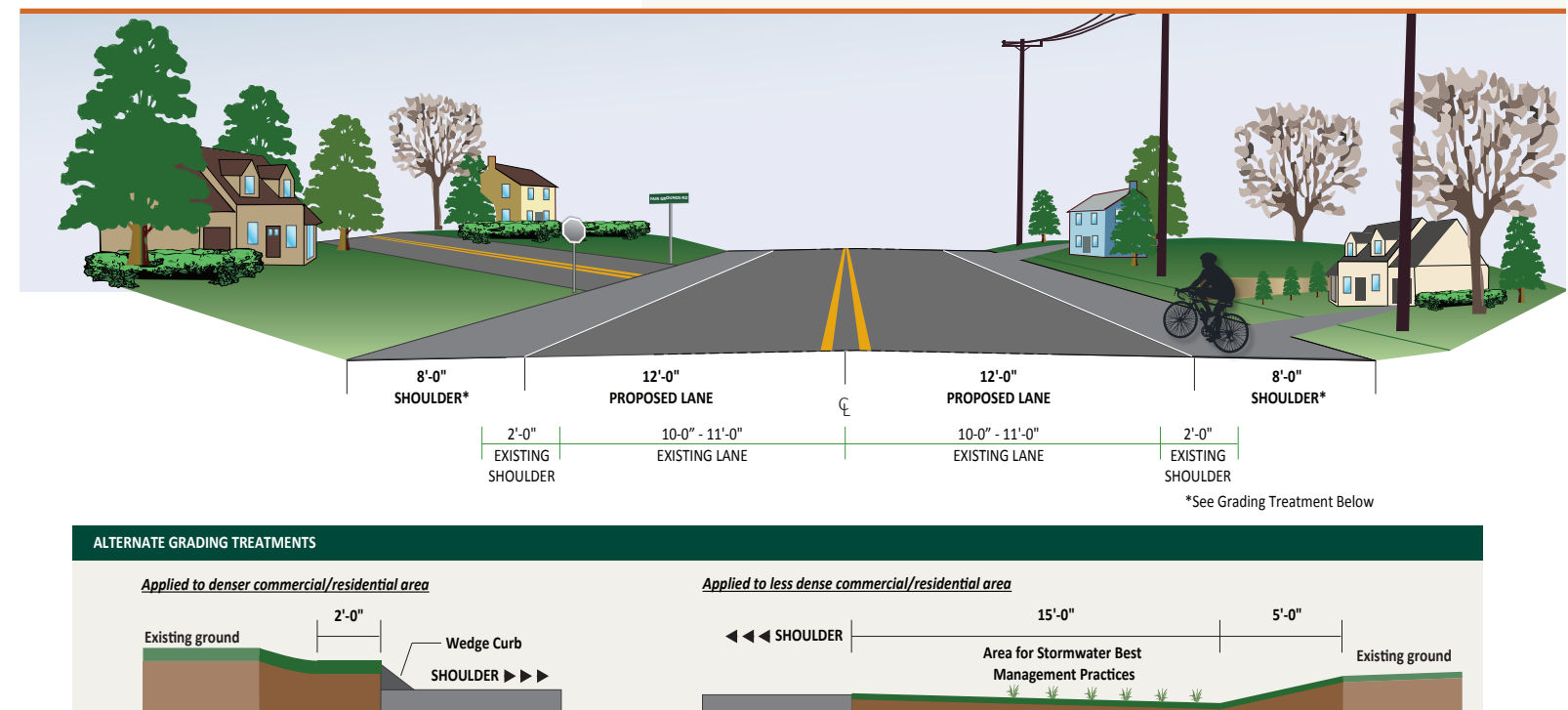
Table Top mapping of the Draft Preferred Improvement Concept will be available for questions and comments.

STATION 5: INTRODUCTION TO PRELIMINARY ENGINEERING

This Preliminary Engineering process will be introduced and explained.

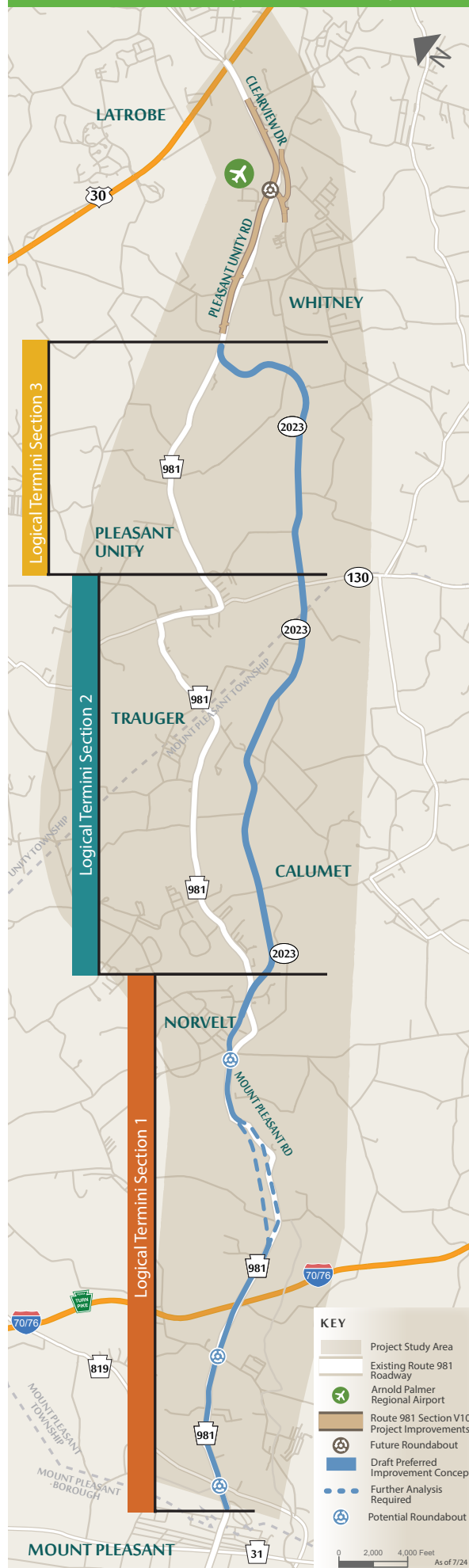
STATION 6: COMMENT AREA

Please provide your comments by completing the comment form. The form is also available for online completion at www.surveymonkey.com/r/LaurelValleyPM3.



(Not to Scale)

Public Open House | July 2017



WHAT IS PRELIMINARY ENGINEERING

“The purpose of Preliminary Engineering is to set line, grade, and width.”

This essentially means that the horizontal and vertical geometry, and roadway typical section is approved during Preliminary Engineering Phase.

The amount of time and effort required for Preliminary Engineering depends on the scope and complexity of the engineering, environmental, social and regulatory issues that need to be addressed. Minor projects that involve routine improvements to an existing highway with minor community or environmental impacts and generally require less Preliminary Engineering time. Major projects that involve construction of a highway at a new location or involve an existing or heavily traveled urban corridor can have substantial environmental or community impacts, requiring considerable Preliminary Engineering in an effort to minimize these impacts.

The Laurel Valley Transportation Improvement Project will consist of three separate project sections, each with its own *logical termini** and *independent utility***, requiring Preliminary Engineering efforts that are properly sized for each section.

DRAFT PREFERRED IMPROVEMENT CONCEPT IDENTIFIED

[Continued from Page 1]

SECTION 1: Route 819 to Norvelt

Section 1 is approximately 4.5 miles and extends from the intersection of Route 981 and Route 819, just north of Mount Pleasant Borough, to just past the intersection of Route 981 and Route 2023 in Norvelt, Mount Pleasant Township. Section 1 primarily follows Route 981 with some offline shifts to improve the roadway geometry.

SECTION 2: Norvelt to Route 130

Section 2 is approximately 4.5 miles long from the north of the intersection of Route 981 and Route 2021/Mount Pleasant Road intersection in Norvelt, Mount Pleasant Township, along Route 2023 to the north of the intersection of Route 2023 and Route 130 in Unity Township. Section 2 connects with Route 981 to the south, but then follows an offline alignment to Route 2023. It generally follows Route 2023 for most of the length with some offline improvements to avoid sensitive community resources.

SECTION 3: Route 130 to the Arnold Palmer Regional Airport

Section 3 extends approximately 2.5 miles from the Route 2023 and Route 130 in Unity Township to the terminus of PennDOT’s Route 981 Section V10 improvement project (currently under construction) near the Westmoreland County Airpark, near the Arnold Palmer Regional Airport. Section V10 includes improvements along Route 981 from the Airport to Route 30. Section 3 follows Route 2023 to just north of the Green Street intersection where it goes off alignment toward the Westmoreland County Airpark. Near the Airpark, Section 3 will reconnect with Route 981 near the Section V10 southern project limits.

	2017	2018	2019	2020	2021	2022	2023	2024	2025
Section 1: RT 819 to Norvelt (RT 981-Q20)		Preliminary Engineering							
			Final Design Utilities Right-of-Way						
					Construction				
Section 2: Norvelt to RT 130			Preliminary Engineering						
						Final Design Utilities Right-of-Way			
								Construction	
Section 3: RT 130 to the Arnold Palmer Regional Airport			Preliminary Engineering						
				Final Design Utilities Right-of-Way					
							Construction		

*Schedule subject to change due to funding availability

FEASIBILITY STUDY SUMMARY

PURPOSE AND NEEDS ANALYSIS

AUGUST 2016

The project will:

- Improve safety along Route 981 by improving roadway and intersection geometry, providing better access on and off the roadway, and addressing crash-prone areas;
- Provide consistent and reliable access and travel times for businesses and residents traveling to the study area; and,
- Improve connections between established economic assets within the study area.

CONCEPT DEVELOPMENT

MID 2016 TO EARLY 2017

- A No-Build and four Build Concepts were developed. All Build Concepts included a common alignment from the Route 981 intersection with Route 819 to the PA Turnpike.

TRAFFIC OPERATIONS ANALYSIS

MID 2015 TO EARLY 2017

- The analysis evaluated the 2015 existing condition, 2040 no-build condition and 2040 build condition. The analysis included a potential interchange with the PA Turnpike at Route 981. However, the design and construction of the interchange is not included as part of PennDOT’s project.
- Results from the traffic analyses predicted that the Draft Preferred Improvement Concept, using a two-lane roadway template and eight foot shoulders, is sufficient to accommodate 2040 Future Build traffic. The wider shoulders, in addition to proposed geometric improvements, will make the proposed corridor conditions more favorable for multimodal use.

ALTERNATIVES ANALYSIS

LATE 2016 TO MID 2017

- Analysis of the developed Concepts included; how the Concepts meet the needs, how the Concepts will improve traffic conditions, an evaluation of potential environmental and community impacts, and public input.
- During the alternatives analysis, based partly on impacts and public input, the Concepts were combined to develop a final Draft Preferred Improvement Concept.
- The Draft Preferred Improvement Concept is a hybrid of the four developed Concepts.
- A *Logical Termini** and *Independent Utility*** Evaluation led to the identification of three separate project sections within the The Draft Preferred Improvement Concept:
 - **Section 1** – Route 819 and Route 981 intersection to the Route 981 intersection near Norvelt
 - **Section 2** – Route 981 intersection near Norvelt to Route 130 intersection with Route 2023
 - **Section 3** – Route 130 intersection with Route 2023 to Route 981 near the Arnold Palmer Airport

* Logical Termini: (1) Rational end points for a transportation improvement; (2) Rational end points for a review of the environmental impacts. Improvements cannot restrict alternatives for other reasonably foreseeable transportation improvements.

** Independent Utility: The project must be usable and be a reasonable expenditure even if no additional transportation improvements are made in the area (i.e., Can the project stand on its own and satisfy the purpose and need for the project without building anything else?).