



PUBLIC OFFICIALS BRIEFING & PUBLIC OPEN HOUSE

July 26, 2017

Presented to:



Presented by:



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I. EXECUTIVE SUMMARY

A Public Officials Briefing and a Public Open House were conducted on Wednesday, July 26, 2017 by the Pennsylvania Department of Transportation (PennDOT) Engineering District 12-0 and the Federal Highway Administration (FHWA), in cooperation with Westmoreland County, to conclude the Laurel Valley Transportation Improvement Project (LVTIP) Feasibility Study and introduce the Preliminary Engineering phase.

The Feasibility Study for the LVTIP was a comprehensive approach to identify a series of fundable, attainable, and sustainable roadway improvements to meet transportation needs on or near the existing Route 981 Corridor. The Study Area extended from Route 30 near the Arnold Palmer Regional Airport to the Route 819/981 intersection in Mount Pleasant. The study considered transportation improvement concepts to enhance safety, mobility and access consistent with land use and projected future growth in the region. The LVTIP feasibility study included consideration of future projected traffic and the possibility of a PA Turnpike interchange with Route 981.

The purpose of this Public Open House was to:

- Introduce the Draft Preferred Improvement Concept to the general public
- Receive feedback on the Draft Preferred Improvement Concept
- Provide general information about the Preliminary Engineering process
- Review the anticipated project schedule

The public officials and open house meetings were held on the same day, July 26, and at the same location, Norvelt Roosevelt Hall. Twenty-two (22) public officials attended the Public Officials Briefing and two hundred thirty-eight (238) people registered at the Open House. In all, an estimated 260 people attended the Open House. A brief PowerPoint presentation was conducted at the Public Officials Briefing. Attendees at both meetings were encouraged to visit each of the display stations and talk one-on-one with study team members who were located throughout the display area.

The primary informational displays included:

- Registration and Introduction
- LVTIP Video
- Feasibility Study Results
- Draft Preferred Improvement Concept
- Introduction to Preliminary Engineering
- Anticipated Project Schedule
- Future Public Involvement
- Section 106 Information
- Comment Area

II. MEETING FORMAT

PUBLIC OFFICIALS BRIEFING

Date: Wednesday, July 26, 2017
Time: 3:00 p.m. to 4:00 p.m.
Location: Norvelt Roosevelt Hall
2325 Mount Pleasant Rd.
Mount Pleasant, PA 15666

PUBLIC PLANS DISPLAY

Date: Wednesday, July 26, 2017
Time: 5:00 p.m. to 7:00 p.m.
Location: Norvelt Roosevelt Hall
2325 Mount Pleasant Rd.
Mount Pleasant, PA 15666

Format: Open House Plans Display

Purpose: The purpose of this plans display was to:

- Introduce the Draft Preferred Improvement Concept to the general public
- Give details about the Preliminary Engineering process
- Receive feedback on the Draft Preferred Improvement Concept

Notices:

- Notifications were posted on the project website two weeks (July 5, 2017) before the public plans display.
- Letters were mailed to Public Officials and KeyS Committee members to invite them to the Public Officials Briefing and the Open House Public Plans Display (July 5, 2017).
- A postcard invitation was sent approximately 4,000 homes along the corridor (July 5, 2017).
- A newspaper advertisement was placed in the Greensburg Tribune Review and ran once during the week of July 17, 2017.
- Following the newspaper advertisement, issuance of a press release was coordinated with the District Community Relations Coordinator one week prior to the meeting.

Handouts: Informational Handout and Comment Form

Attendance: Twenty-two (22) public officials attended the Public Officials Briefing and two hundred thirty-eight (238) people registered at the Public Meeting, with an estimated 260 people in total attendance. A copy of the sign-in sheets from both meetings can be found in Appendix A and B.

The following Study Team members were also in attendance:

PennDOT

Gary Barber, P.E. District Portfolio Manager
Kevin Clancy, Right-of-Way Unit
Sarah Cordek, E.I.T. Civil Engineer
Rachel Duda, P.E., Asst. District Executive - Design
Mary Ann Hadden, Assistant Environmental Engineer
Valerie Petersen, District Community Relations Coordinator
Troy Pritts, Project Manager
Angela Swallopp Saunders, Transportation Planning Manager
Joe Szczur, P.E., District Executive

McCormick Taylor

Ty Murcko, P.E., Highway and Transportation Engineer
John Petulla, P.E., Project Manager
Ken Rich, Senior Public Involvement Specialist
Dawn Schilling, P.E., AICP, Feasibility Study Manager
Dana Sklack, Public Involvement Specialist
Jordan Wilcox, Highway Engineer

Pennsylvania Turnpike Commission

Bill Packer, Senior Environmental

Southwestern Pennsylvania Commission

Chuck Imbrogno, Data and Modeling Specialist

Westmoreland County

Chuck Anderson, County Commissioner
Daniel Carpenter, Assistant Director of Planning and Development
Jason Rigone, Executive Director of Planning and Development

III. MEETING DETAILS

Both the Public Officials Briefing and the Public Open House were held at the Norvelt Roosevelt Hall. The Public Officials Briefing included a brief PowerPoint presentation, viewing of the project overview video and a short question and answer session. Attendees were then invited to view the informational stations. The Public Open House began at 5:00 p.m. and attendees were encouraged to view the six informational stations situated around the room and speak one on one with project team members.

OPEN HOUSE AREA

Listed below are the informational stations with a brief description of related displays and handouts.

Station 1: Registration and Introduction	Registration
	Welcome Board
	Informational Handout
	Comment Form
Station 2: LVTIP Video	LVTIP Project Overview Video
Station 3: Feasibility Study Results	Feasibility Study Summary ○ Purpose and Needs Analysis ○ Traffic Operations Analysis ○ Concept Development ○ Alternatives Analysis ○ Public Involvement to Date
	Typical Section
Station 4: Draft Preferred Improvement Concept	Draft Preferred Improvement Concept with Logical Sections Map
	How the Preferred Concept was Selected
	Draft Preferred Improvement Concept with Logical Sections Roll Plot Maps
Station 5: Introduction to Preliminary Engineering	What is Preliminary Engineering?
	Anticipated Project Schedule
	Future Public involvement
	Section 106 Information
Station 6: Comment Area	Stay Connected

Copies of the informational handout, comment form and displays are included in the Appendix.

IV. PUBLIC OFFICIALS PRESENTATION SUMMARY & FEEDBACK

The following is a summary of the presentation to public officials and the conversation that followed:

1. Joseph Szczur, P.E., PennDOT District 12-0 District Executive, opened the presentation by welcoming the public officials. He gave a brief overview of the development of the project to date. He also mentioned that the SR 981, Section V10 project near the Arnold Palmer Regional Airport would be completed in spring 2018.
2. Next, Jason Rigone, Director of Westmoreland County Planning and Development, spoke about the county's involvement in the project and how it fits into their overall goals identified in the concurrent development of the update to Westmoreland County's Comprehensive Plan and critical to achieve the county's desired future growth along this corridor.
3. The meeting was then turned over to Ken Rich of McCormick Taylor. He asked everyone in the room to introduce themselves and provided a brief overview of the material to be presented to the public and the project video.
4. John Petulla, P.E., Project Manager of McCormick Taylor provided a more detailed review of the meeting material to be presented to the public including: the goal of the meeting to allow the public to weigh-in and receive input of the Preferred Concept selected; presenting the logic for how the study team selected the Preferred Concept; providing a detailed review of the Preferred Concept; reviewing the three logical design/construction sections along SR 981 – SR 891 to Norvelt, Norvelt to SR 130 (primarily following SR 2023), and SR 130 to SR 981 south of the airport (following SR 2023); reviewing the next steps of finalizing the study moving into preliminary engineering; and discussing the anticipated project schedule to design and construct each of the three sections.
5. The project overview video was shown focusing on the first section of SR 981 from SR 819 to Norvelt.
6. Mr. Petulla asked the public officials in attendance for feedback on the information presented, or if there were any questions.
7. John Turack, Westmoreland County Smart Growth, asked if anything can be done to help slow traffic throughout the corridor once the road is straightened. Mr. Petulla said that traffic calming measures would be evaluated throughout the corridor, such as the use of roundabout, and the expected speed limit will be 45 mph.
8. Duane Hutter, Mount Pleasant Township, asked what would happen to the existing Route 981 if the road is moved. According to Mr. Petulla, access to the current road would be maintained. Mr. Hutter then asked if the finished road would be called Route 981 and if that would affect the addresses on the current Route 981. Mr. Petulla said that this would need to be considered further and would also be a potential public safety issue if either road needs to be renamed. The project team plans to work closely with emergency responders in the area to determine the answer to that question.

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9. Jerry Lucia, Mount Pleasant Borough, asked if the proposed Pennsylvania Turnpike ramp in Carpentertown is going to be installed. He also asked if the feasibility study considered traffic impacts south of the corridor going into Mount Pleasant if a turnpike interchange with Route 981 is constructed. Mr. Lucia was concerned about the impact of increased traffic traveling through Mount Pleasant. Mr. Petulla indicated the additional traffic from a new SR 981/Turnpike interchange traveling to Mount Pleasant Borough and the potential impact to congestion on roadways within Mount Pleasant Borough was not part of the study analysis or project area, though a moderate amount of increased traffic would be expected. The study did include an analysis of the SR 819/SR 981 intersection, though did not evaluate the direct effect on the roadways in Mount Pleasant Borough. Mr. Lucia asked if a traffic volume estimate could be provided to better determine a relative expected increase. Mr. Petulla indicated this information could be determined based upon the results of the traffic analysis and modeling of future traffic, though this information was not available at the time of the meeting.

Subsequent to the meeting, it was determined the peak-hour volumes for the year 2022 No-Build versus the 2022 Build with SR 981-Q20 improvements (without a PTC Interchange on SR 981) at the intersection of SR 981 and SR 819 indicate minor traffic increases would occur. The minor increases are primarily attributed to normal traffic growth in the area largely independent of the Section 1 (SR 981-Q20) Improvements. Currently, there are no active plans being developed for the new PTC Interchange. However, if we evaluate and compare the traffic increases between the year 2022 (with only the 981-Q20 completion) versus the design year 2040 (with SR 981 Corridor improvements and if a PTC Interchange on SR 981) then as expected the traffic increases are more significant. Traffic is not anticipated to increase a significant amount along the SR 981 Corridor until the upgrades to the entire corridor are complete and a new PTC Interchange opened to traffic. If the PTC ever decides to advance their interchange concept, a broader and more comprehensive traffic analysis should be conducted to determine the impact on the local road network.

VI. INFORMATION GATHERED

In addition to the conversation during the Public Officials Briefing, comments were collected by study team members during the Public Open House and everyone in attendance at both meetings was asked to submit a comment form either in person, electronically or by mail after the meeting. Comments were also gathered on two sets of mapping of the Draft Improvement Concept. The comments collected on the table top maps are summarized in Appendix G.

PUBLIC MEETING COMMENTS

Project team members were available for one-on-one conversations throughout the meeting. Comments received were noted by project team members and are included in appendix J.

Additional comments were provided by the public on roll plot mapping during the meeting. A copy of all comments received on the mapping is included in appendix G.

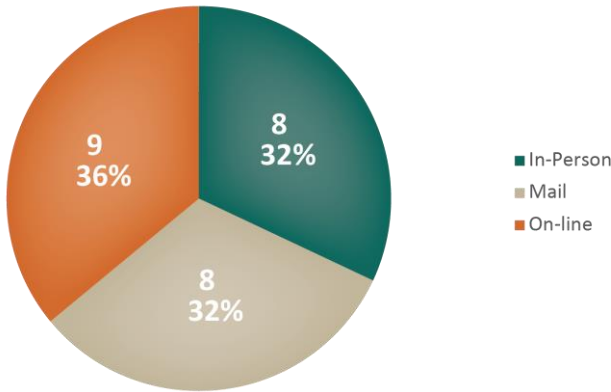
COMMENT FORM SUMMARY

A comment form was handed out to every attendee at the meeting and a digital version of the comment form was made available on the project website. Commenters were given two weeks to provide their comments on the study as part of the comment period associated with this Open House public meeting. During the two week comment period, a total of twenty-five (25) comment forms were received. To the right is a summary of how those comment forms were received. A copy of all comments received is contained in Appendix H.

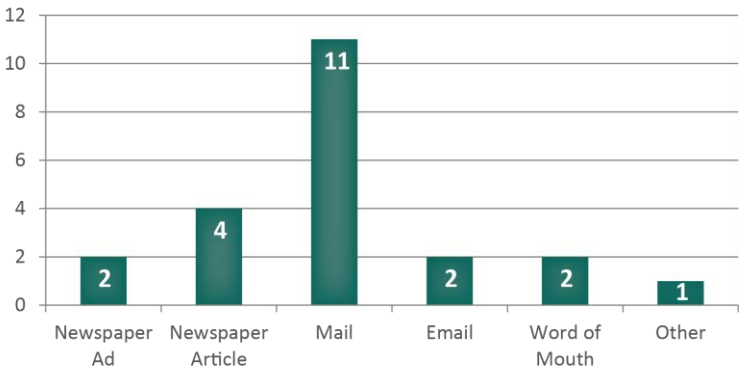
The first question asked respondents to provide their contact information and if they would like to join the project mailing list. This information was added to the existing list.

The second question on the comment form asked respondents how they learned about the meeting. As noted earlier in the summary, a newspaper ad was placed in the local paper, the Greensburg Tribune-Review, and an article about the meeting ran in the same newspaper. Additionally, members of the project email contact list were sent a “Save-the-Date” blast email, and a post card was sent to all residents and businesses along Route 981 within the corridor.

Response Type



Question 2:
How did you hear about this meeting?

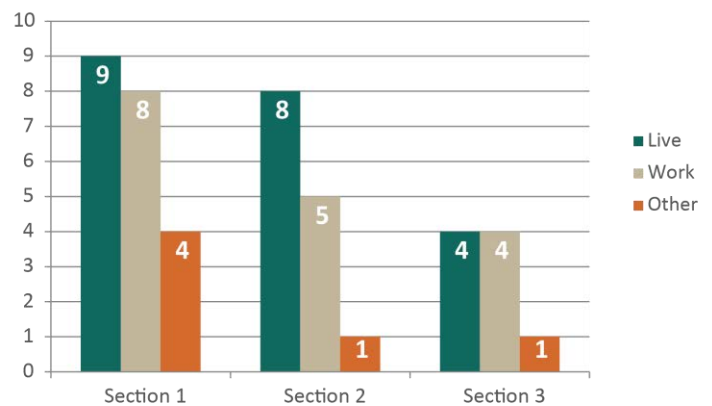


The next set of questions (questions 3-5) asked respondents how they are associated with the project area considering the logical termini sections that were identified during the study (Section 1 – Route 819 to Norvelt; Section 2 – Norvelt to Route 130; and Section 3 – Route 130 to the Arnold Palmer Regional Airport). In addition to commenters responding if they live or work in the area, they were also asked if they are in the area for any other reason. For Section 1, 4 commenters selected “other” and described themselves as a farmer, a business owner who runs his business from his home, a golfer that uses Norvelt Golf Club, and a person who attends regular meetings at the sewer office. For Section 2, one respondent selected “other” because they frequently travel along the existing corridor. For section 3, one person selected other and cited their concern for the cemeteries located along Route 2023.

Question 6 asked if respondents had any suggestions or comments regarding the project sections. The seventeen (17) respondents who replied ‘yes’ to the question provided suggestions or comments. The most common responses (3 comments each) regarded safety and questioned the relevance of the project. Comments specifically about Section 1 included concerns about grading, adding in the Turnpike interchange, and the proposed roundabouts. Comments about Section 2 involved concern about the cemeteries and farmland along Route 2023. The rest of the comments identified a need for additional information or suggested not improving the Route 981 alignment.

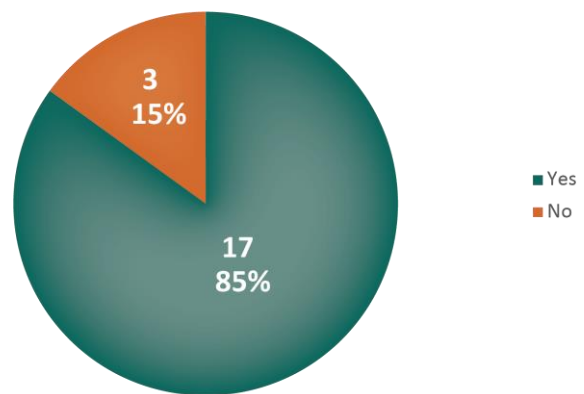
Questions 3-5:

How are you connected to the project area?



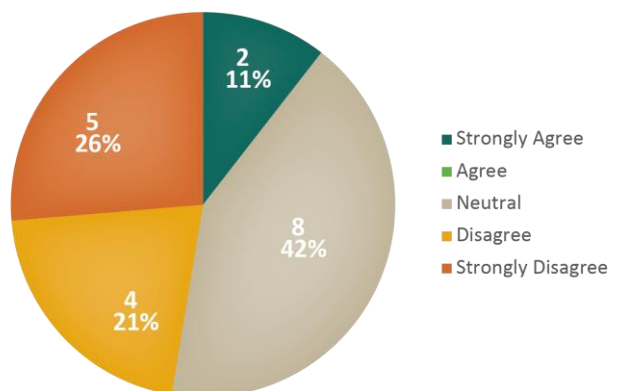
Question 6:

Do you have any suggestions or comments regarding the three project sections?



Question 7:

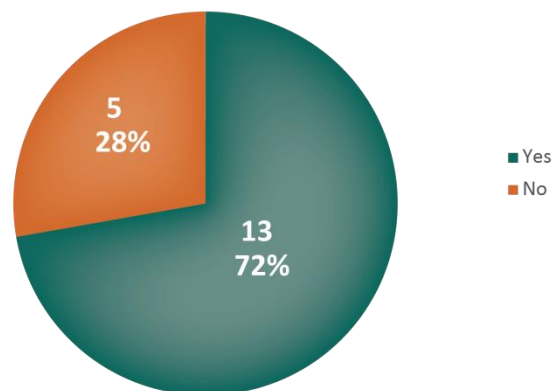
The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.



Question 7 asked respondents to rate how well the Draft Preferred Concept addresses their concerns for the project area. Forty-five percent (45%) said they either disagree or strongly disagree with the concept. Nearly the same percentage (42%) was neutral. Eleven percent (11%) respondents strongly agreed with the concept. In addition to the ratings, a common theme of the eleven (11) comments received was a request for additional information about how the area would be affected by the Preferred Concept. Additional comments included concern about the cemeteries along Route 2023, and a preference to use the street car line more in the improvements, and questioning the relevance of the project.

Question 8:

Do you have any suggestions for the Draft Preferred Improvement Concept?



Question 8 asked respondents if they had any suggestions for the overall improvement concept. Thirteen (13) respondents answered yes and twelve (12) provided comments with their answers. There was not a distinct set of common themes in the responses to this question. However, respondents cited concern about curves, safety, cemeteries, the intersection of Routes 981 and 819, potential pavement markings on the completed road, and farmland. Two commenters stated that the improvements are not needed and one suggested only improving the current Route 981 roadway. The final comment questioned why the sections were not divided evenly in the corridor.

Question 9 asked for any additional comments and eighteen (18) respondents provided comments. Three (3) comments expressed concern about the various roundabouts proposed and the recently built roundabout at the Arnold Palmer Regional Airport. Seven (7) comments expressed concern about construction disruptions and logistics and two (2) offered suggestions for improvements. The two suggested improvements included improving slopes along the road way and altering the proposed alignment to more closely follow the old trolley right-of-way. Two (2) comments expressed a dislike for the project with one comment specifically mentioning that the Turnpike interchange is unneeded and would bring too much traffic into the smaller communities. Two (2) respondents requested responses to their comments. Four (4) comments thanked the project team and expressed support for the overall project.

Overall, the comments received from respondents reflected a concern about personal property impacts and the need for additional information about the project before they form their final opinion.

VII. CONCLUSION

All meeting activities were concluded at 7:00 p.m. on Wednesday, July 26, 2017. This summary provides an accurate description of activities associated with the Public Officials Briefing and the Public Open House, the information shared and feedback received.

*Dana Sklack
Public Involvement Coordinator*

*Kenneth V. Rich
Senior Public Involvement Specialist*



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F: 412.922.6851
www.mccormicktaylor.com

VIII. APPENDIX

- A. Public Officials Sign-in Sheet
- B. Public Meeting Sign-in Sheet
- C. Public Officials PowerPoint Presentation
- D. Informational Handout
- E. Comment Form
- F. Meeting Displays
- G. Roll Plot Mapping Comments
- H. Comment Forms Received
- I. Comment Form Summary
- J. Additional Comments Received
 - a. At Meeting

APPENDIX A: PUBLIC OFFICIALS SIGN-IN SHEET

PUBLIC OFFICIALS BRIEFING

Wednesday, July 26, 2017

Norvelt Roosevelt Hall



Name	Organization	Job title	Address	Phone	Email
MIKE ROSAMBA	GLSD	DIRECTOR OF TEACHING & LEARNING	1816 Lincoln Ave Latrobe PA 15650	724-539-4208	michael.porsimble@glsd.us
BILL RICKER	PTC				
Daniel Carpenter	Westmoreland County	Asst Deputy Director	40 N Pennsylvania Ave 5th Floor, Suite 520 Greensburg, PA 15601	724-830-3768	dcarpen1@cc.westmoreland.pa.us
Dwaine Aruffo	MT Pleasant Twp	MPT Supervisor		724-423-5688	
Jack Rutkowski	MT Pleasant Twp	TWP Supervisor		724-423-4978	
HENRY G. FITZ	WESTMORELAND COUNTY	COUNTY ENGINEER	194 DUNDRAFF RD GREENSBURG, PA 15601	724-830-3966	hfitz@co.westmoreland.pa.us
Caprice Mills	MT Twp Mt Pleasant	Twp Sec		724-423-5653	
Dan Steff	Calumet Twp	Asst. Chief		724-675-7051	dansharley10@aol.com
John Turack	Penn State Extension Sweet Growth Partnership	Educator Exec. Director			
JEFF LANEY	MT. PLEASANT	Mgr.		724-547-6745	

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PUBLIC OFFICIALS BRIEFING

Wednesday, July 26, 2017

Norvelt Roosevelt Hall



Name	Organization	Job title	Address	Phone	Email
GREG McCloskey	WESTMORELAND COUNTY	DIRECTOR, PUBLIC WORKS	194 DENOMER RD. GREENSBURG	724-830-3955	gmcclosk@co.westmoreland, PA.US
TIM GABAUER	MT. PLEASANT AREA S.D.	SUPERINTENDENT	265 STATE STREET MT. PLEASANT, PA 15666	724-547-4100	tgabauer@compas.dinet
CLUCK ANWOLERS	WESTMORELAND COMMISSIONER			724 830 3015	
JOHN BACHTA	MT. PLEASANT VOL FIRE	CHIEF	PO BOX 504 PLEASANT VILLY 15676	724-640-4114	chief@pavfd.org
JASON RIGONE	WESTMORELAND COUNTY	DIRECTOR	40 N. PENNSY. AVE GRB, PA	724.830.3061	jrigone@co.westmoreland, PA.US
CYDÉ SANNER	CAUMONT VFD	FIRE CHIEF	473 HILLCROFTS RD CASTROBELL, PA 15201	7247085400	cyde.sanner@caumont.com
JACQUES HANSEAL	J.J. HANSEAL & SONS	PAWS.	1492 EY. 130 GRB, PA 15601	724-516-1166	J.J. Hanseal@comcast.net
JOHN F. MYLAND	UNION TWP SUPERVISOR		154 BEAUFORT COUNTY TRA LARSEN PA 15630 EXT 4015	724-539-2546 /	

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PUBLIC OFFICIALS BRIEFING

Wednesday, July 26, 2017

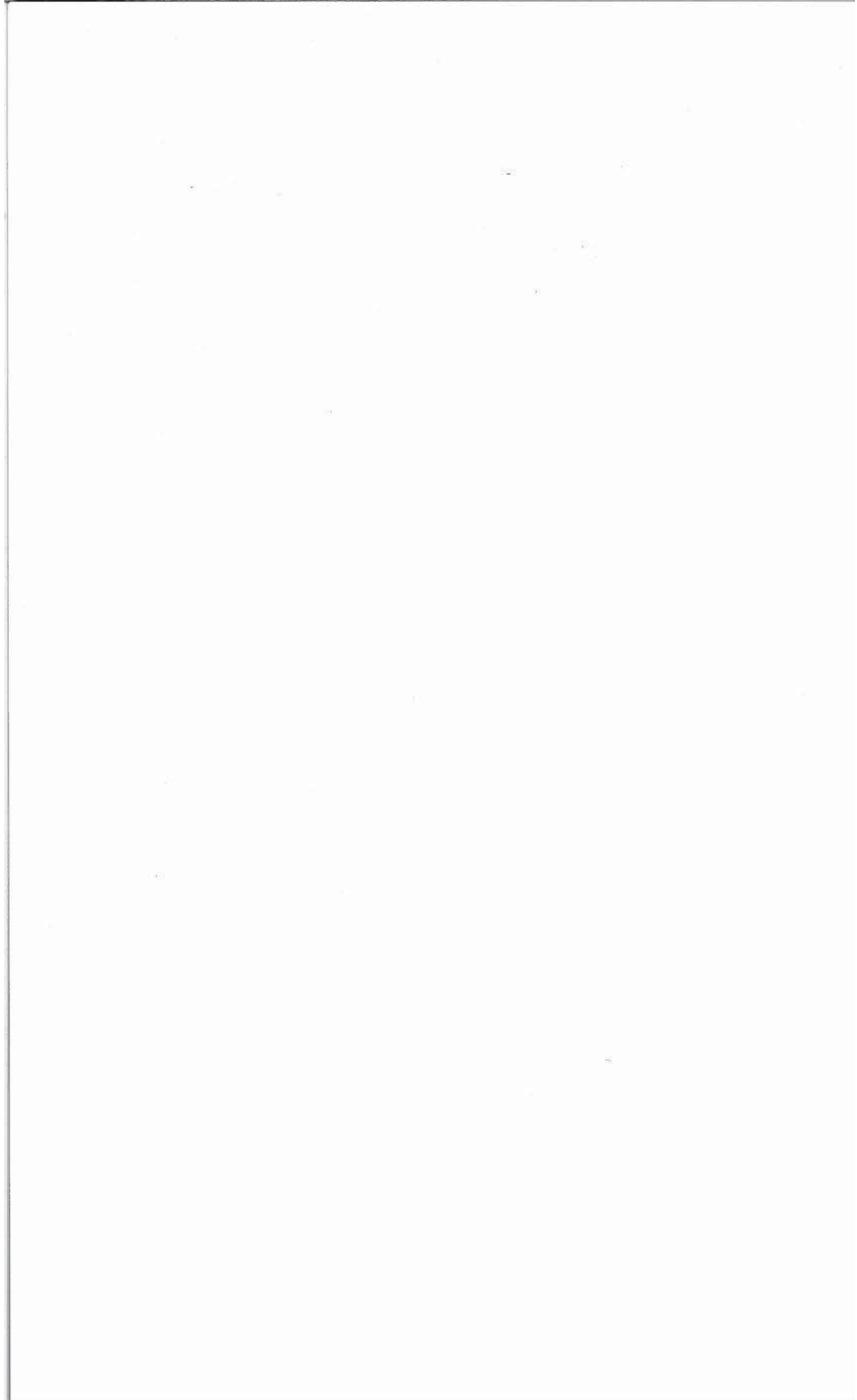
Norvelt Roosevelt Hall



Name	Organization	Job title	Address	Phone	Email
<i>Deann Ruff</i>	MOUNT PLEASANT SCHOOL	SCHOOL BUS & GROUNDS DIRECTOR	265 STATE ST MOUNT PLEASANT	724 547 4100	hruff@mpasd.net
<i>Malcolm Sims</i>	West Co. Parks & Rec.	DIRECTOR	194 DONOHED	724 830 3968	msims@westco.parks.pa.gov
<i>Rita Pura</i>	M.P. Twp.	SUPERVISOR	M.P.	724-423-5053	
<i>Gregory Luciani</i>	M.P. Borough	MAYOR	1 EITZE AVE.	724 640 4887	GLUCIAN@MPBOROUGH-PA.GOV

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APPENDIX B: PUBLIC MEETING SIGN-IN SHEET



PUBLIC OPEN HOUSE
Wednesday, July 26, 2017
Norvelt Roosevelt Hall



Name	Address	City	Zip	Phone	Email
Sheryl Good	364408 981	mt Pleasant	15666	724-423-7773	JHood@wpa.net
FERRY PAUL J	562 Bell Memorial Church Rd SR2223	LATROBE	15650	724, 423-8113	PSK@wpa.net
RIPPER diwda E.	854 Hecla Rd. Pleasant Mt.	mt. Pleasant	15666	724-423-8912	lindacellen@earthlink.net
Vincent S. Unerasky	842 Hecla Rd. Mt. Pleasant	mt. Pleasant	15666	724-423-8223	Unsy 4@zoom.pro.net
JOE TANDREIC H	122 WINDY HILL DR.				
Robert Albright	221 Lakeside Circle	mt Pleasant	15666		
Mari Albright	see above				
DON ORLANDO	300 FARMER PUNCHARD RD. LATROBE PA 15650	LATROBE PA	15650	724 805 2010	don.orlando@stvincen.edu
MARY LUDWIG	312 MORNINGSPIDE DR. LATROBE PA 15650	LATROBE	PA	724-331-6777	COOKM@wpa.net
Tim Hemminger	4536 RT 981	LATROBE	PA	724-423-3713	

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PUBLIC OPEN HOUSE
Wednesday, July 26, 2017
Norvelt Roosevelt Hall

Name	Address	City	Zip	Phone	Email
CHARLES WAGG	217 THOMAS ST NW PLEASANT	MT PLEASANT	15666	724-386-8886	charles714@comcast.net
Cleon Tarris	507 New Haven Dr.	Gly	15601	724-838-7155	gatarros@comcast.net
Nicki Nagay	635 Hecla Rd	MT Pleasant	15666	724-244-3137	damaine@comcast.net
Frank & Ed Kowalski	Box 151 Norvelt Pa		15674	724-423-4877	LB17202000internet.net
Mike & Lori Chavone	3859 State Rt 981	MT Pleasant	15666	724-483-1228	mtchavone5@gmail.com
W. Martin Keck	363 Bell Memorial Church Rd	Letrobe	15650	—	—
Kirk Kumbough	130 Hecla Rd Mt Pleasant		15666	724-309-6063	
Kimberly Rusker					kpr82292@yahoo.com
David Jordan	199 Dutch Hill Rd, Letro	Letro	15650	724-424-9557	cdj1149@gmail.com
Richard Yubas	1651 Kecksbough Rd	MT Pleasant	15666		

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PUBLIC OPEN HOUSE

Wednesday, July 26, 2017

Norvelt Roosevelt Hall

Name	Address	City	Zip	Phone	Email
Sarah Kinmer	1261 W Laurel Cir Norvelt Pleasant PA 15666	Norvelt Pleasant	15666	724-423-1225	sikinmer@hotmail.com
Paula Roma	381 Hill Church Rd	Latrobe	15650		
Gina Rudisade DeMarathon	342 Hill Church Rd	Latrobe	15650		hilltopexp@msn.com
Richard Eileen Stoner	232 Anna Goodman Rd Latrobe 15650	Latrobe	15650	724-424-6409	reistone@aol.com
Lauren Hill	1055 1st St. Latrobe	Latrobe	15650	724-787-6333	lahill117@gmail.com
Don Scott	295 Reservoir Road	MP	15666		
Blaire Kinmer	156 Thunder Hill	MP	11		
Kim Jacobs / John W. Gray	3811 St. Route 981	MP	15666	724-423-3127	
Tamie Goldish	3174 State Route 981	MP Pleasant	15666	724-201-4128	

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PUBLIC OPEN HOUSE
Wednesday, July 26, 2017
Norvelt Roosevelt Hall

Name	Address	City	Zip	Phone	Email
Merle E Causey	3852 State Route 981	Mt. Pleasant	15444	724-963-5104	
me + wes Dennis Vickersky	Norvelt		15670		
Rich Bokansky	616 Shannon Dr MT Pleasant				
Mark, Amy + Jordan Werner	331 Mt Churches Rd.	Letroke	15650	724-424-8998	
Margaret Esler	Westmoreland Public Safety			724 600 7305	
Kevin Socho	5034 Pleasantburg Rd	Letroke	1850		
Mark + Regan Dwyer	113 Windyhill Drive	Mt Pleasant	15666	724-423-2524	
TOM MCCORMICK	816 SHANNON WAY	MOUNT PLEASANT	15466	724-423-2587	
V L	116 MONTGOMERY DR	MT	15666	724-650-2440	
Paulette Svak	255 Lakeside Circle	Mt Pleasant	15666		

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PUBLIC OPEN HOUSE
Wednesday, July 26, 2017
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Name	Address	City	Zip	Phone	Email
Fosbrink	Calumet				
Chuck Insuveno	SPC				
GREG Kithae	TRATHGEN				
MARY MCCORMICK	NORVELT				
Elmaka	Calumet				
Nate Korman	Norvelt				
Randy Sivak	NORVELT				
Rob Waller	Tuevaper				
T. J. Santa	Norvelt				
Paul Santa	Norvelt				

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Name	Address	City	Zip	Phone	Email
Jason Hurst	109 Marilla Pl.	Mt Pleasant Pa	15666		
Chris & Cary Jels	102 Windy Hill Dr	Mt Pleasant	15060		
St. Steven	263 Reservoir Road	Mt Pleasant	15666		
Jeffrey & Rump Meryn	107 Bingham Rd	Lebanon Pa Pensauit Lebanon			
Jan Gert	2048 Rt. 130 P.O. Box 106		15676		
Ron Turkey	3788 Rt 901	MP	15066		
Karen Firestone	790 N. Church St	MP	15666		
Michael Hozz	790 N Church St	MP	15666		
Meg Casso	117 Mellington Ln	MP	15666		
Joe & Jean	1276 Fox Run Rd	MP	15666		

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PUBLIC OPEN HOUSE

Wednesday, July 26, 2017

Norvelt Roosevelt Hall

Name	Address	City	Zip	Phone	Email
Dennis Mizek	2831 RT 982	Mt. Pleasant	15666		
Donald J. Jason	143 Astor	Mt. Pleasant	15666		
Don Lucas	114 Macleod Place	Mt. Pleasant	15666		
Koranne Kniel	1592E Laurelville -	Mt. Pleasant	15666		
Steve Seivick	136 Wyndford Dr	MT. P	15666	412-589-3188	
Corinne Baker	1530 E. Laurel Cir.	Mt. Pleasant	15666		
Caleb Baker	↓	↓	↓	↓	
Jim Pengaman	21168 Route 130	Latrobe	PA	15650 7247870762	plantman@wpa.net
Bob Mizek	164 County Road Rd1	Mt. Pleasant	PA	15666	R Mizek@wpa.net
Bruce Shirey	831 Youngstown Ridge Rd	Latrobe	PA	15650	

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PUBLIC OPEN HOUSE
Wednesday, July 26, 2017
Norvelt Roosevelt Hall

Name	Address	City	Zip	Phone	Email
Steve & Tammie Foster	808 Hill Churches Rd	Latrobe	PA	724-337-6764	jensen7@upc.net
Lorne & Randy Burkhardt	120 Mulling Lane	Latrobe	PA	724-423-8803	lbickers19@att.net
John Wagle	471 Hill Churches Rd	Latrobe	Pa	724-423-2246	
Arac & Janyet	239 Jackson-Crichton Rd	Latrobe	PA	724-423-7162	
Robbie Walker	331 Rose Court N	Latrobe	PA	724-984-4656	
Donald P. Jersom	139 Astor Drive	Latrobe	PA	724-423-4479	
Ed Hunt	111 Deeds Rd	Latrobe	PA	724-423-5993	
Keth Howard	108 Hoversuckle	Latrobe	PA	724-834-8034	
Tim & Sue Brann-Hoover	117 Stevens Road	Latrobe	PA	—	
William G. Shoff	1777 State Route 130	Latrobe	PA	724-423-6463	Shoff R. D. Co. PA, NY

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Name	Address	City	Zip	Phone	Email
Richard Snyder	1225 Fox Run Rd	Mt Pleasant	15666	724-547-2134	
Nathaniel Stauffer	2924 Rt 31	Acme	15610	724 423 4768	
Matthew Jerson	143 Aster Drive	Mt. Pleasant	15666	724-552-6539	mjerson@zoominternet.net
Thomas Darr	Box 178 1241 W. LAUREL CIR.	NORVELT	15774	724-423-6534	
Amy Mineord	41156th Route 981 Mt. Pleasant PA 15666	Mt. Pleasant Calumet	15666		
Sheila Shultz	4331 route 981 Mt. Pleasant, Pa. 15666	Mt. Pleasant	15666		jasshultz@hotmail.com
David M. Mizikar	144 COUNTY PARK RD H	MT PLEASANT	15666	724 423 5707	dmizikar@verizon.net
Donald Blackman	582a BELLMEAD AVE CURUCA RD	LATROBE	15650	724.423.6603	
Dante's Barron	5165 CARPENTERS RD MT Pleasant	MT Pleasant	15666	724-689-2480	
Nosh Stoltz	355 Holly Place Mt Pleasant PA 15666	Mt Pleasant	15666	717-575-0193	

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Name	Address	City	Zip	Phone	Email
DANIELA EMANUEL	4110 State Rte 981	MT. Pleasant	15666		demanuel55@gmail.com
EUGENE FORBES	105 ASTER DR	MT. Pleasant	15666		emf618@zoominternet.net
EUGENE RATH	769 N. CHERCH ST	MT. Pleasant	15666		ejpens66@zoominternet.net
Ann Garboda	222 LARKSPUR Cir.	MT Pleasant	15666		
Paula Patterson	788 Blacksmith Rd	MT Pleasant	15666		ipaula@zoominternet.net
Tom Evans	2390 Rt 130	hathale	15650		
Debbie Johnson	388 Holly Lane	MT Pleasant	15666		
W. A. LONG	2537 Rt #130	hathale	15650		
Bill McLaughlin	111 Baker Rd	MT. Pleasant	15666		billmclaughlin@gmail.com
Daniel Carty Mice	4218 Rte 981	MT Pleasant	15666		

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Name	Address	City	Zip	Phone	Email
Brenda Dravets	104 Jasmine Lane	Mt Pleasant		412.558.6402	
Taane Krynicki	3629 Route 981	Mt Pleasant	15666	724.483-5454	
Richard Frey	750 N. Durbin St.	Mt. Pleasant	15666	724.204.4190	
Ken Busong	103 Tazas Dr	Greensburg	15601	724-830-9988	
Jim & Diane Spitzmyer	244 NEIDERHISER RD.	MT. PLEASANT	15666	724-483-3308	
Ed & Donna	Rt 152 Lincoln Pa	Box 63 United Pa		724 423-2628	
Fred L Stefl	2205 MT. Plea. Gbg. R.D.	Mt Pleasant	15689	724-423-2828	
Don Gore	208 Holly Place		15664	724-423-8795	
KAREL VARIO NEK	115 MULLEN LN	LATROBE MOUNT PLEASANT	15650	724-423-2445	KLVARIOUS@AOL.COM
KARRY YANETSKY	4119 STATE ROUTE 981		15666	724 423-1344	

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Name	Address	City	Zip	Phone	Email
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Butch & Sandy Leonard	100 Phillips Rd.	Lutrope Pleasant Unity	15650	724-610-2308	
William Veachock	314 Weavers Rd Gbg. PA	15601		727 309 0853	
Georgia Davis	3290 Reut 481 MT Pleasant	15666		724-925-9254	
Paula Ruback	7817 State Route 819	MT Pleasant	15666	724 547 2424	
Arlene Hohman	203 Holly Place	MT Pleasant	15666	724-473-6645	
RUTH PRAH	285 BELMONT RD. CH. RD	LUTROPE	15660	724-423-2940	
Margaret Depto	279 Bell Manor Rd	Lutrope	15650	724-423-3085	
Janna Barhart	E. Laurel Circle	Int Pleasant	15666		
Barbara Iwoniec	485 Moccasin Hollow Rd	MT Pleasant	15666	723-4305	

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Name	Address	City	Zip	Phone	Email
Rebecca V. Andrus	131 Starbom Villa Ln. #315 Greensburg, PA 15601		7	724-787-7780	
B. Mashrovi	15666				
B. Wether	15683				
Dot & Jimi Miller	15601 6bg	6bg	15601		
Jay Hoyer	145 Trauger Rd Latrobe 15650		15650		
Steve, Kari Manges	307 Lawrence Ct. Pleasant Unity, PA 15616		15616	724-424-9385	manges14@yahoo.com
Jerome Yaster	PO Box 201 Norvelt	Norvelt	15614	724 4237509	Yaster@zcom.net
David Urban	131 Holly Place	Mt Pleasant	15666	724-423-5816	
MICHAEL PREDATORA	3329 SR 981	MT PLEASANT		724 516 3947	
Neeraj Patel	804 Holly Place	Mt Pleasant	15666	724 423 3722	

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Name	Address	City	Zip	Phone	Email
Bruce Kline	3730 Rt. 951 Mt. Pleasant Pa.	Mt. Pleasant	15666	724-424-1566	
Debra Jotts	4436 Rt. 981 LATROBE PA		15658	724-423-6524	menymoumooz@zoominternet.net
Kathleen Actz	36 Fitzh	Obg	15650	-	
Candy Hoffer	145 Trauger Rd.	Lahola	15650		candise@zoominternet.net
Wyatt Stacker Hagerthy	4146 Rt 981 Mt Pleasant	Mt Pleasant	15666	724-423-7727	
Mike Kersa	1222 V. Village Road	MP	15644		
Jordan Frei	2230 Mt Pleasant Rd	MP	15666	724-423-6503	frei@opahouse.org
Gregg Sichelz	364 Hella Rd	MP	15666	724-424-2662	csichelz@Yahoo.com
Russ Schwartz	5071 Rt 981 LATROBE PA	LATROBE	15650	724 834-2128	RSchwartz@Comcast.net
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Name	Address	City	Zip	Phone	Email
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Diana Vance	209 Holly Pl. 2099 Pleasant Rd	MT. PLEASANT	15666	724 423-2602	
Richard S Barnhart	115 Daisy Ln PO Box 56	Norvelt PA	15674	(724) 423-4023	
Mary A. Lukacs	4442 Ste. Rte. 981	Kotabe	15250		
Rev. David Green	2339 Mt Pleasant Rd	Mt PLENS	15666	724-423-3200	
Kenneth Munk	924 Pleasantville Rd	Mt Pleasant	15666	724-423-6935	
Elly Hill	1007 15th St	Kotabe	15650	724 423 3487	elly.hill@yahoo.com
Mark Linden	1692 Wecksburg Road	MT PLENS	15666	724-424-2988	
Shirley Stoltz	144 Frederick Rd	Mt Pleasant	15666	724-423-3793	
Jill Sarver	780 North Chancet	Mt Pleasant	15666	724-517-6675	

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RaeB McMillen	1004 LINDSEY ST, MTROSE		15650	724-539-8562	RABER, MCMILLEN @ GIBSON-THOMAS.COM
Judy Karchinck	4007 Rt. 981	Mt. Pleasant	15666	724-423-5779	
Henry Harbe	3336 ST R 981	Mt Pleasant	15666	724-597-0912	
Jinda Campbell	1554 E Laurel Circle	Mt Pl	15666	724-423-8776	
Don Duff	3914 Rt 981 B	Mt. Pl	15666	724-309-4454	Overdorf@choffman.com
Maureen Puckas	5107 Shady Ln	Acme	15610	724-957-5111	
Gary Summy	1608 Hill Church's Rd MT PLEASANT PA	Mt. Pleasant	15666	724-424-5362	
William A. Weaver	2389 MT. PLEASANT RD 15666	"	15664	724-423-5572	
Edward Kontar	745 Andrews Road Rd	Mt Pleasant	15666	724-945-1644	

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Rick Kuhn	1229 V. Doye Rd.	Belmont	15666	724-423-7297	
Bob & Jin Puskas	3674 St Rt. 981	Mt Pleasant	15666	724-483-6548	umpuskar@gmail.com
James Domagala	3192 Route 981	Mt Pleasant	15666	724-547-5394	thomasdomagala@aol.com
Doug Shaffer	1109 W Laurel Cir	Mt Pleasant	15666	724-875-7748	DSHAFF24@hotmail.com
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Karen Stef	3445 Route 981	Mt. Pleasant	15666	724-547-2119	kshooklad4@gmail.com
Rosemary Mikolich	857 Wistymeadow Rd	Mt. Pleasant	15666	724-547-2341	carrie.stuart@gmail.com

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Deborah Waller	183 Butch Hill Rd	Katona	15650	924-423-7112	rwaller@zoominternet.net
Mike Thomas Sr	4286 STATE ROUTE 981	MT, Pleasant	15666	724-610-6335	
Michael Urban	1534 East Laurel Cnls	Mt Pleasant	15666	724-658-6232	mike-urban1534@yahoo.com
Doug Howard	837 Holly Place	MT Pleasant	15666	724-640-4193	
Douglas	160 H H Church Bg	Mt Pleasant	15666	724-433-1777	
Larry Forsyth	2010 Deacon Drive	Luttrell	15651		
Don V. Foster	116 Shindley Rd	Hbg	15601	724-423-564	
Joe Foster	416 Berlin Rd	Katona	15679	724-640-7855	
David Shumaker	159 Schwartz Dr	Katona	15651	724-423-7112	

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Jeff Himble	Truvel - Kenner			724-420-6264	jhimble@truvel.com
Melmas Terry Sherbondy	1450124 Hick Rd	LATHROP	15650	724-423-5796	jsherbondy@yehoo.com
Patty Spisak	164 Dutch Hill RD	LATHROP	15650	724-423-2256	SpisakPatty@yahoo.com
Glenn Pitzer	3730 981	Norvelt	15674	724-423-5300	topoilco@yahoo.com
Cole Kelley Geary	4092 981	MP	15666	724-423-8412	kelly-geary@hotmail.com
Chuck Wang Bryan	259 Lakeside Circle	MD	15666	724-423-4735	calbryan54@aol.net
Jimmy Hantz	106 Astor Dr.	Mt. Pleasant	15666	724-844-1592	jimmy.hantz@gmail.com
Franklin L. Stuck	121 Woodlawn Dr	Mt. Pleasant	PA	724-925-2519	
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Michelle Meadway	255 Thomas St	MD / Laurel	15666	724-672-6431	michelle.meadway@gmail.com
Chet Stutzfus	177 Springertown Rd	MD / Pleasant	15666	724-434-9520	
Mike Rutz Johnson	7206 Stetler St 819 MT	MT / Blount	15666	724-454-7930	
Mark Gussel	103 Poppy Dr	MD /	15666		
William J Skult	322 Sandworks Dr	Honkuz	15659	724-640-5486	
Stephen J. Urbau	183 Lilacwood	Norvelt	15679	724-433-4337	
Maureen Sagar	1207 Spindle St	LAUREL	15650		mo7890@gmail.com
Rosemary Bayou	4450 Route 981 - TROVER	LAUREL	15658		T.K. ROSE @ ZOOM INFORMATION
David Henrich	223 N. Cicely Rd	LAUREL	15658	724-398-2308	DAVID@rooseveltconstruction.com

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Name	Address	City	Zip	Phone	Email
Mary Jane Simpson	3656 Rt. 981 Mt Pleasant	Mt Pleasant	15666	724-423-6213	mssnapshot@gmail.com
John Coleman	3293 Rt 981	M.P.	15666	724-547-9885	
Jim E. Meyer	172 Sweetley Creek Rd	Norvelt	15674	724-423-7103	
Charles Lambert	1416 Pleasant Val. R.D.	Mt. PLEASANT	15666	724-547-6524	
Dave Reno	246 MAKSON CRUCE	Mt Pleasant	15666	724-875-2293	Dave Reno 6733@yahoo.com
David H. H. H.	122 Rockwell Drive	Norvelt	15644	724-583-2461	
Donald Vanderhaeghe					
Maria J.	113 Windy Hill Drive	Mt. Pleasant	15666	724-423-2564	maria248@gmail.com
Ann Lougner	359 Marquette Rd	Carbide	15650		ajhau1ng1@yahoo.com
John P. P. P. Bonnie P. P. P.	Box 22	Norvelt	15674		

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APPENDIX C: PUBLIC OFFICIALS POWERPOINT PRESENTATION



FEASIBILITY STUDY RESULTS

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.

FEASIBILITY STUDY RESULTS

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.

FEASIBILITY STUDY RESULTS



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.

FEASIBILITY STUDY RESULTS



ALTERNATIVES ANALYSIS

LATE 2016 TO NOW

- 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 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

FEASIBILITY STUDY RESULTS

LAUREL VALLEY
TRANSPORTATION IMPROVEMENT PROJECT

PUBLIC INVOLVEMENT DURING THE FEASIBILITY STUDY

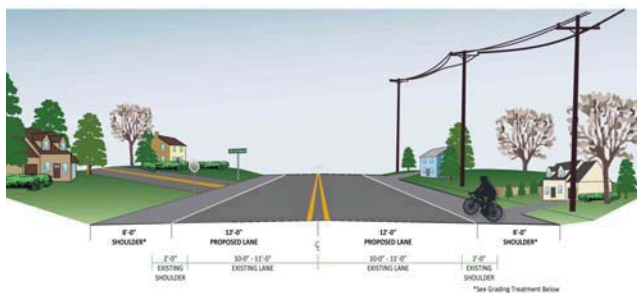
KeyS Meeting #4	February 14, 2017
Public Meeting #2	November 9, 2016
KeyS Meeting #3	October 14, 2016
KeyS Meeting #2	October 3, 2016
Economic Exchange Day	April 14, 2016
Public Meeting #1	February 25, 2016
KeyS Meeting #1	October 1, 2015



FEASIBILITY STUDY RESULTS

LAUREL VALLEY
TRANSPORTATION IMPROVEMENT PROJECT

- Wider 12-ft travel lanes
- Wider 8-ft shoulders
- Curves and grades improved throughout corridor
- Design Speed = 45 mph
- Typical designed to fit-in with existing community



(Not to Scale)
*This is a representative typical section that will be refined during Preliminary Engineering.

DRAFT PREFERRED IMPROVEMENT CONCEPT



- Combines the best parts of the previously studied four Concepts, based on community feedback and minimizing impacts
 - Least amount of private property impacts
 - Lowest impact to public utilities
 - Minimizes impacts to sensitive environmental features
 - Considered community concerns
- Creates a consolidated and safer approach to access points and access management along corridor
- Provides a greater opportunity to direct land use throughout the corridor along non-built up areas
- Reduces temporary impacts to local traffic during construction of proposed improvements

PRELIMINARY ENGINEERING



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

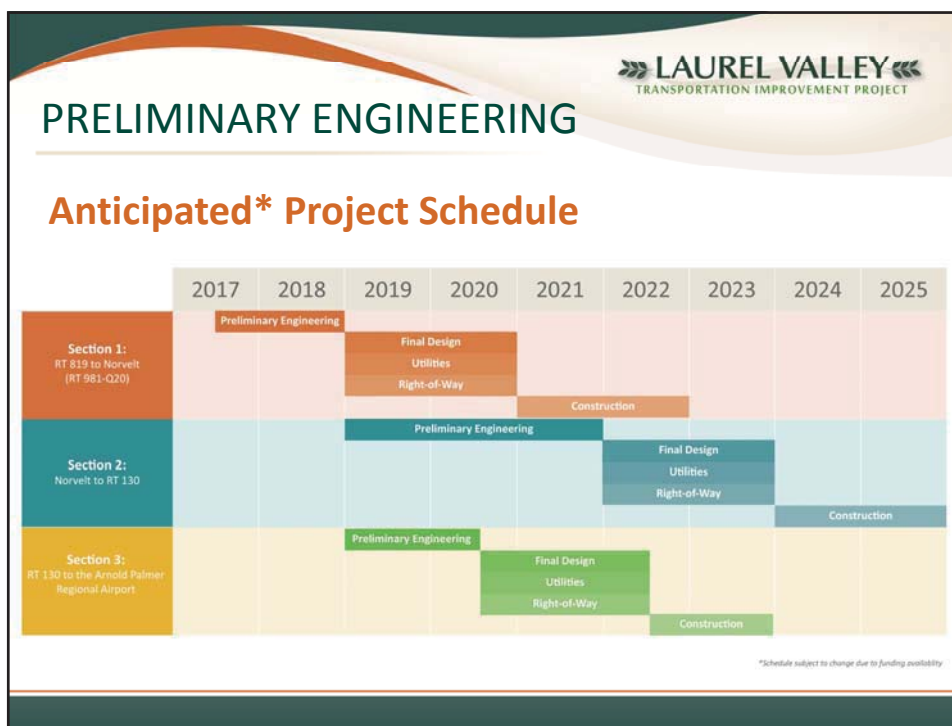
This essentially means that the horizontal and vertical geometry, and roadway typical section is approved during Preliminary Engineering Phase.

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 on new location or involve an existing or heavily traveled urban corridor, can have substantial environmental or community impacts and can require 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.

^{*} 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?).



LAUREL VALLEY
TRANSPORTATION IMPROVEMENT PROJECT

PRELIMINARY ENGINEERING

Future Public Involvement

PennDOT would like to thank everyone who participated in the Feasibility Study phase of the Laurel Valley Transportation Improvement Project (LVTIP). Public Involvement will continue to play an important role in the continued development of the LVTIP.

KeyS Committee




Public Meetings




Project Website




Land Use & Planning




PRELIMINARY ENGINEERING

What is Section 106?

Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of projects on historic and archaeological resources. The Section 106 Process seeks to accommodate historic preservation concerns with the needs of Federal projects through consultation among parties with an interest in the effects of the project on historic and archaeological resources. The goal of Section 106 is to identify historic and archaeological resources potentially affected by the project, assess the effects, and seek ways to avoid, minimize or mitigate any adverse effects on these resources.

Reference: Federal Register, Volume 64, No. 95 - Title 36, Chapter VIII, Part 800

WHAT IS A CONSULTING PARTY?

Certain individuals and organizations with a demonstrated interest in the project may participate as a Consulting Party due to the nature of their legal or economic relation to the project or affected properties, or their concern with the project's effects on historic properties.

HOW DO YOU BECOME A CONSULTING PARTY?

Interested individuals or organizations may submit in writing a request to become a Consulting Party to PennDOT District 12-0, describing their relevance or interest to the project. These requests will be evaluated by the Federal agencies in concurrence with the State Historic Preservation Officer (SHPO) and the appropriate Tribal Historic Preservation Officer (THPO). If approved, the individual or organization will become a Consulting Party to the Section 106 Process.

STAY CONNECTED



VISIT THE PROJECT WEBSITE

- Join the Project Mailing List
- Review and download the Public Open House displays and complete the online Comment Form.
- Watch the Project Video
- Contact the Project Team with questions
- Stay connected!

www.laurelvalleyproject.com



APPENDIX D: INFORMATIONAL HANDOUT

Meet the Team

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Project Manager
PennDOT Engineering District 12-0
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tpritts@pa.gov

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KEN RICH

**Senior Public Involvement
Specialist/Facilitator**
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McCormick Taylor
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Pittsburgh, PA 15205
412.922.6880



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

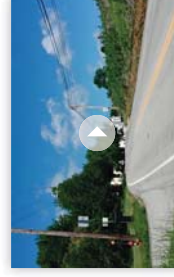
PUBLIC INVOLVEMENT TO DATE

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



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

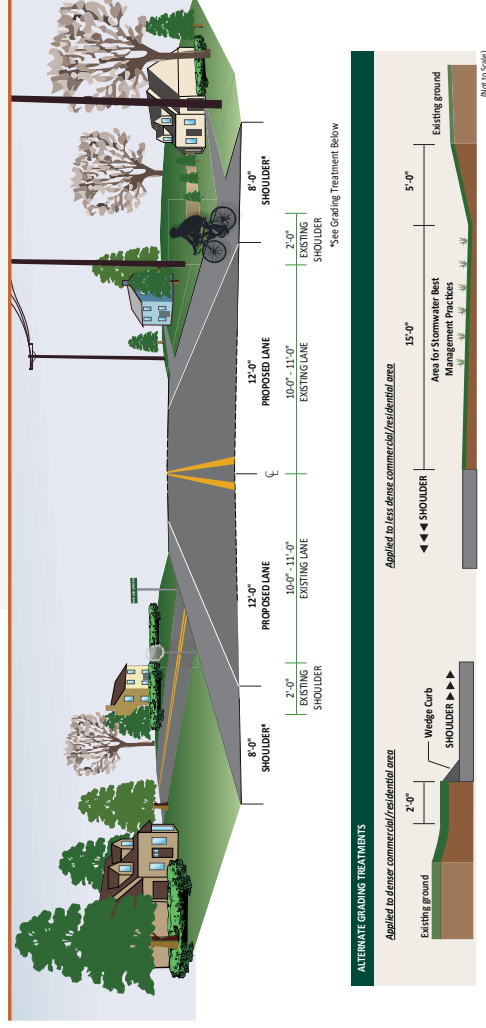
Table Top mapping of the Draft Preferred Improvement Concept will be available for questions and comments.

STATION 5: INTRODUCTION TO PRELIMINARY ENGINEERING

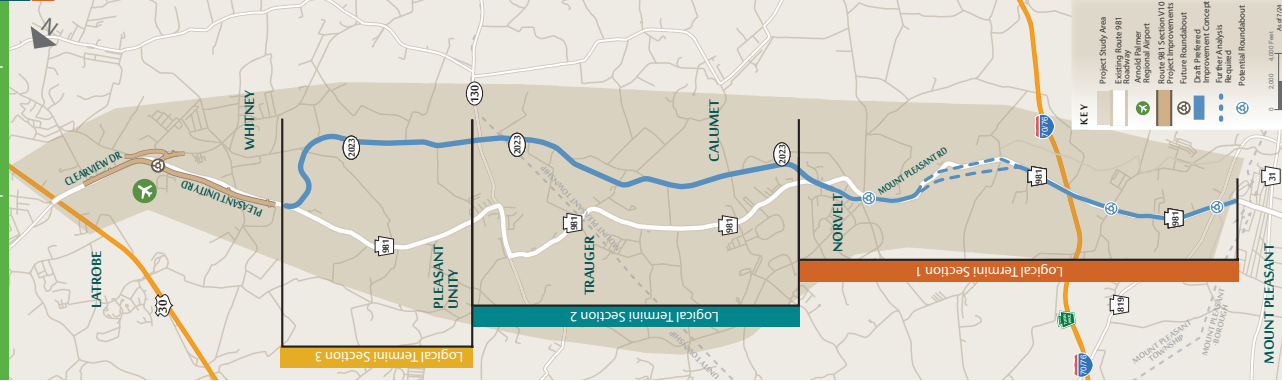
This Preliminary Engineering process will be introduced and explained.

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.



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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 Airport, 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 Airport. Near the Airport, 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						
Section 2: Norvelt to RT 130			Preliminary Engineering		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?).

APPENDIX E: COMMENT FORM

Thank you for your Feedback!

Please return this form to the box provided at Station 6. For your convenience, you may also complete the form at home and mail it to the Study Team or complete the comment form electronically at: www.surveymonkey.com/r/LaurelValleyPM3.



Mail Completed Form

Please fold on the line below before taping it closed and adding a stamp. If you have filled out additional sheets to include with your comment form, please place all items in a sealed envelope and mail to the address below.



Review Meeting Materials

Information displayed at this open house, including this comment form, is available for review and completion online at: www.laurelvalleyproject.com/publicmeeting.

All comments received by Wednesday, August 9, 2017 will be incorporated into the public record for this public open house.



(Please fold here and secure the bottom with tape)

McCormick Taylor
1000 Omega Drive
Suite 1550
Pittsburgh, PA 15205

Place
stamp
here

Attn: Laurel Valley Transportation Improvement Project

McCormick Taylor
1000 Omega Drive, Suite 1550
Pittsburgh, PA 15205



COMMENT FORM

Opportunities to Comment



Participate Online

For your convenience, you may complete the comment form electronically at: www.surveymonkey.com/r/LaurelValleyPM3



Complete Now

Complete and deposit the comment form in the box provided at **Station 6**



Mail Completed Form

Complete the form at home and mail it to the Study Team at the address on the reverse side by **August 9, 2017**.

Introduce yourself to the Project Team: *(Optional)*

☐ Please add me to the project mailing list!

Name: _____

Address: _____

Phone Number: _____

Email: _____

How did you hear about this meeting?

☐

Email

☐

Newspaper Ad

☐

Word of Mouth

☐

Mail

☐

Newspaper Article

☐

Other

Open House (Public Meeting #3)

APPENDIX F: MEETING DISPLAYS

STATION 1

Welcome to the Public Open House



STATION 2

Project Video

STATION 3

Feasibility Study Results

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.

FEASIBILITY STUDY SUMMARY

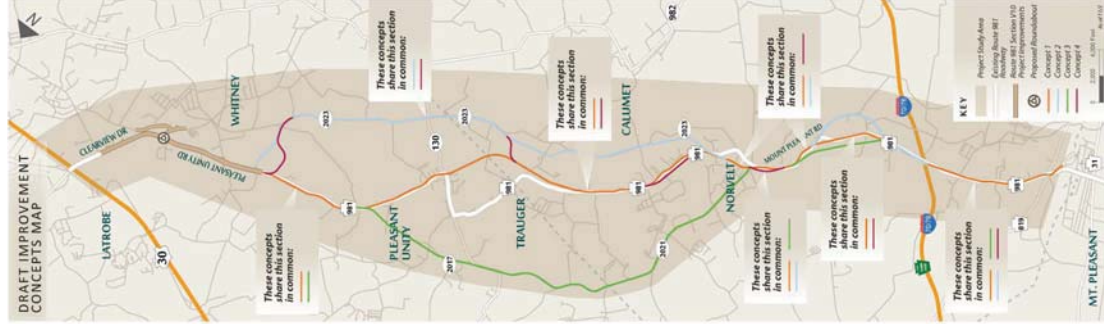
TRAFFIC OPERATIONS ANALYSIS

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.

FEASIBILITY STUDY SUMMARY



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.

FEASIBILITY STUDY SUMMARY

ALTERNATIVES ANALYSIS

LATE 2016 TO NOW

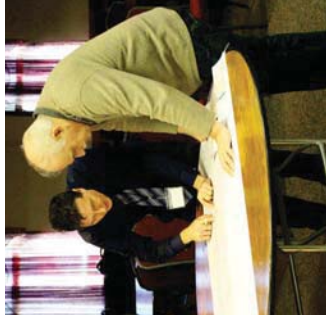
- Analysis of the developed Concepts included: how the Concepts meet the needs, how the Concepts will improve traffic conditions, an evaluation of potential environmental and community impacts, and public input.
- During the Alternatives Analysis, based partly on impacts and public input, the Concepts 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 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



FEASIBILITY STUDY SUMMARY

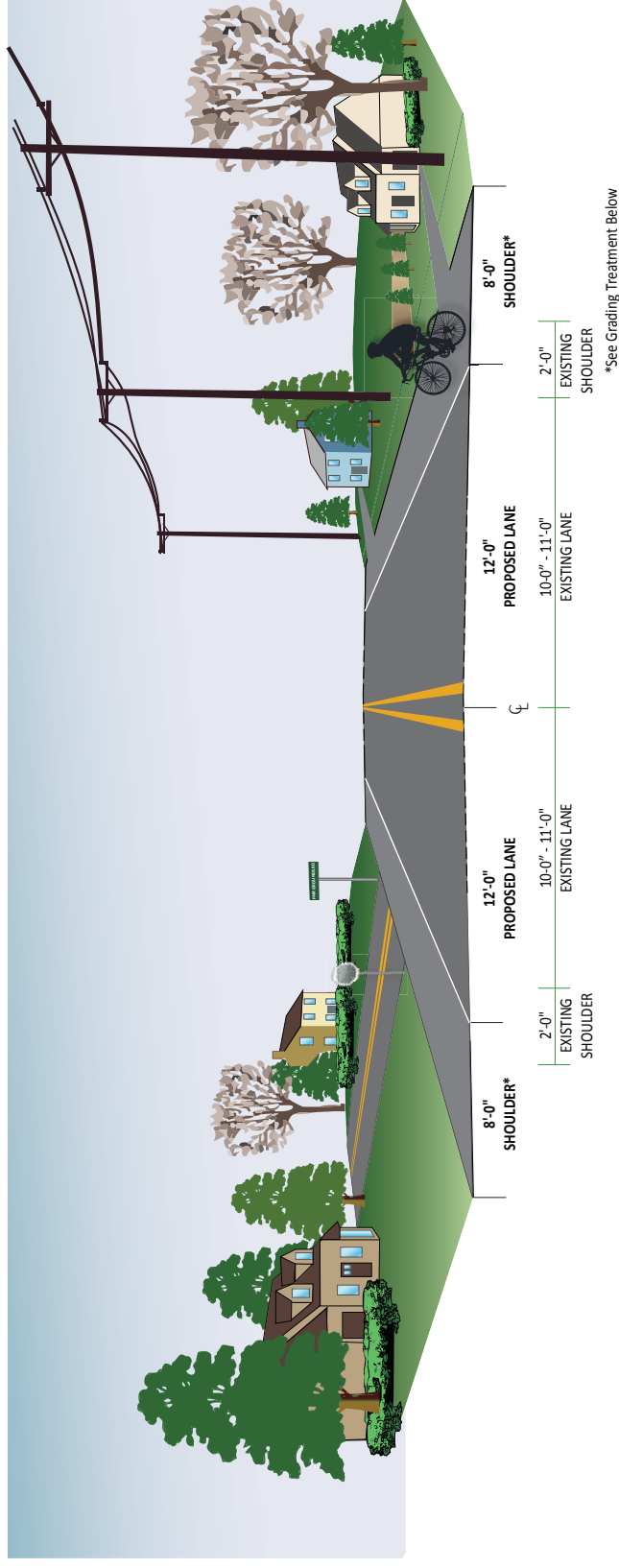
PUBLIC INVOLVEMENT DURING THE FEASIBILITY STUDY

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



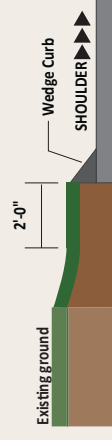
FUTURE TYPICAL SECTION

- Wider 12-ft travel lanes
- Wider 8-ft shoulders
- Curves and grades improved throughout corridor
- Design Speed = 45 mph
- Typical designed to fit-in with existing community

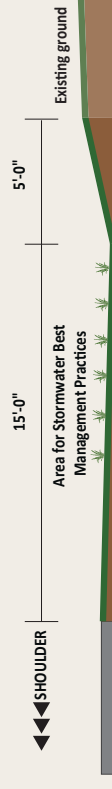


ALTERNATE GRADING TREATMENTS

Applied to denser commercial/residential area



Applied to less dense commercial/residential area



(Not to Scale)

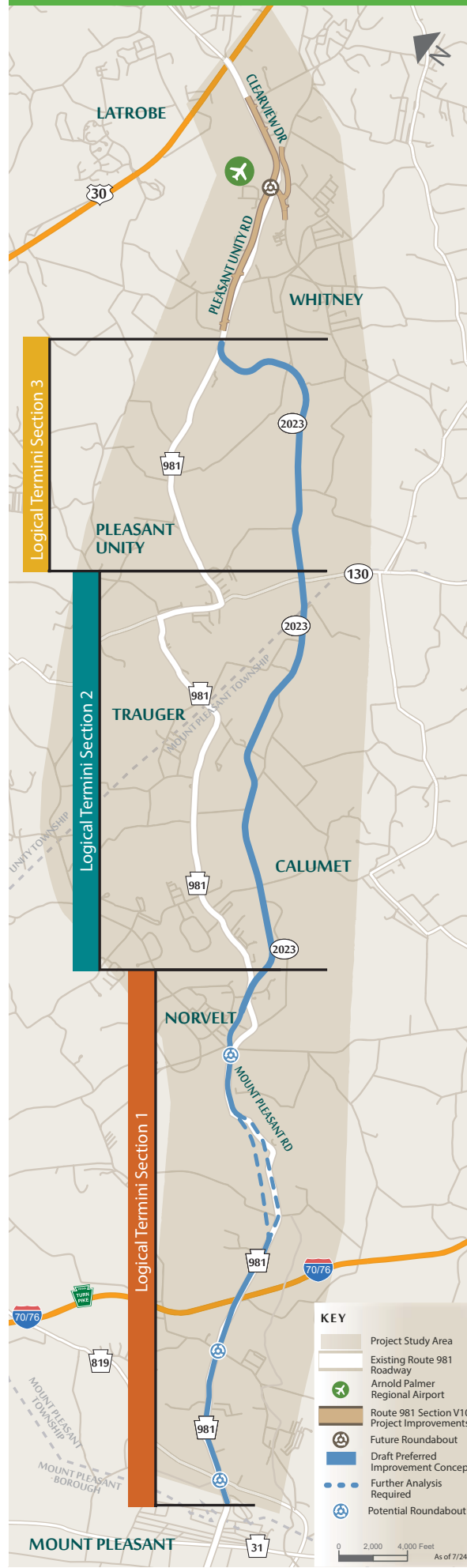
*This is a representative typical section that will be refined during Preliminary Engineering.



STATION 4

*Draft Preferred
Improvement Concept*

Draft Preferred Improvement Concept



HOW WAS THE DRAFT PREFERRED IMPROVEMENT CONCEPT SELECTED?

- Combines the best parts of the previously studied four Concepts, based on community feedback and minimizing impacts
 - Least amount of private property impacts
 - Lowest impact to public utilities
 - Minimizes impacts to sensitive environmental features
 - Considered community concerns
- Creates a consolidated and safer approach to access points and access management along corridor
- Provides a greater opportunity to direct land use throughout the corridor along non-built up areas
- Reduces temporary impacts to local traffic during construction of proposed improvements

STATION 5



Introduction to Preliminary Engineering

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 on new location or involve an existing or heavily traveled urban corridor, can have substantial environmental or community impacts and can require 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.

* 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?).

ANTICIPATED* PROJECT SCHEDULE

	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				

*Schedule subject to change due to funding availability



pennsylvania
DEPARTMENT OF TRANSPORTATION



**Federal Highway
Administration**

US Department of Transportation

FUTURE PUBLIC INVOLVEMENT

PennDOT would like to thank everyone who participated in the Feasibility Study phase of the Laurel Valley Transportation Improvement Project (LVTIP). Public Involvement will continue to play an important role in the continued development of the LVTIP.

KeyS Committee



Public Meetings



Project Website



Land Use & Planning



WHAT IS SECTION 106?

Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of projects on historic and archaeological resources. The Section 106 Process seeks to accommodate historic preservation concerns with the needs of Federal projects through consultation among parties with an interest in the effects of the project on historic and archaeological resources. The goal of Section 106 is to identify historic and archaeological resources potentially affected by the project, assess the effects, and seek ways to avoid, minimize or mitigate any adverse effects on these resources.

*Reference: Federal Register, Volume 64, No. 95 - Title 36,
Chapter VIII, Part 800*

WHAT IS A CONSULTING PARTY?

Certain individuals and organizations with a demonstrated interest in the project may participate as a Consulting Party due to the nature of their legal or economic relation to the project or affected properties, or their concern with the project's effects on historic properties.

HOW DO YOU BECOME A CONSULTING PARTY?

Interested individuals or organizations may submit in writing a request to become a Consulting Party to PennDOT District 12-0, describing their relevance or interest to the project. These requests will be evaluated by the Federal agencies in concurrence with the State Historic Preservation Officer (SHPO) and the appropriate Tribal Historic Preservation Officer (THPO). If approved, the individual or organization will become a Consulting Party to the Section 106 Process.



STATION 6

Comment Area

STAY CONNECTED



VISIT THE PROJECT WEBSITE

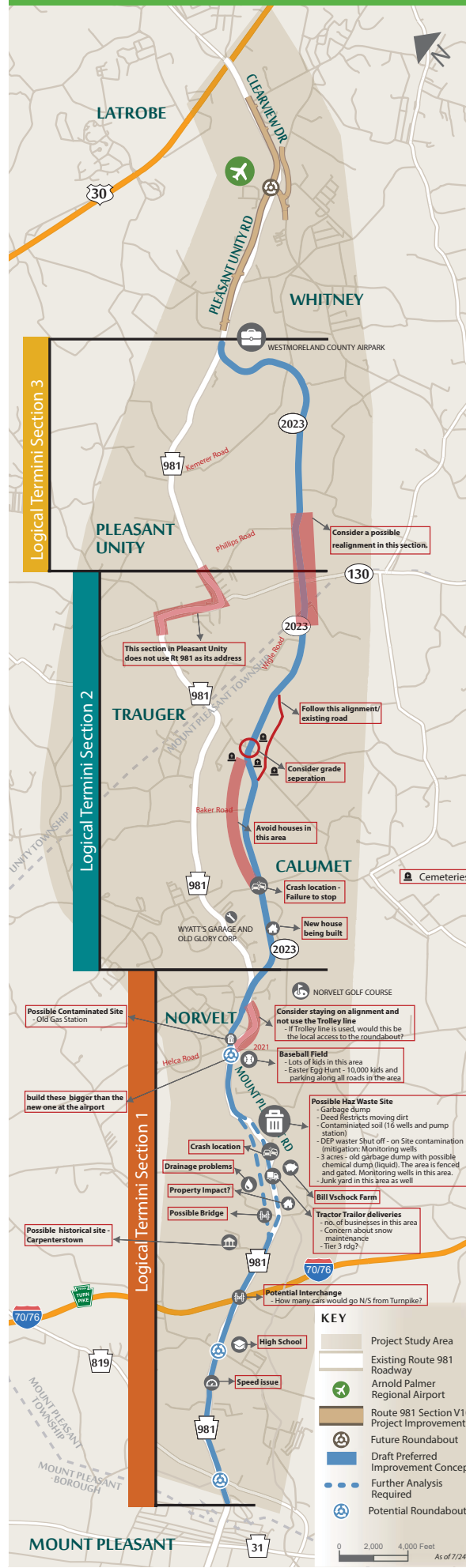
- Join the Project Mailing List
- Review and download the Public Open House displays and complete the online Comment Form.
- Watch the Project Video
- Contact the Project Team with questions
- Stay connected!

www.laurelvalleyproject.com



APPENDIX G: ROLL PLOT MAPPING COMMENTS

Draft Preferred Improvement Concept



APPENDIX H: COMMENT FORMS RECEIVED

#1

COMPLETE

Answers Entered Manually

Collector: Web Link - Manual Entry 1 (Web Link)
Started: Thursday, July 27, 2017 9:29:42 AM
Last Modified: Thursday, July 27, 2017 9:33:09 AM
Time Spent: 00:03:26
IP Address: 108.17.72.66

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	Rachel Hoza
Address	780 N. Church Street
City/Town	Mount Pleasant
State/Province	PA
ZIP/Postal Code	15666
Email Address	r.hoza@yahoo.com
Phone Number	724-832-2313

Q2 How did you hear about this meeting? Mail

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.) I work within the project limits

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.) Respondent skipped this question

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.) Respondent skipped this question

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections?	Yes If 'yes' please explain:	, i am concerned about the round about at 981/819. there are many homes and some businesses on rt 981 into Mt. Pleasant. A roundabout will make it difficult and dangerous to pull out of driveways and parking lots due to the constant traffic flow.
--	--	---

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.	Strongly Disagree
---	-------------------

Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?	Yes If 'yes' please explain:	, Leave the intersection pf 981/819 a regular intersection with a four way stop or add a traffic light. This will pace traffic so pulling out onto 981 into Mt. pleasant is safe and possible.
---	--	---

Page 4

Q9 Please provide any additional comments you may have:	Respondent skipped this question
---	----------------------------------

#2

COMPLETE

Answers Entered Manually

Collector: Web Link - Manual Entry 1 (Web Link)
Started: Thursday, July 27, 2017 9:20:29 AM
Last Modified: Thursday, July 27, 2017 9:56:03 AM
Time Spent: 00:35:34
IP Address: 108.17.72.66

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	William M. Yschack
Address	314 Weavers Road
City/Town	Greensburg
State/Province	PA
ZIP/Postal Code	15501
Phone Number	724-309-8853

Q2 How did you hear about this meeting?

Word of Mouth

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.)

Respondent skipped this question

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.)

Respondent skipped this question

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.)

Respondent skipped this question

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections?

Yes

If 'yes' please explain:

,
Put the turnpike easy
pass in

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.

Respondent skipped this question

Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?

Respondent skipped this question

Page 4

Q9 Please provide any additional comments you may have:

Respondent skipped this question

#3

COMPLETE

Answers Entered Manually

Collector: Web Link - Manual Entry 1 (Web Link)
Started: Thursday, July 27, 2017 9:41:09 AM
Last Modified: Thursday, July 27, 2017 9:56:40 AM
Time Spent: 00:15:30
IP Address: 108.17.72.66

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	Ken Busony
Address	103 Tara Dr
City/Town	Greensburg
State/Province	PA
ZIP/Postal Code	15501
Email Address	old11th@comcast.net
Phone Number	724-420-4588

Q2 How did you hear about this meeting?

Newspaper Article

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.)

Other,

If 'other', please explain:

I golf often at Norvelt Golf Club

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.)

Other,

If 'other', please explain:

I travel frequently along existing routes.

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.)

If 'other', please explain:

My wife's grandparents are buried in separate cemeteries on Dutch Hill in Trauger. The proposed project would bisect the two cemeteries. (catholic cemetery is north, protestant is south).

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections?	Yes If 'yes' please explain:	, Avoid the cemeteries on Dutch Hill in Trauger! Cemeteries are places of Rest! Avoid the "s" curve on the northern section 3.
--	--	--

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.	Disagree Comment:	, No concern is made regarding the bisecting of cemeteries in Trauger.
---	-----------------------------	--

Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?	Yes If 'yes' please explain:	, Avoid the cemeteries in Trauger on Dutch Hill. Road construction between two cemeteries is very disrespectful!
---	--	--

Page 4

Q9 Please provide any additional comments you may have:	Even though several farms may be impacted near Pleasant Unity, I feel the direct route of utilizing the trolley right-of-way would be a safer route. (Avoid the "s" turn). Not in favor of any roundabouts. I know now try to avoid the new roundabout in New Stanton. Please Consider the option of utilizing the existing Rt 2023 at top of the Hill in Trauger. It is flat versus sloped proposal between two cemeteries.
---	---

#4

COMPLETE

Answers Entered Manually

Collector: Web Link - Manual Entry 1 (Web Link)
Started: Thursday, July 27, 2017 9:26:44 AM
Last Modified: Thursday, July 27, 2017 9:56:51 AM
Time Spent: 00:30:06
IP Address: 108.17.72.66

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	Richard A. Stoner
Address	239 Anna Goodman Rd.
State/Province	PA
Email Address	reistone@aol.com
Phone Number	724-424-6409

Q2 How did you hear about this meeting? **Mail**

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.)	Respondent skipped this question
--	----------------------------------

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.)	Respondent skipped this question
--	----------------------------------

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.)	I live within the project limits
---	----------------------------------

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections?	No
--	----

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.	Strongly Agree
---	----------------

Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?	No
---	----

Page 4

Q9 Please provide any additional comments you may have:

I agree with the alignment of the DPIC, which allows the existing Route 981 to function as a feeder route, rather than as a current truck route. The DPIC affects the least number of properties.

#5

COMPLETE

Answers Entered Manually

Collector: Web Link - Manual Entry 1 (Web Link)
Started: Thursday, July 27, 2017 9:33:11 AM
Last Modified: Thursday, July 27, 2017 9:57:12 AM
Time Spent: 00:24:01
IP Address: 108.17.72.66

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	Chris and Cathy Phillips
Address	100 Windy Hill Drive
State/Province	PA
Email Address	cpphillips@zoominternet.net
Phone Number	724-331-4296

Q2 How did you hear about this meeting?

Respondent skipped this question

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.)

I live within the project limits ,
I work within the project limits

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.)

Respondent skipped this question

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.)

Respondent skipped this question

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections?

Yes ,
If 'yes' please explain: Suggest using Rt 2023 at Norvelt Service past golf course past slag dumps to Bell Memorial Church Rd.

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.

Disagree

Comment:

Drawings not specific enough. No discussion on noise level, property values, truck traffic, speed limits, reducing speeding. No discussion about traffic lights vs. stop signs.

Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?

Yes

If 'yes' please explain:

Explain why we need a connector from point A (proposed turnpike off ramp) to point B (Latrobe Airport). Utilization of farmland or vacant property is better than tearing down houses and filling in waterways.

Page 4

Q9 Please provide any additional comments you may have:

The round-a-bout at Latrobe airport is too small for truck and trailer traffic. I live on Windy hill Drive and Rt 981 and I feel that a new 2-lane road to handle truck traffic at all hours of day and night will damage property values around my house. Rumors of FedEx, UPS, DAL, Boeing Aircraft all wanting to ship out of Latrobe Airport via PA Turnpike will mean 10 fold of heavy traffic through Mt. Pleasant Twp.

#6

COMPLETE

Answers Entered Manually

Collector: Web Link - Manual Entry 1 (Web Link)
Started: Thursday, July 27, 2017 10:00:41 AM
Last Modified: Thursday, July 27, 2017 10:03:36 AM
Time Spent: 00:02:55
IP Address: 108.17.72.66

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	Rev. Mark Werner
Address	331 Hill Churches Rd.
City/Town	Latrobe
State/Province	PA
ZIP/Postal Code	15650
Email Address	revmaw@wpa.net
Phone Number	724-424-8998

Q2 How did you hear about this meeting? Mail

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.) Respondent skipped this question

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.) I live within the project limits, I work within the project limits

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.) Respondent skipped this question

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections? Respondent skipped this question

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.

Comment:

The concept is hard to judge. How many homes will be lost? Does/will this connect to the turnpike? No traffic lights or stop signs indicated.

Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?

Respondent skipped this question

Page 4

Q9 Please provide any additional comments you may have:

This evening was poorly designed. The video shown had no sound. I was told there was sound but it could not be heard over the talking of people gathered. This not an excuse. Bring adequate sound system with you or have a person speak.

#7

COMPLETE

Answers Entered Manually

Collector: Web Link - Manual Entry 1 (Web Link)
Started: Thursday, July 27, 2017 10:03:41 AM
Last Modified: Thursday, July 27, 2017 10:04:26 AM
Time Spent: 00:00:45
IP Address: 108.17.72.66

Page 1

Q1 Introduce yourself to the Project Team: (Optional) Respondent skipped this question

Q2 How did you hear about this meeting? Respondent skipped this question

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.) Respondent skipped this question

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.) I live within the project limits

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.) Respondent skipped this question

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections? If 'yes' please explain: Get your shit together and get this started. my union brothers are ready to start!

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area. Respondent skipped this question

Q8 Do you have any suggestions for the Draft Preferred Improvement Concept? Respondent skipped this question

Page 4

Q9 Please provide any additional comments you may have:

Respondent skipped this question

#8

COMPLETE

Answers Entered Manually

Collector: Web Link - Manual Entry 1 (Web Link)
Started: Thursday, July 27, 2017 10:04:33 AM
Last Modified: Thursday, July 27, 2017 10:05:20 AM
Time Spent: 00:00:47
IP Address: 108.17.72.66

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	Joe Tandarich
Address	122 Windy hill Drive
State/Province	PA
Phone Number	724-423-6092

Q2 How did you hear about this meeting?

Word of Mouth

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.)

Respondent skipped this question

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.)

Respondent skipped this question

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.)

Respondent skipped this question

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections?

Respondent skipped this question

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.

Respondent skipped this question

Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?

Respondent skipped this question

Page 4

Q9 Please provide any additional comments you may have:

Respondent skipped this question

#9

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, July 28, 2017 11:21:03 AM
Last Modified: Friday, July 28, 2017 11:45:54 AM
Time Spent: 00:24:50
IP Address: 67.43.103.242

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	Jaylynn Surma
Address	128 Bingham Road
City/Town	Latrobe
State/Province	PA
ZIP/Postal Code	15650
Email Address	jaylynns123@gmail.com
Phone Number	724-423-1607

Q2 How did you hear about this meeting? Mail

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.) I work within the project limits

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.) I live within the project limits

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.) Other

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections?	Yes If 'yes' please explain:	, I believe this project is somewhat unnecessary, considering the amount of time and money required to make this draft concept a reality. Not only would this construction cause a lot of congestion for
--	---------------------------------	---

not or congestion for people who travel the road everyday, it will be a frustrating process for the whole area. I understand that this new road plan was thought up to create less traffic, and provide an alternate route for the locals, but I strongly feel this will take away the natural beauty of this area. We already have two major state routes running through this area being Route 981 and 982, as well as 130. The proposed draft shows that this road will run parallel to 982 and 981, which makes me question why this is necessary. I do not want to come across as rude, but I would be really devastated if this plan is put into action. Being local to this area my whole life, I value the vast amount of nature in this area. I understand it would just be one roadway, but it would disturb the natural surroundings, turning this beautiful area into something more industrialized. I appreciate all of the time that went into creating this draft concept, and I am not discrediting or pointing fingers at anyone. However, I feel that this would be unnecessary for the area.

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.

Neutral

Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?

No

Page 4

Q9 Please provide any additional comments you may have:

Respondent skipped this question

#10

COMPLETE

Answers Entered Manually

Collector: Mail (Web Link)
Started: Monday, July 31, 2017 8:27:31 AM
Last Modified: Monday, July 31, 2017 8:34:54 AM
Time Spent: 00:07:23
IP Address: 108.17.72.66

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	Don Orlando
Company	Saint Vincent College - PR Director
Address	300 Fraser Purchase Drive
City/Town	Latrobe
State/Province	PA
ZIP/Postal Code	15650
Email Address	don.orlando@stvincent.edu
Phone Number	724-805-2010

Q2 How did you hear about this meeting? Email

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.) I live within the project limits

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.) Respondent skipped this question

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.) I work within the project limits

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections?	No If 'yes' please explain:	,
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Great planning, keep it going! Very important for economic development of all businesses in Latrobe/Laurel Valley Region.

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.	Strongly Agree
---	-----------------------

Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?	No
---	-----------

Page 4

Q9 Please provide any additional comments you may have:	I am also Chairman of the board of the Greater Latrobe-Laurel Valley Regional Chamber of Commerce and represent more than 500 member businesses in the region. We support the project and see it as essential to the future development and vitality of the region and to the improvement of the quality of life for the people who live here.
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#11

COMPLETE

Answers Entered Manually

Collector: Mail (Web Link)
Started: Monday, July 31, 2017 2:55:13 PM
Last Modified: Monday, July 31, 2017 2:59:32 PM
Time Spent: 00:04:18
IP Address: 108.17.72.66

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	E. ruth Prath
Address	285 Bell Memorial Church Road
City/Town	Latrobe
State/Province	PA
ZIP/Postal Code	15650
Phone Number	724-423-2410

Q2 How did you hear about this meeting?

Respondent skipped this question

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.)

Respondent skipped this question

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.)

Respondent skipped this question

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.)

I live within the project limits

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections?

Yes

If 'yes' please explain:

I think you should forget about going past my house and go where the old street car tracks are but I know you have to do whats best for everyone.

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.	Respondent skipped this question
Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?	Respondent skipped this question

Page 4

Q9 Please provide any additional comments you may have:	Everyone was very nice and answered all my questions.
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#12

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, August 01, 2017 2:30:07 PM
Last Modified: Tuesday, August 01, 2017 3:10:53 PM
Time Spent: 00:40:46
IP Address: 204.171.50.69

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	Daniel Carpenter
Company	Westmoreland County Planning and Development
Address	40 N Pennsylvania Avenue
Address 2	Fifth Floor, Suite 520
City/Town	Greensburg
State/Province	PA
ZIP/Postal Code	15601
Email Address	dcarpen1@co.westmoreland.pa.us
Phone Number	7248303768

Q2 How did you hear about this meeting? Email

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.) Respondent skipped this question

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.) Respondent skipped this question

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.) Respondent skipped this question

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections? No

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area. Neutral

Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?	Yes If 'yes' please explain:	, Given the proposed 8'-0" shoulder to accommodate potential bike/ped users, will there be any consideration for protection or designation, such as: special striping between travel lane and shoulder, shoulder rumble strips, and/or bike/ped pavement markings (every "X" number of feet) and bike/ped signage? Also, will the shoulders be treated as sidewalks at given intersections or roundabouts (provided crossings/crosswalks)? Suggest treatments/markings/sign age to designate shoulder for bike/ped use and to alert motorists; and provide designated crossings at intersections.
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Page 4

Q9 Please provide any additional comments you may have:	Respondent skipped this question
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#13

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, August 02, 2017 6:35:48 PM
Last Modified: Wednesday, August 02, 2017 7:13:03 PM
Time Spent: 00:37:14
IP Address: 24.239.50.173

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	Tony Santia
Company	Santia Trucking LLC
State/Province	PA
Email Address	Loudpipes66@hotmail.com

Q2 How did you hear about this meeting? Newspaper Article

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.)	☐ I live within the project limits ☐ I work within the project limits
--	--

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.)	☐ I live within the project limits ☐ I work within the project limits
--	--

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.)	☐ I work within the project limits
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Page 3

Q6 Do you have any suggestions or comments regarding the three project sections?	Yes If 'yes' please explain:	, Without the turnpike exit this project is absolutely meaningless. Traffic will still need to access the road via route 119 or route 30 resulting in the same amount of traffic as before on all roads involved.
Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.	Respondent skipped this question	
Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?	No	

Q9 Please provide any additional comments you may have:

This roadway is one hundred percent unneeded. PennDOT can not take care of the roads they currently have let alone additional ones.

After attending this meeting I learned to different reasons as to why this roadway is being built:
Reason #1 from PennDOT representatives: Safety. The current road is not unsafe by any stretch of the imagination, what makes any road unsafe is the way people drive new or old road. There are not many accidents on the current road to begin with, and the story about there being so much traffic and congestion is complete lie.

Reason #2 from numerous elected officials in attendance and absent from the meeting. Kennametal and The Arnold Palmer airport are pushing very hard in favor of the road. As one official told me "The CEO of Kennametal told me before he left he would not add one more job to the area until they get their road" I say good don't let the door hit you on the way out. Ridership at the airport is up compared to 10 years ago yes but is down last year and this year also so far. Just drive past and look at the lots/runway parking.

This is a rural area/community that I and many other people I have spoke with like the way it currently is. If you want to live in a more urban environment or are worried about your commute times move to Murrysville, Delmont, Greensburg or any of the other surrounding towns. Increased traffic means more crime will follow. All you read about is how bad the opioid drug problem is, if you don't think increased traffic means increased drugs more easily coming into these communities you are kidding yourself.

You can hardly travel 10 miles in any direction without running into construction now. Nobody wants to deal with the aggravation and mess of a road being torn up in front of their house on a daily or around the clock basis for that matter. There are other roads in much more dire need of improvement in this state than this one at the moment.

By the way your roundabouts that you seem to be so in love with these days are an absolute joke. Try maneuvering around one in a tractor trailer. A stop sign or traffic light is much easier and more efficient. Think I'm joking? observe the ones in New Stanton and watch to see how many people don't use their turn signals or insist on stopping at a yield sign when there is no traffic coming making your continuous flow of traffic a joke.

#14

COMPLETE

Answers Entered Manually

Collector: Mail (Web Link)
Started: Friday, August 04, 2017 7:55:35 AM
Last Modified: Friday, August 04, 2017 8:11:24 AM
Time Spent: 00:15:49
IP Address: 108.17.72.66

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	Margaret Depto
Address	279 Bell Memorial Church Road
City/Town	Latrobe
State/Province	PA
Phone Number	724-423-3088

Q2 How did you hear about this meeting?

Newspaper Ad

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.)

Respondent skipped this question

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.)

Respondent skipped this question

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.)

I live within the project limits

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections?

Respondent skipped this question

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.

Neutral

Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?

No

Page 4

Q9 Please provide any additional comments you may have:

My mail box is across the road from my house. Will it be installed across the road? Its risky now to cross. I am 86 years old. I do wish it can be replaced so I wouldn't have to cross the road. Will the vibration of the heavy equipment effect my house or my septic system in anyway?

#15

COMPLETE

Answers Entered Manually

Collector:Mail (Web Link)

Started:Friday, August 04, 2017 8:12:57 AM

Last Modified:Friday, August 04, 2017 8:26:42 AM

Time Spent:00:13:44

IP Address:108.17.72.66

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	Henry and Donna Haitge
Address	3336 State Route 981
City/Town	Mount Pleasant
State/Province	PA
ZIP/Postal Code	15666
Phone Number	724-547-0912

Q2 How did you hear about this meeting?	Mail
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Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.)	I live within the project limits	,
	I work within the project limits	,
	Other,	
	If 'other', please explain:	Farmer- My barn and out buildings are right in the middle of the middle of making the road wider and nobody will give me a straight answer.

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.)	Respondent skipped this question
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Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.)	Respondent skipped this question
---	----------------------------------

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections?	Yes If 'yes' please explain:	, This of this road is nothing but a raceway and you want to straighten it out so cars go faster so they can get from Mt Pleasant to airport in 12 minutes. It is a country road not a expressway.
--	--	---

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.	Strongly Disagree Comment:	, I went to meeting on July 26 the video did not work, no speeches, no body known a thing about the didn't even know the speed limit right now i will not waste my time again.
---	--------------------------------------	---

Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?	Yes If 'yes' please explain:	, Why would you put a so call donnut in for a so called roundabout at middle Churches at 3:00 when High School lets out there is over a xxxx mile.
---	--	---

Page 4

Q9 Please provide any additional comments you may have:	At School students and teachers plus school bus hit that intersection at one time how is that going to fit through at one time plus traffic coming from 3 other directions at one time. Plus the school bus's are 35 ft long. all access so call progress for xxxx even will across It takes me sometimes 4 minutes to get across and you want to make them go faster all because of a golfer with money. you people are building road and you do not even know what to me put up with. if you want info than come talk to me if not do not waste my time.
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#16

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, August 05, 2017 9:34:59 PM
Last Modified: Saturday, August 05, 2017 10:47:12 PM
Time Spent: 01:12:13
IP Address: 24.101.10.42

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	Michael Hoza
Company	Kodiak Steamer
Address	790 N. Church Street
City/Town	Mt. Pleasant
State/Province	PA
ZIP/Postal Code	15666
Email Address	Kodiaksteamer@zoominternet.net
Phone Number	724-205-0769

Q2 How did you hear about this meeting?

Mail

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.)

I live within the project limits ,

I work within the project limits ,

Other,

If 'other', please explain:

My business is based from my home. If I would have to relocate it would cause loss of business and additional costs for me to rent storage space for my equipment.

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.)

Respondent skipped this question

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.)

Respondent skipped this question

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections?

Yes

If 'yes' please explain:

,
We do not feel it's necessary to put in a roundabout in section 1. The money it would cost to do that can be used to fix other areas that are still in question. We do live by the intersection and traffic does flow smoothly. Also, a roundabout would speed up traffic which could potentially cause more accidents, like it did in New Stanton

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.

Neutral

Comment:

,
I guess the draft was presented as best as it could be with the studies that were done. I do wish that we could have a more solid answer so we know if we can move forward with any home improvements we have planned.

Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?

Respondent skipped this question

Page 4

Q9 Please provide any additional comments you may have:

Is it possible to construct the roundabout underneath the train trestle, with the lanes going around the supporting tripod structure? Maybe this would avoid taking homes, only sections of land.

#17

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, August 06, 2017 12:39:35 PM
Last Modified: Sunday, August 06, 2017 12:52:11 PM
Time Spent: 00:12:36
IP Address: 24.239.56.204

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	Charles Naggy
Address	217 Thomas Street
City/Town	MountPleasant
State/Province	PA
ZIP/Postal Code	15666
Email Address	canbe71@zoominternet.net
Phone Number	724-396-8086

Q2 How did you hear about this meeting? Mail

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.)	I work within the project limits , Other, If 'other', please explain: Meetings at Sewage office
--	---

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.)	I live within the project limits , I work within the project limits
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Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.)	I work within the project limits
---	----------------------------------

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections?	Yes If 'yes' please explain:	, Public meetings are welcomed to eliminate rumors and doubts that the project is going to happen. The potential timeline of the project is also helpful. I realize that you may not be able to be specific in the public meetings, but most people just want to know if it is coming through their property. In general I appreciated everyone answering the questions as best they could and I think the road improvements will be beneficial to everyone.
--	--	--

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.	Neutral	
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Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?	Yes If 'yes' please explain:	, Pedestrian crossing from ball fields and football fields and Rust Creak. Safety for all especially the children.
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Page 4

Q9 Please provide any additional comments you may have:	Thank you	
---	------------------	--

#18

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, August 07, 2017 8:49:04 AM
Last Modified: Monday, August 07, 2017 9:20:39 AM
Time Spent: 00:31:34
IP Address: 96.69.69.89

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	E Garson Jaffe
Address	349 Bell Memorial Church Rd
City/Town	Latrobe
State/Province	PA
ZIP/Postal Code	15650
Email Address	garsonjaffe@yahoo.com
Phone Number	724-462-1824

Q2 How did you hear about this meeting?

Other (please specify)

Didn't hear about meeting
until after the fact

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.)

Respondent skipped this question

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.)

Respondent skipped this question

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.)

I live within the project limits

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections?

Yes

If 'yes' please explain:

I am very concerned after looking at the proposed draft of the road construction. I chose 35 years ago to make my home dwelling in the country and have invested considerable financing into my home and property. My home does not sit back that far from the road and if you widen the road to the proposed 40 feet you will destroy my property frontage. I'm all for improvement of the road but the standing proposal is equal to a side of route 30 and nobody builds a house on the highway. I've looked at Route 130 and even the original Route 981 and 982 and have seen no roads even close to the proposed 40 foot width. It's unreasonable to intrude on citizens existing property to such an extent. My other concern would be keeping the speed limit posted at 40 mph and strictly enforced. It's already a dangerous situation pulling out of my driveway and like I said previously no one builds a house on a highway. I hope these concerns will be addressed for there are numerous family dwellings that will be effected and peoples rights and safety matter.

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.	Strongly Disagree Comment:	, See above comments
Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?	Yes If 'yes' please explain:	, See above comments

Page 4

Q9 Please provide any additional comments you may have:	I truly hope to receive some response to my deep concerns. Thank you.
---	--

#19

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, August 08, 2017 3:59:50 PM
Last Modified: Tuesday, August 08, 2017 4:11:15 PM
Time Spent: 00:11:25
IP Address: 24.239.221.40

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	George Overly
Company	Overly Farms
Address	160 Hill Churches Road
City/Town	My. Pleasant
State/Province	PA
ZIP/Postal Code	15666
Email Address	cyndabrook@zoominternet.net
Phone Number	724-423-1777

Q2 How did you hear about this meeting?

Newspaper Ad

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.)

Respondent skipped this question

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.)

I live within the project limits ,
I work within the project limits

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.)

Respondent skipped this question

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections?	Yes If 'yes' please explain:	, You say you want to stay away from farmland and yet the land around Calumet on Route 2023 is all farmland. I feel the best way to put this road in would be to utilize the old streetcar line around Trauger , Pleasant Unity, and back to Route 981. It would be all on grade and avoid a large amount of farmland and housing.
Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.	Strongly Disagree Comment:	, The old streetcar line is on grade and by far the best way for the road.
Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?	Yes If 'yes' please explain:	, When leaving Norvelt, the proposed route to cross 981 just north of Norvelt and then when you get to Holly Place, stop sign, then cross Mammoth-Calumet road brings you thru excellent farmland along route 2023. I have my water line on the right the full length of my property along this route. This route is not practical or acceptable. Why is the most efficient and practice way being avoided? George Overly

Page 4

Q9 Please provide any additional comments you may have:	Respondent skipped this question
---	---

#20

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, August 08, 2017 3:25:47 PM
Last Modified: Tuesday, August 08, 2017 4:22:43 PM
Time Spent: 00:56:56
IP Address: 67.43.105.228

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	Matt & Arlene Hohman
Address	203 Holly Place
City/Town	Mount Pleasant
State/Province	PA
ZIP/Postal Code	15666
Email Address	ahohman1@hotmail.com
Phone Number	724-423-6645

Q2 How did you hear about this meeting? Newspaper Article

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.) I work within the project limits

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.) I live within the project limits, I work within the project limits

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.) I work within the project limits

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections? Yes, If 'yes' please explain: This is not needed and will be a waste of money.

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.

Strongly Disagree

Comment:

,
This road is not needed. A roundabout in the middle of where kids play and a pedestrian bridge is not a good idea. Kids drive their tractors to and from school on the last day of school. We do not need the turnpike to open up to our small town all that will do is put more drugs in this area. Our taxes will go up because more roads will be put on the township to maintain. The township and the state can't even maintain the roads we all ready have. We need to stop taking farmers fields and replacing them with roads. Norvelt is a part of history and this should not take place here.

Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?

Yes

If 'yes' please explain:

,
Through it out. It is not needed. Some people do like to live and work in a country setting.

Page 4

Q9 Please provide any additional comments you may have:

There is already a turnpike exit in New Stanton and in Donegal we don't need any extra traffic coming through our small country town.

#21

COMPLETE

Answers Entered Manually

Collector: Mail (Web Link)
Started: Wednesday, August 09, 2017 2:57:11 PM
Last Modified: Wednesday, August 09, 2017 3:07:09 PM
Time Spent: 00:09:57
IP Address: 108.17.72.66

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	Joanne Krynicky
Address	3629 Route 981
City/Town	Mount Pleasant
State/Province	PA
ZIP/Postal Code	15666
Phone Number	724-423-5454

Q2 How did you hear about this meeting? Mail

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.) I live within the project limits

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.) Respondent skipped this question

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.) Respondent skipped this question

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections?	Yes If 'yes' please explain:	, In the area from the railroad tressel to Norvelt, the right hand side of the road is fine until you get to the curve at the top of the hill where there is a steep drop off. It will need a lot of landfill.
Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.	Neutral	
Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?	Yes If 'yes' please explain:	, It would probably be best just to pave the road with quality materials and fill the berms on either side

Page 4

Q9 Please provide any additional comments you may have:	the railroad tressel between the turnpike bridge and Norvelt has to come down. It is a clear and present danger. Years ago there was a mining operation between the turnpike and railroad tressels. Maps should be checked for any mining tunnels still remaining underground.
---	---

#22

COMPLETE

Answers Entered Manually

Collector: Mail (Web Link)
Started: Wednesday, August 09, 2017 3:08:03 PM
Last Modified: Wednesday, August 09, 2017 3:16:19 PM
Time Spent: 00:08:16
IP Address: 108.17.72.66

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	Ronald Tinkey
Address	3788 State Route 981
City/Town	Mount Pleasant
State/Province	PA
ZIP/Postal Code	15666
Email Address	dtinkey@zoominternet.net
Phone Number	724-849-0008 (home) or 724-757-8447 (cell)

Q2 How did you hear about this meeting? Newspaper Article

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.) I live within the project limits

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.) Respondent skipped this question

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.) Respondent skipped this question

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections? Yes
If 'yes' please explain: , i think straightening and widening this road will allow vehicles to go faster which will produce a dangerous situation for us and our children.

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.

Disagree

Comment:

We are in the "further analysis required" area, so we do not know if we are affected or not and no one at the July meeting could answer my questions.

Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?

Yes

If 'yes' please explain:

Expand the road on our side to eliminate the upcoming curve toward Norvelt. We have lived here almost all our lives, 63 years, and there have been very bad accidents.

Page 4

Q9 Please provide any additional comments you may have:

Our house is in the "Further Analysis Required" area. Our front porch is 45 feet from the edge of the road ; 43 feet from the edge of the shoulder. If you go to widen toward our side, the eastern side, the road will be on our front porch. We have 2 children, 12 years and 9 years old, and this would be very dangerous for them and us. We are more than willing to allow you to buy us out and come to this side. Our house is very large and if you needed a headquarters, our house would be ideal for offices. Our 30x30 garage would be convenient to store your equipment in. The area across the road from us, on the west side, I believe is considered a wetland, which I understand would cause problems for you, so please consider our proposal.

#23

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, August 10, 2017 8:40:26 AM
Last Modified: Thursday, August 10, 2017 8:55:32 AM
Time Spent: 00:15:06
IP Address: 50.207.102.178

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	Kelley Geary
Address	4092 State Route 981
City/Town	Mount Pleasant
Email Address	kelley_geary@hotmail.com
Phone Number	724-433-9257

Q2 How did you hear about this meeting? Mail

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.) Respondent skipped this question

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.) I live within the project limits

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.) Respondent skipped this question

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections? Respondent skipped this question

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.	Disagree	,
	Comment:	I have already sent an email regarding this and have yet to hear anything. At the prior town hall meeting you had Google Earth maps that actually showed the houses and

the different routes the project was considering so we could see exactly where the roads were in relation to our house and give feedback. This time, however, you have a path chosen for the project and yet do not have a map that shows anything besides a line. No roads are labeled except for the main roads. No houses are on the map. How is this giving anyone an idea of how this project is going to impact our lives. As I stated in my email the week of the town hall meeting, my husband and I didn't build our house two years ago with a 600-700 foot long driveway off of 981 so we could have an even busier road go through our back yard. It would have been nice to have something showing more detail so we could see just how close you plan on coming to our house. It would have been nice to see just how much of an interruption to our lives you plan on causing with this new road. If you had the maps for the first meeting why didn't you have them for the second. Now you have everyone speculating how this road will change our neighborhoods rather than being straight and upfront. I understand that things are still in the planning stages for some sections. But when you have a plan like this don't you think it would be nice to be a bit more open

about the impact. These are people's homes you are talking about. How would you feel if all you were given was a tan colored map with gray and blue lines noting the roads - no detail showing where you 'fit in' and how your life is going to change? I would appreciate a response. Anyone is welcome to come out to our property and show us exactly how this is going to pass our house and discuss just exactly you plan on doing to keep the noise level down once the road goes in.

Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?

Respondent skipped this question

Page 4

Q9 Please provide any additional comments you may have:

I am aware that I missed the deadline of August 9th but I would still appreciate a response.

#24

COMPLETE

Answers Entered Manually

Collector: Mail (Web Link)
Started: Wednesday, August 16, 2017 4:20:00 PM
Last Modified: Wednesday, August 16, 2017 4:25:02 PM
Time Spent: 00:05:01
IP Address: 108.17.72.66

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	Mary Jane Simpson
Address	3656 Route 981
City/Town	Mount Pleasant
State/Province	PA
ZIP/Postal Code	15666
Email Address	mssnapshot@gmail.com
Phone Number	724-423-6213

Q2 How did you hear about this meeting? Mail

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.) I live within the project limits

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.) Respondent skipped this question

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.) Respondent skipped this question

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections? Yes
If 'yes' please explain: , Use the base foundation of the current Rt 981 rather than build a new section of road.

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.	Neutral Comment:	, I should of had more final results from studies and exactly who's property it was going to impact and by how much. More research on the mining surface deep.
Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?	Yes	

Page 4

Q9 Please provide any additional comments you may have:	Driveway - If property is taken the slope will be not acceptable. Need fill for better slope to see traffic. Angle better to merge onto road - visibility. I work - no late night construction - no jack breaks at night. Draining improvements near my driveway. I do welcome the change due to the car accidents. Lower the speed limit also.
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#25

COMPLETE

Answers Entered Manually

Collector: Mail (Web Link)
Started: Wednesday, August 16, 2017 4:25:11 PM
Last Modified: Wednesday, August 16, 2017 4:28:29 PM
Time Spent: 00:03:18
IP Address: 108.17.72.66

Page 1

Q1 Introduce yourself to the Project Team: (Optional)

Name	John A. Coleman
Address	3293 Route 981
City/Town	Mount Pleasant
State/Province	PA
ZIP/Postal Code	15666
Email Address	joalcoleman522@yahoo.com
Phone Number	724-547-9885

Q2 How did you hear about this meeting? Mail

Page 2

Q3 Do you live or work within the project limits of Section 1: SR 819 to Norvelt? (Please check all that apply.) I live within the project limits

Q4 Do you live or work within the project limits of Section 2: Norvelt to SR 130? (Please check all that apply.) Respondent skipped this question

Q5 Do you live or work within the project limits of Section 3: SR 130 to the Arnold Palmer Regional Airport? (Please check all that apply.) Respondent skipped this question

Page 3

Q6 Do you have any suggestions or comments regarding the three project sections? Yes, If 'yes' please explain: Not enough information provided with this project section!

Q7 The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.	Neutral	
Q8 Do you have any suggestions for the Draft Preferred Improvement Concept?	Yes	,
	If 'yes' please explain:	Divide the road up evenly.

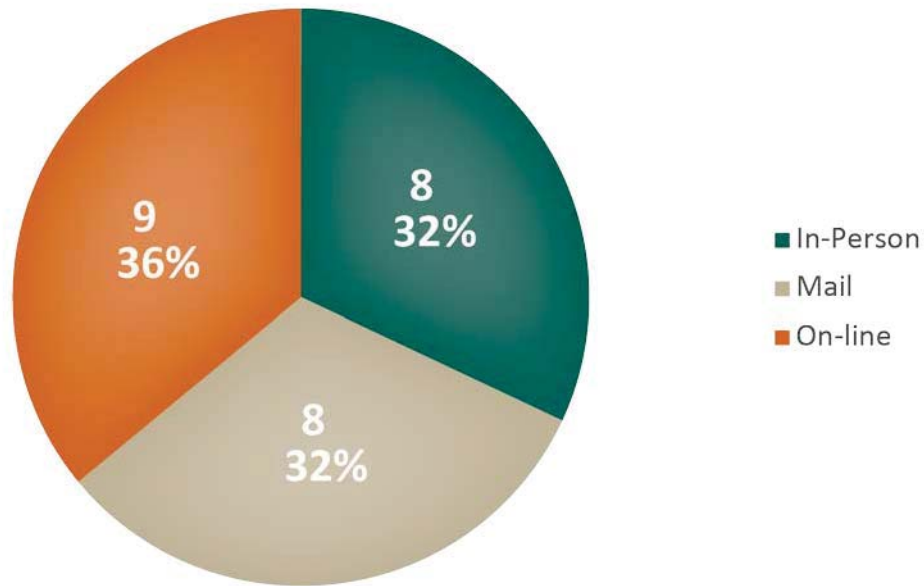
Page 4

Q9 Please provide any additional comments you may have:	Landscaping my bank that has crown - vetch on it currently. Slope the bank rather than straight up and down finish. Replacement of cement steps, sidewalk, move mailbox. Lengthy disruption of utilities, concern on water. Black top driveway will need reconfigured.
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APPENDIX I: COMMENT FORM SUMMARY

July 26, 2017 Public Open House
Comment Form Summary

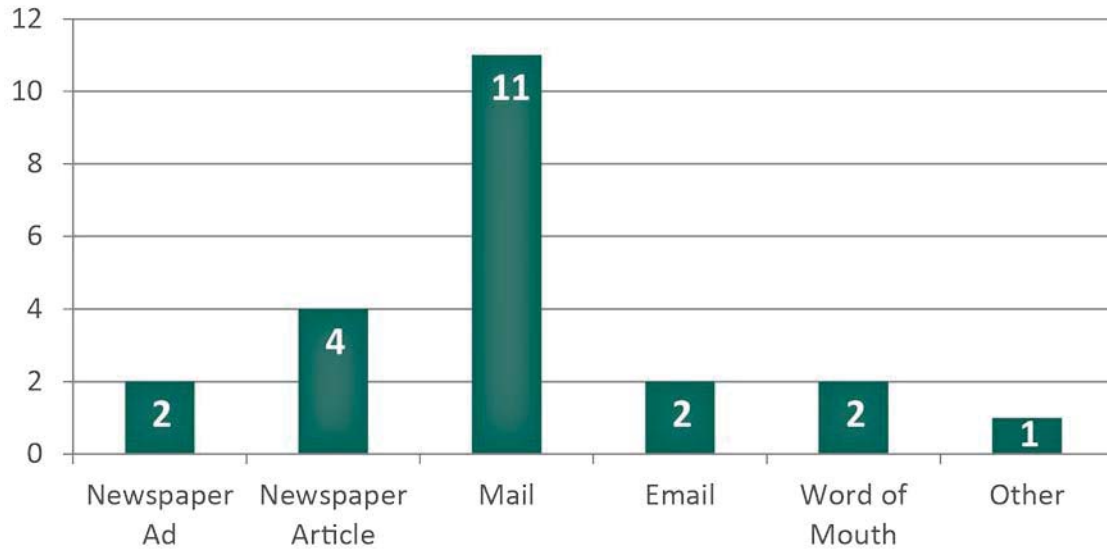
Question 1: Introduce yourself to the Project Team: (Optional)



Name	Address	City/Town	State	ZIP	Email Address	Phone Number
Ronald Tinkey	3788 State Route 981	Mount Pleasant	PA	15666	dtinkey@zoominternet.net	724-849-0008 (home) or 724-757-8447 (cell)
Joanne Krynicki	3629 Route 981	Mount Pleasant	PA	15666		724-423-5454
George Overly (Overly Farms)	160 Hill Churches Road	My. Pleasant	PA	15666	cyndabrook@zoominternet.net	724-423-1777
Matt & Arlene Hohman	203 Holly Place	Mount Pleasant	PA	15666	ahohman1@hotmail.com	724-423-6645
E Garson Jaffe	349 Bell Memorial Church Rd	Latrobe	PA	15650	garsonjaffe@yahoo.com	724-462-1824
Charles Naggy	217 Thomas Street	MountPleasant	PA	15666	canbe71@zoominternet.net	724-396-8086
Michael Hoza (Kodiak Steamer)	790 N. Church Street	Mt. Pleasant	PA	15666	Kodiaksteamer@zoominternet.net	724-205-0769
Henry and Donna Haitge	3336 State Route 981	Mount Pleasant	PA	15666		724-547-0912
Margaret Depto	279 Bell Memorial Church Road	Latrobe	PA			724-423-3088

Name	Address	City/Town	State	ZIP	Email Address	Phone Number
Tony Santia (Santia Trucking LLC)			PA		Loudpipes66@hotmail.com	
Daniel Carpenter (Westmoreland County Planning and Development)	40 N Pennsylvania Avenue Fifth Floor, Suite 520	Greensburg	PA	15601	dcarpen1@co.westmoreland.pa.us	7248303768
E. ruth Prath	285 Bell Memorial Church Road	Latrobe	PA	15650		724-423-2410
Don Orlandao (Saint Vincent College - PR Director)	300 Fraser Purchase Drive	Latrobe	PA	15650	don.orlando@stvincent.edu	724-805-2010
Jaylynn Surma	128 Bingham Road	Latrobe	PA	15650	jaylynns123@gmail.com	724-423-1607
Joe Tandarich	122 Windy hill Drive		PA			724-423-6092
Rev. Mark Werner	331 Hill Churches Rd.	Latrobe	PA	15650	revmaw@wpa.net	724-424-8998
Ken Busony	103 Tara Dr	Greensburg	PA	15501	old11th@comcast.net	724-420-4588
Chris and Cathy Phillips	100 Windy Hill Drive		PA		cpPhillips@zoominternet.net	724-331-4296
Rachel Hoza	780 N. Church Street	Mount Pleasant	PA	15666	r.hoza@yahoo.com	724-832-2313
Richard A. Stoner	239 Anna Goodman Rd.		PA		reistone@aol.com	724-424-6409
William M. Yschack	314 Weavers Road	Greensburg	PA	15501		724-309-8853
Kelley Geary	4092 State Route 981	Mount Pleasant			kelley_geary@hotmail.com	724-433-9257

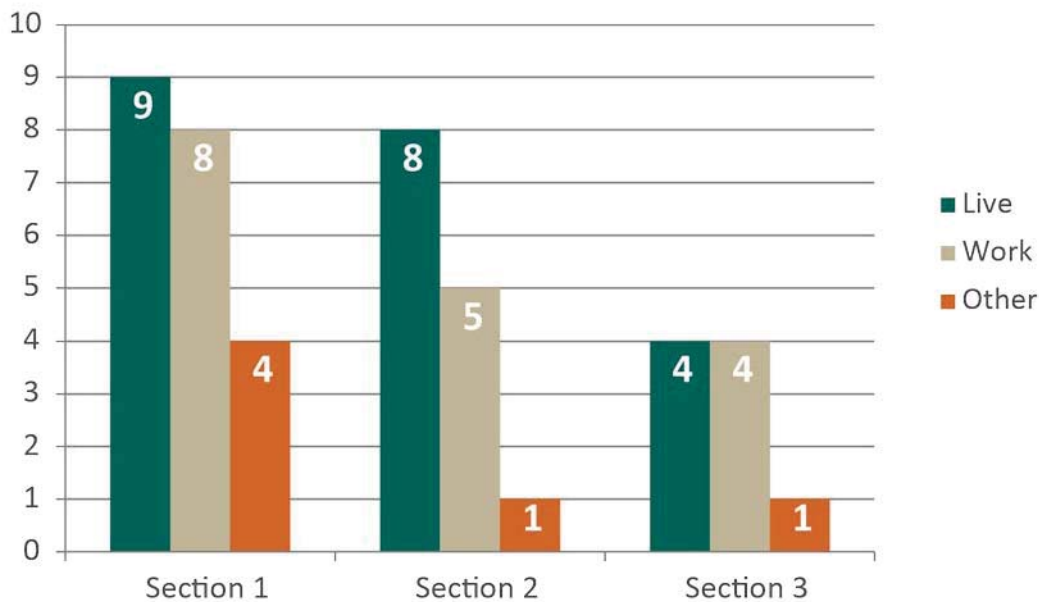
Question 2: How did you hear about this meeting?



Additional Comments:

- Didn't hear about meeting until after the fact

Question 3-5: Do you live or work within the project limits of Section 1, 2 or 3?



Additional Comments:

SECTION 1: SR 819 to Norvelt

Meetings at Sewage office

My business is based from my home. If I would have to relocate it would cause loss of business and additional costs for me to rent storage space for my equipment.

Farmer- My barn and out buildings are right in the middle of the middle of making the road wider and nobody will give me a straight answer.

I golf often at Norvelt Golf Club

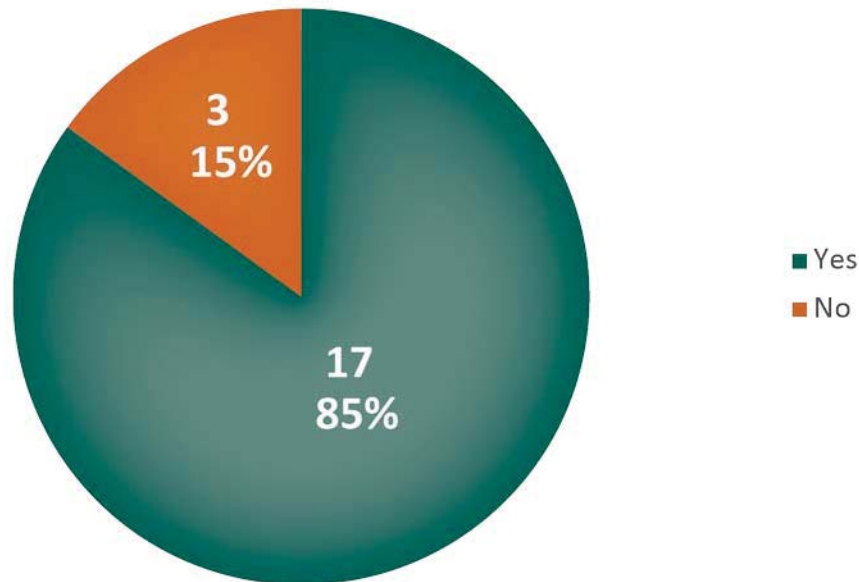
SECTION 2: Norvelt to SR 130

I travel frequently along existing routes.

SECTION 3: SR 130 to the Arnold Palmer Regional Airport

My wife's grandparents are buried in separate cemeteries on Dutch Hill in Trauger. The proposed project would bisect the two cemeteries. (catholic cemetery is north, protestant is south).

Question 6: Do you have any suggestions or comments regarding the three project sections?

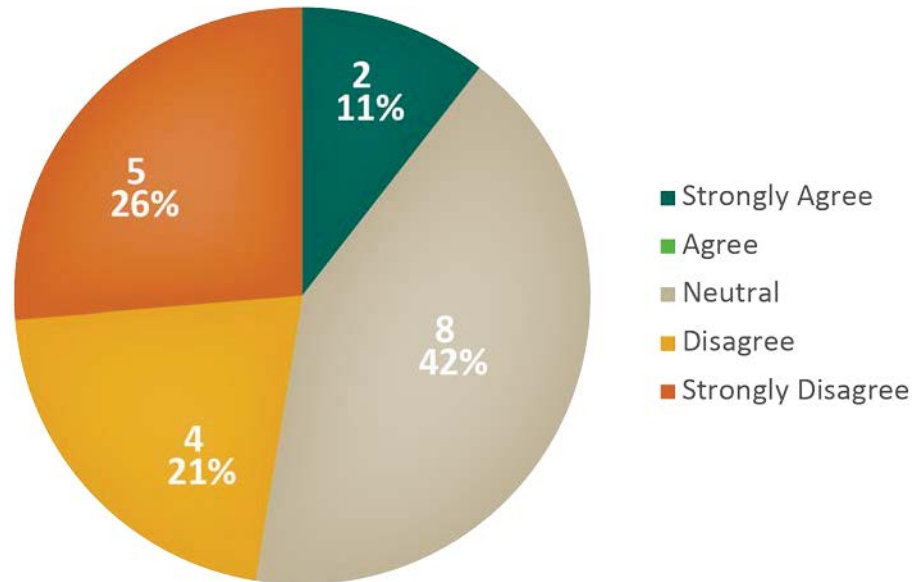


Additional Comments:

No	Great planning, keep it going! Very important for economic development of all businesses in Latrobe/Laurel Valley Region.
Yes	I think straightening and widening this road will allow vehicles to go faster which will produce a dangerous situation for us and our children.
Yes	In the area from the railroad tressel to Norvelt, the right hand side of the road is fine until you get to the curve at the top of the hill where there is a steep drop off. It will need a lot of landfill.
Yes	You say you want to stay away from farmland and yet the land around Calumet on Route 2023 is all farmland. I feel the best way to put this road in would be to utilize the old streetcar line around Trauger, Pleasant Unity, and back to Route 981. It would be all on grade and avoid a large amount of farmland and housing.
Yes	This is not needed and will be a waste of money.
Yes	I am very concerned after looking at the proposed draft of the road construction. I chose 35 years ago to make my home dwelling in the country and have invested considerable financing into my home and property. My home does not sit back that far from the road and if you widen the road to the proposed 40 feet you will destroy my property frontage. I'm all for improvement of the road but the standing proposal is equal to a side of route 30 and nobody builds a house on the highway. I've looked at Route 130 and even the original Route 981 and 982 and have seen no roads even close to the proposed 40 foot width. It's unreasonable to intrude on citizens existing property to such an extent. My other concern would be keeping the speed limit posted at 40 mph and strictly enforced. It's already a dangerous situation pulling out of my driveway and like I said previously no one builds a house on a highway. I hope these concerns will be addressed for there are numerous family dwellings that will be affected and people's rights and safety matter.

Yes	Public meetings are welcomed to eliminate rumors and doubts that the project is going to happen. The potential timeline of the project is also helpful. I realize that you may not be able to be specific in the public meetings, but most people just want to know if it is coming through their property. In general I appreciated everyone answering the questions as best they could and I think the road improvements will be beneficial to everyone.
Yes	We do not feel it's necessary to put in a roundabout in section 1. The money it would cost to do that can be used to fix other areas that are still in question. We do live by the intersection and traffic does flow smoothly. Also, a roundabout would speed up traffic which could potentially cause more accidents, like it did in New Stanton
Yes	This of this road is nothing but a raceway and you want to straighten it out so cars go faster so they can get from Mt Pleasant to airport in 12 minutes. It is a country road not a expressway.
Yes	Without the turnpike exit this project is absolutely meaningless. Traffic will still need to access the road via route 119 or route 30 resulting in the same amount of traffic as before on all roads involved.
Yes	I think you should forget about going past my house and go where the old street car tracks are but I know you have to do what's best for everyone.
Yes	I believe this project is somewhat unnecessary, considering the amount of time and money required to make this draft concept a reality. Not only would this construction cause a lot of congestion for people who travel the road every day, it will be a frustrating process for the whole area. I understand that this new road plan was thought up to create less traffic, and provide an alternate route for the locals, but I strongly feel this will take away the natural beauty of this area. We already have two major state routes running through this area being Route 981 and 982, as well as 130. The proposed draft shows that this road will run parallel to 982 and 981, which makes me question why this is necessary. I do not want to come across as rude, but I would be really devastated if this plan is put into action. Being local to this area my whole life, I value the vast amount of nature in this area. I understand it would just be one roadway, but it would disturb the natural surroundings, turning this beautiful area into something more industrialized. I appreciate all of the time that went into creating this draft concept, and I am not discrediting or pointing fingers at anyone. However, I feel that this would be unnecessary for the area.
Yes	Avoid the cemeteries on Dutch Hill in Trauger! Cemeteries are places of Rest! Avoid the "s" curve on the northern section 3.
Yes	Suggest using Rt 2023 at Norvelt Service past golf course past slag dumps to Bell Memorial Church Rd.
Yes	i am concerned about the roundabout at 981/819. There are many homes and some businesses on rt 981 into Mt. Pleasant. A roundabout will make it difficult and dangerous to pull out of driveways and parking lots due to the constant traffic flow.
Yes	Put the turnpike easy pass in
Yes	Not enough information provided with this project section!
Yes	Use the base foundation of the current Rt 981 rather than build a new section of road.
	Get your shit together and get this started. My union brothers are ready to start!

Question 7: The Draft Preferred Improvement Concept as presented adequately addresses my concerns within the project area.

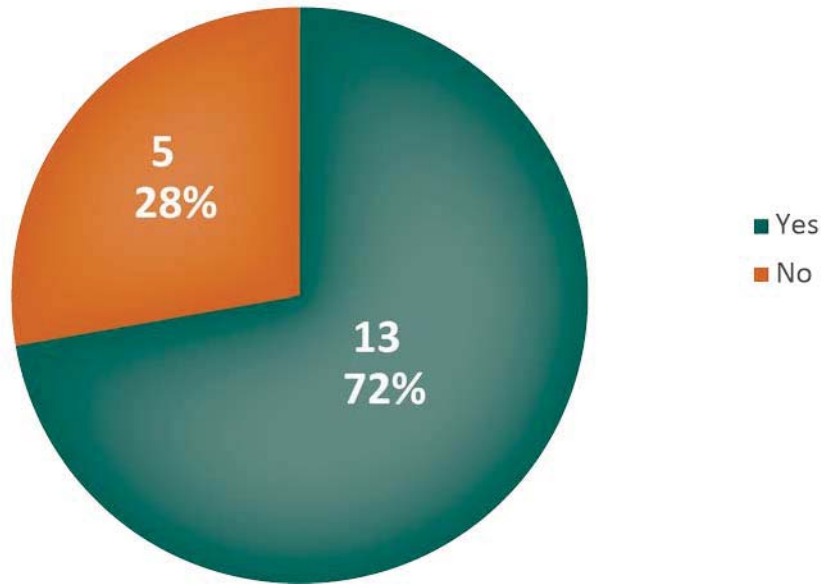


Additional Comments:

Disagree	We are in the "further analysis required" area, so we do not know if we are affected or not and no one at the July meeting could answer my questions.
Disagree	No concern is made regarding the bisecting of cemeteries in Trauger.
Disagree	Drawings not specific enough. No discussion on noise level, property values, truck traffic, speed limits, reducing speeding. No discussion about traffic lights vs. stop signs.

Disagree	I have already sent an email regarding this and have yet to hear anything. At the prior town hall meeting you had Google Earth maps that actually showed the houses and the different routes the project was considering so we could see exactly where the roads were in relation to our house and give feedback. This time, however, you have a path chosen for the project and yet do not have a map that shows anything besides a line. No roads are labeled except for the main roads. No houses are on the map. How is this giving anyone an idea of how this project is going to impact our lives. As I stated in my email the week of the town hall meeting, my husband and I didn't build our house two years ago with a 600-700 foot long driveway off of 981 so we could have an even busier road go through our back yard. It would have been nice to have something showing more detail so we could see just how close you plan on coming to our house. It would have been nice to see just how much of an interruption to our lives you plan on causing with this new road. If you had the maps for the first meeting why didn't you have them for the second. Now you have everyone speculating how this road will change our neighborhoods rather than being straight and upfront. I understand that things are still in the planning stages for some sections. But when you have a plan like this don't you think it would be nice to be a bit more open about the impact. These are people's homes you are talking about. How would you feel if all you were given was a tan colored map with gray and blue lines noting the roads - no detail showing where you 'fit in' and how your life is going to change? I would appreciate a response. Anyone is welcome to come out to our property and show us exactly how this is going to pass our house and discuss just exactly you plan on doing to keep the noise level down once the road goes in.
Neutral	I guess the draft was presented as best as it could be with the studies that were done. I do wish that we could have a more solid answer so we know if we can move forward with any home improvements we have planned.
Neutral	I should of had more final results from studies and exactly who's property it was going to impact and by how much. More research on the mining surface deep.
Strongly Disagree	The old streetcar line is on grade and by far the best way for the road.
Strongly Disagree	This road is not needed. A roundabout in the middle of where kids play and a pedestrian bridge is not a good idea. Kids drive their tractors to and from school on the last day of school. We do not need the turnpike to open up to our small town all that will do is put more drugs in this area. Our taxes will go up because more roads will be put on the township to maintain. The township and the state can't even maintain the roads we all ready have. We need to stop taking farmers fields and replacing them with roads. Norvelt is a part of history and this should not take place here.
Strongly Disagree	See above comments
Strongly Disagree	I went to meeting on July 26 the video did not work, no speeches, no body known a thing about the didn't even know the speed limit right now i will not waste my time again.
	The concept is hard to judge. How many homes will be lost? Does/will this connect to the turnpike? No traffic lights or stop signs indicated.

Question 8: Do you have any suggestions for the Draft Preferred Improvement Concept?



Additional Comments:

Yes	Expand the road on our side to eliminate the upcoming curve toward Norvelt. We have lived here almost all our lives, 63 years, and there have been very bad accidents.
Yes	It would probably be best just to pave the road with quality materials and fill the berms on either side
Yes	When leaving Norvelt, the proposed route to cross 981 just north of Norvelt and then when you get to Holly Place, stop sign, then cross Mammoth-Calumet road brings you thru excellent farmland along route 2023. I have my water line on the right the full length of my property along this route. This route is not practical or acceptable. Why is the most efficient and practice way being avoided? George Overly
Yes	Through it out. It is not needed. Some people do like to live and work in a country setting.
Yes	See above comments
Yes	Pedestrian crossing from ball fields and football fields and Rust Creak. Safety for all especially the children.
Yes	Why would you put a so call donnut in for a so called roundabout at middle Churches at 3:00 when High School lets out there is over a xxxx mile.
Yes	Given the proposed 8'-0" shoulder to accommodate potential bike/ped users, will there be any consideration for protection or designation, such as: special striping between travel lane and shoulder, shoulder rumble strips, and/or bike/ped pavement markings (every "X" number of feet) and bike/ped signage? Also, will the shoulders be treated as sidewalks at given intersections or roundabouts (provided crossings/crosswalks)? Suggest treatments/markings/signage to designate shoulder for bike/ped use and to alert motorists; and provide designated crossings at intersections.
Yes	Avoid the cemeteries in Trauger on Dutch Hill. Road construction between two cemeteries is very disrespectful!

Yes	Explain why we need a connector from point A (proposed turnpike off ramp) to point B (Latrobe Airport). Utilization of farmland or vacant property is better than tearing down houses and filling in waterways.
Yes	Leave the intersection pf 981/819 a regular intersection with a four way stop or add a traffic light. This will pace traffic so pulling out onto 981 into Mt. pleasant is safe and possible.
Yes	Divide the road up evenly.

Question 9: Additional Comments

At School students and teachers plus school bus hit that intersection at one time how is that going to fit through at one time plus traffic coming from 3 other directions at one time. Plus the school bus's are 35 ft long. all access so call progress for xxxx even will across

It takes me sometimes 4 minutes to get across and you want to make them go faster all because of a golfer with money. you people are building road and you do not even know what to me put up with. if you want info than come talk to me if not do not waste my time.

Driveway - If property is taken the slope will be not acceptable. Need fill for better slope to see traffic. Angle better to merge onto road - visibility.

I work - no late night construction - no jack breaks at night.

Draining improvements near my driveway.

I do welcome the change due to the car accidents. Lower the speed limit also.

Even though several farms may be impacted near Pleasant Unity, I feel the direct route of utilizing the trolley right-of-way would be a safer route. (Avoid the "s" turn).

Not in favor of any roundabouts. I know now try to avoid the new roundabout in New Stanton.

Please Consider the option of utilizing the existing Rt 2023 at top of the Hill in Trauger. It is flat versus sloped proposal between two cemeteries.

Everyone was very nice and answered all my questions.

I agree with the alignment of the DPIC, which allows the existing Route 981 to function as a feeder route, rather than as a current truck route. The DPIC affects the least number of properties.

I am also Chairman of the board of the Greater Latrobe-Laurel Valley Regional Chamber of Commerce and represent more than 500 member businesses in the region. We support the project and see it as essential to the future development and vitality of the region and to the improvement of the quality of life for the people who live here.

I am aware that I missed the deadline of August 9th but I would still appreciate a response.

I truly hope to receive some response to my deep concerns. Thank you.

Is it possible to construct the roundabout underneath the train trestle, with the lanes going around the supporting tripod structure? Maybe this would avoid taking homes, only sections of land.

Landscaping my bank that has crown - vetch on it currently. Slope the bank rather than straight up and down finish.

Replacement of cement steps, sidewalk, move mailbox.

Lengthy disruption of utilities, concern on water.

Black top driveway will need reconfigured.

My mail box is across the road from my house. Will it be installed across the road? Its risky now to cross. I am 86 years old. I do wish it can be replaced so I wouldn't have to cross the road. Will the vibration of the heavy equipment effect my house or my septic system in anyway?

Our house is in the "Further Analysis Required" area. Our front porch is 45 feet from the edge of the road ; 43 feet from the edge of the shoulder. If you go to widen toward our side, the eastern side, the road will be on our front porch. We have 2 children, 12 years and 9 years old, and this would be very dangerous for them and us. We are more than willing to allow you to buy us out and come to this side. Our house is very large and if you needed a headquarters, our house would be ideal for offices. Our 30x30 garage would be convenient to store your equipment in. The area across the road from us, on the west side, I believe is considered a wetland, which I understand would cause problems for you, so please consider our proposal.

Thank you

the railroad tressel between the turnpike bridge and Norvelt has to come down. It is a clear and present danger. Years ago there was a mining operation between the turnpike and railroad tressels. Maps should be checked for any mining tunnels still remaining underground.

The round-a-bout at Latrobe airport is too small for truck and trailer traffic.
I live on Windy hill Drive and Rt 981 and I feel that a new 2-lane road to handle truck traffic at all hours of day and night will damage property values around my house.
Rumors of FedEx, UPS, DAL, Boeing Aircraft all wanting to ship out of Latrobe Airport via PA Turnpike will mean 10 fold of heavy traffic through Mt. Pleasant Twp.

There is already a turnpike exit in New Stanton and in Donegal we don't need any extra traffic coming through our small country town.

This evening was poorly designed. The video shown had no sound. I was told there was sound but it could not be heard over the talking of people gathered. This not an excuse. Bring adequate sound system with you or have a person speak.

This roadway is one hundred percent unneeded. Penndot can not take care of the roads they currently have let alone additional ones.

After attending this meeting I learned to different reasons as to why this roadway is being built:
Reason #1 from Penndot representatives: Safety. The current road is not unsafe by any stretch of the imagination, what makes any road unsafe is the way people drive new or old road. There are not many accidents on the current road to begin with, and the story about there being so much traffic and congestion is complete lie.

Reason #2 from numerous elected officials in attendance and absent from the meeting. Kennametal and The Arnold Palmer airport are pushing very hard in favor of the road. As one official told me "The CEO of Kennametal told me before he left he would not add one more job to the area until they get their road" I say good don't let the door hit you on the way out. Ridership at the airport is up compared to 10 years ago yes but is down last year and this year also so far. Just drive past and look at the lots/runway parking.

This is a rural area/community that I and many other people I have spoke with like the way it currently is. If you want to live in a more urban environment or are worried about your commute times move to Murrysville, Delmont, Greensburg or any of the other surrounding towns. Increased traffic means more crime will follow. All you read about is how bad the opioid drug problem is, if you don't think increased traffic means increased drugs more easily coming into these communities you are kidding yourself.

You can hardly travel 10 miles in any direction without running into construction now. Nobody wants to deal with the aggravation and mess of a road being torn up in front of their house on a daily or around the clock basis for that matter. There are other roads in much more dire need of improvement in this state than this one at the moment.

By the way your roundabouts that you seem to be so in love with these days are an absolute joke. Try maneuvering around one in a tractor trailer. A stop sign or traffic light is much easier and more efficient. Think I'm joking? observe the ones in New Stanton and watch to see how many people don't use their turn signals or insist on stopping at a yield sign when there is no traffic coming making your continuous flow of traffic a joke.

APPENDIX J: ADDITIONAL COMMENTS RECEIVED

Name: Noah Lee Stoltzfus

Contact Info: 717-575-0193 noah.stoltzfus73@gmail.com

Team Member/Station: _____

Comments: Building new house on holly place

just up from one lane bridge

road proposed to go between our new house

and St. Stanaslav's church - now Journey church

would like to see exactly where that will go.??

Name: _____

Contact Info: _____

Team Member/Station: _____

Comments: _____

Name: _____

Contact Info: _____

Team Member/Station: _____

Comments: _____
