

APPENDIX H

PUBLIC INVOLVEMENT

MFSC JULY 2011
MEETING MINUTES

Allegheny Tunnel Transportation Improvement Project
Mountain Field and Stream Club -Berlin, PA
July 25, 2011
Sign-in Sheet

Name	Represents	Address	Telephone No.	E-Mail Address
1. Tim Resh	MFSC	363 Lincoln St.	814-443-1367	FEVV@wpir.net
2. Linda Seamon	MFSC	2730 Huckleberry Hk	814-267-5850	laclin-rn@comcast.net
3. Jon Lape	MFSC	645 Deeter Gap Rd	814-267-4084	Lape@Net2ero.net
4. Jeff Davis	PTC	Highspire, PA	717-939-9551, x5160	jdavis@patumpike.com
5. GARY GRAHAM	PTC	" "	" x5990	GGRAMHAM@PATVANPIKE.WM
6. Dave Willis	PTC	" "	" x3570	dwillis@paturnpike.com
7. GREG BEDNAR	PTC	NEW STANTON, PA	724-755-5182	gbednar@paturnpike.com
8. Tammy Sherwin	L.R. Kimball	415 Moon Clinton Rd. Coraopolis, PA	412-262-5400	Tammy.sherwin@lckimball.com
9. ED JONES	L.R. Kimball	615 N. HIGHLAND AVE EBENBURG, PA	814-472-7700	ED.JONES@LCKIMBALL.COM
10. Randy Musser	MFSC	906 Buckstown Rd Stoystown PA 15563		
11. Eugene O'Neil	MFSC	11090 GLADES PIKE FAIRHODE	814-267-3720	HONEYBEE@PENNSWOODS.NET
12. Ray Boyer	MFSC	10978 Glades Pike Fairhope, Pa.	814 267 5433	
13. Roy & Sheeh	MFSC	7684 GLADES PIKE Berlin Pa	814-267-4145	
14. EARLE BOYER	MFSC	607 Meadow St Berlin 15530	814-267-3520	
15. R. SCOTT BOYER	MFSC	870 DEER PATH LN SOMERSET. PA	814 445-4748	RSCOTTBOYER@REMAX.NET

Allegheny Tunnel Transportation Improvement Project Meeting Minutes

Date: July 25, 2011
Time: 6:00 PM
Location: Mountain Field and Stream Club, Berlin, PA
Subject: Re-introduction of the Project

Attendees:
Refer to the sign-in sheet

Bold items noted as action items.

Discussion Items:

Gary Graham (PTC) starting the meeting with introductions and a brief explanation of the project. He then turned the meeting over to Ed Jones (L.R. Kimball).

Mr. Jones provided a brief overview of the traffic situation discussing level of service for existing and future dates. He also discussed the existing condition of the tunnel stating that the structure requires major improvements. Mr. Jones also explained that the area's elected officials were contacted and intent to enter letters were mailed to property owners within the designated study area. He then stated that meetings with the resource agencies were held in 2010 to re-introduce the project.

Tammy Sherwin (L.R. Kimball) outlined the field studies that will be undertaken as a part of this project. They include: wetland delineation, stream assessment, threatened and endangered species assessments, cultural resource studies, agricultural assessments, geological and soils investigations, and socioeconomic evaluations.

Mr. Jones referred to the property mosaic on the table and asked if the Club property appeared to be correct. Randy Musser (MFSC) and Tim Resh (MFSC) stated that the Club had acquired another parcel north of their current property and that it is split with Scott Boyer. **The change was marked on the mapping for revisions.**

Jeff Davis (PTC) pointed out that upon stopping the study in 2001, the yellow and brown corridors were being investigated further. The resource agencies have since asked that a corridor south of the existing tunnel be added to the investigation. This new corridor is termed Gray and also has one tunnel option and one cut option.

Mr. Jones explained why the agencies were asking for a southern corridor. He stated that the U.S. Fish and Wildlife Service (USFWS) identified that the majority of bats traveling from the South Penn Railroad hibernacula went northeast following the Raystown Branch of the Juniata River corridor. Mr. Willis stated that the USFWS provided a recent study from 2007 indicating this. Mr. Musser stated that the 2007 study was complete for their wind farm study. Mr. Jones

then explained that the northern alternatives would cross the Raystown Branch with a larger bridge structure high above the stream. He also indicated that mitigation measures such as fencing along the bridge could be incorporated to avoid bat/vehicle collisions. It was also discussed that the previous Red Tunnel option would impact the hibernacula as well as any rehabilitation to the tunnels.

Mr. Musser indicated that the Club is concerned over cutting their property in half and he stated that the southern tunnel looked favorable to them.

Mr. Jones explained that the PTC would provide mitigation measures for disturbances to resources and property. He stated that wildlife crossings would be included for a cut and this would also serve as crossings for Club members to access both sides of the property. Renderings of a crossing over I-70 in Colorado were passed around for those in attendance to view as an example.

Mr. Resh stated that the Club has some special resources present on their property such as mountain top wetlands, a sand-spring, and a re-emerging hardwood forest stand (in previous clear cut area). He also stated that the Club has added two new food plots on their property.

Mr. Davis stated that the designed tunnel lengths for the tunnel alternatives would be much shorter than the existing tunnel, which means part of the tunnel alternatives will be in a cut situation.

Mr. Musser asked if alignments would be changed. Mr. Jones explained that potential shifts in the alignments would occur after the environmental studies are complete. This would be to avoid and minimize impacts to resources.

Greg Bednar stated that four lanes of traffic must be maintained at all times during construction and that future traffic studies indicate the designed alternative would have to have four lanes for westbound traffic (includes a truck climbing lane) and three lanes for eastbound traffic.

Mr. Musser asked if the recent traffic study took into consideration the completion of SR 22 and SR 219. **Mr. Jones stated that he did not know for certain, but would verify what the study incorporated.**

Mr. Resh stated that the MFSC has encountered a couple instances where PTC employees asked MFSC members to vacate the PTC right-of-way. He stated this was done very abruptly. Mr. Musser indicated that the Club has an agreement to cross the PTC property, but has not been able to locate the actual agreement. He will further investigate to locate this agreement.

Mr. Graham stated that Greg Bednar is the PTC contact for this project and Greg's contact information is identified on the intent to enter letters. Mr. Bednar also passed out business cards.

Mr. Bednar indicated that work on the Allegheny Tunnel would be occurring this summer and asked Mr. Graham to explain what type of work will be taking place. Mr. Graham stated that it is more of a superficial project to correct some aesthetic problems at the tunnel entrances.

Mr. Musser asked if MFSC representatives could accompany project field staff when they are on the Club's property. They would be available to show the field staff where resources of concern

are located on their property. Ms. Sherwin stated that this could be arranged, but the field staff will be covering all areas of the property not jumping from one location to the next. **It was agreed that Ms. Sherwin will contact Mr. Musser when staff will be on their property.**

Mr. Resh also asked that field staff wear orange at all times. He also stated that debris was left behind after the last geotechnical boring study and asked that this not happen when the next study takes place.

Linda Seanor (MFSC) informed the project team that timber rattlesnakes are present on the Club's property. She has personally seen them within the area of the powerline. Ms. Sherwin assured her that the field staff would be taking the appropriate precautions.

Mr. Musser asked the PTC for copies of their cost analysis. Mr. Jones informed him that these were preliminary and would be adjusted as the project moved forward. The cost analysis will be provided once the alternatives are refined after environmental investigations.

Mr. Bednar stated that in general the cost of the tunnel options were 2 ½ times higher than the cost of cuts. Mr. Jones explained that Gannett Fleming was added to the team to evaluate the tunnel alternatives and costs. They also considered utilizing the existing two tunnels (four lanes) for the westbound movement and boring a new three lane tunnel to the south for the eastbound movement. They recently had involvement with a widening of a Port Authority Tunnel in Pittsburgh and used the costs from that to formulate the cost of utilizing the existing Allegheny Tunnels. This cost turned out to be more than constructing two new tunnels for both movements due to the methods required for widening an existing tunnel.

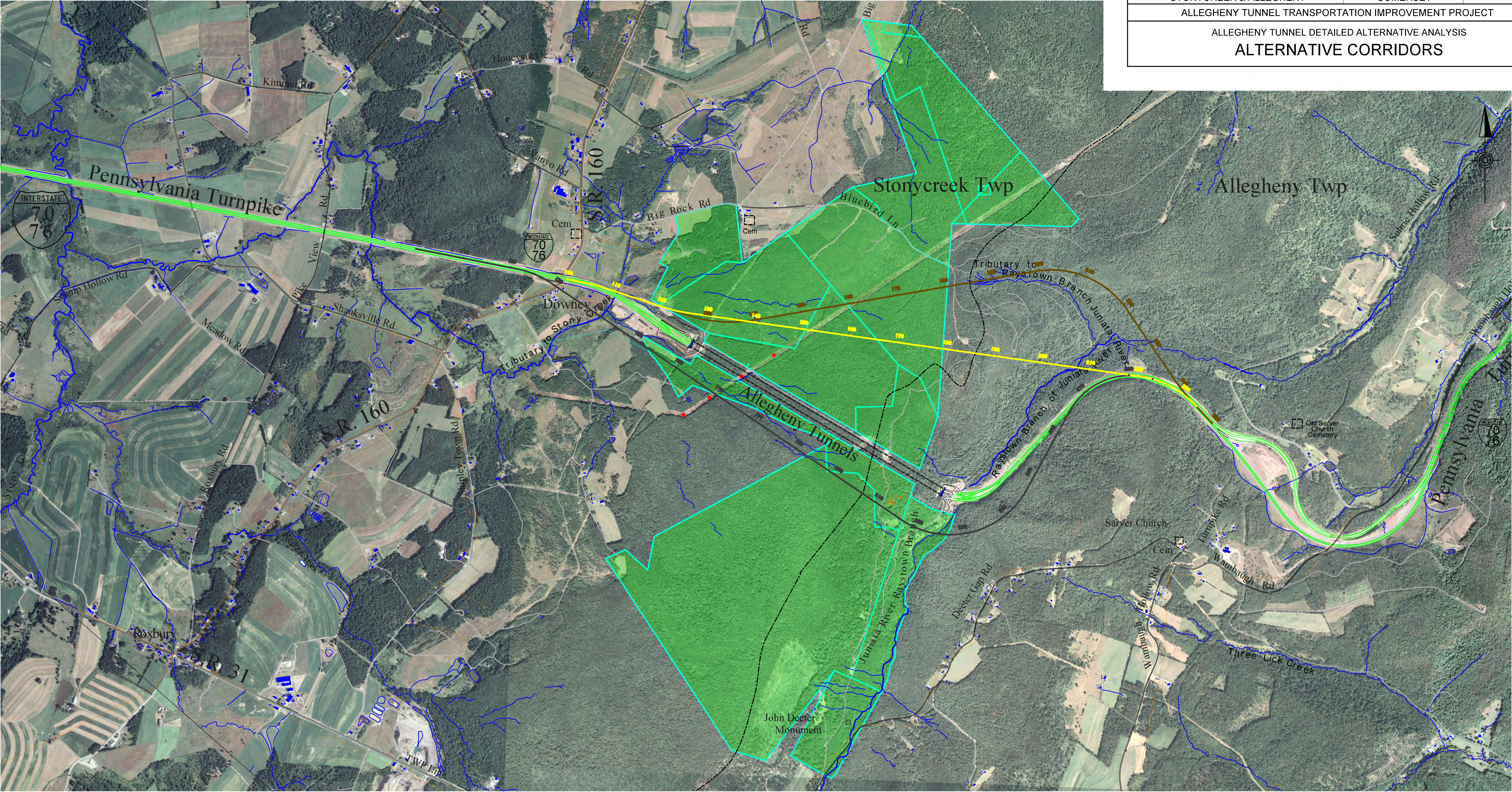
Mr. Resh inquired about the funding for the project. Mr. Graham stated that funding for the study and some of the design is on the current PTC Capital Improvements Plan, but that funding for the construction may have to come from bonding.

Scott Boyer (MFSC) asked how mineral, oil and gas rights would be handled for the project. Mr. Graham indicated that the PTC typically does not buy these rights, but any impact to them will be settled with the right of way acquisition.

Action Items:

1. L.R. Kimball to revise MFSC property as indicated.
2. L.R. Kimball to verify if completion of SR 22 and SR 219 was included in the traffic study.
3. L.R. Kimball to contact Randy Musser of MFSC prior to start of field work.

TOWNSHIP	COUNTY	FIGURE NO.
STONYCREEK & ALLEGHENY	SOMERSET	
ALLEGHENY TUNNEL TRANSPORTATION IMPROVEMENT PROJECT		
ALLEGHENY TUNNEL DETAILED ALTERNATIVE ANALYSIS		
ALTERNATIVE CORRIDORS		



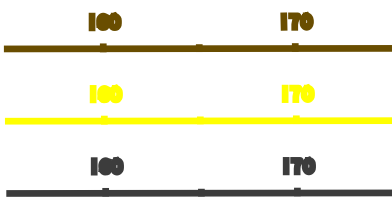
Pennsylvania
Turnpike
Commission



LEGEND

- Roads
- Township Line
- Structures

- Surface Water
- Perennial



Brown Alternative
Yellow Alternative
Gray Alternative

PRELIMINARY
JULY 25, 2011



MFSC OCTOBER 2013
MEETING MINUTES

Allegheny Tunnel
Transportation Improvement Project

10/10/13

Name	Organization	Phone number
Tammy Sherwin	L.R. Kimball	412-262-5400
Roger Mason	MFSC	814 233 6366
Shelly Shultz	MFSC	814 241-1518
Tim Resh	MFSC	814-443-1307
Roy Sheetz	MFSC	814-267-4145
Joshua Coulter	MFSC	814-279-2341
Jon Lape	V.P.	814-267-484
Clair M. Sser	E.C.	814-267-415
GREG BEDNAR	PTC	724-755-5182
DAVE WILLIS	PTC	717-920-7357
Sohn Gustkey	L.R. Kimball	814-472-7700
GARY GRAHAM	PTC	717-831-7109
Jeff Davis	PTC	717-920-7516
Ed Jones	L.R. Kimball	814-472-7700



Meeting Minutes

Date: October 10, 2013
Time: 6:30 PM
Location: Mountain Field and Stream Club, Berlin, PA

Subject: Alternatives Update

Attendees:

Refer to the sign-in sheet

Bold items noted as action items.

Discussion Items:

Jeff Davis (PTC) opened the meeting with a brief overview of the project and turned the presentation over to Ed Jones (L.R. Kimball). Mr. Jones continued onto the presentations, which included Project-specific information, as presented in following slides

- Project timeline
- Project needs
- Existing conditions
- Environmental constraints
- Project corridors
- Cultural resources
- Brown cut alternative
- Brown tunnel alternative
- Yellow cut alternative
- Yellow tunnel alternative
- Gray cut alternative
- Gray tunnel alternative
- Alternatives matrix
- Brown cut alternative – Mountain Field and Stream Club access
- Yellow cut alternative – Mountain Field and Stream Club access
- Gray cut alternative – Mountain Field and Stream Club access
- What's next
 - o Meeting with the Public – October 22, 2013
 - o Select a Preferred Alternative – 2014
 - o Resource Agency Coordination – 2014
 - o Public Coordination – 2014



Mr. Jones concluded the presentation by opening the floor up to questions and comments from the attendees.

Prior to questions Mr. Davis stated that a majority of the slides from the presentation as well as additional information would be available on the Turnpike's website www.paturnpike.com under "Design and Construction, Major Design and Construction Projects".

The following questions and statements were received from the attendees:

Question: What will be done with the vacated property above the existing tunnel?

Response: A number of options could be available and it will be evaluated in the future.

Question: What is the acreage of Mountain Field and Stream Club property that would be taken by each alternative?

Response: Brown Cut – 73.22 acres, Brown Tunnel – 47.55 acres, Yellow Cut – 89.51 acres, Yellow Tunnel – 51.47 acres, Gray Cut – 75.07 acres, and Gray Tunnel – 49.45 acres.

Question: Will the tunnel alternative include two or three lanes?

Response: The tunnel alternatives will include 3 eastbound lanes and 4 westbound lanes.

Question: How was the Gray Alternatives designed?

Response: The Gray Alternatives were first designed as tangent or straight line as possible, then the alternatives were modified to avoid and minimize resources such as wetlands, streams and threatened and endangered species habitat while still meeting standard design criteria.

Statement: It seems more Mountain Field and Stream Club property is being impacted to save wetlands.

Response: The PTC is required to avoid and minimize impacts to wetlands, streams and other sensitive resources to obtain a waterway permit from the U.S. Army Corps of Engineers and PA Department of Environmental Protection.

Question: What is the timeline for the project?

Response: The PTC would like to choose a preferred alternative in 2014. The project would then move through the design and permitting phases. Construction may occur at the earliest in 2019.

Question: How will the project be funded?

Response: The project will be funded through the PTC Ten Year Capital Plan.

Question: What has changed since the project was last placed on hold in 2001?

Response: The tunnel is in a state of deterioration, traffic has increased resulting in delays and bottlenecks at certain times and the PTC is currently working on a system-wide total reconstruction consisting of 3 lanes in each direction.



Question: What changes in traffic can be expected with the completion of U.S. 219?

Response: It would depend on the origin and destination of the traffic as well as the driver's preference of distance versus toll payment. The funding to complete U.S. 219 is not in place at this time.

Question: When will the Turnpike convert to All Electronic Tolling and will there be slip ramps for U.S. 219 and SR 31?

Response: The PTC is anticipating the conversion by 2018. Addition of ramps would be evaluated in the future.

Question: What was Senator Kasunic and Representative Metzger's views of the project?

Response: They were interested in the tunnel options and if the project would be funded.

Question: Has weather been further investigated?

Response: A study was conducted during the previous investigation. Ten years of weather data was evaluated and due to the elevations of the cut alternatives and approaches for the tunnel options weather is anticipated to have an equal impact on all alternatives.

Mr. Davis indicated that the project team has also studied widening the existing tunnels and it appears not to be practical from a traffic maintenance, construction timeframe and cost stand point.

Tammy Sherwin (L.R. Kimball) handed out comment forms and indicated they could be complete at the meeting or mailed or faxed back to her by October 25, 2013, as indicated at the bottom of the comment form. There were no comments forms received by October 25, 2013 regarding this meeting.

The meeting was concluded at 7:15 PM.

MOUNTAIN FIELD AND STREAM CLUB

P.O. BOX 102, BERLIN, PA 15530

November 25, 2013

Pennsylvania Turnpike Commission
2200 North Center Avenue
New Stanton, PA 15672-9602
Mr. Gregory Bednar, P.E., Project Manager

RE: Allegheny Turnpike Improvement Project

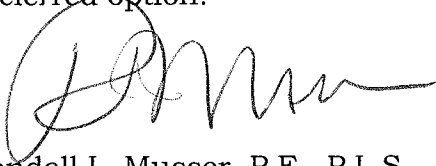
Dear Mr. Bednar:

The Mountain Field and Stream Club (MF&S Club) appreciated the opportunity to meet with your project team to review the proposed alignments for the Allegheny Tunnel Improvement Project. Some of our members also attended the public meeting held in Somerset – October 22, 2013.

We are encouraged to see that the tunnel options are available for all three proposed alignments. The MF&S Club remains convinced that the tunnel options are the only options that would preserve the natural resources of the Allegheny Mountains. The proposed cut options will gouge huge, permanent, open cuts through the mountain. The cuts will vary in depth from 212 feet to 400 feet deep and will scar the mountains landscape, intercept valuable groundwater sources and interrupt the natural movement of wildlife along the Allegheny Mountain Ridge. A highway cut over the mountain will also place travelers into a micro climate that will be snowy, windy and/or foggy during many months of the year. The hazardous conditions would be avoided if a tunnel option is selected.

Strictly from the MF&S Club's perspective, the proposed cut options will cut the heart out of the land that the Club owns in the project area. Bisecting the Club's 1400+ acres into two 700-acre parcels, significantly and negatively impacts the use and function of the land for the MF&S Club's 600+ members. The Pennsylvania Turnpike Commission has not presented any thoughts on how they would propose to replace the value and function lost if a cut option is selected. The proposed natural bridge would not be an acceptable option to replace the use and function lost by the MF&S Club.

Again, thank you for considering the MF&S Club's concerns as you attempt to select a preferred option.



Randall L. Musser, P.E., P.L.S.
President, Mountain Field & Stream Club

Cc: File

Our Mission:

To operate and manage a safe, reliable, cost effective and valued toll road system.



Pennsylvania Turnpike Commission

America's First Superhighway

February 27, 2014

Mountain Field and Stream Club
P.O. Box 102
Berlin, PA 15530
Attn: Randall L. Musser, P.E., P.L.S.

Dear Mr. Musser:

Thank you for your letter dated November 25, 2013. We appreciate your interest and comments concerning the Allegheny Tunnel Transportation Improvement Project. It is our intent to be good stewards of the environment while remaining fiscally responsible to achieve the end goal of addressing the problems with the current Allegheny Tunnel. We will contact you to schedule another meeting with the Mountain Field and Stream Club to discuss the concerns noted in your letter and any other concerns the Club has concerning the project before we go to the public again.

Please contact me at (724) 755-5182 if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "P. Gregory Bednar".

P. Gregory Bednar, P.E.
Project Manager

cc: Gary Graham
Jeff Davis
Dave Willis
Ed Jones
File



1-877-736-6727
paturnpike.com

PUBLIC OFFICIALS 2013
MEETING MINUTES



Transportation Improvement Project

Pennsylvania Turnpike Commission
Allegheny Tunnel Transportation Improvement Project
Public Officials Meeting
Wednesday, October 16, 2013

SIGN IN SHEET

NAME	ORGANIZATION	PHONE NUMBER	E-MAIL ADDRESS
Tammy Sherwin	L. R. Kimball	412-262-5400	tammy.sherwin@lrkimball.com
ED JONES	L. R. KIMBALL	814-472-7700	EDJONES@LRKIMBALL.COM
STEVE CRESCENZO	L. R. KIMBALL	724.433.9817	steven.crescenzo@lrkimball.com
GREG BEDNAR	PTC	724-755-5182	gbednar@paturndpike.com
MIKE K. COSTELLO	ALLEGHENY TWP.	814-267-5463	—
Jeff Davis	PTC	717-831-7516	jdavis@paturndpike.com
Dave Willis	PTC	717-920-7357	dwillis@paturndpike.com
GARY GRAHAM	PTC	717-831-7109	GGRAMHAM@PATURNDPIKE.COM
John VATAVUK	County Commission	814-445-1402	VATAVUKJO@CO.SOMERSET.PA.US



Meeting Minutes

Date: October 16, 2013
Time: 4:00 – 5:00 P.M.
Location: Quality Inn Banquet Room, Somerset, PA
Subject: Public Officials Meeting

Attendees:

Gary Graham (PTC)	Miles Costello	Ed Jones (L.R. Kimball)
Jeff Davis (PTC)	(Allegheny Twp. Supervisor)	Tammy Sherwin (L.R. Kimball)
Dave Willis (PTC)	John Vatauvuk	Steve Crescenzo (L.R. Kimball)
Greg Bednar (PTC)	(Somerset Co. Commissioner)	

Pre-Meeting Discussions:

Prior to the beginning of the Public Officials Meeting, Miles Costello (Allegheny Township Supervisor) requested a copy of the mapping showing the proposed Project alternatives. Ed Jones (L.R. Kimball) stated that L.R. Kimball can provide a copy of the requested plan to Mr. Costello.

Public Officials Meeting Presentation:

Mr. Jones opened the Public Officials Meeting presentation by welcoming the attendees and thanking them for their interest in the project. Mr. Jones continued onto the presentations, which included Project-specific information, as presented in following slides

- Project timeline
- Project needs
- Existing conditions
- Environmental constraints\
- Project corridors
- Cultural resources
- Brown cut alternative
- Brown tunnel alternative
- Yellow cut alternative
- Yellow tunnel alternative
- Gray cut alternative
- Gray tunnel alternative
- Alternatives matrix
- Brown cut alternative – Mountain Field and Stream Club access
- Yellow cut alternative – Mountain Field and Stream Club access
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- What's next
 - Meeting with the Public – October 22, 2013
 - Select a Preferred Alternative – 2014
 - Resource Agency Coordination – 2014
 - Public Coordination – 2014

Mr. Jones concluded the presentation by opening the floor up to questions and comments from the attendees.

Mr. Costello inquired as to which alternative the Pennsylvania Turnpike Commission (PTC) considers to be their choice. Mr. Jones replied that the PTC and L.R. Kimball are currently evaluating all of the alternatives on several points of comparison (i.e. environmental, construction, engineering, safety, public input, etc.). There is no preferred alternative at this time. The PTC is seeking input on all alternatives.

Gary Graham (PTC) stated that the current alternatives have been updated based upon engineering and environmental constraints.

John Vatauvuk (Somerset County Commissioner) inquired if the PTC still has the goal to eliminate all of the tunnels on the Turnpike system.

Mr. Graham stated that the proposed Allegheny Tunnel Transportation Improvement Project is based upon the analysis of the capacity and safety of the existing tunnel structures. Mr. Graham added that the Allegheny Tunnels are the oldest and longest tunnels on the Turnpike system, and are also in the poorest condition as compared to the other tunnels within their system. Jeff Davis (PTC) stated that the volume of traffic utilizing the Allegheny Tunnel is greater than any of the other tunnels within the Turnpike's system due to its location in-between the Interstate 70 interchanges with the Turnpike (Breezewood and New Stanton).

Commissioner Vatauvuk stated that he prefers tunnels.

Mr. Davis stated that the slides from the presentation as well as additional information would be available on the Turnpike's website www.paturnpike.com under "Design and Construction, Major Design and Construction Projects" prior to the Public Meeting, which is scheduled for Tuesday, October 22, 2013 from 5:00 to 7:00 P.M.

Mr. Graham closed the meeting by thanking the attendees for their time, input, and interest in the Project.

The meeting was concluded at approximately 4:45 P.M.

PUBLIC PLANS DISPLAY 2013
MEETING SUMMARY



Public Plans Display Summary October 22, 2013

The Pennsylvania Turnpike Commission (PTC) hosted an Open-House Plans Display for the Allegheny Tunnel Transportation Improvement Project on October 22, 2013 at the Quality Inn in Somerset, PA from 5:00 to 7:00 PM to gather input from the public on the project. The meeting was advertised in the Somerset Daily American Newspaper on October 5th and 19th, 2013 and in the Bedford Gazette on October 6th and 20th, 2013. The proof of publication is located in Attachment A. The attendance at the plans display included 35 members from the public and 11 members from the project team.

The plans display included 10 stations for the public to view information about the project. Each station was identified in a hand-out provided at the sign-in table and with a large sign placed on the wall above each station. PTC, L.R. Kimball, and Heberling Associates staff were present at the stations and throughout the meeting room to answer questions.

Station 1 – Sign-in Table

The sign-in table was located in the hallway prior to entering the meeting room. Each participant was asked to sign-in (Attachment B) and received a handout (Attachment C) identifying the project history and origin, next steps in the project, anticipated timeframe for the project, the meeting room layout, and frequently asked questions about the project. Each meeting attendee also received a comment form (Attachment D) that could be completed and returned at the meeting or mailed/faxed back to L.R. Kimball.

Station 2 – PowerPoint Presentation

The PowerPoint Presentation for the project was a narration of each board the public would be viewing at the following stations. Seating was provided for approximately 15 people and the presentation lasted approximately 8 minutes and ran on a continuous loop.

Station 3 – Timeline

The display board at this station provided a brief overview of the project milestones from 1996 to the present.

Station 4 – Project Needs

This station presented the five (5) project needs on a display board.

Station 5 – Environmental Constraints

The display at this station presented existing conditions at the project site on an aerial photograph. The environmental constraints were identified on the aerial photograph as well and included: wetlands, streams, areas of concern (hazardous materials), flood plains and threatened and endangered species habitat.



Station 6 – Project Corridors

The project corridor board identified three project corridors: brown, yellow and gray. Each corridor includes one tunnel and one cut option.

Station 7 – Cultural Resources

Two (2) display boards were located at Station 7. The first board identified the archaeological predictive model and known historical resources (PA Turnpike and South Penn Railroad Tunnel). The second board provided a flowchart of the National Historic Preservation Act Section 106 process.

Station 8 – Project Alternatives

This station included six (6) display boards that provided detail on the current design of each project alternative.

- Brown cut alternative
- Brown tunnel alternative
- Yellow cut alternative
- Yellow tunnel alternative
- Gray cut alternative
- Gray tunnel alternative

Station 9 – Alternatives Matrix

A display of the alternatives matrix identified impacts to environmental resources and other key features of the project for each alternative.

Station 10 – Comment Form

This station provided an area for the public to sit and write their comments on the provided form. It also contained a drop box for the comment forms. An example comment form is located as Attachment D.

The Display boards identified in Stations 3 through 9 are located in Attachment E.

Recorded Public Comments (Verbal)

The following items or concerns were discussed as the public viewed the displays at each station:

- Some alternatives may have the potential to landlock properties. Need to further investigate how properties are being accessed.
- The Borough of Berlin's public water supply is located south of the Turnpike and members of the water authority would like to see further analysis concerning potential impacts from the southern alternatives.



- Higher design speeds are required as trucks approaching the tunnel westbound constantly ride on the rumble strips.
- It seems the bats are given more priority than humans.
- The Yellow Corridor is the most logical because it has the straightest alternatives.
- Tunnel alternatives are very expensive.
- Residents of New Baltimore have concerns over potential flooding and impacts to drinking water as a result of the project.
- One resident along SR 160 has a wastewater treatment system very close to the existing Turnpike. They are concerned about potential impacts from the project.
- Abandoned tunnels could be utilized as fallout shelter, storage facility or military installation.

Written Public Comments

Those attending the public plans display were provided a comment form at the sign-in table. Each person had the opportunity to complete the form at Station 10 and drop it in a collection box or take the form home, complete it, and mail or fax it back to L.R. Kimball by November 8, 2013. A total of eight (8) comment forms and one letter were received (Attachment F). A summary of the comments is listed below:

- The location of the Berlin Borough water supply is of concern regarding the southern alternatives. The Yellow Tunnel option appears to be the best for Berlin. Casselberry Associates should be contacted for input concerning the wells. The Borough needs proof of no impact to their water supply.
- The primary source of Berlin Borough's water supply comes from the Mauch Chunk aquifer. The Berlin Water Authority is against any alternative that will diminish the quantity and/or quality of their water supply. Hydrologists must be consulted in advance of any decision. Contact the Municipal Authority's Office for more information on the location of the wells.
- A request for the alternatives' matrix was made. This person preferred the cut alternatives to eliminate the diversion of prohibited vehicles from the Turnpike. Of the cut options, the Yellow Cut provides a long and high bridge for wildlife crossing.
- The Yellow Cut is favored to remove the tanker trucks from SR 31.
- Access to a cabin property may be cut off with all alternatives.
- Eliminate tunnels, remove gas trucks from SR 31, Yellow Cut preferred.
- The wildlife crossings are not enough. What will be done for property owners affected?
- The Yellow alternatives are preferred, as they remove the curve.

Closing

The above information will be utilized in the analysis of alternatives. All public involvement activities will be summarized in the Environmental Assessment for the Allegheny Tunnel Transportation Improvement project.

ATTACHMENT A
PROOF OF PUBLICATION

Proof of Publication of Notice in Daily American

Commonwealth of Pennsylvania)
County of Somerset) ss

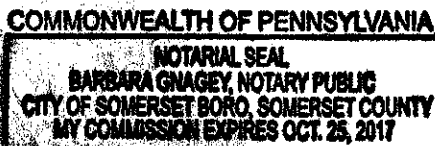
Warren T. Koppenhofer, Jr.
being duly sworn, says: That he is editor, general manager, advertising director of the Daily American, a newspaper of general circulation, published at 334 West Main Street, in the Borough of Somerset, County of Somerset and State of Pennsylvania.

That said newspaper was established as a daily newspaper of general circulation on the First day of July, 1929, since which date said newspaper has been published daily in the Borough of Somerset; that a copy of the printed notice, hereto attached, is exactly as the same was printed and published in the regular edition of the Daily American, published on the following dates, viz:

October 5 and 19, 2013

That affiant further deposes and declares that he is not interested in the subject matter of the aforesaid notice of publication and that all allegations in the foregoing statement as to time, place and character of publication are true.

Sworn to and subscribed before me this 19th day of October, 2013



Barbara Gnagay
Notary Public
My Commission Expires October 25, 2017

Copy of Notice of Publication

ALLEGHENY
TURNPIKE
Transportation Improvement Project

PA Turnpike to Host Open-House Plans Display for Allegheny Tunnel Transportation Improvement

DATE: Oct. 22, 2013
TIME: 5 p.m. - 7 p.m.
LOCATION: Quality Inn & Conference Center
215 Ramada Road, Somerset

The Pennsylvania Turnpike Commission (PTC) is hosting an Open-House Display for the Allegheny Tunnel Transportation Improvement Project. The project proposes alternatives for critical safety improvements to the Allegheny Tunnel located 13 miles east of Somerset Exit (#110).

The project's objective is to address growing concerns about traffic congestion frequency and severity of accidents in and near the tunnel, the tunnel's structural condition and the rerouting of hazardous materials (now the tunnel) onto local roadways.

STATEMENT OF ADVERTISING COSTS

Open House

10-13-DL-19-1

To Daily American, Somerset

For publishing the notice or advertisement attached heretofore the above stated dates \$ 571.50

Probatng same..... \$ 5.00

Total..... \$ 576.50

Publisher's Receipt for Advertising Costs

The publisher of the Daily American, a daily newspaper, hereby acknowledges receipt of aforesaid advertising and publication costs, and certifies that the same have been fully paid.

OFFICE
334 West Main Street
Somerset, Pa.
Established 1929

Daily American, Somerset,
Publisher of Daily American, a Newspaper.

by

I hereby certify that the foregoing is the original Proof of Publication and Receipt for the advertising costs in the subject matter of said notice.

Attorney for

Proof of Publication of Notice in Daily American

Commonwealth of Pennsylvania)
County of Somerset) ss

Warren T. Koppenhofer, Jr.
being duly sworn, says: That he is editor, general manager, advertising director of the Daily American, a newspaper of general circulation, published at 334 West Main Street, in the Borough of Somerset, County of Somerset and State of Pennsylvania.

That said newspaper was established as a daily newspaper of general circulation on the First day of July, 1929, since which date said newspaper has been published daily in the Borough of Somerset; that a copy of the printed notice, hereto attached, is exactly as the same was printed and published in the regular edition of the Daily American, published on the following dates, viz:

October 5 and 19, 2013

That affiant further deposes and declares that he is not interested in the subject matter of the aforesaid notice of publication and that all allegations in the foregoing statement as to time, place and character of publication are true.

Sworn to and subscribed before me this 19th day of October, 2013

COMMONWEALTH OF PENNSYLVANIA
NOTARIAL SEAL
BARBARA GNAGNEY, NOTARY PUBLIC
CITY OF SOMERSET BORO, SOMERSET COUNTY
MY COMMISSION EXPIRES OCT. 25, 2017

Barbara Gnagney
Notary Public
My Commission Expires October 25, 2017

Copy of Notice of Publication

ALLEGHENY TUNNEL Transportation Improvement Project

PA Turnpike to Host Open-House Plans Display For Allegheny Tunnel Transportation Improvement Project

DATE: Oct. 22, 2013
TIME: 5 p.m. - 7 p.m.
LOCATION: Quality Inn & Conference Center
215 Ramada Road, Somerset

The Pennsylvania Turnpike Commission (PTC) is hosting an Open-House Plans Display for the Allegheny Tunnel Transportation Improvement Project. The project proposes alternatives for critical safety improvements to the Allegheny Tunnel, located 13 miles east of Somerset Exit (#110).

The project's objective is to address growing concerns about traffic congestion, the frequency and severity of accidents in and near the tunnel, the tunnel's physical and structural condition and the rerouting of hazardous materials (now prohibited in the tunnel) onto local roadways.

The plans display will identify project needs, environmental features and proposed alternatives. The PTC project team will be on hand to answer questions and get feedback from residents. The meeting site is accessible to people with disabilities. To request assistance, contact PTC Public Information Manager Tom Fox at (724) 755-5260 or tfox@paturnpike.com.

334 West Main Street
Somerset, Pa.
Established 1929

STATEMENT OF ADVERTISING COSTS

Open House

10-13-DL-19-1

To Daily American, Somerset

ing the notice or advertisement	
heretofore the	
ated dates	\$ 571.50
g same	\$ 5.00
Total	\$ 576.50

Advertising Costs

es receipt of aforesaid advertising and publication

Daily American, Somerset,
Publisher of Daily American, a Newspaper.
by Barbara Whipple

I hereby certify that the foregoing is the original Proof of Publication and Receipt for the advertising costs in the subject matter of said notice.

Attorney for

NOV 18 2013

RECEIVED



PA Turnpike to Host Open House For Allegheny Tunnel Transportation

DATE: Oct. 22, 2013

TIME: 5 p.m. - 7 p.m.

LOCATION: Quality Inn & Suites
215 Ramada

The Pennsylvania Turnpike Commission (PTC) is planning an Allegheny Tunnel Transportation Improvement Project to address safety improvements to the Allegheny Tunnel, located near the intersection of the Allegheny River and the Allegheny Turnpike.

The project's objective is to address growing concerns about the severity of accidents in and near the tunnel, the tunnel's rerouting of hazardous materials (now prohibited in the tunnel), and the need for improved safety measures.

The plans display will identify project needs, environmental impacts, and the PTC project team will be on hand to answer questions. The meeting site is accessible to people with disabilities. For more information, contact Information Manager Tom Fox at (724) 755-5260.

PROOF OF PUBLICATION

State of Pennsylvania, Bedford County, ss:

Joseph Beegle, being duly sworn, deposes and says: That the Bedford Gazette was established in 1805 and that it is a daily newspaper of general circulation, published every morning except Sunday, as defined by the Act of Assembly approved May 16, 1929, P.O. 1929, page 784. That its place of business is Bedford Borough, Bedford County, Pennsylvania, and that the attached printed notice is a copy of the Public Notice advertisement exactly as printed in the said publication in its issue of October 6, 2013
October 20, 2013

That the affiant is not interested in the subject matter of the advertisement or advertising and that he, Joseph Beegle is the Publisher of the Bedford Gazette and that all allegations of the statement as to the time, place and character of publication are true.

Joseph Beegle

Sworn and subscribed to before me this 14

Day of November A.D. 20 13

Rebecca Smith (SEAL)

COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Rebecca Smith, Notary Public
Napier Twp., Bedford County
My Commission Expires June 11, 2016
MEMBER, PENNSYLVANIA ASSOCIATION OF NOTARIES

NOV 18 2013



PA Turnpike to Host Open-House Plans Display For Allegheny Tunnel Transportation Improvement Project

DATE: Oct. 22, 2013

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PUBLICATION

Bedford County, ss:

poses and says: That the

305 and that it is a daily

ished every morning

of Assembly approved May

place of business is

nnsylvania, and that the

e Public Notice

e said publication in its

That the affiant is not interested in the subject matter of the advertisement or advertising and that he, Joseph Beegle is the Publisher of the Bedford Gazette and that all allegations of the statement as to the time, place and character of publication are true.

Joseph Beegle

Sworn and subscribed to before me this 14

Day of November A.D. 20 13

Rebecca Smith (SEAL)

COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Rebecca Smith, Notary Public
Napier Twp., Bedford County
My Commission Expires June 11, 2016
MEMBER, PENNSYLVANIA ASSOCIATION OF NOTARIES

ATTACHMENT B
SIGN-IN SHEET



Public Plans Display - Oct. 22, 2013
SIGN IN SHEET

NAME	PHONE	EMAIL	ADDRESS
1. Kelly Eismont	412-262-5400	kelly.eismont@lrkimball.com	415 Moon Clinton Rd, Coraopolis PA 15108
2. Steve Crescenzo	724.433.9817	steven.crescenzo@lrkimball.com	677 GRANT ST., PGM, PA 15219
3. Jan Haupt	267-6097	—	356 S. Pike View Rd Berlin Pa.
4. Kerry Haupt	267-6097	—	356 S. Pike View Rd Berlin Pa.
5. John Gustkey, Jr.	814-472-7700	John.gustkey@lrkimball.com	615 W. Highland Ave. Ebensburg, PA 15931
6. Shelly Shultz	814/241 1518	—	2924 Huckleberry Hwy Berlin Pa 15530
7. Dorothy Shultz	814/267 4202	—	↓ ↓
8. Tim Bliss	814-472-7700	Tim.bliss@lrkimball.com	615 West Highland Ave, Ebensburg PA 15931
9. Ed Jones	814-472-7700	Ed.Jones@lrkimball.com	↓ ↓
10. Tammy Sherwin	412-262-5400	Tammy.sherwin@lrkimball.com	415 Moon Clinton Rd, Coraopolis, PA 15108
11. Cindy Fogle	814-267-5032	cindyfogle@hotmail.com	527 NORTH ST. BERLIN, PA 15530
12. Don Gaffney	724-462-9437	dgeffney@mac.com	321 Elmbrook Rd Beaver Falls, PA 15010
13. Kerri Corrado	800 814-243-3903	Kerri.corrado@wjactv.com	
14. Bill McKool	↓	↓	



Public Plans Display - Oct. 22, 2013

SIGN IN SHEET

NAME	PHONE	EMAIL	ADDRESS
1. KERRY CLAYCOMB	814-267-3837	KCLAYCOMB@YAHOO.COM	THE MUNICIPAL AUDITORIUM OF THE BOROUGH OF BERLIN 700 NORTH ST., BERLIN, PA 15530
2. Scott Miller	814-267-3453	MAHSCOTT@VERIZON.NET	620 South ST BERLIN, PA 15530
3. DAVE WILLIAMS	(412) 269-2087	dkw2@consolidated.net	2520 CLUBHOUSE DR., WEXFORD 15090
4. GREG BEDNAR	724-755-5182	gbednar@paturnpike.com	NEW STANTON
5. GARY GRAHAM	717-831-7109	GGRAMHAM@PATURNPIKE.COM	WM HARRISBURG
6. Mark Jelen	814-445-4021	melpersen@verizon.net	158 East Main St Somerset, PA 15501
7. GENE BARROW	814 931 9592	g6dtnesi.com	210 WINDSOR ST SOMERSET PA 15501
8. Patrick Krupper	814-267-4161	PKrupper@yahoo.com	1020 Old Mill Rd Berlin, PA 15530
9. Jim Bowers	814-443-9724	jeb1958@gmail	1765 Geiger Rd, Friedens PA 15541
10. Henry Nutbrown	412 249 3464	henry.nutbrown@jacobs.com	Eight Penn Center West Pgh PA 15276
11. RON HANKINSON	814-733-2838	—	175 JUNIATA ST NEWBALTIMORE PA 15553
12. SIM SARVER	412-373-2272	—	108 ELM DR TRAFFORD PA 15085
13. MARTHA STUTZMAN	814-267-4036	—	603 DIAMOND ST. BERLIN PA 15530
14. Amy Will	814 443-3148	gregamywill@gmail.com	579 Blackburn Rd, Friedens, PA 15541



Public Plans Display - Oct. 22, 2013

SIGN IN SHEET

NAME	PHONE	EMAIL	ADDRESS
1. MARILYN GLESSNER	814-267-3035	MaryG0614@wildblue.net	1971 WAMBAUGH HOLLOW RD. BERLIN, PA 15530
2. Wes Adams	814-893-6107	wadams310@yahoo.com	3072 WHISTLER RD STOYSTOWN, PA 15563
3. Larry Hankinson	814-733-4852	lhankinson@loc.com	128 TOWN HILL RD NEW BALTIMORE PA 15553
4. Jim & Jane Miller	814-445-5112	jgmiller@zwireless.com	PO Box 624, Somerset PA 15501
5. Tom Walker	814-267-3231	WALKER@keystonedrill.com	2699 COLEMAN STATION RD, PA 15530
6. Paul & Dottie Rep Carl Walker Metzger	814 766-2241		NEW ENTERPRISE STORE & LIME
7. Debbie Hittie Staff	814-443-4230	dhittie@pahousegap.com	301 Georgian Place, Somerset, PA 15501
8.			
9.			
10.			
11.			
12.			
13.			
14.			



Public Plans Display - Oct. 22, 2013

SIGN IN SHEET

NAME	PHONE	EMAIL	ADDRESS
1. L.E. RHODES	814-267-5032	—	527 NORTH ST BERLIN PA 15530
2. Anzh Rosado	Daily American	—	—
3. NORMAN HARVEY	814 445-4866	—	123 WINDSWEEP RD. SOMERSET, PA
4. Wayne Kalp	814-445-9769	—	460 Morris, Rd. Friedens, PA 15341
5. Chuck Lightfoot	814-443-3754	—	160 Ajit Rd Friedens PA 15541
6. Don Sazvor	814-267-4117		3090 BROTHGREN RD BRUIN PA
7. Roger Lamens	814) 733-4537		212 Lamens Rd. Schellsburg. Pa.
8. Jeff Davis			PA TURNPIKE COMM
9.			
10.			
11.			
12.			
13.			
14.			

ATTACHMENT C
MEETING HANDOUT

Allegheny Tunnel Transportation Improvement Project

FREQUENTLY ASKED QUESTIONS

WHY IS THE PROJECT NEEDED?

The project needs were established in 1997 and reassessed in 2010. A project need equates to an issue or problem identified for a particular project. Five needs have been established for this project:

- **Transportation Demand:** The current and future transportation demands on the tunnel and its approaches result in unacceptable Levels of Service (LOS) and traffic congestion.
- **Existing Geometric Constraints:** Some geometric features of the tunnel and its approaches do not meet current highway design standards with respect to lane width, termination of truck climbing lane, horizontal curvature, and sight distance.
- **Accident Rates:** The accident rate for the tunnel and its approaches is higher than the entire Turnpike system and PennDOT statewide rates.
- **Tunnel Conditions:** Both the eastbound and westbound tunnels are in need of major rehabilitation.
- **System Linkage and Continuity** (continuous travel without exiting): System linkage and continuity on the Turnpike is currently disrupted because certain hazardous materials (hazmats) are not permitted through the Allegheny Tunnel. Trucks carrying certain types of hazmat cargo must divert off the Turnpike system and use an alternate route involving local roads.

WHAT PHASE IS THE PROJECT IN?

The Allegheny Tunnel Transportation Improvement Project is currently in the study (alternatives analysis) phase.

WHAT TYPES OF ALTERNATIVES ARE BEING EVALUATED?

Three project corridors (brown, yellow and gray) are being evaluated. Each corridor consists of one open cut (bypass) alternative and one tunnel alternative.

WHAT IS THE GOAL OF THE STUDY?

The goal of the study is to identify a preferred alternative to move forward to preliminary design.

WHAT WILL THE STUDY EVALUATE?

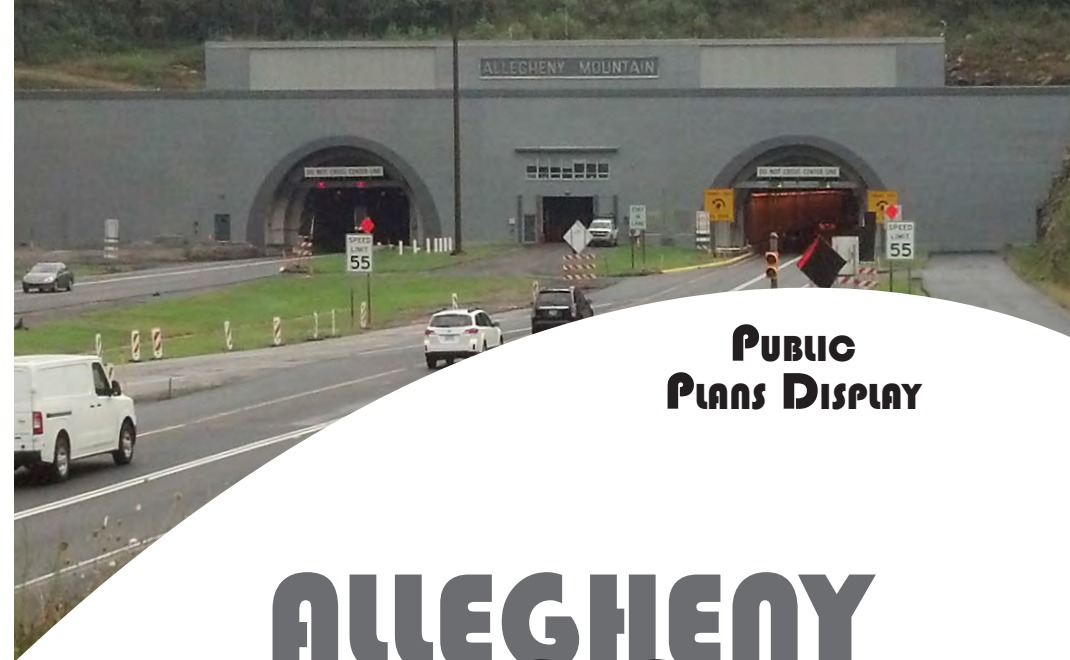
- | | | |
|-----------------------------|----------------------------|---------------------|
| • Accident data | • Natural resources | • Roadway data |
| • Agency involvement | • Noise impacts | • Social resources |
| • Cultural resources | • Permit needs | • Traffic impacts |
| • Emergency response routes | • Project purpose and need | • Utility locations |
| • Hazardous materials | • Public involvement | • Weather |
| • Mitigation measures | | |

WHO IS THE PROJECT STUDY TEAM?

- The Pennsylvania Turnpike Commission — Project Owner
- L.R. Kimball — Project Prime Consultant (Engineering & Environmental Design Lead)
- Gannett Fleming — Sub-consultant to L.R. Kimball (Tunnel & Noise Analysis Support)
- Paul C. Rizzo Associates — Sub-consultant to L.R. Kimball (Tunnel & Geotechnical Support)
- Heberling Associates, Inc. — Sub-consultant to L.R. Kimball (Cultural Resource Management)
- Bat Conservation and Management, Inc. — Sub-consultant to L.R. Kimball (Specialty Wildlife Consultant)

HOW CAN I KEEP INFORMED OF THE STUDY'S PROGRESS?

The project website will be updated regularly. Visit www.paturnpike.com then click "Major Design and Construction Projects" to learn more.



PUBLIC Plans Display



Transportation Improvement Project

Quality Inn & Conference Center
Somerset, PA

Oct. 22, 2013
5:00 p.m. - 7:00 p.m.

ALLEGHENY TUNNEL HISTORY & PROJECT ORIGIN

The Allegheny Tunnel is located in Allegheny and Stony Creek Townships, Somerset County, on the Pennsylvania Turnpike (I-70/76) about 13 miles east of the Somerset Exit #110.

The current westbound Allegheny Tunnel was constructed between 1938 and 1940 and was part of the 160-mile "Original Section" of the PA Turnpike, which opened Oct. 1, 1940. Initially, the Allegheny Tunnel had just one tube and accommodated bidirectional traffic. Vehicles would merge from two lanes down to one as they entered.

This first stretch of the PA Turnpike was largely designed to follow the abandoned South Penn Railroad right-of-way. The original South Penn tunnel through the Allegheny Mountain, which was never completed, is located immediately adjacent to, and north of, the existing Turnpike tunnel.

As a result of growing traffic and congestion, a second tube was built in 1965. This new tunnel — located south of and adjoining the original — was constructed to carry two lanes of traffic in the eastbound direction. At the same time, the original westbound tunnel was refurbished and modernized.

In the late 1960's, congestion again became an issue at the westbound approach due to the steep grades, curves and the absence of a truck-climbing lane. In response, the PA Turnpike Commission (PTC) added a third westbound lane between New Baltimore and the eastern portal of the Allegheny Tunnel with the right lane designated as a truck-climbing lane.

Since the construction of the new tunnel and the refurbishing of the original in 1965, the Allegheny Tunnel and approaches have continued to be improved and modernized. These improvements include: lighting and vent control work; portal facade and signing work; tunnel lighting work; and installation of high-mast lighting. In addition, in 1987 and 1988 both tunnels underwent major rehabilitation. An inspection conducted by the PTC in 1995 and 1996 revealed that the tunnels are rapidly deteriorating and once again in need of major rehabilitation. Cosmetics repairs were completed in 2012.

The Allegheny Tunnel Transportation Improvement Project was initiated by the PTC in 1996 as a result of increasing concerns regarding:

- traffic congestion;
- the frequency and severity of accidents in and near the tunnel;
- the physical and structural conditions of the tunnel; and
- the rerouting of hazardous materials (now prohibited in the tunnels) onto local roadways.

Five project needs were established in 1997, and several alternatives were developed based on those needs and the numerous environmental studies conducted in the following years. The project was placed on hold in 2001. After nine years, it was reinitiated in 2010.

When the project resumed, the needs were reevaluated, alternatives were added and environmental studies were conducted and updated. Six alternatives are presently being evaluated. They include the Brown Cut Alternative, Brown Tunnel Alternative, Yellow Cut Alternative, and Yellow Tunnel Alternative located north of the existing tunnel and the Gray Cut Alternative and Gray Tunnel Alternative located south of the existing tunnel. Each alternative is being evaluated with regards to environmental impacts, engineering criteria, cost and public/agency input.

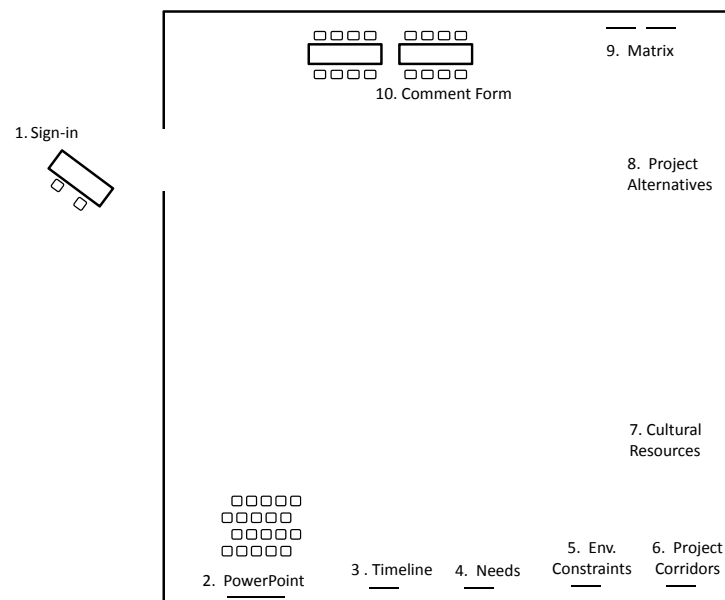
NEXT STEPS

After gathering input about the proposed alternatives from the public and permitting agencies, the Turnpike will identify a preferred alternative and will announce and display that at a future public meeting. The Commission will then proceed with the preliminary design/environmental permitting phase followed by the final design phase. Project construction could commence after successful completion of the permitting and design phases.

ANTICIPATED TIMEFRAME

The Turnpike expects to select a preferred alternative in late 2014. The design and permitting effort could start after a preferred alternative is identified, and is anticipated to take just about five to seven years. The earliest construction could begin is approximately 2019 to 2021. Construction could take anywhere from four to eight years to complete, depending on the alternative selected, funding and many other factors.

MEETING ROOM LAYOUT



Gregory Bednar, P.E., Project Manager
Pennsylvania Turnpike Commission—Western Regional Office
2200 North Center Avenue — New Stanton, PA 15672-9602
gbednar@paturnpike.com — Phone: 724-755-5182

ATTACHMENT D
BLANK COMMENT FORM

ATTACHMENT E
DISPLAY BOARDS



PROJECT TIMELINE

-  1996 - Project Needs Established
-  1996 - 1998 - Preliminary Alternative Analysis (12 Alternatives)
-  1998 - 2001 - Detailed Alternatives Analysis (6 Alternatives)
-  2001 - Project Placed on Hold
-  2010 - Project Re-initiated and Presented to Agencies
-  2011 - 2012 - Field Studies Conducted
-  2012 - 2013 - Alternatives Analysis



PROJECT NEEDS



Transportation Demand



Existing Geometric Constraints



Accident Rates



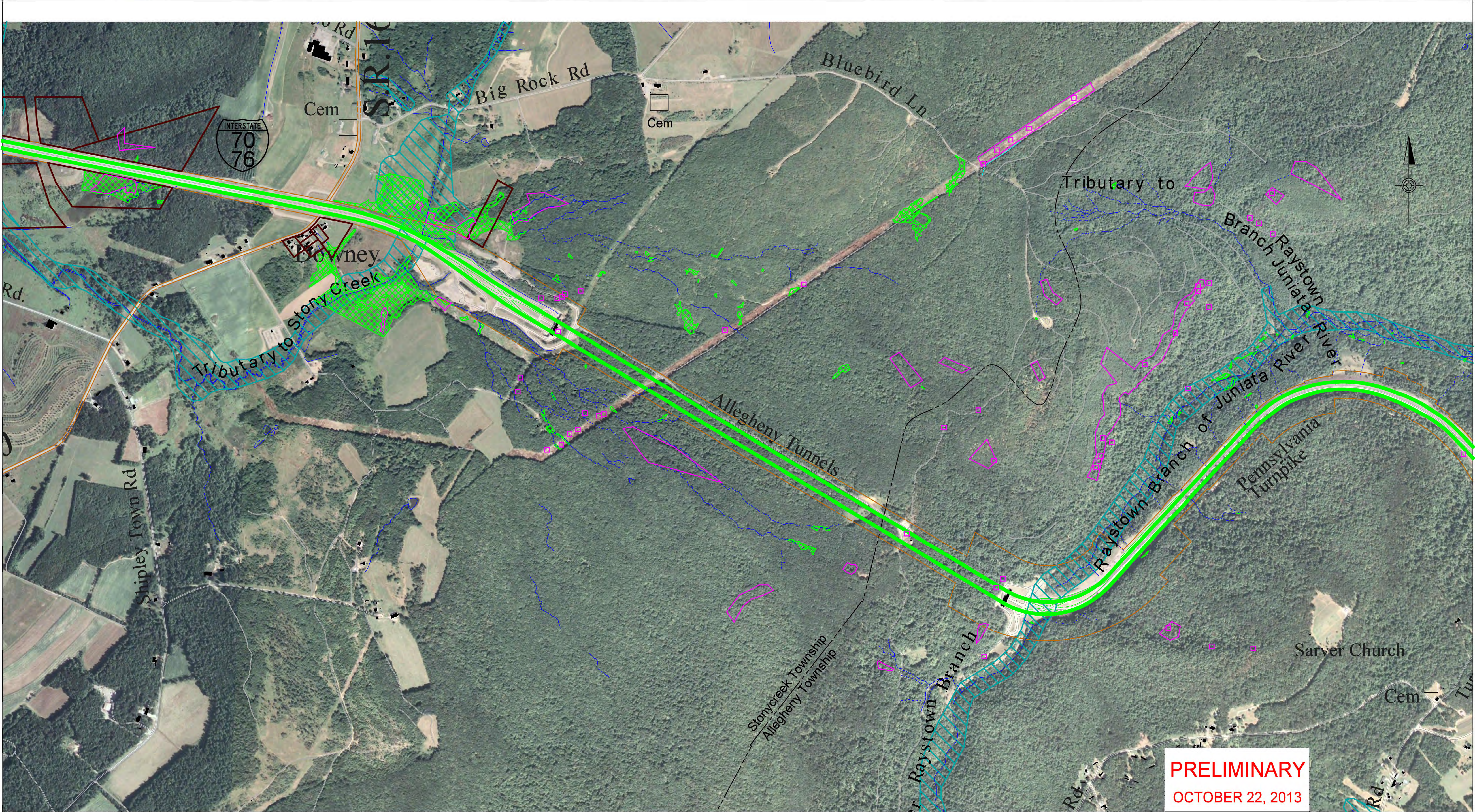
Tunnel Conditions



System Linkage and Continuity



ENVIRONMENTAL CONSTRAINTS



L.R. Kimball
ARCHITECTURE • ENGINEERING • COMMUNICATIONS TECHNOLOGY
A CDI Company



- LEGEND**

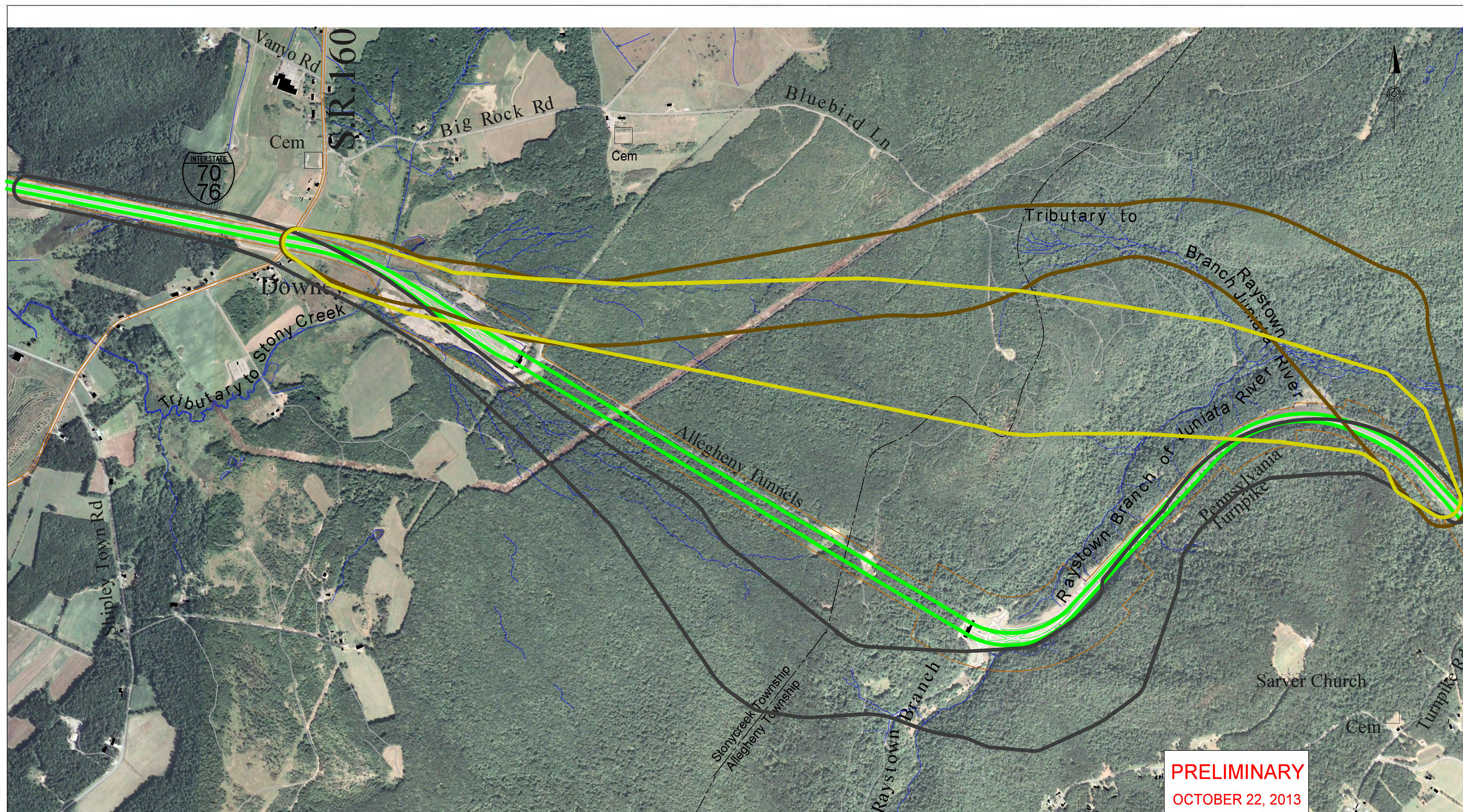
 - Roads
 - Township Line
 - Structures
 - Legal Right-of-Way
 - Pennsylvania Turnpike
 - Perennial Streams
 - Intermittent Streams
 - Ephemeral Streams
 - Delineated Wetlands
 - Flood Plains
 - Threatened or Endangered Species Habitat
 - Area of Concern (Hazardous Material)



Transportation Improvement Project



PROJECT CORRIDORS



SCALE IN FEET



LEGEND

- Roads
- Township Line
-  Structures
-  Legal Right-of-Way

- Perennial Streams
- Intermittent Streams
- Ephemeral Streams

-  Brown Alternative Corridor
 Yellow Alternative Corridor
 Gray Alternative Corridor
 Pennsylvania Turnpike

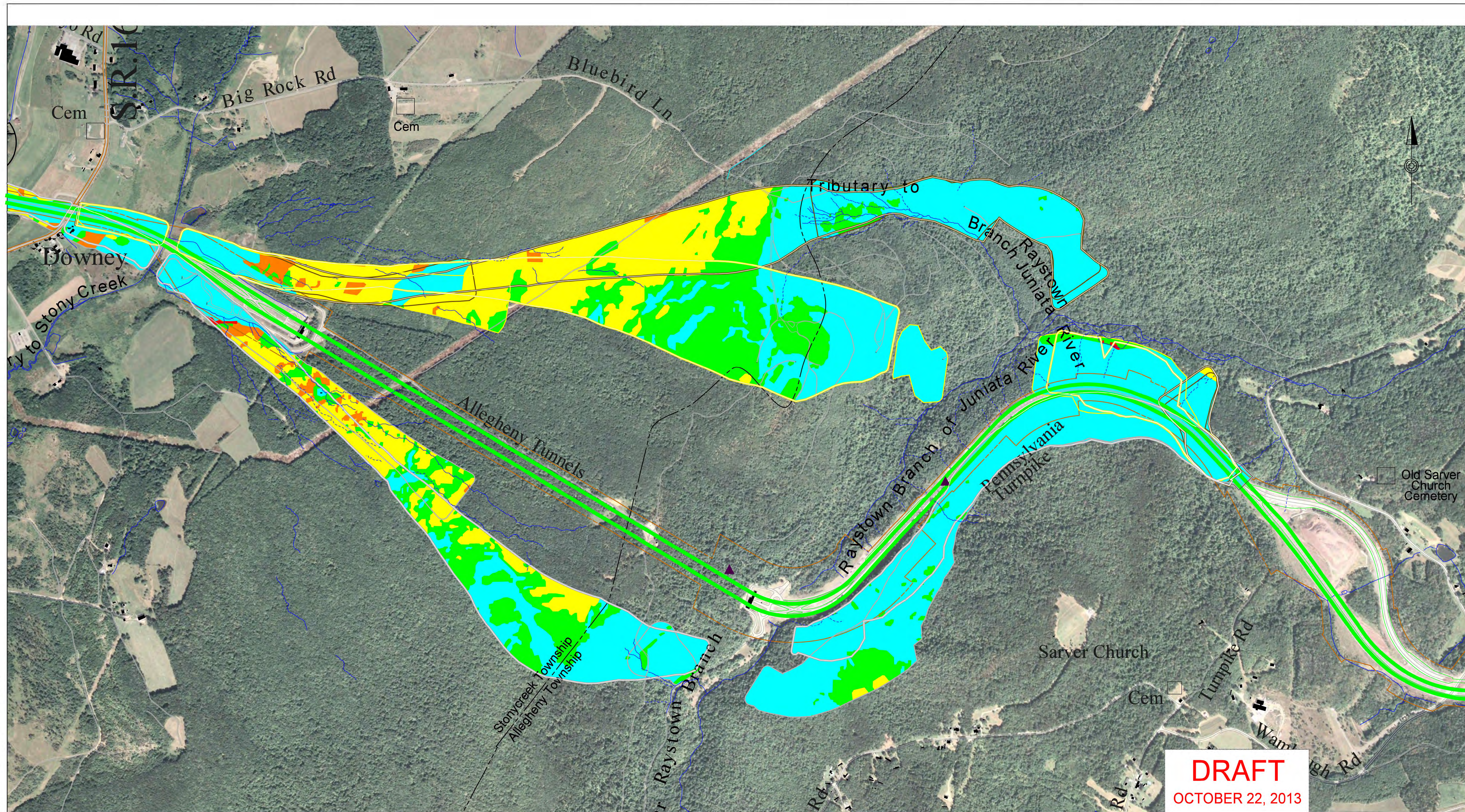


Transportation Improvement Project

\\Ebsf01\proj\PROJ\97-0609\BETHTHTHWAY\CADD\DESIGN\Display Boards for 8-15-13\Board 5 Project Corridors.dgn



CULTURAL RESOURCES



DRAFT
OCTOBER 22, 2013



Pennsylvania
Turnpike
Commission



- Roads
- Township Line
- Structures
- Legal Right-of-Way
- Pennsylvania Turnpike

- Perennial Streams
- Intermittent Streams
- Ephemeral Streams

LEGEND

National Register Eligible Sites:
Pennsylvania Turnpike
South Penn Railroad Tunnel

Proposed Alternatives

- Brown Cut
- Brown Tunnel
- Yellow Cut
- Yellow Tunnel
- Gray Cut
- Gray Tunnel

Prehistoric Archaeological Site Potential

- Very High
- High
- Moderate
- Low
- Very Low

SCALE IN FEET
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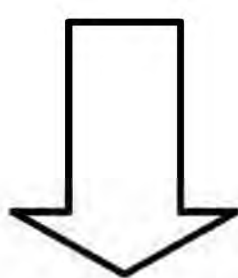


HISTORIC PRESERVATION

The Section 106 Process National Historic Preservation Act of 1966

Initiate Section 106 Process

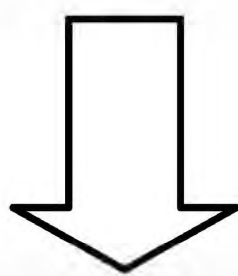
- Establish undertaking
- Plan to involve the public
- Identify consulting parties



Identify Historic Properties

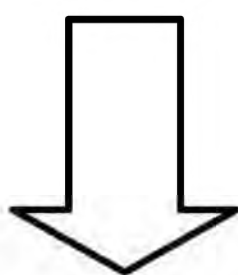
- Establish Area of Potential Effect (APE)
- Identify historic properties

WE ARE HERE



Assess Adverse Effects

- Apply criteria of adverse effect



Resolve Adverse Effects

- Memorandum of Agreement (MOA)
- Avoidance
- Minimization
- Mitigation

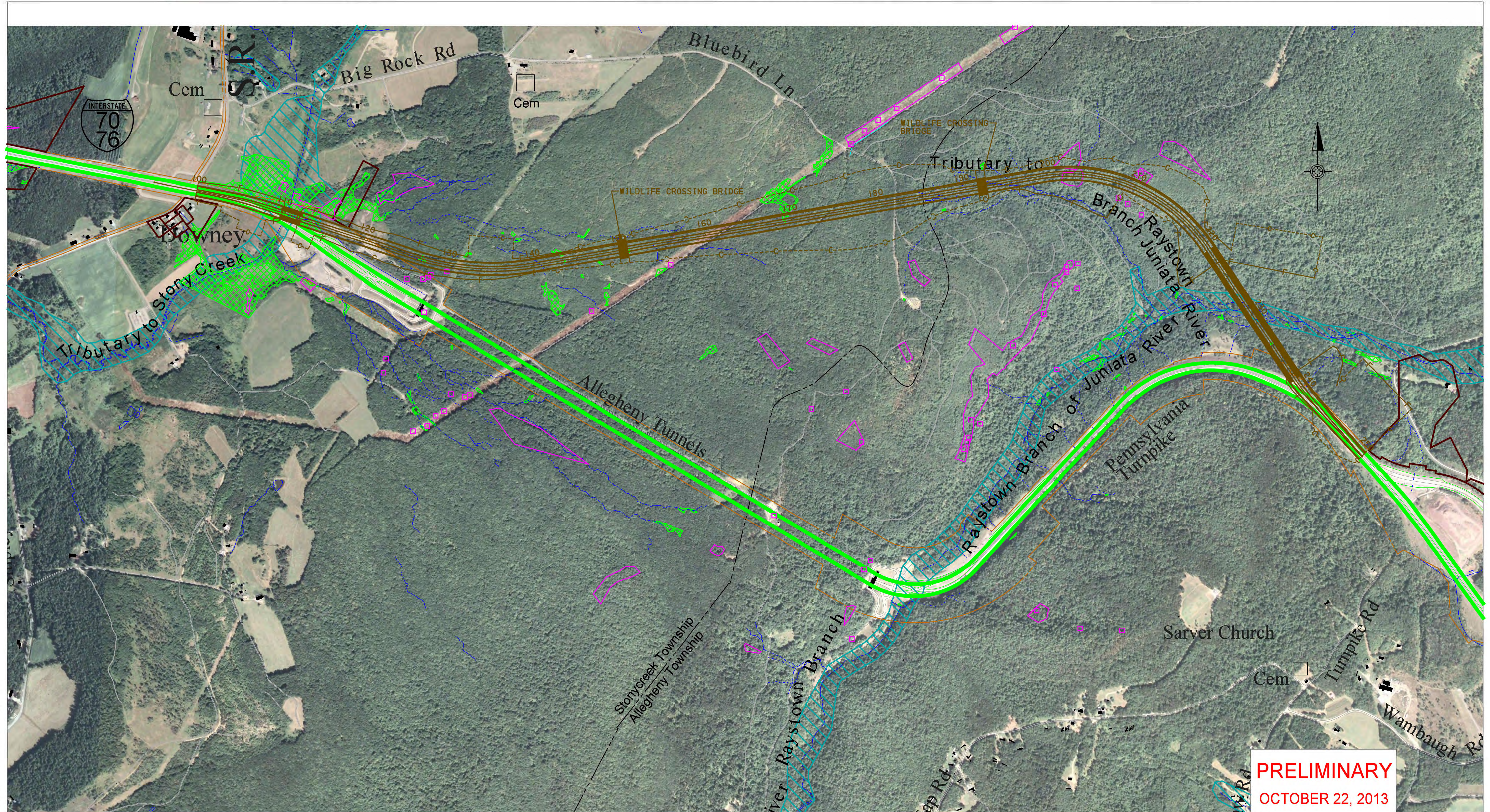
Public Involvement

Public Involvement

Public Involvement



BROWN CUT ALTERNATIVE



Pennsylvania
Turnpike
Commission



SCALE IN FEET
0 800 1600

LEGEND

- Roads
- Township Line
- Structures
- Limits of Construction
- Legal Right-of-Way

- Threatened or Endangered Species Habitat
- Area of Concern (Hazardous Material)
- Pennsylvania Turnpike

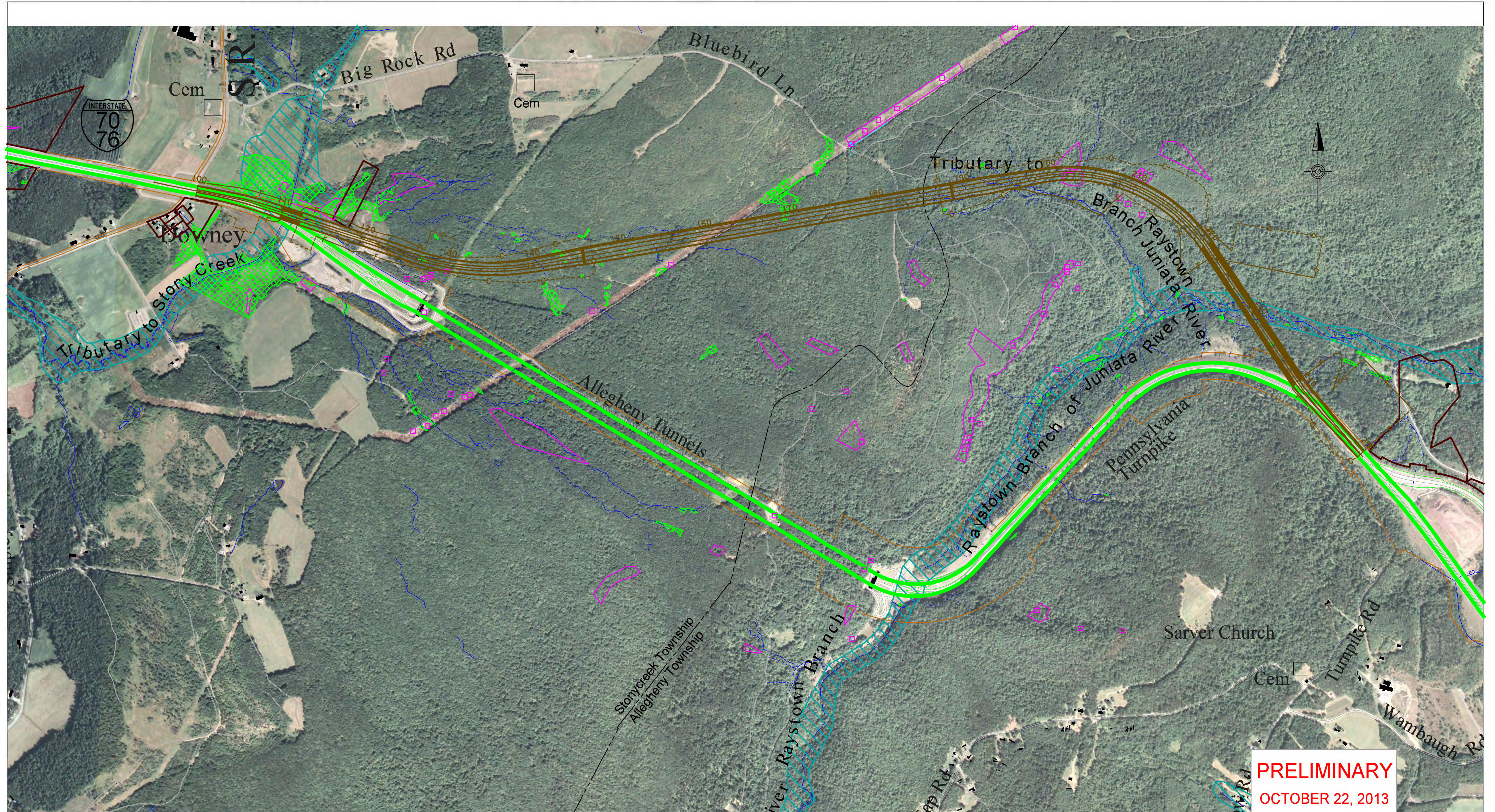
- Perennial Streams
- Intermittent Streams
- Ephemeral Streams
- Delineated Wetlands
- Flood Plains



ALLEGHENY
tunnel
Transportation Improvement Project



BROWN TUNNEL ALTERNATIVE



Pennsylvania
Turnpike
Commission



SCALE IN FEET
0 800 1600

LEGEND

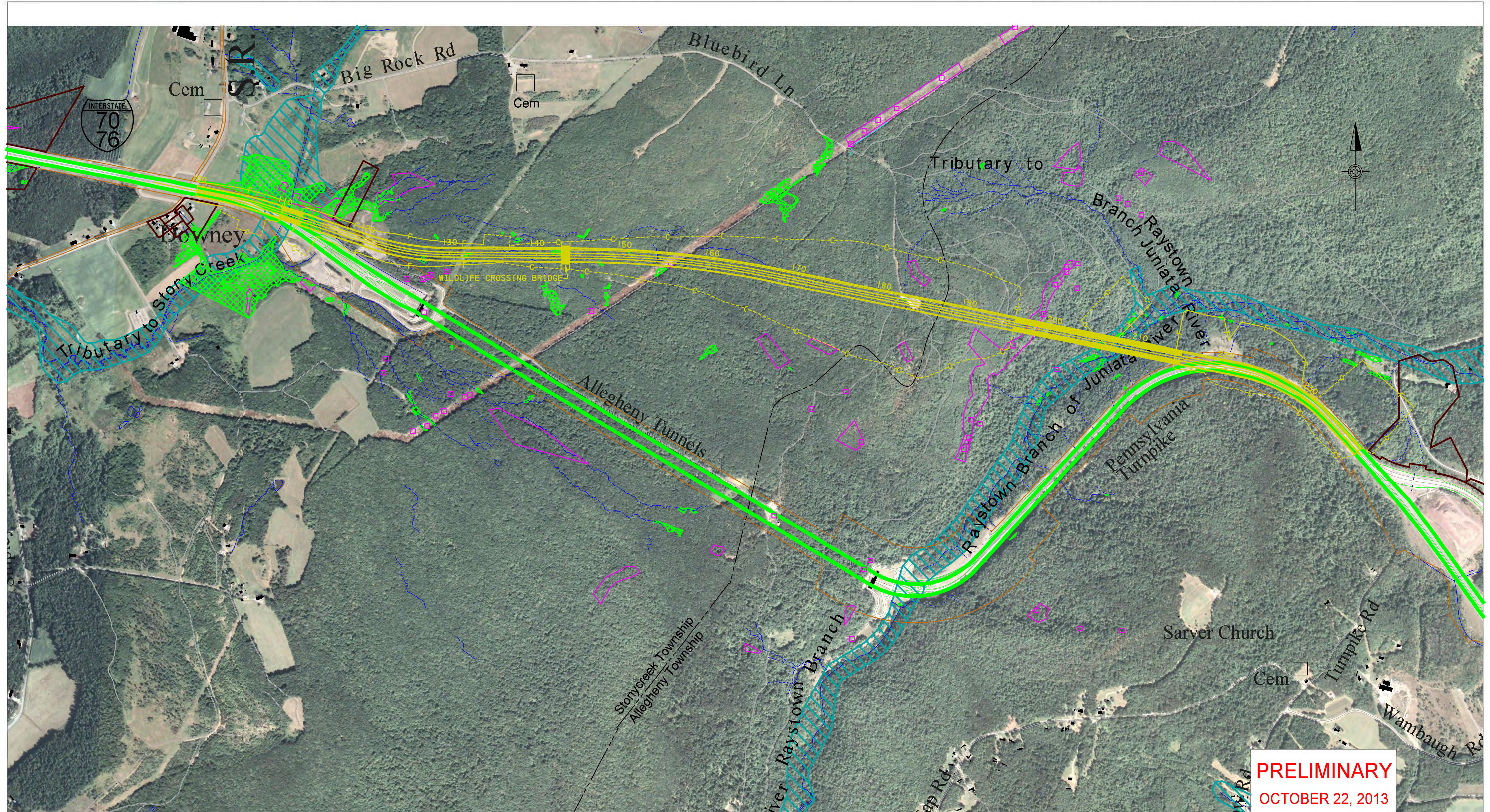
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| — Roads | Threatened or Endangered Species Habitat | ~ Perennial Streams |
| - - - Township Line | Area of Concern (Hazardous Material) | ~ Intermittent Streams |
| ■ Structures | Pennsylvania Turnpike | ~ Ephemeral Streams |
| - - - Limits of Construction | | ~ Delineated Wetlands |
| - - - Legal Right-of-Way | | ~ Flood Plains |



ALLEGHENY
tunnel
Transportation Improvement Project



YELLOW CUT ALTERNATIVE



PRELIMINARY
OCTOBER 22, 2013



Pennsylvania
Turnpike
Commission



A CDI Company

LEGEND

- Roads
- Township Line
- Structures
- Limits of Construction
- Legal Right-of-Way

- Threatened or Endangered Species Habitat
- Area of Concern (Hazardous Material)
- Pennsylvania Turnpike

- Perennial Streams
- Intermittent Streams
- Ephemeral Streams
- Delineated Wetlands
- Flood Plains

SCALE IN FEET
0 800 1600





YELLOW TUNNEL ALTERNATIVE














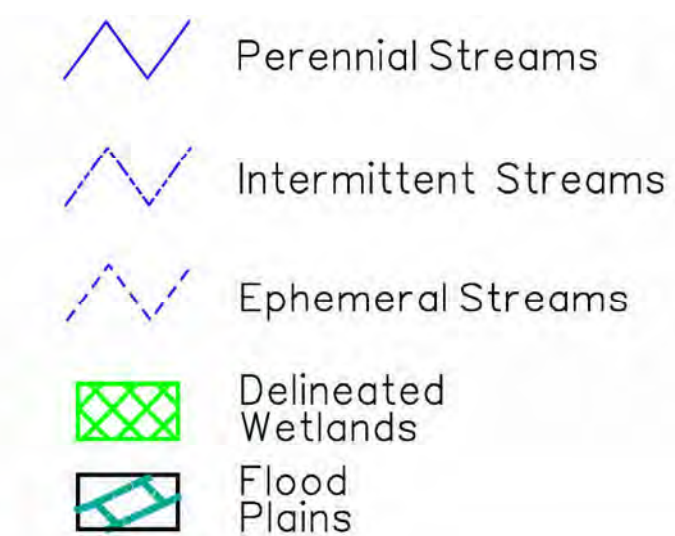
SCALE IN FEET



0 800 1600

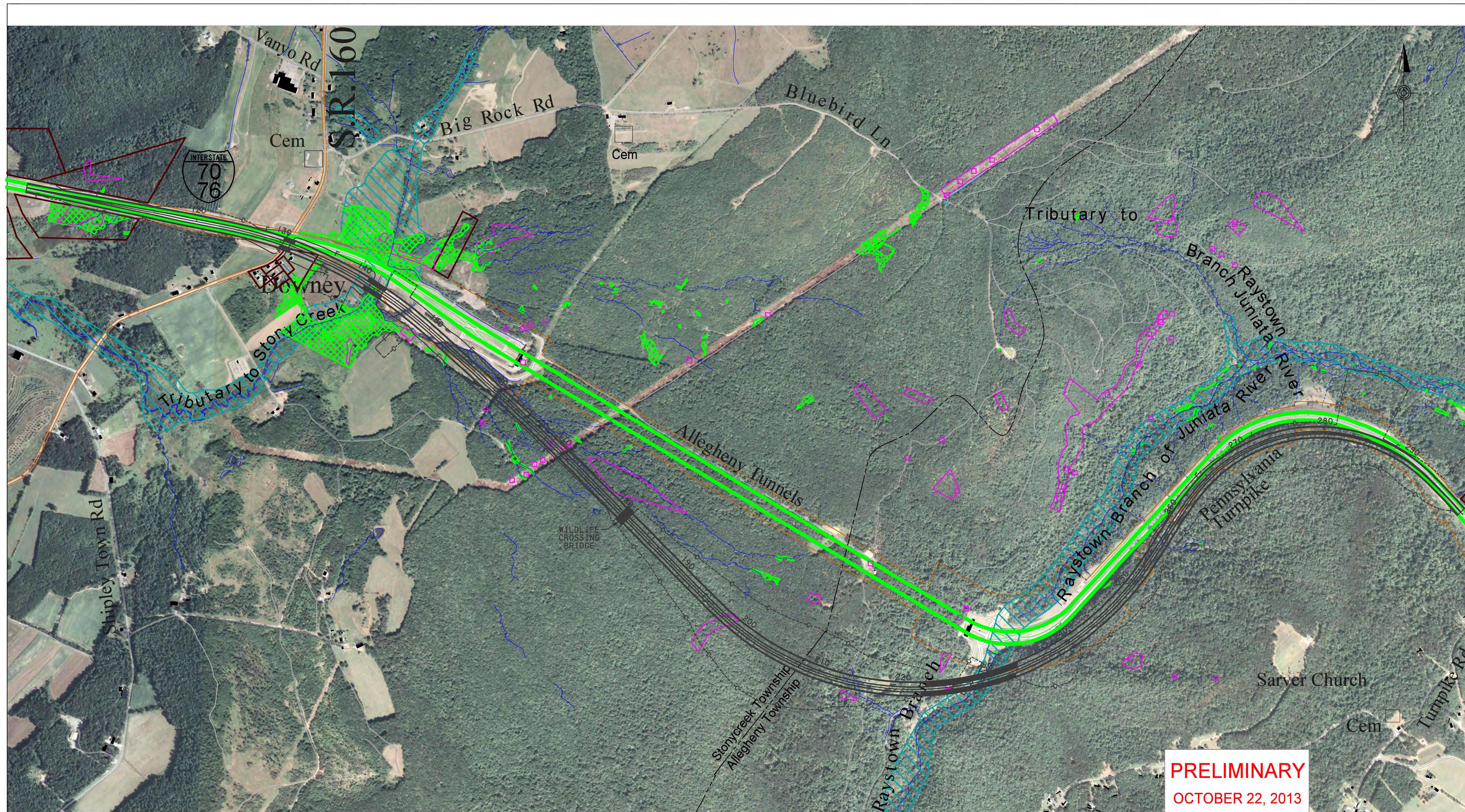
LEGEND

- | | | | | | |
|---|------------------------|---|--|---|----------------------|
|  | Roads |  | Threatened or Endangered Species Habitat |  | Perennial Streams |
|  | Township Line |  | Area of Concern (Hazardous Material) |  | Intermittent Streams |
|  | Structures |  | Pennsylvania Turnpike |  | Ephemeral Streams |
|  | Limits of Construction | | |  | Delineated Wetlands |
| | Legal Right-of-Way | | | | |





GRAY CUT ALTERNATIVE



Pennsylvania
Turnpike
Commission



SCALE IN FEET
0 800 1600

LEGEND

- Roads
- Township Line
- Structures
- Limits of Construction
- Legal Right-of-Way

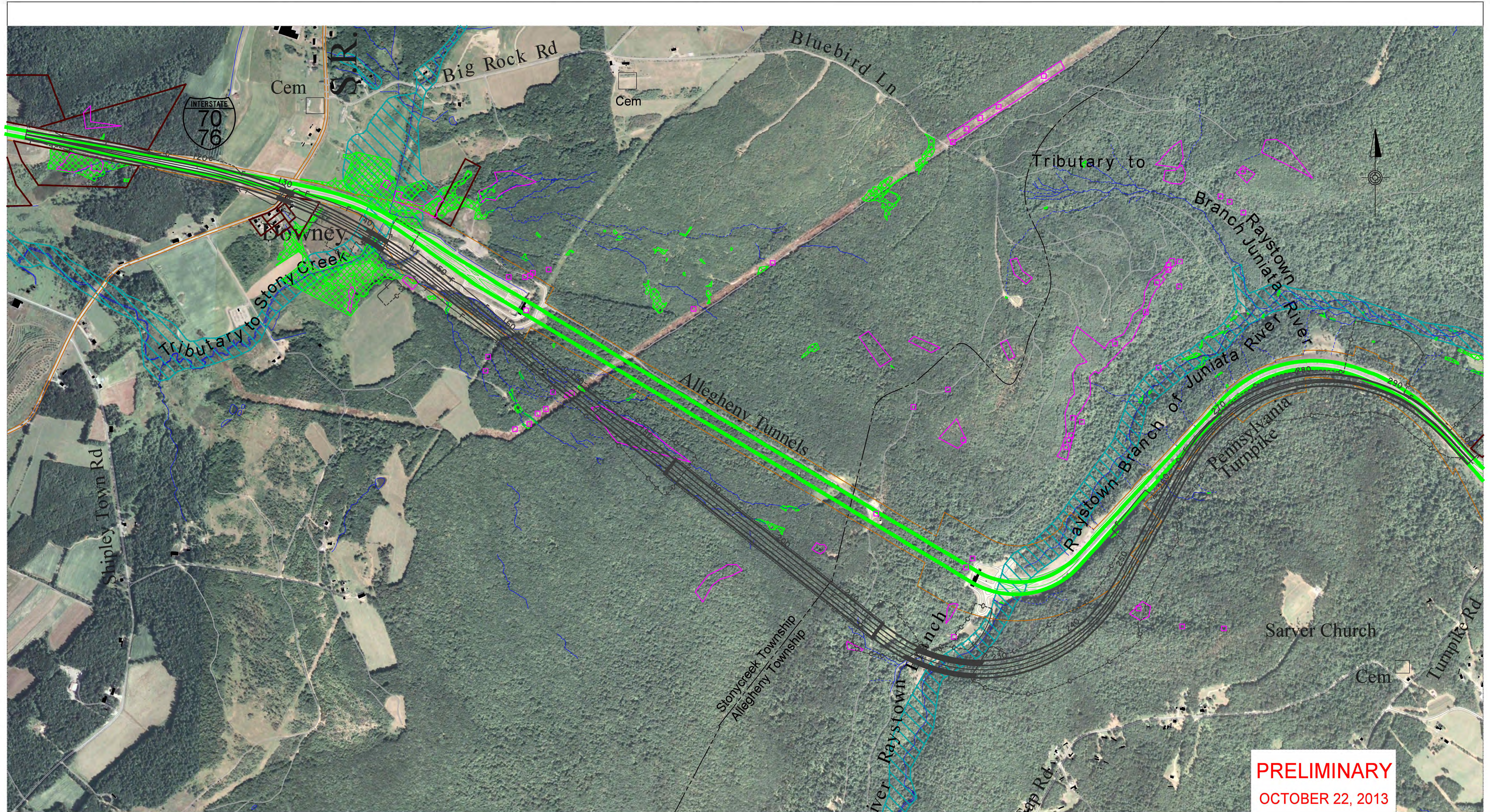
- Threatened or Endangered Species Habitat
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- Pennsylvania Turnpike

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GRAY TUNNEL ALTERNATIVE



PRELIMINARY
OCTOBER 22, 2013



Pennsylvania
Turnpike
Commission



LEGEND

- Roads
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- Perennial Streams
- Intermittent Streams
- Ephemeral Streams
- Delineated Wetlands
- Flood Plains

SCALE IN FEET
0 800 1600





ALTERNATIVES MATRIX

DESCRIPTION	BROWN CUT	BROWN TUNNEL	YELLOW CUT	YELLOW TUNNEL	GRAY CUT	GRAY TUNNEL
WETLAND IMPACTS: (ACRES)	4.32	3.38	3.47	3.48	0.74	0.83
TOTAL STREAM IMPACTS: (LINEAR FEET)	10,311	9,953	5,775	4,817	7,662	10,411
100 YEAR FLOOD PLAIN: (ACRES)	2.350	2.749	2.374	3.061	1.450	1.512
CULTURAL RESOURCES:						
NATIONAL REGISTER ELIGIBLE SITES:	1	1	1	1	1	1
PREHISTORIC ARCHAEOLOGICAL SITE POTENTIAL: (ACRES)						
VERY LOW:	72.92	69.96	88.08	62.28	112.7	101.82
LOW:	13.75	4.15	45.57	4.09	27.77	18.67
MODERATE:	45.62	9.63	34.17	16.48	20.46	16.08
HIGH:	3.89	2.88	3.85	3.16	3.68	4.35
VERY HIGH:	0.01	0.024	1.12	0.16	0.31	0.21
DISPLACEMENTS:						
RESIDENTIAL: (NUMBER)	0	0	0	0	2	1
THREATENED OR ENDANGERED SPECIES HABITAT:						
ACRES	2.35	2.33	3.36	2.02	2.03	5.85
IMPACT TO INDIANA BAT TRAVEL CORRIDOR (PROBABILITY)	HIGH	HIGH	HIGH	HIGH	LOW	LOW
AREAS OF CONCERN (HAZARDOUS MATERIALS)	3	3	3	3	5	5
OVERALL ALIGNMENT LENGTH: (LINEAR FEET)	15,057	15,057	13,865	13,837	19,870	20,205
BRIDGES: (LINEAR FEET)	2014	2126	2196	1625	1470	1270
MAXIMUM DEPTH OF CUT (FEET)	212	109	400	123	251	207
ESTIMATED COSTS:						
ESTIMATED TOTAL PROJECT COST	\$242,300,000	\$673,300,000	\$345,800,000	\$694,200,000	\$244,100,000	\$537,100,000
ESTIMATED OPERATION & MAINTENANCE COSTS / YEAR	\$700,000	\$3,300,000	\$600,000	\$3,600,000	\$900,000	\$3,000,000

ATTACHMENT F
COMPLETED COMMENT FORMS
AND
ADDITIONAL CORRESPONDENCE



Public Plans Display - Oct. 22, 2013

COMMENT FORM

Please Provide Your Comments or Suggestions:

CONCERN is the IMPACT TO the WATER
Supply to Berlin, Boro - The best option
for us appears to me to be the yellow
Tunnel option - I feel we need to
TALK to Casselberry + GET his total
Feelings on this. Need proof positive of NO
IMPACT on us. Thank you
C. Scott Miller
Municipal Auth Berlin, Boro

To get project updates, please provide an email: _____

Please mail or fax this form to:

L.R. Kimball
Attn: Tammy Sherwin
415 Moon Clinton Road
Coraopolis, PA 15108-3886

Fax: 412-262-3036

All responses must be received by November 8, 2013



Public Plans Display - Oct. 22, 2013

COMMENT FORM

Please Provide Your Comments or Suggestions:

THE MUNICIPAL AUTHORITY OF THE BOROUGH OF BERLIN OWNS AND OPERATES A PUBLIC WATER SUPPLY THAT PROVIDES ALL OF THE WATER FOR THE RESIDENTS AND BUSINESSES IN THE BOROUGH OF BERLIN. THE PRIMARY SOURCE OF THIS WATER IS FROM THE MAUCH ~~BY~~ CHUNK AQUIFER ~~ON IT~~ FROM WATER WELLS ON TOP OF WHITE HORSE MOUNTAIN. THE MEMBERS OF THE MUNICIPAL AUTHORITY ARE VERY STRONGLY AND ADAMANTLY OPPOSED TO ANY TUNNEL ALTERNATIVE - PARTICULARLY THE GRAY ROUTE - THAT WILL DIMINISH THE QUANTITY AND/OR QUALITY OF THE WATER FROM THE ABOVE-REFERENCED WELLS. IT IS CRITICAL THAT THIS MAJOR CONCERN IS TAKEN INTO ACCOUNT. HYDROGEOLOGISTS MUST BE CONSULTED WELL IN ADVANCE OF ANY DECISIONS. FOR MORE INFORMATION ON THE LOCATIONS OF THE MUNICIPAL AUTHORITY'S WATER WELLS, CONTACT THE MUNICIPAL AUTHORITY'S OFFICE AT 814-267-3837 (700 NORTH STREET, BERLIN, PA 15530).

To get project updates, please provide an email: KCLAPCOMB@YAHOO.COM.

Please mail or fax this form to:

L.R. Kimball
Attn: Tammy Sherwin
415 Moon Clinton Road
Coraopolis, PA 15108-3886

Fax: 412-262-3036

All responses must be received by November 8, 2013



Public Plans Display - Oct. 22, 2013

COMMENT FORM

Please Provide Your Comments or Suggestions:

The wildlife crossings are not enough - not even close.

What are you going to do for the property owners affected? We may need to do this, we may have to do this, how easy it ends up being is a matter to be discussed

To get project updates, please provide an email:

jeb1958@gmail.com

Please mail or fax this form to:

L.R. Kimball
Attn: Tammy Sherwin
415 Moon Clinton Road
Coraopolis, PA 15108-3886

Fax: 412-262-3036

All responses must be received by November 8, 2013



Public Plans Display - Oct. 22, 2013

COMMENT FORM

Please Provide Your Comments or Suggestions:

I LIKE THE YELLOW ALTERNATIVES
SO FAR. THEY GET RID OF
THAT AWFUL CURVE

To get project updates, please provide an email:

marg0614@wildblue.net

Please mail or fax this form to:

L.R. Kimball
Attn: Tammy Sherwin
415 Moon Clinton Road
Coraopolis, PA 15108-3886

Fax: 412-262-3036

All responses must be received by November 8, 2013



Public Plans Display - Oct. 22, 2013

COMMENT FORM

Please Provide Your Comments or Suggestions:

I would have liked to have an 8 1/2 x 11 of the alternatives matrix.

I prefer the cut alternatives with the wildlife crossing structures, assuming this eliminates diversion of vehicles prohibited from tunnels.

Looking at the alternatives, I favor the yellow cut.
The long (7 high) bridge just east of the cut provides a nice wildlife path.

To get project updates, please provide an email: _____

Please mail or fax this form to:

L.R. Kimball
Attn: Tammy Sherwin
415 Moon Clinton Road
Coraopolis, PA 15108-3886

Fax: 412-262-3036

All responses must be received by November 8, 2013



Public Plans Display - Oct. 22, 2013

COMMENT FORM

Please Provide Your Comments or Suggestions:

I LIKE THE YELLOW CUT
WE NEED TO GET THE TANKER TRUCKS
OFF OF SR 31 ON THE MOUNTAIN

To get project updates, please provide an email:

ga@nesl.com

Please mail or fax this form to:

L.R. Kimball
Attn: Tammy Sherwin
415 Moon Clinton Road
Coraopolis, PA 15108-3886

Fax: 412-262-3036

All responses must be received by November 8, 2013



Public Plans Display - Oct. 22, 2013

COMMENT FORM

Please Provide Your Comments or Suggestions:

Patrick Krupper
(BIG.)
Concern: With all project designs
I will not have a way into my property.
I have a cabin that gets a lot of use
above wetlands / Pond on your maps.

To get project updates, please provide an email: pkrupper@yahoo.com

Please mail or fax this form to:

L.R. Kimball
Attn: Tammy Sherwin
415 Moon Clinton Road
Coraopolis, PA 15108-3886

Fax: 412-262-3036

All responses must be received by November 8, 2013

November 4, 2013

Mr. Patrick J. Krupper
1026 Oldmill Road
Berlin, PA 15530

Dear Gregory Bednar, (Project Manager ,Pennsylvania Turnpike Commission)

During the preliminary meeting of the Allegheny Tunnel Options at the Quality Inn in Somerset, I was surprised to find out that on all the maps present, there was not a marker indicating my property. Only one person knew of this property and whom I spoke with previously. I own 85 acres bordering the Pennsylvania Turnpike. On the 85 acres include a cabin, pavilion, and shed. I have enclosed pictures for your review. The property address is 259 Turnpike Road.

Previously, the Turnpike split the property in half and the only access to this property is over a road, which runs over the previous lands of the South Pennsylvania Railroad from T-812. I take this road into my property and have maintained this access road to make it driveable.

I am gravely concerned about the property and my access into the cabin and surrounding property. We have a large family who use this cabin and being able to access this property using the current access road is vital. Many issues come to mind if this were to become an issue including: loss of property and safety (as in medical personnel to reach our cabin and fire.)

Thank you,

Patrick J. Krupper
Patrick J. Krupper





Public Plans Display - Oct. 22, 2013

COMMENT FORM

Please Provide Your Comments or Suggestions:

① Eliminate tunnels

② Gas trucks & LPN trucks should
be off Rt-31

③ Safety to eliminate tunnel

④ Economy of eliminating tunnel

⑤ Should do yellow

Paul D. Ditzel

To get project updates, please provide an email:

New Enterprise & Stone & Lane

Please mail or fax this form to:

L.R. Kimball
Attn: Tammy Sherwin
415 Moon Clinton Road
Coraopolis, PA 15108-3886

Fax: 412-262-3036

All responses must be received by November 8, 2013

**PUBLIC OFFICIALS 2020
MEETING MINUTES**

Allegheny Tunnel Transportation Improvement Project Public Officials Meeting

Date: January 16, 2020
Time: 4:00 – 5:00 P.M.
Location: Quality Inn, Somerset, PA
Subject: Allegheny Tunnel Transportation Improvement Project

Attendees:

Refer to Sign-in Sheet (attached)

Public Officials Meeting Presentation:

Mr. Gary Graham (Pennsylvania Turnpike Commission) opened the meeting by thanking everyone for coming and asked those in attendance to introduce themselves. He then explained an open house format would be utilized for the public from 6:00 to 8:00 PM and a similar presentation used during this meeting would be running on a loop feed for the public to view prior to viewing the boards that are placed around the room. Mr. Graham then turned the meeting over to Mr. Ed Jones (L.R. Kimball).

Mr. Jones started the presentation with thanking everyone for participating. He explained the location of the project in relation to the surrounding area (13 miles from Somerset and 23 miles from Bedford). Next, he provided a timeline of project milestones starting from 1996 (the beginning of the project). The milestones included preliminary alternatives analysis, detailed alternatives analysis, project hiatus, project re-initiation, field studies, agency and public meetings, and preparation of a draft environmental document. Mr. Jones then discussed the needs of the project, which were established in 1996, but periodically reviewed and verified throughout the project process as still being valid project needs. The needs include transportation demand, existing geometric constraints, accident rates, tunnel conditions, and system linkage and continuity. Throughout the needs discussion Mr. Jones noted the following: four geometric constraints are found in the study area, the Allegheny tunnel is in the poorest condition of all Turnpike tunnels, and the fact that hazardous materials haulers are prohibited from entering the tunnel. The hazardous materials haulers exit the Turnpike and take routes such as SR 30 and SR 31 through populated communities to avoid the tunnel. The next topic of discussion was the project corridors/alternatives being evaluated. The corridors are designated by color (brown, yellow and gray). Each corridor has a cut alternative and a tunnel alternative. The brown and yellow corridors were part of the original study. The gray corridor was added, at agency request, to study something to the south of the existing tunnel in order to avoid the travel path of endangered bats leaving the South Penn Railroad Tunnel hibernaculum. The bats leave the hibernaculum in the spring and travel east along the Raystown Branch of Juniata River to maternity colonies in Bedford County. The next slides depicted environmental and cultural resources identified within the project study area. The resources included wetlands, floodplains, streams, habitat for threatened and endangered species of plants, mammals and reptiles, known historic resources and potential archaeology resources. An alternative impact matrix was next discussed. Mr. Jones noted that no one alternative has the lowest amount of impact for every category assessed. Each alternative has a range of impact when compared to the others. The alternative chosen to move forward in design has a balance of impacts from the environmental, engineering and financial perspective. This was noted as the Gray Cut Alternative. This alternative is located south of the existing Turnpike and runs very close to the existing alignment. Mr. Jones then described some of the avoidance and minimization measures utilized in

the layout of the Gray Cut Alternative. These included avoiding the bat corridor and larger wetland systems, incorporating wildlife crossings, and steepening of slopes to reduce impact. It was also noted the gray corridor would encompass an area of an ancient landslide. This area was included in the impact calculations to account for the remediation necessary to correct the slide. It was stated if no alternative is chosen for the project the slide area would require remediation in the near future. Three wildlife crossings are incorporated within the Gray Cut Alternative. The crossings include an underpass associated with the structure over Stony Creek, an underpass associated with the structure over the Raystown Branch of Juniata River and a specific overpass designed to allow wildlife to cross over the Turnpike roadway. Example of previously built wildlife crossings in other states/countries were shown. Mr. Jones explained the overhead crossing was being proposed as a shared use crossing for both human and wildlife. He noted the Mountain Field and Stream Club is a large property owner affected by all the alternatives and a separate access road was proposed for them to connect their north and south properties. The location is a trail connection under the Raystown Branch of Juniata River to over the existing Allegheny Tunnel. Large amounts of excess excavation or earth removal would occur with each alternative. Mr. Jones explained the project included a waste site and haul road to be permitted at the request of the agencies. The waste site is located north of the Turnpike on reclaimed strip mine area owned by Corsica Coals (formerly PBS Coals). He noted previous conversations were held with Corsica Coals concerning this property. The presentation concluded with a discussion of the next steps for the project. These include providing an environmental document for public comment and agency review this winter, submission of a Section 404 permit to the U.S. Army Corps of Engineers (USACOE) and biological assessment for the bat impacts to the U.S. Fish and Wildlife Service (USFWS) this year and advertisement for final design of the project in early 2021.

Questions and Comments

The following questions and comments were taken throughout the presentation and after.

- Question: Are there additional property impacts or just Mountain Field and Stream Club (MFSC)?
 - Response: All alternatives have additional partial takes. The Gray Tunnel Alternative has one displacement.
- Question: What crossing would MFSC have if the shared use wildlife crossing was denied by the agencies?
 - Response: A connection road will be provided under the crossing of the Raystown Branch of Juniata River and across the existing tunnel.
- Question: Who owns the property proposed as the waste site?
 - Response: PBS Coals owns this property and previous coordination occurred.
- Question / Statement: It appears the Gray Cut Alternative still includes a curve within the eastern portion of the alignment. How is this fixing the substandard curve? What is determined as acceptable today (in engineering criteria) will not be acceptable within the next couple of years. There is a constant labeling of substandard on the roadways that requires some fix.
 - Response: The curve proposed at the eastern end of the alignment is flatter and designed for a 70 MPH speed.
- Statement: It appears the Pennsylvania Turnpike Commission (PTC) does not take into account any of the public comments and does what they want.

- Response: All projects follow a process and public comments are included in the environmental document. The comment forms that are completed are included as exact reproductions of what was submitted. Everyone is invited to provide written comment.
- Question: What process is being followed?
 - Response: The U.S. Army Corps of Engineers (USACOE) is the lead federal agency. There is no federal funding involved in this project, but there is a federal action of acquiring a permit. The project environmental document will be advertised as available for public comment for 30 days. All comments received here and during the 30-day comment period become part of the environmental document. The USACOE will also advertise the project in the Federal Register for comment when the permit is in the review process.
- Question: What papers were the plans display advertised in? Were the affected property owners notified?
 - Response: The advertisement was included in the Somerset Daily American and Bedford Gazette. The project is not in the phase of property acquisition negotiations yet. An alternative is being proposed to move forward in design. Property owners were notified of the meeting. *(This statement was later retracted as specific meeting notices were not sent, only intent to enter letters were sent to property owners during past years.)*
- Question: What was submitted? You (PTC) stated you submitted something and now are saying you did not.
 - Response: Nothing has formally been submitted. The project is following the USACOE process. Sharing of information with agencies has occurred as necessary to meet the imposed State and Federal regulations. The environmental document will include public comment prior to submission to the USACOE.
- Statement: There is no concern for people, only animals and plants. The Townships will be losing property tax revenue as the PTC does not pay anything when they acquire the land. The Yellow option is a straight line that would impact less properties and should be the obvious choice. Also, engineering design 40 years ago was deemed as acceptable, but now is substandard. How long until the new roadway will be outdated?
 - Response: The Yellow Cut results in a very large cut within the ridge area creating a huge amount of excess excavation that would require multiple waste areas. This becomes costly and the environmental impacts are much larger because of it. Design of the alternatives is required to follow current day criteria.
- Question: The Gray Cut Alternative will result in the roadway being very close to residents' homes. Should a take be considered?
 - Response: The moving of the roadway does not require a take, but the PTC has worked with residents in the past that wanted to be taken as a result of the roadway moving closer to their residences.
- Statement: The Yellow option is the best. Cannot understand why so much consideration is given to environmental resources. It is not more important than people.
 - Response: The project is required to follow State and Federal regulations.
- Statement: The County would be willing to house the environmental document for public review.
- Question: What timeframe are we looking at for construction?

- Response: Once an alternative is chosen, the project will move through preliminary and final design and permitting. That can take two to three years and construction will take two to three years. Best case scenario is 2025 or later.

The meeting was concluded at approximately 4:45 P.M.



Transportation Improvement Project

Pennsylvania Turnpike Commission
Allegheny Tunnel Transportation Improvement Project
Public Official's Briefing
Thursday, January 16, 2020

SIGN IN SHEET

<u>NAME</u>	<u>ORGANIZATION</u>	<u>PHONE NUMBER</u>	<u>E-MAIL ADDRESS</u>
DAVE JANVER	Allegheny Twp. Supervisor	814-733-4077	N/A
CARL MEZAR			
James Bent	Shawksville Volunteer Fire Dept	(814) 442-8689	N/A
RON DAWSON	ALLEGANY TWP SUPERVISOR	301-707-4249	

2

3

PUBLIC PLANS DISPLAY 2020
MEETING SUMMARY

**Allegheny Tunnel Transportation Improvement Project
Public Plans Display Summary
January 16, 2020**

The Pennsylvania Turnpike Commission (PTC) hosted an Open-House Plans Display for the Allegheny Tunnel Transportation Improvement Project on January 16, 2020 at the Quality Inn in Somerset, PA from 6:00 to 8:00 PM to gather input from the public on the project. The meeting was advertised in the Somerset Daily American and Bedford Gazette newspapers on January 6, 2020. The attendance at the plans display included 46 members from the public and 15 members from the project team.

The plans display included 11 stations for the public to view information about the project. PTC and L.R. Kimball staff were present at the stations and throughout the meeting room to answer questions.

Station 1 – Sign-in Table

The sign-in station was located at the first table prior to entering into the room. Each participant was asked to sign-in (Attachment A) and received a meeting pamphlet (Attachment B) that included the project history and origin, next steps, anticipated timeframe, meeting room layout, and frequently asked questions.

Station 2 – PowerPoint Presentation

A PowerPoint presentation previously recorded was played on feedback loop at this station. The presentation included information on the project location, needs, timeline, environmental and cultural resources, alternatives, and next steps. Meeting attendees had the opportunity to sit and view the presentation prior to moving through the project displays.

Station 3 – Project Needs

The project needs were listed on a display board.

Station 4 – Project Timeline

Project milestones from 1996 to present were listed on a display board.

Station 5 – Cultural Resources

Two display boards were included at this station. The known historic resources and potential archaeology resources were identified on the first display board. The National Historic Preservation Act of 1966 Section 106 process was identified on the second board.

Station 6 – Environmental Resources

Environmental resources identified within the project study area were located on a display board at this station.

Station 7 – Project Corridors

The three project corridors (brown, yellow and gray) were depicted on a display board at this station.

Station 8 – Project Alternatives

The six project alternatives (brown cut, brown tunnel, yellow cut, yellow tunnel, gray cut and gray tunnel) were displayed for the public to view at this station.

Station 9 – Impact Matrix

A matrix identifying resource impacts, engineering criteria, and financial data for each alternative was displayed at this station.

Station 10 - Preferred Alternative

Two display boards were included at this station. The first display depicted the Gray Cut Alternative layout. The second display listed avoidance and minimization measures utilized for the Gray Cut Alternative.

Station 11 – Comment Forms

Comment forms were available at two tables and could be completed and returned at the meeting or mailed/faxed back to L.R. Kimball.

Noted concerns:

The following concerns were noted as the public viewed the displays at each station:

- Concern over loss of property.
- Property owners need to be notified prior to drilling and tree removal. Property owners can use the timber.
- Concern about placement of excess excavation near residences, loss of farmland and loss of access via Big Rock Road.
- Concern with the proposed roadway being so close to residences along SR 160 and previous loss of septic.
- Concerns about displacements.
- Mountain Field & Stream Club members voiced concerned with a cut option, they want a tunnel option.
- Cut through the ridge will change meteorological conditions in the area and allow more wind and snow to affect the turnpike east of the ridge.
- Noted Mountain Field and Stream Club monthly meeting is the second Tuesday of the month and available for questions/input then. They do not expect to attend another meeting in another location.
- Berlin Water Supply members were concerned that a cut will impact the underground aquifer supply to their well heads. They requested to receive a copy of the previously conducted groundwater studies.
- It was pointed out the Brown Cut bridge over the Raystown Branch with the 5% grade would be very difficult for large trucks to ascend and descend through the winter months.
- What are plans for use of the abandoned roadway and tunnel when the project is constructed.
- Concern over people losing their job if tunnel is abandoned.
- Concern over groundwater movement when the mountain is cut open and where the water will go.

- Concern over property and drinking water well impacts if Brown Cut is selected.

Written Public Comments

Those attending the public plans display had the opportunity to complete a comment form. The attendees could complete the form at the meeting and drop it in a collection box or take the form home, complete it, and mail or fax it back to L.R. Kimball by February 6, 2020. The date for comments was extended to February 27, 2020 after it was noted the zip code in the return address was wrong. The PTC notified the Township Supervisors, County Commissioners, and each person who attended the meeting via letter about the discrepancy. A revised comment form and self-addressed stamped envelope was provided to each meeting attendee for ease of returning the form. The PTC also published a press release with the local media to alert the public of the extension date to receive comments on the project. A total of 16 people submitted comment forms via the meeting collection box, mail, fax or email. Some citizens sent multiple forms / emails. A total seven organizations / political representatives mailed independent letters (Somerset County Conservancy, Mountain Field and Stream Club, Somerset County Commissioners, New Baltimore Sportsmen's Club, Somerset County Chamber of Commerce, the Municipal Authority of the Borough of Berlin and House of Representatives Carl Walker Metzgar). Each comment form, email and letter is located in Appendix C. A summary of the comments is listed below:

Comment Forms:

- Tunnel only!!
- In my opinion the gray alternative looks to be the optimal solution. It would appear impacts are minimal and would provide a safe alternative to the current roadway alignment.
- Plans Display was poorly publicized and should be held in Berlin closer to those affected. Land owners were to be contacted and were not. Any solution should take out the two curves by the tunnel. It should also be done cheaply as possible. Yellow cut is best solution.
- Yellow cut is straight and would be cheaper, water concern for property, structure of cabin during construction with it being in middle of the project, road access to cabin, dust, dirt, noise from project, lessen property value, notification of drillers on property with just compensation for disturbance, and reclaim land disturbed by drilling. A second comment form with an attached op-ed article entitled Building a Killer Bypass published in the Somerset Daily American by John Fox was sent in and requested to be included with this comment form.
- Plans need to include work on the curves near the Allegheny Tunnel. Drivers are not able to negotiate the S curves. Speed limits and S curves put drivers at risk. Newspaper articles were included with this comment. A second comment form was received from the same person indicating the curves near the tunnel are very dangerous and by straightening the highway and replacing the tunnel would be the best solution. Reroute the tunnel for safety and best use of less land construction.
- The more than 5,200 men and women of the Somerset County Sportsmen's League go on record as being totally opposed to any form of Allegheny Mountain bypass on the Pennsylvania Turnpike. A bypass would be a eternal monument to environmental and aesthetic disaster. The financial numbers presented at the meeting are questionable and would like to see numbers from other institutions not connected with the Pennsylvania Turnpike. Support a tunnel project.
- Comment opportunity is limited and should have an electronic submission option, not paper only. The project plan like the execution of the Somerset Interchange suits the Turnpike and no one else. It will prevent an uncrossable barrier for wildlife. It goes straight through a hunting club that was in existence prior to the Turnpike. The Turnpike thinks little about private property and public comment. Tunnels are built in other countries to limit environmental damage and avoid taking of

private land. Re-do the tunnel. Subsequent email submitted to the Governor indicating plan to bulldoze part of the Allegheny Front is a terrible idea. The method of public comment is designed to limit comment, not invite it. PA Turnpike Commission has long outlived its usefulness. Not in favor of taking private land to make messes. The hunting club was in existence prior to the turnpike.

- After the meeting I did not have any comments and understand the need for the project. I talked to my township supervisor and he was shown a map with my ground on it. They plan on using it to put fill from the cut. Can I have a meeting with someone who can explain how this works. Do they take my ground, pay me to place it there, how much ground is needed, etc...
- I am adamantly opposed to any cut options. The grey cut is bad as it is longer than the others and will increase the dangerous curve on the eastern side. The cuts will have a much more detrimental effect on the environment than tunnels.
- This comment form summarizes an op-ed article submitted to the Daily American by the author:
 - Loss of life – the PTC study shows no significant difference in safety between tunnel and by pass alternatives. Weather concerns such as high winds, white outs, freezing rain and dense fog were noted. Concern added over a dangerous 2,000 foot bridge being built on a 7% downhill grade on a sweeping curve.
 - Flooding – removal of hundreds of acres of forest will flood Raystown Branch and New Baltimore.
 - No access across the mountain top for wildlife except for one small game crossing of 600 feet. Predators would close in on this area.
 - Acid mine run off – removing 18 million cubic yards of overburden would require a several hundred acre dump site. The exposed earth would create a toxic run off affecting Lake Stonycreek and Stonycreek River.
 - Hazardous water – pocket of high iron water over 100 ppm exists under the mountain; effects of 50 year old bore holes that are artesian wells are leading orange water.
 - Pollute a public drinking supply – Berlins drinking water could become contaminated from hazardous spills, chemicals and salt run off.
 - Destroying an ecosystem, beauty and balance of a forested mountain
 - Cost – does not believe cost estimates are accurate based on the difference in numbers from 2000, 2014 and current study.
 - TPC says replacing tunnel due to age, Squirrel Hill tunnels in Pittsburgh were built in 1953 and still being used every day with a lot more traffic. TPC has created this problem by not taking care of the tunnels over the past 25 years.
 - TPC has said ability to protect motorists in adverse weather is not sufficient reason to choose a tunnel option. What cost does TPC put on loss of human life, flooding, water contamination, habitat changes and eco system. Once a cut is built there is not going back damage is done forever.
 - Other option – make Rt. 219 south a TP extension, could put exits onto 219 no need for toll booths with EZ pass System interchange would remain in Somerset. This would relieve congestion at tunnels and also in Breezewood. Tunnels could be refurbished and still are money ahead for decades of maintenance.
- An email was sent expressing the disappointment on planning to bypass the tunnel. The PA Turnpike is unique that it has tunnels. When driving that way, I just always love going through the tunnels.
- The Allegheny Township Supervisors have the following concerns: water flow disturbance, water runoff problems, water contamination, and loss of real estate tax dollars.

- An email was sent in strenuous opposition to any cut alternative. It notes horrible environmental damage including forest degradation from the endless saline spray used and cited the Laurel Mountain bypass. There is concern over the reckless disregard for safety that would be caused by regular weather on that section of highway. With great frequency, from a line routinely between the elevations of 2,400 and 2,500 feet to the top of the mountain, fog/clouds, obscure the view and in the winter even when precipitation has ceased at lower elevations, snow and sleet occur. Two photos were attached to the email. Weather was noted as being a similar problem on Route 31 over the Allegheny Mountain. It was recommended to do a day to day study of the unique and very local weather in the intended bypass location over a considerable period of time to accurately observe these conditions of ice and snow and reduced visibility that cannot be ascertained by looking at weather observation statistics from other areas of Somerset and Bedford Counties or of the area in general. Also suggested was to look at the section of I-68 as it crosses the mountain ridges in the areas of Frostburg and Keyser's Ridge in Maryland as this has been the site of multi-vehicle collisions when sudden, altitude-related weather caused low visibility.
- As a resident of the mountain, I oppose any of the cut options. Following reasons were given:
 - Heavy fog for days at a time
 - Heavy ice storms
 - Heavy snowfall
 - Flood potential down stream
 - Major disruption to wildlife travel
 - Destroy the beauty of the mountain

Approves of the Yellow Tunnel alternative only.

- The following suggestions were included on the form:
 - Complete Rt. 219 to address hazard truck traffic
 - Complete 1 new tunnel because to not upset water table sources for Juniata waterways and Stoney Creek basin waterways
 - Safety issues a cut will cause more accidents on Turnpike water will flow in cut, ¾ mile wide, wind chill factors from cut will freeze
 - Will affect farming by way of water, climate due to cut look at western cut from Donegal to Somerset (more accidents in this section)
 - Why cannot your company see the environmental, aesthetic, wildlife and safety issues, and cannot use 1940's technology and reason with new 2020 technology for new tunnel?
- Exhibits were well done and project team was very knowledgeable about the project and impacts. The yellow tunnel alternative is preferred. The tunnel option is expensive, however mitigating for the landslide is also costly and has to be done prior to roadwork. Which alternative will expose acid producing strata and how thick is it? Will AMD potential be the same for a cut or tunnel option?

Letters:

- (Somerset County Conservancy submitted same letter twice) Opposition expressed to a cut alternative as follows:
 - Allegheny Mountain is longest continuous ridge in the eastern United States and contains nearly contiguous forested land along its spine providing important wildlife habitat and migration corridors. Creating one of the largest cuts in the country would have devastating environmental impacts.
 - Cut would destroy hundreds of acres of forested mountaintop.
 - Many acres of new edge habitat would be occur – detrimental to interior forest breeding birds.

- Waste rubble would destroy hundreds more acres of forest and potentially headwater streams depending on location.
- Important aquifers would be daylighted.
- Surface streams including Stonycreek River and Raystown Branch of the Juniata River would be directly impacted by large quantities of ice melting chemicals.
- A large cut would serve as a cold “drain” allowing the 5 to 10 degree colder air of Somerset County to sink down along the Turnpike towards Bedford County.
- Weather conditions on the very high elevation Allegheny Mountain are worse than already problematic mountain crossings of the Turnpike on Laurel Mountain and Sideling Hill.
- PA Turnpike refuses to look at an option that would optimize environmental concerns, traveler safety and cost.
- Suggest building a single west to east tunnel aligned to ease the east side curve while rehabbing both existing tunnels for west bound traffic.
- Copies of your consultant’s complete report on the alternatives needs to be available for review.
- A public hearing sponsored by local state elected officials would best have issues and answers freely discussed.
- (Mountain Field and Stream Club) Opposes a cut as it would create a permanent chasm through the Allegheny Mountain that will have devastating effect on land, water, aquatic and wildlife resources. Motorists traveling the cut options will be subjected to adverse weather conditions found on the Allegheny Mountain such as fog, freezing rain and snow subjecting them to unnecessary risk. A request was made under the Freedom of Information Act for the assumptions, raw data, technical analysis, cost information and other scientific and engineering reports that led to the selection of the Gray Cut as the preferred option. Mountain Field and Stream Club believes a public hearing is appropriate so the stakeholders can provide constructive comments and opinions regarding the project.
- (Somerset County Commissioners) Disagree with the findings the Gray Cut Alternative should be the preferred Alternative. The proposed cut will have devastating impact on the environment of both Somerset and Bedford Counties. Weather on the top of the Allegheny Ridge is unique with a fog line just above the tunnel entrance and the unpredictability of snow and ice. The addition of the bridge contributes adversely to icing conditions. The Laurel Hill bypass is a safety concern for all who travel the turnpike on a regular basis. The conditions on top of the ridge are treacherous while the conditions of the roadway just a few hundred feet lower are acceptable. The mountain ridge is part of our heritage. The flora and fauna of the ridge is unique. Many species use the ridge as a travel corridor and hunters, hikers, youth groups and historians walk this ridge. Hold a public forum where you can hear and address our constituents.
- (New Baltimore Sportsmen’s Club) The tone of the public plans display was the grey cut was the only solution. The letter listed environmental impact of a cut through the mountain:
 - Will destroy undetermined acres of forest land
 - Require another several hundred acres of additional land to dump the material removed
 - Three more miles of paved roadway dealing with drainage water and chemicals used to treat ice and snow
 - Silt from work will be going into the Raystown Branch of the Juniata River or the Stony Creek River.
 - Wildlife will continue to cross any place they can find.
 - Possibility of pollution from acid mine water could result in polluting area streams and a public water supply

The letter also listed safety factors:

- Unbroken mountain has been a migratory route for many animals. They will still continue to cross north and south. How many accidents will this cause?
- Weather – cut will be subject to heavy fog, wind, freezing rain and snow

The New Baltimore Sportsmen's Club with a membership of over 2450 prefer the Turnpike Commission rehabilitate the tunnels. A cut through the mountain can never be replace.

- (Somerset County Chamber of Commerce) The Somerset County Chamber of Commerce supports the stance of the Somerset County Commissioners in opposition to the PA Turnpike – Allegheny Tunnel Transportation Improvement Project. The identified Gray Cut Alternative, selected by the commission and L.R. Kimball will create a definitive hardship on our county in many ways that would have a lasting devastating impact on our environment in both Somerset and Bedford Counties. The project would have a severe long-term financial impact on our local hospitality/tourism sector and other support businesses. The Allegheny Tunnel area is the postcard entrance into Somerset County and the beauty of the pristine mountains and forests are all a part of what attracts visitors to the county. The Chamber supports the wishes of the County Commissioners to hold a public forum so you can hear from our residents and others who would be impacted from this project.
- (The Municipal Authority of the Borough of Berlin) The Municipal Authority of the Borough of Berlin owns and operates a public water supply system that is the sole source of water for 1,020 metered residential customers serving between 2,650 and 2,700 people. The system also provides water to 73 commercial customers, one nursing care home, one industrialized facility and one wastewater treatment facility. The majority of water is provided by three wells drawing water from the Mauch Chunk aquifer, which, is noted as an aquifer that contains excellent quality water. Should the quality and/or quantity of water produced by these wells be negatively affected, the Municipal Authority would no longer be able to meet the water needs essential to its customers. The Authority has very serious concerns about the potential impact that a new Allegheny Mountain turnpike tunnel or tunnel bypass construction would have on its primary water supply wells. The Authority is requesting an independent in-depth study and analyses of the impacts to the water supply be conducted for any alternative being considered. If there is a possibility of detriment to the public water supply sources the corresponding alternative(s) must be dropped and no longer pursued. A response indicating the Pennsylvania Turnpike Commissions intentions was requested.
- (House of Representatives Carl Walker Metzgar) Opposes the Allegheny Tunnel Transportation Improvement Program proposal creating an "open cut". This cut would be one of the largest transportation cuts in the country and would have many devastating impacts to wildlife and the environment generally. This mountain is a treasure and has been part of the heritage of our people for generations. Maintain the existing tunnels and add another is necessary.

All public involvement activities will be summarized in the Environmental Document for the project.

ATTACHMENT A
SIGN-IN SHEET



Public Plans Display
January 16, 2020

SIGN IN SHEET

NAME	PHONE NUMBER	E-MAIL ADDRESS	ADDRESS
JOAN HAWK	814-659-5184	joanhawk@comcast.net	230 SOUTH JULIANA ST. BENFORD, PA 15522
Richard Berkley	814 267 6324	rberk59@comcast.net	904 STEWART ST Berlin PA 15530
KEITH GALLAGHER	814-267-5716	shybaquer@comcast.net	164 FETTER LN Berlin Pa 15530
Robert Platt	814-267-4877	rqplatte@comcast.net	205 Broadway Berlin PA 15530
Matt Crocco	412-592-7061	mcrocco33@ptncl.com	1070 High meadows Dr Q. B. Pa 15087
Lew Cramer	814-442-0825	CRAWER CONSTRUCTION AT HITMANVILLE	182 KEN LONK ROAD PA. 15501
Harry Landi	410-629-5795	Kelendis62@aol.com	501 Norman Ave Glen Burnie MD 21060
Jon Lape	814-267-4084	JonLape1958@outlook.com	645 Doctor Gap Road Berlin Pa 15530
Kelli Bradley	814-442-5621	—	413 Covered Bridge Rd Rockwood PA 15501
DOROTHY SHULTZ	814-267-4202	—	2928 HUCKLEBERRY HWY BERLIN



Public Plans Display
January 16, 2020

SIGN IN SHEET

NAME	PHONE NUMBER	E-MAIL ADDRESS	ADDRESS
Dennis Lawdis	814-521-3682	N/A	2105 Shawksville Rd Berlin Pa 15530
FRED Will	814-443-2554	N	257 Wills Church Rd Somerset
MATT KUSIC	412-849-5254	matt.kusic@gmail.com	2323 2323 Southwood Dr Pittsburgh PA 15241
BRYAN WALKER	814-442-4776	BRYAN.WALKER84@YAHOO.COM	
Tim Resh	814-521-4438		363 LINCOLN ST Somerset, PA 15501
C. South Miller	814-267-3453		620 South ST Berlin, PA 15530
Guy Ritz	814 267-3780		510 Bucktown Rd Stogstown Pa 15563
John Fox	814-267-3283	FoxonBigRock@yahoo.com	426 Big Rock Rd, Berlin PA
Ed Will	814 733 0029		
Jim Myers	814 289 5197		131 Potato Farm Rd Somerset PA 15501



Transportation Improvement Project

Public Plans Display

January 16, 2020

SIGN IN SHEET

NAME	PHONE NUMBER	E-MAIL ADDRESS	ADDRESS
Clair Platt	814-233-1055	plattc@hotmail.com	646 Teyman Ave. Somerset
Bill Shultz	267-6227		1086 Huckleberry Hwy Central City Pa 15501
GL Shultz	247-4230		2448 Huckleberry Hwy Berlin, PA
GARY LANDIS	521-0925		2092 Shanksville, Rd Berlin, PA
George & Roberta Lung	442-4424		2859 Huckleberry Hwy Berlin, Pa.
DALE E. MILLER	267 5379		724 COMMISSARY RD FAIRHURST PA
JEFF HANS	724-551-0836		2924 Huckleberry Hwy Berlin PA
Michelle L Shultz	267-4202		
Patrick J. Krupper	814-267-4161		1026 Oldmill Rd. Berlin, PA 15530
KERRY CLAYCOMB	814-279-1103	KCLAYCOMB@YAHOO.COM	THE MUNICIPAL AUTHORITY OF THE BOROUGH OF BERLIN 700 NORTH ST. BERLIN, PA 15530
Kelly Eismont	412-956-0023	kelly.eismont@lr/limball.com	—



Public Plans Display
January 16, 2020

SIGN IN SHEET

NAME	PHONE NUMBER	E-MAIL ADDRESS	ADDRESS
Mark D. Greener	814-233-5305	N/A	P.O. Box 288, Berlin PA 15530-0288
JASON PHILIP	814 267 6585	JPHILIP@SAFEPA.COM	783 GLEN SAVAGE RD FAIRBORN PA 15538
Vince Pollock	814-233-5461	VincentmPollock@hotmail.com	601 Oak Hill Drive Friedens PA 15541
Keith Kimmel	814-289-3604	kkimmel@wpa.net	1883 Whitehouse Rd Berlin PA 15530
Wayne Langis	—	—	2092 Shankville Road, Berlin Pa 15530
Greg Will	—	—	1210 S. Columbia Ave Somerset Pa 15501
Michael Brady	814-442-7501	—	413 Covered Bridge Rd Rockwell PA 15557
RYAN GARGAN	412-250-4232	rgargan@hwluchner.com	—
KURT Walker	814 701 5120	—	220 Lichty DR Somerset 15501
Jim Bowers	814-443-9134	jeb1958@gmail.com	1745 Geiger Rd. Friedens Pa 15541
Will DeShong	814 661 9804	wdeShong@bedfordgazette.com	—



Public Plans Display
January 16, 2020

SIGN IN SHEET

NAME	PHONE NUMBER	E-MAIL ADDRESS	ADDRESS
MARTHA STUTZMAN	267 4036	MLSTUTZ@VERIZON.NET	603 DIAMOND ST BEALIN PA 15530
STEVE MOORE	717 991 3645	STEVE.MOORE@STAMTZ.COM	—
John + Sandy Harvey			167 Oak Hill Dr Friedens, PA 15541
Matt Burd	717 831 7576	mburd@paturnpike.com	
Anton Lutz	717 831 7575	ALutz@paturnpike.com	
Tad Reeding	717 831 7220	treading@paturnpike.com	
Adam Smyser	717 831 7330	asmyser@paturnpike.com	
Lee Garner	814-599-5972	lee.garner@lriminall.com	
GREG BEDNAR	724-755-5182	gbednar@paturnpike.com	
Jason Bialon	724-755-5173	jlbialon@paturnpike.com	
GARY GRAHAM	717-831-7109	GGRAHAM@PATURNPIKE.COM	

ATTACHMENT B
MEETING PAMPHLET

Allegheny Tunnel Transportation Improvement Project

FREQUENTLY ASKED QUESTIONS

WHY IS THE PROJECT NEEDED?

The project needs were established in 1997 and re-assessed in 2010. A project need equates to an issue or problem identified for a particular project. Five needs are established for this project:

- **Transportation Demand:** The current and future transportation demands on the tunnel and its approaches result in unacceptable Levels of Service (LOS) and traffic congestion.
- **Existing Geometric Constraints:** Some geometric features of the tunnel and its approaches do not meet current highway design standards with respect to lane width, termination of truck climbing lane, horizontal curvature, and sight distance.
- **Accident Rates:** The accident rate for the tunnel and its approaches is higher than statewide average for similar facilities.
- **Tunnel Conditions:** Both the eastbound and westbound tunnels are in need of major rehabilitation.
- **System Linkage and Continuity** (continuous travel without required exiting): System linkage and continuity on the turnpike is currently disrupted due to the fact that certain hazardous materials are not permitted through the Allegheny Tunnel (diversion of hazmat haulers to local roads).

WHAT PHASE IS THE PROJECT IN?

The Allegheny Tunnel Transportation Improvement Project is currently in the study (alternatives analysis) phase.

WHAT IS THE GOAL OF THE STUDY?

The goal of the study is to identify a preferred alternative to move forward in the design process.

WHAT TYPES OF ALTERNATIVES WERE EVALUATED?

Three project corridors (brown, yellow and gray) have been evaluated. Each corridor consisted of one open cut (bypass) alternative and one tunnel alternative. The preferred alternative for the project is the Gray Cut.

WHAT DID THE STUDY EVALUATE?

- | | | |
|-----------------------------|----------------------------|---------------------|
| • Accident data | • Mitigation options | • Roadway data |
| • Agency input | • Natural resources | • Social resources |
| • Cultural resources | • Noise impacts | • Traffic impacts |
| • Design criteria | • Permit needs | • Utility locations |
| • Emergency response routes | • Project purpose and need | • Weather |
| • Hazardous materials | • Public input | |

WHO IS THE PROJECT TEAM STUDY TEAM?

- The Pennsylvania Turnpike Commission – Project Owner
- L.R. Kimball – Project Prime Consultant (Engineering & Environmental Design Lead)
- Gannett Fleming – Sub-consultant to L.R. Kimball (Tunnel, Noise and Geotechnical Support)
- Paul C. Rizzo Associates – Sub-consultant to L.R. Kimball (Tunnel Support)
- Heberling Associates, Inc. – Sub-consultant to L.R. Kimball (Cultural Resource Management)
- Bat Conservation and Management, Inc. – Sub-consultant to L.R. Kimball (Specialty Wildlife Consultant)

HOW CAN I KEEP INFORMED OF THE STUDY'S PROGRESS?

The project website will be updated frequently. Visit www.paturnpike.com then click "Major Design and Construction Projects" to learn more.



PUBLIC Plans Display



Quality Inn & Conference Center
Somerset, PA

January 16, 2020
6:00 p.m. - 8:00 p.m.

Allegheny Tunnel History and Project Origin

The Allegheny Tunnel is located in Allegheny and Stonycreek Townships, Somerset County along the Pennsylvania Turnpike (I-70 / 76), a limited access highway, approximately 13 miles east of the Somerset Interchange (Exit #110).

The current westbound Allegheny Tunnel was constructed between 1938 and 1940 and was part of the 160 mile long "Original Section" of the PA Turnpike, which opened Oct. 1, 1940. Initially, the Allegheny Tunnel had just one tube and accommodated bidirectional traffic. Vehicles would merge from two lanes down to one as they entered.

The first stretch of the PA Turnpike was largely designed to follow the abandoned South Penn Railroad right-of-way. The original South Penn tunnel through the Allegheny Mountain, which was never completed, is located immediately adjacent to, and north of, the existing Turnpike tunnel.

As a result of growing traffic and congestion, a second tube was built in 1965. The new tunnel - located south of and adjoining the original - was constructed to carry two lanes of traffic in the eastbound direction. At the same time, the original westbound tunnel was refurbished and modernized.

In the late 1960's, congestion again became an issue at the westbound approach due to steep grades, curves and the absence of a truck-climbing lane. In response, the PA Turnpike Commission (PTC) added a third westbound lane between New Baltimore and the eastern portal of the Allegheny Tunnel with the right lane designated as a truck-climbing lane.

Since the construction of the new eastbound tunnel and the refurbishing of the original in 1965, the Allegheny Tunnels and approaches have continued to be improved and modernized. These improvements include: lighting and vent control work; portal facade and signing work; tunnel lighting work; and installation of high mast lighting. In addition, in 1987 and 1988 both tunnels underwent major rehabilitation. An inspection conducted by the PTC in 1995 and 1996 revealed that the tunnels were rapidly deteriorating and once again in need of major rehabilitation. Cosmetic repairs were completed in 2012.

The Allegheny Tunnel Transportation Improvement Project was initiated by the PTC in 1996 as a result of increasing concerns regarding:

- traffic congestion;
- the frequency and severity of accidents in and near the tunnel;
- the physical and structural conditions of the tunnel; and
- the rerouting of hazardous materials (currently prohibited in the tunnels) onto local roadways.

Five project needs were established in 1997, and several alternatives were developed based on those needs and the numerous environmental studies conducted in the following years. The project was then placed on hold in 2001. After nine years it was re-initiated in 2010.

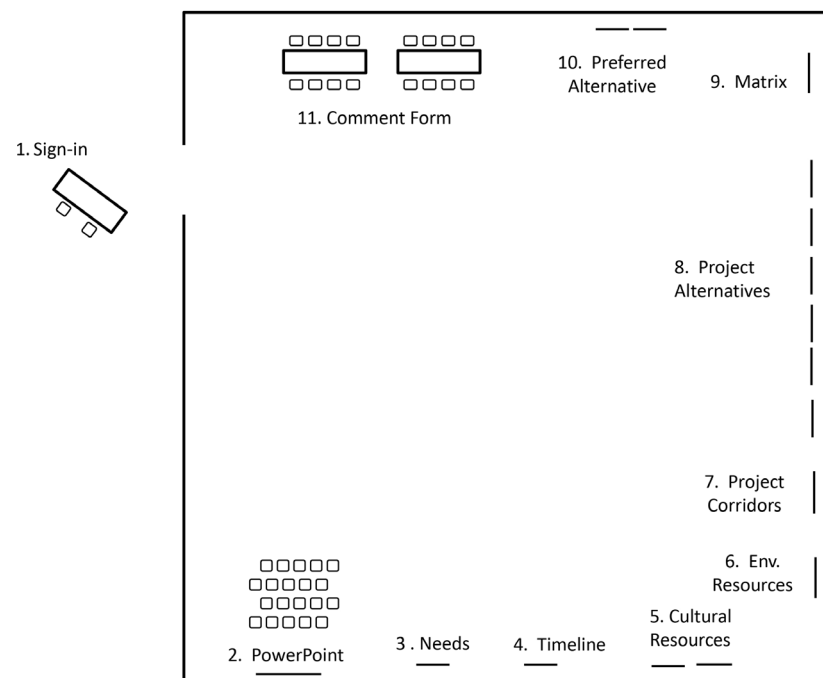
When the project resumed, the project needs were re-evaluated, alternatives were added, and environmental studies were conducted and updated. Six alternatives were evaluated. They included the Brown Cut Alternative, Brown Tunnel Alternative, Yellow Cut Alternative, and Yellow Tunnel Alternative each located north of the existing tunnel and the Gray Cut Alternative and Gray Tunnel Alternative located south of the existing tunnel. Each alternative was evaluated with regards to environmental impact, engineering criteria, cost and public and agency input. The Gray Cut Alternative has been selected as the Project Preferred Alternative as it best balances the environmental, engineering, operational, cost, and safety considerations that are components of this Project.

NEXT STEPS

After gathering input about the proposed alternatives from the public and permitting agencies, the Turnpike will complete the Environmental Document in Winter 2020. This document will be advertised as available for public review for a 30-day period, in which time public comments will be gathered. The commission will then proceed with the Section 404 permitting of the Gray Cut Alternative while moving forward in the design process.

ANTICIPATED TIMEFRAME

The design and permitting effort will proceed with anticipated submission of the Section 404 permit in 2020. Final design is expected to begin early 2021 and could take up to four years. Upon final permit issuances (both federal and state) and completion of design, construction could take anywhere from four to six years depending on funding and many other factors.



Gregory Bednar, P.E., Project Manager
Pennsylvania Turnpike Commission – Western Regional Office
2200 North Center Avenue – New Stanton, PA 15672-9602
gbednar@paturnpike.com – Phone: 724-755-5182

ATTACHMENT C
COMMENT FORMS AND LETTERS



Public Plans Display – January 16, 2020

COMMENT FORM

Please Provide Your Comments or Suggestions:

In my opinion the gray alternative
looks to be the optimal solution.

It would appear impacts are minimal
and would provide a safe alternative
to the current roadway alignment.

Please mail or fax this form to:

L.R. Kimball
Attn: Tammy Sherwin
615 West Highland Avenue
Ebensburg, PA 15131

Fax: 814-472-7712

All responses must be received by February 6, 2020



Public Plans Display – January 16, 2020

COMMENT FORM

Please Provide Your Comments or Suggestions:

In my opinion the gray alternative
looks to be the optimal solution.

It would appear impacts are minimal
and would provide a safe alternative
to the current roadway alignment.

Please mail or fax this form to:

L.R. Kimball
Attn: Tammy Sherwin
615 West Highland Avenue
Ebensburg, PA 15131

Fax: 814-472-7712

All responses must be received by February 6, 2020



RECEIVED

JAN 31 2020

CDI - L. R. KIMBALL
EBENSBURG, PA

Public Plans Display - January 16, 2020

COMMENT FORM

Please Provide Your Comments or Suggestions:

CLARKE ROMESBERG 650 GILMOUR RD SOMERSET PA 15501
AS A SOMERSET COUNTY CONCERNED CITIZEN.
I FEEL THE 01/16/2020 MEETING WAS POORLY PUBLISHED.
ANOTHER MEETING SHOULD BE SCHEDULED AT BERLIN
COMMUNITY BUILDING. CLOSER TO PEOPLE EFFECTED.
LAND OWNERS CLOSE TO PROJECT WERE TO BE CONTACTED
AND WERE NOT.

I FEEL ANY SOLUTION SHOULD ALSO TAKE OUT
TWO ~~BARR~~ CURVES EAST OF TUNNEL. IT ALSO SHOULD
BE DONE AS CHEAPLY AS POSSIBLE.

THEREFORE I FEEL THE YELLOW CUT SOLUTION
AT AN ESTIMATED COST OF \$378,000,000 WOULD
BE THE BEST PLAN TO PROCEED WITH

THANK YOU! *C. R. Romesberg*
814-443-3941

Please mail or fax this form to:

L.R. Kimball
Attn: Tammy Sherwin
615 West Highland Avenue
Ebensburg, PA 15131

Fax: 814-472-7712

All responses must be received by February 6, 2020

FEB 03 2020

CDI - L. R. KIMBALL
EBENSBURG, PA

Public Plans Display - January 16, 2020

COMMENT FORM

Please Provide Your Comments or Suggestions:

- ① Yellow cut is straighter with no curves and would be cheaper saving 300 thousand every year for other projects.
- ② Water concern for cabin well and pond (disturbance of natural water supply)
- ③ Structure of cabin during construction with it being in the middle of project.
- ④ Road access to cabin.
- ⑤ Dust, dirt, noise from project.
- ⑥ Lessen the value of property.
- ⑦ Notification of drillers when on property and just compensation for road to drill sites on my property and adjoining lands. Compensation for tree removal if needed for drilling rig.
- ⑧ Reclaim land that was disturbed by drillers with seed (grass)

Please mail or fax this form to:

L.R. Kimball
Attn: Tammy Sherwin
615 West Highland Avenue
Ebensburg, PA 15131

Fax: 814-472-7712

Patrick J. Krupper

814-267-4161 - H

814-289-9685 - C

Property - 259 Turnpike RD.

All responses must be received by February 6, 2020

LETTER TO THE EDITOR

Building a killer bypass

After attending Allegheny tunnel Improvement project meeting Jan. 16, it sounds like LR Kimball has plans for the Pennsylvania Turnpike Commission to build the gray option bypass (cut) south of exciting tunnels. I believe a bypass would become a killer for many reasons:

1. Loss of life — A PTC study shows no significant difference in safety between tunnels and a bypass (not sure if this takes in Somerset county weather.) With treacherous weather, a cut would be affected by high winds, white outs, and freezing rain. A dense fog and freezing ice line forms above 2,300 feet. The design calls for a dangerous 2,000 foot long bridge built on a 7% downhill grade and on a sweeping curve. East morning sun would bring out black ice and create a skating rink.

2. Flooding — By removing hundreds of acres of forest land (nature natural sponge) and replacing it with 3.8 miles of blacktop, the run off from 3,000 foot elevation to 1,400 feet would flood Raystown Branch and New Baltimore with every hard rain.

3. No access across top of mountain except for one small game crossing of 600 feet. This could hurt wildlife as predators would close in on this area.

4. Acid mine run off (could we see another I-99 disaster) — Removing 18 million cubic yard of overburden, this would require a several hundred acre dump site. Once unearthed and exposed to air and rain it would create a toxic run off that would affect Lake Stonycreek and Stonycreek River.

5. Hazardous water — Under the mountain is a pocket of high iron water that has over 100 ppm. We still see the

effects of 50-year-old bore holes that are artesian wells leaking out orange water. Could a cut bring more problems like this?

6. Pollute a public drinking supply — Berlin's drinking water could become contaminated from hazardous spills, chemicals and salt runoff leaching into its water sources.

7. Destroying an eco system which has beauty and balance of a forested mountain.

8. Cost — I don't believe cost estimates are accurate. In 2000 the cut costs were \$91 million and tunnel was \$140 million. In 2014 the cut was \$300 to \$694 million. Today a cut is \$332 million and \$702 million for the tunnel. Why is cost so different? PTC says tunnels need to be replaced because of their age.

It was built in 1940 and 1965 comparing to Squirrel Hill Tunnel that was built in 1953 and it's being used every day and has a lot more traffic. There's no talk of tearing them out.

PTC has created this problem by not taking care of them over the past 25 years. PTC has said the tunnels ability to protect motorist in adverse weather is not a sufficient reason to choose a tunnel option. What cost does PTC put on loss of human life, flooding, water contamination, habit changes, and eco system? It seems like \$400 million. Once a cut is built there's no going back. Damage is done — forever.

Here's another option

Make Route 219 south a turnpike extension, could put exits onto 219, no need for toll booths with EZ pass. The system interchange would remain in Somerset. This would relieve congestion at tunnels and also in Breezewood with Route 30.

John Fox

Stonycreek Township

Tammy,

Please add
to my other
letter &
sent.

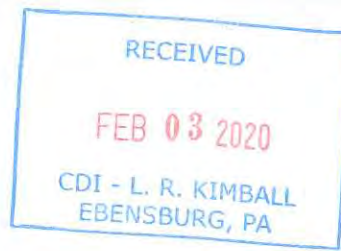
Thanks,
Patricia Krupper

RECEIVED

FEB 21 2020

CDI - L. R. KIMBALL
EBensburg, PA

Feb-6, 2020



Public Plans

Ms. Hazel Romesberg
940 Humbert School Rd
Rockwood, PA 15557

Please Provide Your Comments or Suggestic
The plans for turnpike construction
needs to include work on those
horrible curves near the current Allegheny
tunnel. Drivers are not able to
negotiate those S curves.

The speed limits and curves
put drivers at risk.

Thank You.

Hazel Romesberg

Maude Romesberg, Jr.

L.R Kimball

Attn Tammy Sherwin
615 West Highland Ave.

Ebensburg PA. 15131

Fax 814-472-7712

Three injured

Three people were hurt in a two-vehicle crash Jan. 16 on the Pennsylvania Turnpike in Allegheny Township.

State police said a car driven by

Hannah Boyer, 19, of Mantua, Ohio, was disabled from a previous accident and was blocking the left lane. A second driver, Mary Stamy, 67, of Pittsburgh, was driving west and was unable to avoid Boyer's vehicle, whose lights were no longer functioning.

After impact, Boyer's car rotated counterclockwise and came to rest in the left lane. The car sustained disabling damage.

Boyer and passengers in both vehicles — Erick Kengni, 19, of Silver Spring, Maryland, and Marion Fisher, 54, of Pittsburgh — sustained suspected minor injuries but were not taken to a hospital, according to police. Stamy and passenger Jennifer Muse, 52, of Pittsburgh, were not hurt. Police were assisted by Berlin EMS.

Five vehicles collide on turnpike

No one was hurt in a five-vehicle, chain-reaction accident Jan. 16 on the Pennsylvania Turnpike in Allegheny Township.

State police said the crash happened as drivers attempted to avoid an earlier accident near Tunnel Road. All vehicles were traveling in the left lane. The first vehicle, an SUV driven by Julie Lepere, 30, of Harrisburg, came to a controlled stop in the left lane and was struck by an SUV driven by Samuel Johnson, 25, of Idaho Falls, Idaho.

The crash also involved vehicles driven by Jack Johnson, 51, of Idaho Falls, Idaho, Richard Weidman, 41, of Seven Valleys, and Kyle Johnson, 23, of Fairfax, Virginia.

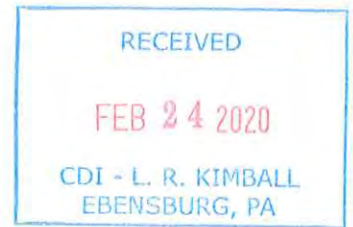
Four of the drivers were cited for failing to drive at a safe speed, according to police.

Tractor-trailer involved in crash

Coleman Coles, 40, of Lenoir, North Carolina, was driving west on the Pennsylvania Turnpike in Allegheny Township Jan. 18 when he encountered ice and slush on the roadway.

His rig jackknifed and slid across three lanes, striking a concrete barrier with its front end, according to state police. After impact, the tractor-trailer slid west, its front end still in contact with the center barrier for approximately 210 feet.

Coles was not injured. Police said he was driving too fast for the conditions.



Public Plans Display - January 16, 2020

COMMENT FORM

Please Provide Your Comments or Suggestions:

Dear Allegheny Project: Please work on curves near The Tunnel. The curves are very dangerous and by straightening the highway + then using the best route to replace the tunnel ^{this} would be the best solution to the problem.

The S Curves and ^{necessary} Signs for slowing down are the problem. Reroute the tunnel for safety and best use of less + less land construction.

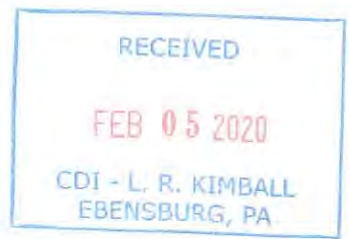
Thank you for listening.

Please mail or fax this form to:

L.R. Kimball
Attn: Tammy Sherwin
615 West Highland Avenue
Ebensburg, PA 15131

Fax: 814-472-7712

All responses must be received by February 6, 2020



Public Plans Display – January 16, 2020

COMMENT FORM

Please Provide Your Comments or Suggestions:

The more than 5,200 men and women of the Somerset County Sportsmen's League wish to go on record as being totally opposed to any form of Allegheny Mountain bypass on the Pennsylvania Turnpike.

A bypass would be a eternal monument to environmental and aesthetic disaster. Generations to come would be amazed at the callousness of any organization responsible for such environmental irresponsibility.

The financial numbers presented at the meeting in Somerset, January 16, 2020 are questionable. We would have to see numbers from other institutions, NOT CONNECTED with the Pennsylvania Turnpike, for the identical project to be convinced of their accuracy.

We understand the needs of the Turnpike and are open to a new tunnel project. We feel that the environmental and aesthetic impacts would be far less by drilling a new tunnel.

Please mail or fax this form to:

L.R. Kimball
Attn: Tammy Sherwin
615 West Highland Avenue
Ebensburg, PA 15131

Fax: 814-472-7712

Sincerely
Richard L. Berkley
President - Somerset
County Sportsmen's League

Richard L. Berkley
904 Stewart St.
Berlin, PA 15530

All responses must be received by February 6, 2020



Transportation Improvement Project

PA Turnpike Commission - February 10, 2020

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FEB 10 2020

CDI - L. R. KIMBALL
EBENSBURG, PA

COMMENT FORM

Please Provide Your Comments or Suggestions:

The PA Turnpike Commission attempt to limit comment on this project is sickening. Insisting on a specific form and not allowing it to be submitted electronically is a wonderfully Orwellian method to control what is received. Like your execution of the turnpike interchange at Somerset, your plan for the Allegheny Tunnel suits you and no one else. It will prevent an uncrossable barrier for wildlife that will not be solved by a thirty foot wide bridge in over a mile of cut. The cut goes straight through a hunting club that was in existence prior to the turnpike. The Turnpike Commission apparently thinks as little about private property as it does about public comment. Everywhere else in the world countries are building tunnels to limit environmental damage and avoid taking private land. Not in PA where the Turnpike Commission believes in doing as little as possible for the public good. Re-do the tunnels. Stop designing solutions that destroy habitat and steal private land.

John Bowles

Please mail or fax this form to:

L.R. Kimball
Attn: Tammy Sherwin
615 West Highland Avenue
Ebensburg, PA 15931

Fax: 814-472-7712

All responses must be received by February 27, 2020

Messages » [Results](#) » Contact ID# 199091



jim bowers

Address from CRM:
 Street1: 1765 GEIGER RD
 Street2:
 City: FRIEDENS
 State: PA
 Zip: 15541
 Zip2:
 Country:

General	Messages (2)	Outreach (0)	Services (0)	Events (0)
Boards (0)	Log (2)			

Home Address

1765 Geiger Road
 Friedens, PA 15541-7603
 PA13 Somerset County



Business Address

1765 GEIGER RD
 FRIEDENS, PA 15541



Online Info

Email: jeb1958@gmail.com

Phone Numbers

Hm Phone: (181) 444-3972
 (181) 444-3972



Household Members

None

Organization Contacts

None

Attachments

Affiliations

CORRESPONDENCE - Correspondence Tracking Contact

Discussion (0)

Email Viewer

Message	Details	Attachments	Headers
Source			

[HTML](#)

From: "PA Web Forms" <forms@pa.gov>
Date: 2/6/2020 6:16:43 AM
To: "pagov@iq.pa.gov" <pagov@iq.pa.gov>
Cc:
Subject: Contact Form

The PA Turnpike Commissions plan to bulldoze part of the Allegheny Front is a terrible idea. Their method of public comment is designed to limit comment, not invite it. You must use their form, it can't be electronically submitted, and must be mailed or faxed. The PA Turnpike Commission has long ago outlived it's usefulness. I'm not in favor of the state taking private land to make messes. The hunting club that owns the property impacted by the Allegheny Tunnel project was in existence prior to the turnpike. The Turnpike Commission wants to take over a mile of land, replace it with a thirty foot wide animal bridge and call it a day. Let's replace the Turnpike Commission instead.

[Close](#)



Public Plans Display - January 16, 2020

COMMENT FORM

Please Provide Your Comments or Suggestions: Hello Tammy

After the meeting I really didn't have any comments. I understand the need for the project.

But recently I talked to my TWP. SUP. In his meeting he was shown a map with my ground on it. They plan on using my ground to put the fill on that comes out of the Cut.

Can I have a meeting with someone who can explain how is this work. Do they take my ground? Or do they just pay me to place it there? How much ground do they need Etc.?

Thank You Very Much !!

Mark D. Creamer

#814-233-5305

P.O. BOX 288
Berlin, PA.
15530-0288

Please mail or fax this form to:

L.R. Kimball
Attn: Tammy Sherwin
615 West Highland Avenue
Ebensburg, PA 15931

Fax: 814-472-7712

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CDI - L. R. KIMBALL
EBENSBURG, PA

Public Plans Display - January 16, 2020

COMMENT FORM

Please Provide Your Comments or Suggestions:

I am adamantly opposed to any of the cut options. The grey cut is particularly bad as it is longer than the others and will increase the dangerous curve on the eastern side. The cuts will have a much more detrimental effect on the environment than any of the Tunnel options.

Thank you

John W. Harvey

167 Oak Hill Drive

Friedens, PA 15541

Please mail or fax this form to:

L.R. Kimball
Attn: Tammy Sherwin
615 West Highland Avenue
Ebensburg, PA 15931

Fax: 814-472-7712

All responses must be received by February 27, 2020

LR Kimball

ATTN: Tammy Sherwin

Feb. 21, 2020

Building a KILLER BYPASS

After attending Allegheny tunnel improvement project meeting January 16, 2020

Sounds like LR Kimball has submit plans to Pa Turnpike Commission for a

Gray bypass (cut) south of exciting tunnels. I believe a Bypass would

Become a killer for many reasons

1) Loss of life

A PTC study shows no significant difference in safety between tunnels and a by pass

(not sure if this takes in Somerset county weather) with treacherous weather a cut

Would be affected by high winds, white outs, and freezing rain. A dense fog and

Freezing ice line forms above 2300'. The design calls for a dangerous 2000' long

Bridge built on a 7% downhill grade and on a sweeping curve. East morning sun

Would bring out black ice and create a skating rink.

2) Flooding

By removing hundreds of acres of forest land (nature natural sponge) and replacing

it with 3.8 miles of blacktop, run off from 3000' elevation to 1400' would flood

Raystown Branch & New Baltimore with every hard rain.

3) No access across top of mountain except for one small game crossing of 600'

This could hurt wildlife as predators would close in on this area

4) Acid mine run off (could we see another I-99 disaster)

Removing 18 million cubic yard of overburden this would require a several hundred

acre dump site. Once unearthed and expose to air & rain it would create a toxic run off

That would affect Lake Stonycreek & Stonycreek River

5) Hazardous water

Under mountain is a pocket of high iron water over 100 ppm, we still see effects of 50 year old

Bore holes that are artesian wells leaking out orange water. Could a cut bring more problems like this?

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FEB 21 2020

CDI - L. R. KIMBALL
EBensburg, PA

6) Pollute a public drinking supply

Berlin's drinking water could become contaminated from hazardous spills, chemicals &

Salt runoff leaching into its water sources

7) Destroying an ego system, beauty & balance of a forested mountain

8) Cost

I don't believe cost estimates are accurate in 2000 cut cost were 91 million &

Tunnel was 140 million in 2014 cut was 300 to 694 today a cut is 332 tunnel

702 million. Why is cost so different? TPC says tunnels need replace because of age

built in 1940 & 1965 comparing to squirrel hill tunnel built in 1953 its being used

Every day & lot more traffic, no talk of tearing them out. TPC has created this

problem by not taking care of them the past 25 years. TCP has said tunnels

ability to protect motorists in adverse weather is not a sufficient reason to choose

a tunnel option. What cost does TPC put on loss of human life, flooding, water contamination,

Habit changes, & ego system, seems like 400 million. Once a cut is built there no going back

Damage is done - Forever

Other option

Make Rt 219 south a TP extension, could put exits onto 219 no need for toll booths with EZ pass

System interchange would remain in Somerset this would relieve congestion at tunnels & also in

Breezewood, traveling Rt 30 it can take 20 minutes to go 1 mile with trucks blocking 3 lanes

& missing light cycles Tunnels could be refurbish and still are money ahead for decades of

Maintenance

John Fox

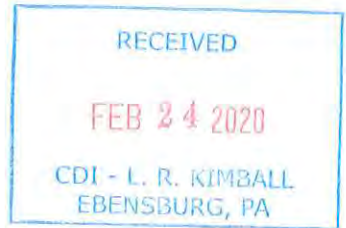
John & Kathy Fox
426 Big Rock Road
Berlin PA 15530

Sherwin, Tammy

From: Ken Martin <unitedfireybride@yahoo.com>
Sent: Friday, February 21, 2020 6:20 AM
To: Bednar, P
Subject: Don't reduce the number of tunnels on the turnpike

ALERT - This email is from an **External Source**. Be careful opening attachments, clicking links or responding.

To Gregory,
I am disappointed that you are planning on bypassing the tunnel with a cut. The PA Turnpike is unique that it has those tunnels. When I drive the PA turnpike out that way, I just always love going through the tunnels. I am sadden that your want to eliminate another tunnel.
Ken Martin



Public Plans Display - January 16, 2020

COMMENT FORM

Please Provide Your Comments or Suggestions:

The Allegheny Township Supervisors of Somerset County, have the following concerns
for the proposed tunnel improvement project:

1. Water flow disturbance
2. Water runoff problems
3. Water contamination
4. Loss of real estate tax dollars

Allegheny Township Supervisors

10122 Glades Pike, Berlin, PA 15530

814-267-3111 nancy.metzgar.alleghenytpw@verizon.net

Nancy Metzgar, Secretary

Please mail or fax this form to:

L.R. Kimball
Attn: Tammy Sherwin
615 West Highland Avenue
Ebensburg, PA 15931

Fax: 814-472-7712

All responses must be received by February 27, 2020

Sherwin, Tammy

From: Bednar, P <gbednar@paturndpike.com>
Sent: Tuesday, February 25, 2020 7:23 AM
To: Jones, Ed; Sherwin, Tammy
Cc: Graham, Gary; Burd, Matthew; Lutz, Andrew
Subject: [External Mail] FW: Allegheny Tunnel improvement
Attachments: Allegheny Mtn. 1-29-20.jpg; Allegheny Mtn. 2-1-20.jpg

[EXTERNAL MAIL] Please report any suspicious attachments, links, or requests for sensitive information to customersupport@synoptek.com.

Received late last night.

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Bell & Dickey <bellanddickey@comcast.net>
Date: 2/24/20 11:57 PM (GMT-05:00)
To: "Bednar, P" <gbednar@paturndpike.com>
Subject: Allegheny Tunnel improvement

ALERT - This email is from an **External Source**. Be careful opening attachments, clicking links or responding.

Mr. Bednar,

I write with comments concerning the proposed update of the Allegheny Tunnel and, moreover, in strenuous opposition to any alternative that would substitute a “cut” for an upgrade and/or addition to the present tunnel on the Pennsylvania Turnpike.

Notwithstanding the horrible environmental damage a cut option would cause, not the least of which is the forest degradation from the endless saline spray – viz., the wide corridor of dead trees and the mutated, stunted growth of the still living trees lining the current Laurel Mountain bypass section of the Turnpike – the overriding concern is what I believe to be, in fact, the reckless disregard for safety that would be caused by regular weather on that section of highway over the Allegheny ridge if the tunnel were to be bypassed.

My home is located along the Brotherton Road in Brothersvalley Township and looks out, to the East, upon the Allegheny Mountain. As such, I am a daily observer of the weather affecting that ridge. With great frequency, from a line routinely between the elevations of 2,400 and 2,500 feet to the top of that mountain, fog / clouds, obscure the view and, in winter, even when precipitation has ceased at lower elevations, snow and sleet occur. As just two examples of those weather phenomena, I have attached photos taken of the Allegheny Mountain in the direction of the tunnel and proposed bypass. The January 29 photo shows snow on the mountain and the February 1 photo shows the mountain enveloped in fog at those altitudes and above.

I am also a frequent traveler on Route 31 over the Allegheny Mountain (known here as the White Horse). That location is not too far distant to the South from the Allegheny Tunnel location. Again, at those elevations, fog is a regular occurrence, particularly in the autumn, with visibility reduced to distances measured in feet, not even tens of feet. Local people travelling that section of road often speak of times when the only way to determine location of the lane of travel is to look beside the vehicle to spot the painted centerline.

It behooves you at the very least, out of concern for safety, to do a day-to-day study of the unique and very local weather in the intended bypass location, over a considerable period of time, to accurately observe these conditions of ice and snow and reduced visibility that cannot be ascertained simply by looking at weather observation statistics form other areas of Somerset and Bedford Counties or of the area in general.

Further, I would suggest you look at an analogous section of I-68 as it crosses the mountain ridges in the areas of Frostburg and Keyser's Ridge, Maryland. Both of those areas have been the sites of multi-vehicle pileup collisions when sudden, altitude-related weather caused exceedingly low visibility, sometimes combined with low traction road conditions.

Douglas Bell

**Post Office Box 65
Berlin, Pennsylvania 15530
Telephone (814) 267-4490**





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FEB 26 2020

CDI - L. R. KIMBALL
EBENSBURG, PA

Public Plans Display - January 16, 2020

COMMENT FORM



Jon Lape
645 Deeter Gap Rd.
Berlin, PA 15530

Please Provide Your Comments or Suggestions:

As a resident of the mountain I oppose any of the cut options?

Reasons why #1 - Heavy fog for days at a time

#2 - Heavy ice storms

#3 - Heavy snowfall

#4 - Flood potential down stream

#5 - major disruption to wildlife travel

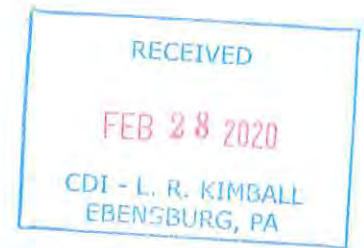
#6 - Destroy the beauty of the mountain

The only option that I approve of is the yellow tunnel option, as this would be the safest for travelers and least impact on the environment !!!

Please mail or fax this form to:

L.R. Kimball
Attn: Tammy Sherwin
615 West Highland Avenue
Ebensburg, PA ~~15111~~
15931
Fax: 814-472-7712

All responses must be received by February ²² 2020



Public Plans Display - January 16, 2020

COMMENT FORM

Please Provide Your Comments or Suggestions:

(1st) Complete RT 219 to address hazard Truck Traffic, Last 7+0.9 miles has been proposed since 50 yrs ago.

(2nd) Complete 1 new Tunnel because to not upset water Table surges for Juniata waterways and Stony creek basin waterways

(3rd) Safety issues a cut will causes more accidents on turnpike Water will flow in cut, 3/4 of mile wide, Wind chill factors from cut will freeze.

(4th) Will affect farming by way of water, climate due to cut Look at Western cut from Donegal to Somerset (More accidents in this section

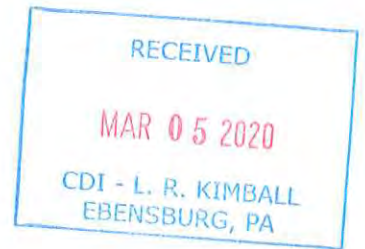
(5th) Why cannot your company see the environment, esthetic wildlife and safety issues, and cannot use 1940's technology equal reason, with new 2020 technology for new tunnel?

Please mail or fax this form to:

L.R. Kimball
Attn: Tammy Sherwin
615 West Highland Avenue
Ebensburg, PA 15931

Fax: 814-472-7712

All responses must be received by February 27, 2020



Public Plans Display - January 16, 2020

COMMENT FORM

Please Provide Your Comments or Suggestions:

The exhibits for each of the alternatives were very well done and the CDI-Kimball and PTC personnel were very knowledgeable of the project and impacts.

As a former Kimball geologist who worked on this project back in the 1990's, I understand some of these issues. I prefer the "yellow Tunnel alternative". I understand that it is expensive; however, mitigating the landslide risk at the gray alternative is also very costly and have to be done prior to the roadway work. Which alternative will expose acid producing strata? and how thick is it? Will AMD potential be the same for a cut or tunnel option?

All the best on this project. -Joan Hawk

Please mail or fax this form to:

L.R. Kimball
Attn: Tammy Sherwin
615 West Highland Avenue
Ebensburg, PA 15931

Fax: 814-472-7712

All responses must be received by February 27, 2020

oops! I apologize.

Somerset County Conservancy

Box 241, Somerset PA 15501



PA Turnpike Commission

27 January 2020

Dear Commissioner

The Somerset County Conservancy would like to express its opposition to the proposed “cut” alternatives for the Allegheny Mountain project. Allegheny Mountain is the longest continuous ridge in the Eastern United States running from New York to West Virginia and forms the Eastern Continental Divide separating watersheds heading into the Mississippi River and Gulf of Mexico from those flowing into the Atlantic Ocean. It also contains nearly contiguous forested lands along its spine providing important wildlife habitat and migration corridors. Creating one of the largest transportation cuts in the country through this mountain would have many devastating environmental impacts.

The mammoth cut would in itself directly destroy hundreds of acres of forested mountaintop in addition to creating many more acres of new edge habitat which is detrimental to interior forest breeding birds. The waste rubble would then again destroy hundreds more acres of forest and potentially headwater streams depending on the location of the “disposal site”. The Allegheny Mountain contains important aquifers which would be daylighted including some such as the Mauch Chunk which contains large quantities of the highest quality water in the region. Surface streams including the Stonycreek River and Raystown Branch of the Juniata River would be directly impacted by the large quantities of ice melting chemicals which will be necessary to deal with the worst overall weather conditions on the Turnpike to which travelers can be exposed.

The elevation of Allegheny Mountain results in some of the worst weather conditions along the entire mainline turnpike. High snowfall, frequent ice storms, high wind and especially excessive fog (which is essentially low cloud cover at all seasons) is encountered much more frequently on the mountaintop than in the rest of the notoriously snowy Somerset County. The fog and ice line is frequently just above the west portals of the Allegheny Tunnels. A large cut will also serve as a cold “drain” allowing the 5 to 10 degree colder air of Somerset County to sink down along the Turnpike corridor towards Bedford County. The weather conditions on the very high elevation Allegheny Mountain are worse than the already problematic mountain crossing areas of the Turnpike on Laurel Mountain and Sideling Hill.

2020 Board of Directors

James Moses, President
Robert Hook, VP
Pam Diesel, Secy.
Jeff Payne DVM, Treasurer

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Roger Latuch
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Fred Will
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Rebecca Raupach
Jenn Brougher

Somerset County Conservancy

This project has been studied for over 20 years and the PA Turnpike appears to steadfastly refuse to look at an option that would optimize environmental concerns, traveler safety, and cost. The idea of building a single (possibly 3-tube) west to east tunnel aligned to ease the east side curve (possibly the "Gray Tunnel Alternative") while sequentially rehabbing both of the existing tunnels for west bound traffic (possibly separating trucks and passenger cars) could result in a beautiful alternative.

Modern, LED lit; spacious tunnels are enjoyed by travelers in many U.S. states and overseas countries—why not in Pennsylvania?

Copies of your consultant's complete report on the alternatives needs to be available for review by concerned parties—can they be made available? The informational type of public meeting where concerned citizens are isolated around a room is not sufficient to share comments and concerns on such an important topic. A public hearing, perhaps sponsored by our local state elected officials, would best have issues and answers freely discussed. Can this request be arranged?

Sincerely,

A handwritten signature in blue ink, appearing to read "James Moses".

James Moses, President SCC

Cc: Gov. Wolf
Sen. Stefano
Rep. Metzgar
PA DEP
PA FBC
PAGC
US FWS
US Sen. Casey & Sen. Toomey
US Rep. Joyce

Somerset County Conservancy

Box 241, Somerset PA 15501



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FEB 10 2020

CDI - L. R. KIMBALL
EBENSBURG, PA

Gregory Bednar, P.E., Project Manager
PA Turnpike Commission
615 West Highland Ave.
Ebensburg, PA 15931

Feb. 6, 2020

Dear Sir,

The Somerset County Conservancy would like to express its opposition to the proposed "cut" alternatives for the Allegheny Mountain project. Allegheny Mountain is the longest continuous ridge in the Eastern United States running from New York to West Virginia and forms the Eastern Continental Divide separating watersheds heading into the Mississippi River and Gulf of Mexico from those flowing into the Atlantic Ocean. It also contains nearly contiguous forested lands along its spine providing important wildlife habitat and migration corridors. Creating one of the largest transportation cuts in the country through this mountain would have many devastating environmental impacts.

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Somerset County Conservancy

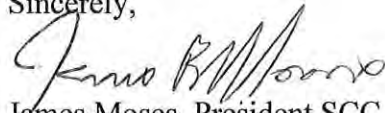
high elevation Allegheny Mountain are worse than the already problematic mountain crossing areas of the Turnpike on Laurel Mountain and Sideling Hill.

This project has been studied for over 20 years and the PA Turnpike appears to steadfastly refuse to look at an option that would optimize environmental concerns, traveler safety, and cost. The idea of building a single (possibly 3-tube) west to east tunnel aligned to ease the east side curve (possibly the "Gray Tunnel Alternative") while sequentially rehabbing both of the existing tunnels for west bound traffic (possibly separating trucks and passenger cars) could result in a beautiful alternative.

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Copies of your consultant's complete report on the alternatives needs to be available for review by concerned parties—can they be made available? The informational type of public meeting where concerned citizens are isolated around a room is not sufficient to share comments and concerns on such an important topic. A public hearing, perhaps sponsored by our local state elected officials, would best have issues and answers freely discussed. Can this request be arranged?

Sincerely,



James Moses, President SCC

Cc: Gov. Wolf
Sen. Stefano
Rep. Metzgar
PA DEP
PA FBC
PAGC
US FWS
US Sen. Casey & Sen. Toomey
US Rep. Joyce

Mountain Field and Stream Club

363 Lincoln Street
Somerset, PA 15501

February 18, 2020

LR Kimball
615 West Highland Av.
Ebensburg, PA 15931
Attention: Ms. Tammy Sherwin

Re: Allegheny Tunnel Transportation Improvement Project

Dear Ms. Sherwin

The Mountain Field and Stream Club is opposed to any of the cut options proposed to improve transportation on the turnpike in the vicinity of the Allegheny Tunnel. For obvious reasons, the cut options ruin the hunting ground that the Club has worked for so many years to acquire and preserve. Please insert the attached letter, which was mailed to the Turnpike Commission, into the record.

As the letter requests, the Club needs a copy of the environmental and engineering reports that formed the basis for the decisions reached by Kimball and the Commission. As you know, the Club has always provided access to our land and cooperated with Kimball and their consultants as they studied this area. I would expect Kimball and the Commission would extend the same courtesy to the Club as we both work to reach the best solution. Please contact me at 814-233-0351 to arrange for the transfer of this information.

Thank you for your cooperation in this matter. As a club focused on conservation it is very important to us that an option is selected that meets the needs of the traveling public but also conserves the irreplaceable natural resources of the Allegheny Mountain.

Sincerely,



Randall L. Musser P.E. P.L.S.
Chair, MFS Club Turnpike Committee

cc: Somerset County Commissioners, via email
MFS Club file

Mountain Field and Stream Club

363 Lincoln Street
Somerset, PA 15501

January 29, 2020

Pennsylvania Turnpike Commission
P.O. Box 676767
Harrisburg, PA 17106-7676

Re: Allegheny Tunnel Transportation Improvement Project

Ladies and Gentlemen

The Mountain Field and Stream Club has reviewed the information provided at the public open house the Pennsylvania Turnpike Commission (Commission) and its consultant L. R. Kimball (Kimball) held in Somerset on January 16, 2020. The presentation indicated that the Commission had chosen the Gray Cut as its preferred alternative for improving traffic needs through the portion of the highway near the Allegheny Tunnel. The Gray Cut option, as well as the other cut options, create a permanent chasm through the Allegheny Mountain that will have a devastating effect on the land, water, aquatic and wildlife resources of the area. Motorists traveling the cut options will be subject to the adverse weather conditions found on the Allegheny Mountain such as fog, freezing rain and snow subjecting them to unnecessary risk. For these reasons and many others the Mountain Field and Stream Club does not believe that any of the cut options provide the best solution for the traveling public, the residents of Somerset County, the impacted landowners and the natural resources of the area.

The exhibits presented, while informative, did not provide enough information for the public to review and analyze the assumptions, raw data, technical analysis, cost information and other scientific and engineering reports that led to the selection of the Gray Cut as the preferred option. Without access to that information, it is impossible to formulate an independent opinion as to the conclusions reached by Kimball and the Commission. Therefore we hereby request, under the Freedom of Information Act, a copy of the above referenced information that was prepared for this project by Kimball and or the Commission. Please advise as to how this information may be obtained.

Finally, after receipt of the information requested above and some time for review the Mountain Field and Stream Club believes a public hearing is appropriate so the stakeholders can provide constructive comments and opinions regarding the Allegheny Tunnel Transportation Improvement Project.

Thank you for your cooperation in this matter. As a club focused on conservation it is very important to us that an option is selected that meets the needs of the traveling public but also conserves the irreplaceable natural resources of the Allegheny Mountain.

Sincerely,



Randall L. Musser P.E. P.L.S.
Chair, MFS Club Turnpike Committee

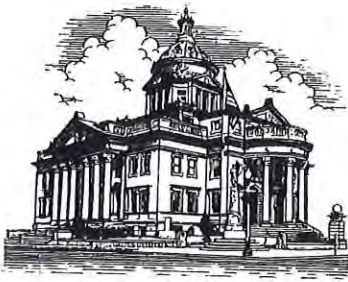
cc: Pennsylvania Turnpike Commission, New Stanton Office
Somerset County Commissioners
MFS Club file

SOMERSET COUNTY COMMISSIONERS

300 North Center Avenue, Suite 500 • Somerset, PA 15501

(814) 445-1400 • (814) 445-7991 Fax

www.co.somerset.pa.us



Gerald Walker, Chair
Colleen R. Dawson, Vice Chair
Pamela A. Tokar-Ickes, Secretary

February 3, 2020

L.R. Kimball
Attn: Tammy Sherwin
615 West Highland Avenue
Ebensburg, PA 15931



Gentlemen:

The Somerset County Commissioners stand in solidarity with and in full support of the stance of our constituents in opposition to the Pennsylvania Turnpike - Allegheny Tunnel Transportation Improvement Project. According to the PTC website, "The Gray Cut Alternative has been selected as the Project Preferred Alternative by the Commission and it's consultant, L.R. Kimball, as it best balances the environmental, engineering, operational, cost, and safety considerations that are components of this Project." We respectfully disagree with the findings of the Commission.

In our opinion, the proposed cut will have a devastating impact on the environment of both Somerset and Bedford Counties. Groundwater loss will impact the wetland and water sources of the region. Stormwater runoff, and the addition of roadway materials, will impact streams, rivers and public water sources.

High on our priority, as elected officials, is the safety of our residents and that of the public traveling through our area. The weather on the top of the Allegheny Ridge is unique. No one understands the patterns better than the local residents. Many tell of the fog line just above the entrance to the tunnel and of the unpredictability of snow and ice. The addition of the bridge contributes adversely to the icing concerns. We have another ridge in our county, the Laurel Ridge, on top of which was constructed a bypass for the Laurel Hill Tunnel. The bypass area is a safety concern for all who travel the turnpike on a regular basis. The conditions at the top of the ridge are, quite often, treacherous, while the condition of the roadway just a few hundred feet lower is acceptable.

Perhaps the most significant argument in opposition to the cut is that of history, beauty and quality of life. Many of our ancestors crossed the Allegheny Mountain and settled in the beauty of Somerset County. This mountain ridge is a part of our heritage. We have a responsibility to our children and grandchildren to preserve this beauty of nature at its finest. The ridge serves as the Continental Divide in Pennsylvania, with waters from the eastern side draining into the Atlantic Ocean and waters from the western side draining into the Gulf of Mexico. The flora and fauna of the ridge is unique. What impact does this cut have on it, not just directly, but indirectly. The wildlife is abundant. Many species use the ridge as a travel corridor. In addition, many local hunters, hikers, youth groups and historians walk this ridge. This ridge is a mountain. You can't "make" a mountain, and it is our responsibility to preserve it.

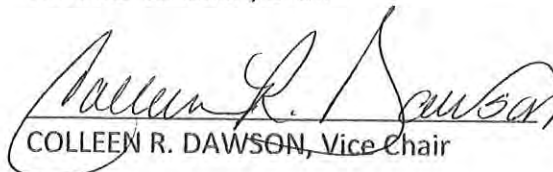
This Board of Commissioners will remain opposed to any cut of the Allegheny Mountain for transportation purposes, just as those Boards before us.

In closing, we would ask that you hold a public forum where you can hear and address our constituents. We will gladly serve as facilitators for this and look forward to your anticipated cooperation.

Sincerely yours,

SOMERSET COUNTY BOARD OF COMMISSIONERS


GERALD WALKER, Chair


COLLEEN R. DAWSON, Vice Chair


PAMELA A. TOKAR-ICKES, Secretary

SCBC/ska

pc: Pennsylvania Turnpike Commission



Somerset County Chamber of Commerce

601 North Center Avenue

Somerset, PA 15501

814.445.6431 FAX 814.443.4313

info@somersetcountychamber.com

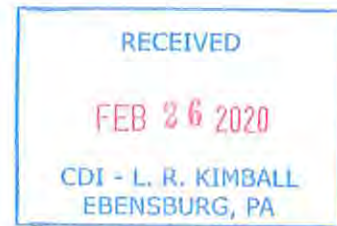
February 21, 2020

LR Kimball

Attn: Tammy Sherwin

615 West Highland Avenue

Ebensburg, PA. 15931



To whom it may concern,

The Somerset County Chamber of Commerce supports the stance of the Somerset County Commissioners in opposition to the PA Turnpike – Allegheny Tunnel Transportation Improvement Project. The identified Gray Cut Alternative; selected by the commission and L.R. Kimball will create a definitive hardship on our county in many ways that would have a lasting devastating impact on our environment in both Somerset and Bedford Counties. The chamber supports the interests of over 700 businesses and organizations and we feel confident that they all oppose this project for its negative impact on our environment and the lives of their employees and families.

Somerset County, part of the beautiful Laurel Highlands region is well known as an outdoor recreation venue that draws millions of visitors a year to our mountains, streams and outdoor recreation destinations. This project would have a severe long-term financial impact on our local hospitality/tourism sector and other support businesses. The Allegheny Tunnel area is the postcard entrance into Somerset County and the beauty of the pristine mountains and forests are all a part of what attracts visitors to the county. To spoil that view is just impossible to comprehend. Plus, the ridge serves as the Continental Divide, which separates two distinct water basins, flowing to the Gulf of Mexico and the Chesapeake Bay.

We, again, support the wishes of the County Commissioners to hold a public forum so you can hear from our residents and others who would be impacted from this project and would be happy to assist the commissioners in promoting the forum.

We strongly oppose any cut to the Allegheny Mountains, as it will have a devastating impact on our region and one that we can never get back.

Respectfully,

Ron Aldom

Executive Director

Somerset County Chamber of Commerce

New Baltimore Sportsmen's Club
P.O. Box 9
New Baltimore, PA 15553
February 20, 2020



L. R. Kimball

Attn: Tammy Sherwin

615 West Highland Avenue

Ebensburg, PA 15931

RE: Allegheny Tunnel Public Comment

Ladies and Gentlemen

I was representing the New Baltimore Sportsmen's Club at the open house, the turnpike commission held January 16, 2020 in Somerset. The tone of the meeting was that the only solution was the grey cut. The brochure provided at the meeting stated, **The Turnpike Commission selected the grey cut as the projected preferred alternative as it best balances the environmental, engineering, operational, cost, and safety considerations of the project.**

According to the brochure under "**Next Step**" After gathering input about the proposed alternative from the public and permitting agencies the turnpike will complete the environmental document in winter 2020. This document will be advertised as available for public review for a 30 day period in which time public comments will be gathered. The commission will then proceed with the section 404 permitting of the grey cut alternative while moving in the design process.

Let's start with the environmental impact addressing a cut through the mountain:

- Will destroy undetermined acres of forest land
- It will require another several hundred acres of additional land to dump the material removed
- Approximately 3 more miles of paved roadway dealing with drainage water and chemicals used to treat the ice and snow during the winter season
- The silt from all this work added to the drainage water will be going into the Raystown Branch of the Juniata River or The Stony Creek River.
- The wildlife will continue to cross any place they can find. They will not be looking for a safe place that was designated for them.

New Baltimore Sportsmen's Club
P.O. Box 9
New Baltimore, PA 15553
February 20, 2020

- The possibility of pollution from acid mine water located in the area of the cut being disturbed. This could result in polluting area streams and a public water supply.

Let's focus on the safety factor addressing a cut through the mountain:

- The unbroken mountain has been a migratory route for many animals. If a cut is made they will still continue to migrate north and south, thus crossing the highway. How many accidents will this cause?
- Weather (a cut through the mountain will be subject to heavy fog, wind, freezing rain and snow in the winter, a tunnel is not subject to the weather as a cut would be)

In conclusion the New Baltimore Sportsmen's Club with a membership of over 2450 members prefer that the Turnpike Commission reviews the options of rehabilitating the tunnels instead of the grey cut. We believe this will have the least impact on environment and will provide a safer ride for the traveling public. A cut through the mountain can never be replaced.

Thank you for the opportunity to address this matter.

Sincerely,

Edward C. Will, Secretary

New Baltimore Sportsmen's Club



Cc: Representative Carl Metzgar

Senator Patrick Stefano

Somerset Co Comm. Gerald Walker

The Municipal Authority of the Borough of Berlin

**700 North Street
Berlin, PA 15530**

Telephone: 814-267-3837
Fax: 814-267-3017

February 25, 2020

Mr. Mark Compton, CEO
P. Gregory Bednar, P.E., Project Manager
Pennsylvania Turnpike Commission
P.O. Box 67676
Harrisburg, PA 17106-7676

MAR 3 2020

Dear Mr. Compton and Mr. Bednar:

The Municipal Authority of the Borough of Berlin located in Somerset County owns and operates a public water supply system that is the sole source of water for 1,020 metered residential customers serving between 2,650 and 2,700 people. In addition, the system provides water to 73 commercial customers (including an elementary school, a middle school, and a high school), one nursing care home, one industrial facility, and one wastewater treatment facility. The industrial customer is Snyder of Berlin (owned by Utz), a producer of snack foods. Snyder of Berlin alone depends on our Municipal Water System to provide up to 150,000 gallons of quality water per workday. The remaining customers require up to an additional 350,000 gallons of potable water per day.

The source of the great majority of the water provided by the Municipal Authority to the above-referenced customers is from three water wells located approximately 5 miles northeast of Berlin, Pennsylvania, adjacent to the south side of Pennsylvania State Route 0031. The wells draw water from the Mauch Chunk aquifer, which, according to hydrogeologist James Casselberry, is an aquifer that contains excellent quality water. Should the quality and/or quantity of water produced by these wells be negatively affected, the Municipal Authority would no longer be able to meet the water needs essential to its customers.

That brings us to address our very serious concerns about the potential impact that a new Allegheny Mountain turnpike tunnel or a tunnel bypass construction project would have on our primary water supply wells. We believe it is imperative that you and the Pennsylvania Turnpike Commission have an independent in-depth study and analyses of the impacts that any alternative being considered could have on our municipal public water supply sources. We implore you and the Commission to do so. Furthermore, if there is any possibility of detriment to our public water supply sources, the corresponding alternative(s) must be dropped and no longer pursued.

Kindly respond with your intentions and the intentions of the Pennsylvania Turnpike Commission on this matter.

Sincerely,

THE MUNICIPAL AUTHORITY OF
THE BOROUGH OF BERLIN



C. Scott Miller
Chairman

pc Governor Thomas W. Wolf
Lieutenant Governor John Fetterman
DEP Secretary Patrick McDonnell
Senator Patrick J. Stefano
Representative Carl Walker Metzgar

Carl Walker Metzgar, Member
69th Legislative District

Harrisburg Office:
111 Ryan Office Building
P.O. Box 202069
Harrisburg, PA 17120-2069
Phone: (717) 783-8756
Fax: (717) 782-2911

Somerset Office:
301 Georgian Place
Somerset, PA 15501
Phone: (814) 443-4230
Fax: (814) 443-3866

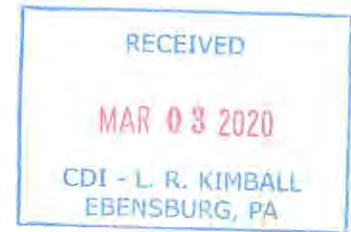


House of Representatives
Commonwealth of Pennsylvania
Harrisburg

Hyndman Office:
158 Washington Street
Hyndman, PA 15545
Phone: (814) 842-3362
Fax: (814) 842-3367

Windber Office:
1605 Graham Ave.
Windber, PA 15963
Phone: (814) 467-4011
Fax: (814) 467-4012

February 26, 2020



Pennsylvania Turnpike Commission,

I'm writing in opposition to the Allegheny Tunnel Transportation Improvement Program proposal creating an "open cut". This cut would be one of the largest transportation cuts in the country and would have many devastating impacts to wildlife and the environment generally. It would destroy hundreds of acres of forested mountaintop, and irreparably damage the eastern divide.

This mountain is a treasure and has been part of the heritage of our people for generations. There is no less value to this geographic feature than any other acre in this great nation. To assail it is to assail the very spirit of our people. The original builders of the Turnpike did their best to conform symbiotically with the terrain and I ask that you continue that same tradition by maintaining the existing tunnels and adding another if necessary.

Sincerely,

A handwritten signature in black ink, appearing to read "Carl Walker Metzgar".

Carl Walker Metzgar
Representative 69th Legislative District

House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG
CARL WALKER METZGAR, MEMBER
P.O. BOX 202069
HARRISBURG, PA 17120-2069

CERTIFIED MAIL



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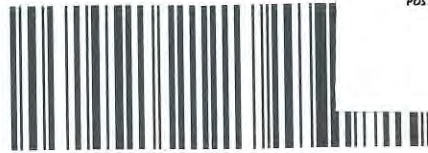


15931

SOMERSET, PA
15501
FEB 27, 20
AMOUNT

\$6.95

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7019 1640 0000 7512 9428

Kimballs

Pennsylvania Turnpike
Attn: Allegheny Tunnel Project
615 West Highland Avenue
Ebensburg, PA 15931-1048

*Att 2/28/02
3-4
3-14*