

**OPEN HOUSE  
PUBLIC MEETING**

**SOUTHERN BELTWAY**

U.S. Route 22 to I-79 Project

**Thursday**

**December 11, 2003**

**Cecil Intermediate School**

**5:00 PM to 9:00 PM**



**Pennsylvania Turnpike Commission**

*in coordination with*

**Pennsylvania Department of Transportation  
and Federal Highway Administration**

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# Welcome

*The purpose of this open house public meeting is to update you on the alternatives that are being considered for the Southern Beltway U.S. Route 22 to I-79 Project. Information regarding the environmental analysis of the alternatives, the Proposed Recommended Preferred Alternative, as well as information concerning property impacts and the preparation of the environmental document is also available at today's open house.*

*At today's meeting, you will be able to review and provide comments on the alternatives and their environmental impacts. Public input is an important part of the transportation project development process. Your comments and concerns are needed to produce project alternatives that consider community issues and best satisfy the project needs. If you have suggestions on improvements that could enhance the project, be sure to include them on the questionnaire available today.*

*We encourage you to get involved!*

*Please take the time to complete a questionnaire provided at the Registration Area or Public Information/Involvement Area. Your Input is vital in developing this project. We need to know the aspects of your community that are most important to you and how they may be impacted by this project.*

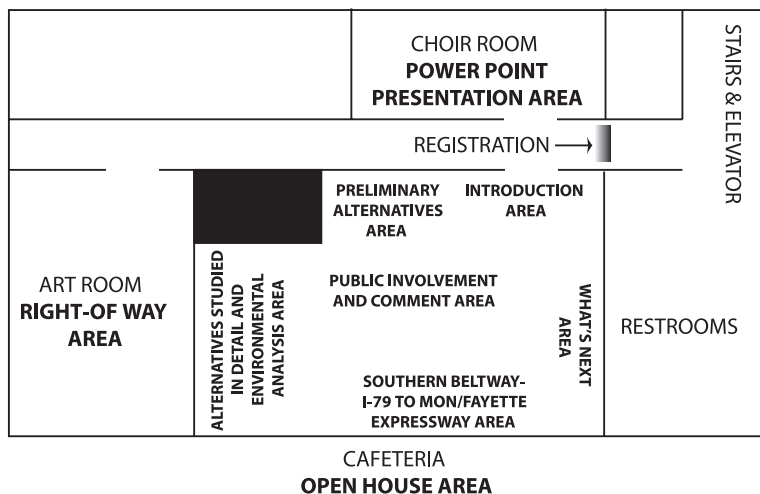
**Thank You for Attending Today's Meeting!**

*The Pennsylvania Turnpike Commission appreciates your interest and involvement in the development of this project.*

# Meeting Format

Today's public information meeting is an open house format to allow you to take your time reviewing the information being presented. If you have questions or need assistance, please look for a study team member (wearing name tags) to assist you. The following is a list of the display areas at today's public meeting:

- **Introduction Area** - Information on the Transportation Project Development Process, the status of all the Mon/Fayette Expressway and Southern Beltway Projects and project maps is available.
- **Preliminary Alternatives Area** - You can review information on all of the alternatives that have been considered for this project and reasons why some of these alternatives have been dismissed from further consideration.
- **Alternatives Studied in Detail and Environmental Analysis Area** - You can review plans of the alternatives currently under detailed study and the results of the environmental analysis completed to date in this area. Two sets of identical information are provided.
- **PowerPoint Presentation Area** - In this area, a study team member narrates the PowerPoint presentation, featuring aerial photography highlighting the project alternatives and welcomes your questions.
- **Southern Beltway from I-79 to the Mon/Fayette Expressway Area** - You will be able to review mapping for the Southern Beltway Project from I-79 to the Mon/Fayette Expressway in this area.
- **Right-of-Way Area** - In this area, Right-of-Way Specialists can help you locate your property on project mapping and determine if the property may be impacted by the project alternatives. Right-of-way informational booklets also are available.
- **Public Involvement and Comment Area** - Pencils, tables and chairs are available for you to complete your questionnaire. Information on forwarding questionnaires at a later time is listed on the back of the questionnaire. Please return it to the address provided by **December 31, 2003**.
- **What's Next? Area** - This area provides information on the upcoming project activities. Information on all of the Mon/Fayette Expressway and Southern Beltway Projects is also available here.



# Project Background and History

The origins of a Southern Beltway around the City of Pittsburgh can be traced as far back as the 1950's and 1960's. Throughout the 1970's, an Allegheny County Beltway was a part of the Regional Transportation Plan adopted by the Southwestern Pennsylvania Regional Planning Commission (SPRPC), now known as the Southwestern Pennsylvania Commission (SPC), which is the metropolitan planning organization for the Pittsburgh region. The status of the Southern Beltway Projects was then elevated in priority by Pennsylvania Act 26, which was enacted in 1991. Act 26 authorized and directed the Pennsylvania Turnpike Commission to investigate the need and feasibility for the Southern Beltway between the Pittsburgh International Airport and the Monongahela River Valley. This legislation was enacted in response to the limited funding available to the Pennsylvania Department of Transportation for capital Improvements. Act 26 authorized the use of tolls to assist in the funding of these projects.

In 1993, a Needs Study for the Southern Beltway Projects identified the following needs within the U.S. Route 22 to I-79 Project area:

- There is poor circumferential mobility to adjacent job and planned growth areas;
- Only two-lane roads, many of which do not meet current design criteria, are available for traveling in an east-west direction through the corridor;
- There is poor east-west mobility for auto, transit, and truck travel;
- The transportation network is inadequate to serve economic development plans; and
- There are safety concerns because of the deficient roadway network.

In compliance with metropolitan planning regulations developed as a result of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), an Integrated Congestion Management System (CMS) Analysis and Major Investment Study (MIS) was completed for the Southern Beltway. Public meetings were held in March 1994, November 1994, October 1995 and August 1996 to obtain input concerning these studies. The CMS/MIS Report, which was made available for a 30-day public review and comment period, recommended that a tolled expressway alternative be the design concept and scope to be advanced for detailed studies for the Southern Beltway U.S. Route 22 to I-79 Project. On September 30, 1996, by a 27-1 vote, SPRPC approved a resolution endorsing the recommendation of the CMS/MIS Report.

The preliminary alternatives analysis has also been completed for the U.S. Route 22 to I-79 Project. The next section of this brochure reviews the alternatives analyzed and explains why some of the alternatives were not advanced for detailed study.

# Preliminary Alternatives Studied

The preliminary alternatives that were evaluated are shown on the map on Page 5 and described below:

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- The preliminary B-1 Alternative began with an interchange at U.S. Route 22 and the Southern Beltway PA Route 60 to U.S. Route 22 Project between the existing McDonald/Midway and Bavington Interchanges. The preliminary B-1 Alternative then proceeded south from the U.S. Route 22 Interchange, crossing Quicksilver Golf Course (labeled QS in this brochure's maps) near its PA Route 980 entrance. The preliminary B-1 Alternative then proceeds parallel to and west of PA Route 980 before crossing and interchanging with PA Route 980 just north of McDonald. It then continued, bypassing McDonald Borough to the northeast. It then paralleled the Washington/Allegheny County line within Allegheny County and interchanged with PA Route 50 in South Fayette Township. The alternative then continued east interchanging with I-79 near County Line Road, north of Southpointe.
- The preliminary B-2 Alternative began with the same interchange at U. S. Route 22, however, after passing northeast of the Quicksilver Golf Course, it turned south and bypassed west of McDonald Borough with an interchange at Noblestown Road. After passing McDonald to the west and south, it followed the same alignment as the preliminary B-1 Alternative.
- The preliminary B-3 Alternative is similar to the B-2 Alternative with the exception of a western route around Quicksilver Golf Course. After passing the Quicksilver Golf Course, it followed the same alignment as the preliminary B-2 Alternative.

R  
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D

- The preliminary R-1 Alternative followed the route of the preliminary B-2 Alternative, crossing the Quicksilver Golf Course to the east and interchanging with Noblestown Road to the west of McDonald Borough. It then continued south, interchanged with PA Route 50 to the west of PA Route 980, and onto its I-79 interchange between Southpointe and Canonsburg.
- The preliminary R-2 Alternative followed the same alignment as the preliminary B-3 Alternative, bypassing the Quicksilver Golf Course to the west and interchanging with Noblestown Road west of McDonald. From that interchange, it continued south, the same as the preliminary R-1 Alternative, to its interchange with I-79 between Southpointe and Canonsburg.

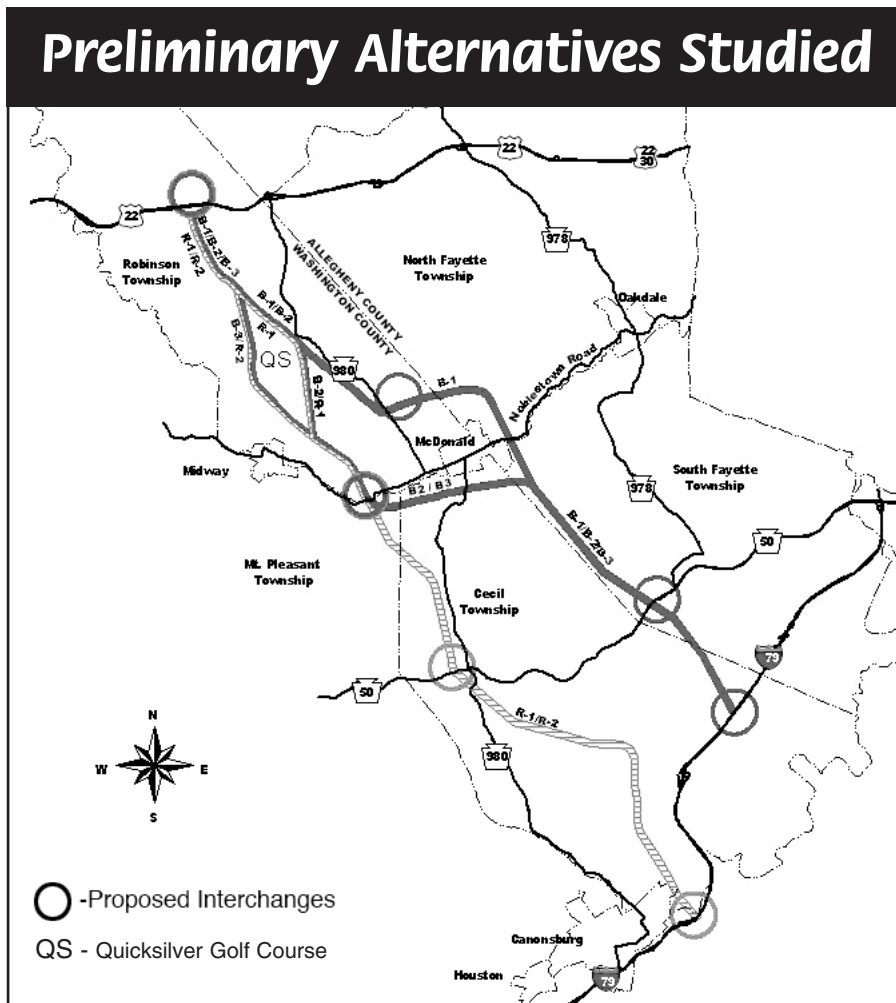
These alternatives were evaluated based on preliminary engineering and environmental analysis, as well as public input from public meetings held in March of 1997. This analysis was summarized in a September 1997 Preliminary Alternatives Analysis Report, which was made available for public review at municipal offices in the project area. The report recommended that the Red Alternatives be dismissed from further studies because:

- The Red Alternatives would require 30 more residential displacements than the Blue Alternatives.
- There would be 8 to 10 more commercial displacements with the Red Alternatives than with the Blue Alternatives.
- The Red Alternatives impact up to 4 more potentially eligible historic properties than the Blue Alternatives.

# Preliminary Alternatives Studied

- The Red Alternatives would impact 4 community facilities while the Blue Alternatives impact no community facilities.
- There would be 53 lots taken in planned or pending developments under the Red Alternatives compared to none with the Blue Alternatives.
- The Red Alternatives are 1.5 to 2.0 miles longer and \$23 to \$40 million more costly than the Blue Alternatives.

It was further recommended that the Blue Alternatives (B-1, B-2 and B-3) be advanced for detailed study. Today's public meeting is presenting the results of the detailed studies conducted on the B-1, B-2 and B-3 Alternatives. The next two sections of this brochure describe the refinement and environmental analysis of these alternatives. Pages 6 and 7 present the alternatives being studied in detail and a comparison of these alternatives.



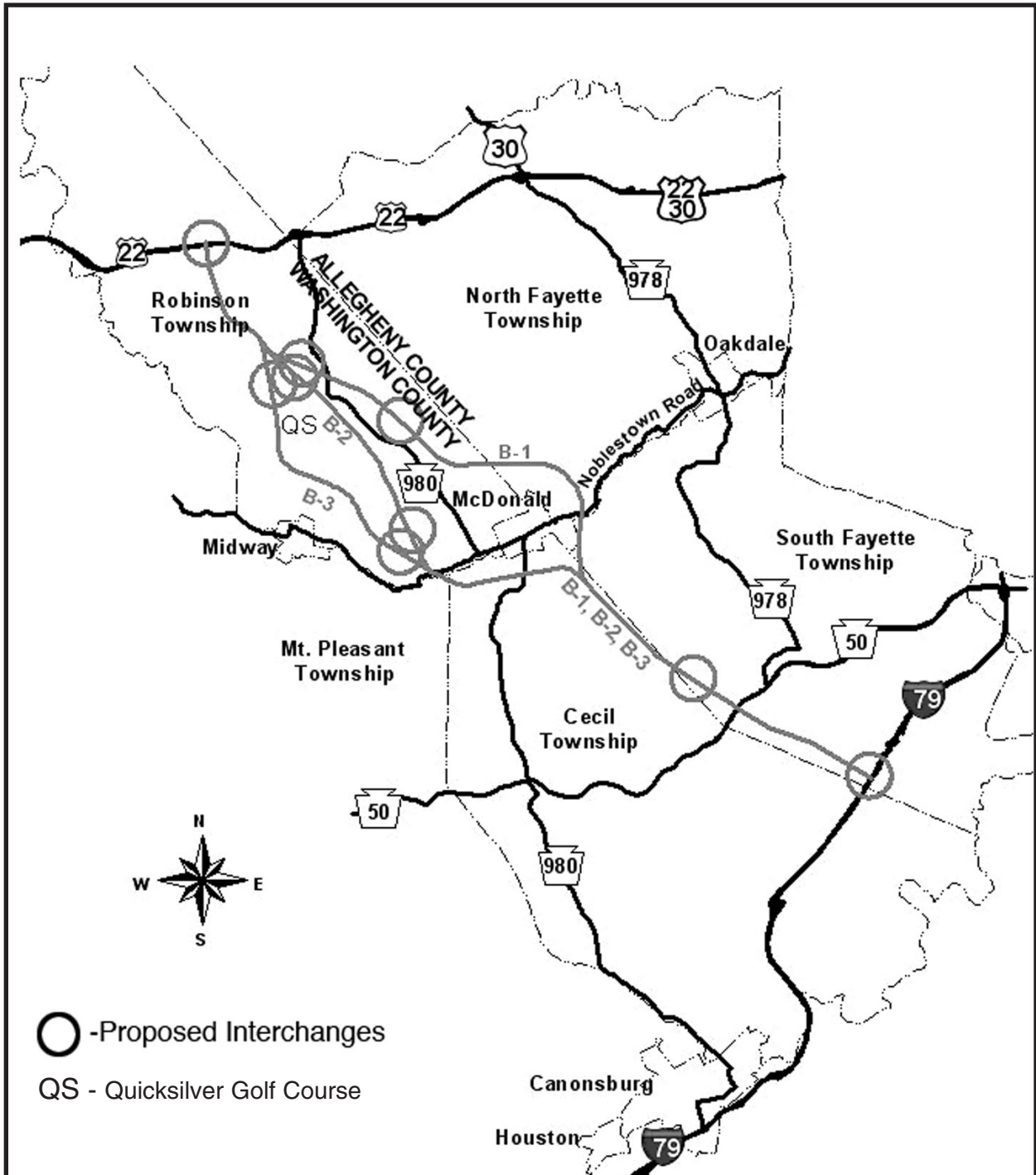
# Alternatives Being Studied in Detail

During detailed engineering and environmental studies and additional public involvement, some refinements have been made to the preliminary B-1, B-2 and B-3 Alternatives. The alternatives being evaluated in the Detailed Alternatives Analysis are shown on page 7 and are described below:

- The B-1 Alternative would begin with the interchange at U.S. Route 22 and the Southern Beltway PA Route 60 to U.S. Route 22 Project between the existing McDonald/Midway and Bavington Interchanges. An interchange would be planned with Beech Hollow Road before the Alternative would proceed east, and cross PA Route 980 just north of the Quicksilver Golf Course (QS in this brochure's maps) entrance. The refined B-1 Alternative would then parallel PA Route 980. An interchange would be proposed with a relocated North Branch Road north of McDonald Borough. The B-1 Alternative would continue, bypassing McDonald Borough to the north and east and crossing Noblestown Road. Paralleling the Washington/ Allegheny County line, an interchange would be proposed north of PA Route 50 with a new service road that would provide access to Cecil Sturgeon Road and Reissing Road. Access would be provided to PA Route 50 via a relocated Cecil Sturgeon Road. The B-1 Alternative would then continue east and interchange with I-79 near County Line Road, north of Southpointe.
- The B-2 Alternative would begin with the same interchange at U.S. Route 22, however, after an interchange with a relocated Beech Hollow Road, it would pass to the northeast of the Quicksilver Golf Course, and continue paralleling PA Route 980 through a reclaimed strip mine area. An interchange would be proposed with a new connector road which would provide access to PA Route 980 and Fort Cherry Road. The B-2 Alternative would continue, bypassing McDonald Borough to the southeast. After passing McDonald, it would follow the same alignment as the B-1 Alternative interchanging with I-79.
- The B-3 Alternative is similar to the B-2 Alternative with the exception of a western route around Quicksilver Golf Course prior to the proposed interchange near the McDonald Sportsmen's Club. A new proposed connector road would provide access to PA Route 980 and Fort Cherry Road at this interchange. After passing McDonald to the south, it would follow the same alignment as the B-1 and B-2 Alternatives to the I-79 interchange.

The environmental impacts identified to date are summarized on Pages 8 and 9 of this brochure. Please review these alternatives and their associated impacts and provide any comments you may have on the questionnaire you received upon entering today's meeting. Pages 10 and 11 present the Recommended Preferred Alternative and the reasons for this recommendation.

# Alternatives Being Studied in Detail



# Summary of Environmental Impacts

An environmental impact analysis that included identification of environmental resources and detailed field evaluations was conducted for each of the alternatives studied in detail. The following were studied as part of the Environmental Impact Analysis and will be presented in detail in the environmental document:

- Traffic
- Soils, Geology & Groundwater Resources
- Mining & Mineral Resources
- Surface Water Resources
- Floodplains & Flood Hazard Areas
- Wetlands
- Vegetation & Wildlife
- Farmlands
- Cultural Resources
- Social, Economic & Land Use
- Visual Impacts
- Noise
- Air Quality
- Municipal, Industrial & Hazardous Waste Facilities
- Secondary & Cumulative Impacts
- Construction Impacts

# Summary of Environmental Impacts

| Environmental Features   | B-1                             | B-2                             | B-3                             |
|--|---------------------------------|---------------------------------|---------------------------------|
| <b>Parks and Recreational Sites</b>                                  |                                 |                                 |                                 |
| Parks  | 0                               | 0                               | 0                               |
| Montour Trail Crossings  | 1                               | 2                               | 2                               |
| Panhandle Trail Crossings  | 1                               | 2                               | 2                               |
| <b>Cultural Resources</b>  |                                 |                                 |                                 |
| National Register Potentially Eligible or Listed Structures of Sites | 2                               | 0                               | 0                               |
| National Register Potentially Eligible or Listed Districts           | 0                               | 0                               | 0                               |
| Prehistoric Archaeological High Potential - (acres)                  | 30                              | 22                              | 14                              |
| Historic Archaeological Potential (Significant Sites)                | 13 low<br>3 moderate<br>12 high | 11 low<br>3 moderate<br>11 high | 11 low<br>3 moderate<br>10 high |
| Section 4(f) Properties  | 2                               | 0                               | 0                               |
| <b>Natural Resources*</b>  |                                 |                                 |                                 |
| Number of Wetlands   | 60                              | 66                              | 63                              |
| Wetlands (acres)   | 5.34                            | 8.17                            | 6.71                            |
| Number of Perennial Stream Crossings                                 | 38                              | 39                              | 38                              |
| Floodplain (acres)   | 7                               | 5                               | 5                               |
| Forest Land (acres)  | 705                             | 692                             | 655                             |
| Range Land (acres)   | 250                             | 154                             | 172                             |
| Grassland (acres)  | 41                              | 37                              | 79                              |
| Coal Mining Potential  | Low                             | Low                             | Low                             |
| <b>Farmlands</b>   |                                 |                                 |                                 |
| Productive Agriculture Areas - Number of Operators/Acres             | 8/44                            | 7/98**                          | 8/96                            |
| Agricultural Security Areas ASA - (acres)                            | 21                              | 21                              | 21                              |
| <b>Potentially Contaminated Areas</b>                                | 2                               | 1                               | 1                               |
| <b>Displacements</b>   |                                 |                                 |                                 |
| Residential  | 82                              | 60                              | 58                              |
| Business   | 7                               | 8                               | 9                               |
| PENNDOT Facilities   | 1                               | 1                               | 1                               |
| <b>Total Length of Alternative (miles)</b>                           | <b>12.95</b>                    | <b>12.88</b>                    | <b>13.16</b>                    |
| <b>Construction Cost Estimate (Millions) ***</b>                     | <b>\$216.7</b>                  | <b>\$224.9</b>                  | <b>\$234.7</b>                  |

\* Continued coordination for the Federally Endangered Indiana Bat and Pennsylvania Endangered Short-eared Owl is underway.

\*\* Farmlands for the B-2 Alternative include 62 acres of property which is in temporary farmland use according to the property owner.

\*\*\* Includes project construction, utility relocation and necessary interchange and adjacent roadway improvements (based on 2002 cost estimate).

# Recommended Preferred Alternative

An evaluation of impacts for each of the proposed alternatives studied in detail was conducted and the results are presented in the Summary of Environmental Impacts Table on page 9 of this brochure. The identification of a Recommended Preferred Alternative is based upon choosing an alternative which best balances the social, cultural, and natural resource impacts, while considering local planning goals and objectives as well as public and agency comments and coordination. Based upon the balancing of impacts and coordination for the Southern Beltway Transportation Project U.S. Route 22 to Interstate 79, the following nine specific reasons were identified for advancing the B-2 Alternative as the Recommended Preferred Alternative:

- The B-2 Alternative would be the most consistent with municipal comprehensive plans.  
During workshops conducted with Robinson Township, the B-2 Alternative was identified as the Alternative which would be the most consistent with their comprehensive plan. The B-2 Alternative has also received support from the surrounding communities of Midway Borough, McDonald Borough, North Fayette Township, and Mt. Pleasant Township. While South Fayette Township would be impacted to the same degree by all three alternatives, the project would be consistent with their municipal planning efforts. Cecil Township's Comprehensive Plan states that the project would have minimal effect on the township.
- The B-2 Alternative would be consistent with the planned updates to the local Township Zoning Ordinances.  
This alternative would provide consistency between the proposed project and local land use planning as outlined in PA Acts 67 and 68.
- The B-2 Alternative would impact 22 fewer residences than the B-1 Alternative.  
The B-1 Alternative would impact the greatest number of residences at 82. The B-2 Alternative impacts would be similar to the B-3 Alternative at 60 residences and 58 residences, respectively. During the Public Meetings conducted in December 2000, nearly all questionnaires received indicated a strong concern for minimizing the number of residential impacts.
- The B-2 Alternative would avoid the use of any Section 4(f) Resources.  
The B-2 Alternative and the B-3 Alternative would not use any properties on or eligible for listing on the National Register of Historic Places or any property from publicly-owned public parks, recreation areas or refuges. The B-1 Alternative would require the use of the Savage Farm and Geary Farm, properties eligible for listing on the National Register of Historic Places.
- The B-2 Alternative would impact less range land than the B-1 Alternative or the B-3 Alternative.  
The B-2 Alternative would impact 18 acres less range land than the B-3 Alternative and 96 acres less than the B-1 Alternative.
- The B-2 Alternative would impact less perennial stream length (having greater than 100 acre watersheds) than the B-3 Alternative.  
The B-2 Alternative would impact (culverted or lost length) 4,618 linear feet of perennial stream (having watersheds over 100 acres) while the B-3 Alternative would impact 6,185 linear feet.
- The B-2 Alternative would impact the least acreage of grassland habitat.

# Recommended Preferred Alternative

The impact to grassland habitat would be 37 acres with the B-2 Alternative, compared to 41 acres with the B-1 Alternative and 79 acres with the B-3 Alternative.

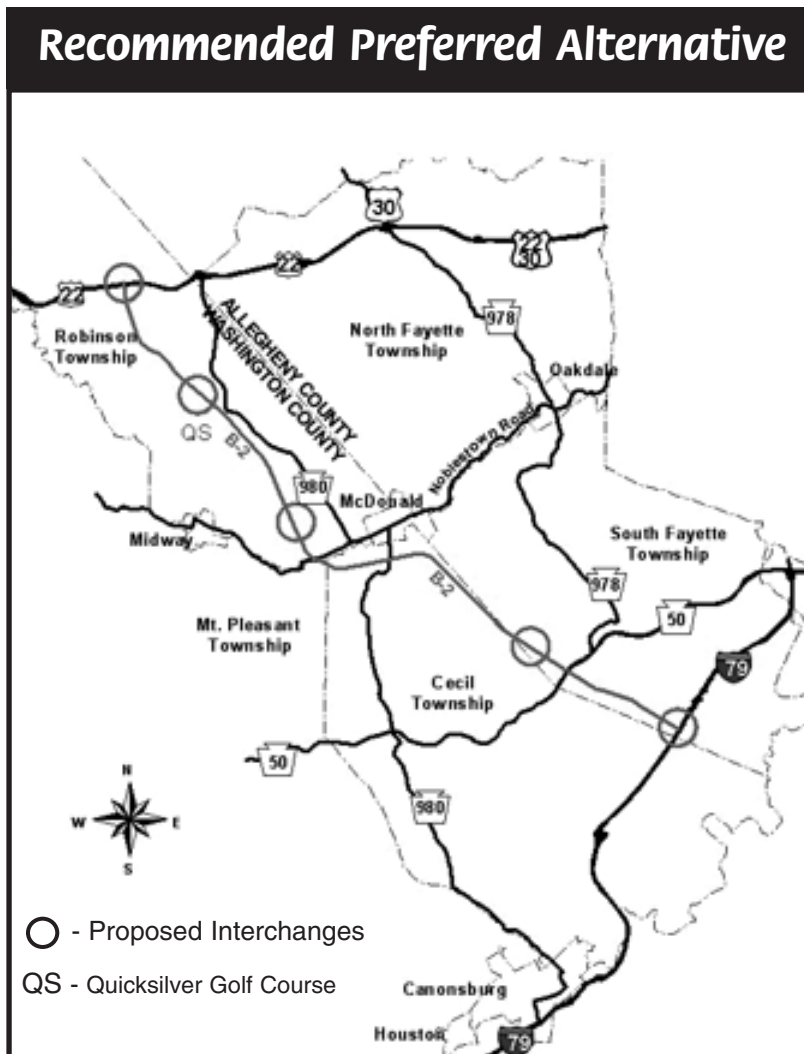
- The B-2 Alternative would affect fewer major utilities, resulting in reduced costs.

The B-1 Alternative would have an estimated utility relocation cost of \$5.0 million, the B-2 Alternative \$3.2 million and the B-3 Alternative \$5.3 million.

- The B-2 Alternative would have a lower construction cost than the B-3 Alternative.

The B-2 Alternative would cost an estimated \$225 million to construct at a length of 12.88 miles, while the B-3 Alternative would cost \$235 million to construct at a length of 13.16 miles.

While the B-2 Alternative is being identified as the Recommended Preferred Alternative, the identification of a Selected Alternative will not be made until comments on the environmental document and testimony from the public hearing have been fully evaluated.



# Right-of-Way Acquisition Information

All property necessary for this project will be acquired in accordance with the policies and procedures established by the Federal Highway Administration and according to applicable state and federal laws relative to property acquisition. If you are a property owner or tenant directly displaced by this project you may be eligible for relocation assistance, as detailed in the Property Owners and Tenants Guide available at today's meeting and as spelled out in the Pennsylvania Eminent Domain Code.

Certain basic principles of the federal and state government laws and policies relative to property acquisitions should be noted:

- It is the policy of the U.S. Department of Transportation that no person shall be displaced by any federal or federally assisted construction project, unless and until adequate replacement housing has been provided.
- If any person, family, business, or farm operation is required to move as a result of highway construction, he, she, or they will receive written notice at least ninety (90) days in advance of the intended vacation date.
- All persons, families, businesses, and farm operations required to move are entitled to receive benefits under the Federal Uniform Relocation Assistance and Real Property Policy Acquisition Act and the Pennsylvania Eminent Domain Code.
- The uniform procedure for the administration of relocation assistance shall, to the maximum extent feasible, assure that the unique circumstances of any displaced person are taken into account and that persons in essentially similar or equal circumstances are accorded equal treatment.
- All actions will comply with the Civil Rights Act.

Relocation specialists are available today in the open house area to review right-of-way procedures with you and answer any questions you may have about any potential impacts to your property. During the right-of-way acquisition phase of the project, we anticipate having local offices operated by the Pennsylvania Turnpike Commission (PTC) or its consultants where you may meet with negotiators and relocation specialists. The hours of operation will be set for your convenience. You will be notified of further details and/or the information will be advertised.

# What's Next?

*After evaluating the comments received at this open house public meeting, the PTC will complete an environmental document, which will present the environmental and engineering analysis of all the alternatives, including the No-Build Alternative, and will identify the Recommended Preferred Alternative.*

*Following the release of the environmental document, a 45-day public comment period will be provided during which environmental resource agencies and the general public will have an opportunity to provide written comments on the environmental document and its findings. A public hearing also will be held during this review period where the public can provide testimony regarding the project alternatives and the environmental impacts.*

*All comments received during the 45-day public comment period and from the public hearing will be evaluated in detail before an alternative is selected.*

**Thank You for Attending  
Today's Open House  
Public Meeting!**

