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September 30, 1988

Larry Gordon, Research Analyst
House P.O. Box 101
Room 512-E-5 Main Capital Building
Harrisburg, Pennsylvania 17120-0028

In Re: Transportation Committee
House Resolution 301

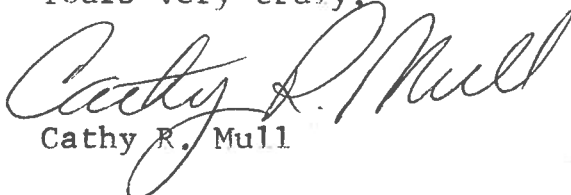
Dear Mr. Gordon:

Pursuant to your request, enclosed please find the Original and two copies of the Hearing held September 7, 1988, in Pittsburgh. I am enclosing the copy of the Statement of Jack Polaritz you gave me.

Thank you for the opportunity to work with you on this matter. If you have need of a reporter again in the Pittsburgh area, I would be pleased to hear from you.

If I can be of any further assistance, please feel free to contact me.

Yours very truly,



Cathy R. Mull

CRM/mlo

Enclosures

FINDLAY TOWNSHIP/AIRPORT WEST COG

A combination of circumstances has produced a great opportunity for the metropolitan Pittsburgh area to develop a viable transportation network. One which offers job opportunities to people throughout the region, without relocating them from their home towns. It also allows creation of additional economic base, over and above that projected for the airport facility.

Thousands of jobs will be created at the new Greater Pittsburgh International Airport located in Findlay Township. Many additional jobs will be created by support facilities being projected or constructed nearby, including office/ industrial parks and shopping centers. With this blessing of economic development comes the real possibility of a grid-locked highway system in the western areas of Allegheny County.

A recent study on the US Route 22 corridor done by Schneider Engineers for the Commonwealth of Pennsylvania shows what the people traveling to GPIA from Washington County are likely to encounter -- "The best word to describe the problem is "Grid-Lock"." It further states that, "Extensive development is already underway at the interchange between the Parkway West and US Route 22, and at both interchanges along the Parkway West on either side of the US Route 22 interchange. Without an alternate route to the Midfield Terminal, it may well take travelers longer to traverse the interchanges than it will to travel from the study area to the Parkway West."

Considering the potential catastrophic impact a grid-locked airport area road network could have on the entire region, we would like to offer a two part solution taken from the Township Comprehensive Plan being developed by Findlay.

Two cornerstones form the basis of the Comprehensive Plan. Item One includes construction of a rapid transit line to connect with the Pittsburgh Subway. Item Two is the construction of a limited access highway linking the Airport with I-79 and potentially the Mon Valley Expressway.

The transit route originates from two points, including the Airport on one leg and the Allegheny/Washington County and Findlay/ North Fayette Township boundaries on the second. Both join and follow abandoned Montour Railroad to the under utilized P&LE right-of-way at Montour Junction. The proposed transit route proceeds to Station Square and joins there with the T.

When the Spine and South Hills lines of the T are completed, the Airport Route allows residents of the North Side, Oakland, Hill District and the South Hills a safe, low-cost, traffic-free, quick commute to jobs. This enables the Airport, nearby industrial/office parks and shopping centers to utilize a large labor pool without dislocating workers.

Further growth projected for Washington County will have some of the related traffic burden on Allegheny County roads eased if people can access sporting events and entertainment via rapid transit. Commuters from the Ohio Valley and Washington County will now have access to Pittsburgh without going into the traffic nightmare of the Fort Pitt Tunnels.

By accessing Station Square, the proposed Airport Route also enhances development possibilities for a transit line following former Conrail tracks to Sheraden, Ingram, Crafton, Carnegie and points south. Transit to these areas will further alleviate some of the tremendous traffic burden now put onto the Parkway West.

The second item of our over all plan has a limited access highway constructed as both an extension and replacement of current Pennsylvania Route 980. It is to be constructed in phases and ultimately connect Pennsylvania Route 51 in Moon Township with Interstate 79 in Washington County.

Initial construction is from the Southwest Expressway at the Moon Clinton Road exit, just west of the new airport terminal, to Route 22 at Champion. This phase takes all of West Virginia, Ohio and Washington County traffic out of the Pittsburgh stream enroute to Greater Pitt. It takes pressure off of a major bottleneck on the Parkway West, between the 22/30 and Montour Exits. Local roads are freed from having to carry commuters between Washington County homes and jobs at the Airport.

Second phase construction sees Route 980 developed as an expressway to I-79 following abandoned Montour Railroad right-of-way in Washington County. An important result of this connection is that Parkway West traffic is reduced by allowing direct access to the Airport from southern Allegheny, central and eastern Washington Counties, plus regions east and south of Washington County. This highway coupled with proposed rapid transit serves to substantially reduce

