

## **Introductions**

The attendees convened at the Starbucks in Somerset, Pennsylvania (PA), and the meeting began with a round of introductions. Steve Crescenzo (L.R. Kimball) then presented a brief overview of the project and explained that the purpose of the field view was to view representative wetlands and streams within the entire project study area. Don Bole of the U.S. Army Corps of Engineers (USACE) stated that the purpose of the meeting was to obtain a Preliminary Jurisdictional Determination (PJD) from the USACE, and accordingly all the resources would be considered jurisdictional. He also requested that the wetland and upland forms be re-copied onto standard data forms from the USACE Eastern Mountain and Piedmont Supplement. Mr. Crescenzo assured him that although the forms had minor differences, all the information found on the standard USACE form was on the existing forms.

## **Stop 1**

The meeting then moved to Stop 1 as noted on the agenda, which is located off of Suhrie Hollow Road, near the Raystown Branch of the Juniata River. At this location, Wetlands W-SRC-58, W-SRC-57, and W-SRC-53 were viewed. Mr. Bole questioned the potential alternatives that were being looked at and if there was a preferred alternative. Dave Willis, Environmental Manager for the Pennsylvania Turnpike Commission (PTC) explained that at this point in time, all of the alternatives were being considered equally, with the Yellow and Brown cut and tunnel alternatives being brought forward from the previous studies. These four alternatives are located to the north of the existing tunnel. It was explained that the Gray cut and tunnel alternatives, which are located to the south of the existing tunnel, were developed due to concerns expressed by the U.S. Fish and Wildlife Service (USFWS) over the migration patterns of the Indiana bat. The Indiana bat travel patterns roughly follow the Raystown Branch of the Juniata River, and would cross the proposed alignment of the Yellow and Brown alternatives. It was noted that the resources found at Stop 1 would be impacted by the Yellow and Brown alternatives.

Streams S-SRC-100, S-SRC-101, S-SRC-91, S-SRC-92, and S-SRC-56 (Raystown Branch of Juniata) were also viewed during Stop 1. While looking at ephemeral streams S-SRC-91 and S-SRC-92, Tammy Sherwin (L.R. Kimball) asked if these channels would typically be considered jurisdictional as they consist largely of stormwater runoff from the Turnpike located above. Mr. Bole replied that as this was a PJD they would all be considered jurisdictional, but they would likely still be considered jurisdictional for an approved JD.

S-SRC-56, the Raystown Branch of the Juniata was the last resource viewed at Stop 1. Mike Engelhardt of the PA Department of Environmental Protection (PA DEP) and Mr. Bole asked if the stream was designated as a Wild Trout stream. Mr. Crescenzo replied that this portion of the stream did not have a Wild Trout designation. Mr. Bole commented that stream was in very nice condition. Ms. Sherwin then noted that if the stream would be impacted it would be in the form of a very large superstructure over the stream valley, and no direct impacts were anticipated.

## **Stop 2**

The meeting then moved to Stop 2 as noted on the agenda, which is located near the East Portal of the existing Tunnel along the westbound lanes of the Turnpike. Prior to viewing the resources at this location, a plan set indicating the six (6) proposed Alternatives was presented to the group by Ms. Sherwin. Mr. Bole asked what the permanent stream impacts would be a result of the Gray Cut Alternative. Ms. Sherwin said that they would have to check the exact number, but believed it was approximately 5000 linear feet of permanent stream impacts. Mr. Bole then commented that mitigation may be required for the temporary impacts as well.

The resources viewed at this location included several streams that were identified as typical stream channels that flow downslope, over the steep fill slope adjacent to the westbound lanes of the Turnpike. The first stream viewed was S-SRC-67, a perennial stream that appears culverted under the Turnpike, and which continues down over the slope to S-SRC-56. Streams S-SRC-69, S-SRC-70, and S-SRC-71 were also viewed as typical ephemeral channels in this location. Mr. Willis noted that the stream flow for these channels consist largely of stormwater, with some having cross pipes across the roadway, and some only being fed by median drainage. Mr. Engelhardt mentioned that it is important to note the source of hydrology for the streams, particularly for ephemeral streams being fed primarily by roadway drainage. This is to ensure that the level of mitigation effort is appropriate to the quality of the resource being impacted. Mr. Crescenzo noted that the current DEP Riverine Condition Level 1 Rapid Assessment Protocol does not provide a detailed investigation for specific resources. It is more of a general overview of the area surrounding the resources.

### **Stop 3**

The meeting then moved to Stop 3 as noted on the agenda, which is located along the Tower Access Road. The first resources viewed were located south of the Tower Access Road, and would have the potential to be impacted by the Gray Alternatives. The first resource viewed was W-JHS-06, which is a palustrine emergent (PEM) wetland within the existing powerline right-of-way. Mr. Crescenzo explained that since the date of the wetland delineation (Spring/Summer 2012), the powerline had been maintained, both by trimming and by use of herbicide. Therefore, the vegetation present during the original delineation had been maintained and was no longer visible. S-SRC-06 was viewed next and was noted as being associated with this wetland. Located upslope of wetland W-JHS-06, stream S-SRC-20, as well as its tributary, S-SRC-19 were noted as contributing to wetland W-JHS-06. Both streams are perennial, with S-SRC-19 flowing subsurface in locations, which is common for many of the streams on the western face of the Allegheny Mountain, especially those resources located south of the existing Tower Access Road. The next resource viewed was wetland W-SRC-08, which is connected to perennial S-SRC-19. This wetland was noted as a palustrine forested (PFO) wetland in this portion of the study area, and was identified as a typical example of the wetland resources located with the forested areas of this portion of the Project Study Area.

The attendees then walked to the north side of the Tower Access Road to view wetland W-SRC-14, a PEM located partially within the existing powerline. The wetland shows the same loss of vegetation as wetland W-JHS-06, due to the vegetative maintenance of the powerline. However, the portion of the wetland located outside of the powerline right-of-way still shows the same species as noted on the wetland delineation data forms (largely cinnamon fern).

### **Stop 4**

The meeting then moved to Stop 4 as noted on the agenda, which is located along the Turnpike at State Route (SR) 160. Two (2) large wetland systems located to the east of SR 160, which include wetland W-JHS-01 to the north of the westbound lanes of the Turnpike, and wetland W-01 to the south of the eastbound lanes of the Turnpike were viewed from this location. Mr. Bole asked about the impacts to wetland W-01 due to the proposed Gray Cut Alternative. Mr. Willis and Ms. Sherwin explained that impacts would occur to the wetland, but the proposed alignment has been revised to minimize impacts to the wetland system, and to keep the impacts to the northern edge of the wetland rather than cutting through the center of the wetland system. Mr. Bole then asked if wetland mitigation sites have been investigated. Ms. Sherwin stated that once a preferred alternative is chosen further discussion on mitigation will take place.

**Meeting Conclusion**

Following the viewing of the representative wetlands and stream resources, the meeting concluded with Mr. Bole stating that he would send a letter stating that all of the identified resources located within the Project Study Area are considered USACE-jurisdictional under the PJD. It was also determined between Mr. Bole and Mr. Willis that revised wetland data forms would be completed for the preferred alternative only, once that determination was made.

These minutes are a summary of the writer's interpretation of the meeting. Should you have any comments regarding any of the items please contact me within ten (10) business days of the date of these minutes. If no comments are received by this time, it will be considered that all attendees are in agreement.

**ATTACHMENT 1  
MEETING AGENDA**



**Pennsylvania Turnpike Commission  
 Allegheny Tunnel Transportation Improvement Project  
 9:00 A.M., Wednesday, October 23, 2013**

**Preliminary Jurisdictional Determination Agenda**

- Meet at Starbucks 1033 North Center Avenue, Somerset, PA 15501-1033
- Introduction of attendees
- Review of project study area and wetland and stream delineation methodology
  - USACE 1987 Delineation Manual
  - USACE Eastern Mountains and Piedmont Region Supplement
  - PADEP Rapid Assessment Protocol, Level I for Wetland and Riverine Conditions
- Proceed to eastern portion of the study area to begin field view of wetland and stream resources (tables below list resources of interest)

**Proposed Wetland Resources for Field View**

Field View Access Point	Site Visit (Tab #)	Wetland ID	Classification	Classification Percentage(s)	Area (Ac.)	PADEP Level I	Jurisdictional (Yes/No)	Associated Stream Resource(s)
Suhrie Hollow Road	1	W-SRC-53	PFO	100	0.11	0.63	No	n/a
		W-SRC-57	PEM/PFO	67/33	0.21	0.33	Yes	S-SRC-56
		W-SRC-58	PEM	100	0.16	0.16	Yes	S-SRC-100 S-SRC-101
Tower Access Road	3	W-JHS-06	PEM	100	0.04	0.31	Yes	S-SRC-06 S-SRC-20
		W-SRC-08	PFO	100	0.05	0.80	Yes	S-SRC-19 S-SRC-20
		W-SRC-14	PEM	100	0.09	0.28	No	n/a
SR 160	4	W-JHS-01	PEM/PSS/ MMP-DH/PFO	53/36/6/5	13.61	0.22	Yes	S-JHS-01 S-JHS-02 S-SRC-01 S-SRC-02 S-SRC-23



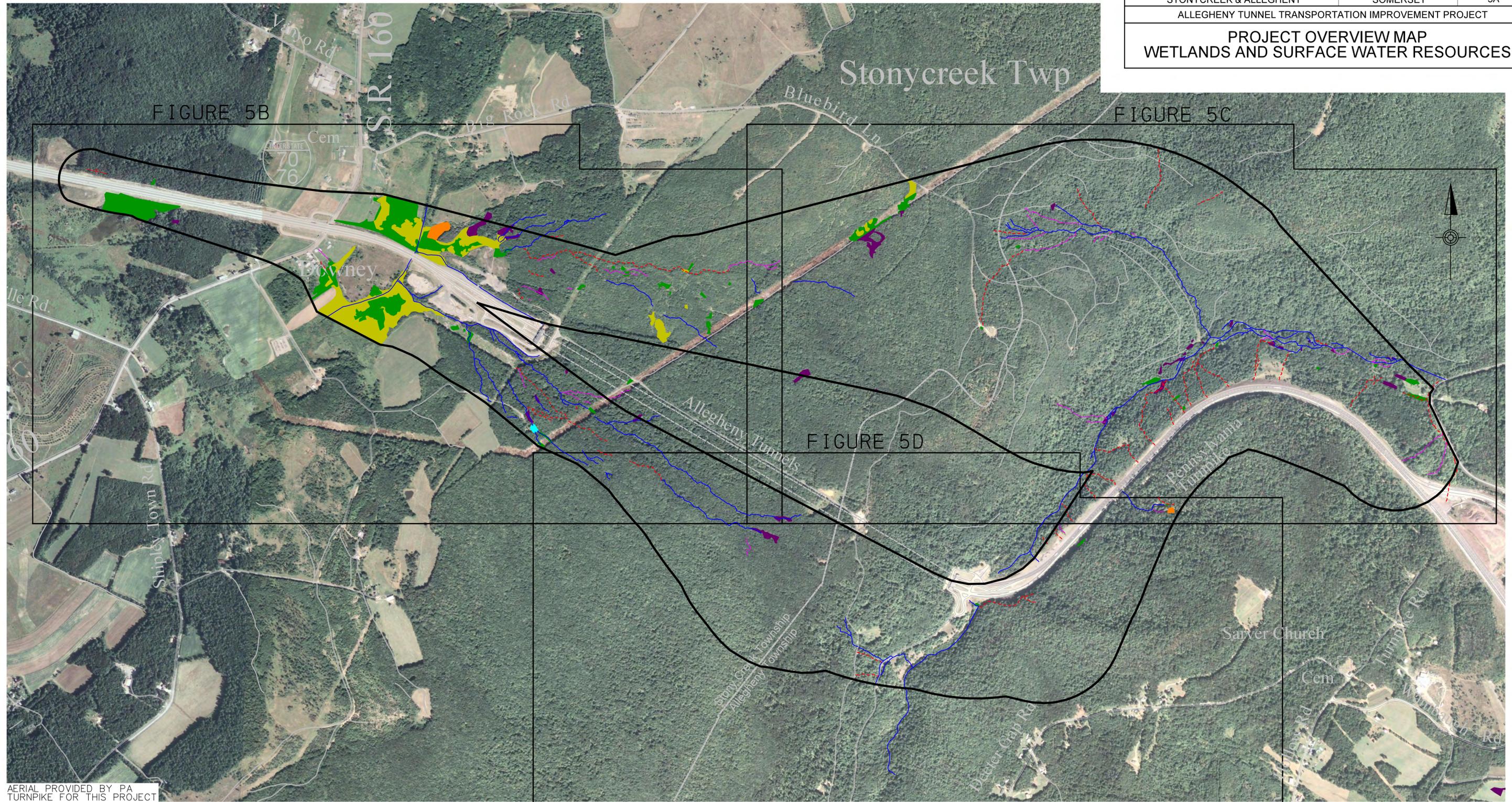
**Proposed Stream Resources for Field View**

Field View Access Point	Site Visit (Tab #)	Stream ID	Classification	Length (Ft.)	PADEP Level I Score	Associated Wetland Resources
Suhrie Hollow Road	1	S-SRC-56	Perennial, TNW	15,225	0.81	W-SRC-57
		S-SRC-91	Ephemeral, NRPW	553	0.56	n/a
		S-SRC-92	Ephemeral, NRPW	158	0.30	n/a
		S-SRC-100	Ephemeral, NRPW	477	0.46	W-SRC-58
		S-SRC-101	Ephemeral, NRPW	475	0.28	W-SRC-58
East Portal	2	S-SRC-69	Ephemeral, NRPW	185	0.45	n/a
		S-SRC-70	Ephemeral, NRPW	120	0.55	n/a
		S-SRC-72	Ephemeral, NRPW	379	0.73	n/a
Tower Access Road	3	S-JHS-04	Intermittent, NRPW	969	0.55	n/a
		S-SRC-06	Perennial, RPW	3,327	0.55	W-JHS-06
		S-SRC-19	Perennial, RPW	703	0.75	W-SRC-08
		S-SRC-20	Perennial, RPW	3,231	0.70	W-JHS-06
		S-SRC-30	Perennial, RPW	847	0.33	n/a
SR 160	4	S-JHS-01	Perennial, RPW	1,820	0.18	W-JHS-01
		S-SRC-01	Perennial, RPW	687	0.40	W-JHS-01

- Discussion of October 2013 meetings
  - Mountain Field and Stream Club Meeting – October 10, 2013
  - Public Officials Meeting – October 16, 2013
  - Public Involvement Meeting – October, 22 2013

**ATTACHMENT 2  
PROJECT OVERVIEW MAP**

TOWNSHIP	COUNTY	FIGURE NO.
STONYCREEK & ALLEGHENY	SOMERSET	5A
ALLEGHENY TUNNEL TRANSPORTATION IMPROVEMENT PROJECT		
<b>PROJECT OVERVIEW MAP</b>		
<b>WETLANDS AND SURFACE WATER RESOURCES</b>		



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L.R. Kimball  
ARCHITECTURE - ENGINEERING - COMMUNICATIONS TECHNOLOGY  
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SCALE IN FEET

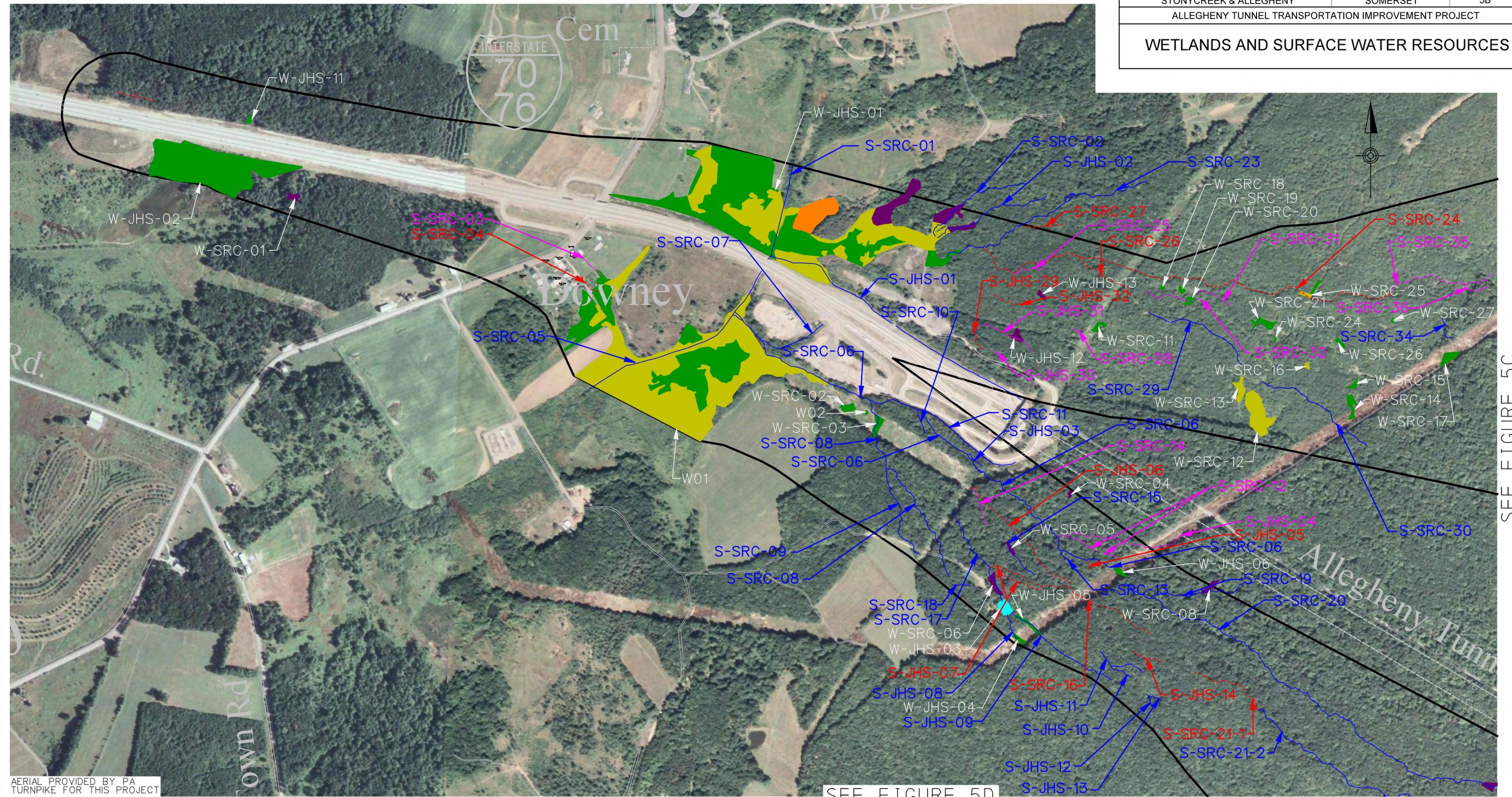


<p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: green; margin-right: 5px;"></span> Delineated Wetland-PEM</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: purple; margin-right: 5px;"></span> Delineated Wetland-PFO</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; margin-right: 5px;"></span> Delineated Wetland-PSS</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: cyan; margin-right: 5px;"></span> Delineated Wetland-POW</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: orange; margin-right: 5px;"></span> Man-Made Pond, Deepwater Habitat</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; border-bottom: 2px solid black; margin-right: 5px;"></span> Study Area</li> <li><span style="display: inline-block; width: 20px; border-bottom: 1px solid gray; margin-right: 5px;"></span> Roads</li> <li><span style="display: inline-block; width: 20px; border-bottom: 1px dashed gray; margin-right: 5px;"></span> Township Line</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; border-bottom: 2px solid blue; margin-right: 5px;"></span> Stream-Perennial</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed magenta; margin-right: 5px;"></span> Stream-Intermittent</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dotted red; margin-right: 5px;"></span> Stream-Ephemeral</li> </ul>
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TOWNSHIP	COUNTY	FIGURE NO.
STONYCREEK & ALLEGHENY	SOMERSET	5B
ALLEGHENY TUNNEL TRANSPORTATION IMPROVEMENT PROJECT		
<b>WETLANDS AND SURFACE WATER RESOURCES</b>		



SEE FIGURE 5C

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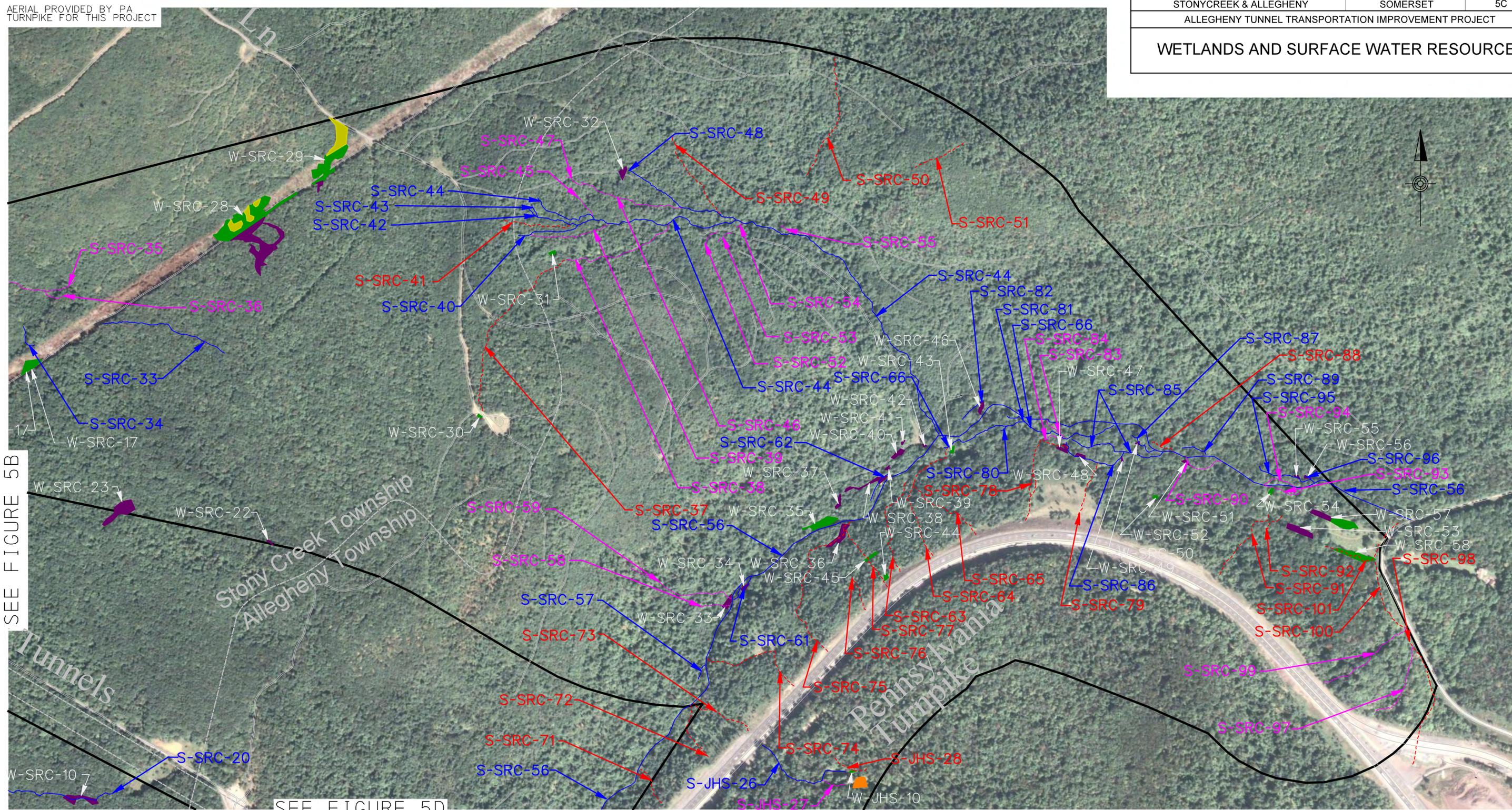
SEE FIGURE 5D

<p>Pennsylvania Turnpike Commission</p>	<p>L.R. Kimball ARCHITECTURE - ENGINEERING - COMMUNICATIONS TECHNOLOGY A CDI Company</p>	<p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: green; border: 1px solid black; margin-right: 5px;"></span> Delineated Wetland-PEM</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: purple; border: 1px solid black; margin-right: 5px;"></span> Delineated Wetland-PFO</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></span> Delineated Wetland-PSS</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: cyan; border: 1px solid black; margin-right: 5px;"></span> Delineated Wetland-POW</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: orange; border: 1px solid black; margin-right: 5px;"></span> Man-Made Pond, Deepwater Habitat</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; border-bottom: 2px solid black; margin-right: 5px;"></span> Study Area</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid gray; margin-right: 5px;"></span> Roads</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; border-bottom: 2px solid blue; margin-right: 5px;"></span> Stream-Perennial</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed magenta; margin-right: 5px;"></span> Stream-Intermittent</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed red; margin-right: 5px;"></span> Stream-Ephemeral</li> </ul>
			<p>SCALE IN FEET</p>	

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TOWNSHIP	COUNTY	FIGURE NO.
STONYCREEK & ALLEGHENY	SOMERSET	5C
ALLEGHENY TUNNEL TRANSPORTATION IMPROVEMENT PROJECT		
<b>WETLANDS AND SURFACE WATER RESOURCES</b>		



SEE FIGURE 5B

SEE FIGURE 5D

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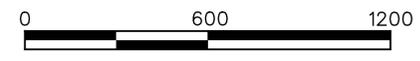


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SCALE IN FEET



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- Man-Made Pond, Deepwater Habitat

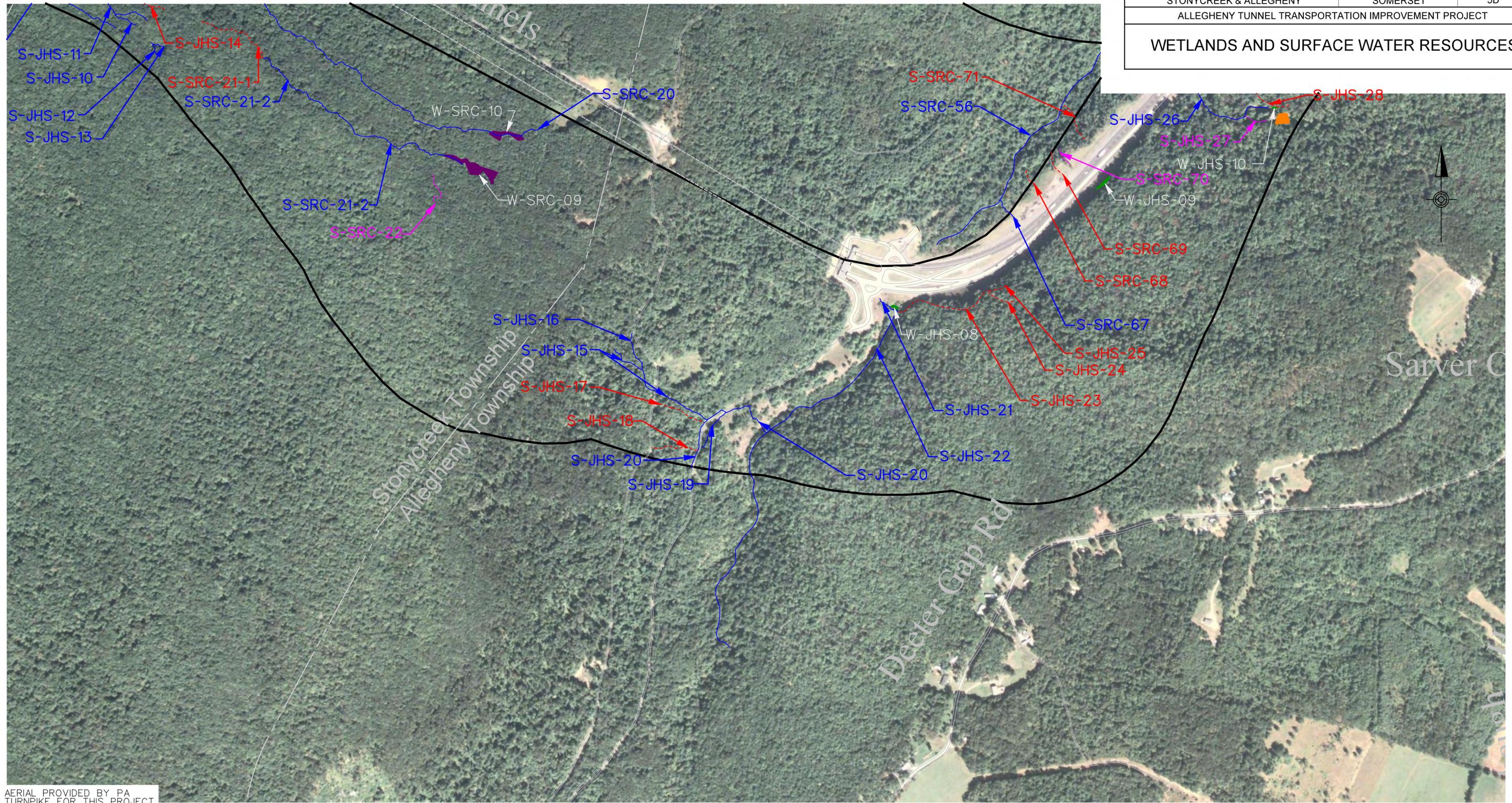
- LEGEND**
- Study Area
  - Stream-Perennial
  - Stream-Intermittent
  - Stream-Ephemeral
  - Roads
  - Township Line



SEE FIGURE 5B

SEE FIGURE 5C

TOWNSHIP	COUNTY	FIGURE NO.
STONYCREEK & ALLEGHENY	SOMERSET	5D
ALLEGHENY TUNNEL TRANSPORTATION IMPROVEMENT PROJECT		
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LEGEND

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