FEDERAL LEAD AGENCY:

U.S. Department of Transportation

Federal Highway Administration

Finding of No Significant Impact

SR 0030, Section A10

US 30 Corridor Improvements- Western Section

North Huntingdon Township, Westmoreland County

and North Versailles Township, Allegheny County

PROJECT SPONSOR:

Pennsylvania Department of Transportation

Engineering District 12-0

September 6, 2024

Why is the Federal Highway Administration Publishing This Finding of No Significant Impact (FONSI)?

Under the Council of Environmental Quality (CEQ) regulations (40 CFR 1501.6), the agency shall make the FONSI available for public review 30 days before the agency makes its final determination whether to prepare an environmental impact statement and before any action may begin.

FONSI

The Federal Highway Administration (FHWA) has determined that the US 30 Corridor Improvements- Western Section Project will have no significant impact on the human or natural environment. This determination has been made based on the US 30 Corridor Improvements-Western Section Environmental Assessment (EA) (April 2024) and its supporting technical reports and materials, as listed in this Finding of No Significant Impact (FONSI); the review of comments received during the EA availability period and responses to those comments (**Attachment A**); and the mitigation commitments included in the EA and summarized in this FONSI.

Jennifer M. Crobak

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Jennifer M. Crobak, Director of Planning, Environment, and Finance
Federal Highway Administration, Pennsylvania Division

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Purpose and Need

Purpose

The overall purpose of the US 30 Corridor Improvements Project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor. The US 30 corridor was initially constructed in 1937 and displays facility deficiencies that do not meet current PennDOT design standards.

The primary purposes for the project are to improve:

- Safety conditions for the traveling public.
- Operational deficiencies to enhance mobility through the corridor.
- Facility and infrastructure deficiencies to provide a reliable and sustainable facility.
- Community and economic development constraints that prevent the corridor from aligning with Westmoreland County's future economic development plans and local community interests, including providing and updating multimodal (pedestrian, bicycle, transit) infrastructure.

Need

The current US 30 Corridor being investigated as a part of this project was constructed in 1937 and displays numerous roadway features that need to be upgraded to comply with current PennDOT design standards.

- The latest (January 2018-December 2022) five-year PennDOT Pennsylvania Crash Information Tool data for the corridor identifies 179 total crashes with 4 pedestrian crashes (2 of which are also included in the fatal crash count) and no bicycle crashes.
- The corridor includes numerous stormwater ponding locations, excessive stormwater spread, open top inlets and exposed headwalls, and areas of stormwater erosion that have caused inlet and drainage pipes to become exposed.
- The Route 30 and SR 48 intersection was determined to operate at unacceptable levels for the Base Year 2015, with an LOS E during the AM and Saturday midday peaks and at a LOS F during the PM peak period.
- The Future No-Build (2045) traffic model simulation displayed a LOS degradation, and the Queuing Studies determined there are problems associated with queuing at the following project intersections:
    - The Route 30 and SR 48 intersection degraded to operate at an LOS F during each of the peak periods evaluated (AM Peak, PM Peak, and Saturday Midday Peak). Queuing problems occurred for all side-street and left-turn movements periodically throughout the day.

  - The Route 30 and Carpenter Lane/Leger Road intersection degraded to operate at a LOS F during the PM Peak period. Queuing problems occurred for westbound left movements during the PM peak period.
- The Route 30 Corridor is part of Corridor #89 identified by the Southwestern Pennsylvania Commission (SPC) Congestion Management Process. The CMP is a program that regional planning commissions, such as SPC, are required to maintain per federal transportation laws to address and manage traffic congestion. SPC data and reports for this corridor identify two "Nodes" within the project area, the US 30 and SR 48 intersection and the US 30 and Old Jacks Run Road intersection.
- Existing roadway shoulders observed within the corridor varied in width from non-existent to 10 feet, while existing lanes varied in width from 10 feet to 12 feet. Per recommended PennDOT criteria (Design Manual 2), roadway shoulder widths should be between 8 feet and 12 feet, and required lane widths should be 11 feet to 12 feet.
- Pavement issues observed within the corridor include cracking, spalling, potholes, and pitting. According to PennDOT's Pavement History website, the existing concrete base layer was installed in 1937. PennDOT's Pavement Policy Manual states that concrete pavement older than 55 years should be reconstructed. The existing concrete base layer has been in place for 79 years.
- Needs associated with other general roadway issues include:
  - There are numerous Clear Zone Concept concerns along the corridor (see Highway Deficiency and Design Criteria Report for details).
  - There are numerous driveway entrances and side road intersections that lack sufficient horizontal sight distance for entry to the roadway.
  - The Carpenter Lane/Leger Road intersection with Route 30 has a skewed geometry.
  - Falling rocks have been observed within the corridor.
- Westmoreland County has identified an "Urban/Suburban Development Triangle" in the Westmoreland County Comprehensive Plan where growth within the county has been historically concentrated (WCBC 2005, updated in 2018). As described in the County Comprehensive Plan, the county aims to direct future development within this triangle. The Route 30 Corridor Project is centrally located within this triangle travelling in a general east – west direction. The problem area for congestion on US 30 is described from the Allegheny County line east through Latrobe. It is further described in the County Comprehensive Plan that the roadway layout combined with dense commercial development contributes to the congestion in the project corridor.
- It is also described that widening of the US 30 corridor may be problematic due to topographical constraints in the area along with existing developed properties in close proximity to the roadway. The final statement regarding congestion in the County Comprehensive Plan reads "If increasing the capacity of the road is not a feasible option, then reducing congestion must be the goal."

Selected Alternative

Four-Lane Divided with Barrier

The proposed project includes reconstruction work on Route 30 for intersection and corridor improvements between SR 48 in North Versailles, Allegheny County (to the west) to Carpenter Lane/Leger Road in North Huntingdon, Westmoreland County (to the east).

The proposed project consists of the full depth reconstruction of the Route 30 corridor, as well as improvements to PA 48 and Route 30 utilizing an innovative Restricted Crossing U-turn (RCUT) intersection treatment which would restrict through- and left-turning motorists approaching Route 30 to right-turns only. They would then complete a U-turn movement at a designated median opening before reconnecting with their intended route. The work throughout this corridor is expected to consist of safety improvements ranging from upgraded signing, pavement marking, and delineation to roadway realignment, roadway widening, and the addition of auxiliary lanes at the intersections. A jersey barrier would be put in place as an improved safety measure for the corridor. The jersey barrier would be installed between the west and east bound lanes to minimize left turns within the project limits. Left turns would only be possible at the signalized intersections. Jug-handles are proposed approximately every 0.7 miles to accommodate travelers and businesses by allowing traffic opportunities to turn around. The proposed median and jug handle intersection treatments would substantially reduce conflict points and potential conflicting maneuvers along this segment of Route 30, thereby improving overall traffic safety.

Regarding pedestrians, based on the preliminary signal plans, pedestrian accommodations are part of the design to be installed at signalized intersections along Route 30 at SR 48, Route 30 at Ardara Rd / Idaho Ln, Route 30 at Old Jacks Run Rd / Peterson Rd, and Route 30 at Carpenter Ln / Leger Rd, with sidewalks potentially being added in the future. Pedestrian accommodations at each intersection are shown on Preliminary Signal Plans to include crosswalks, curb ramps, pedestrian signals, pedestrian push-buttons. Pedestrian accommodations are not recommended at the proposed east and west turnaround signals (R-Cut intersections) for Route 30 at SR 48 intersection due to continuous mainline through-movements at each signal. Pedestrian traffic at these turnaround signals shall be directed to the main Route 30 at SR 48 intersection, that would be signalized to accommodate pedestrians crossing Route 30.

Drainage will be improved throughout the corridor and will include:

- All existing drainage facilities throughout the corridor will be removed and upgraded
- Storm drains will be upgraded throughout the corridor
- Sewer grates will be replaced throughout the corridor
- Stormwater ponds will be constructed to help with excess water ponding
- Curb and gutter will be installed throughout the corridor to reduce runoff volume associated with Route 30.

Environmental Effects of the Selected Alternative

Table 1 summarizes the environmental effects of the Selected Alternative.

Table 1. Impact Summary

Resource Topic	Effects	Mitigation
Aquatic Resources		
Streams, Rivers, & Watercourses	Permanent impacts would result as follows: • UNT 1 to Jacks Run- Approximately 167.8 linear feet of this stream would be permanently impacted due to the realignment of Hoffman Road and construction of the post-construction stormwater management pond near Hoffman Road intersection with Route 30. • UNT 2 to Jacks Run - The entire length of this stream (75.8 linear feet) would be permanently impacted due to the realignment of Hoffman Road • UNT 6 to Jacks Run - Approximately 46.7 linear feet of permanent impact would occur to UNT 6 to Jacks Run due to construction activities that are planned at Old Jacks Run Road, which would involve the placement of fill, drainage improvements, and the placement of scour rock and riprap at the proposed pipe outfall; and • UNT 2 to Brush Creek - Construction activities would require the placement of fill that would result in approximately 101.6 linear feet of permanent impact to this stream. Temporary impacts would result as follows: • UNT 1 to Jacks Run, to facilitate construction of the proposed post-construction stormwater management pond and the relocation of Hoffman Road, • UNT 6 to Jacks Run due to temporary construction easements that would be required to facilitate installation of the new pipe structure, • UNT 7 to Jacks Run, from construction easements that would be necessary during the roadway work and drainage improvements along Route 30, • UNT 1 to Brush Creek, where temporary construction easements would be required to complete the proposed jughandle at the Route 30 intersection with Carpenter Lane/Leger Road, and • UNT 2 to Brush Creek, due to temporary construction easements that would be necessary to complete the work along Route 30 at this location.	• Stream mitigation will occur in an effort to offset unavoidable stream impacts. Coordination will be conducted with the PA DEP and the USACE during final design to discuss potential mitigation options in order to help offset the unavoidable stream impacts within the project area. These options will include the purchase of stream mitigation credits from an accredited mitigation bank, if applicable. • Temporarily impacted waters will be returned to pre-construction conditions following completion of the work at each location.
Wetlands	Permanent Impacts: • Wetland WL3 (PEM), 0.0002 acres, due to the placement of fill to construct the Leger Road jughandle.	• Permanent wetland impacts are expected to be less than 0.05 acres, which is the de minimis threshold for compensatory mitigation. Therefore, compensatory mitigation for permanent wetland loss is not anticipated.

Resource Topic	Effects	Mitigation
	• Wetland WL6 (PEM), 0.0025 acres, due to the placement of fill that would be required to construct the proposed jughandle and drainage improvements at the Old Jacks Run Road/Peterson Drive intersection with Route 30. Temporary Impacts: • Approximately 0.0272 acres of Wetland WL3 (PEM) would be temporarily impacted due to an easement that would be required in this area to facilitate construction. • Approximately 0.0021 acres of temporary impacts are anticipated to affect Wetland WL4 (PEM) due to a temporary construction easement that would be needed to construct drainage and roadway improvements along this section of Route 30.	• Wetland boundaries (wetlands not to be permanently impacted) will be illustrated on the approved construction plans, and special provisions will be included in the construction contract for fencing of these wetlands to avoid unintentional impacts and to restore all temporarily impacted wetlands to original conditions. • Wetlands that are not to be impacted will be fenced prior to the start of construction as per the approved construction plans. • All temporarily impacted wetlands will be restored to their original conditions after completion of the project.
Soil Erosion & Sedimentation	• An Individual NPDES Permit, and an Erosion Sedimentation Pollution Control Plan would be submitted to the Westmoreland County Conservation District for review and approval.	All disturbed areas will be stabilized upon completion of the project. Post Construction Stormwater Management controls will be implemented to minimize soil erosion impacts.
Land Use		
Agricultural Resources	• Four (4) Farmland of Statewide Importance soil types and one Soil Capability Class III soil may be permanently converted. • The project meets an FPPA Exclusionary Condition outlined in Section IV.A of the Pennsylvania Department of Transportation's Agricultural Resources Evaluation Handbook, Publication No. 324 (2016). The development density within the project area is greater than 0.75 structures per acre, and the project is located within an Urban Area as designated by the U.S. Census Bureau's Urban Area Dataset (2010). Therefore, the project is in compliance with FPPA, and no further coordination is required.	None. This project meets an FPPA Exclusionary Condition and is in compliance with 4 PA Code Chapter 7, Section 7.30et seq., ALLP.
Vegetation	• Minor impacts to the roadside vegetation within the project area. Construction may result in up to approximately ten acres of forest clearing.	Native Plants will be utilized. Existing vegetated areas to be returned to a vegetated state will be re-vegetated with pollinator seed mix. PennDOT Publication 756, "Invasive Species Best Management Practices" (2014) will be followed.
Mining and Mineral Resources	• Abandoned mine land and/or historic oil and gas wells may be present.	None. Excavation required to facilitate construction of the project is not expected to exceed depths that will impact existing mining or mineral resources within the project area.
Hazardous or Residual Waste Sites	• Surrounding land use is well-developed and suspect hazardous and/or residual waste sites are present. Lead-based paint and/or asbestos containing material may be encountered during demolition.	An asbestos inspection will be conducted in Final Design. • If any asbestos containing materials (ACM) is found, special provisions will be included in the construction contract. If any asbestos is identified during the inspection, the contractor will be responsible for removing and properly disposing of all ACM. Asbestos mitigation activities will be included in the ECMTS Tracking Table. • If renovations or repairs are proposed to any facilities that contain suspect lead paint, a lead paint inspection will be conducted by an EPA and a PA DLI certified lead paint inspector.

Resource Topic	Effects	Mitigation
		• A Phase II/III ESA will be conducted in Final Design and recommendations within the report will be included in the construction contract. • Special Provisions and Notice to Contractors will be developed to ensure proper handling and disposal of contaminated material. • Recommendations outlined in the Phase II/III ESA will be followed along with adherence to all Special Provisions. • Contaminated material will be handled and disposed of in accordance with all federal, state and local regulations. • If contamination (suspected or verified) is found, the PennDOT District 12-0 Environmental Unit will be contacted immediately. • If design plans should change, including but not limited to construction and excavation limits, the conclusions provided in the Phase II/III ESA report will be reviewed as further waste-related investigations may be required.
Wildlife		
Threatened & Endangered Species	• Not Present (PNDI, April 20, 2023)	PennDOT will ensure the PNDI screening is updated as necessary throughout the life of the project. Coordination with PGC, PA DCNR, PFBC, USFWS, and/or other applicable resource agencies will occur if future PNDI consultation results indicate species conflicts and the proposed project risks impacting threatened, endangered, and /or special concern species. PNDI will need updated on April 20, 2025.
Cultural Resources		
Archaeological Resources	• Six (6) historic archaeological sites have been identified. • Three (3) of the sites were determined to be Not Eligible for the NRHP. • Of the three (3) other sites, the portions of the sites that are within the archaeological Area of Potential Effect (APE) were determined to be Not Eligible for the NRHP, but unevaluated portions of these sites extend outside of the project area. • Two (2) cemeteries are immediately adjacent to the existing roadway. With planned Mitigation and Standard Treatments, the project would avoid impacts to Historic Properties.	For the Miller United Methodist Cemetery and the Penn Lincoln Cemetery, A Cemetery Treatment Plan of Action has been approved to ensure the protection and to outline procedures for inadvertent discoveries of human remains in the archaeological APE. • This plan outlines contact information and procedures to be followed. It includes protective fencing along the APE at both cemeteries and requires an archaeological monitor to be present during construction in the vicinity of the cemeteries to ensure the plan is followed. • Protective fencing will be installed from approximately Station 1096+25 Rt to Station 1098+60 Rt at the Miller United Methodist Cemetery. Protective fencing will be installed from approximately Station 1055+00 Rt to 1069+75 Rt at the Penn Lincoln Cemetery. These locations for protective fencing are approximate and will be finalized as the design is completed. • The Cemetery Treatment Plan of Action is available at: https://path.penndot.gov/ProjectDetails.aspx?ProjectID=10317.

Resource Topic	Effects	Mitigation
		At archaeological sites 36WM1207 and 36WM1208, an archaeological monitor will be present during construction and protective fencing will be placed along the APE. The fencing will prevent encroachments outside the APE into portions of the archaeological resources that were not subjected to National Register evaluation. • At 36WM1207, construction will not exceed the vertical APE in the areas of the barn and cistern to protect the deeper portions of the site.
Air Quality and Noise		
Air Quality	• A segment of the proposed US 30 Corridor Improvements project is in a county (Allegheny) that has been designated as being in a maintenance area for carbon monoxide (CO) and a non-attainment area for particulate matter (PM-2.5). • Based off this traffic data, the subject project does not include or directly affect any roadways for which the 20-year forecasted daily volume will exceed the established threshold level of 125,000 vehicles per day. It can therefore be concluded that the project will have no significant adverse impact on air quality because of Carbon Monoxide (CO) emissions. • The forecasted total Build condition traffic volume for SR 0030 will be less than or equal to 125,000 annual average daily traffic (28,146) and truck volume will be less than 10,000 heavy trucks per day (1,970) in the project vicinity. • Furthermore, the project is expected to improve (or not further degrade) LOS and delay for the roadway with the highest number of diesel vehicles in the project vicinity. The current LOS for SR 0030 is LOS F and the design year build is LOS D.	Temporary air quality impacts may occur in the project area during construction activities. Impacts will be minimized through adherence to accepted construction site air quality control measures in the handling of materials. Examples of BMPs for fugitive dust control include water spraying, washing vehicles prior to leaving construction zones, and covers on vehicles transporting dust-emitting materials.
Noise	• When comparing the existing sound level to the build condition sound level, forty out of the forty-three Noise Receptor Units (NRUs) modeled showed an imperceptible increase in sound level of two dB or less. • The remaining receptor units (NRUs 5, 6, & 9) showed a slightly perceptible increase in sound level of 3 dB compared to existing levels. • Using a worst-case scenario model in TNM 2.5, ten out of 43 NRUs approached (one dB(A) below the set noise abatement criteria) or exceeded the noise abatement criteria. • The ten NRUs that warranted consideration were further evaluated for noise abatement. These ten NRUs represented approximately 33.80 equivalent residential units. • In addition to permanent noise impacts, temporary increases in noise levels would occur during construction. • The relocation of turning traffic creates positive influence on the future noise environment of several sensitive receptors.	To reduce the noise impact associated with equipment, most construction activities will take place during permitted times dictated by local municipalities, which typically state that noise levels cannot exceed prescribed levels after 10:00 P.M. or before 7:00 A.M. Low-cost, easy to implement measures will be incorporated into project plans (e.g., work-hour limits, equipment muffler requirements, location of haul roads, elimination of “tail gate banging,” reduction of backing up for equipment with alarms, community rapport, complaint mechanisms) with specifications.

Resource Topic	Effects	Mitigation
Socioeconomic Areas		

Regional & Community Growth	• Businesses along the project corridor that rely heavily on drive-by traffic may experience indirect impacts due to the installation of the median barrier.
	  ○ Motorists may be less likely to stop at these businesses if access is restricted to right-in /right-out only movements.
	  ○ Motorists may also be more likely to stop at these businesses if they feel safer accessing them.
	• Existing community and economic development constraints may potentially improve due to the enhanced vehicular mobility along the corridor, and construction of this project would improve safety for all users of the Route 30 corridor.
	• The Westmoreland County Comprehensive Plan identifies congestion as a major problem in areas where commercial growth is desired, including the project area. The Plan describes that "if increasing the capacity of the road is not a feasible option, then reducing congestion must be the goal."
		• To address any indirect access impacts that may occur as a result of the project, the public outreach plan includes educational materials on the changes in traffic patterns, with a stress on getting to businesses on the other side of the roadway using right in/right out turning movements.
		• The educational materials will be posted on the project website, www.Route30Projects.com.
		• The project design will include signage that clearly indicates to drivers that access to the other side of the road is at the jug handle.
		• The Traffic Management Plan will be in place during construction and includes provisions for pedestrians and bicyclists.
		• During the public involvement phase of the project PennDOT agreed to further investigate the intersection of Leger Road and Crown Road to consider a cul-de-sac instead of the proposed T-intersection to reduce the amount of permanent property takes. This is being done in the final design phase of the project.
		• It was also agreed upon that PennDOT would take into consideration the intersection of Dix Drive and SR 0030 during final design. Citizens were concerned with sight distance if they were to use the proposed alternative of Bach Drive to access SR 0030. The project team evaluated the existing sight distance at Bach Drive, and it was determined by the project team to be adequate. PennDOT will confirm this in the final design phase.

Public Facilities & Services	• Emergency apparatus and Port Authority and Westmoreland Transit Authority (WTA) bus operations may experience temporary delays during construction. • Minor, permanent right-of-way and temporary construction easements would be required from Stewartsville Elementary School, Adelphoi Village Academy, Miller United Methodist Church, and the Hartford Heights Volunteer Fire Company station, but adverse impacts to operations at these facilities are not anticipated. • Permanent utility relocation would be necessary.	• WTA and local emergency services will be maintained through construction, and special coordination with local officials will continue through the life of the project. • All anticipated traffic implications will be communicated to ensure that local emergency management and transportation officials can plan accordingly and minimize temporary impacts to emergency response times and bus operations during construction. • Special coordination provisions and access details to/from WTA bus sites will be determined in final design. • Mountable curb will be installed in front of the Hartford Heights Fire Company station instead of median barrier so that operations are not restricted. • Lighting upgrades will be considered in final design and will be coordinated with North Huntingdon and North Versailles townships.

Resource Topic	Effects	Mitigation

Right-of-Way Acquisitions and Displacements	• 123 parcels would require either partial or total right-of-way acquisition.
	  ○ This includes 112 partial takes, and 11 total parcel takes,
	  ○ including three residential properties, seven commercial properties, and two full takes affecting empty parcels, with no structures associated with them.
	  ▪ One of the full parcel takes includes one residential unit and one commercial unit that are located in two separate buildings.
	  ○ The seven commercial property takes, one of which includes a commercial duplex, would affect eight potential businesses.
	  ▪ Four of the businesses associated with commercial property takes are abandoned or appear to be inactive.
		Right-of-way requirements associated with the proposed action have been minimized to the extent practicable and affected property owners will be compensated fair market value for the sale of the land during the right-of-way acquisition process in accordance with PennDOT policy and the Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs Act.
		
		Suitable replacement properties are available in the vicinity of the project.

Energy	• The proposed improvements would involve additional pavement to maintain in the future, as well as short-term energy requirements during construction. However, construction of the project is expected to result in a reduction in overall fuel usage. • Development of the project would address existing operational deficiencies, including existing and projected levels of congestion, intersection failures, excessive queueing, and overall corridor travel concerns. • This would result in an overall improved transportation facility with fewer idling vehicles and shorter travel times compared to the no-build scenario. • Therefore, the proposed project is expected to create a more efficient roadway with more reliable travel times and have a long-term positive impact on energy consumption compared to the no-build scenario.	None
Indirect and Cumulative Impacts	• Significant indirect effects are not anticipated. • Cumulative effects resulting from this project together with past, present, and reasonably foreseeable future actions are not significant.	To address any indirect access impacts that may occur as a result of the project, the public outreach plan includes educational materials on the changes in traffic patterns, with a stress on getting to businesses on the other side of the roadway using right in/right out turning movements.
Environmental Justice	• Although some project impacts will be felt more acutely by EJ populations, all disproportionate impacts are expected to be minor and temporary, and all negative impacts will be offset by the safety and mobility benefits, which will be felt by all users of the roadway, that will result from construction of the project.	Public involvement and outreach activities have ensured full and fair participation of all potentially affected communities in the transportation decision-making process.

Construction of the Selected Alternative

Maintenance of Traffic

Temporary lane closures along Route 30 that reduce mainline travel to one-lane in each direction are likely to increase congestion and generate concerns from the public and local business communities. Such restrictions, however, are required for constructability and would be managed by using construction sequencing that builds and implements the proposed jughandles early in the project to enhance operations and safety during construction. Provisions for access by local traffic would be made and posted, and adverse impacts to through-traffic dependent business, local events, or bicycle or pedestrian routes would not occur as a result of the temporary traffic control measures during construction.

Maintenance and protection of traffic (MPT) during construction is a critical part of developing methods and strategies that ensure the safe and efficient movement of traffic through the work zone. MPT concepts have been developed in accordance with PennDOT's Publication 46: Traffic Engineering Manual and Publication 213: Temporary Traffic Control (TTC) Guidelines.

The overall concept will always maintain at least one lane of traffic in each direction along SR 0030. At all proposed jughandle locations and at SR 0048, work will be coordinated and staged to maintain side road access to/from SR 0030 via existing, temporary, or new connections as the proposed jughandles are completed and brought into service. Implementation or modification of existing, temporary, and/or new traffic signals will be completed and operational as traffic patterns allow and as required per plan.

Coordination with inspector-in-charge will be required for special traffic control circumstances including, but not limited to, setup or reset efforts during major phase transitions, scheduling and access provisions related to school district operations along SR 4019 (Carpenter Ln) and along SR 0048, scheduling and sub-staging for individual intersection and tie-in activities, and site-specific provisions for individual driveway and business access needs.

Additional coordination will also be required to ensure that the emergency vehicle access to/from Hartford Heights Volunteer Fire Department (approximate STA 1040+00 to 1042+00) is always maintained throughout the duration of the project.

Phasing sequence will consist of three (3) consecutive phases, each with substages requiring various levels of long-term Traffic Pattern Details (TPDs), short-term closures, and potential detours.

Conceptual phasing/staging is as follows:

PRE-PHASE 1 — Material procurement, long-term signing installations, and mobilization.

PHASE 1 — Jughandles for SR 0030 at SR 4019, and SR 0030 at Ardara Rd / Idaho Lane.

PHASE 2 — Jughandle for SR 0030 at Peterson Rd / Old Jacks Run Rd, plus SR 0030 mainline construction primarily in Westmoreland County.

PHASE 3 — Modified R-cut intersection for SR 0030 at SR 0048, plus SR 0030 mainline reconstruction primarily in Allegheny County.

A more in-depth breakdown of construction phasing, with work elements and limitations, TTC requirements, and phasing is detailed throughout the construction sequencing notes and key plans on the project's Traffic Control Plan (TCP).

Cost Estimate

The preliminary cost estimate for the construction of the Selected Alternative is approximately $74.7 million for the Route 30-Western Section A10 project.

Commitments and Mitigation Measures

The following summarizes how adverse impacts will be avoided, minimized and mitigated for the Selected Alternative:

Avoidance and Minimization

- As stated in the EA, the design incorporates avoidance measures for sensitive resources wherever practicable. Impacts to coastal zones, federal wild and scenic rivers, state scenic rivers and streams, navigable waterways, groundwater resources, floodplains, park and recreation facilities, national natural landmarks, wildlife sanctuaries/refuges, important bird and mammal areas, federally threatened and endangered plants and animals, state forest land, state game lands, unique geological features, productive agricultural resources, Section 4(f) resources, Section 6(f) resources, and national historic landmarks are either not present or have been avoided.
- As final design progresses, efforts will be made to further minimize impacts to natural, cultural, and socioeconomic features.

Surface Water Resources, including, Streams, and Wetlands

Streams

- Stream mitigation will occur in an effort to offset unavoidable stream impacts. Coordination will be conducted with the PA DEP and the USACE during final design to discuss potential mitigation options in order to help offset the unavoidable stream impacts within the project area. These options will include the purchase of stream mitigation credits from an accredited mitigation bank, if applicable. Temporarily impacted waters will be returned to pre-construction conditions following completion of the work at each location.

Wetlands

- Design Related Mitigation: Permanent wetland impacts are expected to be less than 0.05 acres, which is the de minimis threshold for compensatory mitigation. Therefore, compensatory mitigation for permanent wetland loss is not anticipated. Wetland boundaries (wetlands not to be permanently impacted) will be illustrated on the approved construction plans, and special provisions will be included in the construction contract for fencing of these wetlands to avoid unintentional impacts and to restore all temporarily impacted wetlands to original conditions.
- *Construction Related Mitigation:* Wetlands that are not to be impacted will be fenced prior to the start of construction as per the approved construction plans. All temporarily impacted wetlands will be restored to their original conditions after completion of the project.

Soil Erosion & Sedimentation

- All disturbed areas will be stabilized upon completion of the project. Post Construction Stormwater Management controls will be implemented to minimize soil erosion impacts.

Vegetation and Wildlife, including, Invasive Species and Threatened and Endangered Species

Vegetation

- Native plants will be utilized. All areas with impacts to vegetation will be re-vegetated with pollinator seed mix. PennDOT Publication 756, "Invasive Species Best Management Practices" (2014) will be followed.

Wildlife

- PennDOT will ensure the PNDI screening is updated as necessary throughout the life of the project. Coordination with PGC, PA DCNR, PFBC, USFWS, and/or other applicable resource agencies will occur if future PNDI consultation results indicate species conflicts and the proposed project risks impacting threatened, endangered, and /or special concern species.
- The last PNDI screening on April 20, 2023, had no Threatened or Endangered species present within the project area. The PNDI will need to be updated on April 20, 2025.

Socioeconomic Environment, including Environmental Justice Communities, and Transportation and Travel Patterns

Community Access

- To address any indirect access impacts that may occur as a result of the project, the public outreach plan includes educational materials on the changes in traffic patterns, with a stress on getting to businesses on the other side of the roadway using right in/right out turning movements.

- The educational materials will be posted on the project website, www.Route30Projects.com.
- The project design will include signage that clearly indicates to drivers that access to the other side of the road is at the jug handle.
- The Traffic Management Plan will be in place during construction and includes provisions for pedestrians and bicyclists.
- During the public involvement phase of the project PennDOT agreed to further investigate the intersection of Leger Road and Crown Road to consider a cul-de-sac instead of the proposed T-intersection to reduce the amount of permanent property takes. This is being done in the final design phase of the project.
- It was also agreed upon that PennDOT would take into consideration the intersection of Dix Drive and SR 0030 during final design. Citizens were concerned with sight distance if they were to use the proposed alternative of Bach Drive to access SR 0030. The project team evaluated the existing sight distance at Bach Drive, and it was determined by the project team to be adequate. PennDOT will confirm this in the final design phase.

Public Facilities and Services

- WTA and local emergency services will be maintained through construction, and special coordination with local officials will continue through the life of the project.
- All anticipated traffic implications will be communicated to ensure that local emergency management and transportation officials can plan accordingly and minimize temporary impacts to emergency response times and bus operations during construction.
- Special coordination provisions and access details to/from WTA bus sites will be determined in final design.
- Mountable curb will be installed in front of the Hartford Heights Fire Company station instead of median barrier so that operations are not restricted.
- Lighting upgrades will be considered in final design and will be coordinated with North Huntingdon and North Versailles townships.

Right-of-Way Acquisitions and Displacements

- Right-of-way requirements associated with the proposed action have been minimized to the extent practicable and affected property owners will be compensated fair market value for the sale of the land during the right-of-way acquisition process in accordance with PennDOT policy and the Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs Act.
- Suitable replacement properties are available in the vicinity of the project.

Air Quality

- Temporary air quality impacts may occur in the project area during construction activities. Impacts will be minimized through adherence to accepted construction site air quality

control measures in the handling of materials. Examples of BMPs for fugitive dust control include water spraying, washing vehicles prior to leaving construction zones, and covers on vehicles transporting dust-emitting materials.

Noise

- To reduce the noise impact associated with equipment, most construction activities will take place during permitted times dictated by local municipalities, which typically state that noise levels cannot exceed prescribed levels after 10:00 P.M. or before 7:00 A.M.
- Low-cost, easy to implement measures will be incorporated into project plans (e.g., work-hour limits, equipment muffler requirements, location of haul roads, elimination of "tail gate banging," reduction of backing up for equipment with alarms, community rapport, complaint mechanisms) with specifications.

Hazaradous and Residual Waste

- *Design Related Mitigation*: An asbestos inspection will be conducted in Final Design.
    - If any asbestos containing materials (ACM) is found, special provisions will be included in the construction contract.
- *Design and Construction Related Mitigation*: If any asbestos is identified during the inspection, the contractor will be responsible for removing and properly disposing of all ACM. Asbestos mitigation activities will be included in the ECMTS Tracking Table.
    - If renovations or repairs are proposed to any facilities that contain suspect lead paint, a lead paint inspection will be conducted by an EPA and a PA DLI certified lead paint inspector.
- *Design Related Mitigation*: A Phase II/III ESA will be conducted in Final Design and recommendations within the report will be included in the construction contract.
    - Special Provisions and Notice to Contractors will be developed to ensure proper handling and disposal of contaminated material.
- *Construction Related Mitigation*: Recommendations outlined in the Phase II/III ESA will be followed along with adherence to all Special Provisions.
    - Contaminated material will be handled and disposed of in accordance with all federal, state and local regulations.
- *Special Attention*: If contamination (suspected or verified) is found, the PennDOT District 12-0 Environmental Unit will be contacted immediately.
- If design plans should change, including but not limited to construction and excavation limits, the conclusions provided in the Phase II/III ESA report will be reviewed as further waste-related investigations may be required.

Cultural Resources

- For the Miller United Methodist Cemetery and the Penn Lincoln Cemetery, A Cemetery Treatment Plan of Action has been approved to ensure the protection and to outline procedures for inadvertent discoveries of human remains in the archaeological APE.
    - This plan outlines contact information and procedures to be followed. It includes protective fencing along the APE at both cemeteries and requires an archaeological monitor to be present during construction in the vicinity of the cemeteries to ensure the plan is followed.
    - Protective fencing will be installed from approximately Station 1096+25 Rt to Station 1098+60 Rt at the Miller United Methodist Cemetery. Protective fencing will be installed from approximately Station 1055+00 Rt to 1069+75 Rt at the Penn Lincoln Cemetery. These locations for protective fencing are approximate and will be finalized as the design is completed.
    - The Cemetery Treatment Plan of Action is available at: https://path.penndot.gov/ProjectDetails.aspx?ProjectID=10317.
- At archaeological sites 36WM1207 and 36WM1208, an archaeological monitor will be present during construction and protective fencing will be placed along the APE. The fencing will prevent encroachments outside the APE into portions of the archaeological resources that were not subjected to National Register evaluation.
- At 36WM1207, construction will not exceed the vertical APE in the areas of the barn and cistern to protect the deeper portions of the site.

Environmental Assessment and Technical Reports

The US 30 Corridor Improvements – Western Section Environmental Assessment (EA) was approved by the Federal Highway Administration (FHWA) on April 5, 2024. The notice of availability of the EA and public hearing invitation was advertised through the Tribune Review on April 23 and April 25, 2024, and through the District website at: www.Route30Projects.com. The comment period extended from April 23, 2024, to May 25, 2024.

During the comment period, hard copies of the EA were available for review at the following locations:

- North Huntingdon Municipal Building, 11279 Center HWY, Irwin, PA, 15642
- North Versailles Municipal Building, 1401 Greensburg Ave, North Versailles, PA 15137
- PennDOT District 11 Office, 45 Thomas Run, Bridgeville, PA, 15017
- PennDOT District 12 Office, 825 Gallatin Ave. Ext., Uniontown, PA 15401-2105
- FHWA, Pennsylvania Division, 30 North 3rd Street, Suite 700, Harrisburg, PA 17101

Letters were mailed to the resource agencies and Native American Tribes, informing them of the availability of the EA and technical documents for review. The following agencies and Tribes were notified:

Federal Agencies

- Advisory Council on Historic Preservation Eastern, *Office of Review*
- Federal Emergency Management Agency
- U.S. Army Corps of Engineers, *Pittsburgh District*
- U.S. Fish and Wildlife Service, *Pennsylvania Field Office*
- U.S. Department of Agriculture, *National Resources Conservation Service*
- U.S. Department of Health & Human Services, *Centers for Disease Control & Prevention*
- U.S. Department of Housing & Urban Development, *HUD Pittsburgh Field Office*
- U.S. Department of the Interior, *Office of Environmental Policy and Compliance*
- U.S. Department of Transportation, *Federal Transit Administration, Office of Planning and Program Development*
- U.S. Environmental Protection Agency, *Region III (3ES43)*
- U.S. Environmental Protection Agency, *Office of Federal Activities*

State and Local Agencies

- PA Department of Agriculture, *Bureau of Farmland Preservation*
- PA Department of Community and Economic Development, *Policy Office*
- PA Department of Conservation and Natural Resources, *Office of Policy*
- PA Department of Environmental Protection, *Office of Policy*
- PA Department of Environmental Protection, *Southwest Regional Office*
- PA Department of Health, *HUD Pittsburgh Field Office*
- PA Fish and Boat Commission, *Environmental Services Division*
- PA Game Commission, *Environmental Planning and Habitat Protection*
- PA Game Commission, *Southwest Region*
- PA Historical and Museum Commission, *Bureau for Historic Preservation Commonwealth*
- Public Utilities Commission, *Utility Office*
- Southwestern PA Commission Metropolitan Planning Organization
- Allegheny County, *County Manager*
- Westmoreland County, *Board of Commissioners*
- North Huntingdon Township, *General Manager*
- North Versailles Township*, Manager*

Native American Tribes

- Absentee-Shawnee Tribe of Indians of Oklahoma
- Delaware Nation, Oklahoma
- Delaware Tribe of Indians

- Eastern Shawnee Tribe of Oklahoma
- Seneca Nation of Indians
- Seneca-Cayuga Nation
- Shawnee Tribe

The public had the opportunity to provide public or private oral testimony recorded by a court reporter or written comments on comment forms at the hearing. The hearing took place on May 9, 2024, at the Hartford Heights Volunteer Fire Department Hall in North Huntingdon, PA. The hearing was attended by more than 92 members of the public, as well as 16 local officials. Seven people gave live testimony; no private testimony was given. Written comments were solicited and received throughout the comment period via United States mail, email, or via the project website. All comments received were reviewed and addressed. Comments and responses are included in **Attachment A** to this FONSI.

Supporting Technical Documents and Materials Appended to the EA include:

- Appendix A- Purpose and Need Statement
- Appendix B- Technical Support Data Index
- Appendix C- Engineering Information
- Appendix D- Design Plans
- Appendix E- Agency Correspondence
- Appendix F- Cemetery Treatment Plan of Action
- Appendix G- Environmental Justice Evaluation
- Appendix H- Distribution List
- Appendix I- List of Preparers
- Appendix J- References

Finding of No Significant Impact

The Finding of No Significant Impact (FONSI) is based on the project record including US30 Corridor Improvements - Western Section Project EA and technical documents and studies referenced in this document; and US 30 Corridor Improvements - Western Section Project Environmental Assessment Public Hearing and Responses to Comments Report (Attachment A); and the EA Errata included in Attachment B.

Accordingly, the FHWA determines that there is no practical alternative to construction of the Proposed Action and the Proposed Action includes all practical measures to minimize harm to natural, cultural, and socioeconomic resources, which may result from the proposed project.

The EA and EA Public Hearing and Responses to Comments Report have been independently evaluated by the FHWA and determined to adequately and accurately discuss the needs, environmental issues, and impacts of the proposed project and appropriate mitigation measures. They provide sufficient evidence and analysis for determining that an Environmental Impact

Statement (EIS) is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the EA and associated documentation.

Pursuant to:

- 42 United States Code (USC) 4231–4347
- 40 Code of Federal Regulations (CFR) 1500-1508
- 23 CFR 771
- 36 CFR 800
- 49 USC 303(c)
- 23 CFR 774
- 16 USC 1531–1544
- 33 USC Section 1251 et seq. (1972)
- EO 11988
- EO 11990
- EO 12898
- EO 13985
- EO 14008
- EO 14091
- EO 14096

Attachments

A. Environmental Assessment Response to Comments Report
B. Errata to the Environmental Assessment

ATTACHMENT A.

ENVIRONMENTAL ASSESSMENT COMMENT RESPONSE REPORT

Comments and Responses to the April 2024
PennDOT US 30 Corridor Improvements Project – Western Section Environmental Assessment

The US 30 Corridor Improvements – Western Section Environmental Assessment (EA) was approved by the Federal Highway Administration (FHWA) on April 5, 2024. The notice of availability of the EA and public hearing invitation was advertised through the Tribune Review on April 23 and April 25, 2024, and through the District website. The comment period extended from April 23, 2024 to May 25, 2024.

The EA and comment forms were made available for the public to view at the North Huntingdon and North Versailles municipal buildings, PennDOT District 11-0 and 12-0 offices, and the FHWA PA Division Office. The EA and additional project information were also made available for viewing at the public plans display and hearing, which occurred on May 9, 2024 at the Hartford Heights Volunteer Fire Department Hall in North Huntingdon, PA.

Copies of all electronic comments, comment forms, letters, emails, and public hearing testimony (referred to collectively as "comments") received on the EA are available in the project's technical file.

A total of This Comments and Responses report includes:

- An index table to look up the report page number for each comment by name, listed alphabetically, and corresponding responses from the project team (Table 1).
- All comments that were received on the US 30 Corridor Improvements – Western Section EA. The comments are included verbatim in this report, though personal information such as phone numbers and addresses have been omitted.
- The project planning team's responses to comments. Each individual comment has a response listed immediately after it.

Table 1: Index for comment and response report page numbers

Comment #	Last Name	First Name	Interest/ Organization	Comment Page #
40	Morgan	Bob	Resident / Organization (Friends of Norwin Trails Bike Group, non-profit-promoting-walkability and biking)	A-37
41	Mull	Mike	Resident	A-37
42	Rainey	Bill	Resident	A-39
43	Smith	Joy	Property Owner	A-39
44	Stagon	Greg	Business owner	A-40
45	Stevens	Allen	Business interest	A-40
46	Stockdill	Jody and Bill	Resident	A-40
47	Stockdill	Bill and Jody	Property Owner	A-41
48	Stockdill	Jody	Property Owner	A-42
49	Stockdill	William	Resident	A-42
50	Tomasic	Denise	Resident	A-43
51	Wiegand	William	Resident	A-44
52	Rubin	Sam	Business Owner	A-44
53	Rubin	Sam	Business Owner	A-46

Comment #1 (Public Hearing Testimony)

I will second what he just said. That was perfect. Second, the safety concerns of mine are, I live --- I have two properties on Leger Road. Leger Road can't sustain --- can't --- can't sustain the traffic that it has now since the new bridge has been put in.

People just fly up and down there. It's not wide enough. There's no --- there's no lights on the road. My house, both of my houses are less than 40 feet off the road on a blind bend. I'm --- my safety concern as far as coming up and through there, once this, if this does go through, what kind of safety issues or what kind of safety barriers is PennDOT going to implement for my safety, for my children's, my grandchildren's, my houses, my property, when they open this up to freeway coming down through? Is PennDOT going to, along with his first set of plans, redo Leger Road as well? Because half of it's fallen in onto Leonard's property or, yeah, Leonard's property. It's just, this is our road cannot handle what it has now. That's all.

Response #1:

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor; and the primary purposes of the project are to improve: safety conditions, operational deficiencies, facility and infrastructure deficiencies, and community and economic development constraints.

As described in Chapter 2 of the EA, improvements to the Leger Road intersection with Route 30 are proposed to address needs related to this intersection's skewed geometry, queuing, and congestion, which is anticipated to worsen based on traffic modeling through the future no-build conditions (2045). Jersey barrier is proposed across the Route 30 corridor, with median openings located at jughandles placed approximately every 0.7 miles along the Route 30 corridor (including the Carpenter Lane/Leger Road intersection with Route 30). This intersection is also proposed to be signalized. The north approach to the Leger Road/Route 30 intersection would be realigned so it intersects Route 30 at approximately a 90- degree angle to improve access and maneuverability for motorists.

The proposed speed limit under the preferred alternative for Route 30 will match the existing speed limit of 40 miles per hour; and the proposed speed limit for Leger Road will match the existing limit of 30 miles per hour, as noted in Appendix C of the EA. Additional improvements to Leger Road beyond what is proposed as part of this project are not currently planned, but your comments and concerns regarding Leger Road have been documented as part of the project file and will be considered in future project planning, prioritization, and programming efforts. We will relay the concerns regarding speed enforcement within the project area to the North Versailles and North Huntingdon police forces.

Comment #2 (In-person)

Timing

Response #2

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. As presented at the public hearing that was held on May 9, 2024, the environmental decision document is expected to be signed and approved for the project by September of 2024. The final design phase of the project will then occur and will continue until construction begins in July of 2027. Construction is expected to take approximately three years and will be complete by the end of 2030. Check the website (route30projects.com) for schedule and other project related updates.

Comment #3 (Website Form)

Please update or remove dangerous sewer grates that if you run over them (unavoidable if traffic is in both lanes) you need an alignment. There is one towards 48, after light on hill by Sheetz. Fix the outdated sewer grates.

Response #3

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor; and the primary purposes of the project are to improve: safety conditions, operational deficiencies, facility and infrastructure deficiencies, and community and economic development constraints.

Drainage and infrastructure improvements, including sewer grate replacement, are proposed across the entire project area to address existing needs within this portion of the corridor.

Comment #4 (In-person)

Access to turns, taking longer to turn. Longer time for ambulances to get to people.

Response #4

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment (EA). Table 3.4 of the EA details anticipated access impacts that would result from the project. Indirect access impacts may occur to resources due to the installation of the median barrier. However, design accommodations have been proposed to minimize negative effects. As discussed in Section 2.1 of the Environmental Assessment, the proposed intersection treatments, jersey barrier, and jug-handle turnarounds approximately every 0.7 miles would address existing operational deficiencies, including existing and projected levels of congestion, intersection failures, excessive queueing, and travel concerns across the entire project corridor. The jersey barrier openings were designed to be as frequent as possible to minimize access impacts while ensuring the desired safety and mobility improvements.

Travel times are expected to be affected if the project is constructed. A heat map display, which demonstrates how travel times are generally expected to change across the project corridor, was presented at the public open house meeting that occurred on May 29, 2019. The summary of this meeting, including display presentations, is accessible via the Technical Reports section of the project website (route30projects.com). Results of the heat map display demonstrate improved mobility across the overall corridor, which will benefit all users of the corridor, including

emergency management services. Although travel times may increase in some individual cases, construction of the project would result in an overall net decrease in travel time and congestion while improving mobility. Although motorists may experience minor, inconvenient delays while accessing study area resources if turning movements are restricted to right-in / right-out only movements at some locations, safety, mobility, and efficiency across the roadway network within the overall study area will improve.

Emergency services may experience temporary delays during construction. However, all local emergency services will be maintained through construction, and special coordination with local officials will continue through the life of the project. All anticipated traffic implications will be communicated to ensure that local emergency management and transportation officials can plan accordingly and minimize temporary impacts to emergency response times and bus operations during construction.

Continuous collaboration with local transportation and emergency management officials ensured that the design at Hartford Heights Volunteer Fire Company would not impede emergency operations. This involves utilization of mountable curb in place of median barrier to allow unrestricted movements in the eastbound and westbound directions of Route 30. A mountable curb is a barrier or curb with a sloping face that allows vehicles and people to pass over it without damaging tires or wheels. They can be found at the edges of sidewalks where they cross a street, at the entrances of parking lots, and in urban areas.

Comment #5 (In-person)

I transport a handicapped veteran who owns a mobile home inside Dusty Rhodes mobile village. I'm requesting a green arrow to make a left hand turn when exiting Idaho Lane onto Route 30. The traffic coming from the jug handle at Ardara Road will interfere with my exiting Idaho Lane. Safer Entering and exiting Dusty Rhodes Mobile Village, which consists of about 50 residents. Please install a storm sewer in front of Ferguson Plumbing next to Aldi Drive (puddle formation) and across from Haddad's Used Car Lot for traffic heading west (puddle formation). Safety issue for vehicles in the right-hand lane.

Response #5

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. Under existing conditions, there is no signal to facilitate left turns from Idaho Lane onto Route 30. The proposed design includes a break in the jersey barrier and a signal which will improve all traffic movements at this intersection. The signal will accommodate turning movements, but will not include a green arrow or a left turn lane from Idaho Lane onto Route 30. Existing and predicted future traffic volume data does not warrant the incorporation of a dedicated left turn lane, and the addition of an extra lane would expand the design width, right-of-way impacts, and potentially other environmental impacts of the project. The proposed design features for the project have been designed to provide safety improvements for all of the users of this roadway.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, one of the needs the project is designed to address includes the documented stormwater ponding, open top inlets and exposed headwalls, and areas of stormwater erosion that have caused inlet and drainage pipes to become exposed.

Drainage improvements are proposed across the entire project area to address existing drainage problems within this portion of the corridor.

Comment #6 (Website Form)

With the new Rt 30 design with limited access due to the center divider, my only concern is that there are enough fire hydrants on both the east and westbound side of the highway. It would be ideal that a fire hydrant be placed every 500' to no more than 750' on both east and westbound side. Most fire trucks carry 1000' of supply hose.

The spacing of the hydrants would help account for setbacks of buildings along the corridor. Also spacing them as described would limit the need of stretching hose across all travel lanes in turn closing the highway completely in the event of a fire.

Response #6

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. The commenter's fire hydrant requests will be considered in final design through coordination with the local municipalities and emergency services.

Comment #7 (In-person)

No left turn out of Dix Drive. Left turn out of Bach, turn lane in east on 30.

Response #7

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. Under the proposed design, left turning movements will be restricted from Dix Drive onto Route 30. The proposed median and jug handle intersection treatments would eliminate conflict points and potential conflicting maneuvers along this segment of Route 30, thereby improving overall traffic safety. Median openings and left turns are only proposed at signalized intersections, which would improve safety and mobility across the project corridor. The logical termini at the western project limit are the Route 48 intersection with Route 30 and necessary approach work. Currently, access changes are not proposed at the Bach Drive intersection with Route 30 and left turn movements will not be restricted. The project team evaluated the existing sight distance at Bach Drive, and it was determined by the project team to be adequate.

Comment #8 (In-person)

The eastbound U-turn at US 30 at SR 48 could be improved even more. Traffic traveling westbound does not have ample space in the turn lane prior to the light. Traffic will continue to use the right-of-way to cut through the K-mart lot. Traffic may also accidentally use the right turn into the plaza instead of the intended U-turn. Integrate the right turn into K-mart with this U-turn. This change will funnel traffic as intended without confusion. It will also allow more cars to queue at the light.

Response #8

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. As discussed in the Environmental Assessment, the proposed Restricted Crossing U-turn intersection treatment at the SR 48 intersection, jersey barrier, and jug-handle turnarounds approximately every 0.7 miles would address existing operational deficiencies, including existing and projected levels of congestion, intersection failures, excessive queueing, and travel concerns across the entire project corridor. The proposed design also includes a turn lane, which has been designed to be the appropriate length based on current and projected future traffic data, for access to the former K-Mart entrance and SR 48. Westbound motorists will utilize this lane instead of the light. These design features will improve queuing conditions at the SR 48 intersection, thereby reducing the likelihood that westbound motorists will utilize the right-of-way for premature turns as described.

The project design will also include signage that will assist motorists with accessing their destinations, reducing the likelihood that the former K-Mart plaza entrance will be used when SR 48 is the intended destination. Access to businesses will be maintained.

Comment #9 (Email)

This is Robert Burns, owner of 1925 Lincoln Highway, Lot Block750 P 225.

I commend PennDOT's District 12 and 11 in the decision to improve Route 30 and to protect our community; the results will be immeasurable from saving lives, preventing injury, and preventing property damage.

This project needs fast tracked. Route 30 and SR48, which once had a LET Date of 2021 or earlier, have needed significant improvement for years. Westbound traffic on 30, headed towards 48, backs up over the hill, just past the cemetery. With the absurd speed some people go, this location is prime for rear end collisions; it needs the proposed light and EB U-turn.

At the PennDOT public meeting 2024-05-09, led by Rachel Duda District Executive, She stated there were no changes in the scope of the R-cut design from the 2019 plans laid out. On previous drawings and on the current web site it reflects my property line all the way around as a "Required Right of Way ". On 5/9 I submitted a written comment. I would like to reiterate my suggestion to integrate my right-of-way, via a Full Take of my property, into these plans, which would cause less confusion and provide an intended flow of traffic, instead of the people who will continue to cut through the Kmart (U-Haul) lot, intentionally or accidentally prior to the light. This is especially sensible as my lot would be a useless remnant based on the plans shown at this meeting. Due to the delays and the extraordinary timeline of this project, it has already been difficult to find any prospective developers. The proposed design has, since the beginning, shown use of our property as a required right-of-way.

If it's anything less than a Full Take, This Property would be considered a useless remnant with no room to build out to a zero clearance like the "Casa D Ice Bldg" next door neighbor has currently. Client Parking is substantially reduced to less than half. A hindrance and major concern of a dangerous flow of traffic at the front door of the property which is extremely too close to oncoming vehicles possibly causing serious injuries from trucks, cars and motorcycles rounding the bend too fast and potentially hitting employees or clients or the building.

Additional concerns or issues will be an extremely elevated or heightened noise pollution from all the truck traffic, cars and motorcycles. Any time its dark, morning or night, the traffic lights from the close proximity of the vehicles would be blinding in and around the building and widely and constantly interfering with operations at this property. There is No room to put a Cut curb of a minimum width for two cars or trucks as like what PennDOT requires for its lanes for egress or ingress directly onto the property from route 30 which is needed for any business.

We look forward to an amicable arrangement and helping however we can with these much needed improvements to this intersection.
Thank you for your time and consideration.

Kind Regards

Rob Burns

Response #9

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment.

Property impacts are unavoidable and will continue to be refined through final design. Additional coordination with property owners impacted by the proposed project will occur as part of the Right-of-Way process once the design has been finalized. If the project is constructed, and right-of-way is required, the Right-of-Way acquisition will be conducted according to PennDOT Policy and the Uniform Relocation Assistance and Real Property Acquisition for

Federal and Federally Assisted Programs Act. The proposed project is designed to improve overall traffic safety and will result in a net benefit for the community.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor. Construction of the project would improve traffic flow across the Route 30 corridor and improve efficiency of mobility.

As discussed in the Environmental Assessment, the proposed Restricted Crossing U-turn intersection treatment at the SR 48 intersection, jersey barrier, and jug-handle turnarounds approximately every 0.7 miles would address existing operational deficiencies, including existing and projected levels of congestion, intersection failures, excessive queueing, and travel concerns across the entire project corridor. The proposed design also includes a turn lane for access to the former K-Mart entrance and SR 48. Westbound motorists will utilize this lane instead of the light.

The project design will also include signage that will assist motorists with accessing their destinations, reducing the likelihood that the former K-Mart plaza entrance will be used when SR 48 is the intended destination.

Comment #10 (Website Form)

R-Cut EB U-Turn 5/9/24 meeting displayed U-turn cuts at least halfway into my property leaving the Building and Property an uneconomic remnant.

R-Cut project, A Full Taking is necessary of 1925 Lincoln Highway as displayed EA Design, Main drive into plaza at light, close road B4 Lt. prevent racing short cutters b4 light.

Anticipated Since Mtg 3/2/2016 w/PennDOT D-12 PM Nancy Kolenc, WE Need a Full TAKE, Not enough property for building, parking or growth. Danger to People/property from oncoming traffic speeding around a bend, Seismic Noise and Head Light Pollution, need for cut curb 24' for lanes+ 7'shoulders, etc.

Response #10

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment.

Property impacts are unavoidable and will continue to be refined through final design. If the project is constructed, and right-of-way is required, the Right-of-Way acquisition will be conducted according to PennDOT Policy and the Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs Act. The proposed project is designed to improve overall traffic safety and will result in a net benefit for the community.

Comment #11 (Website Form)

Close current Rte. 30 EAST U-Haul Plaza Road, Incorporate New Ingress RD at new EB Light into 1901 Plaza because impatient drivers will cut through plaza to beat the trucks doing U-Turns before they get onto 48. Implement the drawing as on EA pg 50 /180, blueprint Route 30, Section A10/A39, sheet 50 of 92, this will circumvent RACERS from cutting through plaza from an earlier ingress road.

SAVE LIVES-The 1901 plaza is a daily cut through! An earlier access road tempts impatient drivers to dangerously speed through the plaza, bypassing the Red Light and overtaking trucks heading N on 48. Shut down the prior access and make the NEW ACCESS SAFER AT the EB-Turn Light to control all traffic.

Response #11

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment.

As discussed in the Environmental Assessment, the proposed Restricted Crossing U-turn intersection treatment at the SR 48 intersection, jersey barrier, and jug-handle turnarounds approximately every 0.7 miles would address existing operational deficiencies, including existing and projected levels of congestion, intersection failures, excessive queueing, and travel concerns across the entire project corridor. The proposed design also includes a turn lane for access to the former K-Mart entrance and SR 48. Westbound motorists will utilize this lane instead of the light. These design features will improve queuing conditions at the SR 48 intersection.

The project design will also include signage that will assist motorists with accessing their destinations, reducing the likelihood that the former K-Mart plaza entrance will be used when SR 48 is the intended destination. Access to businesses will be maintained.

Speeding and other driver errors are documented to contribute to the majority of US 30 crashes. Section 2.2 of the EA outlines the purpose and need associated with this segment of the Route 30 corridor. One of the primary purposes of the project is to improve safety conditions for the traveling public. The importance of safety improvements is evident by recent five-year PennDOT Crash Information Tool data results, which identify 179 total crashes with four pedestrian crashes (two of which are also included in the fatal crash count). A focus on speed limit enforcement alone would not address these safety-related purposes and needs within the corridor. In addition, the proposed speed limit under the preferred alternative for Route 30 will match the existing speed limit of 40 miles per hour, as noted in Appendix C of the EA. We will relay the concerns regarding speed enforcement within the project area to the North Versailles and North Huntingdon police forces.

Comment #12 (In-person)

I think it's going to put a lot of us out of business. Focus on the speeders and add more enforcement!

Response #12

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment (EA). Sections 4.6 and Table 3.4 of the EA detail the anticipated business impacts that would result from the project. Businesses along the project corridor that rely heavily on drive-by traffic may experience indirect impacts due to the installation of the median barrier. However, design accommodations have been proposed to minimize this potential negative effect on the existing businesses. As discussed in Section 2.1 of the Environmental Assessment, the proposed intersection treatments, jersey barrier, and jug-handle turnarounds approximately every 0.7 miles would address existing operational deficiencies, including existing and projected levels of congestion, intersection failures, excessive queueing, and travel concerns across the entire project corridor. The jersey barrier openings were designed to be as frequent as possible to minimize access impacts while ensuring the desired safety and mobility improvements.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor; and the primary purposes of the project are to improve: safety conditions, operational deficiencies, facility and infrastructure deficiencies, and community and economic development constraints. Travel times are expected to be affected if the project is constructed. A heat map display, which demonstrates how travel times are generally expected to change across the project corridor, was presented at the public open house meeting that occurred on May 29, 2019. The summary of this meeting, including display presentations, is accessible via the Technical Reports section of the project website (route30projects.com). Results

of the heat map display demonstrate improved mobility across the overall corridor, which will benefit all users of the corridor, including business owners and those accessing businesses. Although travel times may increase in some individual cases, construction of the project would result in an overall net decrease in travel time and congestion while improving mobility. Although motorists may be less likely to stop at businesses and other study area resources if access is restricted to right-in / right-out only movements, as proposed under the preferred alternative, motorists may also be more likely to stop at businesses and other resources if they feel safer accessing them. After a temporary adjustment period, the public will still access the business they did before, just by a different route.

Speeding and other driver errors are documented to contribute to the majority of US 30 crashes. Section 2.2 of the EA outlines the purpose and need associated with this segment of the Route 30 corridor. One of the primary purposes of the project is to improve safety conditions for the traveling public. The importance of safety improvements is evident by recent five-year PennDOT Crash Information Tool data results, which identify 179 total crashes with four pedestrian crashes (two of which are also included in the fatal crash count). A focus on speed limit enforcement alone would not address these safety-related purposes and needs within the corridor. In addition, the proposed speed limit under the preferred alternative for Route 30 will match the existing speed limit of 40 miles per hour, as noted in Appendix C of the EA. We will relay the concerns regarding speed enforcement within the project area to the North Versailles and North Huntingdon police forces.

Comment #13 (Phone Call)

He is across from Lincoln Memorial. He is opposed to the barrier option. He wants the 5-lane option. He wants the corridor lighted and wondered why we didn't have that in our plans. He stressed that the barrier option would drive businesses to close, move away, or new prospective buyers to buy somewhere else where the barriers are not there. He said the only time there are not people speeding down SR 30 is Sunday mornings.

Response #13

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment (EA). Requests for lighting upgrades were not made in prior coordination with stakeholders and North Huntingdon and North Versailles townships. This will be considered in final design.

As detailed in the Environmental Assessment, the five-lane alternative does not meet the project's approved purpose and need and would not return the safety benefits that would occur under the preferred alternative. Construction of a five-lane typical section would additionally result in greater right-of-way, business, and environmental impacts compared to the preferred alternative. For these reasons, the five-lane alternative that was evaluated as part of the project Alternatives Analysis was dismissed.

Sections 4.6 and Table 3.4 of the EA detail the anticipated business impacts that would result from the project. Businesses along the project corridor that rely heavily on drive-by traffic may experience indirect impacts due to the installation of the median barrier. However, design accommodations have been proposed to minimize this potential negative effect on the existing businesses. As discussed in Section 2.1 of the Environmental Assessment, the proposed intersection treatments, jersey barrier, and jug-handle turnarounds approximately every 0.7 miles would address existing operational deficiencies, including existing and projected levels of congestion, intersection failures, excessive queueing, and travel concerns across the entire project corridor. The jersey barrier openings were designed to be as frequent as possible to minimize access impacts while ensuring the desired safety and mobility improvements.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor; and the primary purposes of the project are to improve: safety conditions, operational deficiencies, facility and infrastructure deficiencies, and community and economic development

constraints. Travel times are expected to be affected if the project is constructed. A heat map display, which demonstrates how travel times are generally expected to change across the project corridor, was presented at the public open house meeting that occurred on May 29, 2019. The summary of this meeting, including display presentations, is accessible via the Technical Reports section of the project website (route30projects.com). Results of the heat map display demonstrate improved mobility across the overall corridor, which will benefit all users of the corridor, including business owners and those accessing businesses. Although travel times may increase in some individual cases, construction of the project would result in an overall net decrease in travel time and congestion while improving mobility. Although motorists may be less likely to stop at businesses and other study area resources if access is restricted to right-in / right-out only movements, as proposed under the preferred alternative, motorists may also be more likely to stop at businesses and other resources if they feel safer accessing them. After a temporary adjustment period, the public will still access the business they did before, just by a different route.

Speeding and other driver errors are documented to contribute to the majority of US 30 crashes. Section 2.2 of the EA outlines the purpose and need associated with this segment of the Route 30 corridor. One of the primary purposes of the project is to improve safety conditions for the traveling public. The importance of safety improvements is evident by recent five-year PennDOT Crash Information Tool data results, which identify 179 total crashes with four pedestrian crashes (two of which are also included in the fatal crash count). A focus on speed limit enforcement alone would not address these safety-related purposes and needs within the corridor. In addition, the proposed speed limit under the preferred alternative for Route 30 will match the existing speed limit of 40 miles per hour, as noted in Appendix C of the EA. We will relay the concerns regarding speed enforcement within the project area to the North Versailles and North Huntingdon police forces.

Comment #14 (Mail)

To whom it may concern:

I am writing to express my concerns regarding the new road plan involving a jersey barrier and installing 2 red lights in our neighborhood. While I understand the intention behind these changes is to improve traffic flow and safety, I believe they pose significant risks particularly in emergency situations.

The primary concern revolves around the jersey barrier. This barrier, though effective in separating lanes and preventing cross-median accidents, will substantially hinder the access of emergency vehicles, including ambulances, police, and fire trucks, to the homes within our neighborhood. In critical situations where every second counts, the inability to quickly and efficiently access the area could result in severe consequences, potentially endangering the lives and safety of residents.

I propose that PennDOT includes the installation of streetlights along Route 30 in its upcoming infrastructure plans. Adequate streetlights are crucial for several reasons.

1. Enhancing visibility

2. Deterring crime

3. Improving pedestrian safety

4. Boosting community confidence

I strongly urge PennDOT to reconsider the current road plan. Adding streetlights and exploring alternative solutions that do not involve a jersey barrier could significantly enhance the safety and accessibility for both residents and emergency responders. One potential alternative could be the implementation of a safety turning lane.

Your attention to this matter is greatly appreciated. Ensuring that our neighborhood and business remain safe and accessible is of utmost importance, and I hope PennDOT will take these concerns into account.

Thank you for your consideration.

Sincerely,
Louis J Cardello

Response #14

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment (EA).

Table 3.4 of the EA details anticipated access impacts that would result from the project. Indirect access impacts may occur to resources due to the installation of the median barrier. However, design accommodations have been proposed to minimize negative effects. As discussed in Section 2.1 of the Environmental Assessment, the proposed intersection treatments, jersey barrier, and jug-handle turnarounds approximately every 0.7 miles would address existing operational deficiencies, including existing and projected levels of congestion, intersection failures, excessive queueing, and travel concerns across the entire project corridor. The jersey barrier openings were designed to be as frequent as possible to minimize access impacts while ensuring the desired safety and mobility improvements.

Travel times are expected to be affected if the project is constructed. A heat map display, which demonstrates how travel times are generally expected to change across the project corridor, was presented at the public open house meeting that occurred on May 29, 2019. The summary of this meeting, including display presentations, is accessible via the Technical Reports section of the project website (route30projects.com). Results of the heat map display demonstrate improved mobility across the overall corridor, which will benefit all users of the corridor, including emergency management services. Studies showed that only 4% of emergency services will see an increase in travel time, not exceeding 30 seconds. The other 96% of emergency services will have a decrease or no change in travel times. Although travel times may increase in some individual cases, construction of the project would result in an overall net decrease in travel time and congestion while improving mobility. Although motorists may experience minor, inconvenient delays while accessing study area resources if turning movements are restricted to right-in / right-out only movements at some locations, safety, mobility, and efficiency across the roadway network within the overall study area will improve.

Emergency services may experience temporary delays during construction. However, all local emergency services will be maintained through construction, and special coordination with local officials will continue through the life of the project. All anticipated traffic implications will be communicated to ensure that local emergency management and transportation officials can plan accordingly and minimize temporary impacts to emergency response times and bus operations during construction.

Continuous collaboration with local transportation and emergency management officials ensured that the design at Hartford Heights Volunteer Fire Company would not impede emergency operations. This involves utilization of a mountable curb in place of median barrier to allow unrestricted movements in the eastbound and westbound directions of Route 30. A mountable curb is a barrier or curb with a sloping face that allows vehicles and people to pass over it without damaging tires or wheels. They can be found at the edges of sidewalks where they cross a street, at the entrances of parking lots, and in urban areas.

Traffic volume modeling and forecasting for the base year (2015) and design year (2045) were used to inform the design, including the identification of intersections where there is or will be a need for additional lanes. The addition of an extra lane would expand the design width, right-of-way impacts, and potentially other environmental impacts of the project. Turn lanes are only proposed where existing and projected future traffic volumes warrant them to minimize impacts.

Requests for lighting upgrades were not made in prior coordination with stakeholders and North Huntingdon and North Versailles townships. This will be considered in final design.

Comment #15 (Email)

Safety, taxes generated, property value, jobs. A five lane from Carpenter Lane to Adara Road with red lights at Adara.

Dear Sir/Madam - PennDOT, I am writing to express my concerns regarding the new road plan involving the installation of a jersey barrier and two red lights put in place. While I understand the intention behind these changes is to improve traffic flow and especially safety, I believe they pose significant risks, particularly in emergency situations. The primary concern revolves around the jersey barrier. This barrier, though effective in separating lanes and preventing cross median accidents, will substantially hinder the access of emergency vehicles including ambulances, police cars, and fire trucks, to the homes and businesses in our neighborhood in critical situations where every second counts.

The inability to quickly and efficiently access the area could result in severe consequences, potentially endangering the lives and safety of residents.

Moreover, the lights (traffic lights) are a good idea to slow the traffic from speed. These lights will play a vital role in regulating traffic, ensuring safe passage for vehicles entering and exiting the neighborhood. Without them, there is a risk of accidents.

I strongly urge PennDOT to reconsider the current road plan. Putting up two traffic lights and exploring alternative solutions that do not involve a jersey barrier could significantly enhance the safety and accessibility for both residents and emergency responders. One potential alternative could be a five-lane turning or safety lane with the two traffic lights installed that will slow the traffic and let the safety lane or turning lane safely turn.

Penn Lincoln Memorial is also on St Rt 30 Mausoleum and Cemetery, where a five-lane turning lane would also be safer. 20 cars are an average funeral, two per week on average, and with a law no digging on cemetery property. PennDOT could also put in a right-hand turning lane and a left-hand turning lane onto Glendale Road. Coming eastbound also have a chance to make the road straight and remove the bend in the road so much visibility for safety for the road ahead with a red light ahead. Put a right-hand turning lane onto Ardara Road at the red light.

From Carpenter Lane to Old Jack Town Road, a five lane or safety lane would do good for everyone, PennDOT, community, new business, more takes, jobs, etc. Let's look into the future here. This community is growing, generating new takes and more people and more cars on the road. Safety factor is a must! Show the people they are safe now and into the future. Not some concrete and fast plan and move on and getting criticized for it (oh well).

Another concern to mention to PennDOT: that there are not streetlights on Route 30 until you enter into Jeanette, approximately 16 miles away from Route 48. If all of the business lights were turned off when it got dark, SR 30 would be dark. The two streetlights in Jeanette are not on either. This is just to let PennDOT know, could be another safety factor.

PennDOT comes into an area for road changes with plans from engineers to develop a safety plan for the community, but don't know the road or the concerns to the community. Could PennDOT start a PennDOT Safety Patrol, having people drive the roads that they want to change? Let PennDOT drive their cars. PennDOT Safety Patrol Car on the roads they're going to change and improve for safety. This way these people could report to PennDOT the problems they face on these roads, especially in small communities (just a thought).

I worked for J&L Steel in Pittsburgh when I was young. The biggest sign in the miss was SAFETY. We worked 104 days without an accident. When someone recommended a new safety idea and if the mill used it, they got compensated. Safety was the biggest concern, and I think PennDOT has the same idea. Everyone was thinking! There are a lot of commercial vehicles on Route 30.

Response #15

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment (EA). Sections 4.6 and Table 3.4 of the EA detail the anticipated business impacts that would result from the project. Businesses along the project corridor that rely heavily on drive-by traffic may experience indirect impacts due to the installation of the median barrier. However, design accommodations have been proposed to minimize this potential negative effect on the existing businesses. As discussed in Section 2.1 of the Environmental Assessment, the proposed intersection treatments, jersey barrier, and jug-handle turnarounds approximately every 0.7 miles would address existing operational deficiencies, including existing and projected levels of congestion, intersection failures, excessive queueing, and travel concerns across the entire project corridor. The jersey barrier openings were designed to be as frequent as possible to minimize access impacts while ensuring the desired safety and mobility improvements. Construction of the project would improve traffic flow across the Route 30 corridor and improve efficiency of mobility.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor; and the primary purposes of the project are to improve: safety conditions, operational deficiencies, facility and infrastructure deficiencies, and community and economic development constraints. Travel times are expected to be affected if the project is constructed. A heat map display, which demonstrates how travel times are generally expected to change across the project corridor, was presented at the public open house meeting that occurred on May 29, 2019. The summary of this meeting, including display presentations, is accessible via the Technical Reports section of the project website (route30projects.com). Results of the heat map display demonstrate improved mobility across the overall corridor, which will benefit all users of the corridor, including emergency management services. Although travel times may increase in some individual cases, construction of the project would result in an overall net decrease in travel time and congestion while improving mobility. Although motorists may experience minor, inconvenient delays while accessing study area resources if turning movements are restricted to right-in / right-out only movements at some locations, safety, mobility, and efficiency across the roadway network within the overall study area will improve. Motorists may be less likely to stop at businesses and other study area resources if access is restricted to right-in / right-out only movements, as proposed under the preferred alternative, however, motorists may also be more likely to stop at businesses and other resources if they feel safer accessing them. After a temporary adjustment period, the public will still access the business they did before, just by a different route.

Emergency services may experience temporary delays during construction. However, all local emergency services will be maintained through construction, and special coordination with local officials will continue through the life of the project. All anticipated traffic implications will be communicated to ensure that local emergency management and transportation officials can plan accordingly and minimize temporary impacts to emergency response times and bus operations during construction.

Continuous collaboration with local transportation and emergency management officials ensured that the design at Hartford Heights Volunteer Fire Company would not impede emergency operations. This involves utilization of a mountable curb in place of median barrier to allow unrestricted movements in the eastbound and westbound directions of Route 30. A mountable curb is a barrier or curb with a sloping face that allows vehicles and people to pass over it without damaging tires or wheels. They can be found at the edges of sidewalks where they cross a street, at the entrances of parking lots, and in urban areas.

As discussed in Section 3.2 of the Environmental Assessment, preliminary alternatives analysis evaluation was completed in 2017 by Whitman, Requardt and Associates, LLP (WRA) for a broader, six-mile segment of Route 30 in North Huntingdon Township from the 10th Street intersection in Irwin Borough to SR 48 in North Versailles

Township. Cost and benefits related to safety, travel delay, stops, fuel, emissions, vehicle operating costs, air quality, and overall impacts of three design options, including a five-lane option, and the no-build alternative were evaluated against each other. Results of this analysis showed that the design that was selected as the preferred alternative (and further evaluated in the Environmental Assessment) would result in the greatest benefits across all evaluated categories, especially with respect to crash reductions and safety, for only 11% additional overall cost. It also requires less right-of-way acquisition and would involve fewer overall environmental impacts as a result of the smaller footprint. The five-lane option would result in greater impacts while not returning the desired level of safety benefits to meet the project's established purpose and need.

As detailed in Chapter 3 of the EA, this project would consist of additional roadway improvements beyond signal installation to meet the established purpose and need. The project proposes the full depth reconstruction of the Route 30 corridor, as well as improvements to PA 48 and Route 30 utilizing an innovative Restricted Crossing U-turn (RCUT) intersection treatment which would restrict through- and left-turning motorists approaching Route 30 to right-turns only. They would then complete a U-turn movement at a designated median opening before reconnecting with their intended route. The work throughout this corridor is expected to consist of safety improvements ranging from upgraded signing, pavement marking, and delineation to roadway realignment, roadway widening, and the addition of auxiliary lanes at the intersections. A jersey barrier would be put in place as an improved safety measure for the corridor. The jersey barrier would be installed between the west and east bound lanes to minimize left turns within the project limits. Left turns would only be possible at the signalized intersections. Some intersections would include jug-handles to allow traffic to turn around. Jug-handles are proposed approximately every 0.7 miles to accommodate businesses and travelers throughout the corridor. The proposed median and jug handle intersection treatments would eliminate conflict points and potential conflicting maneuvers along this segment of Route 30, thereby improving overall traffic safety. A focus on existing signal synchronization alone would not address the safety or operational deficiency-related purpose and needs within the corridor.

Lighting upgrades will be considered in final design and will be coordinated with North Huntingdon and North Versailles townships.

Thank you for your suggestions to consider different ways to evaluate safety hazards for area residents. Your comments have all been received and will become part of the project record.

Comment #16 (Public Hearing Testimony)

I got a question here that says what concerns do you have about this project? Concerns that probably everybody has here in this room, including the people who work for ---. Yes. The safety, taxes generated, property value, and jobs. You got to eliminate them all. You put a barrier up there, you're going to have to have no safety. The taxes, people are going to be leaving. The state's not going to generate any more taxes in revenue. Property value is going to go to hell, excuse me, and nobody's going to want to live there. Nobody's going to want to take a turn around and go left and right, keep on coming back. It's dangerous for these people. There are 102 houses behind me.

They're having a hard time getting out. They cut through my property left and right. I give them credit. I don't say anything because it's safety and jobs. You can eliminate the jobs by eliminating the businesses. That's all I got to say about it.

Response #16

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment (EA). Sections 4.6 and Table 3.4 of the EA detail the anticipated business impacts that would result from the project. Businesses along the project corridor that rely heavily on drive-by traffic may experience indirect impacts due to the installation of the median barrier. However, design accommodations have been proposed to minimize this potential negative effect on the existing businesses. As discussed in Section 2.1 of the Environmental Assessment, the proposed intersection treatments, jersey barrier, and jug-handle turnarounds

approximately every 0.7 miles would address existing operational deficiencies, including existing and projected levels of congestion, intersection failures, excessive queueing, and travel concerns across the entire project corridor. The jersey barrier openings were designed to be as frequent as possible to minimize access impacts while ensuring the desired safety and mobility improvements.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor; and the primary purposes of the project are to improve: safety conditions, operational deficiencies, facility and infrastructure deficiencies, and community and economic development constraints. Travel times are expected to be affected if the project is constructed. A heat map display, which demonstrates how travel times are generally expected to change across the project corridor, was presented at the public open house meeting that occurred on May 29, 2019. The summary of this meeting, including display presentations, is accessible via the Technical Reports section of the project website (route30projects.com). Results of the heat map display demonstrate improved mobility across the overall corridor, which will benefit all users of the corridor, including existing and future business owners and those accessing businesses. Although travel times may increase in some individual cases, construction of the project would result in an overall net decrease in travel time and congestion while improving mobility. Although motorists may be less likely to stop at businesses and other study area resources if access is restricted to right-in / right-out only movements, as proposed under the preferred alternative, motorists may also be more likely to stop at businesses and other resources if they feel safer accessing them. After a temporary adjustment period, the public will still access the business they did before, just by a different route.

Comment #17 (In-person)

Safety of ingress to neighborhood. Bach Drive is dangerous. Drivers coming from west tailgate and cut around when I approach to turn.

(NOTE - this comment included a CD with dashcam footage). Move light to bottom of Dix or provide turning space out of the travel lane at Bach.

Disc provided to illustrate dangers of sitting in travel lane to turn and also having stay on Route 30 to get to turn around.

Response #17

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment, and for providing the dashcam footage of Route 30 to help inform the project planning team. Currently, access changes are not proposed at the Bach Drive intersection with Route 30 and left turn movements will not be restricted. The logical termini at the western project limit is the Route 48 intersection with Route 30 and necessary approach work. Access changes and other improvements to the Bach Drive intersection with Route 30 are not proposed. The project team evaluated the existing sight distance at Bach Drive, and it was determined by the project team to be adequate. This is outside of the scope of the project. PennDOT may consider this as a separate project at a later date.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor; and the primary purposes of the project are to improve: safety conditions, operational deficiencies, facility and infrastructure deficiencies, and community and economic development constraints.

Comment #18 (Email and Phone call)

Good afternoon Joshua,

May I ask when there will be a review with business owners to discuss the road access into our stores? Taking into consideration truck deliveries. Also, what is the second green line for in the below diagram? I added two red arrows to indicate which lines I am referring to.

Regards,
Beth Dailey

Response #18

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment.

As discussed in Chapter 5 of the EA, the public, and local stakeholders, and public officials were afforded the opportunity to review the project through public involvement activities that occurred on March 2, 2016, October 5, 2017, May 29, 2019, October 24, 2022, and at the public hearing, which occurred on May 9, 2024. The project team may be contacted at any time through final design to answer specific questions regarding business access questions. Further public outreach that would involve a review with business owners is not planned. Please contact Joshua Zakovitch, P.E., with any further questions. His contact information is below:

Joshua Zakovitch, P.E., Project Manager

Pennsylvania Department of Transportation Engineering District

12-0 825 N. Gallatin Avenue,

Uniontown, PA 15401

Telephone: (724) 439-7377

Email: jzakovitch@pa.gov

The green lines in question represent proposed curb and gutter (the inner green line) and proposed constructed driveway (the outer green line). The size of the vehicles that are currently accessing the property will be taken into consideration when designing the driveway adjustments for the properties.

Comment #19 (Email)

Hello Mr. Zakovitch,

Thank you for providing notice of the Route 30 Western Section Project (Project) Environmental Assessment (EA). Unfortunately, the mailer was misdirected, and we were delayed in receiving the notice. The U.S. Environmental Protection Agency (EPA) has reviewed the EA and would like to offer the following comments based on our limited time to review the document and website:

Environmental Justice
Executive Order (EO) 12898 Federal Actions to Address Environmental justice in Minority Populations and Low-Income Populations, February 11, 1994, was supplemented with EO 14096, Revitalizing Our Nation's Commitment to Environmental Justice for All on April 26, 2023. EO 14096 directs federal agencies, as appropriate and consistent with applicable law: to identify, analyze, and address disproportionate and adverse human health and environmental effects (including risks) and hazards of Federal activities, including those related to climate change and cumulative impacts of environmental and other burdens on communities with environmental justice concerns.

The EA states "All impacts … are expected to apply to both EJ and non-EJ populations alike, and do not appear to be disproportionately high and adverse." This statement may not hold true for communities with EJ concerns. Potential impacts may affect communities with EJ concerns more adversely due to extra stressors and hurdles they experience that others in the general population may not. Even though impacts may be felt universally, the degree of impact may be felt more acutely in an EJ community. EPA encourages the Study Team to thoroughly consider impacts through the lens of the existing communities.

EPA appreciates the efforts to inform the local community through public meetings and the Project website. We strongly encourage the Study team to ensure a robust and transparent public review process through the Project's subsequent multiple phases by documenting meaningful community engagement, including how ideas from the community have been incorporated, when practicable. EPA recommends that public engagement and outreach activities are convenient and easily accessible to neighboring communities and provide language accommodations if needed.

Climate Change
On January 9, 2023, the Council on Environmental Quality (CEQ) published interim guidance to assist federal agencies in assessing and disclosing climate change impacts during environmental reviews. https://www.federalregister.gov/documents/2023/01/09/2023-00158/national-environmental-policy-act-guidance-on-consideration-of-greenhouse-gas-emissions-and-climate. CEQ developed this guidance in response to EO 13990, Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis. CEQ indicated that agencies should use this interim guidance to inform the NEPA review for all new proposed actions. EPA recommends the Study Team apply the interim guidance as appropriate to ensure robust consideration of potential climate impacts, mitigation, and adaptation.

Stormwater
The design of future phases of the Project should include a discussion on the necessary space for stormwater treatment facilities. This should involve using preliminary calculations to estimate the area required to manage increased runoff due to additional paved areas, assessing potential hydrologic impacts on the watershed(s), and considering mitigation measures needed for project approval. This analysis should outline plans for stormwater diversion, incorporate rainfall projections that account for future climate change scenarios, and clarify if existing stormwater management facilities may need relocation.

Thank you for the opportunity to provide comments on this EA. Please note that best way to reach EPA is electronically and we request any future NEPA documents be sent to us directly through email to witman.timothy@epa.gov, Manager of the NEPA and Technical Assistance Branch, or myself, davis.jamie@epa.gov, NEPA reviewer. If you have questions regarding these comments, please feel free to contact me.

Sincerely,
Jamie Davis

Jamie Davis
Environmental Justice, Community Health, & Environmental Review Division
National Environmental Policy Act Branch
U.S. EPA Region III
4 Penn Center
Philadelphia, PA 19103
215-814-5569

Response #19

Thank you for your comments and interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment.

Environmental Justice

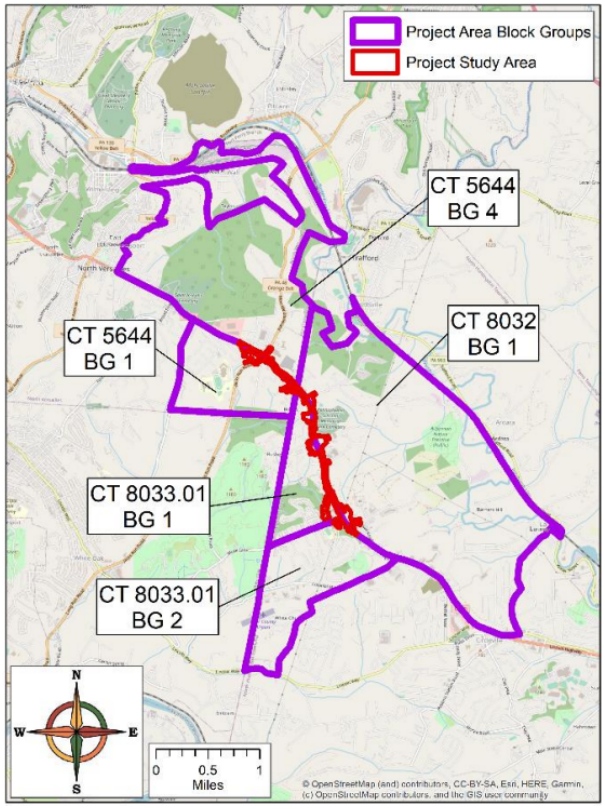
The Environmental Justice (EJ) Evaluation report was completed for the SR 0030 Section A10 US Corridor Improvements Project – Western Section in November 2023. The evaluation was completed following guidance

outlined in PennDOT's *Project-Level Environmental Justice Guidance* (Publication No. 746). Findings were summarized in the Environmental Assessment and the report was documented in the EA package as Appendix G.

The Environmental Justice Analysis lacked an evaluation of populations identified by the Climate and Economic Justice Screening Tool (CEJST). The tool identifies census tracts (CTs) that are overburdened and underserved. After further review, none of the census tracts overlapping with the project area (Census Tracts 5644, 8033.01, and Census Tract 8032) were identified to be disadvantaged by the tool.

However, the Environmental Justice Analysis identified the potential for EJ populations to be present within block groups (BG) overlapping with the project area.

Project area block groups include Census Tract (CT) 5644, BGs 1 and 4; CT 8033.01, BGs 1 and 2; and CT 8032, BG 1.



Project area BGs that are more likely to include EJ populations include CT 5644/ BG 4 and CT 8032/ BG 1 (low-income), and CT 8033.01/ BG 1 (minority). In addition, aerial review, online research, public involvement results, and information gathered during site visits identified that mobile home communities exist along Crown Road, Leger Road, and off of Idaho Lane (Dusty Rhodes Mobile Home Village). Water pollution, air quality, flooding. BG – higher risk for these specific resource areas. In addition, transit resources, which low-income communities and populations with limited access to transportation likely rely on, are present within the EJ population study area. Bus stops operated by the Westmoreland Transit Authority and the Port Authority (Routes 1F, 3F, 4, and P76) are present along the project corridor.

The EA identifies the primary project impacts to be related to potential property impacts. These include right-of-way acquisitions that would require three residential displacements, seven commercial displacements, and full takes of two empty parcels. Partial or total acquisition will be required from over 100 parcels over the entire project corridor to facilitate widening, the implementation of proposed jughandles, driveway adjustments, drainage improvements, and construction of stormwater management facilities.

The environmental justice (EJ) analysis, which is available for review in the technical reports section of route30projects.com and in Appendix G of the EA, explains that impacts are expected to result from the displacements noted above. However, based on field observations and discussions with the community, there are no indications that any of the affected properties are minority-owned, owned by low-income families, or individuals protected by Title VI of the Civil Rights Act of 1964. In addition, there is no evidence that EJ and / or Title VI populations rely on these businesses more so than the general population. There is also no evidence that the three residences that would be displaced are owned or inhabited by a low-income or minority individual or family. ROW acquisitions (sliver takes or total takes) will be re-evaluated and refined through the final design process for the project.

The continued minimization of impacts through design modifications may further reduce the total displacements. The principal method of mitigation for the displacement impacts will be through the Department's Relocation Assistance Program and authority provided by Chapter 9 of the Eminent Domain Code, 26 Pa.C.S. Sections 901-907 (Special Damages for Displacement); the Uniform Relocation Assistance and Real Property Acquisition Polices Act of 1970, 42 U.S.C. Section 4601; and federal regulations entitled Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs, 49 C.F.R. Part 2.

As noted by the commenter, the EA incorrectly states that project impacts "are expected to apply to both EJ and non-EJ populations alike, and do not appear to be disproportionately high and adverse." There are project impacts that may affect communities with EJ concerns more adversely than the general population.

For example, PennDOT recognizes that if any of the residential or business displacements that will be required to construct project are EJ-owned, these persons may suffer adverse impacts to a greater degree than non-EJ populations. As discussed in the Conceptual Stage Survey Report (2024), suitable residential and commercial replacement properties are anticipated to be available for all properties requiring acquisition. PennDOT's right-of-way procedures and policies are intended to ensure a uniform process that meets federal and state laws/requirements for the fair and equitable treatment of all persons from whom the Commonwealth acquires land and/or displaces.

Temporary financial burdens related to the transitions that will be required to relocate, especially with regards to business displacements, would be felt more acutely by low-income populations if any business owners are part of the low-income population. Similarly, temporary breaks in employment that would result from the transition period would be felt to a greater degree by low-income populations. However, the project is located in a relatively well-developed area, alternative places of employment are available, and Pennsylvania's Unemployment Compensation program is available for income support in situations where people lose their jobs through no fault of their own.

Populations within the project area may also include some households that might not have access to a car, making it difficult for these people to get to places of employment. Temporary delays to bus operations will occur during construction, but all bus services will be maintained, and this is expected to be a minor, temporary inconvenience.

The efficiency of mobility for all transit users is expected to improve as a result of the project. While the hardship of not owning a car is recognized, the overall project benefits related to improved safety and mobility of the corridor in the long run would outweigh these temporary costs. Construction of the project would improve safety and mobility of transit, school transportation services, and emergency services along Route 30 and intersecting roadways within the project limits, benefiting all users of the roadway.

In addition, as described in the EJ evaluation and the EA, pedestrian access would improve as a result of the project. Curb ramps and pedestrian accommodations would be installed at signalized intersections along Route 30 at PA 48, Ardara Rd / Idaho Ln, Old Jacks Run Rd / Peterson Rd, and Carpenter Ln / Leger Rd, with the possibility of sidewalks added in the future depending on the local municipalities desire for sidewalks. Pedestrian accommodations at each intersection may include a combination of crosswalks, curb ramps, pedestrian signals,

pedestrian push-buttons, or similar treatments as appropriate for each location. Pedestrian accommodations are not recommended at the proposed east and west turnaround signals for Route 30 at PA 48 intersection due to continuous mainline through-movements at each signal. Pedestrian traffic at the turnaround signals shall be directed to the main Route 30 at PA 48 intersection, which is proposed to include pedestrian accommodations.

The project purpose and need statement identifies that the project roadway was constructed in the 1930s and has many deficiencies and safety concerns. The facility is becoming increasingly costly to maintain, and improvements are required. Overall, the transportation facility that exists today is proposed to be replaced and improved, and the preferred alternative is expected to address all of the purposes and needs that were identified early in the planning process. Although some project impacts will be felt more acutely by EJ populations, all disproportionate impacts are expected to be minor and temporary, and all negative impacts will be offset by the safety and mobility benefits, which will be felt by all users of the roadway, that will result from construction of the project.

PennDOT has provided and will continue to provide equitable public participation opportunities for the project. Public meeting/hearing invitations and notices included contact information for any special accommodations to be made to make it possible for all interested members of the public to attend. Translation service options were also made available at all public meetings/hearings.

Stormwater

During the preliminary engineering phase of the project WRA investigated potential locations for stormwater controls. The results of these investigations will be included in the NPDES permit package that will be prepared during the final design phase of the project.

Best Management Practices (compost filter sock, inlet protection and rock construction entrances) are proposed as part of the project E&S Plan. As we move to Final Design the phasing will be set up and the plans will take into account any additional BMPs and drainage features that may be required.

As described in the EA, the corridor will have drainage facility upgrades with all existing drainage to be removed.

Climate

Climate change assessments occurred for the project and are documented as part of the Indirect and Cumulative Effects climate analysis, as well as in the Alternatives Analysis (both of which are available to view in the project technical file and through route30projects.com).

As detailed in the Alternatives Analysis Report, Volume 1 Summary, various climate-related measures were evaluated for three different build alternatives. Travel delay, overall stops, fuel usage, emissions of direct and indirect greenhouse gases (such as carbon monoxide, volatile organic compounds, and nitrogen oxides), and overall air quality metrics were all included in the analysis, and it was identified that the preferred alternative resulted in the greatest benefits across all climate-related metrics.

Comment #20 (Public Hearing Testimony)

So, I grew up off of Dix Drive. Dix Drive in North Versailles. I now reside across from the Giant Eagle back in there. So, my mother still lives off of Dix. And a lot of residents, they have no way of making a left, and I know it's a safety issue. They have no way of making a left. They have to go all the way down past the U-Haul that you have marked as Kmart to come back around all the way to Dix Drive. Secondly, if they want to --- if I want to go and see her, I have to go even further or go to one of the businesses here. I have to go all the way down again to the light past the U-Haul, which you have marked Kmart, and come back around, which I could probably, I don't know how long that is. A quarter mile? Does anybody live there? So, and the light a little bit past Dix is not at Dix. There is a light on 30 near Dix, but there's no --- there's no road that corresponds to the light. It's just the light to turn, I guess. So, Dix has had accidents. In fact, I was

involved in one very --- when I was very young. And I understand your concern for safety, and I understand this is an environmental meeting, but I didn't --- I didn't --- I never responded before. But now there's a road for Dix, but there is no light. You moved it down to in front of the business, but the barrier is at the business and there's nothing to the right of what the light is merely a turnaround.

Do you understand what I'm saying? Yeah, so, I mean, the kind gentleman in the back said, it's still under review, but it makes sense to me and I'm not an environmentalist or an engineer, but why isn't the light at where there is actually a road? So that at least they could go in and out? And why are there so many barriers for people that all these residents that are back off Dix and Wallace and there's --- several others. So I appreciate your time. I'm not an engineer, just a resident. And I wanted to be sure that the residents had proper ability to get on 30 without having so much barriers and having to go so far down 30 before they turn again. Thank you

Response #20

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment (EA).

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor; and the primary purposes of the project are to improve: safety conditions, operational deficiencies, facility and infrastructure deficiencies, and community and economic development constraints.

Under the proposed design, left turning movements will be restricted from Dix Drive onto Route 30. The proposed median and jug handle intersection treatments would eliminate conflict points and potential conflicting maneuvers along this segment of Route 30, thereby improving overall traffic safety. Median openings and left turns are only proposed at signalized intersections, but Dix Drive represents the westernmost cross-street intersection that will be affected by the proposed median barrier, and portions of the corridor farther west of Dix Drive will remain unrestricted as they are under existing conditions. Under the proposed conditions, motorists exiting Dix Drive will be restricted to right-hand turns. If the motorist wants to go East on Route 30, they will need to find a turnaround point further down Route 30. A different option for motorists on Dix Drive to access the eastbound lanes of Route 30 would be to utilize Bach Drive to make a left turn into the eastbound lanes of Route 30. The logical termini at the western project limit are the Route 48 intersection with Route 30 and necessary approach work. Currently, access changes are not proposed at the Bach Drive intersection with Route 30 and left turn movements will not be restricted. The project team evaluated the existing sight distance at Bach Drive, and it was determined by the project team to be adequate. This minor inconvenience would improve the safety and mobility across the project corridor. Construction of the project would improve traffic flow across the Route 30 corridor and improve efficiency of mobility.

Travel times are expected to be affected if the project is constructed. A heat map display, which demonstrates how travel times are generally expected to change across the project corridor, was presented at the public open house meeting that occurred on May 29, 2019. The summary of this meeting, including display presentations, is accessible via the Technical Reports section of the project website (route30projects.com). Results of the heat map display demonstrate improved mobility across the overall corridor, which will benefit all users of the corridor, including business owners and those accessing businesses. Although travel times may increase in some individual cases, construction of the project would result in an overall net decrease in travel time and congestion while improving mobility.

The proposed median and jug handle intersection treatments would eliminate conflict points and potential conflicting maneuvers along this segment of Route 30, thereby improving overall traffic safety. Traffic volume

modeling and forecasting for the base year (2015) and design year (2045) were used to inform the design, including the identification of intersections where there is or will be a need for signals. Signals are proposed to facilitate turning movements at the proposed jughandles, as well as at cross-streets where existing and projected future traffic volumes warrant them.

Comment #21 (In-person)

The runoff water from Route 30 between Ken Way and Keystone Lane. Addressing the runoff water from Route 30.

Response #21

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, one of the needs the project is designed to address includes the documented stormwater ponding, open top inlets and exposed headwalls, and areas of stormwater erosion that have caused inlet and drainage pipes to become exposed.

Drainage improvements are proposed across the entire project area, including between Ken Way and Keystone Lane, to address existing drainage problems within this portion of the corridor. The project design includes the installation of curb and gutter across the corridor which will reduce overall runoff volume associated with Route 30.

Comment #22 (In-person)

The traffic light at Idaho Lane for Dusty Rhodes Mobile Home Village request a green arrow to turn left onto Route 30, otherwise the opposing jug handle traffic prevents our exiting Idaho Lane. Safer entering and exiting Dusty Rhodes mobile village, which consists of about 50-60 residents.

Response #22

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. Under existing conditions, there is no signal to facilitate left turns from Idaho Lane onto Route 30. The proposed design includes a break in the jersey barrier and a signal which will improve all traffic movements at this intersection. The signal will accommodate turning movements but will not include a green arrow or a left turn lane from Idaho Lane onto Route 30. Existing and predicted future traffic volume data does not warrant the incorporation of a dedicated left turn lane, and the addition of an extra lane would expand the design width, right-of-way impacts, and potentially other environmental impacts of the project. Designated turn lanes are only proposed where existing and traffic volumes warrant them to minimize impacts. The proposed design features for the project have been designed to provide safety improvements for all of the users of this roadway.

Comment #23 (Public Hearing Testimony)

I'm here. I'm going to talk really loud, talking to both sides. … Thanks. And I'm talking about Idaho Lane and that the red light's proposed. For coming out of Dusty Rhodes Trailer Park, for example. We need --- the light needs to be a left hand turn arrow for us, but with the way the jug handle works, it's going to be more confusion, more cars coming down from --- from Irwin to go back up toward Irwin. So therefore, you're going to have two cars trying to make a left-hand turn from Ardara and us trying to make a left-hand turn from Dusty Rhodes Trailer Park. So therefore, you know, that has to be rectified to the point where people coming from down Ardara Road, there's usually only about two cars down there occasionally, but now you're going to have more traffic.

And so, how are these people going to make their left hand turn to go back up toward Irwin? And so, I think that that has to be really looked into more deep than you think. Plus, down Logan Road, for example, there's houses across the street

from me that are in Westmoreland County. How are they --- how are they going to go onto Sarah Drive? How are they going to get there? And now in the waste management, I mean, they have to get down --- how are they going to get up to Sarah Drive to get that garbage? So --- so there's a bunch of stuff that still has to be rectified with the traffic lights and stuff like that. There's a lot of confusion about all these people coming down Ardara Road now. Usually there's only one or two cars making that left hand turn there, but now there's going to be more traffic coming down Ardara since that jug handle is being put in. So therefore, you have to address us coming out of Dusty Rhodes on --- on Idaho Lane to make a left-hand turn. So we need a green arrow there. But how about the people coming down Ardara Road now to make a left hand turn to go back up to Irwin?

Okay, I saw --- I got a yellow light, so. I've said my piece, and I think that there's been enough said here. I like the --- I like the system. I hope everything goes well. Love you guys. Thank you, sir.

Response #23

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. Under existing conditions, there is no signal to facilitate left turns from Idaho Lane onto Route 30. The proposed design includes a break in the jersey barrier and a signal which will improve all traffic movements at this intersection. The signal will accommodate turning movements but will not include a green arrow or a left turn lane from Idaho Lane onto Route 30. Existing and predicted future traffic volume data does not warrant the incorporation of a dedicated left turn lane, and the addition of an extra lane would expand the design width, right-of-way impacts, and potentially other environmental impacts of the project. Designated turn lanes are only proposed where existing and traffic volumes warrant them to minimize impacts. The proposed design features for the project have been designed to provide safety improvements for all of the users of this roadway.

As discussed in Section 4.6 of the Environmental Assessment, the project design will include signage to assist with navigating the jug handles.

Under the preferred alternative, motorists originating from Ardara Road and destined for Irwin would have the ability to make a left turn. No changes to Sarah Drive or its connection to Logan Road are proposed under the preferred alternative. Residents on Sarah Drive would still access Route 30 via Logan Road by taking East Street or Madden Road.

Comment #24 (In-person)

Why are there not more right turning lanes?

Response #24

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. Traffic volume modeling and forecasting for the base year (2015) and design year (2045) were used to inform the design, including the identification of intersections where there is or will be a need for a right-turn lane. Existing and predicted future traffic volume data does not warrant the incorporation of a dedicated right turn lane, and the addition of an extra lane would expand the design width, right-of-way impacts, and potentially other environmental impacts of the project. Right turn lanes are only proposed where existing and projected future traffic volumes warrant them to minimize impacts. The proposed design features for the project have been designed to provide safety improvements for all of the users of this roadway.

Comment #25 (Website form)

Adding additional traffic signals is not the way to make the highway safer. More people running red lights and crashing into innocent people will be more likely to happen with more stoplights.

Better synchronization of the stoplights already in use.

It would be cost effective to eliminate the use of concrete curbs along this highway.

Response #25

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor; and the primary purposes of the project are to improve: safety conditions, operational deficiencies, facility and infrastructure deficiencies, and community and economic development constraints.

One of the primary purposes of the project is to improve safety conditions for the traveling public. The importance of safety improvements is evident by recent five-year PennDOT Crash Information Tool data results, which identify 179 total crashes with four pedestrian crashes (two of which are also included in the fatal crash count).

As detailed in Chapter 3 of the EA, this project would consist of additional roadway improvements beyond signal installation to meet the established purpose and need. The project proposes the full depth reconstruction of the Route 30 corridor, as well as improvements to PA 48 and Route 30 utilizing an innovative Restricted Crossing U-turn (RCUT) intersection treatment which would restrict through- and left-turning motorists approaching Route 30 to right-turns only. They would then complete a U-turn movement at a designated median opening before reconnecting with their intended route. The work throughout this corridor is expected to consist of safety improvements ranging from upgraded signing, pavement marking, and delineation to roadway realignment, roadway widening, and the addition of auxiliary lanes at the intersections. A jersey barrier would be put in place as an improved safety measure for the corridor. The jersey barrier would be installed between the west and east bound lanes to minimize left turns within the project limits. Left turns would only be possible at the signalized intersections. Some intersections would include jug-handles to allow traffic to turn around. Jug-handles are proposed approximately every 0.7 miles to accommodate businesses and travelers throughout the corridor. The proposed median and jug handle intersection treatments would eliminate conflict points and potential conflicting maneuvers along this segment of Route 30, thereby improving overall traffic safety. A focus on existing signal synchronization alone would not address the safety or operational deficiency-related purpose and needs within the corridor.

The project is designed to address needs tied to documented stormwater ponding, open top inlets and exposed headwalls, and areas of stormwater erosion that have caused inlet and drainage pipes to become exposed.

Drainage improvements are proposed across the entire project area to address existing drainage problems within this portion of the corridor. The project design includes the installation of curb and gutter across the corridor which will reduce overall runoff volume associated with Route 30. This is an important element of the project to address the infrastructure needs related to drainage issues across the corridor.

Comment #26 (Phone Call)

He owns the Glass Block building on the corner of Idaho Lane opposite Ardara Road. He said that he loved the public meeting and the plans presented. Especially how PennDOT connects Idaho Lane to his business. He said that when the light is installed in the intersection of Ardara Road/Idaho Lane and SR 30 that will improve the turning movements out of Idaho Lane. He said there was bad sight distance there to turn left onto SR 30. He did not think a dedicated left turn light would be needed on Idaho Lane. Just a normal green light for Idaho Lane would be enough. Not much traffic comes out of Ardara Road.

Response #26

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. Your comment has been received and will become part of the project record. The proposed design includes a break in the jersey barrier and a signal which will improve all traffic movements at this intersection. The signal will accommodate turning movements but will not include a green arrow or a left turn lane from Idaho Lane onto Route 30. Existing and predicted future traffic volume data does not warrant the incorporation of a dedicated left turn lane, and the addition of an extra lane would expand the design width, right-of-way impacts, and potentially other environmental impacts of the project.

Comment #27 (In-person)

I have to drive 2 mi. out of my way to get access to the entrance of my place of employment. Put a break in the Jersey Barrier and add a "flashing yellow light" in front of "Vangura Lane."

Response #27

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. As discussed in Section 2.1 of the Environmental Assessment, the proposed intersection treatments, jersey barrier, and jug-handle turnarounds approximately every 0.7 miles would address existing operational deficiencies, including existing and projected levels of congestion, intersection failures, excessive queueing, and travel concerns across the entire project corridor. The jersey barrier openings were designed to be as frequent as possible to minimize access impacts while ensuring the desired safety and mobility improvements.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor; and the primary purposes of the project are to improve: safety conditions, operational deficiencies, facility and infrastructure deficiencies, and community and economic development constraints. Travel times are expected to be affected if the project is constructed. A heat map display, which demonstrates how travel times are generally expected to change across the project corridor, was presented at the public open house meeting that occurred on May 29, 2019. The summary of this meeting, including display presentations, is accessible via the Technical Reports section of the project website (route30projects.com). Results of the heat map display demonstrate improved mobility across the overall corridor, which will benefit all users of the corridor, including business owners and those accessing businesses. Although travel times may increase in some individual cases, construction of the project would result in an overall net decrease in travel time and congestion while improving mobility. The design adjustments suggested by the commenter would not support the project's purpose and need.

Comment #28 (In-person)

Needs better planning. Better planning.

Response #28

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. The study phase of this project began in 2015, at which time a formal Purpose and Need statement and Alternatives Analysis study were completed and approved by FHWA. Public involvement activities have included stakeholder meetings, numerous local officials meetings, and meetings with the general public, as detailed in Chapter 5 of the Environmental Assessment. The project is currently in the preliminary engineering phase, and the project team is working to ensure it is designed in accordance with the National

Environmental Policy Act and all applicable federal, state, and local regulations prior to resuming with the final design and construction phases.

As presented at the public hearing that was held on May 9, 2024, the environmental decision document is expected to be signed and approved for the project by September of 2024. The final design phase of the project will then occur and will continue until construction begins in July of 2027. Construction is expected to take approximately three years and will be complete by the end of 2030. Check the website (route30projects.com) for schedule and other project related updates.

Comment #29 (Public Hearing Testimony)

It's been a long time in coming, and I'm glad, and I hope it goes that you put the concrete barrier in between. Because I think it'd be a lot safer than putting in a turning lane. I can't wait for it. It's --- yeah, it's going to be a nuisance and everything, but, you know, in the long run, it will be a lot safer. Without how many times I've almost had head on collisions of people driving in the turning lanes. So, I welcome this.

Response #29

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. Your comment has been received and will become part of the project record. As presented at the public hearing that was held on May 9, 2024, the environmental decision document is expected to be signed and approved for the project by September of 2024. The final design phase of the project will then occur and will continue until construction begins in July of 2027. Construction is expected to take approximately three years and will be complete by the end of 2030. Check the website (route30projects.com) for schedule and other project related updates.

The proposed median and jug handle intersection treatments would eliminate conflict points and potential conflicting maneuvers along this segment of Route 30, thereby improving overall traffic safety. Median openings and left turns are only proposed at signalized intersections. This minor inconvenience would improve the safety and mobility across the project corridor.

Comment #30 (In-person)

Safety - traffic - access to our driveway. Long time problems with Leger Road.

Response #30

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. The driveway located at 700 Leger Road is not located within the established logical termini and is outside of the scope of the project.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor; and the primary purposes of the project are to improve: safety conditions, operational deficiencies, facility and infrastructure deficiencies, and community and economic development constraints.

Development of the project is expected to improve mobility and existing and projected future congestion.

Comment #31 (Public Hearing Testimony)

Okay. My --- I live on Logan Road. And anybody that knows anything about the zoning and so on around here, 700 is seven tenths of a mile from the intersection. I live in 700, 800 is eight tenths of a mile and so on. Now, when --- my big

concern with this thing is traffic, because it's going to get, from what I can see, I'm going to have to pack a lunch to get through the light to get out on Route 30 from my place. And right now, when the church lets out, it takes two, three cycles of the light to get through the traffic light at Leger and Route 30. That part, and --- and also, and it's part of the thing since they put that new bridge in, we have people cutting through, similar to what he has on Ardara Road the other fellow mentioned. Cutting through from 993 up through. And it's --- they're flying. It's a speed limit. You take your life in your hands, getting mail out of your mailbox. They have --- Leger Road is too narrow. The state has done no maintenance on it for over years. If --- the berms are bad.

With that rainstorm we had the other day, the water ran down. Our right of way is a quarter of a mile long. It went back there, down over the hill, and I got mud that deep on my porch. And it's coming off of Leger Road. Now, based on what happened, we've got quite a bit of problem with traffic and everything else. And I think from what I see of these jugheads and so on, they're going to be backed up halfway to Ardara on Leger Road coming through there.

Now, one other thing that I had to start to say, but Jason brought it up. There's with --- there is a very bad hidden problem on Leger Road. Westinghouse transformer oil was dumped back there. It was also a trucking company back there called Tank Truck Rentals that hauled hazardous material, arsenic and everything else. And they horsed them out in that area back there. So there's, I don't know how much disturbing they're going to do, but there's a lot of stuff, and it's all been swept under the rug from both the township and the state. I think it's going to have to be addressed.

Response #31

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. As discussed in Section 2.1 of the Environmental Assessment, the proposed intersection treatments, jersey barrier, and jug-handle turnarounds approximately every 0.7 miles would address existing operational deficiencies, including existing and projected levels of congestion, intersection failures, excessive queueing, and travel concerns across the entire project corridor. The jersey barrier openings were designed to be as frequent as possible to minimize access impacts while ensuring the desired safety and mobility improvements.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor; and the primary purposes of the project are to improve: safety conditions, operational deficiencies, facility and infrastructure deficiencies, and community and economic development constraints. Development of the project is expected to improve mobility and existing and projected future congestion.

In addition, the proposed jersey barrier across most of the corridor, median barrier openings at signalized intersections, and jughandle treatments were designed to accommodate existing and predicted future traffic volumes.

Travel times are expected to be affected if the project is constructed. A heat map display, which demonstrates how travel times are generally expected to change across the project corridor, was presented at the public open house meeting that occurred on May 29, 2019. The summary of this meeting, including display presentations, is accessible via the Technical Reports section of the project website (route30projects.com). Results of the heat map display demonstrate improved mobility across the overall corridor, which will benefit all users of the corridor. Although travel times may increase in some individual cases, construction of the project would result in an overall net decrease in travel time and congestion while improving mobility. These minor inconveniences would improve traffic flow across the Route 30 corridor and improve efficiency of mobility.

The proposed speed limit under the preferred alternative for Route 30 will match the existing speed limit of 40 miles per hour, as noted in Appendix C of the EA. We will relay the concerns regarding speed enforcement within the project area to the North Versailles and North Huntingdon police forces.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, one of the needs the project is designed to address includes the documented stormwater ponding, open top inlets and exposed headwalls, and areas of stormwater erosion that have caused inlet and drainage pipes to become exposed.

Drainage improvements are proposed across the entire project area, including portions of Leger Road, to address existing drainage problems within this portion of the corridor. The project design includes the installation of curb and gutter across the corridor which will reduce overall runoff volume.

Thank you for the information regarding the site formerly utilized by Westinghouse (290 Leger Road). This property was evaluated under the Waste Management Permit #65-81945 in the Phase I Environmental Site Assessment report (2021, updated addendum 2023). At this time, this property is beyond the work limits established for the project and will not be impacted by construction activities.

Comment #32 (In-person)

Ingress and egress out of plan @ Dix Dr and Route 30. Convince North Versailles to widen and pave Naser Road at Route 48 to allow ingress and egress in a more safe manner.

Response #32

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. Under the proposed design, left turning movements will be restricted from Dix Drive onto Route 30. The proposed median and jug handle intersection treatments would eliminate conflict points and potential conflicting maneuvers along this segment of Route 30, thereby improving overall traffic safety. Median openings and left turns are only proposed at signalized intersections. This minor inconvenience would improve the safety and mobility across the project corridor. The logical termini at the western project limit is the Route 48 intersection with Route 30 and necessary approach work. The commenter's suggested improvements are outside of the scope of the project. However, PennDOT will discuss the problems with Naser Road with the local municipalities to determine if there are future plans for it, and may consider this as a separate project at a later date.

Comment #33 (Website form)

Please just start it already and get it done this is a very dangerous section of road and these changes will undoubtedly help that.

Speed and efficiency project looks fantastic I hope North Huntingdon ends up as nice as Murrysville is with the similar setup.

Response #33

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. Your comment has been received and will become part of the project record.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor. Construction of the project would improve traffic flow across the Route 30 corridor and improve efficiency of mobility. The proposed speed limit under the preferred alternative for Route 30 will match the existing speed limit of 40 miles per hour, as noted in Appendix C of the EA.

As presented at the public hearing that was held on May 9, 2024, the environmental decision document is expected to be signed and approved for the project by September of 2024. The final design phase of the project will then occur and will continue until construction begins in July of 2027. Construction is expected to take approximately

three years and will be complete by the end of 2030. Check the website (route30projects.com) for schedule and other project related updates.

Comment #34 (In-person)

I worry that the jersey barriers will hurt businesses on Route 30, and also encourage speeding. Other places where jersey barriers were put in, people speed even faster. Ease of people getting to businesses and neighborhoods, and also possibly reducing the speed limit. You could decrease the speed limit to 35 - 40 like they have in North Versailles.

Response #34

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment (EA). Sections 4.6 and Table 3.4 of the EA detail the anticipated business impacts that would result from the project. Businesses along the project corridor that rely heavily on drive-by traffic may experience indirect impacts due to the installation of the median barrier. However, design accommodations have been proposed to minimize this potential negative effect on the existing businesses. As discussed in Section 2.1 of the Environmental Assessment, the proposed intersection treatments, jersey barrier, and jug-handle turnarounds approximately every 0.7 miles would address existing operational deficiencies, including existing and projected levels of congestion, intersection failures, excessive queueing, and travel concerns across the entire project corridor. The jersey barrier openings were designed to be as frequent as possible to minimize access impacts while ensuring the desired safety and mobility improvements.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor; and the primary purposes of the project are to improve: safety conditions, operational deficiencies, facility and infrastructure deficiencies, and community and economic development constraints. Travel times are expected to be affected if the project is constructed. A heat map display, which demonstrates how travel times are generally expected to change across the project corridor, was presented at the public open house meeting that occurred on May 29, 2019. The summary of this meeting, including display presentations, is accessible via the Technical Reports section of the project website (route30projects.com). Results of the heat map display demonstrate improved mobility across the overall corridor, which will benefit all users of the corridor, including business owners and those accessing businesses. Although travel times may increase in some individual cases, construction of the project would result in an overall net decrease in travel time and congestion while improving mobility. Although motorists may be less likely to stop at businesses and other study area resources if access is restricted to right-in / right-out only movements, as proposed under the preferred alternative, motorists may also be more likely to stop at businesses and other resources if they feel safer accessing them. After a temporary adjustment period, the public will still access the businesses they did before, just by a different route.

The design of other Route 30 segments differ from what is proposed under this project, and this design would not necessarily impact driver speeds in the same way. For example, the Jeannette segment includes jersey barrier for approximately 1.75 miles with no signalized intersections or breaks for turnarounds, while this project proposes breaks in the jersey barrier approximately every 0.7 miles. Speeding and other driver errors are documented to contribute to the majority of US 30 crashes. Section 2.2 of the EA outlines the purpose and need associated with this segment of the Route 30 corridor. One of the primary purposes of the project is to improve safety conditions for the traveling public. The importance of safety improvements is evident by recent five-year PennDOT Crash Information Tool data results, which identify 179 total crashes with four pedestrian crashes (two of which are also included in the fatal crash count). A focus on speed limit enforcement alone would not address these safety-related purposes and needs within the corridor. In addition, the proposed speed limit under the preferred alternative for Route 30 will match the existing speed limit of 40 miles per hour, as noted in Appendix C of the EA. We will relay

the concerns regarding speed enforcement within the project area to the North Versailles and North Huntingdon police forces.

Comment #35 (Public Hearing Testimony)

Okay. I'll keep it simple. I own a dental business. I own a dental practice right on Carpenter Lane and Route 30. And I opened my practice about a year and a half ago. And I currently see about, like, 1,500 patients, probably 40 to 50 patients a day. And I'd like to think I'm pretty good at what I do. And quite simply put, right now the plans include some eminent domains, some --- a take in my property. And doing so would pretty much remove probably half my parking situation.

So, you know, my patients come every day and I need parking spots for my staff and for my patients. And it would --- it could potentially decimate my business if everything goes forward as planned. And, you know, I like to think I'm pretty good at what I do, and I have patients coming to see me from as far as Brookline, from other states also. I like to be an asset to the community. And whenever patients come see me from other cities, I think it helps other businesses in Irwin also. So, you know, I know we want to make things better for everyone, but I want to, you know, I'm pretty young. I plan on being here for a while. I want to stay as an asset for Irwin and for North Huntingdon. And if this goes through, it might make things very difficult or maybe even close to impossible for me.

So, you know, please consider that whenever you're coming up with your plans and hope we can make something work. Thank you.

Response #35

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. The proposed plans will continue to be refined through final design. Property impacts are unavoidable and will continue to be refined through final design and impacts may change. If the project is constructed, and right-of-way is required, the Right-of-Way acquisition will be conducted according to PennDOT Policy and the Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs Act. The proposed project is designed to improve overall traffic safety and will result in a net benefit for the community.

Comment #36 (email and comment form)

email:

Hello,
Attached are the comment forms for both of our locations. We have major concerns about backing into our lot/garages. Also, where will we park our trucks? Please could we request a meeting with someone? Please let us know.

--comment form attached—

Park trucks? Receiving out of town trucks. Our trucks leaving in the AM going east backing into our dock - we go across all four lanes to back into dock.

Time added to go up and down Route 30.

Response #36

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment.

As discussed in Chapter 5 of the EA, the public, and local stakeholders, and public officials were afforded the opportunity to review the project through public involvement activities that occurred on March 2, 2016, October 5,

2017, May 29, 2019, October 24, 2022, and at the public hearing, which occurred on May 9, 2024. The project team may be contacted at any time through final design to answer specific questions regarding business access questions. Further public outreach that would involve a review with business owners is not planned. Please contact Joshua Zakovitch, P.E., with any further questions. His contact information is below:

Joshua Zakovitch, P.E., Project Manager

Pennsylvania Department of Transportation Engineering District

12-0 825 N. Gallatin Avenue,

Uniontown, PA 15401

Telephone: (724) 439-7377

Email: jzakovitch@pa.gov

Sections 4.6 and Table 3.4 of the EA detail the anticipated business impacts that would result from the project. Businesses along the project corridor that rely heavily on drive-by traffic may experience indirect impacts due to the installation of the median barrier. However, design accommodations have been proposed to minimize this potential negative effect on the existing businesses. As discussed in Section 2.1 of the Environmental Assessment, the proposed intersection treatments, jersey barrier, and jug-handle turnarounds approximately every 0.7 miles would address existing operational deficiencies, including existing and projected levels of congestion, intersection failures, excessive queueing, and travel concerns across the entire project corridor. The jersey barrier openings were designed to be as frequent as possible to minimize access impacts while ensuring the desired safety and mobility improvements.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor; and the primary purposes of the project are to improve: safety conditions, operational deficiencies, facility and infrastructure deficiencies, and community and economic development constraints. Travel times are expected to be affected if the project is constructed. A heat map display, which demonstrates how travel times are generally expected to change across the project corridor, was presented at the public open house meeting that occurred on May 29, 2019. The summary of this meeting, including display presentations, is accessible via the Technical Reports section of the project website (route30projects.com). Results of the heat map display demonstrate improved mobility across the overall corridor, which will benefit all users of the corridor, including business owners and those accessing businesses. Although travel times may increase in some individual cases, construction of the project would result in an overall net decrease in travel time and congestion while improving mobility. Although motorists may be less likely to stop at businesses and other study area resources if access is restricted to right-in / right-out only movements, as proposed under the preferred alternative, motorists may also be more likely to stop at businesses and other resources if they feel safer accessing them. After a temporary adjustment period, the public will still access the business they did before, just by a different route.

Comment #37 (Email and comment form)

Hello,
Attached are the comment forms for both of our locations. We have major concerns about backing into our lot/garages. Also, where will we park our trucks? Please could we request a meeting with someone? Please let us know.

--comment form attached—

Businesses losing business because no left turn.

Businesses will lose business in Plaza

Response #37

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment.

As discussed in Chapter 5 of the EA, the public, and local stakeholders, and public officials were afforded the opportunity to review the project through public involvement activities that occurred on March 2, 2016, October 5, 2017, May 29, 2019, October 24, 2022, and at the public hearing, which occurred on May 9, 2024. The project team may be contacted at any time through final design to answer specific questions regarding business access questions. Further public outreach that would involve a review with business owners is not planned. Please contact Joshua Zakovitch, P.E., with any further questions. His contact information is below:

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As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor; and the primary purposes of the project are to improve: safety conditions, operational deficiencies, facility and infrastructure deficiencies, and community and economic development constraints. Travel times are expected to be affected if the project is constructed. A heat map display, which demonstrates how travel times are generally expected to change across the project corridor, was presented at the public open house meeting that occurred on May 29, 2019. The summary of this meeting, including display presentations, is accessible via the Technical Reports section of the project website (route30projects.com). Results of the heat map display demonstrate improved mobility across the overall corridor, which will benefit all users of the corridor, including business owners and those accessing businesses. Although travel times may increase in some individual cases, construction of the project would result in an overall net decrease in travel time and congestion while improving mobility. Although motorists may be less likely to stop at businesses and other study area resources if access is restricted to right-in / right-out only movements, as proposed under the preferred alternative, motorists may also be more likely to stop at businesses and other resources if they feel safer accessing them. After a temporary adjustment period, the public will still access the business they did before, just by a different route

Comment #38 (Public Hearing Testimony)

I'm a local resident, 37 years. I do not like this project because I think it's overkill, too expensive. What is needed is a third lane all the way through here. A Selected spots of having traffic lights would be a far cheaper and safer way to go. This idea of having a breakout out here where the fire trucks can pull out, I guarantee you people will be using that for U-turns to go back. That's a bigger safety issue.

Right now, you've got a section down here at Ardara where the traffic comes to a dead stop and a fast length for people making a left-hand turn at rush hour. There's been --- multiple people live down there. Multiple rear end can collect --- accidents down there.

What's needed out here is more enforcement, because what you've got now is 50 is the new norm out here. Sixty (60) is not unusual to see on this stretch of road, okay?

There's your safety, and distracted drivers for whatever reason. You go out to Jeannette and Adamsburg and you go out that divided lane. It's a speedway with a divided highway. They go 65 and 70 out there. So I don't see this as a real safety factor. I see this as an expensive overkill project beyond anything in this whole length of highway to have this setup.

What I would like to see is a center left hand turn, a few selected traffic lights put in there, and our enforcement a little bit better on the speed limit and distracted drivers. That's --- my end of my statement.

Response #38

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor; and the primary purposes of the project are to improve: safety conditions, operational deficiencies, facility and infrastructure deficiencies, and community and economic development constraints.

As discussed in Section 3.2 of the Environmental Assessment, preliminary alternatives analysis evaluation was completed in 2017 by Whitman, Requardt and Associates, LLP (WRA) for a broader, six-mile segment of Route 30 in North Huntingdon Township from the 10th Street intersection in Irwin Borough to SR 48 in North Versailles Township. Cost and benefits related to safety, travel delay, stops, fuel, emissions, vehicle operating costs, air quality, and overall impacts of three design options, including a five-lane option, and the no-build alternative were evaluated against each other. Results of this analysis showed that the design that was selected as the preferred alternative (and further evaluated in the Environmental Assessment) would result the greatest benefits across all evaluated categories, especially with respect to crash reductions and safety, for only 11% additional overall cost. It also requires less right-of-way acquisition and would involve fewer overall environmental impacts as a result of the smaller footprint. The five-lane option would result in greater impacts while not returning the desired level of safety benefits to meet the project's established purpose and need.

Turning lanes and signal installation and/or signal upgrades were only proposed where existing and predicted future traffic volume data warrants them. The addition of an extra lane would expand the design width, right-of-way impacts, and potentially other environmental impacts of the project. Turn lanes are only proposed where existing and projected future traffic volumes warrant them to minimize impacts.

The design of the Route 30 segment in Jeannette that the commenter references differs from what is proposed under this project. The Jeannette segment includes jersey barrier for approximately 1.75 miles with no signalized intersections or breaks for turnarounds, while this project proposes breaks in the jersey barrier approximately every

0.7 miles. Speeding and other driver errors are documented to contribute to the majority of US 30 crashes. Section 2.2 of the EA outlines the purpose and need associated with this segment of the Route 30 corridor. One of the primary purposes of the project is to improve safety conditions for the traveling public. The importance of safety improvements is evident by recent five-year PennDOT Crash Information Tool data results, which identify 179 total crashes with four pedestrian crashes (two of which are also included in the fatal crash count). A focus on speed limit enforcement alone would not address these safety-related purposes and needs within the corridor. In addition, the proposed speed limit under the preferred alternative for Route 30 will match the existing speed limit of 40 miles per hour, as noted in Appendix C of the EA. We will relay the concerns regarding speed enforcement within the project area to the North Versailles and North Huntingdon police forces.

Comment #39 (In-person)

Can we add bike racks at intersections?

Speed increased due to Jersey Barrier unless speed is reduced to 35mph and heavy enforced by law enforcers. Hurting business access and future commercial development - with two large tracts for sale before Hartford Heights - east and westbound.

Powdered coated traffic signals to enhance our community - like Murrysville crosswalks - wide for bike crossings. Will highway be concreted?

Response #39

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. Crosswalks have been designed to be the standard width and standard signals will be used. Aesthetic treatments or specific bicycle/pedestrian accommodations will be considered and coordinated with North Huntingdon and North Versailles townships during final design. If PennDOT receives requests from the municipalities, it will be considered, and any additional maintenance costs will be negotiated in final design.

Sections 4.6 and Table 3.4 of the EA detail the anticipated business impacts that would result from the project. Businesses along the project corridor that rely heavily on drive-by traffic may experience indirect impacts due to the installation of the median barrier. However, design accommodations have been proposed to minimize this potential negative effect on existing and future businesses. As discussed in Section 2.1 of the Environmental Assessment, the proposed intersection treatments, jersey barrier, and jug-handle turnarounds approximately every 0.7 miles would address existing operational deficiencies, including existing and projected levels of congestion, intersection failures, excessive queueing, and travel concerns across the entire project corridor. The jersey barrier openings were designed to be as frequent as possible to minimize access impacts while ensuring the desired safety and mobility improvements.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor; and the primary purposes of the project are to improve: safety conditions, operational deficiencies, facility and infrastructure deficiencies, and community and economic development constraints. Travel times are expected to be affected if the project is constructed. A heat map display, which demonstrates how travel times are generally expected to change across the project corridor, was presented at the public open house meeting that occurred on May 29, 2019. The summary of this meeting, including display presentations, is accessible via the Technical Reports section of the project website (route30projects.com). Results of the heat map display demonstrate improved mobility across the overall corridor, which will benefit all users of the corridor, including existing and future business owners and those accessing businesses. Although travel times may increase in some individual cases, construction of the project would result in an overall net decrease in travel time and congestion while improving mobility. Although motorists may be less likely to stop at businesses and other

study area resources if access is restricted to right-in / right-out only movements, as proposed under the preferred alternative, motorists may also be more likely to stop at businesses and other resources if they feel safer accessing them. After a temporary adjustment period, the public will still access the business they did before, just by a different route.

Speeding and other driver errors are documented to contribute to the majority of US 30 crashes. Section 2.2 of the EA outlines the purpose and need associated with this segment of the Route 30 corridor. One of the primary purposes of the project is to improve safety conditions for the traveling public. The importance of safety improvements is evident by recent five-year PennDOT Crash Information Tool data results, which identify 179 total crashes with four pedestrian crashes (two of which are also included in the fatal crash count). A focus on speed limit enforcement alone would not address these safety-related purposes and needs within the corridor. In addition, the proposed speed limit under the preferred alternative for Route 30 will match the existing speed limit of 40 miles per hour, as noted in Appendix C of the EA. We will relay the concerns regarding speed enforcement within the project area to the North Versailles and North Huntingdon police forces.

The project proposes full-depth reconstruction of the Route 30 corridor, as well as the installation of concrete curb and gutter and concrete jersey barrier. Pavement design is still pending and asphalt vs. concrete will be determined in final design.

Comment #40 (Public Hearing Testimony)

I'm --- I'm Bob Morgan. I'm a Board member in Friends of Norm Charles (phonetic). We're a community group. They're trying to get more bikeability and walkability within the community. So, what I'm asking is there a feasibility, like if you actually have those crosswalks wide enough to accommodate bikes or a bike rack or two within some of the better populated communities so we can get people out safely across the roads and into our communities to be viable and get to the community within our other areas of our community. So that's all I'm asking.

Response #40

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. Requests for aesthetic treatments or specific bicycle/pedestrian accommodations were not made in prior coordination with stakeholders and North Huntingdon and North Versailles townships. Crosswalks have been designed to be the standard width. However, aesthetics could be considered in final design. If specific treatments or specific bicycle/pedestrian accommodations are desired, it is suggested that support for the request is obtained from North Huntingdon and/or North Versailles Township. If PennDOT receives requests from the municipalities, it will be considered, and any additional maintenance costs will be negotiated in final design.

Comment #41 (Public Hearing Testimony)

Yes. My name is Michael Mull, M-I-L-L. I have a few issues. I live on Ardara Road. That's my main concern, but we'll start at Carpenter Lane. There's a storm drain. As soon as you come out of Carpenter Lane, heading out west, there's a storm drain. They pass it many times. When you're going down the road, unless you want to bust your suspension in your car, you got to go out a little bit in the passing lane to get around that. So that's number one that's bad. You go down in the dip by the old riding stable, water lays in there. When you get down to where the old Blue Dell was, Jacks Run Road, there's water that lays in there constantly. I've been here for years. They've --- they've worked on that area back and forth, but the trout pond's still there. So if you don't know it's there, you're coming through there at like they said, cars going 60, 65 miles an hour. Hit that water and hydroplane, somebody's going to get killed. So, come to Adara Road. I live on Ardara Road. That is the worst intersection possible. When you're coming from North Versailles to Irwin and you're sitting in that left hand lane to make a left on Ardara Road, you're constantly looking in your mirror because somebody's going to come up from North Versailles, miles an hour and smash into your freaking car. Monday, there was an accident there when I went to pick up my grandson. Right there at that road. I --- I witnessed multiple

accidents. So, at the least, I like the idea that you need a red light there. I don't know if you're planning on a red light and a juggernaut or whatever you call it, but at the most, you need a red light.

By what I see, the plans are when you come to the cemetery it's going to go up past Hartford Heights School and dump onto Ardara Road and then come back down. Not sure on the plans how far it goes up towards the knob where the parking lot goes into the school. But when you're coming out of the school, you cannot see anybody coming from Route 30 up over that knob because it's a blind knob.

We --- I lived in Cabotsville (phonetic), now I live on top of Mahaffey Hill. You have so many cars on that freaking road, constant for hours and hours and hours. And you want to, if you plan on doing that juggernaut up there and it comes out near that top at that blind hill, you're going to take all them cars over there. Why couldn't you just put a third lane in there and go up along there? It's --- it's just, whatever. I'm just glad you guys are planning on doing it, but, like, it's a nightmare waiting to happen again.

Response #41

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, one of the needs the project is designed to address includes the documented stormwater ponding, open top inlets and exposed headwalls, and areas of stormwater erosion that have caused inlet and drainage pipes to become exposed.

Drainage improvements, including storm drain upgrades, are proposed across the entire project area to address existing drainage problems within this portion of the corridor. The project design includes the installation of curb and gutter across the corridor which will reduce overall runoff volume associated with Route 30.

Under existing conditions, there is no signal to facilitate turning movements from Ardara Road onto Route 30. The proposed median barrier opening, signalization, and jughandle treatment at Ardara Road was designed to accommodate existing and predicted future traffic volumes at this intersection. Safety and mobility conditions are expected to improve at this intersection as a result of construction of the project.

Adelphoi Village Academy is located on Adara Road. Motorists exiting this roadway onto Route 30 currently experience issues related to sight distance from westbound Route 30 but will experience improved safety by the proposed median barrier opening, signalization, and jughandle treatment at this intersection.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor; and the primary purposes of the project are to improve: safety conditions, operational deficiencies, facility and infrastructure deficiencies, and community and economic development constraints.

These improvements as described above would improve safety and traffic flow across the Route 30 corridor and would improve efficiency of mobility.

Existing and predicted future traffic volume data does not warrant the incorporation of dedicated turn lanes where not proposed in the preferred alternative, and the addition of extra lanes would expand the design width, right-of-way impacts, and potentially other environmental impacts of the project. Designated turn lanes are only proposed where existing and traffic volumes warrant them to minimize impacts. A center turn lane/five-lane option, as detailed in Section 3.2 of the Environmental Assessment, was dismissed from further consideration due to greater impacts associated with this option.

Comment #42 (Public Hearing Testimony)

Yeah, I think it's great what you're doing there. But if along the line, further down the road, are they going to correct the problem? Are they going to correct the problem with this stuff? Just one thing. Once they put the stuff in there, you know, I mean, it's fine, you know, but is it going to be corrected as time goes on? That's --- that's one of the.

… All right, thank you.

Response #42

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor; and the primary purposes of the project are to improve: safety conditions, operational deficiencies, facility and infrastructure deficiencies, and community and economic development constraints.

Construction of the project is expected to meet the overall purpose and need established for the project. These improvements would improve safety and traffic flow across the Route 30 corridor and would improve efficiency of mobility. Any features that are designed and constructed for this project on a state route or within PennDOT right-of-way will be maintained by PennDOT once construction is complete. Any features that are constructed on local roads within the North Huntingdon Township or North Versailles Township right-of- way will be maintained by those local municipalities after construction.

As discussed in Section 3.2 of the Environmental Assessment, preliminary alternatives analysis evaluation was completed in 2017 by Whitman, Requardt and Associates, LLP (WRA) for a broader, six-mile segment of Route 30 in North Huntingdon Township from the 10th Street intersection in Irwin Borough to SR 48 in North Versailles Township. Cost and benefits related to safety, travel delay, stops, fuel, emissions, vehicle operating costs, air quality, and overall impacts of three design options and the no-build alternative were evaluated against each other. Results of this analysis showed that the design that was selected as the preferred alternative (and further evaluated in the Environmental Assessment) would result the greatest benefits across all evaluated categories, especially with respect to crash reductions and safety, for only 11% additional overall cost. It also requires less right-of-way acquisition and would involve fewer overall environmental impacts as a result of the smaller footprint.

Comment #43 (In-person)

Right-of-way issues. We live on ■■■■■■■■■■. Best alternatives for homeowners. We realize safety is an issue.

Response #43

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. Property impacts are unavoidable and will continue to be refined through final design. If the project is constructed, Right-of-Way acquisition will be conducted according to PennDOT Policy and the Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs Act. The proposed project is designed to improve overall traffic safety and will result in a net benefit for the community. As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor.

Comment #44 (Website form)

How it will affect the parking in front of our building.

We are RJ Staso Heating and Air, and the details shows, what I assume is a turning lane.

If so, this would almost certainly impact our business. We also have Styles by Santone and they also require parking.

Response #44

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment.

The proposed plans will continue to be refined through final design, and impacts may change. A turning lane is not proposed from eastbound US Route 30 onto Glendale Drive.

Property impacts are unavoidable and will continue to be refined through final design. If the project is constructed, and right-of-way is required, the Right-of-Way acquisition will be conducted according to PennDOT Policy and the Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs Act.

Comment #45 (Website Form and Phone Call)

Sheetz store is located at 13700 Route 30 in North Huntingdon.

We want to contact the Route 30 project coordinators. We have no objection to the project, but we would like to discuss the addition of directional wayfinding signs.

Sheetz contact- Allen Stevens

Response #45

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. As discussed in Section 4.6 of the Environmental Assessment, the project design will include signage that clearly indicates to drivers that access to the other side of the road is at the jug handles. Sign requirements and placement will be determined during final design.

Comment #46 (In-person)

Amount of proposed property needed/required. Why so much of our property is needed and required at Crown/Leger Road - to bring to a "T" for the fewer than 100 cars per day that travel Crown Road. This will lower our property value for a handful of cars that travel Crown Road daily. Just doesn't make sense.

Response #46

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment.

Property impacts are unavoidable and will continue to be refined through final design. The Crown Road/Leger Road intersection is currently at an acute angle and was proposed to be reconfigured as a T-intersection to improve safety and appropriate sight distance. There is a driveway constraint associated with the parcel immediately south of this intersection. However, additional design options will be evaluated in final design. Refer to comment #51 for additional information.

If the project is constructed, right-of-way acquisition will be conducted according to PennDOT Policy and the Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs Act.

Comment #47 (Email)

We are writing to submit additional comments for consideration on this project (the comment forms, paper and online, do not provide enough room).

These comments are directly related to the Crown Road/Leger Road proposed realignment, which we feel is secondary and unrelated to the actual Route 30 project. From what we can tell from the renderings and after speaking with staff at the Hartford Heights meeting on May 9 – the proposed realignment seems to have no actual direct impact/effect on the proposed jug handle @ leger/carpenter lane.

Points to consider:

- Crown road is not a highly travelled road – maybe 50 cars a day, primarily used by 3 businesses all located at the lower end of Crown Road at the intersection with Mackey Road (Shorkey Auto group to access stored cars in open lot at top of Crown and for employees at 2 autobody shops located near Mackey) – all three of the business can be accessed directly from Mackey Road.

- As per the above, Crown Road could be completely closed off at the intersection with Leger Rd. (it is not needed) and could be used solely as an access road for Shorkey to use for their new/used car storage.

- The cost in involved in the construction work that would be involved to bring Crown Road to a "T" just does not justify whatever cost is involved to complete this piece of the project for the few cars that travel this largely unused road:

- Engineering, planning, and whatever professional service costs involved
- Cost of purchasing a portion of our property
- The cost to dig out that portion of land (there is at least a 10' drop (if not more) from the top of our property down to Crown Road that would need to be dug out, brought up to grade with Leger road and reinforced

This just seems like a lot of money wasted that could be better spent elsewhere.

As such, we would request a reasonable justification for this piece of the proposal, as it just makes no sense to us. And IF it were to move forward why so much of our property would be required – the "T" could certainly be moved much closer to the Crown/Leger Road intersection than is currently proposed.

We thank you for your time and consideration,

Bill and Jody Stockdill

Response #47

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment.

Property impacts are unavoidable and will continue to be refined through final design. The Crown Road/Leger Road intersection is currently at an acute angle and was proposed to be reconfigured as a T-intersection to improve safety and appropriate sight distance. There is a driveway constraint associated with the parcel immediately south of this intersection. However, additional design options, including the commenter's requested evaluation of closing the Crown Road intersection with Leger Road (in which case, Mack Road would be utilized instead), will be evaluated in final design in an effort to minimize right-of-way impacts to the commenter's property. If this option is pursued, township-owned roads would be affected, and additional coordination with North Huntingdon Township would be necessary.

If the project is constructed, right-of-way acquisition will be conducted according to PennDOT Policy and the Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs Act.

Comment #48 (Website Form)

Directly related to Crown Road/Leger Road realignment proposal.

That this realignment is NOT necessary. It has no impact that we can see to the jug handle itself and Crown Road might have a total of 50 cars per day that travel it.

Crown Road is primarily used for 3 businesses that are all located at the intersection of Mack Road and Crown -- and Crown road is not even needed to access the businesses. It could be completely closed off at Crown and Leger Road and used purely as an access road for Shorkey Auto who stores cars.

Response #48

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment.

Property impacts are unavoidable and will continue to be refined through final design. The Crown Road/Leger Road intersection is currently at an acute angle and was proposed to be reconfigured as a T-intersection to improve safety and appropriate sight distance. There is a driveway constraint associated with the parcel immediately south of this intersection. However, additional design options, including the commenter's requested evaluation of closing the Crown Road intersection with Leger Road (in which case, Mack Road would be utilized instead), will be evaluated in final design in an effort to minimize right-of-way impacts to the commenter's property. If this option is pursued, township-owned roads would be affected, and additional coordination with North Huntingdon Township would be necessary.

If the project is constructed, right-of-way acquisition will be conducted according to PennDOT Policy and the Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs Act.

Comment #49 (Website Form)

RE: Crown Road/Leger Road intersection - Reasoning/rationale behind the need to bring to a "T".

Crown road is not highly traveled/all businesses located at the lower end are accessible via Mack Rd/Crown road could be closed @ Leger and used as an access for Shorkey Auto where they park their car.

The potential cost involved in this portion of project just does not seem justified for a township road that does not see much volume. Would be more cost effective to close off @ Leger intersection.

Response #49

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment.

Property impacts are unavoidable and will continue to be refined through final design. The Crown Road/Leger Road intersection is currently at an acute angle and was proposed to be reconfigured as a T-intersection to improve safety and appropriate sight distance. There is a driveway constraint associated with the parcel immediately south of this intersection. However, additional design options, including the commenter's requested evaluation of closing the Crown Road intersection with Leger Road (in which case, Mack Road would be utilized instead), will be evaluated in final design in an effort to minimize right-of-way impacts to the commenter's property. If this option is pursued, township-owned roads would be affected, and additional coordination with North Huntingdon Township would be necessary.

If the project is constructed, right-of-way acquisition will be conducted according to PennDOT Policy and the Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs Act.

Comment #50 (Comment Form)

Mr. Zakovitch,

I was unable to attend the meeting on May 9 at Hartford Heights Firehall but wanted to offer my input.

My husband and I reside on Woodside Rd., the last street before crossing into North Versailles and Allegheny County.

I understand the purpose of this project is to improve safety and I am definitely in favor of that. I would think anyone who travels Route 30 frequently would agree.

I also realize that in order to accomplish this, there will be some level of inconvenience.

However, I became concerned when advised one of the proposed jug handles/traffic lights will be at Ardara Rd. and that one of the factors in this decision was the volume of traffic exiting Ardara Rd. onto Route 30.

While on the surface, this may appear to be a safety improvement, I believe it will be the opposite. The majority of the traffic count does not come from people residing on Ardara Rd. Ardara Rd. is used as a shortcut for people traveling from Route 130 in Trafford via Mehaffey Hill Rd, then on to Ardara. This route is a very winding and narrow road, with vehicles driving at dangerous speeds. Providing an easier exit on to Route 30 will only encourage more traffic and increase dangerous conditions.

It would make more sense to move the jug handle to the end of the township/county by Woodside and Logan Rds. This is a very short distance for people exiting Ardara Rd. and would eliminate the need for Woodside residents to travel into North Versailles and into the increased traffic area of Route 48.

I suggest anyone working on this project who is unfamiliar with Mehaffey Hill Rd. and Ardara Rd. take a drive during the busy, afternoon hours to fully understand how hazardous it is.

Thank you for your consideration

Response #50

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment.

Under existing conditions, there is no signal to facilitate turning movements from Ardara Road onto Route 30. The proposed median barrier opening, signalization, and jughandle treatment at Ardara Road was designed to accommodate existing and predicted future traffic volumes at this intersection, and traffic volumes at the Woodside Road / Logan Road intersection with Route 30 do not warrant a median barrier break or other intersection treatments. The commenter's proposed design modification would also result in a greater number of property right-of-way impacts and takes.

As described in Section 4.8 of the Environmental Assessment and in the Indirect and Cumulative Effects report that was completed for the project, the proposed improvements (including improvements to the Ardara Road intersection with Route 30) are not expected to induce changes in traffic volumes or patterns.

As described in Section 2.1 of the Environmental Assessment, improvements to the Route 48 intersection with Route 30 will include an innovative Restricted Crossing U-turn (RCUT) intersection treatment, which will improve traffic and congestion conditions at that intersection as well. Construction of the project would improve traffic flow across the overall Route 30 corridor and improve efficiency of mobility.

For these reasons, relocation of the proposed jughandle treatment at Ardara Road does not meet the project purpose and needs and will not be considered.

Section 2.2 of the EA outlines the purpose and need associated with this segment of the Route 30 corridor. One of the primary purposes of the project is to improve safety conditions for the traveling public.

Comment #51 (In-person)

Timing of the start and if it impacts my house. It looks great to me. Start sooner. Great job. Thanks for your work.

Response #51

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. Your comment has been received and will become part of the project record. As presented at the public hearing that was held on May 9, 2024, the environmental decision document is expected to be signed and approved for the project by September of 2024. The final design phase of the project will then occur and will continue until construction begins in July of 2027. Construction is expected to take approximately three years and will be complete by the end of 2030. Check the website (route30projects.com) for schedule and other project related updates.

Property impacts are unavoidable and will continue to be refined through final design. If the project is constructed, Right-of-Way acquisition will be conducted according to PennDOT Policy and the Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs Act. The proposed project is designed to improve overall traffic safety and will result in a net benefit for the community.

Comment #52 (Public Hearing Testimony)

I'm from Walkers Pet HoTail, so no, my last name is not Walker. We're all walkers there because we walk the dogs outside. Part of --- we're a pet care center. We do boarding, daycare, grooming, and so on. Pet supplies. Daycare is a major part of our business. When I opened up there, I invested in North Versailles. I have realized North Versailles doesn't have a good name. Many of our clients in Murrysville won't go to North Versailles because of the name, which is shocking.

I spent several million dollars buying and renovating the building. We put special equipment in, special handling. Daycare is a very --- doggy daycare is a very convenience-oriented business. People go on the way to work to drop off their dog, and on the way home they pick it up to go home. And --- and I got the property here on Route 30, if anybody is --- between Dix Drive and Bach. So it's right off of 48, because of convenience, easy access. And what this does, it puts up a concrete barrier dividing Route 30. It forces everybody who comes out of the business to make a right on Route 30 and then do a ridiculous turnaround situation to --- to go up of Route 48. It's already difficult enough to get people to come in, to --- to add another five, 10, 15 minutes for all the turnaround with the lights and everything and just the ridiculousness of having to do the do-si-do to turnaround. It's going to put me out of business. Somebody else said about eminent domain. And the --- the way that this is set up on, you have --- to make a left onto 48 from 30, you have to, there's a three-light coordinated phase thing. If they're eminent domain, take a bit of the sign off of all the corners and put a turning light in there like it should be.

Everybody's going to take a look at this. I mean, I've never seen anything like this anywhere. A roundabout would be better than this, which nobody likes roundabouts. This is --- this is really --- this is really crazy. And --- and frankly, I you know, you're making it --- I get that the traffic situation is bad, but the way of fixing it is not this way. It seems like when you talk about alternatives, I heard --- I heard three alternatives, but the only --- there's only one alternative here, or no build alternative. I know traffic needs a, you know, needs to reduce the accidents, which is fine, but just do it properly. Take the turning lanes, put a light at Dix's Drive if you need to slow them down before the --- before the intersection.

But to make --- this is ridiculous. It's a ridiculous procedure. Thank you.

Response #52

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor; and the primary purposes of the project are to improve: safety conditions, operational deficiencies, facility and infrastructure deficiencies, and community and economic development constraints. Travel times are expected to be affected if the project is constructed. A heat map display, which demonstrates how travel times are generally expected to change across the project corridor, was presented at the public open house meeting that occurred on May 29, 2019. The summary of this meeting, including display presentations, is accessible via the Technical Reports section of the project website (route30projects.com). Results of the heat map display demonstrate improved mobility across the overall corridor, which will benefit all users of the corridor, including business owners and those accessing businesses. Although travel times may increase in some individual cases, construction of the project would result in an overall net decrease in travel time and congestion while improving mobility. Although motorists may be less likely to stop at businesses and other study area resources if access is restricted to right-in / right-out only movements, as proposed under the preferred alternative, motorists may also be more likely to stop at businesses and other resources if they feel safer accessing them. After a temporary adjustment period, the public will still access the business they did before, just by a different route.

Construction of the project is expected to meet the overall purpose and need established for the project. These improvements would improve safety and traffic flow across the Route 30 corridor and would improve efficiency of mobility.

As discussed in the Alternatives Analysis Report, Volume 1, accessible via the technical reports tab of the project website (route30projects.com), roundabouts were evaluated as potential intersection treatment options along the corridor. These options were dismissed in early screening scenarios because of the comparatively large right-of-way requirements associated with this type of intersection treatment.

Turning lanes and signal installation and/or signal upgrades were only proposed where existing and predicted future traffic volume data warrants them. The addition of an extra lane would expand the design width, right-of-way impacts, and potentially other environmental impacts of the project. Turn lanes are only proposed where existing and projected future traffic volumes warrant them to minimize impacts.

Comment #53 (email)

Joshua:

Thanks for taking the time to speak with me yesterday afternoon.

Per our conversation, attaching a PDF file containing Public Involvement Comment Form (Pg. 7)

- My comments and alternative design suggestions (Pgs. 1-6)
- Alternative Design Illustrations (Pgs. 8-10)

I hope these comments will spur the designers on to consider alternatives for this section of highway.H38

Please LMK if you have any questions.

Sam

Walkers Pet HoTail

--Comment form response--

New traffic pattern will hurt business.

Alternatives to the area on US 30 at SR 48.

Response #53

Thank you for your interest in the US 30 Corridor Improvements Western Section project and associated Environmental Assessment. We have reviewed your proposed additions to the design for the US Route 30 project at SR 48.

In the 2018 Alternatives Analysis multiple alternatives for RT 30 were studied that included widening with one additional turning lane, ring roads, traditional and dumbbell roundabouts, and R-Cuts. Through the NEPA process and meetings with the local MPO, Township Officials, and Business Owners, the alternatives were narrowed down to the one presented at the May 9, 2024, public hearing. The other alternatives were dismissed because they did not meet the purpose and need of the project from an operations standpoint and were not economically feasible. The traditional intersection upgrade with additional turning lanes and lengthened stacking lanes was investigated and determined to operate at a LOS E for the Future Year 2045 traffic volumes. During final design lighting, phasing, and intersection locations will be investigated as the design progresses to ensure that the purpose and need of the project is met, and the best alternative for the community and safety of the traveling public is implemented.

As presented in Section 2.2 and (in more detail) in Appendix A of the Environmental Assessment, the overall purpose of the project is to modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor; and the primary purposes of the project are to improve: safety conditions, operational deficiencies, facility and infrastructure deficiencies, and community and economic development constraints. Travel times are expected to be affected if the project is constructed. A heat map display, which demonstrates how travel times are generally expected to change across the project corridor, was presented at the public open house meeting that occurred on May 29, 2019. The summary of this meeting, including display presentations, is accessible via the Technical Reports section of the project website (route30projects.com). Results of the heat map display demonstrate improved mobility across the overall corridor, which will benefit all users of the corridor, including business owners and those accessing businesses. Although travel times may increase in some individual cases, construction of the project would result in an overall net decrease in travel time and congestion while improving mobility. Although motorists may be less likely to stop at businesses and other study area resources if access is restricted to right-in / right-out only movements, as proposed under the preferred alternative, motorists

may also be more likely to stop at businesses and other resources if they feel safer accessing them. After a temporary adjustment period, the public will still access the business they did before, just by a different route.

Construction of the project is expected to meet the overall purpose and need established for the project. The proposed median and jug handle intersection treatments would eliminate conflict points and potential conflicting maneuvers along this segment of Route 30, thereby improving overall traffic safety. Median openings and left turns are only proposed at signalized intersections. This minor inconvenience would improve the safety and mobility across the project corridor.

Any improvements to Route 30 would require unavoidable temporary lane closures that may result in short-term increases in congestion. However, the proposed improvements are expected to improve mobility along the corridor, which outweighs any negative impact. In addition, under the no build alternative, frequent inspections, maintenance, and repairs associated with these issues could cause short-term lane closures and / or detours, which would result in higher energy usage.

Over time, the costs of maintaining the roadway in its current condition if no improvements are made would exceed the cost of implementing the proposed improvements.

As discussed in Section 3.2 of the Environmental Assessment, preliminary alternatives analysis evaluation was completed in 2017 by Whitman, Requardt and Associates, LLP (WRA) for a broader, six-mile segment of Route 30 in North Huntingdon Township from the 10th Street intersection in Irwin Borough to SR 48 in North Versailles Township. Cost and benefits related to safety, travel delay, stops, fuel, emissions, vehicle operating costs, air quality, and overall impacts of three design options, including a five-lane option, and the no-build alternative were evaluated against each other. Results of this analysis showed that the design that was selected as the preferred alternative (and further evaluated in the Environmental Assessment) would result the greatest benefits across all evaluated categories, especially with respect to crash reductions and safety. Although the preferred alternative would cost approximately 11% more than alternative options, the anticipated project benefits outweigh the costs. This option also requires less right-of-way acquisition and would involve fewer overall environmental impacts as a result of the smaller footprint.

All lane lengths and widths were designed in accordance with PennDOT standards, and widening is only proposed as required to accommodate necessary project design elements. Additional widening beyond what is projected to be necessary based on current and future traffic data will not be considered in order to avoid and minimize right-of-way and environmental impacts. The project design will also include signage that will assist motorists with accessing their destinations, reducing the likelihood of driver error.

As discussed in the EA, there are existing bus stops within the project area. Bus operations may experience temporary delays during construction. However, all bus services will be maintained through construction, and special coordination with local officials will continue through the life of the project. Permanent impacts to bus stops would not occur as a result of the construction of the project.

Section 4.6 of the EA discusses the lack of a need for pedestrian improvements beyond what is proposed as part of the project design. Due to the existing topography, steep slopes exist between Route 30 and many of the developed properties. For these reasons, robust pedestrian and/or bicycle infrastructure would not be appropriate within the immediate project area based on development patterns and topography. Pedestrian accommodations are part of the design to be installed at signalized intersections along Route 30 at SR 48, Route 30 at Ardara Rd / Idaho Ln, Route 30 at Old Jacks Run Rd / Peterson Rd, and Route 30 at Carpenter Ln / Leger Rd. Pedestrian accommodations at each intersection are shown on Preliminary Signal Plans to include crosswalks, curb ramps, pedestrian signals, pedestrian push-buttons. Pedestrian accommodations are not recommended at the proposed east and west turnaround signals for Route 30 at SR 48 intersection due to continuous mainline through-movements at each signal.

Pedestrian traffic at these turnaround signals shall be directed to the main Route 30 at SR 48 intersection, that would be signalized to accommodate pedestrians crossing Route 30.

If specific bicycle and/or pedestrian accommodations are desired but not currently proposed in the preferred alternative, it is suggested that support for the request is obtained from North Huntingdon and/or North Versailles Township. If PennDOT receives requests from the municipalities, it will be considered, and any additional maintenance costs will be negotiated in final design.

Route 30 Western Section
Public Involvement Comments

Walkers Pet HoTail
1751 Lincoln Highway
North Versailles, PA 15137
Sam Rubin, Owner

The intersection of US 30 at SR 48 clearly needs work to improve safety, however there are many problems with the proposed design.

1. **Very disruptive** *(Pg. 1)*
    - **a.** Businesses, local residents and travelers
2. **Causing other safety and traffic problems** *(Pg. 2)*
    - a. Shifting traffic and safety problems onto non-PennDOT roads.
    - **b.** Additional traffic and safety issues caused during and after construction
3. **Issues with the design process** *(Pg. 3)*
    - a. Some of the design materials were vague / incorrect
    - b. No viable alternatives were presented
        - **i.** The No-build option is not an alternative due to safety issues
4. **An Alternative Design is preferable and should be given serious consideration** *(Pgs. 4-6)*
    - a. Addressing the primary safety issues identified by the study
        - i. Traffic Speed and Short Stacking Lanes
    - b. Reducing Disruptions and Confusion
    - c. Lowering design costs and facilitating implementation

Disruptions

This design will severely impact my business, Walkers Pet HoTail Pet Care Center and my ability to lease space to businesses on the real estate I own at this location.

Our business model is based on convenience, providing a one-stop-shop for every pet need. I invested heavily in this location because of its proximity to Routes 30 & 48 making it easy for consumers to access. People leave their pets with us on their way to and from work, vacations and running other errands. They are pressed for time and this added inconvenience will discourage and reduce their willingness to utilize our services.

A pet owner's trip leaving our business heading to Rt. 48 N will take much more time – forcing customers to travel over a mile farther and encountering 4 additional traffic lights.

Residents and other businesses will experience similar delays to their daily routines.

I have shown the color map of this design to many people and EVERY ONE OF THEM thinks this design is crazy. They know that the intersection needs to be improved for safety reasons but they strongly dislike this design. When I raised this issue with several PennDOT representatives at the public meeting, they acknowledged that people won't like this plan, "But they'll get used to it".

If this design is actually implemented, North Versailles "Brand" will receive additional negative perceptions because of its association with this bizarre traffic pattern.

Other Safety and Traffic Problems

Issues caused by traffic shifting onto non-PennDOT Roads.

- Motorists will utilize other routes to avoid the delays caused by this design.
  - An alternative to traveling to Monroeville via Rt. 48 and Rt. 30 intersection
    - Dix Drive **increasing traffic** through a **residential neighborhood**
    - To Naser Rd. **which is not maintained**
    - To make a left turn onto Rt. 48 N.
  - Other traffic & safety issues may be cause by alternatives to reach Rt. 48 South.
- When I asked PennDOT representatives about these issues they told me they can't do anything about non-PennDOT roads.

New traffic problems and safety issues will occur with this design.

- During the construction process
  - Due to the impact of lane closures and construction equipment and workers
- After construction is completed
  - A change in traffic pattern with a standard design may create problems
    - PennDOT plans to station a police officer at the intersection of 30 & 48 for the first week after construction is completed
  - This bizarre design will create safety issues that hadn't existed previously
    - Illegal left turns / sudden erratic lane changes / stopping / reversing
      - These issues will persist long after the first week.
    - **Little room is provided for cross merging traffic**
      - Rt. 30 vehicles making right turns onto Rt. 48 or business entrances
      - Conflicts with traffic exiting the jug handles
  - Bus stops were not reflected in the design.
    - Pedestrians need to safely arrive at and depart from the bus stops
    - Cyclists need access to bus stops as well, but I saw no provisions for bicycles

Were these issues accounted for in this design's safety improvement calculations?

Design Process Issues

No Viable Alternatives

- I asked several PennDOT representatives about alternative designs and was told the only option to this design was the "No-Build Option"
    - The well-known and well documented traffic issues with the current intersection rule out "No-Build" as a viable option
        - **The public should see a viable alternative even one not preferred by PennDOT**

The materials used in the presentation are vague / misleading / not reliable

- The Legend on the "US 30 at SR 48" wasn't accurate or complete showing:
    - A "Proposed Retaining Wall" *(Solid Red Line)*
        - There aren't any solid red lines shown on this map
            - There **IS** a retaining wall in the detailed drawings
    - A "Proposed Traffic Signal" *(Indicated by a traffic light icon)*
        - The map shows 3 traffic light icons
            - Only two lights are proposed, one is existing
- The Legend doesn't reflect what is represented by:
    - The "Solid Green Lines" shown many places on the map
        - What do these lines mean?
        - White Lines, Single or Double Yellow lines? Curbs? New or Existing construction?
    - Locations of bus stops *(These can easily be identified using Google maps)*
        - Have the Allegheny and Westmoreland transit authorities been shown this design?
    - The "Shaded Areas"
        - Does it represent expanded, reconstructed or rebuilt road areas?
- The detailed black and white drawings don't match the color maps that were presented.
    - The detailed drawings show "Concrete Mountable Curb, Type A" in the median strip
        - A higher "Jersey Barrier" is reflected in the color SR 0030 Typical 4-Lane Section Preliminary Alternative exhibit. **Which is correct?**
- The "North" arrow on Sheet 43 of 92 is not pointing north
    - I am not a traffic engineer. I identified this issue by when taping printouts together
        - This simple error may foreshadow the existence of more significant design problems

Misleading Examples

- The plans uses the jug handles and lights on Route 22 in Murrysville as examples even though they **ARE NOT SIMILAR** to the design of those planned for Route 30
    - Both of the examples on Rt. 22 are successful because they
        - Complement existing intersections *(Tarr Hollow Rd. & Cozy In Cut-off)*
        - Are located near service roads which can accommodate local traffic requirements
    - The light timing scheme proposed for Rt. 30 is not employed on Rt. 22
        - I asked PennDOT representatives why the lights couldn't be moved to intersections and was told that was not possible.
            - It would add a phase which in turn, would cause the entire design to fail
                - I've seen no proof that adding a phase would result in failure

A design so fragile that a light timing issue will result in system failure should be rejected!

Alternative Design Suggestions

US 30 AT SR 48 - Alternative 1

Utilize current plans designs for SR 48 North and South of Rt. 30

Eastbound Rt. 30

- Add a right turn only lane facilitating turns onto SR 48 South
  - Utilizing the grass area of the Get Go property
    - There will now be 4 eastbound lanes
      - 1 Left Only, 1 Right Only, 2 Straight Only
- Lengthen stacking lanes from Rt. 48 all the way to Dix Drive
  - Reducing accidents due to short stacking lanes
- Add a stop light at the Dix Drive intersection – Shifting from proposed Jug handle
  - Allowing a safe left turn access onto Rt. 30 for residents and businesses
  - Slowing the speed of traffic approaching Rt. 48 and increasing safety
- Eliminate the U-Turn Jug Handle and Concrete Mountable Curbs
  - Improves Project Timing, Costs and Impact on Traffic
  - Improves safety for pedestrians and cyclists accessing bus stops

- Option: Re-route Hoffman Rd. to intersect Rt. 30 at the light at Dix Dr.
  - Provides a safer way for traffic to access Rt. 30 Hoffman road
    - Current design allows left turns onto Rt. 30 from Hoffman Road
      - Although it doesn't allow a left turn from Dix Drive.

Westbound Rt. 30

- Add a right turn only lane facilitating turns onto SR 48 North
  - Utilizing the grass area of the Charlie's Restaurant property
    - There will now be 4 westbound lanes
      - 1 Left Only, 1 Right Only, 2 Straight Only
- Lengthen stacking lanes from Rt. 48 at least back to K-Mart Plaza driveway
  - Reducing accidents due to short stacking lanes
- Add a stop light at the K-Mart Plaza driveway intersection – Shifting from proposed Jug handle
  - Allowing a safe left turn access onto Rt. 30 for residents and businesses
  - Slowing the speed of traffic approaching Rt. 48 and increasing safety
- Eliminate the U-Turn Jug Handle and Concrete Mountable Curbs
  - Improves Project Timing, Costs and Impact on Traffic
  - Improves safety for pedestrians and cyclists accessing bus stops

- ***Option***: Re-route the Private Drive to intersect Rt. 30 at the light at the K-Mart Entrance
  - Provides a safer way for traffic to access Rt. 30 from the Private road
    - Current design allows left turns across 3 lanes of traffic onto Rt. 30

Please see color Map US 30 AT SR 48 Alternative 1 (Pg.8)

Alternative Design Suggestions *(Cont.)*

US 30 AT SR 48 – Proposed Design and Alternatives 2, 2a, 2b & 2c

On 5/23/24 I had an instructive telephone conversation with Joshua Zakovitch. He explained that although Alternative 1 may address safety issues on US 30, it would create significant stacking problems on SR 48 approaching US 30 in both directions.

Mr. Zakovitch attempted to explain how any change to the existing design would cause problems. I have trouble understanding the mechanics of how the additional lanes planned to widen SR 48 wouldn't be able to accommodate the amount of cars backed up at the intersection. Then again, I'm not a traffic engineer.

I did begin to understand the explanation of traffic light "Phases", which raised some questions that Mr. Zakovitch said he would investigate.

To help my understanding of how the lights are phased, I illustrated examples of the composition of each phase for the current design and for alternatives. These illustrations reflect patterns by the WB U-turn Signal although one would think the same would apply at the EB U-turn Signal.

Please see color Maps – Current Design and Alternative 2 (Pg.9)

Current (Proposed) Design – *U-turn Signal not located at an intersection*

Phase 1	U-turn lane traffic	Red Signal
	US 30 EB traffic	Green Signal
	US 30 WB traffic	Green Signal
Phase 2	U-turn lane traffic	Green Signal
	US 30 EB traffic	Red Signal (allowing U-turn traffic to cross)
	US 30 WB traffic	Green Signal

Alternative 2 – *Jug handle and U-turn Signal located at Dix Drive*

Phase 1	U-turn lane traffic	Red Signal
	Dix Drive Light	Red Signal
	US 30 EB traffic	Green Signal
	US 30 WB traffic	Green Signal
Phase 2	U-turn lane traffic	Green Signal
	Dix Drive Light	Green Signal
	US 30 EB traffic	Red Signal (allowing U-turn traffic to cross)
	US 30 WB traffic	Red Signal (allowing traffic from Dix Drive to enter US 30)

- Doesn't add another phase to the timed light system on US 30
- Permits traffic from Dix Drive to safely enter US 30 heading East or West
- Allows pedestrians to cross US 30 at a light to safely access public transportation

Alternatives 2a, 2b – *Jug handle and U-turn Signal located at Dix Drive*
– *U-Turn Signal "Phase Timing" same as Alternative 2*

Alternative 2a – Connect Hoffman Road into WB U-turn lane

- Doesn't add another phase to the timed light system on US 30
- Permits traffic from Dix Drive to safely enter US 30 heading East or West
- Allows pedestrians to cross US 30 at a light to safely access public transportation
- Reduces the distance Hoffman Rd will need to be relocated
- Eliminates creating a new entrance onto US 30
- Hoffman Road traffic can merge into the U-turn lane via a Yield or Stop Sign

Alternative 2b – Remove the Mountable Concrete Curb Median west of Dix Drive
– Mark same area with double yellow lines

- Removing mountable concrete curb
  - Reduces construction cost and time requirements
  - Reduces delays during construction
  - Reduces costs associated with maintenance and upkeep of concrete median
  - Maintains a consistent appearance for US 30 west of Dix Drive
    - District 11 didn't want a median on their section of US 30

Alternative 2c – Jug handle and U-turn Signal located at Dix Drive
– U-Turn Signal "Phase Timing" same as Alternative 2
– Remove the Concrete Curb west of Dix Drive
– Utilizes east section of the Jug handle to allow U-turns & Left Turns
– Add a signal for the U-turns and Turns onto Dix Drive

Phase 1	WB U-turn lane	Red Signal
	Dix Drive Light	Red Signal
	U-turn / Left Turn Light	Red Signal
	US 30 EB traffic	Green Signal
	US 30 WB traffic	Green Signal
Phase 2	U-turn lane traffic	Green Signal
	Dix Drive Light	Green Signal
	U-turn / Left Turn Light	Red Signal
	US 30 EB traffic	Red Signal (allowing U-turn traffic to cross)
	US 30 WB traffic	Red Signal (allowing traffic from Dix Drive to enter US 30)

- Doesn't add another phase to the timed light system on US 30
- Permits traffic from Dix Drive to safely enter US 30 heading East or West
- Allows pedestrians to cross US 30 at a light to safely access public transportation
- EB US 30 Traffic can make a U-turn or a Left Turn onto Dix Drive

Alternative 2c closely resembles the Jug handles on Rt. 22 in Murrysville

Please see color Maps – Current Design and Alternatives 2a, 2b, & 2c (Pg.10)

(https://www.penndot.gov/)PennDOT

Route 30 Western Section Project - Public Involvement Comment Form

Feedback

Required fields are marked with an asterisk.(*)

In what municipality do you live?

Murrysville

In what municipality do you work?

North Versailles

What interest do you represent?

◯ Resident ◯ Property Owner ◯ Public Official ◯ Community Facility ◉ Business Owner ◯ Community Organization ◯ Other (Please Explain)

If other, please explain

I run a business and own property and lease office space to businesses at this location

What concerns do you have about the project?

New Traffic Pattern will hurt business

What would you like the project team to consider as part of this project?

Alternatives to the area on US 30 at SR 48

Additional Comments

Please see attached

Contact Information

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City

Murrysville

State

Pennsylvania

Zip Code

15668


Route 30 projects
US 30 AT SR 48
Alternative 1
MOSSIDE BLVD
K-MART ENTRANCE
ALDI DR
DIX DR
BACH DR
PRIVATE DR
PRESTON DR
JACKS RUN RD
PRESTON DR
HOFFMAN RD
N
LEGEND
PROPOSED RETAINING WALL
PROPOSED TRAFFIC SIGNAL
0 75 150
SCALE IN FEET

Phase 1 - U-Turn Red

Current Design

Phase 2 - U-Turn Green

Phase 1

Rt 30 Westbound - Green
U-turn lane - Red

Rt 30 Eastbound - Green

Phase 2

30 Westbound - Green
U-turn lane - Green

30 Eastbound - Red

Alternative 2 - Light and U-Turn at Dix Dr.

Phase 1

Rt 30 Westbound - Green
U-turn lane - Red

Rt 30 Eastbound - Green

Dix Dr. - Red

Phase 2

30 Westbound - ~~Green~~ Red
U-turn lane - Green

30 Eastbound - Red

Dix Drive - Green

Phase 1 - U-Turn Red

Alternatives 2a&2b - Light and U-Turn at Dix Dr. AND...

2a-Hoffman Road Merging (Yield) into U-Turn Lane 2b-Replacing Curb with Yellow Lines

Phase 2 - U-Turn Green

Phase 1

Rt 30 Westbound - Green
U-turn lane - Red

Rt 30 Eastbound - Green
Dix Dr. - Red

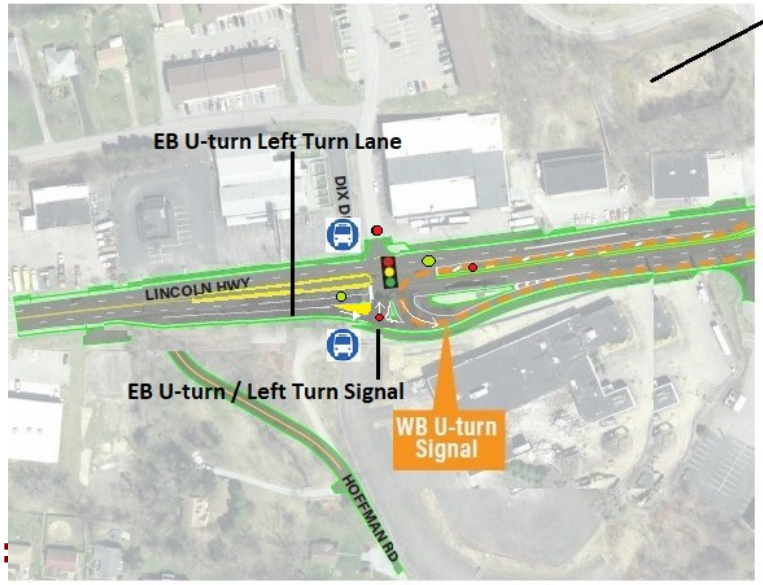
Phase 2

30 Westbound - ~~Green~~ Red
U-turn lane - Green

30 Eastbound - Red
Dix Drive - Green

Alternative 2c - Light and U-Turn at Dix Dr. AND...

U-turn / Left Turn Lane with Signal



Phase 1

Rt 30 Westbound - Green
U-turn lane - Red

Rt 30 Eastbound - Green
Dix Dr. - Red
U-Turn / Left Turn - Red

Phase 2

30 Westbound - ~~Green~~ Red
U-turn lane - Green

30 Eastbound - Red
Dix Drive - Green
U-Turn / Left Turn - Green

ATTACHMENT B.

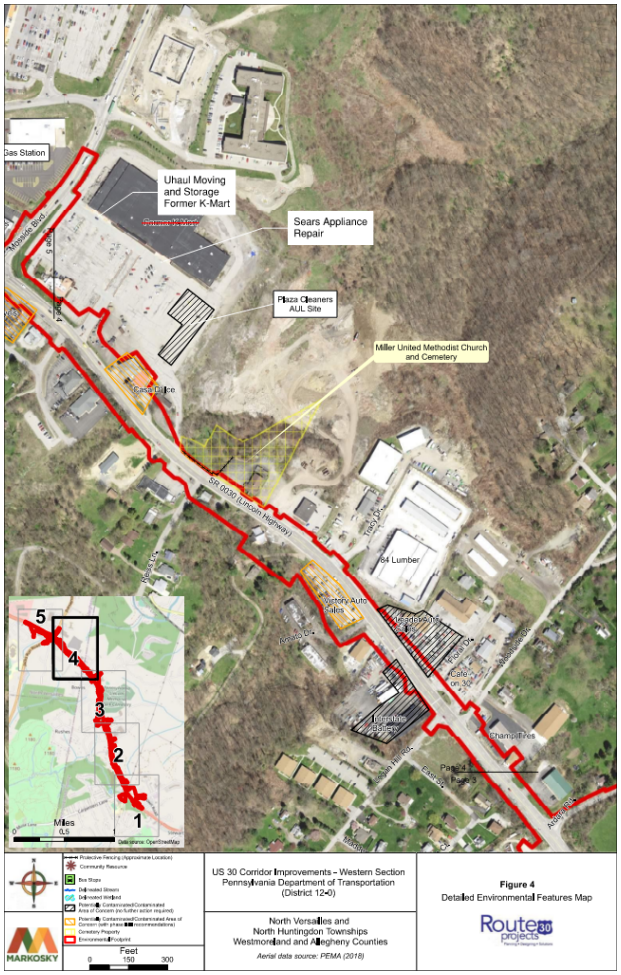
ERRATA TO THE ENVIRONMENTAL ASSESSMENT

Based on comments received during the 30-day public comment period, three minor updates to the EA are provided below:

Errata to the April 2024 US 30 Corridor Improvements-Western Section EA

August 2024

1. On page 71, the 4th paragraph should be replaced with "Although some project impacts will be felt more acutely by EJ populations, all disproportionate impacts are expected to be minor and temporary, and all negative impacts will be offset by the safety and mobility benefits, which will be felt by all users of the roadway, that will result from construction of the project."
2. In Figure 4, the property labeled "Former Kmart", should be labeled Uhaul Moving and Storage of North Versailles and Sears Appliance Repair, see below for revised Figure 4.



3. On page 22, in the Impact Summary Table, Air Quality Section, the first sentence should be replaced with "A segment of the proposed US 30 Corridor Improvements project is in

a county (Allegheny) that has been designated as being in a maintenance area for carbon monoxide (CO) and a non-attainment area for particulate matter (PM-2.5).”

4. Other than the three minor revisions listed above the Environmental Assessment has not changed since approval in April 2024.