



# MEETING MINUTES

**Date:** 9/19/2019 (9:30 – 11:00 am)

**From:** Scott Thompson Graves, PE, PTOE Vice President

**Subject:** Meeting minutes – SFV Meeting

**Location:** Burger King Parking Lot  
1901 Lincoln Highway, North Versailles PA 15137

**MPMS Number:** 32040

**Contract Number:** E03289

**Project:** Route 30 Improvement Project

## PARTICIPANTS

Name	Company	Email
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## MEETING MINUTES – Route 30 Improvement Project - Scoping Field View Meeting

### INTRODUCTION

Penn DOT District 12-0 began the meeting with opening remarks and introductions.

Liberty Hill provided a project overview that the proposed project involves the full pavement reconstruction of SR 30 from the Intersections of SR 48 to Leger/Carpenter Road which is roughly 2.6 miles. This project will improve the safety, multimodal mobility, and travel time of the SR 30 by update the signals (6) along this section as well as building jughandles roughly every half mile to allow traffic to turn around. SR 30 was built in 1937. This project will update SR 30 to meet current design criteria by improving the alignment to address sight distance issues and improve drainage.

Josh Zakovitch (JZ) gave a brief overview of where the project stands and stated that the Line and Grade was submitted and has been approved by D-12. He also stated that D-11 has provided some comments to the L&G submission and are currently setting up a Safety Review Committee Meeting.

### Minutes:

- The roadway is classified as an Urban Principal Arterial with a roadway typology of Suburban Corridor. The roadway is considered rolling terrain with a 40 MPH design and posted speed.
- The typical section will consist of a jersey barrier in the middle with a 4' inside shoulder, two 12' lanes and a 3' – 3.5" Curb Gutter outside shoulder.
- There are no structures within the project limits, but there will be retaining walls.
- ADT is 24,479 veh/day on SR 30 and 18,347 on SR 48.
- The project is funded 100% state for Study and PE phases. The rest of the phases are 100% federally funded. Construction is not currently on the TIP. The project is being designed for meeting a Spring of 2023 let date.
- The project will be advertised and bid through ECMS and it is anticipated that there will be a 7-week advertisement period.
- An ASTA powerproject schedule is required and has been set-up for the project.
- This section of the project will include updating/adding 6 signals with jughandles with revising both horizontal and vertical alignments to meet current design standards. The project will involve full depth reconstruction within the limits and will have no design exceptions.
- The Legal ROW width along SR 30 varies usually between 65' and 85'. The designer will verify the legal ROW within the project limits. There are roughly 100 property owners within the project limits. The designer anticipates roughly 5 to 6 displacements for this project.
- Phased construction will be anticipated for this project so that traffic can continue to flow. Anticipate doing the jughandles first to help with turning movements during construction. Joe Szczur (D-12 DE) and Robb



Dean (D-12 ADEM) have expressed interest in expanding ITS network to US 30. Suggest adding electrical conduit and fiber optic conduit into the plans so we can expand the infrastructure in the future.

- Stacy Lloyd stated that an LCCA will be required for pavement design. Since construction is phased, the wearing course will be completed at one time.
- US 30 does not have any weight restrictions posted. Old Jacks is signed for "Local Deliveries Only" and Leger has a 10 Ton weight limit sign at the US 30 intersection.
- ~~Laura Ricketts stated that there were no known historical concerns along this section of SR 30. Miller United Methodist Church is within the project limits but is not being impacted and has been modified therefore is not eligible. Lincoln Highway Heritage Corridor is within the project limits, but this is not the original alignment of SR 30 in this section. This section is not eligible.~~ will review the design paying close attention to the proposed jughandles and protentional displacement sites to determine whether any additional Section 106 documentation is necessary for this project. Currently, there are no previously identified National Register eligible historic properties along this section of SR 0030. Miller United Methodist Church, which is located within the project limits but is not anticipated to be impacted, has been evaluated as not eligible for National Register listing due to extensive alterations. This section of the Lincoln Highway was widened ca. 1937 and is not eligible.
- Geomorphology and Archaeology are not anticipated but may be needed within the jughandle areas. Provide environmental unit a copy of the L&G submission and plan sheets showing the LOD for their review. A PNDI was performed and there were no hits within the project limits. 4f is to be determined after historic review, however it is not anticipated but will be investigated.
- Environmental document is anticipated to be a CE 1A for this project and will be completed with a supplement. An ESA Phase 1 is needed for this project, and there are at least 4 locations to investigate.
- The Environmental Unit anticipates GP-4 permit and NPDES permit will be required for this project. It was noted that Westmoreland County Conservation District will provide the approvals for the permits.
- Wetland investigation is currently being completed by Markosky, however it is not anticipated that wetlands will be present within limits for this project.
- The Designer will be responsible for an asbestos test and lead based paint test on this project. It is anticipated that testing will be completed for the displacement buildings.
- Stormwater outfall/PCSWM need to be investigated. May be able to incorporate some of it into infields of jughandles. The designer will address drainage along road. Try to incorporate ideas to reduce total suspended solids into project design by using PennDOT's pollution reduction plan.
- Bob Epley stated that there the following utilities are along the corridor: water, sanitary sewer, gas, electric and communications. Coordination will be critical with the utilities and it is noted that the initial meeting to discuss the project was held on June 27, 2016. The Designer will try to minimize any utility impact and if there are any, try to have as much of the utility relocation work done prior to the project starting construction.
- Bob Epley stated that SUE investigation is anticipated for this project.
- Bob Epley stated that District 12 will be handling the utility coordination for the project and will coordinate with the D-11 Utility Unit.
- Pavement core borings, retaining wall borings, infiltration borings, and slope stabilization borings will be needed for this project. The number will be determined at a later time when GER has been reviewed/approved by the District's Geotech Unit and Pavement Engineer.
- Future commercial developments are anticipated along the area of this project. No residential developments anticipated within the project area because the corridor is fully developed, and the side streets are also developed.
- PUC involvement is not anticipated for this project, since there are no railroads located within the project limits.

- Roadway work on side roads and driveways will be the minimum required to safely tie-in with the proposed SR 30 alignment.
- There are a few sight distance issues that will be addressed during design by changing the vertical and horizontal alignment of SR 30.
- Any guiderail that will be utilized through the corridor will be mash compliant within project limits.
- At least one more Public Meeting to be held during DFV stage.
- Anticipate two construction seasons. Accommodate winter operations in the design of the Traffic Control Plans. It will be required to keep a minimum of 14' roadway width in each direction to allow for the plow trucks to maintain the roadways in winter conditions
- RULD's will be required to be submitted with the PS&E package for this project.
- This project will be designed as a moderately complex project. The DFV submission will need to be reviewed and approved at the Central Office level.
- The safety issues/concerns mentioned at the SFV meeting were stopping sight distances throughout the corridor which will be addressed by adjusting the horizontal and vertical curves in this section. Vehicular turns in and out of Dix Drive and turns from Carpenter Road onto SR 30 when there is a red light on Carpenter Lane. Access for the emergency response personnel at the Hartford Heights Firemans Club. The design will include a slip lane and gates for the emergency vehicles to enter and leave the Hartford Heights Firemans Club during emergency responses. It is anticipated that the gates will either be activated by emergency sirens or a button/switch in the fire station.
- Currently there are no bicycle/pedestrian traffic along this corridor. This area is classified as an urban site.
- Transit/multi-modal considerations- Westmoreland Transit Authority (WTA) has multiple bus stop locations along the corridor and one property that the WTA has plans to enhance/upgrade during construction of US 30. The Department and Designer will coordinate the improvements to the access of this property with WTA. The Port Authority also have vehicles that frequently use SR 30. There are a lot of freight generating companies within the project limits as well as freight traffic that utilize this corridor.
- There is presence of freight-generating buildings along roadway and that travel the corridor. There is not much residential development planned along this section of the project.
- No major residential development is expected in or around the project location.
- The project is consistent with current and/or proposed zoning ordinances along this corridor.
- This project does not impact any regional planning studies. This has been an anticipated project by the municipalities.
- There are two other construction projects around this project. The Ardara Road bridge replacement project is north of the project site. It is expected to be complete by the time this project gets to construction. The Marathon property at the intersection of SR 30 and SR 48 is currently under construction and will be a Get-Go after completion. The Get-Go project should also be completed by the time the US 30 project is ready to begin construction.
- The municipalities believe that the updates to SR 30 corridor and the improvements to the flow of traffic are wanted/needed by the communities. There are public concerns about the duration of construction for the project, the typical section being used in this section of the project, and the intersection configuration proposed for the intersection of SR 30 and SR 48. (Public Opinion).
- North Versailles attendees wanted it put on record that they opposed the configuration of the intersection of SR 30 and SR 48. They also opposed having a barrier at the Dix Drive location.
- Community or cultural events – There are not community or cultural events that happened within this corridor.
- Mike Turley from North Huntingdon Township stated that there is concern about traffic congestions during construction. Liberty Hill stated that this may be an opportunity to utilize the A+BX bidding for this corridor.

- Mike Turley stated that CMU Traffic 21 has been studying predictive traffic signals. Liberty Hill indicated that these can be considered.
- K-Mart Representative (Justin Mandel) inquired when they will be able to see a detailed plan around their development. He stated that they would like to work with PennDOT to help refine the plan and might be able to contribute money to the project. They would prefer to be involved early in the process rather than later. JZ stated that no plans can be shown until the Right-of-Way Plans have been completed.
  - Jarod Crosby stated that if things can be discussed during preliminary engineering that it would be easier to include the property ideas/development into the current PennDOT projects design.
  - Josh Zakovitch stated that the Districts will meet with K-Mart representative to discuss future plans.