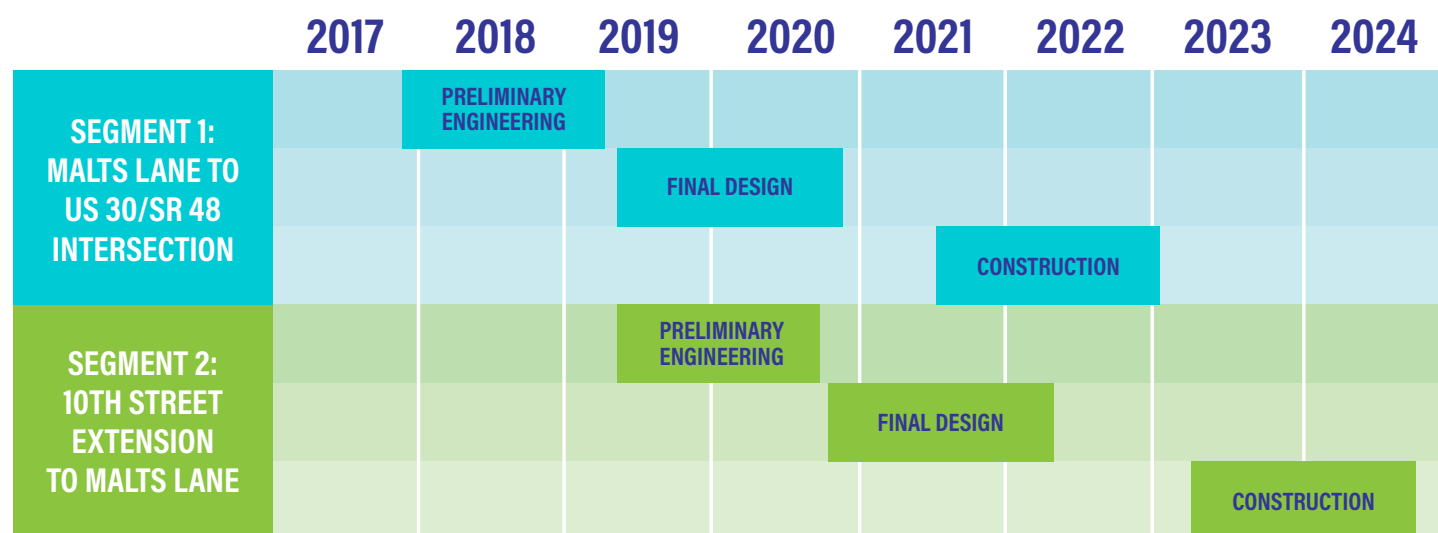


## PROJECT SCHEDULE



\*SCHEDULE SUBJECT TO CHANGE DUE TO FUNDING AVAILABILITY

## NEXT STEPS

- The project will begin with preliminary engineering. During this process the project team will refine the Proposed Preliminary Alternative. The refinement will add detail to the conceptual alignments included in the master plan while seeking to minimize property, environmental, and utility impacts.
- The preliminary engineering phase of the project will include ongoing involvement of the project advisory committee members and stakeholders and will also include an additional public meeting.

## MEET THE PROJECT TEAM

### PENNDOT PROJECT MANAGER

**NANCY KOLENC**

*PennDOT Engineering District 12-0*

825 North Gallatin Avenue Ext.  
Uniontown, PA 15401

724.439.7377

nkolenc@pa.gov

### CONSULTANT PROJECT MANAGER

**SCOTT THOMPSON-GRAVES, PE, PTOE**

*Whitman, Requardt and Associates, LLP*

2009 Mackenzie Way, Suite 240  
Cranberry Township, PA 16066

724.779.7940

sthompson-graves@wrallp.com

### ADDITIONAL PROJECT TEAM MEMBERS

Michael Baker International  
Markosky Engineering Group, Inc.  
French Engineering, LLC  
Stell Environmental Engineering

Moore Design Associates  
Monaloh Basin Engineers  
Arrow Land Solutions, LLC

## PRELIMINARY PROPOSED ALTERNATIVE IDENTIFIED

The Alternatives Analysis for the project considered safety, multimodal mobility, and travel time reliability in order to identify possible transportation solutions for modernizing the Route 30 Corridor. Public input gathered from extensive outreach activities was combined with a series of engineering evaluations of traffic operations, safety, and highway and drainage deficiencies to develop the project's purpose and need.

There were two primary alternatives and 39 secondary alternatives evaluated for the corridor. The Preliminary Proposed Alternative that best met the project's purpose and need was identified (page 2). The Preliminary Proposed Alternative has been divided into two segments for further study and, ultimately, for design and construction. The segments will be implemented as funding becomes available.

Both segments will utilize the typical section (page 2, inset) identified as the most beneficial and cost-effective solution, which is a four-lane roadway with barriers and jughandles at key intersections. The Alternatives Analysis determined that the potential benefits of this alternative outweighed the costs and impacts of the project (see below *By the Numbers* for a snapshot of the benefits).

## STATION OVERVIEW

10/5/17 PUBLIC MEETING

### STATION 1

WELCOME AND SIGN IN

### STATION 2

BACKGROUND: WHAT HAVE WE DONE SO FAR?

### STATION 3

VIDEO: UNDERSTANDING THE PROJECT AND PROCESS

### STATION 4

PRELIMINARY PROPOSED ALTERNATIVE

### STATION 5

CORRIDOR ACCESS: HOW WILL I GET FROM HERE TO THERE?

### STATION 6

WHAT HAPPENS NEXT?

### STATION 7

FEEDBACK FORUM

## BY THE NUMBERS



50%  
FASTER  
TRAVEL TIME  
DURING  
RUSH HOUR

1,174  
FEWER  
CRASHES



4.4 MILLION  
GALLONS  
(\$12.6 MILLION)  
OF FUEL SAVED



SMOOTHER  
ROADWAY  
SURFACE

IMPROVED  
DRAINAGE



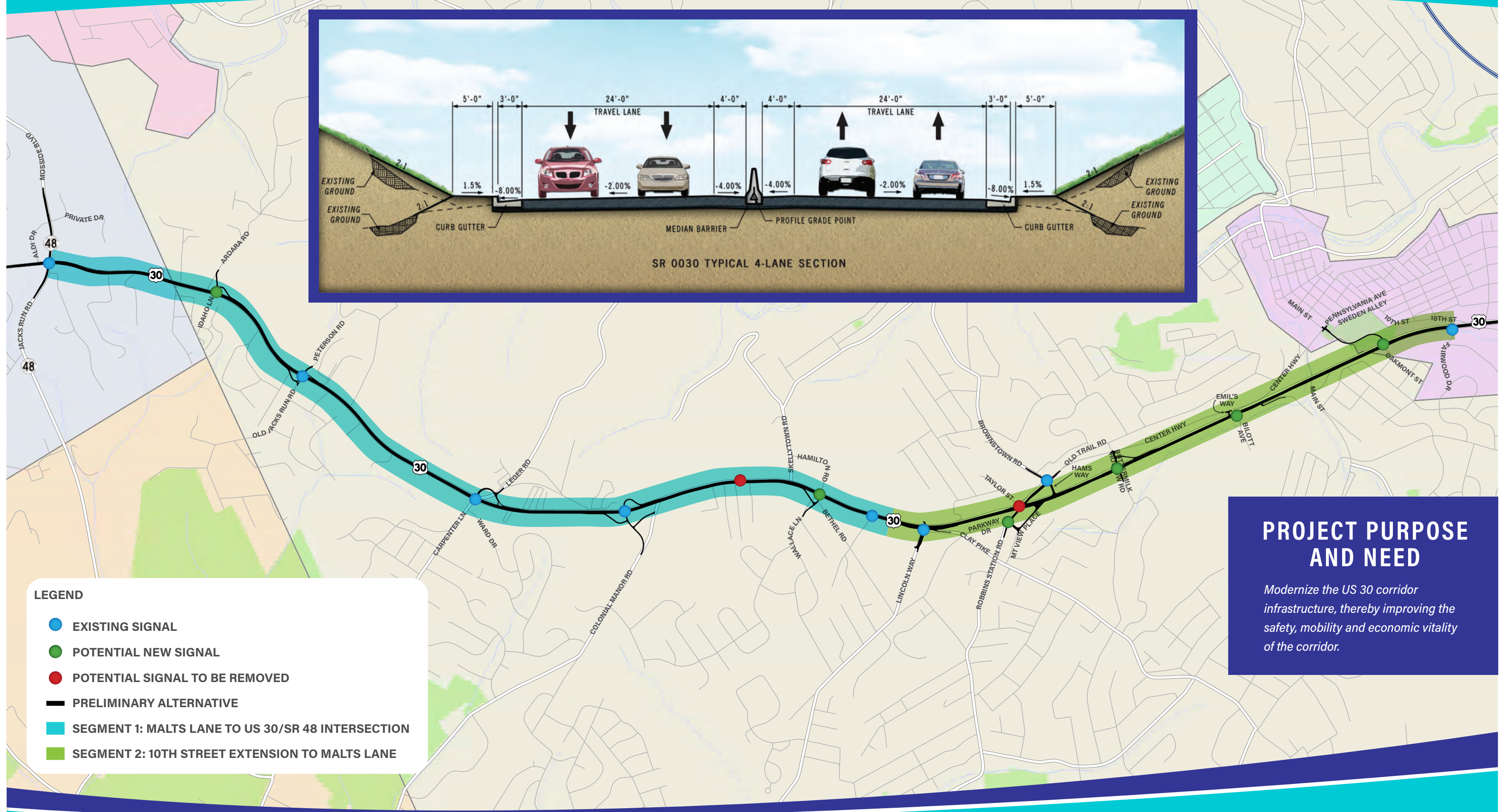
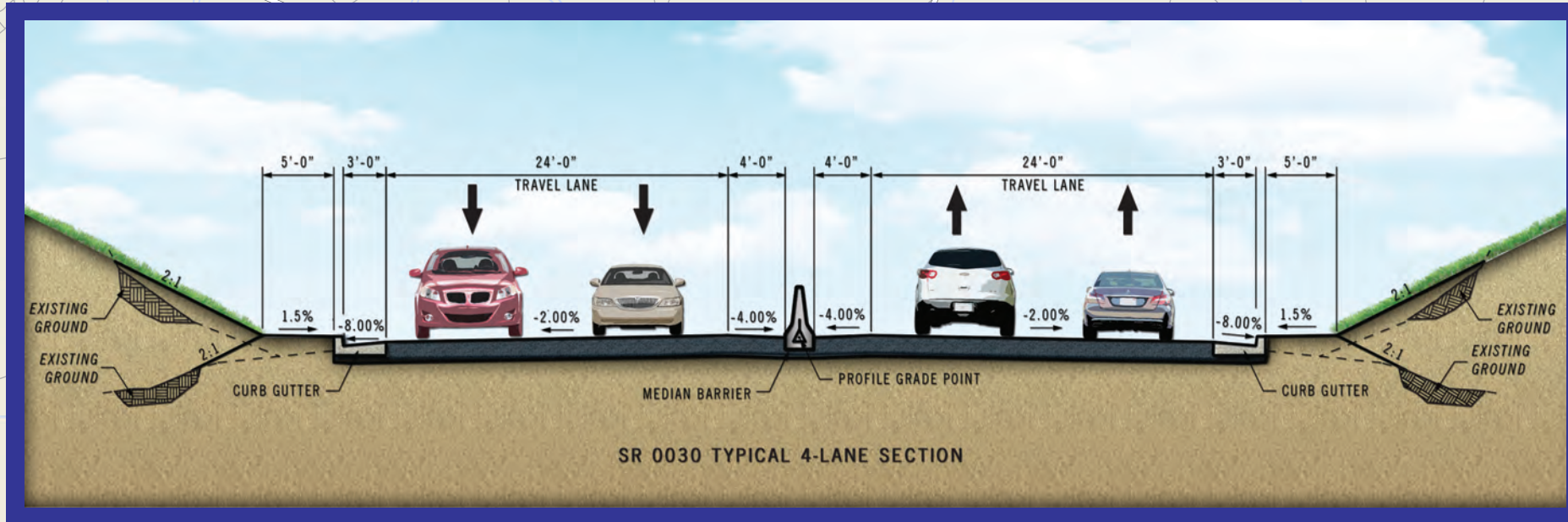
STATE-OF-  
THE-ART  
TRAFFIC  
SIGNAL  
SYSTEM  
THAT ADAPTS  
TO CONDITIONS

## HOW TO STAY CONNECTED

Three ways to stay up to date on the Route 30 Projects:

- 1 Explore the project website and watch the new video: [Route30Projects.com](http://Route30Projects.com)
- 2 Join the project email list to receive updates and future meeting notifications
- 3 Complete the Comment Form and turn it in at Station 7: Feedback Forum





**LEGEND**

- EXISTING SIGNAL
- POTENTIAL NEW SIGNAL
- POTENTIAL SIGNAL TO BE REMOVED
- PRELIMINARY ALTERNATIVE
- SEGMENT 1: MALTS LANE TO US 30/SR 48 INTERSECTION
- SEGMENT 2: 10TH STREET EXTENSION TO MALTS LANE

**PROJECT PURPOSE AND NEED**

*Modernize the US 30 corridor infrastructure, thereby improving the safety, mobility and economic vitality of the corridor.*