

**Appendix A**

**Purpose and Need Statement**

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## **Project Purpose and Need Statement**

### **US 30 Corridor Improvements ECMS Project #E03289**

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#### **Prepared for:**

Pennsylvania Department of Transportation, Engineering District 12-0

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**Contents**

**Introduction..... 2**

**Project Purpose ..... 4**

**Project Need..... 4**

    Safety Conditions ..... 5

*Vehicular Crash Patterns..... 5*

*Drainage and Infrastructure Related Safety Issues ..... 6*

    Operational Deficiencies..... 7

*Intersection Level of Service Failures ..... 7*

*Excessive Queuing..... 8*

*Corridor Travel and Access Deficiencies..... 8*

*SPC Congestion Management Process (CMP) – Corridor #89..... 9*

*Congestion Conditions Summary..... 9*

    Facility and Infrastructure Deficiencies..... 11

*Roadway Design Summary/Deficiencies..... 11*

*Drainage Issues ..... 11*

*Pavement Issues..... 11*

*Other General Roadway Issues..... 12*

    Community and Economic Development Constraints ..... 13

*Future Economic Development Constraints ..... 13*

*Inadequate Multimodal Infrastructure and Community Connectivity..... 13*

**Potential Corridor/Project Segmentation..... 15**

**References ..... 17**

**LIST OF EXHIBITS**

Exhibit 1: Project Location Map..... 2

Exhibit 2: Highway/Traffic Classification and Design Volume Summary ..... 3

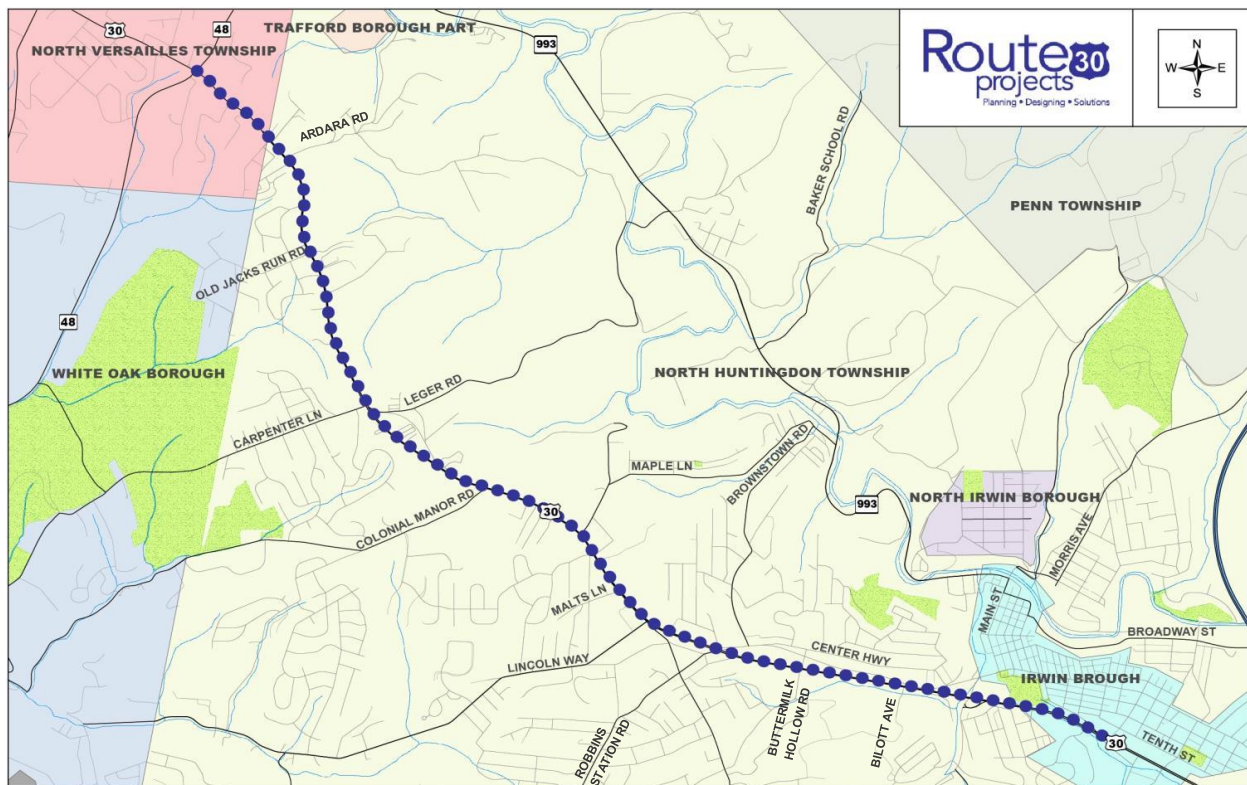
Exhibit 3: Route 30 Typical Four-Lane Section..... 3

Exhibit 4: Route 30 Preliminary Corridor/Project Segments (and Summary Needs/Deficiencies)..... 16

## Introduction

The Pennsylvania Department of Transportation (PennDOT), Engineering District 12-0, is analyzing an approximate six-mile portion of US Route 30 from 10<sup>th</sup> Street in Irwin Borough, Westmoreland County (PennDOT District 12-0) to its intersection with SR 48 in North Versailles Township, Allegheny County (PennDOT District 11-0). The majority of the project corridor is located in North Huntingdon Township, Westmoreland County (*Exhibit 1*). This analysis is being conducted in an effort to modernize the existing corridor in the area to improve upon existing safety conditions as well as alleviate existing and future congestion problems in the project area. This report specifically documents and summarizes the formal purpose and need statement for the project.

**Exhibit 1: Project Location Map**



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US 30 in the project corridor is classified as a Principal Arterial/Other Highway with a roadway typology of Regional Arterial/Suburban Corridor and projected traffic volumes of up to 31,100 vehicles daily (*Exhibit 2*). Over 80% of the 6-mile project corridor generally operates as a 4-lane section with 2 travel lanes in each direction and no turn lanes (*Exhibit 3*). Limited stretches of 5-lane section, which incorporate a center turn lane, exist for approximately ¾-mile from Malts Lane east to Robbins Station Road, and in the vicinity of 10<sup>th</sup> Street at the eastern limit of the project. The existing speed limit in the project corridor is generally posted at 40 miles per hour.

### **Exhibit 2: Highway/Traffic Classification and Design Volume Summary**

Highway Classification		
Federal Functional Classification	Principal Arterial/Other Highways	
Roadway Typology	Regional Arterial, Suburban Corridor	
Traffic Design Volumes	West of Lincoln Way	East of Lincoln Way
AADT (2015 Base Year)	20,800	26,800
AADT (2025 Opening Year)	22,200	28,200
AADT (2045 Design Year)	25,100	31,100
K	10.5%	11.0%
DHV	2,650	3,400
Truck %	4%	4%
Directional Distribution	51%	53%

Source: Route 30 Projects Highway Deficiency and Design Criteria Report

### **Exhibit 3: Route 30 Typical Four-Lane Section**



Location: Route 30 looking west toward Colonial Manor Road



Location: Route 30 looking east near Buttermilk Hollow Rd

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### Project Purpose

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.** The US 30 corridor was initially constructed in 1937 and displays facility deficiencies that do not meet current PennDOT design standards.

The primary purposes of 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.

### Project 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 following outlines the deficiencies identified in various reports generated or research conducted related to this project.

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### Safety Conditions

#### *Vehicular Crash Patterns*

A safety study was conducted for the project with the results presented in the *US 30 Corridor Safety Study Report* (Safety Report). Below are some key issues that were discussed in the Safety Report.

- There were 422 crashes in the project area between 2010 and 2014. Rear end and angle crash types comprised over 77% of all intersection crashes and almost 63% of all segment crashes. The proportion of rear end crashes, specifically, was almost double the comparable statewide average for crash type proportions, near 42% in the corridor versus 22% statewide.
- There were 2 fatalities along the corridor, though with no related trend or pattern. Injury crashes and Property Damage Only crashes comprised around 45% and 55% of the crash total, respectively, which is generally consistent with statewide proportions. Of the crashes involving injuries, Moderate and Major injury crashes comprised approximately 28% of the injury totals, compared to just under 19% for the comparable statewide proportion. Minor injuries (43%) and Unknown Severity (28%) were each slightly lower than comparable statewide proportions.
- Crash assessments based on crash rate analysis identified three segments throughout the corridor with crash rates that exceeded the comparable statewide average crash rate of 2.33 crashes per million vehicle miles (MVM) travelled. The specific segments encompassed US 30 near SR 48 (2.51 crashes per MVM), US 30 near Colonial Manor Road (3.34 crashes per MVM), and US 30 near Robbins Station Road (2.58 crashes per MVM).
- Crash assessments based on the Highway Safety Manual (HSM) methodologies suggested one segment and three intersections throughout the corridor that showed positive potential for safety improvement. The specific segment encompassed US 30 from approximately Shrader Lane to Malts Lane, while the three specific intersections matched those that were encompassed in the crash rate analyses, including US 30 at SR 48, US 30 at Colonial Manor Road, and US 30 at Robbins Station Road.
- Driver error was cited in 94% of all US 30 crashes, with the most common errors relating to speed (e.g. Speeding, Too Fast for Conditions, Failure to Maintain Proper Speed, Sudden Slowing/Stopping) or judgement (e.g. Proceeding without Clearance, Careless Lane Change, Improper or Careless Turns, Improper Entrance to the Highway, Tailgating).
- There were 11 specific crash clusters reviewed at key locations throughout the corridor. Of these, at least half of the locations did not have left-turn lanes along US 30 or were observed to have inadequate storage length where turn lanes were present (i.e. queue spillback from the turn bay was observed). These conditions, coupled with the rear end and angle crash type and driver error statistics noted above, as well as anecdotal evidence from numerous stakeholder and public outreach and survey comments, imply that turning movements off of or onto US 30 are a key safety concern.

Driver error has been documented as the most common reason for crashes within the project area. Common driver errors in the project area include travelling too fast for conditions, “proceeding without clearance, careless lane change, improper or careless turns, and improper entrance to the highway”. It is noted that these types of crashes may be attributed to the “high number of intersections and driveways along the corridor...combined with high traffic volumes and congested traffic conditions.” Furthermore, many of the driveways and intersections in the Route 30 Corridor are un-signalized. An on-line public survey was conducted for the project as a part of the Traffic Report to gather input on the roadway system from the travelling public which utilizes this section of Route 30. According to the survey, one of the top three concerns in the project corridor included crash and safety concerns (15% of all respondents).

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### *Drainage and Infrastructure Related Safety Issues*

Based on details from a separate *Highway Deficiency and Design Criteria Report* (HD&DC Report) developed for the project, other safety issues may pertain to various existing drainage and infrastructure or roadway deficiencies. The HD&DC Report stated, for example, that drainage issues within the corridor are of “major concern”, including:

- Numerous stormwater ponding locations increase potential risk and delay for vehicles traveling the corridor.
- Excessive stormwater spread, due in part to stormwater ponding, leads to stormwater encroachment into vehicular travel lanes, which presents hydroplaning issues.
- Numerous open top inlets and exposed headwalls along the shoulders of this corridor are unprotected, which creates a hazard should a vehicle leave the travel way.
- Stormwater erosion has caused various inlet and drainage pipes to become exposed. Furthermore, stormwater erosion along slopes, both above and below the corridor, is present at many locations along the corridor.

Concerns with drainage issues related to safety in the corridor were also mentioned by attendees at the public advisory committee meetings and public meetings held for the project. Ponding on the roadway and subsequent hydroplaning of vehicles travelling in the area during rain events was one particular concern voiced at these meetings.

Other infrastructure or roadway related safety issues include driveway entrances and side road intersections that lack sufficient sight distance for entry to the roadway. Additionally, falling rock has been observed in portions of the corridor.



## Operational Deficiencies

### *Intersection Level of Service Failures*

Roadway congestion has been identified as a significant issue associated with the Route 30 corridor. The *Traffic Report for Base and No-Build Conditions* (Traffic Report) prepared for the project was developed to evaluate Base Year 2015 traffic conditions and Future Year 2045 No-Build traffic conditions within the study area. A few of the studies completed for development of the Traffic Report relative to congestion are summarized below.

Several signalized intersections within the study area were modeled and analyzed to determine Level of Service (LOS) for these intersections on the Route 30 corridor along with three other signalized intersections near Route 30 which are affected by traffic along the corridor. A total of 11 different intersections were modeled for the Traffic Report. The study software was calibrated with data collected in the field to analyze the weekday AM and PM and Saturday midday peak periods. The results of this analysis determined that there will be a degradation in LOS at 9 of the 11 intersections evaluated between the Base Year 2015 and the Future Year 2045 No-Build scenario. The following lists those intersections which were determined to operate at unacceptable levels (LOS E/F) for the Base Year 2015:

- The Route 30 and SR 48 intersection was determined to operate at an LOS E during the AM and Saturday midday peaks and at a LOS F during the PM peak period.
- The Route 30 and Robins Station Road/Lincoln Highway intersection was determined to operate at a LOS E during the PM peak period.
- The other intersections modeled and analyzed for the project were determined to operate acceptably (LOS A, B, C, or D) for the Base Year 2015.

The results of traffic model simulation for the Future No-Build traffic operations displayed a LOS degradation at nine (9) of the project area intersections and are listed as follows:

- 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).
- The Route 30 and Carpenter Lane/Leger Road intersection degraded to operate at a LOS F during the PM Peak period.
- The Route 30 and Malts Lane intersection degraded to operate at a LOS E during the PM Peak period.
- The Route 30 and Lincoln Way intersection degraded to operate at a LOS E during the PM Peak period.
- The Route 30 and Robins Station Road/Lincoln Highway intersection degraded to operate at a LOS E during the AM Peak and Saturday Midday Peak periods and at a LOS F during the PM Peak period.
- The Lincoln Way and Bethel Road/Maus Drive intersection degraded to operate at a LOS F during the PM Peak period.
- The Robbins Station Road and Clay Pike intersection degraded to operate at a LOS F during the PM Peak period.

To summarize, five (5) of the intersections demonstrated a degradation to an unacceptable level (LOS E/F) during at least one of the peak periods evaluated. Three of the four intersections that experienced cycle failures were those that displayed an unacceptable LOS for the Base Year 2015 during at least one of the peak periods evaluated. All of the intersections that experienced cycle failures were those that displayed an unacceptable LOS for the Future Year 2045 No-Build during at least one of the peak periods evaluated.

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### *Excessive Queuing*

Queuing Studies were conducted at several intersections throughout the project corridor. This study determined that there are four (4) intersections where problems associated with queuing were observed. The queuing problems equated to cycle failures in these locations. Cycle failures “occur when a vehicle arrives during a red indication and waits through an entire green phase without passing through the intersection.” The intersections where this situation was identified include:

- Route 30 and SR 48 (all side-street and left-turn movements periodically throughout the day);
- Route 30 and Carpenter Lane/Leger Road (westbound lefts during the PM peak period);
- Route 30 and Lincoln Way (northbound rights during the PM peak period); and
- Route 30 and Robbins Station Road/Center Highway (northbound through-movements during the PM peak period).

Excessive queuing and queue spillback contribute to congestion and safety concerns at multiple locations in the corridor. Additional information regarding specific locations and problems associated with excessive queuing and queue spillback are discussed under the Congestion Conditions section.

### *Corridor Travel and Access Deficiencies*

An analysis of vehicular travel times through the project corridor was conducted as a part of the Traffic Report implementing the Base Year 2015 travel times and Future Year 2045 No-Build travel times. Actual travel times along US 30 of 10-13 minutes under 2015 Base conditions, or 10-21 minutes under 2045 No-Build conditions, exceed the theoretical travel time of just under 8 minutes at the posted speed limit with no stops. Travel delays under 2045 No-Build conditions are projected to increase as much as 30% (3 additional minutes) westbound during the AM peak period, 40% (4 additional minutes) westbound during the PM peak period, and 65% (8 additional minutes) eastbound during the PM peak period.

Travel time reliability along US 30 will degrade substantially under 2045 No-Build conditions. Variations in travel time under 2015 Base conditions (10-13 minutes) reflect a 3 minute difference between peaks, whereas variations in travel time under 2045 No-Build conditions (10-21 minutes) reflect more than a 10 minute difference between peaks, as well as a reduction in average network speeds of as much as 40% during the 2045 PM peak.

A gap study was also completed as a part of the Traffic Report prepared for the project. The gap study included four locations in the project corridor listed below:

- Route 30 and Ardara Road
- Route 30 and Bilott Avenue
- Route 30 and Skellytown Road
- Route 30 and Toddler Town Drive

The Highway Capacity Manual (HCM) 2010 methodology describes that 35.0 seconds of waiting is unacceptable for an intersection without a traffic signal. This equates to 58% of a minute. Therefore, a percentage of acceptable gap of less than 42% will most likely result in an unacceptable operation. Measured gap data indicates that for turning maneuvers onto or off US 30, acceptable gaps in traffic were not consistently available for at least 42% of the time – the project’s minimum established threshold for acceptable operations – at any of the four locations that were observed during the AM and PM peak periods. Acceptable gaps for left-turns from the side-streets onto US 30, in particular, were only available for as little as 7% (at Bilott Road) to 33% (at Ardara Road) of the observed peak periods.

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Acceptable gaps for left-turns off US 30 were likewise not available at the Bilott Road and Skellytown Road observation sites during the PM peak period, and only marginally available at the Ardara Road site. Coupled with many locations along the corridor that do not have a protected left-turn lane, turning vehicles must often stop and queue in the left through-travel (passing) lane while waiting for a gap in traffic. Such conditions increase the turning vehicles' exposure and risk while stopped, introduce additional travel delay and unexpected slowing/stopping or lane-changes for through-traffic, and increase the likelihood that drivers will force their turning maneuver more aggressively (i.e. accepting less than their typical acceptable gap).

An on-line public survey was conducted as part of the project's public outreach effort and received over 900 responses. For survey purposes, the corridor was divided into 18 key locations; and respondents were asked to rate (1) the ability to safely enter/exit the destinations and (2) the overall traffic congestion at each location. Survey results identified the top three concerns in the project corridor as left turn issues (27% of all respondents), congestion/queuing (16% of all respondents), and crash and safety concerns (15% of all respondents). Left Turn Issues were also leading or amongst the top three concerns at 14 of the 18 key locations explored by the survey.

### *SPC Congestion Management Process (CMP) – Corridor #89*

The Route 30 Corridor is part of Corridor #89 identified by the Southwestern Pennsylvania Commission (SPC) Congestion Management Process.<sup>1</sup> 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 a total of seven (7) "Nodes" within Corridor 89. Five of these nodes are intersections within the Route 30 Project Corridor and are listed below:

- Route 30 and SR 48 intersection;
- Route 30 and Old Jacks Run Road intersection;
- Route 30 and Colonial Manor Road intersection;
- Route 30 and Robbins Station Road intersection; and
- Route 30 and Fairwood Drive/10th Street intersection.

Data gathered from 2014 and utilized for development of the SPC CMP efforts indicates that actual travel time throughout the corridor exceeds the expected travel times at the posted speed limits. According to the SPC data, eastbound traffic flow between the Route 48 to Old Jacks Run Road nodes, the Robbins Station Road to Fairwood Drive/10th Street nodes, and westbound traffic from the Colonial Manor Road to Old Jacks Run Road nodes, traffic is moving near the expected travel times for the posted speed limit in these sections. Travel time throughout the other sections of the corridor exceed the expected travel times for the posted speed limits.

### *Congestion Conditions Summary*

It has been documented that roadway congestion is a significant issue associated with the Route 30 corridor. Studies conducted for the Traffic Report relative to congestion included Queuing Studies, LOS evaluations of several intersections within the corridor, corridor travel times, and Gap Studies.

Queuing problems identified in the corridor equate to cycle failures at several intersections through the corridor. As described previously, cycle failures "occur when a vehicle arrives during a red indication and waits through an entire green phase without passing through the intersection." Cycle failures were observed at four intersections

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<sup>1</sup> SPC Congestion Management Corridors: Allegheny and Westmoreland Counties; Corridor 89: US 30 (N. Versailles - Turnpike); see [http://www.spcregion.org/trans\\_cong\\_detail.asp?CorridorNumber=89](http://www.spcregion.org/trans_cong_detail.asp?CorridorNumber=89)

## 2017 FINAL REPORT

within the corridor. The excessive queuing and queue spillback contribute to congestion and safety concerns at multiple locations. Spillback from the Robbins Station Road intersection, in particular, impacts upstream and side-street operations to the west on US 30 past Malts Lane, to the south on Lincoln Way past Bethel Road, to the south on Robbins Station Road past Clay Pike, and to the north along Center Highway. Turn lane queues also exceed available storage lengths and impact through-traffic in at least two locations including US 30 at SR 48 (all approaches) and US 30 at Lincoln Way (westbound lefts and northbound rights).

Intersection LOS evaluations were conducted for 11 different intersections in the Traffic Report. The LOS was determined for these intersections using the Base Year 2015 operations and the Future Year 2045 No-Build operations. Data collected was used to analyze the weekday AM and PM and Saturday midday peak periods. Operation at unacceptable levels (LOS E/F) were observed at two intersections under the Base Year 2015. Analysis conducted for the project determined that a degradation in LOS will occur at 9 of the 11 intersections under the Future Year 2045 No-Build scenario. Additional information regarding LOS evaluations can be found in [the Intersection Level of Service Failures and Excessive Queuing section](#) discussed previously in this document.

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### Facility and Infrastructure Deficiencies

The project's HD&DC Report outlines facility features that do not meet current PennDOT design standards. Primary deficiencies include roadway design deficiencies, drainage issues, pavement issues and other general roadway issues.

#### *Roadway Design Summary/Deficiencies*

Existing roadway shoulders observed within the corridor varied in width from non-existent to 9.5 feet; while existing lanes varied in width from 10.5 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. There are no sidewalks present in the project area, however recommended PennDOT criteria calls for 5 foot to 6 foot wide sidewalks. Various other geometrical features of the roadway throughout the corridor do not meet current PennDOT criteria and will be evaluated during preliminary engineering.

#### *Drainage Issues*

According to the HD&DC Report, drainage issues within the corridor are of "major concern". Ponding, erosion, clogged inlets, obsolete inlets/headwall systems, exposed pipes, low points, and heavy run-off areas have all been identified as prominent drainage issues. The following drainage issues are listed in the HD&DC Report:

- Inadequate inlet spacing and placement (per PennDOT's Drainage Manual).
- Numerous open top inlets and exposed headwalls along the shoulders of this corridor are obsolete and present safety concerns.
- Uncollected stormwater runoff allows stormwater from the corridor to enter residential and commercial property.
- Areas of undocumented removal/backfilling of existing drainage pipe and ditches are problematic.

Drainage issues within the corridor were also brought to the attention of the project team during public advisory committee meetings and public meetings held for the project. At these meetings, the public discussed drainage problems throughout the corridor. The drainage problems discussed at these meetings were described by the public as causing travel concerns due to ponding on the roadway during rain events. These drainage problems have also been described to be causing erosive conditions on the downslope areas of the landscape in the project area.

#### *Pavement Issues*

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.

## 2017 FINAL REPORT

PennDOT pavement data for International Roughness Index (IRI) is generally an expression of the pavement smoothness or “rideability” of the roadway. IRI data from PennDOT District 12 and PennDOT MPMS IQ<sup>2</sup> indicates that of the 24 roadway segments within the US 30 project limits (12 segments in each direction), the majority of IRI ratings are in the Poor/Fair range, including 2 Poor, 15 Fair, 6 Good, and 1 Excellent segments, with resurfacing years from 2006 to 2011.

PennDOT pavement data for Overall Pavement Index (OPI) is generally an expression of the existing pavement conditions or performance based on a combination of IRI roughness indices and pavement distress indices for cracking, edge deterioration, rutting, or similar conditions. OPI data from PennDOT District 12 and PennDOT MPMS IQ indicates that a majority of OPI ratings are in the Poor/Fair range, including 2 Poor, 12 Fair, and 10 Good segments, based on pavement condition observations mostly from 2016.

### *Other General Roadway Issues*

Other general roadway issues throughout the US 30 corridor include the following:

- There are numerous Clear Zone Concept concerns along the corridor (see HD&DC Report for details).
- There are numerous driveway entrances and side road intersections that lack sufficient horizontal sight distance for entry to the roadway.
- There are four (4) signalized intersections that have at least one skewed leg.
- Falling rock has been observed within the corridor.

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<sup>2</sup> *Multimodal Project Mapping System Interactive Query*; see [http://www.dot7.state.pa.us/MPMS\\_IQ/Mapping#](http://www.dot7.state.pa.us/MPMS_IQ/Mapping#)

## Community and Economic Development Constraints

### *Future Economic Development Constraints*

Westmoreland County has identified an “Urban/Suburban Development Triangle” in the Westmoreland County Comprehensive Plan where growth within the county has been historically concentrated. 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 County Comprehensive Plan includes a section on the transportation network in the county. The County Comprehensive Plan identifies US 30 as a “transportation spine” for the county as it is a heavily travelled corridor which supports development as it is not a limited access highway. As described previously, this corridor is centrally located within the “Urban/Suburban Development Triangle” identified in the County Comprehensive Plan. It is further described that the US 30 corridor is the primary area of congestion in the county and is a major problem. The problem area for congestion on US 30 is described from the Allegheny County line east through Latrobe. This area includes the Route 30 Corridor project area. 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.”

Review of North Huntingdon Township’s Planning and Zoning reports indicated that there were 85 new residential home building permits issued in 2015. Through April of 2016, 23 new residential home building permits have been issued. These additional homes in the township may further add to congestion issues in the project area.

For these reasons, it is expected that traffic volumes throughout the Route 30 Corridor will increase. This would result in additional congestion within the corridor under a No-Build scenario. Furthermore, it is forecasted in the Traffic Report that the overall travel time through the project corridor will increase from an average of 10 to 13 minutes during the Base Year 2015 to 10 to 21 minutes for the Future Year 2045 under no-build conditions. This in turn, may result in additional congestion and safety concerns through the corridor. As noted in the Safety Report, rear end and angle crashes may be attributed to the “high number of intersections and driveways along the corridor...combined with high traffic volumes and congested traffic conditions.”

### *Inadequate Multimodal Infrastructure and Community Connectivity*

No sidewalks or bicycle lanes are present along the project corridor, though pedestrian activity was periodically observed. Much of the corridor includes development that could regularly attract non-vehicular traffic that serves potential access between retail, restaurant, or local businesses and nearby residential communities or schools.

No marked bus stops or related pedestrian connections are present along US 30, though advertised Westmoreland Transit stops include US 30 westbound at four locations (Hamilton Road, Colonial Manor Road, Magnus Lane, and Woodside Drive) and US 30 eastbound at three locations (Woodside Drive, Old Jack’s Run Road, and Bethel Road).

One park and ride lot serving Westmoreland Transit Routes 1F, 3F, 4, and 4S is located in the project corridor near US 30 at Carpenter Lane. The approximately 300-space lot exceeds 90% utilization on average with approximately 40 bus trips daily. Bus drop-offs in the PM peak were noted to cause short-term traffic surges and introduce localized congestion and access concerns for the US 30 at Carpenter Lane intersection.

## 2017 FINAL REPORT

*PA On Track*, the 2016 Pennsylvania Long Range Transportation Plan (LRTP), identifies the importance of public transportation as a key factor in the transportation network, and the state has historically been committed to funding services and operations for public transportation. The LRTP also highlights Pennsylvania’s aging population trend, noting that “by 2040, the state’s share of population age 65 and older is expected to increase from 16 percent today to over 23 percent”. It further notes that “this demographic group is typically more dependent on bicycling, walking, and public transportation.” Coupled with an under age 18 demographic, which may have similar dependencies, a substantial portion of the total population will continue to become more dependent on multimodal transportation options. As the demographic make-up of areas in and around the US 30 project corridor were found to be similar to statewide trends, this potential dependency likewise holds true within the immediate project area. Versus overall population, demographic details<sup>3</sup> for Pennsylvania, Westmoreland County, and North Huntingdon Township include the following:

- Pennsylvania:                                    21.3% under age 18            16.3% age 65 and older            *(total 37.6%)*
- Westmoreland County:                        19.1% under age 18            20.1% age 65 and older            *(total 39.2%)*
- North Huntingdon Township:                21.3% under age 18            18.4% age 65 and older            *(total 39.7%)*

During the public advisory committee meeting and the public meeting held for the project, representatives from the Borough of Irwin described that the downtown area or Irwin is somewhat cut-off from through traffic on Route 30. In order to access the downtown area travelling on US 30 from the east, traffic must travel on 10<sup>th</sup> Street and Chestnut Street. The existing land use along these streets is residential. Representatives from the Borough requested a better access route which would allow traffic into Irwin without travelling through residential neighborhoods.

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<sup>3</sup> Compiled based on data from the U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates, [www.census.gov/](http://www.census.gov/).



## Potential Corridor/Project Segmentation

Based on the technical and outreach components of the US 30 Corridor Projects study to-date, the project team has developed an initial set of potential corridor/project segments for consideration relative to future project study, design, funding, and/or construction efforts. This segmentation considers the findings of relevant safety, traffic, highway, infrastructure, and environmental analyses for the Base and Future No-Build conditions, coupled with insights from the project's advisory committee, stakeholder committee, and general public meetings, as well as direct guidance from PennDOT District 12-0. While the corridor/project segmentation may evolve throughout future phases of this study, an initial set of possibilities that provide logical termini and independent utility are shown in *Exhibit 4*, which includes the following:

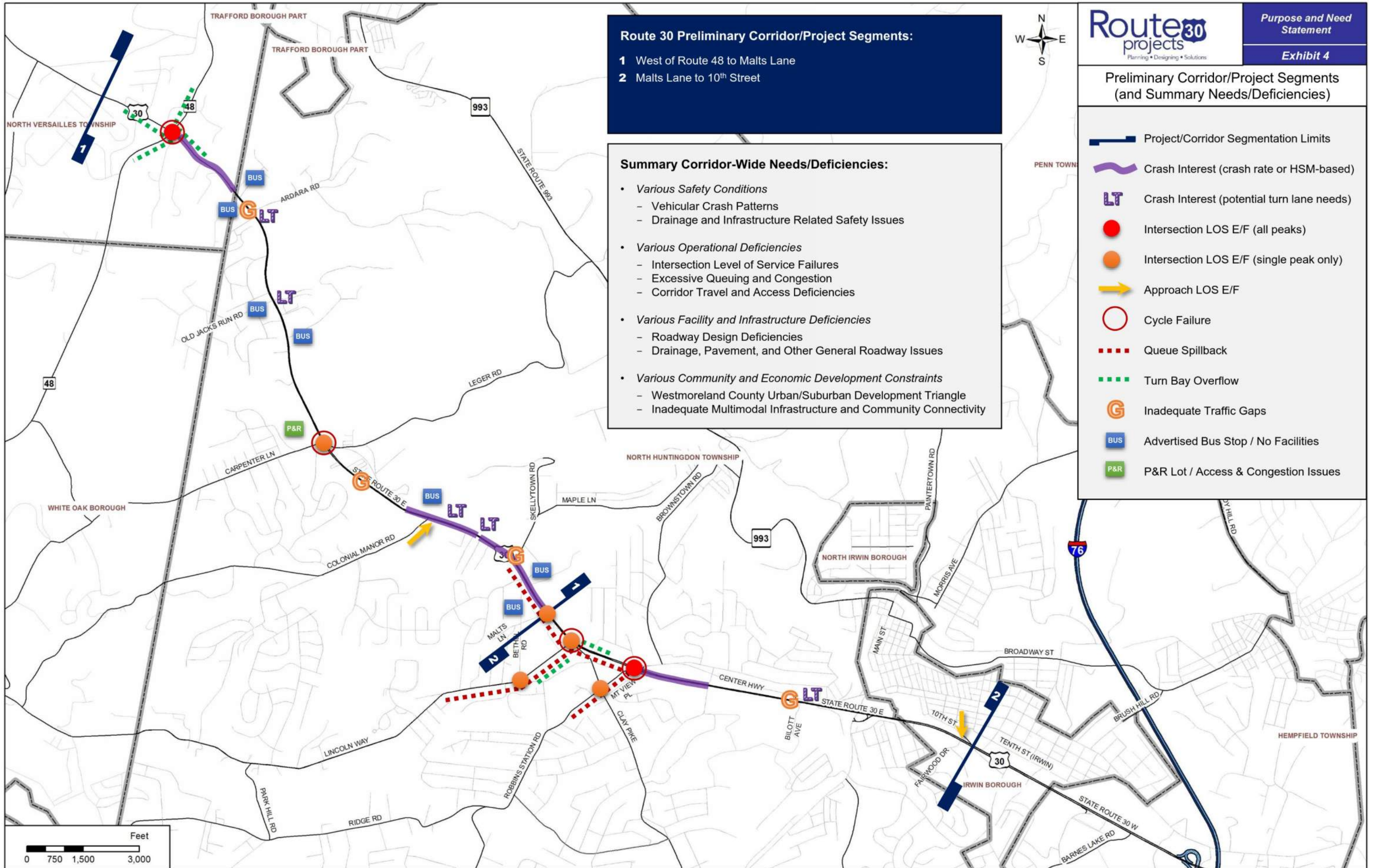
- Route 30 Projects Segment 1: West of Route 48 to Malts Lane<sup>4</sup>
- Route 30 Projects Segment 2: Malts Lane to 10<sup>th</sup> Street

It was generally determined that the overall Purpose & Need Statement described by this document is equally valid for each of the above segments. However, the individual segments encompass different focal points that may require different analysis or design treatments moving forward. The degree to which specific needs apply may also vary slightly by segment, though all needs are generally relevant throughout the overall corridor.

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<sup>4</sup> Pending the development of improvement alternatives, it is anticipated that a logical western terminus for Segment 1 may need to extend west of the US 30 and Route 48 intersection (as has been listed here) to incorporate the eastbound intersection approach at Route 48. Reasonable limits could extend, for example, approximately 2000' west to Leuhm Avenue, or 800' west to Dix Drive.

Exhibit 4: Route 30 Preliminary Corridor/Project Segments (and Summary Needs/Deficiencies)



## References

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- *PennDOT Publication 319: Needs Study Handbook*, Pennsylvania Department of Transportation, December 2010.
- *Route 30 Projects – Corridor Safety Study Report (Confidential)*, PennDOT ECMS #E03289, April 2016.
- *Route 30 Projects – Highway Deficiency and Design Criteria Report*, PennDOT ECMS #E03289, October 2016.
- *Route 30 Projects – Traffic Report for Base and No-Build Conditions*, PennDOT ECMS #E03289, September 2016.
- *SPC Congestion Management Corridors: Allegheny and Westmoreland Counties; Corridor 89: US 30 (N. Versailles - Turnpike)*; Accessed February 17, 2017 at: [www.spcregion.org/trans\\_cong\\_detail.asp?CorridorNumber=89](http://www.spcregion.org/trans_cong_detail.asp?CorridorNumber=89)

**Appendix B**  
**Technical Support Data Index**

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## US 30 CORRIDOR IMPROVEMENTS – WESTERN SECTION

### TECHNICAL SUPPORT DATA INDEX

Technical reports and memos have been prepared for the subject areas within the US Route 30 Corridor Improvements – Western Section Environmental Assessment and are included in the project file. These reference documents are on file with PennDOT Engineering District 12-0. Specific documents referenced in each chapter of the Environmental Assessment are listed below:

#### **Chapter 1: Introduction**

- Scoping Field View Meeting Minutes (2019)
- US 30 Corridor Safety Study Report (2016)

#### **Chapter 2.2 Purpose and Need**

- May 31, 2017 Project Purpose and Need Statement Final Report
- Highway Deficiency and Design Criteria Report (2016)

#### **Chapter 3 Alternatives**

- Alternatives Analysis Report, Volume 1: Master Planning Summary (2018)
- US 30 Corridor Improvements Traffic Study (2018)
- Preliminary Traffic Signal Design Documentation Memo (January 16, 2020)

#### **Chapter 4 Affected Environment and Environmental Consequences**

- Wetland and Surface Water Delineation Report Prepared for the US 30 Corridor Improvements Project (April 2023)
- Phase I Environmental Site Assessment: SR 0030 Corridor Improvement Project (September 2021)
- Phase I Environmental Site Assessment: SR 0030 Corridor Improvement Project Addendum (May 2023)
- Wildlife Crossing Justification (November 2023)
- Project cultural resources documentation available on PATH at link <https://path.penndot.gov/ProjectDetails.aspx?ProjectID=10317>
- Additional technical reports completed for Section 106 clearance:
  - Archaeological Investigations of the Miller United Methodist Church Cemetery, North Versailles Township, Allegheny County, An Addendum Report for the US 30 Corridor Improvements (Western Section), SR 0030, A10, North Huntingdon Township and Irwin Borough, Westmoreland County, and North Versailles Township, Allegheny County, Pennsylvania. (December 2020)
  - Phase I Archaeological Survey, US 30 Corridor Improvements (Western Section), SR 0030, Section A10, North Huntingdon Township and Irwin Borough, Westmoreland County, and North Versailles Township, Allegheny County, Pennsylvania. (January 2021)

- Phase II Archaeological Testing of the Hoffman Site (36AL0763), Wooded Acres Site (36WM1208), and Weston Site (36WM1207), US 30 Corridor Improvements (Western Section) SR 0030, Section A10, North Huntingdon Township and Irwin Borough, Westmoreland County, and North Versailles Township, Allegheny County, Pennsylvania. (December 2021)
- Additional Phase I Archaeological Survey, US 30 Corridor Improvements (Western Section), SR 0030, Section A10, North Huntingdon Township and Irwin Borough, Westmoreland County, and North Versailles Township, Allegheny, Pennsylvania. Memo prepared by the Markosky Engineering Group, April 24, 2023
- Air Quality Qualitative Analysis for the SR 0030 Section A10 US Corridor Improvements Project Western Section (January 2024)
- Highway Traffic Noise Impact Study Screening Analysis Prepared for the US 30 Section A10 Corridor Improvements Project (June 2021)
- Conceptual Stage Survey Report (March 2024)
- Indirect and Cumulative Effects Assessment Technical Memo (June 2023)

#### **Chapter 5: Public Involvement**

- March 2, 2016, October 5, 2017, and May 29, 2019 Public Meeting Summaries
- October 24, 2022 Public Briefing Summary

#### **Chapter 6: Environmental Justice**

- Environmental Justice Analysis (March 2024)

**Appendix C**  
**Engineering Information**

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**Project Identification**

**Part A Prepared By:** Susan Gerlach - The Markosky Engineering Group Inc.

**Originating Office:** 12 **Date:** 03/03/20

**Federal Project Number:** TBD

**Township/Municipality:** North Versailles Township, North Huntingdon Township

**Local Name:** US 30 Corridor Impvmts - Western Section

Construction Station and Length				
Facility	Limits of Work (Segment/Offset)		Construction Stations	
	Start	End	Start	End
Route 30 (Westmoreland Co)	0030/2030 (East), 0031/2155 (West)	0010/0000 (East) 0011/0000 (West)	1001+50.00	1084+75.95 (Westmoreland Co)
Route 30 (Allegheny Co)	0340/2370 (East) 0341/2342 (West)	0330/0370 (East) 0331/0380 (West)	1084+75.95	780+50.00
SR 48	0270/1708	0280/0785	244+00.00	910+50.00
SR 4019	0020/1150	0030/0884	35+75.00	500+50.00

**Program:** \* **Funding:** **federal 80** **state 20** **local N/A** **other N/A**

**Date of First Federal Authorization for Preliminary Engineering:** N/A PE is 100% State funded

**Date of Federal Authorization Time Extension(s) for Preliminary Engineering (if applicable):** N/A

\*The project was originally created under the preliminary engineering study phase MPMS #32040, which was 100% state funding. These funds were encumbered in the last Transportation Improvement Program (TIP) and not carried over to the latest update. MPMS #110900 was created to continue project development and represents the next project phase on the current TIP. Final design, utilities, and construction are all fully funded in the 2023 Southwestern Pennsylvania Commission (SPC) TIP under this number, and the construction phase is also reported in the draft 2025 program as well. MPMS #117945 is also associated with the project and was created to apply for CMAQ funds, which will be utilized to complete the adaptive signal improvement components of the project.



**Design Criteria**

**Roadway Description:** SR 0030

**Functional Classification:** Principal Arterial

Urban  Rural

**Current ADT:** 11,440 (2021)

Design Year No-Build / Build ADT, as well as Current / Design Year Build LOS, is only necessary when PM2.5 hot spot analysis is required.

If PM2.5 hot spot analysis is not needed (see exempt project list in Air Quality Handbook, Pub #321), "N/A" can be entered for these values.

**Design Year No-Build ADT:** 28,146 (2043)

**Current LOS:** F

**Design Year Build ADT:** 28,146

**Design Year Build LOS:** D

**DHV:** 2252

**Truck %:** 7

**D (Directional Distribution)** 53  
%

**Design Speed:** 40 mi/h

**Posted Speed:** 40 mi/h

**Required Minimum Widths**

**Lane Width:** 11 ft

**Shoulder Width:** 8-12 ft

**Bridge Curb-to-Curb:** NA ft

**Design Exception Required?**  Yes  No

If "Yes", explain.

**Typology:** Regional Arterial – Suburban Corridor

**Topography:**  Level  Rolling  Mountainous

**Proposed Design Criteria:** New and Reconstruction

---



ENVIRONMENTAL ASSESSMENT  
US 30 CORRIDOR IMPROVEMENTS – WESTERN SECTION

Roadway Description: SR 0048

Functional Classification: Principal Arterial

Urban  Rural

Current ADT: 18,619

Design Year No-Build / Build ADT, as well as Current / Design Year Build LOS, is only necessary when PM2.5 hot spot analysis is required.

If PM2.5 hot spot analysis is not needed (see exempt project list in Air Quality Handbook, Pub #321), "N/A" can be entered for these values.

Design Year No-Build ADT: 20,436 (2043)

Current LOS: F

Design Year Build ADT: 20,436

Design Year Build LOS: D

DHV: 2044

Truck %: 5

D (Directional Distribution) 55 %:

Design Speed: 40 mi/h

Posted Speed: 40 mi/h

Required Minimum Widths

Lane Width: 11 ft

Shoulder Width: 1 ft

Bridge Curb-to-Curb: NA ft

Design Exception Required?

Yes  No

If "Yes", explain.

Typology: Regional Arterial – Suburban Corridor

Topography:  Level  Rolling  Mountainous

Proposed Design Criteria: New and Reconstruction

---

**Traffic Control Measures**

The following traffic control measures will be implemented:

- Temporary Bridge(s)
- Temporary Roadway
- Detour
- Ramp Closure
- Other (specify)
- None

If any of the above traffic control measures will be implemented, indicate the following conditions.

Provisions for access by local traffic will be made and so posted.  True  False

Through-traffic dependent business will not be adversely affected.  True  False

There will be no interference with any local special event or festival.  True  False

There will be no substantial environmental consequences associated with the traffic control measure(s).  True  False

There is no substantial controversy associated with the traffic control measure(s).  True  False

There are no substantial impacts to bicycle or pedestrian routes.  True  False

If the answer to any of the above questions was "False", please explain.

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**Estimated Costs**

**Engineering:** \$ 5,800,000      **Right-of-Way:** \$ 3,500,000      **Construction:** \$ 65,000,000      **Utilities:** \$ 3,500,000

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**Additional Information**

**Remarks, Footnotes, Supplemental Data**

Temporary lane closures along US 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 will be managed by using construction sequencing that builds and implements the proposed jughandles early in the project to enhance operations and safety during construction.

---

**Roadway**

**Roadway Description**

SR 0030

	<b>Existing</b>	<b>Proposed</b>
<b>Number of Lanes:</b>	4	4-5
<b>Lane Width:</b>	10-12 ft	12 ft
<b>Shoulder Width:</b>	0-10 ft	3-3.5 ft
<b>Median Width:</b>	NA ft	10 ft
<b>Sidewalk Width:</b>	NA ft	N/A ft
<b>Bicycle Lane Width:</b>	NA ft	N/A ft
<b>Clear Zone Width:</b>	14-16 ft	14-16 ft

**Roadway Description**

SR 0048

	<b>Existing</b>	<b>Proposed</b>
<b>Number of Lanes:</b>	2	2-4
<b>Lane Width:</b>	10.5-12 ft	12 ft
<b>Shoulder Width:</b>	0-9.5 ft	1ft offset to curb ft
<b>Median Width:</b>	N/A ft	N/A ft
<b>Sidewalk Width:</b>	N/A ft	N/A ft
<b>Bicycle Lane Width:</b>	N/A ft	N/A ft
<b>Clear Zone Width:</b>	14-16 ft	14-16 ft

**Structure**

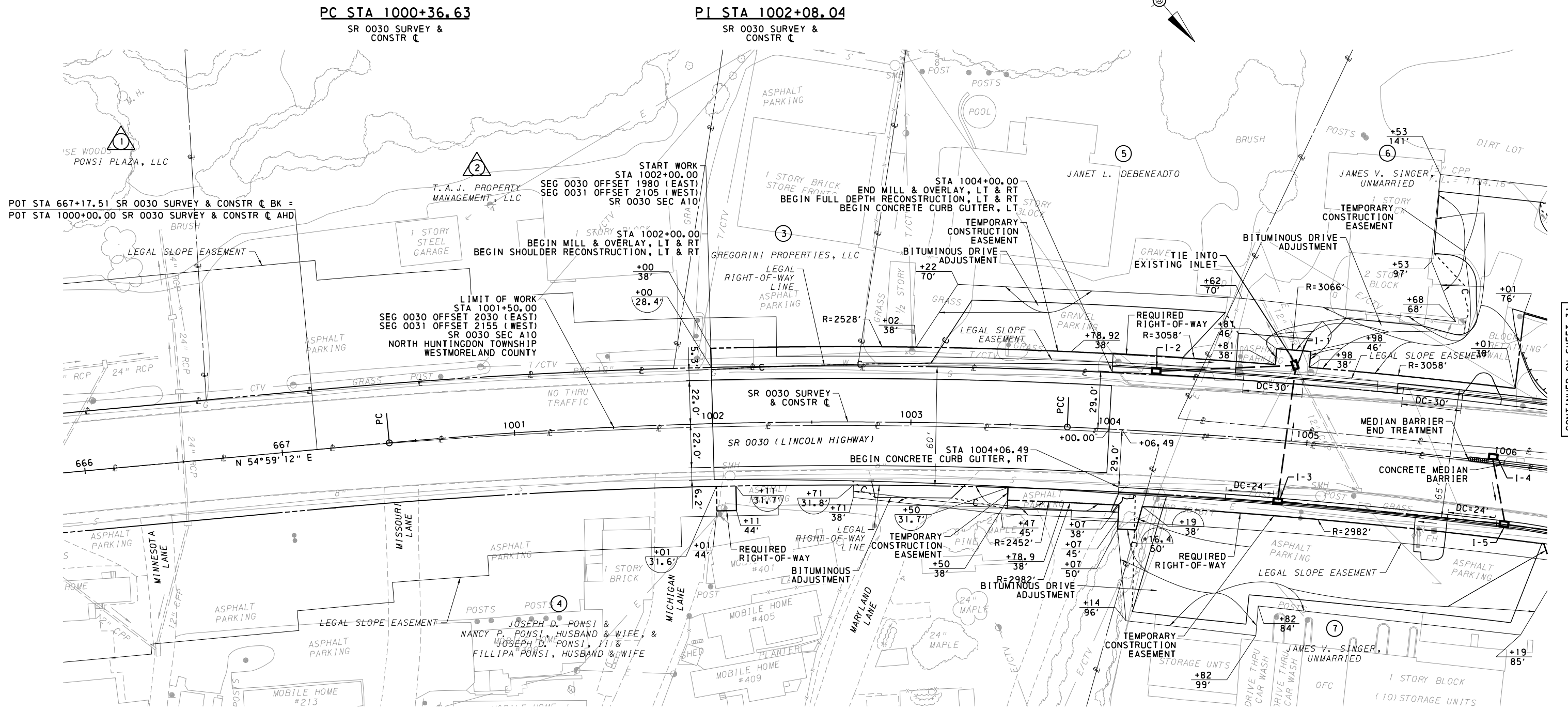
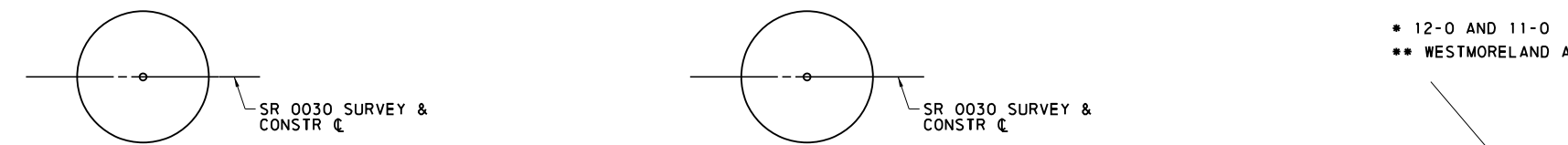
No structures included with this project

**Appendix D**

**Design Plans**

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NORTH HUNTINGDON AND NORTH VERSAILLES TWP.				
REVISION NUMBER	REVISIONS			DATE BY



SR 0030  
HORIZONTAL CURVE DATA

PI STA. 1002+08.04  
 $\Delta = 07^\circ 52' 35''$  RT.  
 $D = 02^\circ 18' 04''$   
 $T = 171.42'$   
 $L = 342.30'$   
 $R = 2490.00'$   
 $E = 5.89'$

PC STA. 1000+36.63  
 PCC STA. 1003+78.92  
 SUPERELEVATE 2.8%

SR 0030  
HORIZONTAL CURVE DATA

PI STA. 1009+42.84  
 $\Delta = 21^\circ 09' 13''$  RT.  
 $D = 01^\circ 53' 50''$   
 $T = 563.91'$   
 $L = 1114.99'$   
 $R = 3020.00'$   
 $E = 52.20'$

PCC STA. 1003+78.92  
 PT STA. 1014+93.91  
 SUPERELEVATE 2.6%

**LEGEND**

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PARCEL IDENTIFICATION NUMBER

18" PIPE

DC=30' DEPRESSED CURB LENGTH

F FILL LINE

C CUT LINE



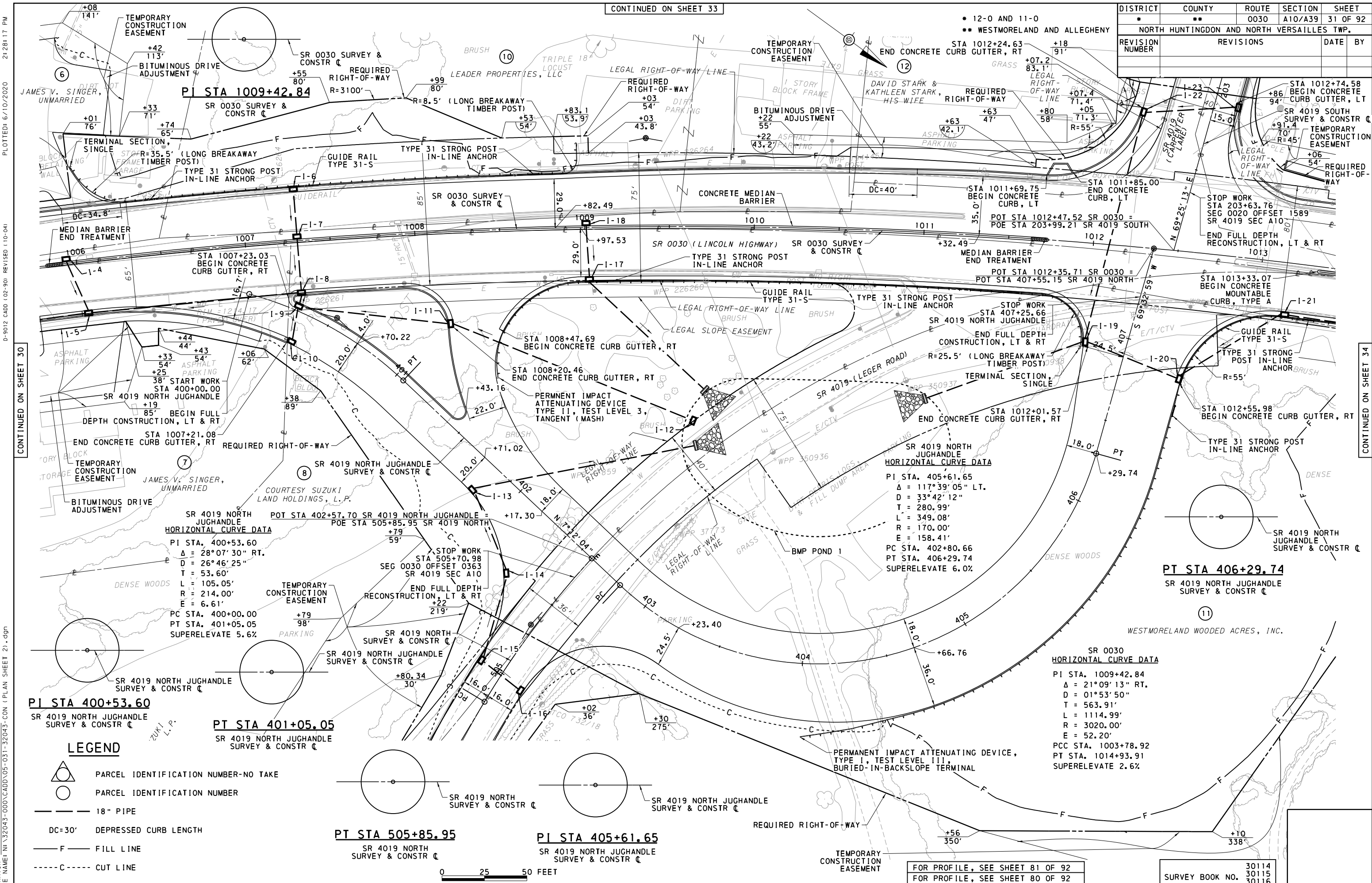
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FOR PROFILE, SEE SHEET 57 OF 92

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	30115
	30116
	30117

CONTINUED ON SHEET 31

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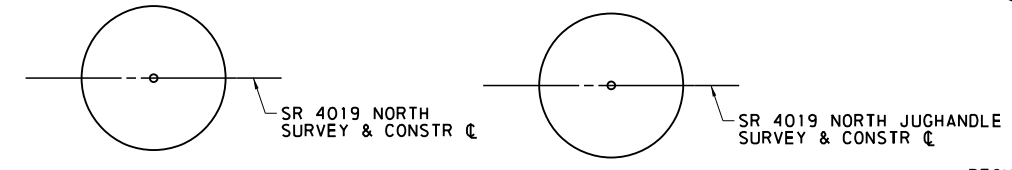
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- 18" PIPE
- DC=30' DEPRESSED CURB LENGTH
- F FILL LINE
- C CUT LINE



**PT STA 505+85.95**  
SR 4019 NORTH SURVEY & CONSTR C

**PI STA 405+61.65**  
SR 4019 NORTH JUGHANDLE SURVEY & CONSTR C



FOR PROFILE, SEE SHEET 81 OF 92	30114
FOR PROFILE, SEE SHEET 80 OF 92	30115
FOR PROFILE, SEE SHEET 78 OF 92	30116
	30117

SURVEY BOOK NO.	30114
	30115
	30116
	30117

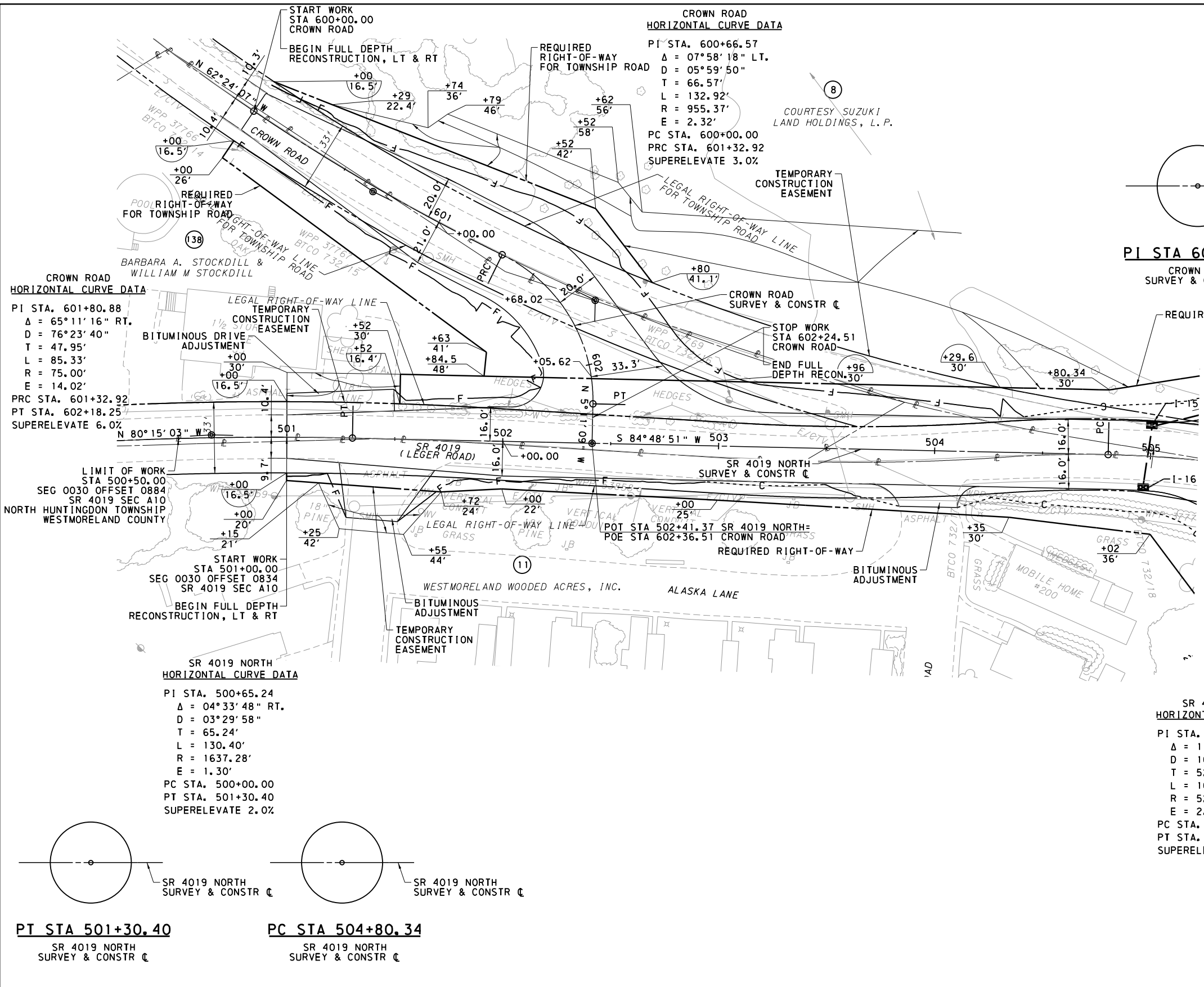
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REVISION NUMBER	REVISIONS			DATE	BY

\* 12-0 AND 11-0  
\*\* WESTMORELAND AND ALLEGHENY

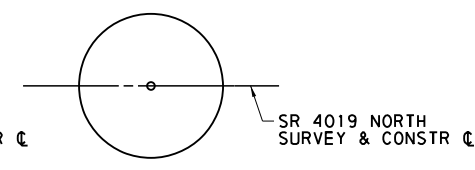
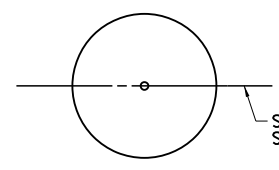
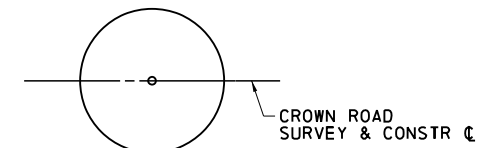
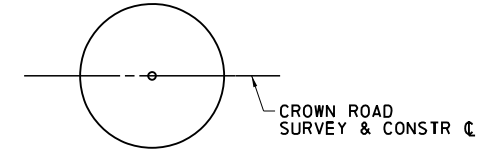
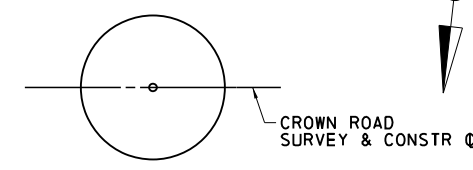


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 $D = 76^\circ 23' 40''$   
 $T = 47.95'$   
 $L = 85.33'$   
 $R = 75.00'$   
 $E = 14.02'$   
 PRC STA. 601+32.92  
 PT STA. 602+18.25  
 SUPERELEVATE 6.0%

**CROWN ROAD HORIZONTAL CURVE DATA**  
 PI STA. 600+66.57  
 $\Delta = 07^\circ 58' 18''$  LT.  
 $D = 05^\circ 59' 50''$   
 $T = 66.57'$   
 $L = 132.92'$   
 $R = 955.37'$   
 $E = 2.32'$   
 PC STA. 600+00.00  
 PRC STA. 601+32.92  
 SUPERELEVATE 3.0%

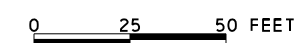
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 $D = 03^\circ 29' 58''$   
 $T = 65.24'$   
 $L = 130.40'$   
 $R = 1637.28'$   
 $E = 1.30'$   
 PC STA. 500+00.00  
 PT STA. 501+30.40  
 SUPERELEVATE 2.0%

**SR 4019 NORTH HORIZONTAL CURVE DATA**  
 PI STA. 505+33.33  
 $\Delta = 11^\circ 35' 55''$  RT.  
 $D = 10^\circ 58' 59''$   
 $T = 52.98'$   
 $L = 105.60'$   
 $R = 521.67'$   
 $E = 2.68'$   
 PC STA. 504+80.34  
 PT STA. 505+85.95  
 SUPERELEVATE 0.5%



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- PARCEL IDENTIFICATION NUMBER



FOR PROFILE, SEE SHEET 82 OF 92  
FOR PROFILE, SEE SHEET 81 OF 92

SURVEY BOOK NO. 30114  
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30117

DESIGNED BY: NPB | DRAWN BY: TMB | CHECKED BY: JDS

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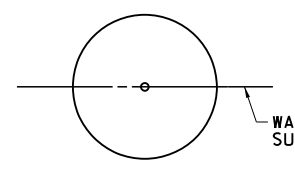
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CAROL J. SLAVIN,  
TRUSTEES PURSUANT TO THE  
NILES D. SLAVIN &  
CAROL J. SLAVIN  
REVOCABLE LIVING TRUST  
DATED NOVEMBER 17, 2008

SR 4019 SOUTH  
HORIZONTAL CURVE DATA  
PI STA. 200+41.58  
 $\Delta = 03^{\circ}10'33''$  LT.  
 $D = 03^{\circ}49'11''$   
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 $L = 83.15'$   
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PRC STA. 200+83.15  
SUPERELEVATE 2.2%

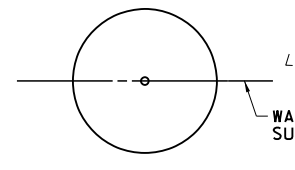
\* 12-0 AND 11-0  
\*\* WESTMORELAND AND ALLEGHENY

WARD DRIVE  
HORIZONTAL CURVE DATA

PI STA. 300+80.64  
 $\Delta = 17^{\circ}35'13''$  LT.  
 $D = 20^{\circ}50'05''$   
 $T = 42.54'$   
 $L = 84.41'$   
 $R = 275.00'$   
 $E = 3.27'$   
PC STA. 300+38.10  
PT STA. 301+22.51  
SUPERELEVATE 5.2%



PC STA 300+38.10  
WARD DRIVE  
SURVEY & CONSTR C



PI STA 300+80.64  
WARD DRIVE  
SURVEY & CONSTR C

WARD DRIVE  
HORIZONTAL CURVE DATA

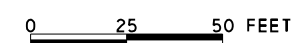
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 $D = 35^{\circ}48'36''$   
 $T = 59.36'$   
 $L = 113.69'$   
 $R = 160.00'$   
 $E = 10.66'$   
PC STA. 302+01.48  
PT STA. 303+15.16  
SUPERELEVATE 6.0%

PI STA 302+60.84  
WARD DRIVE  
SURVEY & CONSTR C

PT STA 303+15.16  
WARD DRIVE  
SURVEY & CONSTR C

LEGEND

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- Parcel Identification Number
- 18" PIPE
- F FILL LINE
- C CUT LINE



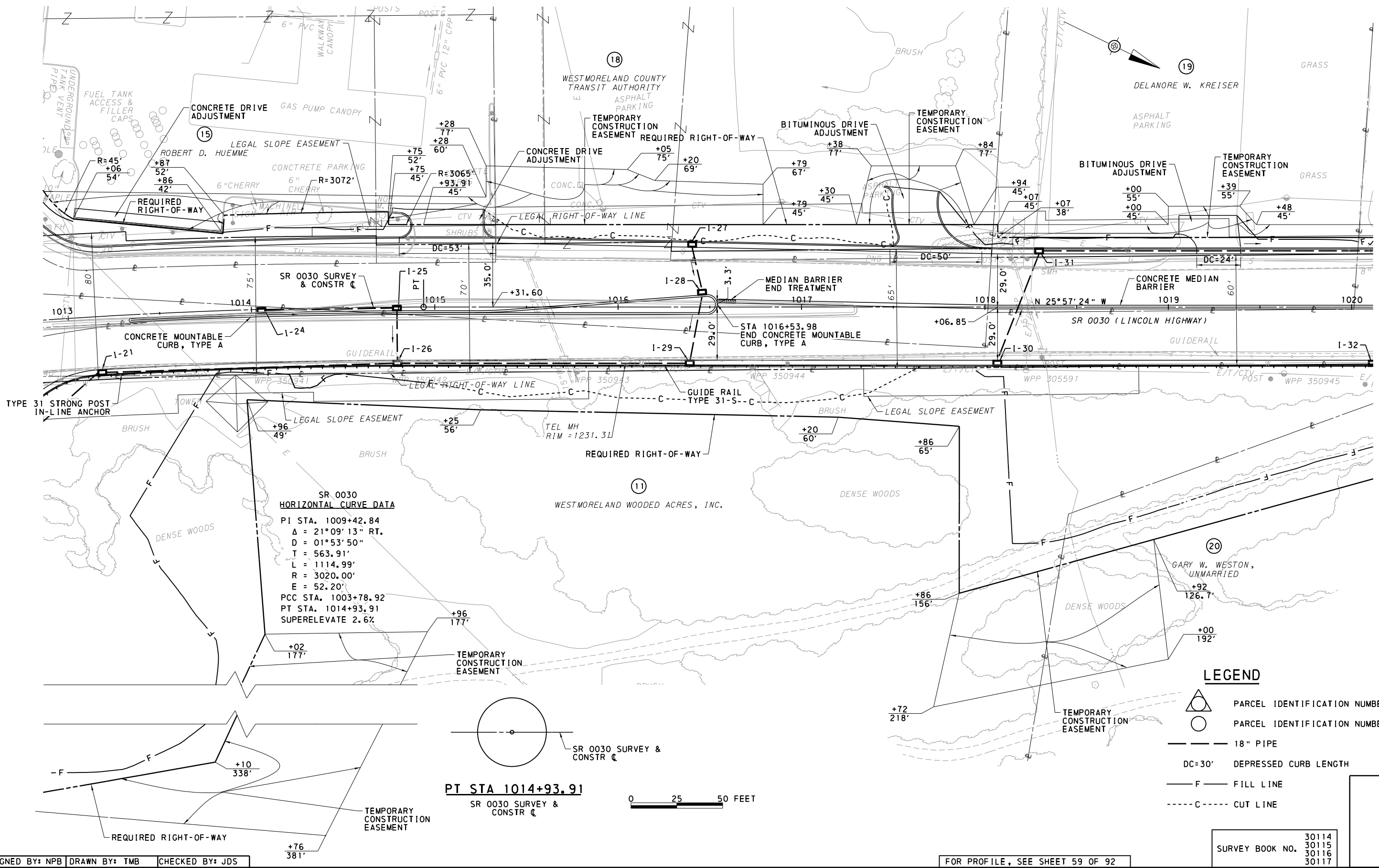
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30117

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\* 12-0 AND 11-0  
\*\* WESTMORELAND AND ALLEGHENY

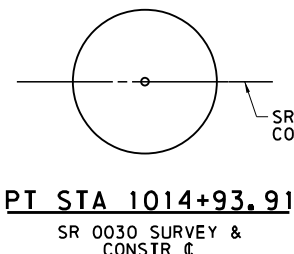
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REVISION NUMBER	REVISIONS			DATE BY



CONTINUED ON SHEET 31

CONTINUED ON SHEET 35

SR 0030  
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 PT STA. 1014+93.91  
 SUPERELEVATE 2.6%



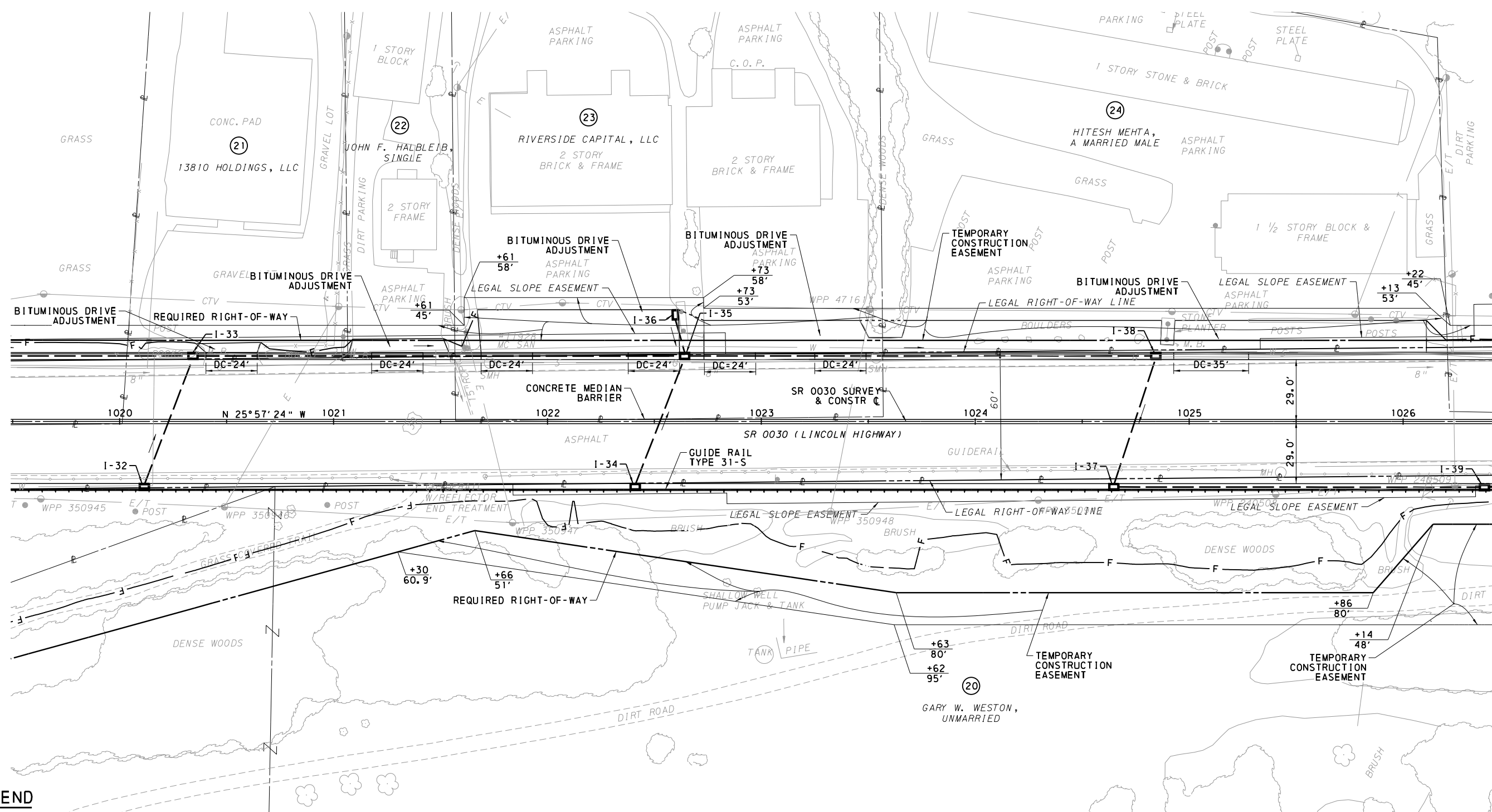
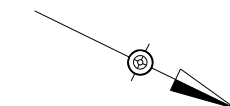
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	18" PIPE
	DEPRESSED CURB LENGTH
	FILL LINE
	CUT LINE

SURVEY BOOK NO.	30114
	30115
	30116
	30117

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
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\* 12-0 AND 11-0  
 \*\* WESTMORELAND AND ALLEGHENY



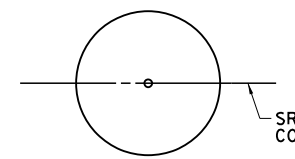
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- 18" PIPE
- DEPRESSED CURB LENGTH
- FILL LINE
- CUT LINE



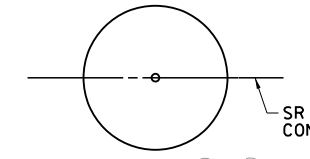
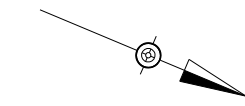
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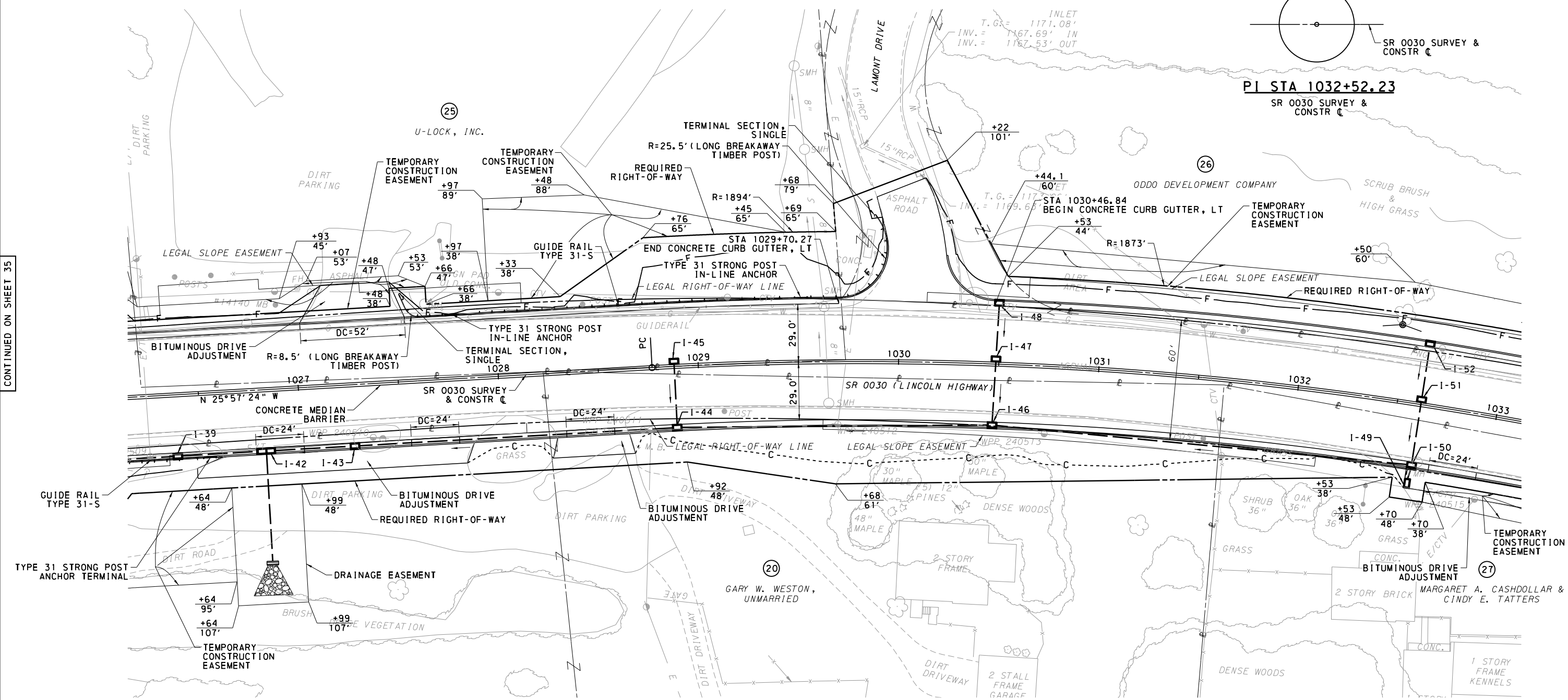


**PC STA 1028+76.87**  
 SR 0030 SURVEY & CONSTR C

\* 12-0 AND 11-0  
 \*\* WESTMORELAND AND ALLEGHENY



**PI STA 1032+52.23**  
 SR 0030 SURVEY & CONSTR C



CONTINUED ON SHEET 35

CONTINUED ON SHEET 37

**LEGEND**

- PARCEL IDENTIFICATION NUMBER-NO TAKE
- PARCEL IDENTIFICATION NUMBER
- 18" PIPE
- DC=30' DEPRESSED CURB LENGTH
- F FILL LINE
- C CUT LINE

**SR 0030 HORIZONTAL CURVE DATA**

PI STA. 1032+52.23  
 $\Delta = 23^\circ 11' 42''$  RT.  
 $D = 03^\circ 07' 57''$   
 $T = 375.36'$   
 $L = 740.43'$   
 $R = 1829.00'$   
 $E = 38.12'$   
 PC STA. 1028+76.87  
 PT STA. 1036+17.30  
 SUPERELEVATE 3.6%



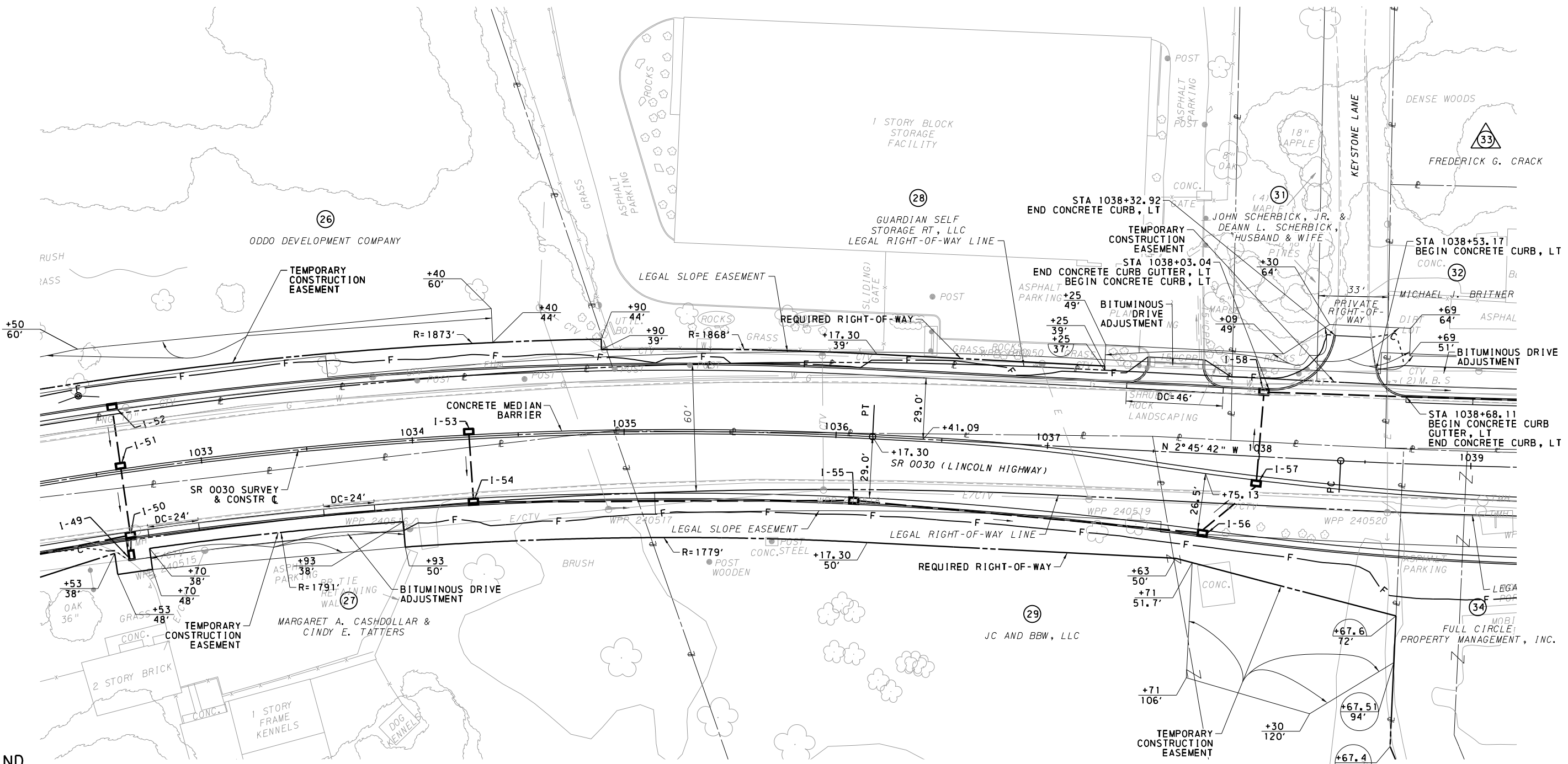
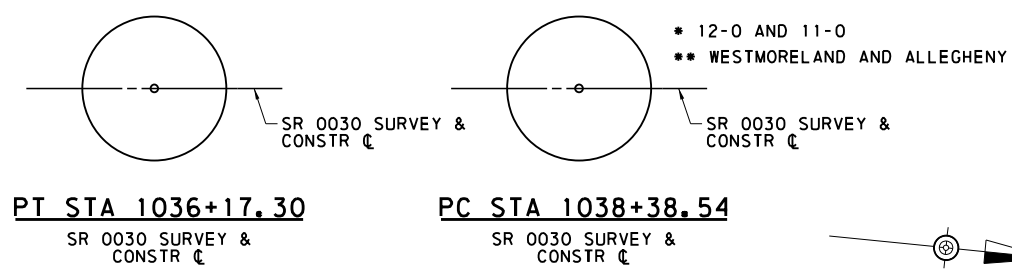
DESIGNED BY: NPB | DRAWN BY: TMB | CHECKED BY: JDS

FOR PROFILE, SEE SHEET 61 OF 92

SURVEY BOOK NO.	30114
	30115
	30116
	30117

OPERATOR: rnbjggn  
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
*	**	0030	A10/A39	37 OF 92
NORTH HUNTINGDON AND NORTH VERSAILLES TWP.				
REVISION NUMBER	REVISIONS			DATE BY



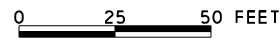
CONTINUED ON SHEET 36

CONTINUED ON SHEET 38

**LEGEND**

- PARCEL IDENTIFICATION NUMBER-NO TAKE
- PARCEL IDENTIFICATION NUMBER
- 18" PIPE
- DEPRESSED CURB LENGTH
- FILL LINE
- CUT LINE

SR 0030  
**HORIZONTAL CURVE DATA**  
 PI STA. 1032+52.23  
 $\Delta = 23^\circ 11' 42''$  RT.  
 $D = 03^\circ 07' 57''$   
 $T = 375.36'$   
 $L = 740.43'$   
 $R = 1829.00'$   
 $E = 38.12'$   
 PC STA. 1028+76.87  
 PT STA. 1036+17.30  
 SUPERELEVATE 3.6%



DESIGNED BY: NPB | DRAWN BY: TMB | CHECKED BY: JDS

FOR PROFILE, SEE SHEET 62 OF 92

SURVEY BOOK NO.	30114
	30115
	30116
	30117

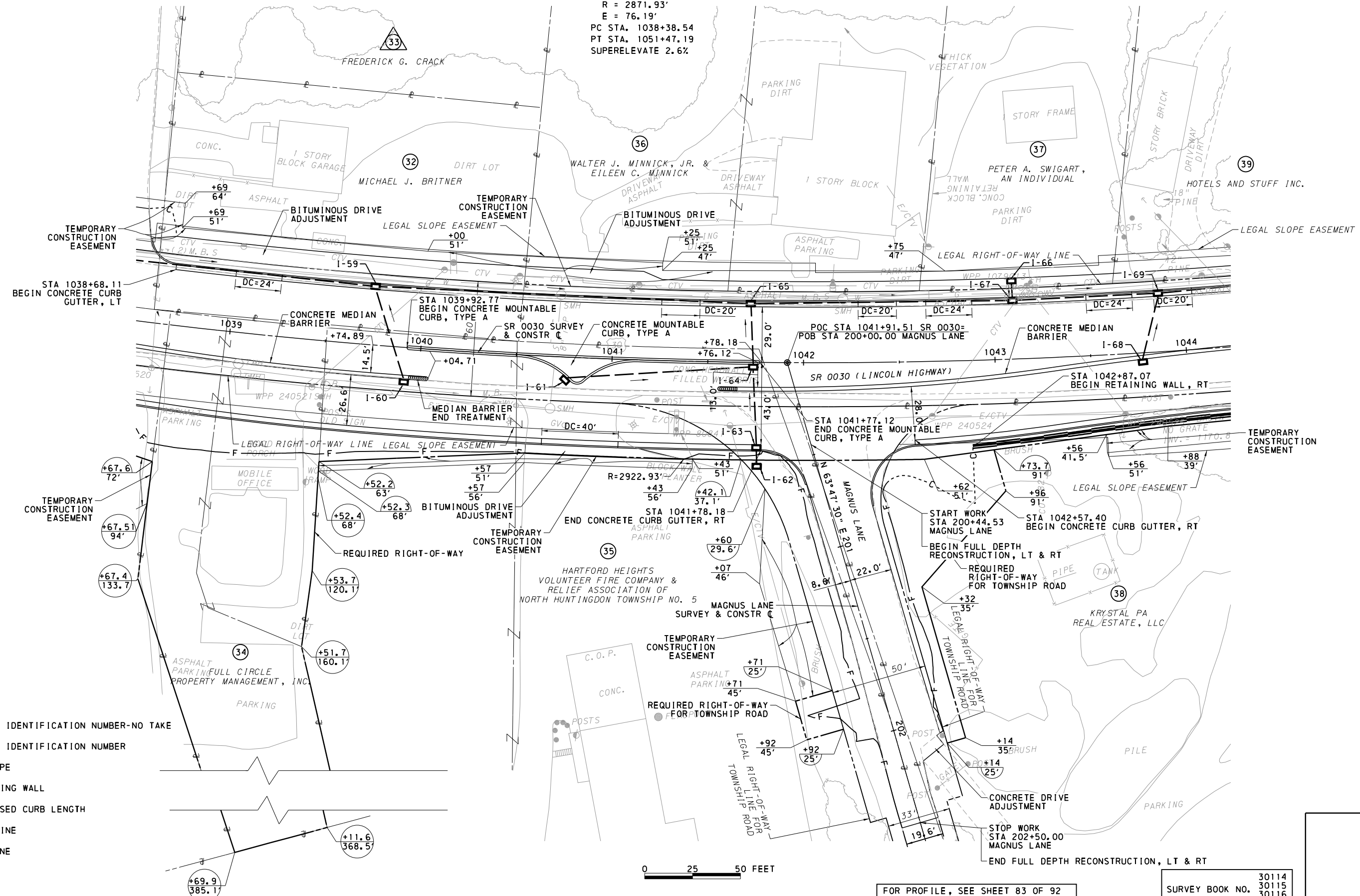
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 PLOTTED: 6/10/2020 2:28:29 PM

**SR 0030  
HORIZONTAL CURVE DATA**

PI STA. 1045+04.42  
 $\Delta = 26^{\circ}06'28''$  LT.  
 $D = 01^{\circ}59'42''$   
 $T = 665.89'$   
 $L = 1308.65'$   
 $R = 2871.93'$   
 $E = 76.19'$   
 PC STA. 1038+38.54  
 PT STA. 1051+47.19  
 SUPERELEVATE 2.6%

\* 12-0 AND 11-0  
 \*\* WESTMORELAND AND ALLEGHENY

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
*	**	0030	A10/A39	38 OF 92
NORTH HUNTINGDON AND NORTH VERSAILLES TWP.				
REVISION NUMBER	REVISIONS	DATE	BY	



**LEGEND**

- PARCEL IDENTIFICATION NUMBER-NO TAKE
- PARCEL IDENTIFICATION NUMBER
- 18" PIPE
- RETAINING WALL
- DC=30' DEPRESSED CURB LENGTH
- F FILL LINE
- C CUT LINE

0 25 50 FEET

FOR PROFILE, SEE SHEET 83 OF 92  
 FOR PROFILE, SEE SHEET 63 OF 92

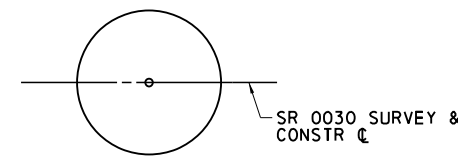
SURVEY BOOK NO. 30114  
 30115  
 30116  
 30117

DESIGNED BY: [Name] DRAWN BY: TMB CHECKED BY: JDS

CONTINUED ON SHEET 37

CONTINUED ON SHEET 39

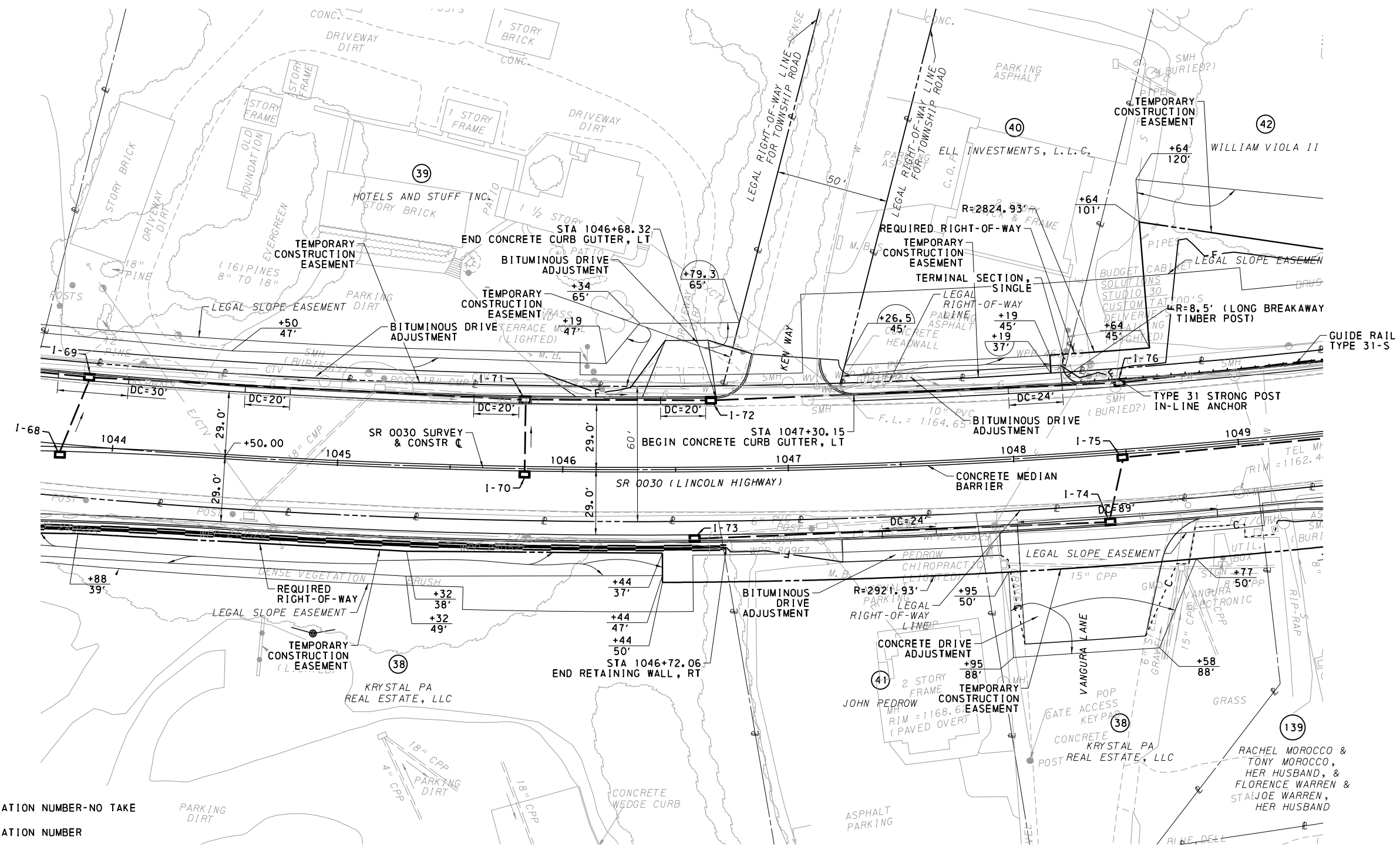
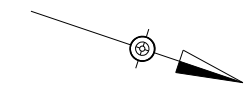
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
*	**	0030	A10/A39	39 OF 92
NORTH HUNTINGDON AND NORTH VERSAILLES TWP.				
REVISION NUMBER	REVISIONS	DATE	BY	



**PI STA 1045+04.42**  
SR 0030 SURVEY & CONSTR C

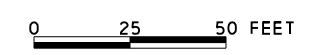
SR 0030  
HORIZONTAL CURVE DATA  
PI STA. 1045+04.42  
 $\Delta = 26^{\circ}06'28''$  LT.  
 $D = 01^{\circ}59'42''$   
 $T = 665.89'$   
 $L = 1308.65'$   
 $R = 2871.93'$   
 $E = 76.19'$   
PC STA. 1038+38.54  
PT STA. 1051+47.19  
SUPERELEVATE 2.6%

\* 12-0 AND 11-0  
\*\* WESTMORELAND AND ALLEGHENY



**LEGEND**

- PARCEL IDENTIFICATION NUMBER-NO TAKE
- PARCEL IDENTIFICATION NUMBER
- 18" PIPE
- RETAINING WALL
- DC=30' DEPRESSED CURB LENGTH
- F FILL LINE
- C CUT LINE



D-9012 CADD (02-90) REVISED (10-04) PLOTTED: 6/10/2020 2:28:36 PM OPERATOR: nbdjgn FILE NAME: N:\32043-000\CADD\05-040-32043-CON (PLAN SHEET 11).dgn

CONTINUED ON SHEET 41

\* 12-0 AND 11-0  
\*\* WESTMORELAND AND ALLEGHENY

DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
*	**	0030	A10/A39	40 OF 92	
NORTH HUNTINGDON AND NORTH VERSAILLES TWP.					
REVISION NUMBER	REVISIONS			DATE	BY

**SR 0030 HORIZONTAL CURVE DATA**  
 PI STA. 1045+04.42  
 $\Delta = 26^{\circ}06'28''$  LT.  
 $D = 01^{\circ}59'42''$   
 $T = 665.89'$   
 $L = 1308.65'$   
 $R = 2871.93'$   
 $E = 76.19'$   
 PC STA. 1038+38.54  
 PT STA. 1051+47.19  
 SUPERELEVATE 2.6%

**PETERSON DRIVE JUGHANDLE HORIZONTAL CURVE DATA**  
 PI STA. 301+70.48  
 $\Delta = 12^{\circ}13'59''$  LT.  
 $D = 28^{\circ}38'52''$   
 $T = 21.43'$   
 $L = 42.70'$   
 $R = 200.00'$   
 $E = 1.15'$   
 PC STA. 301+49.04  
 PT STA. 301+91.74  
 SUPERELEVATE 5.8%

**PT STA 1051+47.19**

SR 0030 SURVEY & CONSTR  $\mathcal{C}$

CHARLES A. HADAD, JR. PEDESTRIAN RAILING

**PETERSON DRIVE HORIZONTAL CURVE DATA**  
 PI STA. 201+35.39  
 $\Delta = 33^{\circ}15'51''$  RT.  
 $D = 19^{\circ}05'55''$   
 $T = 89.62'$   
 $L = 174.17'$   
 $R = 300.00'$   
 $E = 13.10'$   
 PC STA. 200+45.78  
 PT STA. 202+19.95  
 SUPERELEVATE 5.0%

SR 0030 SURVEY & CONSTR  $\mathcal{C}$

SR 0030 SURVEY & CONSTR  $\mathcal{C}$

SR 0030 SURVEY & CONSTR  $\mathcal{C}$

SR 0030 SURVEY & CONSTR  $\mathcal{C}$

SR 0030 SURVEY & CONSTR  $\mathcal{C}$

SR 0030 SURVEY & CONSTR  $\mathcal{C}$

SR 0030 SURVEY & CONSTR  $\mathcal{C}$

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SR 0030 SURVEY & CONSTR  $\mathcal{C}$

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SR 0030 SURVEY & CONSTR  $\mathcal{C}$

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SR 0030 SURVEY & CONSTR  $\mathcal{C}$

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SR 0030 SURVEY & CONSTR  $\mathcal{C}$

SR 0030 SURVEY & CONSTR  $\mathcal{C}$

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SR 0030 SURVEY & CONSTR  $\mathcal{C}$

SR 0030 SURVEY & CONSTR  $\mathcal{C}$

SR 0030 SURVEY & CONSTR  $\mathcal{C}$

SR 0030 SURVEY & CONSTR  $\mathcal{C}$

**LEGEND**

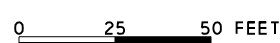
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- PARCEL IDENTIFICATION NUMBER
- 18" PIPE
- RETAINING WALL
- DEPRESSED CURB LENGTH
- PROPOSED DITCH
- FILL LINE
- CUT LINE

**PC STA 301+49.04**

PETERSON DRIVE JUGHANDLE SURVEY & CONSTR  $\mathcal{C}$

**PT STA 301+91.74**

PETERSON DRIVE JUGHANDLE SURVEY & CONSTR  $\mathcal{C}$



CONTINUED ON SHEET 39

CONTINUED ON SHEET 43

CONTINUED ON SHEET 42

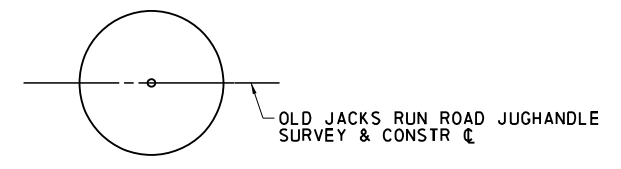
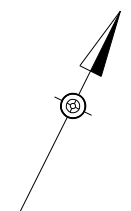
FOR PROFILE, SEE SHEET 87 OF 92	FOR PROFILE, SEE SHEET 84 OF 92	FOR PROFILE, SEE SHEET 86 OF 92	FOR PROFILE, SEE SHEET 65 OF 92
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SURVEY BOOK NO.	30114
	30115
	30116
	30117

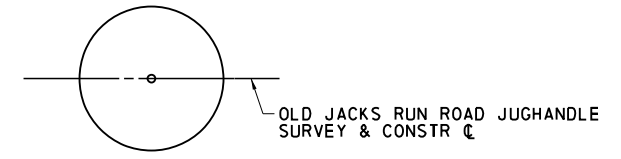


DISTRICT	COUNTY	ROUTE	SECTION	SHEET
*	**	0030	A10/A39	41 OF 92
NORTH HUNTINGDON AND NORTH VERSAILLES TWP.				
REVISION NUMBER	REVISIONS	DATE	BY	

\* 12-0 AND 11-0  
\*\* WESTMORELAND AND ALLEGHENY

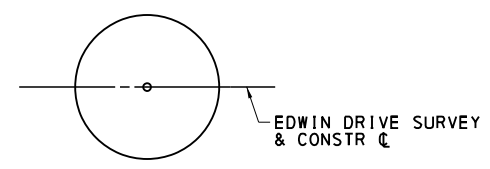


**PC STA 501+81.61**  
OLD JACKS RUN ROAD JUGHANDLE SURVEY & CONSTR C

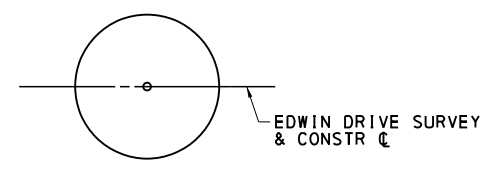


**PI STA 502+31.19**  
OLD JACKS RUN ROAD JUGHANDLE SURVEY & CONSTR C

OLD JACKS RUN ROAD JUGHANDLE HORIZONTAL CURVE DATA  
 PI STA. 502+31.19  
 $\Delta = 36^\circ 34' 47''$  LT.  
 $D = 38^\circ 11' 50''$   
 $T = 49.58$   
 $L = 67.50'$   
 $R = 150.00'$   
 $E = 7.98'$   
 PC STA. 501+81.61  
 PT STA. 502+77.37  
 SUPERELEVATE 6.0%



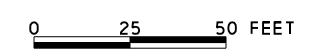
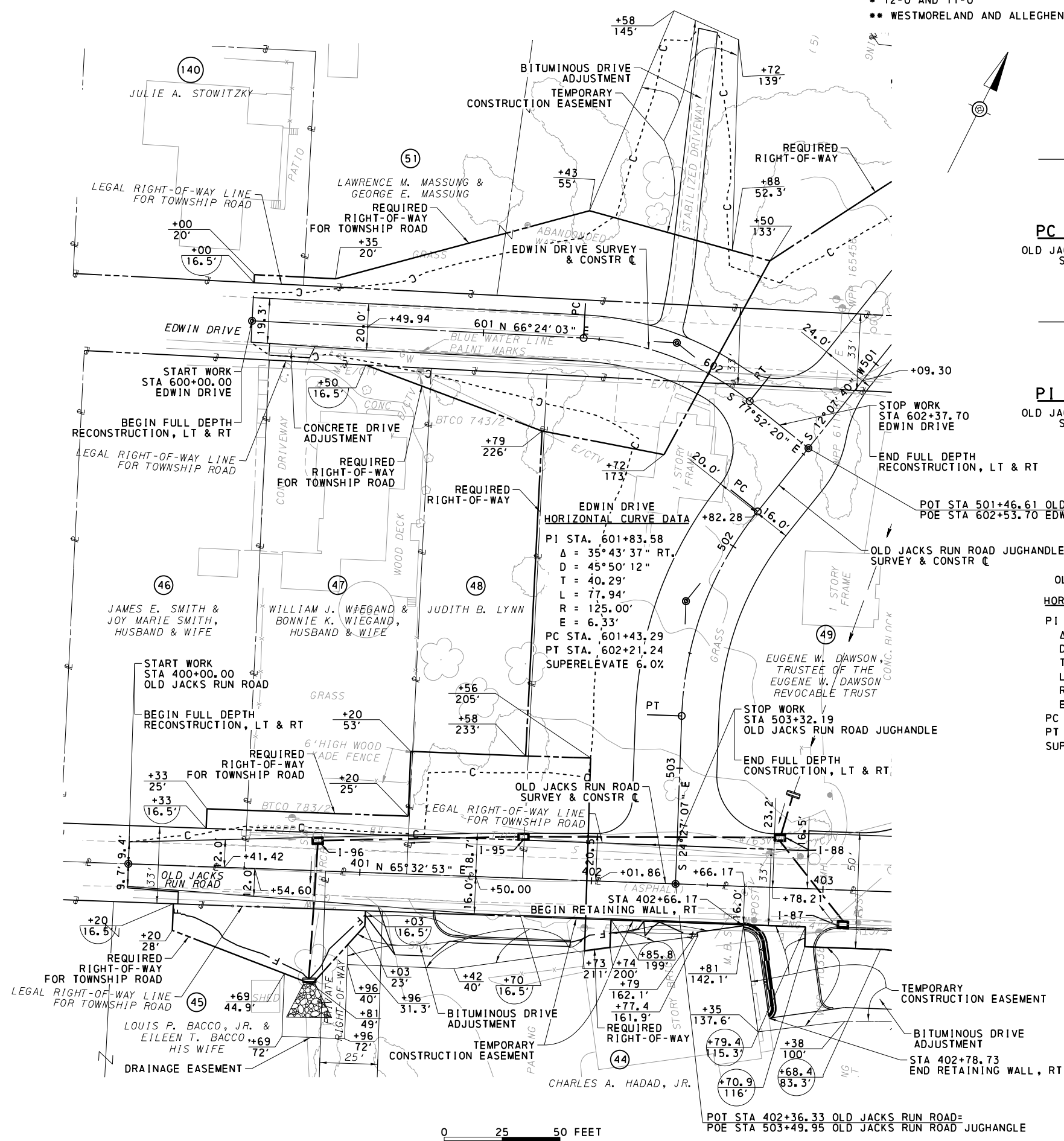
**PC STA 601+43.29**  
EDWIN DRIVE SURVEY & CONSTR C



**PT STA 602+21.24**  
EDWIN DRIVE SURVEY & CONSTR C

**LEGEND**

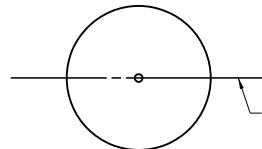
- PARCEL IDENTIFICATION NUMBER-NO TAKE
- PARCEL IDENTIFICATION NUMBER
- 18" PIPE
- RETAINING WALL
- DEPRESSED CURB LENGTH
- PROPOSED DITCH
- FILL LINE
- CUT LINE



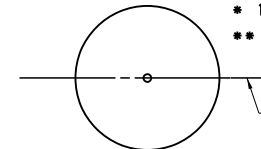
FOR PROFILE, SEE SHEET 88 OF 92  
 FOR PROFILE, SEE SHEET 87 OF 92  
 FOR PROFILE, SEE SHEET 86 OF 92

SURVEY BOOK NO. 30114  
 30115  
 30116  
 30117

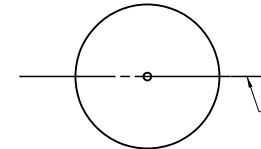
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
*	**	0030	A10/A39	42 OF 92
NORTH HUNTINGDON AND NORTH VERSAILLES TWP.				
REVISION NUMBER	REVISIONS			DATE BY



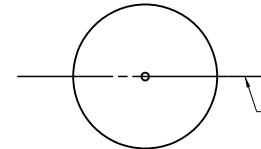
**PI STA 201+35.39**  
PETERSON ROAD SURVEY  
& CONSTR C



**PT STA 202+19.95**  
PETERSON ROAD SURVEY  
& CONSTR C



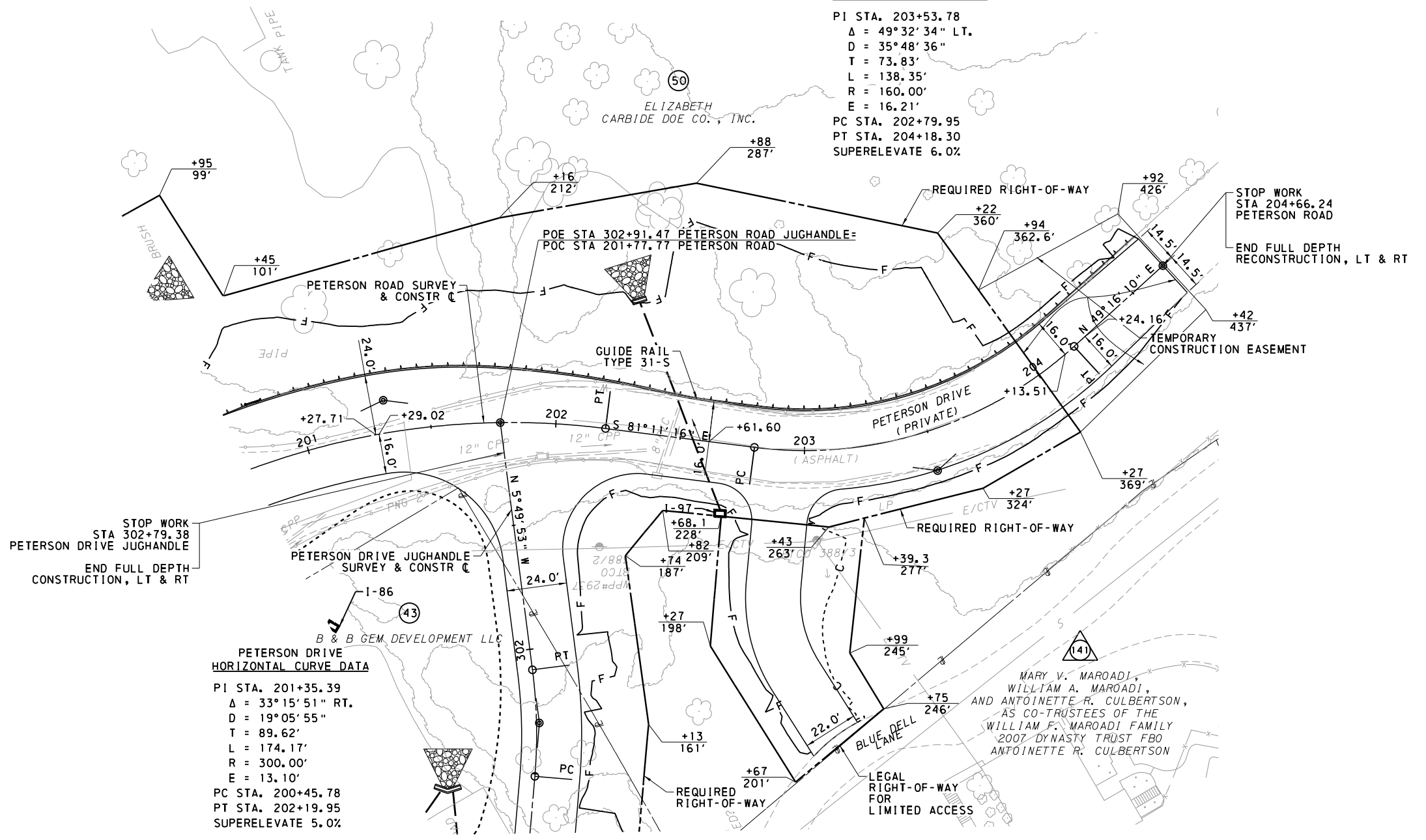
**PI STA 203+53.78**  
PETERSON ROAD SURVEY  
& CONSTR C



**PT STA 204+18.30**  
PETERSON ROAD SURVEY  
& CONSTR C

**PETERSON DRIVE  
HORIZONTAL CURVE DATA**

PI STA. 203+53.78  
 $\Delta = 49^\circ 32' 34''$  LT.  
 $D = 35^\circ 48' 36''$   
 $T = 73.83'$   
 $L = 138.35'$   
 $R = 160.00'$   
 $E = 16.21'$   
 PC STA. 202+79.95  
 PT STA. 204+18.30  
 SUPERELEVATE 6.0%



**LEGEND**

- PARCEL IDENTIFICATION NUMBER-NO TAKE
- PARCEL IDENTIFICATION NUMBER
- 18" PIPE
- DC=30' DEPRESSED CURB LENGTH
- PROPOSED DITCH
- F FILL LINE
- C CUT LINE

**PETERSON DRIVE  
HORIZONTAL CURVE DATA**

PI STA. 201+35.39  
 $\Delta = 33^\circ 15' 51''$  RT.  
 $D = 19^\circ 05' 55''$   
 $T = 89.62'$   
 $L = 174.17'$   
 $R = 300.00'$   
 $E = 13.10'$   
 PC STA. 200+45.78  
 PT STA. 202+19.95  
 SUPERELEVATE 5.0%

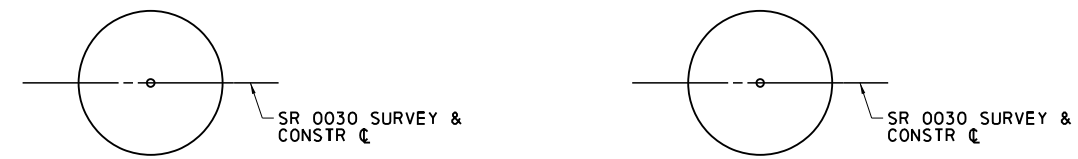
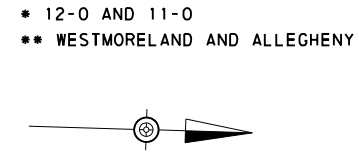
0 25 50 FEET

FOR PROFILE, SEE SHEET 85 OF 92  
 FOR PROFILE, SEE SHEET 84 OF 92

SURVEY BOOK NO. 30114  
 30115  
 30116  
 30117

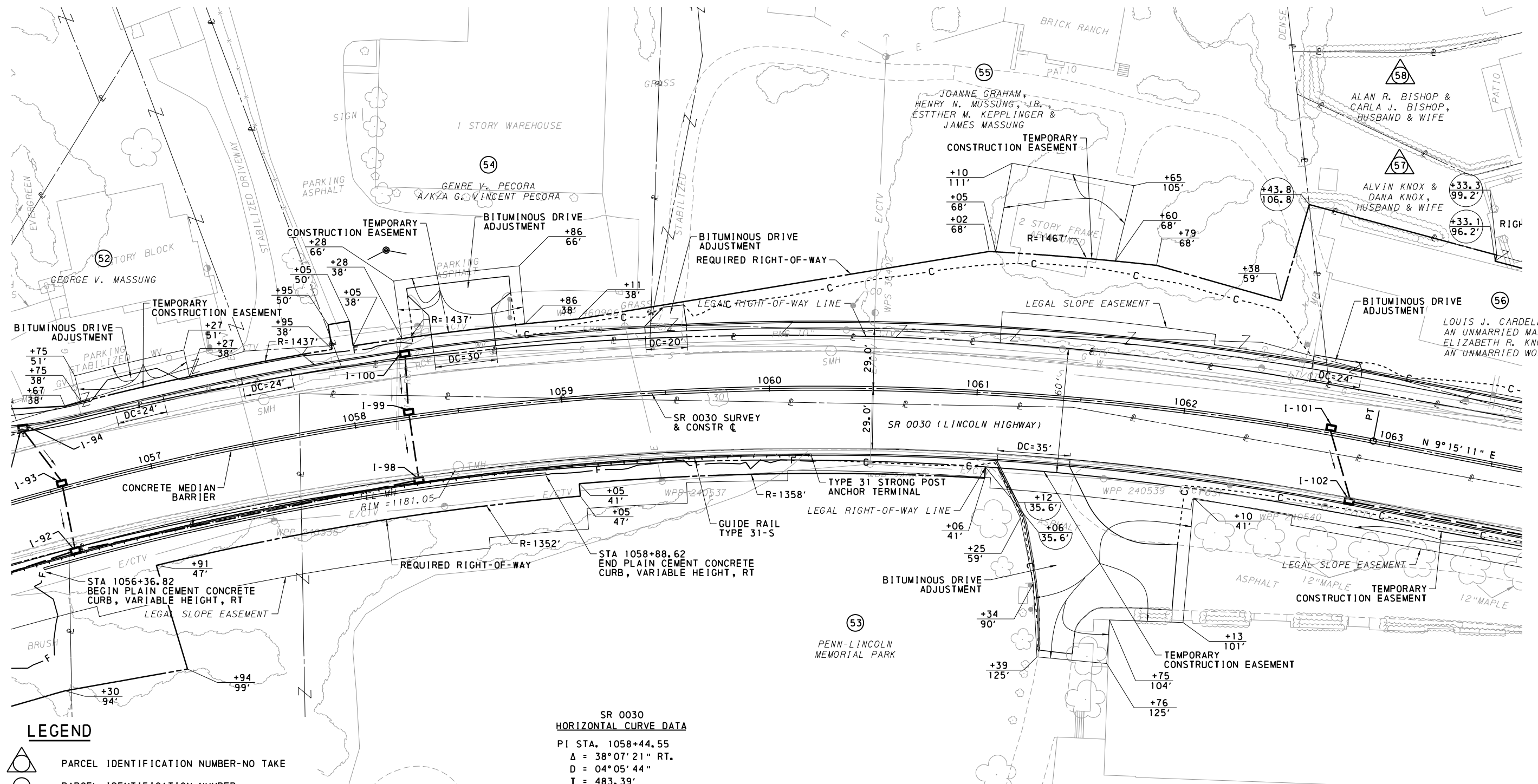
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
*	**	0030	A10/A39	43 OF 92
NORTH HUNTINGDON AND NORTH VERSAILLES TWP.				
REVISION NUMBER	REVISIONS			DATE BY



**PI STA 1058+44.55**  
 SR 0030 SURVEY & CONSTR C

**PT STA 1062+92.01**  
 SR 0030 SURVEY & CONSTR C



CONTINUED ON SHEET 40

CONTINUED ON SHEET 44

**LEGEND**

- PARCEL IDENTIFICATION NUMBER-NO TAKE
- PARCEL IDENTIFICATION NUMBER
- 18" PIPE
- RETAINING WALL
- DC=30' DEPRESSED CURB LENGTH
- F FILL LINE
- C CUT LINE

SR 0030  
 HORIZONTAL CURVE DATA  
 PI STA. 1058+44.55  
 $\Delta = 38^\circ 07' 21''$  RT.  
 $D = 04^\circ 05' 44''$   
 $T = 483.39'$   
 $L = 930.84'$   
 $R = 1399.00'$   
 $E = 81.16'$   
 PC STA. 1053+61.16  
 PT STA. 1062+92.01  
 SUPERELEVATE 4.2%



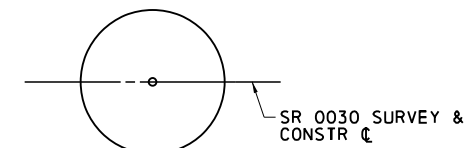
DESIGNED BY: NPB | DRAWN BY: TMB | CHECKED BY: JDS

FOR PROFILE, SEE SHEET 66 OF 92

SURVEY BOOK NO. 30114  
 30115  
 30116  
 30117

0-9012 CADD (02-30) REVISED (10-04) PLOTTED: 6/10/2020 2:29:03 PM  
CONTINUED ON SHEET 43  
CONTINUED ON SHEET 45  
OPERATOR: rnbjdg  
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
*	**	0030	A10/A39	44 OF 92
NORTH HUNTINGDON AND NORTH VERSAILLES TWP.				
REVISION NUMBER	REVISIONS	DATE	BY	



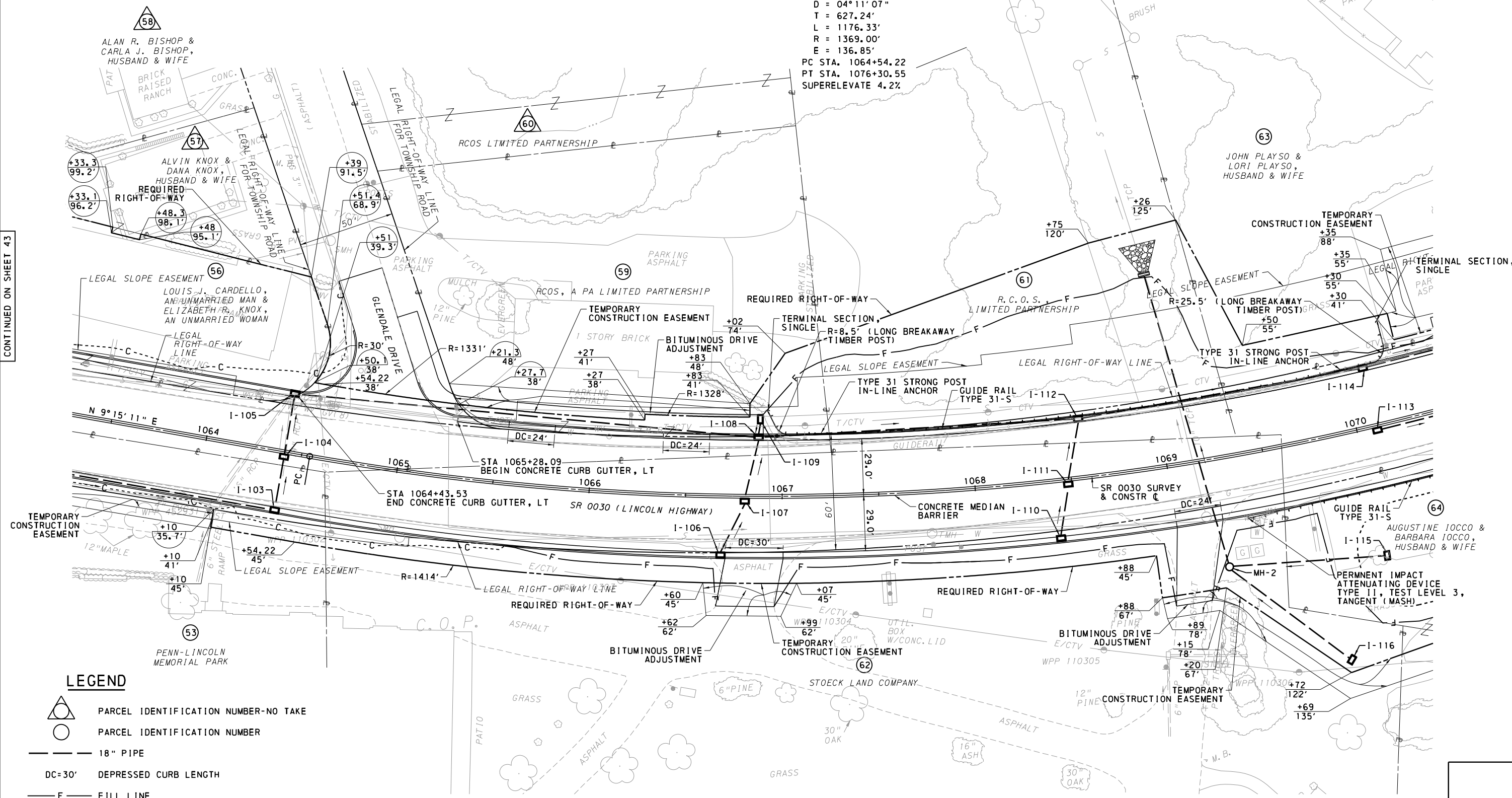
PC STA 1064+54.22

SR 0030 SURVEY & CONSTR C

SR 0030 HORIZONTAL CURVE DATA

PI STA. 1070+81.46  
Δ = 49° 13' 56" LT.  
D = 04° 11' 07"  
T = 627.24'  
L = 1176.33'  
R = 1369.00'  
E = 136.85'  
PC STA. 1064+54.22  
PT STA. 1076+30.55  
SUPERELEVATE 4.2%

\* 12-0 AND 11-0  
\*\* WESTMORELAND AND ALLEGHENY



**LEGEND**

- PARCEL IDENTIFICATION NUMBER-NO TAKE
- PARCEL IDENTIFICATION NUMBER
- 18" PIPE
- DEPRESSED CURB LENGTH
- FILL LINE
- CUT LINE



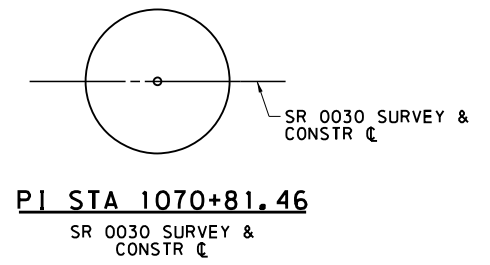
SURVEY BOOK NO. 30114  
30115  
30116  
30117

DESIGNED BY: NPB | DRAWN BY: TMB | CHECKED BY: JDS

FOR PROFILE, SEE SHEET 67 OF 92

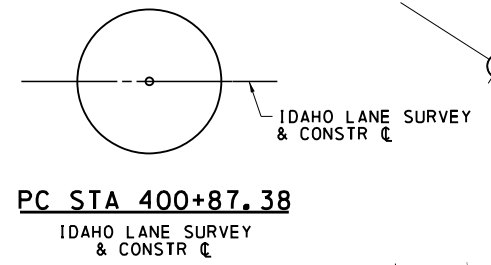
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CONTINUED ON SHEET 44  
CONTINUED ON SHEET 47  
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
*	**	0030	A10/A39	45 OF 92
NORTH HUNTINGDON AND NORTH VERSAILLES TWP.				
REVISION NUMBER	REVISIONS	DATE	BY	



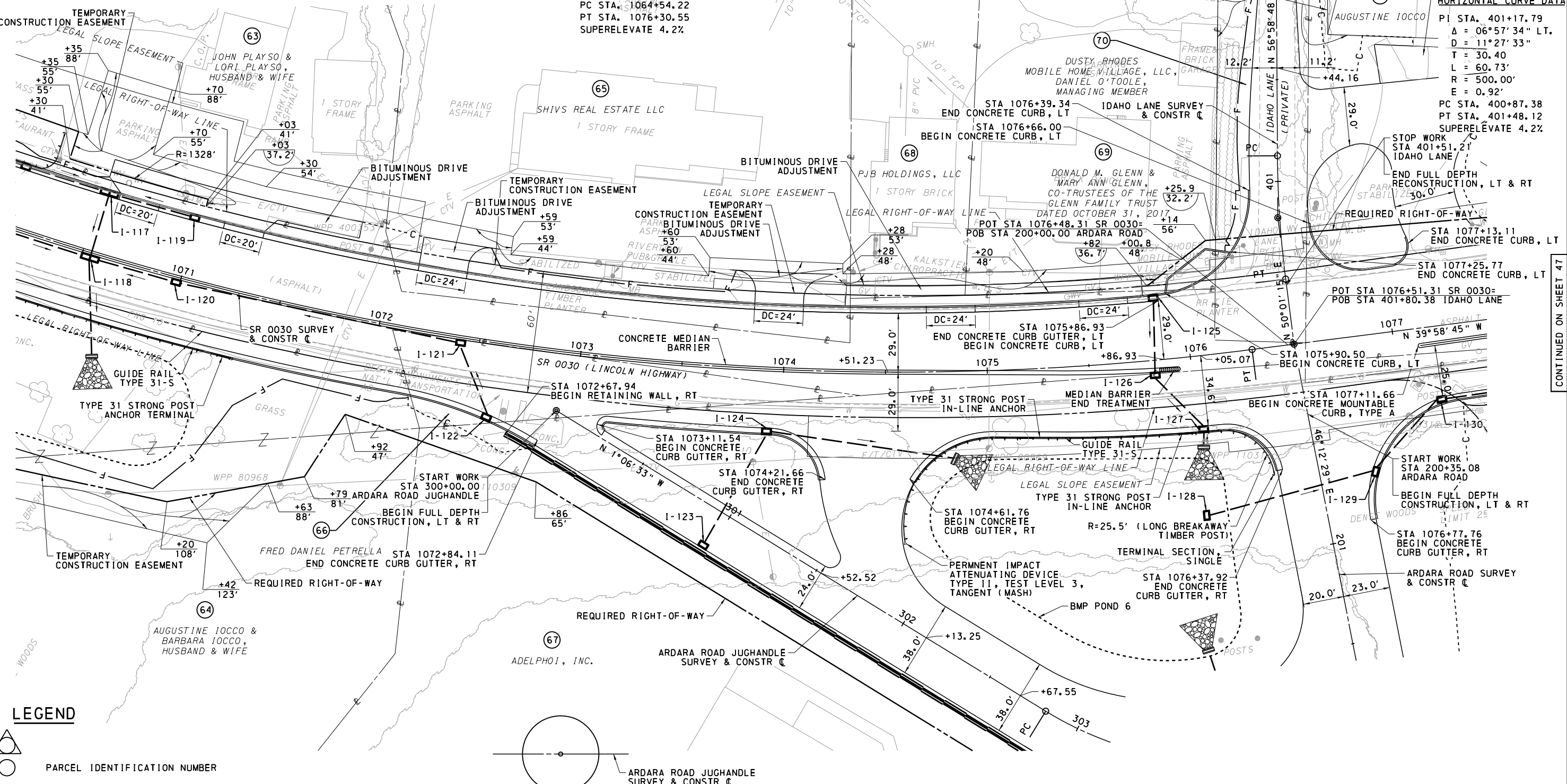
**PI STA 1070+81.46**  
SR 0030 SURVEY & CONSTR C

**SR 0030 HORIZONTAL CURVE DATA**  
PI STA. 1070+81.46  
 $\Delta = 49^\circ 13' 56''$  LT.  
D = 04°11'07"  
T = 627.24'  
L = 1176.33'  
R = 1369.00'  
E = 136.85'  
PC STA. 1064+54.22  
PT STA. 1076+30.55  
SUPERELEVATE 4.2%



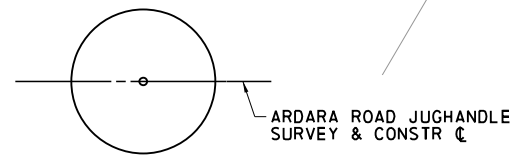
**PC STA 400+87.38**  
IDAHO LANE SURVEY & CONSTR C

\* 12-0 AND 11-0  
\*\* WESTMORELAND AND ALLEGHENY  
START WORK STA 400+00.00 IDAHO LANE  
BEGIN FULL DEPTH RECONSTRUCTION, LT & RT



**LEGEND**

- PARCEL IDENTIFICATION NUMBER
- 18" PIPE
- RETAINING WALL
- DC=30' DEPRESSED CURB LENGTH
- F FILL LINE
- C CUT LINE



**PC STA 302+82.17**  
ARDARA ROAD JUGHANDLE SURVEY & CONSTR C



FOR PROFILE, SEE SHEET 90 OF 92  
FOR PROFILE, SEE SHEET 89 OF 92  
FOR PROFILE, SEE SHEET 68 OF 92

SURVEY BOOK NO. 30114  
30115  
30116  
30117

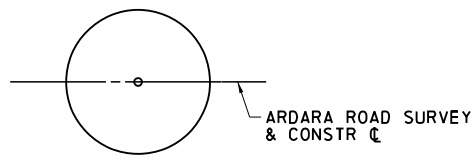
DESIGNED BY: NPB | DRAWN BY: TMB | CHECKED BY: JDS

CONTINUED ON SHEET 46

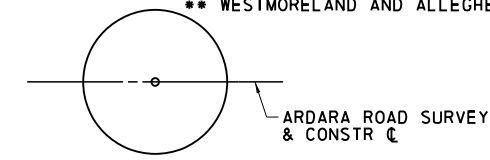
FOR PROFILE, SEE SHEET 91 OF 92

OPERATOR: rnbjggn  
 FILE NAME: N:\32043-000\CADD\05-046-32043-CON (PLAN SHEET 17).dgn  
 D:\9012 CADD (02-90) REVISED (10-04)  
 PLOTTED: 6/10/2020 2:29:06 PM  
 CONTINUED ON SHEET 45

DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
*	**	0030	A10/A39	46 OF 92	
NORTH HUNTINGDON AND NORTH VERSAILLES TWP.					
REVISION NUMBER	REVISIONS			DATE	BY

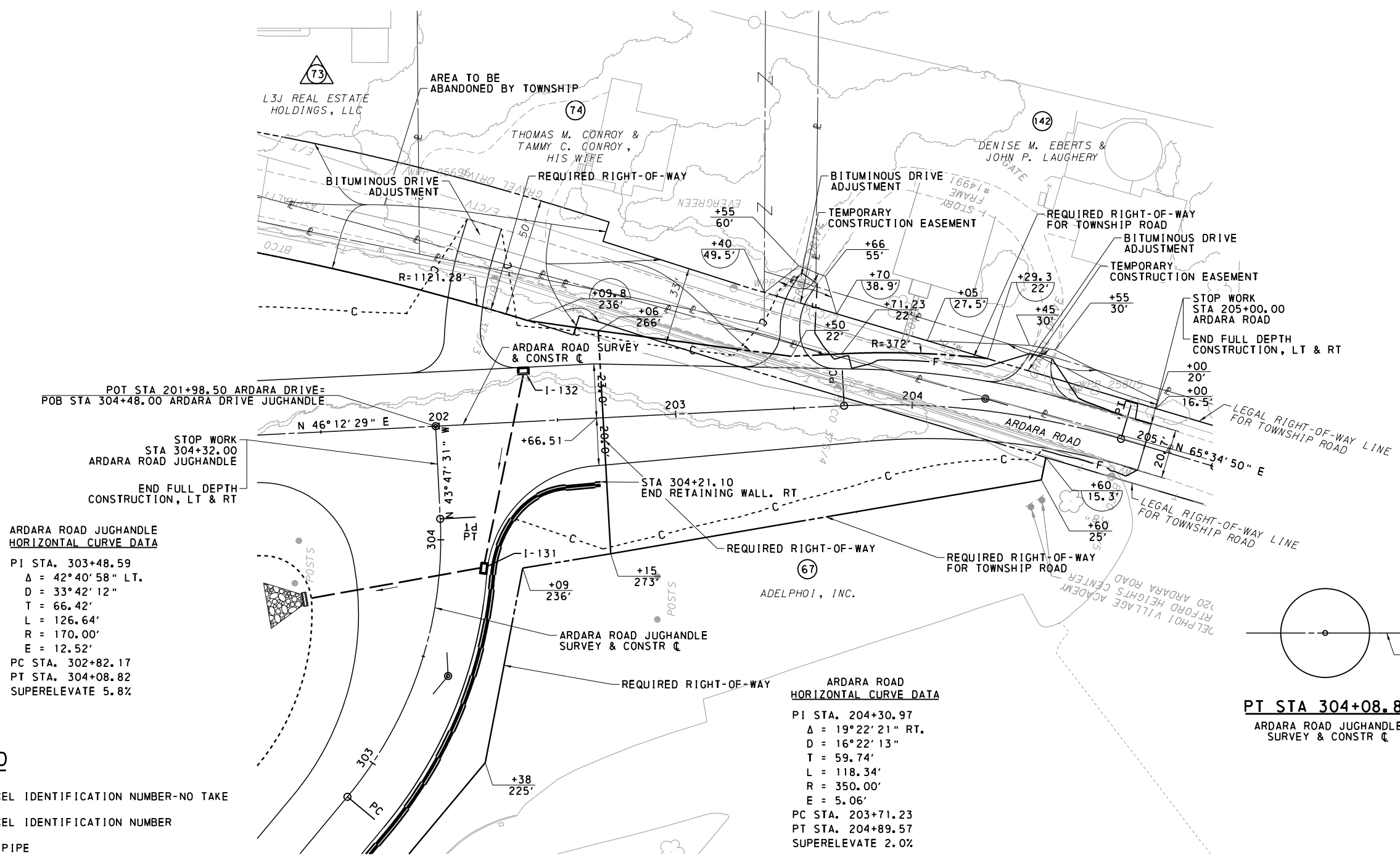
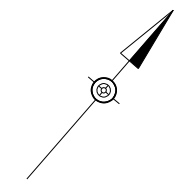


**PC STA 203+71.23**  
ARDARA ROAD SURVEY & CONSTR C



**PT STA 204+89.57**  
ARDARA ROAD SURVEY & CONSTR C

\* 12-0 AND 11-0  
\*\* WESTMORELAND AND ALLEGHENY



**LEGEND**

- PARCEL IDENTIFICATION NUMBER-NO TAKE
- PARCEL IDENTIFICATION NUMBER
- 18" PIPE
- RETAINING WALL
- DEPRESSED CURB LENGTH
- FILL LINE
- CUT LINE



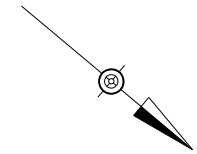
DESIGNED BY: NPB | DRAWN BY: TMB | CHECKED BY: JDS

FOR PROFILE, SEE SHEET 90 OF 92  
FOR PROFILE, SEE SHEET 89 OF 92

SURVEY BOOK NO. 30114  
30115  
30116  
30117

OPERATOR: rbdjgn  
 FILE NAME: N:\32043-000\CADD\05-047-32043-CON (PLAN SHEET 18).dgn  
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 PLOTTED: 6/10/2020 2:29:07 PM

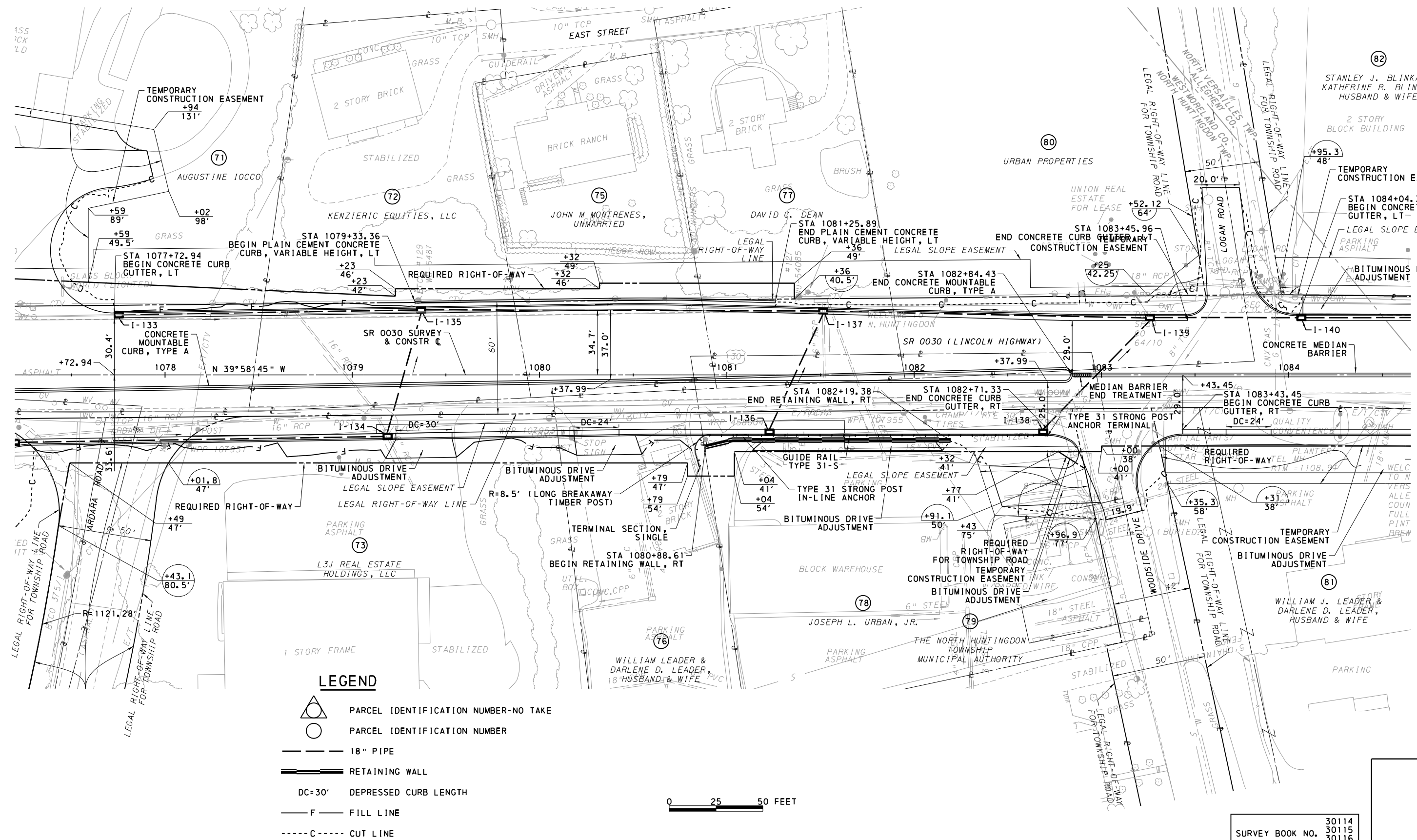
\* 12-0 AND 11-0  
 \*\* WESTMORELAND AND ALLEGHENY



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
*	**	0030	A10/A39	47 OF 92
NORTH HUNTINGDON AND NORTH VERSAILLES TWP.				
REVISION NUMBER	REVISIONS	DATE	BY	

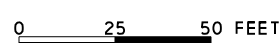
CONTINUED ON SHEET 45

CONTINUED ON SHEET 48



**LEGEND**

- PARCEL IDENTIFICATION NUMBER-NO TAKE
- PARCEL IDENTIFICATION NUMBER
- 18" PIPE
- RETAINING WALL
- DC=30' DEPRESSED CURB LENGTH
- F FILL LINE
- C CUT LINE



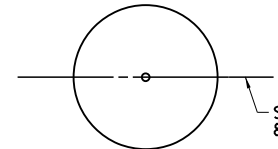
DESIGNED BY: NPB DRAWN BY: TMB CHECKED BY: JDS

FOR PROFILE, SEE SHEET 69 OF 92

SURVEY BOOK NO.	30114
	30115
	30116
	30117

OPERATOR: rnbjggn  
FILE NAME: N:\32043-000\CADD\05-048-32043-CON (PLAN SHEET 19).dgn  
D:\9012 CADD (02-90) REVISED (10-04) PLOTTED: 6/10/2020 2:29:09 PM

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
*	**	0030	A10/A39	48 OF 92
NORTH HUNTINGDON AND NORTH VERSAILLES TWP.				
REVISION NUMBER	REVISIONS	DATE	BY	

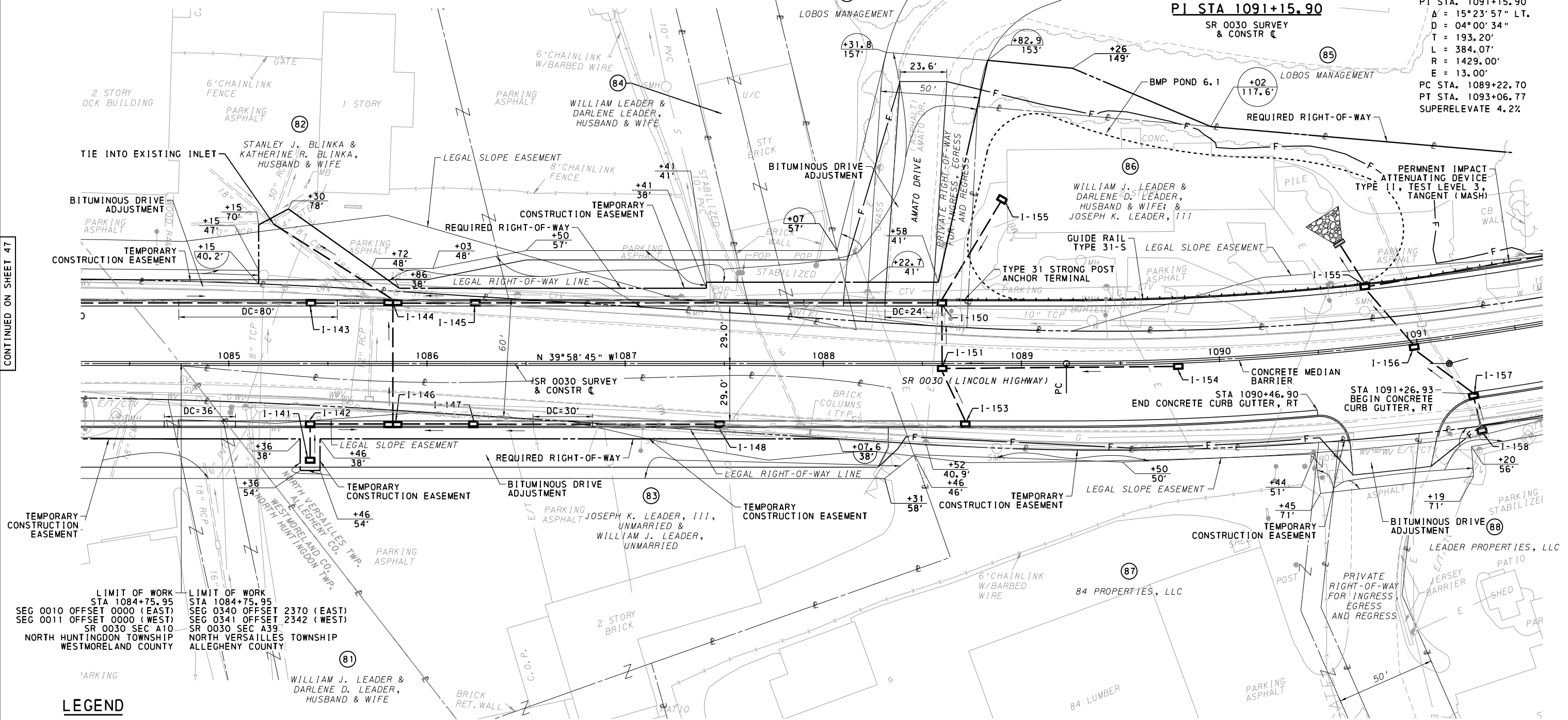


PC STA 1089+22.70

PI STA 1091+15.90

SR 0030 HORIZONTAL CURVE DATA

PI STA.	1091+15.90
$\Delta$	15°23'57" LT.
D	04°00'34"
T	193.20'
L	384.07'
R	1429.00'
E	13.00'
PC STA.	1089+22.70
PT STA.	1093+06.77
SUPERELEVATE	4.2%



LIMIT OF WORK STA 1084+75.95	LIMIT OF WORK STA 1084+75.95
SEC 0010 OFFSET 0000 (EAST)	SEC 0340 OFFSET 2370 (EAST)
SEC 0011 OFFSET 0000 (WEST)	SEC 0341 OFFSET 2342 (WEST)
SR 0030 SEC A10	SR 0030 SEC A39
NORTH HUNTINGDON TOWNSHIP	NORTH VERSAILLES TOWNSHIP
WESTMORELAND COUNTY	ALLEGHENY COUNTY

**LEGEND**

- PARCEL IDENTIFICATION NUMBER-NO TAKE
- PARCEL IDENTIFICATION NUMBER
- 18" PIPE
- DEPRESSED CURB LENGTH
- FILL LINE
- CUT LINE



DESIGNED BY: NPB | DRAWN BY: TMB | CHECKED BY: JDS

FOR PROFILE, SEE SHEET 70 OF 92

SURVEY BOOK NO.	30114
	30115
	30116
	30117

CONTINUED ON SHEET 47

CONTINUED ON SHEET 49



2:29:11 PM

D:\9012 CADD (02-90) REVISED (10-04)

CONTINUED ON SHEET 48

OPERATOR: rnbjdn  
FILE NAME: N:\32043-000\CADD\05-049-32043-CON (PLAN SHEET 20).dgn

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
*	**	0030	A10/A39	49 OF 92
NORTH HUNTINGDON AND NORTH VERSAILLES TWP.				
REVISION NUMBER	REVISIONS			DATE BY

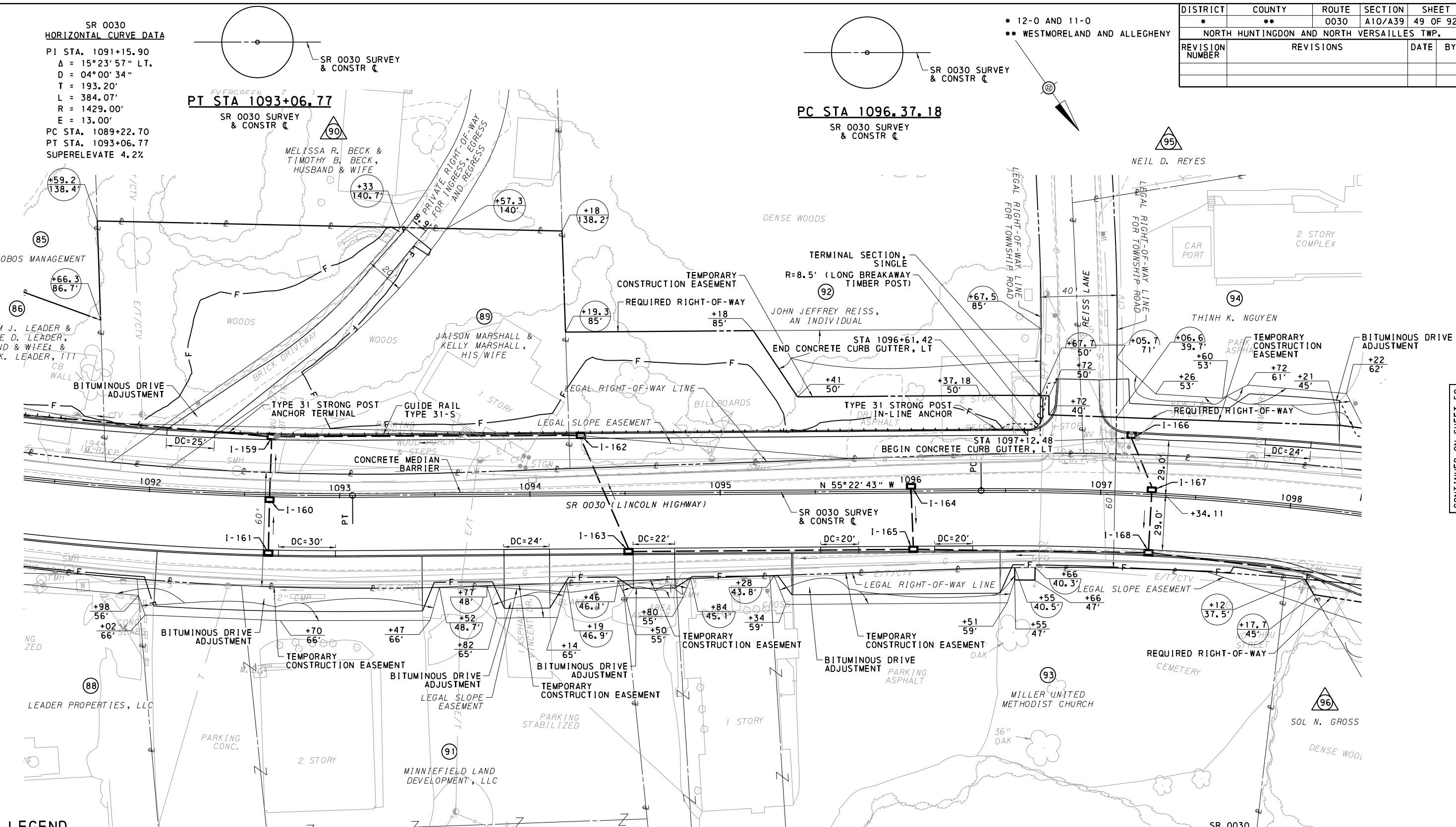
SR 0030  
HORIZONTAL CURVE DATA  
PI STA. 1091+15.90  
 $\Delta = 15^\circ 23' 57''$  LT.  
D = 04°00' 34"  
T = 193.20'  
L = 384.07'  
R = 1429.00'  
E = 13.00'  
PC STA. 1089+22.70  
PT STA. 1093+06.77  
SUPERELEVATE 4.2%

PT STA 1093+06.77

PC STA 1096.37.18

\* 12-0 AND 11-0  
\*\* WESTMORELAND AND ALLEGHENY

SR 0030  
HORIZONTAL CURVE DATA  
PI STA. 1098+51.75  
 $\Delta = 17^\circ 04' 45''$  RT.  
D = 04°00' 34"  
T = 214.57'  
L = 425.97'  
R = 1429.00'  
E = 16.02'  
PC STA. 1096+37.18  
PT STA. 1100+63.14  
SUPERELEVATE 4.2%



**LEGEND**

- PARCEL IDENTIFICATION NUMBER-NO TAKE
- PARCEL IDENTIFICATION NUMBER
- 18" PIPE
- DC=30' DEPRESSED CURB LENGTH
- F FILL LINE
- C CUT LINE

0 25 50 FEET

DESIGNED BY: NPB | DRAWN BY: TMB | CHECKED BY: JDS

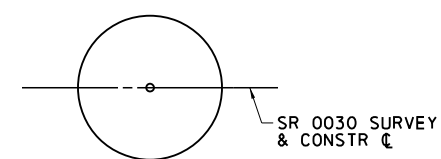
FOR PROFILE, SEE SHEET 71 OF 92

30114  
30115  
30116  
30117  
SURVEY BOOK NO.

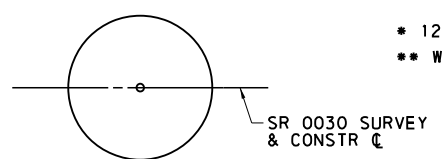
CONTINUED ON SHEET 50

D:\9012\CADD\102-90\REVISED\10-04\0-9012.CADD (02-90) REVISED (10-04) PLOTTED: 6/10/2020 2:29:12 PM OPERATOR: rnbjdn FILE NAME: N:\32043-000\CADD\05-050-32043-CON (PLAN SHEET 211).dgn

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
*	**	0030	A10/A39	50 OF 92
NORTH HUNTINGDON AND NORTH VERSAILLES TWP.				
REVISION NUMBER	REVISIONS			DATE BY



**PI STA 1098+51.75**  
SR 0030 SURVEY & CONSTR C

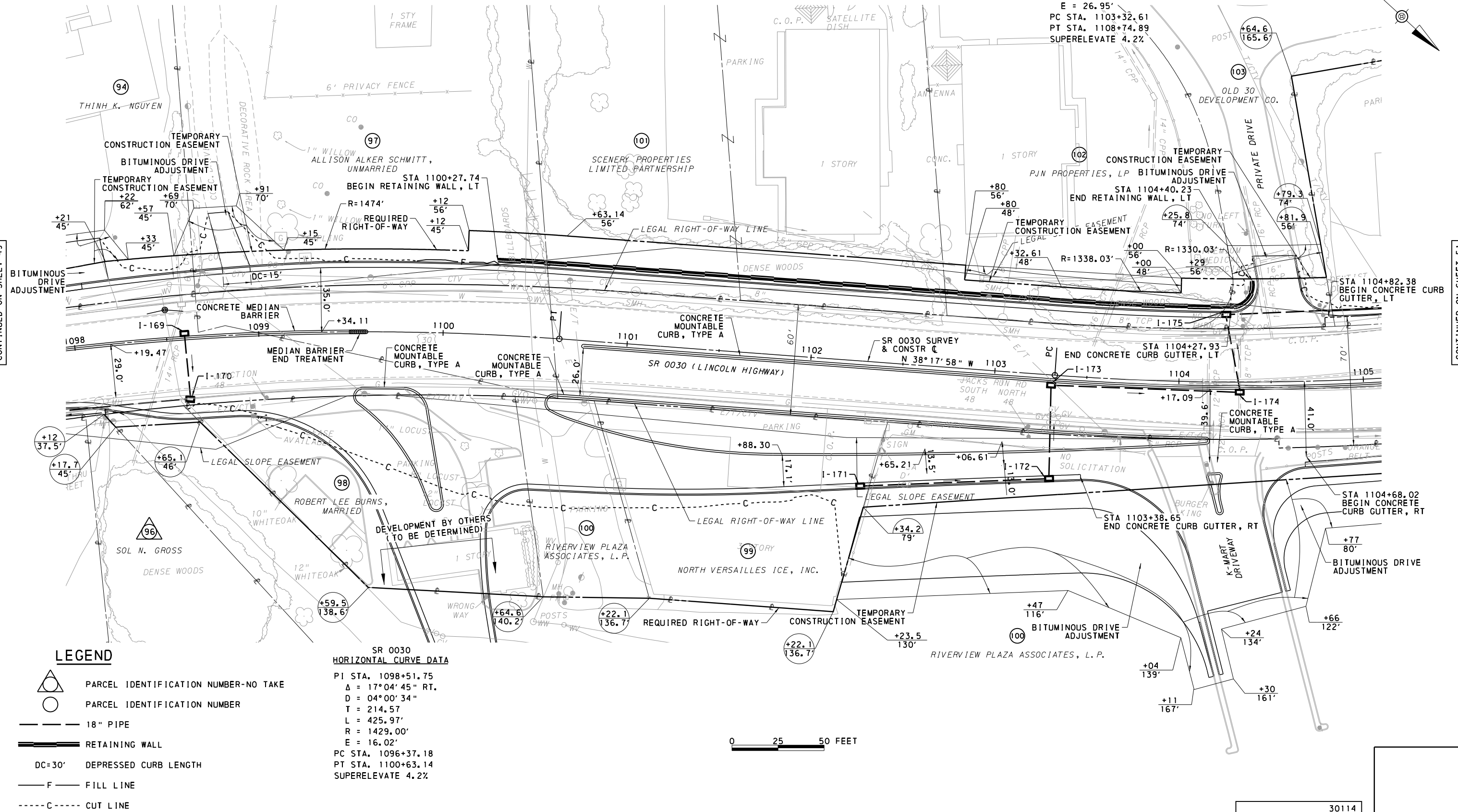


**PC STA 1103+32.61**  
SR 0030 SURVEY & CONSTR C

\* 12-0 AND 11-0  
\*\* WESTMORELAND AND ALLEGHENY

SR 0030  
**HORIZONTAL CURVE DATA**  
PI STA. 1106+07.26  
Δ = 22°25'00" LT.  
D = 04°08'02"  
T = 274.65  
L = 542.27'  
R = 1386.03'  
E = 26.95'

PC STA. 1103+32.61  
PT STA. 1108+74.89  
SUPERELEVATE 4.2%



CONTINUED ON SHEET 49

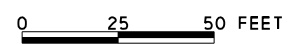
CONTINUED ON SHEET 51

**LEGEND**

- PARCEL IDENTIFICATION NUMBER-NO TAKE
- PARCEL IDENTIFICATION NUMBER
- 18" PIPE
- RETAINING WALL
- DC=30' DEPRESSED CURB LENGTH
- F FILL LINE
- C CUT LINE

SR 0030  
**HORIZONTAL CURVE DATA**  
PI STA. 1098+51.75  
Δ = 17°04'45" RT.  
D = 04°00'34"  
T = 214.57  
L = 425.97'  
R = 1429.00'  
E = 16.02'

PC STA. 1096+37.18  
PT STA. 1100+63.14  
SUPERELEVATE 4.2%



DESIGNED BY: NPB | DRAWN BY: TMB | CHECKED BY: JDS

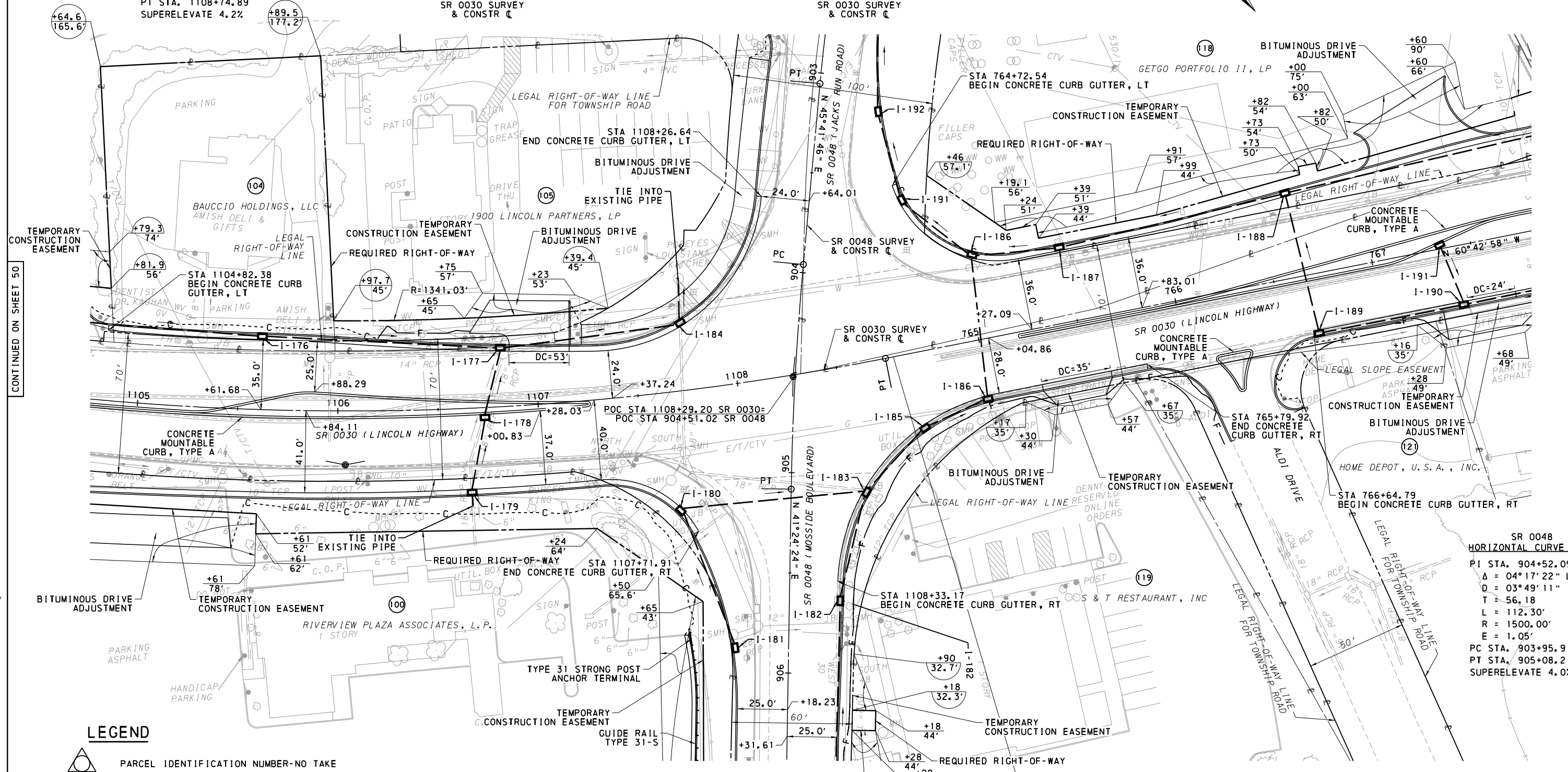
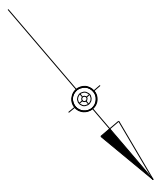
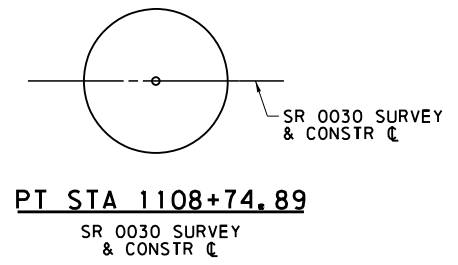
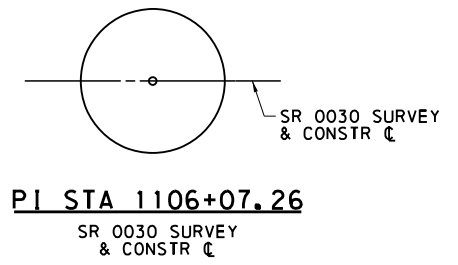
FOR PROFILE, SEE SHEET 72 OF 92

SURVEY BOOK NO. 30114  
30115  
30116  
30117

\* 12-0 AND 11-0  
\*\* WESTMORELAND AND ALLEGHENY

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
*	**	0030	A10/A39	51 OF 92
NORTH HUNTINGDON AND NORTH VERSAILLES TWP.				
REVISION NUMBER	REVISIONS	DATE	BY	

SR 0030  
HORIZONTAL CURVE DATA  
 PI STA. 1106+07.26  
 $\Delta = 22^\circ 25' 00''$  LT.  
 $D = 04^\circ 08' 02''$   
 $T = 274.65$   
 $L = 542.27'$   
 $R = 1386.03'$   
 $E = 26.95'$   
 PC STA. 1103+32.61  
 PT STA. 1108+74.89  
 SUPERELEVATE 4.2%

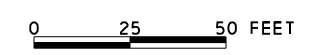


CONTINUED ON SHEET 50

CONTINUED ON SHEET 54

**LEGEND**

- PARCEL IDENTIFICATION NUMBER-NO TAKE
- PARCEL IDENTIFICATION NUMBER
- 18" PIPE
- DC=30' DEPRESSED CURB LENGTH
- F FILL LINE
- C CUT LINE



SR 0048  
HORIZONTAL CURVE DATA  
 PI STA. 904+52.09  
 $\Delta = 04^\circ 17' 22''$  LT.  
 $D = 03^\circ 49' 11''$   
 $T = 56.18$   
 $L = 112.30'$   
 $R = 1500.00'$   
 $E = 1.05'$   
 PC STA. 903+95.91  
 PT STA. 905+08.21  
 SUPERELEVATE 4.0%

POT STA 1108+78.89 SR 0030 SURVEY & RIGHT-OF-WAY C BK =  
 POT STA 764+56.52 SR 0030 SURVEY & RIGHT-OF-WAY C AHD

FOR PROFILE, SEE SHEET 77 OF 92  
 FOR PROFILE, SEE SHEET 76 OF 92  
 FOR PROFILE, SEE SHEET 73 OF 92

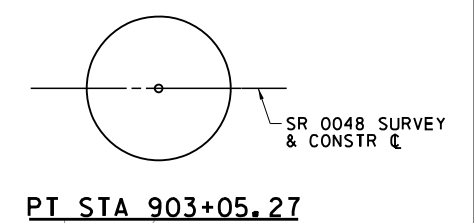
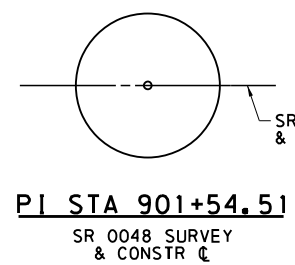
30114  
 30115  
 30116  
 30117  
 SURVEY BOOK NO.

OPERATOR: nbdjgn  
 FILE NAME: N:\32043-000\CADD\05-0511-32043-CON (PLAN SHEET 22).dgn  
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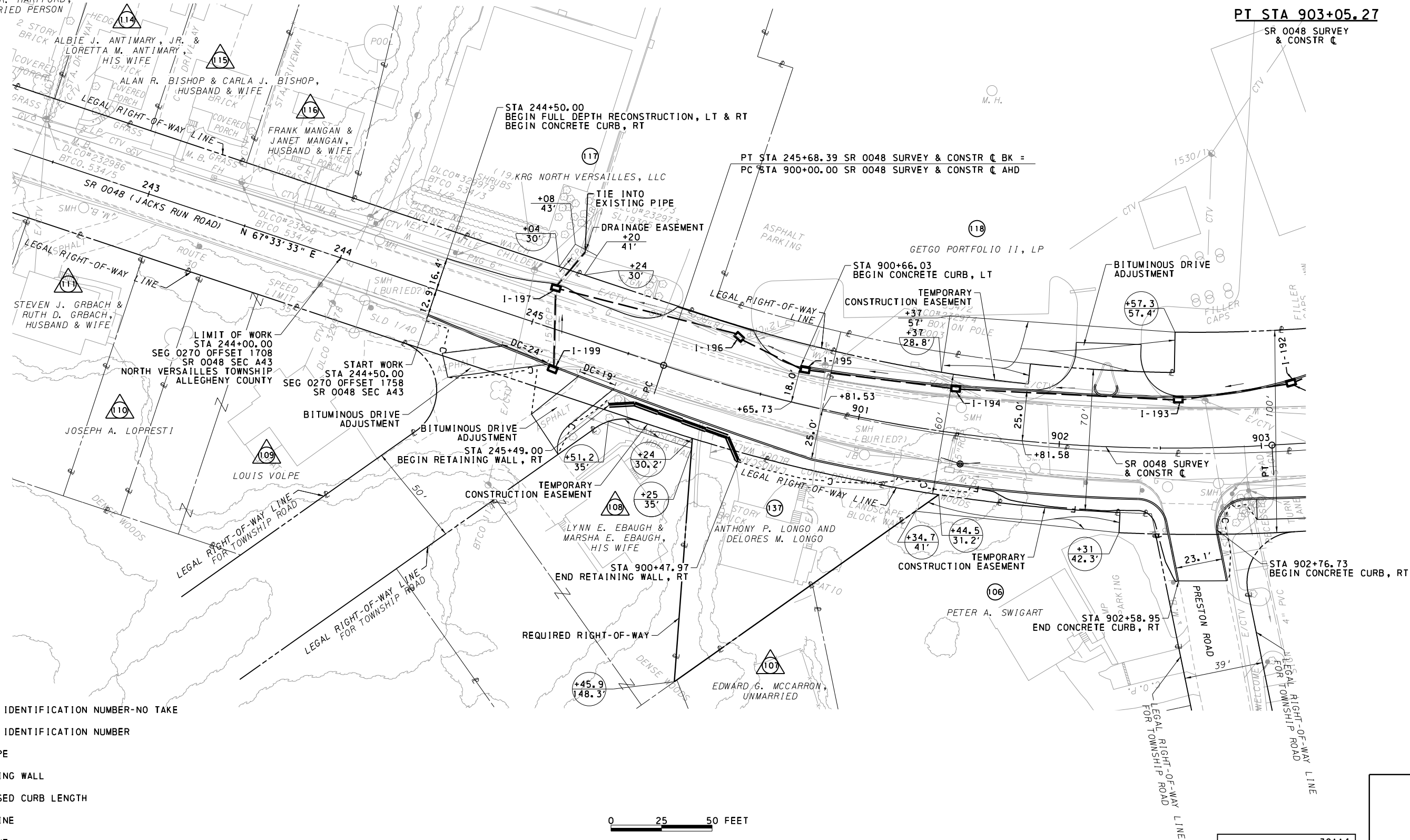
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
*	**	0030	A10/A39	52 OF 92
NORTH HUNTINGDON AND NORTH VERSAILLES TWP.				
REVISION NUMBER	REVISIONS	DATE	BY	

SR 0048  
HORIZONTAL CURVE DATA  
\* 12-0 AND 11-0  
\*\* WESTMORELAND AND ALLEGHENY

PI STA. 901+54.51  
Δ = 21°51'47" LT.  
D = 07° 09' 43"  
T = 154.51'  
L = 305.27'  
R = 800.00'  
E = 14.78'  
PC STA. 245+68.39  
PT STA. 903+05.27  
SUPERELEVATE 5.4%



113  
DENISE L. HARTFORD,  
A SINGLE WOMAN &  
CARMEN R. HARTFORD,  
A MARRIED PERSON



**LEGEND**

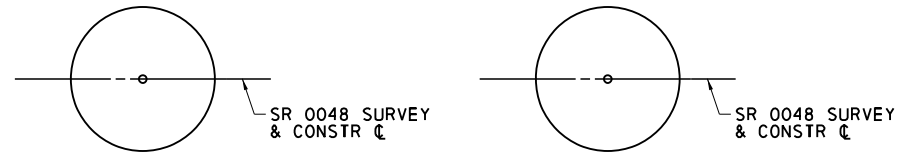
- PARCEL IDENTIFICATION NUMBER-NO TAKE
- PARCEL IDENTIFICATION NUMBER
- 18" PIPE
- RETAINING WALL
- DC=30' DEPRESSED CURB LENGTH
- F FILL LINE
- C CUT LINE



CONTINUED ON SHEET 51

SURVEY BOOK NO.	30114
	30115
	30116
	30117

OPERATOR: rnbjggn  
 FILE NAME: N:\32043-000\CADD\05-053-32043-CON (PLAN SHEET 24).dgn  
 D:\9012 CADD (02-90) REVISED (10-04)  
 PLOTTED: 6/10/2020 2:29:18 PM

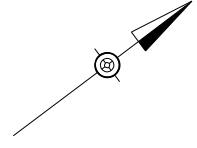


**PC STA 908+16.72**  
SR 0048 SURVEY & CONSTR C

**PI STA 909+79.36**  
SR 0048 SURVEY & CONSTR C

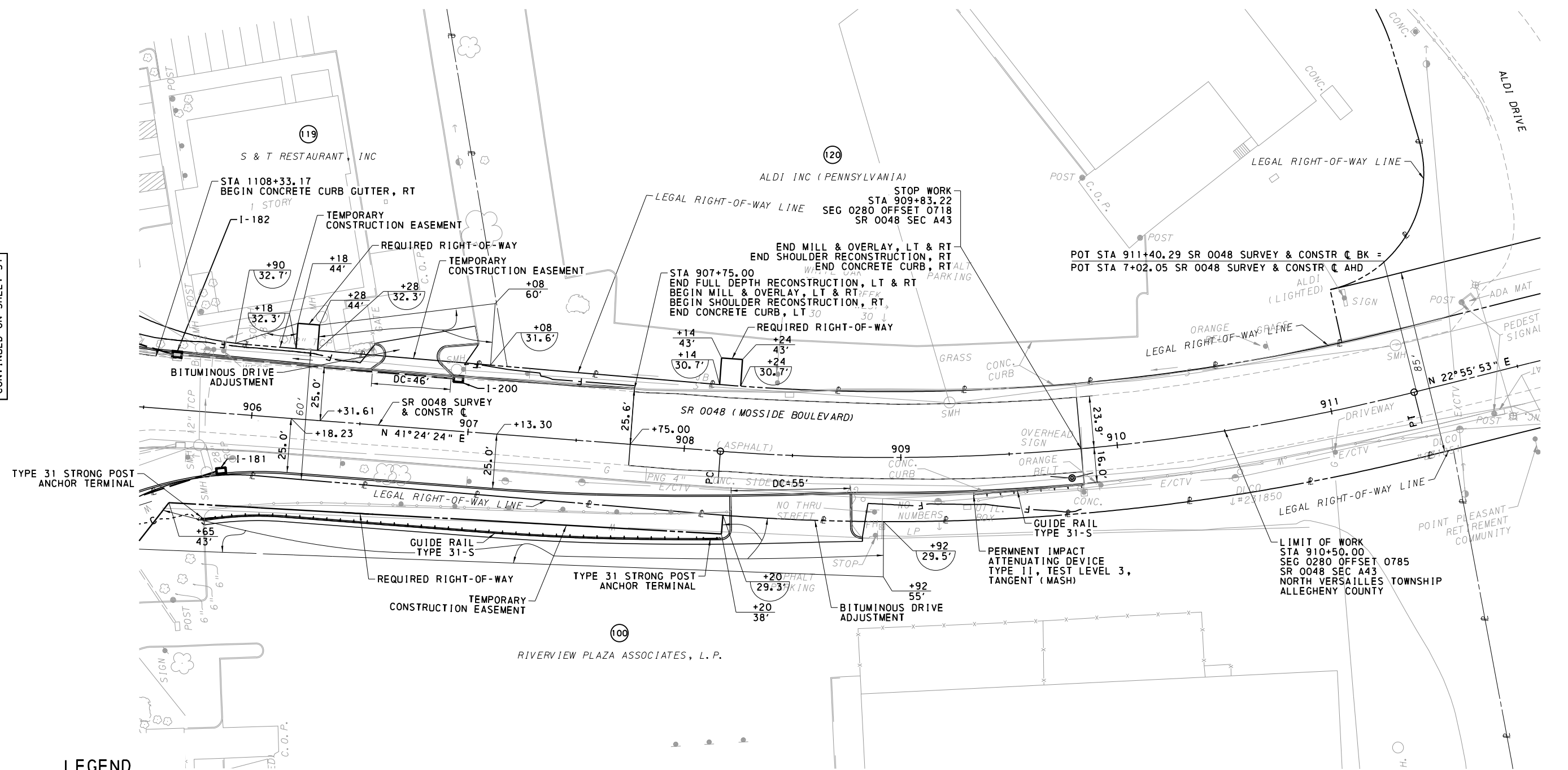
SR 0048  
**HORIZONTAL CURVE DATA**  
 PI STA. 909+79.36  
 $\Delta = 18^\circ 28' 31''$  LT.  
 $D = 05^\circ 43' 46''$   
 $T = 162.64'$   
 $L = 322.45'$   
 $R = 1000.00'$   
 $E = 13.14'$   
 PC STA. 908+16.72  
 PT STA. 911+39.17  
 SUPERELEVATE 4.8%

\* 12-0 AND 11-0  
 \*\* WESTMORELAND AND ALLEGHENY



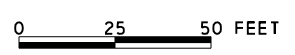
DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
*	**	0030	A10/A39	53 OF 92	
NORTH HUNTINGDON AND NORTH VERSAILLES TWP.					
REVISION NUMBER	REVISIONS			DATE	BY

CONTINUED ON SHEET 51



**LEGEND**

- PARCEL IDENTIFICATION NUMBER-NO TAKE
- PARCEL IDENTIFICATION NUMBER
- 18" PIPE
- DC=30' DEPRESSED CURB LENGTH
- F FILL LINE
- C CUT LINE



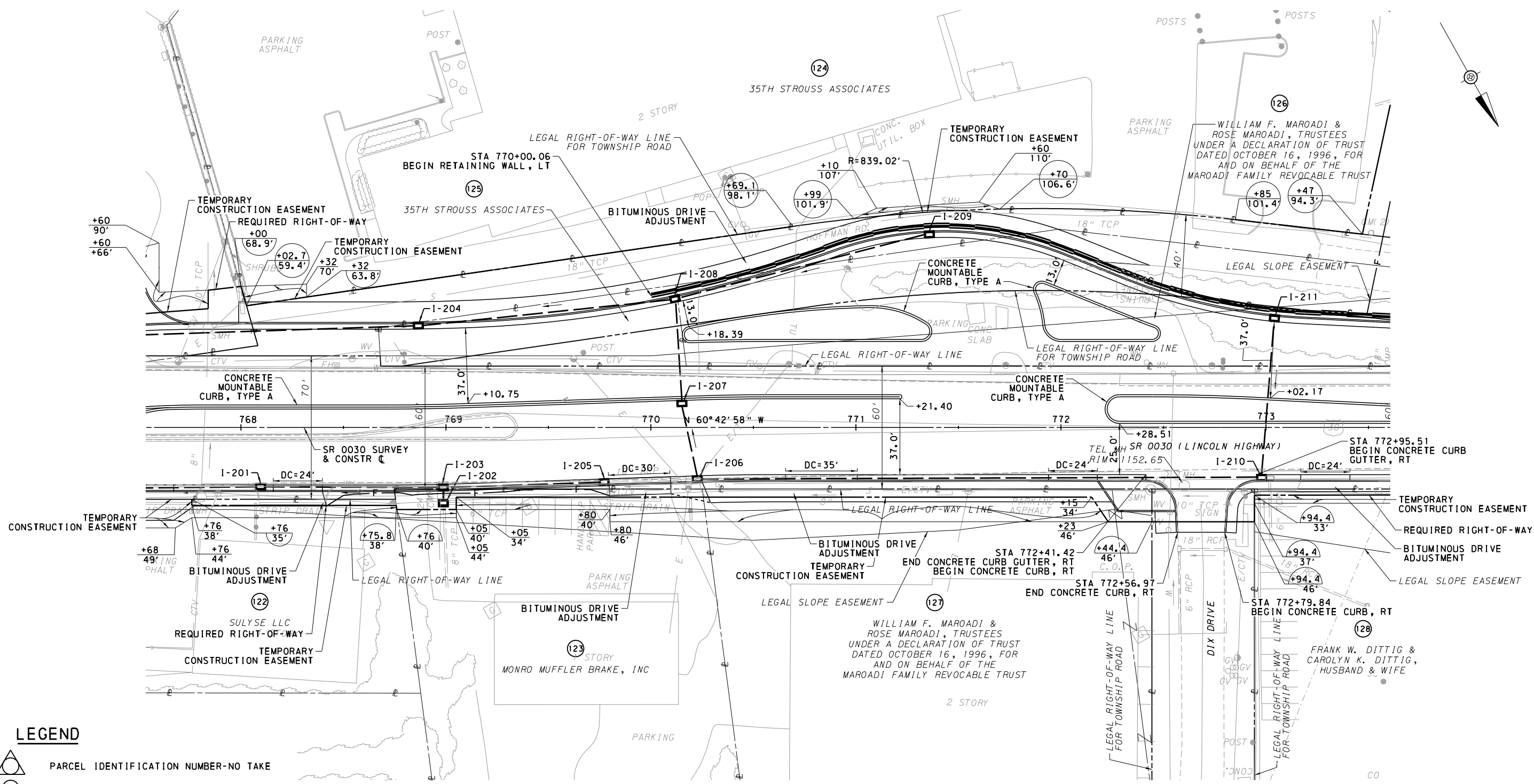
DESIGNED BY: NPB | DRAWN BY: TMB | CHECKED BY: JDS

FOR PROFILE, SEE SHEET 77 OF 92

SURVEY BOOK NO. 30114  
 30115  
 30116  
 30117

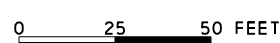
\* 12-0 AND 11-0  
\*\* WESTMORELAND AND ALLEGHENY

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
*	**	0030	A10/A39	54 OF 92
NORTH HUNTINGDON AND NORTH VERSAILLES TWP.				
REVISION NUMBER	REVISIONS	DATE	BY	



**LEGEND**

- PARCEL IDENTIFICATION NUMBER-NO TAKE
- PARCEL IDENTIFICATION NUMBER
- 18" PIPE
- RETAINING WALL
- DC=30' DEPRESSED CURB LENGTH
- F FILL LINE
- C CUT LINE



SURVEY BOOK NO.	30114
	30115
	30116
	30117

CONTINUED ON SHEET 51

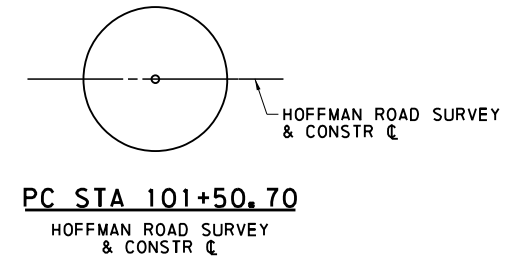
CONTINUED ON SHEET 56

OPERATOR: rnbjgn  
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 D-9012 CADD (02-30) REVISED (10-04)  
 PLOTTED: 6/10/2020 2:29:20 PM

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
*	**	0030	A10/A39	55 OF 92
NORTH HUNTINGDON AND NORTH VERSAILLES TWP.				
REVISION NUMBER	REVISIONS	DATE	BY	

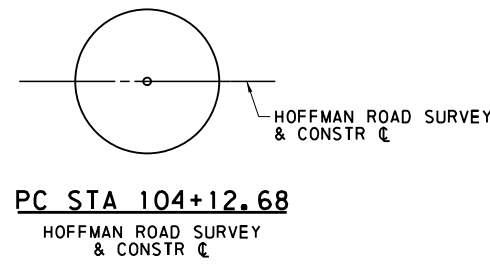
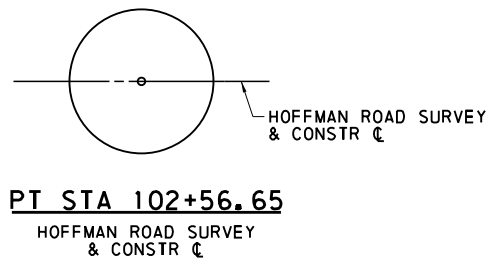
**HOFFMAN ROAD**  
**HORIZONTAL CURVE DATA**  
 PI STA. 102+04.95  
 $\Delta = 30^{\circ}21'02''$  LT.  
 $D = 28^{\circ}38'52''$   
 $T = 54.25'$   
 $L = 105.94'$   
 $R = 200.00'$   
 $E = 7.23'$   
 PC STA. 101+50.70  
 PT STA. 102+56.65  
 SUPERELEVATE 5.8%

\* 12-0 AND 11-0  
 \*\* WESTMORELAND AND ALLEGHENY



**HOFFMAN ROAD**  
**HORIZONTAL CURVE DATA**  
 PI STA. 104+73.11  
 $\Delta = 53^{\circ}27'38''$  RT.  
 $D = 47^{\circ}44'47''$   
 $T = 60.43'$   
 $L = 111.97'$   
 $R = 120.00'$   
 $E = 14.36'$   
 PC STA. 104+12.68  
 PT STA. 105+24.65  
 SUPERELEVATE 6.0%

- LEGEND**
- PARCEL IDENTIFICATION NUMBER-NO TAKE
  - PARCEL IDENTIFICATION NUMBER
  - 18" PIPE
  - DEPRESSED CURB LENGTH
  - FILL LINE
  - CUT LINE



0 25 50 FEET

CONTINUED ON SHEET 56

FOR PROFILE, SEE SHEET 92 OF 92

SURVEY BOOK NO. 30114  
 30115  
 30116  
 30117

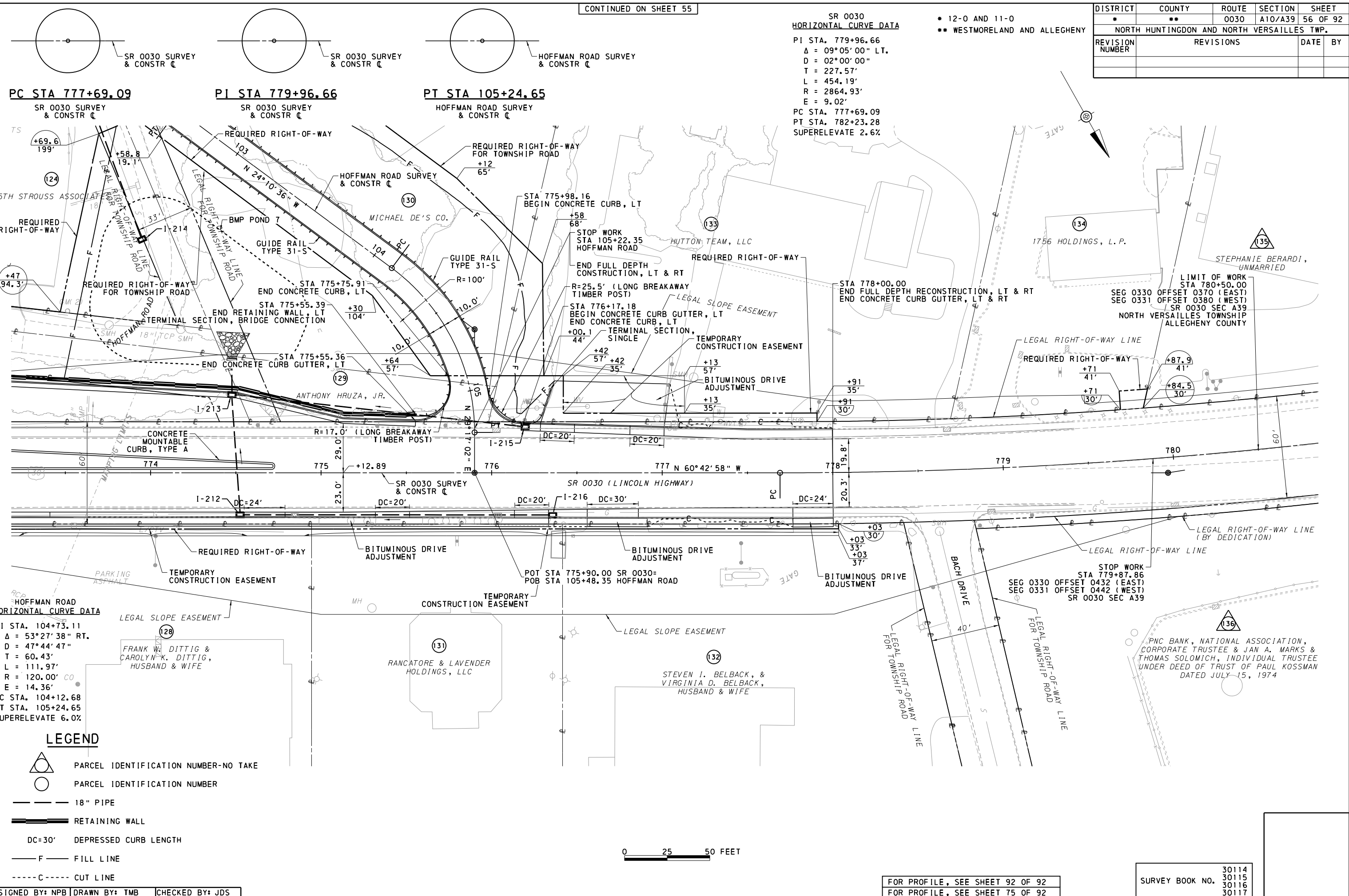
DESIGNED BY: NPB | DRAWN BY: TMB | CHECKED BY: JDS

2:29:21 PM  
PLOTTED: 6/10/2020  
D:\912 CADD (02-90) REVISED (10-04)  
CONTINUED ON SHEET 54  
OPERATOR: rbdjgn  
FILE NAME: N:\32043-000\CADD\05-056-32043-CON (PLAN SHEET 27).dgn

DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
*	**	0030	A10/A39	56 OF 92	
NORTH HUNTINGDON AND NORTH VERSAILLES TWP.					
REVISION NUMBER	REVISIONS			DATE	BY

SR 0030  
HORIZONTAL CURVE DATA  
PI STA. 779+96.66  
 $\Delta = 09^{\circ}05'00''$  LT.  
 $D = 02^{\circ}00'00''$   
 $T = 227.57'$   
 $L = 454.19'$   
 $R = 2864.93'$   
 $E = 9.02'$   
PC STA. 777+69.09  
PT STA. 782+23.28  
SUPERELEVATE 2.6%

\* 12-0 AND 11-0  
\*\* WESTMORELAND AND ALLEGHENY



PC STA 777+69.09  
PI STA 779+96.66  
PT STA 105+24.65

HORIZONTAL CURVE DATA  
PI STA. 104+73.11  
 $\Delta = 53^{\circ}27'38''$  RT.  
 $D = 47^{\circ}44'47''$   
 $T = 60.43'$   
 $L = 111.97'$   
 $R = 120.00'$   
 $E = 14.36'$   
PC STA. 104+12.68  
PT STA. 105+24.65  
SUPERELEVATE 6.0%

LEGEND

- PARCEL IDENTIFICATION NUMBER-NO TAKE
- PARCEL IDENTIFICATION NUMBER
- 18" PIPE
- RETAINING WALL
- DC=30' DEPRESSED CURB LENGTH
- F FILL LINE
- C CUT LINE



FOR PROFILE, SEE SHEET 92 OF 92  
FOR PROFILE, SEE SHEET 75 OF 92

30114  
30115  
30116  
30117  
SURVEY BOOK NO.

DESIGNED BY: NPB DRAWN BY: TMB CHECKED BY: JDS



**Appendix E**  
**Agency Correspondence**

---

*Threatened and Endangered Species Coordination*

## 1. PROJECT INFORMATION

Project Name: **15-003B Route 30 Corridor**

Date of Review: **4/19/2023 06:25:50 PM**

Project Category: **Transportation, Roads, Other**

Project Area: **52.94 acres**

County(s): **Allegheny; Westmoreland**

Township/Municipality(s): **NORTH HUNTINGDON TOWNSHIP; NORTH VERSAILLES TOWNSHIP**

ZIP Code:

Quadrangle Name(s): **MC KEESPORT**

Watersheds HUC 8: **Lower Monongahela; Youghiogheny**

Watersheds HUC 12: **Brush Creek; Long Run**

Decimal Degrees: **40.363390, -79.773244**

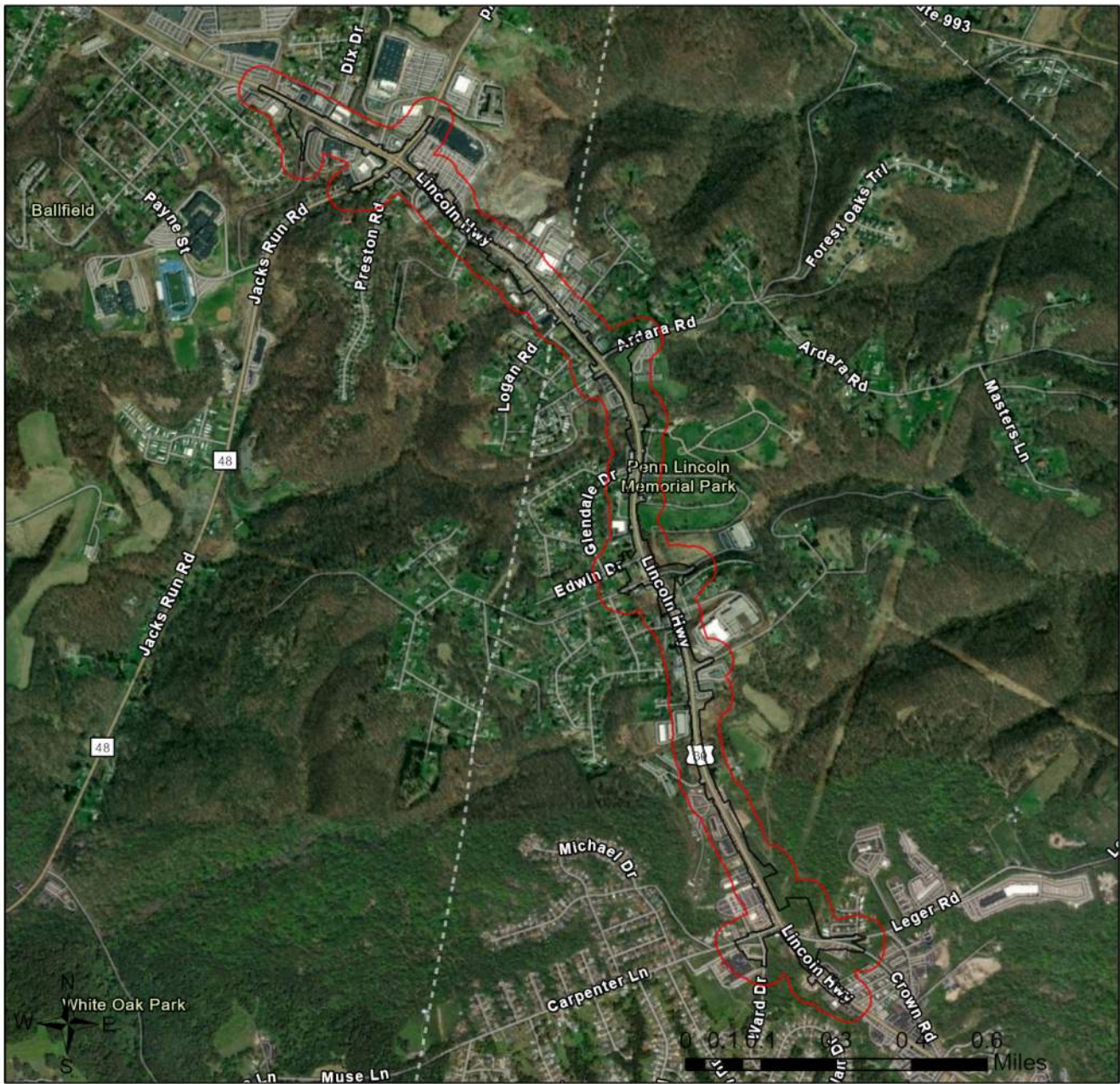
Degrees Minutes Seconds: **40° 21' 48.2053" N, 79° 46' 23.6791" W**



## 2. SEARCH RESULTS

Agency	Results	Response
PA Game Commission	No Known Impact	No Further Review Required
PA Department of Conservation and Natural Resources	No Known Impact	No Further Review Required
PA Fish and Boat Commission	No Known Impact	No Further Review Required
U.S. Fish and Wildlife Service	No Known Impact	No Further Review Required

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate no known impacts to threatened and endangered species and/or special concern species and resources within the project area. Therefore, based on the information you provided, no further coordination is required with the jurisdictional agencies. This response does not reflect potential agency concerns regarding impacts to other ecological resources, such as wetlands.

### 15-003B Route 30 Corridor





-  Buffered Project Boundary
-  Project Boundary



Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

### 15-003B Route 30 Corridor



-  Buffered Project Boundary
-  Project Boundary



Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

## RESPONSE TO QUESTION(S) ASKED

**Q1:** The proposed project is in the range of the Indiana bat. Describe how the project will affect bat habitat (forests, woodlots and trees) and indicate what measures will be taken in consideration of this. Round acreages up to the nearest acre (e.g., 0.2 acres = 1 acre).

**Your answer is:** The project will affect 1 to 39 acres of forests, woodlots and trees.

**Q2:** Is tree removal, tree cutting or forest clearing of 40 acres or more necessary to implement all aspects of this project?

**Your answer is:** No

### 3. AGENCY COMMENTS

Regardless of whether a DEP permit is necessary for this proposed project, any potential impacts to threatened and endangered species and/or special concern species and resources must be resolved with the appropriate jurisdictional agency. In some cases, a permit or authorization from the jurisdictional agency may be needed if adverse impacts to these species and habitats cannot be avoided.

These agency determinations and responses are **valid for two years** (from the date of the review), and are based on the project information that was provided, including the exact project location; the project type, description, and features; and any responses to questions that were generated during this search. If any of the following change: 1) project location, 2) project size or configuration, 3) project type, or 4) responses to the questions that were asked during the online review, the results of this review are not valid, and the review must be searched again via the PNDI Environmental Review Tool and resubmitted to the jurisdictional agencies. The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer impacts than what is listed on this PNDI receipt. The jurisdictional agencies **strongly advise against** conducting surveys for the species listed on the receipt prior to consultation with the agencies.

#### PA Game Commission

##### RESPONSE:

No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

#### PA Department of Conservation and Natural Resources

##### RESPONSE:

No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

#### PA Fish and Boat Commission

##### RESPONSE:

No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

#### U.S. Fish and Wildlife Service

##### RESPONSE:

No impacts to **federally** listed or proposed species are anticipated. Therefore, no further consultation/coordination under the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq. is required. Because no take of federally listed species is anticipated, none is authorized. This response does not reflect potential Fish and Wildlife Service concerns under the Fish and Wildlife Coordination Act or other authorities.

## 4. DEP INFORMATION

The Pa Department of Environmental Protection (DEP) requires that a signed copy of this receipt, along with any required documentation from jurisdictional agencies concerning resolution of potential impacts, be submitted with applications for permits requiring PNDI review. Two review options are available to permit applicants for handling PNDI coordination in conjunction with DEP's permit review process involving either T&E Species or species of special concern. Under sequential review, the permit applicant performs a PNDI screening and completes all coordination with the appropriate jurisdictional agencies prior to submitting the permit application. The applicant will include with its application, both a PNDI receipt and/or a clearance letter from the jurisdictional agency if the PNDI Receipt shows a Potential Impact to a species or the applicant chooses to obtain letters directly from the jurisdictional agencies. Under concurrent review, DEP, where feasible, will allow technical review of the permit to occur concurrently with the T&E species consultation with the jurisdictional agency. The applicant must still supply a copy of the PNDI Receipt with its permit application. The PNDI Receipt should also be submitted to the appropriate agency according to directions on the PNDI Receipt. The applicant and the jurisdictional agency will work together to resolve the potential impact(s). See the DEP PNDI policy at <https://conservationexplorer.dcnr.pa.gov/content/resources>.



## 5. ADDITIONAL INFORMATION

The PNDI environmental review website is a preliminary screening tool. There are often delays in updating species status classifications. Because the proposed status represents the best available information regarding the conservation status of the species, state jurisdictional agency staff give the proposed statuses at least the same consideration as the current legal status. If surveys or further information reveal that a threatened and endangered and/or special concern species and resources exist in your project area, contact the appropriate jurisdictional agency/agencies immediately to identify and resolve any impacts.

For a list of species known to occur in the county where your project is located, please see the species lists by county found on the PA Natural Heritage Program (PNHP) home page ([www.naturalheritage.state.pa.us](http://www.naturalheritage.state.pa.us)). Also note that the PNDI Environmental Review Tool only contains information about species occurrences that have actually been reported to the PNHP.

## 6. AGENCY CONTACT INFORMATION

### PA Department of Conservation and Natural Resources

Bureau of Forestry, Ecological Services Section  
400 Market Street, PO Box 8552  
Harrisburg, PA 17105-8552  
Email: [RA-HeritageReview@pa.gov](mailto:RA-HeritageReview@pa.gov)

### PA Fish and Boat Commission

Division of Environmental Services  
595 E. Rolling Ridge Dr., Bellefonte, PA 16823  
Email: [RA-FBPACENOTIFY@pa.gov](mailto:RA-FBPACENOTIFY@pa.gov)

### U.S. Fish and Wildlife Service

Pennsylvania Field Office  
Endangered Species Section  
110 Radnor Rd; Suite 101  
State College, PA 16801  
Email: [IR1\\_ESPenn@fws.gov](mailto:IR1_ESPenn@fws.gov)  
NO Faxes Please

### PA Game Commission

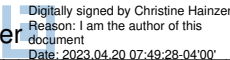
Bureau of Wildlife Management  
Division of Environmental Review  
2001 Elmerton Avenue, Harrisburg, PA 17110-9797  
Email: [RA-PGC\\_PNDI@pa.gov](mailto:RA-PGC_PNDI@pa.gov)  
NO Faxes Please

## 7. PROJECT CONTACT INFORMATION

Name: Christine Hainzer  
Company/Business Name: The Markosky Engineering Group, Inc.  
Address: 3689 State Route 711  
City, State, Zip: Ligonier, PA 15658  
Phone: ( 724 ) 238-4138 Fax: ( 724 ) 238-4194  
Email: chainzer@markosky.com

## 8. CERTIFICATION

I certify that ALL of the project information contained in this receipt (including project location, project size/configuration, project type, answers to questions) is true, accurate and complete. In addition, if the project type, location, size or configuration changes, or if the answers to any questions that were asked during this online review change, I agree to re-do the online environmental review.

 Digitally signed by Christine Hainzer  
Reason: I am the author of this document  
Date: 2023.04.20 07:49:28-04'00'

applicant/project proponent signature

4/20/2023

date



*Section 106 Agency Correspondence*



**Cultural Resources  
Submission**

DATE: May 12, 2016

SUBJECT: District: 12-0  
County: Westmoreland Municipality: North Huntingdon Township  
SR: 0030 Section: A10  
Project Name: SR 30 Corridor Study  
MPMS Number: 32040 ER Number: requested  
RE: Lincoln Highway PHRS form

TO: Andrea MacDonald, Deputy SHPO  
Pennsylvania State Historic Preservation Office

FROM: David Anthony  
District 12-0 Cultural Resources Professional  
Bureau of Project Delivery

Digitally signed by  
David R. Anthony  
Date: 2016.05.12  
11:23:22 -04'00'

PennDOT District 12-0 is presently studying SR 30 (Lincoln Highway) between Irwin, Westmoreland County and North Versailles, Allegheny County; the purpose of the study is to identify areas which need improvements to meet current highway standards. Multiple projects are expected to result from the study.

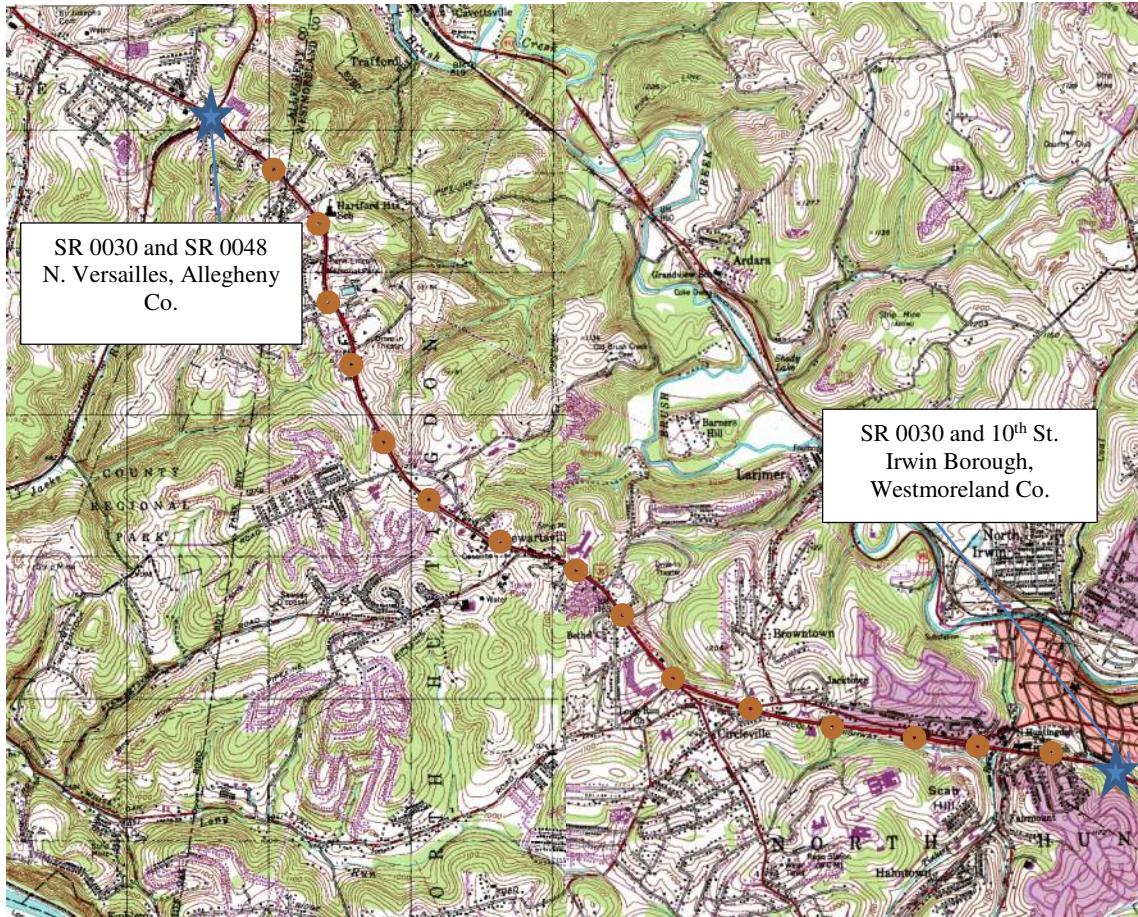
This segment of the Lincoln has not been formally evaluated for NRHP eligibility; a PHRS form was prepared for planning purposes to assess the potential for a NRHP eligible corridor. While the western subsection of the highway generally follows the historic alignment of the Lincoln Highway, the eastern subsection is on newer alignment. The overall Lincoln Highway segment within the study area does not appear to be eligible for listing in the NRHP due to significant changes after its period of significance (ca. 1915 to ca. 1937) and a lack of associated features. As the “project” moves from study phase to actual funded projects, individually eligible historic properties may be identified (and will be coordinated at that time).

On behalf of the FHWA, we have determined that this segment (identified above) is not no eligible for listing in the NRHP. A response to this transmittal is not necessary; however, if you request additional information or disagree with our determination, please respond in writing within thirty (30) days of receipt of this transmittal. If you have any questions, please contact David Anthony at (412) 429-4861.

Enclosure: Lincoln Highway PHRS Form  
USGS Location Map

4432/DRA/da

cc: Olga Herbert, Lincoln Highway Association



USGS location map: Irwin and McKeesport Quads



## Cultural Resources Submission

DATE: June 27, 2016

SUBJECT:

District: 12-0  
County: Westmoreland/Allegheny  
Municipality: Irwin Borough/North Versailles Township  
SR: 30 Section: A10  
Project Name: SR 30 A10 (Lincoln Highway) Corridor Improvement Project  
MPMS Number: 32040  
ER Number: 2016-8413-042

TO: Andrea MacDonald, Deputy SHPO  
Pennsylvania State Historic Preservation Office

FROM: Angela Jaillet-Wentling  
District 12-0 Cultural Resources Professional - Archaeologist (Consultant)  
Bureau of Project Delivery

PennDOT District 12-0 is presently studying SR 30 (Lincoln Highway) between Irwin, Westmoreland County and North Versailles, Allegheny County as part of the SR 30 A10 (Lincoln Highway) Corridor Improvement Project (Project). The Project's purpose is to identify areas for improvement to current highway standards. Multiple projects are anticipated as a result of the current study.

As part of the initial survey, a geophysical survey was conducted of the *Miller United Methodist Church Cemetery* in North Versailles Township, Allegheny County by Stell Environmental, LLC (Stell). The attached management summary provides an overview of the current project, survey methodology, and results of the investigation. Stell provides recommendations regarding the presence of geophysical anomalies and likely unmarked interments less than 1.0 meter (3.2 feet) from the edge of the roadway. The cemetery area is recommended for avoidance by project activities. Should impacts to the area be warranted, Stell recommends that additional Phase I archaeological survey be conducted.

On behalf of the FHWA, the PennDOT CRP archaeologist agrees with the recommendations and further recommends the use of an on-site archaeological monitor for any project activities that may occur within the roadway and existing legal right-of-way at this location due to the possibility of unmarked burials. As the Project proceeds and/or additional projects are designated, Phase I archaeological investigation should cover the Area of Potential Effect (APE), as defined by the existing legal right-of-way, required right-of-way, and any temporary construction or other related easements. Phase I archaeological investigation should also plan to ground-truth identified geophysical anomalies, in addition to pedestrian reconnaissance, shovel testing, and/or test units (as applicable). It is further recommended that should project activities impact the cemetery, a plan for discovery, removal, and relocation of interments be developed for the project.

This management summary is being provided for informational purposes and a response to this transmittal is not necessary; however, if you would like additional information or disagree with our recommendations, please respond in writing within thirty days of receipt of this transmittal. Should you have any questions or concerns, please do not hesitate to contact Angela Jaillet-Wentling at (724) 415-1901 (for archaeology) or David Anthony at (412) 429-4861 (for historic structures).

Enclosures: *Management Summary, State Route 30 A10 (Lincoln Highway) Corridor Improvement Project, Geophysical Survey of the Miller United Methodist Church Cemetery (Stell 2016)*

4432/AJW/aw

cc: Kira Heinrich, PA SHPO (Regional Archaeological Reviewer)  
David Anthony, Cultural Resource Professional (Architectural Historian)  
Kim Ansell, Environmental Manager  
Nancy Kolenc, Project Manager  
Jon Crum, FHWA



## Cultural Resources Submission

DATE: February 20, 2020

SUBJECT:

District: 12-0  
County: Westmoreland /Allegheny  
Municipality: North Huntington Township/ North Versailles Township  
SR: 0030 Section: A10  
Project Name: US 30 Corridor Improvements Western Section  
MPMS Number: 32040 ER# 2016-8412-042  
RE: Project Update

TO: Andrea MacDonald, Director  
State Historic Preservation Office  
PA Historical and Museum Commission

FROM: Kristin Scarr and David Anthony  
District 12-0 Cultural Resources Professionals  
Bureau of Project Delivery

PennDOT District 12-0 (in conjunction with and on behalf of District 11-0) is proposing to conduct a full depth reconstruction of a portion of the US 30 Corridor in Westmorland and Allegheny County, Pennsylvania. This project was initially advanced as the US 30 Corridor Improvements Study and has subsequently been divided into two sections, both with logical termini. The Western Section will be completed first and design work will continue under the study phase MPMS# 32040 and the corresponding ER# 2016-8412-042. Project limits for this section begin at the intersection of Ledger Road/Carpenter Road and SR 30 in Westmoreland County and continue west to the intersection of SR 30 and SR 48 in Allegheny County (see attached location map). Proposed improvements may include minor widening, approach work at all intersections, the construction of jug-handles for turns, driveway adjustments, stormwater management, and signal updates.

### Archaeology

A Geophysical survey was conducted in 2016 to assess impacts to the Miller United Methodist Church cemetery located within the Western Section. Additional field work, such as ground-truthing of the geophysical results is planned in this location. A scope of work is currently being developed for the Phase I archaeology and supplemental cemetery survey. A testing methodology is being developed and documented on the Statewide Pre-Contact Probability Model Testing Methodology Form (PMTM) to be submitted for review and comment in advance of a Phase I survey for the project corridor.

A. MacDonald  
February 19, 2020  
Page 2

### Historic Structures

During the Study Phase, an HRSF (Key# 202725) was prepared to evaluate the NRHP eligibility of SR 30 (Lincoln Highway) between Irwin and SR 48; on May 12, 2016, we determined that this section of the Lincoln Highway was not eligible for listing on the NRHP due to lack of integrity. A revision or update to the HRSF is not recommended since the integrity of this section remains low.

Two previously surveyed above ground properties are identified on CRGIS: Miller Methodist Episcopal Church (Key# 019982) and Taylor House (Key# 049657). The HRSF for the Miller Methodist Episcopal Church will be update with a NRHP determination. The Taylor House appears to be demolished; the status of this property will be field verified and formalized in an effect finding for this project. Other properties over 50 years of age exist within the project area. Once an area of potential effect (APE) is established, the identification and NRHP evaluation of above ground historic properties will occur.

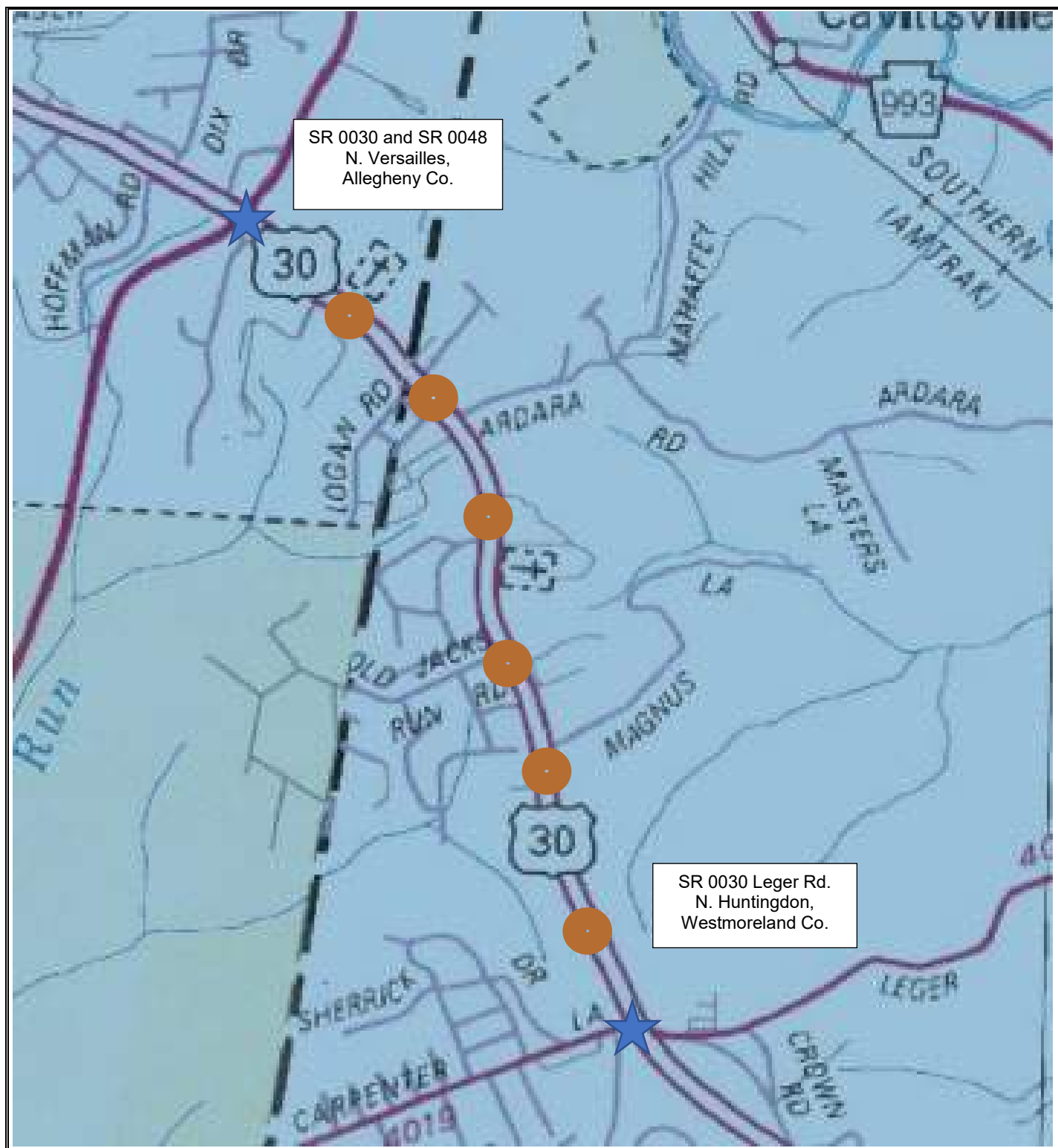
If you have any questions or comments, please contact Kristin Scarr at (724) 415-1901, [kscarr@pa.gov](mailto:kscarr@pa.gov) or David Anthony at (412) 429-4861, [davanthony@pa.gov](mailto:davanthony@pa.gov).

Attachment: Location Map

4823/KDS/ks/da

cc: Barbara Shaffer, FHWA  
Ghiyath Saloum, BOPD  
Cristin Covert, PennDOT Environmental Manager  
Joshua Zakovitch, PennDOT Project Manager

# SR 30-A10 Corridor Improvements Project – Western Section Location Map







## Cultural Resources Submission

DATE: 7/21/2021

SUBJECT: Miller Methodist Church Cemetery Form

District: 12-0

County: Westmoreland

State Route: 0030

Project Name: US 30 Corridor Improvements (Western Section)

MPMS#: 32040

ER#: 2021PR15699 (2016-8413-042)

Concurrence Requested:

Municipality: North Versailles Township

Section: A10

Archaeology:

Above Ground:

TO: Andrea MacDonald, Deputy SHPO  
Pennsylvania State Historic Preservation Office

FROM: Keith Heinrich, PennDOT District 9-0 and 12-0 aboveground Cultural Resources  
Professional

As part of the US 30 Corridor Improvements (Western Section) project (MPMS 32040; SR 30, Section A10; SHPO Project #2021PR15699), PennDOT has requested concurrence that 16 properties within the APE are not eligible for listing in the National Register of Historic Places (NRHP). One of these properties, the Miller Methodist Church has an associated cemetery. A Cemetery Form was completed for this resource and PennDOT is requesting concurrence that the cemetery is not eligible for the NRHP.

According to the National Register bulletin, "Guidelines for Evaluating and Registering Cemeteries and Burial Places," under Criteria Consideration D, "A cemetery is eligible if it derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events." The Miller Memorial Church Cemetery was founded in 1837, in association with the original Miller Methodist Church that stood on the property, and remained an active burial ground until 1956; as an early nineteenth to mid-twentieth century burial ground, the Miller Methodist Church Cemetery is not of great age. In addition, the cemetery contains no graves of persons of transcendent importance. In terms of its landscape and the grave markers, the cemetery has no distinctive design features. Finally, research uncovered no evidence that the cemetery was associated with a significant historic event or trend. For these reasons, the cemetery does not meet Criteria Consideration D and is not eligible for the NRHP. A cemetery can also be eligible for the NRHP if it is part of a larger property that is eligible for the NRHP. The Miller Methodist Church, however, does not appear eligible for the NRHP. The archaeological significance of the property has not been evaluated.

If you have any questions, please contact Keith Heinrich at (814) 696-7684 or [kheinrich@pa.gov](mailto:kheinrich@pa.gov).

Enclosure

4432/Click or tap here to enter text./Click or tap here to enter text.

cc: Click or tap here to enter text.



# Pennsylvania State Historic Preservation Office

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

August 3, 2021

Brian Thompson, Director  
Bureau of Project Delivery  
Attn: Keith Heinrich  
PA Department of Transportation  
P.O. Box 2966  
Harrisburg, PA 17105

ER Project # 2016PR15699.012 and 2016PR15699.013: SR 30 Corridor Improvements, MPMS 32040, SR 0030, Westmoreland and Allegheny Counties, DOE concurrence requested

Dear Mr. Thompson,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 *et seq.* (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

### **Above Ground Resources – Identification of Historic Properties**

Based on the information received and available in our files, the PA SHPO concurs with the agency that the properties below are not eligible for listing in the National Register of Historic Places due to a lack of integrity and/or significance. These resources have not been evaluated for archaeological potential.

***Miller Methodist Episcopal Church, Resource # 1995RE04197***

***Miller Methodist Church Cemetery, Resource # 2021RE01332***

Our evaluation is based upon the information provided and available in our files for review. If National Register listing for this property is sought in the future, additional documentation of the property's significance and integrity may be required to both verify this evaluation and satisfy the requirements of the National Park Service (36 CFR Part 60). Thus, the outcome of the National Register listing process cannot be assured by this evaluation.

If you need further information on above ground resources please consult Cheryl Nagle at [chnagle@pa.gov](mailto:chnagle@pa.gov) or (717) 772-4519.

Sincerely,

Andrea L. MacDonald  
Deputy SHPO



## Cultural Resources Submission

DATE: 8/4/2021

SUBJECT: Miller Methodist Church Cemetery Form

District: 12-0	Municipality: North Versailles Township
County: Westmoreland	Section: A10
State Route: 0030	
Project Name: US 30 Corridor Improvements (Western Section)	
MPMS#: 32040	
ER#: 2016PR15699 (2016-8413-042)	
<b>Concurrence Requested:</b>	Archaeology: <input checked="" type="checkbox"/>
	Above Ground: <input type="checkbox"/>

TO: Andrea MacDonald, Deputy SHPO  
Pennsylvania State Historic Preservation Office

FROM: Kristin Scarr, PennDOT District 9-0 and 12-0 aboveground Cultural Resources  
Professional

As part of the US 30 Corridor Improvements (Western Section) project (MPMS 32040; SR 30, Section A10; SHPO Project #2016PR15699), PennDOT is requested concurrence that the Miller Methodist cemetery is not eligible for listing in the National Register of Historic Places (NRHP). A Cemetery Form was completed for this resource and submitted to PASHARE with the Miller United Church and cemetery above ground eligibility memo on 7/22/2021 (2016PR15699.13).

According to the National Register bulletin, "Guidelines for Evaluating and Registering Cemeteries and Burial Places," under Criteria Consideration D, "A cemetery is eligible if it derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events." The Miller Memorial Church Cemetery was founded in 1837, in association with the original Miller Methodist Church that stood on the property, and remained an active burial ground until 1956; as an early nineteenth to mid-twentieth century burial ground, the Miller Methodist Church Cemetery is not of great age. In addition, the cemetery contains no graves of persons of transcendent importance. In terms of its landscape and the grave markers, the cemetery has no distinctive design features. Finally, research uncovered no evidence that the cemetery was associated with a significant historic event or trend. For these reasons, the cemetery does not meet Criteria Consideration D and is not eligible for the NRHP. A cemetery can also be eligible for the NRHP if it is part of a larger property that is eligible for the NRHP. The Miller Methodist Church, however, does not appear eligible for the NRHP. The archaeological significance of the church property has not been evaluated as the proposed project will not impact areas outside of the disturbed parking lot and access road. The

proposed project will not impact areas on the church lot proper that have the potential to contain intact archaeological deposits.

If you have any questions, please contact Kristin Scarr at (724) 415-1901 or [kscarr@pa.gov](mailto:kscarr@pa.gov).

Enclosure

4432/KDS/Click or tap here to enter text.

cc: Cristin Covert, PennDOT EM, Josh Zakovitch, PennDOT PM, Keith Heinrich, District 9-0 and 12 CRP



# Pennsylvania State Historic Preservation Office

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

August 13, 2021

Kristin Scarr  
PennDOT  
400 North Street  
Harrisburg PA 17120

RE: ER Project # 2016PR15699.016, SR 30 CORRIDOR IMPROVEMENTS, MPMS 32040, SR 0030, Westmoreland and Allegheny Counties, DOE archaeology concurrence requested

Dear Kristin Scarr,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

## **Archaeological Resources**

Based on the information received and available in our files, the PA SHPO concurs with the agency that the Miller Methodist Church Cemetery, Resource # 2021RE01332 is not eligible for listing in the National Register of Historic Places due to a lack of integrity and/or significance.

If National Register listing for this property is sought in the future, additional documentation of the property's significance and integrity may be required to both verify this evaluation and satisfy the requirements of the National Park Service (36 CFR Part 60). Thus, the outcome of the National Register listing process cannot be assured by this evaluation.

For questions concerning archaeological resources, please contact Justin McKeel at [jusmckeel@pa.gov](mailto:jusmckeel@pa.gov).

Sincerely,

Andrea MacDonald  
Director, State Historic Preservation Office

## PennDOT Section 106 Effects Finding Form

**SHPO concurrence required or requested:**

Archaeology:      Yes       No

Above Ground:    Yes       No

**MPMS#:** 32040

**FUNDING SOURCE:** Federal Highway Funded

**COUNTY:** Westmoreland

**LEAD AGENCY:** FHWA

**MUNICIPALITY:** North Huntingdon Township, North Versailles Township

**SHPO REVIEW NUMBER:** 2016PR15699

**STATE ROUTE:** 30

**SECTION:** A10

**NAME OF PROJECT:** US 30 Improvements (Western Section)

**USGS QUAD NAME:** McKeesport, PA

**FIELD VIEW DATE:** 11/26/2019

**Project Description (*describe project activities or note attachment*):**

PennDOT District 12-0 (in conjunction with and on behalf of District 11-0) is proposing to conduct a full depth reconstruction of a portion of the US 30 Corridor in Westmoreland and Allegheny counties, Pennsylvania. This project was initially advanced as the US 30 Corridor Improvements Study and has subsequently been divided into two sections, both with logical termini. Project limits for this section begin at the intersection of Leger Road/Carpenter Road and SR 30 in Westmoreland County and continue west to the intersection of SR 30 and SR 48 in Allegheny County (see attached location map). Proposed improvements may include minor widening, approach work at all intersections, the construction of jug-handles for turns, driveway adjustments, stormwater management, and signal updates.

**Finding of Effects:**

<b>Archaeological Finding:</b>	<b>Project Effects Finding:</b>
No Archaeological Properties Affected	No Historic Properties Affected
<b>Above Ground Finding:</b>	
No Above Ground Properties Affected	

District Archaeologist: Kristin Scarr

Date: 1/25/2022

**Kristin  
Scarr** Digitally signed  
by Kristin Scarr  
Date: 2022.01.25  
14:58:49 -05'00'

District Architectural Historian: Keith Heinrich

Date: 1/20/2022

**Keith T. Heinrich** Digitally signed by Keith T.  
Heinrich  
Date: 2022.01.26 07:25:11 -05'00'



## Archaeological Resources Attachment – A

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- This project does not have the potential to affect archaeological resources and meets all the following criteria from Appendix C of the Section 106 Delegation PA:
- The undertaking is limited to the activities specified under Level 1 and 2 of the Appendix C
  - The undertaking is classified as categorically excluded under NEPA
  - The undertaking is on an existing transportation facility
  - The undertaking is not within or adjacent to a National Historic Landmark or National Park, or property under the jurisdiction of the National Park Service
  - The undertaking has no known public controversy based on historic preservation issues
  - The undertaking requires no more than 3.6 m (12 ft) of new right-of-way on each side of the road, rail bed, existing trail or pedestrian facility

**Comment:** Click or tap here to enter text.

**[Do not complete the remainder of Attachment A]**

### Archaeological Area of Potential Effect:

Project limits for this section begin at the intersection of Leger Road/Carpenter Road and SR 30 in Westmoreland County and continue west to the intersection of SR 30 and SR 48 in Allegheny County (see attached location map and Project LOD aerial).

### Background Research Sources Checked:

- ☒ SHPO Cultural Resources GIS
- ☒ Historic Maps (*list*):  
1862, 1867, 1904, 1949, 1957, 1979
- ☒ USDA- SGS/NRCS County Soils Map(s):  
See Additional Information section of the document.
- ☒ Stream Order (*if stream present*):  
Watershed A- Multiple first order tributaries begin on the northeast side of the Project and flow into Brush Creek and then in to Turtle Creek. Watershed D- multiple first order tributaries begin on the southwest of the project and flow towards the Youghiogheny River.
- ☒ Other (*list*):  
PASDA aerials and lidar, Google Earth

## Archaeological Resources Attachment – A

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### Known Archaeological Sites:

There were no previously recorded archaeological sites in the APE.

### Consultation with Federally Recognized Tribes & Nations, Consulting Parties and the Public:

A PATH notification was posted and sent to Federally Recognized Tribes & Nations, Consulting Parties and the Public.

### Archaeological potential:

- Pre-Contact: Background research and Phase IA indicated that the project area maintains low potential for intact pre-contact sites.
- Historic: Background research and Phase IA indicated that the project area maintains high potential for historic deposits.

### National Register Eligibility Determination for Site(s) Identified in APE:

- Not Eligible: 36AL0762 (Reiss) , 36AL0763 (Hoffman), 36WM1205 (Dawson), 36WM1206 (Graham), 36WM1207 (Weston), and 36WM1208 (Wooded Acres).
- Eligible: [Click or tap here to enter text.](#)
- Undetermined: [Click or tap here to enter text.](#)

### Archaeology Finding:

- No Archaeological Properties Affected
  - No Archaeological Properties Present
  - Archaeological Properties Present but Not Affected
- No Adverse Effect
  - Site protected with geotextile and fill during construction
  - Site protected with fencing or other barrier during construction
- Adverse Effect

### Effects Explanation:

A Phase I archaeological survey (2016PR15699/ ER#2016-8413-042) was conducted to satisfy the requirements of the Pennsylvania FWHA/PennDOT Section 106 Programmatic Agreement. Phase I testing was initiated by the Markosky Engineering Group, Inc. (Markosky) during the late summer and fall of 2020, with Phase II testing occurring the summer of 2021.

## Archaeological Resources Attachment – A

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At the conclusion of the Phase I and Phase II survey the final reports were submitted to PennDOT District 12-0 for review. The reports recommend that the sites and the portions of sites identified within the APE are Not Eligible for inclusion in the National Register of Historic Places (NRHP). The PennDOT Cultural Resources Professional (CRP) for archaeological resources concurs with this recommendation. A discussion of the survey and evaluation of the Miller United Methodist Cemetery, Phase I survey, the Phase II survey and individual site discussions and evaluations continues below.

### Cemetery Resources:

As part of the SR 030 Sec A10, US 30 Corridor Improvement (Western Section) Road project, construction activities will take place in the immediate vicinity of two cemeteries:

The Miller United Methodist Church & Cemetery, Resource #'s 1995RE04197 and 2021RE01332 are located along the northbound lane of SR 30 just north of the border of Westmoreland and Allegheny counties. Due to concerns regarding potential unmarked burials, a geophysical survey was conducted by Stell Environmental on behalf of PennDOT in June 2016. From September 14 through October 9, 2020, Markosky conducted a Phase I archaeology study to ground truth the anomalies identified. The geophysical survey identified weak anomalies within the required right-of-way for the proposed slope cuts. Phase I archaeological investigations consisted of the excavation of one trench across the portion of the right-of-way and proposed TCE. As a result, a trace of potential interments was identified. Proposed work is not designed to impact the location of these grave shafts. PennDOT has prepared a Cemetery Plan of Action (CPOA) to outline the procedure for disinterment and reinterment of the historic burials and to identify the process for the proper treatment of remains should any be unexpectedly encountered during construction. The CPOA also outlines the need for a professional and qualified monitor to be on site during all ground disturbance proposed in the area during construction.

The Miller United Methodist Church Cemetery was assessed for the NRHP for both above and below ground and determined Not eligible. PA SHPO concurred with this determination on August 13, 2021. The PennDOT CRP (archaeologist) will work with the PennDOT project manager and the Projects' consultant engineers to ensure fencing is in place for construction and that monitoring efforts are coordinated.

The Penn-Lincoln Memorial Park, Resource # 2021RE01217 is located along the northbound lane of SR 30 in Westmoreland County. Proposed construction activities will take place in areas that are unlikely to have interments based on consultation with CMS East, Inc. these activities will consist of filling along the roadside and driveway adjustments to meet the improved road surface after construction. Given the current project design, PennDOT has determined that no impacts will occur to this resource. Protective fencing is however recommended along the LOD to serve as a visual barrier to prevent encroachments into the active areas of the cemetery. The PennDOT CRP (archaeologist) will work with the PennDOT project manager and the Projects' consultant engineers to ensure fencing is in place for construction and these measures will be included in the CPOA. The professional monitor will also conduct spot checks to ensure the fencing remains in place and to identify any issues.

### Phase I Survey:

A Phase I survey of the entire SR 30 A10 proposed project alignment, 21.39 ha (52.85 ac), was conducted between August 10 and September 11, 2020. During the Phase I, one hundred sixty-four (164) shovel test pits and six and a half (6.5) test units (TUs) were excavated within twenty-six (26) test areas in the APE. The Phase I survey identified and recorded six (6) historic period archaeological sites. Three of the sites; 36AL0762, 36WM1206, and 36WM1205 were recommended Not Eligible and no further work was recommended. They are discussed below. The three remaining sites were recommended for Phase II evaluation; 36AL0763, 36WM1208 and 36WM1207. These three sites will be discussed under the Phase II heading.

## Archaeological Resources Attachment – A

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### 36AL762 Reiss Site:

This historic domestic site was identified in Test Area A via the presence of two cultural features ( a midden and post hole) and 189 artifacts. The site dates from ca. 1930 to the 1950's, however very little of the materials identified are diagnostic and the assemblage provided limited information regarding the use of the site beyond a general residential occupation. No intact soil horizons were encounter during the course of exvation and signifigant earth disturbance is evident both on the ground and in historic aerial photographs. The site was assessed for NHRP eligibility under Criteria A-D and recommended Not Eligible. PennDOT concurs with recommendation and has determined that the Reiss Site, 36AL762, is Not Eligible for inclusion in the NRHP.

### 36WM1205 Dawson Site:

The Dawson site consists of a ca. 1850 to 1950 historic domestic site identified in Test Area K. Sixty-five artifacts were recovered in from 9 STPs in the Ap soil horizon. These materials are typical of a domestic occupation and likely represent domestic discard scatter from more than one residence. No cultural features were identified, and the site was interpreted to be a low-density domestic discard scatter. The report states that the Dawson Site does not retain the potential to yield signifigant information and is not recommended for additional field work nor is recommended eligible for the NRHP. PennDOT concurs with the recommendation and has determined that the Dawson Site, 36WM1205, is Not Eligible for inclusion in the NRHP.

### 36WM1206 Graham Site:

The Graham site was identified in Test Area I and consists of a historic domestic occupation associated with an extant house dating ca. 1908-1930. This residence is currently undergoing renovations and associated tree removal and landscaping activities . Ten STPs and 2 Tus were excavated in Test Area I which encompassed the parcel for the extant residence. Several layers of fill were identified during excavations that have been attributed to grading of the area and cellar excavation fill. The majority of the artifacts were recovered in the Ap horizon and Fill 1 (historic period living surface). The artifact assemblage consists of 8 functional classes however, the majority are architectural or undefined, and few materials are diagnostic in nature. No cultural features (beyond the extant residence) were identified, and disturbance was evident throughout the soil package. The report states that the Graham site does not retain the potential to yield signifigant information and is not recommended for additional field work nor is recommended eligible for the NRHP. PennDOT concurs with the recommendation and has determined that the Graham Site, 36WM1206, is Not Eligible for inclusion in the NRHP.

### Phase II Evaluation:

#### 36AL0763 Hoffman Site:

The Hoffman site was idented during Phase I survey in Test Area Z on the south side of SR 30. This site was interpreted as a historic occupation dated to the late 19th to early 20th century. A total of 111 artifacts were recovered during the Phase I. Phase II evaluations were recommended for the site due to its potential to exhibit intact and datable features. Phase II excavations consisted of three Test Units and five STPS. Stratigraphy identified in the Phase I was largely consistent with that identified in the Phase II. No intact subsurface cultural features were identified during the Phase II excavations. A total of 1,483 artifacts were recovered. The majority of the artifacts (52% ) can be assigned to the category of food and beverage containers. Architectural materials compromise 25% with the remaining attributed to heating/combustion, electrical elements, automotive, kitchen, serve ware, personal items, clothing, and recreational. A total of one hundred seven (107) artifacts (8 percent) were not attributable to a functional class. With the addition of the background research this site has been interpreted to date mainly form the 1940's to the 1960s associated with the commercial use of the site. The Hoffman site was originally located on the margins of an farmstead in the late 1800's to 1920's. It later passed in the ownership of the

## Archaeological Resources Attachment – A

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Ford Motor company and later may have been the site of an ice cream shop. Some evidence of the ice cream shop located in the vicinity was evident in the recovered assemblage how it appears that the site was largely used as a storage and dump site. No additional archaeological investigations were recommended for the site as additional archaeological investigations would not likely yield additional information useful for interpreting the sites, the local history, or the region. The portions of the Hoffman site within the APE does not contribute to the overall eligibility of the site. The site was assessed for NHRP eligibility under Criteria A-D and recommended Not Eligible. PennDOT concurs with the recommendation and has determined that the Hoffman site, 36AL763, is Not Eligible for inclusion in the NRHP.

### 36WM1207 Weston Site

The Weston site was identified during Phase I survey in Test Area Q. The site is an ca. 1846-1965 farmstead that originated by the Black family before being sold to the Weston family around 1900. The farmstead and its surrounding parcel have remained in the Weston family to the present day. Farming no longer occurs on the parcel and a large portion of the frontage has been converted to a gravel parking area for Mr. Weston's trucking business. During the Phase I and II a total of 5,769 artifacts were recovered and nine cultural features were identified. Archaeological survey of the Weston parcel was limited by the project's LOD and as such only a portion of the site was identified, consisting of two loci, the front yard of the farmhouse and the barn/cistern area. The Farmhouse area of the site is located in the front yard area relative to the original ca. 1850 two-story frame dwelling, and the extant ca. 1900 structure built on the former's foundation. Phase II excavations for the Farmhouse area generally terminated at 10 cm into the sterile C horizon. No cultural features were identified in the farmhouse area, although remnants of a former gravel drive were identified in Fill #9. Phase II excavations at the Weston site were mainly concentrated on the barn and cistern features. Phase II excavations in the barn area revealed complex stratigraphy consisting mainly of multiple fill layers related to modern grading, historic filling, demolition, and use of the barn and cistern. A buried A horizon was also identified at the base of the upper fill layers that corresponds to the original ground surface before the construction of the barn. A C horizon was also identified in three of the Phase II test units. Subsurface soils were not encountered in the cistern test units due to OSHA restrictions on safe excavation. Depth of excavation in the cistern TU was 1.5 m. A STP was excavated in the base of the cistern TU to a depth of 0.7 m before water infiltration made further testing impractical. Two four-inch bucket augers were attempted and were met with refusal. The vertical APE/LOD for construction efforts in this location does not extend below the depth of Phase II excavations.

Stratigraphy and diagnostic Pennsylvania Clay Company bricks indicate that the construction of the cistern post-dates the barn. Care was taken to identify discrete fill episodes in the cistern however, analysis of the stratigraphy and the overall context of the site indicates that the cistern was filled in one event. Differences in the stratigraphy were interpreted to be the result of the mixing of different materials in quick succession. The complex stratigraphy of fills and features illustrates that the Weston site has been a working farm and residence since it was established by the Black family in 1846. The dismantling of the barn and filling of the cistern occurred at roughly the same time, after 1960's as per the current owner Gary Weston, who has resided at the farm his entire life. Mr. Weston was an excellent source of the information on local history and his property and served to help fill out the context and association of the fills, features, and artifacts uncovered during the course of the excavation. The barn and cistern on the Weston site would have been a central feature of farm operations and likely supported early turnpike traffic and commerce. While the Weston site does provide basic information about the time period of use and layout of the farm, the data recovered is limited. Much more interpretive information was gathered from documentary evidence and via conversation with the current resident, Mr. Weston. Additional excavation of the site is not likely to yield new or significant information about the site or travel along

## Archaeological Resources Attachment – A

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historic Route 30. Additional subsurface deposits associated with the site likely extend outside the APE that may warrant future investigations. These potential deposits will not be impacted by the project as currently designed. No additional archaeological investigations were recommended for the portion of the site in the APE as additional archaeological investigations would not likely yield additional information useful for interpreting the sites, the local history, or the region. The portion of the APE site within the horizontal and vertical APE does not contribute to the overall eligibility of the site. The site was assessed for NHRP eligibility under Criteria A-D and recommended Not Eligible. PennDOT concurs with recommendation and has determined that the Weston Site, 36WM1207, is Not Eligible for inclusion in the NRHP.

### 36WM1208 Wooded Acres Site

The Wooded Acres site was identified during the Phase I survey in Test Area U east of SR 30. The site is interpreted to have been a farmstead associated with occupation of the area by the Black, Weston, Taylor, and Carpenter families which were prominent in the mid to late 19th century. These family's each held farms in the area and often intermarried. The Wooded Acres site was at one time part of a parcel owned by the Weston Family and connected to the current nearby Weston parcel and archaeological site. The former farmstead buildings and residence were gone by the 1970's. Phase I survey in Test Area U identified the Wooded Acres site in one STP and one test unit. A total of 284 artifacts were recovered during the Phase I Survey and one midden feature was identified. Phase II testing was conducted to further explore the feature and assess the integrity of the overall site. Two test units were excavated during the Phase II. A total of 132 artifacts were recovered, 129 from Fill 2, two from Feature 1 (midden) and one from Feature 2 (plow scar). The artifact assemblage was mainly architectural, with 5 artifacts falling under dietary, 2 kitchen, 10 combustion/heating, 1 metal tool, and the remaining 24 items relegated to the unidentified class. One pre-contact artifact was identified at this site during the course of excavation. This artifact was not recovered in primary context and no pre-contact archaeological components were identified. The Wooded Acres sites appears to have been part of the "yard" of the farmhouse. The artifact assemblage is consistent with a historic farmstead. The deposits at the site reflect disturbance through redeposition via grading and other soil mixing activity. The portion of the site within the APE lacks integrity and does not have the potential to provide additional new or significant information about the site's occupation, local history or region. Much of the information potential of the site lies in the written record with little to no physical evidence remaining of its past use and occupation. The site was assessed for NHRP eligibility under Criteria A-D and recommended Not Eligible. PennDOT concurs with recommendation and has determined that the Wooden Acres Site, 36WM1208, is Not Eligible for inclusion in the NRHP

### Project Effects Determination

Sites 36AL0762, 36AL0763, 36WM1205, 36WM1206, 36WM1207, and 36WM1208 are not associated with significant events or important persons, and do not embody characteristics "that represent the work of a master or possess high artistic values," and as such are not eligible for the National Register of Historic Places under Criteria A, B or C (National Park Service 2002). It is unlikely that important regional or national research issues (Criteria D) could be addressed by additional artifacts or features that might be present within the current project APE. While there might be an intact portion of these sites located outside of the current projects' LOD, and portions of those sites might be significant, the parts of the sites being impacted by the project (as currently designed) are not likely to yield important information and would not contribute to the eligibility of the sites. Archaeological sites 36W36AL0762, 36AL0763, 36WM1205, 36WM1206, 36WM1207, and 36WM1208 have been determined Not Eligible for the NRHP. Based on the results of the Phase I/II investigations the proposed SR 30 A10 corridor Improvements Project will have NO EFFECT on significant archaeological resources. Protection fencing and Monitoring activities stipulated in the Cemetery POA will be utilized to prevent encroachments and impacts during

## Archaeological Resources Attachment – A

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the course of work near the cemeteries. All activities related to the cemetery resources will be closely monitored by the CRP and a final report of these activities will be provided to PA SHPO upon completion of work.

### Attachments:

- Project Plans
- SHPO Negative Survey Form
- SHPO Record of Disturbance Form
- Geomorphology Report
- Archaeology Sensitivity Report (Phase IA)
- Archaeology Identification (Phase I) Report
- Archaeology Identification and Evaluation (Phase I & II) Report
- Other (*List*):  
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## Above Ground Resources – B

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- This project does not have the potential to affect above-ground resources and meets all the following criteria from Appendix C of the Section 106 Delegation PA:
- The undertaking is limited to the activities specified under Level 1 and 2 of the Appendix C
  - The undertaking is classified as categorically excluded under NEPA
  - The undertaking is on an existing transportation facility.
  - The undertaking is not within or adjacent to a National Historic Landmark or National Park, or property under the jurisdiction of the National Park Service
  - The undertaking has no known public controversy based on historic preservation issues

**Comment:** Click or tap here to enter text.

***[Do not complete the remainder of Attachment B]***

### Above Ground Area of Potential Effect:

Beginning in west central Westmoreland County, the project area follows State Route (SR) 30 southeast to northwest from northwestern North Huntingdon Township into the northeastern portion of North Versailles Township in southeastern Allegheny County. The City of Greensburg, the county seat of Westmoreland County, is located approximately 13 miles southeast of the southeastern end of the project area and the City of Pittsburgh, Allegheny County, is located approximately 15 miles northwest of the northwestern end of the project area. The immediate surroundings of the project area consist of relatively dense mid to late 20th century commercial development with a scattering of residential development along both sides of US 30, a major route through southern Pennsylvania. At the eastern end are two mobile home parks on the east side of SR 30. Farther to the north, west, and south of the project area is relatively dense residential development associated with the boroughs and cities within Allegheny and Westmoreland counties, along with scattered woodland. Farther to the east is woodland with areas of dense residential development. The APE includes the current legal right-of-way (ROW) of SR 30, all required ROW, and all temporary construction easement (TCE) areas needed for project construction, along with additional areas to accommodate other direct effects. Because the project consists of improvements to the existing four-lane SR 30 and because the project area includes a great deal of modern commercial development, the potential for visual, auditory, and atmospheric effects is limited, limiting the APE. The APE is approximately 74.4 acres in size. Additional information on the APE is available at <https://path.penndot.gov/Documents/33082.pdf>.

### Background Research Sources Checked:

- SHPO PA-SHARE



## Above Ground Resources – B

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- Historic Maps:  
PA Mine Map Atlas 1912; Hopkins 1876; USGS 1904, 1953, 1960, 1969, 1979, 1994
- State Archives
- Other (*list*):  
Aerial Photographs: USDA 1938, 1949, 1956, 1967; [historicaerials.com](http://historicaerials.com) 1947-1993; Google Earth 1993-2020.

### Previously Recorded and Evaluated Resources:

Lincoln Highway (North Versailles Township to Irwin Borough), 2016RE00548,  
NRHP not eligible (PennDOT finding)  
Taylor House, 1995RE25754, Demolished  
Miller Methodist Episcopal Church, 1995RE04197, Unevaluated

### National Register Eligibility Determination for Resources Identified in APE:

- Not Eligible: Miller Methodist Episcopal Church, 1995RE04197;  
Miller Methodist Episcopal Church Cemetery,  
2021RE01332  
1940-1942 Lincoln Highway, 2021RE01207;  
Casa D'Ice, 2021RE01208;  
Farmhouse at 14712 Lincoln Highway, 2021RE01209;  
Hartford Heights School, 2021RE01210;  
House at 1002 Preston Drive, 2021RE01211;  
House at 1015 Jacks Run Road, 2021RE01212;  
House at 1017 Jacks Run Road, 2021RE01213;  
House at 14560 Lincoln Highway, 2021RE01214;  
Huntington Inn Motel, 2021RE01215;  
Reiss House, 2021RE01218;  
Riverside Plaza, 2021RE01219;  
Weston Farmhouse, 2021RE01220;  
Mobile Manor Trailer Park, 2021RE01206;  
Karl Weston House, 2021RE01216;  
Penn-Lincoln Memorial Park, 2021RE01220
- Eligible: [Click or tap here to enter text.](#)

### Above Ground Finding:

- No Above Ground Properties Affected
  - No Above Ground Properties Present
  - Above Ground Properties Present but Not Affected

## Above Ground Resources – B

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- No Adverse Effect
- Adverse Effect

### Effects Explanation:

#### PREVIOUSLY SURVEYED HISTORIC RESOURCES

As part of an earlier planning study for improvements to SR 30 (the Lincoln Highway) between the Borough of Irwin, Westmoreland County, and North Versailles Township, Allegheny County, a Historic Resource Survey Form (HRSF) was prepared for that segment of the Lincoln Highway in order to evaluate its National Register of Historic Places (NRHP) eligibility as a linear historic district (Figure 1). Due to the lack of features associated with the Lincoln Highway during its period of significance (ca. 1915 to ca. 1937) and significant changes to the corridor after the period of significance, PennDOT found that this segment of the Lincoln Highway was not eligible for the NRHP due to a loss of integrity. The information was provided to the Pennsylvania State Historic Preservation Office (PA SHPO), but no comments were received. The HRSF and PennDOT's eligibility evaluation for this segment of the Lincoln Highway are available at

<https://path.penndot.gov/PostingDetails.aspx?ProjectID=10317&PostingID=24658&Tab=1>.

Based on PA-SHARE, two previously identified, but unevaluated, historic resources were present within the APE, the Taylor House (1995RE25754) and the Miller Methodist Episcopal Church (1995RE04197) (Figure 2). Based on a review of aerial photographs and fieldwork, the Taylor House was demolished sometime between 1980 (when it was initially surveyed) and 1993 (when it was no longer visible on aerial photographs).

A HRSF was prepared to provide updated information on and photographs of the Miller Methodist Episcopal Church. Based on this HRSF, PennDOT, on behalf of FHWA, found that the property was not eligible for the NRHP due to a lack of significance and loss of integrity. SHPO concurred with this finding on August 3, 2021. In addition, because the church had an associated cemetery, a cemetery form and NRHP evaluation were prepared for it. PennDOT, on behalf of FHWA, found the cemetery not eligible for the NRHP due to a lack of significance and SHPO concurred with that finding on August 3, 2021. The archaeological significance of the cemetery was also evaluated and is discussed above. Additional information on the church and the cemetery is available at

<https://path.penndot.gov/PostingDetails.aspx?ProjectID=10317&PostingID=31210> and <https://path.penndot.gov/PostingDetails.aspx?ProjectID=10317&PostingID=31228>, respectively.

## Above Ground Resources – B

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### NEWLY IDENTIFIED HISTORIC RESOURCES

All properties over 45 years old within the APE that were clearly not eligible for the NRHP and that were subject to significant impacts, including large areas of TCE, and required ROW, were documented on abbreviated HRSFs, along with any properties within the APE with the potential to be NRHP eligible.

Abbreviated HRSFs were completed for 12 properties (Figure 3): 1940-1942 Lincoln Highway (2021RE01207) (HRSF at <https://path.penndot.gov/Documents/34348.pdf>), Casa D'Ice (2021RE01208) (HRSF at <https://path.penndot.gov/Documents/34350.pdf>), Farmhouse at 14712 Lincoln Highway (2021RE01209) (HRSF at <https://path.penndot.gov/Documents/34351.pdf>), Hartford Heights School (2021RE01210) (HRSF at <https://path.penndot.gov/Documents/34352.pdf>), House at 1002 Preston Drive (2021RE01211) (HRSF at <https://path.penndot.gov/Documents/34345.pdf>), House at 1015 Jacks Run Road (2021RE01212) (HRSF at <https://path.penndot.gov/Documents/34346.pdf>); House at 1017 Jacks Run Road (2021RE01213) (<https://path.penndot.gov/Documents/34347.pdf>), House at 14560 Lincoln Highway (2021RE01214) (HRSF at <https://path.penndot.gov/Documents/34349.pdf>); Huntington Inn Motel (2021RE01215) (<https://path.penndot.gov/Documents/34353.pdf>), Reiss House (2021RE01218) (<https://path.penndot.gov/Documents/34357.pdf>), Riverside Plaza (2021RE01219) (<https://path.penndot.gov/Documents/34358.pdf>), and Weston Farmhouse (2021RE01220) (<https://path.penndot.gov/Documents/34359.pdf>). SHPO concurred that all of these resources were not eligible for the NRHP on July 23, 2021 (see letter at <https://path.penndot.gov/Documents/34831.pdf>).

Three resources within the APE that appeared to have potential to be eligible for the NRHP were documented on full HRSFs (Figure 4): Mobile Manor Trailer Park (2021RE01206; Photograph 1) (HRSF at <https://path.penndot.gov/Documents/34355.pdf>), Karl Weston House (2021RE01216; Photograph 2) (HRSF at <https://path.penndot.gov/Documents/34354.pdf>), and Penn-Lincoln Memorial Park (2021RE01220; Photograph 3) (HRSF at <https://path.penndot.gov/Documents/34356.pdf>). PennDOT, on behalf of FHWA, found Mobile Manor Trailer Park not eligible for the NRHP due to a loss of integrity, found the Karl Weston House not eligible for the NRHP due to a lack of significance; and found the Penn-Lincoln Memorial Park not eligible for the NRHP due to a lack of significance and loss of integrity. SHPO concurred that these resources were not eligible for the NRHP on July 23, 2021 (see letter at <https://path.penndot.gov/Documents/34831.pdf>).

### ASSESSMENT OF EFFECTS

No properties within the APE are eligible for listing in or listed in the NRHP. In addition, no portion of a NRHP eligible or listed historic district is located within the APE and, due

## Above Ground Resources – B

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to extensive late 20th century development, no portion of the APE is located within a rural historic district. For these reasons, the project will have NO EFFECT to aboveground historic properties.

**Attachments:**

- Historic Resource Survey Record(s)
- Identification and Evaluation Report
- Rehabilitation Analysis
- Determination of Effect Tables
- Determination of Effect Report
- Other (*list*)  
Site plan, figures, and photographs

**Additional Comments:**

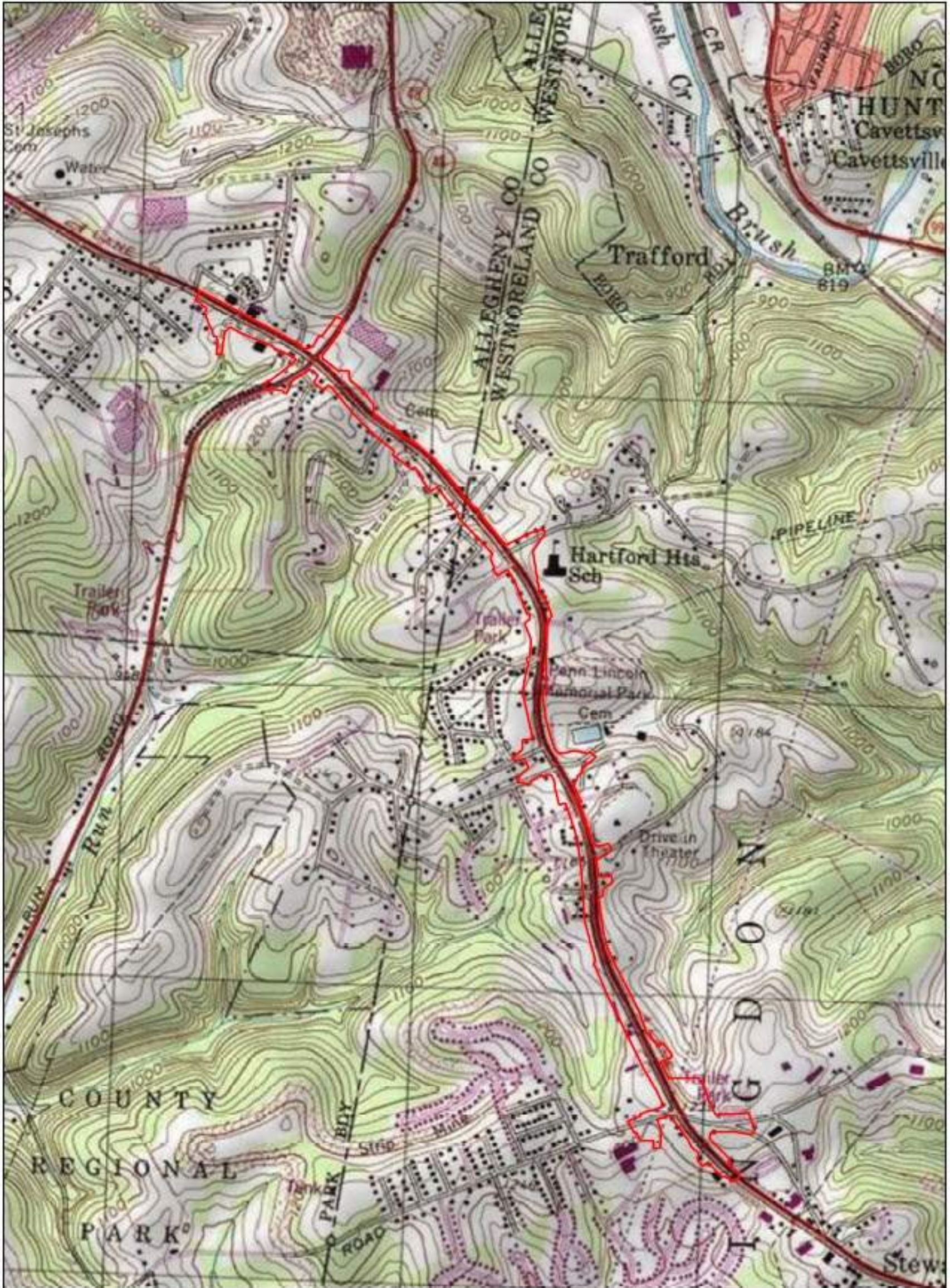
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**Table 2. Soil Series Mapped in the Testable Areas of the APE**

Soil Name	Landform	Drainage Class	Soil Profile	Parent Material
Gilpin silt loam, 8 to 15 percent slopes (GIC)	Ridges	Well drained	Ap-Bt1-Bt2-C	Residuum weathered from sandstone and siltstone
Gilpin, Weikert, Culleoka, channery silt loams and 25 to 80 percent slopes (GSF)	Hillslopes	Well drained	Multiple	Multiple
Urban land – Culleoka Complex, 0-8 percent slopes (UeB)	Hills	Well drained	Ap-BA-Bt-BC	Fine-loamy residuum weathered from sandstone and siltstone
Urban land – Culleoka Complex, 8-25 percent slopes (UeD)	Hillslopes	Well drained	Ap-BA-Bt-BC	Fine-loamy residuum weathered from sandstone and siltstone
Urban land-Gilpin complex, 0 to 8 percent slopes (UgB)	Hills	Well drained	Ap-Bt1-Bt2-C	Acid fine-loamy residuum weathered from shale and siltstone

Soil Name	Landform	Drainage Class	Soil Profile	Parent Material
Urban land-Wharton complex, 8 to 25 percent slopes (UwD)	Hillslopes	Moderately well drained	Ap-Bt1-Bt2-Bt3-BC-C	Acid fine-loamy residuum weathered from shale and siltstone
Bethesda very channery silt loam, 8 to 25 percent slopes (BeD)	Hillslopes	Well drained	Ap-C1-C2	Acid loamy coal extraction mine spoil derived from interbedded sedimentary rock
Urban land-Culleoka complex, 0 to 8 percent slopes (UeB)	Hills	Well drained	Ap-BA-Bt-BC	Fine-loamy residuum weathered from shale and siltstone





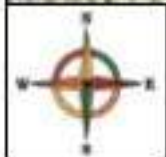


	 Historic Structures Area of Potential Effect	US 30 Corridor Improvements (Western Section) SR 0030, Section A10	<b>Historic Structures APE</b>
	Feet 0 1,000 2,000 Meters 0 300 600	North Huntingdon Township Westmoreland County North Versailles Township Allegheny County Source: USGS 1979 (McKeesport and Inrvh, PA)	







Figure 1: Lincoln Highway (North Versailles Township to Irwin Borough) (in pink) on modern aerial photograph.

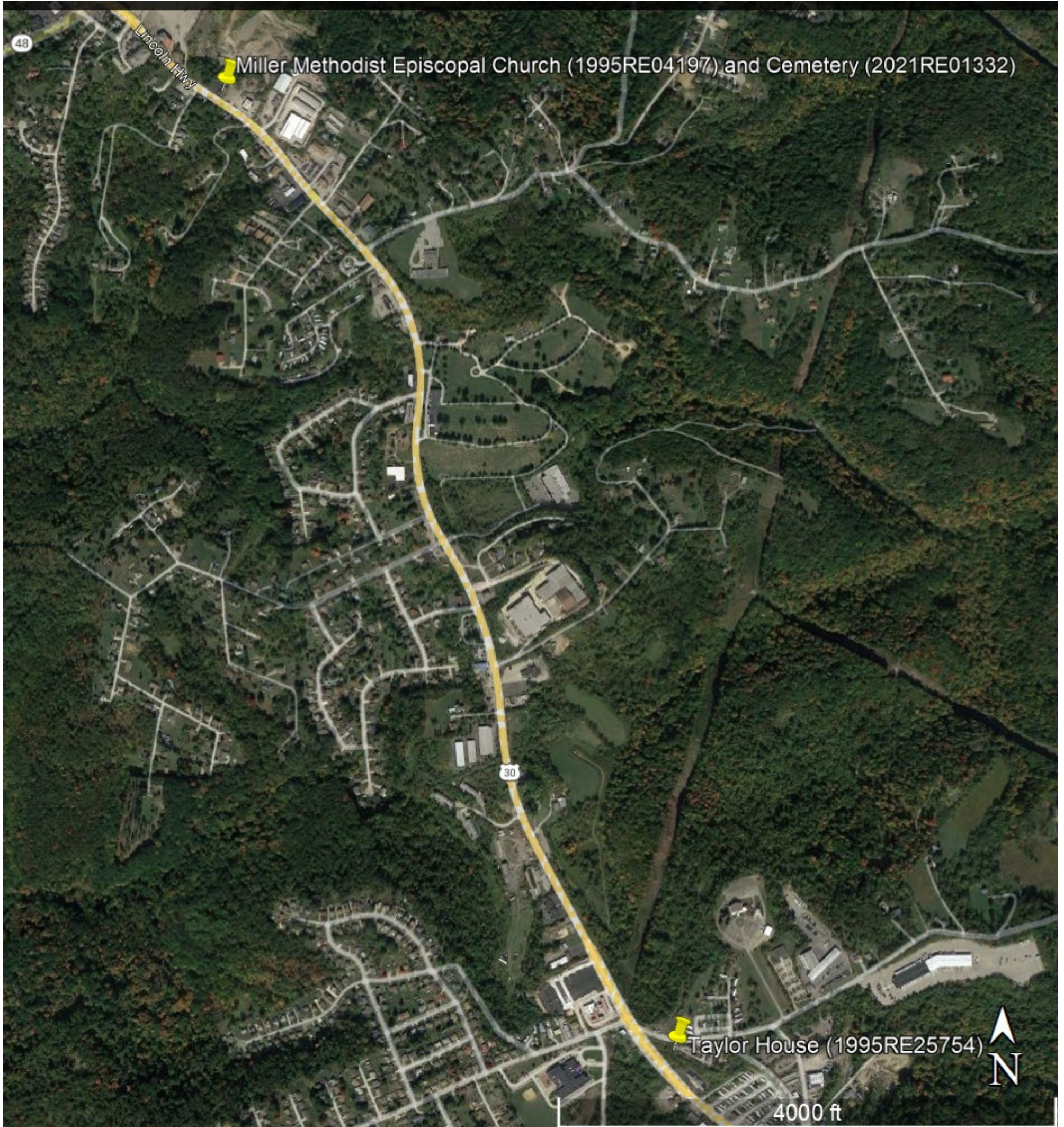


Figure 2: Previously Identified Resources within the APE.

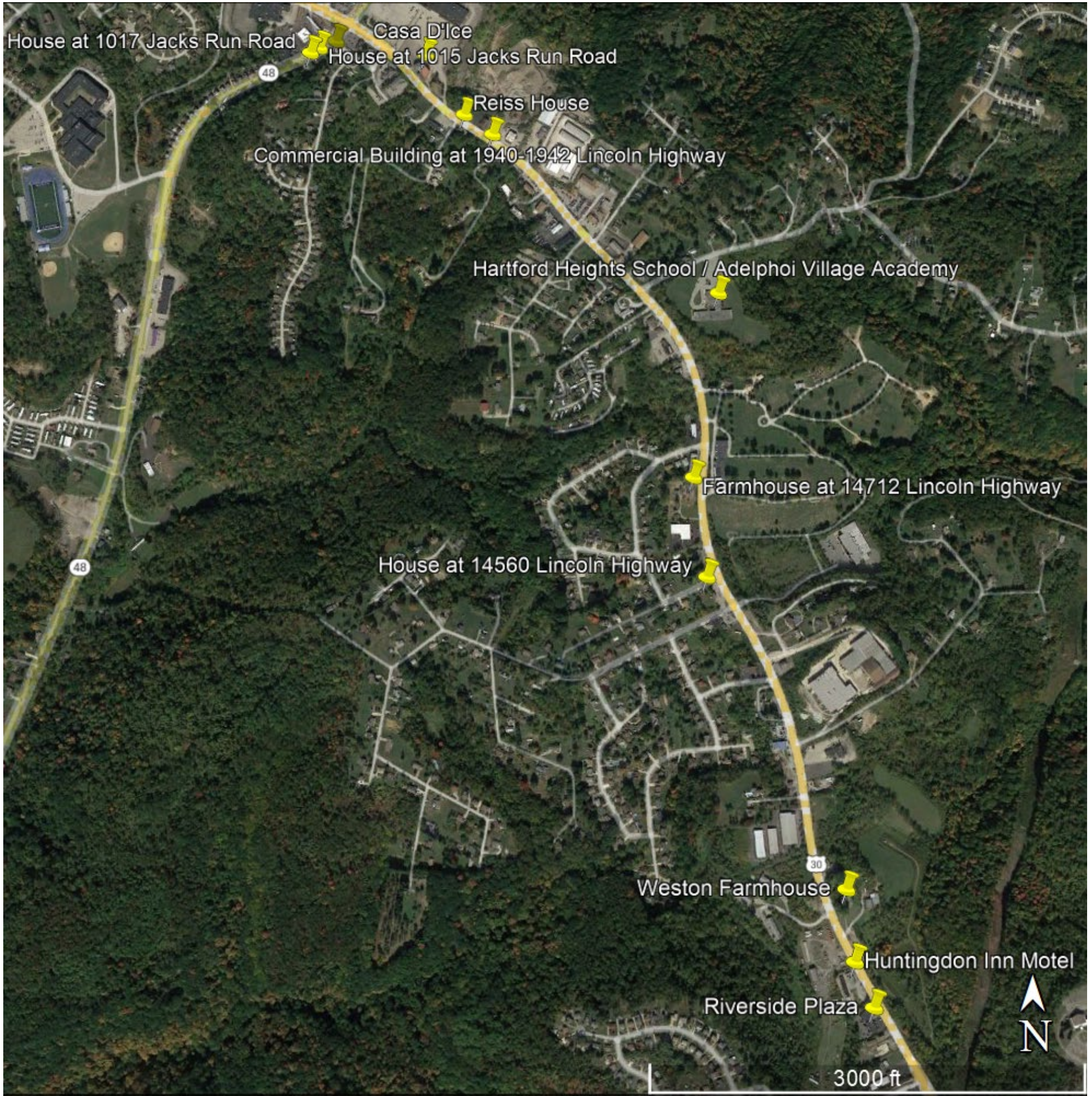


Figure 3: Resources Documented with Abbreviated HRSF within the APE.

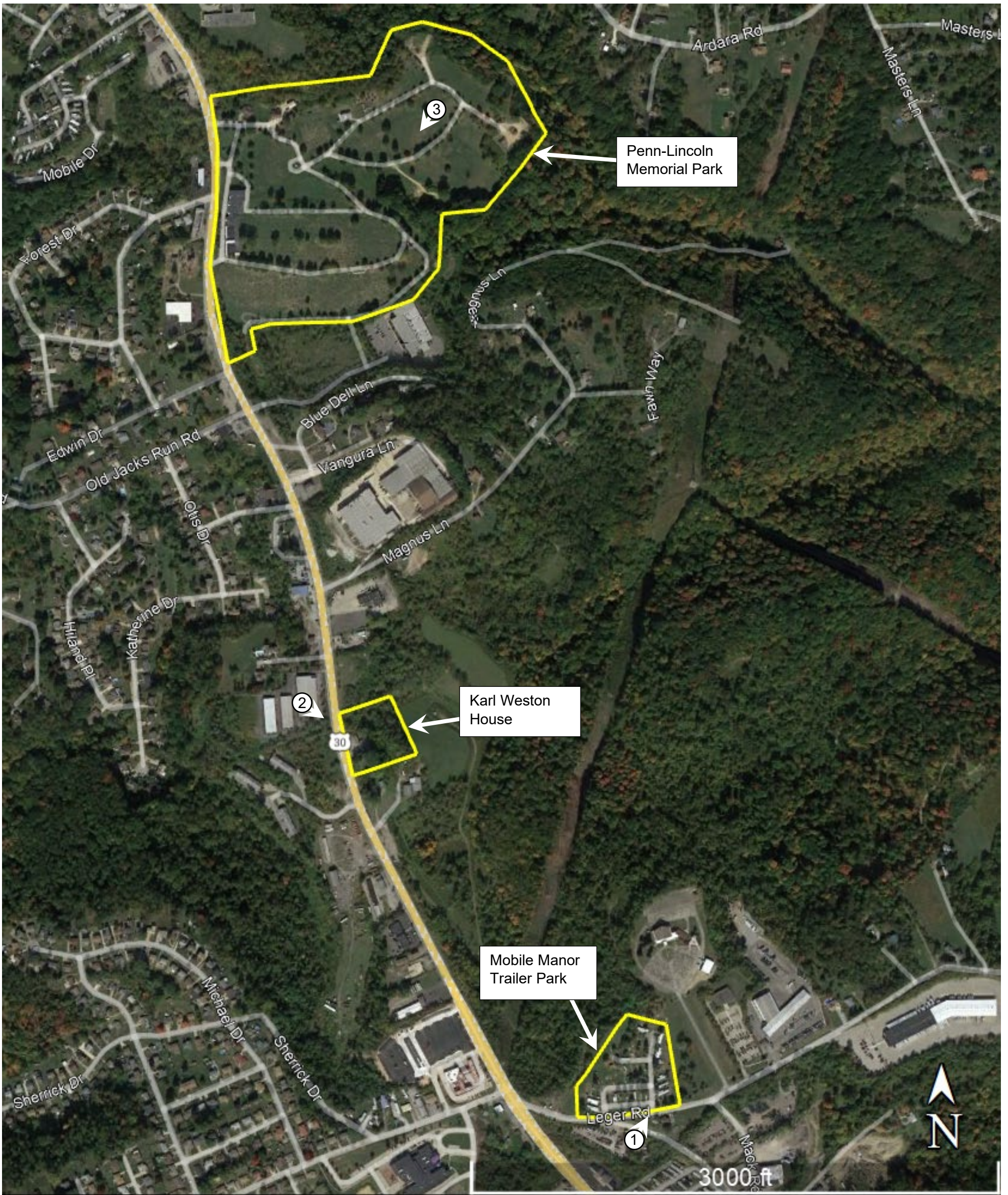


Figure 4: Resources Documented on Full HRSFs.



Photograph 1: Arkansas Lane in Mobile Manor Trailer Park, facing northeast.



Photograph 2: North and west elevations of the Karl Weston House, facing southeast.



Photograph 3: Overview of late 1980s/early 1990s section of Penn-Lincoln Memorial Park, with 1931 and 1964 sections in the background, facing southwest



# Cultural Resources Submission

DATE: 5/8/2023

SUBJECT: Revised Above Ground Historic Properties Area of Potential Effect (APE)

District: 12-0	
County: Westmoreland (Allegheny)	Municipality: North Huntingdon Township (North Versailles Township)
State Route: 0030	Section: A10
Project Name: US 30 Improvements (Western Section)	
MPMS#: 32040	
SHPO Review #: 2016PR15699	
Concurrence Requested:	Archaeology: <input type="checkbox"/>
	Above Ground: <input type="checkbox"/>

TO: Andrea MacDonald, Deputy SHPO  
Pennsylvania State Historic Preservation Office

Keith T. Heinrich  
Digitally signed by Keith T. Heinrich  
Date: 2023.05.08 14:38:51 -04'00'

FROM: Keith T. Heinrich, Districts 9-0 and 12-0 Aboveground Cultural Resource Professional (CRP)

The purpose of this memo is to map and describe the Revised Above Ground Historic Properties Area of Potential Effect (APE) that has been expanded slightly from the original Above Ground Historic Properties APE, due to refinements of the design for the highway improvements. The proposed corridor improvements in the revised APE include widening, approach work at intersections, the construction of jug-handles for turns, driveway adjustments, stormwater management areas, and signal updates. Both temporary and permanent impacts are anticipated during construction.

The original Above Ground Historic Properties APE was established in a posting to PATH dated May 28, 2021. Based on that APE, sixteen (16) properties were identified and evaluated in addition to the previously evaluated section of the Lincoln Highway (2016RE00548); all of the resources are not eligible for listing in the National Register of Historic Places (NRHP). On January 26, 2022, the PennDOT CRPs posted a Section 106 Effects Finding Form for the project with a determination of No Historic Properties Affected with no concurrence required.

Since that time, further refinements to project design have resulted in increases to the limits of disturbance in fourteen (14) discrete areas. See attached figures showing the Above Ground Historic Properties APE on topographic and aerial imagery base mapping. The highlighted areas on the aerial figures show the places where the original APE was expanded. After a careful review of these expansion areas including reference to aerial, street view, and historic mapping, it was

determined that no additional historic structures need to be evaluated as part of the revised APE. The historic properties that have already been evaluated are also indicated on the aerial figures.

A response to this notification is not necessary, however, if you do have comments, please send those to us in writing within 30 days of receipt of this notification.

If you have any questions, please contact Keith Heinrich at (814) 696-7684 or [kheinrich@pa.gov](mailto:kheinrich@pa.gov).

Enclosure

4432/Click or tap here to enter text./Click or tap here to enter text.

cc: Cristin Covert, Kristin Scarr, Josh Zakovitch





	Revised AGHP APE	US 30 Corridor Improvements (Western Section) SR 0030, Section A10	<b>Revised Above Ground Historic          Properties Area of Potential Effect</b>
	Feet 0 1,000 2,000 Meters 0 300 600	North Huntingdon Township Westmoreland County North Versailles Township Allegheny County <i>Source: USGS 1979 (McKeesport and Irwin, PA)</i>	



**Above Ground Historic Properties  
(Not eligible for listing in the National Register of Historic Places)**

1. Lincoln Highway
2. House at 1017 Jacks Run Road
3. House at 1015 Jacks Run Road
4. House at 1002 Preston Drive
5. Casa D'Ice
6. Reiss House
7. Miller Methodist Episcopal Church
8. Commercial Building at 1940-1942 Lincoln Highway
9. Hartford Heights School / Adelphoi Village Academy
10. Penn Lincoln Memorial Park
11. Farmhouse at 14712 Lincoln Highway
12. House at 14560 Lincoln Highway
13. Karl Weston House
14. Weston Farmhouse
15. Huntingdon Inn Motel
16. Riverside Plaza
17. Mobile Manor Trailer Park




	<ul style="list-style-type: none"> <li> Revised AGHP APE</li> <li> Revised APE expansion areas</li> <li> Not NRHP Eligible Properties</li> </ul>	<p>US 30 Corridor Improvements (Western Section) SR 0030, Section A10</p>	<p><b>Revised Above Ground Historic Properties Area of Potential Effect</b></p>
	<p style="text-align: center;">Feet 0      200      400</p> <p style="text-align: center;">Meters 0      60      120</p>	<p>North Huntingdon Township Westmoreland County North Versailles Township Allegheny County</p> <p><i>Source: World Imagery (ESRI 2020)</i></p>	<p>Sheet 1 of 3</p>

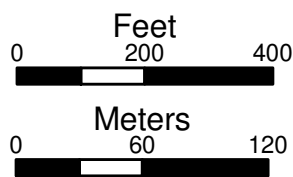


**Above Ground Historic Properties  
(Not eligible for listing in the National Register of Historic Places)**

1. Lincoln Highway
2. House at 1017 Jacks Run Road
3. House at 1015 Jacks Run Road
4. House at 1002 Preston Drive
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7. Miller Methodist Episcopal Church
8. Commercial Building at 1940-1942 Lincoln Highway
9. Hartford Heights School / Adelphoi Village Academy
10. Penn Lincoln Memorial Park
11. Farmhouse at 14712 Lincoln Highway
12. House at 14560 Lincoln Highway
13. Karl Weston House
14. Weston Farmhouse
15. Huntingdon Inn Motel
16. Riverside Plaza
17. Mobile Manor Trailer Park



-  Revised AGHP APE
-  Revised APE expansion areas
-  Not NRHP Eligible Properties



US 30 Corridor Improvements  
(Western Section)  
SR 0030, Section A10

North Huntingdon Township  
Westmoreland County  
North Versailles Township  
Allegheny County  
*Source: World Imagery (ESRI 2020)*

**Revised Above Ground Historic  
Properties Area of Potential Effect**

Sheet 2 of 3



- Above Ground Historic Properties**  
(Not eligible for listing in the National Register of Historic Places)
1. Lincoln Highway
  2. House at 1017 Jacks Run Road
  3. House at 1015 Jacks Run Road
  4. House at 1002 Preston Drive
  5. Casa D'Ice
  6. Reiss House
  7. Miller Methodist Episcopal Church
  8. Commercial Building at 1940-1942 Lincoln Highway
  9. Hartford Heights School / Adelphoi Village Academy
  10. Penn Lincoln Memorial Park
  11. Farmhouse at 14712 Lincoln Highway
  12. House at 14560 Lincoln Highway
  13. Karl Weston House
  14. Weston Farmhouse
  15. Huntingdon Inn Motel
  16. Riverside Plaza
  17. Mobile Manor Trailer Park

	<ul style="list-style-type: none"> <li> Revised AGHP APE</li> <li> Revised APE expansion areas</li> <li> Not NRHP Eligible Properties</li> </ul>	<p>US 30 Corridor Improvements (Western Section) SR 0030, Section A10</p>	<p><b>Revised Above Ground Historic Properties Area of Potential Effect</b></p>
	<p style="text-align: center;">Feet 0      200      400</p> <p style="text-align: center;">Meters 0      60      120</p>	<p>North Huntingdon Township Westmoreland County North Versailles Township Allegheny County</p> <p><i>Source: World Imagery (ESRI 2020)</i></p>	<p>Sheet 3 of 3</p>




**Cultural Resources  
Submission**

DATE: May 16, 2023

SUBJECT: District: 12-0  
County: Westmoreland /Allegheny  
Municipality: North Huntingdon Twp./ North Versailles Twp.  
SR: 0030 Section: A10  
Project Name: US 30 Corridor Improvements Western Section  
MPMS Number: 32040  
PA SHPO# 2016PR15699 (ER# 2016-8412-042)  
RE: Revised APE & Updated Archaeology Effects Determination

TO: Andrea MacDonald, Director  
State Historic Preservation Office  
PA Historical and Museum Commission

FROM: Kristin Scarr  
PennDOT District 12-0 Cultural Resources Professional, Archaeology

 Digitally signed by  
Kristin Scarr  
Date: 2023.05.16  
10:36:25 -04'00'

Since the posted date of the Section 106 Determination of Effects, January 26, 2022, changes have been made to the projects limits of disturbance (LOD) which necessitate a update to the Section 106 Area of Potential Effect (APE). This memo addresses the updated Archaeology APE only. Updates to and discussion of the Above Ground APE is under a separate submission. Further, several errors were noted in the 2022 Effects Finding with respect to the language used in the evaluation of the archaeology sites for the Nation Register of Historic Places (NRHP) and will be corrected herein.

Revised APE:

The April 24, 2023, Phase I Archaeology Survey Amendment Report (J. Shumer, The Markosky Engineering Group, Inc) documents the changes to and review of the projects' APE since the January 26, 2022, Effects Finding. The revised design includes several additional impact areas that total 0.56 acres for a total revised APE of 52.94 acres (see attached). All of the areas in the revised APE were subject to pedestrian survey and disturbance testing via split spoon auger. All of the areas were determined to be subject to significant disturbances to include existing roadways, parking lots, driveways, buried utilities, cut and graded landforms, landscaping, and domestic and commercial development, and steeply sloped areas. Markosky concludes that no further

archaeological investigations are recommended in the revised APE. The PennDOT CRP concurs with the recommendation. The proposed Section 106 finding remains NO EFFECT.

The additional areas of the expanded APE (See attached figure).

- 1) the northwestern extent of the project along Route 30 (Area A2)
- 2) the corner of Hoffman Road and Route 30 (Area B2)
- 3) the southern extent along Hoffman Road (Area C2)
- 4) the northern extent of Mossie Boulevard (Area D2)
- 5) the southwestern extent of Jacks Run Road (Area E2)
- 6) the eastern extent of Leger Road (Area F2)
- 7) the southeastern extent of the project along Route 30 (Area G2)

#### Archaeology Site Effects Determination Updates:

Archaeological Investigation for the project identified several sites within the projects' LOD. Three of these sites warranted Phase II evaluations. The portions of the sites within the APE were evaluated for the NRHP. Those portions that may remain outside the APE/LOD have not been evaluated for the NRHP. Protective fencing has been recommended for several sites to avert unanticipated encroachments during construction. This information will be documented in the Environmental Assessment (EA) document and entered into PennDOT's environmental commitment mitigation tracking system or ECMTS.

- 36AL0762 (Reiss Site): The portion of 36AL0762 that was identified in the APE was evaluated for the NRHP under Criteria A-D and was determined to have no potential to provide information of significance. Additional deposits related to this resource may be located outside the APE that may warrant further investigations. However, the proposed project has been designed to avoid impacts beyond the currently proposed APE/LOD. PennDOT has determined that the portion of the 36AL0762 in the APE is Not Eligible for inclusion in the NRHP. Based on the projects design, LOD, and the shape of the landform, impacts outside the LOD during construction are not anticipated and protective fencing is not recommended.
- 36AL0763 (Hoffman Site): No changes to the Effects Determination. The entire site was identified within the APE and was determined not eligible for inclusion the NRHP.
- 36WM1205 (Dawson Site): The portion of 36WM1205 that was identified in the APE was evaluated for the NRHP under Criteria A-D and was determined to have no potential to provide information of significance. Additional deposits related to this resource may be

located outside the APE that may warrant further investigations. However, the proposed project has been designed to avoid impacts beyond the currently proposed APE/LOD. PennDOT has determined that the portion of 36WM1205 in the APE is Not Eligible for inclusion in the NRHP. Based on the projects design, the vicinity of the Dawson site will be minimally impacted by the construction work and there is little potential for unanticipated impacts to occur outside the LOD during construction and protective fencing is not recommended.

- 36WM1206 (Graham Site): The portion of 36WM1206 that was identified in the APE was evaluated for the NRHP under Criteria A-D and was determined to have no potential to provide information of significance. Additional deposits related to this resource may be located outside the APE that may warrant further investigations. However, the proposed project has been designed to avoid impacts beyond the currently proposed APE/LOD. PennDOT has determined that the portion of 36WM1206 in the APE is Not Eligible for inclusion in the NRHP. Based on the project design, the vicinity of the Graham site will be minimally impacted by the construction work and protective fencing is not recommended.
  
- 36WM1207 (Weston Site): The portion of 36WM1207 site that was identified in the vertical and horizontal APE was evaluated for the NRHP under Criteria A-D and was determined to have no potential to provide information of significance. PennDOT has determined that the portion of 36WM1207 in the APE/LOD is Not Eligible for inclusion in the NRHP. Additional deposits related to this resource are very likely to be located outside the APE, both vertically and horizontal that would warrant further investigations. The proposed project, as currently designed, will avoid impacts below and beyond the currently proposed APE/LOD. Based on the projects design, the footprint of the Weston Site, and its easily accessible location, there is potential for unanticipated impacts to occur outside the APE. As such, protective fencing is recommended along the projects LOD in the vicinity of the Weston Site. Further, the CRP will continue to monitor the project in design and construction for any changes that may impact any areas below the currently assessed vertical APE.
  
- 36WM1208 (Wooded Acres): The portion of 36WM1208 that was identified in the APE was evaluated for the NRHP under Criteria A-D and was determined to have no potential to provide information of significance. Additional deposits related to this resource may be located outside the APE that may warrant further investigations.

However, the proposed project, as currently designed, will avoid impacts beyond the currently proposed APE/LOD. PennDOT has determined that the portion of the 36WM1208 in the APE is Not Eligible for inclusion in the NRHP. Based on the projects design, the footprint of the Wooded Acres Site, and its easily accessible location, there is potential for unanticipated impacts to occur outside the APE. As such, protective fencing is recommended along the projects LOD in the vicinity of the Wooded Acres Site. Further, the CRP will continue to monitor the project in design and construction for any changes.

All recommendations in this memo are based on the project as currently designed. Any changes to the projects' design plans will necessitate additional review to assess potential for impacts. If you have any questions or comments, please contact Kristin Scarr at (724) 415-1901, [kscarr@pa.gov](mailto:kscarr@pa.gov).

Attachment: Revised APE Figure.

4823/KDS

cc: Julia Moore, FHWA  
Ghiyath Saloum, BOPD  
Cristin Covert, PennDOT Environmental Manager  
Joshua Zakovitch, PennDOT Project Manager



*Noise Coordination*



June 22, 2021

Ms. Alicia Nolan  
Division Administrator  
Federal Highway Administration  
228 Walnut Street, Room 508  
Harrisburg, PA 17101-1720  
Attention: Ms. Barbara Shaffer

Dear Ms. Nolan:

Attached for your review is the Screening Noise Analysis Report for the S.R. 0030 Section A10 Corridor Improvements Project, North Versailles Township, Allegheny County and North Huntingdon Township, Westmoreland County, Pennsylvania.

The Bureau of Project Delivery concurs with the findings of the report in accordance with *Publication 24, Project Level Highway Traffic Noise Handbook*. Please sign below to concur with the report. You may provide comments to James Spatz at [jspatz@pa.gov](mailto:jspatz@pa.gov). He can be reached at 717-787-5306 with any questions regarding this request.

Sincerely,

/s/ Mark D. Lombard

Mark D. Lombard, Chief  
Environmental Policy and Development Section  
Bureau of Project Delivery

CAMILLE  
A OTTO

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Date: 2021.07.29  
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Concur \_\_\_\_\_

Date \_\_\_\_\_

FHWA Division Office

4380/jrs

**Appendix F**  
**Cemetery Treatment Plan of Action**

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**Updated 11/9/2023**

**Original Finalized: 2/17/2022**

**CEMETERY TREATMENT PLAN OF ACTION  
REGARDING THE PROPOSED CONSTRUCTION NEAR THE MILLER UNITED  
METHODIST CHURCH CEMETERY & PENN-LINCOLN CEMETERY  
MPMS# 32040 and 110900 SR 030 A10, US 30 CORRIDOR IMPROVEMENTS  
(WESTERN SECTION) ROAD PROJECT  
IRWIN & NORTH VERSAILLES TOWNSHIP  
WESTMORELAND & ALLEGHENY COUNTY, PENNSYLVANIA**

As part of the SR 30 Sec A10, US 30 Corridor Improvement (Western Section) Road project, construction activities will take place in the immediate vicinity of two cemeteries. PennDOT has prepared this *Cemetery Treatment Plan of Action* to outline the procedure for disinterment and re-internment of the historic burials and to identify the process for the avoidance and protection of, and the proper treatment of remains should they be unexpectedly encountered during construction.

**Miller United Methodist Church Cemetery.**

The cemetery is located along the northbound lane of SR 30 roughly 1,000 feet north of the border of Westmoreland and Allegheny counties, between Segment 0341 Offset 1475 and Segment 0341 Offset 1125. Construction activities will occur along the concrete curb and existing pavement along the north side of SR 30, in North Versailles Township, Allegheny County, PA will be removed to accommodate shifting of the corridor to the southwest. The curb and west bound travel lane are located on the southwest boundary of the cemetery. This work will require cuts down to the base of the existing pavement that will extend from the existing curb into the current travel lane, extending from the western edge of the church parking lot north along the entire length of the cemetery. (Appendix A, Plot Plan Sheet 6 and Aerial Sheet 1).

Due to concerns regarding potential unmarked burials, in June 2016 a geophysical survey was conducted by Stell Environmental on behalf of PennDOT. In September 14 through October 9, 2020 The Markosky Engineering Group, Inc. conducted a Phase I archaeology study. The study was conducted to ground truth the anomalies identified (Appendix B, Phase I Survey Redacted Summary of Findings). The geophysical survey identified weak anomalies within the required right-of-way for the proposed slope cuts. Phase I archaeological investigations consisted of the excavation of one trench across the portion of the right of way and proposed TCE. As a result, two potential grave shafts were identified; however, there is a possibility that there are additional grave shafts.

Consistent with Pennsylvania state law, T.9, P.S. 41-47, pertaining to burial grounds, PennDOT has identified Miller United Methodist Church as owner of the Miller United Methodist Church Cemetery where the burials were identified. PennDOT has consulted with and will continue to coordinate with the Miller United Methodist Church Cemetery. If at any time, any organization, potential lineal descendants or culturally affiliated groups

contact PennDOT, all concerns and recommendations will receive careful consideration. In the event that Native American remains or grave associated artifacts are discovered, any federally recognized Native American Tribes that attach religious and/or cultural significance to the affected property will be notified. PennDOT will consult with the tribes to determine the most appropriate course of action.

### **Penn Lincoln Memorial Cemetery**

The cemetery is located along the northbound lane of SR 30 in Westmoreland County roughly between Segment 0011 Offset 2757 and Segment 0011 Offset 1457. (Appendix A, Plot Plan Sheets 1-5 and Aerial Sheet 3) Work in this area is proposed to take place in areas believed to have no interments and mainly will consist of filling and driveway adjustments to meet the improved road surface after construction.

Consistent with Pennsylvania state law, T.9, P.S. 41-47, pertaining to burial grounds, PennDOT has identified CMS East Inc as the owner and operator of the Penn-Lincoln Memorial cemetery. PennDOT has consulted with and will continue to coordinate with CMS East. If at any time, any organization, potential lineal descendants or culturally affiliated groups contact PennDOT, all concerns and recommendations will receive careful consideration. In the event that Native American remains or grave associated artifacts are discovered, any federally recognized Native American Tribes that attach religious and/or cultural significance to the affected property will be notified. PennDOT will consult with the tribes to determine the most appropriate course of action.

### **Plan of action for work near cemetery properties**

- **Monitoring For Remains During Construction**

Monitoring for human remains will be necessary during all construction activities in the areas listed above that will take place along the current road shoulder and curb. The monitor will meet the Secretary of Interior's Qualification Standards for Archaeologists (48 FR 44738-9) and will have the authority to halt construction activities if any human remains or grave-associated artifacts are encountered.

If any human remains, graves, or grave-associated artifacts are encountered during construction, all work in that area will stop within at least (20) feet of either side of the remains or grave associated materials. The remains will be secured, concealed from public view, and protected from the elements. The remains and/or objects will be brought to the immediate attention of PennDOT, Pennsylvania Historical and Museum Commission (PHMC), responsible parties identified by PennDOT or by the court, consulting parties, the Allegheny County Coroner, and, if appropriate, any federally recognized tribes that attach religious and/or cultural significance to the affected property (Appendix C, Identification of Human Remains Contact List). Notification to PennDOT will be within twenty-four (24) hours of discovery; all parties will be notified no later than two (2) working days after discovery. Qualified archaeologists will commence work to determine

the horizontal and vertical extent of the remains, identify the most appropriate means by which to either avoid impacts to the remains or remove all remains associated with the interment. The archaeologist and PennDOT Cultural Resource Professional (CRP) will consult on the options, notify the PHMC, notify the Miller United Methodist Church and initiate the agreed upon approach. Burials that will be impacted and that cannot be avoided will be carefully exhumed and then reinterred with assistance from CMS East Inc (see attached Proforma). Exhumation will take place within forty-eight (48) hours unless there are exceptionally unusual and/or unforeseen circumstances as acknowledged by the PennDOT Cultural Resource Specialist (CRP). If exhumation cannot take place within forty-eight (48) hours, the PennDOT CRP will determine a reasonable timeframe for exhumation in consultation with PHMC and other relevant parties.

- **Resumption of Construction After Burials Are Removed**

No activities, which might disturb or damage the remains, graves, or grave-associated objects, will be conducted until the PennDOT CRP is satisfied that adequate protection is in place or the remains are removed. **Construction will not resume within twenty (20) feet on either side of the discovery until the construction contractor is notified by PennDOT after the CRP has documented completion of the action.** In the event that Native American remains or grave associated artifacts are discovered, any federally recognized Native American Tribes that attach religious and/or cultural significance to the affected property will be notified and consulted with to determine the best course of action.

All procedures will comply with guidance outlined in Pennsylvania State Law pertaining to burial grounds, the National Park Service publication, National Register Bulletin 41 Guidelines for Evaluating and Registering Cemeteries and Burial Places (Washington D.C. 1992), the Native American Graves Protection and Repatriation Act of 1990 (PL 101-601), the Council's Policy statement on human remains and the Pennsylvania Historical and Museum Commission's Policy for the Treatment of Burials and Human Remains (1993). Subsequent to burial removal/reinternment and after monitoring, Markosky will prepare a SHPO *Avoidance Monitoring Form* that will be provided to PennDOT and the PHMC.

Storage will not be for more than one (1) month of exhumation. Remains will be reinterred by the qualified funeral service provider i.e., CMS East Inc. A final destination has not been determined. Reinternment may be provided at a location owned and operated by CMS East, Inc if next of kin cannot be determined. If relatives or friends of the decedent have been identified by PennDOT or by the court, PennDOT will afford the relatives or friends an opportunity to re-inter the remains elsewhere. Re-interment will be the responsibility of the contracted funeral service provider unless other arrangements are made by identified relatives or friends. PennDOT shall prepare

a record of the removal indicating the date of removal and the site or place to which the removal was made. PennDOT will send copies of the records to the PHMC. PennDOT will also make copies of the records available to other interested groups identified by PennDOT or by the court. Costs for re-internment will be covered by PennDOT as detailed in the contract.

Contact Kristin Scarr, Historic Preservation Specialist, of the PENNDOT District 12-0 Cultural Resources Unit at (724) 415-1901 for any questions or concerns prior to and during work near the cemetery properties. Contact information for the construction monitor will be provided prior to the start of construction.

**Special Provision to Contractor: Temporary Construction Fencing:**

Due to the proximity of the projects LOD and proposed construction activity to both the Miller United Methodist Church Cemetery and the Penn-Lincoln Memorial Cemetery, temporary fencing should be placed in specific areas during construction to avoid inadvertent impacts to the cemeteries. Contractor should also provide protection to graves during construction to prevent debris from impacting gravestones. Prior to construction operations near the Miller United Methodist Church Cemetery between Segment 0341 Offset 1400 and Segment 0341 Offset 1100 and the Penn-Lincoln Memorial Cemetery between Segment 0011 Offset 2757 and Segment 0011 Offset 1475 should have temporary fencing placed along the perimeter of the Area of Potential Effect (APE) or project limits with the exception of driveway and pedestrian entrances. Contact Kristin Scarr, Historic Preservation Specialist, of the PENNDOT District 12-0 Cultural Resources Unit at (724) 415-1901 for questions about fencing placement and once the fencing is in place.

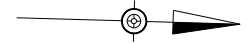
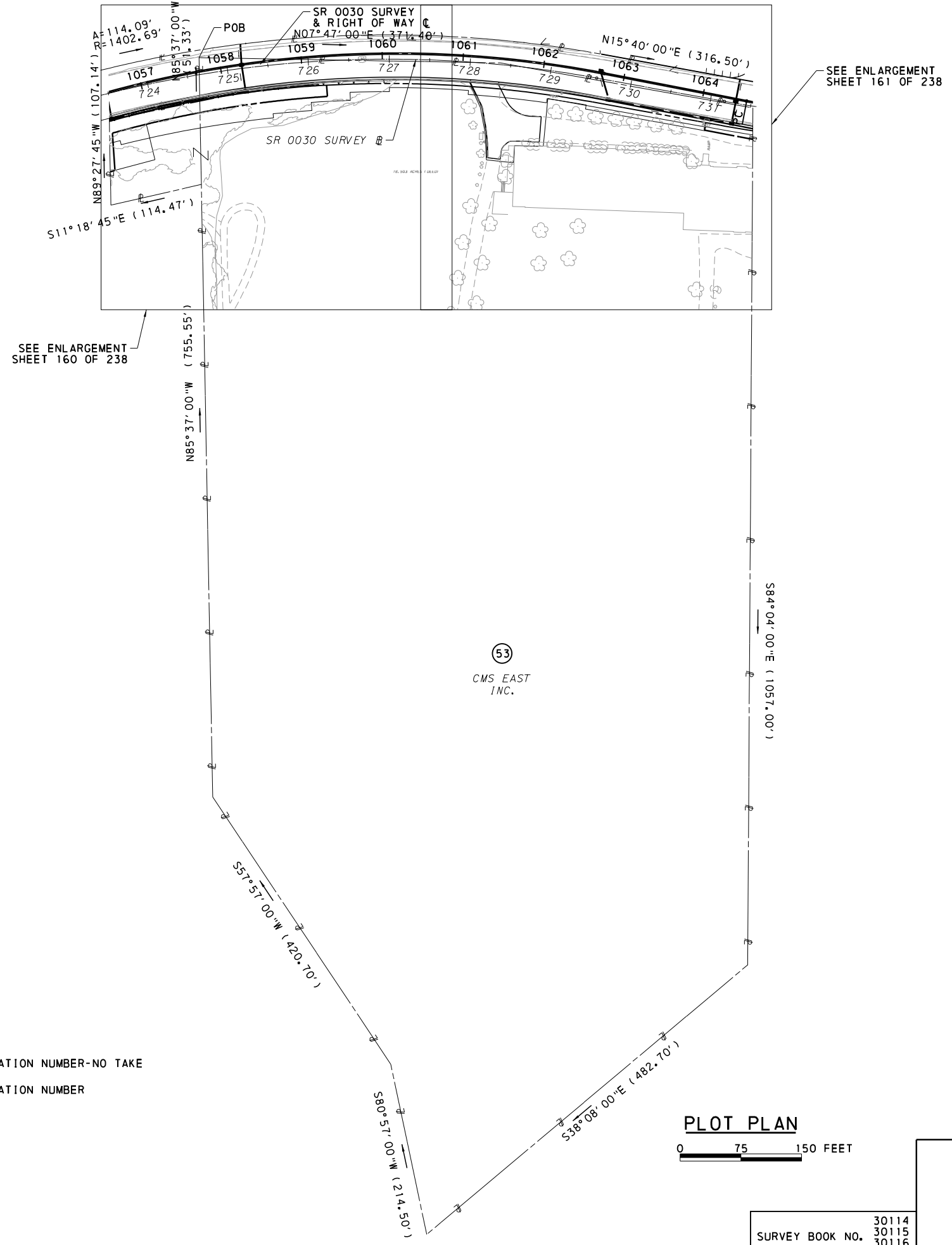
As per Publication 689, the Transportation Project Development Process: Cultural Resources Handbook, if human remains, graves, or grave-related objects are encountered during excavation, the contractor shall cease work within 20 feet on either side of the discovery and notify the District CRP. The District CRP Archaeologist will in turn notify the Cultural Resources Unit, federal agencies (if applicable), and the PA State Historic Preservation Office (PA SHPO). Dependent on the age of the burial(s), the County Coroner and/or Federally-Recognized Tribes and Nations with ancestral ties to Pennsylvania must be notified consistent with PA State Law Title 9 P.S. Section 41-47, or the Tribal Consultation Handbook Appendix (Publication 592). The federal and state agencies shall meet with the appropriate parties to discuss a course of action with regard to human remains, graves, or grave-related objects.

**Identification of Human Remains: Chain of contact/notification**

When human remains are identified during any phase of a federal-aid or FHWA permitted transportation project, ground disturbance in the vicinity of the remains will cease. The responsible contractor or PennDOT personnel on site will initiate the chain of contact or notification (Appendix B, Chain of contact/notification). If the first point of contact is not available or does not reply within 2-3 hours of contact, proceed to contacting or notifying the next point of contact within each agency, as appropriate.

OPERATOR: rnbjdggn  
 FILE NAME: N:\32043-000\CADD\011-158-32043-ROW (SR 30 PROPERTY PLOT PARCEL 53-SHEET 1).dgn  
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
12-0	WESTMORELAND	0030	A10 R/W	159 OF 238	
NORTH HUNTINGDON TOWNSHIP					
REVISION NUMBER	REVISIONS			DATE	BY



SEE ENLARGEMENT SHEET 160 OF 238

SEE ENLARGEMENT SHEET 161 OF 238

53  
CMS EAST INC.

PRIVATE PROPERTY LINES ARE PLOTTED FROM THE DEED OF RECORD, RECORDED SUBDIVISION OR LOT PLANS, EXISTING TOPOGRAPHICAL FEATURES AND LIMITED FIELD DATA. PRIVATE PROPERTY LINES WERE NOT SURVEYED BY THE PROFESSIONAL LAND SURVEYOR RESPONSIBLE FOR THE PROJECT.  
THIS PROPERTY PLOT IS NOT TO BE SUBSTITUTED FOR A BOUNDARY SURVEY.

**LEGEND**

	PARCEL IDENTIFICATION NUMBER-NO TAKE
	PARCEL IDENTIFICATION NUMBER



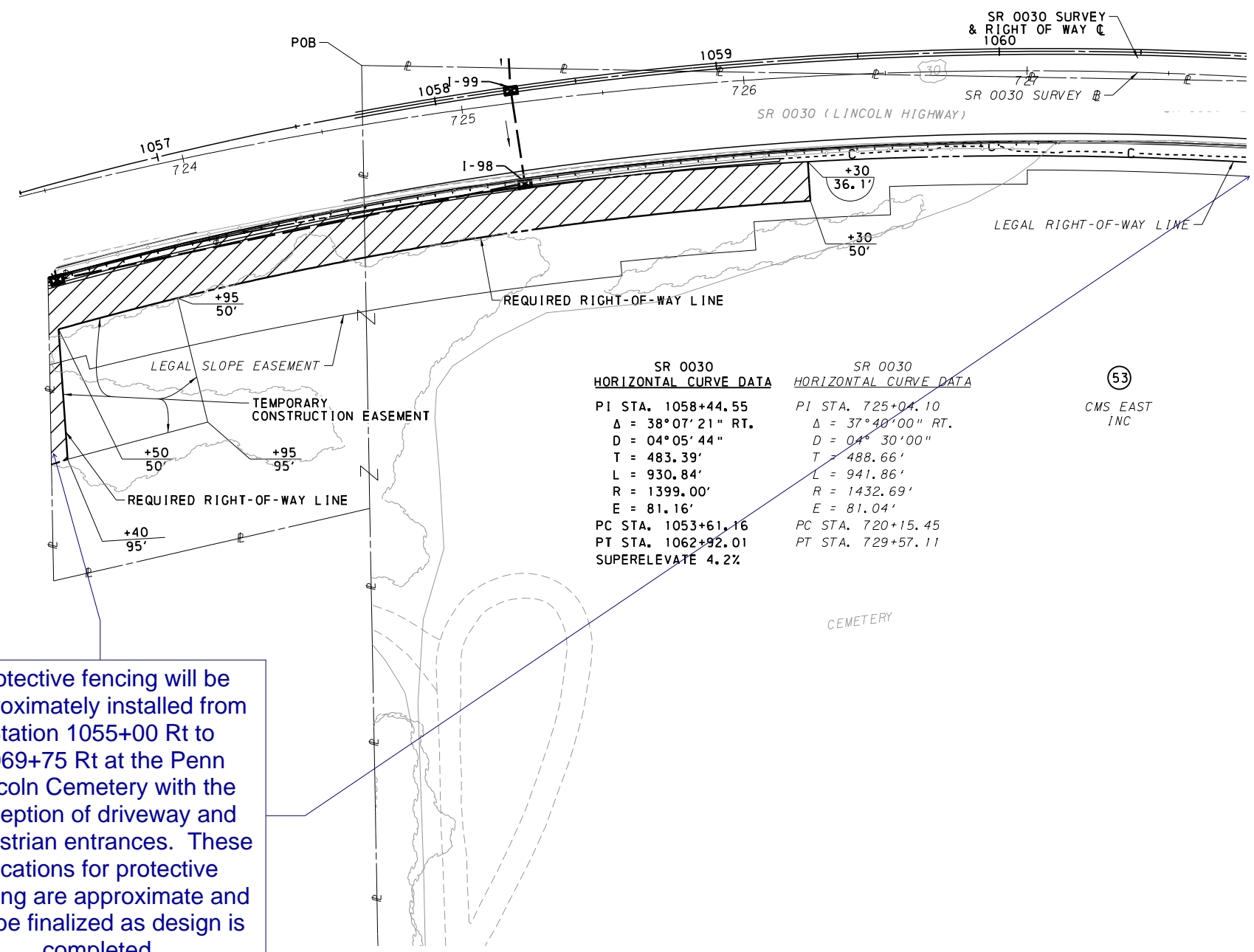
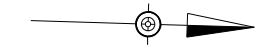
SURVEY BOOK NO.	30114
	30115
	30116
	30117

# Appendix A- Plot Plan -- Sheet 1



OPERATOR: nbdjggn  
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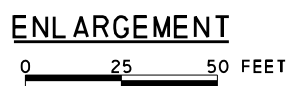
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
12-0	WESTMORELAND	0030	A10 R/W	160 OF 238
NORTH HUNTINGDON TOWNSHIP				
REVISION NUMBER	REVISIONS	DATE	BY	



Protective fencing will be approximately installed from Station 1055+00 Rt to 1069+75 Rt at the Penn Lincoln Cemetery with the exception of driveway and pedestrian entrances. These locations for protective fencing are approximate and will be finalized as design is completed

**LEGEND**

	PARCEL IDENTIFICATION NUMBER-NO TAKE
	PARCEL IDENTIFICATION NUMBER
	18" PIPE
	F FILL LINE
	C CUT LINE
	REQUIRED RIGHT-OF-WAY



THIS PROPERTY PLOT IS NOT TO BE SUBSTITUTED FOR A BOUNDARY SURVEY.

PRIVATE PROPERTY LINES ARE PLOTTED FROM THE DEED OF RECORD, RECORDED SUBDIVISION OR LOT PLANS, EXISTING TOPOGRAPHICAL FEATURES AND LIMITED FIELD DATA. PRIVATE PROPERTY LINES WERE NOT SURVEYED BY THE PROFESSIONAL LAND SURVEYOR RESPONSIBLE FOR THE PROJECT.

SLOPE EASEMENT. AN EASEMENT FOR THE SUPPORT AND PROTECTION OF THE HIGHWAY, INCLUDING THE RIGHT TO CONSTRUCT, INSPECT, MAINTAIN, REPAIR, RECONSTRUCT AND ALTER DRAINAGE FACILITIES AND THE CONTOUR OF THE LAND. THE EASEMENT SHALL NOT PREVENT THE PROPERTY OWNER FROM MAKING ANY LEGAL USE OF THE AREA WHICH IS NOT DETRIMENTAL TO THE NECESSARY SUPPORT AND PROTECTION OF THE HIGHWAY RIGHT-OF-WAY AND THE SAFETY OF THE TRAVELING PUBLIC.

# Appendix A- Plot Plan -- Sheet 2

DESIGNED BY: MRB | DRAWN BY: MRB | CHECKED BY: JBS

SURVEY BOOK NO. 30114  
 30115  
 30116  
 30117

5:01:31 PM

PLOTTED: 1/20/2022

D:\9012 CADD (02-30) REVISED (10-04)

OPERATOR: nbdjgn  
FILE NAME: N:\32043-000\CADD\01-160-32043-ROW (SR 30 PROPERTY PLOT PARCEL 53-SHEET 3).dgn

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
12-0	WESTMORELAND	0030	A10 R/W	161 OF 238
NORTH HUNTINGDON TOWNSHIP				
REVISION NUMBER	REVISIONS	DATE	BY	

SR 0030  
HORIZONTAL CURVE DATA  
 PI STA. 737+72.58  
 $\Delta = 49^{\circ}09'00''$  LT.  
 $D = 04^{\circ}30'00''$   
 $T = 655.18'$   
 $L = 1229.00'$   
 $R = 1432.69'$   
 $E = 142.70'$   
 PC STA. 731+17.40  
 PT STA. 743+97.90

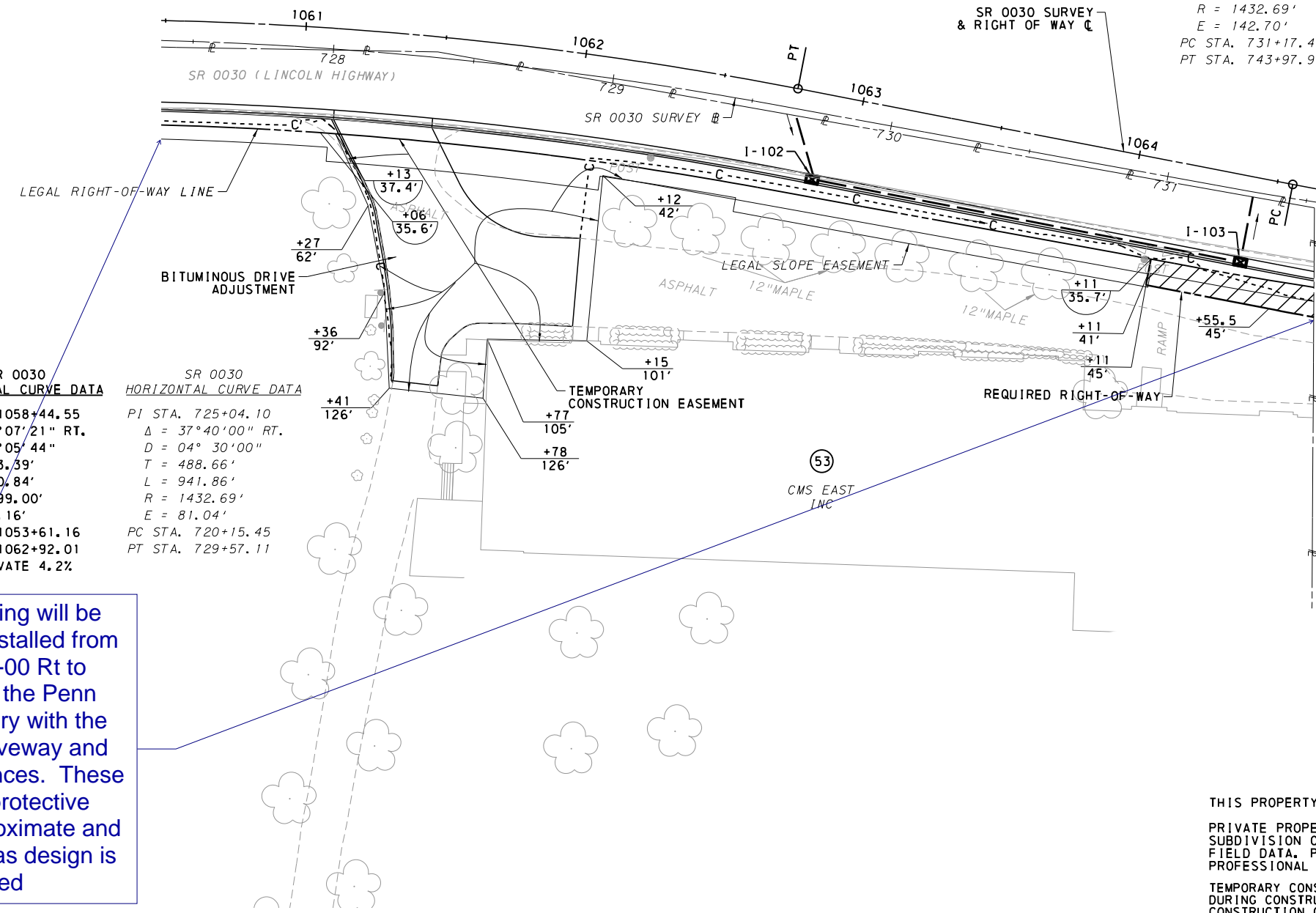
SR 0030  
HORIZONTAL CURVE DATA  
 PI STA. 1070+81.46  
 $\Delta = 49^{\circ}13'56''$  LT.  
 $D = 04^{\circ}11'07''$   
 $T = 627.24'$   
 $L = 1176.33'$   
 $R = 1369.00'$   
 $E = 136.85'$   
 PC STA. 1064+54.22  
 PT STA. 1076+30.55  
 SUPERELEVATE 4.2%



SR 0030  
HORIZONTAL CURVE DATA  
 PI STA. 1058+44.55  
 $\Delta = 38^{\circ}07'21''$  RT.  
 $D = 04^{\circ}05'44''$   
 $T = 483.39'$   
 $L = 930.84'$   
 $R = 1399.00'$   
 $E = 81.16'$   
 PC STA. 1053+61.16  
 PT STA. 1062+92.01  
 SUPERELEVATE 4.2%

SR 0030  
HORIZONTAL CURVE DATA  
 PI STA. 725+04.10  
 $\Delta = 37^{\circ}40'00''$  RT.  
 $D = 04^{\circ}30'00''$   
 $T = 488.66'$   
 $L = 941.86'$   
 $R = 1432.69'$   
 $E = 81.04'$   
 PC STA. 720+15.45  
 PT STA. 729+57.11

Protective fencing will be approximately installed from Station 1055+00 Rt to 1069+75 Rt at the Penn Lincoln Cemetery with the exception of driveway and pedestrian entrances. These locations for protective fencing are approximate and will be finalized as design is completed



**LEGEND**

- PARCEL IDENTIFICATION NUMBER-NO TAKE
- PARCEL IDENTIFICATION NUMBER
- 18" PIPE
- F FILL LINE
- C CUT LINE
- REQUIRED RIGHT-OF-WAY

**ENLARGEMENT**



THIS PROPERTY PLOT IS NOT TO BE SUBSTITUTED FOR A BOUNDARY SURVEY.  
 PRIVATE PROPERTY LINES ARE PLOTTED FROM THE DEED OF RECORD, RECORDED SUBDIVISION OR LOT PLANS, EXISTING TOPOGRAPHICAL FEATURES AND LIMITED FIELD DATA. PRIVATE PROPERTY LINES WERE NOT SURVEYED BY THE PROFESSIONAL LAND SURVEYOR RESPONSIBLE FOR THE PROJECT.  
 TEMPORARY CONSTRUCTION EASEMENT. AN EASEMENT TO USE THE LAND AS NECESSARY DURING CONSTRUCTION OF THE PROJECT. THE EASEMENT IS REQUIRED ONLY UNTIL THE CONSTRUCTION OR WORK INDICATED BY THE PLAN IS COMPLETED, UNLESS SOONER RELINQUISHED IN WRITING BY THE DEPARTMENT.  
 SLOPE EASEMENT. AN EASEMENT FOR THE SUPPORT AND PROTECTION OF THE HIGHWAY, INCLUDING THE RIGHT TO CONSTRUCT, INSPECT, MAINTAIN, REPAIR, RECONSTRUCT AND ALTER DRAINAGE FACILITIES AND THE CONTOUR OF THE LAND. THE EASEMENT SHALL NOT PREVENT THE PROPERTY OWNER FROM MAKING ANY LEGAL USE OF THE AREA WHICH IS NOT DETRIMENTAL TO THE NECESSARY SUPPORT AND PROTECTION OF THE HIGHWAY RIGHT-OF-WAY AND THE SAFETY OF THE TRAVELING PUBLIC.

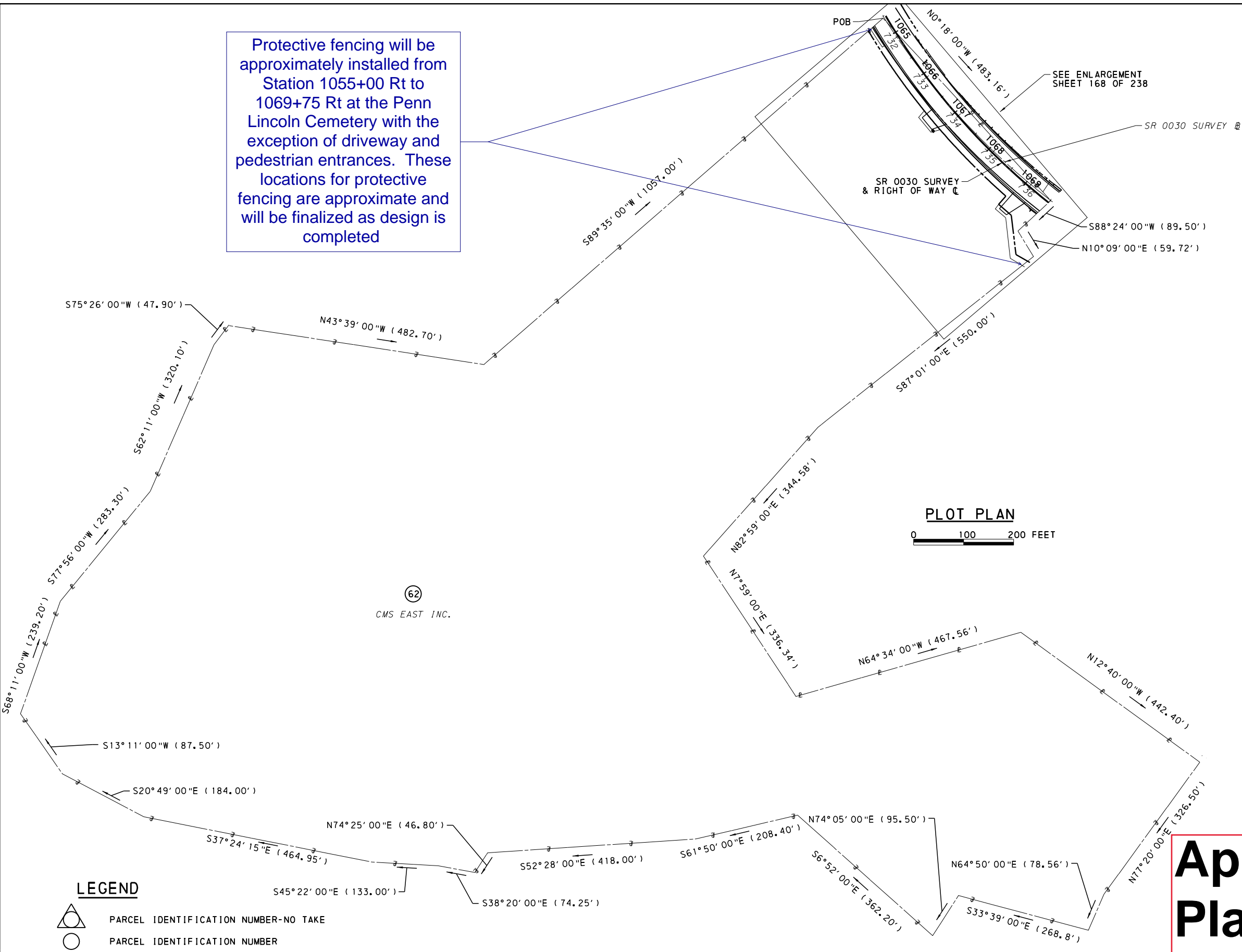
SURVEY BOOK NO. 30114  
 30115  
 30116  
 30117

# Appendix A- Plot Plan -- Sheet 3

OPERATOR: rdbjggn  
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 D-9012 CADD (02-90) REVISED (10-04)  
 PLOTTED: 1/20/2022 5:01:31 PM

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
12-0	WESTMORELAND	0030	A10 R/W	167 OF 238
NORTH HUNTINGDON TOWNSHIP				
REVISION NUMBER	REVISIONS	DATE	BY	

Protective fencing will be approximately installed from Station 1055+00 Rt to 1069+75 Rt at the Penn Lincoln Cemetery with the exception of driveway and pedestrian entrances. These locations for protective fencing are approximate and will be finalized as design is completed



62  
CMS EAST INC.

**LEGEND**

- PARCEL IDENTIFICATION NUMBER-NO TAKE
- PARCEL IDENTIFICATION NUMBER

PRIVATE PROPERTY LINES ARE PLOTTED FROM THE DEED OF RECORD, RECORDED SUBDIVISION OR LOT PLANS, EXISTING TOPOGRAPHICAL FEATURES AND LIMITED FIELD DATA. PRIVATE PROPERTY LINES WERE NOT SURVEYED BY THE PROFESSIONAL LAND SURVEYOR RESPONSIBLE FOR THE PROJECT.  
 THIS PROPERTY PLOT IS NOT TO BE SUBSTITUTED FOR A BOUNDARY SURVEY.

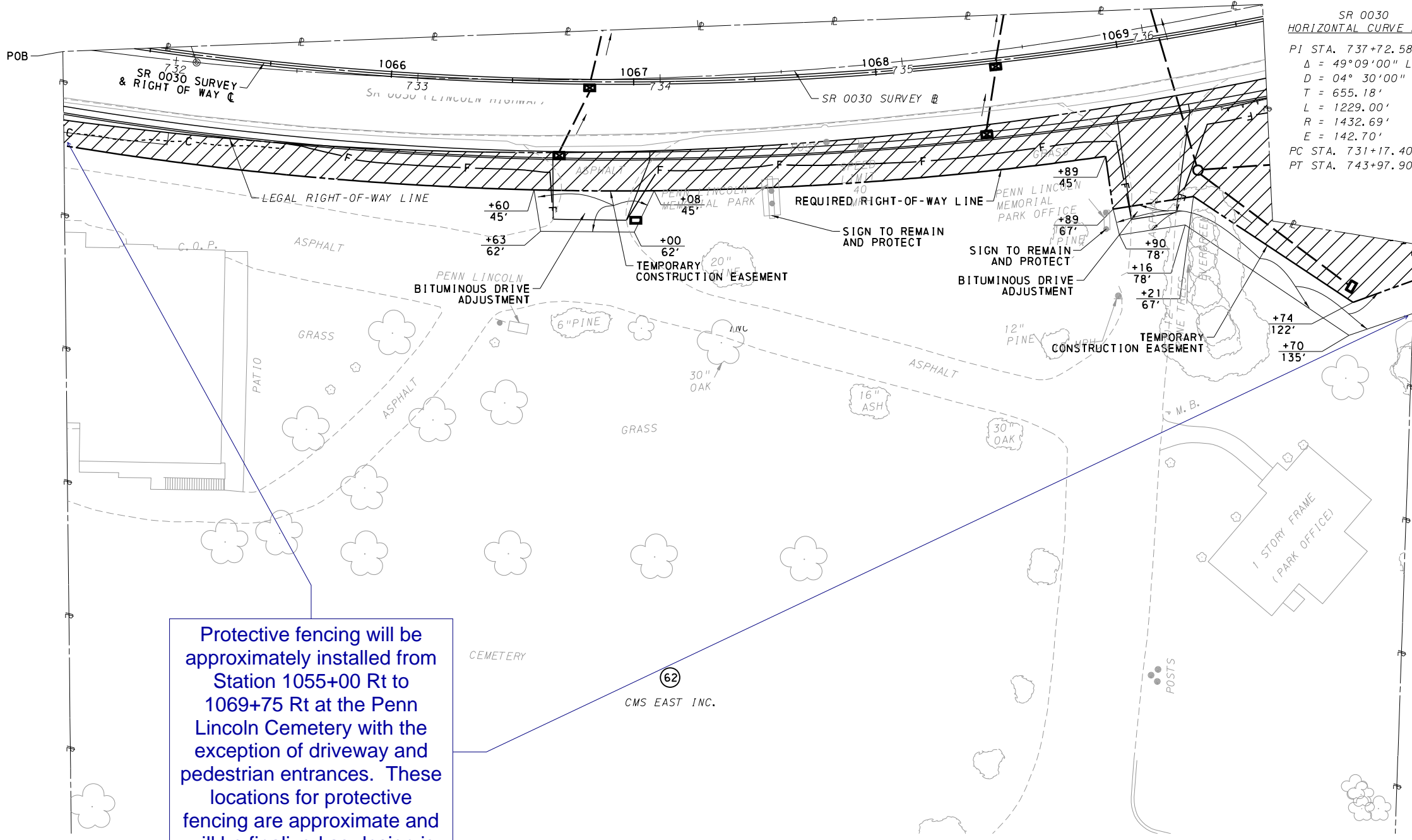
SURVEY BOOK NO.	30114
	30115
	30116
	30117

DRAWING 1 OF 2

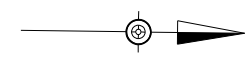
# Appendix A- Plot Plan -- Sheet 4

OPERATOR: nbdjdn  
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 PLOTTED: 1/20/2022 5:01:32 PM

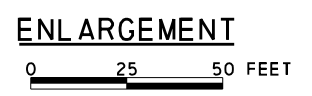
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
12-0	WESTMORELAND	0030	A10 R/W	168 OF 238
NORTH HUNTINGDON TOWNSHIP				
REVISION NUMBER	REVISIONS	DATE	BY	



<b>SR 0030 HORIZONTAL CURVE DATA</b> PI STA. 737+72.58 $\Delta = 49^{\circ}09'00''$ LT. $D = 04^{\circ}30'00''$ $T = 655.18'$ $L = 1229.00'$ $R = 1432.69'$ $E = 142.70'$ PC STA. 731+17.40 PT STA. 743+97.90	<b>SR 0030 HORIZONTAL CURVE DATA</b> PI STA. 1070+81.46 $\Delta = 49^{\circ}13'56''$ LT. $D = 04^{\circ}11'07''$ $T = 627.24'$ $L = 1176.33'$ $R = 1369.00'$ $E = 136.85'$ PC STA. 1064+54.22 PT STA. 1076+30.55 SUPERELEVATE 4.2%
--	--



Protective fencing will be approximately installed from Station 1055+00 Rt to 1069+75 Rt at the Penn Lincoln Cemetery with the exception of driveway and pedestrian entrances. These locations for protective fencing are approximate and will be finalized as design is completed



**LEGEND**

	PARCEL IDENTIFICATION NUMBER-NO TAKE
	PARCEL IDENTIFICATION NUMBER
	18" PIPE
	FILL LINE
	CUT LINE
	REQUIRED RIGHT-OF-WAY

THIS PROPERTY PLOT IS NOT TO BE SUBSTITUTED FOR A BOUNDARY SURVEY.  
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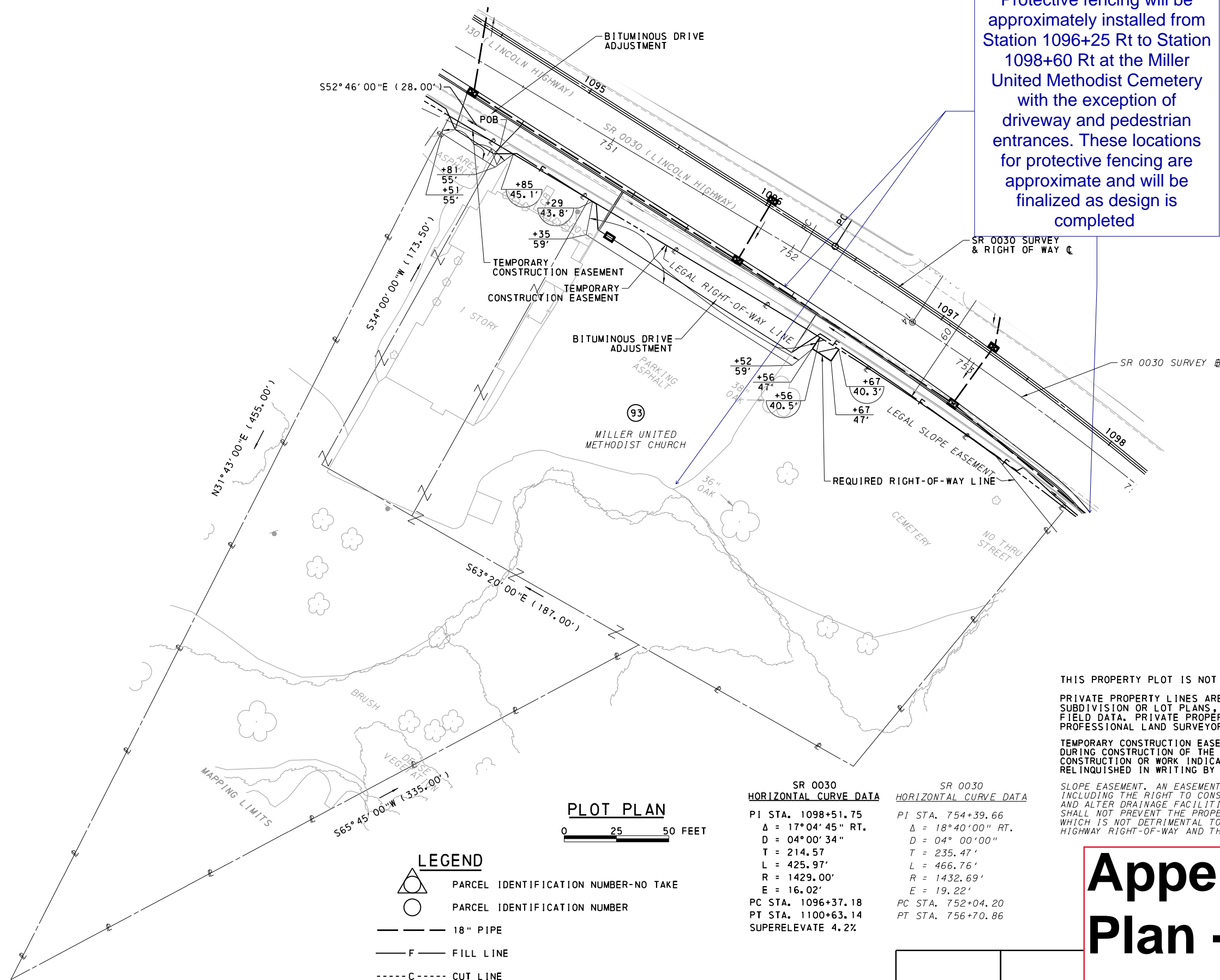
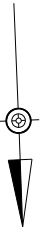
# Appendix A- Plot Plan -- Sheet 5

DESIGNED BY: NPB | DRAWN BY: NPB | CHECKED BY: JDS

SURVEY BOOK NO.	30114
	30115
	30116
	30117

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
11-0	ALLEGHENY	0030	A39 R/W	201 OF 238
NORTH VERSAILLES TOWNSHIP				
REVISION NUMBER	REVISIONS	DATE	BY	

Protective fencing will be approximately installed from Station 1096+25 Rt to Station 1098+60 Rt at the Miller United Methodist Cemetery with the exception of driveway and pedestrian entrances. These locations for protective fencing are approximate and will be finalized as design is completed



N31°43'00"E (455.00')  
S34°00'00"W (173.50')

S63°20'00"E (187.00')

S65°45'00"W (335.00')

**PLOT PLAN**  
0 25 50 FEET

- LEGEND**
- PARCEL IDENTIFICATION NUMBER-NO TAKE
  - PARCEL IDENTIFICATION NUMBER
  - 18" PIPE
  - F FILL LINE
  - C CUT LINE
  - REQUIRED RIGHT-OF-WAY

**SR 0030 HORIZONTAL CURVE DATA**  
 PI STA. 1098+51.75  
 Δ = 17°04'45" RT.  
 D = 04°00'34"  
 T = 214.57'  
 L = 425.97'  
 R = 1429.00'  
 E = 16.02'  
 PC STA. 1096+37.18  
 PT STA. 1100+63.14  
 SUPERELEVATE 4.2%

**SR 0030 HORIZONTAL CURVE DATA**  
 PI STA. 754+39.66  
 Δ = 18°40'00" RT.  
 D = 04°00'00"  
 T = 235.47'  
 L = 466.76'  
 R = 1432.69'  
 E = 19.22'  
 PC STA. 752+04.20  
 PT STA. 756+70.86

THIS PROPERTY PLOT IS NOT TO BE SUBSTITUTED FOR A BOUNDARY SURVEY.  
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# Appendix A- Plot Plan -- Sheet 6

SURVEY BOOK NO. 30114  
30115  
30116  
30117

## Identification of Human Remains

### Chain of contact/notification

When human remains are identified during any phase of a federal-aid or FHWA permitted transportation project, **ground disturbance in the vicinity of the remains will cease**. The responsible contractor or PennDOT personnel on site will initiate the following chain of contact or notification. If the first point of contact is not available or does not reply within 2-3 hours of contact, proceed to contacting or notifying the next point of contact within each agency, as appropriate. The District may complete this form by project, county, or district. The completed form should be included in design and construction contracts and is to be updated regularly.

#### District 9-0

<b>PennDOT (to be notified by the consultant or contractor immediately)</b>				
<i>Contact Title</i>		<i>Name</i>	<i>Phone Numbers</i>	<i>E-mail</i>
1	Assistant Construction Engineer	Dom Caruso	(c) (w) 724-439-7286	dcaruso@pa.gov
2	Civil engineer Manager (Design)	Josh Zakovitch	(w) 724-439-7377	jzakovitch@pa.gov
3	Cultural Resource Professional (CRP)	Kristin Scarr	(c) 412-945-0445 (w) 724-415-1901	kscarr@pa.gov
4	Environmental Manager	Cristin Covert	(c) 724-439-7155 (w) 724-439-7435	ccovert@pa.gov

<b>FHWA (to be notified by PennDOT)</b>				
<i>Contact Title</i>		<i>Name</i>	<i>Phone Numbers</i>	<i>E-mail</i>
1	Regional Reviewer	TBD	—	

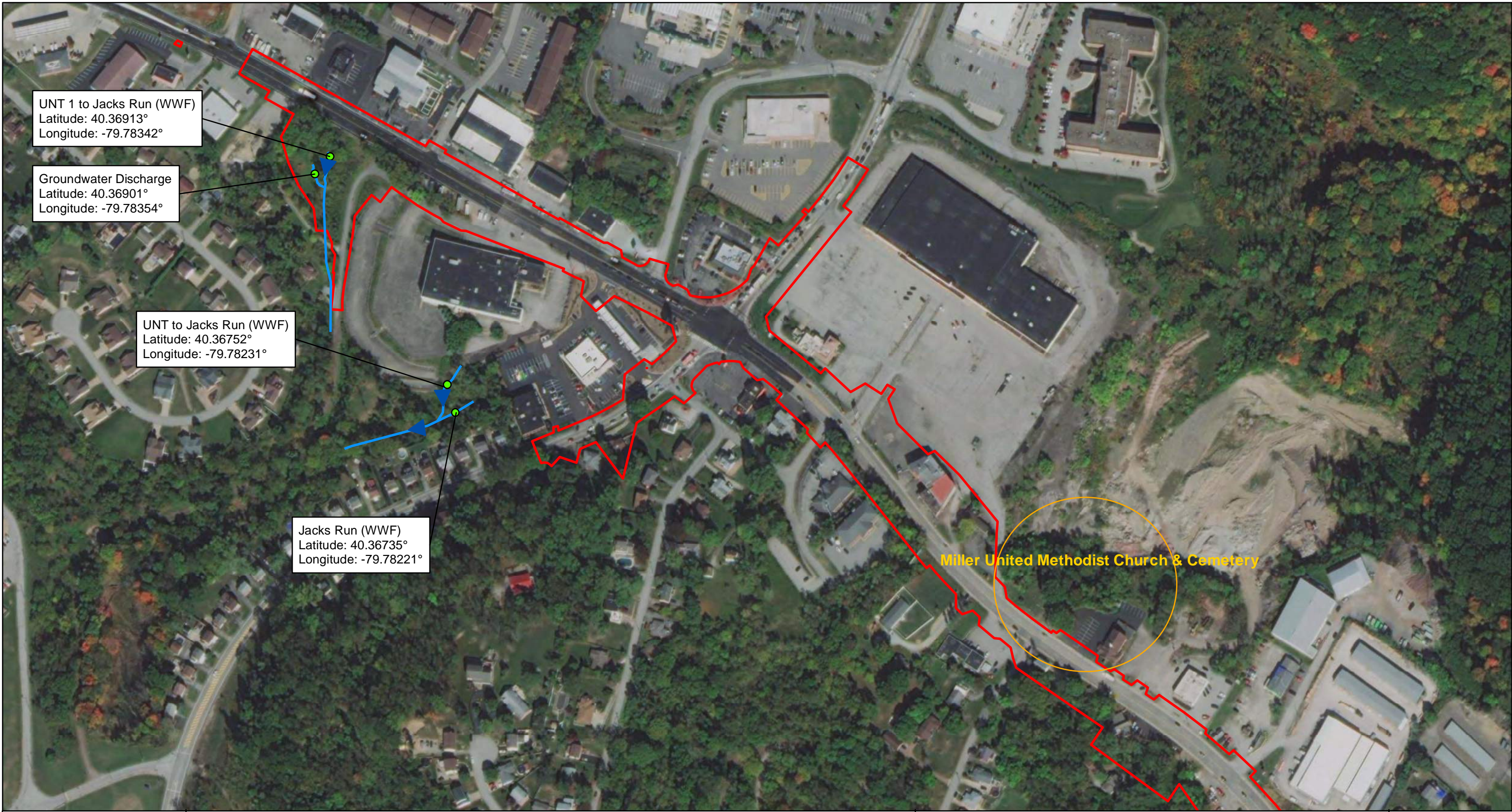
<b>County Coroner (to be notified by PennDOT immediately after notification of FHWA)</b>				
	<i>Contact Title</i>	<i>Name</i>	<i>Phone Numbers</i>	<i>E-mail</i>
1	Allegheny County Coroner			Was consulted and declined to participate

<b>Federally Recognized Tribe(s) with an interest in the area (to be notified by PennDOT)</b>				
	<i>Contact Title</i>	<i>Name</i>	<i>Phone Numbers</i>	<i>E-mail</i>
1	Absentee Shawnee	Joseph Blanchard Carol Butler	405-275-4030	joseph.blanchard@astribe.com cabutler@astribe.com
2	Delaware Nation	Erin Thompson-Paden	405-247-2448	epad@delawarenation.com
3	Delaware Tribe	Susan Bachor	570-422-2023	temple@delawaretribe.org
4	Eastern Shawnee	Paul Barton	918-666-2435	pbarton@estoo.net
5	Seneca-Cayuga	William Tarrant	918-787-6061 Ext. 601	wtarrant@sctribe.com
6	Shawnee	Tonya Tipton	918-542-2441	tonya@shawnee-tribe.com

<b>State Historic Preservation Office (to be notified by PennDOT)</b>				
	<i>Contact Title</i>	<i>Name</i>	<i>Phone Numbers</i>	<i>E-mail</i>
1	Regional Reviewer	Justin McKeel	717-783-9900	jusmckeel@pa.gov
2	Division Manager of Environmental Review	Emma Diehl	717-787-9121	emdiehl@pa.gov
3	Deputy State Historic Preservation Officer	Andrea MacDonald	717 787-4215	amacdonald@pa.gov

<b>Cemetery Association/Person Responsible for the Cemetery</b>				
	<i>Contact Title</i>	<i>Name</i>	<i>Phone Numbers</i>	<i>E-mail</i>
1	Miller United Methodist Cemetery Steven Mullvaine, Pastor	Steven Mullvaine, Pastor	412-823-9851	millerumc1@gmail.com
2	CMS East, Inc	Clark Johnson	513-910-140	cjohnson@cmseast





UNT 1 to Jacks Run (WWF)  
 Latitude: 40.36913°  
 Longitude: -79.78342°

Groundwater Discharge  
 Latitude: 40.36901°  
 Longitude: -79.78354°

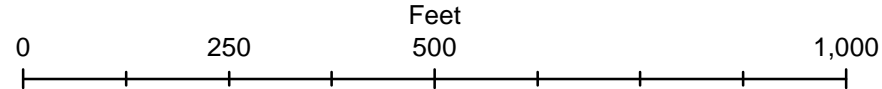
UNT to Jacks Run (WWF)  
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Jacks Run (WWF)  
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 Longitude: -79.78221°

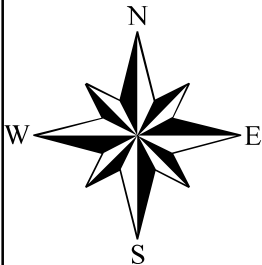
Miller United Methodist Church & Cemetery

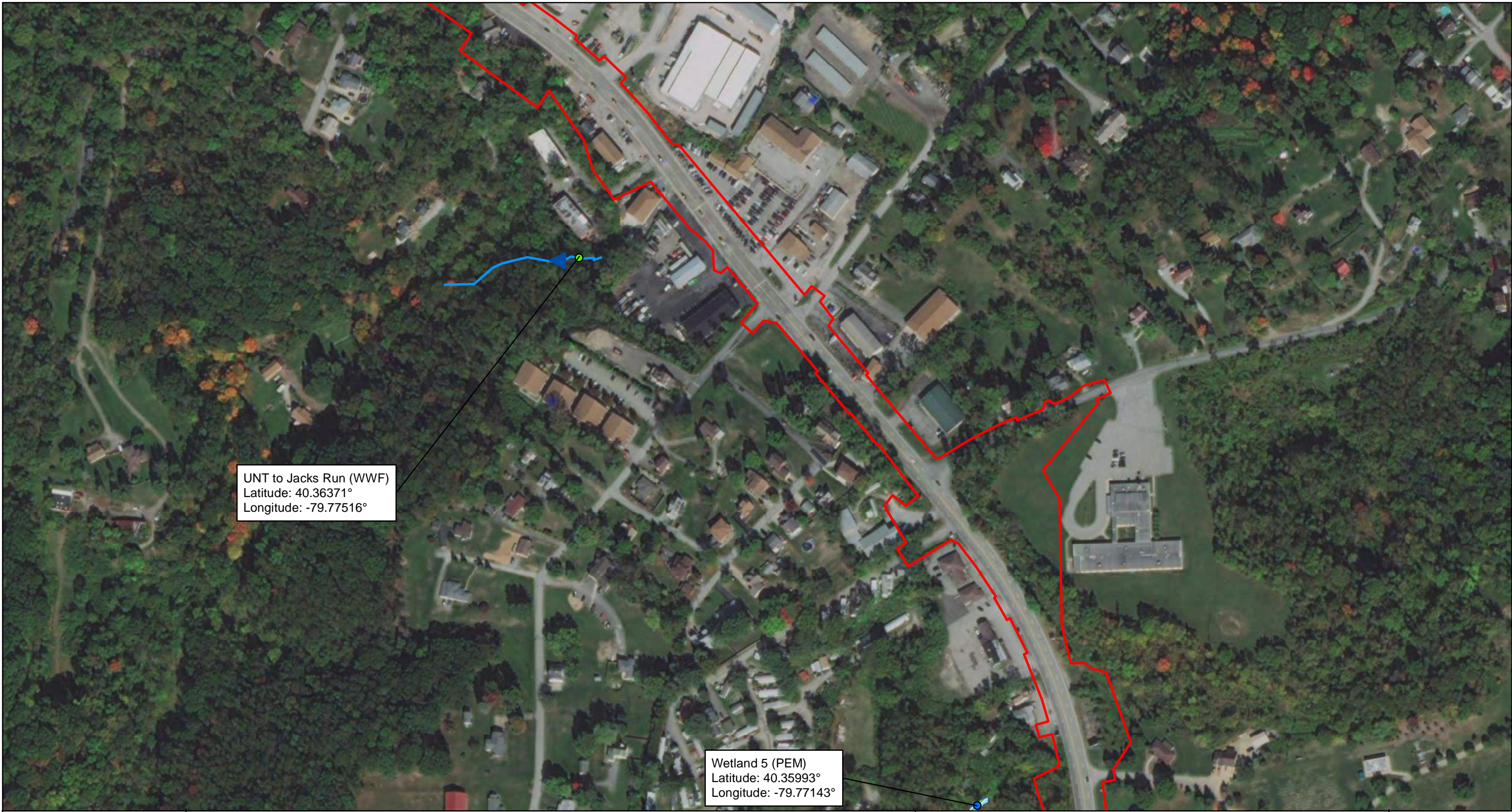


**US 30 Corridor Improvement**  
 Pennsylvania Department of Transportation  
 North Versailles and North Huntingdon Townships and Irwin Borough  
 Westmoreland and Allegheny Counties, Pennsylvania  
 USGS Mckeessport and Irwin Quadrangle Mapping  
 Aquatic Resource Map



- Stream Sample Points
- Upland Sample Points
- Wetland Sample Points
- Streams
- Wetlands
- Limit\_of\_Disturbance\_2022-01-25



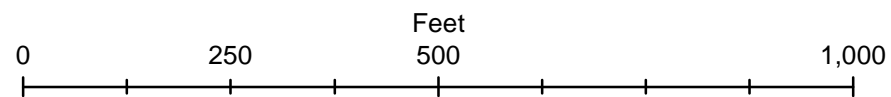


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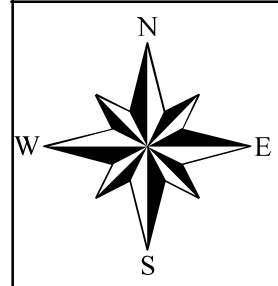
Wetland 5 (PEM)  
 Latitude: 40.35993°  
 Longitude: -79.77143°

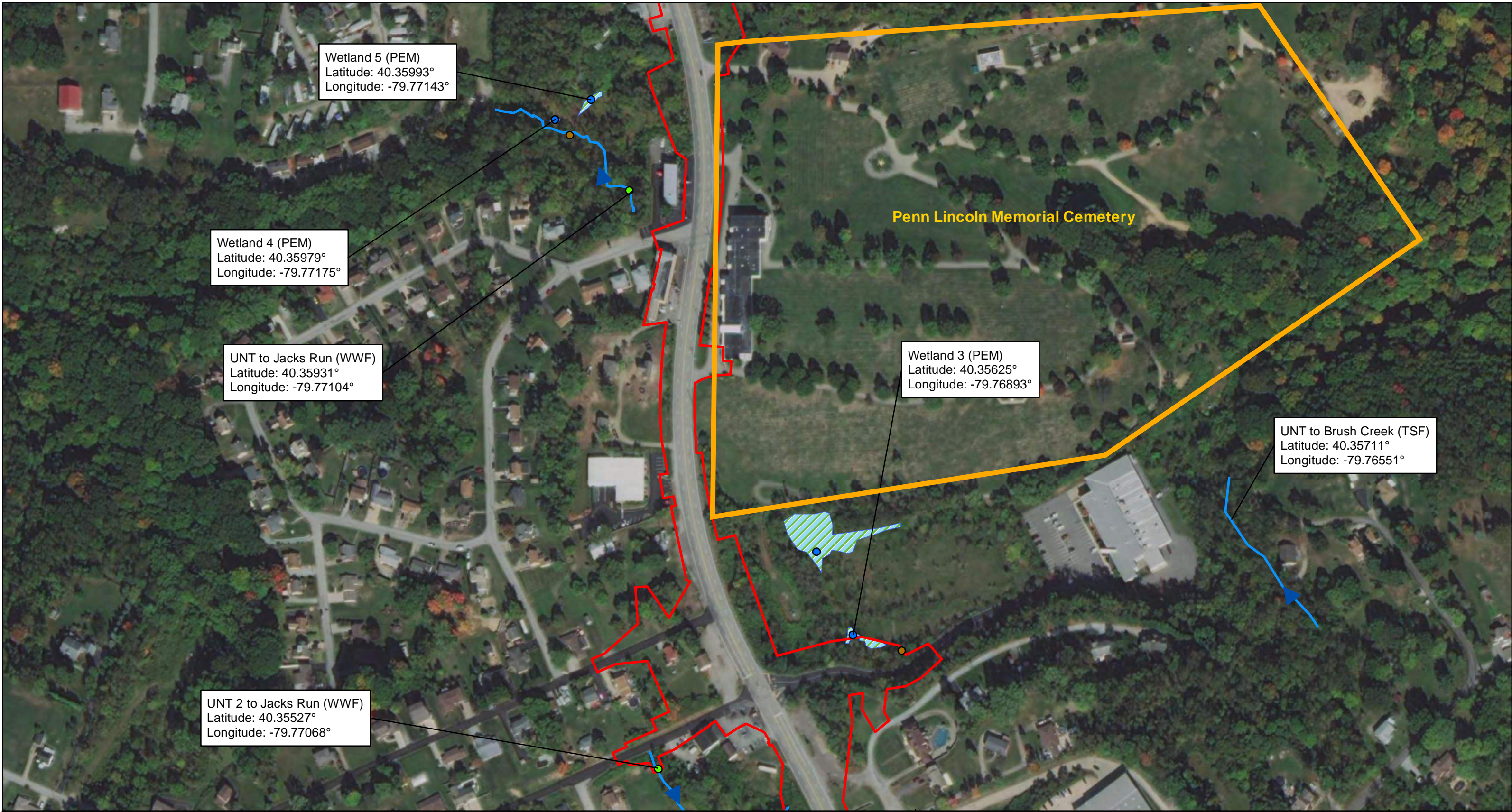


**US 30 Corridor Improvement**  
 Pennsylvania Department of Transportation  
 North Versailles and North Huntingdon Townships and Irwin Borough  
 Westmoreland and Allegheny Counties, Pennsylvania  
 USGS Mckeesport and Irwin Quadrangle Mapping  
 Aquatic Resource Map



- Stream Sample Points
- Upland Sample Points
- Wetland Sample Points
- Streams
- Wetlands
- Limit\_of\_Disturbance\_2022-01-25





Wetland 5 (PEM)  
 Latitude: 40.35993°  
 Longitude: -79.77143°

Wetland 4 (PEM)  
 Latitude: 40.35979°  
 Longitude: -79.77175°

UNT to Jacks Run (WWF)  
 Latitude: 40.35931°  
 Longitude: -79.77104°

Wetland 3 (PEM)  
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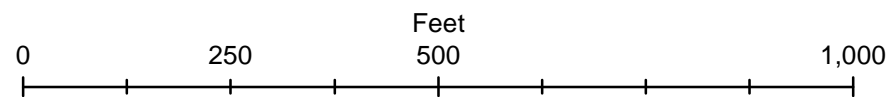
UNT to Brush Creek (TSF)  
 Latitude: 40.35711°  
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UNT 2 to Jacks Run (WWF)  
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 Longitude: -79.77068°

Penn Lincoln Memorial Cemetery

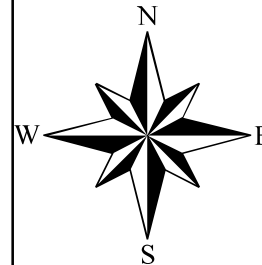


**US 30 Corridor Improvement**  
 Pennsylvania Department of Transportation  
 North Versailles and North Huntingdon Townships and Irwin Borough  
 Westmoreland and Allegheny Counties, Pennsylvania  
 USGS Mckeesport and Irwin Quadrangle Mapping  
 Aquatic Resource Map



- Stream Sample Points
- Upland Sample Points
- Wetland Sample Points
- Streams
- Wetlands
- Limit\_of\_Disturbance\_2022-01-25

Sheet 3 of 6





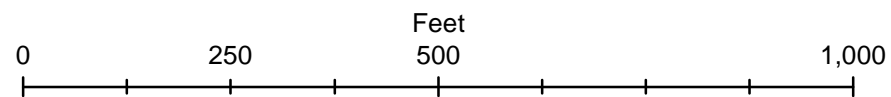
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UNT 3 to Jacks Run (WWF)  
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 Longitude: -79.76970°

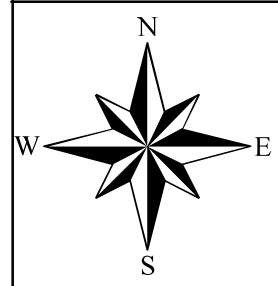
Wetland 2 (PEM)  
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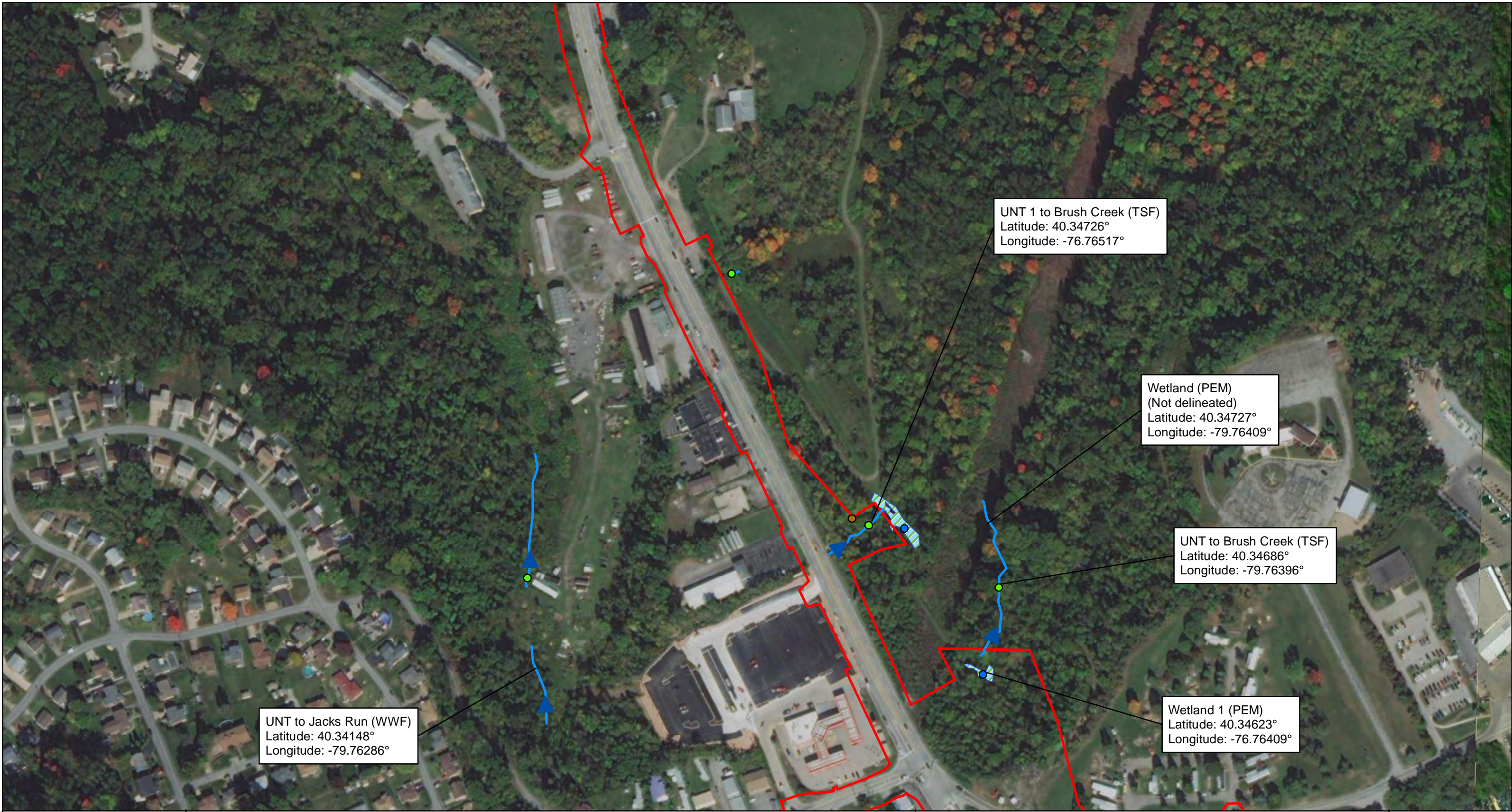


**US 30 Corridor Improvement**  
 Pennsylvania Department of Transportation  
 North Versailles and North Huntingdon Townships and Irwin Borough  
 Westmoreland and Allegheny Counties, Pennsylvania  
 USGS Mckeessport and Irwin Quadrangle Mapping  
 Aquatic Resource Map



- Stream Sample Points
- Upland Sample Points
- Wetland Sample Points
- Streams
- Wetlands
- Limit\_of\_Disturbance\_2022-01-25





UNT to Jacks Run (WWF)  
 Latitude: 40.34148°  
 Longitude: -79.76286°

UNT 1 to Brush Creek (TSF)  
 Latitude: 40.34726°  
 Longitude: -76.76517°

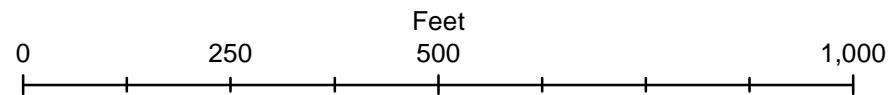
Wetland (PEM)  
 (Not delineated)  
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 Longitude: -79.76409°

UNT to Brush Creek (TSF)  
 Latitude: 40.34686°  
 Longitude: -79.76396°

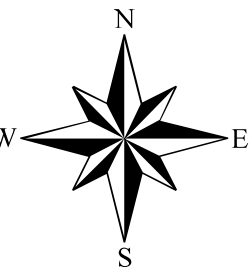
Wetland 1 (PEM)  
 Latitude: 40.34623°  
 Longitude: -76.76409°

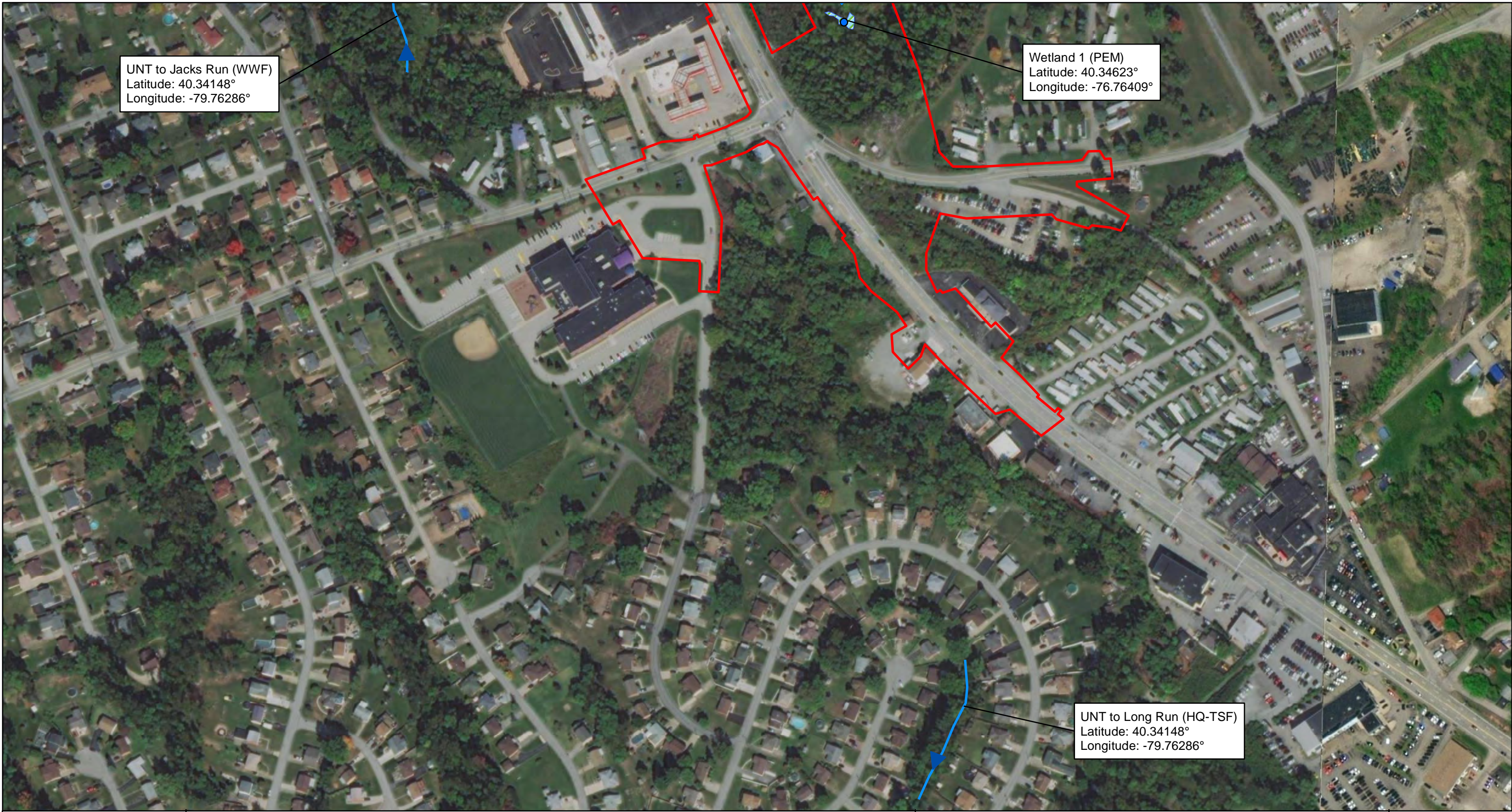


**US 30 Corridor Improvement**  
 Pennsylvania Department of Transportation  
 North Versailles and North Huntingdon Townships and Irwin Borough  
 Westmoreland and Allegheny Counties, Pennsylvania  
 USGS Mckeesport and Irwin Quadrangle Mapping  
 Aquatic Resource Map



- Stream Sample Points
- Upland Sample Points
- Wetland Sample Points
- Streams
- Wetlands
- Limit\_of\_Disturbance\_2022-01-25





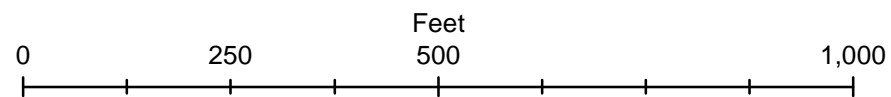
UNT to Jacks Run (WWF)  
 Latitude: 40.34148°  
 Longitude: -79.76286°

Wetland 1 (PEM)  
 Latitude: 40.34623°  
 Longitude: -76.76409°

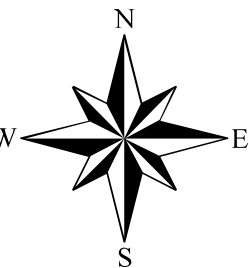
UNT to Long Run (HQ-TSF)  
 Latitude: 40.34148°  
 Longitude: -79.76286°



**US 30 Corridor Improvement**  
 Pennsylvania Department of Transportation  
 North Versailles and North Huntingdon Townships and Irwin Borough  
 Westmoreland and Allegheny Counties, Pennsylvania  
 USGS Mckeesport and Irwin Quadrangle Mapping  
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- Stream Sample Points
- Upland Sample Points
- Wetland Sample Points
- Streams
- Wetlands
- Limit\_of\_Disturbance\_2022-01-25



**Appendix G**

**Environmental Justice Evaluation**

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Environmental Justice Evaluation  
for the  
SR 0030 SECTION A10  
US CORRIDOR IMPROVEMENTS PROJECT  
WESTERN SECTION

November 2023





## Table of Contents

ENVIRONMENTAL JUSTICE .....	1
1.1. PA eMap Results .....	2
1.2. EPA EJ Screening Tool Results and Observations from Site Visits and Online Review .....	4
1.2.1. Overview of Demographic Analysis .....	4
1.2.2. Low-Income Populations.....	5
1.2.3. Minority Populations .....	6
1.2.4. Title VI populations .....	6
1.3. Summary of Potential Impacts.....	6
1.3.5. No-Build Impacts.....	6
1.3.6. Build Impacts.....	6
1.4. Summary .....	9

## Figures

Figure 1: PennDOT eMap Environmental Justice Areas data, panned to the project study area .....	3
Figure 2: Census Tracts and Block Groups overlapping with the Route 30 Project Study Area .....	4
Figure 3: EPA EJScreen Minority dataset for CT 5644 BG 1 .....	10
Figure 4: EPA EJScreen Poverty dataset for CT 5644 BG 1 .....	11
Figure 5: EPA EJScreen Limited English Proficiency dataset for CT 5644 BG 1 .....	12
Figure 6: EPA EJScreen Minority dataset for CT 5644 BG 4 .....	13
Figure 7: EPA EJScreen Poverty dataset for CT 5644 BG 4 .....	14
Figure 8: EPA EJScreen Limited English Proficiency dataset for CT 5644 BG 4 .....	15
Figure 9: EPA EJScreen Minority dataset for Allegheny County .....	16
Figure 10: EPA EJScreen Poverty dataset for Allegheny County .....	17
Figure 11: EPA EJScreen Limited English Proficiency dataset for Allegheny County .....	18
Figure 12: EPA EJScreen Minority dataset for CT 8033.01 BG 1 .....	19
Figure 13: EPA EJScreen Poverty dataset for CT 8033.01 BG 1 .....	20
Figure 14: EPA EJScreen Limited English Proficiency dataset for CT 8033.01 BG 1 .....	21
Figure 15: EPA EJScreen Minority dataset for CT 8033.01 BG 2 .....	22
Figure 16: EPA EJScreen Poverty dataset for CT 8033.01 BG 2 .....	23
Figure 17: EPA EJScreen Limited English Proficiency dataset for CT 8033.01 BG 2 .....	24
Figure 18: EPA EJScreen Minority dataset for CT 8032 BG 1 .....	25
Figure 19: EPA EJScreen Poverty dataset for CT 8032 BG 1 .....	26
Figure 20: EPA EJScreen Limited English Proficiency dataset for CT 8032 BG 1 .....	27
Figure 21: EPA EJScreen Minority dataset for Westmoreland County .....	28
Figure 22: EPA EJScreen Minority dataset for Westmoreland County .....	29
Figure 23: EPA EJScreen Limited English Proficiency dataset for Westmoreland County .....	30

## Tables

Table 1: Demographic data reported for block groups within the Route 30 project study area. ....	5
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## ENVIRONMENTAL JUSTICE

Executive Order 12898 (Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations) was signed on February 11, 1994. This Executive Order was established to protect minority and low-income populations (also referred to as environmental justice, or EJ populations) from experiencing disproportionately high and adverse impacts resulting from federally funded projects. It requires agencies to identify and address high and adverse impacts of projects that would disproportionately affect minority or low-income populations.

While Executive Order 12898 prohibits discriminatory actions against minority and low-income populations, additional consideration must be given for the elderly, children, disabled, and other populations protected under Title VI of the Civil Rights Act of 1964 and related statutes when evaluating the potential for discriminatory impacts of a proposed action.

If disproportionately high and adverse impacts are expected, the proposed project cannot be completed unless it can be proven that there is a substantial need for the project; that avoidance and mitigation of the impacts is not practicable, or would have increased high and adverse social, economic, environmental, or human health impacts that are more severe; or there are increased costs of extraordinary magnitude.

The United States Census Bureau (USCB) is the federal agency responsible for collecting national demographic and socioeconomic data, which can be summarized at different geographic scales to reveal information about an area's people and economy. The USCB defines a census tract (CT) as a small, relatively permanent statistical subdivision of a county delineated by a local committee of census data users for the purpose of presenting data. Census tracts nest within counties, and their boundaries normally follow visible features, but may follow legal geography boundaries and other nonvisible features in some instances. Census tracts ideally contain about 4,000 people and 1,600 housing units (USCB 2019a). A block group (BG) is a statistical subdivision of a census tract and is the smallest geographic unit for which the USCB tabulates sample data. Block groups are generally defined to contain between 600 and 3,000 people and 240 and 1,200 housing units (USCB 2019a). Since census tracts are comprised of numerous block groups, block groups are typically identified by both their census tract and block group identifiers.

A review of EJ populations for the US Route 30 Corridor Improvements project was completed utilizing the EPA EJ Screening Tool, the PA Department of Environmental Protection eMAP PA website, and through field reconnaissance. The analysis was conducted to determine the presence of any low-income or minority populations or populations protected under Title VI of the Civil Rights Act of 1964 within the project area, and if the project may result in disproportionately high and adverse impacts to these populations.

The analysis resulted in the following finding:

No known minority or low-income populations have been identified that would be disproportionately highly and adversely affected by this project as determined above. Therefore, this project has met the provisions of Executive Order 12898.

### 1.1. PA eMap Results

The PA Department of Environmental Protection eMAP website does not identify an EJ Area that overlaps with the US Route 30 Improvements project study area (Figure 1).

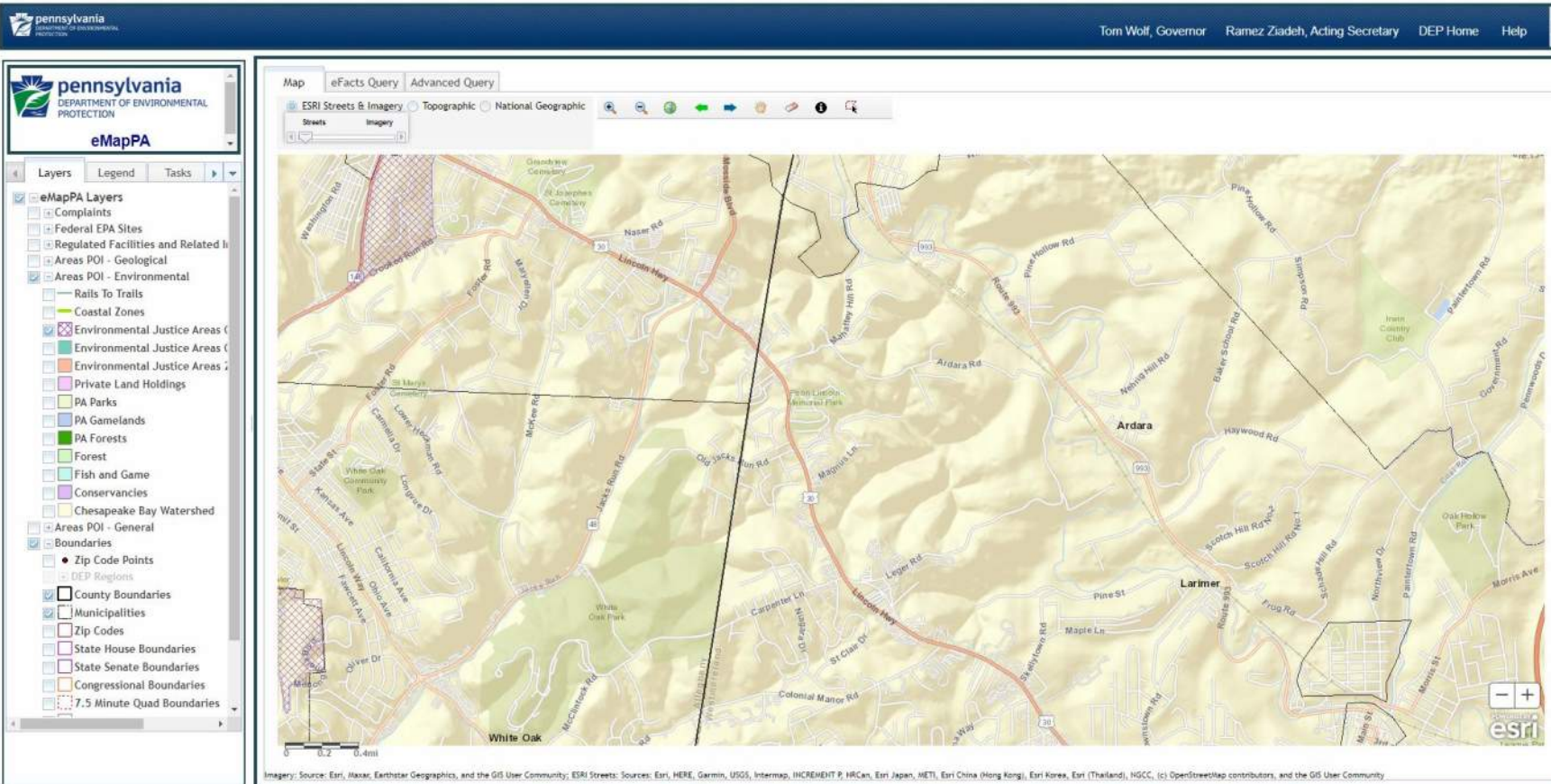


Figure 1: PennDOT eMap Environmental Justice Areas data, panned to the project study area

## 1.2. EPA EJ Screening Tool Results and Observations from Site Visits and Online Review

### 1.2.1. Overview of Demographic Analysis

US Census Bureau's 2016-2020 American Community Survey was reviewed using the EPA EJ Screen Tool for minority, poverty, and Limited English Proficiency data to determine the likelihood of a presence of EJ and / or Title VI populations based on demographic data.

The census tracts (CTs) and block groups (BGs) overlapping with the project area are displayed below (Figure 2).

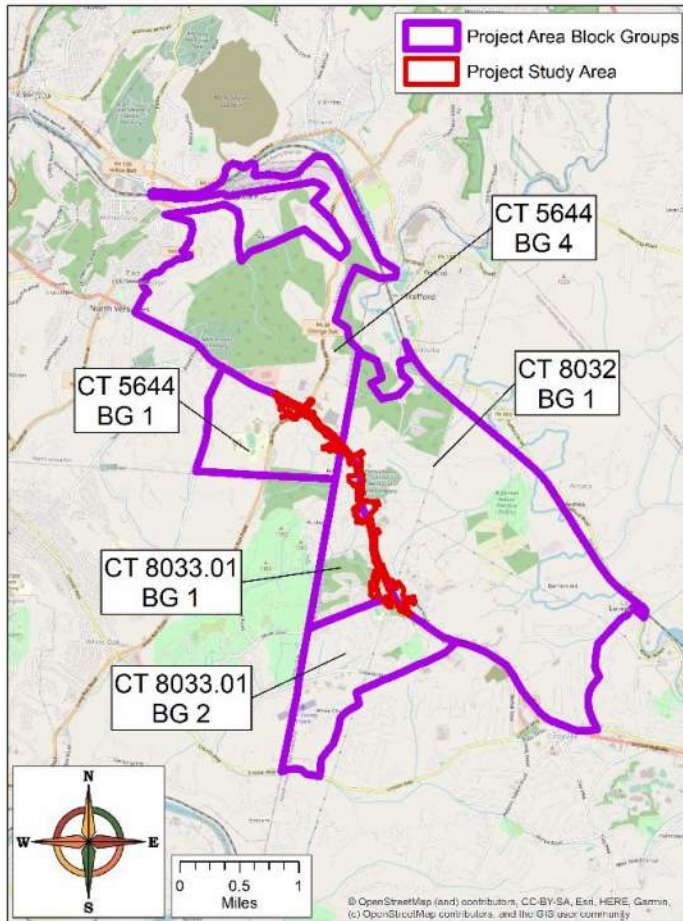


Figure 2: Census Tracts and Block Groups overlapping with the Route 30 Project Study Area

Results of the overall demographic analysis are reported in Table 1 below. Cells with grey highlights identify block groups where EJ populations for the block group exceed those of the reference geography.

Table 1: Demographic data reported for block groups within the Route 30 project study area.

EPA EJSCREEN	Allegheny County Block Groups		Reference Geography	Westmoreland County Block Groups			Reference Geography
	CT 5644 / BG 1	CT 5644 / BG 4		Allegheny County	CT 8033.01 / BG 1	CT 8033.01 / BG 2	
Metric	CT 5644 / BG 1	CT 5644 / BG 4	Allegheny County	CT 8033.01 / BG 1	CT 8033.01 / BG 2	CT 8032 / BG 1	Westmoreland County
% minority	20.15	14.73	22.14	16.76	2.3	3.43	6.5
% households below poverty level	0	13.67	11.81	0	3.16	12.08	10.48
% Limited English Proficiency	0	0	1.32	0	0	0	0.28

Based on this evaluation, EJ populations may be present. Minority populations may exist in the portions of the study area that overlap with Census Tract 8033.01, Block Group 1, and low-income populations may exist in Census Tract 5644, Block Group 4 and Census Tract 8032, Block Group 1. Additional information for these populations is provided below. Due to a higher possibility for EJ populations within these three block groups, the portion of the study area that overlaps with these areas was evaluated further for field indicators of a presence of low-income and / or minority populations, including those outlined in Section 2.2.2 of the PennDOT *project Level EJ Guidance Publication No. 746*.

There is no indication based on demographic data that Limited English Proficiency populations are present within or near the project study area.

### 1.2.2. Low-Income Populations

According to the EPA EJ Screening Tool and the US Census Bureau’s 2016-2020 American Community Survey Data, Census Tract 5644, Block Group 4 and Census Tract 8032, Block Group 1 has a higher percentage of the population below the poverty level compared to Allegheny County and Westmoreland County, respectively (Table 7). According to the US Department of Housing and Urban Development online resources (<https://arcs.is/1L1jz0>), public housing does not appear to be present within the project study area.

In addition, the Allegheny County Department of Economic Development identifies the project area region of North Versailles Township (Census Tract 5644) as a federal Qualified Opportunity Zone (QOZs), which are designated to spur economic development and job creation. They are economically distressed communities where new investments, under certain conditions, may be eligible for preferential tax treatment. Localities qualify as QOZs if they have been nominated for that designation by a state, the District of Columbia, or a U.S. territory and that nomination has been certified by the Secretary of the U.S. Treasury via his delegation of authority to the Internal Revenue Service (IRS).

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).

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.

### 1.2.3. Minority Populations

Census Tract 8033.01, Block Group 1 exhibits a higher percentage of minority population compared to that of Westmoreland County (Table 7). Additional online research and review of aerial photography, public involvement results, and information gathered during site visits did not reveal any further indicators of minority populations or community resources that minority populations rely on in this block group or in the overall project study area.

### 1.2.4. Title VI populations

As previously noted, LEP populations were not identified within any of the block groups overlapping with the study area based on the demographic data review. However, field indicators of resources other Title VI populations rely on are evident within the study area and include:

- Point Pleasant, a retirement community off of PA 48
- Stewartsville Elementary School

## 1.3. Summary of Potential Impacts

Executive Order 12898 of February 11, 1994, Federal Actions to Address EJ in Minority Populations and Low-Income Populations, requires that the project be assessed to determine whether or not it would have a disproportionately high impact on minority or low-income populations within the area. The Pennsylvania Department of Transportation will work to assure that minority populations and low-income individuals have full access to information on the project and understand the potential impacts from construction and operation of improved access.

Potential impacts resulting from the No-Build and Build Alternatives are discussed below to determine if a disproportionately high and adverse impact to EJ populations may occur, either to a specific population or cumulatively:

### 1.3.5. No-Build Impacts

The No-Build Alternative would not result in enhanced safety or mobility along Route 30 and intersecting cross-streets for vehicular and pedestrian traffic. The corridor's Level of Service would continue to be insufficient for current and future capacity needs and signal enhancements to improve the safety of existing pedestrian use along the corridor would remain nonexistent. These would affect EJ- and non-EJ populations alike; therefore, potential impacts to minority and low-income populations resulting from the No-Build Alternative are not expected to be disproportionately high and adverse, and all positive and negative impacts would be distributed equitably throughout the community.

### 1.3.6. Build Impacts

The previously identified field indicators of EJ communities in the project area include Dusty Rhodes mobile home community accessed via Idaho Lane, the mobile home community located south of Leger Road, and transit routes and bus stops within the study area.



Direct impacts to the Dusty Rhodes community would not occur. Impacts to the mobile home property near the southern limits of the project would be limited to minor permanent and temporary right-of-way requirements that would not require relocation of any of the residences in that community. Transit services, which low-income populations in the vicinity of the project may rely on, would likely experience temporary delays during construction due to increased congestion caused by lane closures. However, this temporary impact would affect all populations equivalently through the duration of project construction.

Field indicators of Title VI populations include the Point Pleasant retirement home and Stewartsville Elementary School. The project would not impact the Point Pleasant retirement facilities off of PA 48, and impacts to Stewartsville Elementary School would be limited to minor access changes due to the reconstruction and realignment of Ward Drive.

The project would result in property impacts due to right-of-way requirements along the corridor that would be necessary to facilitate the widening of Route 30. These impacts have been minimized to the extent practicable and all affected property owners would be compensated for the sale of the land. Impacts would primarily be minor strip takes, only affecting roadside vegetation across most adjacent properties. However, some parcels would experience more substantial impacts than others. More specifically, the project would result in:

- Seven commercial property displacements, one of which is a commercial duplex, would affect eight potential business spaces
- Two residential property displacements
- Full takes of two roadside parcels that are currently vacant.
- Partial or total acquisition of 123 parcels to facilitate widening along Route 30, the implementation of proposed jughandles, driveway adjustments, drainage easements and improvements, and construction of storm water management facilities.

While impacts are expected to result from the displacements noted above, there is no reason to believe 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 two residences that would be displaced are owned or inhabited by a low-income or minority individual or family. All impacts noted above are expected to apply to both EJ and non-EJ populations alike, and impacts do not appear to be disproportionately high and adverse.

Additional negative project impacts would occur, as noted below, but are considered to be minor or are otherwise positive project outcomes, and therefore would not result in a high and adverse impact to EJ populations:

- Permanent access changes would result from the project. The installation of a raised median would restrict left turn movements along the project corridor, thereby affecting access to nearly all properties along the Route 30 corridor. In most cases, motorists would be restricted to right-in and right-out movements and would be required to use the closest jughandle or U-turn median opening to access their destination. Median openings would be located at jughandles placed approximately every 0.7 miles along the Route 30 corridor (the Carpenter Lane / Leger Road Old

Jacks Run Road / Peterson Road and Ardara Road intersection). The PA 48 intersection with Route 30 would be converted to a modified R-CUT intersection to allow the ability to make U-Turns. The access point at the Hartford Heights Volunteer Fire Department Station would remain unrestricted to allow immediate right / left access for EMS vehicles. Full control of access is proposed at all U-turn locations and no private driveway connections would be allowed at these locations.

While some users may view this minor inconvenience as a negative impact, the installation of the raised median along the corridor would improve mobility, reduce congestion, eliminate conflict points, and improve overall safety along this segment of the Route 30 corridor. This minor, permanent access change is expected to affect all populations equivalently.

- Minor, temporary construction easements would be required along Route 30 during project construction. All temporarily disturbed areas would be restored and reseeded with plant species as part of construction, if appropriate.
- Temporary access / accessibility impacts would occur. 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 temporary, and 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. This minor, permanent access change is expected to affect all populations equivalently.
- Positive impacts, as listed below, which would mitigate for any project-related negative impacts:
  - 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.
  - 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. 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 the 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.

#### 1.4. Summary

As detailed above, all impacts resulting from the Build Alternative would be expected to affect non-EJ and EJ populations equivalently, and there is no reason to believe that any would result in a cumulative significant impact to EJ populations. Benefits and burdens of the project would be equitably shared among all populations across the project study area. While minority, low-income, and Title VI populations may be present within the project area, impacts to minority and low-income populations do not appear to be disproportionately high and adverse. Benefits and burdens resulting from the project are anticipated to be equitably distributed throughout the community, and no disparate impacts are anticipated under Title VI and related statutes.

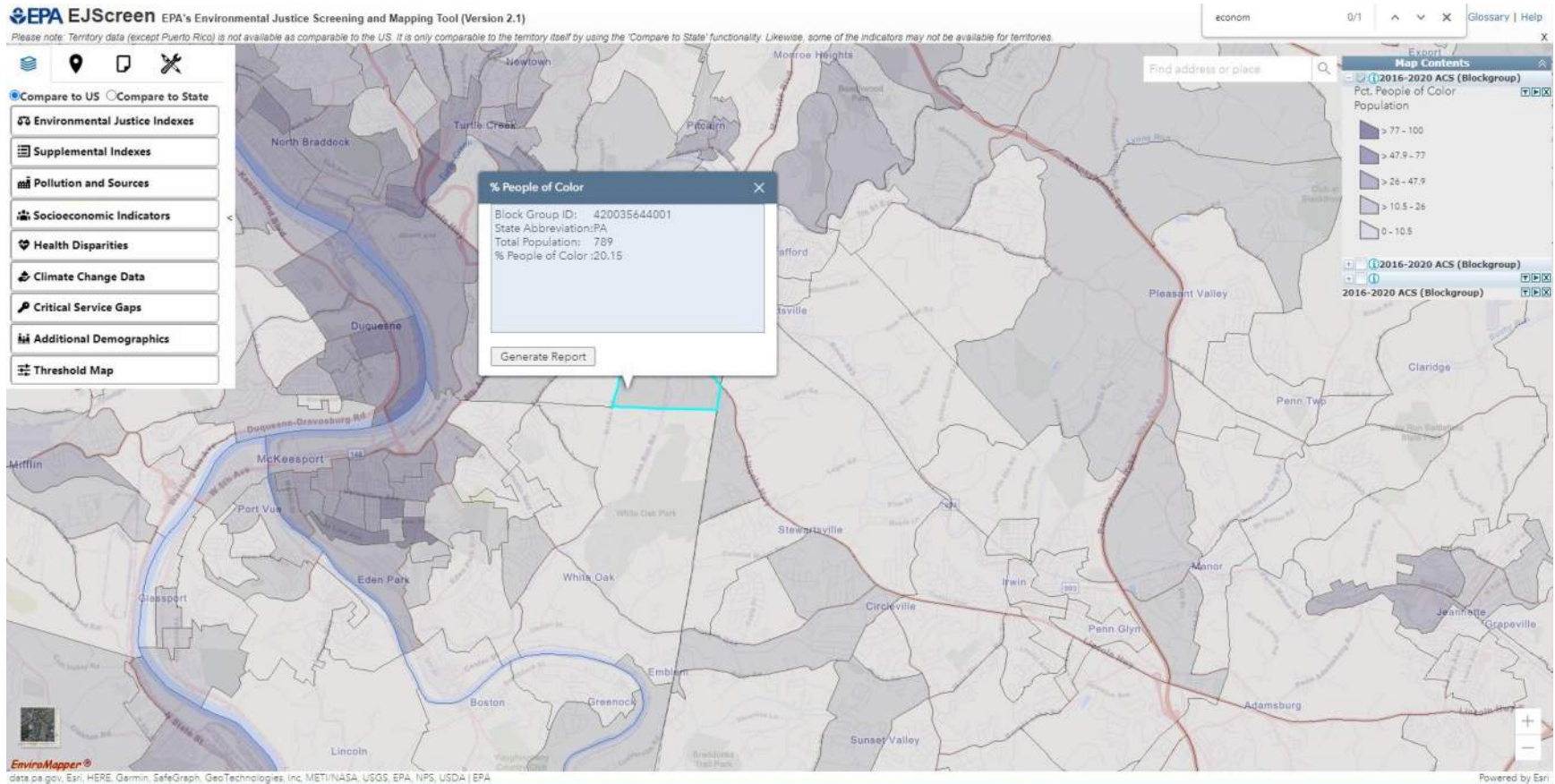


Figure 3: EPA EJScreen Minority dataset for CT 5644 BG 1

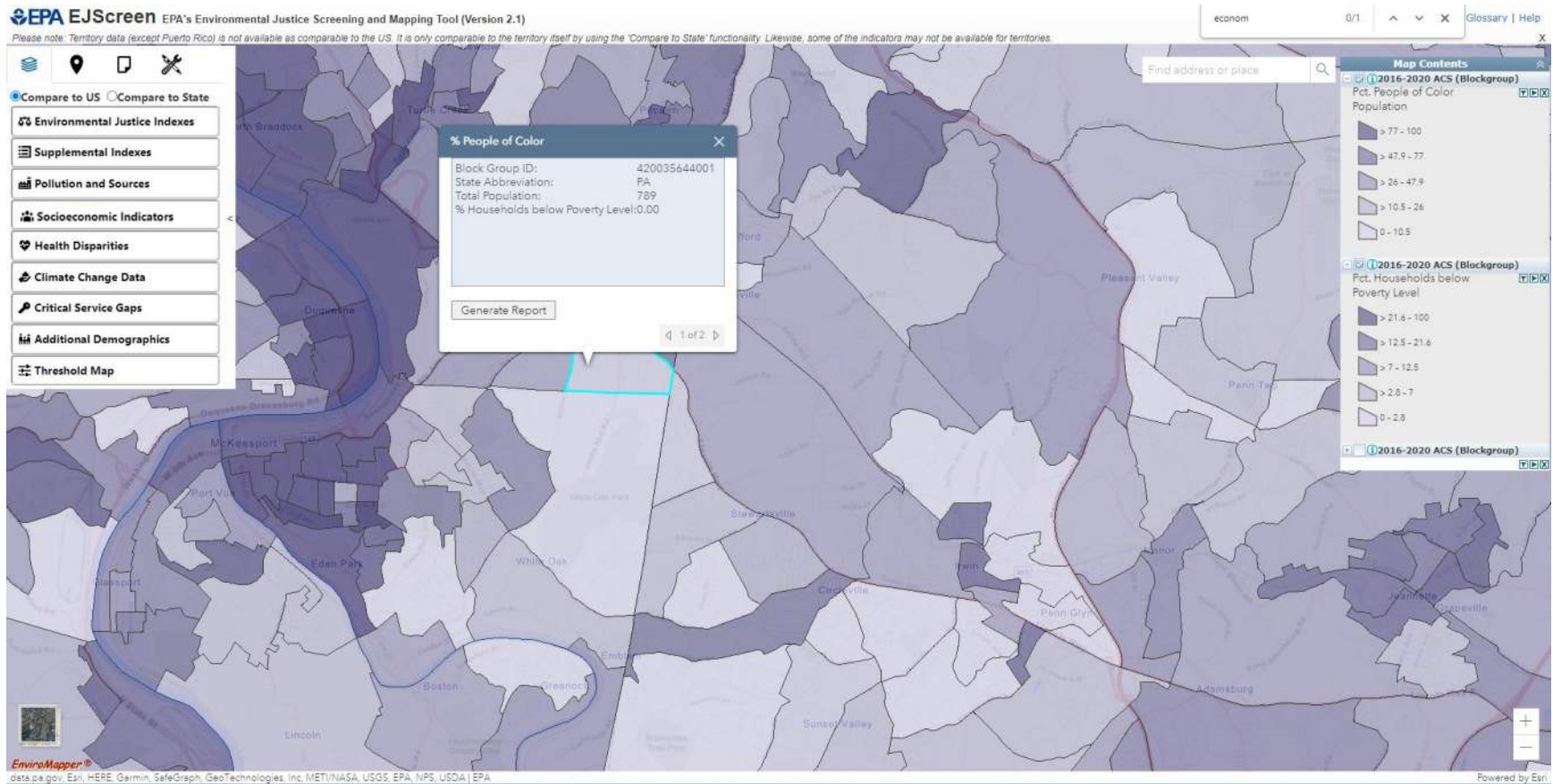


Figure 4: EPA EJScreen Poverty dataset for CT 5644 BG 1

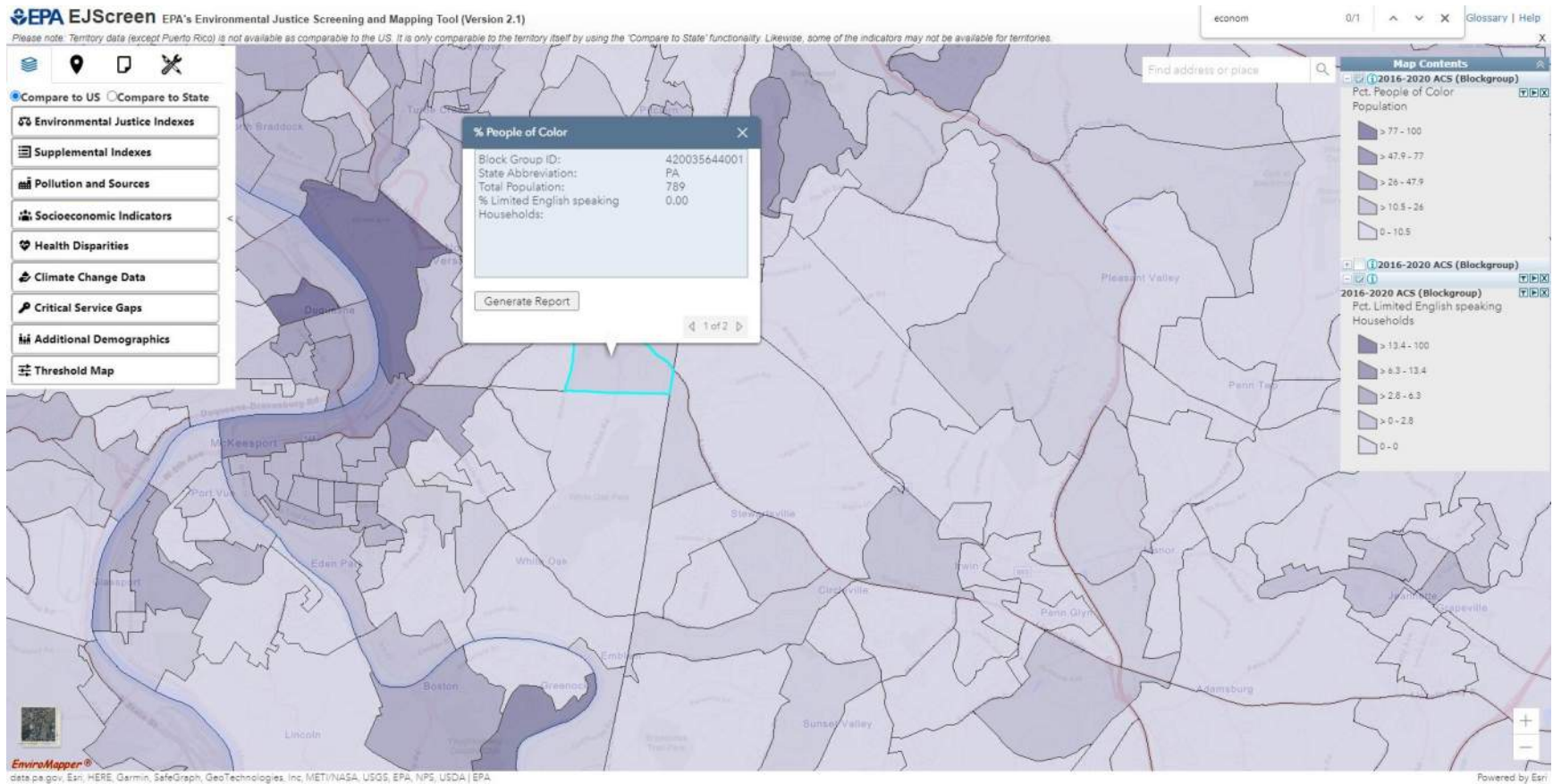


Figure 5: EPA EJScreen Limited English Proficiency dataset for CT 5644 BG 1

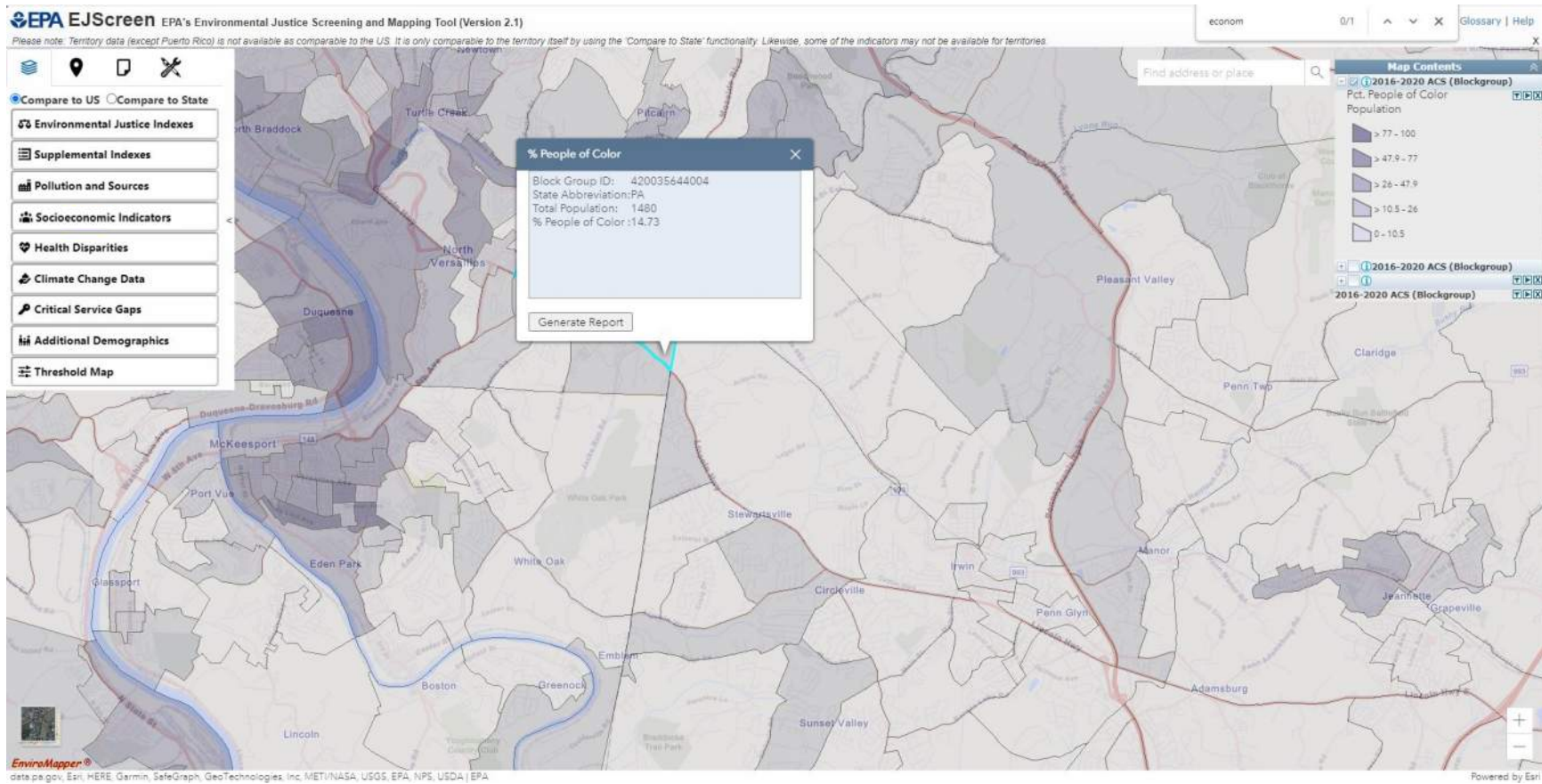


Figure 6: EPA EJScreen Minority dataset for CT 5644 BG 4

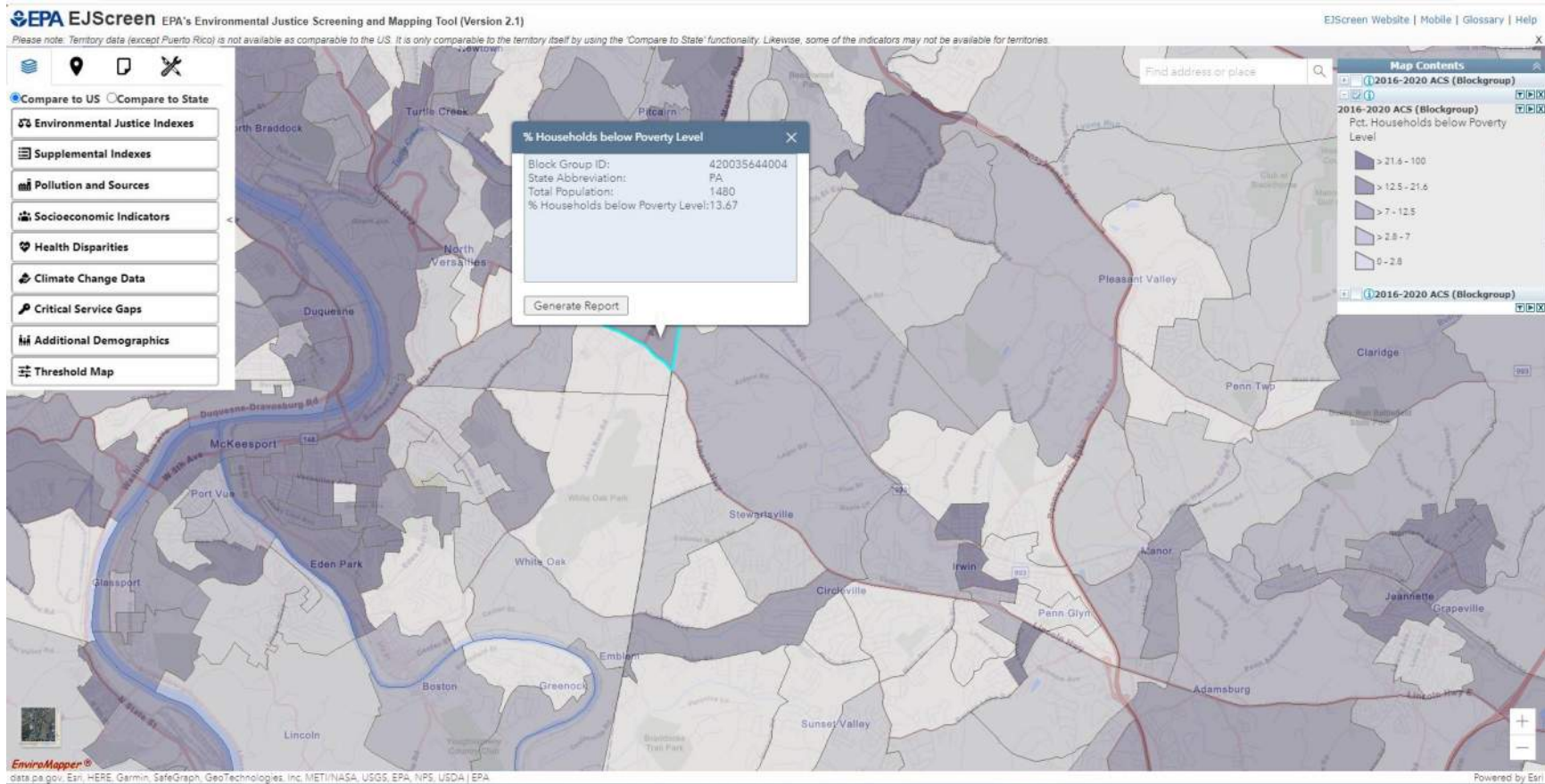


Figure 7: EPA EJScreen Poverty dataset for CT 5644 BG 4



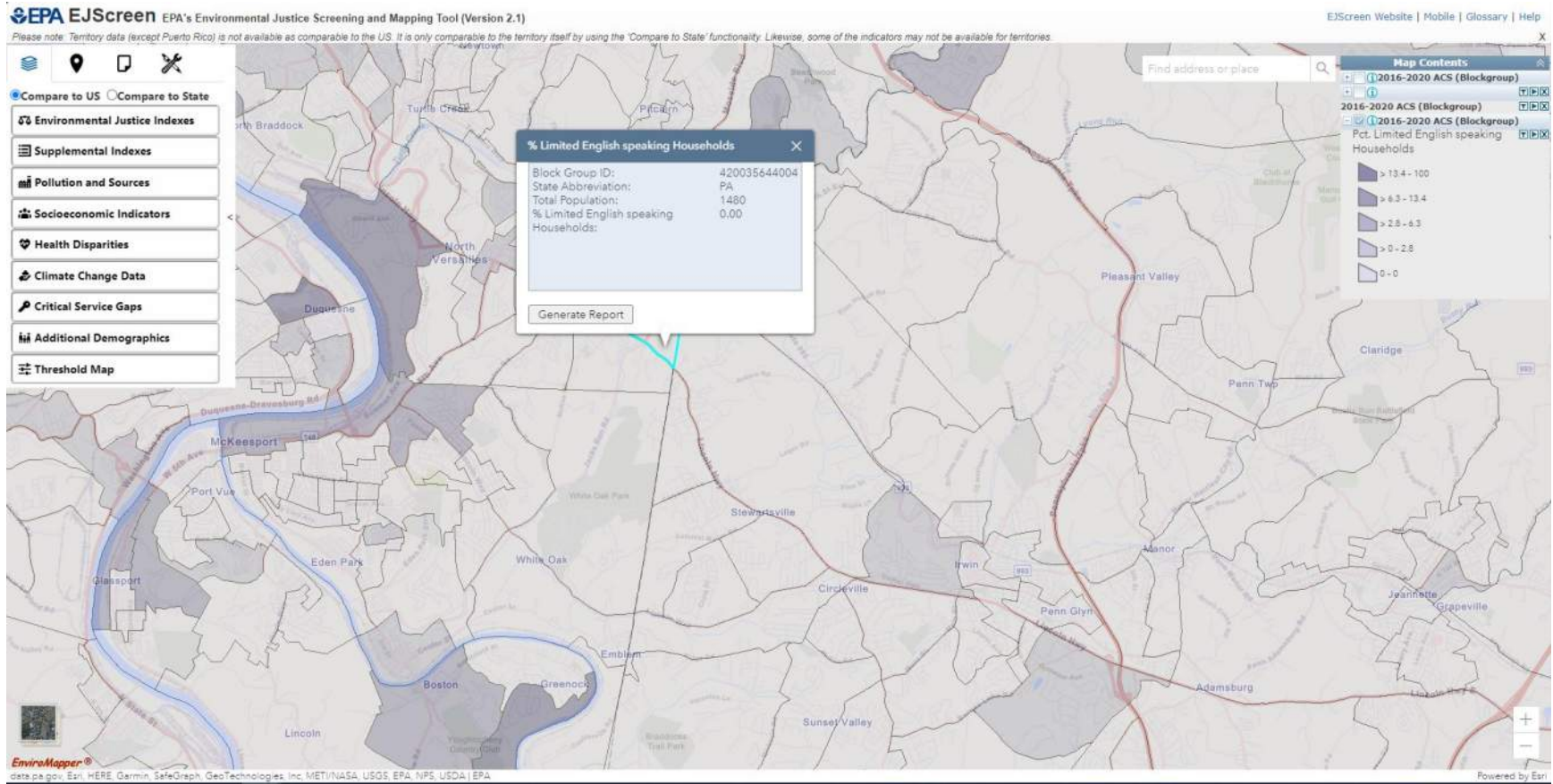


Figure 8: EPA EJScreen Limited English Proficiency dataset for CT 5644 BG 4

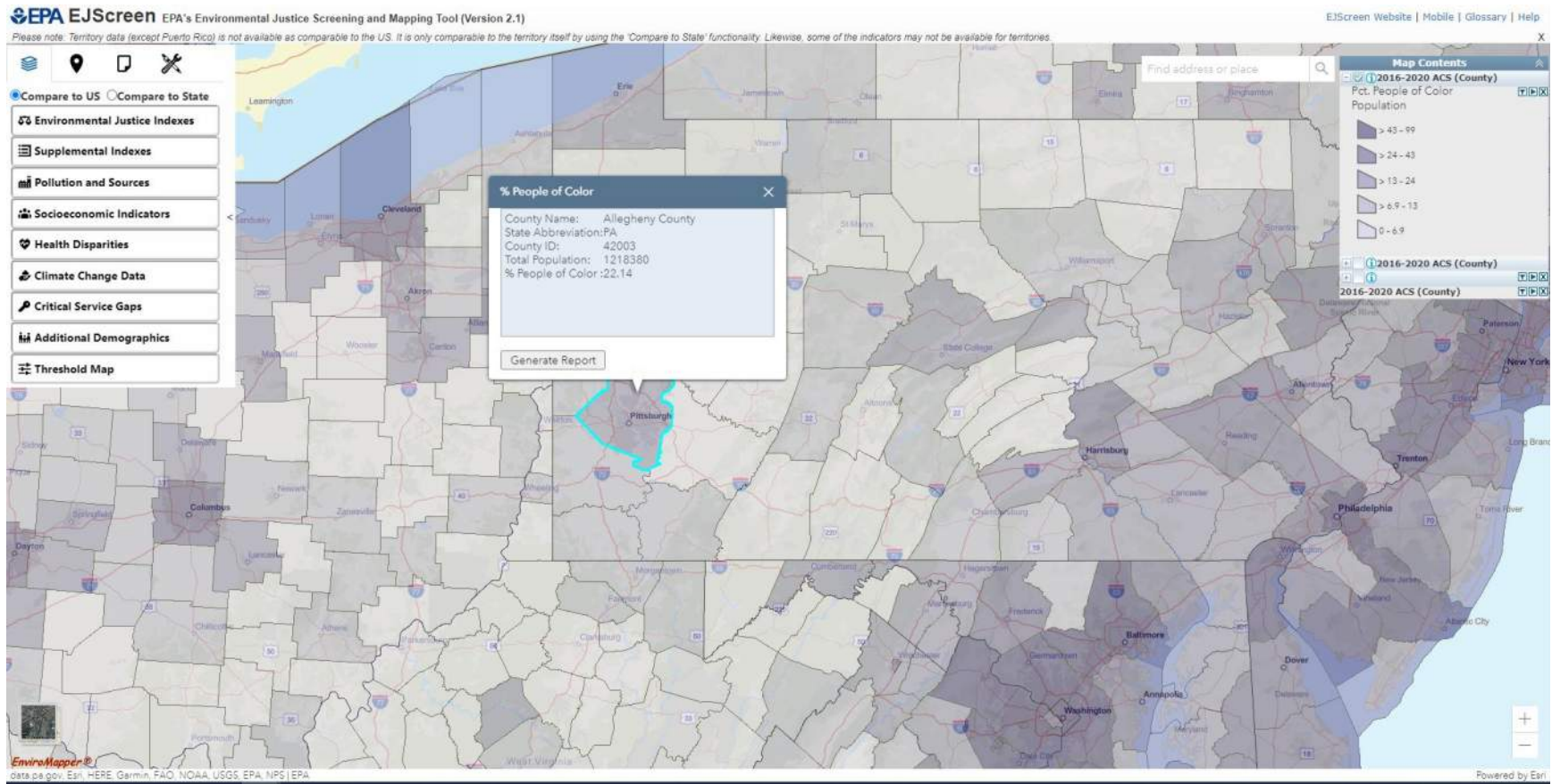


Figure 9: EPA EJScreen Minority dataset for Reference Geography (Allegheny County)

Please note: Territory data (except Puerto Rico) is not available as comparable to the US. It is only comparable to the territory itself by using the 'Compare to State' functionality. Likewise, some of the indicators may not be available for territories.

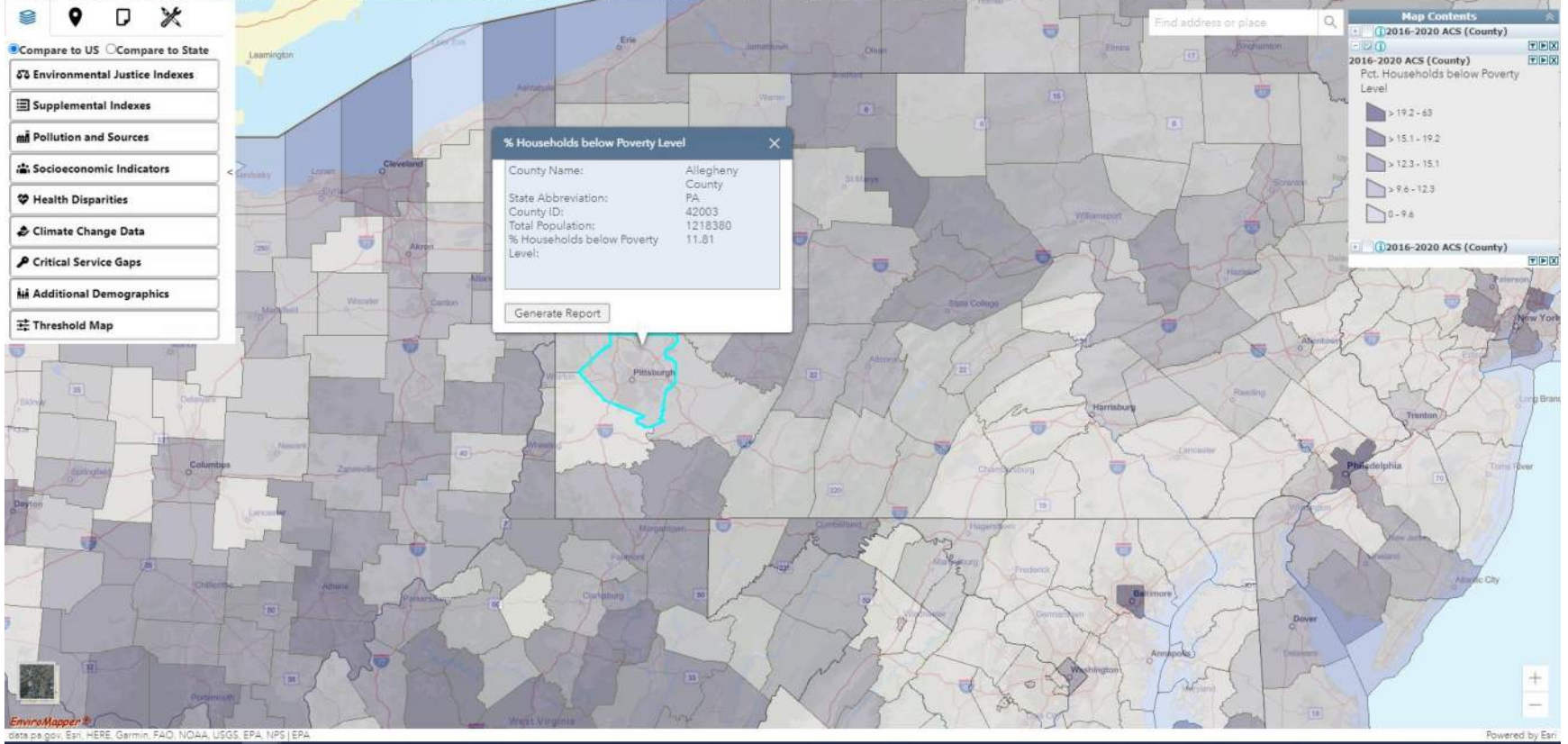


Figure 10: EPA EJScreen Poverty dataset for Reference Geography (Allegheny County)

Please note: Territory data (except Puerto Rico) is not available as comparable to the US. It is only comparable to the territory itself by using the 'Compare to State' functionality. Likewise, some of the indicators may not be available for territories.

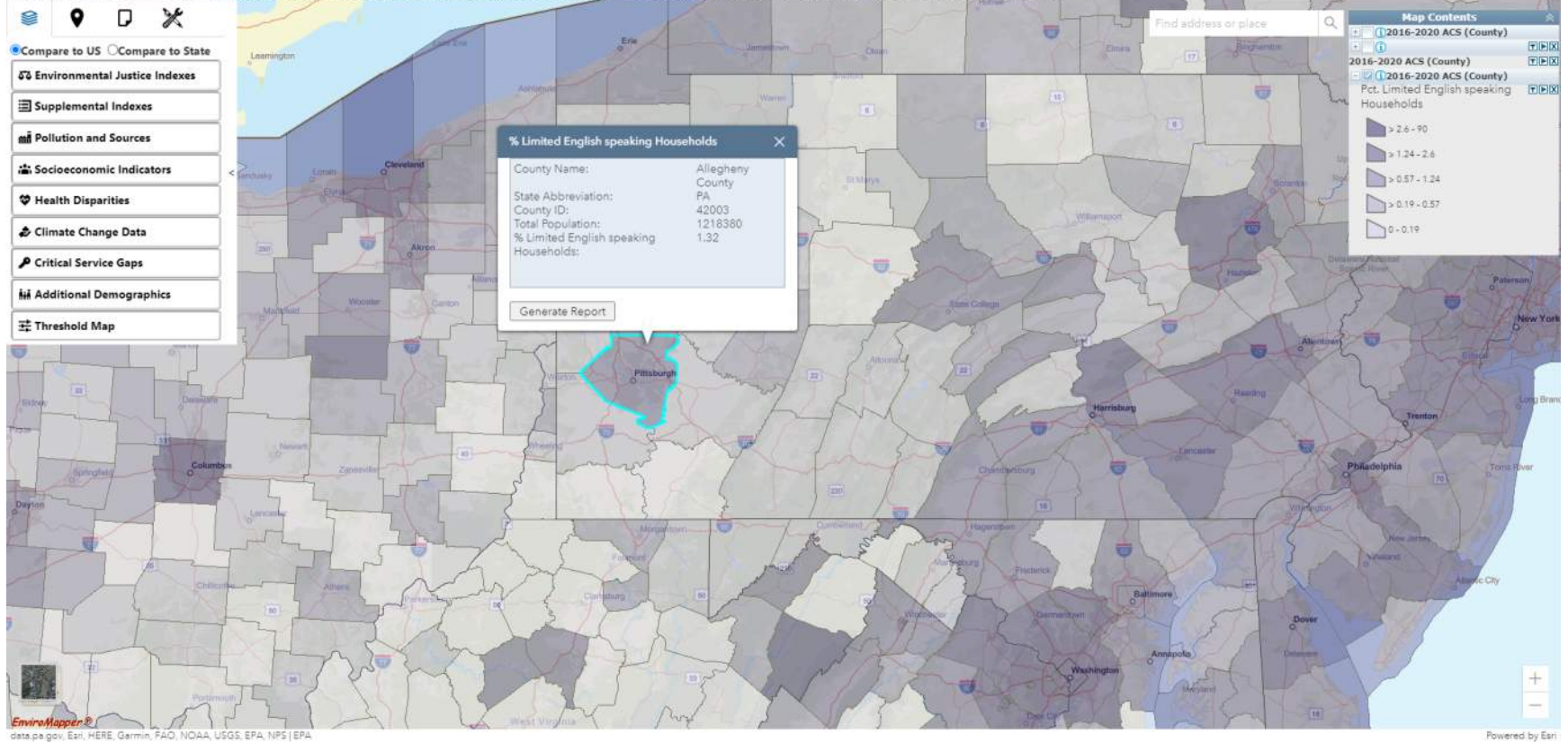


Figure 11: EPA EJScreen Limited English Proficiency dataset for Reference Geography (Allegheny County)



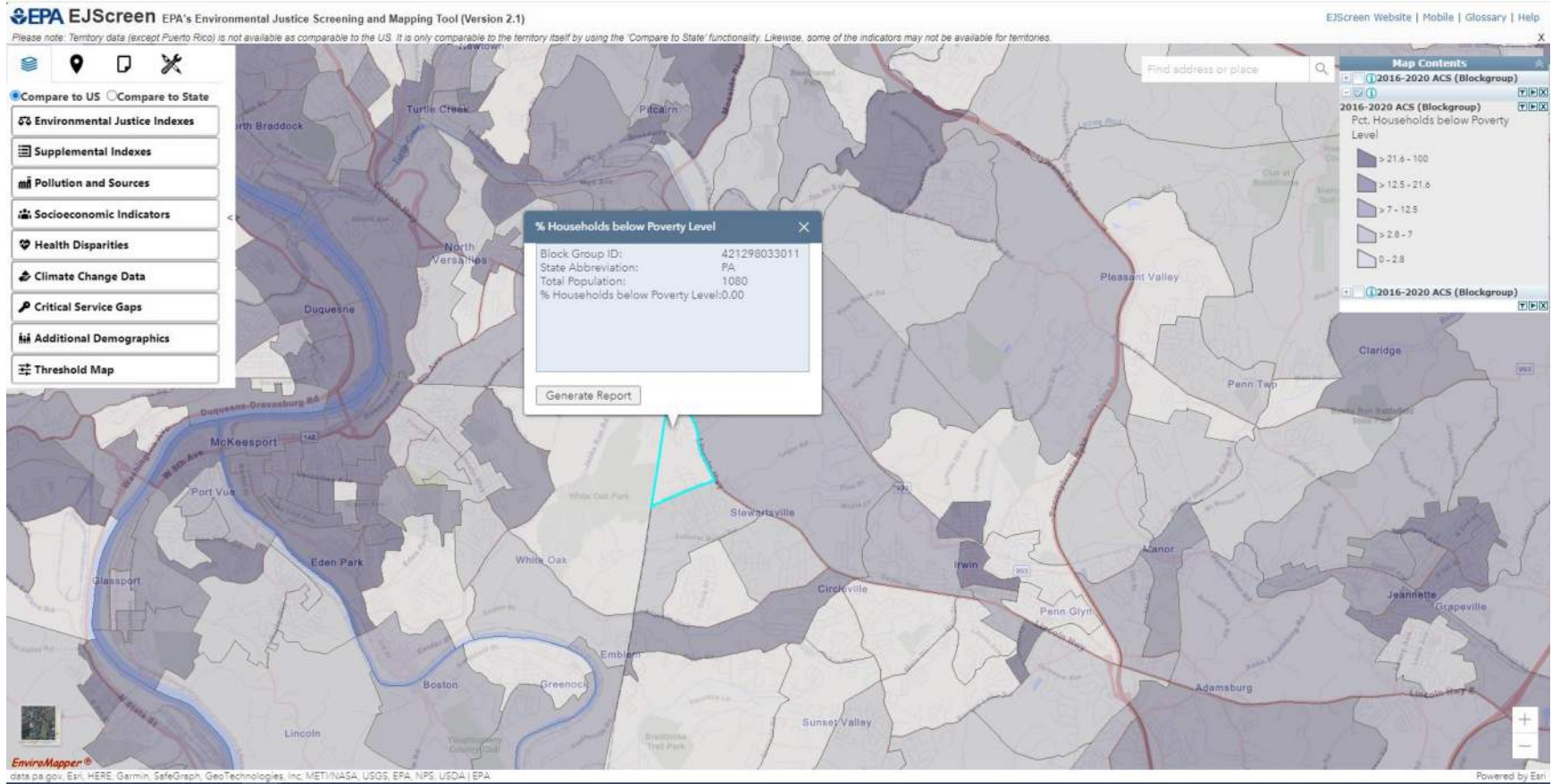


Figure 13: EPA EJScreen Poverty dataset for CT 8033.01 BG 1

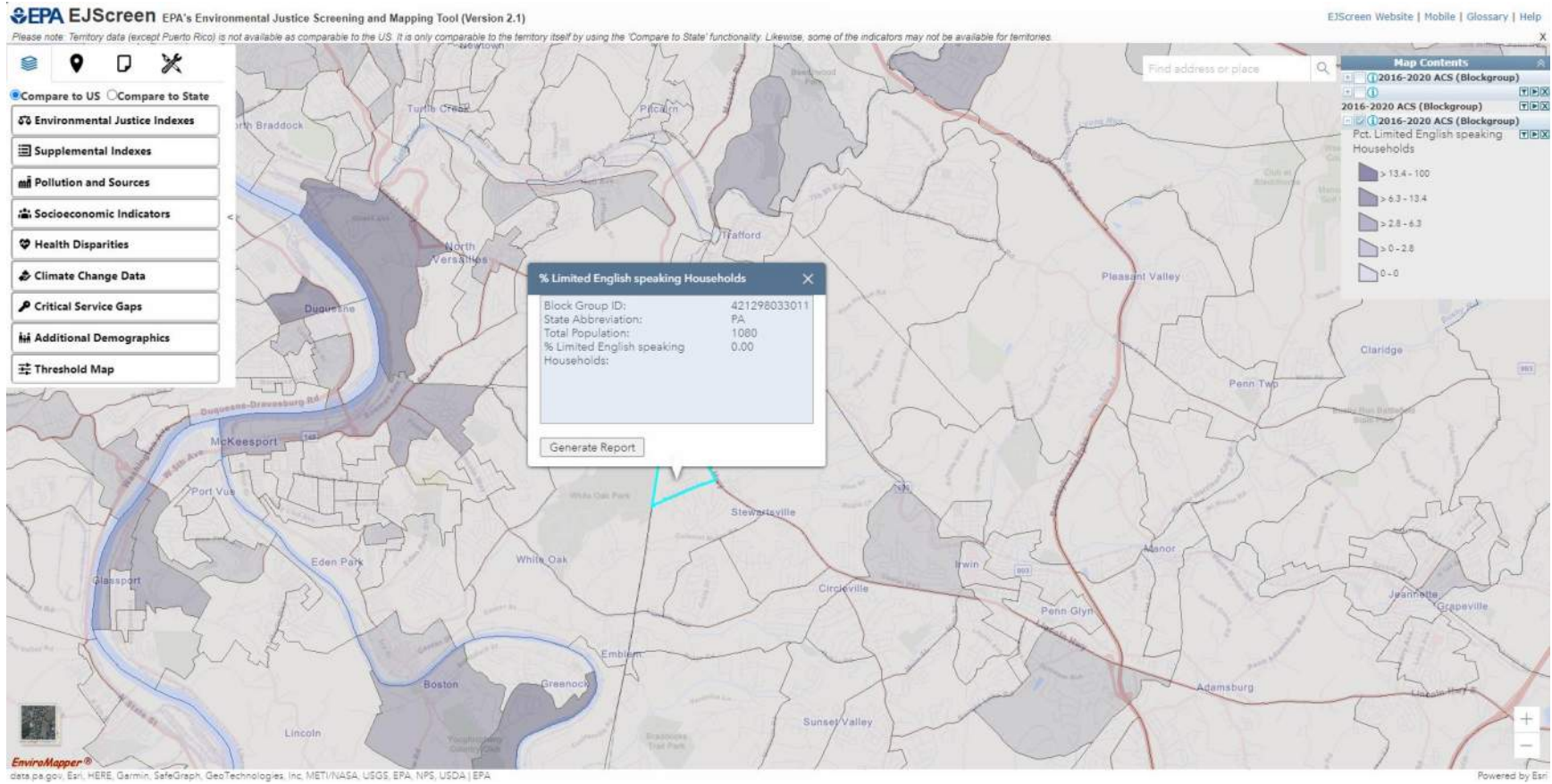


Figure 14: EPA EJScreen Limited English Proficiency dataset for CT 8033.01 BG 1

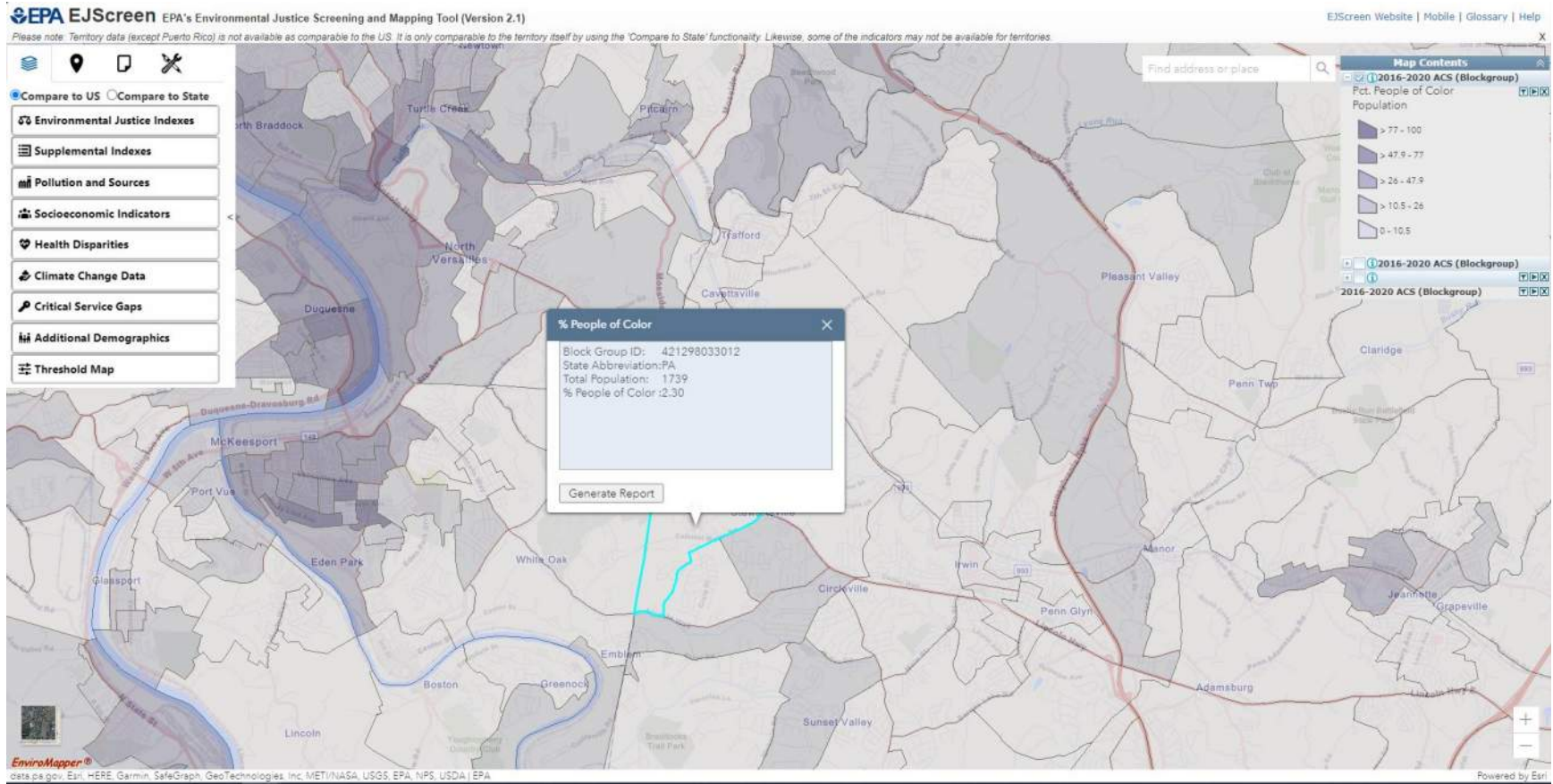


Figure 15: EPA EJScreen Minority dataset for CT 8033.01 BG 2



Please note: Territory data (except Puerto Rico) is not available as comparable to the US. It is only comparable to the territory itself by using the 'Compare to State' functionality. Likewise, some of the indicators may not be available for territories.

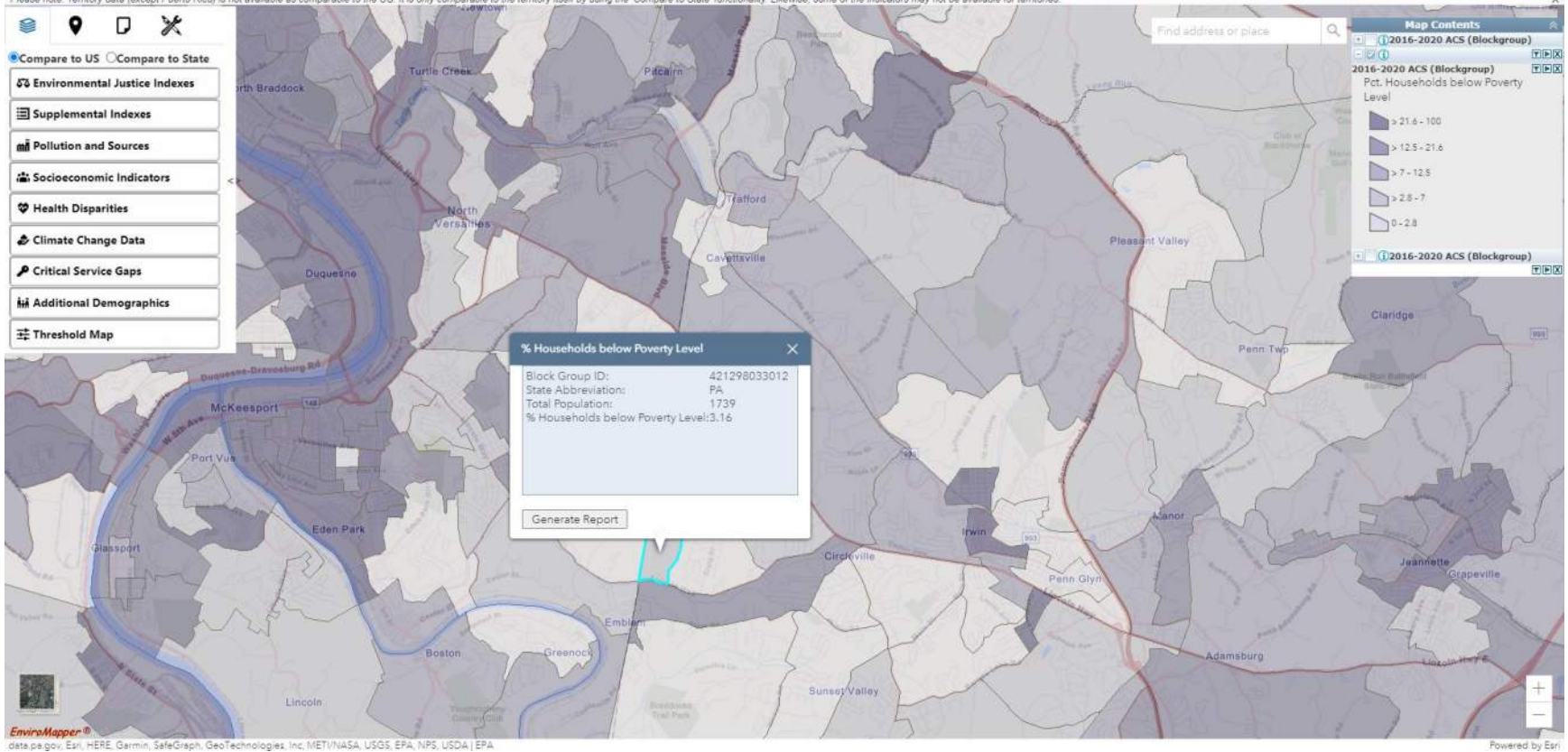


Figure 16: EPA EJScreen Poverty dataset for CT 8033.01 BG 2

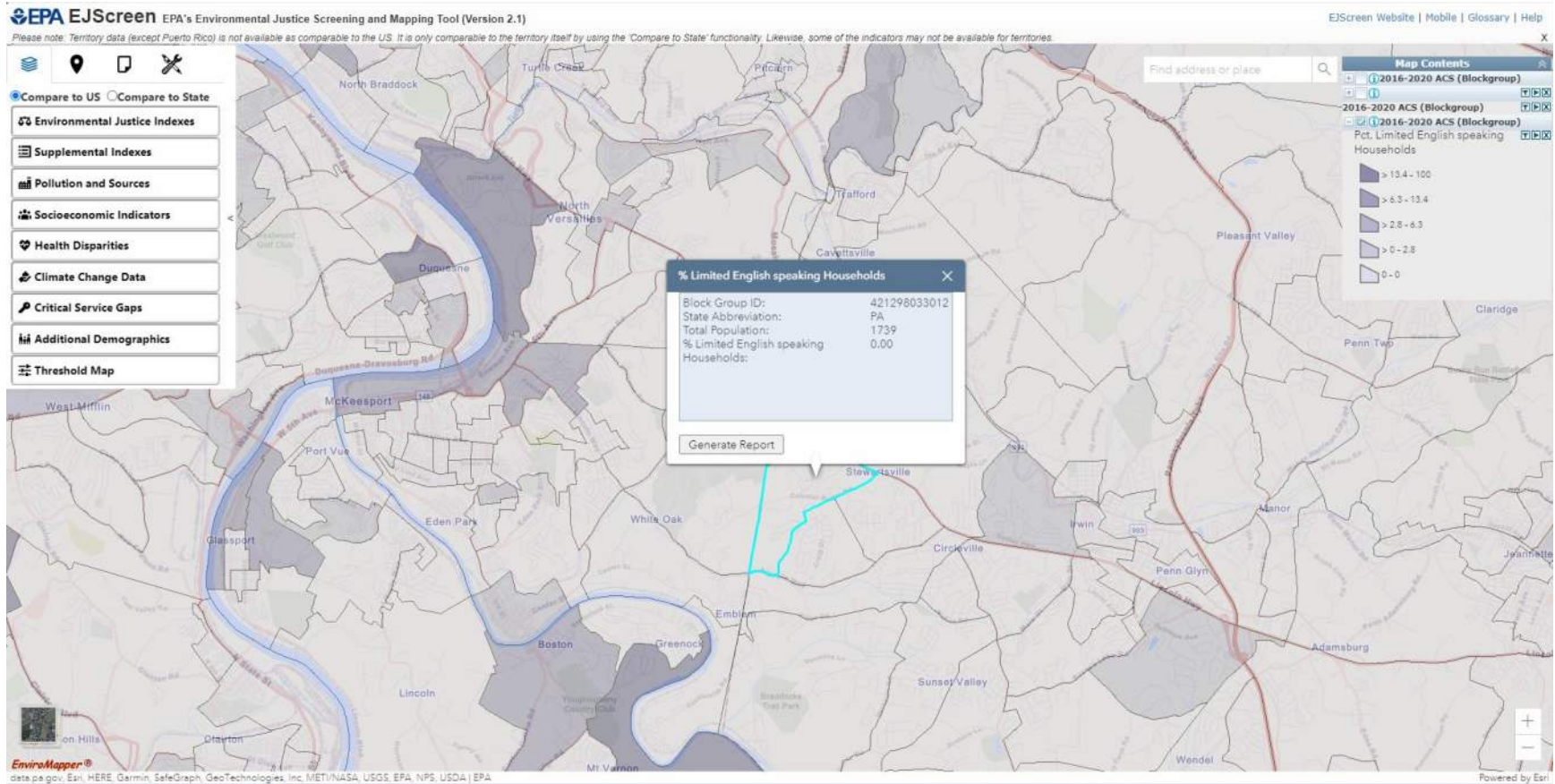


Figure 17: EPA EJScreen Limited English Proficiency dataset for CT 8033.01 BG 2

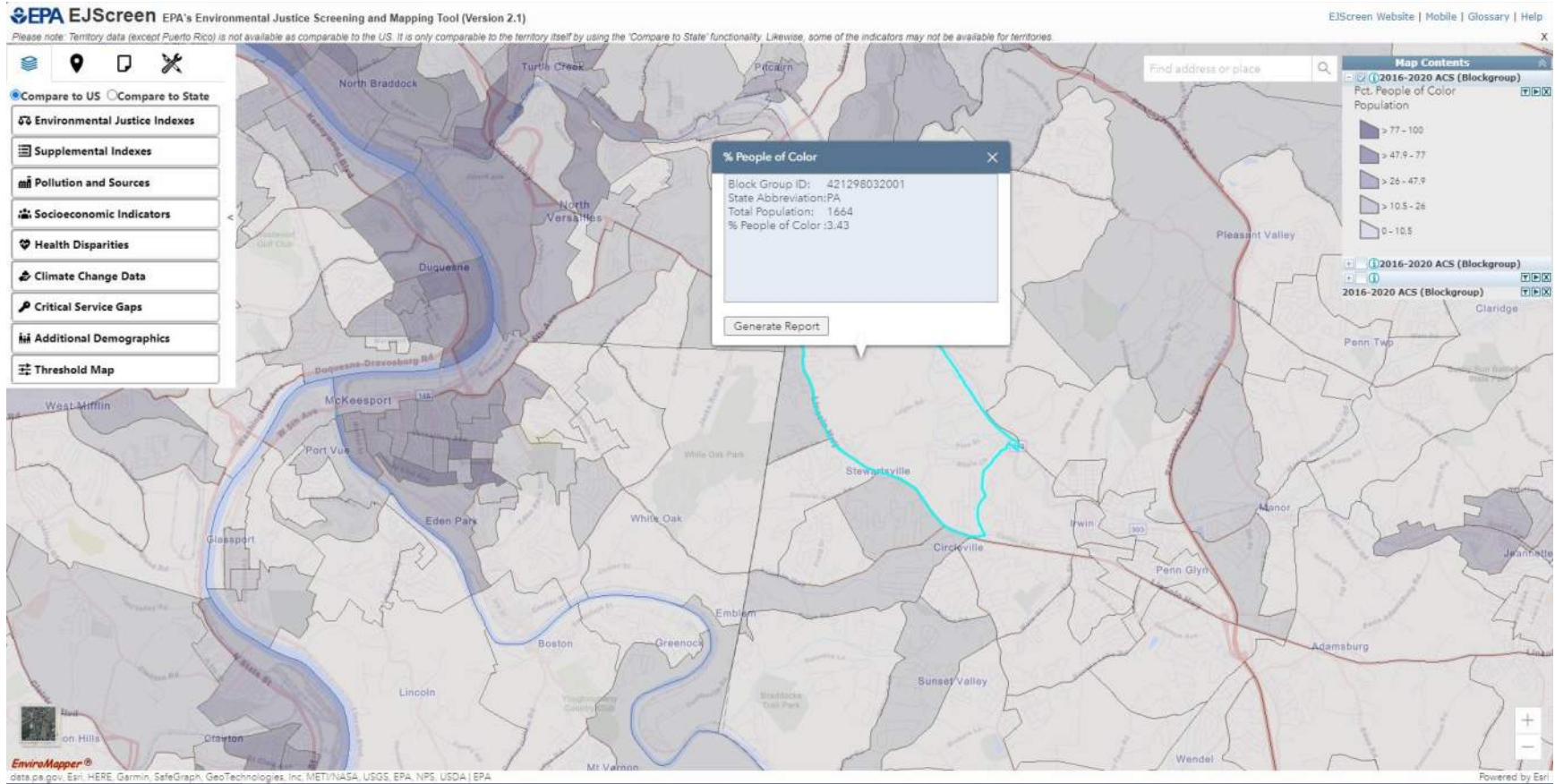


Figure 18: EPA EJScreen Minority dataset for CT 8032 BG 1

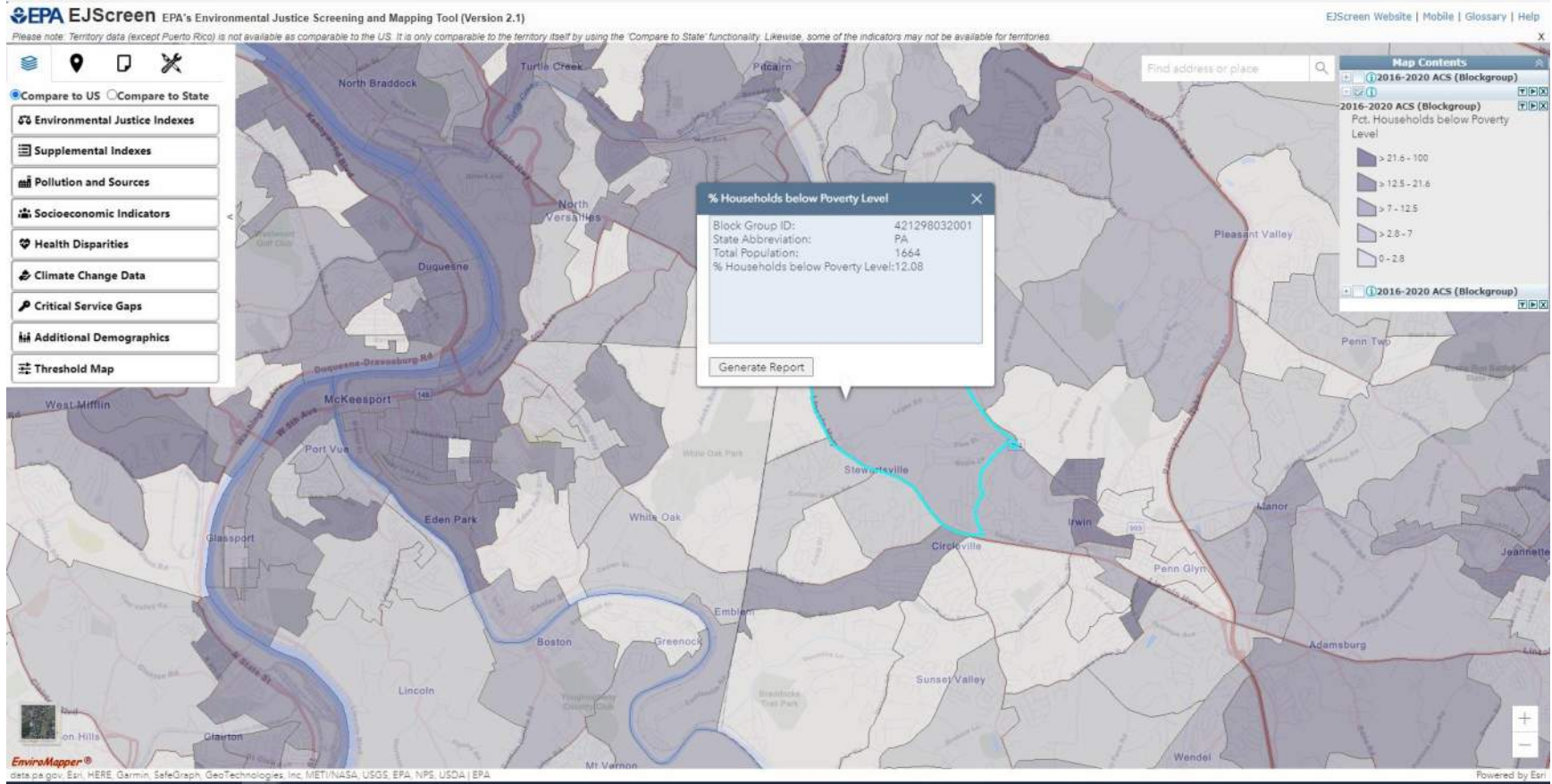


Figure 19: EPA EJScreen Poverty dataset for CT 8032 BG 1

Please note: Territory data (except Puerto Rico) is not available as comparable to the US. It is only comparable to the territory itself by using the 'Compare to State' functionality. Likewise, some of the indicators may not be available for territories.

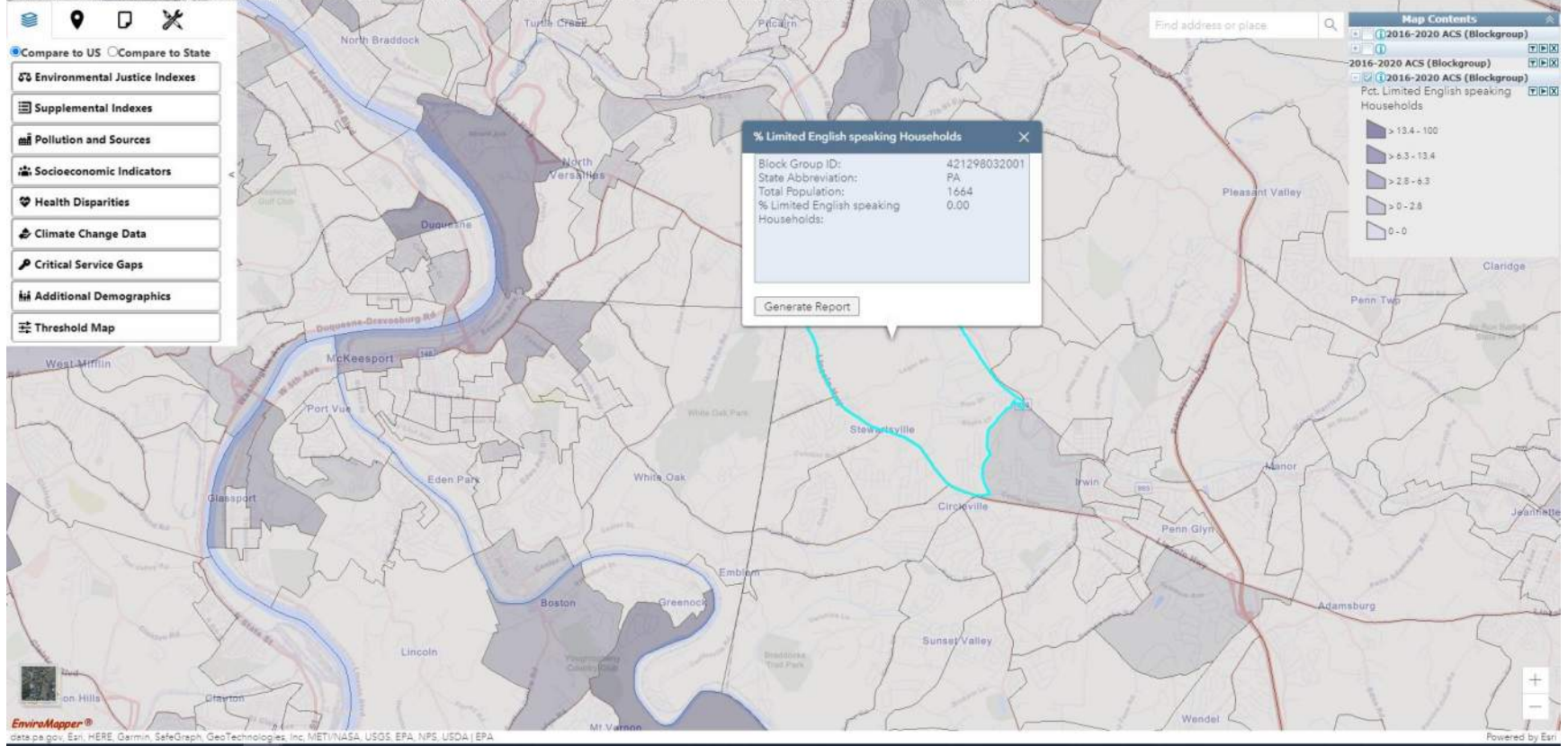


Figure 20: EPA EJScreen Limited English Proficiency dataset for CT 8032 BG 1

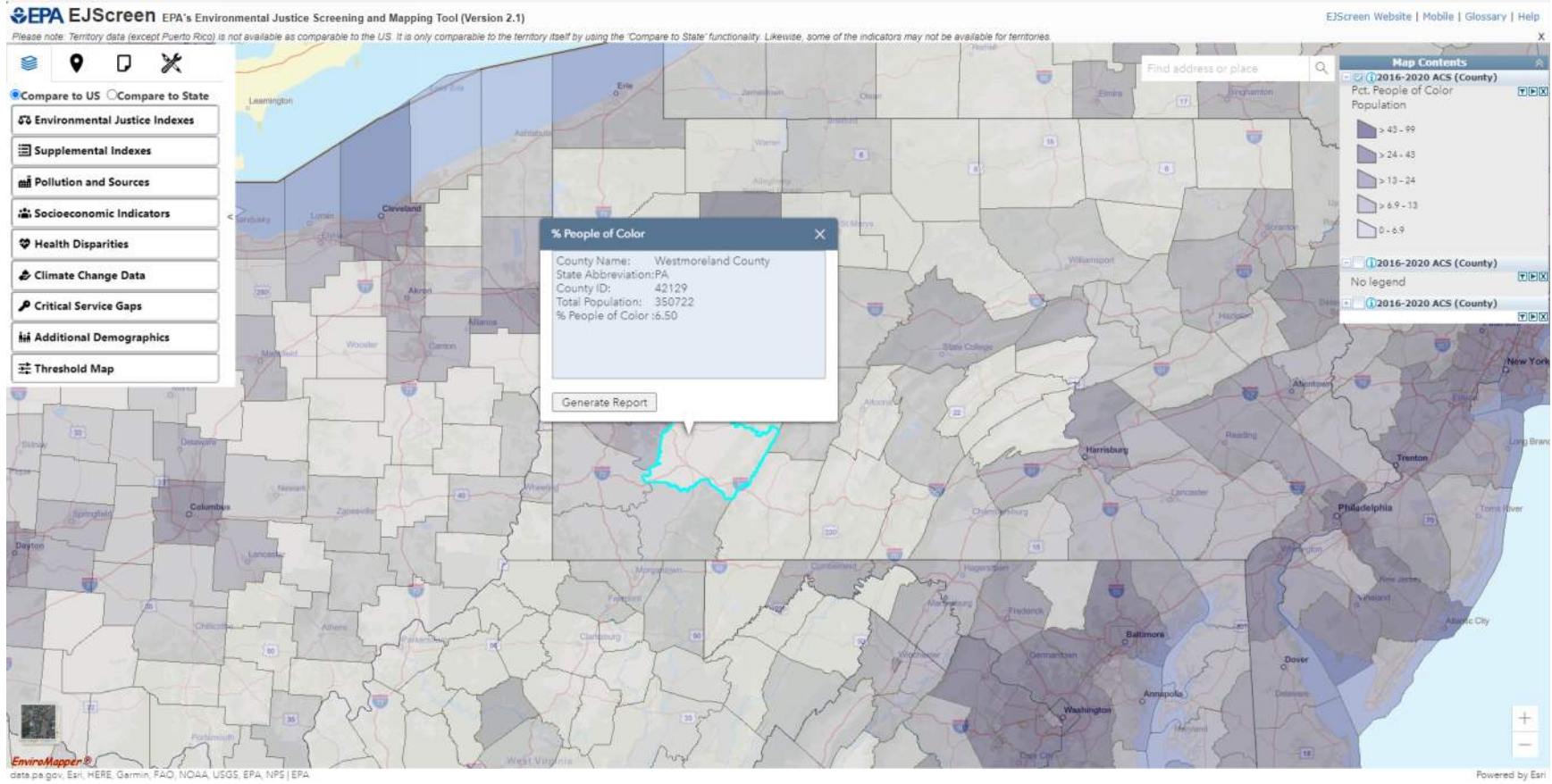


Figure 21: EPA EJScreen Minority dataset for Reference Geography (Westmoreland County)

Please note: Territory data (except Puerto Rico) is not available as comparable to the US. It is only comparable to the territory itself by using the 'Compare to State' functionality. Likewise, some of the indicators may not be available for territories.

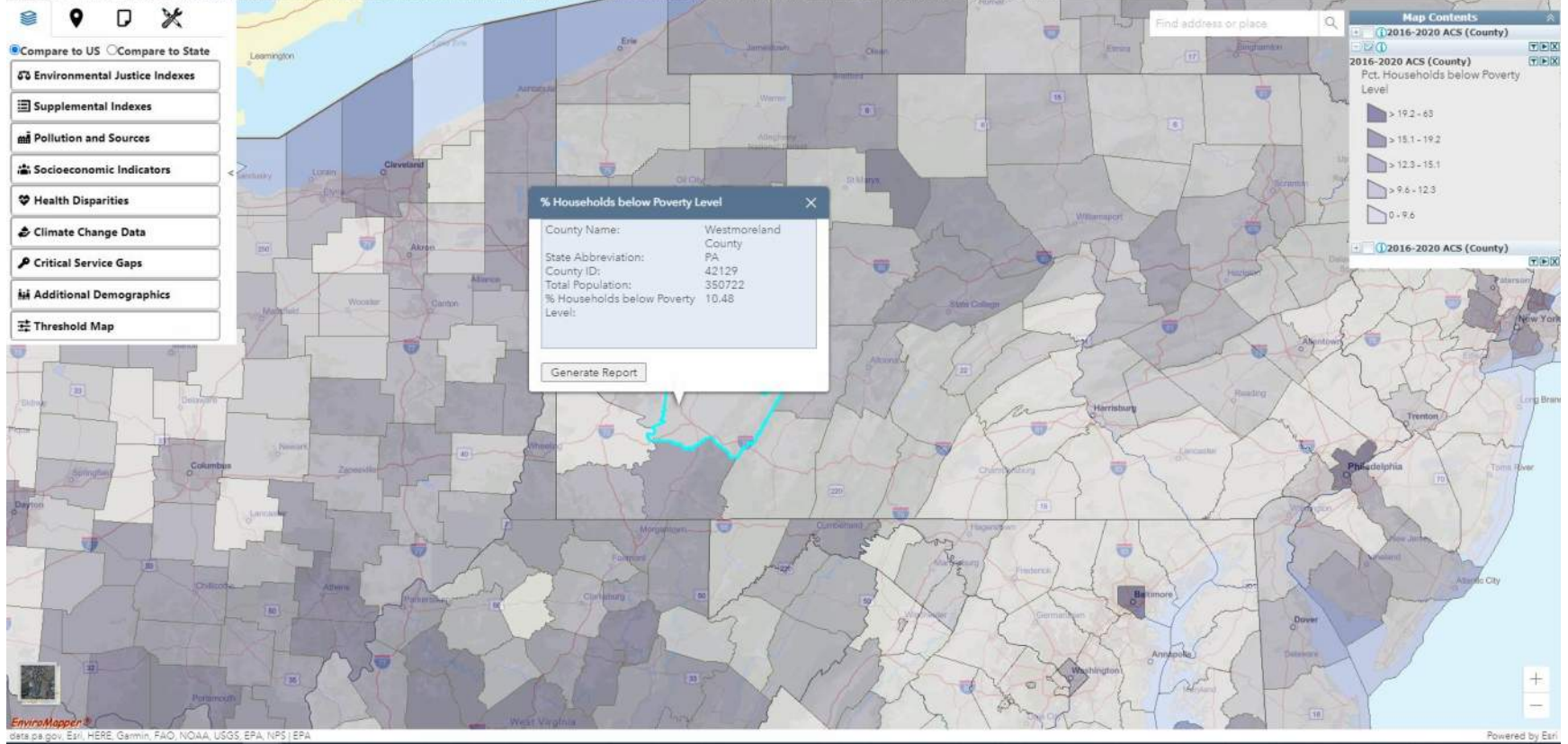


Figure 22: EPA EJScreen Minority dataset for Reference Geography (Westmoreland County)

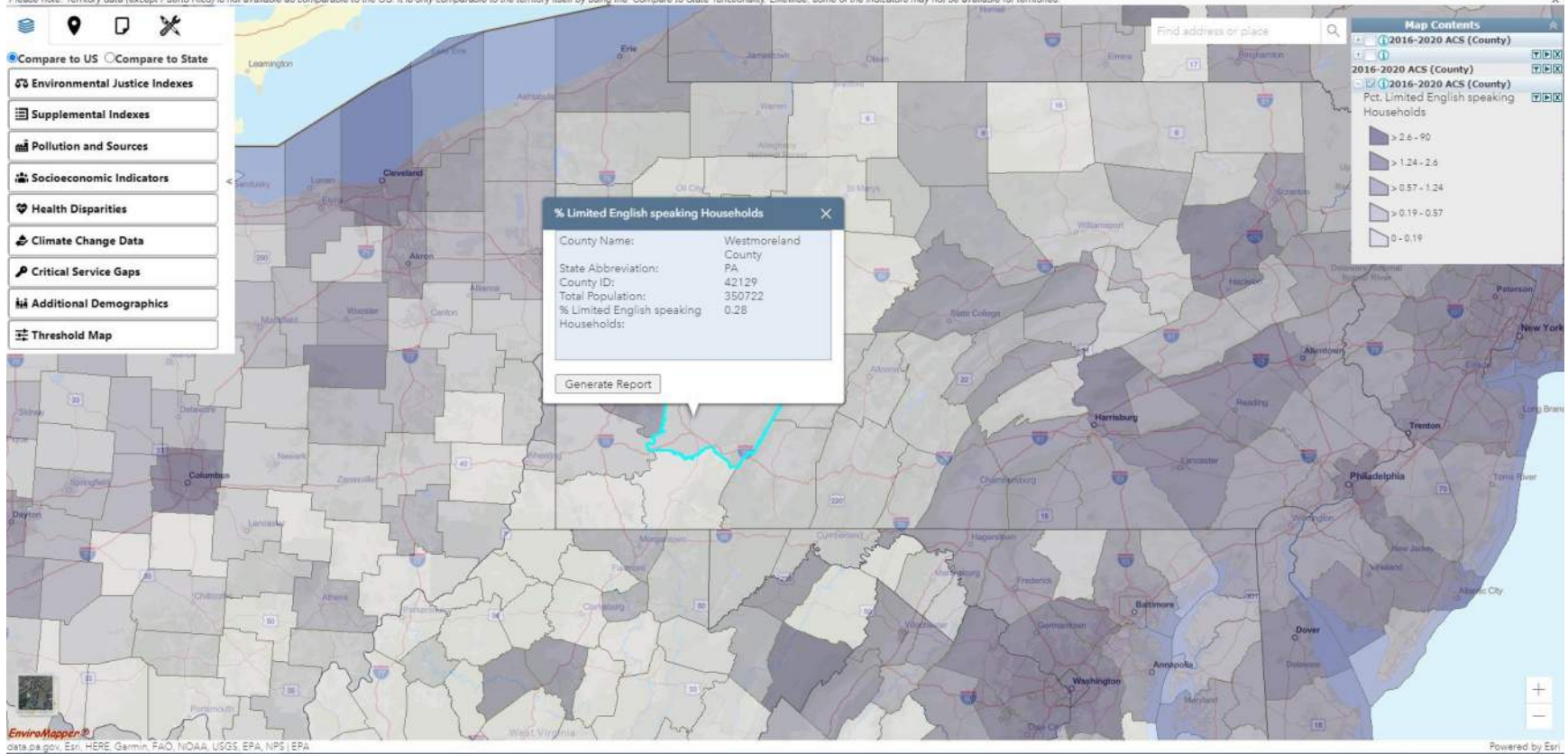


Figure 23: EPA EJScreen Limited English Proficiency dataset for Reference Geography (Westmoreland County)



**Appendix H**  
**Distribution List**

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## DISTRIBUTION LIST

### Federal Agencies

**Advisory Council on Historic Preservation Eastern**

*Office of Review*

Attn: Preservation Specialist

**U.S. Department of Transportation**

*Federal Transit Administration*

Office of Planning and Program Development

Attn: Transportation Program Specialist

**Federal Emergency Management Agency**

Attn: Mitigation Division

**U.S. Environmental Protection Agency**

*Region III (3ES43)*

Attn: Chief, Environmental Assessment and Protection

Division

**U.S. Army Corps of Engineers**

*Pittsburgh District*

Attn: Chief, Natural & Cultural Resources Branch

**U.S. Department of Agriculture**

*National Resources Conservation Service*

Attn: Water Resources Department

**U.S. Fish and Wildlife Service**

*Pennsylvania Field Office*

**U.S. Environmental Protection Agency**

*Office of Federal Activities*

**U.S. Department of Health & Human Services Centers**

*for Disease Control & Prevention*

Attn: Chief, Special Programs Group

**U.S. Department of Housing & Urban Development**

*HUD Pittsburgh Field Office*

Attn: Environmental Officer

**U.S. Department of the Interior**

*Office of Environmental Policy and Compliance*

Attn: Director

## State Agencies

**PA Department of Agriculture**

*Bureau of Farmland Preservation*

Attn: Director

**PA Fish and Boat Commission**

*Environmental Services Division*

Attn: Chief, Environmental Services Division

**PA Department of Community and Economic  
Development**

*Policy Office*

Attn: Director

**PA Game Commission**

*Environmental Planning and Habitat Protection*

Attn: Chief, Environmental Planning and Habitat  
Protection Division

**PA Department of Conservation and Natural  
Resources**

*Office of Policy*

Attn: Director

**PA Game Commission**

*Southwest Region*

**PA Historical and Museum Commission**

*Bureau for Historic Preservation Commonwealth*

Attn: Bureau Director, Deputy State Historic  
Preservation Officer

**PA Department of Environmental Protection**

*Office of Policy*

Attn: Director

**Public Utility Commission**

*Utility Office*

Attn: Administrator

**PA Department of Environmental Protection**

*Southwest Regional Office*

**Southwestern PA Commission Metropolitan Planning  
Organization**

Attn: Transportation Planner

**PA Department of Health**

*HUD Pittsburgh Field Office*

Attn: Executive Policy Assistant

## Local Government

### **Allegheny County**

Attn: County Manager

### **Westmoreland County**

Attn: Board of Commissioners

### **North Huntingdon Township**

Attn: General Manager

### **North Versailles Township**

Attn: 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**

**Appendix I**  
**List of Preparers**

---

Name	Organization	EA Role	Education	Years
Jennifer Crobak Director of Planning, Environment and Finance	FHWA, PA Division	FHWA Approver	B.A. in History M.S. Community and Regional Planning	15
Julia Moore Senior Environmental Specialist	FHWA, PA Division	FHWA Environmental Reviewer	B.S. Biology	14
Benjamin Harvey Environmental Protection Specialist	FHWA, PA Division	FHWA Environmental Reviewer	B.A. History	14
Joshua Zakovitch, PE Project Manager	PennDOT District 12-0	Project Manager/ Engineering Reviewer	B.S. Civil Engineering Technology	20
Mark Young District Environmental Planning Manager	PennDOT District 11-0	Environmental Reviewer	Master of Public Administration	32
Drew Ames Chief – Environmental Policy and Development Division	PennDOT Central Office	Environmental Reviewer	B.H. Communications, M.S. Community and Regional Planning	27
Ghiyath “Keith” Saloum, PE Project Development Engineer	PennDOT Central Office	Engineering Reviewer	B.S. Civil Engineering/Transportation Engineering	26
Nicole Auker, Environmental Planning Manager	PennDOT Central Office	Environmental Reviewer	M.S. Community and Regional Planning	8
Bryon Ruhl, Natural Resource Specialist	PennDOT Central Office	Environmental Reviewer	B.S. Environmental Resource Management	23
Jesse Sabitsky, Threatened and Endangered Species Coordinator	PennDOT Central Office	Environmental Reviewer	B.S. Environmental Science Geography	24
James Spatz, Environmental Planner	PennDOT Central Office	Environmental Reviewer	B.S. Geoenvironmental Studies M.S. Community Planning	6
Cristin Covert, PE District Environmental Manager	PennDOT District 12-0	Environmental Reviewer	B.S. Civil Engineering	13
Keith Heinrich CRP / Architectural Historian	PennDOT District 12-0	Above Ground Cultural Resources	B.A. Western History and Archaeology M.A. Anthropology/ Archaeology	24
Kristin Scarr CRP / Archaeologist	PennDOT District 12-0	Archaeology	B.S. Anthropology/ Archaeology M.A. Anthropology/ Archaeology	19
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Jason Skvarla, PE	WRA	Lead Highway Engineer	B.S. Civil Engineering	21
Nick Buban, PE	WRA	Highway Project Engineer	B.S. Civil Engineering	8

<b>Name</b>	<b>Organization</b>	<b>EA Role</b>	<b>Education</b>	<b>Years</b>
Jason Harkcom Environmental Project Manager	Markosky	Markosky Project Manager	B.S Environmental Science	25
Jared Govi, ENV SP Environmental Scientist	Markosky	Environmental Lead EA Technical Writer / Editor	B.A Conservation Biology	21
Susan Gerlach, AICP Environmental Scientist	Markosky	EA Technical Writer / Editor	B.S. Environmental Resources Management M.S Environmental Resources Management	9
Joseph Vasinko, PE Environmental Project Manager / Engineer	Markosky	Noise Analysis	B.S. Environmental Systems Engineering	11
Karen Reed Business Development Manager	Markosky	EA Technical Writer / Editor	B.A. Anthropology	17
Laura Ricketts Historic Structures Group Leader / Senior Architectural Historian	Markosky	EA Technical Writer / Editor	B.A. Art History and American Architecture M.A. Art History and American Architecture	29
Jessica Schumer-Rowles, RPA	Markosky	EA Technical Writer / Editor	B.A. Anthropology M.A. Anthropology	22
Michele Cannone Senior Project Manager for the Hazardous Waste Division	Markosky	EA Technical Writer / Editor	B.S. Biology, Chemistry Minor	25



**Appendix J**

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