Environmental Assessment

SR 0030 Section A10

US 30 Corridor Improvements
Western Section
MPMS #32040, #110900, #117945

North Huntingdon Township, Westmoreland County
and North Versailles Township, Allegheny County

April 2024

Prepared for:

Engineering District 12-0
825 N. Gallatin Ave. Ext.
Uniontown, PA 15401

pennsylvania
DEPARTMENT OF TRANSPORTATION

U.S. Department of Transportation
Federal Highway Administration

ENVIRONMENTAL ASSESSMENT

for the

SR 0030 SECTION A10

US 30 CORRIDOR IMPROVEMENTS PROJECT
WESTERN SECTION

MPMS #32040, #110900, #117945

Prepared by:

U.S. Department of Transportation Federal Highway Administration

and

Pennsylvania Department of Transportation
Engineering District 12-0

Pursuant to 42 U.S.C. 4332(2)(c) and, as applicable:
Executive Order 11990, Protection of Wetlands; Executive Order 11988, Floodplain Management;
Executive Order 12898, Environmental Justice; and 49 U.S.C. Section 303(c), Section 4(f)

Approved by: Jennifer M. Crobak Digitally signed by JENNIFER MAUREEN CROBAK Date: 2024.04.05 14:59:04 -04'00' Date: _____

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You can also visit the project web page:
https://www.route30projects.com

Table of Contents

Figures

Tables

Appendices

Acronyms and Abbreviations

ACM	Asbestos Containing Materials
AOI	Area of Influence
APE	Area of Potential Effect
BG	Block Group
BMP	Best Management Practice
CE	Categorical Exclusion
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CRP	Cultural Resources Professional
CT	Census Tract
CWF	Cold Water Fishes
dB	Decibel
dB(A)	A-weighted Decibel
DCNR	Department of Conservation and Natural Resources
DEP	Department of Environmental Protection
DLI	Department of Labor and Industry
DOT	Department of Transportation
EA	Environmental Assessment
ECMTS	Environmental Commitments & Mitigation Tracking System
EJ	Environmental Justice
EMS	Emergency Management Systems
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
EV	Exceptional Value
FEMA	Federal Emergency Management Agency
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FPPA	Farmland Policy Protection Act
GWIS	Groundwater Information System
HRSF	PA Historic Resource Survey Form
HQ	High Quality
ICE	Indirect and Cumulative Effect
IRS	Internal Revenue Service
LEP	Limited English Proficiency
LOD	Limits of Disturbance
LOS	Level of Service
MOE	Measures of Effectiveness
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places

NRU	Noise Receptor Unit
NSA	Noise Sensitive Area
PA	Pennsylvania
PA DEP	Pennsylvania Department of Environmental Protection
PA SHPO	Pennsylvania State Historic Preservation Office
PATH	Pennsylvania Transportation and Heritage website
PEM	Palustrine Emergent
PFBC	Pennsylvania Fish and Boat Commission
PNDI	Pennsylvania Natural Diversity Inventory
QOZ	Qualified Opportunity Zone
RCUT	Restricted Crossing U-Turn
RFFA	Reasonably Foreseeable Future Actions
ROW	Right of Way
RSA	Resource Study Area
SP	Special Provisions
SPC	Southwestern Pennsylvania Commission
SR	State Route
TNM	Transportation Noise Model
TRB	Transportation Research Board
TSF	Trout Stocking
TWLTL	Two-way Left Turn Lane
UNT	Unnamed Tributary
US	United States
USACE	United States Army Corps of Engineers
USBLS	United States Bureau of Labor Statistics
USCB	United States Census Bureau
USEIA	United States Energy Information Administration
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
WCBC	Westmoreland County Board of Commissioners
WL	Wetland
WRA	Whitman, Requardt & Associates, LLP
WTA	Westmoreland Transit Authority
WWF	Warm Water Fishes

1 INTRODUCTION

Supporting documentation for Chapter 1 includes:

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

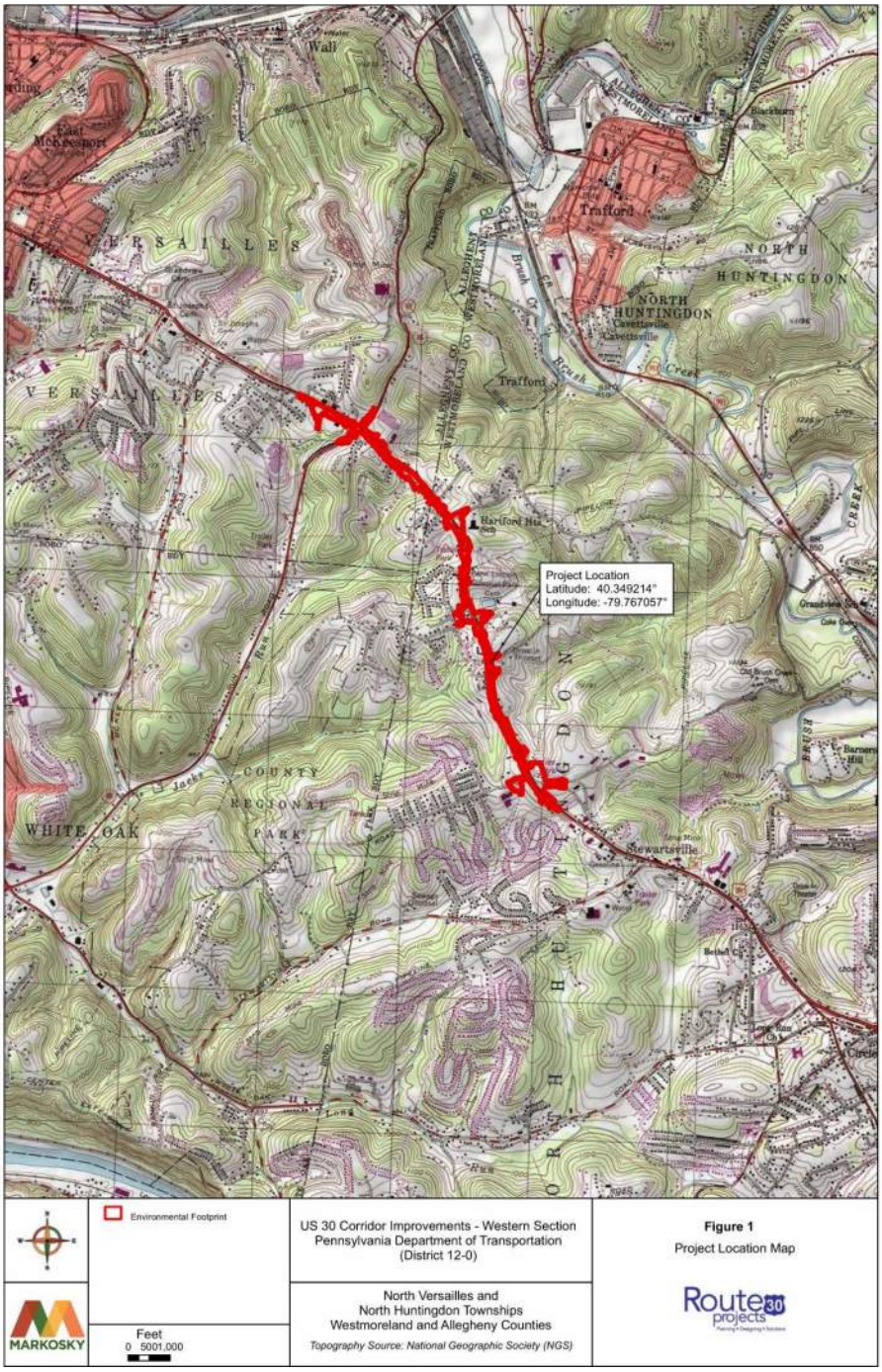
The proposed US 30 Corridor Improvements – Western Section Project involves improvements to US Route 30 between SR 48 in North Versailles, Allegheny County (to the west) to Carpenter Lane/Leger Road in North Huntingdon, Westmoreland County (to the east) (Figure 1). This segment of roadway was evaluated as part of a broader US 30 corridor study, a component of the US Route 30 Projects Program. The overall corridor project commenced in 2015 and evaluated segments of US 30 from the 10th Street intersection in Irwin Borough, Westmoreland County to State Route (SR) 48 in North Versailles Township, Allegheny County. 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 would be utilized to complete the adaptive signal improvement components of the project.

The project limits were refined from the broader study corridor and prioritized for improvements after considering all 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. This segmentation was also determined based on available funding, the relatively more rural adjacent land use compared to the eastern segments of the overall study corridor, local growth and planning objectives, and conditions within the established project limits. More specifically, these limits were established to encompass the following high-priority intersections within the corridor, which exhibit unacceptable existing and/or future Level of Service (LOS) operations, as well as existing queuing issues based on the *US 30 Corridor Safety Study Report* (2016). LOS is a qualitative measure describing the operational conditions within a section of roadway or at an intersection that includes factors such as speed, travel time, ability to maneuver, traffic interruptions, delay and driver comfort. Level of service is described as a letter grade system (similar to a school grading system) where delay (in seconds) is equivalent to a certain letter grade from A through F. Results based on the Safety Study findings are described below:

- The US 30 intersection with SR 48, which was determined to be operating at unacceptable levels for the Base Year 2015: LOS E during the AM and Saturday midday peaks and at a LOS F during the PM peak period. This intersection was also modeled in the Future No-Build scenario (2045) to degrade to 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, which was modeled in the Future No-Build scenario (2045) to degrade to operate at a LOS F during the PM Peak period. This intersection was also identified as a priority for access improvements to resources and businesses in the vicinity, including the Park and Ride lot, Stewartsville Elementary School, Waste Management, and Con-Way Freight.

Improvements within the proposed project limits were determined to be a reasonable expenditure that would satisfy the established purpose and need for the project and address transportation issues on a broad scale, even if no additional transportation improvements in other areas of the overall US 30 study corridor are made in the future.

Figure 1: Project Location



2 ROUTE 30 PROJECT OVERVIEW

2.1. Project Description

This project includes reconstruction work on Route 30 for intersection and corridor improvements between SR 48 in North Versailles, Allegheny County (to the west) to Carpenter Lane/Leger Road in North Huntingdon, Westmoreland County (to the east) (Figure 2).

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

Pedestrian accommodations are also proposed at several signalized intersections to facilitate the movement of any pedestrians from one side of Route 30 to the other. These may include curb ramps, pedestrian signals, pedestrian push-buttons, or similar treatments as appropriate. Improvements to the existing roadway drainage network would also be implemented.

2.2. Purpose and Need

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.

Supporting documentation for Chapter 2 includes:

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

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.

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 project needs are summarized briefly below, however additional details may be reviewed in the Project Purpose and Need Statement Final Report (2017) (Appendix A).

- The latest (January 2018-December 2022) five-year PennDOT Pennsylvania Crash Information Tool data for the corridor identifies 179 total crashes with 4 pedestrian crashes (2 of which are also included in the fatal crash count) and no bicycle crashes.
- The corridor includes numerous stormwater ponding locations, excessive stormwater spread, open top inlets and exposed headwalls, and areas of stormwater erosion that have caused inlet and drainage pipes to become exposed.
- The Route 30 and SR 48 intersection was determined to operate at unacceptable levels for the Base Year 2015, with an LOS E during the AM and Saturday midday peaks and at a LOS F during the PM peak period.
- The Future No-Build (2045) traffic model simulation displayed a LOS degradation, and the Queuing Studies determined there are problems associated with queuing at the following project intersections:
    - The Route 30 and SR 48 intersection degraded to operate at an LOS F during each of the peak periods evaluated (AM Peak, PM Peak, and Saturday Midday Peak). Queuing problems occurred for all side-street and left-turn movements periodically throughout the day.
    - The Route 30 and Carpenter Lane/Leger Road intersection degraded to operate at a LOS F during the PM Peak period. Queuing problems occurred for westbound left movements during the PM peak period.
- The Route 30 Corridor is part of Corridor #89 identified by the Southwestern Pennsylvania Commission (SPC) Congestion Management Process. The CMP is a program that regional planning commissions, such as SPC, are required to maintain per federal transportation laws to address and manage traffic congestion. SPC data and reports for this corridor identify two "Nodes" within the project area, the US 30 and SR 48 intersection and the US 30 and Old Jacks Run Road intersection.
- Existing roadway shoulders observed within the corridor varied in width from non-existent to 10 feet; while existing lanes varied in width from 10 feet to 12 feet. Per recommended PennDOT criteria (Design Manual 2), roadway shoulder widths should be between 8 feet and 12 feet, and required lane widths should be 11 feet to 12 feet.
- Pavement issues observed within the corridor include cracking, spalling, potholes, and pitting. According to PennDOT's Pavement History website, the existing concrete base layer was installed in 1937. PennDOT's Pavement Policy Manual states that concrete pavement older than 55 years should be reconstructed. The existing concrete base layer has been in place for 79 years.
- Needs associated with other general roadway issues include:
    - There are numerous Clear Zone Concept concerns along the corridor (see Highway Deficiency and Design Criteria Report for details).
    - There are numerous driveway entrances and side road intersections that lack sufficient horizontal sight distance for entry to the roadway.
    - The Carpenter Lane/Leger Road intersection with Route 30 has a skewed geometry.
    - Falling rock has been observed within the corridor.

- Westmoreland County has identified an "Urban/Suburban Development Triangle" in the Westmoreland County Comprehensive Plan where growth within the county has been historically concentrated (WCBC 2005, updated in 2018). As described in the County Comprehensive Plan, the county aims to direct future development within this triangle. The Route 30 Corridor Project is centrally located within this triangle travelling in a general east – west direction. The 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."

2.3. Project Setting and Distinct Project Features

The project is located in North Versailles and North Huntingdon Townships in Allegheny and Westmoreland Counties, Pennsylvania. This portion of Route 30 travels through a commercialized suburban and residential corridor through rolling terrain. Route 30 Lincoln Highway is classified as an Urban Principal Arterial with a roadway typology of Suburban Corridor. The existing pavement consists of four 10'-12' thru lanes with 0'-10' shoulders. There are pedestrian crosswalks and signals at the Route 30/Jacks Run Road intersection despite the absence of sidewalks within the project limits. There are no bicycle facilities located within the project limits. Bus stops operated by the Westmoreland Transit Authority and the Port Authority (routes 1F, 3F, 4, and P76) are also present along the corridor. The project area is relatively well-developed, it includes pedestrian generators, and is an area targeted for future growth and development by local government. There are also numerous stretches of undeveloped areas and vacant properties due to topographic constraints. In addition, due to the existing topography, steep slopes exist between Route 30 and many of the developed properties. For these reasons, robust pedestrian and/or bicycle infrastructure would not be appropriate within the immediate project area based on development patterns and topography. Other notable features within the project study area include Miller United Methodist Cemetery and Penn Lincoln Memorial Cemetery.

The project area is relatively well-developed with primarily commercial and residential uses. Four schools are located within or adjacent to the project area, and this segment of Route 30 experiences bus and carpool traffic related to school operations. The project corridor additionally serves as a primary response route for emergency management services, and Hartford Heights Volunteer Fire Department is located along Route 30 within the project study area. Numerous churches are also located adjacent to this segment of Route 30. Constraints and project features are presented in the Environmental Features Map (Figures 3 and 4).

Environmental Footprint

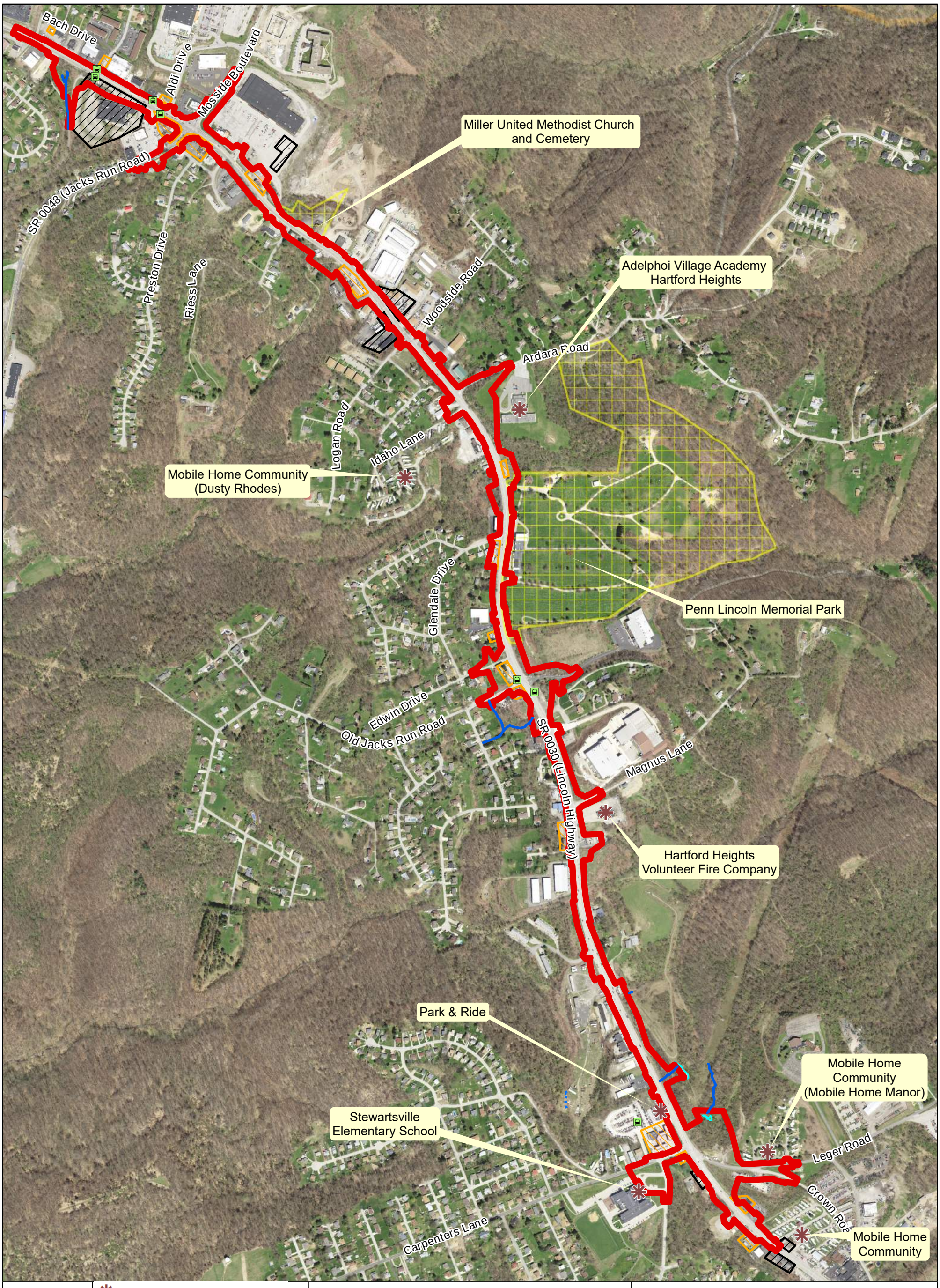
Feet
0 500 1,000

US 30 Corridor Improvements - Western Section
Pennsylvania Department of Transportation
(District 12-0)

North Versailles and
North Huntingdon Townships
Westmoreland and Allegheny Counties

Aerial data source: PEMA (2018)

Figure 2
Environmental Footprint Map



US 30 Corridor Improvements - Western Section
Pennsylvania Department of Transportation
(District 12-0)

North Versailles
and North Huntingdon Townships
Westmoreland and Allegheny Counties

Aerial data source: PEMA (2018)

Figure 3
Environmental Features Overview Map

Route 30 projects
Planning • Designing • Solutions

Page 2

Page 1

Kreiser Distributing

Park & Ride

Park n Ride

Sheetz

Former Gas Station

Environmentally Sensitive Area

Mobile Home Community (Mobile Home Manor)

Carpenter Ln.

Northern Sky Dental

Leger Rd.

Overflow Lot

Mack Rd.

LaserWash Touch Free Car Wash

Former Gas Station (Former Carl's Car Wash)

Stewartsville Elementary School

Former North Huntingdon Motors

Carl's Sign Services

Mobile Home Community

Maine Ln.

Maryland Ln.

Michigan Ln.

Missouri Ln.

Minnesota Ln.

Williams Ln.

The Barn Shop

Mobile Home Office

Underground Heating Oil Tank

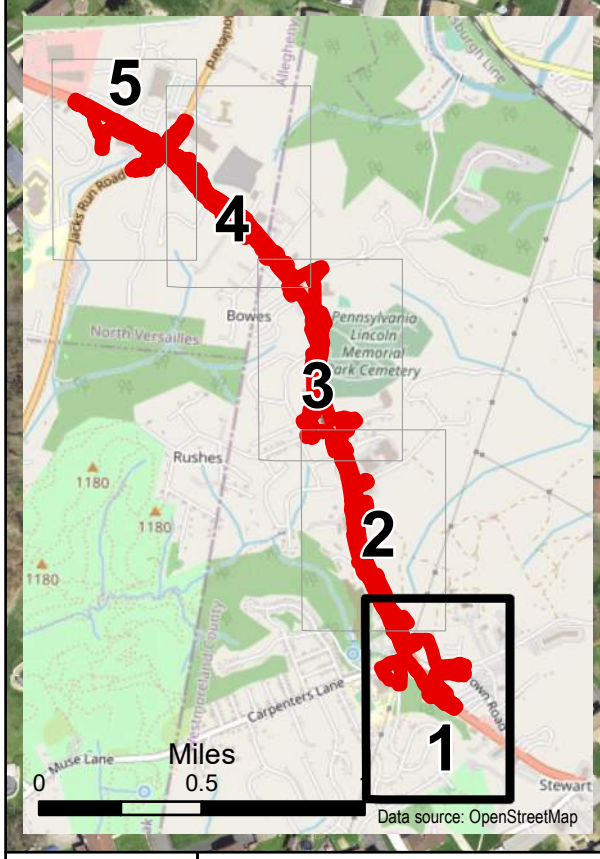
Ward Dr.

Former Auto Parts and Repair and Dry Cleaners

McQuality Cars

SR 0030 (Lincoln Highway)

Jim Shorkey Chrysler Jeep Dodge Ram Fiat (Former Norwin Dodge)



Protective Fencing (Approximate Location)

Community Resource

Bus Stops

Delineated Stream

Delineated Wetland

Potentially Contaminated/Contaminated Area of Concern (no further action required)

Potentially Contaminated/Contaminated Area of Concern (with phase II/III recommendations)

Cemetery Property

Environmental Footprint

Feet
0 150 300

MARKOSKY

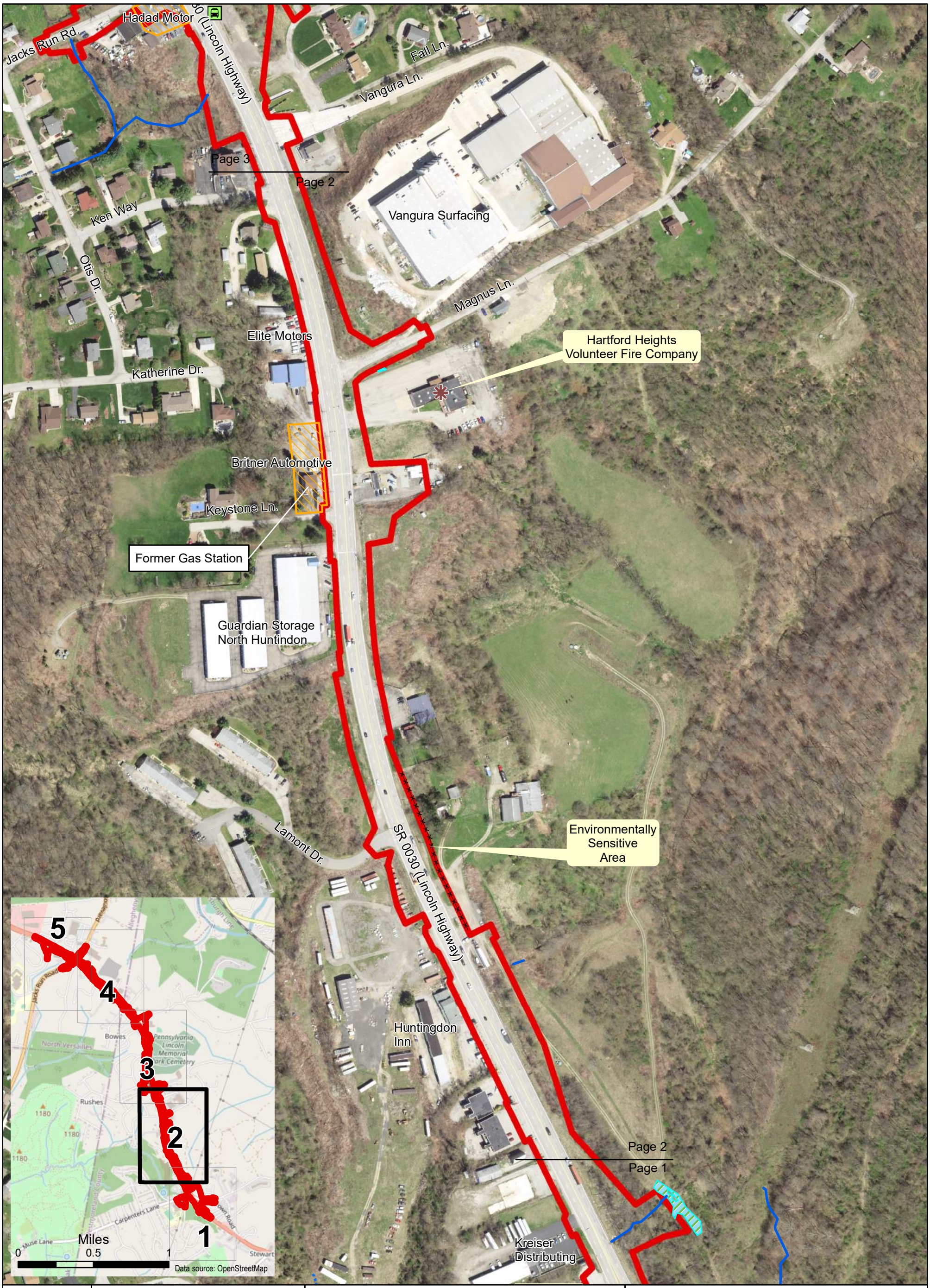
US 30 Corridor Improvements - Western Section
Pennsylvania Department of Transportation
(District 12-0)

North Versailles and
North Huntingdon Townships
Westmoreland and Allegheny Counties

Aerial data source: PEMA (2018)

Figure 4
Detailed Environmental Features Map

Route 30 projects
Planning • Designing • Solutions



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- Protective Fencing (Approximate Location)
- Community Resource
- Bus Stops
- Delineated Stream
- Delineated Wetland
- Potentially Contaminated/Contaminated Area of Concern (no further action required)
- Potentially Contaminated/Contaminated Area of Concern (with phase II/III recommendations)
- Cemetery Property
- Environmental Footprint

Feet
0 150 300

MARKOSKY

US 30 Corridor Improvements - Western Section
Pennsylvania Department of Transportation
(District 12-0)

North Versailles and
North Huntingdon Townships
Westmoreland and Allegheny Counties

Aerial data source: PEMA (2018)

Figure 4
Detailed Environmental Features Map

Route 30 projects
Planning • Designing • Solutions

US 30 Corridor Improvements - Western Section
Pennsylvania Department of Transportation
(District 12-0)

North Versailles and
North Huntingdon Townships
Westmoreland and Allegheny Counties

Aerial data source: PEMA (2018)

Figure 4
Detailed Environmental Features Map

Gas Station

Former K-Mart

Mosside Blvd.

Page 5

Page 4

Plaza Cleaners
AUL Site

Miller United Methodist Church
and Cemetery

Casa D' Ice

SR 0030 (Lincoln Highway)

Tracy Dr.

84 Lumber

Reiss Ln.

Victory Auto
Sales

Leader Auto
Sales

Amato Dr.

Floral Dr.

Woodside Dr.

Cafe
on 30

Interstate
Battery

Champ Tires

Logan Hill Rd.

East St.

Page 4

Page 3

Ardara Rd.

Madden

Ct.

N
W
E
S

Protective Fencing (Approximate Location)
Community Resource
Bus Stops
Delineated Stream
Delineated Wetland
Potentially Contaminated/Contaminated Area of Concern (no further action required)
Potentially Contaminated/Contaminated Area of Concern (with phase II/III recommendations)
Cemetery Property
Environmental Footprint

Feet
0 150 300

MARKOSKY

US 30 Corridor Improvements - Western Section
Pennsylvania Department of Transportation
(District 12-0)

North Versailles and
North Huntingdon Townships
Westmoreland and Allegheny Counties

Aerial data source: PEMA (2018)

Figure 4
Detailed Environmental Features Map

Route 30 projects
Planning • Designing • Solutions

Bach Dr.
Belback Services
SR 0030 (Lincoln Highway)
Dix Dr.
Former UST Location
Maroadi Transfer
Former Gas Station
Monro Muffler
Ferguson Plumbing
Aldi Dr.
Denny's
Mosside Blvd.
35th and Strouss Associates AUL Site
GetGo (Former Marathon Fueling Station)
Popeye's
Page 5
Page 4
Howell St.
Jacks Run Rd
Hoffman Road
Preston Dr.
5
4
3
2
1
Bowes
North Versailles
Rushes
1180
Carpenters Lane
Muse Lane
Stewart
Miles
0
0.5
1
Data source: OpenStreetMap

N
W
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S

Protective Fencing (Approximate Location)
Community Resource
Bus Stops
Delineated Stream
Delineated Wetland
Potentially Contaminated/Contaminated Area of Concern (no further action required)
Potentially Contaminated/Contaminated Area of Concern (with phase II/III recommendations)
Cemetery Property
Environmental Footprint

Feet
0
150
300

MARKOSKY

US 30 Corridor Improvements - Western Section
Pennsylvania Department of Transportation
(District 12-0)

North Versailles and
North Huntingdon Townships
Westmoreland and Allegheny Counties

Aerial data source: PEMA (2018)

Figure 4
Detailed Environmental Features Map

Route 30 projects
Planning • Designing • Solutions

Describe the involvement with utilities with this project.

The project study area is densely developed and permanent utility relocation would be necessary (water, sanitary sewer, gas, electric and/or communications). Below is a list of the known utilities and possible conflict(s) known at this stage of the project.

• Water: North Huntingdon Township / North Versailles Township / Municipal Authority of Westmoreland County

Water lines are located within the project limits. Water lines and water valves are shown in various locations within the project site. At this time, water line conflicts are unknown but at a minimum, the water valves located in the pavement section would need adjusted to match the proposed pavement. Conflicts would be identified during final design.

• Sanitary Sewer: North Huntingdon Township Municipal Authority / North Versailles Township Sanitary Authority

Underground sanitary septic lines are located within the project limits. At this time, sanitary facility conflicts are unknown but at a minimum the utility access hole covers located in the pavement section would need adjusted to match the proposed pavement. Conflicts would be identified during final design.

• Natural Gas: Kriebel Minerals and Peoples Natural Gas

Natural gas lines are located within the project limits. At this time, gas facility conflicts are unknown. Conflicts would be identified during final design.

• Electric: Duquesne Light and West Penn Power

Electric power poles, overhead lines, and underground lines are located within the project limits. At this time, electric facility conflicts have not been finalized but impacts with relocation are anticipated to be required. Conflicts would be identified during final design.

• Communications: Comcast, Crown Castle Fiber, DQE Communications, Level 3 Communications, Zayo Group

Telephone, cable television, and fiberoptic facilities are located within the project limits. At this time, communication facility conflicts have not been finalized but impacts with relocation are anticipated to be required. Conflicts would be identified during final design.

Describe the involvement with any railroad (active or inactive) including all rail lines, crossings, bridges, or signals.

None anticipated.

Describe changes to access control.

The existing Route 30 corridor is an unrestricted thoroughfare. The proposed addition 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 intersections). The SR 48 intersection with Route 30 would be converted to a modified RCUT intersection to allow the ability to make U-Turns. RCUT intersections restrict through- and left-turning motorists approaching Route 30 to right-turns only. They are then required to complete a U-turn movement at a designated median opening before reconnecting with their intended route. 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.

Supporting documentation for Chapter 3 includes:

- *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)

Minor roadway realignments are also proposed to improve access. A portion of the Stewartsville Elementary School access road (Ward Drive) would be reconstructed so it aligns with the entrance to Sheetz and the Park-n-Ride. The north approach to the Leger Road/Route 30 intersection would also be realigned so it intersects Route 30 at approximately a 90-degree angle to improve access and maneuverability for trucks to and from Leger Road.

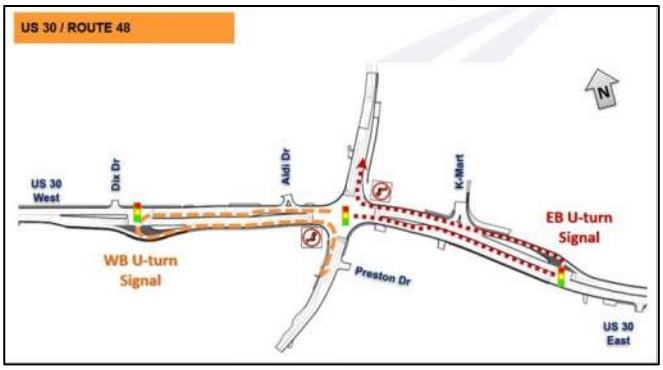


Figure 5. Schematic of an RCUT Intersection

Traffic Control Measures

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

3 ALTERNATIVES

3.1. No-Build Alternative

The Traffic Report determined that the US 30 intersection with SR 48 is operating at unacceptable levels for the Base Year 2015: LOS E during the AM and Saturday midday peaks and at a LOS F during the PM peak period. This intersection was also modeled in the Future No-Build scenario (2045) to degrade to 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 was modeled in the Future No-Build scenario (2045) to degrade to operate at a LOS F during the PM Peak period.

Under the no-build scenario, safety concerns along the corridor and intersecting cross streets and the existing operational deficiencies would not be addressed. Any impacts to project area resources that may occur in the future because of these unaddressed needs would not be prevented.

This segment of Route 30 is an area of Allegheny and Westmoreland Counties where growth has been historically concentrated, and where additional growth and development in the future will be targeted based on local planning objectives. Excessive queuing and queue spillback already contribute to congestion and safety concerns at multiple locations in the corridor. It is not acceptable to disregard the existing safety issues, operational deficiencies, facility and infrastructure deficiencies, and community and economic development constraints on a facility that is so critical to both local and regional transportation. Therefore, due to the project needs, the no-build alternative does not meet the project purpose, address the needs, and would not be a reasonable alternative. The no-build alternative is presented in this EA as a baseline for comparison purposes only.

3.2. Alternatives Analysis

A preliminary alternatives analysis evaluation was completed in 2017 by Whitman, Requardt and Associates, LLP (WRA) for a broader, six-mile segment of Route 30 in North Huntingdon Township from the 10th Street intersection in Irwin Borough to SR 48 in North Versailles Township. Information from the alternatives analysis is summarized below, and the full Alternatives Analysis report may be referenced for additional details through the project technical file. A list of information found in the technical file is provided in Appendix B. The analysis examined both four-lane and five-lane primary alternatives with intersection-specific alternatives throughout the corridor.

The analysis included a combination of background data gathering, baseline reports, and outreach to agency, stakeholder and public groups resulting in a Preferred Alternative.

Screening-level assessments of the preliminary alternatives were conducted based on three groups of project-specific criteria including:

- assessment of how well alternatives meet the project purpose and address the needs,
- potential opportunities related to PennDOT Connects policies, and
- potential project impacts.

Based on a combination of the Purpose and Need insights, screening-level assessments, and agency/stakeholder discussions, intersection focal points were organized across major segments proposed for the overall Route 30 Projects corridor to refine corridor-wide alternatives for further analysis. Ultimately, three complete corridor-wide alternatives were established for detailed analysis and consideration.

The project area includes pedestrian generators and there is a history of crashes that have involved pedestrians within the project area. However, pedestrian and/or bicycle facilities were not evaluated for incorporation beyond the potential for limited pedestrian accommodations at select intersections for the following reasons:

- Past pedestrian-related crashes, including fatalities, primarily occurred at intersections. Design features proposed for the project include cross walks and pedestrian signals at appropriate intersections.
- The project area is relatively well-developed and is targeted for future growth, but there are also undeveloped areas and vacant properties due to topographic constraints. The mixed land use within the project area does not present a strong need for robust multimodal facilities at this time.
- The project does not preclude sidewalks from being added if there is a need and desire for them in the future.
- No existing, planned, or proposed facilities are identified within project area in SPC's *Regional ACTIVE Transportation Plan* (SPC 2019). No existing amenities and no proposed needs are documented.
- Requests or desire for pedestrian or bicycle accommodations were not identified through public involvement and coordination with public officials.
- It is unlikely that sidewalks or bicycle facilities would receive much use even if they were available within the project area based on existing land use and corridor studies completed for the project.

All options involved total pavement reconstruction, design standardization, design modernization, and corridor widening. Alternative 1 consisted of a four-lane roadway with barrier providing general access control (Figure 6). Alternatives 2 and 3 consisted of a five-lane option with a two-way left-turn lane (TWLTL) or left-turn pockets (Figure 7). These three alternatives are described in more detail below.

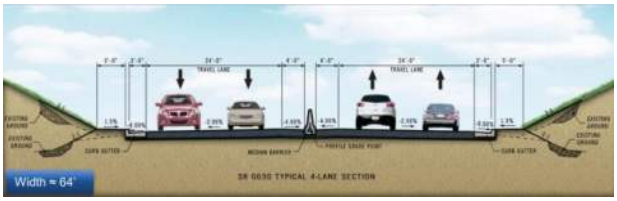


Figure 6: Typical 4-Lane Section (Alternative 1)

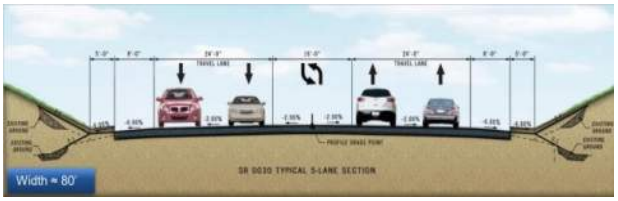


Figure 7: Typical 5-Lane Section (Alternatives 2 and 3)

3.2.1. Alternative 1 – Four-Lane Divided with Barrier

Alternative 1 consisted of the four-lane divided typical section with median barrier coupled with intersection-level improvements geared toward general access control throughout the corridor. Summary improvements include the following:

- Jughandles: With the four-lane divided section, new signalized turnaround locations (i.e., jughandle intersections) would be incorporated to accommodate access. Though site-specific designs would vary, conditions may be similar to access-controlled examples on US 22 in nearby Murrysville, Pennsylvania (Figure 8).
- Connections: Enhancing road network connections and key access points throughout the corridor was also a focal point of Alternative 1. Such connections would benefit normal vehicular traffic as well as critical access points for schools, transit, freight, and community linkages.

Figure 8: Example jughandle intersections

3.2.2. Alternative 2 – Five-Lane with Center Turn Lane

Alternative 2 consisted of the five-lane typical section with center turn lane coupled with intersection level improvements that help to facilitate corridor access and alternate road network connections.

- Traffic Signals: Unlike Alternative 1, jughandles were not required with Alternative 2's center turn lane and five-lane typical section. Full turning movement access was also generally proposed at all existing signalized intersections, plus new traffic signals at some intersections, such as US 30 and Ardara Road.
- Connections: Similar to Alternative 1, road network connections and key access points throughout the corridor were proposed to be enhanced, specifically including realignment at Carpenter Lane / Leger Road.

3.2.3. Alternative 3 – Five-Lane Variation

Alternative 3 was a variation of Alternative 2 that still consisted of the five-lane typical section with center turn lane, but modified some intersection options such that fewer traffic signal installations or alternate road network connections are considered. These options maintained stop-controlled operations at some roads, but with left-turn lane additions.

3.2.4. Summary Results of the Alternatives Analysis

To better compare potential impacts or benefits of the three preliminary alternatives, analytical tools including results from traffic operations/simulation models and American Association of Highway and Transportation Officials' Highway Safety Manual-based quantitative safety analyses were used to define the overall operational, safety, and monetary costs and benefits of each alternative. System-wide measures of effectiveness (MOEs) included safety, travel delay, stops, fuel, and emissions.

Results for each alternative can be found in Table 1. Based on the detailed analyses and considering the potential negative impact on fuel usage and emissions (and thus vehicle operating costs and air quality) Alternative 3 was dropped from consideration. The remaining four-lane (Alternative 1) and five-lane (Alternative 2) options were presented at a public meeting on October 5, 2017. In conjunction with that

meeting, the four-lane option was also set forth as the basis of the Department's Preliminary Preferred Alternative as it provides substantially greater benefits across all MOE categories – particularly with respect to crash reductions and safety – for only 11% additional cost and at a higher Benefit Cost Ratio compared to the five-lane option. It also requires less right-of-way acquisition and would involve fewer overall environmental impacts as a result of the smaller footprint.

Table 1: Detailed Alternatives Analysis Summary

Benefit/Cost Item	**Alternative 1** Four-Lane Divided w/ Barrier	**Alternative 2** Five-Lane w/ Center Turn Lane	**Alternative 3** Five-Lane Variation
Measures of Effectiveness (Total Reduction from Opening Year to Design Year 2045)			
Safety Number of Crashes Reduced	1,044	753	773
Travel Delay Vehicle Hours of Delay Reduced	16.7M	16.4M	13.6M
Stops Reduction in Stops along Corridor	(28.0M)	(104.0M)	(101.6M)
Fuel Reduction in Fuel Usage (gal.)	10.0M	4.6M	(1.6M)
Emissions Reduction in CO, VOC, and NOx (kg)	1.0M	512k	(137k)
Monetized Benefits (Net Discounted Total in 2017 $)			
Safety Monetized Crash Reduction	$34.9M	$21.6M	$22.0M
Travel Delay Monetized Delay Reduction	$72.2M	$71.5M	$59.4M
Vehicle Operating Costs Monetized Savings (Stops + Fuel)	$8.0M	$3.3M	($1.8M)
Air Quality Monetized Emissions Reduction	$490k	$247k	($67.5k)
Benefit-Cost Summary [a, b]			
Total Benefits	$107.7M	$91.1M	$73.4M
Total Capital Costs	$144.9M	$130.6M	$124.0M
Benefit-Cost Ratio	0.74	0.7	0.59

[a] Table Note: Total monetized benefits account for MOE-based values plus additional assumptions related to future maintenance costs and residual infrastructure values per USDOT methodologies. Total costs account for assumptions related to expenses already required to update existing infrastructure.

[b] Table Note: MOEs, costs, and benefit items reported in Table 1 are for the overall six-mile segment of Route 30 in North Huntingdon Township from the 10th Street intersection in Irwin Borough to SR 48 in North Versailles Township.

3.3. Proposed Action

Coupled with minor modifications to help reduce side-street impacts, enhance safety, and ensure adequate turnaround access throughout the corridor, the Preliminary Preferred Alternative was created from the Alternatives Analysis results by further refining the initial four-lane section and intersection improvement assumptions started in Detailed Alternative 1. Accounting for additional internal and external coordination between the Department, the interdisciplinary design team, and various agency/stakeholder/public interests, the Preliminary Preferred Alternative ultimately consists of the four-lane divided section with median barrier, proposed intersection-level improvements, and access control via jughandle turnarounds (Figure 9). The Preferred Alternative was further tailored to meet the needs within the Western Section limits (Table 2), as discussed in the Introduction.

Proposed improvements to Route 30 under the proposed Build Alternative would be contained within the existing PennDOT right-of-way to the extent possible; however permanent and temporary right-of-way would be required from adjacent property owners in the form of strip-takes, temporary construction easements, and in some cases permanent displacements. Right-of-way requirements associated with the proposed action have been minimized to the extent practicable and affected property owners will be compensated fair market value for the sale of the land during the right-of-way acquisition process. All anticipated impacts for the no-build and preferred alternatives are described below (Table 3). The project area was evaluated for the following resources that were determined to not be present within the project area. Therefore impacts to them are not anticipated, and they are not reported in Table 3 below: wild and scenic rivers and streams, navigable waterways, groundwater resources, floodplains, geologic resources, parks and recreation facilities, state forests and gamelands, wilderness areas, natural areas, wild areas, wildlife refuges and critical habitat, aboveground historic properties, Section 4(f) resources, and community cohesion.

This project includes reconstruction work on Route 30 for intersection and corridor improvements between SR 48 in North Versailles, Allegheny County (to the west) to Carpenter Lane/Leger Road in North Huntingdon, Westmoreland County (to the east) (Figure 2).

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

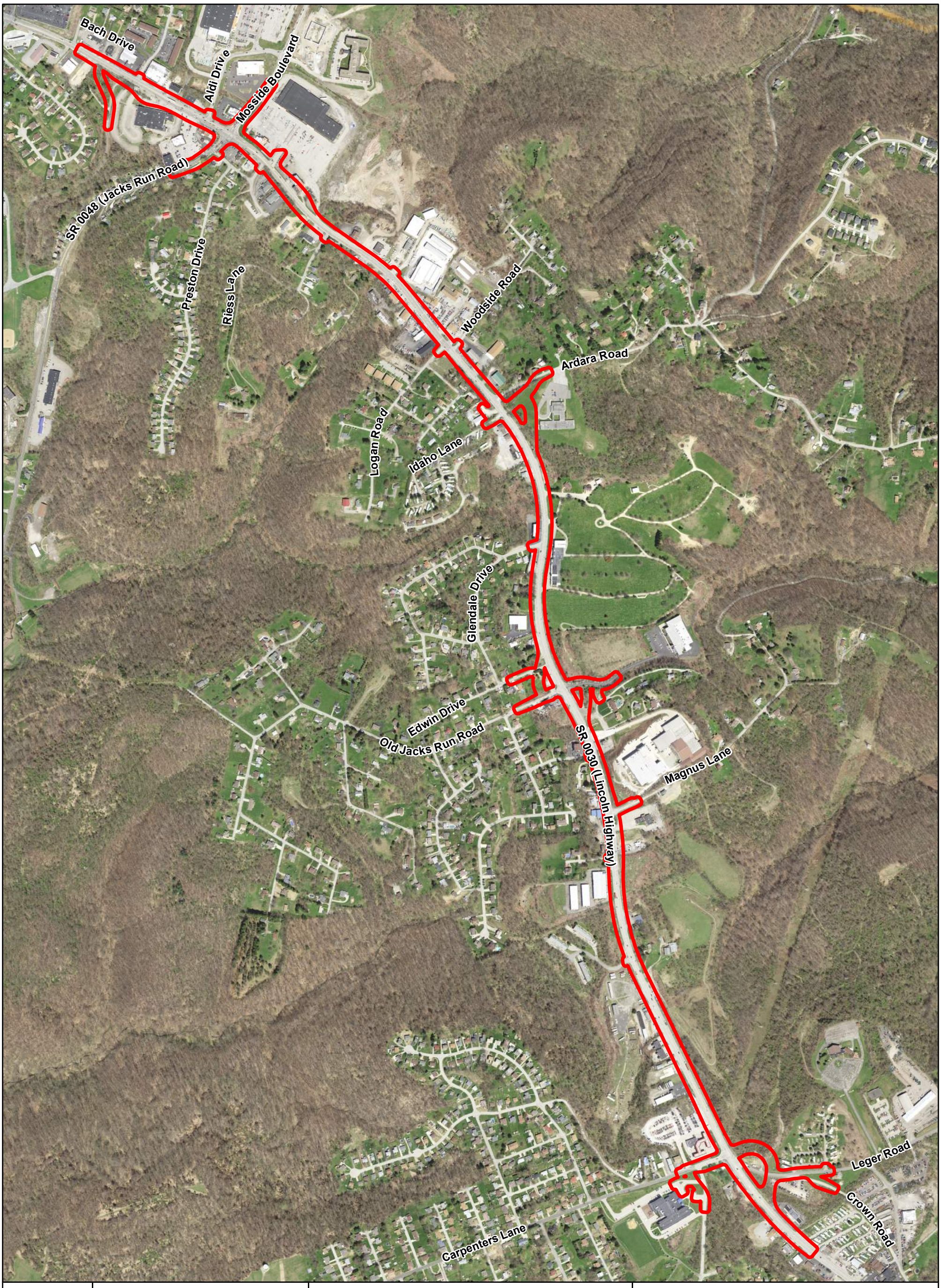
Regarding pedestrians, based on the preliminary signal plans, pedestrian accommodations are part of the design to be installed at signalized intersections along Route 30 at SR 48, Route 30 at Ardara Rd / Idaho Ln, Route 30 at Old Jacks Run Rd / Peterson Rd, and Route 30 at Carpenter Ln / Leger Rd, with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

Improvements to the existing roadway drainage network would also be implemented.

Additional information is provided in Appendix C: Engineering Information and Appendix D: Design Plans.

Table 2: Construction Stations and Length

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



Proposed Edge of Pavement
(25 foot buffer)

Feet
0 500 1,000

US 30 Corridor Improvements - Western Section
Pennsylvania Department of Transportation
(District 12-0)

North Versailles and
North Huntingdon Townships
Westmoreland and Allegheny Counties

Aerial data source: PEMA (2018)

Figure 9

Preferred Alternative
Simplified Plan View

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3.4. Impact Summary Table

Table 3: Impact Summary Table. Resources that are not present in the project area are not listed in the table below.

Environmental Resource Category	No-Build Alternative	Proposed Action	Mitigation for Proposed Action
Aquatic Resources			
Streams, Rivers, & Watercourses	No Impact	Streams: HQ-TSF, TSF 392 linear feet permanent impact; temporary impacts to five (5) streams	Stream mitigation will occur in an effort to offset unavoidable stream impacts. Stream mitigation credits will be purchased from an accredited mitigation bank, if applicable. Temporarily impacted streams will be returned to pre-construction conditions following completion of the work.
Wetlands	No Impact	Wetlands: 0.0027 acres of permanent impact; 0.0293 acres of temporary impacts	Permanent wetland impacts are expected to be under the de minimis threshold (0.05 acres) and compensatory mitigation is not required. Wetland boundaries will be plotted on the design plans, and wetlands will be fenced to prevent unintentional impacts. All temporarily impacted wetlands will be restored to original conditions.
Soil Erosion & Sedimentation	No Impact	An Individual NPDES Permit and an Erosion and Sedimentation Pollution Control Plan would be submitted to the Westmoreland County Conservation District for review and approval.	All disturbed areas will be stabilized upon completion of the project. Post Construction Stormwater Management controls will be implemented to minimize soil erosion impacts.
Land Use			
Agricultural Resources	No Impact	Four (4) Farmland of Statewide Importance soil types and one Soil Capability Class III soil may be permanently converted.	None. This project meets an FPPA Exclusionary Condition and is in compliance with 4 PA Code Chapter 7, Section 7.30et seq., ALLP.
Vegetation	No Impact	Minor impacts to the roadside vegetation within the project area. Construction may result in up to approximately ten acres of forest clearing.	Native Plants will be utilized. Existing vegetated areas to be returned to a vegetated state will be re-vegetated with pollinator seed mix. PennDOT Publication 756, "Invasive Species Best Management Practices" (2014) will be followed.
Mining and Mineral Resources	No Impact	Abandoned mine land and/or historic oil and gas wells may be present.	None. Excavation required to facilitate construction of the project is not expected to exceed depths that will impact existing mining or mineral resources within the project area.
Hazardous or Residual Waste Sites	No Impact	Surrounding land use is well-developed and suspect hazardous and/or residual waste sites are present. Lead-based paint and/or asbestos containing material may be encountered during demolition.	Phase II/ Phase III Environmental Site Assessments and an asbestos inspection will be conducted in Final Design. If renovations or repairs are proposed to any facilities that contain suspect lead paint, a lead paint inspection will be conducted by an EPA and PA Department of Labor and Industry (PA DLI) certified lead paint inspector.
Wildlife			
Threatened & Endangered Species	Results of the April 20, 2023 PNDI screening determined there are no known populations of threatened and endangered species or habitat of concern located within the project area. No known impact is expected and no further review is required at this time.	Not Present	PennDOT will ensure the PNDI screening is updated as necessary through the life of the project. Coordination with PGC, PA DCNR, PFBC, USFWS, and/or other applicable resource agencies will occur if future PNDI consultation results indicate species conflicts and the proposed project risks impacting threatened, endangered, and /or special concern species.
Cultural Resources			
Archaeological Resources	No Impact; No Historic Properties Affected.	Six (6) historic archaeological sites have been identified. Three (3) of the sites were determined to be Not Eligible for the NRHP. Of the three (3) other sites, the portions of the sites that are within the archaeological Area of Potential Effect (APE) were determined to be Not Eligible for the NRHP, but unevaluated portions of these sites extend outside of the project area. Two (2) cemeteries are immediately adjacent to the existing roadway. With planned Mitigation and Standard Treatments, the project would avoid impacts to Historic Properties.	Protective fencing along the APE is planned to prevent encroachments into unevaluated portions of two (2) archaeological sites that extend outside of the archaeological APE (36WM1207 and 36WM1208). Additionally, at site 36WM1207, any disturbances during construction are not to exceed the vertical APE in the barn and cistern areas of the site. The vertical APE extends 1.5 m (5.0 ft) below the modern ground surface. A Cemetery Treatment Plan of Action has been approved for Miller United Methodist Cemetery and Penn Lincoln Cemetery to ensure the protection and to outline procedures for inadvertent discoveries of human remains. The Plan includes protective fencing along the APE at both cemeteries. Protective fencing will be approximately installed from Station 1096+25 Rt to Station 1098+60 Rt at the Miller United Methodist Cemetery. Protective fencing will be approximately installed from Station 1055+00 Rt to 1069+75 Rt at the Penn Lincoln Cemetery. These locations for protective fencing are approximate and will be finalized as design is completed. An archaeological monitor will be present to monitor construction activities in the vicinity of both cemeteries, 36WM1207, and 36WM1208.
Air Quality and Noise			
Air Quality	Unaddressed existing congestion issues in the No-Build scenario would likely lead to declining air quality immediately adjacent to the project roadway.	The proposed US 30 Corridor Improvements project is in a county (Allegheny) that has been designated as being in a maintenance area for carbon monoxide (CO) and a non-attainment area for particulate matter (PM-2.5). Based off this traffic data, the subject project does not include or directly affect any roadways for which the 20-year forecasted daily volume will exceed the established threshold level of 125,000 vehicles per day. It can therefore be concluded that the project will have no significant adverse impact on air quality because of Carbon Monoxide (CO) emissions. The forecasted total Build condition traffic volume for SR 0030 will be less than or equal to 125,000 annual average daily traffic (28,146) and truck volume will be less than 10,000 heavy trucks per day (1,970) in the project vicinity. Furthermore, the project is expected to improve (or not further degrade) LOS and delay for the roadway with the highest number of diesel vehicles in the project vicinity. The current LOS for SR 0030 is LOS F and the design year build is LOS D.	None

Environmental Resource Category	No-Build Alternative	Proposed Action	Mitigation for Proposed Action
Noise	A minor increase in noise levels, ranging from 0 to +4 dB(A) increase, was projected through the future No-Build noise model.	When comparing the existing sound level to the build condition sound level, forty out of the forty-three Noise Receptor Units (NRUs) modeled showed an imperceptible increase in sound level of two dB or less. The remaining receptor units (NRUs 5, 6, & 9) showed a slightly perceptible increase in sound level of 3 dB compared to existing levels. Using a worst-case scenario model in TNM 2.5, ten out of 43 Noise Receptor Units (NRUs) approached (one dB(A) below the set noise abatement criteria) or exceeded the noise abatement criteria. The ten NRUs that warranted consideration were further evaluated for noise abatement. These ten NRUs represented approximately 33.80 equivalent residential units. In addition to permanent noise impacts, temporary increases in noise levels would occur during construction. The relocation of turning traffic creates positive influence on the future noise environment of several sensitive receptors.	According to the evaluation results for the ten NRUs that warranted noise abatement, noise barriers would not achieve the required insertion loss (sound level decrease of at least 5 dBA for 50% or more of impacted receptors in a noise study area) without restricting vehicular access or sight distance from the receptors. Therefore, noise abatement would not be a feasible or a reasonable mitigation option. To reduce the noise impact associated with equipment, most construction activities will take place during permitted times dictated by local municipalities, which typically state that noise levels cannot exceed prescribed levels after 10:00 P.M. or before 7:00 A.M. Low-cost, easy to implement measures should be incorporated into project plans (e.g., work-hour limits, equipment muffler requirements, location of haul roads, elimination of "tail gate banging," reduction of backing up for equipment with alarms, community rapport, complaint mechanisms) with specifications.
Socioeconomic Areas			
Regional & Community Growth	Existing congestion and facility deficiencies cause constraints on future economic development in an area that is targeted for growth, based on local planning objectives.	Businesses along the project corridor that rely heavily on drive-by traffic may experience indirect impacts due to the installation of the median barrier. Motorists may be less likely to stop at these businesses if access is restricted to right-in / right-out only movements. Motorists may also be more likely to stop at these businesses if they feel safer accessing them. Existing community and economic development constraints may potentially improve due to the enhanced vehicular mobility along the corridor, and construction of this project would improve safety for all users of the Route 30 corridor. The Westmoreland County Comprehensive Plan identifies congestion as a major problem in areas where commercial growth is desired, including the project area. The Plan describes that "if increasing the capacity of the road is not a feasible option, then reducing congestion must be the goal."	To address access impacts, the public outreach plan includes educational materials on the changes in traffic patterns, with a stress on getting to businesses on the other side of the roadway using right in/right out turning movements. This information will be available during the public hearing and will be posted to the project website. The project design will include signage that clearly indicates to drivers that access to the other side of the road is at the jug handle.
Public Facilities & Services	Existing and future congestion and current facility deficiencies would result in increased travel times and reduced LOS which would negatively affect emergency response services, bus operations, and access to public facilities and services.	Emergency apparatus and WTA bus operations may experience temporary delays during construction. Minor, permanent right-of-way and temporary construction easements would be required from Stewartsville Elementary School, Adelphoi Village Academy, Miller United Methodist Church, and the Hartford Heights Volunteer Fire Company station, but adverse impacts to operations at these facilities are not anticipated. Permanent utility relocation would be necessary.	All local emergency services will be maintained through construction, and special coordination with emergency management service officials will continue through the life of the project. All anticipated traffic implications will be communicated to ensure that local officials can plan accordingly and minimize temporary impacts to emergency response times during construction. Special coordination provisions and access details to/from WTA bus sites will be determined in final design. Jug handle turnarounds will be installed about every 0.7 miles. Mountable curb will be installed in front of the Hartford Heights Fire Company station instead of median barrier so that operations are not restricted.
Right-of-Way Acquisitions and Displacements	No Impact	123 parcels would require either partial or total right-of-way acquisition. This includes 113 partial takes and 11 total parcel takes, including three residential properties, seven commercial properties, and two full takes affecting empty parcels, with no structures associated with them. One of the full parcel takes includes one residential unit and one commercial unit that are located in two separate buildings. The seven commercial property takes, one of which includes a commercial duplex, would affect eight potential businesses. Four of the businesses associated with commercial property takes are abandoned or appear to be inactive.	Right-of-way requirements associated with the proposed action have been minimized to the extent practicable and affected property owners will be compensated fair market value for the sale of the land during the right-of-way acquisition process in accordance with PennDOT policy and the Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs Act. Suitable replacement properties are available in the vicinity of the project as documented in the Conceptual Stage Survey Report addendum (2024).
Aesthetics	No Impact	No Impact	None
Energy	Under the no-build alternative, congestion along the corridor is expected to worsen. Stop-and-go traffic conditions would persist and excessive idling would result in more energy usage compared to the build-scenario.	The proposed improvements would involve additional pavement to maintain in the future, as well as short-term energy requirements during construction. However, construction of the project is expected to result in a reduction in overall fuel usage (Table 1). Development of the project would address existing operational deficiencies, including existing and projected levels of congestion, intersection failures, excessive queueing, and overall corridor travel concerns. This would result in an overall improved transportation facility with fewer idling vehicles and shorter travel times compared to the no-build scenario. Therefore, the proposed project is expected to create a more efficient roadway with more reliable travel times and have a long-term positive impact on energy consumption compared to the no-build scenario.	None
Indirect and Cumulative Impacts	Existing congestion and facility deficiencies cause constraints on future economic development in an area that is targeted for growth, based on local planning objectives.	Significant indirect effects are not anticipated. Cumulative effects resulting from this project together with past, present, and reasonably foreseeable future actions are not significant.	None
Environmental Justice	No Impact	No disproportionately high and adverse effects on low-income or minority populations have been identified.	Public involvement and outreach activities have ensured full and fair participation of all potentially affected communities in the transportation decision-making process.

4 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

Resources that are anticipated to be directly impacted by construction of the Preferred Alternative are discussed in detail in the following subsections. Resources that are not present within the project area and were therefore not discussed in detail include:

- Federal Wild & Scenic Rivers and Streams
- State Scenic Rivers & Streams
- Navigable Waterways
- Other Surface Waters
- Groundwater Resources
- Coastal Zone
- Floodplains
- Geologic Resources
- Parks & Recreation Facilities
- Forest & Gamelands
- Wilderness, Natural & Wild Areas
- National Natural Landmarks
- Wildlife & Habitat
- Threatened & Endangered Plants & Animals
- Section 4(f) Resources

4.1. Aquatic Resources

	PRESENCE	IMPACTS[2]
STREAMS, RIVERS & WATERCOURSES[1]	○ Not Present ◉ Present	
Intermittent (streams only)	○ Not Present ◉ Present	○ No ◉ Yes
Perennial	○ Not Present ◉ Present	○ No ◉ Yes
Wild trout streams	◉ Not Present ○ Present	◉ No ○ Yes
Stocked trout streams	◉ Not Present ○ Present	◉ No ○ Yes

Identify all streams and their classifications per Chapter 93 of 25 PA Code (e.g., CWF, WWF, HQ, EV)

Supporting documentation for Chapter 4.1 includes:

- *Wetland and Surface Water Delineation Report Prepared for the US 30 Corridor Improvements Project* (April 2023)

Representatives from the Markosky Engineering Group, Inc. conducted an aquatic resource investigation for the Route 30 Corridor Improvements Project on September 5, 2019, September 17, 2019, December 6, 2019, and April 12, 2023.

Seven (7) jurisdictional watercourses were identified and investigated within the project study area. One (1) of these resources is classified as perennial, one (1) is classified as intermittent, and five (5) are classified as ephemeral. The project area is located within the Jacks Run and Brush Creek watersheds. Jacks Run is classified in PA Code Title 25 Chapter 93 (Water Quality Standards - Drainage List V) as High Quality - Trout Stocking (HQ-TSF). Brush Creek is identified in PA Code Title 25 Chapter 93 as having a designated use of Trout Stocking (TSF). An existing use has not been established for either stream. In addition, there are no streams within the project area that are identified by the Pennsylvania Fish and Boat Commission (PFBC) as Stocked Trout Waters or Wild Trout Waters.

Linear feet of Streams permanently impacted: 392

Describe Any Permanent Impacts

Construction of the proposed project would result in permanent impacts to four streams within the project area, as described below:

- UNT 1 to Jacks Run - Approximately 167.8 linear feet of this stream would be permanently impacted due to the realignment of Hoffman Road and construction of the post-construction stormwater management pond near the Hoffman Road intersection with Route 30,
- UNT 2 to Jacks Run - The entire length of this stream (75.8 linear feet) would be permanently impacted due to the realignment of Hoffman Road,
- UNT 6 to Jacks Run - Approximately 46.7 linear feet of permanent impact would occur to UNT 6 to Jacks Run due to construction activities that are planned at Old Jacks Run Road, which would involve the placement of fill, drainage improvements, and the placement of scour rock and riprap at the proposed pipe outfall; and
- UNT 2 to Brush Creek - Construction activities would require the placement of fill that would result in approximately 101.6 linear feet of permanent impact to this stream.

Describe Any Temporary Impacts

Five streams would be temporarily impacted due to construction activities associated with the Route 30 Corridor Improvements Project.

Temporary impacts would result as follows:

- UNT 1 to Jacks Run, to facilitate construction of the proposed post-construction stormwater management pond and the relocation of Hoffman Road,
- UNT 6 to Jacks Run due to temporary construction easements that would be required to facilitate installation of the new pipe structure,
- UNT 7 to Jacks Run, from construction easements that would be necessary during the roadway work and drainage improvements along Route 30,
- UNT 1 to Brush Creek, where temporary construction easements would be required to complete the proposed jughandle at the Route 30 intersection with Carpenter Lane/Leger Road, and
- UNT 2 to Brush Creek, due to temporary construction easements that would be necessary to complete the work along Route 30 at this location.

These waters would be returned to pre-construction conditions following completion of the work at each location.

Is mitigation incorporated? ○ No ◉ Yes

Mitigation Remarks

Stream mitigation will occur in an effort to offset unavoidable stream impacts. Coordination will be conducted with the PA DEP and the USACE during final design to discuss potential mitigation options in order to help offset the unavoidable stream impacts within the project area. These options could include the purchase of stream mitigation credits from an accredited mitigation bank, if applicable.

Remarks

Best Management Practices (BMPs) will be incorporated into the project's Erosion and Sedimentation Control Plan and will be in place during construction to ensure protection of the water quality of the area's stream channels. UNT 3 to Jacks Run, UNT 4 to Jacks Run, UNT 5 to Jacks Run, UNT 8 to Jacks Run, Jacks Run, and UNT 3 to Brush Creek are not expected to be impacted by the proposed project. The environmental footprint used to evaluate potential resource impacts includes areas planned for proposed stormwater control features.

A copy of the Wetland and Surface Water Delineation Report is available in the project technical file. A list of supporting information available in the project technical file is provided in Appendix B.

	PRESENCE	IMPACTS[2]
WETLANDS[1]	○ Not Present ◉ Present	
Open Water	◉ Not Present ○ Present	◉ No ○ Yes
Vegetated		
Emergent	○ Not Present ◉ Present	○ No ◉ Yes
Scrub Shrub	◉ Not Present ○ Present	◉ No ○ Yes
Forested	◉ Not Present ○ Present	◉ No ○ Yes
Exceptional Value	◉ Not Present ○ Present	◉ No ○ Yes

Documentation[3]

- ☑ Data Forms
- ☑ Wetland Identification and Delineation Report
- ☐ Conceptual Mitigation Plan
- ☐ 404 (b)(1) Alternative Analysis
- ☐ Jurisdictional Determination
- ☐ Functional Assessment Analysis

[1] If the resource is not present, do not complete the remainder of this subject area.

[2] If the resource is present but no impacts are anticipated, describe in Remarks why there will be no impact. If there will be no impact because avoidance/mitigation measures will be included, describe those in the mitigation text box provided.

[3] Unless required as an attachment, documentation for subject areas should be maintained in the project's Technical Support Data and does not need to be submitted.

Methodology

Representatives from the Markosky Engineering Group, Inc. conducted an aquatic resource investigation for the Route 30 Corridor Improvements Project on September 5, 2019, September 17, 2019, December 6, 2019, and April 12, 2023.

The wetland identification and delineation was conducted in accordance with the methodology described in the US Army Corps of Engineers (USACE) Corps of Engineers Wetland Delineation Manual (Technical Report Y-87-1) and the USACE Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Eastern Mountains and Piedmont Region (Version 2.0). The wetlands were classified utilizing the USFWS Classification of Wetlands and Deepwater Habitats of the United States (Cowardin et al., 1979).

Number of Wetlands permanently impacted: 2

Acreage of Wetlands permanently impacted: 0.0027

Describe any Permanent Impacts

Permanent impacts are anticipated to the following wetlands (refer to the Wetland and Surface Water Delineation Report for additional information):

- Wetland WL3 (PEM), 0.0002 acres, due to the placement of fill to construct the Leger Road jughandle.
- Wetland WL6 (PEM), 0.0025 acres, due to the placement of fill that would be required to construct the proposed jughandle and drainage improvements at the Old Jacks Run Road/Peterson Drive intersection with Route 30.

Describe any Temporary Impacts

A total of 0.0293 acres of temporary impacts would affect two wetlands within the project area, as described below:

- Approximately 0.0272 acres of Wetland WL3 (PEM) would be temporarily impacted due to an easement that would be required in this area to facilitate construction.
- Approximately 0.0021 acres of temporary impacts are anticipated to affect Wetland WL4 (PEM) due to a temporary construction easement that would be needed to construct drainage and roadway improvements along this section of Route 30.

Is mitigation incorporated? ○ No ◉ Yes

Mitigation Remarks

Permanent wetland impacts are expected to be under the de minimis threshold (0.05 acres) and compensatory mitigation is not required.

Design Related Mitigation: Wetland boundaries (wetlands not permanently impacted) will be plotted on the design plans, and special provisions will be included in the construction contract for fencing of wetlands to avoid unintentional impacts and to restore all temporarily impacted wetlands to original

conditions. All temporarily impacted wetlands will be restored to original conditions after completion of the project.

Construction Related Mitigation: Wetlands that are not to be impacted will be fenced prior to the start of construction and wetlands will be avoided during construction. All temporarily impacted wetlands will be restored to original conditions after completion of the project.

Executive Order 11990 Compliance

Compliance requires the determination that there is no practicable alternative to the proposed construction in wetlands and the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

Options/design modifications were investigated to avoid impacts to wetlands: ◉ Yes ○ No ○ N/A

There are no practicable alternatives to construction within the wetlands: ◉ Yes ○ No ○ N/A

Alternative chosen (proposed project) includes all practicable measures to minimize harm to wetlands:
◉ Yes ○ No ○ N/A

If the answer to any of the above three questions is No, provide an explanation in the Remarks Section below.

Remarks

A copy of the Wetland and Surface Water Delineation Report is available in the project technical file. A list of supporting information available in the project technical file is provided in Appendix B.

SOIL EROSION & SEDIMENTATION[1]

Are there activities that could cause erosion or sedimentation and would require E&S Controls? ◉ Yes ○ No ○ N/A

Documentation[3]
☑ Coordination w/County Conservation District
☑ E&S Control Plan
☑ NPDES Stormwater Construction Permit

Is mitigation incorporated? ○ No ◉ Yes

Remarks

An Individual NPDES Permit and an Erosion and Sedimentation Pollution Control Plan will be submitted to the Westmoreland County Conservation District for review and approval.

Mitigation Remarks

Post Construction Stormwater Management controls will be implemented to minimize soil erosion impacts.

4.2. Land

	PRESENCE	IMPACTS[2]
AGRICULTURAL RESOURCES[1]	○ Not Present ◉ Present	
Productive Agricultural Land	◉ Not Present ○ Present	◉ No ○ Yes
Agricultural Security Areas	◉ Not Present ○ Present	◉ No ○ Yes
Prime Agricultural Land	◉ Not Present ○ Present	◉ No ○ Yes
Agricultural Conservation Easements	◉ Not Present ○ Present	◉ No ○ Yes
Farmland Enrolled in Preferential Tax Assessments	◉ Not Present ○ Present	◉ No ○ Yes
Agricultural Zoning	◉ Not Present ○ Present	◉ No ○ Yes
Soil Capability Classes I, II, III, IV	○ Not Present ◉ Present	○ No ◉ Yes
Prime or Unique Soil	◉ Not Present ○ Present	◉ No ○ Yes
Statewide or Locally Important Soils	○ Not Present ◉ Present	○ No ◉ Yes

Documentation[3]

☐ Farmland Assessment Report
☐ ALCAB Approval
☐ Agricultural Land Preservation Policy Conformance Statement
☐ Form AD-1006 - Farmland Conversion Impact Rating or Form NRCS-CPA-106 for Corridor Type Projects
☐ Coordination with County Tax Assessor

Describe Any Permanent and Temporary Impacts

There is no active agricultural land, agricultural security areas, conservation easements, or land enrolled in Clean and Green located within the project study area. Therefore, there is no Prime Agricultural Land according to the Agricultural Land Preservation Policy.

According to the NRCS-Web Soil Survey for Westmoreland County and Allegheny County, agricultural soils are present in the project area and are expected to be permanently converted by the proposed project. These include four (4) Farmland of Statewide Importance soil types and one Soil Capability Class III soil.

Is mitigation incorporated? ◉ No ○ Yes

Remarks

Field investigations that occurred in September and December of 2019 confirmed that the project is located in a densely developed commercial/residential corridor and no productive agriculture land is present in the project area. The project meets an FPPA Exclusionary Condition outlined in Section IV.A of the Pennsylvania Department of Transportation's Agricultural Resources Evaluation Handbook, Publication No. 324 (2016). The development density within the project area is greater than 0.75 structures per acre, and the project is located within an Urban Area as designated by the U.S. Census Bureau's Urban Area Dataset (2010). Therefore, the project is in compliance with FPPA, and no further coordination is required. Overall, the project would not result in any impacts to active farmland. Therefore, there is no Prime Agricultural Land within the project area according to the Agricultural Land Preservation Policy. This project is in compliance with 4 PA Code Chapter 7, Section 7.30et seq., ALLP.

VEGETATION[1]	PRESENCE	IMPACTS[2]
	○ Not Present ◉ Present	
Landscaped	○ Not Present ◉ Present	○ No ◉ Yes
Agricultural	◉ Not Present ○ Present	◉ No ○ Yes
Forest Land	○ Not Present ◉ Present	○ No ◉ Yes
Rangeland	◉ Not Present ○ Present	◉ No ○ Yes
Other (describe in remarks)	◉ Not Present ○ Present	◉ No ○ Yes

Describe Any Permanent and Temporary Impacts

The project area is well-developed with commercial and residential land use. The proposed project would result in minor impacts to the roadside vegetation located adjacent to the Route 30 roadway and cross-streets within the project area. Vegetation that would be impacted includes deciduous shrubs and trees and mowed or landscaped land associated with roadside development in the vicinity of the project. The greatest impacts to vegetation would occur at the proposed jughandles at the Route 30 intersections with Carpenters Lane/Leger Road, Old Jacks Run Road, and Ardara Road. Construction may result in up to approximately ten acres of forest clearing.

Existing vegetated areas to be returned to a vegetated state would be re-vegetated with natives to pre-existing conditions upon completion of the project.

☑ Invasive Non-Native Plants are Present

Mitigation:

Are measures being taken to minimize movement of invasive plant parts (roots, tubers, seeds)? (•) Yes ( ) No

Will native plants be used in project landscaping or mitigation? (•) Yes ( ) No **If Yes, explain in Describe Mitigation.**

Other? ( ) Yes (•) No **If Yes, explain in Describe Mitigation.**

Describe Mitigation

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

Remarks

Based on aerial mapping and field reconnaissance, typical roadside vegetation exists adjacent to the roadway, consisting of trees, shrubs, herbaceous plants, and mowed grasses. Invasive Non-Native Plants present within the project area include:

- Japanese knotweed,
- Multi-flora rose,
- Norway maple, and
- Japanese stiltgrass.

All temporarily disturbed areas will be restored and reseeded with native plant species as part of construction, if appropriate.

	PRESENCE	IMPACTS[2]
MINING AND MINERAL RESOURCES[1]	( ) Not Present (•) Present	(•) No ( ) Yes

Remarks

Abandoned mine land is present within the project area based on PA DEP's Office of Surface Mining, and historic oil and gas wells may be present. No other mining or mineral resources are present based on a review of PA DEP's active underground permit boundaries, mining operation datasets, oil and gas resource locations, mineral resource datasets, or based on field activities that occurred on September 5, 2019. Excavation required to facilitate construction of the project is not expected to exceed depths that would impact existing mining or mineral resources within the project area.

	PRESENCE	IMPACTS[2]
HAZARDOUS OR RESIDUAL WASTE SITES[1]	○ Not Present ◉ Present	○ No ◉ Yes

Documentation[3]

- ☑ Phase I
- ☐ Phase II
- ☐ Phase III
- ☐ Other
- ☐ No Documentation Required

Describe any Permanent and Temporary Impacts

The project corridor is located in a well-developed, commercialized area. Former and current business practices may have resulted in contamination of soil and/or groundwater that may be intercepted by the proposed roadway reconstruction. Sampling of soil and groundwater at several locations throughout the project area will determine if impacts exist.

Is remediation/mitigation incorporated? ○ No ◉ Yes ○ Unknown at this time

Describe Remediation/Mitigation

Design Related Mitigation: An asbestos inspection will be conducted in Final Design. If any asbestos containing material (ACM) is found, special provisions will be included in the construction contract.

Construction Related Mitigation: If any ACMs are identified during the inspection, the contractor will be responsible for removing and properly disposing of all ACM.

Design Related Mitigation: A Phase II/III ESA will be conducted in Final Design and recommendations within the report will be included in the construction contract. Special Provisions and Notice to Contractors will be developed to ensure proper handling and disposal of contaminated material, if encountered.

Construction Related Mitigation: Recommendations outlined in the Phase II/III ESA will be followed along with adherence to all Special Provisions. Contaminated material, if encountered, will be handled and disposed of in accordance with all federal, state and local regulations.

Design and Construction Related Mitigation: ACM could be present in buildings/facilities to be demolished to accommodate the proposed roadway improvements. An asbestos inspection of all buildings/facilities to be demolished will be conducted by a PA Department of Labor and Industry (PA DLI) asbestos inspector prior to demolition.

Special Attention

If contamination (suspected or verified) is found, the PennDOT District 12-0 Environmental Unit should be contacted immediately. If design plans should change, including but not limited to, construction and excavation limits, the conclusions provided in the Phase I Environmental Site Assessment: SR 0030

Corridor Improvement Project report (September 2021) should be revisited as further waste related investigations may be required.

Remarks

A Phase I ESA field reconnaissance was conducted on September 5, 2019, September 19, 2019, and April 12, 2023 in accordance with PennDOT Publication 281, "Waste Site Evaluation Procedures for the Highway Development Process" to determine if hazardous, residual, or municipal waste sites are present in the project area. The Phase I ESA Report was completed in August 2021. The results of the investigation identified 27 Phase I ESA sites within the project area. Of these, Phase II / Phase III Environmental Site Assessments were recommended for the following 17 sites:

Supporting documentation for Chapter 4.2 includes:

- *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)

- The Barn Shop,
- Carls Car Wash,
- George Luhovey / Northern Sky Dental,
- Sheetz Store #313,
- Britner Automotive Electrical Services,
- The vacant lot in the southeast quadrant of the Old Jacks Run Road Intersection,
- Ferrari's Pizza,
- Massung Poultry Sales,
- Antiques and Collectibles / Hi-Way Tux,
- the Former Gas Station Lot (Parcel ID # 54-03-00-0-017),
- Victory Lane Auto Services,
- North Versailles Ice / Casa D'Ice,
- Popeyes Louisiana Kitchen property,
- Marathon Fueling Station,
- Ferguson Plumbing and adjacent gravel throughway,
- Maroadi Transfer, and
- Belback Services.

"No Further Action Required at this Time" was the recommendation for the remaining 10 sites not listed above. Additional recommendations listed in the report are described below:

- Lead Based Paint

While lead based paint may be encountered during demolition of buildings/facilities to accommodate the proposed roadway improvements, landfills are permitted to accept painted demolition waste without test results for the paint. If renovations or repairs are proposed to any facilities that contain suspect lead paint, a lead paint inspection should be conducted by an EPA and a PA DLI certified lead paint inspector.

In 2023, the project study area was expanded to include some areas that were not included with the original study area. On April 12, 2023, Markosky conducted a field reconnaissance for this project to determine if the extensions of the initial study area boundaries included new features of environmental

concern. Based on the site reconnaissance and observations conducted during this site visit, Markosky recommended *no further action required at the time for the additional extensions of the initial corridor study area*, as there were no indications of potential contamination.

A copy of the Phase I ESA report and the Phase I ESA Addendum can be found in the project technical file. A list of supporting information available in the project technical file is provided in Appendix B.

4.3. Wildlife

	PRESENCE	IMPACTS[2]
WILDLIFE & HABITAT[1]	(•) Not Present ( ) Present	

Remarks

Wildlife was evaluated utilizing the Wildlife Accommodation Scenarios methodology described in the PennDOT "Design Manual Part 2 Highway Design Publication 13M" (2015). Results of the analysis determined no action to accommodate wildlife is necessary for this project. Based on field views and the results of the traffic safety analysis, white-tailed deer are a species identified as the subject of monitoring actions (and therefore represents a target species). The scope of the project includes drainage improvements and reconstruction of an existing roadway (and does not include new roadway, new bridge, or new alignments). Since public lands or lands under conservation easements are not present on either side of the roadway, no further action is necessary to assess the potential for wildlife crossing accommodations. A copy of the Wildlife Crossing Justification is available in the project technical file. A list of supporting information available in the project technical file is provided in Appendix B.

	PRESENCE	IMPACTS[2]
THREATENED & ENDANGERED PLANTS & ANIMALS[1]	◉ Not Present ○ Present ○ No Coordination Needed	☑ No Potential Impacts ☐ Potential Impacts with Avoidance Measures ☐ Potential Impacts with Conservation Measures ☐ Potential Impacts

Reviews, concurrences and approvals for Threatened and Endangered Species searches/coordination are time sensitive. If the coordination is greater than two years old, a new coordination effort will be required with the commenting/review agency(s).

Documentation

☑ PNDI ER Receipt

Agency Documentation

☐ PFBC Correspondence

☐ PGC Correspondence

☐ DCNR Correspondence

☐ USFWS Correspondence

Remarks

A PNDI screening was conducted on April 20, 2023. Results of the PNDI screening (Appendix E) determined that there are no known populations of threatened and endangered species or habitat of concern located within the project area. No known impact is expected and no further review is required at this time.

Mitigation Remarks

PennDOT will ensure the PNDI screening is updated as necessary through the life of the project. Coordination with PGC, PA DCNR, PFBC, USFWS, and/or other applicable resource agencies will occur if future PNDI consultation results indicate species conflicts and the proposed project risks impacting threatened, endangered, and /or special concern species.

4.4. Cultural Resources

Were Cultural Resource Professionals (CRPs) needed for project scoping? (●) Yes ( ) No

CRP Scoping Field View Date: 09/19/19

Project CRP Architectural Historian:
David Anthony, CRP, 2016
Laura Ricketts, Consultant CRP, September 2019-February 2020 (recused)
David Anthony, CRP, February 2020-November 2020
David Anthony and Keith Heinrich, Co-CRPs, November 2020-January 2021
Keith Heinrich, CRP, January 2021 to present

Project CRP Archaeologist:
Angela Jaillet-Wentling 2016
Kristin Scarr 9/2019-present

Was a Project Early Notification / Scoping Results Form completed? (●) Yes ( ) No

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For projects exempted from further Section 106 review under Appendix C of the Statewide Section 106 Programmatic Agreement, determine whether eligible resources are present for application of Section 4(f).

Is the project exempted from review by the District Designee or CRP as per Appendix C of the Statewide Section 106 Programmatic Agreement? ( ) Yes (●) No

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Is the project exempted from review by the District Designee or CRP as per Stipulation III of the Emergency Relief Projects Programmatic Agreement (2005)? ( ) Yes (●) No

	PRESENCE				LEVEL OF EFFECTS		
	Not Present	Potentially Eligible Resource Present	Eligible Resource Present	Listed Resource Present	No Historic Properties Affected	No Adverse Effect	Adverse Effect
CULTURAL RESOURCES	☐	☑	☐	☐	☑	☐	☐
Archaeology							
Pre-Contact:	☑	☐	☐	☐	☑	☐	☐
Contact Native American:	☑	☐	☐	☐	☑	☐	☐
Historic:	☐	☑	☐	☐	☑	☐	☐
Above-Ground Historic Properties							
Structure/Building:	☑	☐	☐	☐	☑	☐	☐
District:	☑	☐	☐	☐	☑	☐	☐

Documentation

Conclusion of Section 106 consultation must be documented in the following ways:

For projects *having an adverse effect*, one of the following:

- ☐ Memorandum of Agreement (MOA)
- ☐ Letter of Agreement (LOA)
- ☐ Memorandum of Understanding (MOU)
- ☐ Letter of Understanding (LOU)
- ☐ Specific Programmitic Agreement (PA)
- ☐ Standard Treatment
- ☐ Deferral of Archaeological Testing

For projects *not having a known adverse effect*, one from *each* column:

Above-Ground Historic Properties

- ☑ Above-Ground Historic Properties Field Assessment and Finding
- ☐ Above-Ground Historic Properties Finding Letter
- ☐ Section 106 (Above-Ground Historic Properties) Effect Concurrence Letter
- ☐ TE Project Field Assessment and Finding Checklist

Archaeology

- ☑ Archaeology Field Assessment and Finding
- ☐ Archaeology Finding Letter
- ☐ Section 106 (Archaeology) Effect Concurrence Letter
- ☐ TE Project Field Assessment and Finding Checklist
- ☐ Deferred Archaeological Testing Form
- ☐ Project Specific Programmatic Agreement

Supplemental documentation should be completed as warranted:

- ☑ Historic Structures Survey / Determination of Eligibility Report
- ☑ Phase Ia Archaeological Sensitivity Report
- ☐ Geomorphological Survey Report
- ☐ Archaeological Disturbance Report
- ☑ Archaeology Identification (Phase I) Report
- ☐ Archaeology Negative Survey Form
- ☑ Archaeology Evaluation (Phase II) Report
- ☐ Combined Archaeology Identification/Evaluation Report
- ☐ Determination of Effects Report
- ☐ (Bridge) Feasibility Report
- ☑ Other **(describe in remarks)**

Are mitigation and/or standard treatments required? ○ No ◉ Yes

Describe Mitigation / Standard Treatments

A Cemetery Treatment Plan of Action has been approved to ensure the protection and to outline procedures for inadvertent discoveries of human remains in the archaeological Area of Potential Effect (APE). Refer to Appendix F: Cemetery Treatment Plan of Action for more information. This plan outlines contact information and procedures to be followed. An archaeological monitor will be required to monitor during construction in the vicinity of the cemeteries and to ensure the plan is followed. Protective fencing is required to protect and prevent encroachments along the archaeological APE at Miller United Methodist Cemetery and Penn-Lincoln Memorial Cemetery. Protective fencing is also required along the archaeological APE at 36WM1207 and 36WM1208 to prevent encroachments into portions of these archaeological sites that are outside the archaeological APE Refer to Appendix F: Cemetery Treatment Plan of Action for more information. Additionally, at 36WM1207, the vertical APE is limited to 1.5 m (5-ft) below the modern ground surface. Disturbances from construction should not exceed this depth in the vicinity of the barn and cistern features of the site. The protective fencing and vertical limits of disturbance will protect portions of the sites that are intact and which have not been evaluated. Refer to Appendix B: Technical Support Data Index for a list of reports and documents prepared for the cultural resources investigations. Refer to Appendix E: Agency Correspondence for documentation of agency determinations and approvals of the results of the cultural resources investigations.

Remarks

PennDOT Historic Structures Cultural Resource Professionals (CRPs) Keith Heinrich and David Anthony determined the project's Above Ground Historic Properties APE in November 2020, and Keith posted the APE documentation on PATH in May 2021. Based on a methodology of only documenting properties where there may be a property take or large areas of TCEs or required right-of-way and documenting properties that need additional research because they may be NRHP eligible, Keith Heinrich requested abbreviated Pennsylvania Historic Resource Survey Forms (HRSFs) for twelve (12) properties within the APE, including seven (7) residences, four (4) commercial properties, and the heavily altered former Hartford Heights

School (now Adelphoi Village Academy). He also requested full HRSF evaluations of the Karl Weston House, Penn-Lincoln Memorial Park, and Mobile Manor Trailer Park, as well as a Cemetery Form evaluation of the Miller Methodist Church Cemetery. These fifteen (15) resources were all determined to be not eligible for listing in the National Register of Historic Places (NRHP), as were the previously surveyed Miller Methodist Church and this previously surveyed section of the Lincoln Highway in the APE. The Pennsylvania State Historic Preservation Office (PA SHPO) concurred with all of the eligibility determinations. In January 2022, the PennDOT CRPs posted a Section 106 Effects Finding Form evaluating that No Above Ground Historic Properties were affected by the project. Subsequent refinement of the design plans prompted the development of a slightly enlarged revised Above Ground Historic Properties APE in May 2023; no additional above ground historic properties coordination was required as a result of the revised APE.

In 2016, under the guidance of the former PennDOT Archaeology CRP, Angela Jaillet-Wentling, historic research and a geophysical survey was conducted at the Miller United Methodist Church Cemetery. The survey identified anomalies throughout the cemetery; however, some space parallel to Route 30 was left unsurveyed due to the limitations of the equipment.

In 2020, PennDOT Archaeology CRP, Kristin Scarr, requested a Phase I archaeological survey throughout the archaeological APE, as well as additional investigations of the Miller United Methodist Church Cemetery.

The Phase I archaeological survey identified six (6) historic period archaeological sites: Reiss (36AL0762), Graham (36WM1206), Dawson (36WM1205), Weston (36WM1207), Wooded Acres (36WM1208), and Hoffman (36AL0763). At the conclusion of the Phase I archaeological survey, three (3) of the identified archaeological sites were determined to be not eligible for the NRHP: Reiss (36AL0762), Graham (36WM1206), and Dawson (36WM1205). A Phase II archaeological evaluation was undertaken at the three other sites: Weston (36WM1207), Wooded Acres (36WM1208), and Hoffman (36AL0763). The outcome of the Phase II evaluations concluded that the portions of the sites that are within the archaeological APE are Not Eligible for inclusion in the NRHP. The placement of temporary fencing during construction was requested along the extent of the APE in the vicinity of the Wooded Acres (36WM1208) and Weston (36WM1207) sites. At the Weston site (36WM1207), disturbances during construction are not to exceed the limit of the vertical APE, which is 1.5 m (5-ft) in the barn and cistern areas of the site. The fencing and limited disturbance to the vertical APE will protect any portions of these sites that have not been tested and will allow these portions to remain intact during and after construction. An Effects Finding of Archaeological Properties Present, but not Affected was posted to Path on 1/26/22. In 2023, the Archaeological APE was subsequently revised, requiring additional Phase I archaeological investigations and an addendum memo of the results. No additional archaeological resources were identified. The updated finding was then posted to Path on 5/16/23. In the Section 106 Determination of Effects Finding, SHPO Concurrence was not requested by the District CRP.

Additional historic research and archaeological investigations to identify potential grave shafts within the APE (2020) was also conducted. Two (2) grave shaft features and probable coffin hardware were identified within the previously unsurveyed space immediately adjacent to Route 30, but also located among previous disturbances caused by the construction of buried utility lines. The results of the archaeological investigations of the cemetery were presented in an addendum report. As a result of the investigations, archaeological monitoring will be conducted during construction in order to identify and manage the

recovery of any human remains or funerary items. A Cemetery Treatment Plan of Action was also posted to Path on 2/1/22. In addition to archaeological monitoring, protective fencing will be approximately installed from Station 1096+25 Rt to Station 1098+60 Rt at the Miller United Methodist Cemetery. Protective fencing will be approximately installed from Station 1055+00 Rt to 1069+75 Rt at the Penn Lincoln Cemetery. These locations for protective fencing are approximate and will be finalized as design is completed.

Supporting documentation for Chapter 4.4 includes:

- *Project 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. Report prepared by the Markosky Engineering Group, December 1, 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. Report prepared by the Markosky Engineering Group, January 6, 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. Report prepared by the Markosky Engineering Group, December 29, 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*
- *See Appendix E Agency Correspondence for Section 106 Agency Correspondence*

4.5. Air Quality and Noise

AIR QUALITY

Is the project exempt from regional ozone conformity analysis and a CO, PM10 & PM2.5 Hot-Spot analysis? ○ Yes ◉ No

See exempt project list in Air Quality Handbook, Pub #321.

If Yes, the system skips the next few questions.

Is the project in an air quality nonattainment or maintenance area? ◉ Yes ○ No

If No, the system skips the Regional Conformity section and goes to Project Level Impacts for CO.

If Yes, for what pollutant?

☑ Ozone ☑ CO ☐ PM10 ☑ PM2.5

Regional Conformity

Is the project exempt from a regional conformity air quality analysis? ○ Yes ◉ No

See exempt project list in Air Quality Handbook, Pub #321.

If Yes, go to Project Level Impacts for CO and PM2.5/PM10 sections.

If No, was it included in the most recent regional conformity air quality analysis? ◉ Yes ○ No

If Yes, go to Project Level Impacts for CO and PM2.5/PM10 sections.

If No, consult with District Air Quality Coordinator.

Project Level Impacts for Carbon Monoxide (CO)

Are there any sensitive receptors located within the project area? ◉ Yes ○ No

Sensitive Receptors = Schools, Churches, Residences, Apartments, Hospitals, etc.
If No, the system skips the remainder of this section.

Based on similar projects in similar settings, will there be any negative air quality impacts? ○ Yes ◉ No

If Yes, complete a Quantitative or Qualitative Analysis of air quality impacts.
Use currently approved Air Quality model.
Conclusion of the analysis should be provided in Air Quality Remarks below, and the full analysis should be maintained in the project technical file.

☐ Quantitative Analysis
☑ Qualitative Analysis

Project Level Impacts for Particulate Matter (PM2.5 or PM10)

Is the project of air quality concern?

◉ No - Based on PennDOT Screening Document
○ No - Based on Interagency Consultation
○ Yes - Based on Interagency Consultation

Mobile Source Air Toxics (MSATs)

Is the project exempt from an analysis for MSATs based on Pub #321? ○ Yes ◉ No

See Air Quality Handbook, Pub #321, for exemptions.
If Yes, the system skips the remainder of this section.

Check all applicable statements:

☑ The project is an activity that will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative over existing conditions.

☐ Because of the uncertainties due to unavailable or incomplete information, a quantitative assessment of the effects of air toxic emissions impacts on human health cannot be made at the project level.

Air Quality Remarks

The project is associated with MPMS #110900, which 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 current 2023-2026 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 would be utilized to complete the adaptive signal improvement components of the project.

MPMS #110900 is part of the implementation of a Highway Safety Improvement Program and therefore has been identified as exempt from regional air quality analysis in accordance with 40 CFR 93.126. MPMS #117945 is not identified as a Highway Safety Improvement Program project, however, so the acquisition of the CMAQ funding necessitates the need to conduct an air quality analysis to determine if the project will have any significant adverse impacts within the project corridor.

Both MPMS #110900 and #117945 are identified in the July 2022 SPC Air Quality Conformity Determination (Pittsburgh Transportation Management Area), a companion document to the current 2023-2026 TIP. MPMS #110900 is listed as exempt from regional air quality conformity. MPMS #117945 is listed as a non-exempt project that was included in the conformity assessment for the 2023-2026 TIP. Therefore, the project satisfies regional conformity requirements.

The acquisition of the CMAQ funding for the adaptive signals portion of the project (through MPMS #117945) necessitated the need to conduct a project-level air quality analysis to determine if the project will have any significant adverse impacts within the project corridor. The project does not meet the 40 CFR 93.126/Pub. 321 Table 2 exemption and both MPMS #110900 and MPMS #117945 are coded as regionally significant. Review of the PennDOT Project-Level Air Quality Handbook and the EPA Greenbook has confirmed that the proposed US 30 Corridor Improvements project is in a county (Allegheny) that has been designated as being in a maintenance area for carbon monoxide (CO) and a non-attainment area for particulate matter (PM-2.5) and 8-hour ozone (2008 standard). In addition, the project is in a county (Westmoreland) that has been designated as a non-attainment area for 8-hour ozone (2008 standard).

To assess the project in terms of CO, a qualitative analysis was conducted utilizing traffic volumes and level-of-service (LOS) thresholds as identified in Figure 2 (Project-level CO Analysis Scoping Flow chart) within the PennDOT *Project-Level Air Quality Handbook*. The subject project does not include or directly affect any roadways for which the 20-year forecasted daily volume will exceed the established threshold level of 125,000 vehicles per day. It can therefore be concluded that the project will have no significant adverse impact on air quality because of Carbon Monoxide (CO) emissions. Assessment of the project in

terms of PM-2.5, was conducted in accordance with the PennDOT *Project-Level Air Quality Handbook* PM Screening process. The screening process entails three distinct screening levels. However, a project is not required to go through each screening level. The US 30 Corridor Improvements Western Section project required a Level 2 Screening (Refer to Figure 3 - Level 2 Project PM Screening Document in the PennDOT Project-Level Air Quality Handbook). Based on results of the screening, this project is not considered to be of air quality concern. The forecasted total Build condition traffic volume for SR 0030 will be less than or equal to 125,000 annual average daily traffic (28,146) and truck volume will be less than 10,000 heavy trucks per day (1,970) in the project vicinity. Furthermore, the project is expected to improve (or not further degrade) LOS and delay for the roadway with the highest number of diesel vehicles in the project vicinity. The current LOS for SR 0030 is LOS F and the design year build is LOS D.

Ozone (i.e., ground-level photochemical smog) results from a chemical reaction between volatile organic compounds and oxides of nitrogen in the presence of sunlight. Also, the concentration and dispersion of ozone are significantly affected by an area's meteorology and topography. Because it is primarily an area wide pollutant, this pollutant has been evaluated on a regional level in the current TIP, but is not a concern as a hot-spot pollutant for the proposed project. The criteria for air quality conformity are discussed in SPC's Air Quality Conformity Determination for the 2023-2026 Transportation Improvement Program and 2045 Long Range Transportation Plan Update. Air conformity for the Pittsburgh – Beaver Valley nonattainment area under the 8-hour ozone (2008 standard) National Ambient Air Quality Standard (NAAQS) is demonstrated if future daily emissions are less than Motor Vehicle Emissions Budget (MVEB) levels. In all analysis years, future annual emissions are lower than the MVEB. The analysis shows that the criteria for conformity under the 8-hour ozone (2008 standard) NAAQS have been satisfied.

NOISE

1. Is the project a:

Reference PennDOT Pub #24 for additional information on Type I, II and III Projects.

A. Type I Project? (●) Yes ( ) No

Indicate the applicable construction type:

- Highway on new alignment ☐
- Through lanes that increase capacity ☐
- Significant change in the horizontal or vertical alignment ☑
- Other ☐

Other Description:

B. Type II Project? ( ) Yes (●) No

C. Type III Project? If Yes, the system skips questions 2 and 3. ( ) Yes (●) No

2. A. Are sensitive receptors present? (●) Yes ( ) No

If No, the system skips questions 2B and 3. Provide any additional comments in the Remarks section.

If Yes, how many noise sensitive receptors are within the project area? 43

If Yes, what type(s) of sensitive receptors are present?

The project area includes 38 noise sensitive receptors classified as Land Use Category B, and 5 noise sensitive receptors classified as Land Use Category C. Refer to the Highway Traffic Noise Impact Study Screening Analysis that was prepared for the project for a detailed breakdown of the sensitive receptors present in each of the 15 Noise Sensitive Areas (NSAs). The Screening Analysis can be found in the project technical file. A list of supporting information available in the project technical file is provided in Appendix B.

B. What Land Use Activity Category is present in the project area as defined by PennDOT Pub #24? (Due to potential mixed land uses, there could be several categories.)

☐A ☑B ☑C ☐D ☐E ☐F ☐G

3. A. Do the predicted noise levels approach or exceed FHWA/PennDOT Noise Abatement Criteria for the Land Use Activity Category(s) identified in 2B? ◉ Yes ○ No

B. Will there be a substantial increase of 10 dB(A) over existing level? ○ Yes ◉ No

If both 3A and 3B are No, provide a qualitative (narrative) analysis in Noise Remarks below. ☐ Qualitative Analysis ☑ Quantitative Analysis

If 3A or 3B is Yes, provide the conclusion of the quantitative analysis in Noise Remarks below. The full quantitative analysis should be maintained in the project technical file. Attach the FHWA Approval Letter for the Noise Report.

Noise Remarks

A Highway Traffic Noise Impact Study Screening Analysis was completed for the Route 30 Section A10 Corridor Improvements Project in June 2021. Results showed that all representative Noise Receptor Units (NRUs) (Figure 10) within the noise impact study boundary have been assessed according to the methodology described above. When comparing the existing sound level to the build condition sound level, forty out of the forty-three NRUs modeled showed an imperceptible increase in sound level of two dB or less. The remaining receptor units (NRUs 5, 6, & 9) showed a slightly perceptible increase in sound level of 3 dB compared to existing levels. The sound levels at NRUs 12, 13, 18, & 21 would remain unchanged under the build condition with a 0 dB increase over existing conditions. Modeling results can be found in Table 4.

Supporting documentation for Chapter 4.5 includes:

- *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)

Route 30 and SR 48 are the primary source of noise in the vicinity of the project area. The relocation of turning traffic creates positive influence on the future noise environment of several sensitive receptors. NRU-11, NRU-12, & NRU-24 show a decrease in predicted future sound levels with the implementation of the build condition over the no-build condition.

There were also ten representative receptor units that warrant consideration for noise abatement. NRU-7, NRU-8, NRU-10, NRU-11, NRU-15, NRU-25, NRU-26, NRU-29, NRU-36, and NRU-37 approached (i.e., one dB(A) below the set noise abatement criteria) or exceeded the noise abatement criteria. These ten NRUs equate to approximately 33.80 equivalent residential units.

According to the evaluation results for these ten NRUs that warranted noise abatement, noise barriers would not achieve the required insertion loss (sound level decrease of at least 5 dBA for 50% or more of impacted receptors in a noise study area) without restricting vehicular access or sight distance from the

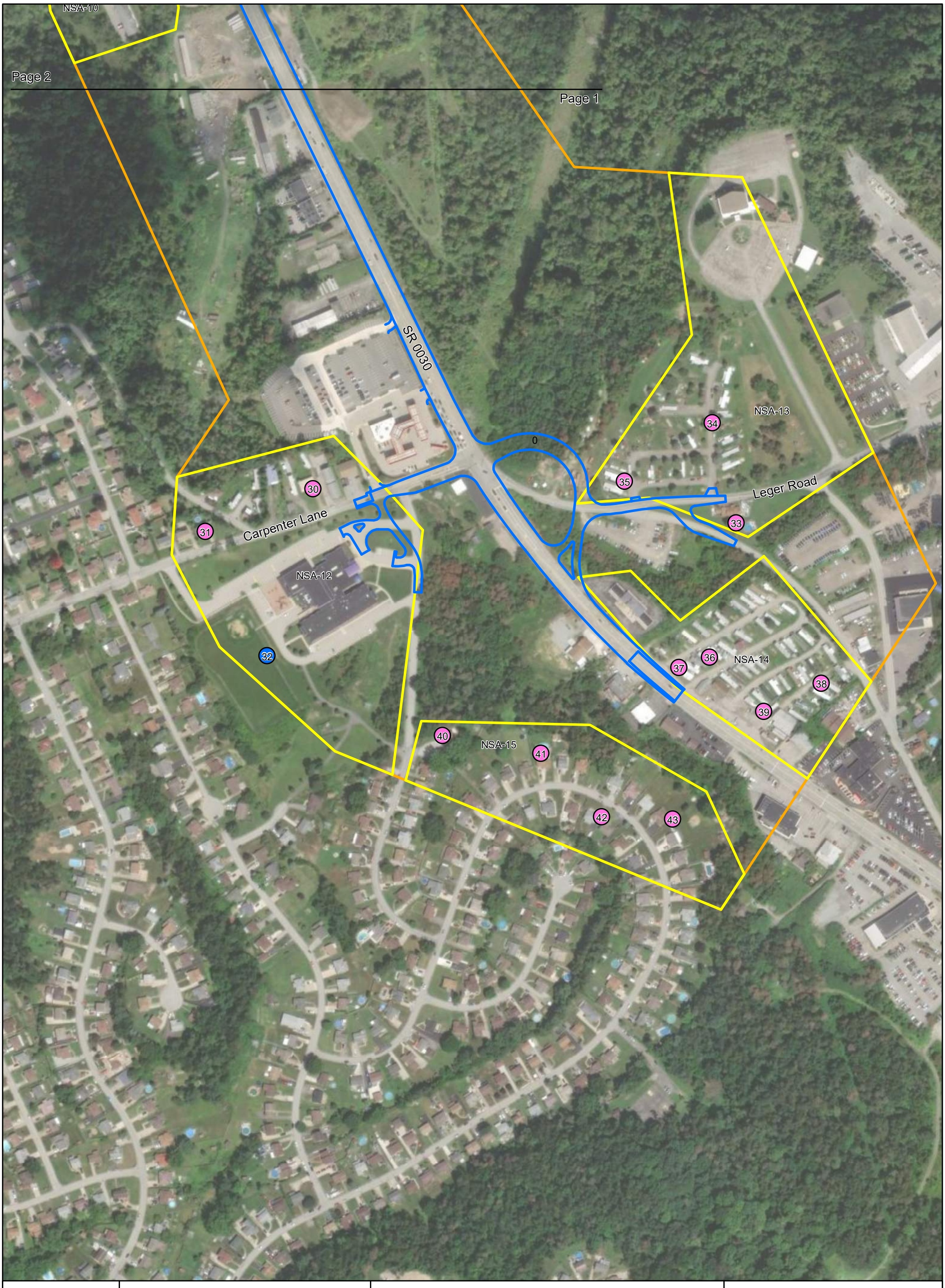
receptors. Given the need to maintain direct vehicular access to adjacent parcels, any such barrier would be not feasible based on PennDOT/FHWA criteria.

Therefore, further analysis is not required. Using a worst-case scenario model in TNM 2.5, ten out of 43 NRUs approached (i.e., one dB(A) below the set noise abatement criteria) or exceeded the noise abatement criteria, indicating that a perceptible noise impact is not anticipated to 33 of the 43 NRUs within the project area.

In addition, temporary increases in noise levels would occur during construction. Currently, neither North Versailles nor North Huntington have noise ordinances or enforceable code within their local ordinances stating a limit on the hours of construction. To reduce the noise impact associated with equipment, most construction activities will take place during times that are typically determined acceptable by municipalities that do have noise ordinances (before 10:00 P.M. and after 7:00 A.M.). Noise generated from construction activities cannot be completely avoided.

In closing, low-cost, easy to implement measures should be incorporated into project plans (e.g., work-hour limits, equipment muffler requirements, location of haul roads, elimination of "tail gate banging," reduction of backing up for equipment with alarms, community rapport, complaint mechanisms) with specifications.

A copy of the Highway Traffic Noise Impact Study Screening Analysis prepared for the US 30 Section A10 Corridor Improvements Project (June 2021) is located in the project technical file. A list of supporting information available in the project technical file is provided in Appendix B.



US 30 Corridor Improvements - Western Section
Pennsylvania Department of Transportation
(District 12-0)

North Versailles and
North Huntingdon Townships
Westmoreland and Allegheny Counties

Aerial data source: ESRI World Imagery

Figure 10
Noise Study Plan
(Page 1 of 4)

Route 30 projects
Planning • Designing • Solutions

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Page 3

Page 2

20

19

Glendale Drive

26

NSA-9

21

SR 0030

Peterson Road

22

23

NSA-8

27

24

Old Jacks Run Road

25

0

NSA-11

28

29

NSA-10

Page 2

Page 1

Noise Receptor Unit (Category B)

Noise Receptor Unit (Category C)

Edge of Pavement

Noise Study Area

Noise Study Boundary

Feet

0 250 500

US 30 Corridor Improvements - Western Section
Pennsylvania Department of Transportation
(District 12-0)

North Versailles and
North Huntingdon Townships
Westmoreland and Allegheny Counties

Aerial data source: ESRI World Imagery

Figure 10
Noise Study Plan
(Page 2 of 4)

Route 30 projects
Planning • Designing • Solutions

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Noise Receptor Unit (Category B)
Noise Receptor Unit (Category C)
Edge of Pavement
Noise Study Area
Noise Study Boundary

Feet
0 250 500

US 30 Corridor Improvements - Western Section
Pennsylvania Department of Transportation
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North Versailles and
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Figure 10
Noise Study Plan
(Page 3 of 4)

Document Path: G:\15-003 Route 30\15-003B E03289 WO 2 Rt. 30 Corridor PE\GIS\ENV\1.Maps\EA Figures\Fig 9. Noise Study Plan EA.2023-01-30.mxd

Noise Receptor Unit (Category B)

Noise Receptor Unit (Category C)

Edge of Pavement

Noise Study Area

Noise Study Boundary

Feet

0 250 500

MARKOSKY

US 30 Corridor Improvements - Western Section
Pennsylvania Department of Transportation
(District 12-0)

North Versailles and
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Aerial data source: ESRI World Imagery

Figure 10
Noise Study Plan
(Page 4 of 4)

Route 30 projects
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Table 4: Highway Traffic Noise Modeling Results (TNM 2.5)

Noise Study Area	Total Receptors Represented	Noise Receptor ID (Respective Receptors Represented)	Existing dB(A) Modeled (2015)	No-Build Condition		Build Condition		Substantial Increase (10 dB(A))	Land Use Category/Criteria Sound Level dB(A)	Barrier Warranted	Barrier Feasible	Barrier Reasonable
				Future dB(A) (2045)	Change over Existing dB(A)	Future dB(A) (2045)	Change over Existing dB(A)					
1	23	NRU-1 (12)	55	56	+1	57	+2	No	B (67)	No	N/A	N/A
		NRU-2 (4)	59	60	+1	61	+2	No	B (67)	No	N/A	N/A
		NRU-3 (7)	49	51	+2	51	+2	No	B (67)	No	N/A	N/A
2	24	NRU-4 (18)	56	58	+2	58	+2	No	B (67)	No	N/A	N/A
		NRU-5 (6)	55	57	+2	58	+3	No	B (67)	No	N/A	N/A
3	23	NRU-6 (9)	62	63	+1	65	+3	No	B (67)	No	N/A	N/A
		NRU-7 (5)	71	71	+1	72	+2	No	B (67)	**Yes**	No	N/A
		NRU-8 (4)	69	71	+2	71	+2	No	B (67)	**Yes**	No	N/A
		NRU-9 (5)	53	54	+1	56	+3	No	B (67)	No	N/A	N/A
4	2.50*	NRU-10 (2.50) *	70	71	+1	71	+1	No	C (67)	**Yes**	No	N/A
5	10	NRU-11 (3)	70	72	+2	71	+1	No	B (67)	**Yes**	No	N/A
		NRU-12 (7)	63	64	+1	63	0	No	B (67)	No	N/A	N/A
6	34	NRU-13 (26)	56	56	0	56	0	No	B (67)	No	N/A	N/A
		NRU-14 (7)	62	63	+1	64	+2	No	B (67)	No	N/A	N/A
		NRU-15 (1)	66	67	+1	67	+1	No	B (67)	**Yes**	No	N/A
7	11	NRU-16 (5)	61	61	0	62	+1	No	B (67)	No	N/A	N/A
		NRU-17 (5)	57	58	+1	58	+1	No	B (67)	No	N/A	N/A
		NRU-18 (1)	60	60	0	60	0	No	C (67)	No	N/A	N/A
8	70	NRU-19 (7)	64	65	+1	65	+1	No	B (67)	No	N/A	N/A
		NRU-20 (5)	55	56	+1	56	+1	No	B (67)	No	N/A	N/A
		NRU-21 (16)	59	59	0	59	0	No	B (67)	No	N/A	N/A
		NRU-22 (4)	61	62	+1	62	+1	No	B (67)	No	N/A	N/A
		NRU-23 (11)	53	54	+1	54	+1	No	B (67)	No	N/A	N/A
		NRU-24 (26)	58	62	+4	60	+2	No	B (67)	No	N/A	N/A
		NRU-25 (1)	65	67	+2	67	+2	No	B (67)	**Yes**	No	N/A

Noise Study Area	Total Receptors Represented	Noise Receptor ID (Respective Receptors Represented)	Existing dB(A) Modeled (2015)	No-Build Condition		Build Condition		Substantial Increase (10 dB(A))	Land Use Category/Criteria Sound Level (dB(A))	Barrier Warranted	Barrier Feasible	Barrier Reasonable
				Future dB(A) (2045)	Change over Existing (dB(A))	Future dB(A) (2045)	Change over Existing (dB(A))					
9	18.30 **	NRU-26 (10.30) **	66	67	+1	67	+1	No	C (67)	**Yes**	No	N/A
		NRU-27 (8)	60	62	+2	62	+2	No	B (67)	No	N/A	N/A
10	9	NRU-28 (9)	57	58	+1	59	+2	No	B (67)	No	N/A	N/A
11	1	NRU-29 (1)	67	68	+1	68	+1	No	B (67)	**Yes**	No	N/A
12	11	NRU-30 (8)	60	62	+2	62	+2	No	B (67)	No	N/A	N/A
		NRU-31 (2)	60	62	+2	62	+2	No	B (67)	No	N/A	N/A
		NRU-32 (1)	51	53	+2	53	+2	No	C (67)	No	N/A	N/A
13	22	NRU-33 (1)	55	57	+2	57	+2	No	C (67)	No	N/A	N/A
		NRU-34 (8)	50	52	+2	52	+2	No	B (67)	No	N/A	N/A
		NRU-35 (13)	59	61	+2	61	+2	No	B (67)	No	N/A	N/A
14	36	NRU-36 (4)	64	66	+2	66	+2	No	B (67)	**Yes**	N/A	N/A
		NRU-37 (2)	71	72	+1	72	+1	No	B (67)	**Yes**	No	N/A
		NRU-38 (16)	52	54	+2	54	+2	No	B (67)	No	N/A	N/A
		NRU-39 (14)	63	64	+1	64	+1	No	B (67)	No	N/A	N/A
15	25	NRU-40 (3)	51	53	+2	53	+2	No	B (67)	No	N/A	N/A
		NRU-41 (7)	57	58	+1	58	+1	No	B (67)	No	N/A	N/A
		NRU-42 (8)	56	58	+2	58	+2	No	B (67)	No	N/A	N/A
		NRU-43 (7)	61	63	+2	63	+2	No	B (67)	No	N/A	N/A

##	Level Approaches or Exceeds Criteria Noise Threshold for Land Use Category
*	Incorporated Cemetery ERU value of 2.50
**	Incorporated Cemetery ERU value of 10.30

4.6. Socioeconomic Areas

REGIONAL & COMMUNITY GROWTH

Will the project induce impacts (positive and negative) on planned growth, land use, or development patterns for the area? ◉ Yes ○ No

Is the project consistent with planned growth? ◉ Yes ○ No

Basis of these determinations:

Businesses along the project corridor that rely heavily on drive-by traffic may experience indirect impacts due to the installation of the median barrier. Motorists may be less likely to stop at these businesses if access is restricted to right-in / right-out only movements. Motorists may also be more likely to stop at these businesses if they feel safer accessing them. Existing community and economic development constraints may potentially improve due to the enhanced vehicular mobility along the corridor, and construction of this project would improve safety for all users of the Route 30 corridor. The Westmoreland County Comprehensive Plan identifies congestion as a major problem in areas where commercial growth is desired, including the project area. The Plan describes that "if increasing the capacity of the road is not a feasible option, then reducing congestion must be the goal."

The project consists of reconstruction of Route 30 to address safety issues and would allow for continued use of existing infrastructure. The project is also identified in the following planning documents:

- PennDOT's Pennsylvania's 2023 Statewide Transportation Improvement Program (MPMS #110900)
- Smart Growth Partnership of Westmoreland County's Route 30 Master Plan: Phase 1 Summary Report (2007)
- Southwestern Pennsylvania Commission MPO's Transportation Improvement Program Highway & Bridge Projects List (February 2020) (Project ID #32040)

Will the project induce secondary growth? ○ Yes ◉ No

Mitigation Remarks

To address any indirect access impacts that may occur as a result of the project, the public outreach plan includes educational materials on the changes in traffic patterns, with a stress on getting to businesses on the other side of the roadway using right in/right out turning movements. This information will be available during the public hearing and will be posted to the project website. The project design will include signage that clearly indicates to drivers that access to the other side of the road is at the jug handle.

Supporting documentation for Chapter 4.6 includes:

- *Conceptual Stage Survey Report* (March 2024)

PUBLIC FACILITIES & SERVICES

Will the project induce negative impacts on health and educational facilities; public utilities; fire, police and emergency services; civil defense; religious institutions; or public transportation? ◉ Yes ○ No

If Yes, explain.

Route 30 serves as a primary response route for Hartford Heights Volunteer Fire Company, located within the project limits in the southeast quadrant of Route 30 and Magnus Lane, and for the North Versailles Volunteer Fire Department Station 213-1, located north of the project. In addition, the Port Authority and Westmoreland Transit Authority (WTA) have multiple bus stop locations along the Route 30 corridor. Emergency apparatus and WTA bus operations may experience temporary delays during construction. However, all WTA and local emergency services will be maintained through construction, and special coordination with local officials will continue through the life of the project. All anticipated traffic implications will be communicated to ensure that local emergency management and transportation officials can plan accordingly and minimize temporary impacts to emergency response times and bus operations during construction.

Minor, permanent right-of-way and temporary construction easements would be required from Stewartsville Elementary School, Adelphoi Village Academy, Miller United Methodist Church, and the Hartford Heights Volunteer Fire Company station, but adverse impacts to operations at these facilities are not anticipated. Special consideration of the design was given at the Hartford Heights Volunteer Fire Company to ensure emergency operations are not restricted by the proposed condition. This involves utilization of mountable curb in place of median barrier to allow unrestricted movements in the eastbound and westbound directions of Route 30.

The project study area is densely developed, and permanent utility relocation would also be necessary (water, sanitary sewer, gas, electric and/or communications).

Does the project incorporate bicycle or pedestrian facilities into the overall design or operations (including construction)? ◉ Yes ○ No

Explain.

The project area is relatively well-developed, it includes pedestrian generators, and is an area targeted for future growth and development by local government. There are also numerous stretches of

undeveloped areas and vacant properties due to topographic constraints. In addition, due to the existing topography, steep slopes exist between Route 30 and many of the developed properties. For these reasons, robust pedestrian and/or bicycle infrastructure would not be appropriate within the immediate project area based on development patterns and topography.

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

Will the project have a positive impact to the public facilities and services listed above? ◉ Yes ○ No

If Yes, explain.

The proposed reconstruction would improve safety and mobility of transit, school transportation services, and emergency services along Route 30 and intersecting roadways within the project limits.

COMMUNITY COHESION

Will the project induce impacts to community cohesion? ○ Yes ◉ No

Will the project induce impacts to the local tax base or property values? ○ Yes ◉ No

Remarks

The project proposes intersection and corridor improvements along an existing facility. Minor access changes would result from the installation of the jersey barrier, and some intersections and driveways would be restricted to right-in, right-out movements only. However, this is not expected to disrupt any potential neighborhood connections, social patterns, or community cohesion in the vicinity of the project.

RIGHT-OF-WAY ACQUISITIONS OR DISPLACEMENTS OF PEOPLE, BUSINESSES OR FARMS

How many parcels require right-of-way acquisition, either partial or total?

123

Describe the extent and locations of acquisitions. Indicate for each acquisition whether it is temporary or permanent.

Right-of-Way acquisitions would be required throughout the limits of the project primarily due to widening along Route 30, the implementation of proposed jughandles, driveway adjustments, drainage easements & improvements, and construction of storm water management facilities. Suitable replacement properties are available in the immediate vicinity of the project, as documented in the Conceptual Stage Survey Report (2024). In addition, temporary construction easements would also be required throughout the project primarily to complete driveway adjustments and for drainage easements. For further information pertaining to the right-of-way acquisitions please see acquisition information and Conceptual Stage Survey Report in the project technical file. A list of supporting information available in the project technical file is provided in Appendix B.

Will the project require the relocation of people, businesses or farms? ◉ Yes ○ No

If Yes, indicate number: 3 **Residential** 7* **Commercial** 0 **Farms** 2 **Other (vacant)**

If there are displacements, a conceptual stage survey report is required that analyzes the availability of replacement facilities.

☑ Conceptual Stage Survey Report

Will the project induce impacts to economic activity, including employment gains and losses? ○ Yes ◉ No

If Yes, explain.

*Construction of the project could result in seven commercial property takes, one of which is a commercial duplex, representing eight potential businesses. Of the eight potential business spaces associated with these properties, three are currently active and would be affected by these takes. Suitable replacement properties are available in the project vicinity, however, and employment losses are not expected to be sustained as a result of construction of the project.

MAINTENANCE AND OPERATING COSTS OF THE PROJECT AND RELATED FACILITIES

Will the project induce increases of operating or maintenance costs? ○ Yes ◉ No

---

PUBLIC CONTROVERSY ON ENVIRONMENTAL GROUNDS

Will the project involve substantial controversy concerning social, cultural, or natural resource impacts? ○ Yes ◉ No

---

AESTHETIC AND OTHER VALUES

Will the project be visually intrusive to the surrounding environment? ○ Yes ◉ No

Will the project include "multiple use" opportunities? [2] ○ Yes ◉ No

Will the project involve "joint development" activities? [3] ◉ Yes ○ No

If Yes, explain.
Coordination with WTA will facilitate upgrades to a public transportation property.

4.7. Energy

NEPA requires the identification of all impacts to the natural and human environment, including energy. The project was analyzed to determine if it may result in significant environmental effects due to inefficient, wasteful, and/or unnecessary energy resource expenditures.

The *Traffic Report for Base and No-Build Conditions* that was prepared for the project identifies existing Level of Service (LOS) failures that are expected to worsen in the future. 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 for the Base Year of 2015. Results of the analysis also determined the LOS of the SR 48 intersection (for all peak periods evaluated) and the Carpenter Lane/Leger Road intersection (for the PM peak period) could degrade to an LOS F between the Base Year 2015 and the Future Year 2045 under the No-Build scenario.

The transportation sector is responsible for approximately 27% of energy consumption according to the United States Energy Information Administration (USEIA 2022). Vehicles consume greater amounts of energy in congested conditions, as stop-and-go travel and idling at signals or in congestion is less efficient and uses more energy. A study published by Transportation Research Board (TRB), indicates a

considerable increase in fuel consumption under congested traffic conditions compared with free-flow conditions (TRB 2014).

The project is intended to increase the efficiency of the transportation system by restricting access along select segments of the corridor with a median barrier and installing jug handle intersection treatments to eliminate left turn movements and improve overall mobility.

According to the on-line public survey conducted for the project one of the top three concerns in the project corridor included congestion/queuing (16% of all respondents). An analysis of traffic 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. Average time savings that would result from construction of the build alternative was projected to be approximately 1.7 and 1.0 minutes along the Route 30 eastbound and westbound lanes, respectively. Travel time reliability along US 30 could degrade substantially under 2045 No-Build conditions. The no-build scenario may result in worsening traffic and congestion scenario along this segment of roadway based on the latest traffic modeling.

In addition, existing pavement issues along the corridor include cracking, spalling, potholes, and pitting. The project roadway also exhibits poor drainage conditions. Under the no build alternative, frequent inspections, maintenance, and repairs associated with these issues could cause short-term lane closures and / or detours, which would result in higher energy usage.

The proposed improvements would involve additional pavement to maintain in the future, as well as short-term energy requirements during construction. However, development of the project would address existing operational deficiencies that have been identified along this segment of Route 30, including existing and projected levels of congestion, intersection failures, excessive queueing, and overall corridor travel concerns. This would result in an overall improved transportation facility with fewer idling vehicles and shorter travel times compared to the no-build scenario. Therefore, the proposed project is expected to create a more efficient roadway with more reliable travel times and have a long-term positive impact on energy consumption compared to the no-build scenario.

4.8. Indirect and Cumulative Effects

An Indirect and Cumulative Effects analysis was conducted for the project following the procedures outlined in the Pennsylvania Department of Transportation's (PennDOT's) *Publication 640 Indirect and Cumulative Effects (ICE) Desk Reference* (2008).

Resources evaluated for indirect and cumulative effects include those that are expected to be directly impacted by construction of the US 30 Corridor Improvements Project – Western Section, as listed below:

- Aquatic Resources (wetlands and streams),
- Farmland soils,
- Regional and Community Growth, Land Use/Land Cover, and Planned Development,
- Community Facilities and Services,
- Energy,
- Noise,
- Municipal, Industrial and Hazardous Waste Facilities,

- Invasive Species / vegetation,
- Local and Regional Economy, and
- Right of Way and Indirect Traffic Impacts.

Findings from the analysis are summarized below, and the full technical memo can be found in the project technical file. A list of supporting information available in the project technical file is provided in Appendix B.

A detailed analysis for indirect and/or cumulative impacts to geology, groundwater resources, floodplains and flood hazards, wildlife/wilderness areas, threatened and endangered species, historic resources, archaeological resources, Section 4(f)/ Section 2002 resources, Section 6(f)/ Project 70/ Project 500 resources, water trails / navigable waterways, environmental justice communities, visual resources/aesthetics, and community cohesion was not completed due to a lack of direct or significant impacts to these resources that would result from the proposed build alternative.

Indirect Effects are described in PennDOT's Pub 640 as those that are "*caused by a project, but unlike direct effects, occur later in time or are farther removed in distance. These effects are often called "but for" actions, because they would not or could not occur "but for" the implementation of the project*."

Indirect Effects can be growth-related or non-growth-related. Growth-related effects focus on impacts to the rate, type, location, or amount of growth and development that can be attributed to construction of the project. They are evaluated by comparing the growth that would reasonably occur if the project is constructed to the growth that would occur independently from the project. Non-growth-related impacts, on the other hand, are the consequence of the project at hand rather than from potential secondary development. Some examples provided in PennDOT's Pub 640 include downstream sedimentation, water quality impairment, and loss of habitat downstream due to changes in the hydrologic regime.

The project setting is along an already-developed commercial corridor where growth is anticipated and encouraged whether the project occurs or not. Overall, the proposed roadway improvements on their own are not expected to induce secondary growth, and although vacant parcels are available to accommodate any future expansion, local planning documents identify that growth in the form of infill or redevelopment is preferred and encouraged. Any growth that does occur in this area would be desired and consistent with planning initiatives at the local level. Land development and zoning ordinances, physical topographic constraints, existing locations of utilities and infrastructure, and the fact that the area is already well-developed would limit future development to primarily infill or redevelopment opportunities. Therefore, any growth and non-growth-related indirect effects that may occur as a result of the project are not expected to be significant.

Non-growth-related indirect effects to human and environmental resources may occur. Notably, businesses along this developed corridor may experience negative secondary impacts as a result of access changes. The proposed improvements include installation of raised median, thereby removing direct access to some businesses. Many access points and driveways along US 30 would be limited to right-in/ right-out movements after the project is constructed. Left turns would not be allowed except at median openings, which 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 intersections).

Right-in/ right-out movements and U-turns are perceived as an inconvenience to some drivers. This may impact the accessibility of some businesses along the project corridor, which could potentially affect sales. This impact would be the greatest to businesses that rely heavily on drive-by traffic, such as gas stations and convenience stores. To address these impacts, the public outreach plan includes educational materials on the changes in traffic patterns, with a stress on getting to businesses on the other side of the roadway using right in/right out turning movements. This information will be available during the public hearing and will be posted to the project website. The project design will include signage that clearly indicates to drivers that access to the other side of the road is at the jug handle. The project design has been refined to avoid, minimize, and mitigate for all anticipated impacts to the natural and human environment.

Cumulative effects are described in PennDOT's Pub 640 as "*… the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions…" Cumulative Effects include the proposed project's direct and indirect effects in combination with the effects due to past, present, and reasonably foreseeable future activities or actions of Federal, non-federal, public, and private entities*." They are removed from time and space from impacts associated with the direct project.

The timeframe used to evaluate the potential for cumulative effects was 1937 through 2043, which mark the year this section of the Route 30 corridor was constructed and the project's design year. The spatial boundaries used to analyze cumulative effects are different depending on the resource under evaluation, since the geographic context varies for each resource. Each unique Resource Study Area (RSA) used to analyze cumulative effects to area resources is listed below:

- Aquatic Resources (wetlands and streams) – Jacks Run and Brush Creek watersheds, which are the overlapping subbasins where direct impacts are expected;
- Farmland Soils (active farms are absent) – The overlapping farmland soil unit boundaries, including those outside areas where direct impacts are expected to occur;
- Land Use/Land Cover, Vegetation, and Invasive Species – Property lines beyond the project area where potential secondary growth may reasonably be accommodated;
- Community Facilities and Services – Project area;
- Energy – Project area;
- Noise – the Noise Study Area established for the project;
- Municipal, Industrial and Hazardous Waste Facilities – Project area municipalities;
- Local and Regional Economy – Project area municipalities;
- Right of Way and Indirect Traffic Impacts – Project area municipalities, to account for potential actions and their implications beyond the immediate project area;

Past, present, and reasonably foreseeable future actions (RFFAs) that have occurred in this timeframe in the vicinity of the project are outlined below.

Past actions include:

- construction of Route 30, PA 48, as well as additional roadways,
- conversion of agricultural land to primarily commercial and residential land use, and
- in-fill development activities and growth.

Present action:

- The present action, as previously discussed, includes full depth reconstruction and widening of approximately 2.3 miles of the existing Route 30 roadway.
- Curb gutter and median would be installed, and additional intersection improvements are proposed to allow for controlled left turn movements in the corridor.
- "Jug handle" type intersections are proposed approximately every 0.7 miles through the length of this corridor to allow traffic access to opposite sides of the roadway and provide turn-around opportunities.

Reasonably Foreseeable Future Actions (RFFAs) include the following:

- Mosside Blvd-PA 130 - Resurfacing on Mosside Boulevard from PA 130 to Haymaker Road in Monroeville Borough, Allegheny County;
- Jacks Run Rd over Branch of Jacks Run - Bridge replacement on Jacks Run Road over branch of Jacks Run in White Oak Borough, Allegheny County;
- 2026 Slide Repairs - District Wide slide repair contract. Perform slide repairs on various state routes at various locations in various municipalities in Fayette, Greene, Washington and Westmoreland Counties;
- SR 4019 over Brush Creek - SR 4019 (Ardara Road) over Brush Creek North Huntingdon Township, Westmoreland County Bridge Improvements;
- WetGo Development - GetGo has purchased land and is in the process of developing a WetGo car wash on the property adjacent to the gas station;
- Dollar General redevelopment - Vacant building that used to operate as a gym is being converted to a Dollar General. Access and landscaping changes may occur at this property;
- future Sheetz - The Sheetz would be where the existing Valley Pool & Spa is along the eastbound lanes of Route 30. Part of this project would also likely involve realigning Naser Road and McKee Road to close the gap between those two intersections;
- 1001 Logan Road - New storage/warehouse/office building;
- former Rivertown restaurant - Building is scheduled to be demolished; and
- former Tangleview Stables - Preliminary inquiries about developing a 6-8 story senior living center on the property.

As detailed in the *Indirect and Cumulative Effects Assessment Technical Memo* (June 2023), the combined effects when considering past, present, and RFFAs (Table 5) are considered to be minor and would not contribute to significant cumulative impacts to any resources affected by the project. Resources for which notable adverse impacts are expected have appropriate mitigation commitments to minimize and / or offset negative effects. In summary, cumulative effects resulting from this project together with past, present, and RFFAs are insignificant.

Supporting documentation for Chapter 4.8 includes:

- *Indirect and Cumulative Effects Assessment Technical Memo* (June 2023)

Table 5: Potential cumulative impacts of past, present, and reasonably-foreseeable future actions

Topic	Past Actions / Impacts	Present Condition / Proposed Direct and Indirect Impacts	RFFA Impacts	Summary
Streams	Streams in the area have previously been affected by the construction of project area roadways and expansion of commercial and residential areas in the recent past, however the extent is not possible to estimate due to a lack of data. The area was developed as agricultural land prior to construction of the roadway (and prior to the beginning timeframe of this assessment), which likely had a more drastic impact to streams. Past actions since that time are assumed to be 0 linear feet.	Under existing conditions, streams within the Jacks Run and Brush Creek drainage basins total to approximately 40 miles based on the National Hydrography Dataset, but additional streams may be present. Construction of the proposed project would result in permanent impacts to four streams within the project area, totaling approximately 392 linear feet. Five streams would be temporarily impacted due to construction activities.	All identified RFFAs are expected to have minimal direct and indirect impacts. Stream impacts, if any occur, would be minor and / or temporary and are not likely contribute to a significant cumulative impact in the study area. Any new construction would be subject to federal, state, and local regulations and permitting requirements to protect the surrounding environment. It can reasonably be anticipated that new development projects would be designed to avoid, minimize, and/or mitigate for impacts to aquatic resources. As a conservative estimate, the permanent stream impact total expected to result from the US 30 project are applied to the three RFFAs that would involve new developments (Naser Road/US 30 intersection future Sheetz, 1001 Logan Rd storage warehouse, and 14179 US 30 former Tangleview Stables) to approximately 1,200 linear feet.	Stream mitigation will occur in an effort to offset unavoidable stream impacts. Coordination will be conducted with the PADEP and the USACE during final design to discuss potential mitigation options in order to help offset the unavoidable stream impacts within the project area. These options could include the purchase of stream mitigation credits from an accredited mitigation bank, if applicable. Developers of existing and future projects must adhere to permitting requirements and regulations. BMPs will be incorporated into the projects Erosion and Sedimentation Control Plan and will be in place during construction to ensure protection of the water quality of the area's water resources. Cumulative impacts to streams total to approximately 1,600 linear feet and are insignificant. All impacts will be minimized and mitigated for, all applicable permitting requirements will be met, and the quality of streams in this already-disturbed area where these projects have occurred/ will occur is relatively low compared to other areas of the watershed. In addition, 1,600 feet of cumulative stream impact makes up less than one percent of the 40 miles of stream throughout the Brush Creek and Jacks Run drainage basins.
Wetlands	Wetlands in the area have previously been affected by the construction of project area roadways and expansion of commercial and residential areas in the recent past. The area was developed as agricultural land prior to construction of the roadway (and prior to the beginning timeframe of this assessment), which likely had a more drastic impact to wetlands. Past actions since that time are assumed to be 0 acres.	According to the National Wetlands Inventory, all potential wetland areas in the broad vicinity of the project are R5UBH (riverine) type wetlands and are associated with established streams. They total approximately 30 acres in the immediate area according to the inventory, however other wetland units may be present. Permanent impacts to wetlands due to the project would total 0.0027 acres. Approximately 0.0293 acres of temporary impacts would affect two wetlands within the project area as well.	All identified RFFAs are expected to have minimal direct and indirect impacts. Wetland impacts, if any occur, would be minor and / or temporary and are not likely contribute to a significant cumulative impact in the study area. Any new construction would be subject to federal, state, and local regulations and permitting requirements to protect the surrounding environment. It can reasonably be anticipated that new development projects would be designed to avoid, minimize, and/or mitigate for impacts to aquatic resources.	Wetland boundaries (wetlands not permanently impacted) will be plotted on the design plans, and special provisions will be included in the construction contract for fencing of wetlands to avoid unintentional impacts and to restore all temporarily impacted wetlands to original conditions. All temporarily impacted wetlands will be restored to original conditions after completion of the project. Wetland boundaries will be fenced prior to the start of construction and wetlands will be avoided during construction. All temporarily impacted wetlands will be restored to original conditions after completion of the project. Any current or future project that involves impacts to wetlands will need to be permitted and mitigated for to ensure no net loss. To minimize cumulative impacts, current and future projects should be designed to minimize the destruction, loss, or degradation of wetlands, and to preserve and enhance their natural and beneficial values.
Farmland Soils	Farmland soils and agricultural areas in the vicinity of the project have been converted to non-agricultural use in the past, but no major conversions have occurred in the recent past. Past actions from roadway and secondary development have resulted in approximately 120 acres of prime farmland soils or farmland soils of statewide importance to be converted to non-agricultural uses.	Agricultural resources are not present with the exception of four (4) Farmland of Statewide Importance soil types and one Soil Capability Class III soil. There is no active agricultural land, agricultural security areas, conservation easements, or land enrolled in Clean and Green located within the project study area. Therefore, there is no Prime Agricultural Land according to the Agricultural Land Preservation Policy. The proposed project would result in conversion of less than 1 acre of farmland soils (including four Farmland of Statewide Importance soil types and one Soil Capability Class III soil). However, the conversion does not correspond with active agricultural uses, and this area holds no potential to be developed as agricultural use in the future due to existing land uses and plans for commercial and/or residential development in the area.	All identified RFFAs are expected to have minimal direct and indirect impacts. Projects in this area would not result in impacts to agricultural resources due to a lack of active agricultural land. Any agricultural-related impacts would be limited to minor conversions of farmland soils to alternative uses. Of the RFFAs, only one project might result in conversion of farmland soil in an area that holds potential to be used for agricultural purposes: The Former Tangleview Stables project, where approximately 30 acres of a Farmland of statewide importance (Wharton silt loam, 8 to 15 percent slopes) is present.	The project, and other projects in the vicinity, meet an FPPA Exclusionary Condition outlined in Section IV.A of the Pennsylvania Department of Transportation's Agricultural Resources Evaluation Handbook, Publication No. 324 (2016). Overall, the project would not result in any impacts to active farmland or agricultural resources. The total cumulative impact to farmland soils is conservatively estimated to be approximately 151 acres. However, the project makes up a small fraction of this impact. In addition, considering the project is in an already-developed area where there is little potential for active agricultural use in the future, cumulative impacts to farmland soils are insignificant.
Vegetation / Invasive Species	Previous development, the construction of project area roadways, and past commercial and residential expansions have removed existing vegetation and likely contributed to the spread of invasive species. It is estimated that approximately 150 acres of previously vegetated/forested/rural land has been converted to impervious surface in the immediate vicinity of the corridor.	The project area is well-developed with commercial and residential land use, and roadside vegetation is located adjacent to the Route 30 roadway and cross-streets within the project area. Vegetation that would be directly impacted includes deciduous shrubs and trees and mowed or landscaped land associated with roadside development in the vicinity of the project. This is expected to affect less than 10 acres of vegetated area. Since these land cover changes do not propose conversion of quality habitat and/or valued land uses (e.g., agriculture), changes to land use/land cover and vegetation associated with the project are not considered to be a significant impact.	The identified RFFAs are expected to have minimal direct and indirect impacts to vegetation. They are primarily expected to be redevelopment projects or projects improving existing facilities in areas where landcover is landscaped or lower-quality roadside vegetation. A conservative estimate is that the cumulative impact to vegetation from all RFFAs combined totals approximately 25 acres of vegetation converted to impervious surface.	For all projects in the present and future, it is reasonable to assume that all temporarily disturbed areas will be restored and reseeded as part of construction, as appropriate. The cumulative impact to vegetation is estimated to be approximately 185 acres. This impact is considered insignificant considering the quality of the vegetated areas that will be impacted in this already-developed area.

Topic	Past Actions / Impacts	Present Condition / Proposed Direct and Indirect Impacts	RFFA Impacts	Summary
Regional and Community Growth, Land Use/Land Cover, and Planned Development	Past actions have resulted in a transition of primarily agricultural and undeveloped land use to a combination of residential, transportation, and commercial land uses. The population of North Huntingdon and North Versailles Townships were 9,384 and 5,668 in 1930, respectively. Population grew to 30,609 in North Huntingdon Township and 10,229 in North Versailles Township by 2010. It is estimated that approximately 150 acres of previously vegetated/forested/rural land has been converted to impervious surface in the immediate vicinity of the corridor. Public involvement activities and coordination with local officials have not identified a notable history of past actions impacting land development patterns in a way that is inconsistent with the local vision, and the immediate project area has been targeted for continued commercial and residential use for at least two decades. Growth and development patterns in the vicinity of the project have been guided by local municipal and county planning initiatives.	Any growth that does occur in this area would be desired and consistent with planning initiatives at the local level. Land development and zoning ordinances, physical topographic constraints, existing locations of utilities and infrastructure, and the fact that the area is area is already well-developed would limit future development to primarily infill or redevelopment opportunities. Therefore, any growth and non-growth-related indirect effects that may occur as a result of the project are expected to be minor.	RFFAs are expected to be designed and planned with consideration for local planning objectives. It can be assumed that future projects would engage appropriate stakeholders early and often through the planning process to ensure consistency with the local vision for the area.	No significant impacts to regional and community growth, land use/land cover, and planned development are anticipated. Individual past, present, and future projects are designed with consideration for local needs and planning objectives.
Community Facilities and Services	Community facilities and services are present for some of the past time period used for the purposes of this analysis. Public involvement activities and coordination with local officials have not identified a notable history of impacts to these resources. Present-day community facilities and services have not been significantly impacted by past development actions.	Stewartsville Elementary School and Adelphoi Village Academy are present within the project area. Route 30 serves as a primary response route for Hartford Heights Volunteer Fire Company, located within the project limits in the southeast quadrant of Route 30 and Magnus Lane, and for the North Versailles Volunteer Fire Department Station 213-1, located north of the project. In addition, the Port Authority and Westmoreland Transit Authority (WTA) have multiple bus stop locations along the Route 30 corridor. Emergency apparatus and WTA bus operations may experience temporary delays during construction. Special coordination provisions and access details to/from the site would be determined in final design. Minor, permanent right-of-way and temporary construction easements would be required from Stewartsville Elementary School, Adelphoi Village Academy, Miller United Methodist Church, and the Hartford Heights Volunteer Fire Company station, but adverse impacts to operations at these facilities are not anticipated. Appropriate stakeholders and local officials have been actively engaged in all public involvement activities. The project study area is densely developed, and permanent utility relocation would also be necessary (water, sanitary sewer, gas, electric and/or communications). Impacts associated with the present action are considered to be minor due to the fact that appropriate stakeholders have been engaged through the planning process, and the overall benefits of the project outweigh any negative impact to these facilities and services.	RFFAs are not anticipated to affect existing community facilities and services. It can be assumed that future projects would engage appropriate stakeholders early and often through the planning process to avoid and minimize any impacts to applicable community resources.	All impacts are expected to be minor and/or temporary. Special consideration of the design was given at the Hartford Heights Volunteer Fire Company to ensure emergency operations are not restricted by the proposed condition. This involves utilization of mountable curb in place of median barrier to allow unrestricted movements in the eastbound and westbound directions of Route 30. Project benefits would outweigh any adverse impacts to these resources and services. Therefore, no significant cumulative impacts to community facilities and services are anticipated.
Energy	Vehicles consume greater amounts of energy in congested conditions, as stop-and-go travel and idling at signals or in congestion is less efficient and uses more energy. Past development activity that has created the commercial and transportation-oriented landscape in the vicinity of the project has had a negative impact on energy resources.	The proposed improvements would involve additional pavement to maintain in the future, as well as short-term energy requirements during construction. However, development of the project would address existing operational deficiencies that have been identified along this segment of Route 30, including existing and projected levels of congestion, intersection failures, excessive queueing, and overall corridor travel concerns. This would result in an overall improved transportation facility with fewer idling vehicles and shorter travel times compared to the no-build scenario. Therefore, the proposed project is expected to create a more efficient roadway with more reliable travel times and have a long-term positive impact on energy consumption compared to the no-build scenario.	RFFAs include minor roadway facility improvements, demolition, or redevelopments in this already-developed area. Any redevelopments that are planned to occur are not expected to generate new activity or induce additional land use change. Therefore, RFFAs would likely only result in a minor adverse impact to energy resources.	Cumulative impacts associated with energy are insignificant.

Topic	Past Actions / Impacts	Present Condition / Proposed Direct and Indirect Impacts	RFFA Impacts	Summary
Noise	The original construction of the Route 30 and PA 48 corridors created added noise to the existing environment. Other more recent development activities have not had notable noise impacts to the community.	Ten Noise Receptor Units (NRUs) within eight noise study areas were identified to warrant noise abatement measures as a result of the project, but noise barriers were determined to be infeasible. The overall project area noise environment is not expected to be significantly affected by the development of the project. To reduce the noise impact associated with equipment, most construction activities would take place during permitted times dictated by local municipalities, which typically state that noise levels cannot exceed prescribed levels after 10:00 P.M. or before 7:00 A.M. In addition, the relocation of turning traffic creates positive influence on the future noise environment of several sensitive receptors.	The scopes of work associated with the RFFAs would not bring major changes to the existing noise environment in the future, and these developments are not anticipated to alter traffic volumes or patterns (which would cause an indirect noise impact).	Cumulative impacts associated with noise are insignificant.
Municipal, Industrial, and Hazardous Waste Facilities	Previous development activities may have involved facilities containing asbestos and/or lead paint.	Phase I ESA field reconnaissance activities occurred in 2019 and 2023, and 27 Phase I ESA sites within the project area. Phase II / Phase III Environmental Site Assessments and asbestos inspections were recommended. Lead based paint may also be encountered, and a lead paint inspection is recommended if any repairs or renovations are proposed to facilities that contain suspect lead paint. The Phase II/III ESA would occur in Final Design, and special provisions would ensure any impacts associated with hazardous or residual waste sites are minimal. Impacts to municipal, industrial, and hazardous waste facilities are expected to be insignificant.	RFFAs are not anticipated to significantly affect existing hazardous materials. It can be assumed that future projects would all comply with state, federal, and local environmental regulations and impacts would be minimized to the degree practicable. Based on the scopes of works of these projects, impacts would be minor. Only one of the ten RFFAs is known to involve a building demolition.	The area where the project would occur is well-developed, but special provisions will ensure any impacts associated with hazardous or residual waste sites are minimal. Project benefits would outweigh any adverse impacts. It can be assumed that all future projects will adhere to applicable state, federal, and local environmental regulations as well. Therefore, no significant cumulative impacts associated with municipal, industrial, and hazardous waste facilities are expected to occur.
Local and Regional Economy	Historically, coal and agriculture have been the chief industries driving the economy in the vicinity of the project. Population growth, the development of the Route 30 corridor, general development, and the transition of land use to commercial and denser residential uses have diversified the economy in the immediate area. Primary employment sectors also include healthcare, technology, retail, and manufacturing. Public involvement activities and coordination with local officials have not identified a notable history of past projects impacting the local economy in a way that is inconsistent with the local vision. The immediate project area has been targeted for commercial use for at least two decades. Economic growth in the vicinity of the project have been guided by local municipal and county planning initiatives.	Seven commercial property takes, which would affect eight potential business spaces (due to the presence of a commercial duplex), are necessary to construct the project. Employment impacts are not anticipated to result from these takes due to the presence of replacement commercial properties within five miles of the project area, as documented in the Conceptual Stage Survey Report (amended in 2024). Businesses along the project corridor that rely heavily on drive-by traffic may experience indirect impacts due to the installation of the median barrier. Motorists may be less likely to stop at these businesses if access is restricted to right-in / right-out only movements. Motorists may also be more likely to stop at these businesses if they feel safer accessing them. Existing community and economic development constraints may potentially improve due to the enhanced vehicular mobility along the corridor, and construction of this project would improve safety for all users of the Route 30 corridor. The Westmoreland County Comprehensive Plan identifies congestion as a major problem in areas where commercial growth is desired, including the project area. The Plan describes that "if increasing the capacity of the road is not a feasible option, then reducing congestion must be the goal."	RFFAs are expected to be designed and planned with consideration for local planning objectives. It can be assumed that future projects would engage appropriate stakeholders early and often through the planning process to ensure consistency with the local vision and economic vitality of the area.	A net positive cumulative impact associated with the local and regional economy is expected. A desired outcome of the project is to improve economic vitality and support any future growth in the vicinity of the project. The project and all RFFAs will be planned in accordance with the local vision.
Right-of-Way	The original construction of the Route 30 and PA 48 corridors required notable right-of-way acquisition. Construction of the roadways resulted in the acquisition of approximately 20 acres of right-of-way within the project area. No other past actions required extensive right-of-way.	Proposed improvements to Route 30 would be contained within the existing PennDOT right-of-way to the extent possible; however permanent right-of-way would be required from adjacent property owners in the form of strip-takes, temporary construction easements, and in some cases permanent displacements. 123 parcels would require either partial or total right-of-way acquisition. These requirements would result in 11 full property takes, including seven commercial property displacements (affecting eight independent business spaces due to the presence of a commercial duplex), three residential property displacements, and two full takes of roadside parcels that are currently vacant. One of the full parcel takes includes one residential unit and one commercial unit that are located in two separate buildings. The project limits of disturbance overlap with approximately 30 acres outside of the existing right-of-way.	RFFAs are expected to occur on privately-owned land with the exception of the roadway/bridge projects. These projects include roadway resurfacing, bridge replacement, bridge restoration, and slide repairs, and are relatively minor in nature. The projects together would likely require less than 10 acres of permanent right-of-way acquisition.	Right-of-way requirements associated with the proposed action have been minimized to the extent practicable, and affected property owners will be compensated fair market value for the sale of the land during the right-of-way acquisition process. Suitable replacement properties are available within five miles of the project area. Cumulative impacts associated with right-of-way acquisition are expected to be approximately 60 acres total, and landowners adjacent to the project will be offered fair market value as compensation for the acquisitions. Cumulative right-of-way impacts are expected to be insignificant.
Indirect Traffic Impacts	Construction of the Route 30 and PA 48 corridors had repercussions on local and regional scales. Residential housing growth in the area has contributed to traffic and congestion in the area. Other past actions that have occurred more recently have not resulted in notable impacts to project area traffic.	The existing US 30 corridor is an unrestricted thoroughfare. The proposed addition of a raised median would restrict left turn movements along the project corridor thereby affecting access to nearly all properties along the US 30 corridor. The proposed action would restrict access in some areas and improve overall mobility along the corridor, thereby improving safety. Traffic would be temporarily impacted during construction activities.	Traffic in the region may be temporarily delayed during construction of the RFFAs. It can be assumed that other transportation-related RFFAs are necessary and recommended to improve local mobility, access, and accessibility. Non-transportation-related RFFAs are not expected to induce significant changes in traffic volumes or patterns. RFFAs are not expected to result in significant cumulative impacts.	The proposed activities would require unavoidable temporary lane closures that may result in short-term increases in congestion. However, the proposed improvements are expected to improve mobility along the corridor, which outweighs any negative impact. Significant cumulative traffic impacts are not expected to result from past, present or RFFAs.

4.9. Permits Checklist

☐ **No Permits Required**

☑ **United States Army Corps of Engineers Section 404 and/or Section 10 Permit**

☑ Individual ☐ Nationwide ☐ PASPGP

☑ **DEP Waterway Encroachment (105) Permit**

☑ Standard ☐ Small Project ☐ General ☐ Other

☑ **DEP 401 Water Quality Certification**

☐ **Coast Guard Permit**

☑ **NPDES Permit**

☐ General ☑ Individual ☐ Exempt

☐ **Other Permits**

5 PUBLIC INVOLVEMENT

	#	Comments
☐ Plans Display		
☑ Public Officials Meetings	4	Since the project's inception, four public officials meetings were held on March 2, 2016, October 5, 2017, May 29, 2019, and October 24, 2022.
☑ Public Meetings	3	Three open house style public meetings were held on March 2, 2016, October 5, 2017, and May 29, 2019.
☑ Public Hearing		A Hearing will be held.
☐ Special Purpose Meetings (specify)		
☐ Section 106 Public Involvement / Consulting Parties (specify)		
☐ Section 106 Tribal Consultation (specify Tribe(s) contacted and Tribal response)		
☐ Environmental Justice Community Involvement (if applicable)		
☐ Other information dissemination activities (specify)		
☑ Commitment for Further Public Involvement		The contractor will continue to coordinate with local municipalities and the public.

Remarks

Respondents that participated in the Public Officials and Public meeting that occurred on March 2, 2016 identified Safety (24 respondents) access to businesses/residences (18 respondents), and traffic flow and congestion (16 respondents) as the most important issues to be considered in project development.

The second public meeting for the Route 30 Corridor Improvements project was held on October 5, 2017 to present the Preferred Alternative alongside project background information, alternatives analyses, and next steps. Public Meeting 2 was attended by 102 persons. A public officials meeting preceded the public meeting and was attended by 25 public officials and project engineers. A project website (https://www.route30projects.com/) was also used to communicate project information and collect feedback. Of the 71 survey responses that were received as part of the October 2017 public involvement activities, 26 (37%) were positive with regard to the Preferred Alternative that was presented, 9 (13%) were neutral, 28 (39%) were negative, and 8 (11%) did not specify an opinion. Open-ended comments that were received were generally on the topics of access along the corridor (47% of responses), traffic (23% of responses), safety (13% of responses), right-of-way (12% of responses), drainage (4% of responses), and pedestrian activity (1% of responses).

The negative public comments that were received as part of public involvement activities for the project were primarily related to the installation of the median barrier and resulting access changes. Right-in/right-out movements and U-turns are perceived as a negative impact to some drivers but lead to a safer project corridor for the travelling public. The median installation and intersection treatments proposed as part of the Route 30 corridor improvements project may be perceived as confusing and unnecessary to some users and would require a period of adjustment to the new traffic patterns. However, once constructed, the project would have a positive impact on mobility and safety throughout the project corridor. Responses to public comments explained in detail that:

- Access management options proposed as part of the project would result in safer transportation facilities due to reductions in congestion and crash and injury rates, as well as improvements in overall mobility (including truck traffic).
- Businesses and land values would likely benefit from the above-mentioned safety and mobility improvements,
- Special planning considerations were made for emergency management services (e.g., no median barrier would be installed at the fire department station), and overall emergency response times are not expected to change. Emergency management services are expected to experience a decrease in demand due to the safety benefits that would result from construction of the project.

Supporting documentation for Chapter 5 includes:

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

Other negative comments were centered on drainage issues and delays/congestion at major intersections within the project area. Responses to the public clarified that drainage improvements would be included as part of the project, and proposed intersection improvements and median barrier would improve the overall LOS and reduce queueing backup and delay at major intersections.

The Public Officials Briefing occurred on October 24, 2022 to provide an update on the project and reasoning why it is being reevaluated as an Environmental Assessment after previously being scoped as a Categorical Exclusion. Major concerns brought up by local officials at the meeting included right-of-way impacts and access changes at the Dix Drive intersection.

Although negative comments were collected as part of the public involvement activities for the project, all are generally considered to be minor and/or temporary, and are expected to be outweighed by the safety and mobility benefits that would result from construction of the project. Public concerns would continue to be addressed through the public outreach plan, which includes educational materials on the changes in traffic patterns with a stress on accessing resources on the opposite side of the roadway using right in/right out turning movements. This information would be available during the public hearing and would be posted to social media and the project website.

6 ENVIRONMENTAL JUSTICE

Supporting documentation for Chapter 6 includes:

- *Environmental Justice Analysis* (March 2024)

Executive Order 12898 (Federal Actions to Address 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.

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 (Table 6) (Figure 11).

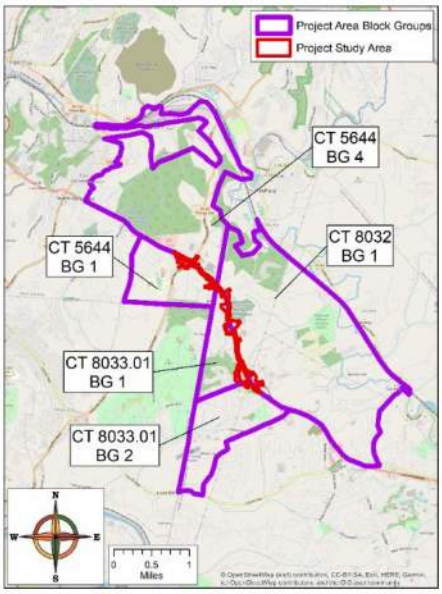

Figure 11: Census Tracts and Block Groups overlapping with the Route 30 Project Study Area

Table 6: 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
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

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*.

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 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.

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 the overall project study area.

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.

All impacts noted above are expected to apply to both EJ and non-EJ populations alike, and do not appear to be disproportionately high and adverse.

The analysis resulted in the following EJ 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.

The full analysis is attached to this EA report (Appendix G).

7 ENVIRONMENTAL COMMITMENTS AND MITIGATION

The mitigation measures summarized in this section would be incorporated into the project's design documents. In order to track and transfer mitigation commitments through the project development process, Environmental Commitments & Mitigation Tracking System (ECMTS) documentation would be prepared and submitted to the appropriate channels, including the Contract Management Unit, as the project moves through Final Design and Construction.

Impacts and mitigation commitments are based on Preliminary Design and may change as the project moves through Final Design and Construction. Final design information and final mitigation commitments would be included in the ECMTS documentation.

STREAMS

Permanent Stream Impacts: 392 *linear feet*

Mitigation Remarks:

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

WETLANDS

Permanent Wetland Impacts: 0.0027 *acre*

Mitigation Remarks:

Design Related Mitigation: Wetland boundaries (wetlands not permanently impacted) will be plotted on the design plans, and special provisions will be included in the construction contract for fencing of wetlands to avoid unintentional impacts and to restore all temporarily impacted wetlands to original conditions. All temporarily impacted wetlands will be restored to original conditions after completion of the project.

Construction Related Mitigation: Wetlands that are not to be impacted will be fenced prior to the start of construction and wetlands will be avoided during construction. All temporarily impacted wetlands will be restored to original conditions after completion of the project.

SOIL EROSION & SEDIMENTATION

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

VEGETATION

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

HAZARDOUS OR RESIDUAL WASTE SITES

Design Related Mitigation: An asbestos inspection will be conducted in Final Design. If any asbestos is found, special provisions will be included in the construction contract.

Design and Construction Related Mitigation: If any asbestos is identified during the inspection, the contractor will be responsible for removing and properly disposing of all ACM. Asbestos mitigation activities will be included in the ECMTS Tracking Table. If renovations or repairs are proposed to any facilities that contain suspect lead paint, a lead paint inspection will be conducted by an EPA and a PA DLI certified lead paint inspector.

Design Related Mitigation: A Phase II/III ESA will be conducted in Final Design and recommendations within the report will be included in the construction contract. Special Provisions and Notice to Contractors will be developed to ensure proper handling and disposal of contaminated material.

Construction Related Mitigation: Recommendations outlined in the Phase II/III ESA will be followed along with adherence to all Special Provisions. Contaminated material will be handled and disposed of in accordance with all federal, state and local regulations.

Special Attention
If contamination (suspected or verified) is found, the PennDOT District 12-0 Environmental Unit should be contacted immediately. If design plans should change, including but not limited to construction and excavation limits, the conclusions provided in this report should be reviewed as further waste-related investigations may be required.

WILDLIFE

PennDOT will ensure the PNDI screening is updated as necessary through the life of the project. Coordination with PGC, PA DCNR, PFBC, USFWS, and/or other applicable resource agencies will occur if future PNDI consultation results indicate species conflicts and the proposed project risks impacting threatened, endangered, and /or special concern species.

CULTURAL RESOURCES

For the Miller United Methodist Cemetery and the Penn Lincoln Cemetery, A Cemetery Treatment Plan of Action has been approved to ensure the protection and to outline procedures for inadvertent discoveries of human remains in the archaeological APE. This plan outlines contact information and procedures to be followed. It includes protective fencing along the APE at both cemeteries and requires an archaeological monitor to be present during construction in the vicinity of the cemeteries to ensure the plan is followed. Protective fencing will be approximately installed from Station 1096+25 Rt to Station 1098+60 Rt at the Miller United Methodist Cemetery. Protective fencing will be approximately installed from Station 1055+00 Rt to 1069+75

Rt at the Penn Lincoln Cemetery. These locations for protective fencing are approximate and will be finalized as design is completed. The Cemetery Treatment Plan of Action is available at: https://path.penndot.gov/ProjectDetails.aspx?ProjectID=10317.

At archaeological sites 36WM1207 and 36WM1208, an archaeological monitor will be present during construction and protective fencing will be placed along the APE. The fencing will prevent encroachments outside the APE into portions of the archaeological resources that were not subjected to National Register evaluation. At 36WM1207, construction must not exceed the vertical APE in the areas of the barn and cistern to protect the deeper portions of the site.

NOISE

To reduce the noise impact associated with equipment, most construction activities will take place during permitted times dictated by local municipalities, which typically state that noise levels cannot exceed prescribed levels after 10:00 P.M. or before 7:00 A.M.

Low-cost, easy to implement measures should be incorporated into project plans (e.g., work-hour limits, equipment muffler requirements, location of haul roads, elimination of "tail gate banging," reduction of backing up for equipment with alarms, community rapport, complaint mechanisms) with specifications.

REGIONAL AND COMMUNITY GROWTH

To address any indirect access impacts that may occur as a result of the project, the public outreach plan includes educational materials on the changes in traffic patterns, with a stress on getting to businesses on the other side of the roadway using right in/right out turning movements. This information will be available during the public hearing and will be posted to the project website. The project design will include signage that clearly indicates to drivers that access to the other side of the road is at the jug handle.

PUBLIC FACILITIES & SERVICES

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

Special coordination provisions and access details to/from WTA bus sites will be determined in final design. Jug handle turnarounds will be installed about every 0.7 miles. Mountable curb will be installed in front of the Hartford Heights Fire Company station instead of median barrier so that operations are not restricted.

RIGHT-OF-WAY ACQUISITIONS AND DISPLACEMENTS

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