



MEMORANDUM of MEETING

Date: 12/11/2017

Date of Meeting: 10/05/2017

Time of Meeting: 6:00-8:00 PM

Meeting Location: Norwin High School

Meeting Description: Public Mtg. #2

CC: Project File

Work Order Number: WRA #32043

Contract Number: ECMS #E03289

Project: SR 0030-A10 Corridor Improvements

The second public meeting for the US 30 Corridor Improvements project was held in October 2017 to present the Preliminary Proposed 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.

The attached informational handout was distributed to all attendees and includes an overview of the information presented at the meeting (Attachment 1). All displays were presented by members of the project team (Attachment 2). All handouts, display boards, and video were uploaded to the Route 30 Projects website on the morning of October 6, 2017 at <https://www.route30projects.com/>. The stations presented at the meeting were as follows:

Station 1: *Welcome and Sign In*

Station 2: *Background: What Have We Done So Far?*

- Content included study area, outreach efforts, purpose and need, analyses summary, crash rates, and infrastructure/operational deficiencies.

Station 3: *Video: Understanding the Project and Process*

Station 4: *Preliminary Proposed Alternative*

- Content included preliminary alternatives analysis, connection improvements, level of service maps, and preliminary proposed alternative maps.

Station 5: *Corridor Access: How Will I Get from Here to There?*

- Content included diagrams illustrating how to navigate newly proposed jughandles, signals, and access improvements.

Station 6: *What Happens Next?*

- Content included preliminary project schedule and next steps for the project.

Station 7: *Feedback Forum*

- Paper comment forms were available for attendees to complete.

To gather feedback about the Preliminary Proposed Alternative, a paper comment form was distributed at the meeting (Attachment 3). The survey consisted of the following questions:

Question 1: Do you live or work along one of the segments of the project?

- Respondents were asked to select whether they live, work, or travel through the project's Segment 1 (between Malts Lane and Route 48) and Segment 2 (Between 10th Street Bypass in Irwin and Malts Lane). There was an additional "Other" option where respondents were asked to explain their use of the project area.

Question 2: How did you hear about the meeting?

- Respondents were asked to indicate where they heard about the October 5th public meeting by selecting from the following options: newspaper article, email, letter/postcard, from a friend, or PennDOT or community website. Respondents were also allowed to select "other" with a space available to specify the source where they received information about the meeting. For the online version of the survey, this question had an additional option of "I did not attend the 10/5/17 public meeting." Multiple responses per person were permitted for Question 2.

Question 3: How would you rate the meeting?

- Respondents were asked to rate the meeting location, time of day, displays, video, and their interaction with the project team. For each category, they were able to select either excellent, good, fair, or poor.

Question 4: Please rate your response to the following statement, "*The Preliminary Proposed Alternative as presented adequately addresses my concerns within the project area.*"

- Respondents were asked to rate their satisfaction with the Preliminary Proposed Alternative by selecting whether they strongly agreed, agreed, felt neutral, disagreed, or strongly disagreed with the above statement. If "disagree" or "strongly disagree" was selected, they were asked to provide additional feedback in Question 5.

Question 5: Please provide any comments or suggestions about the Preliminary Proposed Alternative for the US Route 30 Projects. Indicate the segment and specific location to which you are referring.

- A space for written comments was provided for survey respondents to provide specific comments, suggestions, and feedback about the project.

Of the 102 people who attended the meeting, 22 submitted paper survey responses. An online version of the survey also became available on the Route 30 Projects website for two weeks after the meeting from October 6-20, and it received 51 responses. Of those who responded online, 25 people indicated they did not attend the public meeting. Due to the survey structure, the remaining 26 online respondents could not conclusively be determined to have attended the meeting. In total, there were 73 survey respondents.

A summary of the survey results is attached (Attachment 4). For Questions 1-4, results were summarized based on the number of respondents who selected each option. The open-ended comment responses received for Question 5 were summarized first by topic, then by location, and finally by whether the comment exhibited overarching agreement, disagreement, or site-specific concerns toward the project. Note that when summarizing the open-ended responses by topic and location, some responses were counted as multiple "comments" if they discussed several different topics or locations.

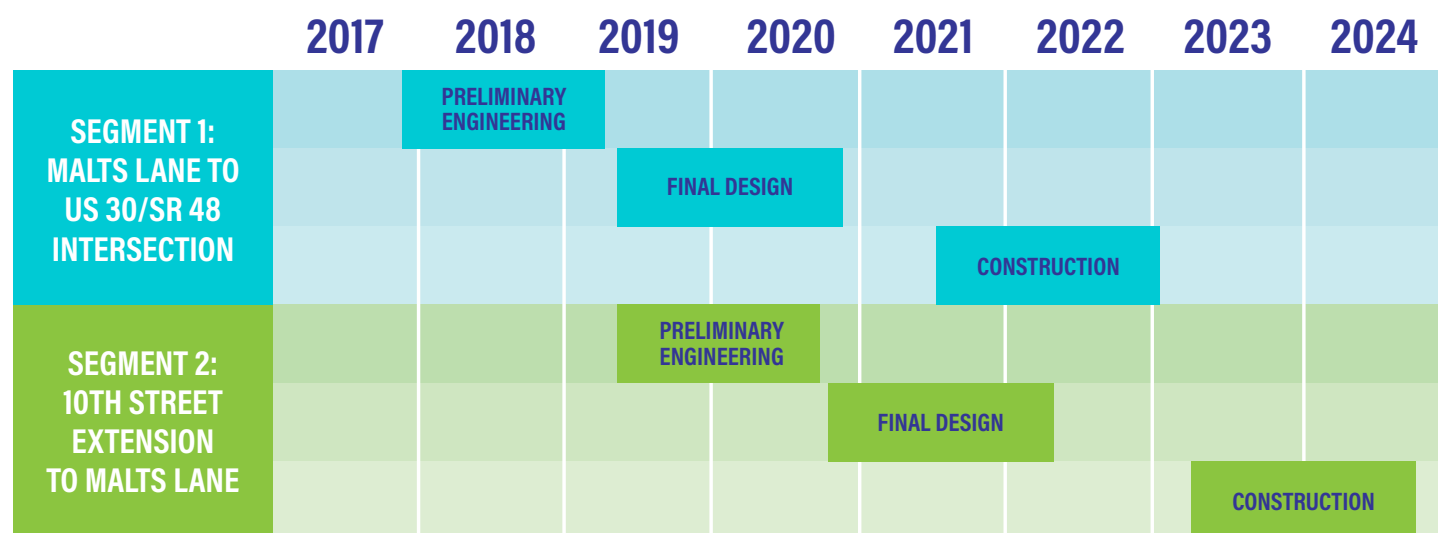


Attachment 1

Informational Handout



PROJECT SCHEDULE



*SCHEDULE SUBJECT TO CHANGE DUE TO FUNDING AVAILABILITY

NEXT STEPS

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

MEET THE PROJECT TEAM

PENNDOT PROJECT MANAGER

NANCY KOLENC

PennDOT Engineering District 12-0

825 North Gallatin Avenue Ext.
Uniontown, PA 15401

724.439.7377

nkolenc@pa.gov

CONSULTANT PROJECT MANAGER

SCOTT THOMPSON-GRAVES, PE, PTOE

Whitman, Requardt and Associates, LLP

2009 Mackenzie Way, Suite 240
Cranberry Township, PA 16066

724.779.7940

sthompson-graves@wrallp.com

ADDITIONAL PROJECT TEAM MEMBERS

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

Moore Design Associates
Monaloh Basin Engineers
Arrow Land Solutions, LLC

PRELIMINARY PROPOSED ALTERNATIVE IDENTIFIED

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

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

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

STATION OVERVIEW

10/5/17 PUBLIC MEETING

STATION 1

WELCOME AND SIGN IN

STATION 2

BACKGROUND: WHAT HAVE WE DONE SO FAR?

STATION 3

VIDEO: UNDERSTANDING THE PROJECT AND PROCESS

STATION 4

PRELIMINARY PROPOSED ALTERNATIVE

STATION 5

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

STATION 6

WHAT HAPPENS NEXT?

STATION 7

FEEDBACK FORUM

BY THE NUMBERS



50%
FASTER
TRAVEL TIME
DURING
RUSH HOUR

1,174
FEWER
CRASHES



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



SMOOTHER
ROADWAY
SURFACE

IMPROVED
DRAINAGE



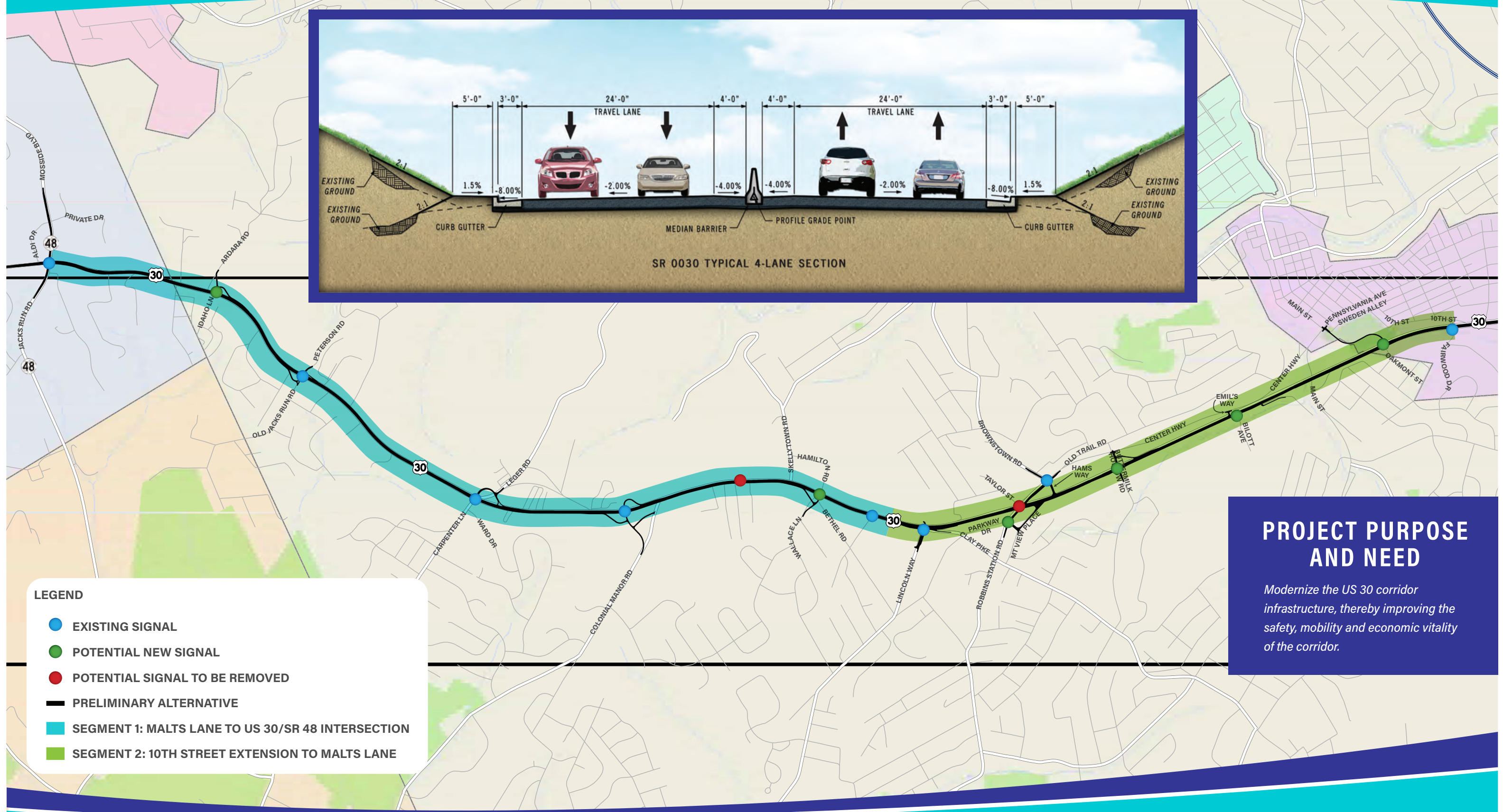
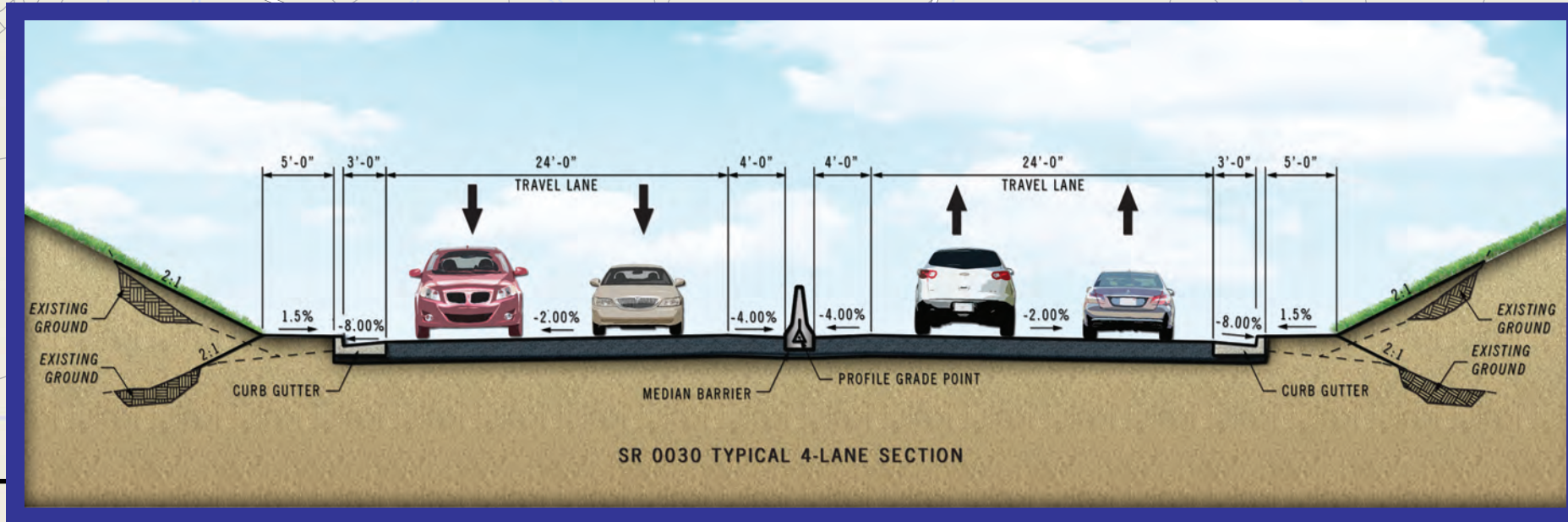
STATE-OF-
THE-ART
TRAFFIC
SIGNAL
SYSTEM
THAT ADAPTS
TO CONDITIONS

HOW TO STAY CONNECTED

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

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





LEGEND

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

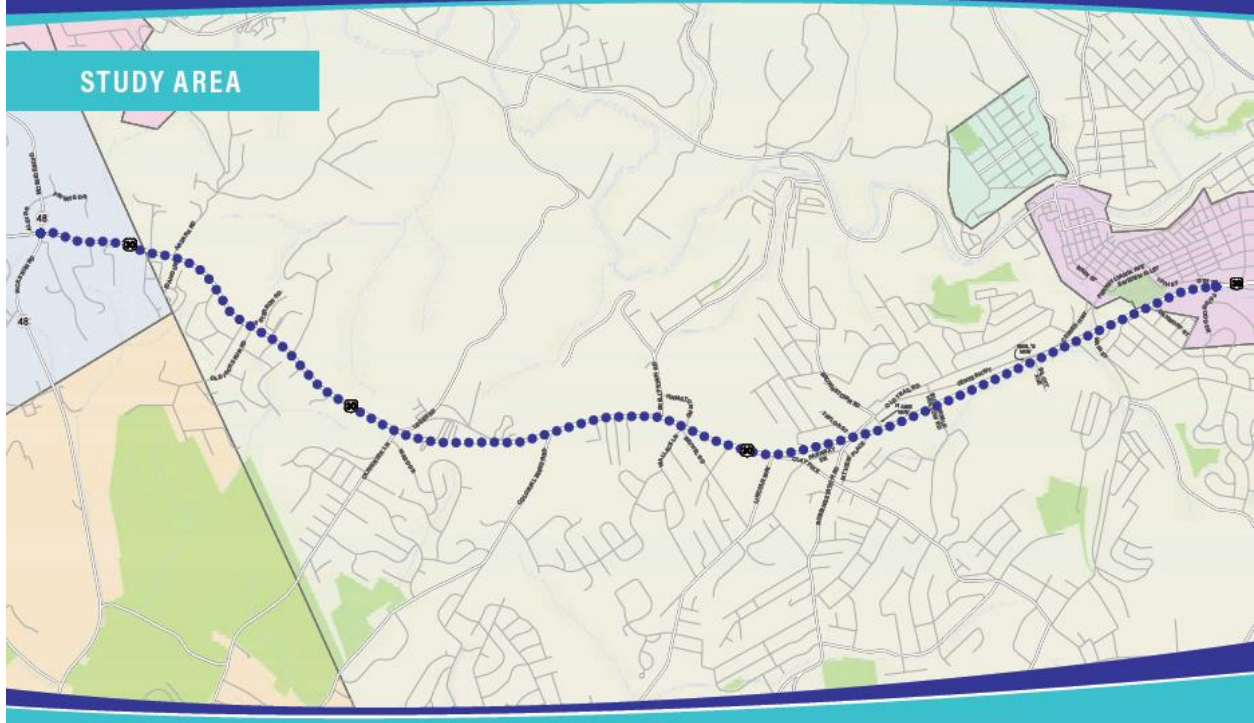
PROJECT PURPOSE AND NEED

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

Attachment 2

Display Boards

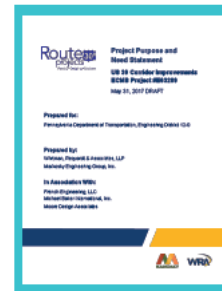
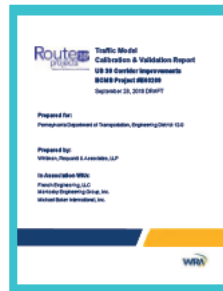




- ◆ Project Advisory (PAC) and Stakeholder (SC) Committee Meetings
 - PAC #1—Sept 8, 2015
 - SC #1—Feb 5, 2016
 - PAC #2—Aug 22, 2017
 - SC #2—Aug 31, 2017
- ◆ Public Meeting #1—Mar 2, 2016
(over 120 attendees)
- ◆ Public Meeting #2—Oct 5, 2017
- ◆ Online Survey with 900 Responses

SUMMARY OF COMPLETED ANALYSES

- ✓ Traffic Report for Base and No-Build Conditions
- ✓ Traffic Model Calibration and Validation Report
- ✓ Corridor Safety Study
- ✓ Highway Deficiency and Design Criteria Report
- ✓ Project Purpose and Need Statement
- ✓ Alternatives Screening



PURPOSE AND NEED

Route 30 Overall P&N Statement:

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

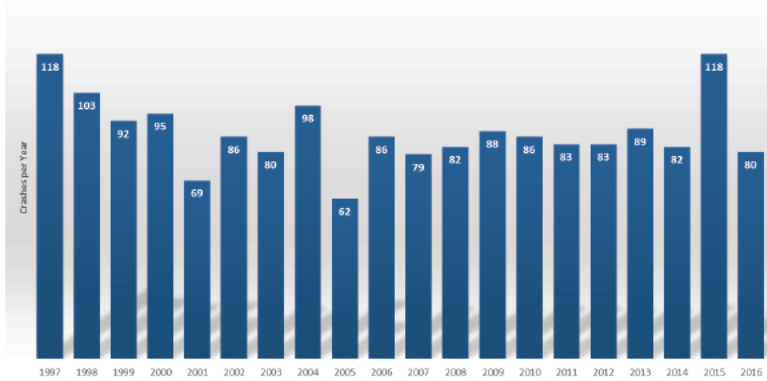
Include improvements to:

- **Safety conditions** for the traveling public
- **Operational deficiencies** to enhance mobility
- **Facility and infrastructure deficiencies** to provide a reliable and sustainable facility
- **Community and economic development** constraints

Historic Crash Rates

Almost 2 per week on average | Higher than expected number of injury accidents per year

SR 0030-A10
Observed Annual Crash Frequency



2045 Level of Service (LOS) Deficiencies

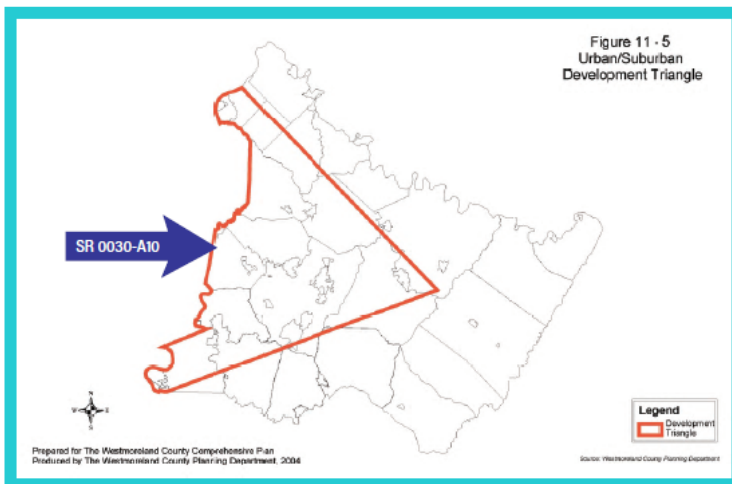
- 2015 travel times of 10-13 minutes
 - Approximately 3 minute variation between peaks
- 2045 travel times of 10-21 minutes
 - Up to 65% increase in travel delays (varies by peak)
 - Over 10 minute travel time variation between peaks
 - Overall reduction in travel reliability
- Inadequate traffic gaps measured for left-turns
- Left-turn issues, congestion, and queuing highlighted as top concerns by 43% of 90 survey respondents



LEGEND

- LOS E/F (all peaks)
- LOS E/F (single peak)
- ➔ LOS E/F (approach)

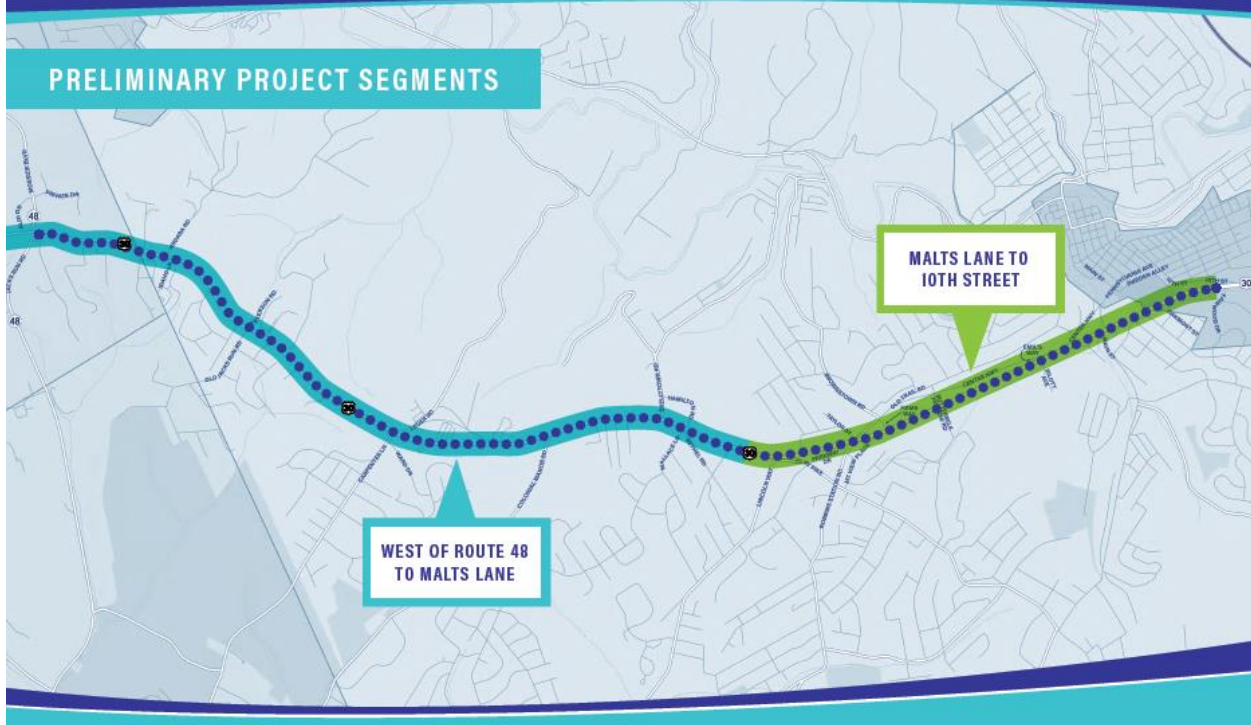
- ◆ Roadway Design Requirements
 - Existing shoulders < 8-12' DM2 requirement
 - Existing lanes < 11-12' DM2 requirement
- ◆ Miscellaneous Roadway or Geometry issues
 - Clear zone concerns
 - Sight-distance constraints
 - Skewed intersection geometry
 - Falling rock
- ◆ Pavement issues
 - 1937 concrete base layer is 80 years old versus policy recommendation to replace beyond 55 years
 - Mostly fair to poor pavement ratings in project



- ◆ Growth & Congestion
 - North Huntingdon Twp. building permits
 - Westmoreland Co. Urban/Suburban Development Triangle
- ◆ Inadequate Multimodal Infrastructure and Community Connectivity



PRELIMINARY PROJECT SEGMENTS



PRELIMINARY ALTERNATIVES EVALUATION

PRELIMINARY ALTERNATIVES BENEFITS From Opening Year to 2045

ALTERNATIVE	SAFETY	OPERATIONS	STOPS	FUEL	EMISSIONS
	NUMBER OF CRASHES REDUCED ¹	VEHICLE HOURS OF DELAY REDUCED ² (1000'S OF HOURS)	REDUCTION IN STOPS ALONG THE CORRIDOR ³ (1000'S OF STOPS)	REDUCTION IN FUEL USAGE ² (1000'S OF GALLONS)	REDUCTION IN CO ₂ , VOC, AND NO _x EMISSIONS ² (kg)
4-LANE WITH BARRIER ALTERNATIVE	1,044	16,718	224,070	4,370	965,188
5-LANE WITH CENTER TURN LANE ALTERNATIVE	753	16,383	120,830	1,819	569,003

PRELIMINARY ALTERNATIVES MONETARY BENEFITS³ From Opening Year to 2045

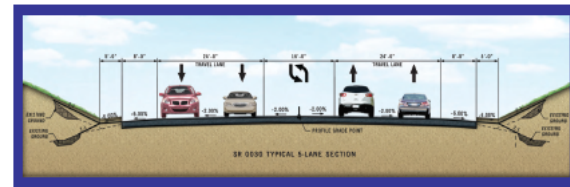
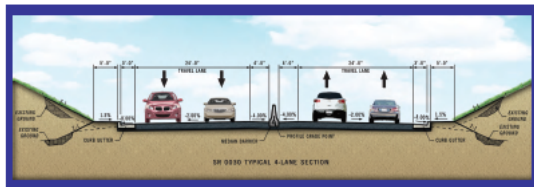
ALTERNATIVE	SAFETY	OPERATIONS	STOPS	FUEL	EMISSIONS
4-LANE WITH BARRIER ALTERNATIVE	\$34,920,957	\$72,708,328	\$906,049	\$12,591,191	\$97,719
5-LANE WITH CENTER TURN LANE ALTERNATIVE	\$21,608,448	\$71,990,470	\$545,443	\$863,623	\$5,801

TWO PRIMARY ALTERNATIVES AND THIRTY-NINE SECONDARY ALTERNATIVES WERE EVALUATED TO ADDRESS THE PROJECT PURPOSE AND NEED.

¹ Crash reductions were calculated following Highway Safety Manual (HSM) methodologies to screen and compare potential alternatives. The HSM is a tool to quantify safety performance in terms of the number of expected crashes based upon a roadway's characteristics, traffic volume, and the historical crash history of similar roadways using a statistically rigorous approach.

² Reductions in vehicle hours of delay, stops, fuel usage, and emissions (Measures of Effectiveness) are computed from Synchro and VISSIM traffic modeling software, which used base and design year traffic volumes with current and proposed roadway geometric alignments to determine the expected benefits at year 2045.

³ A 2017 unit cost in dollars was applied to each Measure of Effectiveness to link the benefits to a monetary value. A yearly 7% discount rate recommended by the US Department of Transportation was applied to bring the future yearly expected benefits to a 2017 monetary value.



PRELIMINARY PROPOSED ALTERNATIVE BENEFITS

PREFERRED ALTERNATIVES BENEFITS From Opening Year to 2045

ALTERNATIVE	SAFETY	OPERATIONS	STOPS	FUEL	EMISSIONS
	NUMBER OF CRASHES REDUCED ¹	VEHICLE HOURS OF DELAY REDUCED ² (1000'S OF HOURS)	REDUCTION IN STOPS ALONG THE CORRIDOR ² (1000'S OF STOPS)	REDUCTION IN FUEL USAGE ² (1000'S OF GALLONS)	REDUCTION IN CO, VOC, AND NOx EMISSIONS ² (kg)
PRELIMINARY PROPOSED ALTERNATIVE	1,174	16,718	224,070	4,370	965,188

PRELIMINARY ALTERNATIVES MONETARY BENEFITS³ From Opening Year to 2045

ALTERNATIVE	SAFETY	OPERATIONS	STOPS	FUEL	EMISSIONS
PRELIMINARY PROPOSED ALTERNATIVE	\$38,293,518	\$72,708,328	\$906,049	\$12,591,191	\$97,719

¹ Crash reductions were calculated following Highway Safety Manual (HSM) methodologies to screen and compare potential alternatives. The HSM is a tool to quantify safety performance in terms of the number of expected crashes based upon a roadway's characteristics, traffic volume, and the historical crash history of similar roadways using a statistically rigorous approach.

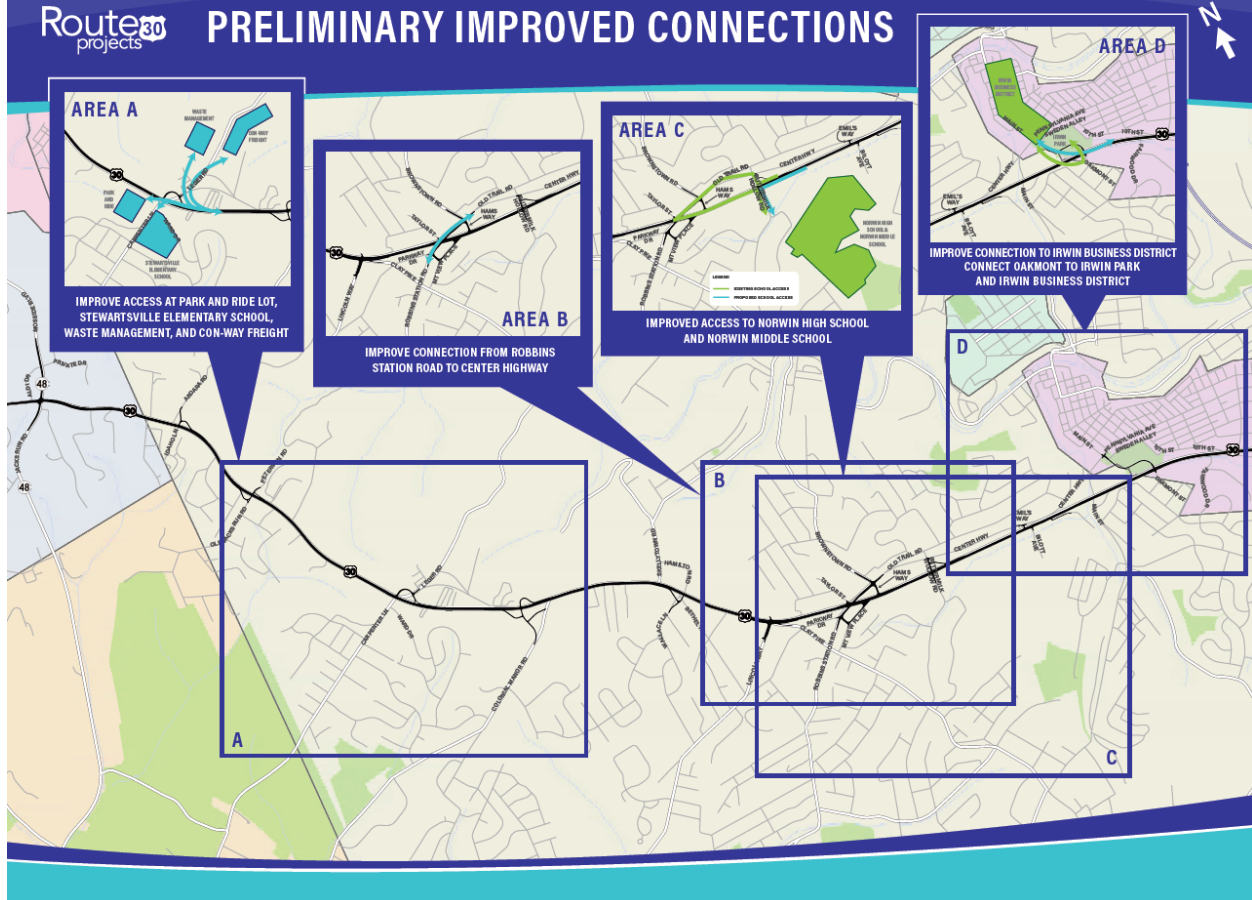
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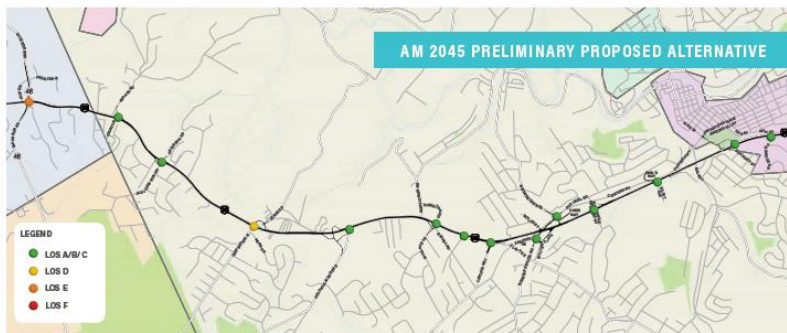
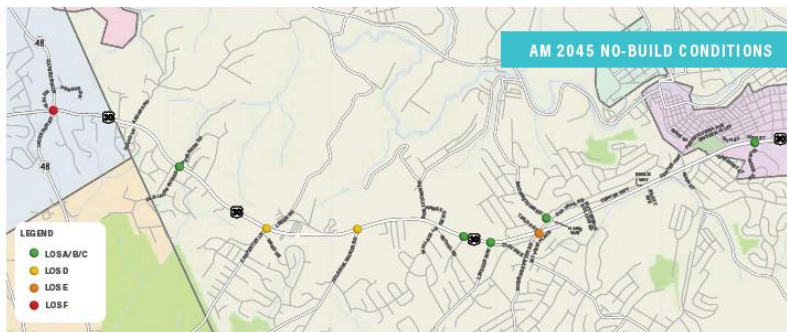
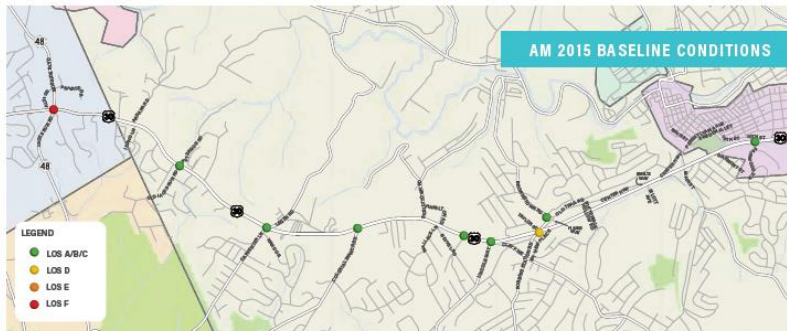
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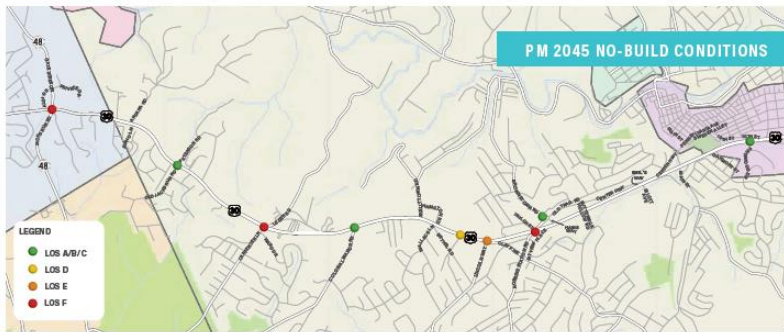
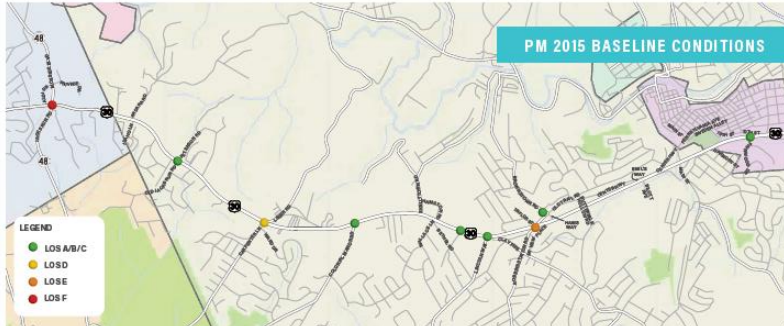
The Preliminary Proposed Alternative includes refinements to the original 4-Lane with Barrier Alternatives to improve safety. In addition, it:

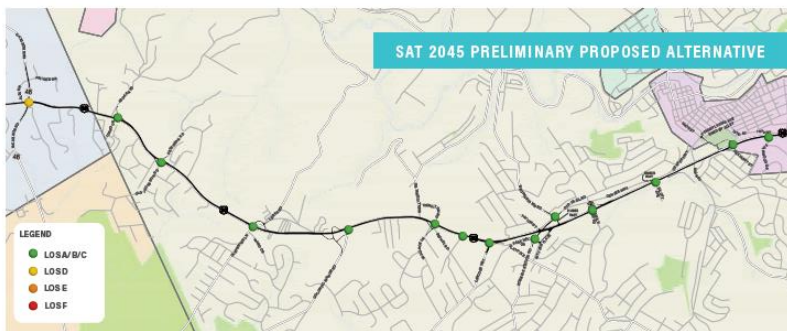
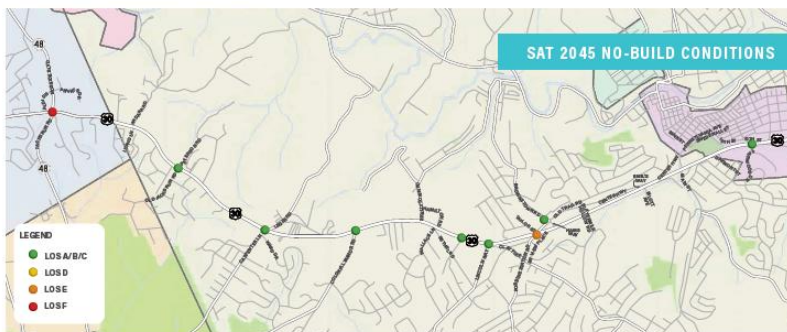
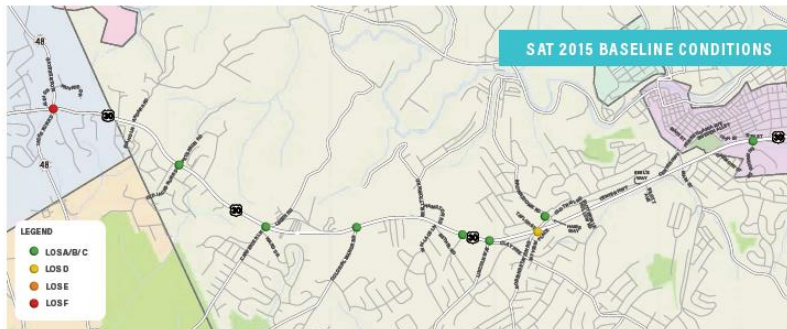
- Improves Drainage
- Improves Pavement Quality
- Reduces Peak Travel Time by 50% When Compared to the No-Build Conditions
- Uses State of the Art Traffic Signal System

PRELIMINARY IMPROVED CONNECTIONS









Level of Service Criteria for Signalized Intersections

LEVEL OF SERVICE	AVERAGE DELAY (SECONDS PER VEHICLE)
A	LESS THAN 10
B	10 TO 20
C	20 TO 35
D	25 TO 55
E	55 TO 80
F	GREATER THAN 80

The traffic operations along the corridor were evaluated using a level of service (LOS) analysis, which is an estimation of the delay experienced by motorists as they travel through the signalized intersections along the corridor.

Level of service is evaluated on a scale from A to F. Similar to grades in school, an A is excellent, and an F is considered failing. On a corridor like this stretch of US 30, an A through D rating is typically considered acceptable, and an E or F is considered unacceptable.

By 2045, only two out of the eleven intersections on the corridor are expected to receive a passing grade during all peak periods. After the proposed improvements, ten out of the eleven intersections will receive a passing grade during all peak periods.

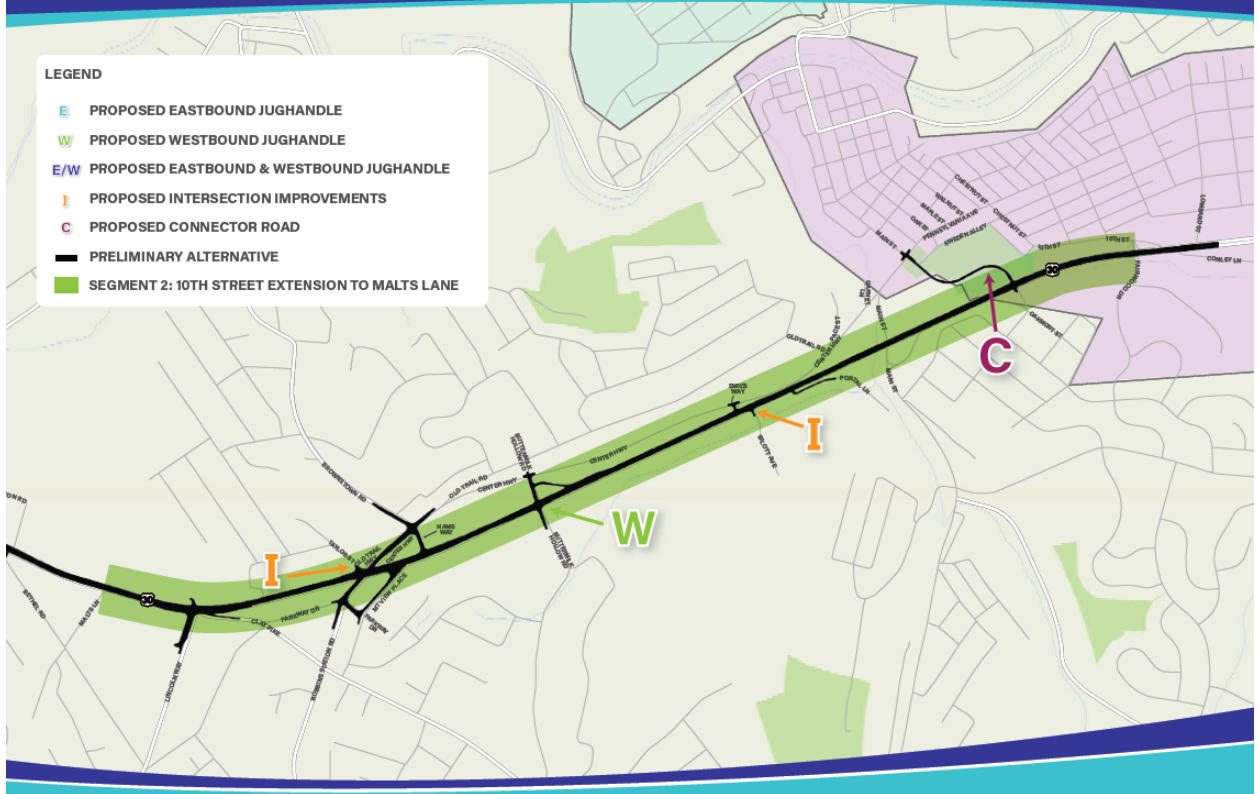
PROPOSED PRELIMINARY ALTERNATIVE MAP



LEGEND

- E PROPOSED EASTBOUND JUGHANDLE
- W PROPOSED WESTBOUND JUGHANDLE
- E/W PROPOSED EASTBOUND & WESTBOUND JUGHANDLE
- I PROPOSED INTERSECTION IMPROVEMENTS
- C PROPOSED CONNECTOR ROAD
- PRELIMINARY ALTERNATIVE

EASTERN SECTION

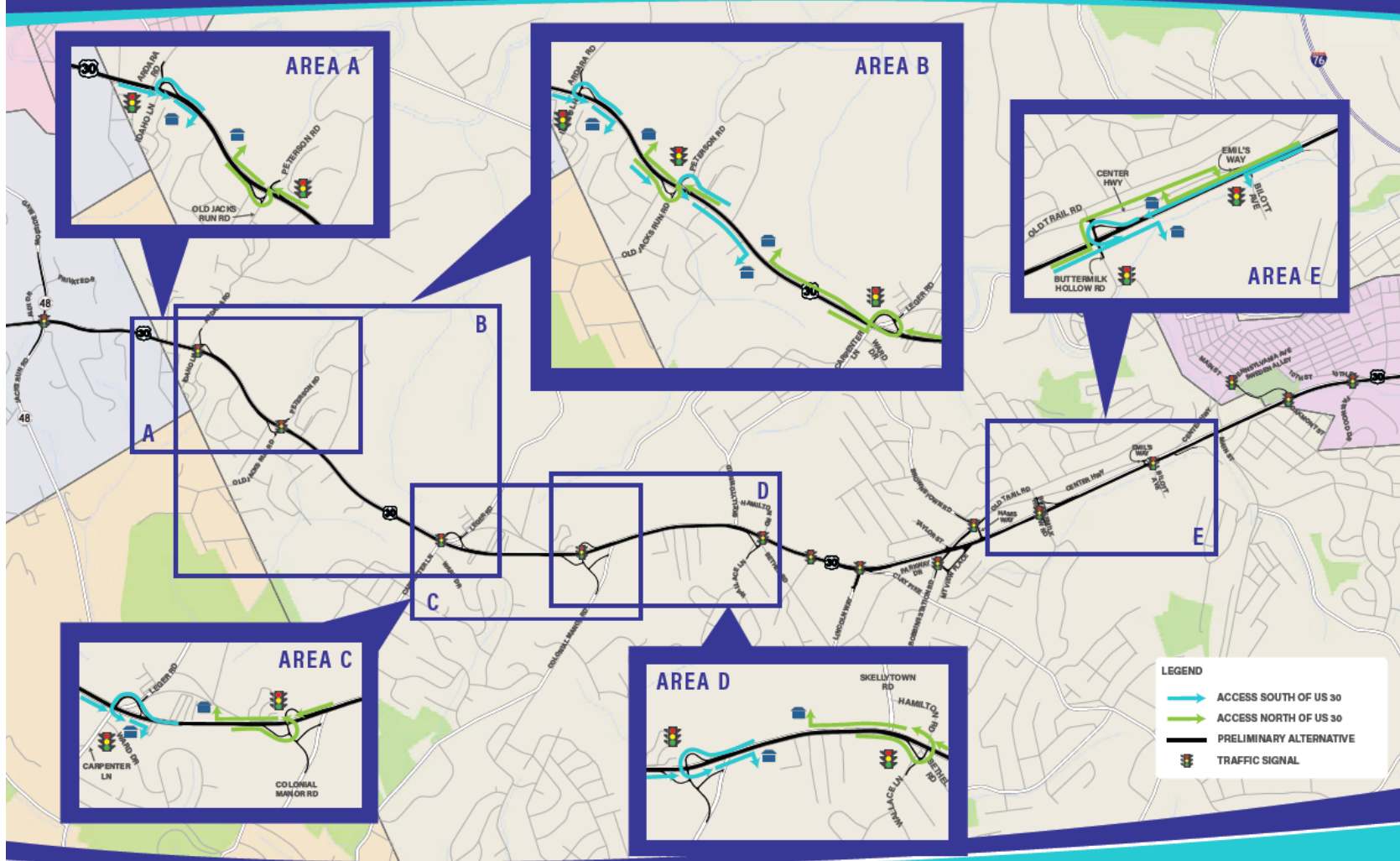


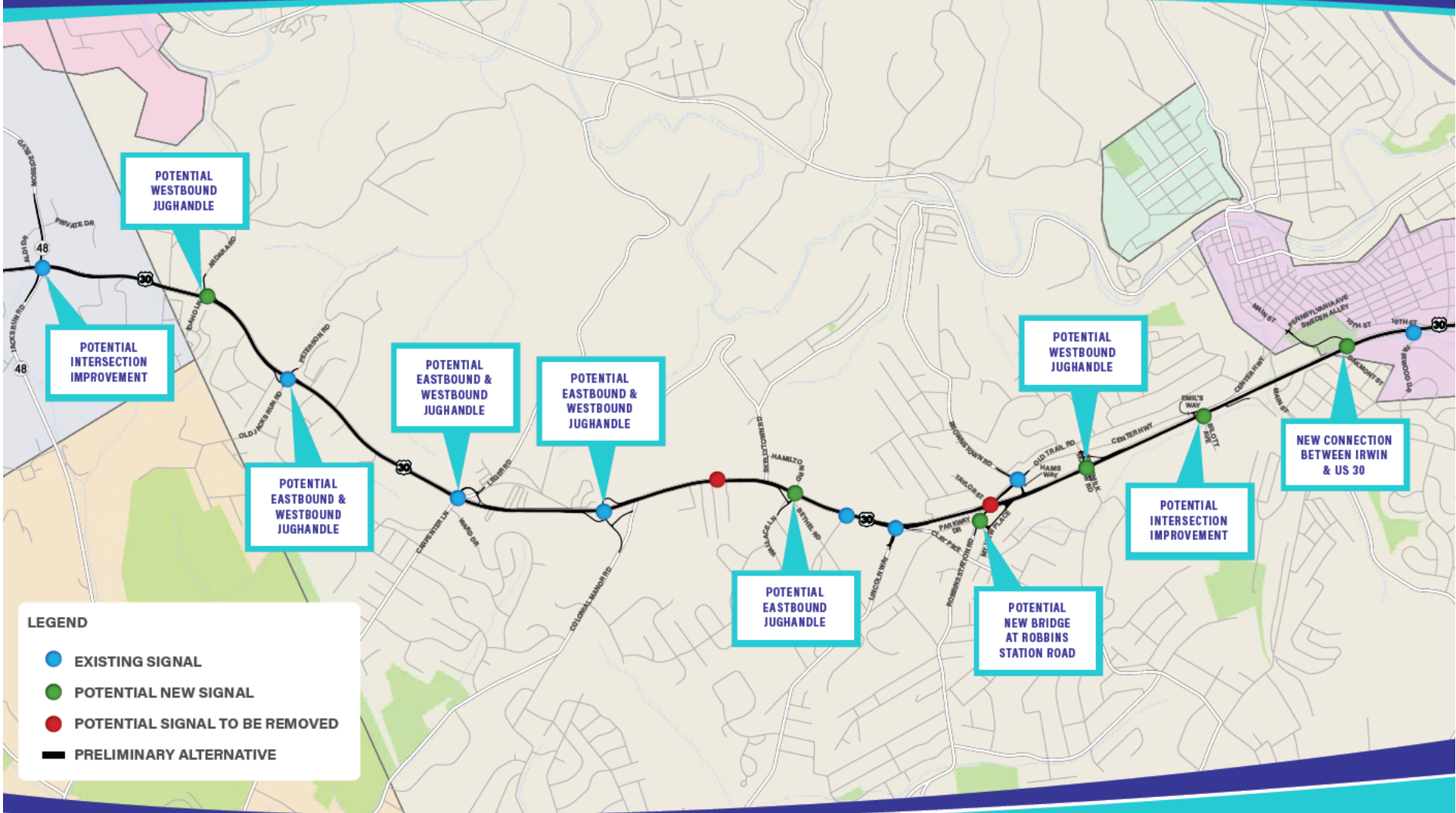
LEGEND

- E PROPOSED EASTBOUND JUGHANDLE
- W PROPOSED WESTBOUND JUGHANDLE
- E/W PROPOSED EASTBOUND & WESTBOUND JUGHANDLE
- I PROPOSED INTERSECTION IMPROVEMENTS
- C PROPOSED CONNECTOR ROAD
- PRELIMINARY ALTERNATIVE
- █ SEGMENT 2: 10TH STREET EXTENSION TO MALTS LANE

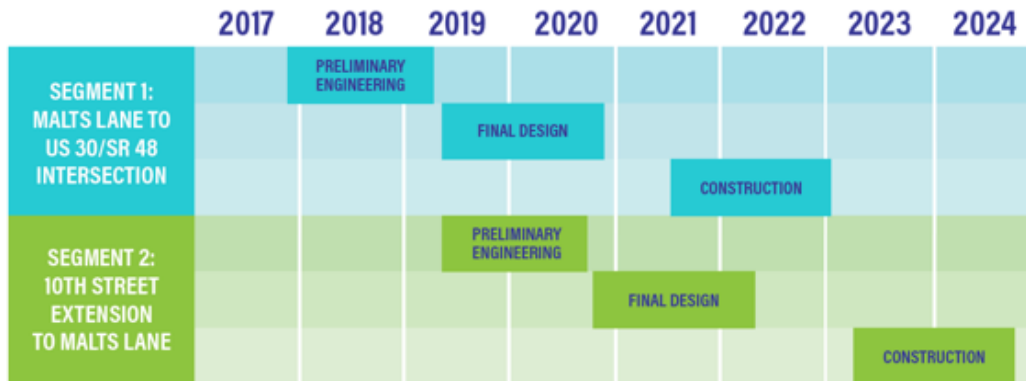


CORRIDOR ACCESS





PROJECT SCHEDULE



**SCHEDULE SUBJECT TO CHANGE DUE TO FUNDING AVAILABILITY*

NEXT STEPS

- The project will begin preliminary engineering. During this process the project team will refine the Proposed Preliminary Alternative. The refinement will add detail to the conceptual alignments included in the master plan while seeking to minimize property, environmental, and utilities impacts.
- The preliminary engineering phase of the project will include ongoing involvement of the project advisory committee members and stakeholders and will also include an additional public meeting.
- Please sign up for the project contact list to be kept informed about project changes and upcoming meetings.
- Please see the project website for further updates: Route30projects.com



Attachment 3

Paper Comment Form



TELL US ABOUT THE YOURSELF (OPTIONAL)

We'd like to add you to our project contact list. Providing at least your email will ensure you are notified about our next public meeting for this project. Your contact information will not be shared with anyone outside the project team.

NAME:	
EMAIL:	
ORGANIZATION:	
ADDRESS:	
PHONE:	

Do you live or work along one of the segments of the project?

	LIVE	WORK	TRAVEL THROUGH	OTHER*
SEGMENT 1: BETWEEN MALTS LANE AND ROUTE 48				
SEGMENT 2: BETWEEN 10TH STREET BYPASS IN IRWIN AND MALTS LANE				

*Other (please explain)

TELL US ABOUT TONIGHT'S OPEN HOUSE MEETING

1 How did you hear about tonight's meeting?

- | | |
|--|---|
| <input type="checkbox"/> Newspaper article | <input type="checkbox"/> From a friend |
| <input type="checkbox"/> Email | <input type="checkbox"/> PennDOT or community website |
| <input type="checkbox"/> Letter/postcard | <input type="checkbox"/> Other: _____ |

2 How would you rate the meeting?

	Excellent	Good	Fair	Poor
MEETING LOCATION	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TIME OF DAY	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DISPLAYS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VIDEO	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
INTERACTION WITH PROJECT TEAM	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

OTHER (PLEASE EXPLAIN)

Attachment 4

Survey Results Summary & Open-Ended Responses

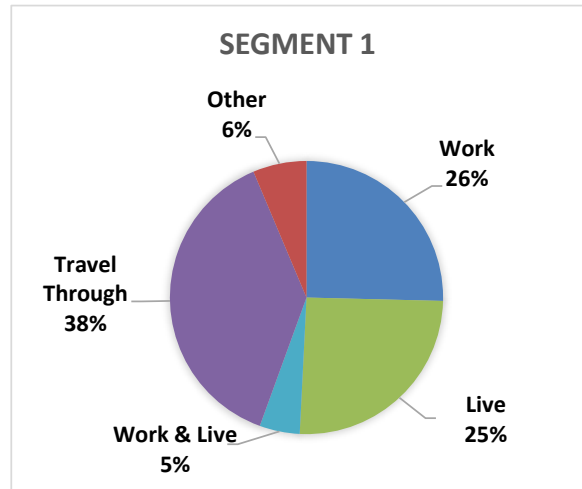


US 30 Corridor Improvements Public Meeting 2 Survey Summary

Question 1 : Do you live or work along one of the segments of the project?

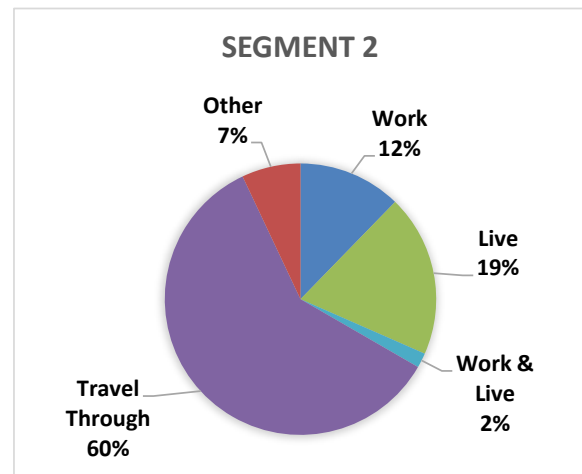
Segment 1: Between Malts Lane & Route 48

Response	%	# Responses
Work	25%	16
Live	25%	16
Work & Live	5%	3
Travel Through	38%	24
Other	6%	4
Total Responses:		63



Segment 2: Between 10th Street & Malts Lane

Response	%	# Responses
Work	11%	7
Live	17%	11
Work & Live	2%	1
Travel Through	54%	34
Other	6%	4
Total Responses:		57

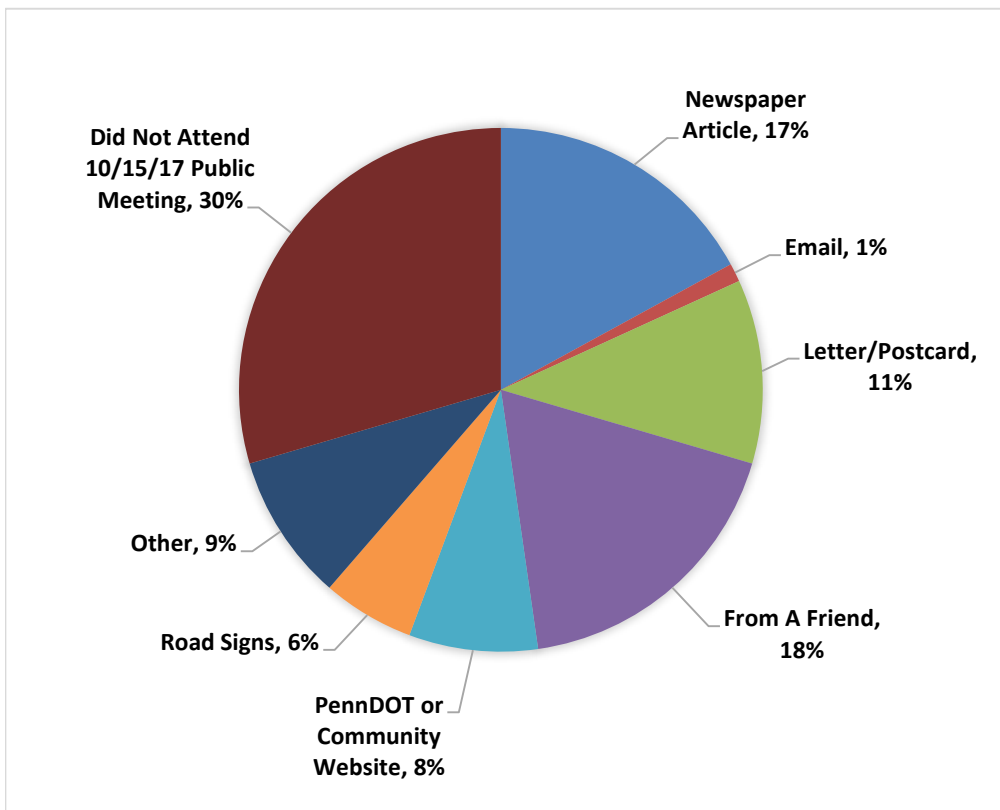


US 30 Corridor Improvements Public Meeting 2 Survey Summary

Question 2: How did you hear about the meeting?

Response	%	# Responses
Newspaper Article	17%	15
Email	1%	1
Letter/Postcard	11%	10
From A Friend	18%	16
PennDOT or Community Website	8%	7
Road Signs	6%	5
Other	9%	8
Did Not Attend 10/15/17 Public Meeting	30%	26
Total Responses*:		88

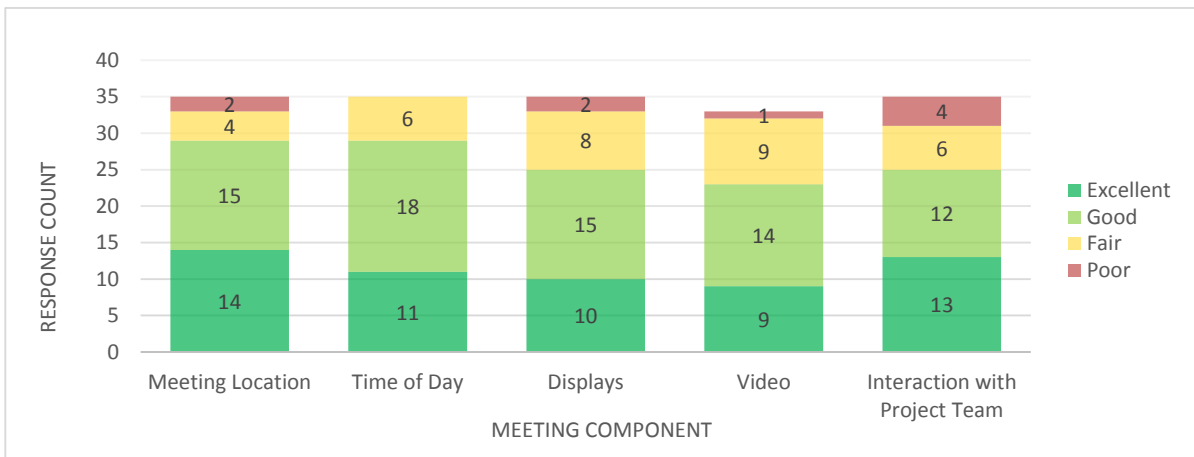
*Multiple responses per person were permitted for Question 2



US 30 Corridor Improvements Public Meeting 2 Survey Summary

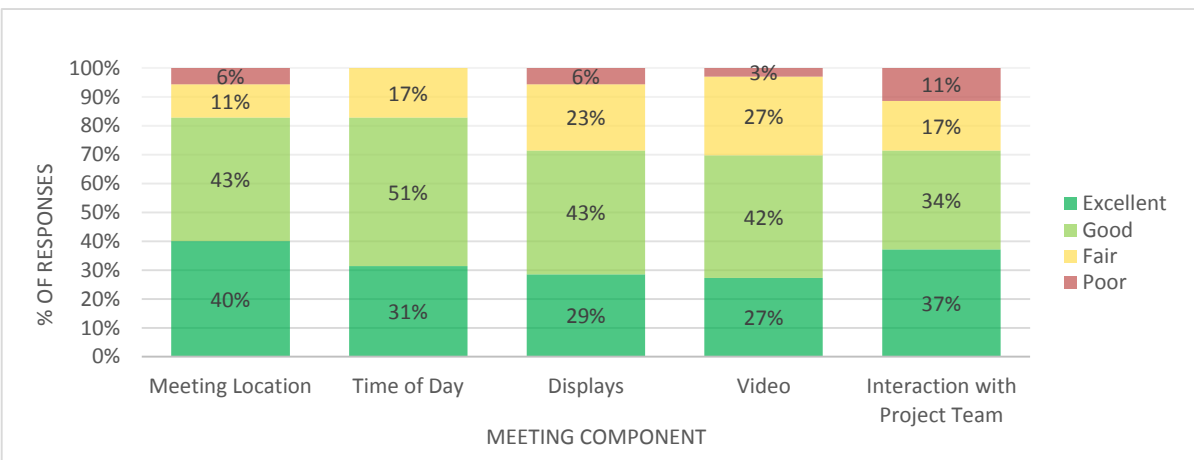
Question 3: Rate the Meeting

Response	Excellent	Good	Fair	Poor	# Responses
Meeting Location	14	15	4	2	35
Time of Day	11	18	6	0	35
Displays	10	15	8	2	35
Video	9	14	9	1	33
Interaction with Project Team	13	12	6	4	35



Percentage of Responses:

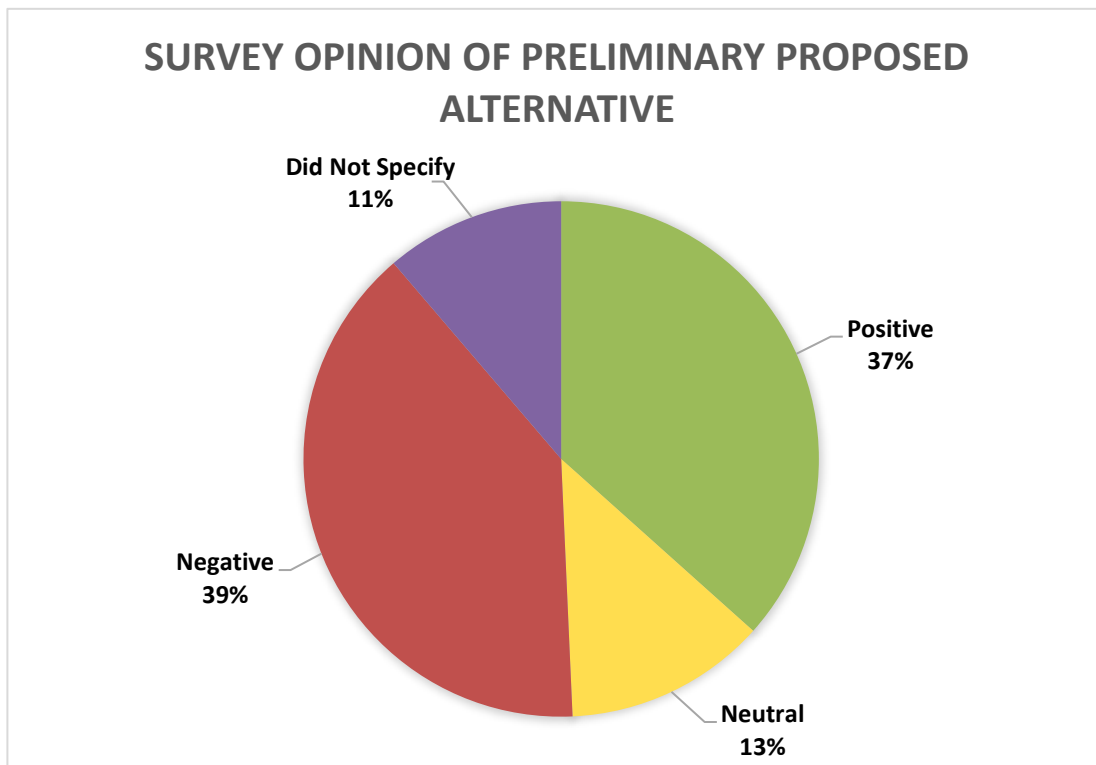
Response	Excellent	Good	Fair	Poor	# Responses
Meeting Location	40%	43%	11%	6%	35
Time of Day	31%	51%	17%	0%	35
Displays	29%	43%	23%	6%	35
Video	27%	42%	27%	3%	33
Interaction with Project Team	37%	34%	17%	11%	35



US 30 Corridor Improvements Public Meeting 2 Survey Summary

Question 4: Summary of survey opinions on Preliminary Proposed Alternative

Response	%	# Responses
Positive	37%	26
Neutral	13%	9
Negative	39%	28
Did Not Specify	11%	8
Total Responses:		71

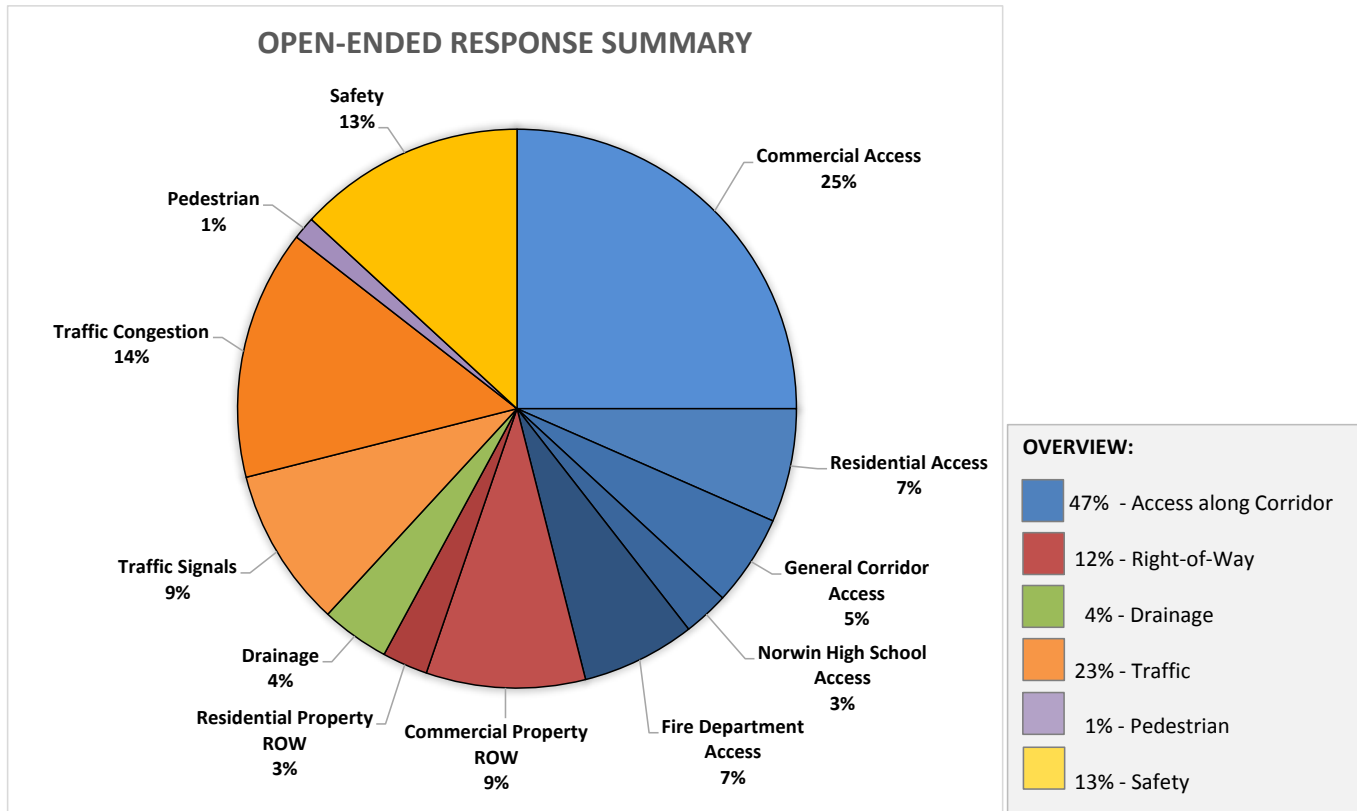


US 30 Corridor Improvements Public Meeting 2 Survey Summary

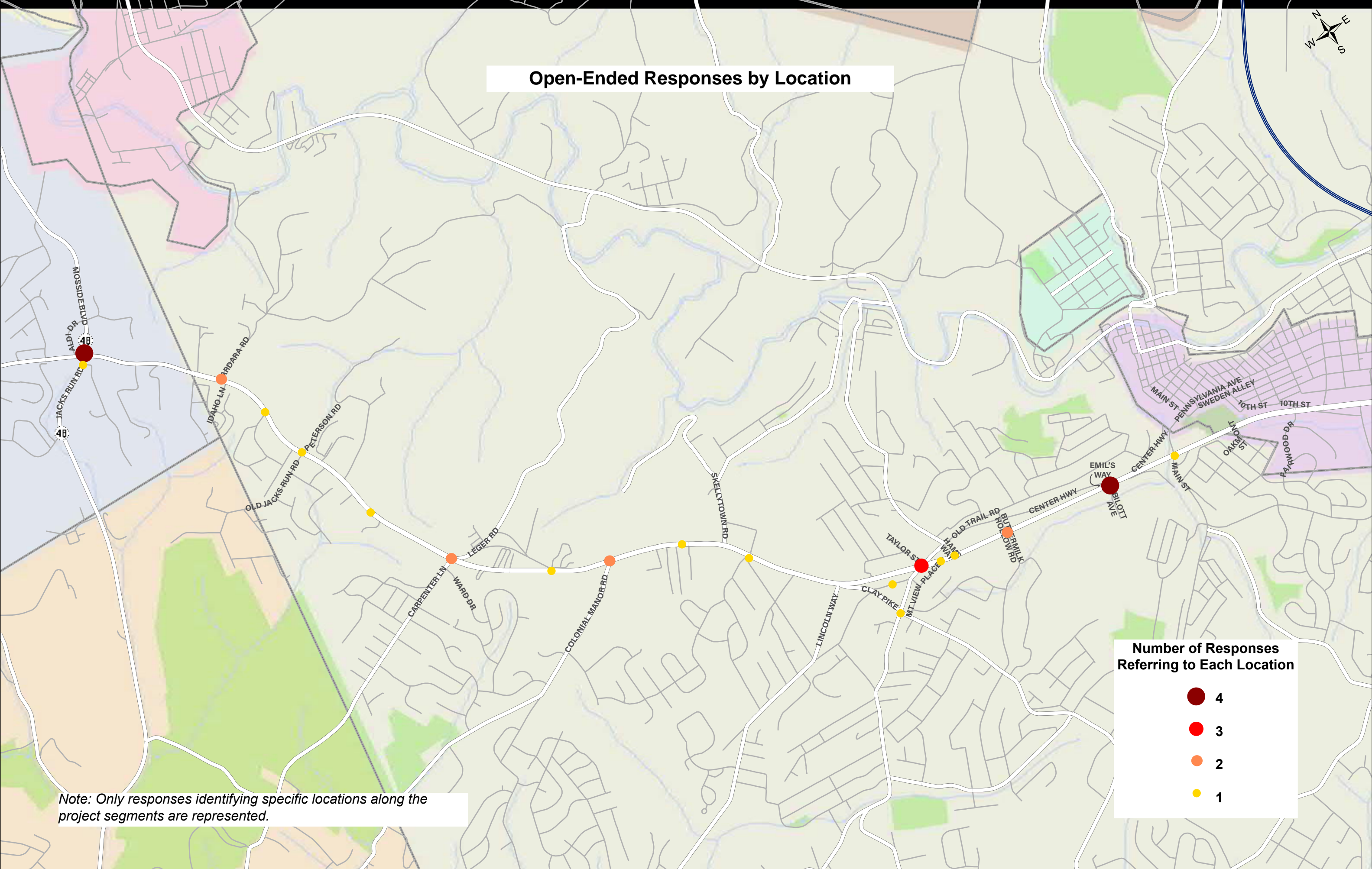
Summary of Open-Ended Responses

	Commercial Access	Residential Access	General Corridor Access	Norwin High School Access	Fire Department Access	Commercial Property ROW	Residential Property ROW	Drainage	Traffic Signals	Traffic Congestion	Pedestrian	Safety	Total
# of Responses*	19	5	4	2	5	7	2	3	7	11	1	10	76
% of Responses	25%	7%	5%	3%	7%	9%	3%	4%	9%	14%	1%	13%	100%

*Open-ended responses discussing multiple topics were counted across multiple categories



Open-Ended Responses by Location



Note: Only responses identifying specific locations along the project segments are represented.

Number of Responses Referring to Each Location

- 4
- 3
- 2
- 1

**US 30 Corridor Improvements
Public Meeting 2 Survey Summary**

Open-Ended Comment Summary

Overarching agreement with LPA	
1	Love it. Please do this. Turning onto Buttermilk Hollow! No more Robbins Station light!
2	Get done ASAP absolutely hate driving 30 due to people turning.
3	I prefer the 4 lane barrier plan but I'm sure many businesses will be upset about the access limitations.
4	Preliminary proposed alternative for route 30 is well done
5	It will take "getting used to" while in progress and when complete. Having businesses on opposite side of barrier and having to make a left but no longer can make a left but continue past until "jug" or "round about" will take getting used to. However, I've found people fairly resilient and will do whatever to get to destination.
6	Being a resident in the middle of the proposed improvements I see the safety concerns on a daily basis, throughout the corridor. The proposed improvements should alleviate a lot of safety issues we see regularly.
Overarching disagreement with LPA	
7	That area is in desperate need of a turning lane. We need a turning really bad. Please consider it.
8	There are so many small businesses on 30 that will be impacted during construction that will never be done on that date that say it will be done on and with the barrier. It will cut down business at least 40-50%. I think a turning lane would be great for 30. I also think more lights at certain spots are needed. You are going to kill these people's livelihoods if you put this project through like you are. It's not about money. It's about the community and what is best for the people. I think a turning lane in a lot of spots would help and some more lights.
9	Does not seem feasible for local business owners
10	A 5th lane would be a much better option and cost the same as a median. The median cuts off traffic to the small businesses on 30 and is very inconvenient as a home owner.
11	A median is horrible. NEED THE FIFTH LANE.
12	A Median would be the death of local important businesses. A fifth lane is the ideal solution. This community is in a growth phase and the median would set us back. I strongly oppose the median. It is completely the wrong decision for this thriving local community. Please add a fifth lane as an alternative. We deserve the investment.
13	5 lane only. You are Destroying businesses. Fifth Lane
14	It's very inconvenient as both an employee and a member of the community. It will decrease access to the small businesses in the area. A 5th lane would be a much better option.
15	Median would be awful for businesses and residents. Add a 5th lane which will help businesses and locals.
16	A median in this area would ruin my commute for no good reason. This is completely unnecessary and will be a waste of taxpayer dollars when there are other more impactful projects. It will only serve to make the community worse off.
17	It will hurt business and therefore the economy. Please do not put up the barriers.
18	I am a local business owner on route 30 and this will cause my business to decline significantly. There needs to be a serious study about the 5th lane option and it needs to be presented to the public. The 5th lane option has worked in many other major highways and should be implemented in this case as well. Please reconsider as this will be catastrophic. Like I said previously, I strongly oppose this plan. Please provide the public with the knowledge of the 5th lane option and let us know why it is not being considered.

19	<p>Why state accident predictions decades into the future when self driving technology exists today making that argument moot. Secondly, commercial property values will most certainly be destroyed or reduced to 10% of their pre barrier value. I don't agree that this is in the best interest of the people and I don't appreciate Penn Dot's hiding the truth and spinning the downgrade as if it were a true upgrade. Any plan utilizing a concrete barrier between the lanes is a disaster. A center turning lane from Rt 48 to the turnpike entrance in North Huntingdon is the only viable and fair plan. Several of the businesses along Rt 30 are mobilizing for a lawsuit against Penn Dot to prevent this awful plan. I have suggested that the group determine if the Penn Dot employees responsible for this plan have any kind of "judicial" immunity and maybe sue those employees personally for not performing their duties in good faith and causing immediate and irreparable harm to the community.</p>
20	<p>I am concerned with the idea of a barrier and a single turning point along Route 30. I believe that a single turning point would cause congestion as the area becomes more developed. I believe that the proper solution would be a two way turning lane enabling safety and access to all businesses. I am referring to the area between North Versailles and the first part of North Huntingdon going Eastbound. The best solution would be a bidirectional turning lane.</p>
21	<p>I feel that the cement wall's consequences on economic development has been overlooked. The development from Rt 48 up to Norwin town square has been slow. This wall is sure to cripple growth. Fast food establishments, retail and even restaurants will not be interested in space along a divided highway. A similar wall is out near Adamsburg and the majority of properties and business are abandoned or out of business. I believe a center lane would address safety concerns while maintaining the ability for the corridor to thrive and grow. Many residents and property owners are opposed to this wall and prefer a center lane. So much so that they are currently forming a community group and retaining counsel. Their intentions are to contact the township representatives, state representatives and the governor. And if necessary file a lawsuit. Please consider a turning lane where businesses will be effected by this project.</p>
22	<p>The proposed barrier in front of the property I am associated with will devalue the property [U-Lock Storage between Old Jacks Run Rd and Carpenter Ln] to such a degree that I am concerned that the debt service on the mortgage may be in jeopardy. I have observed that many of the original business' along Route 30 between the Irwin Turnpike exchange and Jeanette have already gone out of business, have been replaced with inadequate business ventures and the properties have been rendered undesirable. We are in the preliminary phases of developing a shopping center on our property along with high quality restaurants. What we need and desire is a center turning lane to put us on par with the likes of Norwin Town Square just up the road. Your proposal will kill our development plans and jeopardize our investment. We have been contacted by a group wanting to take this matter to court and our investors have agreed to join in this fight to keep our investment worthwhile.</p>
<p>Site-Specific Concerns</p>	
23	<p>Incorporate sidewalks in design along corridor!</p>
24	<p>The level of service charts clearly show that, today, the Route 48 intersection is the worst, which a failing grade of F. After the project is complete the 2045 is still a failing grade of E. please consider applying more of the project resources to improving the Route 48 intersections, in cooperation with District 11. I would hate to think that inter-district bureaucracy wars would get in the way of making sufficient improvements to this notorious intersection, which I've had to endure in 35 years of daily commutes.</p>
25	<p>Rt.48 is the biggest feeder road along the entire project, and it needs Major improvements. Widening, longer (and even double) stacking turn lanes, traffic lights that actually hang over the proper lanes, synchronized signals with the one at Home Depot, and intersection improvements to Preston Dr and Rt 48.</p>
26	<p>Hopefully, you'll be working closely with district 11 to totally redo Route 48 & 30 intersection. This is a major bottleneck with backed up traffic all different ways. Stacking lanes in all directions are insufficient. Traffic signals hang over the wrong lanes causing confusion. Too many drivers take short cuts through business parking lots to avoid signals. I like the idea of barriers. Much safer on a very dangerous highway.</p>

27	Route 48 & Route 30 better traffic pattern. I hope no store fronts will lose any large at of land to this project. Will projects be worked on during the day or at night? Weekends? Enlarge the Route 30- route 48 intersections- lots of trucks and bus traffic. Both PAT Buses and school buses can't make the turn down 48 South at the Route 30 intersection
28	As a community member who lives and travels through this corridor several times a day, I think the improvement plan is a giant step in the right direction and many of the concerns along this stretch of highway. I am concerned about my daily access point at the intersection of Rt. 30 and Ardara Road . While the westbound jug handle is great and the addition of a light will help pulling out of this intersection, will travelers from the west coming east on 30 from route 48 be able to make a left onto Ardara Road or will they need to go to the next jughandle up and turn around and come back? I represent a small community of homes back off Ardara Road (Mountain Ridge Estates) and many of our community members commute daily to the Pittsburgh area and need to be able to make a left onto Ardara Road. If possible could a eastbound turning lane be considered in the planning.
29	Please no Jersey barricades. Need red light at Ardara Road and Rt. 30 by the school . So many accidents have happened here.
30	Business Owners on Route 30 never gets notified in mail. Fixing the road is great. Making people do speed limit of 40 mph. Please look into sight distance from Glendale Road to Liz's Restaurant trees blocking vision hard to turn right on Route 30
31	I would like to see a third turning lane, not concrete barriers. Too many businesses and streets at this end of the township. Drainage is sooo bad across from Hadad Auto Sales at Old Jacks Run , with a concrete barrier you are creating a "bathtub" effect. Not good. Where are the penn dot plow trucks going to push all the snow, with concrete barriers?? If rt 30 thru Irwin can handle a third turning lane, the rest of the township should be able to handle it. I am 51 years old born and raised here. I live rt 30. My housing plan is Hartford manor, we use the Edwin dr exit onto rt 30
32	Our business Poochies - is concerning as now and will still be a concern with West bound traffic. Clients pulling out cannot see or judge speed of cars heading West bound. There is a bend before you approach our business that makes it hard to see. We have asked for a conplex mirror to be put on a phone pole across from our business and we were told not enough accidents there. Does that mean wait until we have a few fatalities? One employee and her mom were pinned in their car from being hit by a west bound driver. Another employee was struck by a west bound person (supposedly drag racing) and my employee lost her baby, broke her neck, smashed her pelvis- other clients have been hit but nothing major
33	I recently purchased property along Route 30 and Leger Road . I have a corner parcel adjacent to Rt 30 across from Sheetz. I am currently in negotiations to locate a major chain on two acres at the red light on the corner of Rt 30 and Leger Rd. This was my intention when acquiring the property in the first place. The project is valued in the millions - the two million dollar range as that is the offer being made to me. The Alternative Proposal would deprive me of this extremely valuable parcel by placing a "jug handle" on this very piece of property. This is going to be a serious problem and at the very least I would expect Penn Dot to pay me an amount equal to this offer for this taking. This is not an upgrade to Rt 30 but it would be a major downgrade. We're better served if the project is cancelled altogether rather than downgrade the highway in this manner and not waste the \$100 million in taxpayer dollars. I sincerely hope you all reconsider this ill fated proposal. I suggest that the alternate proposal be abandoned. This will surely end up in court.
34	I am concerned with the intersection at Carpenter Lane . We own the dental office building . We do not want it effected. We can't lose parking or have the road any closer to our building or we will be entering and exiting the building in the road. This has been an excelled location for us since 1983. It has unique features that are nowhere else on route 30- on a major road at an intersections, next to a Sheetz and very close to an elementary school- all excellent attributes for a dental office or many other businesses. I would welcome the opportunity to speak with someone about this situation. I have provided my home and cell numbers and our email address. Thank you for your consideration.

35	How much is the traffic from Route#30 to Crown Rd going to increase by people wanting to access Carpenter Lane from the Leger Rd jug handle. It's bad enough to get from Bonnie Dr to Route #30 or Crown Rd as it is now.
36	I live in a house on Colonial Manor Road that I would assume you will have to buy to complete this project. I would like more info on how this will work and when.
37	Our facility is located at the Colonial Manor Road intersections. I request a meeting where we can discuss specific issues that will impact our customers and supply team as they enter and exit this location.
38	As a business owner I would like to know how this project will impact my business [Meineke, between Colonial Manor Rd and Skellytown Rd]. How much ground am I going to lose due to widening of the road? As an auto repair facility we have a lot of people who drop their car off on the way to Pittsburgh. Now west bound traffic will have to pass us go to a jug handle then head east drop their car off go to another jug handle (traffic light) and then head west again. This seems like a pretty big inconvenience. Are people going to be willing to do this? What kind of study have you done on the impact of businesses on route 30? What will this do to our property values? Do the people of North Huntingdon want a divided highway or a fifth lane? Has anyone asked them? How can we afford this when the state has more than a billion dollar deficit? What kind of study has been done on the impact of emergency vehicles getting to their destination while being cut off from the most direct route? I do agree that the intersection at Robbins Station Road needs reconfigured. I also think the traffic signal in front of New England Motor should be a fully functioning signal. As far as the rest of the highway I think widening it and fixing the drainage would be sufficient. As long as people are talking on cell phones and texting you're going to have accidents. With the major auto manufactures saying they could mass produce driverless cars with the goal of zero accidents soon why spend all the money on jug handles?
39	While a suitable overview was provided, I am concerned about my livelihood as my new acquired property will be greatly affected as I own the property where Bethel meets Route 30 . Relocating of a dental practice greatly affects patient load. I am requesting that other alternatives be considered rather than taking my property and compromising my ability to make a living. This also impacts the 9 employees that depends on my business for their livelihood as well. Not to mention the impact that it will have on my patients who rely on me for their care.
40	I see no improvement to help with the traffic off of Robbins Station road via Parkway Drive to Maus Drive . Could you please help us to have access to our homes. Speed is an issue because it becomes a continuation of Route 30 and North Huntingdon township does nothing to rectify this issue for a years. Always get blown off every time I go to townhouse I see an increase of traffic down our street with this plan because people do go to Clay Pike because Parkway drive is always a through way. I wish those people would find another way home. Segment 2 keep traffic on main streets not in residential and a area with daycare center not safe at all.
41	I hope your changes of the intersection at Route 30 and Centre Highway and Robbins Station Road contain changes in the timing of the traffic light at Clay Pike and Robbins Station Road . Backups there tend to be longer than the 88 seconds. Also, I hope you can configure the ramp going from Route 30 to Clay Pike so that the first intersection they come to is not so hazardous.
42	You are not doing enough to manage traffic at Mountainview Place- making right turns from Route 30 onto Mountainview Place- Trucks are using my property to do a three point turn now because the angle of Mt. View place to Route 30 . Also customers leaving my facility are not be given access because the stop sign is blown. Concern about loss of property frontage. Someone needs to visit with me to see concerns first hand.
43	Turning Right onto Route 30 from Hams way - please provide long acceleration ramp to avoid long queues.

44	<p>If there are sufficient jug handles, this should offset the medial barrier, new lights need to be timed. I am not in favor of the jughandle at Buttermilk Hollow, as the township has a proposed development there and that is tax dollars to the township. If there is a taking on Irwin park or its parking spaces, PennDOT needs to preserve alternative green space elsewhere near Irwin or North Huntingdon, possibly in coordination with the Westmoreland land trust. PennDOT also needs to do something first with the daily rush hour jams at the PA turnpike. PennDOT should work with the turnpike to get this mess straightened out. There is also a land slide area on Route 993, between Shafton and Irwin, that should be a #1 priority to fix before someone gets killed there. That you for the opportunity to comment.</p>
45	<p>Would like to see the time frame for the project reduced if possible. Would there be any benefit to the project if the district were to restrict traffic on Billot- either one-way or only accessible at certain hours or on certain days. Billot to the VFW is township Road, but is district/private from VFW to H.S. on top. Signage- I spoke with North Huntingdon Twp on signage at Billott until project is done. Can you provide me contact info on who I need to talk to and what would be the possibility of being able to move this through sooner than later. The district may be willing to provide funding to install signs or at a minimum provide some of the funds for the project. Can assistance you can provide would be greatly appreciated.</p>
46	<p>Need a Main Street/ route 30 3-way intersection as an alternative access to Norwin high School Lower roadway plan. Also would provide a direct access for new housing developments in avert to direct access to Route 30 and head west. This would be very beneficial to the residents and any Norwin High School Patrons.</p>
47	<p>In segment 2, near the Billot Ave proposed red light, It was talked about to have a rear access road from Cooper trading below the bridge all the way through and behind Palarino's Car Wash and up to the plaza and Tu's cleaners. This would have all the businesses in this area use this access road to get to Billot ave and use the Traffic signal to enter route 30. Is this still an option... seems like it would help alot</p>
48	<p>I live beside center high, across from "Emil's way" (Named after my dad). There is a manhole on Mike Free's property, next to my property and this manhole always floods along with the storm drain. His manhole goes under center to a manhole in Emil's Way between Route 30 and Center. That manhole on Emil's Way always floods. Big time. It is very bad in winter on Emil's Way. North Huntingdon Township gave me a map of the area which shows that this manhole goes under Route 30 across with its drains. But this drain goes nowhere. It ends. It is not clogged- it just goes nowhere! A new drain needs build from the Emil's Way Manhole- down to the creek by the bridge beside Queen of Angels School. Understand? A red light by billott Avenue that goes to Norwin High School would be nice but I do not think that a 5th turning lane is needed. A 5th turning lane is not necessary, would be a lot of trouble for business.</p>
49	<p>Our house [30 Pinchot Lane off of Oakmont St] is feet from the cut away hillside. Trees & rock have been falling more frequently. 3 years ago PennDOT drilled holes to monitor movement. We are concerned this project affects our ability to sell our home and decreases our property value. We asked representatives what the plan was for the hillside and we were told there's no money for this construction project to begin with. How are we supposed to sell a home with this information out there? We have been asking for years what is going to happen with this hill. We started building a home since 2/17 scheduled to finish 3/18. We have dealt with Roy Painter District 12.</p>
<p>Emergency Services Access Concerns</p>	
50	<p>As the Fire Chief of Irwin, I strongly encourage the implementation of fire hydrants staggered on the east and west bound side of the roadway in 500' increments (hydrant on east bound, 500' then hydrant on west bound side and so on) Speaking from experience, if a fire emergency were to occur, presently with the current locations of fire hydrants, if an emergency were to happen on either side of Route 30, there is a very good possibility of the highway being shut down in order to stretch fire hose. This has happened numerous times during my career.</p>

51	<p>From Allegheny County line to Spite Auto All of the fire hydrants are on the East bound side. This project would be a public safety issue for business, residents on the west bound side. Also my station at Magnus Lane would have to go west bound to respond to an emergency East bound. I truly believe that a turning lane would better serve the community. Thank you</p>
52	<p>How is my fire dept. Hartford heights going to get across rt 30 ???</p>
53	<p>Concerns- not enough turn arounds what a police chase (concerns me some) hopefully your ideas will truly help with traffic backups and need better control over speeders.</p>
54	<p>Being a first responder at a local fire department. With the propose jersey barrier can add several mins to if we have to go past the scene and then come back through the traffic. Especially if RT 30 is blocked it will prevent all first responders from arriving at the scene. It will also prevent us from using the fast lane of oncoming traffic if we have to. Plus it will be too dangerous for us to respond a long distance. Also the hydrants are only east bound traffic. So if a fire on rt 30 on the west bound side we will have to lay a supply line down 30 and turn around and come back. Also if it is near the county line in Westmoreland county we will have to activate an Allegheny county fire department which could add mins to the response to establish a supply line. Plus your plan doesn't allow Hartford Heights VFD access to east bound traffic requiring us to go west turn around and the go east and then come back and possibly go east again depending on the location. Adding a center turn lane would allow us to get through traffic with out the risk of going head on at oncoming traffic. Also our response would remain the same or improve our response times we with the use of the center turn lane with out having to slow down for oncoming traffic for all department responding in that responds in that section of RT 30. Adding the jersey barrier would be big public safety issue when responding especially during high traffic times that you guys have completely over looked. If we get stuck in traffic we aren't doing anyone good sitting and not on scene helping the people that called us. The jersey barrier may lower the accidents and save more fuel but when we are responding every second count and the traffic light ahead is red we will get stuck in traffic and doing no one any good because we can't use the fast land of oncoming traffic or center lane. The jersey barrier would be a bad idea even possibly slowing or increasing response times when responding to an emergency call when seconds count. If we get stuck in traffic we're doing no one any good.</p>