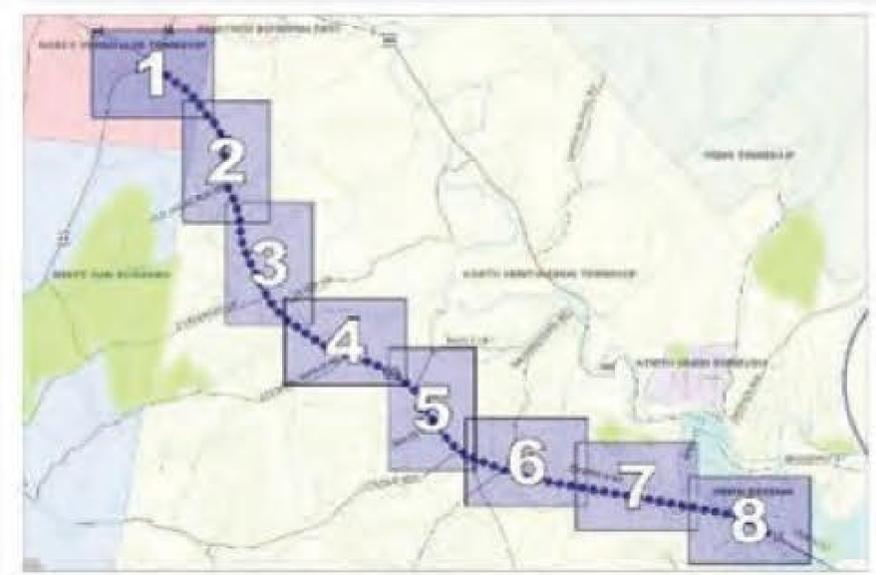






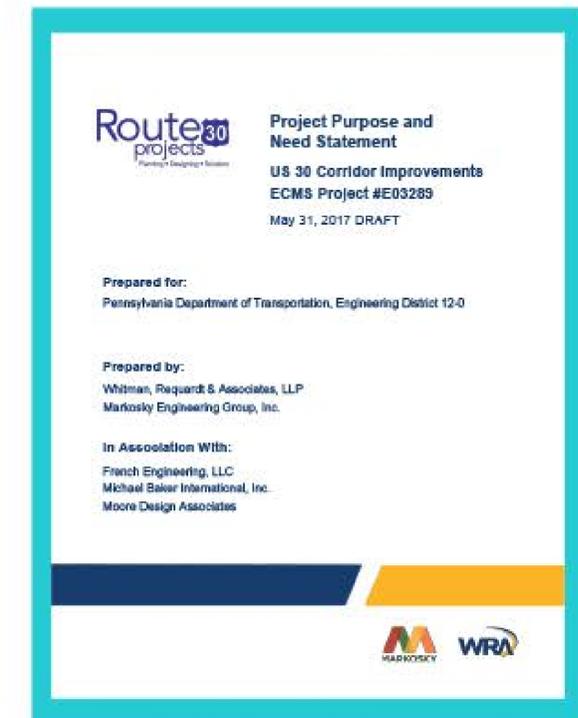
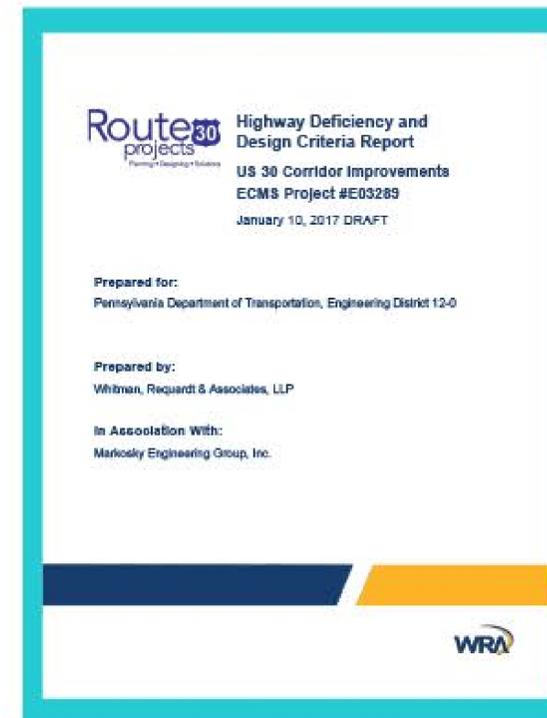
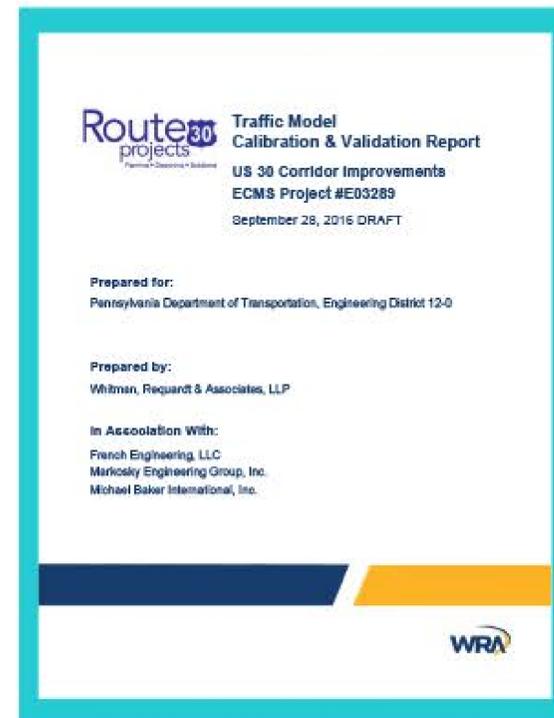
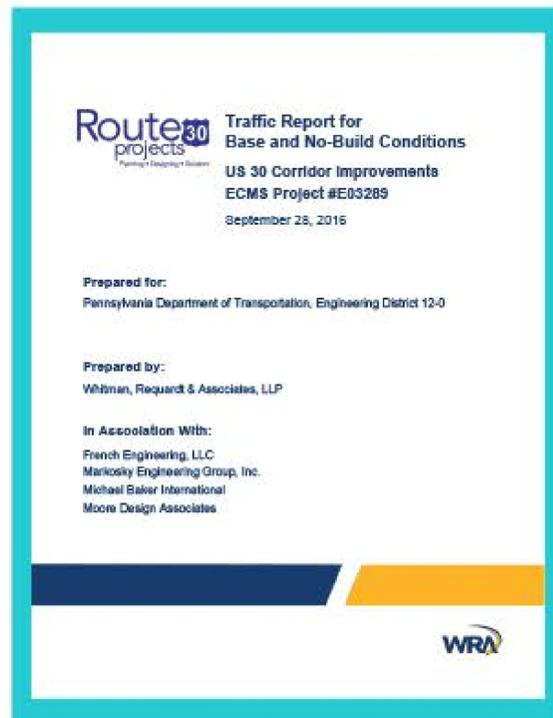
## ◆ Project Advisory (PAC) and Stakeholder (SC) Committee Meetings

- 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

- ✓ 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



## 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

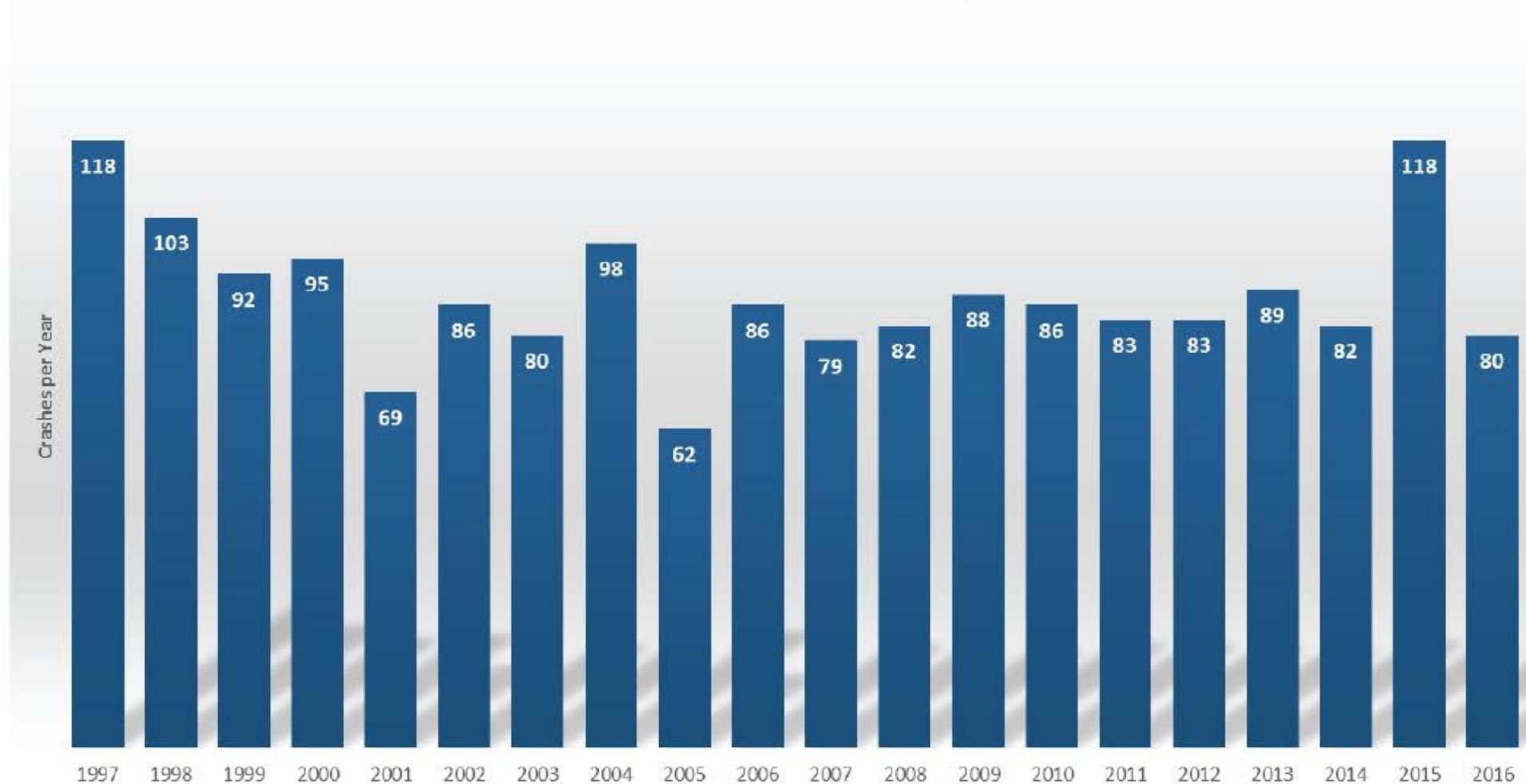
## Historic Crash Rates

Almost 2 per week  
on average

Higher than expected number  
of injury accidents per year

SR 0030-A10

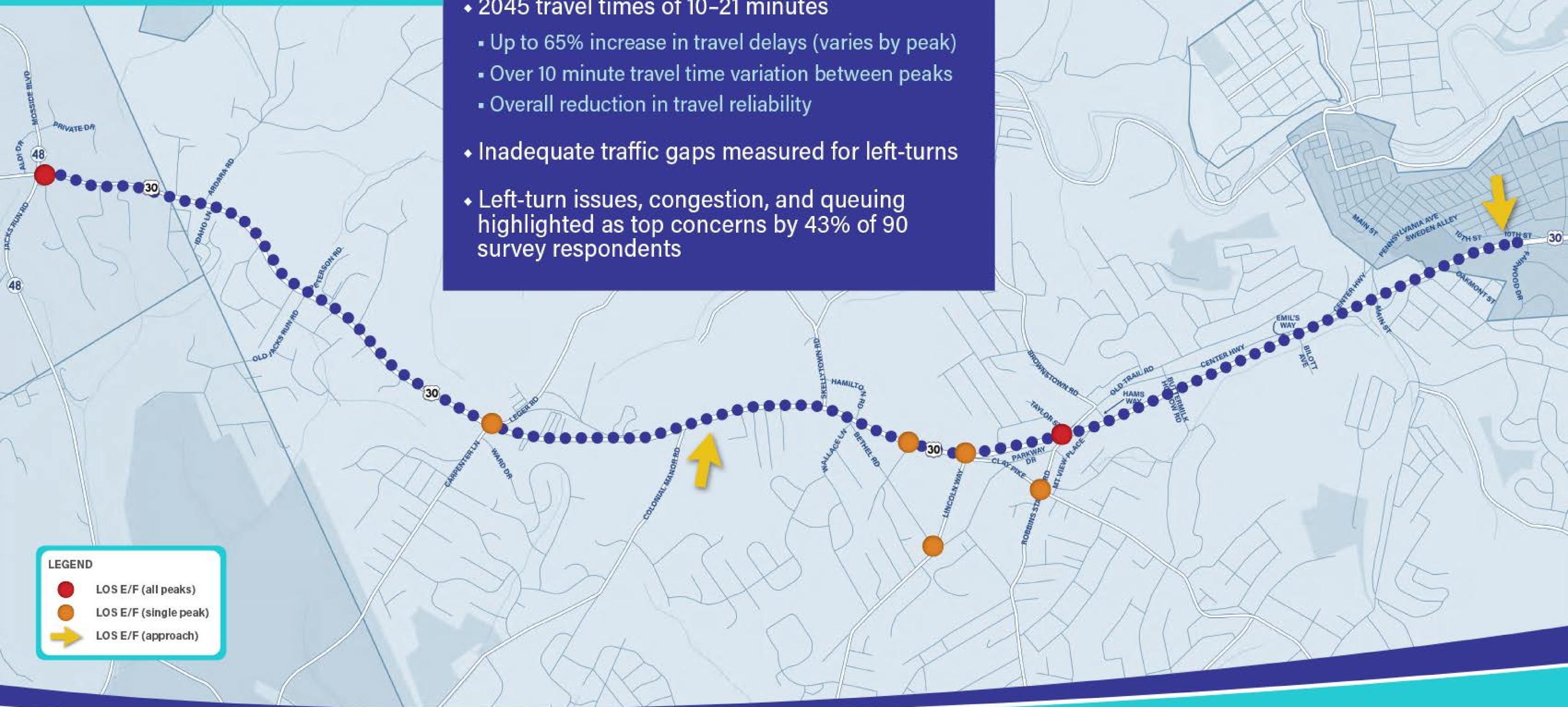
Observed Annual Crash Frequency





## 2045 Level of Service (LOS) Deficiencies

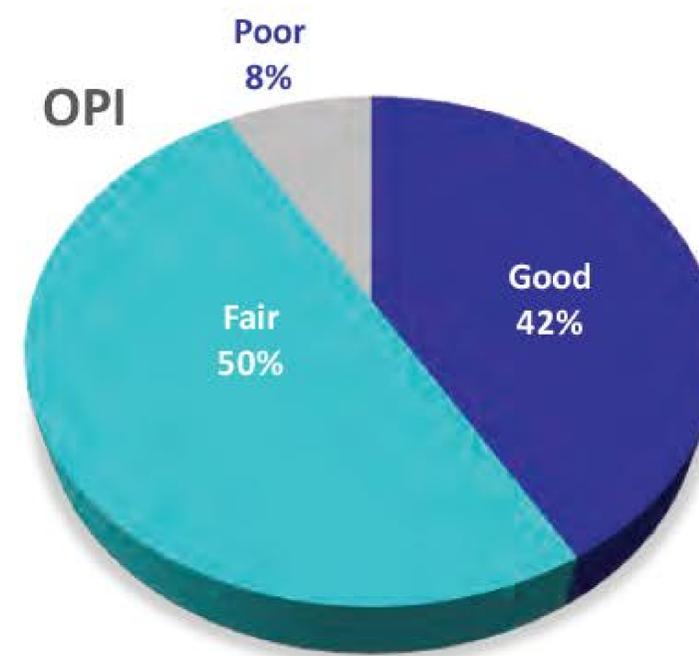
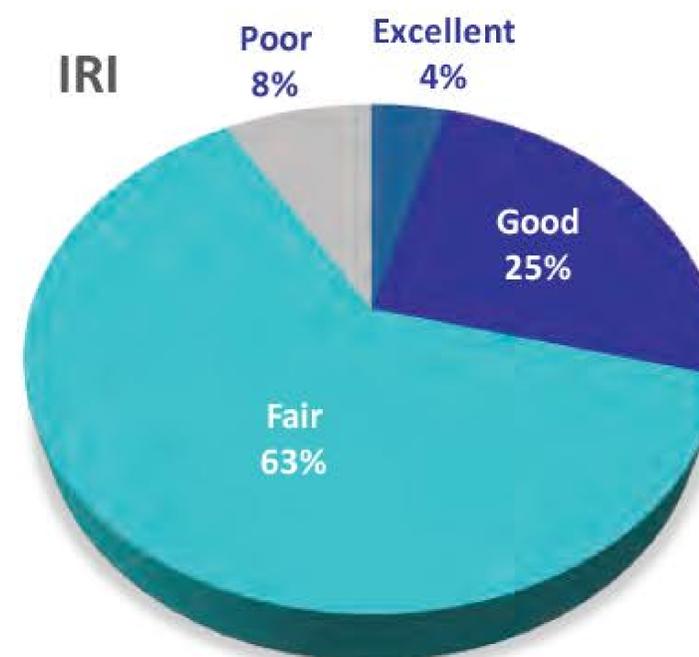
- ◆ 2015 travel times of 10-13 minutes
  - Approximately 3 minute variation between peaks
- ◆ 2045 travel times of 10-21 minutes
  - Up to 65% increase in travel delays (varies by peak)
  - Over 10 minute travel time variation between peaks
  - Overall reduction in travel reliability
- ◆ Inadequate traffic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

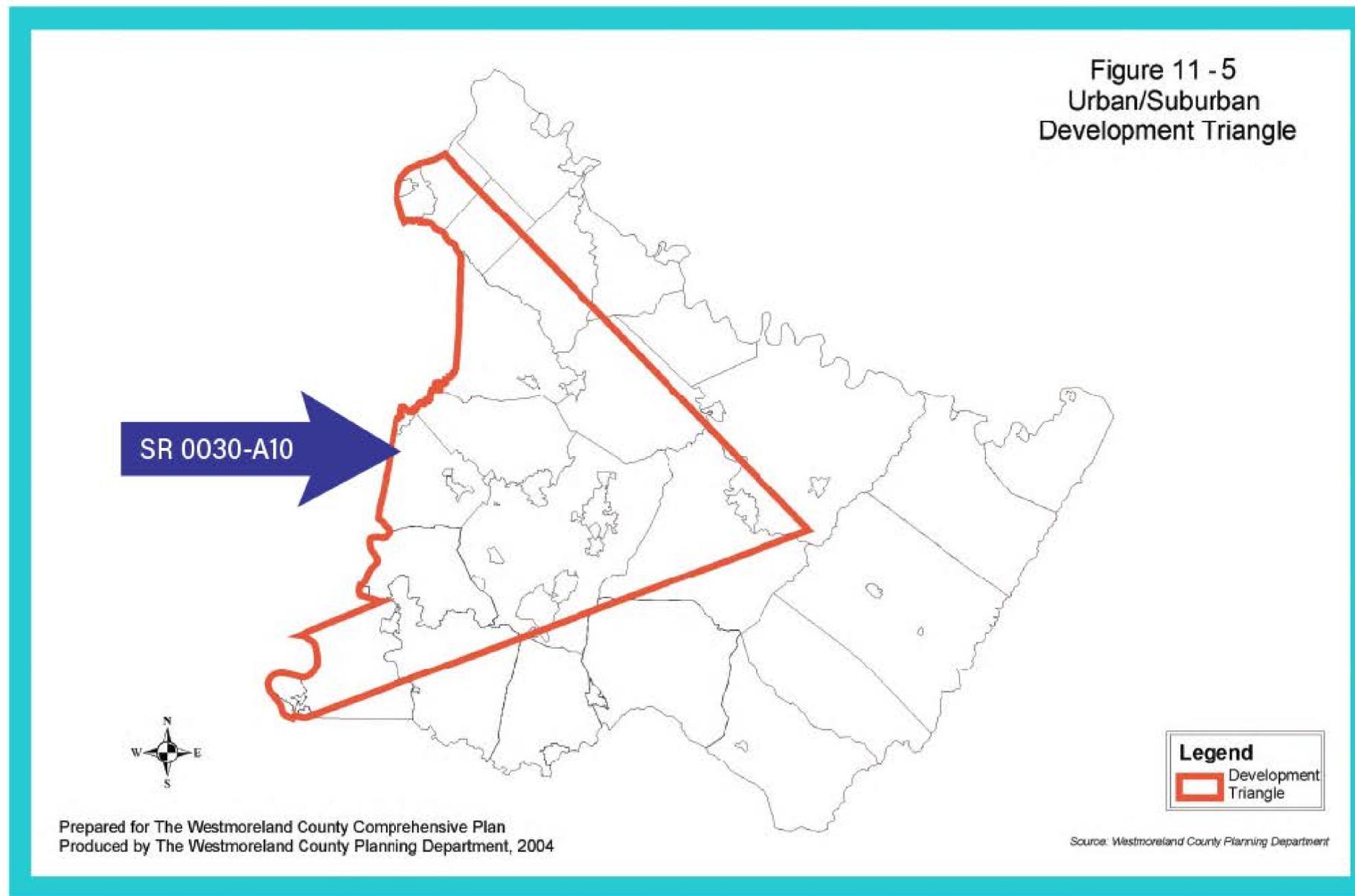


**LEGEND**

- 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

