

**US 30 Reconstruction Program
Western Terminus/PA Route 10 Project Area (Section 10)
10/02/2024 Virtual Public Meeting (Microsoft Teams)**

Question and Answer:

Question: Will the grade of Eastbound Business 30 be raised compared to the current Bypass grade?

Answer: The new alignment of Eastbound US 30 Business follows a similar alignment to the existing Eastbound US 30 Bypass, and therefore, the grade will remain similar.

Question: Is the main purpose of the project to reduce delay at the PA 10 intersection and to improve safety at Compass Road? Or are there other goals?

Answer: The purpose of the project is to address safety concerns and facility deficiencies (substandard conditions and pavement at the end of its service life), and to complete missing operational movements from westbound Business 30 to the eastbound Bypass and the westbound Bypass to eastbound Business 30.

Question: Does the longer weave distance of R2 cancel out the lower crash rate of R1?

Answer: Various elements make up the crash predictions which are factored into the full analysis.

Question: After an alternative is chosen, approximately when will construction begin?

Answer: Construction is anticipated to begin in 2029 and will last between 2½ to 3 years.

Question: In this project, will an additional traffic light be added at the entrances/exits to Wawa and CVS/Autozone/Sherwin-Williams/Taco Bell? With the additional traffic coming from those businesses, it may be difficult to make a left turn out of the CVS complex during rush hour traffic.

Answer: No, a signal is not proposed at this location. It is too close to the traffic signal at Route 30 for signalization.

Question: Why is there a need to provide all movements at US 30 Business and US 30 Bypass? For example, new movements are US 30 Business WB to US 30 Bypass EB, and US 30 Bypass WB to US 30 Business EB via roundabout.

Answer: Most interchanges provide all possible movements, and the project has to meet regulatory standards. Both Alternative R1 and Alternative R2 provide for all movements.

Question: Heading east, the left turn to Compass Rd will be eliminated and you would head to the new roundabouts to get there instead?

Answer: That is correct.

Question: Will properties and property owners have access to the new connector roads for future development? Particularly Eastbound to Business 30 and Westbound to Business 30.

Answer: Any existing property access will be maintained. For any future access or changed access, a property owner would need to follow the PennDOT Highway Occupancy Permit process.

Question: Has a traffic study been done for the road to Compass Road? Compass Road is already beyond traffic capacity and is 13 feet to 15 feet wide. This design allows for much more pass through cut off to the top of Route 10. How can you control this? Every evening there is heavy traffic cutting through that doesn't live on Compass Road.

Answer: This project should not add additional traffic on Compass Road. By improving operations at Route 30 and Route 10, cut through traffic to Compass Road should be avoided.

Question: Will these questions and answers be shared at the in-person meeting as well?

Answer: The Q&A will be added to the project website.

Question: Does the PennDOT yard remain and if so, where is that entrance located?

Answer: Yes the PennDOT yard will remain. Access will be provided from the adjacent connection road.

Question: Will this section be the first to begin construction? Meaning will Airport Road follow, then Rt. 82, etc?

Answer: Currently, Section AIR is the furthest along. Preliminary Design is being completed. It will most likely be constructed first. Section 082 is in the Preliminary Design phase. It will most likely be constructed second. Thus, Section 010 would be constructed third.

Question: Will the speed limit on Lincoln Highway between the terminus and the village of Sadsburyville be adjusted after construction?

Answer: The design speed will be evaluated as part of the preliminary engineering efforts and could be adjusted according to the current design standards.

Question: Will properties have access to the connector roads on Business 30 East and West bound for future development?

Answer: Any existing property access will be maintained. For any future access or changed access, a property owner would need to follow the PennDOT Highway Occupancy Permit process.

Question: Why wouldn't the Compass Road Connector be located right alongside Route 30 instead of right beside the Buck Run?

Answer: Constructing the connector road along US 30 would adversely affect the historic property at the corner of Compass Road and US 30. Regulations require the project avoids affecting historic properties to the greatest extent possible.

Question: I disagree once people see that can get off the roundabout / Route 30 bypass then cut through to Compass Road then cut up to top of Route 10. This will crush the road.

Answer: Compass Road is a Township Road and we will discuss with the Township whether they would like to see traffic calming measures applied to Compass Road to discourage cut through traffic (e.g. speed humps).

Question: Compass Rd is falling apart, will you pay for paving/widening?

Answer: The project team will coordinate with the Township on the best approach to Compass Road.