

**US 30 Reconstruction Program
Airport Road Project Area (Section AIR)**

11/14/2024 Virtual Public Meeting (Microsoft Teams)

Question and Answer:

Question: Will you be doing anything to improve access to and from Robinson Avenue (just south of the interchange)?

Answer: Access to and from Robinson Avenue via Airport Road will be maintained similar to the current conditions. During the construction of the US 30 project, the Robinson Avenue pavement at the tie-in with Airport Road will be reconstructed.

Question: What will traffic flow be like during construction?

Answer: Two lanes of traffic in each direction along US 30 will be maintained during construction of the project. A detour is not anticipated for Airport Road, since the interchange will generally be constructed slightly east of the current interchange.

12/03/2024 In-Person Public Plans Display

Feedback from Comment Forms:

Comment: I approve of the upgrade and diverging diamond. Thank you PennDOT for updating our roadways.

Answer: The project team appreciates your feedback.

Comment: A big concern is the noise, it's already constant traffic noise. Our community will definitely need some kind of noise barrier, with the increase in traffic we will be experiencing in the near future. Also, exactly how much of our land will this project take from us? And will they pay the homeowners for the land?

Answer: The use of noise barriers is being evaluated during the Preliminary Engineering and Environmental Evaluation phase. Additional public meetings and special process meetings will be held as the project progresses to discuss the possible use of noise barriers. For the Airport Road Project Area (Section AIR), it is anticipated that the project team will conduct a meeting regarding noise walls in the summer of 2025. [The Noise Report, finalized by the project team in October 2024, can be reviewed here.](#)

Since the Airport Road Project Area (Section AIR) is currently in the Preliminary Engineering stage, property impacts are not yet known. Should your property be needed for transportation purposes, you will be contacted, and you may be assured that PennDOT's Right-of-Way Representatives will gladly answer any questions you may have. You may also be assured that it is PennDOT's intention to achieve the best possible transportation facilities while maintaining your satisfaction as a private

landowner. More information about the acquisition process can be found in [PennDOT Publication 83](#). For the Airport Road Project Area (Section AIR), Right-of-Way packages are anticipated to be transmitted to affected properties in the autumn of 2025.

Comment: I own a parcel along the bypass upon which an infiltration basin is proposed. This basin would affect our access to the property drastically. The logical location for this basin is on the north side of the bypass which is downgradient. The only access to our parcel is where Morris Lane meets the bypass. This basin would effectively close access to our parcel. It's not feasible to condemn land from Kingsway Church either.

Answer: Thank you for bringing your concerns to our attention. Some of our staff were able to discuss this situation with you at the December Public Plans display. The locations of the basins still have some flexibility, being that the project is still in the Preliminary Engineering phase. The location and configurations of this basin will be investigated further in the upcoming Final Design phase.

Comment: Losing property at Kingsway Independent Church will cause problems with our impervious coverage percentage. Please relocate the proposed basin to the north side of the bypass.

Answer: Thank you for bringing your concerns to our attention. Some of our staff were able to discuss this situation with you at the December Public Plans display. The locations of the basins still have some flexibility, being that the project is still in the Preliminary Engineering phase. The location and configurations of this basin will be investigated further in the upcoming Final Design phase.

Comment: Keeping horse and buggy safety in mind is appreciated.

Answer: The project team appreciates your feedback.

Comment: I'm concerned of the fact that it's more important to save an archaeological site on the 338 S. Bonsall Road property, than to do what makes sense and keep the retention pond off agricultural land where food for animals and people can be grown. Keeping the retention pond on existing pasture makes more sense.

Answer: The Department must balance many effects, as it develops transportation plans. Some effects are weighed more heavily than others, but agricultural land is absolutely considered. The basin to which you refer was initially located in pasture land, and it was relocated onto agricultural land in order to preserve archaeological resources. PennDOT is bound by federal requirements to avoid archaeological resources, where feasible. Since the relocation was feasible, it was done.

Comment: My main concern is that the horse and buggy community has safe access to the shopping center throughout construction and after.

Answer: Several modes of transportation are considered while creating the Traffic Control Plan (TCP) which is developed during the Final Design phase. The TCP illustrates the temporary travel patterns during construction, and it will consider horse and buggy traffic when it is developed over the next few years. After construction is completed, Airport Road is proposed to have 8-foot shoulders, which should better accommodate the horse and buggy traffic to and from the shopping center, versus existing Airport Road today.

Comment: I have concerns about the proposed eminent domain taking of Sadsbury Woods for use in the reutilization changes to Route 30 bypass and the use of Compass Road. I would like to be notified of any further meetings regarding this phase of the construction.

Answer: This comment is applicable to the US 30 and PA 10 project (Section 10), and it is being addressed accordingly by the project team.