US 30 Reconstruction Program
Western Terminus / Route 10 Project Area (Section 10)
11/13/2025 Virtual Public Meeting (Microsoft Teams)

Question and Answer:

Question: Has there been consideration to extend the US 30 Bypass section west of Route 10 so that through traffic can avoid the at-grade intersections and traffic signals?

Answer: Alternatives extending the US 30 Bypass section to the west were considered early in the conceptual development design phase. These alternatives were not advanced due to inconsistency with the project purpose and needs, and since there would be significant impacts to adjacent properties and businesses.

Question: In the matrix on Slide 9, does the number of predicted crashes for Alternative R2A consider the intersection of Route 10 and Compass Road? This intersection is of concern, due to the hill along Route 10 and the skewed angle of the intersection.

Answer: The new roadway connection between Compass Road and Old Mill Road in Alternative R2A will serve local traffic, the same traffic that is traveling on Compass Road today. Therefore, traffic on Compass Road is not anticipated to increase over existing conditions. However, this alternative will result in increased turning movements at Route 10 and Compass Road, due to the change in traffic patterns. As a result, if this alternative proceeds forward, realignment of the intersection of Compass Road and Route 10 can be further evaluated.

Question: In the matrix on Slide 9, Alternative R2B is shown to have 13 percent higher predicted crashes. It was stated this this is because of the traffic signal at US 30 and Nova Way, but that intersection already exists. What is causing the increase in predicted crashes?

Answer: The intersection of US 30 and Nova Way does exist today, as a three-leg intersection with a traffic signal. At the existing intersection, US 30 westbound traffic does not stop because Nova Way only permits the right-turn out movement. In Alternative R2B, a new roadway connection is provided from Compass Road to US 30 at Nova Way, creating the fourth leg at the existing signalized intersection. With the change of the US 30 and Nova Way intersection from a three-leg intersection (today) to a four-leg intersection (Alt R2B), additional vehicle conflicts are created which causes the increase in predicted crashes.

Question: In Alternative R2B at the signalized intersection of US 30 and Nova Way with the local road connector, will Nova Way traffic be able to travel through the signalized intersection northbound to directly access Compass Road? Will eastbound US 30 traffic be able to turn left at the signalized intersection to directly access Compass Road? Currently drivers are marking U-turns along US 30 in the vicnity of Compass Road.

Answer: The design at the intersection of US 30 and Nova Way with the local road connector in Alternative R2B will not permit the northbound through movement from Nova Way or the eastbound US 30 left-turn movement, except for emergency vehicles. The traffic signal phasing cannot support the addition of these movements and maintain the operational goals established in the project purpose and needs. Also, based on prior public feedback, added traffic to Compass Road is not desired. All three alternatives that were presented provide a new interchange at US 30 and Business US 30 east of Compass Road. Within the roundabout and loop road provided at this new interchange, traffic can circulate appropriately to turn around as needed. U-turns on US 30 will not be possible in any of the alternatives.

Question: Will the traffic signals along US 30 from the end of the Bypass section to the west beyond Route 10 be coordinated and interconnected as part of this project? Currently the traffic signals do not seem to be well coordinated and cause unnecessarily congestion.

Answer: Yes, as part of the US 30 project the traffic signals will be synchronized and optimized to maximize traffic operations.

Question: How will the speed limit on the westbound US 30 Bypass section be adjusted approaching the traffic signals? The current signage is confusing and signs are often knocked down.

Answer: The posted design speed will be analyzed during the Preliminary Engineering phase of the project once an alternative is selected. All three alternatives result in the US 30 Bypass being established as the primary through movement eastbound and westbound, with Business US 30 traffic as the secondary ramp movements, which is the reverse of the existing configuration. New signage will be included in the design, including indications for the start and end of the US 30 Bypass section.

Question: Alternative R2A impacts the Piston Poppers, which has been at this location since 1962.

Answer: Alternative R2A was developed to minimize impacts to the Township property that the Piston Poppers use, in comparison to previous project alternatives. Should this alternative be recommended for advancement, additional opportunities to minimize impacts will be evaluated.

Question: In Alternative R2A, why does Business US 30 not continue through the new interchange area to connect to the new local road between Compass Road and Old Mill Road?

Answer: Based on previous public input, the connection between Business US 30 and Compass Road was not desired.

Question: Does Alternative R2B go through the drinking water supply at the spring house and the small pond?

Answer: Yes, the current alternative does have minor impacts to the small pond for roadway fill slopes.

Question: What is the timeline for this public input process and the next phase of this project?

Answer: Public input will be accepted through December 5, 2025 by submitting a completed electronic comment form on the project website (www.us30-chesco.com) or by completing a comment form in person at the open house plans display on Monday, November 17, 2025 at the Coatesville Moose Lodge (1200 Airport Road). Following this comment period and upon review of the feedback, it is anticipated that an alternative will refined and selected. At that time, this project will proceed to the next phase of Preliminary Engineering, and the public will have additional opportunities for input during that phase. Preliminary Engineering is estimated to occur from 2026 through 2029, Final Design is estimated to occur from 2030 through 2032, and construction is estimated to occur from 2032 through 2035.

Question: What is the anticipated construction timeline for the three western sections of the US 30 project?

Answer: For the Airport Road section, construction is estimated to begin in mid-2029. For the Route 82 section, construction is estimated to begin in late 2030. For the Route 10 section, construction is estimated to begin in early 2032.

Question: How does the schedule for the western sections impact the timeline for the eastern sections along US 30?

Answer: Since the eastern sections of the US 30 project (beginning at Reeceville Road) are located over 5 miles away from the US 30 Section 10 project, the timelines for the western sections are not anticipated to be a limiting factor or have impact on the eastern sections.