

**QUESTION & ANSWER**

**TOPIC: U.S. 30 Mainline**

**Question:** Will travel lanes on U.S. 30 be closed during construction?

**Answer:** We anticipate providing two travel lanes (directionally) during peak travel periods along U.S. 30.

**Question:** How will the flexible use lanes along U.S. 30 mainline be controlled?

**Answer:** The PennDOT Regional Traffic Management Center will operate the flexible use lanes via overhead signals and message boards. Information will be prepared to educate the public before the flexible use lanes are opened to traffic.

**Question:** When will the flexible use lanes be open to drivers?

**Answer:** PennDOT's Regional Traffic Management Center will control the operation of the flexible use lanes. The flexible use lane will be opened as a travel lane dependent upon traffic volumes and field conditions. It is anticipated that on a typical weekday, the eastbound flexible use lane will be open during the morning peak period, and the westbound flexible use lane will be open during the afternoon peak period

**Question:** How will vehicles be prevented from using the flexible use lanes when they are closed?

**Answer:** When the flexible use lanes are closed, the overhead signal will show a red "X", indicating the lane is closed.

**Question:** Why are flexible use lanes proposed along U.S. 30 instead of a third full-time travel lane in each direction?

**Answer:** Based on the traffic evaluation for the future year 2050, three lanes are only needed in each direction during specific periods of the day (e.g. eastbound during the weekday morning commuter peak hours and westbound during the weekday afternoon commuter peak hours). The future reconstructed width of U.S. 30 is approximately 20 feet narrower with the flexible use lanes compared to the width of three full-time travel lanes in both directions. The reduced width results in a significant reduction in costs, environmental impacts, and property acquisition.

**Question:** Where will the flexible use lanes begin and end?

**Answer:** For the westbound direction, the flexible use lane will begin at the Business U.S. 30/Quarry Road interchange and end at the Reeceville Road interchange. For the eastbound direction, the flexible use lane will begin at the Reeceville Road interchange and end at the Business U.S. 30/Quarry Road interchange.

**TOPIC: Route 113 and Norwood Road Interchanges**

**Question:** In Alternative D2 at Route 113 and Norwood Road, how will the eastbound on-ramp at Norwood Road be restricted for emergency use only?

**Answer:** A gate system will be placed at the ramp entrance from Norwood Road that only emergency service providers or PennDOT will be able to open. As with any emergency vehicle responding to an incident, flashing lights and sirens will be used to alert the traveling public.

**Question:** Will there be traffic signals added along Route 113 with any of the alternatives?

**Answer:** All four alternatives presented (Alternatives D, D2, D3, and D4) include one new traffic signal within the Route 113 interchange.

**Question:** With the traffic signal added at the Route 113 interchange in all of the alternatives, will separate turn lanes be provided?

**Answer:** Yes, dedicated turn lanes will be provided for all interchange turning movements throughout the Route 113 interchange in all four alternatives under consideration.

**Question:** Will the project impact the cemetery along Route 113 north of Norwoodhouse Road?

**Answer:** There is no impact anticipated to the cemetery with the U.S. 30 projects.

**Question:** When is an alternative anticipated to be selected for Route 113 and Norwood Road?

**Answer:** An alternative is anticipated to be selected in the middle of 2026.

**TOPIC: Route 322 Interchange**

**Question:** Why was the Diverging Diamond Interchange (DDI) configuration selected for the Route 322 interchange, instead of reconstructing the interchange in the configuration with larger loop ramps?

**Answer:** In order to use the current configuration, the loop ramps would need to be expanded significantly. The resulting impacts were considered too great, and along with the improved safety operations the DDI was selected.

**TOPIC: General Questions**

**Question:** Will improvements be completed offline from the U.S. 30 Bypass?

**Answer:** An ITS (Intelligent Transportation Systems) project was advanced and is now complete. Those improvements allow PennDOT to monitor and adjust signal timings at offline locations throughout the U.S. 30 corridor area. Other offline improvements will be evaluated further during the Preliminary Engineering phase. At that time, the municipalities and the public will have opportunities to provide further input.

**Question:** Will my property or business be impacted by the US 30 Reconstruction projects?

**Answer:** Currently, the Eastern Project Area (Section CER) is in the Conceptual Design phase. Specific property impacts are not yet known. Should your property be needed for transportation purposes, you will be officially contacted by a PennDOT Right-of-Way Representative during the Final Design and right-of-way acquisition phase of the project. The earliest we anticipate beginning the Right of Way Acquisition process is in 2031.

**Question:** What is the anticipated construction schedule for the Eastern Project Area (Section CER)?

**Answer:** The Eastern Project Area (Section CER) will proceed through the Preliminary Engineering phase as a whole. It is expected to be divided into separate projects for construction during the Final Design phase. The earliest anticipated construction start date within the Eastern Project Area (Section CER) is 2034.

**Question:** What is the order that the interchanges will be construction in the Eastern Project Area (Section CER), and will multiple projects being constructed at the same time?

**Answer:** The order of construction for the interchanges in the Eastern Project Area (Section CER) is not known at this time. Construction could occur on more than one project area simultaneously, with appropriate separation along the corridor.

**Question:** Will noise barriers be included in the US 30 Reconstruction projects?

**Answer:** The construction of noise barriers will be evaluated during the Preliminary Engineering and Environmental Evaluation Phase. Additional public meetings and special process meetings will be held as each project progresses to discuss the possible construction of noise barriers at specific locations.

**Question:** What was the source of the archeology information?

**Answer:** Archaeology information was identified through the Pennsylvania Historical and Museum Commissions (PHMC) Cultural Resource Geographic Information System (CRGIS)

**Question:** Do the presented project costs include inflation adjustments for a beginning construction date of 2034?

**Answer:** Yes, the presented project costs include inflation adjustments.

**Question:** Given the proximity to waterways and public parks for some of these adjustments to U.S. 30, will there be consideration for the need for wildlife escape ramps/crossing structures to minimize the instances of potential wildlife encounters on the roads?

**Answer:** Consideration of wildlife travel corridors and impacts will be evaluated during the Preliminary Engineering and Environmental Evaluation Phase.

**Question:** Will any parks or Ingleside Golf Club be closed during construction? Will the widening impact the Golf Club permanently and/or require any course modifications?

**Answer:** No closures of parks or the golf course are anticipated during construction. In Preliminary Engineering, the project team will investigate means of reducing impacts to the parks and golf courses, with the goal to not alter current functionality.