

PowerPoint Slide Narrative

Slide 1 (Intro)

Good Evening. Welcome to the Public Plans display for the US222 & US30 Interchange Improvement Project. PennDOT and their consultant team are here this evening to share information and discuss the status of the proposed improvements. This presentation will provide a brief overview of the history behind the project and the current activities being advanced.

Slide 2 (History)

In 2015, PennDOT initiated a study to analyze the conversion of the US222 corridor from 4 to 6 lanes from the US30 interchange to the Brownstown/PA772 interchange. In addition, the impacts this conversion would have on the US222 & US30 interchange were analyzed. This study identified existing and future areas of traffic congestion and delay and developed potential solutions to mitigate those delays. PennDOT and their consultant team developed design concepts and solicited feedback from Township and County officials, elected officials and City of Lancaster officials at a series of stakeholder meetings. At the completion of the study phase a preferred solution was presented to stakeholders, and the design advanced into the preliminary design phase. The information being presented tonight reflects, the outcome of the study.

Slide 3 (Planning Outcome)

The final recommendations of the study were that the conversion of US222 from 4 to 6 lanes would be constructed in 3 separate construction packages. The multiple construction contracts will accommodate traffic and construction phasing, implement the proposed solutions in a timely manner, and will allow more competitive construction packages.

Section 059 will be constructed first. This contract will include upgrades to the eastbound and westbound weave areas that connect US222 and US30, widening of the US30 eastbound to US222 northbound ramp from 1 to 2 lanes and conversion of US222 from 4 to 6 lanes from US30 to just south of Landis Valley Road. Bridge underclearance at Eden Road will also be brought up to standard and Eden Road Bridge will be rehabilitated.

Section 071 will be the second construction package and will continue the conversion of the US222 mainline from 4 to 6 lanes from just south of Landis Valley Road to north of the Jake Landis Interchange.

Section 072 will be the third construction package and will convert the US222 mainline from 4 to 6 lanes from north of the Jake Landis interchange to the PA772/Brownstown interchange.

Tonight's Public Plan Display will focus on Section 059. A Public Plans display will be conducted for Sections 071/072 at a not yet determined future date.

Slide 4 (P&N)

The purpose of the project is to implement improvements that reduce traffic congestion, reduce travel times, improve safety, improve access to traffic incidents by emergency service providers, and maintain mobility throughout the project area.

Project needs include:

Improving pavement conditions and rideability of the US222 corridor. The US222 pavement is nearing the end of its serviceable life and needs to be replaced.

Relieving traffic congestion through US222 & US30 interchange caused by high traffic volumes and inadequate weave areas.

Improving vertical clearance at the Eden Road overhead bridge. There is a history of this bridge being struck by trucks and higher profile vehicles due to its substandard vertical clearance.

Reducing the frequency of crashes in the interchange area. Crash rates in the interchange area are higher than statewide averages.

Slide 5 (Environmental)

As part of the environmental clearance process we must assess impacts to historic structures or properties. Three potential historic resources were identified within the project limits.

The Reist Farm, - this farm lies at the northeastern quadrant of the US222 & US30 Interchange.

The Bassler/Royer Farm – this property lies just north of the Lancaster Bible College and on the west side of the US222 corridor.

And the Hershey-Groff Farm – this property lies on the north side of Eden Road, to the east of US222, and abuts Stoner Park.

Surveys were conducted for the 3 properties, in accordance with Section 106 of the National Historic Preservation Act (NHPA) and 2 of the properties, the Reist Farm and the Hershey-Groff Farm, were determined eligible for listing on the National Register of Historic Places (NHRP). Impacts to these two properties should be avoided if possible and minimized to the greatest extent practical. Archaeological surveys were also conducted and no archaeological resources were identified.

Other critical features in the project study area include Stoner Park, the "Eden Road Path Extension" Trail, a public trail that extends through the Lancaster Bible College property protected farmlands, residential and commercial properties, and streams and wetlands. Impacts to these features were avoided where possible and minimized when unavoidable.

Slide 6 (Section 059 Map)

Construction in the Section 059 project limits will include improvements to both the US30 eastbound and westbound weave movements between Oregon Pike and US222 and improvements to approximately 1 mile of US222. Impacts to existing noise walls along US30 are not anticipated at this time and additional noise walls will be proposed along the US222 corridor and interchange ramps. Potential noise wall locations are shown on the display boards in the gymnasium.

Slide 7 (US222 Typical)

US222 currently is a 4 lane highway consisting of 2 lanes in each direction separated by a 60 foot wide grass median. The road will be converted to a 6 lane highway by adding lanes to the grass median. The proposed roadway will consist of 6, 12 foot wide lanes with 12 foot wide shoulders to the left and right and a concrete median barrier separating northbound and southbound traffic.

Slide 8 (Existing Eastbound Weave)

Eastbound US30 currently carries three lanes of traffic as it approaches US222 northbound with a single lane ramp to US22 northbound.

Slide 9 (Proposed Eastbound Weave)

The proposed construction will widen the US222 northbound ramp to 2 lanes and allow the outermost third lane of US30 to either continue east on US30 or exit to US222 northbound. This option lane will reduce the number of lane changes between Oregon Pike and US222 northbound. Three through lanes will be maintained on US30 eastbound along with dedicated exit ramp lane. The 2 lane US222 northbound ramp will combine with the single lane US30 westbound to US222 northbound ramp to create a 3 lane wide US222 northbound roadway.

Slide 10 (Existing Westbound Weave)

As it passes below US222, westbound US30 currently consists of 2 lanes with the single lane US222 southbound to US30 westbound ramp creating a 3 lane roadway. US30 westbound then widens from 3 lanes to 5 lanes to accommodate the Oregon Pike, Lititz Pike and Fruitville Pike exits. In addition, the single lane US222 southbound ramp to US30 westbound commonly begins to queue more than a half mile north of US30.

Slide 11 (Proposed Westbound Weave)

The proposed construction will widen the US222 southbound to US30 westbound ramp to a 2 lane ramp and will widen US30 westbound from 2 lanes to 3 lanes as it passes below the US222 overhead ramps. This will create a 5 lane wide roadway section further east than it currently begins today and will allow drivers to position themselves in the proper lane sooner, which will reduce congestion by reducing the number of lane changes in the interchange weave area.

Slide 12 (Traffic Control)

A few items to note while the project is under construction. There will be two lanes of traffic in each direction on both US222 and US30 at all times. All interchange ramp movements will remain open during construction. On Eden Road, there will be one lane of traffic in each direction while the bridge is rehabilitated and bridge barriers are upgraded. Pedestrian traffic will also be maintained on Eden Road.

Slide 13 (Final Slide)

This concludes the formal presentation for the meeting. Please view the display boards and interact with the design team if you have questions or other feedback on the project. Thank you and have a pleasant evening.