

Project Fact Sheet & Frequently Asked Questions

US 222/US 30 Interchange Improvements Project SR 222 Reconstruction - Section 059

Estimated Bid Date: December 2021
Estimated Construction Duration: 2 - 3 years
Estimated Construction Cost: \$40,000,000

	US 222	US 30
Year Built	1970	2000
Posted Speed (mph)	65	55
Current Traffic (2019) – AADT. Average Annual Daily Traffic in both directions combined	60,093	99,398
Trucks	20%	11%

SR 222 Reconstruction Projects (three sections)

- Section 059 Project is the first of three sections
- The US 222 Reconstruction Project will convert existing four-lane roadway to proposed six-lane roadway by adding one-lane in each direction within the existing grass median from US 30 to Brownstown (PA-772)
- Limits of Work for Section 059:
 - along US 30 between Oregon Pike and just east of US 222 and
 - along US 222 approx. one mile to the north (about 1/4 mile south of Landis Valley Road)
- Future Sections (2) will continue six-lane roadway conversion approximately five miles.
 - 071 to north of Jake Landis Interchange
 - 072 to north of Brownstown Interchange

FAQs

1. What's the status of the US 222 project currently under construction (north of Brownstown)?

- Project is expected to be completed this Fall, before Thanksgiving.

2. How will the Oregon Dairy Development affect this project?

- The Oregon Dairy Development Project will be required to perform a Traffic Impact Study and implement traffic improvements required as part of the analysis.

3. What type of pavement?

- US 222 Pavement (and interchange ramps) will be flexible pavement (bituminous/asphalt materials)
- US 30 new pavement will be concrete pavement to match the adjacent pavement along US 30 which will remain.

4. Will my property be impacted?

Current anticipated impacts are limited to two locations for SWM Basins; (1) at a property owned by Lancaster Bible College, south of the new residential development along US 222 SB; (2) at an undeveloped property (SREG Eden LLC) north of US 30 WB adjacent to delineated wetlands and waters.

5. How were project limits established?

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.

6. Why isn't US 30 being widened?

The scope of the project is to replace US 222 pavement (50 years) and to relieve interchange congestion. A US 30 widening would entail significant residential impacts and displacements and would incorporate major construction costs beyond the current funding.

7. How will construction affect traffic?

2 lanes of traffic in each direction will be maintained during long-term traffic control patterns and all ramp movements will remain open.

8. I live north of the project. Will I get a sound wall?

Future sections will incorporate traffic noise analysis and mitigation.

9. Will existing sound walls on US 30 be impacted?

No.

10. Will the Eastbound on-ramp from Oregon Pike (Chester Road) be widened to two lanes?

No. Lancaster MPO may consider a future project to address the on-ramp to EB US 30.

Noise Process FAQs

1. How did you determine where the noise walls are being considered?

PennDOT follows Federal Highway Administration (FHWA) and PennDOT criteria for highway noise analysis. Consideration of noise mitigation is **warranted** for residential communities where design year noise levels are projected at or above 66 dBA. For communities where noise abatement consideration is **warranted**, the next step is to consider whether the noise abatement would be **feasible** for each affected community. Traffic noise abatement is typically provided by using highway noise barriers. **Feasible** noise barriers are those that provide effective (at least 5 dB(A)) noise reduction to noise sensitive locations and pose no safety, engineering, or access restrictions. If a noise barrier system is determined to be **feasible**, the next step is to determine whether or not the barrier is **reasonable** for construction. For a barrier to be **reasonable**, it must be cost effective, meet noise reduction goals, and be supported by the majority of the affected community. Additional details can be obtained at the Noise Station where there are technical experts available to discuss sound.

2. Are the locations of the noise walls final?

The noise wall locations shown on the plans convey the most accurate representation of mitigation sites and physical wall locations based on the outcomes of the noise impact analysis report available for review at tonight's meeting. The final length, height and location of the noise walls will be further refined and optimized during the Final Design engineering phase of the project. Please visit the Noise Station for additional details and to speak to our technical experts on this subject.

3. Where can I view the Noise Impact Analysis Report?

The Noise report is under final review by the Federal Highway Administration. When approved, a copy of the report can be obtained by a Right-to-Know Request submitted to PennDOT.

4. What will the noise walls look like?

Currently, the most common types of noise walls consist of concrete panels with steel or concrete posts. The panels typically utilize a form-liner to provide texture and a stain is applied for color. Anti-Graffiti coatings are often added in an effort to reduce the possibility of graffiti. After the refinement of the plans but before a final decision is made, PennDOT is planning to hold community meetings with the owners of property bordering proposed noise wall locations to provide them with the opportunity to vote on noise wall color and texture.

5. When will the noise walls be built?

The contractor that successfully bids the project will determine when the noise walls are constructed with PennDOT. Usually, construction access and noise wall fabrication schedules influence the contractor's decision on when to construct the noise walls.