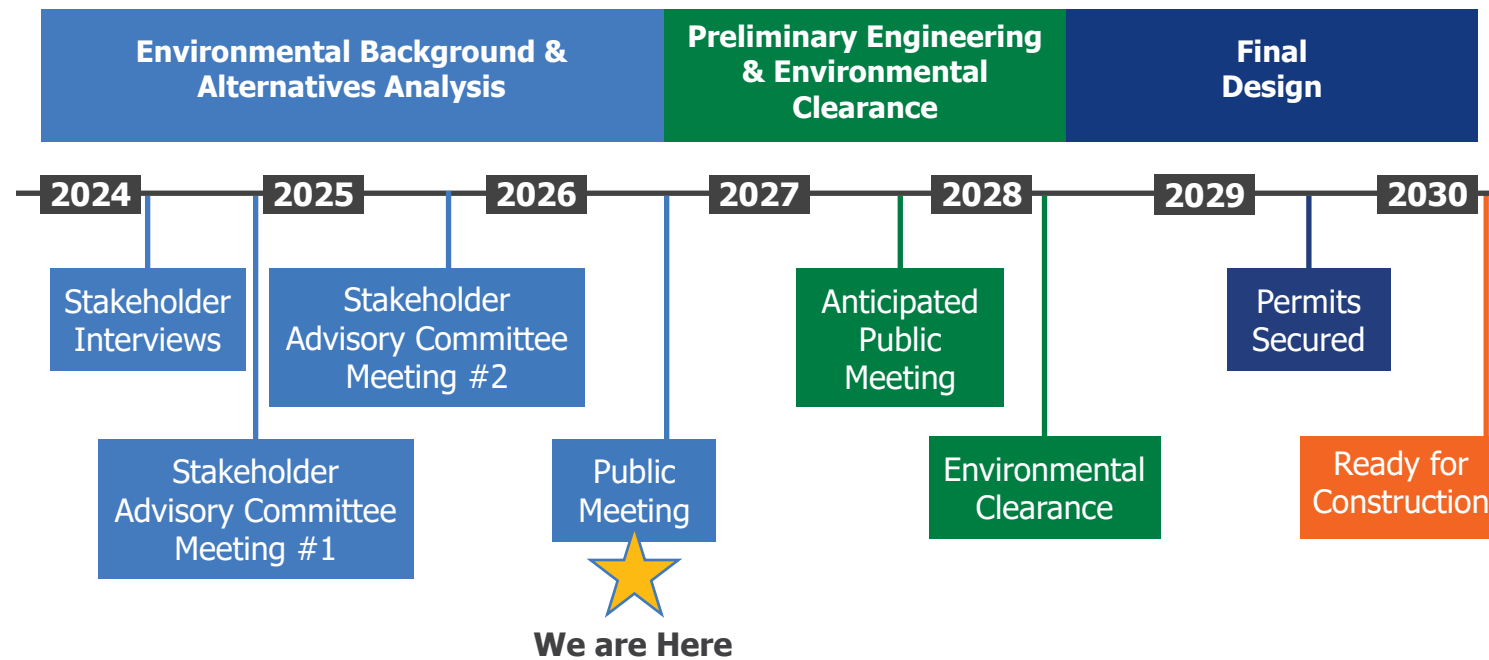


ANTICIPATED PROJECT SCHEDULE



CURRENT PUBLIC COMMENT PERIOD

The purpose of this public comment period is to gather input on the project's purpose and need, identify environmental features and community resources that should be considered during project development, and receive comments on the alternatives that have been developed. It is also an opportunity for the public to review and comment on the project's potential effect upon Cultural Resources pursuant to the Advisory Council on Historic Preservation's 36 CFR Part 800 regulations implementing Section 106 of the National Historic Preservation Act. The project documents can be made available in alternative languages or formats if requested.

Comments and questions can be submitted to PennDOT Project Manager Amanda L. Olbeter, E.I.T., at aolbeter@pa.gov, (724) 357-4802, or 2550 Oakland Avenue Indiana, PA 15701. The public comment period, where the community is encouraged to respond with questions and concerns, will be from September 29, 2026 - October 13, 2026.

View plans and complete the online comment form at www.pa.gov/DOTdistrict10 under View District 10 Projects.

Route 422 Dunbar Dip Improvement Project, Kittanning Township, Armstrong County

PROJECT AREA



The project is located in Kittanning Township, Armstrong County. It encompasses two miles of Route 422 between Route 2012 (Silvis Hollow Road) and Route 2007 (Blanket Hill Road).

Scan the QR code to visit the project website



PROJECT DESCRIPTION

Route 422 is a critical arterial for east/west travel in Armstrong and Indiana Counties.

The purpose of this project is to address geometric deficiencies along Route 422 within the project area and thereby improve the roadway to provide reliable connectivity for travelers, commuters, commercial users, emergency services, and local residents.

The existing vertical curvature (uphill and downhill) and sight distances of Route 422 and intersections with Rinker Hollow Road and Green Tree Road (Route 2014), Simpson Church Road and Cornish Road, and Blanket Hill Road (Route 2007) do not meet today's design standards for rural arterial roads. For this type of road, the steepest grade allowed is 4 percent (meaning the road rises or falls 4 feet vertically for every 100 feet of horizontal distance traveled). Many grades in the project study area are well over that grade at approximately 9 percent.

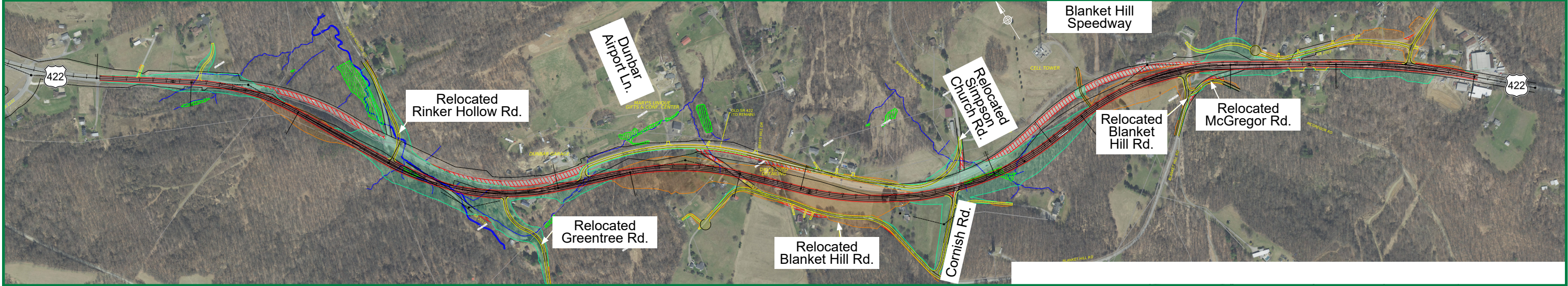
Existing shoulder width is substandard, and the route is difficult to maintain in the winter, occasionally causing temporary closures.

REFINED ALTERNATIVES

Following the evaluation of a wide range of preliminary design concepts, two design alternatives were refined to address the geometric deficiencies along Route 422 within the project area.

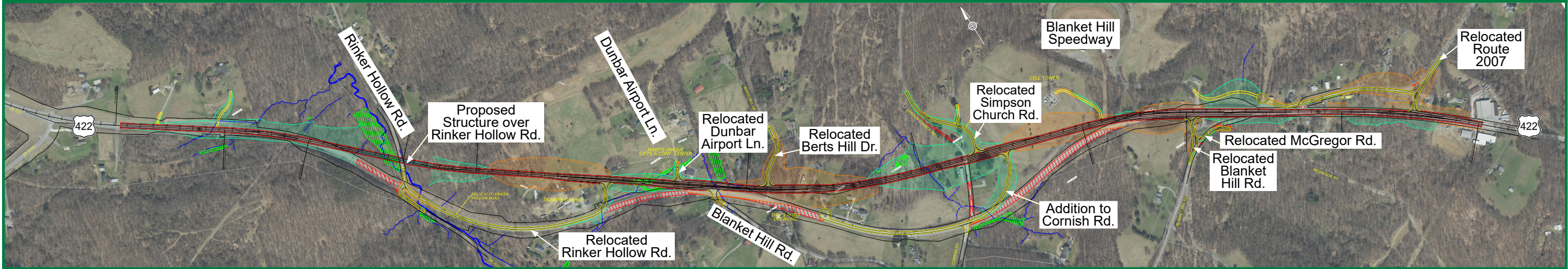
A

Alternative A is the closest alternative to existing Route 422. It can be constructed while maintaining traffic on existing Route 422. Local roads and driveway access points would be reconfigured, and existing Route 422 could be removed where not needed for property access. It is the most impactful to utilities and streams and the least impactful to gas wells and potential farmland.



B

Alternative B stays completely north of existing Route 422. Some longer sections of existing Route 422 would remain where needed for property access. It is most impactful to gas wells, wetlands, and potential farmland. It is least impactful to streams.



LEGEND

PROPOSED US 422

PROPOSED LOCAL ROAD/DRIVEWAY

PROPOSED PAVEMENT REMOVAL

PROPOSED CUT LIMIT

PROPOSED FILL LIMIT

LEGAL R/W LINE

EXISTING STREAM

EXISTING WETLAND

EXISTING UTILITIES (APPROX)