

US 62 & 322 FROM PA 8 TO US 322 PROJECT

PUBLIC INFORMATION MEETING – NOVEMBER 30, 2023

PROJECT TEAM



- **Thomas McClelland**
 - Assistant District Executive – Design
- **Stephen A. Schettler**
 - PennDOT Project Manager
- **Mark Nicholson, PE**
 - Design Services Engineer
- **Chris Wolfgang**
 - District Environmental Planner II



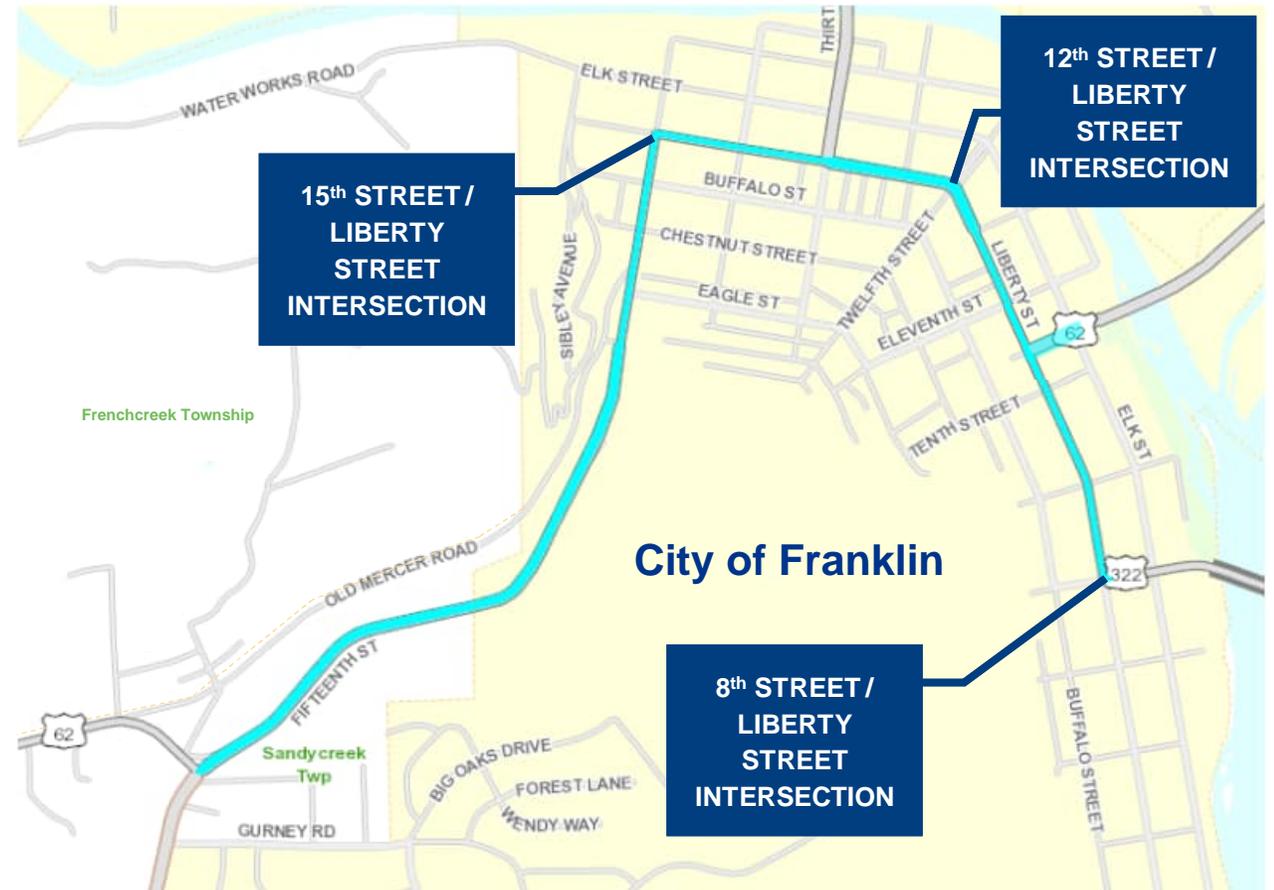
- **Brent Barrett**
 - WRA Project Manager
- **Dan Fritz**
 - WRA Lead Traffic Engineer
- **Tyler Steele**
 - WRA Lead Highway Engineer



PROJECT LOCATION

The project area includes:

- US 62 & US 322
 - (15th St & Liberty St) from the US 62/PA 8 intersection US 322/8th Street intersection.
 - 15th St & Liberty St Intersection curve widening
 - 12th St & Liberty St Intersection improvements
 - 8th St & Liberty St Intersection widening



HISTORICAL DISTRICT

What is Section 4(f)?

Section 4(f) refers to the original section within the U.S. Department of Transportation (DOT) Act of 1966.

Section 4(f) provides consideration to publicly owned park and recreation lands, wildlife and waterfowl refuges, and any publicly or privately owned historic sites listed on or eligible for listing on the National Register of Historic Places (NRHP). Section 4(f) applies to projects that receive funding from or require approval by an agency of the U.S. DOT.

How does Section 4(f) apply to this project?

Three Section 4(f) resources have been identified within the project area. Two are public parks and one is a historic resource that is eligible for listing in the NRHP:



South Entrance to Bandstand Park (September 7, 2023)

- Fountain Park
- Bandstand Park
- Franklin Historic District

Impacts to Sections 4(f) properties:

Fountain Park & Bandstand Park

Fountain Park and Bandstand Park are public parks located along the north central portion of the project corridor. The parks are adjacent to each other and are separated by 12th Street; Fountain Park lies west of 12th Street while Bandstand Park lies east of 12th Street. Both parks are currently used as multi-use public parks and are under the jurisdiction of the City of Franklin.

Project construction will not result in any temporary or permanent impacts to either Fountain Park or Bandstand Park. Access to both parks will remain open throughout construction.

Franklin Historic District

Franklin Historic District is eligible for listing in the NRHP under the jurisdiction of the Pennsylvania State Historic Preservation Office (PA SHPO).

In coordination with the PA SHPO, the project will have a No Adverse Effect on the historic district.

Public Feedback

The Comment form provides a question specific to Section 4(f) and gives you the opportunity to provide comments and feedback regarding the proposed project and the project area Section 4(f) resources noted above.



PROJECT PURPOSE



- To rehabilitate the corridor to provide safe, reliable, and efficient transportation facilities for all modes of transportation.
 - 15th St & Liberty St Resurfacing, Restoration, & Rehabilitation
 - 15th St & Liberty St Curve Widening
 - 12th St Improvements
 - 8th St Improvements



CORRIDOR IMPROVEMENTS



Pavement
resurfacing, base
repair & restriping

Concrete Curb
repairs

Drainage repairs

Guardrail
upgrades



CORRIDOR IMPROVEMENTS



Upgrade Truck
Escape Ramp on
15th St Hill



CORRIDOR IMPROVEMENTS



Signal
Replacements

Signal
Equipment
Upgrades

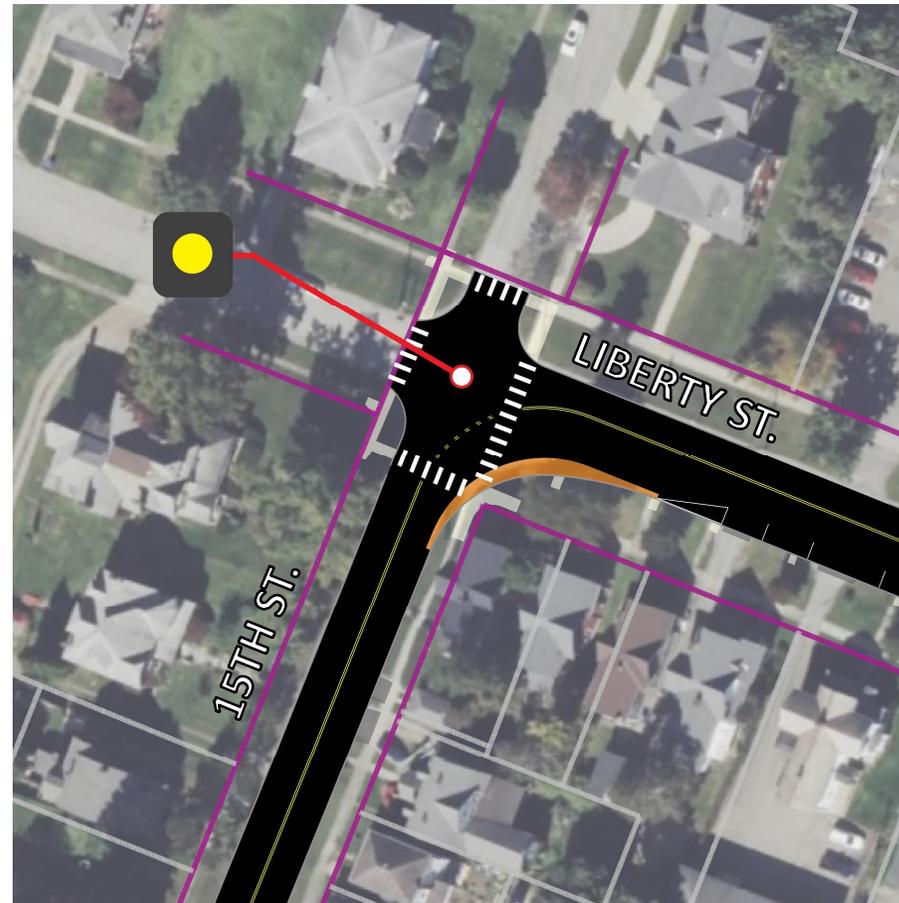
ADA
Improvements



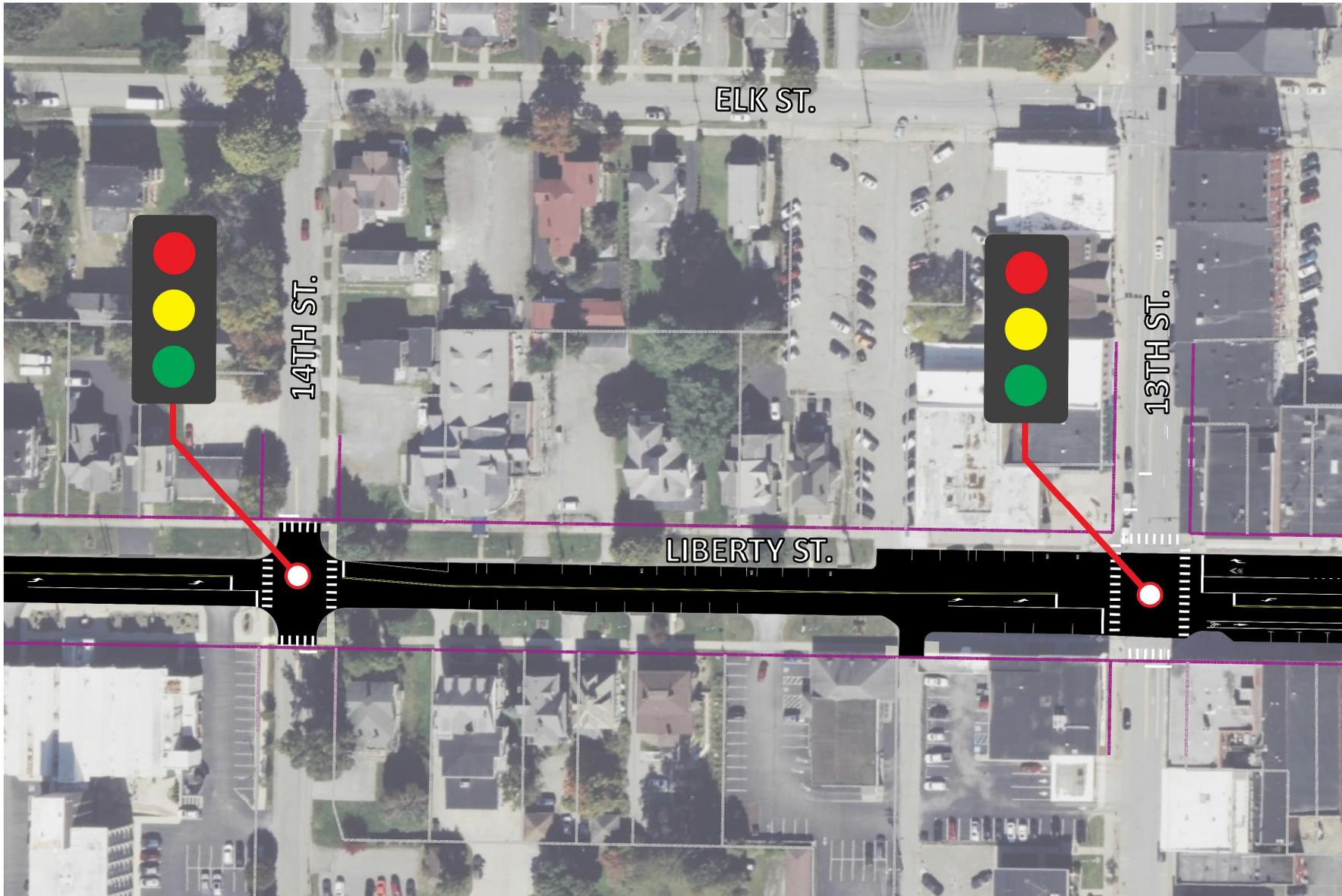
15TH ST / LIBERTY ST CURVE WIDENING



- Minor widening to address existing tractor-trailer off-tracking over existing curb & grass area
- New Sidewalks & ADA Ramps
- New Traffic Signal Flasher



LIBERTY ST IMPROVEMENTS (14TH TO 13TH)



New traffic signals at each intersection

Add left turn arrow signals for left turn lanes

Update ADA facilities



LIBERTY ST & 12TH ST INTERSECTION IMPROVEMENTS STUDY

Study completed in September 2020

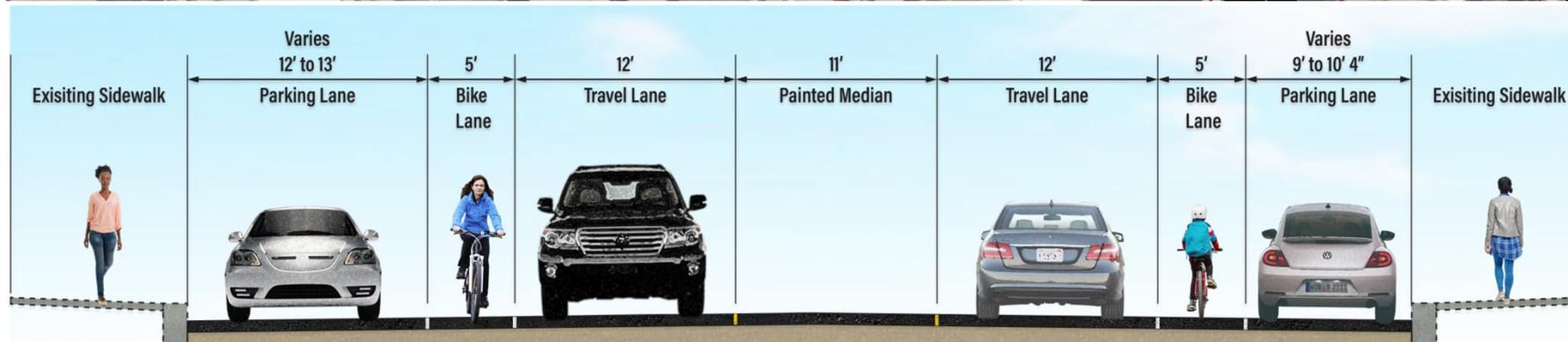
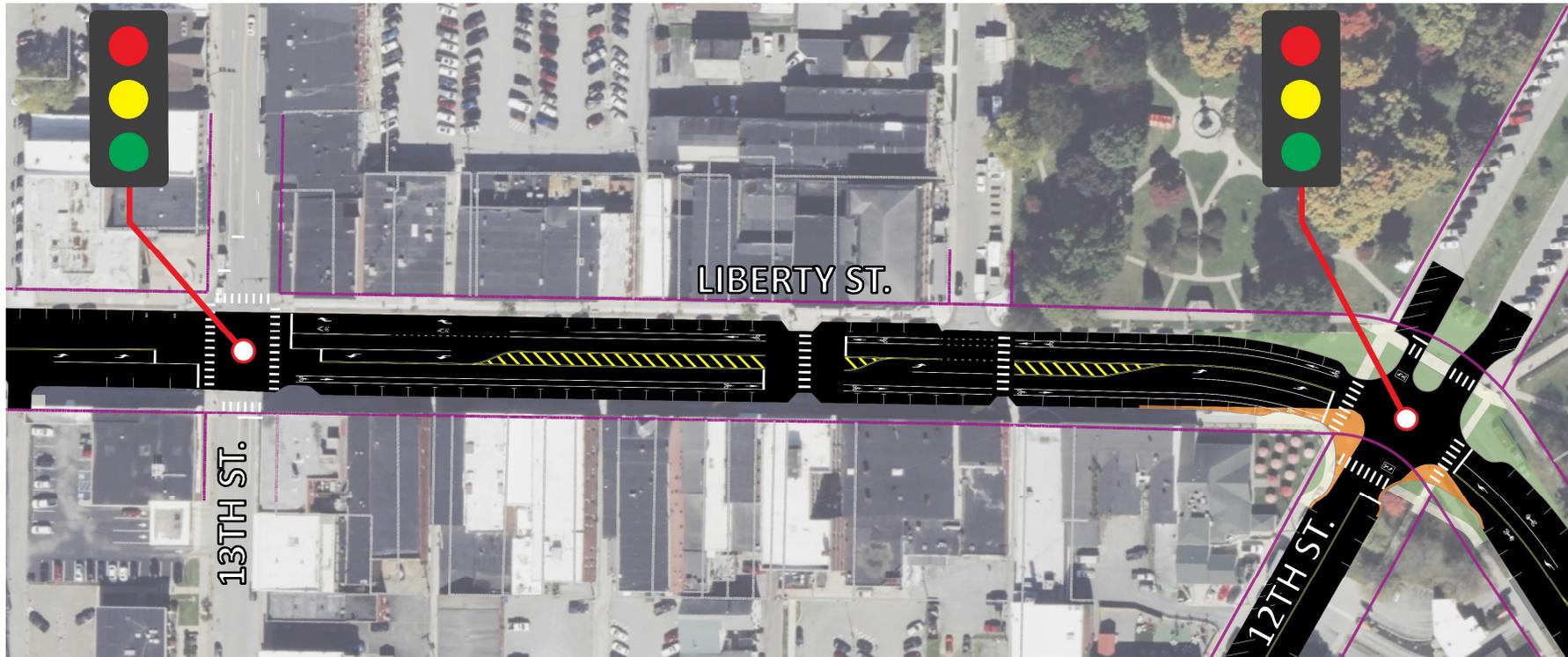
Purpose of Study

- Evaluate Pedestrian, Bicycle, and Traffic safety at the Liberty St. & 12th St. Intersection
- Develop a preferred option
 - 3-Lane realigned section with new signal
 - Flatten the existing curve
 - Add bump-outs
 - Improve signal visibility
 - Increase sight distance
 - New pavement markings
- Additional Improvements Selected
 - Add center turn lane from S Park St to 11th St
 - Painted center median from 13th St to 12th St
 - Dedicated bicycle lanes from 13th St to 12th St

- 3-Lane Realigned Section with New Signal



LIBERTY ST IMPROVEMENTS (13TH TO 12TH)



TYPICAL SECTION – LOOKING EAST TOWARD 12TH ST

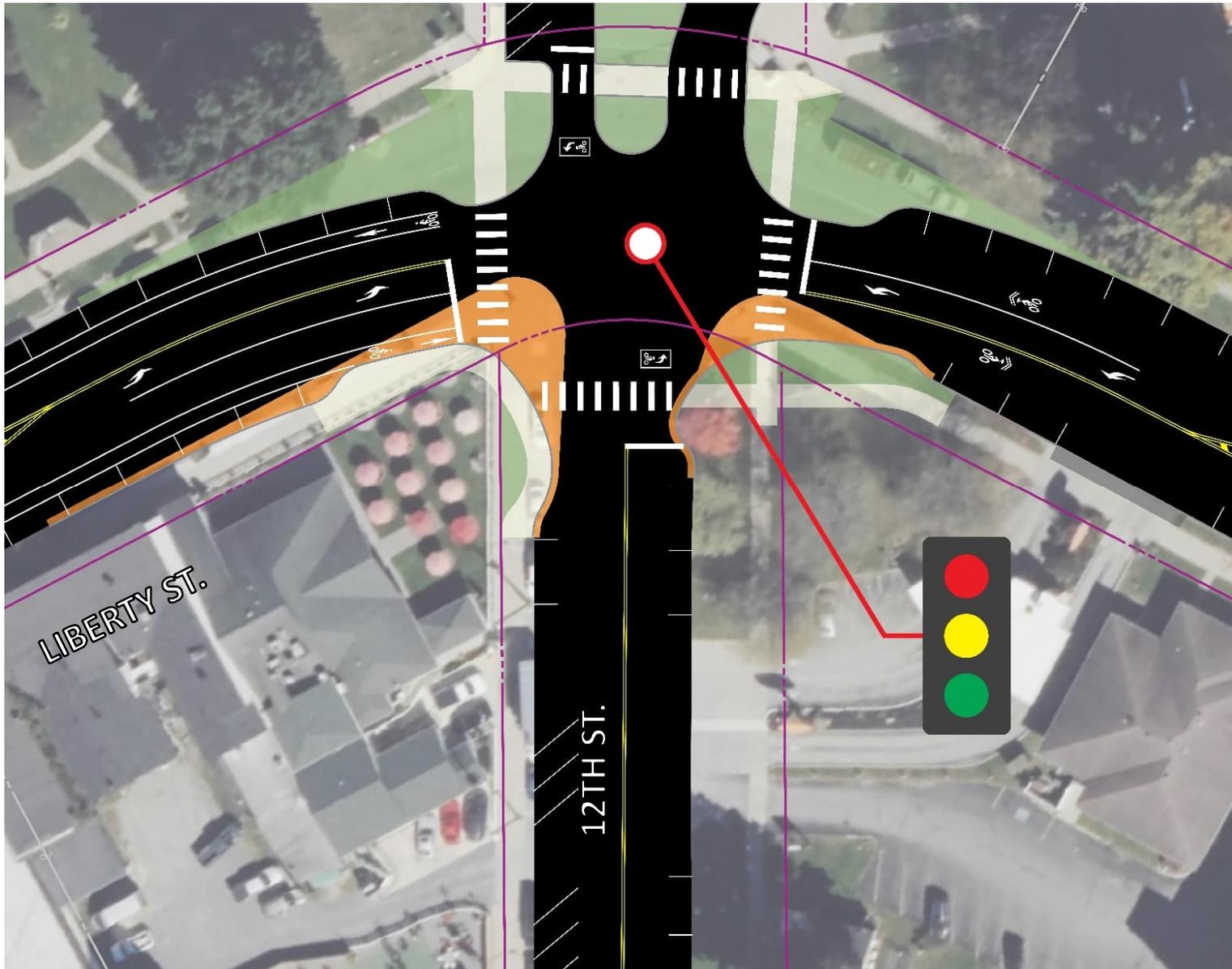
Single lane
each
direction

Painted center
median

Dedicated
bicycle lanes



12TH ST INTERSECTION IMPROVEMENTS



Flatten the existing curve

Add bump-outs to shorten pedestrian crossings

Improve signal visibility

Increase sight distance

New pavement markings

New signal location



US 62 NORTHBOUND LOOKING TOWARD 12TH ST



US 62 Northbound Before



US 62 Northbound After



US 62 SOUTHBOUND – LOOKING TOWARD 12TH ST



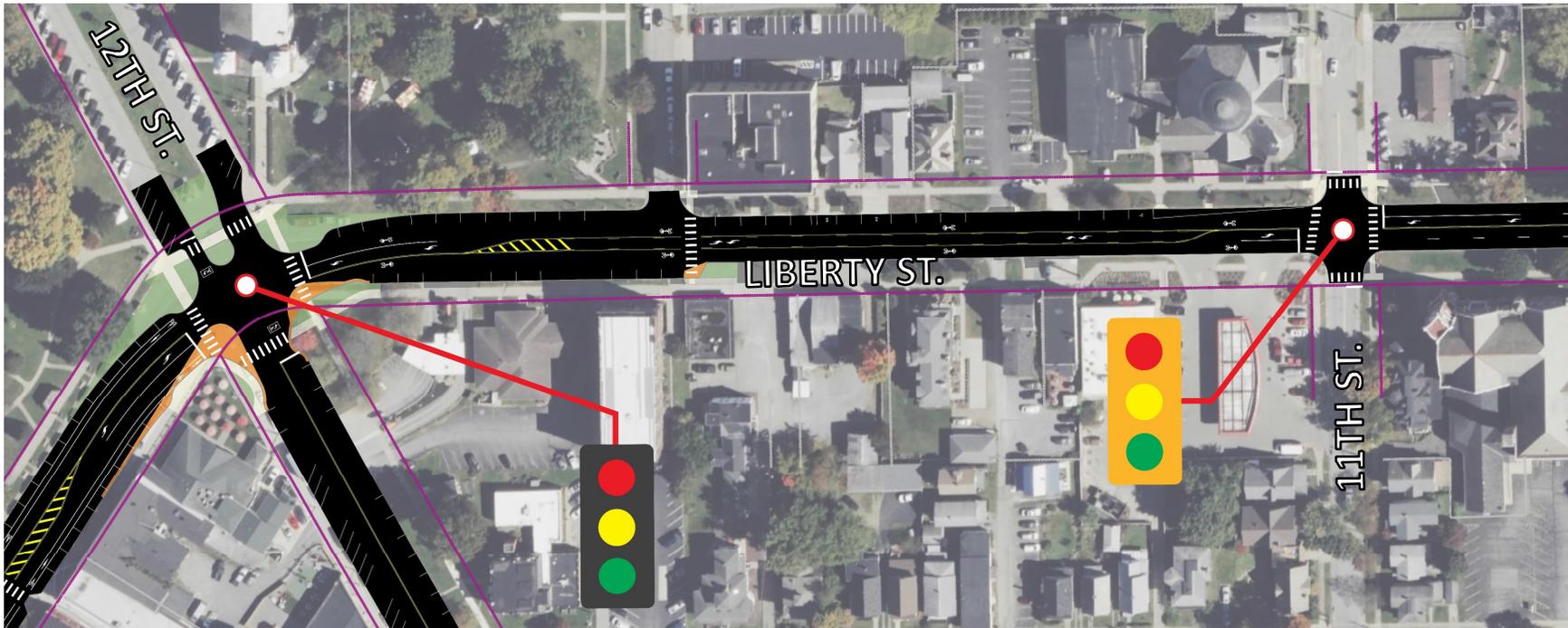
US 62 Southbound Before



US 62 Southbound After



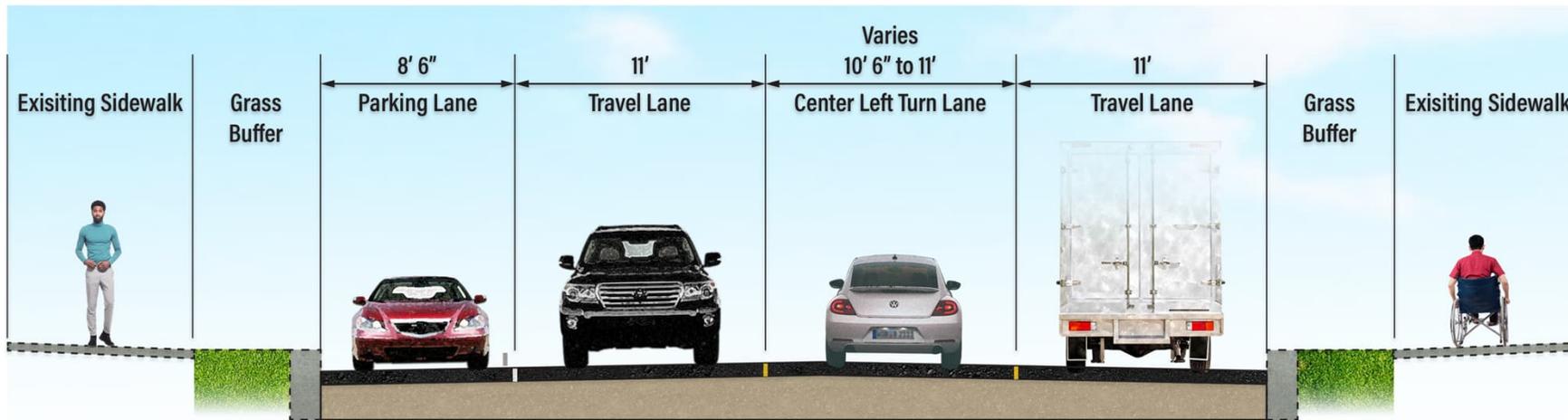
LIBERTY ST IMPROVEMENTS (12TH TO 11TH)



Single lane
each
direction

Center Turn
lane

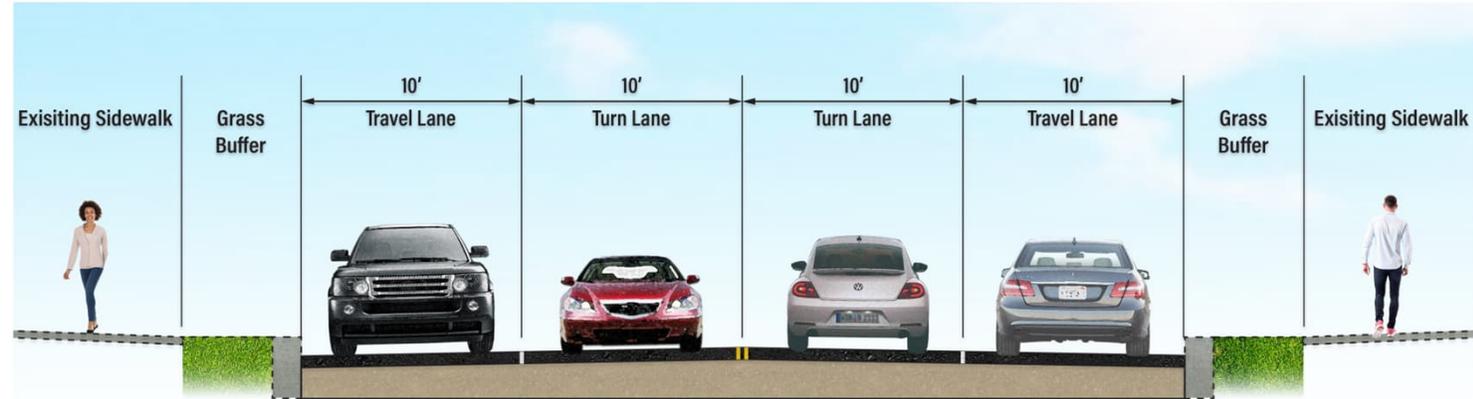
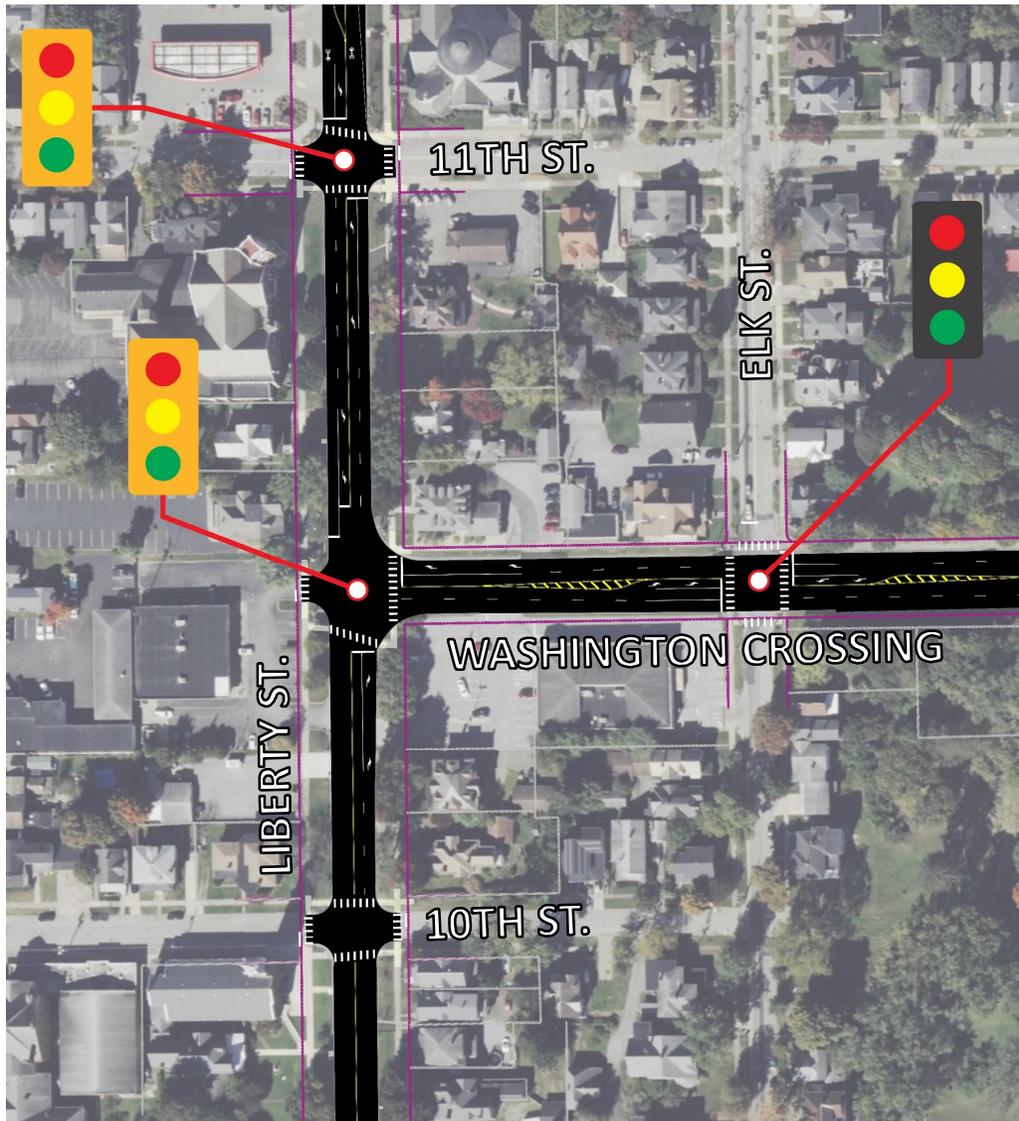
Shared
lanes



TYPICAL SECTION - LOOKING EAST TOWARD 11TH ST



LIBERTY ST IMPROVEMENTS (11TH TO 10TH)



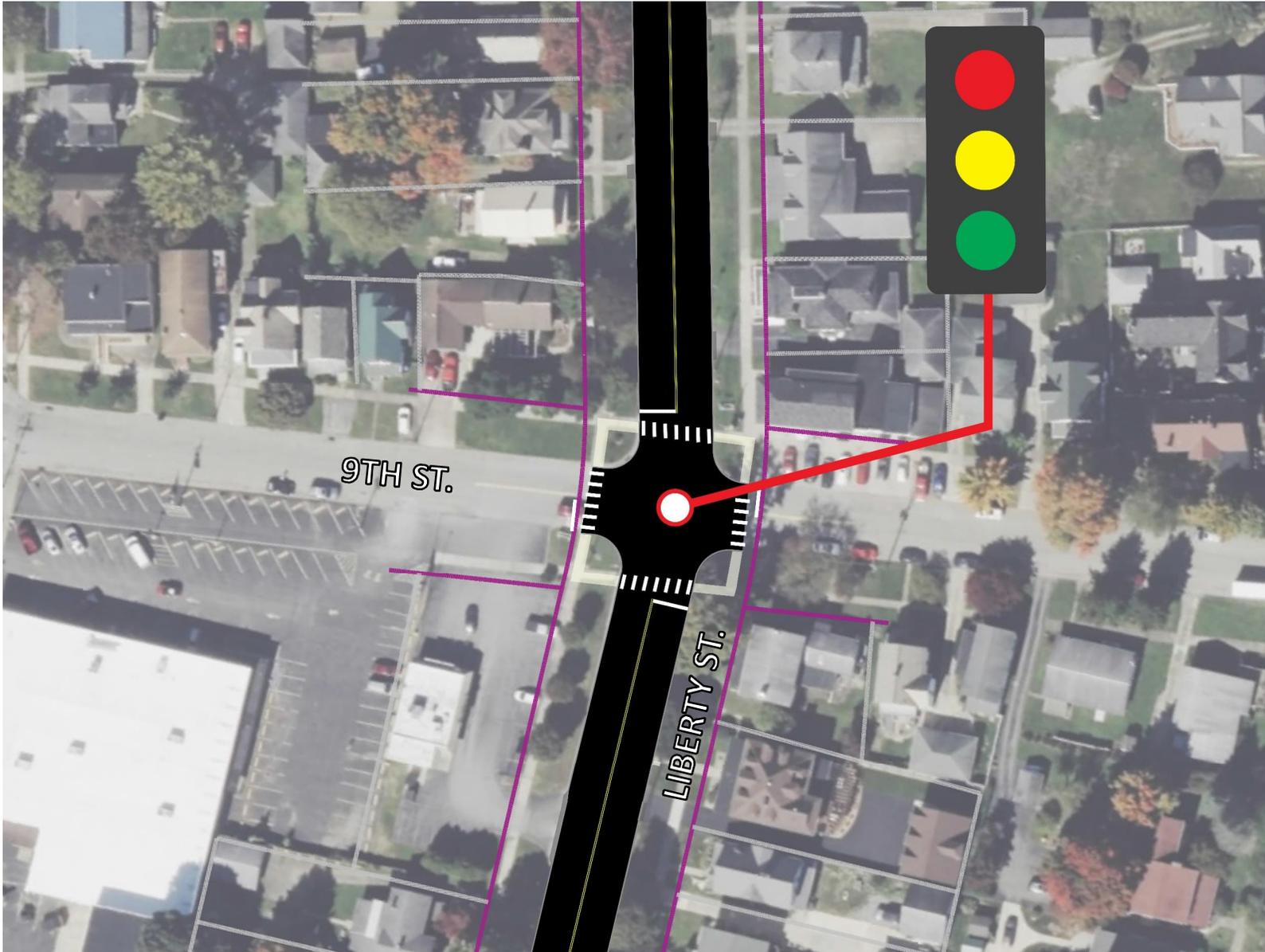
Single lane
each direction
with Left Turn
lanes

New Traffic
Signal at Elk St
/ Washington
Crossing

Upgrade Traffic
Signals at 11th St
and Washington
Crossing



9TH ST / LIBERTY ST IMPROVEMENTS



New Traffic
Signal

Single lane
each
direction

Upgrade
ADA facilities



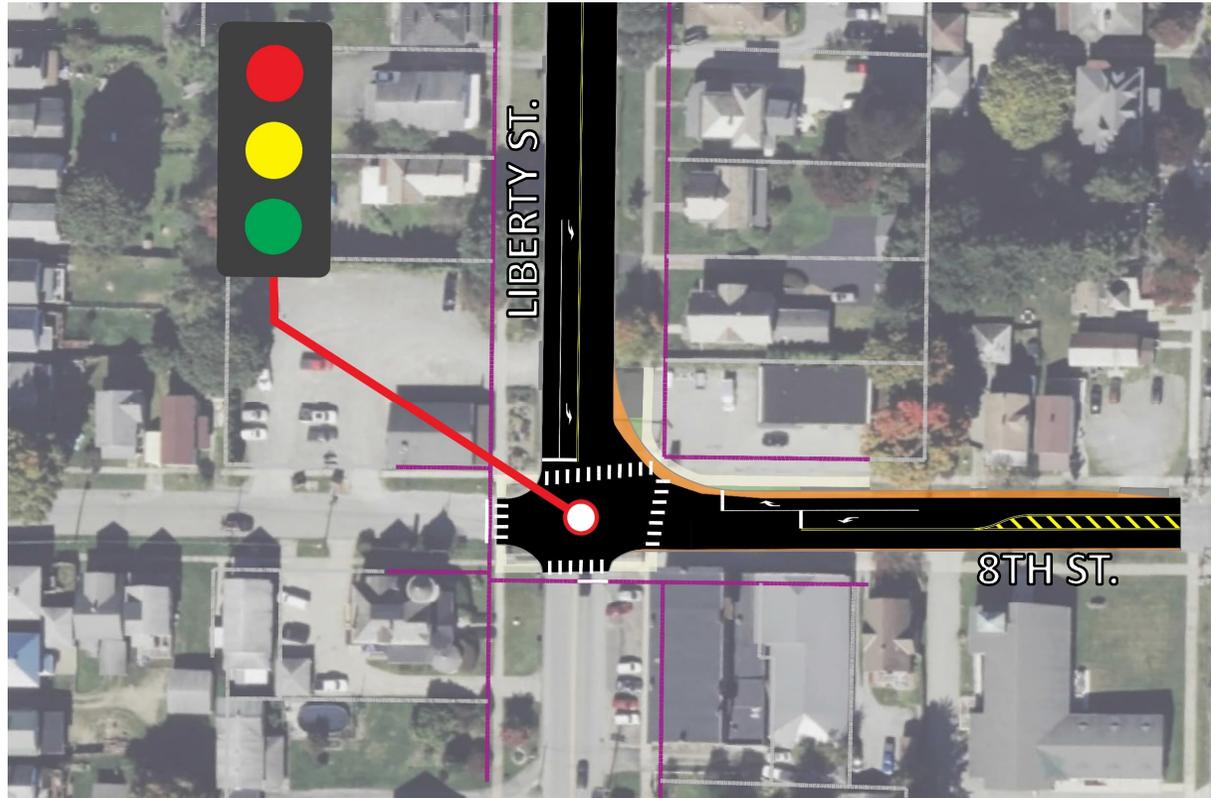
8TH ST / LIBERTY WIDENING

Minor widening to define two approach lanes on 8th St

Curve widening on 8th St/Liberty St

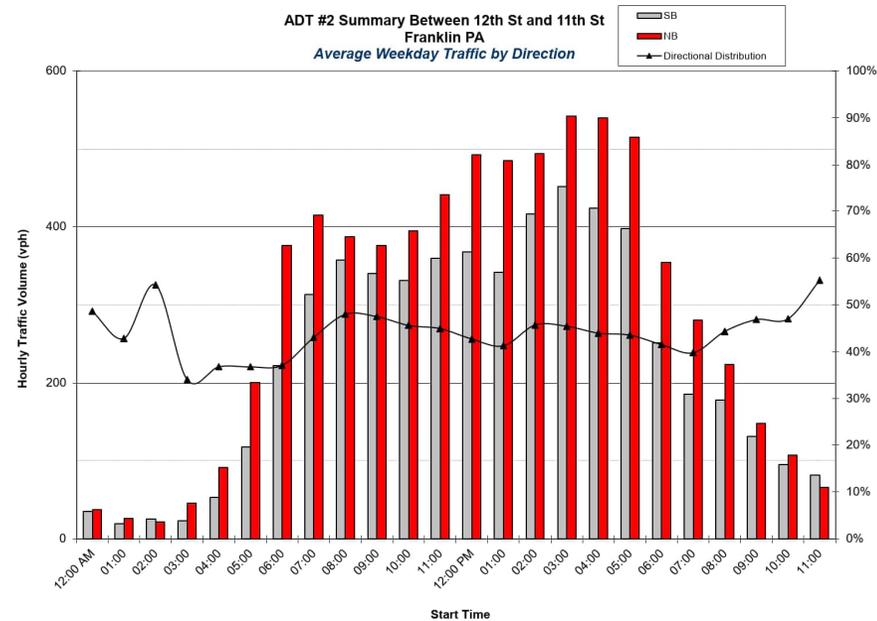
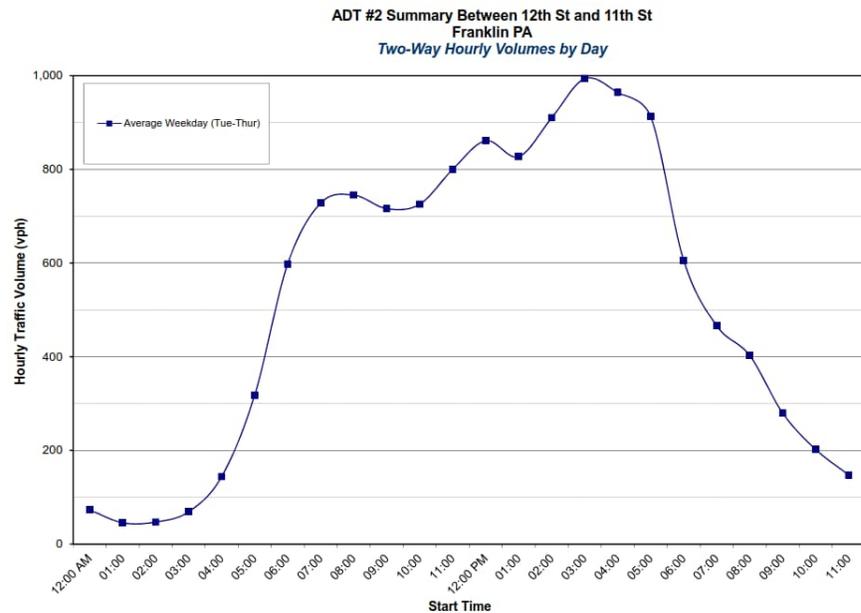
New Sidewalks & ADA Ramps

New Traffic Signal



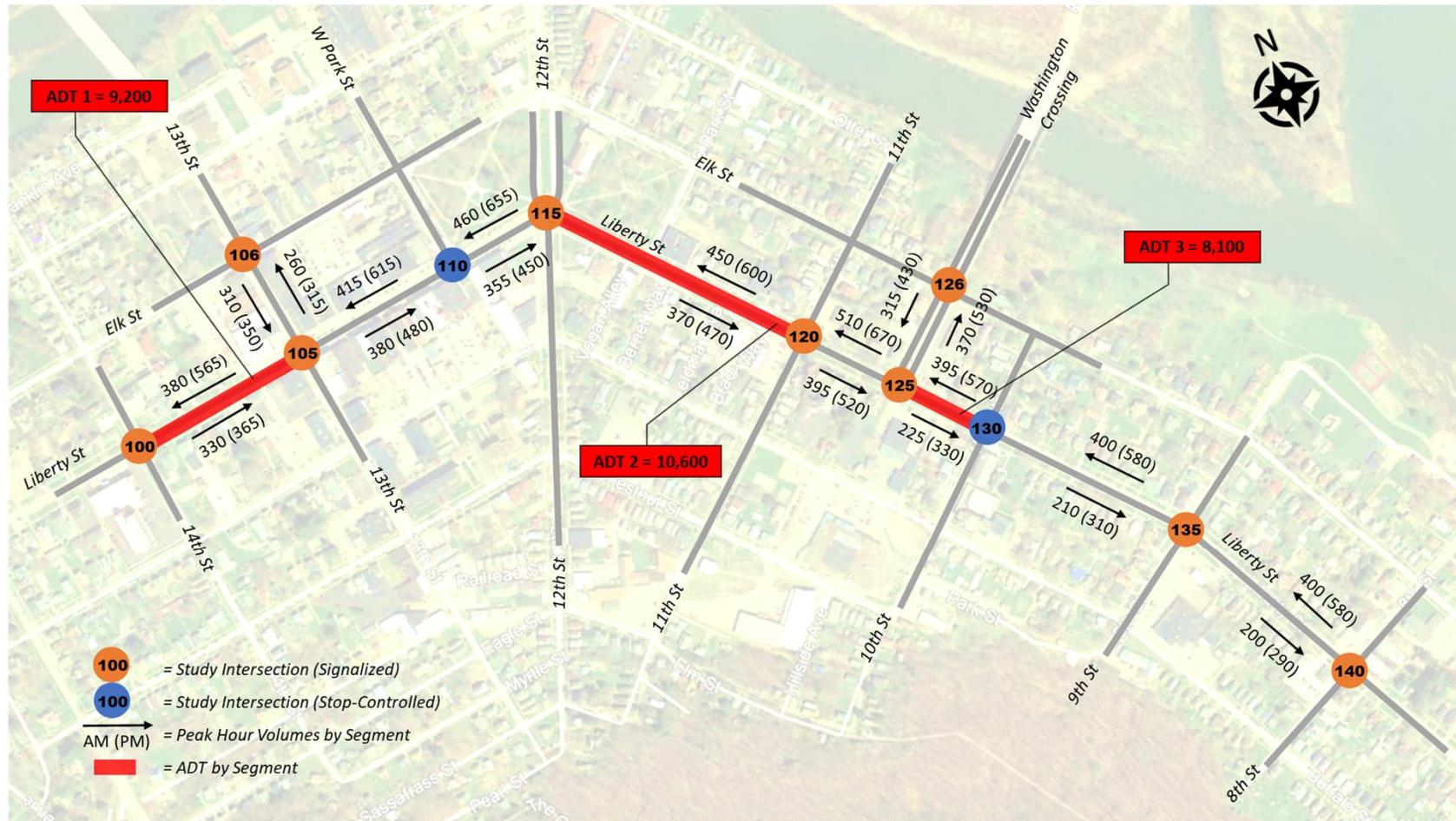
TRAFFIC VOLUMES

- Liberty Street (8th Street to 14th Street)
 - 8,100-10,600 veh per day (565-670 peak hr / peak dir)
 - 7:30 AM and 4:30 PM peak travel periods
 - Posted Speed Limit 25 mph
 - 5.3 minutes travel time w/ 3.1 minute of delay



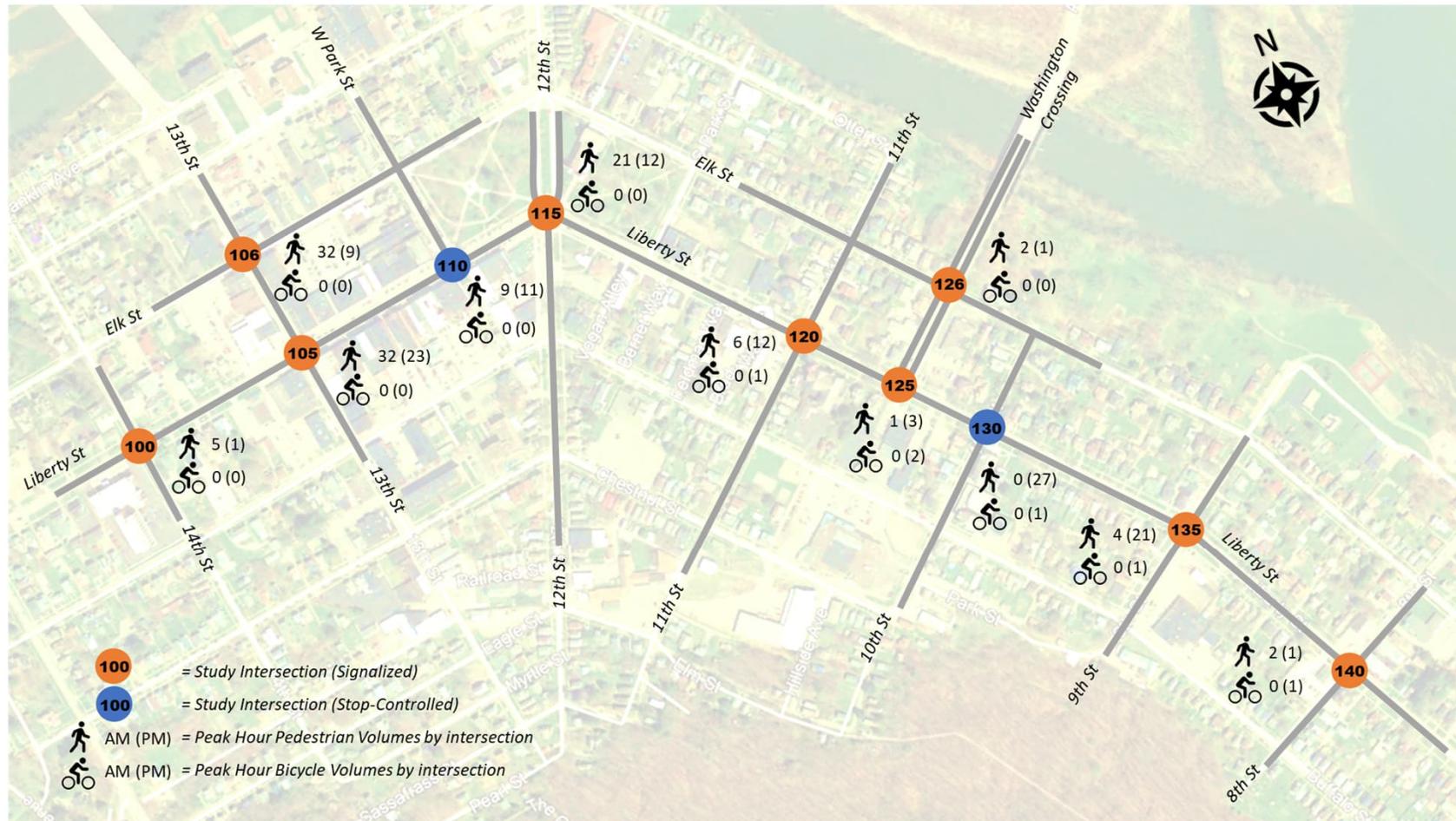
TRAFFIC VOLUMES

- Daily (Midblock) Traffic Counts
- Turning Movement Counts (TMC's)



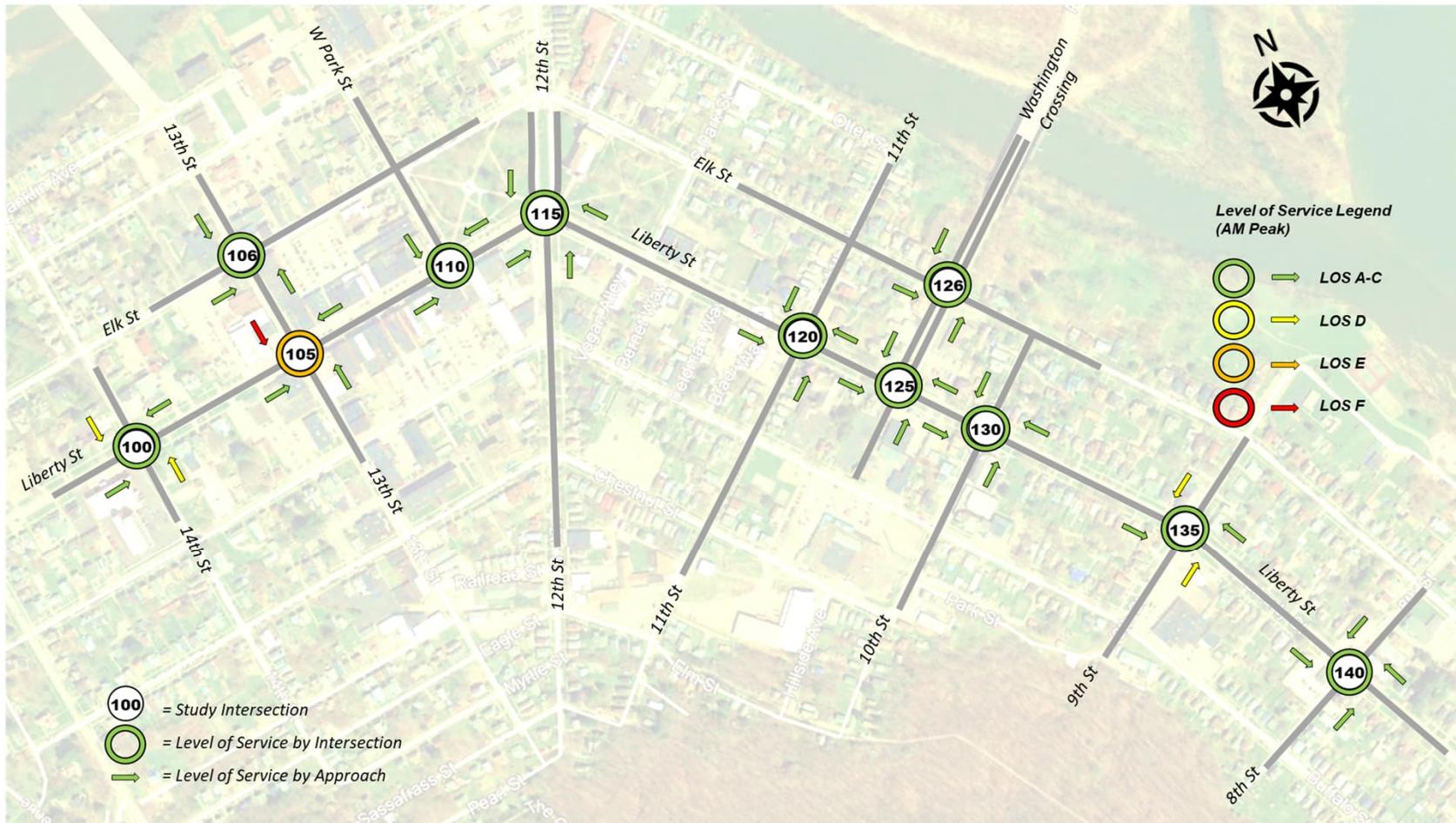
TRAFFIC VOLUMES

- Peak Hour Pedestrian and Bicycle Counts



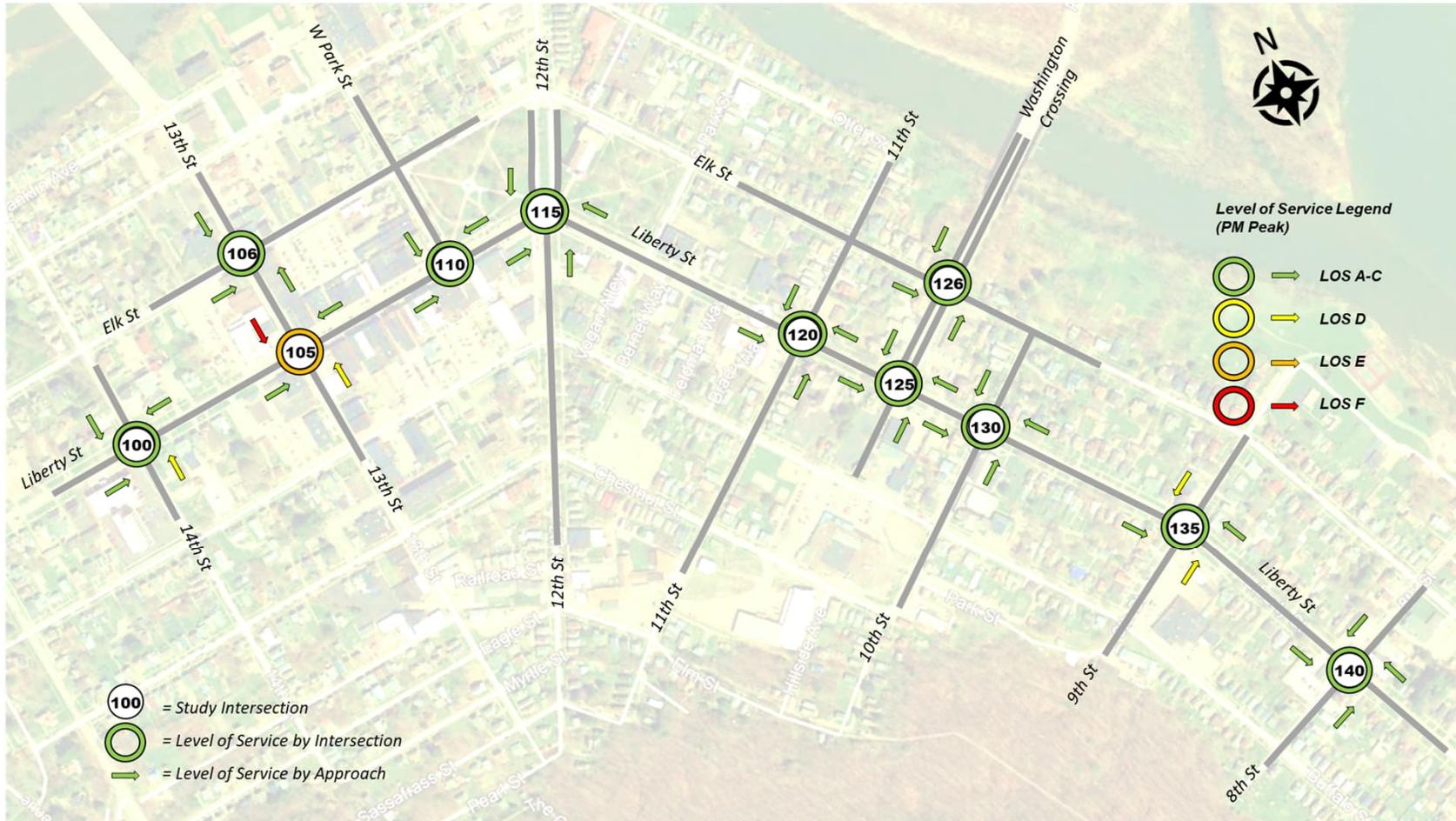
TRAFFIC OPERATIONS (EXISTING)

- Intersection Level of Service (LOS)
 - Existing – AM Peak



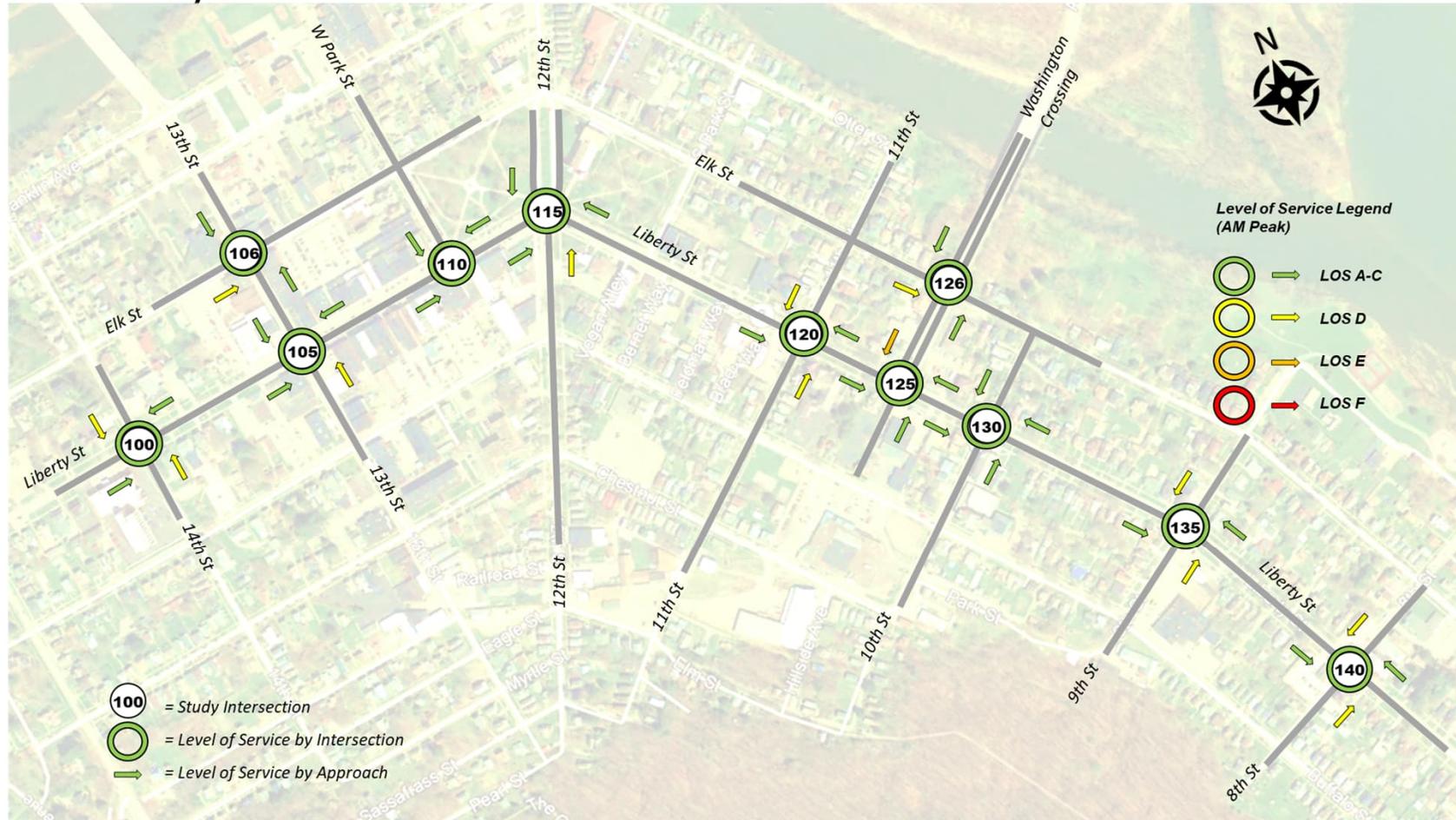
TRAFFIC OPERATIONS (EXISTING)

- Intersection Level of Service (LOS)
 - Existing – PM Peak



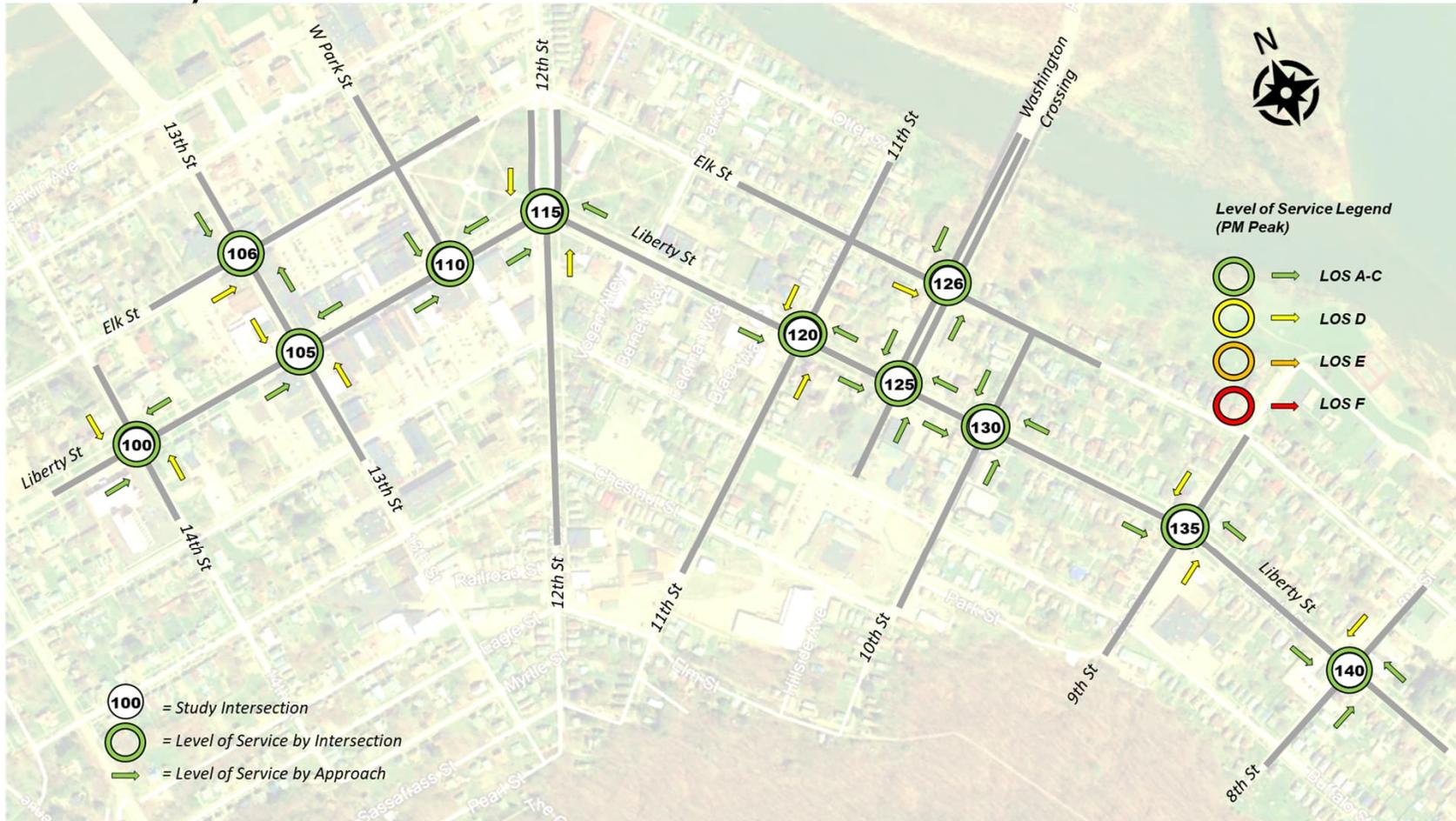
TRAFFIC OPERATIONS (PROPOSED)

- Intersection Level of Service (LOS)
 - 3-Lane Traffic Signal Option – AM Peak
 - Network Delay = 21% reduction



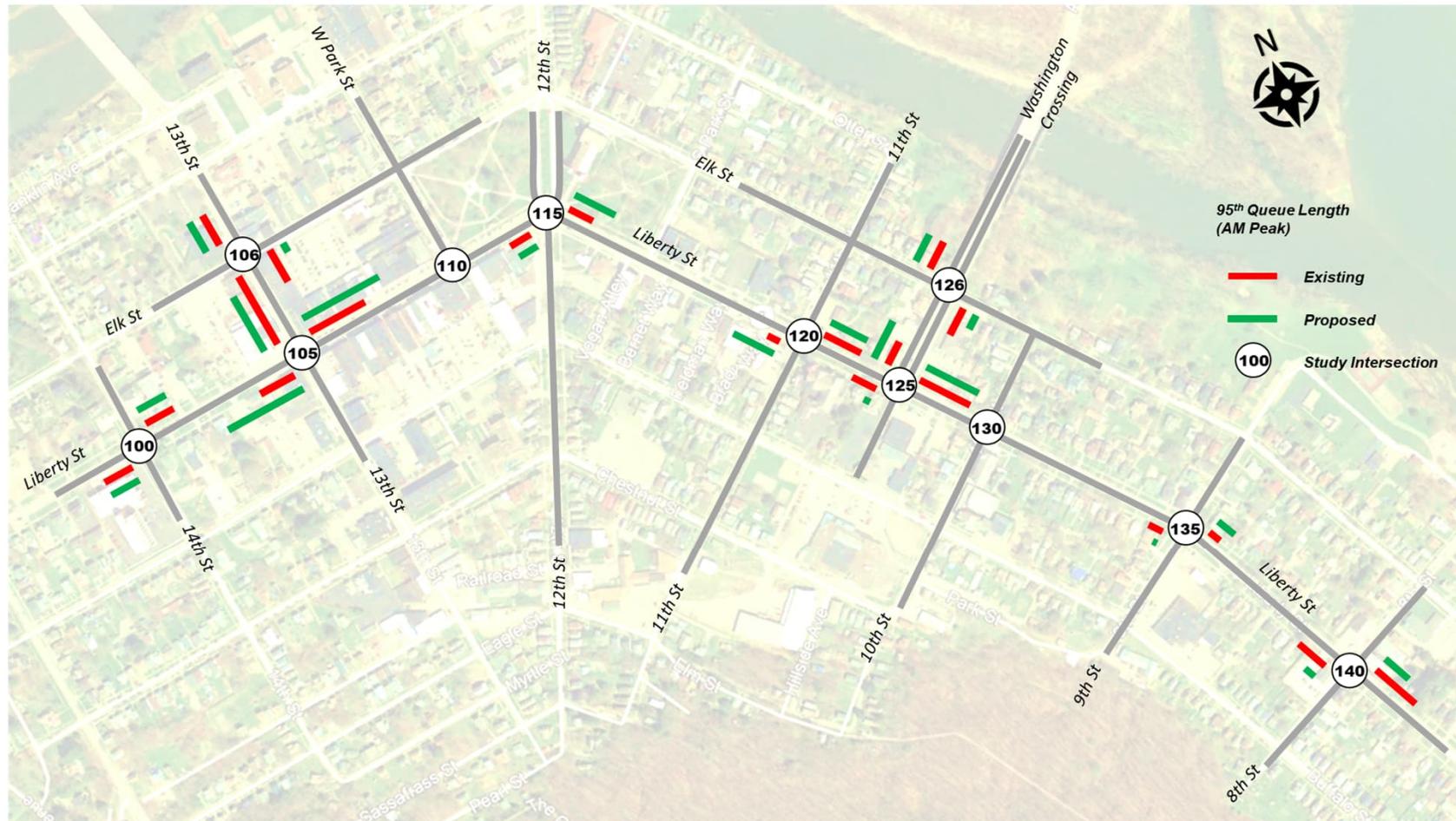
TRAFFIC OPERATIONS (PROPOSED)

- Intersection Level of Service (LOS)
 - 3-Lane Traffic Signal Option – PM Peak
 - Network Delay = 10% reduction



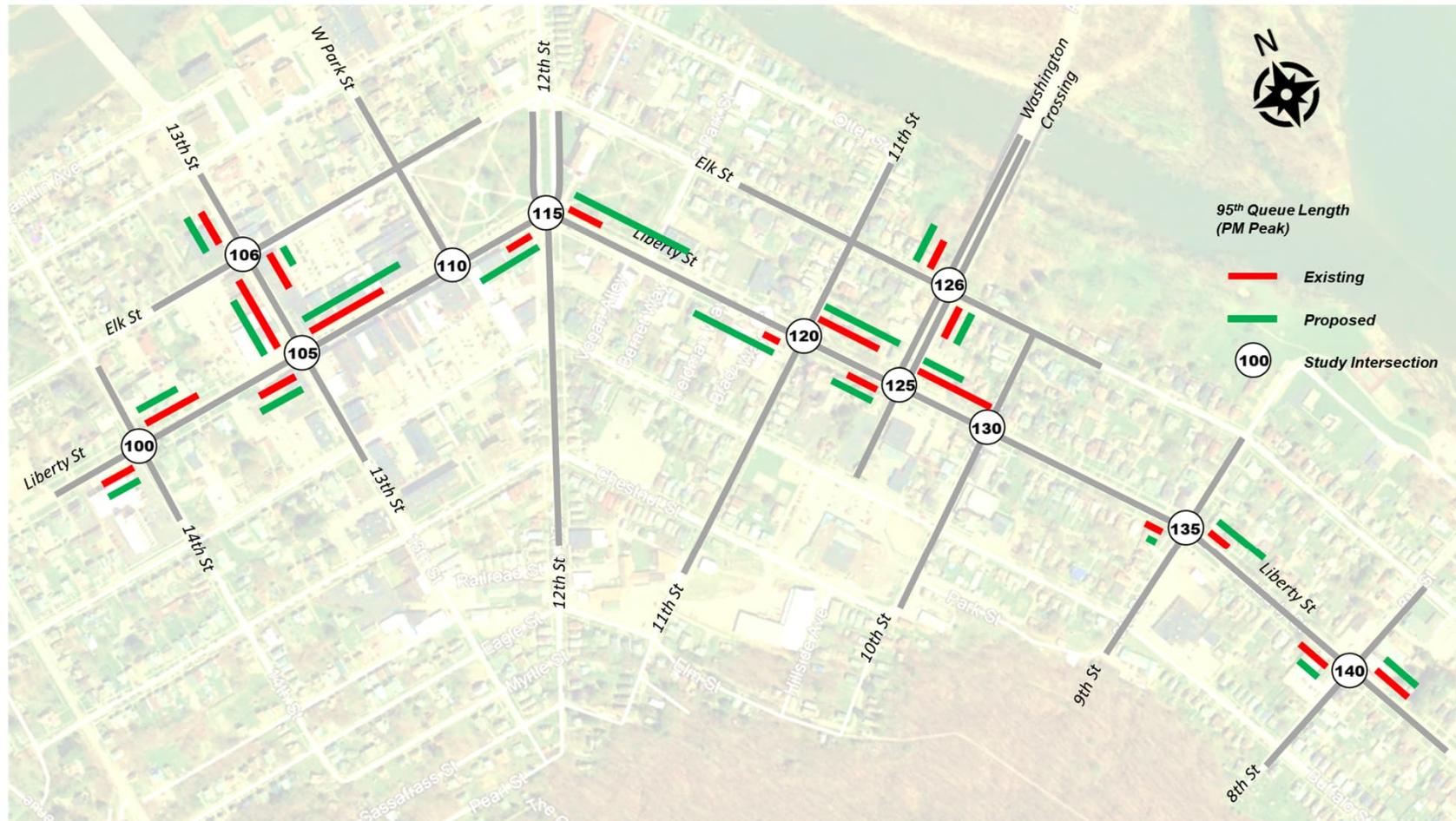
TRAFFIC OPERATIONS

- Intersection Queuing – AM Peak



TRAFFIC OPERATIONS

- Intersection Queuing – PM Peak



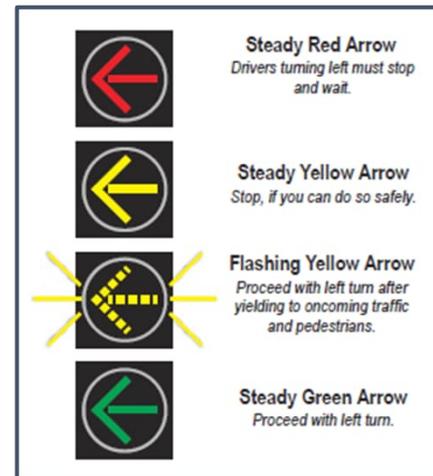
TRAFFIC & PEDESTRIAN BENEFITS

Safety

- Improves sight distance at Liberty & 12 St.
- Improves signal head visibility
 - 8" to 12" signal heads
 - Backplates with reflective tape
- Shortens pedestrian crossings
- Left turn lanes
- Green arrows for protected left turns
 - Flashing yellow arrows for permitted left turns
- High visibility crosswalks
- Lead pedestrian walk time
- Countdown pedestrian signal heads
- Bicycle accommodations

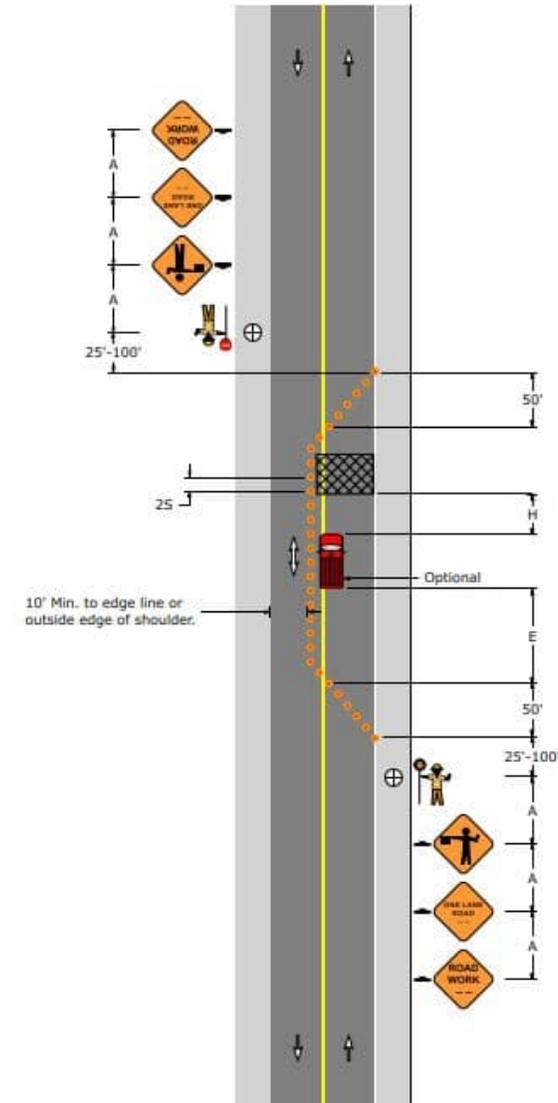
Operations

- New signal equipment
- Coordinated signal timings
- 10-20% reduction in delay



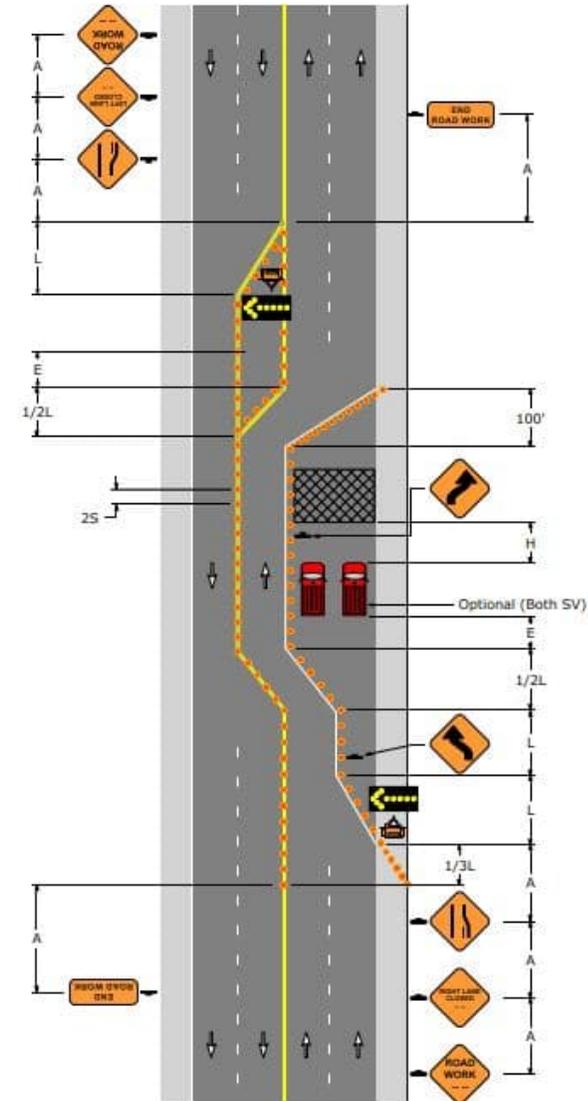
TRAFFIC CONTROL

- Most construction activities for the project will be typical short-term single lane closures with flagging operations during working hours.



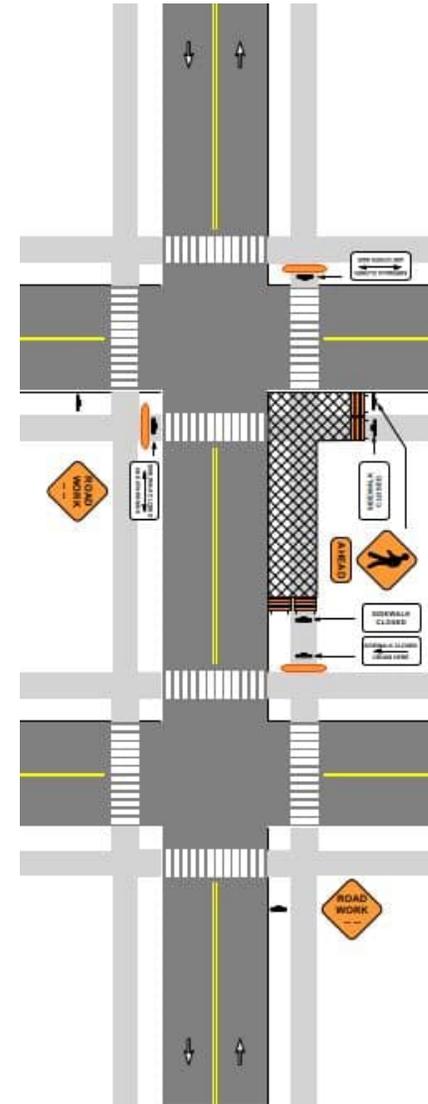
TRAFFIC CONTROL

- Unlike the rest of the corridor, the 12th Street at Liberty Street intersection improvements will require a long-term traffic control setup. This work is anticipated to be accomplished through phased construction.
 - The first phase will merge traffic to 1 travel lane in each direction and shift traffic to one side of Liberty Street. Proposed construction will be completed on the opposite side of the street.
 - The second phase will maintain 1 travel lane in each direction but shift to the opposite side of Liberty Street to the newly constructed portion. Proposed construction will then be completed on the opposite side of the street.



TRAFFIC CONTROL

- Sidewalk and ADA facility construction activities will be limited to one corner closure at an intersection at a time. This will be done to ensure pedestrians traveling through the project area will have alternate routes and crossings to use at each intersection.



PROJECT SCHEDULE

Project Related Activities/Schedule

Public Meeting

November 30, 2023

Preliminary Engineering

Continues through December 2023

Final Design and Right-of-Way Acquisition

January 2024 to January 2025

Construction

2025 & Spring 2026



QUESTIONS/COMMENTS



Stephen Schettler

PennDOT Project Manager

Email: sschettler@pa.gov

(814) 678-7356



Brent Barrett

WRA Project Manager

Email: bbarrett@wrallp.com

(724) 687-8112

We want your feedback.

For the online comment form please go here:

www.penndot.pa.gov/district1

