PennDOT Connects
Project Initiation Form

Meeting Date 3/23/2017

This form should be completed in conjunction with the proposal screening process. Upon completion, this form should be attached to the screening form. This form is meant to expand on and enhance the information provided in the screening form and to document coordination with local planners.

Project Name: Route 228 Mars RR Bridge West Expansion (ECMS E03625)

Project Location: SR 0228 from SR 3019 (Pittsburgh St) to SR 3021 (Franklin Rd)

Project Purpose:
Accommodate increasing traffic flows along Route 228 alongside long-term transportation system needs.

Project Need:
The existing roadway does not support current traffic loads.
Growth and land development patterns in/around the project area will further increase future system demands.

Short Project Description and Scope:
Widen Route 228 to provide additional capacity between Franklin Rd and Pittsburgh St.
Consider tie-in needs relative to adjacent projects at or west of Franklin Rd, and at or east of Pittsburgh St.

Every transportation project should begin its life as a project that improves safety, mobility, and accessibility for all users: drivers, pedestrians, bicyclists, transit passengers, freight carriers, and area residents and businesses. Early scoping should ensure that the design and development process clearly documents considerations that meet as many objectives as reasonably possible, including maintenance considerations. If the decision is made to not include specific considerations in the project scope, those decisions should be documented, as well. The following sections document various considerations related to these objectives. Supportive web maps are available as a resource for those completing this form on MPMS IQ.

Pedestrians

Dedicated pedestrian facilities should be evaluated for all highway projects. Depending on the project's context, these may include elements like a multiuse trail, sidewalk, and crosswalks with supportive elements like flashing beacons. In rural areas, a wider shoulder can serve as a very basic pedestrian path.

	Pedestrian facilities to be considered:	Pedestrian facilities will NOT be accommodated because (at least one):
1.	☐ Shared roadway/wide shoulder ☐ Sidewalks ☒ Crosswalks ☒ Pedestrian Signalization ☐ Multi-use trail ☐ Additional element(s): _____ Notes: _____ *Mainline ped travel along this section of PA 228 will not be encouraged as municipalities are focusing on safer parallel routes. However, limited sidewalk segments or connections to/ across PA 228 may be considered at key locations if overall ped system connectivity can be enhanced. Seven Fields noted interest in a ped bridge, though no details were available.*	☐ Location is greater than .25 mile from any existing pedestrian facility or public transit stop, and is not recommended for a pedestrian connection in any local, county, or regional plan. ☐ Location has unique site constraints, such as steep slopes. ☐ Safer pedestrian accommodations would drastically increase the overall anticipated project cost (in such cases, consider opportunities to ensure future pedestrian accommodations are not precluded by the design). ☐ Additional reasons(s) and notes:

Bicyclists

Bicycle mobility should be evaluated for all highway projects. Depending on the project's context, improvements may include elements like a multiuse trail, protected bicycle lane, striped bicycle lane (standard or buffered), sharrows, and supportive elements like dashed pavement markings in conflict areas and bicycle detection at traffic signals. In rural areas, a marked shoulder can serve as a very basic bicycle connection, provided it is supplemented with pavement markings in conflict areas as necessary.

	Bicycle facilities to be considered:	Bicycle facilities will NOT be accommodated because (at least one):
2.	☐ Multi-use trail ☐ Protected bike lane ☐ Striped bike lane (buffered or standard) ☐ Marked shoulder with supplemental pavement markings ☐ Share the Road Signage ☐ Additional element(s): _____ Notes: _____	☐ Location is greater than 0.5 mile from any existing bicycle facility or public transit stop, and is not recommended for a bicycle connection in any local, county, regional, or state plan. ☐ Location has unique site constraints, such as steep slopes. ☐ Safer bicycle accommodations would drastically increase the overall anticipated project cost (in such cases, consider opportunities to ensure future bicycle accommodations are not precluded by the design). ☒ Additional reasons(s) and notes: *Mainline bike travel along PA 228 will not be encouraged as municipalities are focusing on safer parallel routes. This approach is consistent with, for example, long-term Bikeway Planning in Cranberry Twp, including installation of bikeways along the Mars Rd, Hillmont Dr, Mars-Crider Rd route. Limited missing link needs may be considered, if applicable.*

Public Transit

Public transit needs should be evaluated for all highway projects. Depending on the project's context and the nature of area transit service (if any), these may include elements like improved bus stops, sidewalks or other pedestrian ways (see 1.) providing access to stops and stations, transit curb extensions, bus pullouts that are long enough for efficient transit operations, signal schemes that accommodate transit preferentially, or other elements.

	Public transit improvements to be considered:	Public transit improvements will NOT be accommodated because (at least one):
3.	☐ Improved bus stops ☐ Sidewalks or pedestrianways providing access to stops or stations ☐ Transit curb extensions or bus pullouts ☐ Other transit-preferential elements, including signal treatments ☐ Additional element(s): _____ Notes: _____	☒ Location is not served by any public transit routes and no new service is identified in any public transit agency plans. ☐ Location has unique site constraints, such as steep slopes. ☐ Improved public transit accommodations would drastically increase the overall anticipated project cost (in such cases, consider opportunities to ensure future public transit improvements are not precluded by the design). ☒ Additional reasons(s) and notes: *Cranberry Township's transportation and mobility goals include exploring or advocating for future public transit service, circulator service, and park and ride opportunities. However, no transit service currently utilizes the project corridor, and no formal or definitive plans appear to propose changes at this time.*

TSMO & ITS Enhancements

Transportation Systems Management and Operations (TSMO) and Intelligent Transportation Systems (ITS) Enhancements should be evaluated for all highway projects. Depending on the project's context and the nature of the needs (if any), this category would include elements necessary to mitigate these issues. For example, there are a wide variety of solutions to address congestion including traffic signal improvements, traffic incident management, active traffic management, and integrated corridor management.

	TSMO and ITS Enhancements to be considered:	TSMO and ITS Enhancements will NOT be accommodated because (at least one):
4.	☐ There are multiple types of emergency vehicles responding on this roadway ☐ There is a future vision/plan of transportation operations and ITS enhancements on this roadway ☐ This roadway is designated as an official detour route for a Limited Access facility, or is the nearest parallel route to a principal arterial or transit corridor ☒ Traffic signals on this roadway are connected, or enhancements to connectivity are being considered ☐ Additional element(s): _____ Notes: _____ *Traffic signal systems along the PA 228 corridor in Adams Twp and Seven Fields Borough are connected to and maintained by Cranberry Twp through Inter-Municipal Traffic Signal Maintenance Agreements.*	☐ Congestion is currently not an issue within the project's limits or adjacent to its limits ☐ No opportunities currently exist to improve traffic signal operations ☐ No opportunities currently exist to connect fiber to PennDOT's TMC ☐ Improved accommodations would drastically increase the overall anticipated project cost (in such cases, consider opportunities to ensure TSMO and ITS Enhancements are not precluded by the design) ☐ Additional reasons(s) and notes:

Freight/Economic Activity/ Manufacturing (Trucking, Rail, Ports, Pipeline)

Freight transportation needs such as those arising from truck operations should be evaluated for all highway projects. Depending on the project's context and the nature of area freight generators and operations, these may include considerations like vertical clearances, bridge weight allowances, pavement design, turning radii, intersection geometry, signage, pavement markings, highway-railroad grade crossings, designated pull/off waiting areas, alternate access, and traffic control devices.

	Freight considerations:	Freight improvements will NOT be accommodated because (at least one):
5.	☒ Freight operators currently use this roadway ☒ There are existing freight generators adjacent to this facility ☐ This project is a designated NHS intermodal freight connector and/or serves a concentration of freight generators like industrial parks. ☐ There is a future vision/plan for freight operations on this transportation facility ☐ Additional element(s): _____ Notes: _____ *Substantial commercial activity and PA 228 linkages between I-79 and PA 8 influence truck traffic. PA 228 has also been highlighted as a Connector Route on SPC's proposed SW PA Regional Hwy Freight Network.*	☐ Location is currently not used by any freight operators, there are no significant adjacent freight facilities, and no new operations are identified in any development or freight plans. ☐ Improved freight accommodations would drastically increase the overall anticipated project cost (in such cases, consider opportunities to ensure future freight improvements are not precluded by the design) ☐ Improved freight accommodations would pose significant conflict with other modes. ☐ Additional reasons(s) and notes:

Stormwater and Green Infrastructure

Many stormwater retention and infiltration options are available to address flooding and drainage issues within the limits of a project. These may include elements like rain gardens, vegetated bioretention areas (retention basins), vegetated swales, vegetated infiltration gardens, storm water tree trenches, permeable pavements, etc.

	Stormwater and Green Infrastructure to be considered (including appropriate maintenance agreements):	Stormwater and Green Infrastructure will NOT be accommodated because (at least one):
6.	☐ Rain garden ☐ Vegetation bioretention areas ☐ Vegetated swales ☐ Vegetated infiltration gardens ☒ Appropriate stormwater elements to be determined. Determination on specific elements to be made during project design ☐ Additional element(s): _____ Notes: _____ *Drainage elements will be considered during design per applicable municipal ordinances. No notable concerns were otherwise raised during municipal stakeholder meetings.*	☐ Stormwater is currently not an issue within the project's limits or adjacent to its limits. ☐ Improved accommodations would drastically increase the overall anticipated project cost (in such cases, consider opportunities to ensure other improvements are not precluded by the design). ☐ Stormwater problems are the result of previous development with inadequate or no stormwater control. The developer/municipality have been made aware of this issue. ☐ Additional reasons(s) and notes:

Other (Utilities, Health, Community/Cultural Events, etc.)

Other needs should be evaluated for all highway projects. Depending on the project's context and the nature of the needs (if any), this category would include elements necessary to mitigate these issues. Utilities may be present in the area of a proposed project and there may be opportunities to incorporate them into the project or the need to move them to a new location. There may be opportunities for a project to improve public health through transportation by increasing physical activity, decreasing air and noise pollution, and increasing access to goods and services that support public health.

	Other improvements to be considered and maintenance considerations have been made:	Other improvements will NOT be accommodated because (at least one):
7.	☒ Utility Relocation *(to be determined w/ project design)* ☒ Public Health Improvements (increasing physical activity, decreasing air and noise pollution, increasing access to good and services that support public health) ☐ Timing of Community/Cultural Events will be considering during construction ☐ Additional element(s): _____ Notes: _____ *Utility elements will be considered during design. No notable issues were discussed during municipal stakeholder meetings.* *Public health improvements may include or overlap with (or not preclude) possible missing link or ped system connectivity/accessibility efforts noted previously under Topic #1.*	☐ Utilities are currently not an issue within the project's limits or adjacent to its limits. ☐ No opportunities currently exist to improve healthy living within the project's limits or adjacent to its limits. ☐ Improved accommodations would drastically increase the overall anticipated project cost (in such cases, consider opportunities to ensure other improvements are not precluded by the design). ☐ No Community/Cultural Events currently take place within the project's limits and no known events are planned for the future. ☐ Additional reasons(s) and notes:

Public Controversy

Anticipated substantial public controversy surrounding the project should be considered. Examples of reasons for public controversy include residential and commercial displacements, long detour routes, long construction times, and impacts to environmental, historic or community resources. Identifying potential public controversy early allows for the identification of increased public involvement measures during project scoping.

	Public controversy is anticipated because:	Public controversy is NOT anticipated (at least one):
8.	☐ Likely residential and/or commercial displacements ☐ Long detour route/long construction time ☐ Business impacts ☐ Impacts to environmental, historic or community resources ☒ Other: *Work zone congestion / traffic diversions* Notes: _____ *Notable work zone congestion is anticipated w/ diversion impacts affecting Mars Borough, Mars-Crider Rd, Myoma Rd, Forsythe Rd*	☐ Construction impacts will be minimal ☐ No/minimal detour involved ☐ No/minimal displacements ☐ Additional reasons(s) and notes:

Source/References

Please list any source or reference documentation used in completing this form, along with any organizations or individuals that were consulted during the project analysis process. Include websites, studies, concept plans, etc. that were used to support the information on this form. Specifically identify any existing plans that include the project or the recommended additions to the project.

	Sources/References Consulted:	Organizations/Individuals Consulted:
9.	Cranberry Twp Bike & Pedestrian Plan, 2011; Cranberry Twp Planning & Dev. Services (*http://www.cranberrytownship.org/1662/Planning*) SW PA Regional Freight Plan, 12/16/2016 (http://www.spcregion.org/trans_multi_freight.shtml)	**01-17-17** - Stakeholder Mtg* - Cranberry Twp. **01-19-17** - Stakeholder Mtg* - Adams Twp. **02-14-17** - Email* - Seven Fields Borough Mgr. **03-16-17** - Stakeholder Mtg* - Mars Borough ** Refer to minutes/emails for all of the above.*

Completed By: WRA (Eric Meyer / Chad Reese) **Date** 3/23/2017

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Reviewed By MPO: Darin Alviano **Date** 6/6/2017

Reviewed By PennDOT District: Mark S Rogers **Date** 6/6/17

Reviewed By PennDOT Program Center: Kevin T. McCullough **Date** 6/22/2017

Noel, Dawn

From: Darin Alviano <dalviano@spcregion.org>
Sent: Tuesday, June 06, 2017 7:59 AM
To: Schilling, Dawn
Cc: Andy Waple
Subject: RE: PennDOT Connects District 10
Attachments: 107505_GraffCatwalkProject Initiation FormSystem.pdf; 24211_Project Initiation FormWestHillsBr.pdf; 92908 PennDOT Connects (Route 228 Draft - 3-23-2017) (2).pdf

Dawn, attached are the signed forms.

~Darin

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