



## Frequently Asked Questions

December 4<sup>th</sup> and 7<sup>th</sup>, 2014

### 1. When is construction going to start?

*The current project schedule shows construction starting late in 2022, but we are still early in the design process, so it is possible it may be sooner or later.*

### 2. How much will the project cost?

*Project costs will be driven by the alternative ultimately selected. Total project cost (including design, ROW, utilities, and construction) estimates range between \$400 and \$600 million.*

### 3. Will this project fix the problems on I-80?

*One of the purposes of the project is to improve safety and reduce congestion. The conceptual designs improve the horizontal and vertical geometry of the corridor, with upgraded interchange ramps, lane and shoulder widths, etc. It will also provide longer acceleration and deceleration lanes at the interchanges, improving the safety for oncoming and exiting traffic. Wider shoulders will be constructed to improve EMS access during incident response. The additional travel lanes will help alleviate current and future congestion.*

### 4. Is PennDOT taking my property?

*Property acquisitions have not been determined yet. All of the alignments on display are conceptual only. There is a significant amount of work to be done before one alignment is advanced and actual property impacts can be assessed during Final Design. If at that time it is determined a property is affected, PennDOT must follow a rigorous process and pay fair market value. It will be several years before property impacts are known.*

### 5. Why does the project stop at the SR 611 interchange (Exit 303)?

*Because of the interconnectedness of the interchanges in the project area, Exit 303 was a logical stopping point to address the traffic congestion and safety needs. The original corridor planning study identified the goal of widening the entire section from New Jersey to I-380, however fiscal constraints do not allow for the entire length to be completed at this time. Therefore, the highest priority area was identified for the initial improvements.*

### 6. What's going on with the East Stroudsburg (Exit 308, East Stroudsburg/Prospect Ave) project?

*The design work is ongoing for Exit 308, and a public meeting was recently held for the proposed interchange improvements. This project is being funded and designed independently of this project. A link to this project is available through the I-80 Project website.*



**7. What is being done at the Bartonsville (Exit 302, SR33/SR611) exit?**

*PennDOT does not currently have a project at Exit 302, but we do anticipate that the improvements at Exit 303 will improve the congestion at Exit 302.*

**8. Will there be detours during construction?**

*Four lanes of traffic will be maintained on I-80 at all times during construction, except for possible short term restrictions in off hours. Cross and side streets may need to be detoured, but that will be determined during Final Design.*

**9. Why are you adding lanes?**

*The congestion currently experienced in the project area is only projected to worsen over the next 30 years. Without the proposed improvements, e.g. adding one lane in each direction, much of the project area will experience unacceptable levels of service.*

**10. Will there be noise walls and if so, which properties will get them?**

*Noise studies are currently underway. Based on the nature of the roadway and surrounding area, it is possible noise barriers may be warranted along some portions of I-80. Proposed noise barriers will be shown at future public meetings, but final determinations on noise walls will not occur until Final Design.*

**11. How many lanes of traffic will be maintained during construction?**

*2 lanes in each direction.*

**12. What is happening at the 209/191 (Main St/5<sup>th</sup> St) intersection?**

*Improvements to this intersection will be investigated as the designs are progressed, but no specific improvements have yet been identified.*

**13. Is the alternative analysis/environmental document/project report available for review?**

*Because the work is still early and conceptual, the reports are not yet ready for public distribution. The project environmental document, an Environmental Assessment (EA), will be released to the public for review and comment once alternatives and impact calculations have been more fully developed and again reviewed by FHWA. You will have an opportunity to comment on the EA before the final determination is made on a selected alternative.*

**14. Why are there so many stormwater basins?**

*State regulations require us to mitigate the additional runoff the project will generate to protect streams and water quality. The basins shown are only conceptual and may change as the design progresses.*



## 15. How are you accommodating trails, bicycles, and pedestrians?

*Bridge abutments are proposed to be set back to leave room for future trail systems. In addition, where improvements are proposed for local roads, wider shoulders and/or sidewalks will be provided wherever feasible. However, because I-80 is a limited access facility, bicycle and pedestrian traffic is prohibited on the interstate. The design team is co-ordinating with the trail groups and has reviewed the plans for the project area. The proposed designs do not preclude any planned trails, and ongoing co-ordination will ensure connectivity is not prohibited.*

## 16. If you close Exit 306, how will Dreher Ave be accessed?

*Access would be provided via Business 209. Westbound traffic would exit at 305, eastbound would exit at 304.*

## 17. When is the next public meeting? How will we know once an alternative is selected?

*Refer to [www.i80project.com](http://www.i80project.com) for project updates; those on the project e-mail list (sign up for e-bulletins) will receive notification of website updates. A public hearing will be held once a preferred alternative is identified and the Environmental Assessment is available for public comment. A public notice will be advertised in the Pocono Record and a postcard announcement will be sent in advance of the hearing.*

## 18. Why aren't there any roundabouts like Exit 308?

*The project is still early in the design process, looking at mainline alignments and interchange locations. The inclusion of roundabouts is a design element that will be considered once a preferred alternative is identified and more detailed engineering is underway.*

## 19. Why are the alternatives named 2A, 2B, and 2D? What happened to 1, and to C and E?

*The alternatives on display were refined from those shown at the February meetings, which were Alternatives 1A-E. Alternatives C and E were not advanced for further study based on input from the public at the February 2014 meetings as well as impacts and design considerations. The earlier alternatives are available on the project website.*

## 20. What is going on with Shafers Schoolhouse Road?

*The current design proposes to cul-de-sac Shafers Schoolhouse Road at SR 209. This will likely be an advance project built before the main corridor.*