

US Route 30 Master Plan Optimal Corridor Conceptual Plan



Prepared for:



Smart Growth Partnership of Westmoreland County



Renaissance Planning Group

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ChallengeUs.

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Introduction

Michael Baker Jr., Inc. (Baker), in partnership with Renaissance Planning Group and Olszak Management Consulting Incorporated, have been contracted by the Smart Growth Partnership of Westmoreland County to develop a strategic blueprint for the US Route 30 corridor by using a smart growth approach to development and transportation. As part of this process, one of Baker's responsibilities is to develop an Optimal Corridor Conceptual Plan.

The Optimal Corridor Conceptual Plan is intended to be a realistic, consensus-based program that will be used as the base network condition for the purposes of the land use scenario planning efforts. The purpose of the Optimal Corridor Conceptual Plan is to optimize traffic flow and safety along the US Route 30 corridor using relatively low-cost, practical transportation improvement options. Potential improvements include intersection improvements such as turning lanes or signalization, access management such as driveway consolidation or providing parallel facilities, operational strategies such as medians, and Intelligent Transportation Systems such as optimized traffic signal timings.

The Optimal Corridor Conceptual Plan was developed by reviewing previous studies in the corridor; conducting a field view; and receiving input from the Project Working Group. The plan may be modified as the study progresses and specific areas may be studied in detail during Phase 2 of the project.

Corridor Description

US Route 30 is a major east-west corridor which traverses the United States extending from Atlantic City, New Jersey to Astoria, Oregon. Within Pennsylvania, US Route 30 traverses the entire state passing through Pittsburgh and Philadelphia. US Route 30 follows a path similar to the Pennsylvania Turnpike Route 76 (toll roadway) across the State. The Pennsylvania Turnpike operates as an overlap with Interstate 70 for a portion of the facility within Westmoreland County.

Within Westmoreland County, US Route 30 is a principal arterial which extends through North Huntingdon Township, Irwin Borough, Hempfield Township, the City of Greensburg, Southwest Greensburg Borough, South Greensburg Borough, Unity Township, and Ligonier Township. The corridor also provides access to a number of nearby communities including the City of Jeannette, the City of Latrobe, Ligonier

Borough, and Laurel Mountain Borough. There are currently approximately 40 signalized intersections along the 40-mile corridor.

US Route 30 runs parallel to US Route 22, which is another major east-west facility to the north within Westmoreland County. Major north-south roadways which intersect with US Route 30 within Westmoreland County include Pennsylvania Turnpike Route 66 (toll roadway) and US Route 119.

The posted speed limit varies along the corridor between 40 and 55 miles per hour.

Recent count data in Table 1 shows a range of average daily traffic volumes along the US Route 30 corridor. The highest volumes along the corridor currently exist on the Greensburg Bypass and the lowest volumes exist in the eastern portion of the County.

Table 1: Corridor Average Daily Traffic Volumes

Location	Year	Average Daily Traffic Volume (vehicles per day)
Near Allegheny County Line	2004	19,900
Near Irwin Borough	2006	25,500
Greensburg Bypass near Mt. Pleasant Road Interchange	2006	37,700
East of State Route 981	2006	23,200
Near Somerset County Line	2005	4,200

Source: PennDOT Internet Traffic Monitoring System

The geometric configuration of US Route 30 varies across Westmoreland County. Table 2 shows the existing US Route 30 configuration by segment. Each description represents the condition for the majority of the segment.

Table 2: Existing Roadway Description	
Location	Existing Configuration
Allegheny County Line to Irwin Borough	Two travel lanes in each direction, undivided
Irwin Borough to Adamsburg	Two travel lanes in each direction, two-way center left turn lane or left turn bays at major intersections
Adamsburg to West Penn Drive	Two travel lanes in each direction, divided (barrier)
West Penn Drive to Agnew Drive	Two travel lanes in each direction, undivided
Agnew Drive to Greensburg Bypass	Two travel lanes in each direction, majority of section divided with left turn bays at major intersections
Greensburg Bypass	Limited access, two travel lanes in each direction, divided (barrier), multiple interchanges
Greensburg Bypass to just west of Donohoe Road	Three travel lanes in each direction, divided (barrier)
Just west of Donohoe Road to Georges Station Road	Three travel lanes in each direction, divided (barrier/mountable curb), left turn bays at major intersections
Georges Station Road to SR 982	Two travel lanes in each direction, divided (barrier/mountable curb), left turn bays at major intersections
SR 982 (through interchange)	Two travel lanes in each direction, divided (barrier), full cloverleaf interchange
SR 982 to Quarry Lane	Two travel lanes in each direction, divided (separated by Loyalhanna Creek for majority of section)
Quarry Lane to Ligonier Borough (west)	Two travel lanes in each direction, divided (trees/grassy median)
Through Ligonier Borough	Two travel lanes in each direction, divided (barrier/mountable curb), left turn bays at major intersections
Ligonier Borough (east) to Somerset County Line	One travel lane in each direction, undivided for majority of section

Source: Michael Baker Jr., Inc. field view on 11/14/2006.

Based on previous studies, multiple intersections along the corridor currently experience poor operating conditions (e.g., poor levels of service during at least one peak hour). Some of those locations include the US Route 30 intersections with: Robbins Station Road, Arona Road, N./S. Thompson Lane, Wendel Road, West Penn Drive, Lowry Avenue, Lewis Avenue, Millersdale Road, Agnew Road, Walton Tea Room Road, Hempfield Pointe, PA 66 Northbound Ramps, Hempfield Plaza/Hempfield Square, West

Hills Drive, S. Greengate Road, and N. Greengate Road. In addition to those intersections, studies have also projected that multiple intersections will operate at poor levels of service under future conditions.

Review of Previous Studies

Numerous studies have been conducted in the area which either directly address the US Route 30 corridor or incorporate the corridor into an overall study. Studies include municipal comprehensive plans and efforts by PennDOT. These studies were reviewed to identify any recommended improvements along the corridor which might increase capacity and improve operating conditions. The information presented below summarizes the studies which were reviewed that contained relevant improvement recommendations.

Not all relevant improvements are realistic due to the high cost of the proposed improvements. Only those recommended improvements that recognized the “fiscally constrained” reality of highway transportation dollars will be advanced by this study.

1	
Document	2007 – 2010 Transportation Improvement Program (TIP)
Agency	Southwestern Pennsylvania Commission (SPC)
Date	2006
Notes	<p>Planned projects include:</p> <ul style="list-style-type: none"> • Laughlintown Bridge replacement in Ligonier Township. • Widen for 5th lane, replace 4 signals, and relocate utility poles in the Jeannette area. • Intersection improvements and widening at US Route 30 & SR 981 in Unity Township. • Restoration, resurfacing and rehabilitation (3R) from Long Br to SR 1046 in Ligonier Township. • 3R from Grapeville Bridge to SR 66 in Hempfield Township.

2	
Document	2030 Long Range Transportation and Development Plan
Agency	Southwestern Pennsylvania Commission (SPC)
Date	July 31, 2003 (Adopted)
Notes	<p>Planned projects include:</p> <ul style="list-style-type: none"> • Ligonier truck route from US 30 to SR 711. • Major upgrade along US 30 from Allegheny County Line to I-76. • Realign US Route 30 & Barnes Lake Road intersection and provide turn lanes. • Major upgrade along US Route 30 from I-76 to Greensburg Bypass. • Major reconstruction along Greensburg Bypass.

	<ul style="list-style-type: none"> • Laurel Valley Transportation Improvement Project including: <ul style="list-style-type: none"> - PTC Sony connector & SR 981/slip ramp - Upgrade SR 981 from PTC to SR 30 at Latrobe <p><i>Note: Supplemental information regarding Laurel Valley Transportation Improvement Project provided by US Route 30 Master Plan Project Working Group.</i></p>
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3	
Document	SR 30 Long Range Transportation Plan
Agency	PennDOT
Date	October 2004 (Draft)
Notes	<p>Study area included the US Route 30 intersections with: Arona Rd, Thompson Lane, Wendel Rd, West Penn Drive, Lowry Ave, Beaver Rd/Lewis Ave, Millersdale Rd, Penna Blvd, Agnew Rd, Walton Tea Room Rd, Hempfield Point Shopping Center, Route 66 Southbound Ramps, Route 66 Northbound Ramps, Hempfield Plaza West Hills Drive, South Greengate Rd, & North Greengate Rd.</p> <p>Proposed Improvements: <i>Entire Corridor</i></p> <ul style="list-style-type: none"> • Add Eastbound & Westbound through lanes. <p><i>Arona Rd</i></p> <ul style="list-style-type: none"> • Add eastbound right turn (200') • Add two northbound left turn lanes (200') <p><i>Thompson Lane</i></p> <ul style="list-style-type: none"> • Add northbound left turn lane (100') • Add southbound left turn lane (200') <p><i>Wendel Rd</i></p> <ul style="list-style-type: none"> • Remove existing concrete median and provide signalization • Modify Wendel Rd northbound to left turn lane (150') and shared through-right • Modify Wendel Rd southbound to left turn lane (150') and through-right lane • Add eastbound left turn lane (150') • Add 2nd westbound left turn lane (250') and southbound receiving lane <p><i>Lowry Ave</i></p> <ul style="list-style-type: none"> • Add southbound right turn lane (100') • Change existing right turn lane to shared left-through lane • Add 2nd eastbound left turn lane (400') and 2nd northbound receiving lane <p><i>I-66 Southbound Ramps</i></p> <ul style="list-style-type: none"> • Add 2nd westbound left turn lane (135') and 2nd southbound receiving lane <p><i>I-66 Northbound Ramps</i></p> <ul style="list-style-type: none"> • Add 2nd eastbound left turn lane (150') and 2nd northbound receiving lane <p><i>Hempfield Square</i></p> <ul style="list-style-type: none"> • Add southbound left turn lane (110') <p><i>West Hills Drive</i></p> <ul style="list-style-type: none"> • Add eastbound left turn lane (300')

	<p><i>South Greengate Drive</i></p> <ul style="list-style-type: none"> • Add northbound left turn lane (100') • Add northbound right turn lane (100') • Add southbound right turn lane (200') • Add eastbound right turn lane (150') <p><i>North Greengate Road</i></p> <ul style="list-style-type: none"> • Add eastbound left turn lane (300') • Add two southbound left turn lanes (300') • Add northbound left turn lane (100') <p><i>US Route 30 from North Greengate Road to Route 66</i></p> <ul style="list-style-type: none"> • Convert US Route 30 to a limited access facility and provide parallel frontage roads for local traffic <p>Signal coordination recommended for three systems:</p> <ol style="list-style-type: none"> 1) Agnew Road to North Greengate Road 2) West Penn Drive to Penna Boulevard 3) Arona Road, Thompson Lane & Wendel Road <p>Additional improvements including the following: regulate maximum number of driveways; regulate minimum separation between driveways; regulate minimum driveway setback distance; regulate building and parking setbacks; establish uniform right-of-way width; and consider incentives to encourage combined access between adjacent properties.</p>
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4	
Document	Congested Corridor Improvement Program
Agency	PennDOT
Date	February 2003
Notes	<p>Study area included intersections along US Route 30 with: Old Jacks Run Rd, Carpenter Lane/Leger Road, Colonial Manor Rd, Malts Lane, Lincoln Way, Center Highway/Robbins Station Rd, Ash St/Colony Drive, Norwin Ave/North Huntingdon Town Square, and Barnes Lake Rd.</p> <p>Recommendations included:</p> <ul style="list-style-type: none"> • Provide bus pull-off area at northeast corner of US Route 30 & Old Jacks Run Rd. • Retime & coordinate signals and provide signal pre-emption at Malts Lane, Lincoln Way & Center Highway/Robbins Station Rd. • Retime & coordinate signals and provide signal pre-emption at Tenth St, Ash St, North Huntingdon Town Square, Relocated Barnes Lake Rd & Barnes Lake Rd Extension. • Provide strobe red-light indications at Harford Heights Volunteer Fire Department and NEMF Trucking Company. • Replace loop detectors at Carpenter Lane intersection.

	<ul style="list-style-type: none"> • Replace loop amplifier at Colonial Manor Rd. • Create new ordinance to limit new driveways. • Coordinate with developer’s plans to provide park-n-ride facility on developer site. • Long term recommendation to incorporate incident management.
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5	
Document	Preliminary Traffic Analysis, SR 30 Section V10, Unity Township
Agency	PennDOT
Date	January 2001
Notes	<p>Recommended improvements included:</p> <p><i>SR 0981</i></p> <ul style="list-style-type: none"> • Provide 2 northbound lanes approaching the US Route 30 intersection <p><i>US Route 30</i></p> <ul style="list-style-type: none"> • Widen US Route 30 to provide 3 eastbound and 3 westbound through lanes from just west of SR 0981 to just east of the Latrobe 30 Plaza/Palmer Place intersection <p><i>US Route 30 & SR 0981 Intersection</i></p> <ul style="list-style-type: none"> • Provide dual eastbound turn lanes (400') • Lengthen eastbound right turn lane (375') • Provide dual westbound left turn lanes (375') • Lengthen westbound right turn lane (350') • Widen SR 0981 to provide 2 northbound through lanes • Provide dual northbound left turn lanes (430') <p><i>US Route 30 & Mt Laurel Plaza Driveway/Sharky's Pizza Driveway</i></p> <ul style="list-style-type: none"> • Widen US Route 30 to provide 3 eastbound and 3 westbound through lanes • Provide eastbound right turn lane (525') <p><i>US Route 30 & Latrobe 30 Plaza Driveway/Palmer Place</i></p> <ul style="list-style-type: none"> • Widen US Route 30 to provide 3 eastbound and 3 westbound through lanes • Provide westbound right turn lane (475') <p><i>US Route 30 & Theater Street</i></p> <ul style="list-style-type: none"> • Restrict left turn & through movements from Theater Street/Theater Street Extension <p><i>US Route 30 Eastbound & SR 0217</i></p> <ul style="list-style-type: none"> • Install two-phase traffic signal

6	
Document	Westmoreland County Comprehensive Plan
Agency	Westmoreland County
Date	January 2005
Notes	US Route 30 was identified as the primary area of congestion in the County in which the mix of regional through traffic and local traffic creates conflicts.

7	<p>Recommended projects included:</p> <ul style="list-style-type: none"> • Upgrade US Route 30 to improve efficiency and safety. • Intelligent Transportation System improvements throughout County. • Traffic signal improvements.
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7	
Document	Westmoreland County Greenways Plan
Agency	Westmoreland County Department of Planning & Development
Date	2006 (Draft)
Notes	Bike routes were identified throughout the County, including portions of US Route 30.

8	
Document	Irwin Community Blueprint
Agency	Irwin Borough
Date	September 2006 (Adopted January 2007)
Notes	<p>Recommendations along US Route 30 included:</p> <ul style="list-style-type: none"> • Coordinate traffic signals. • Provide bicycle & pedestrian accommodations and landscaping. • Encourage mixed-use development.

9	
Document	A Plan for Our Community
Agency	City of Greensburg, South Greensburg Borough, Southwest Greensburg Borough, Hempfield Township
Date	October 2005 (Adopted January 2006)
Notes	<p>US Route 30 issues identified include congestion, traffic signals and access management.</p> <p>Recommended improvements:</p> <ul style="list-style-type: none"> • Upgrade westbound left turn lane at US 30 & South Greengate Rd. • Provide access management/reduce number of curb cuts. • Improve merging & weaving lane lengths along limited access portions of US 30, particularly at Mount Pleasant Rd. • Upgrade roadways to current PennDOT standards with construction projects and new development. • Incorporate ADA standards. • Develop and adopt a Traffic Impact Fee Ordinance. • Traffic signal operation improvements (across municipalities). • Improve signalization/safety near Westmoreland Mall & Donohoe Rd, or use existing overpass to accommodate more movements to the Mall. • Incorporate bicycle & pedestrian facilities on all projects. • Transit improvements & studies.

10	
Document	Multi-Municipal Comprehensive Plan
Agency	Derry Township, Derry Borough & New Alexandria Borough
Date	2003
Notes	<p>Recommendations included:</p> <ul style="list-style-type: none"> • Sponsoring agencies work with PennDOT to improve and maintain US Route 30. • Upgrades and installation of sidewalks in the area. • SR 217 & US Route 30 was identified as a gateway which needs improvement.
11	
Document	North Huntingdon Comprehensive Plan
Agency	North Huntingdon Township
Date	2000
Notes	<p>Issues identified include traffic congestion, problem intersections, insufficient number of turning lanes, limited bicycle and pedestrian accommodations, and number of curb cuts & access points along US Route 30.</p> <p>Recommendations included:</p> <ul style="list-style-type: none"> • Develop a set of standards for development for all 7 municipalities relating to land use, densities and signage. • Implement development impact fees. • Increase/improve east-west routes to relieve US Route 30 traffic. • Work with PennDOT to transform arterials into divided roadways with landscaped medians. • Provide interconnection between neighborhoods and adjacent parcels. • Share responsibility for transportation related impacts with other government sources and private developers. <p>Specific recommendations for US Route 30 included:</p> <ul style="list-style-type: none"> • Conduct an engineering and traffic study along US Route 30 from Allegheny County line to Hempfield Township. • Coordinate traffic signals along US Route 30. • Construct a center turning lane from Allegheny County line to Irwin Borough line. • Reconstruct the US Route 30 & Route 4019 intersection to allow westbound truck traffic on US Route 30 to make uninterrupted turning movements onto State Route 4019.
12	
Document	Comprehensive Plan
Agency	City of Greensburg
Date	September 1999
Notes	<p>Identified need to improve vehicular access to US Route 30 east of Greensburg for residents in the northeast portions of the community by constructing a bypass north of the City.</p>

13	
Document	Comprehensive Plan
Agency	Borough of Irwin
Date	1962
Notes	Transportation recommendation to provide one-way service roads along both sides of US Route 30 from the east Irwin Borough limits to Chestnut St intersection.
14	
Document	Ligonier Community Charrette & Draft Vision Map
Agency	Ligonier Borough, Ligonier Township, & Clay Township
Date	2006
Notes	Recommended improvements included: <ul style="list-style-type: none"> • Potential Ligonier truck bypass connecting to PA 711.

Field View

A field view of the US Route 30 corridor was conducted on Tuesday, November 14, 2006. The purpose of the field view was to determine what, if any, previously identified improvements have already been completed, to determine which improvements should be incorporated into the draft Optimal Corridor Conceptual Plan, and to identify any other potential roadway improvements along the corridor. The information gathered during the field view has been incorporated into the Draft Optimal Corridor Conceptual Plan.

Project Working Group Input

A draft of the Optimal Corridor Conceptual Plan was presented to the Project Working Group as part of the December 1, 2006 meeting. Discussions which took place at that meeting helped to refine the Optimal Corridor Conceptual Plan and the following improvements were removed from the plan:

- The signal coordination recommended at the Malts Lane, Lincoln Way and Robbins Station Road intersections was removed since this project was recently completed.
- The recommendation to convert US Route 30 to a limited access facility with a one-way frontage road system from Route 66 to the Greensburg Bypass was removed. A new parallel facility was recently constructed connecting Hempfield Plaza and Greengate Centre.
- The truck bypass around Ligonier connecting to State Route 711 was removed from the plan.

The Project Working Group also had an opportunity to comment this report after the December 1st meeting.

Draft Optimal Corridor Conceptual Plan Summary

The Draft Optimal Corridor Conceptual Plan was developed based on the review of previous studies, the field view, and the input received during the December 1, 2006 Project Working Group meeting. The draft plan is shown in Figures 1 through 7, also identified as Areas 1 through 7. The improvements are discussed below. If the improvement was identified in a previous study, the referenced study is shown in parentheses following the recommendation.

The source of each recommendation is shown on each figure. In many cases, specific recommendations identified on a plan may also be supported by general recommendations contained in another plan.

Area 1 – Allegheny County Line to Irwin (Figure 1)

- 1A) Minor traffic signal improvements such as loop detector upgrades at the US Route 30 intersections with Old Jacks Run Road, Carpenter Lane/Leger Road & Colonial Manor Road. *(Congested Corridor Improvement Program)*
- 1B) Modify the US Route 30 intersection with Carpenter Lane/Leger Road to allow the westbound right turn movement to be truck accessible. *(North Huntingdon Township Comprehensive Plan)*
- 1C) Widen US Route 30 to provide a landscaped median with left turn storage bays, curb, and provide driveway consolidation where feasible. Permit u-turns at signals or develop u-turn jug handles as needed. *(North Huntingdon Township Comprehensive Plan & SPC Long Range Transportation and Development Plan)*
- 1D) Convert the existing five-lane section of US Route 30 in the area of Lincoln Way to incorporate a landscaped median to provide a continuous cross-section from the Allegheny County Line to Irwin. This option would be done in conjunction with Option 1C. *(North Huntingdon Township Comprehensive Plan & SPC Long Range Transportation and Development Plan)*

Area 2 – Irwin to PA Turnpike Interchange (Figure 2)

- 2A) Provide a coordinated traffic signal system along US Route 30 at the intersections with Tenth Street/Fairwood Drive, Ash Street/Colony Drive, Norwin Avenue, Relocated Barnes Lake Road, and Barnes Lake Road. *(Congested Corridor Improvement Program)*

Note: Once the proposed Wal-Mart is constructed and the proposed improvements to Barnes Lake Road are carried forward, additional studies may be required in the area of US Route 30 from Barnes Lake Road to the Pennsylvania Turnpike.

Area 3 – PA Turnpike Interchange to Greensburg Bypass (Figure 3)

- 3A) Provide for all movements and install a traffic signal at the intersection of US Route 30 and Wendel Road. *(PennDOT SR 30 Long Range Transportation Plan)*
- 3B) Widen to provide additional turning lanes and a coordinated traffic signal system along US Route 30 at the intersections with Arona Road, Thompson Lane, and Wendel Road. Widening to include a landscaped median with left turn storage bays, curb and driveway consolidation where feasible. Permit u-turns at signals or develop u-turn jug handles as needed. *(PennDOT SR 30 Long Range Transportation Plan)*
- 3C) Remove barrier and widen US Route 30 to provide access to adjacent businesses and homes via landscaped median with left turn storage bays, curb, and driveway consolidation. This option would be done in conjunction with Options 3B, 3D & 3E to create a consistent cross-section along US Route 30 from the PA Turnpike to the Greensburg Bypass. *(To be consistent with other PennDOT SR 30 Long Range Transportation Plan recommendations)*
- 3D) Provide a coordinated traffic signal system and widen to provide additional turning lanes along US Route 30 at the intersections with West Penn Drive, Lowry Avenue, Lewis Avenue, and Penna Boulevard. Widening to include a landscaped median with left turn storage bays, curb and driveway consolidation where feasible. Permit u-turns at signals or develop u-turn jug handles as needed. *(PennDOT SR 30 Long Range Transportation Plan)*
- 3E) Widen to provide additional turning lanes and a coordinated traffic signal system along US Route 30 at the intersections with Agnew Road, Hempfield Pointe, Route 66 Southbound Ramps, Route 66 Northbound Ramps, Hempfield Plaza/Hempfield Square, Greengate Centre/West Hills Road, South Greengate Road, and North Greengate Road. Widening to include a landscaped median with left turn storage bays, curb and driveway consolidation where feasible. *(PennDOT SR 30 Long Range Transportation Plan & SPC Transportation Improvement Program)*

Area 4 – Greensburg Bypass to just east of Unity Township Line (Figure 4)

- 4A) Improve ramp merges and diverges along the Greensburg Bypass. *(City of Greensburg, South Greensburg Borough, Southwest Greensburg Borough and Hempfield Township Plan)*
- 4B) Improve Donohoe Road / Westmoreland Mall area operations. This option could include intersection improvements or reconfiguration to utilize existing available capacity on the Mall overpass. *(City of Greensburg, South Greensburg Borough, Southwest Greensburg Borough and Hempfield Township Plan)*

Area 5 – Just east of Unity Township Line to State Route 217 (Figure 5)

- 5A) Provide additional turning lanes at the intersection of US Route 30 and PA 981. *(PennDOT Unity Township Traffic Analysis Study & SPC Transportation Improvement Program – This option is currently under construction)*
- 5B) Provide additional through lanes along US Route 30 from Saint Vincent Drive to PA 982. *(PennDOT Unity Township Traffic Analysis Study & SPC Transportation Improvement Program)*
- 5C) Provide traffic signalization at the US Route 30 Eastbound intersection with PA 217. This signal would be coordinated with the existing signal at US Route 30 Westbound & PA 217. *(PennDOT Unity Township Traffic Analysis Study)*

Area 6 – State Route 217 to Ligonier Borough (Figure 6)

No recommended roadway improvements.

Area 7 – Ligonier to Somerset County Line (Figure 7)

- 7A) Provide safety and pedestrian improvements along US Route 30 through Laughlintown. *(US Route 30 Master Plan Project Working Group)*

Other planned projects in the region may impact US Route 30 operations, however, these projects are not included on the Draft Optimal Corridor Conceptual Plan since they do not involve a physical change to the US Route 30 corridor. These projects are incorporated into the region's travel demand model and will be taken into account during the scenario planning process.

Other transportation related improvements and studies are also recommended in order to maintain an efficient and safe transportation system. Many of the previous studies recommended options such as traffic impact fees, limiting the addition of new driveways, and general site design issues which may impact traffic operations along the



corridor. While these improvements may not be directly identified in the Draft Optimal Corridor Conceptual Plan, they should be explored further in the future.


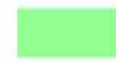
As the study progresses, the Draft Optimal Corridor Conceptual Plan will be revised as necessary. The plan will be incorporated into the SPC's travel demand model as a base transportation system network. The travel demand model will be used in land use scenario planning portion of the study. The Optimal Corridor Conceptual Plan may be revised as the land use scenario planning evolves and as further detailed study is conducted.

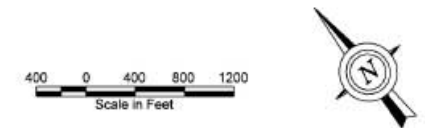
Figure 1: Optimal Corridor Conceptual Plan, Area 1



Legend

- 
1A-Minor traffic signal improvements
 Source: Congested Corridor Improvement Program
- 
1B-Modify westbound right turn movement at Leger Road to be truck accessible
 Source: N. Huntingdon Twp Comprehensive Plan

- 
1C-Provide landscaped median with left turn storage bays, curb, and driveway consolidation where feasible
 Source: N. Huntingdon Twp Comprehensive Plan & SPC Long Range Plan
- 
1D-Convert center turn lane to landscaped median with left turn storage bays (in conjunction with Option 1C)
 Source: N. Huntingdon Twp Comprehensive Plan & SPC Long Range Plan




US ROUTE 30 MASTER PLAN

Figure 2: Optimal Corridor Conceptual Plan, Area 2



Legend

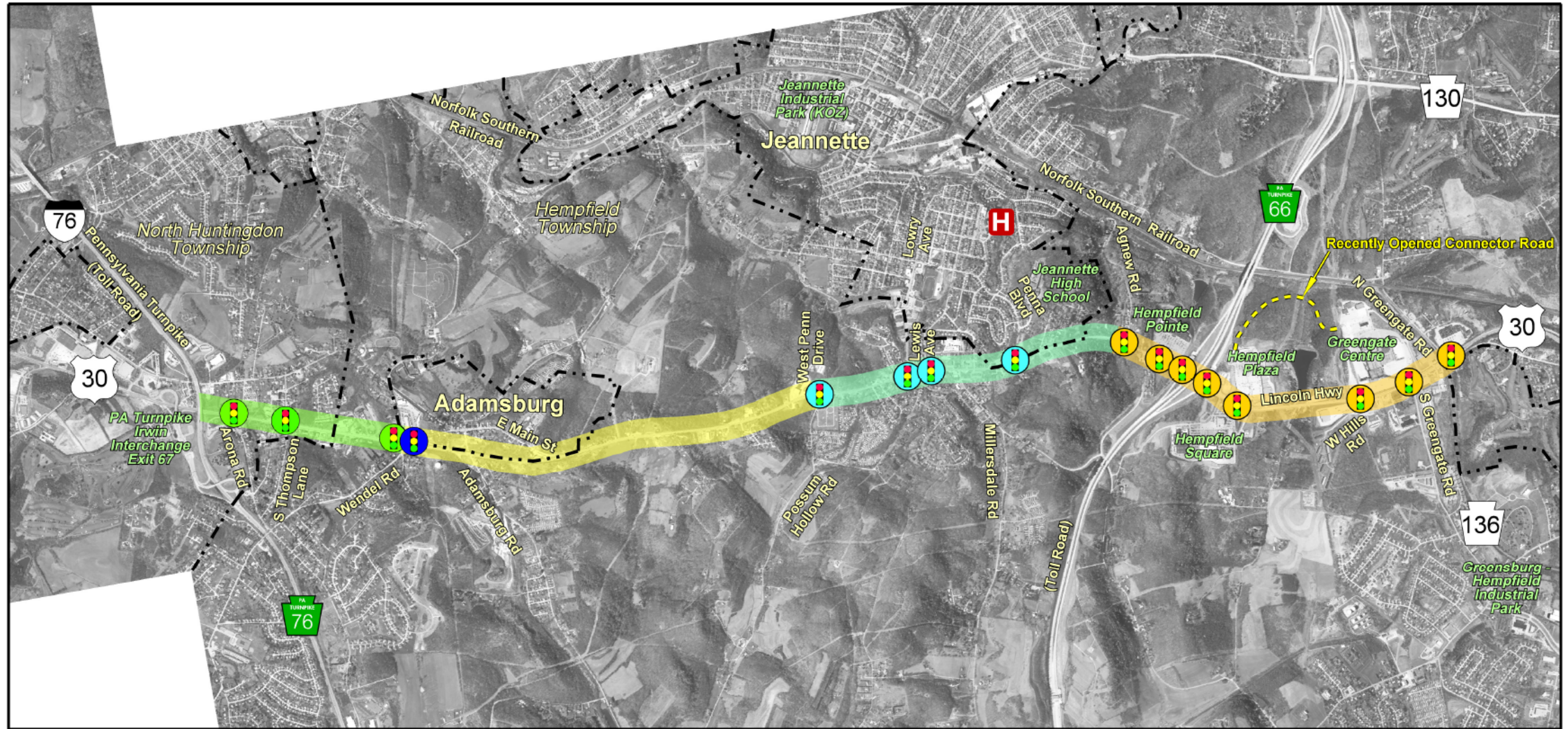
-  2A-Coordinate traffic signals
Source: Congested Corridor Improvement Plan




400 0 400 800 1200
Scale in Feet





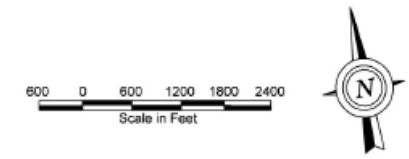
US ROUTE 30 MASTER PLAN

Figure 3: Optimal Corridor Conceptual Plan, Area 3



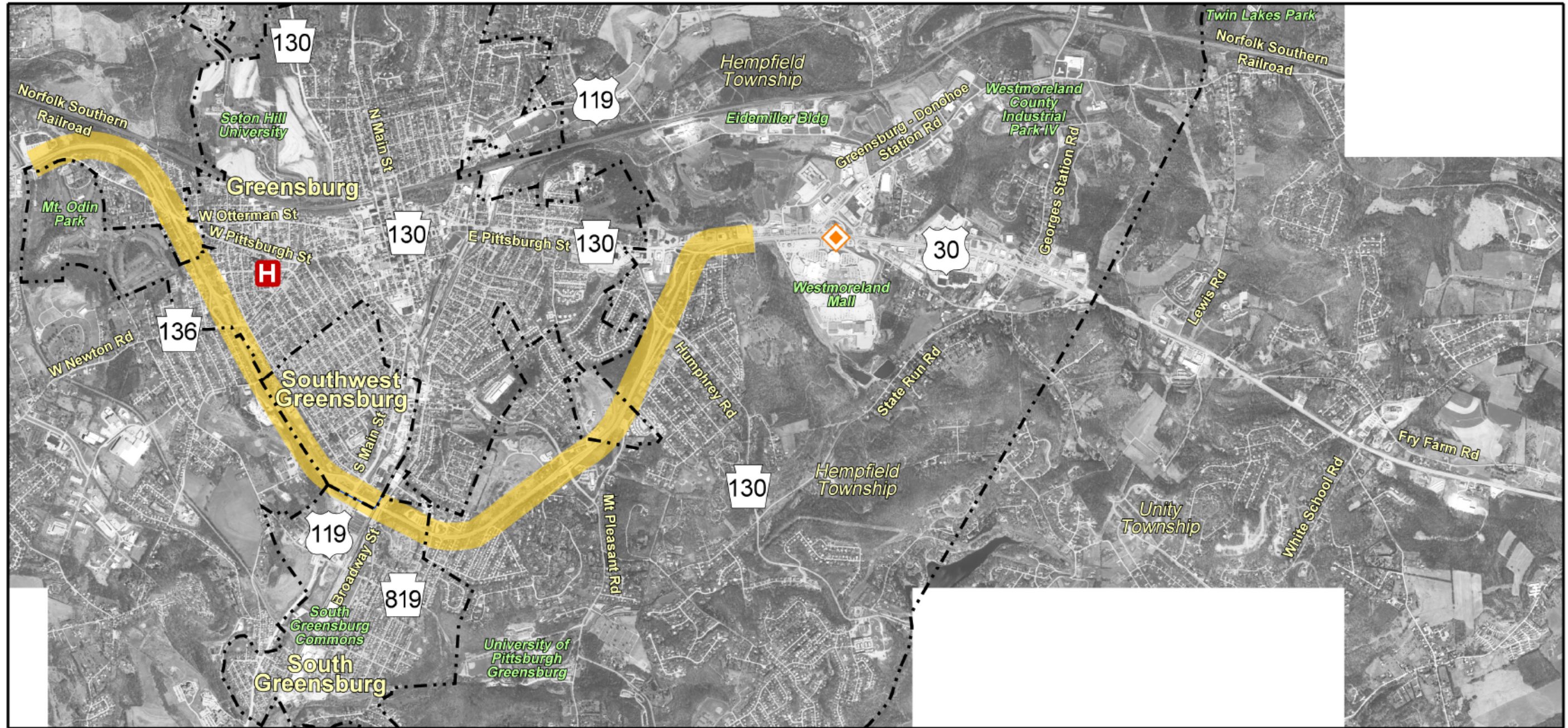
- Legend**
-  3A- Install traffic signal
Source: PennDOT SR 30 Long Range Transportation Plan
 -  3B- Coordinate traffic signals, widen to provide additional turning lanes at intersections and provide landscaped median with left turn storage bays, curb and driveway consolidation where feasible
Source: PennDOT SR 30 Long Range Transportation Plan
 -  3C- Remove barrier and widen to provide access to adjacent business and homes via landscaped median with left turn storage bays, curb, and driveway consolidation (in conjunction with Options 3B, 3D, & 3E)
Source: Project Team (to be consistent with PennDOT SR 30 Long Range Transportation Plan)

-  3D- Coordinate traffic signals, widen to provide additional turning lanes at intersections, and widen to provide landscaped median with left turn storage bays, curb, and driveway consolidation where feasible
Source: PennDOT SR 30 Long Range Transportation Plan
-  3E- Coordinate traffic signals, widen to provide additional turning lanes at intersections, provide landscaped median with left turn storage bays, curb and driveway consolidation
Source: PennDOT SR 30 Long Range Transportation Plan & SPC Transportation Improvement Program



US ROUTE 30 MASTER PLAN

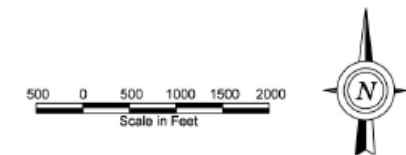
Figure 4: Optimal Corridor Conceptual Plan, Area 4



Legend

- 4A-Improve ramp merges and diverges along limited access portions of Route 30
 Source: Greensburg, South Greensburg, Southwest Greensburg & Hempfield Plan

- 4B-Improve Donohoe Rd / Westmoreland Mall area operations
 Source: Greensburg, South Greensburg, Southwest Greensburg & Hempfield Plan



US ROUTE 30 MASTER PLAN

Figure 5: Optimal Corridor Conceptual Plan, Area 5



Legend



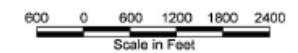
5A- Provide additional turn lanes at Route 30 and PA 981 intersection
 Source: PennDOT Unity Twp Traffic Analysis Study & SPC Transportation Improvement Plan



5C- Install traffic signal for eastbound movement at PA 217
 Source: PennDOT Unity Twp Traffic Analysis Study



5B- Provide additional eastbound and westbound through lanes
 Source: PennDOT Unity Twp Traffic Analysis Study & SPC Transportation Improvement Plan

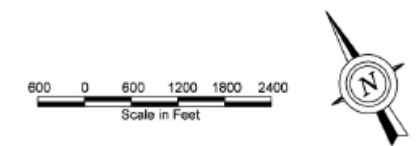


US ROUTE 30 MASTER PLAN

Figure 6: Optimal Corridor Conceptual Plan, Area 6

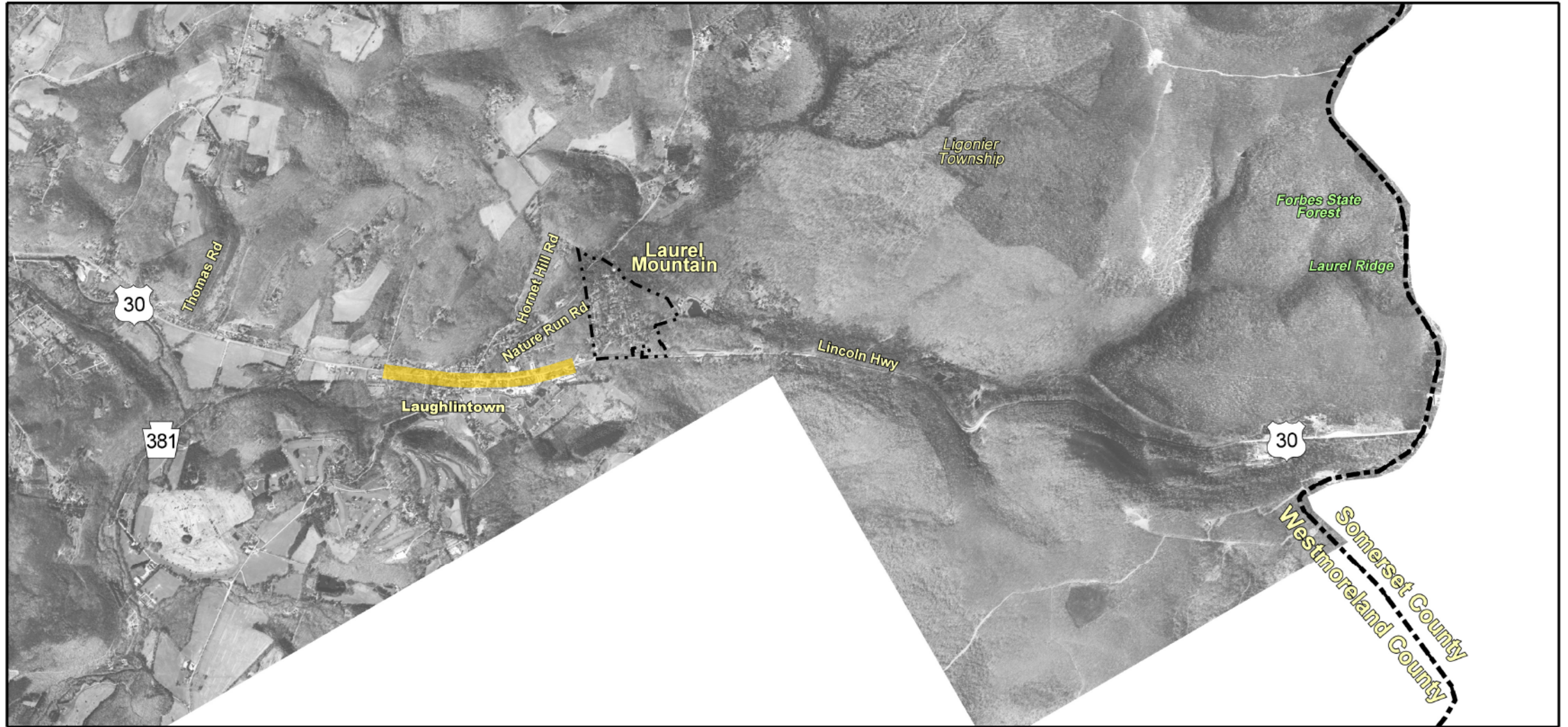


No Recommended Improvements

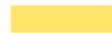


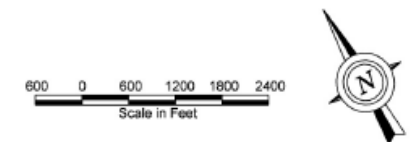
US ROUTE 30 MASTER PLAN

Figure 7: Optimal Corridor Conceptual Plan, Area 7



Legend

-  7A- Safety / pedestrian improvements through Laughlintown
- Source: US Route 30 Master Plan Project Working Group



US ROUTE 30 MASTER PLAN

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