

Transportation Network Analysis

A. Overview

The goal of this analysis is to evaluate existing roadways and specific intersections within the County. The focus will be on areas identified as probable growth areas in the land use plan. This focus, in turn, assists in establishing priorities for general roadway improvements.

Roadway classifications were established with impacts of said classifications on certain existing roads with high traffic volumes. These are highlighted in Table 1 to demonstrate that roadway design should match the classification based on traffic usage. Second, roadways impacted by the perceived land use growth areas and the Mon-Valley Expressway have been reviewed with upgrades noted in generalized form. Finally, intersections impacted by the Mon-Fayette Expressway and others historically noted with accident history, geometric deficiencies, and/or expanded traffic usage were evaluated.

Information in this analysis was obtained through field surveys, the Office of Community and Economic Development, PennDOT District 12, and the Fayette County Transportation Alliance. Some specific issues that need to be addressed are shown on the Transportation Map.

B. Roadway Classification

Functional classification is used in this analysis to categorize roadways. Primarily, roadways serve two functions, mobility (the ability to go from one place to another) and access (the ability to enter adjacent property). The roadway's functional classification is based on these two roadway classifications. PennDOT classifications for the roadways follow the following four major categories. Each category can be further defined as principal, major, and/or minor and indicated to be urban or rural.

Arterials provide for high mobility and limited access. These roads connect urban centers and convey traffic for distances over one mile. Arterials often connect urban centers with outlying communities and employment. The roadway design is usually four to five 12-foot lanes with 8 - 10 foot shoulders and medians and design speeds of 40 - 60 mph. Arterials are classified as principal or minor.

Major Collectors are intended to provide for a greater degree of mobility than for land access. Major collectors generally convey traffic for medium travel distances (generally greater than one mile) and serve motorists between local streets and arterial roads. The roadway design is two 12-foot lanes with 8 - 10 foot shoulders and design speeds of 35 mph.

Minor Collectors provide for equal amounts of mobility and land access. These roadways serve as major circulation roads. Minor collection are two 11 - 12 foot lanes with 4 - 10 foot shoulders and design speeds of 30 mph.

Local Roads are intended to provide immediate access to adjoining land uses. Local roads are intended to only provide for transportation within a particular neighborhood, or to one of the other road types described. Local roads are generally 20 - 22 feet wide with 2 - 8 foot shoulders or curbing and design speeds of 25 mph.

For example, the following roadways were identified as having traffic volumes in excess of their current classifications. This condition usually indicates design problems, access problems, and a

non-functioning network needing immediate improvements. The data is based on average daily traffic (ADT) information gathered and provided by PennDOT.

Table 1

**Fayette County Land Use Plan: Transportation Inventory
Traffic Volumes per Roadway Classification**

SR#	Classification	Roadway	ADT(5)	Comments
1029	Rural Minor Arterial	Brown Road	18,067	(1)
4035	Major Collector	Market Street	12,720	(2)
3013	Major Collector	Church Street	12,444	(2)
2021	Major Collector	Jumonville Road	11,061	(2)
3013	Minor Collector	Adah Road	9351	
3005	Minor Collector	Old Ferry Road	8212	
4050	Minor Collector	Union Street	7447	
3002	Minor Collector	Gans Road	5392	
4025	Rural Local	Bridge Street	5444	
4008	Rural Local	Cardale Road	3457	
1032	Rural Local	Ranch Road	2212	
3019	Urban Minor Arterial	Morgantown Street	19,508	(3)
4003	Urban Collector	Bull Run Road	13,247	(4)
4044	Urban Local	Johnson Hollow Road	9789	

- (1) Second Highest ADT in County
- (2) ADT over 10,000 vpd
- (3) Highest ADT in County
- (4) ADT over 10,000
- (5) Normal ADT Ranges
 - Arterials – 10,000 – 25,000 vehicles per day
 - Collectors – 1,5000 – 10,000 vehicles per day

3. Roadway Analysis

The following roadways were identified for probable improvements based on the needs of the future land use growth areas and the statements contained in the Mon-Fayette Expressway environmental documents. Locations are shown on the transportation map; enumerated on Table 2; and detailed in the analysis which follows.

Table 2

**Fayette County Land Use Plan: Transportation Inventory
Roadway Investigation Locations**

Number	Township	Roadway	Number	Source
1	Nicholson Township	Out Crop Road	SR 3009	Growth Area
2	Menallen Township	Searights/Herbert Road	SR 4010	Mon-Fayette ¹
3	Luzerne Township	Bull Run Road	SR 4003	Mon-Fayette ¹
4	Luzerne Township	Telegraph Road	T-601	Mon-Fayette ¹
5	Luzerne Township	Labelle Road	SR 4022	Mon-Fayette ¹
6	Perry Township	Cemetery Road	SR 4017	Growth Area
7	Bullskin Township	Kingsview Road	SR 1042	Growth Area
8	Bullskin Township	Prittstown Road	SR 1044	Growth Area
9	Bullskin Township	Rice School Road/County Club Road	SR 1025	Growth Area
10	Bullskin Township	Country Club Lane	SR 1046	Growth Area
11	Bullskin Township	Bellview Road	SR 1035	Growth Area
12	Bullskin Township	East End Road	SR 1021	Growth Area
13	Dunbar Township	Ranch Road	SR 1032	Growth Area
14	Dunbar Township	Monarch Road/HiWay Supply Road	SR 1047	Growth Area
15	Dunbar Township	Pechin Road	SR 1028	Growth Area
16	North Union Township	Rolling Hills Estate Road	SR 1022	Growth Area
17	North Union Township	Gallatin Avenue Extension	SR 1020	Growth Area
18	Georges Township	Big Six Road	SR 3029	Mon-Fayette ²
19	Springhill Township	Gans Road	SR 3002	Mon-Fayette ²
20	Georges Township	Rubles Mill Road	SR 3007	Mon-Fayette ²

- (1) Uniontown to Brownsville Section
(2) WVA to Route 43 Section

1. **(SR 3009) Out Crop Road** is located in Nicholson Township. Growth is projected in this area of the County. Out Crop is a two-lane road that is classified as rural minor collector just west of SR 119 and carries approximately 550 vehicles per day with traffic. New homes are located along the roadway. The roadway is narrow (18') and the pavement is in poor condition. A bridge with a weight limit of 3 tons is located along the roadway. The bridge and roadway should be widened and upgraded along its length from SR 119 to SR 3006 to rural minor collector design criteria.



Township. Road is a 10% truck roadway is one-lane winding

2. **(SR 4010) Searights/Herbert Road** is located in Menallen Township. Growth is projected in this area following construction of Mon-Fayette Expressway Brownsville to Uniontown section. The roadway is a two lane rural major collector that carries approximately 2500 vehicles per day with 10% truck traffic. The roadway is narrow (18') with minimal shoulders and the pavement is in mediocre condition. The horizontal geometry is substandard in some locations.



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Utilities are located close to the roadway. The roadway provides access from Route 40 to the proposed Searights Interchange of the Mon-Fayette Expressway. The roadway is anticipated to handle an additional 1,000 vehicles per day following construction of the Mon-Fayette Expressway, but no mitigation of this traffic is proposed. The roadway should be upgraded to meet the existing classification of a rural major collector to handle existing and proposed traffic volumes. The roadway design should include two 12-foot lanes with 8 - 10 foot shoulders and geometry for design speeds of 35 mph.

3. **(SR 4003) Bull Run Road** is located in Luzerne Township. Growth is projected in this area following construction of the Mon-Fayette Expressway Brownsville to Uniontown section. This two-lane urban collector. The roadway is 20' wide with minimal shoulders and the pavement is in mediocre condition. The roadway will provide access to the proposed Luzerne Township Interchange of the Mon-Fayette Expressway. The roadway will be relocated in the interchange area. The roadway is anticipated to handle an additional 1,000 vehicles per day following construction of the Mon-Fayette Expressway.



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proposed outside the interchange area. The roadway should be upgraded to meet the existing classification of an urban collector to handle proposed traffic volumes. The roadway design should include two 12-foot lanes with 8 - 10 foot shoulders and geometry for design speeds of 35 mph.

4. **(T-601) Telegraph Road** is located in Luzerne Township. Growth is projected in this area following construction of the Mon-Fayette Expressway Brownsville to Uniontown section. The roadway south of Shepler Road is a local two-lane road that is narrow. There are no pavement markings or shoulder provided. The horizontal geometry has dangerous curves. The roadway north of Shepler Road is upgraded with pavement marking, wider lanes, and shoulders.



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Additional traffic is not projected following the Mon-Fayette Expressway, however, additional traffic is anticipated on Telegraph Road, as it provides access directly to the Luzerne Township Interchange. The adjacent Bull Run Road is anticipated to have a volume increase of 1,600 vehicles per day. The roadway south of Shepler Road should be upgraded for the future anticipated growth to a collector road with 12-foot lanes with shoulders and geometry in line with a minimum 35 mph design speed.

5. **(SR 4022) Labelle Road** is located in Luzerne Township. Growth is projected in this area following construction of the Mon-Fayette Expressway Brownsville to Uniontown section. This roadway is a rural major collector that carries approximately 1,800 vehicles per day with 10% truck traffic. The roadway is narrow (18') with minimal shoulders. The pavement quality is fair with cracking at the edge of the roadway. Some sections have



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patching of the edges. Additional traffic is not projected following the Mon-Fayette Expressway construction. However, additional traffic is anticipated on Labelle Road, as it will provide access from the Monogahela River communities to the Luzerne Township Interchange. Additional traffic is also anticipated from the new State Prison on Alicia Heights Road. The roadway should be upgraded to meet the existing classification of a major collector to handle proposed traffic volumes. The roadway design should include two 12-foot lanes with 8 - 10 foot shoulders and geometry for design speeds of 35 mph.

6. **(SR 4017) Cemetery Road** is located in Perry Township. projected in this area of the County. The two-lane road is a collector that carries approximately 3,000 vehicles per day truck traffic. The roadway connects SR 201 to Perryopolis. roadway is very narrow (14') with no shoulders or markings and poor drainage. The pavement quality is with some patching. The roadway should be upgraded to existing classification, existing volume, and projected growth in this area. The roadway design should include two 11 - 12 foot lanes with 4 - 10 foot shoulders and design speeds of 30 mph.



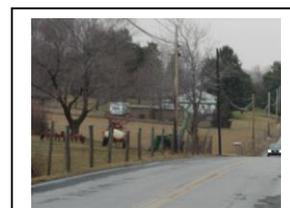
Growth is rural minor with 10% The pavement mediocre meeting the

7. **SR 1042 (Kingsview Road)** is located in Bullskin Township. This roadway lines in a projected future growth area of the County. The roadway is a two lane rural major collector that provides access to US 119. This is the first signalized access to US 199 heading southbound from the Turnpike. Left turn lanes are provided on US 119 to access Kingsview Road east and west. East of US 119, provided to a commercial area and SR 1027 (Mt. Pleasant Road) and points east. The pavement is in poor condition and the width varies. West of US 119, the roadway carries approximately 3,000 vehicles per day with 10% truck traffic. The roadway is narrow (16-22') with minimal shoulders. The pavement is in poor condition as the roadway is uneven with bituminous patching at the roadway edge. The roadway width is inadequate for the level of truck traffic. The roadway should be upgraded for the existing classification and future anticipated growth to include 12-foot lanes with 8-10 foot shoulders and geometry in line with the design speed.



Township. County. The signalized 199 heading on US 119 to access is Road) and

8. **SR 1044 (Prittstown Road)** is located in Bullskin Township. This roadway lines in a projected future growth area of the County. The roadway a two lane rural minor collector and connects two major collectors, Mt. Pleasant Road to the west and Route 982 in the east. The roadway carries approximately 1,400 vehicles per day with 10% truck traffic. The roadway is narrow (16') with a center double yellow line, minimal shoulders and no drainage. The roadway provides residential access with some homes located close to the roadway. The pavement is in fair condition. It appears the road was widened with bituminous pavement and random patching at the roadway edge. A horizontal "S" bend is located at the intersection with SR 1025 (Rice School Road). Vehicles travel at a high rate of speed for the vertical and horizontal geometry of the roadway, which is posted with a 40-mph speed limit. The road is adequate for a minor collector with the exception of the pavement quality.



Township. County. The major the east. The 10% truck yellow line, residential

9. **SR 1025 (Rice School Road/Country Club Road)** is located in Bullskin Township. This roadway lines in a projected future growth area of the County. The two lane local road connects to collector roadways SR 1044 (Prittstown Road) and Route 982. The roadway carries approximately 600 vehicles per day with 10% truck traffic. The roadway is narrow (18') with no shoulders or pavement markings. A drainage ditch is provided along the roadway. The roadway is posted with a 40-mph speed limit. The pavement is in poor condition as it is uneven with patching along the edges. The roadway is used as a short cut from Prittstown Road to County Club Lane and US 119. Future anticipated growth and current use may warrant upgrading to a minor collector with 11-12 foot lanes and minimum 4-foot shoulders.



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10. **SR 1046 (Country Club Lane)** is located in Bullskin Township. This roadway lines in a projected future growth area of the two lane rural local road and connects SR 1025 (Rice Road/Country Club Road) and SR 1027 (Mt. Pleasant Road), which provides signalized access to US 119. The roadway carries approximately 800 vehicles per day with 10% truck traffic. The roadway is narrow (18') with no shoulders or pavement markings. A drainage ditch is provided along the roadway. The pavement is in poor condition as it is primarily tar and chip with patches and widening along the roadway edge. The roadway has two severe vertical sag curves over culverts. Sinking pavement was noted near the culverts. Future anticipated growth might warrant upgrading to a minor collector with 11-12 foot lanes and minimum 4-foot shoulders. Any increase in design speed would require redesign of the vertical geometry.



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11. **SR 1035 (Bellview Road)** is located in Bullskin Township. This roadway lines in a projected future growth area of the County. The roadway provides access to the proposed Connellsville Industrial Park and three existing trucking companies on Industrial Lane and S Recycling Company. Unsignalized access is provided to US 119 which is hazardous due to the volumes and speed on US 119 and traffic on Bellview Road. The roadway to the Industrial Park is a two lane urban local road that carries approximately 700 vehicles per day. The pavement is in poor condition with sinking and patching due to the heavy truck traffic. The roadway is narrow as is evidenced by the trucks tracking in the mud on the shoulders. An unsignalized railroad crossing with poor sight distance to the north is also located along this section of the roadway. Beyond the Industrial Park, the roadway is classified as a rural local road and is narrow with poor horizontal and vertical geometry. The roadway should be upgraded from US 119 to Industrial Lane to a minor urban collector with design two 11 - 12 foot lanes with 4 - 10 foot shoulders and a pavement design for WB-50 truck traffic. An evaluation of the appropriate active grade crossing traffic control system (i.e. post-mounted flashing light signals and/or automatic gates) is recommended for the railroad crossing.



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12. **SR 1021 (East End Road)** is located in Bullskin Township. provides access from US 119 to a projected future growth 1051 (Breakneck Road). The roadway design meets the as a rural minor collector. The roadway carries approximately 1,100 vehicles per day with 7% truck traffic. pavement is in good condition with a newer overlay with wedge curb. Severe vertical and horizontal geometry exists, marked with advance warning and speed advisory signage. The access to US 119 is signalized and is aligned to form a 90-degree intersection. This roadway is acceptable to handle additional moderate growth in the area.

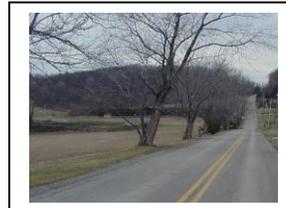


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The access to US 119 is signalized and is acceptable to handle additional moderate

13. **SR 1032 (Ranch Road)** is located in Dunbar Township. provides access to US 119 in an area of projected future two lane rural local road carries approximately 2,200 10% truck traffic. Access is provided from US 119 to SR Dunbar. The roadway is narrow (18') with no shoulders and swale. The pavement is in fair condition with some Access to US 119 is unsignalized. The roadway has steep geometry at the entrance to St. Aloysius Church that restricts sight distance at the driveway. The roadway existing volume and projected growth warrant upgrading the roadway classification to a minor collector with two 11 - 12 foot lanes with 4 - 10 foot shoulders and design speeds of 30 mph.



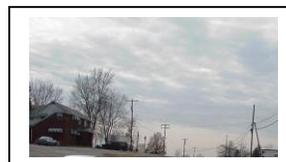
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14. **SR 1047 (Monarch Road)** is located in Dunbar Township. provides access HiWay Supply Road, a loop road with 119. The roadway is in an area of projected future growth. is a two lane rural minor collector that carries approximately vehicles per day with 10% truck traffic. Access is provided (Leisenring Road) to the west. The roadway is adequate with minimal shoulders. The pavement is in fair condition pavement overlay. The roadway is designed appropriately for the roadway classification and existing and projected moderate future growth.



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14a. **HiWay Supply Road** is located in Dunbar Township. The two direct access points on US 119. The southern point is The roadway is wide with 15-foot lanes and no centerline. numerous wide curb cuts to commercial property along the Access is also provided to SR 1047 (Monarch Road) to SR (Leisenring Road). Pavement markings should be added roadway and additional driveway design in line with PennDOT standards.



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15. **SR 1028 (Pechin Road)** is located in Dunbar Township. is along a projected future growth area in the County. The minor collector road carries approximately 2,500 vehicles 105-truck traffic. Access is provided from a signalized on US 119 to the village of Pechin. Access is also provided County Fairgrounds along US 119. The roadway near US (18') with adjacent shoulder. The pavement overlay is in condition, but is higher than the adjacent shoulders.



This roadway two-lane rural per day with intersection to the Fayette 119 is narrow good

15a. The eastern end of Pechin Road splits at a Y intersection Hill Road. Both roadways are in poor condition. The narrow with uneven pavement and steep vertical geometry. SR 1055 leaving Dunbar to US 119 is lacking. Church Hill as a short cut to Pechin Road.



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16. **SR 1022 (Rolling Hills Estate Road)** is located in North Township. Growth is projected in this area of the County. is a two-lane collector that carries approximately 1,500 day with 5% truck traffic. The roadway is adequate width some shoulders. The pavement quality is good with a newer roadway drainage is poor with no drainage ditch or inlets. The vertical and horizontal geometry is acceptable for the posted speed limit. The roadway is acceptable for additional projected growth.



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17. **SR 1020 (Shady Grove Road/Gallatin Avenue Extension)** is located in North Union Township. This roadway is located along a projected future growth area in The roadway is a two lane urban collector that carries 2,500 vehicles per day with 10% truck traffic. The roadway unsignalized access from SR 2027 just south of the with US 119. Access is provided to the PennDOT District The roadway west of SR 2027 borders proposed property. The roadway is appropriately designed for the classification of an urban collector with a 24' width with adjacent shoulders. The roadway adjacent to US 119 should be upgraded to urban minor arterial to match the western section of SR 1020. Turn lanes should be considered for any future development considering the volume of traffic on the two-lane roadway.



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18. **SR 3029 (Big Six Road)** is located in Georges Township. is projected on this roadway as result of the Mon-Fayette Expressway. The roadway is a two lane rural major collector carries approximately 1,500 vehicles per day with 10% truck Big Six Road was improved in the area of the Route 43/Mon-Expressway. The improvements extend from SR 119 to the entrance of the proposed Fayette Business Park. An additional mile of roadway to SR 857 is unimproved. The shoulder narrows. The roadway follows a steep vertical grade to an unsignalized railroad crossing. The eastern entrance to the Fayette Business Park has poor sight distance to the west due to the vertical geometry of the roadway.



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19. **SR 3002 (Gans Road)** is located in Springhill Township. projected on this roadway as result of the Mon-Fayette Expressway. The roadway is a two lane rural minor that carries approximately 1000 vehicles per day with 10% traffic. The roadway is improved from Route 857 to the Fayette interchange. The remaining two and one half miles to US 119 is narrow (18') without shoulders. The pavement mediocre condition. The horizontal and vertical geometry is substandard. Just west of SR 3005, Gans



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Road has a severe S-bend that operates as back to back U-turns that could not be maneuvered by truck traffic. Due to access to the Mon-Fayette Expressway, future improvements should include both horizontal and vertical upgrades and widening of the roadway.

20. **SR 3007 (Rubles Mill Road)** is located in Smithfield Township. Growth is projected on this roadway as result of the Mon-Expressway. The roadway is a two lane rural major that carries approximately 1,800 vehicles per day with 5% truck traffic. The roadway is projected to carry 3,000 vehicles per day following construction of an interchange with the Mon-Expressway on Rubles Mill Road. Improvements were made at the interchange and at the intersection with Route 857. The remaining two and one half miles of roadway to SR 119 is narrow (18') without shoulders. The pavement is in mediocre condition. As volumes increase, future improvements should include roadway widening and both horizontal and vertical adjustments. Vertical and horizontal adjustment would also be required under the existing railroad. The intersection of Rubles Mill Road and Route 119 would also require improvement.



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D. Intersection Analysis

The following intersections were identified for review of improvement considerations based on PennDOT accident data, Township surveys, and County interests. The locations are delineated on the transportation map, outlined on Table 3 below, and further detailed in the following specific analysis.

Table 3

**Fayette County Land Use Plan: Transportation Inventory
Intersection Investigation Locations**

No.	Location	Intersection	Reason
County Growth Areas			
1	Franklin Township	Route 51 and SR 4028	turning volumes
2	Washington Township	SR 0201 and Fayette Street	turning volumes
3	Bullskin Township	SR 1004 and Gimlet Hill Road	accidents
4	City of Connellsville	SR 0119 and Leisenring Avenue	traffic volumes
5	Saltlick Township	SR 381 (Indian Head Road) and SR 1054	accidents
6	North Union Twp.	SR 2027 (Connellsville St.) and SR 1024 (Edison St.)	turning volumes, signal
7	North Union Twp.	SR 2027 (Connellsville St.) and SR 2021	turning volume, alignment
8	North Union Twp.	SR 0051 and SR 1043 (Bitner Road)	turning volume, sight distance
9	City of Uniontown	SR 6040 (Main St.) and Kensington St./TR 21	turning volumes
10	City of Uniontown	SR 0021 and Easy Street	turning volumes, signal
11	City of Uniontown	SR 2027 and Jefferson Street	accidents
12	City of Uniontown	SR 2027 (Connellsville St.) and Brushwood Road	accidents

13	Henry Clay Township	SR 40 and SR 281	accidents
14	Georges Township	SR 857 and SR 3029 (Big Six Road)	alignment
15	Georges Township	SR 119 and SR 3010 (Smithville Avenue)	sight distance
16	German Township	SR 0021 and SR 3013	signal upgrade
17	Dunbar	SR 0201 and Ridge Boulevard	turning volume
18	South Union Twp.	Matthew Drive and New Salem	development
Mon-Fayette Expressway – WVA to Route 43 (constructed)			
19	Georges Township	SR 119 and SR 3029 (Big Six Road)	traffic volumes
20	Springhill Township	SR 3002 (Gans Road) and SR 119	alignment, turning volumes
21	Springhill Township	SR 3002 (Gans Road) and SR 3005	alignment
22	Smithfield Borough	SR 3007 (Ruble Mill Road) and SR 119	turning volumes, geometry
23	Springhill Township	SR 3009 (Out Crop Road) and SR 119	alignment, sight distance
Mon-Fayette Expressway – Uniontown to Brownsville (as proposed)			
24	Menallen Township	SR 4010 (Searights Herbert Road) and SR 4000	alignment, turning volumes
25	Redstone Township	Rte 40 and T-605 (Davidson Siding Road)	turning volumes
26	Redstone Township	Rte 40 and T-422 and SR 4024	offset condition
27	Menallen Township	SR 4006 (New Salem Road) and Duck Hollow Road	turning volumes

1. The **intersection of Route 51 and SR 4028** is located in Franklin Township. This is a four-way intersection with SR rural principal arterial, as the major roadway with two lanes each direction with a center median. Stop control exists on minor approach, SR 4028 a rural minor arterial providing west access from Brownsville to Vanderbilt. The median 51 is open to allow full access at this intersection, however, no turn lanes are provided. Sight distance is impeded looking to the north on SR 51 due to a horizontal curve and southbound negative grade on SR 51. The horizontal curve combined with the high volume and speed of traffic on SR 51 combines for a hazardous intersection with a history of fatal accidents. A stream and embankment parallel the roadway on the eastern side. Minor street volumes did not appear significant to warrant signalization. A southbound right turn lane and north and southbound left turn lanes on SR 51 should be considered to prevent rear end type accidents.



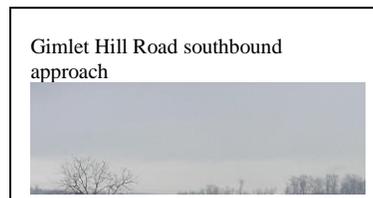
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2. The **intersection of SR 201 and Fayette Street** is located in Washington Township. This is a signalized four-way intersection. There are no turn lanes or advance turn phases signal. Fayette Avenue enters the intersection at a skew angle. Both minor approaches provide residential access to 201. SR 201 is a urban minor arterial that provides access 70 and a commercial area. Due to the volumes on SR 201, a left turn lane or advance left turn phasing to Fayette Avenue should be considered. Utilities located close to roadway may hinder widening.



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3. The **intersection of SR 1004 (Prittstown Road) and Gimlet Hill Road** is located in Bullskin Township. This is way intersection with SR 1004 (Prittstown Road), a rural collector, as the major approach. Stop control exists on the approach, Gimlet Road. Corrective action has been taken form of advance warning signs on the southbound



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approach. The Gimlet Hill Road approaches to the intersection are slightly skewed. A private driveway enters into the intersection on the north side. The volume of traffic was low.

- The **intersection of SR 119 and Leisenring Avenue** is in City of Connellsville. This is a five-way intersection with 201. This intersection handles a large volume of traffic US 119 and SR 201 both urban other principal arterials and Leisenring Avenue (SR 1051) an urban minor arterial. US one-way southbound at the intersection. Widening for additional turn lanes is hindered by utility and sidewalk locations.



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- The **intersection of Indian Head Road (SR 381) and Millerstown/Clinton Road (SR 1054)** is in Saltlick Township. This is a four-way intersection with two-way control on the minor approaches. At the intersection, SR was signed as Indian Head Road to the east and Imel Road west. There is a two-span concrete bridge crossing Indian just east of the intersection. The eastbound approach enters at a vertical and horizontal curve. Sight distance is acceptable.



SR 1054 eastbound approach

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- The **intersection of SR 2027 (Connellsville Street) and 1024 (Edison Street)** is located in North Union Township. is a four-way intersection with SR 2027 (Connellsville Street), an urban minor arterial, as the major roadway. Stop control exists on the minor approaches, SR 1024 (Edison Street), an urban collector to the west. The intersection functions primarily as a T-intersection, with a minor approach, Evans Station Road, forming a four-way intersection to the east. The volume of traffic on both Connellsville Street, providing access from SR 119 to Uniontown, and Edison Street, connecting Connellsville Street and SR 1020, is high. Significant turning movements were noted, including significant dump truck traffic from Edison Street to and from Connellsville Street to the south. The intersection is just south of a heavy commercial area on Connellsville Street, where traffic speeds tend to increase. Traffic signal and turn lane installation should be evaluated.



SR 2027 northbound approach

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- The **intersection of SR 2027 (Connellsville Street) and 2021 (Coolspring-Jumonville Road)** is located in North Township. This is a T-intersection with SR 2027 (Connellsville Street), an urban minor arterial, as the major roadway. Stop control exists on the minor approach, SR an urban collector, to the east. An Exxon gasoline service is located on the west side of SR 2027 with access directly across from SR 2021. Coolspring-Jumonville Road follows a 90-degree turn and enters the intersection at a severe vertical grade and horizontal skew. The intersection throat is wide with a barrel mounted stop sign in the middle of the approach. A side street, Emerson Road also enters the intersection from the northwest. The volume of traffic on both Connellsville Street, providing access from SR 119 to Uniontown, and Coolspring-Jumonville Road, connecting to Jumonville and Route 40 to the southeast, is high. Significant turning movements were noted, including significant dump truck traffic from Coolspring-Jumonville Road to



SR 2027 northbound approach

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Connellsville Street and to Edison Street to the north. The intersection traffic volume and geometry combine to form a hazardous condition. Both adjacent businesses and the bridge structure on Connellsville Street to the north hinder possible realignment of Coolspring-Jumonville Road. Traffic signal and turn lane installation should be evaluated.

8. The **intersection of SR 51 and SR 1043 (Bitner Road)** is in North Union Township. This is a four-way intersection with SR 51, a rural principal arterial, as the major roadway with two lanes in each direction with a center median. Stop control exists on the minor approaches, SR 1043 (Bitner Road) to the east and Cuter Hill Road to the west. The median on SR 51 is open to allow full access at this intersection, however, no turn lanes are provided. The high volume and speed of traffic on SR 51 hinder access to and from the minor approaches. SR 1043 approach has wide radii and an adjacent structure. Access to and from the Cuter Hill Road approach is hindered by a severe negative vertical approach grade, small radii and embankment blocking the sight distance to the north. The business at the northeast corner of the intersection (Arctic Delite) accesses directly into the intersection radii. Minor street volumes did not appear significant to warrant signalization. Both right and left turn lanes on SR 51 should be considered to prevent rear end type accidents. Removal of the embankment at the northwest corner of the intersection is recommended to improve sight distance for Cuter Hill Road.



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9. The **intersection of SR 6040 (Main Street) and Kensington St/TR 21** is in the City of Uniontown. This is a four-way intersection along SR 6040, an urban principal arterial with two lanes in each direction. The intersection is approximately 300 feet east of the signalized intersection SR 21, another principal arterial. An Exxon gasoline service station is located along the southern side of SR 6040 with a wide curb cut between intersections. No turn lanes are provided on SR 6040 in this area. The sight distance from Kensington Street eastbound is limited by the vertical curve on SR 6040. Access to and from Kensington Street is further hindered by the queue of vehicles westbound on SR 6040 at the traffic signal. The southbound Kensington Street approach has a steep positive vertical grade. Kensington Street provides primarily low volume residential access. Signage and/or improvements at the signalized intersection of SR 6040 and SR 21 (i.e. a westbound left turn lane) should be considered to provide unrestricted access to and from Kensington Street.



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10. The **intersection of SR 21 and Easy Street** is in the City of Uniontown. This is a T-intersection with SR 21, an urban principal arterial, as the major roadway. Stop control exists on Easy Street, which provides secondary access to Uniontown Hospital. Sight distance to the west on SR 21 is limited to approximately 450-550 feet due to the crest of a vertical curve. Delays were noted on Easy Street. A cemetery is located on the northern side of the intersection, while utility poles and residences line the southern side of SR 21. Signalization and installation of turn lanes should be considered.



of on curve.

11. The **intersection of SR 2027 and Jefferson Street** is in the of Uniontown. This is a four-way intersection with SR an urban principal arterial, as the major roadway. Stop control exists on the minor approach, Jefferson Street. The intersection is in an urban residential area between SR 6040 eastbound and westbound. The intersection has on street parallel parking on both sides of SR 2027, resulting in a wide intersection. Sidewalks are also provided and the intersection is one block from the high school.



City 2027,

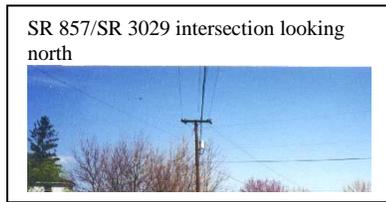
12. The **intersection of 2027 (Connellsville Street) and Brushwood Road** is in the City of Uniontown at the border North Union Township. This is a four-way intersection SR 2027 (Connellsville Street), an urban minor arterial, as major roadway. Stop control exists on the minor approaches, Brushwood Road to the west and Bouquet to the east. Brushwood Road enters the intersections at a significant positive grade, which limits sight distance until just at the intersection. Vacant properties with closed businesses are located at the southern corners of this intersection. The volume of traffic on the minor approaches was low.



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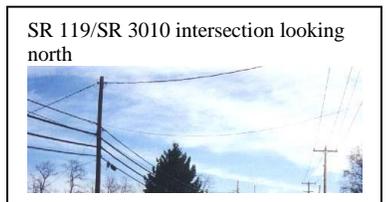
13. The **intersection of SR 40 and SR 281** is in Henry Clay Township. This is a four-way offset intersection with SR 40, a rural principal arterial and SR 281, a rural minor collector. The volume of traffic is low.

14. The **intersection of SR 857 and SR 3029 (Big Six Road)** Georges Township. This four-way intersection is approximately one mile east of the interchange with the Fayette Expressway. However, the intersection lies beyond improvements made to Big Six Road as part of the interchange construction. Both SR 857 and SR 3029 are major collectors. A four-way intersection is formed with Sutton Road to the east. The intersection is on a horizontal curve on SR 857 with superelevation to the east, away from Big Six Road. The skew of Big Six Road is in the direction of the predominant movement from SR 857 northbound. However, the superelevation of SR 857 is against this predominant movement. The grade and sight distance on Big Six Road approaching SR 857 also hinders ease of vehicle movement. Movements against this skew angle are also difficult. Numerous skid marks were apparent on SR 857. Reconstruction of this intersection is recommended due to existing deficiencies and projected increase in traffic to access the Mon-Fayette Expressway and adjacent development on Big Six Road. This should include improved vertical and horizontal geometry and turn lanes, as needed.



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15. The **intersection of SR 119 and SR 3010 (Smithville Avenue)** is in Georges Township. This is a T-intersection SR 119, an urban principal arterial, as the major roadway. control exists on Smithville Avenue, a rural minor collector Masontown. Sight distance at the intersection is limited due crest of a vertical curve on SR 119 north of the intersection. Smithville Avenue also approaches the intersection at a steep vertical grade. The intersection is also offset with Goodwin Road to the east.



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16. The **intersection of SR 21 and SR 3013** is in German Township. This is a four-way intersection with SR 21 a four rural principal arterial, as the major roadway. The intersection is signalized with SR 3013, the minor approaches, a rural major collector to the south and a rural collector to the north. The signal operation is two phases no advance left turn phases or turn lanes. The southbound approach has a left turn arrow that appears to be activated for emergency vehicles for the adjacent volunteer fire company. Pedestrian signals are provided on the western side of the intersection crossing SR 21, but crosswalks are not provided. The driveways for the business at the southeast corner are adjacent to the signal. During field view, the minor street phase was called when no vehicle was present, creating undo delay on SR 21. The signal equipment appears to be dated. It is recommended that the appropriate signal operation be verified based on current volumes and the traffic signal equipment including vehicle detection be updated accordingly.



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17. The **intersection of SR 201 and Ridge Boulevard** is located in Dunbar Township. The intersection is on SR 201 point where the roadway transitions to one lane in each direction becoming a rural minor arterial from an urban principal arterial leaving Centerville. Stop control exists on Ridge Boulevard minor approaches. Ridge Boulevard to south provides immediate accesses the Dunbar Township Elementary School and ball fields as well as residential areas and on to SR 1051 (Leisenring Road). Ridge Road to the north provides access to residential areas. Light commercial uses; a restaurant and corner store, are located at the intersection, and have wide curb cuts. Sight distance onto SR 21 is good to the west and approximately 500 feet to a ridge on the east. The volume and speed of traffic on SR 21 hinders turning movements from the minor approach, especially during peak times related to the residential and school uses. Significant turning movements onto Ridge Boulevard, especially southbound, where noted. Traffic signal and turn lane installation should be evaluated.



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18. The **intersection of New Salem Road (SR 4006) and Matthew Drive** is located in South Union Township. The intersection is a T-intersection with New Salem Road, a major collector, as the major roadway. The intersection is signalized with pedestrian actuation but no cross walks. Matthew Drive provides access to a commercial area. The of a vertical curve limits sight distance to the west on New Road. An embankment is located along the south side of Salem Road. The property to the north of the intersection is available for development. A driveway to the north to access this development would create a four-way intersection at the signal. This would require an additional mast arm for the southbound approach as well as signal timing modifications. Turn lanes on New Salem Road should be evaluated based on traffic volume projections. Relocation of the signal poles on the north side would be dependent on the driveway design and any turn lane additions. Crosswalks should be stripped where pedestrian push buttons are provided.



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The following intersections were evaluated with respect to the construction of the Mon-Fayette Expressway:

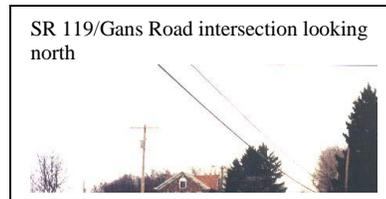
West Virginia to Route 43

19. The **intersection of SR 119 and SR 3029 (Big Six Road)** located in Georges Township. This intersection is just Route 43/Mon Fayette Expressway Interchange. The intersection was widened to include a southbound left turn westbound left turn lane, delineated with raised concrete medians. The embankment was cut back to provide sight exiting Big Six Road. Growth is projected in this area as a result of the Mon-Fayette Expressway. The operation should be monitored, especially during peak hours, for any excessive delay or operating volumes beyond the unsignalized intersection or turn lane capacities.



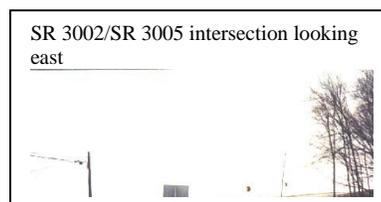
is west of lane and distance

20. The **intersection of SR 3002 (Gans Road) and SR 119** is located in Springhill Township. This T-intersection is approximately two and a half miles west of the interchange Gans Road with the Mon-Fayette Expressway. The intersection was not improved as part of the interchange construction. SR 119 is a rural principal arterial, while Gans Road is a rural minor collector. The intersection geometry is substandard for access to the Expressway. Gans Road enters the intersection as a tangent to the horizontal curve on SR 119 and at a steep downgrade. Therefore, access from SR 119 southbound is at a severe angle. If access to SR 119 from the Mon-Fayette Expressway via Gans Road increases traffic, the intersection geometry should be improved.



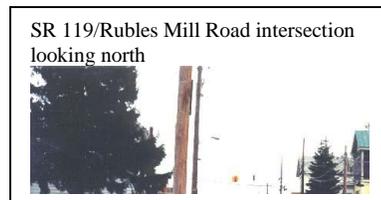
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21. The **intersection of SR 3002 (Gans Road) and SR 3005** is located in Springhill Township. This intersection is approximately a half-mile west of the interchange on Gans Road with the Mon-Fayette Expressway. The intersection was improved as part of the interchange construction. Both SR and SR 3005 are rural minor collectors. SR 3005 enters the intersection just beyond a horizontal curve on Gans Road. The intersection is also at a steep downgrade on Gans Road. Sight distance to the west is limited. Numerous skid marks are apparent exiting SR 3005. If access to SR 119 from the Mon-Fayette Expressway via Gans Road increases traffic, the geometry of Gans Road should be improved.



Road not 3002

22. The **intersection of SR 3007 (Rubles Mill Road) and SR 119** located in Smithfield Borough. This T-intersection is approximately two and a half miles west of the interchange Rubles Mill Road with the Mon-Fayette Expressway. The intersection was not improved as part of the interchange construction on Rubles Mill Road. SR 119 is a rural principal arterial, while Rubles Mill Road is a rural major collector. The intersection geometry is substandard for access to the Expressway. Rubles Mill is narrow with small curb radii and a steep vertical grade approaching SR 119. Utilities and homes adjacent to the roadway hinder widening. The intersection is also located just south of a signalized intersection at the crest of a vertical curve on SR 119. The sight distance at the intersection is hindered by the vertical curve. With no left turn lane and minimal sight distance on the SR 119 approach, rear end accidents are a possibility. Any future signalization or turn lanes on SR 119 are hindered by the adjacent signal. Access to and from SR 119 via Rubles Mill Road from the Mon-Fayette Expressway should continue to not be promoted due to geometric constraints.



119 is on

23. The **intersection of SR 3009 (Out Crop Road) and SR 119** located in Springhill Township. This intersection is located severe horizontal curve on SR 119, a rural principal arterial. of the intersection, SR 119 begins a vertical downgrade. Crop Road to the north enters the intersection at a severe skew. The skew and horizontal curve combine for driver confusion. The geometry promotes the movement in the direction of the skew. The movement against the skew is difficult. A four-way intersection is also formed with SR 3009 west of the intersection. The intersection is offset and sight distance and geometry hinders crossing SR 119. Also, a driveway opening extends along the northwest corner of the intersection.



119 is at a South Out skew.

Uniontown to Brownsville

24. The **intersection of SR 4010 (Searights Herbert Road) SR 4000 (Dearth Road)** is located in Menallen Township. T-intersection is located just south of Route 40 and with access provided by both Searights Herbert Road and Dearth Road. While Searights Herbert Road is a rural major collector, Dearth Road connects to Route 40 via a rural local road. The intersection of Searights Herbert Road and Dearth Road is one-way stop control on the Dearth Road westbound approach. The intersection has poor sight distance for left turns from Searights Herbert Road southbound. Dearth Road has minor traffic volumes (approximately 500 vehicles per day). Dearth Road should be upgraded to a minor collector if used to circumvent the increased traffic volume projected on Searights Herbert Road from the direct connection to the proposed interchange for the Mon-Fayette Expressway.



and This

25. The **intersection of Route 40 and Davidson Siding Road 605)** is located in Redstone Township. This T-intersection stop control on the minor (Davidson Siding Road) approach. The intersection is located at the bottom of a sag vertical curve on Route 40. A one-story structure is located northwest corner of the intersection, but sight distance is acceptable. Davidson Siding Road will remain open and cross underneath the Mon-Fayette Expressway. Although not projected for an increase in traffic volumes, additional traffic may use this intersection to access the proposed “Brownsville-Redstone” interchange.



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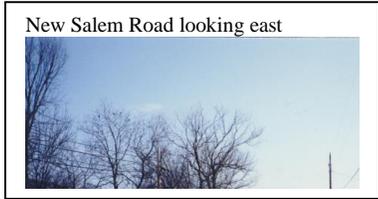
26. The **intersection of Route 40 and Davidson Road (T-Twin Hills Road (SR 4024))** is located in Redstone Township. This is an offset intersection with Davidson entering Route 40 from the north approximately 100 yards of the intersection of Route 40 and Twin Hills Road entering from the south. Stop control exists on both minor approaches. Poor sight distance exists from Davidson Road looking west on Route 40. Twin Hills Road is a rural minor collector carrying approximately 1200 vehicles per day. Davidson Road is a local road that is to be relocated where it crosses the proposed Mon-Fayette Expressway alignment. Although not projected for an increase in traffic volumes, additional traffic may use this intersection and these roadways to access the proposed “Brownsville-Redstone” interchange. Correction of the offset condition should be considered.



422)/ Road west

27. The **intersection of SR 4006 (New Salem Road) and Hollow Road (T-584)** is located in Menallen Township.

a four-way intersection with New Salem Road, a rural major collector, as the major roadway. Stop control exists on the Duck Hollow Road, approaches. Duck Hollow Road is a road that connects to Route 40 to the north and Route 21 to south. The roadway is two lanes with no shoulders and low existing traffic volumes. The southbound approach has a downgrade and wide radii approaching New Salem Road. Additional traffic is not projected following the Mon-Fayette Expressway construction. However, additional traffic is anticipated on Duck Hollow Road, as it will provide access from New Salem Road to the Route 40 intersection with Fan Hollow Road. The North Union Township Interchange for the Mon-Fayette Expressway is proposed on Fan Hollow Road, just north of Route 40. Upgrading Duck Hollow Road from a local road to a collector road north of New Salem Road is recommended if volumes increase.



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