

Corridor Description: The Lincoln Highway is a major east-west corridor which traverses the United States extending from New York, New York to San Francisco, California. Better known in Pennsylvania as US Route 30, the roadway traverses the entire state passing through Pittsburgh and Philadelphia. US Route 30 is part of the National Highway System and follows a path similar to the Pennsylvania Turnpike Route 76 (toll roadway) across the State.

Within Westmoreland County, US Route 30 is a principal arterial which extends through North Huntingdon Township, Irwin Borough, City of Jeannette, 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 Manor Borough, the City of Latrobe, Ligonier Borough, and Laurel Mountain Borough. There are approximately 40 signalized intersections along the 40-mile corridor.

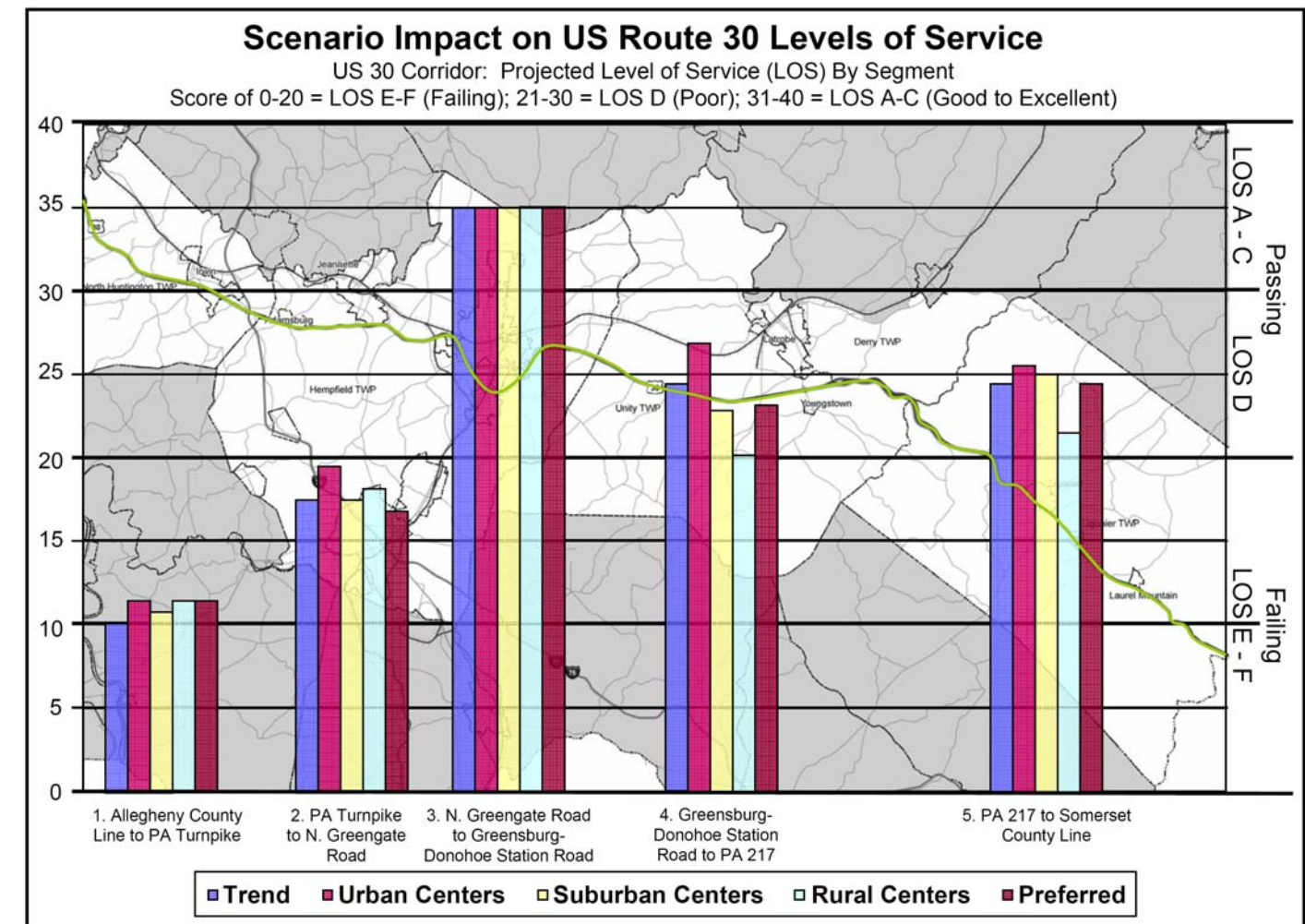
Transportation Improvements: A critical outcome of the Master Plan is a strategy to optimize traffic flow and safety along the existing US Route 30 corridor, without significant widening or construction. The Optimal Corridor Conceptual Plan is a “best-case scenario” conceptual plan that allows study participants to assume that future roadway capacity would be improved to the optimal level possible through a program of relatively low-cost, practical improvements to the operations of the facility.

A set of transportation improvements have also been identified including new facilities parallel to US Route 30 which connect activity centers, improved access to urban areas, new street grid networks in new suburban development areas, and improved transit centers and connections. The Optimal Corridor Conceptual Plan combined with the transportation improvements result in a transportation plan capable of supporting the vitality of the US Route 30 corridor.

Project Region: Project Region, the public process led by the Southwestern Pennsylvania Commission for the development of the 2035 Transportation and Development Plan, is the mechanism for connecting the region’s vision to an official, coordinated implementation program of projects and actions. The Plan is intended to maximize regional assets and infrastructure to achieve balanced, cost effective growth; to capitalize on investments in existing communities; and to strengthen quality job creation and regional economic competitiveness.¹ The efforts of Project Region are consistent with the US Route 30 Corridor project and preferred land use scenario. The US Route 30 Master Plan recommended transportation improvements are in-line with Southwestern Pennsylvania Commission’s 2035 Transportation and Development Plan for Southwestern Pennsylvania.

Levels of Service: Level of service (LOS) is a quality measure describing operation conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six LOS are defined, with letters designating each level, from A to F. LOS A represents the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver’s perception of those conditions. The table below represents levels of service throughout the US 30 corridor grouped into five (5) segments for the Trend, Urban Centers, Suburban Centers, Rural Centers and Preferred Scenarios.

Levels of service are based on travel demand model output. Due to the broad nature of the analysis, a comparison of LOS is more relevant than the absolute values. Levels of service are worse in the western portion of the corridor compared to the east.



¹ Southwestern Pennsylvania Commission, spcregion.org



US Route 30 Master Plan Recommended Transportation Improvements

Area	Project ID	Location	Description	Source	Construction Cost Estimate	Funding Status
Area 1 – Allegheny County Line to Irwin	1A	US Route 30 @ Old Jacks Run Rd, Carpenter Ln/Leger Rd & Colonial Manor Rd	Minor traffic signal improvements such as loop detector upgrades.	Congested Corridor Improvement Program	\$ 38,000	None
	1B	US Route 30 @ Carpenter Ln/Leger Rd	Modify to allow the WB right turn movement to be truck accessible.	North Huntingdon Township Comprehensive Plan	\$ 1,388,000	None
	1C	US Route 30 from Allegheny County Line to Malts Ln and from Robbins Station Rd to the Main St Bridge	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	\$ 14,608,000	None
	1D	US Route 30 from Malts Ln to Robbins Station Rd	Convert the existing 5-lane section of US Route 30 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	\$ 2,949,000	None
Area 2 – Irwin to PA Turnpike Interchange	2A	US Route 30 @ Tenth St/ Fairwood Dr, Ash St/ Colony Dr, Norwin Ave, Relocated Barnes Lake Rd, and Barnes Lake Rd	Provide a coordinated traffic signal system.*	Congested Corridor Improvement Program	\$ 49,000	None
	2B	Fairwood Dr to Caruthers Ln	Connect roadways to create parallel facility.	US Route 30 Master Plan Project Team	\$ 4,545,000	None **
	2C	Tenth St to North Huntingdon Square	Connect Tenth St to North Huntingdon Square to create a parallel facility.	US Route 30 Master Plan Project Team	\$ 1,515,000	None **
	2D	Barnes Lake Rd	Improve capacity of Barnes Lake Rd.	US Route 30 Master Plan Project Team	\$ 3,030,000	None **
	2E	Relocated Barnes Lake Rd to Pennsylvania Ave	Connect US Route 30 intersection with Relocated Barnes Lake Rd to Pennsylvania Ave.	US Route 30 Master Plan Project Team	\$ 1,326,000	None **
Area 3 – PA Turnpike Interchange to Greensburg Bypass	3A	US Route 30 @ Wendel Rd	Provide for all movements and install a traffic signal.	PennDOT SR 30 Long Range Transportation Plan	\$ 150,000	None
	3B	US Route 30 @ Arona Rd, Thompson Ln, and Wendel Rd	Widen to provide additional turning lanes and a coordinated traffic signal system. 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	\$ 7,364,000	None
	3C	US Route 30 from Wendel Rd to West Penn Dr	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.	Consistent with PennDOT SR 30 Long Range Transportation Plan recommendations	\$ 14,961,000	None
	3D	US Route 30 @ West Penn Dr, Lowry Ave, Lewis Ave, and Penna Blvd	Provide a coordinated traffic signal system and widen to provide additional turning lanes. 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	\$ 12,162,000	Partially Funded by TIP (\$4,800,000 near Jeannette)
	3E	US Route 30 @ Agnew Rd, Hempfield Pointe, Route 66 SB Ramps, Route 66 NB Ramps, Hempfield Plaza/Hempfield Square, Greengate Centre/West Hills Rd, South Greengate Rd, and North Greengate Rd	Widen to provide additional turning lanes and a coordinated traffic signal system. 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	\$ 13,997,000	None
	3F	Lowry Ave	Improve capacity of Lowry Ave in order to improve access to Jeannette.	US Route 30 Master Plan Project Team	\$ 663,000	None **
	3G	Agnew Rd, Hempfield Pointe & Hempfield Plaza	Connect Agnew Rd, Hempfield Pointe, and newly opened connector road near Hempfield Plaza with parallel facility.	US Route 30 Master Plan Project Team	\$ 3,409,000	None **
	3H	Hempfield Square & South Greengate Rd	Connect Hempfield Square and South Greengate Rd to create a parallel facility.	US Route 30 Master Plan Project Team	\$ 3,789,000	None **
Area 4 – Greensburg Bypass to just east of Unity Township Line	4A	Greensburg Bypass	Improve ramp merges and diverges.	City of Greensburg, South Greensburg Borough, Southwest Greensburg Borough and Hempfield Township Plan	\$ 39,517,000	None
	4B	Donohoe Rd / Westmoreland Mall area	Improve 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	\$ 1,000,000	None
	4C	Humphrey Rd & Westmoreland Mall	Connect Humphrey Rd and Westmoreland Mall to create a parallel facility.	US Route 30 Master Plan Project Team	\$ 1,515,000	None **
	4D	Georges Station Rd	Connect Georges Station Road to US Route 30 with a connector to the west.	US Route 30 Master Plan Project Team	\$ 2,273,000	None **
Area 5 – Just east of Unity Township Line to State Route 217	5A	US Route 30 @ PA 981	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	\$ 10,892,000	TIP Funding (\$10,892,000)
	5B	US Route 30 from Saint Vincent Dr to PA 982	Provide additional through lanes along US Route 30 from Saint Vincent Dr to PA 982.	PennDOT Unity Township Traffic Analysis Study & SPC Transportation Improvement Program		
	5C	US Route 30 EB @ PA 217	Provide traffic signalization to be coordinated with the existing signal at US Route 30 WB @ PA 217.	PennDOT Unity Township Traffic Analysis Study	\$ 120,000	None
	5D	SR 982	Improve SR 982 capacity in order to improve access to Latrobe.	US Route 30 Master Plan Project Team	\$ 1,136,000	None **
Area 6 – State Route 217 to Ligonier Borough	--	--	No recommended roadway improvements.	--	--	--
Area 7 – Ligonier to Somerset County Line	7A	US Route 30 near Laughlinton	Provide safety and pedestrian improvements along US Route 30 through Laughlinton.	US Route 30 Master Plan Project Team	\$ 68,000	None
Total					\$ 142,464,000	

Notes: * 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.
 ** Connections/parallel facilities could be built in partnership with private sector developers as growth occurs over time.
 All proposed improvements are conceptual and require detailed engineering study to determine feasibility, particularly new connections and parallel facilities.
 Cost estimates provided in year 2007 dollars.

