

SECTION VI
**INTERSECTION STUDIES,
CORRIDOR STUDIES AND
RECOMMENDED IMPROVEMENTS**



This Section provides information on 63 intersections evaluated for the Comprehensive Plan. The information for each intersection includes:

- Intersection name, any special characteristics and roadway ownership status is listed in parenthesis;
- 1997 peak hour turning movement counts used in the analyses by approach movement. All estimated turning movement volumes are designated with an asterisk next to the AM and PM Peak Hour table headings;
- 1997 levels of service by approach, are indicated by a letter grade in parenthesis;
- 1997 average annual daily traffic denoted by either an actual count taken or an adjusted historical count. (Note: On the tables, each approach represents a "leg" of an intersection. On each leg there are usually two directions of travel, the approach direction and one just the

opposite, away from the intersection. Where available, the daily traffic, in each direction, was given for the leg(s) of an intersection, where the *leg* is *identified by the approach* direction. The daily traffic, in each direction, includes straight and turning vehicles.)

- Improvements made to the intersection since the 1990 Monroeville Comprehensive Transportation Plan.
- Photographs at specific intersections;
- Geographic Informational System (GIS) mapping, with north oriented to the top of the page, depicting the general location of the intersection. The numbers below the photographs correspond to the view and numbered arrows shown on this mapping; and short term, medium term, and long term recommendations.

The intersection recommendations are made to alleviate existing capacity and/or safety deficiencies as well as to accommodate future traffic demands. These improvement projects are based on technical analyses and professional experience coupled with comments made by Municipal Staff and the Community Advisory Group. Recommendations reflect not only an expected need, but the practical aspects of project planning, public acceptance, funding, final design and construction.

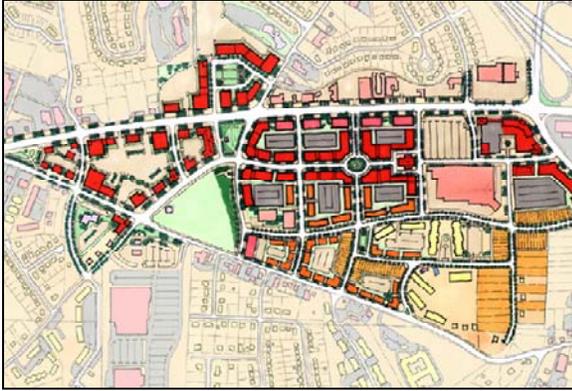
For each of the study intersections, a budgetary cost estimate is listed for each improvement. ***These cost estimates are conceptual in nature and do not include engineering, right-of-way acquisition or any extraordinary utility relocations. Costs are in 2004 dollars with no allowance for inflation.***

**CORRIDOR STUDIES
AND RECOMMENDATIONS**

This section describes the corridors as they are today, outlining the suggested improvements that will enhance service and safety. Corridor recommendations also include those for the encompassed intersections.

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Business Route 22/Streetscape Initiative



The "Town Center" Vision for Business Route 22 as designed during the Charrette Public Input Sessions and prescribed by UDA in their Streetscape Initiative Plan in 2003.

In 2002, Monroeville began an analysis of the Business Route 22 Corridor, identified as that section between Mossie Boulevard/Route 48 intersection west to the Wilkins Township border. What was to become known as the "Streetscape Initiative" originated as Council saw a change in the character of this commercial strip with the approvals of the future William Penn Plaza and Lowe's Home Improvement Center where, currently stood, respectively, William Penn Hotel, Burger King and #1 Cochran, combined with the expansion and renovation of the Miracle Mile Shopping Center. It was an opportunity like none other in the past thirty years; the physical transformation of the Business Route 22 Corridor. Mayor and Council set the goal of developing a new suburban image. It was to become a revitalization strategy whose goal would in future years be to change this aging commercial strip into a boulevard; creating a livable place with its own unique identity. And with the Streetscape Initiative, the governing body saw this as an important step in maintaining Monroeville as one of the region's premier commercial destinations, while it strengthen the economic base and generating new commercial market niches.

Urban Design Associates was hired to prepare a guide for the future development of the Business Route 22 Corridor, beginning with data collection and intense public input from all local stakeholders, to include residents, business owners, development pro-

fessionals and community groups, as they prepared a vision for the highway. An integral part of the process was a three-day design Charrette that produced plans, perspectives, diagrams and recommendations that clearly described options for the future of Business Route 22 and Monroeville.

Before and after Views, same section of Business Route 22, with improvements from the Streetscape Initiative Vision.



Future objectives in realizing a new Vision for the Business Route 22 Corridor included the following:

- ☼ Create a new identity for Route 22;
- ☼ Build a downtown;
- ☼ Create standards for new buildings and signage;
- ☼ Landscape the streets with trees, pedestrian style lighting, underground utilities and sidewalks separated from traffic;
- ☼ Create new road connections and reduce curb cuts;
- ☼ Develop Gateways to Monroeville;
- ☼ Create parklets and plazas; and
- ☼ Link Route 22 to the residential neighborhoods.

The complete study is on file in the Community Development Office.

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Mossie Boulevard / Route 48



The Mossie Boulevard/Route 48 Corridor at its axis with Business Route 22 and southward through the commercialized areas characterized by hotels and restaurants

Mossie Boulevard/Route 48, is a principal arterial serving southeastern Allegheny County and the Mon Valley. It provides these areas with a direct connection to the Interstate System at the I-76/I-376/Business Route 22/Route 48 interchange. Mossie Boulevard/Route 48 is an important route into the Turtle Creek Valley and the Conrail Intermodal Facility in the Wall/North Versailles area. From the south Municipal boundary, north 2.4 miles, to the Haymaker Road and Gateway Campus Boulevard intersection, Mossie Boulevard/Route 48 is a two lane highway; with the entire length of Mossie Boulevard/Route 48 in Monroeville is about 3.5 miles. From the Haymaker Road and Gateway Campus Boulevard intersection there are four lanes to William Penn Highway / Business Route 22. Major intersections at Broadway Boulevard/Route 130, Northern Pike and William Penn Highway/Business Route 22 have an additional exclusive left turn lane. The average annual daily traffic (AADT) increases from 17,300 vehicles at Broadway Boulevard/Route 130

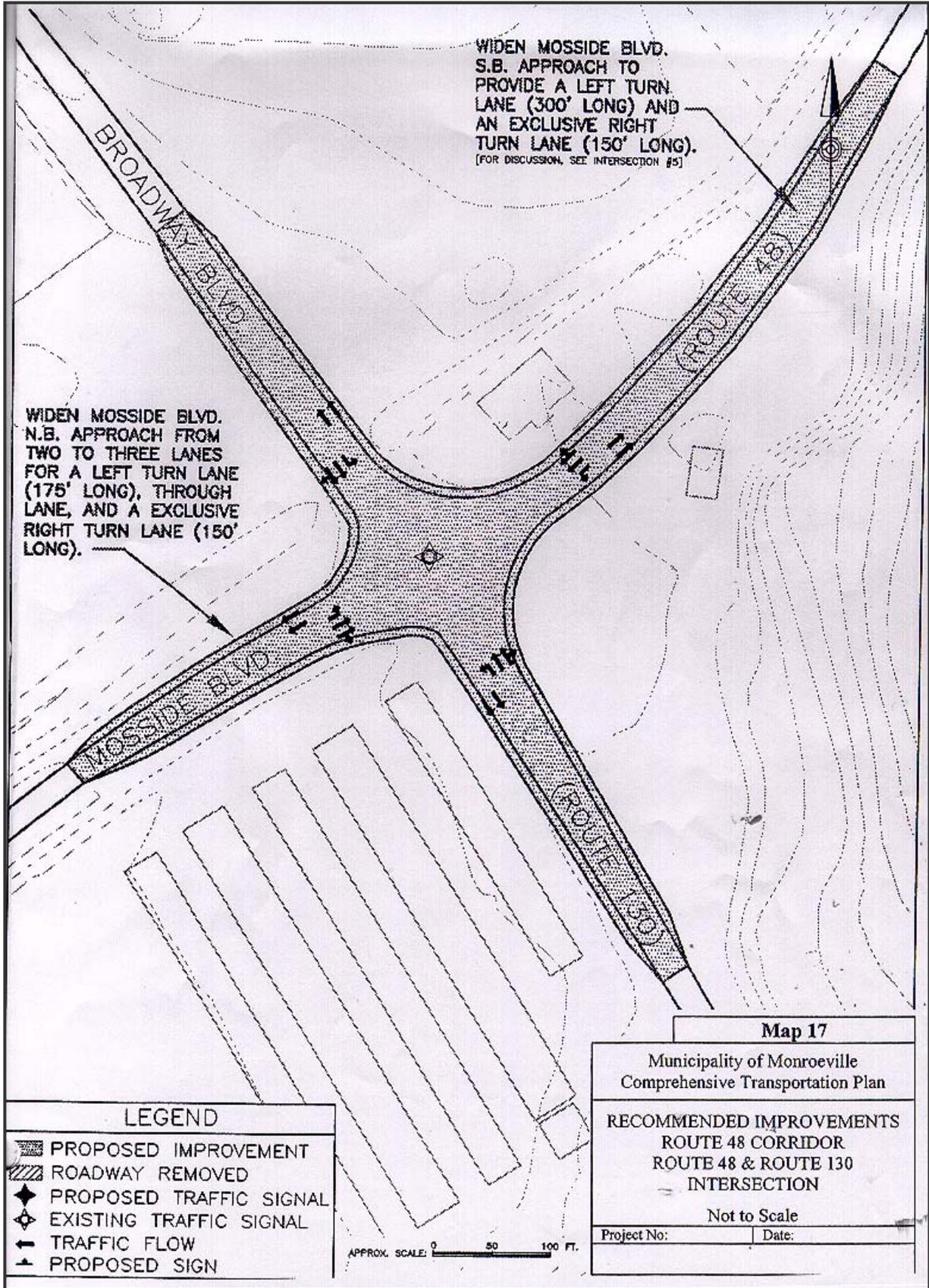
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to 36,200 vehicles at William Penn Highway/Business Route 22. The speed limit on the southern section is 45 miles per hour and 35 mph on the northern, four lane sections.

There is light retail commercial development for approximately 1,000 feet north of the Broadway Boulevard / Route 130 intersection. Then, with the exception of the Compnetix office complex on the east side of the highway, there is almost no development until MacBeth Drive. From MacBeth Drive north to William Penn Highway/Route 22, there is commercial development on both sides of the highway. In the segment just north of Macbeth Drive, there are some locations where access points are not well defined.

The following improvements are suggested for the Mossie/Route 48 Corridor:

- William Penn Highway/Business Route 22 (Intersection 22 and Map 16);
- Northern Pike (Intersection 32);
- Haymaker Road and Gateway Campus Boulevard(Intersection 55);
- MacBeth Drive (Intersection 54);
- Broadway Blvd./Route 130 (Intersection 51 and Map 17);
- Provide two way left turn lanes where existing development has many driveways:
 - North of Broadway Avenue/Route 130; and,
 - Between MacBeth Drive and Haymaker Road.
- Initiate strong access controls at existing and future developments including limiting the number of driveways, encouraging joint driveways and controlling driveway widths.
- Widen the two lane sections to four through lanes, two in each direction.



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The two way center left turn and access control measures are important to maintain traffic flow through the corridor. The average annual daily traffic volumes indicate the two lane sections are at capacity, particularly when this is an important truck route and the grade (slope of road) in the two lane section is long and relatively steep. Widening the road, however, will be costly because the route is through a narrow valley which is also traversed by a sizable stream.

Improvements in the corridor must be coordinated extensively with PENNDOT as Mosside Boulevard/Route 48 is under state jurisdiction.

Northern Pike

The Northern Pike Corridor, between Pitcairn Road and William Penn Highway/Route 22, is a minor arterial south of and parallel to William Penn Highway / Route 22. It provides an alternative route for Monroeville residents and others to the major shopping facilities along William Penn Highway. There is little commercial development along Northern Pike except at the major intersection with Mosside Boulevard and east to Westinghouse Drive. Between Pitcairn Road and Mosside Boulevard, there is a mix of single family residential and small commercial development.

East of the Pennsylvania Turnpike overpass, Northern Pike serves predominately single family residential land uses but the area also includes some apartments, an assisted living facility, schools, and churches.

Northern Pike is primarily a two lane roadway except at the major intersections where additional through and/or turn lanes have been constructed. The AADT ranges from 15,000 at Pitcairn Road to about 11,000 at Alpine Village Drive. Shoulders for the most part are narrow or non-existent. The alignment of the roadway, terrain and narrow right-of-way result in long no passing zones.



The juncture of the Northern Pike Corridor with Route 22, paralleling this principal arterial westward, as it travels through the residential areas of Turnpike Gardens and the Penn Lear Plan.

There are a few locations where access management could be improved. Also sidewalks are discontinuous—some properties have them, others do not.

The following improvements are recommended for the Northern Pike Corridor, including:

- Mosside Boulevard/Route 130 (Intersection 32 and Map 17);
- Monroeville Boulevard and Pitcairn Road (Intersection 33 and Map 18);
- Westinghouse Drive (Intersection 31);
- West Patty Lane (Intersection 30).
- Widen the traveled way to three lanes including a center two way left turn lane and curb and gutter. The segment between Pitcairn Road and Monroeville Boulevard is suggested as the initial section to be improved. (See Map 18).
- Investigate alternative property access such as a road or alleyway along the rear property line where terrain is reasonably flat.
- Initiate strong access controls on existing and future development, limiting the number of driveways, encouraging joint

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driveways and controlling driveway widths.

- Provide continuous sidewalks where existing development is continuous.
- Plan for an improved connection between William Penn Highway/Route 22, Golden Mile Highway/Route 286, Alpine Village Drive, and Northern Pike (Maps 19, 20, and 21)

Increasing the traveled way from two to three lanes is suggested for safety and traffic flow. The existing shoulders are narrow or may not even exist. Under these conditions, disabled vehicles may not completely clear the through lane, forcing following drivers across the double yellow line in order to proceed. Oncoming traffic may not yield in such an instance. Providing adequate shoulders is likely to be costly because of terrain and narrow right-of-way. The third lane would allow drivers to go around disabled vehicles in relative safety. (The only oncoming vehicle should be one which is turning since the center lane is not a “passing lane.”) The third lane would also provide left turning vehicles with a safe haven while waiting for gaps in oncoming traffic and allows following through traffic continuous movement.

These improvements may still require additional right-of-way purchases or at the very least, narrower lanes than the desired 11-12 feet for a minor arterial. The continuous two way left turn lane could be narrow as most turning vehicles will be passenger cars and light trucks.

Providing a curb and gutter section can improve drainage control, particularly on the long grade down to William Penn Highway/Route 22. Curb and gutter would also expedite an access management program for the corridor because the curb cuts would need to be specified as part of the construction plans.

Over the years, PENNDOT has considered improved connections between Northern Pike and William Penn Highway/Route 22, Golden Mile Highway/Route 286 and other local roads in a Route 286 Study.

Monroeville’s participation in this study will help develop a solution meeting the needs of the community and the traveling public. Although actual construction will likely be many years in the future, the study should be a priority for Monroeville’s leaders.

Golden Mile Highway/Route 286

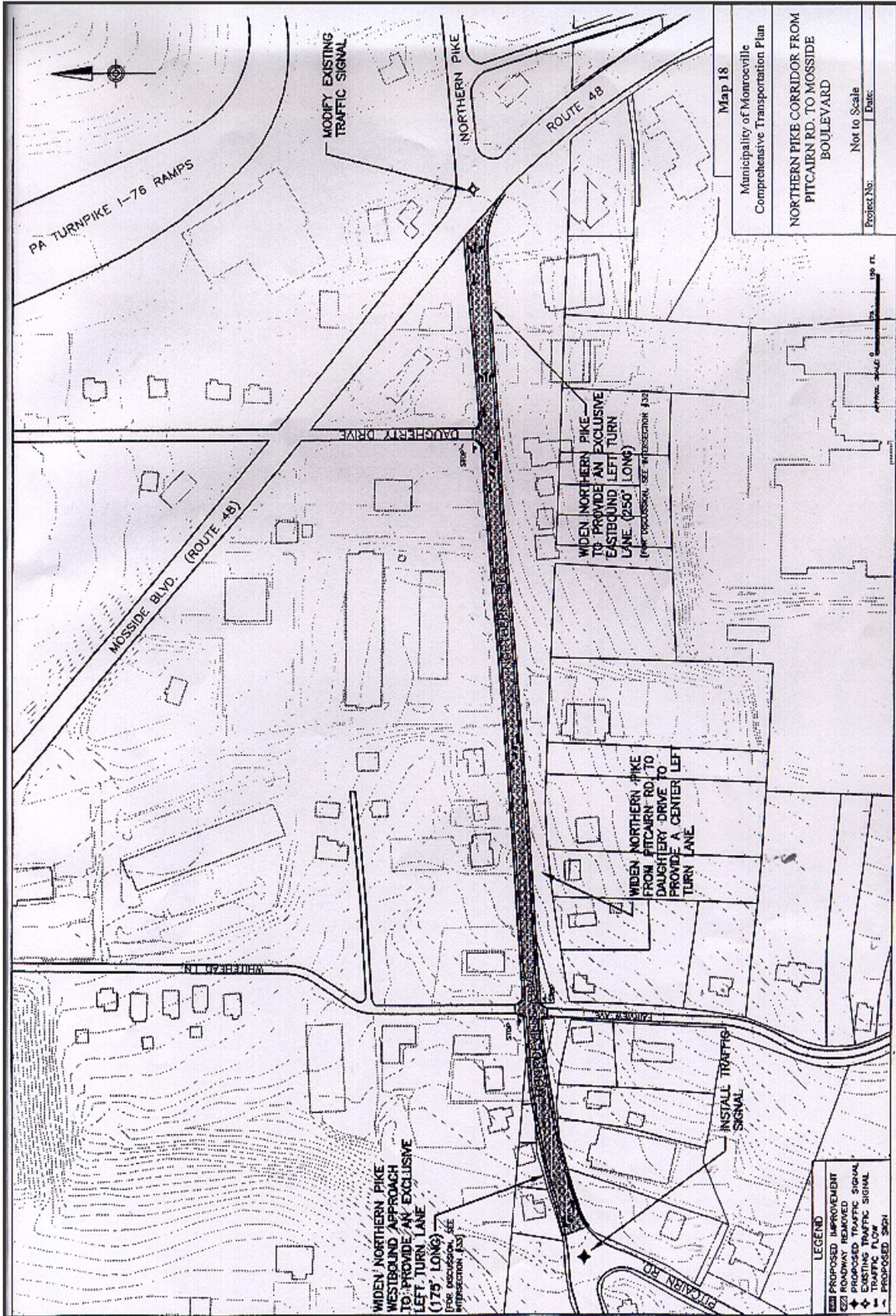


Golden Mile Highway/Route 286 at the connection with Route 22/William Penn Highway and Alpine Village Drive provides access to areas northeast of Monroeville.

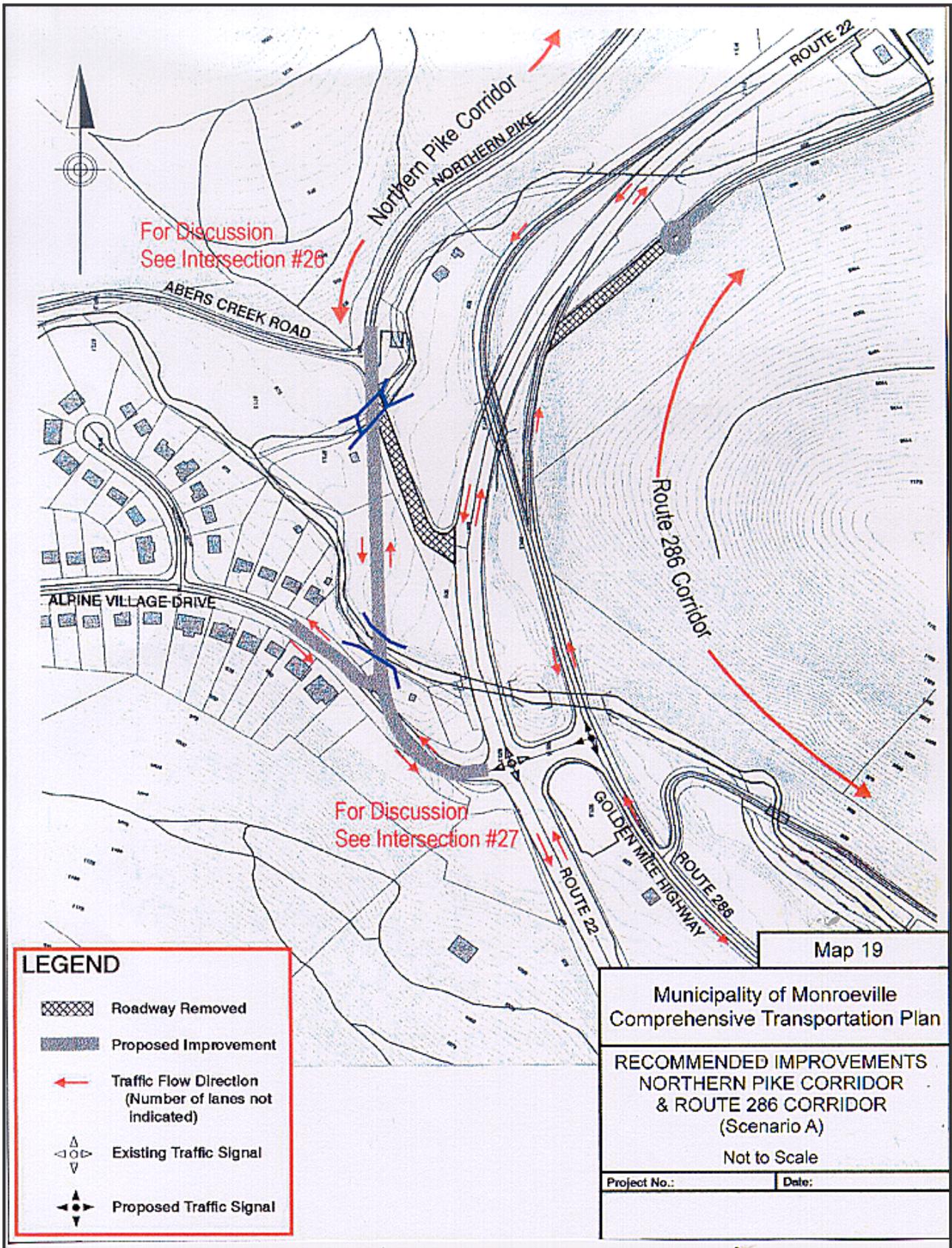
The Golden Mile Highway/Route 286 Corridor between Old Frankstown Road and William Penn Highway/Route 22 is a Principal Arterial serving the northeast side of Monroeville, the Municipality of Murrysville and Plum Borough. Golden Mile Highway/Route 286 is significant in the regional highway system because it provides, for areas northeast of Monroeville, one of the better connections to the Interstate System and the regional retail district along Route 22/William Penn Highway.

Golden Mile Highway/Route 286 is a two lane road with relatively wide paved shoulders. There are left turn lanes at Alpine Village Drive and Old Frankstown Road/Sagamore Drive. The average annual daily traffic of 25,000 vehicles per day is very high for a two-lane road. The speed limit throughout the corridor is 45 miles per hour.

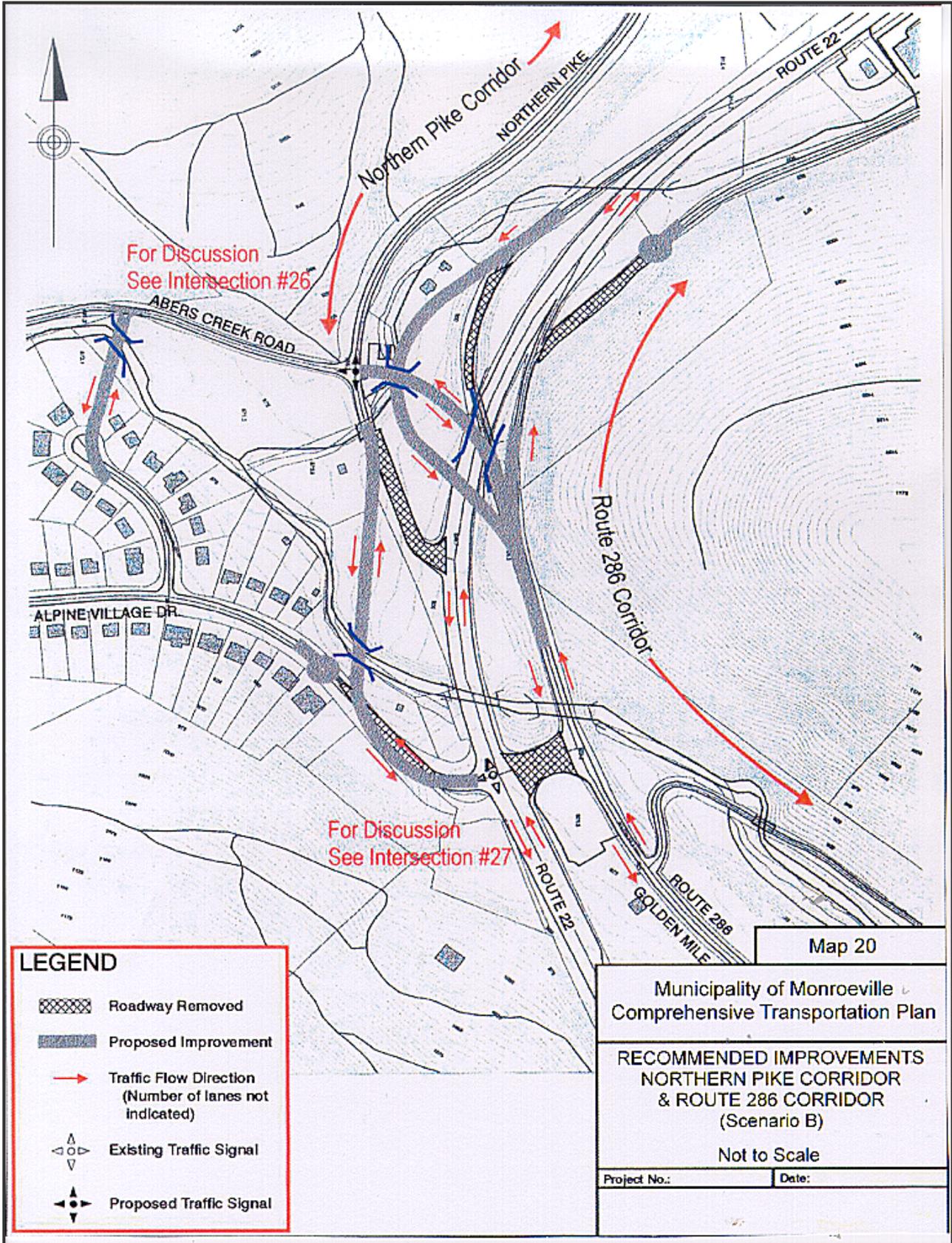
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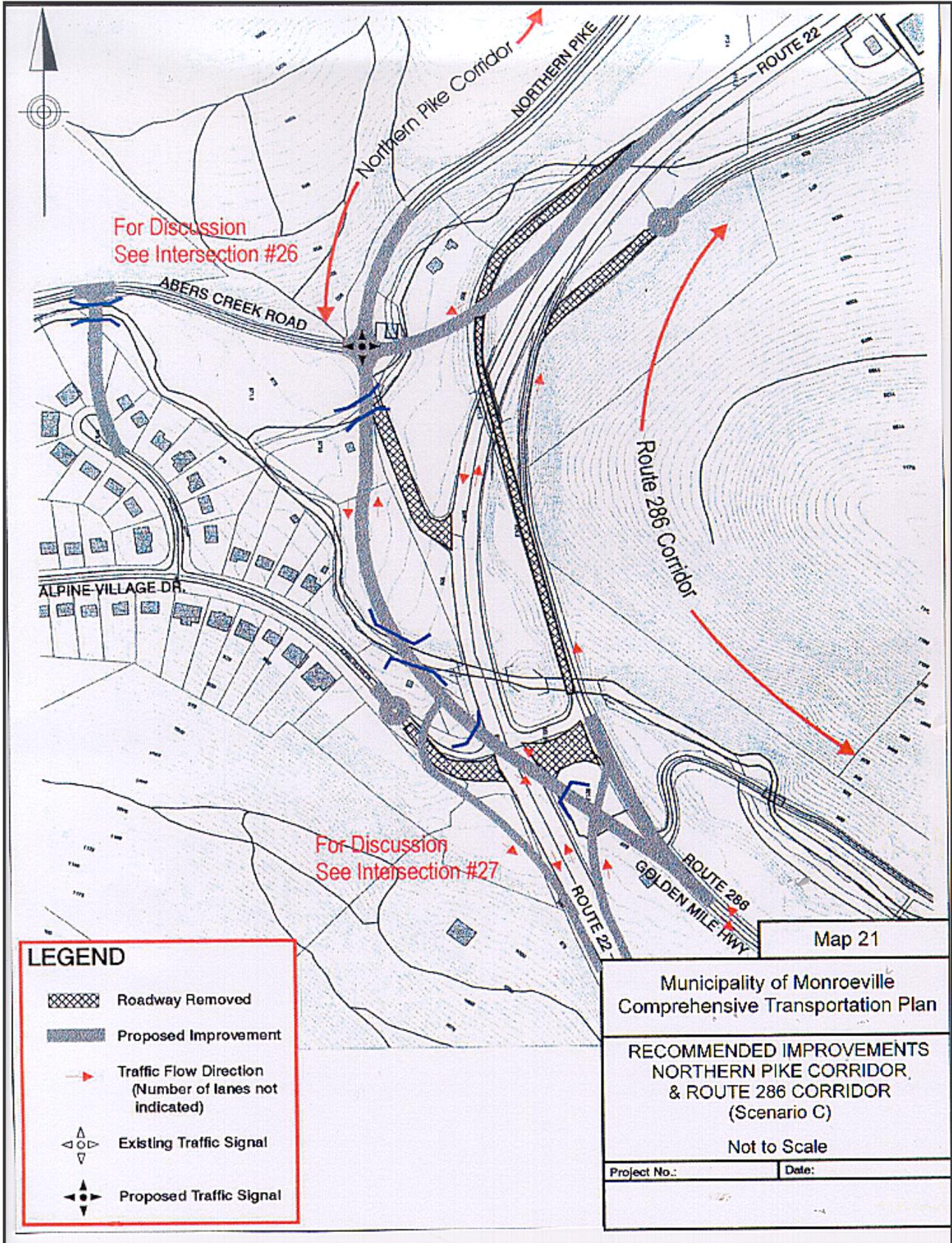
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Most development (which is all commercial) is at the northern end of the corridor where there are the most driveways. Access management is needed in this corridor.

The following improvements are recommended for the 1.9 mile Golden Mile Highway/Route 286 Corridor:

- *Complete, as practical, the recommended intersection improvements at Old Frankstown Road*
- *Develop a plan for widening Golden Mile Highway/ Route 286.*
- *Initiate strong access controls on existing and future development including the consolidation of driveways.*
- *Plan for an improved connection between Golden Mile Highway/Route 286, and William Penn Highway/Route 22, Northern Pike, and Alpine Village Drive (Maps 19, 20, 21)*

Although PENNDOT has a study underway to develop improvements to the corridor, several elements of the intersection improvement at Old Frankstown Road should be undertaken as soon as possible. This would include adding exclusive left turn lanes on Old Frankstown Road and Sagamore Drive. This would minimize the delay for drivers on those streets by lowering the overall signal time allocated to east-west traffic. This, in turn, could reduce delay and improve traffic flow on Route 286.

Monroeville's active participation in PENNDOT's in the 286 study is a most important element in identifying and carrying out recommendations for improvements to the Golden Mile Highway/Route 286 Corridor and related connections to the Northern Pike Corridor. That planning process should also encompass non-motorized transportation elements such as sidewalks.

Old William Penn Highway

Old William Penn Highway is an east-west Collector serving the northern residential areas of Monroeville. The corridor of interest is between Duff Road and Haymaker Road. This section has some of the higher traffic volumes (10,000 to 23,000 vehicles daily) along Old William Penn Highway and provides alternative routings to the I-76/I-376 interchange or the major commercial district along William Penn High-

way/Business Route 22. Old William Penn Highway is a two lane road with a fairly wide right-of-way. Left turn lanes are found at intersections with Center Road. Shoulders are unclear; some are paved, some are gravel, and some are grass. In some places there are very low, integrated mountable curbs which provide a gutter for light water run-off but virtually no restrictions to vehicles leaving the traveled way. No passing zones are prevalent throughout the corridor.

The following improvements are recommended for the Old William Penn Corridor, including:

- *Duff Road (Intersection 3, Map 22);*
- *Garden City Dr.(Intersection 4, Map22);*
- *Center Road (Intersection 5, Map 23);*
- *Center Road and Saint Martin Drive (Intersection 6, Map 23);*
- *Relocated Beatty Road (see Center Road at Evergreen Road and Beatty Road, Intersection 7, Map 23); and,*
- *Haymaker Road and Mossie Boulevard (Intersection 8, Map 24).*
- *Initiate strong access controls, particularly narrow parking area access points (driveways), on existing and future development.*
- *Provide sidewalks throughout the corridor; or, uniformly widen, pave and mark shoulders for pedestrian and bicycle use.*

The intersection improvements are very important particularly at the Center Road and Saint Martin Drive intersection. Providing a wide paved shoulder with no curb could maintain a less urban looking environment and allow for paved non-motorized pathways in this predominantly residential area. Pavement markings and other signage will need to be maintained. The lack of outside edge lane lines and channelization at intersections results in uncertainty, particularly for drivers who are new to the community or visiting.

Center Road & Beatty Road at Haymaker

This study area is not a corridor but a group of three closely spaced intersections along Haymaker Road. These include Center Road, the Haymaker/Center Ramp and Beatty Road. There are heavy traffic movements to and from Haymaker Road, east of the area, to Center and Beatty

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Roads north of the area. These movements reflect local traffic patterns to the I-376 Interchange at Mosside Boulevard/Route 48. There are also heavy traffic flows along Center and Beatty Roads reflecting traffic moves to the regional commercial district on William Penn Highway/Business Route 22.

The recommended improvements, as shown on Map 24, include:

- *Widen Haymaker Road to provide exclusive westbound right turn lanes at Center and Beatty Roads.*
- *Eliminate the Center Road/Haymaker Ramp but provide a cul-de-sac off of Center Road for access to two properties.*
- *Widen Center Road north and south of Haymaker Road to provide an exclusive left turn lanes.*
- *Install a traffic signal at Center Road and Haymaker Road and possibly one at Beatty Road and Haymaker Road.*

By eliminating one intersection and reducing traffic; these improvements should improve safety on Center Road. The new turn lanes at on Center Road and Haymaker Road will maintain traffic flow by increasing intersection capacity on the remaining roadways.

Monroeville Boulevard and Northern Pike at William Penn Highway Overpass

Another critical improvement area is the section of Monroeville Boulevard at the intersection with the Northern Pike Bridge Overpass and the Municipal Center Driveway (see Map 26). This roadway is heavily utilized as a connector between William Penn Highway/Business Route 22 and Monroeville Boulevard. Approximately 27,100 vehicles pass through this intersection daily.

On April 18, 2005, Penn DOT and design consultant Pittsburgh Engineering, Inc. held a public meeting to answer questions and receive comments concerning the preliminary design phase of this \$3.8 million project. The recommended improvements include:

- *Replace bridge structure with one which is higher and wider;*
- *Provide two lanes southbound: one left/through lane with additional queuing capacity (to the Municipal Center) and an exclusive right turn lane (to Monroeville Boulevard);*
- *A sidewalk spanning the bridge and sidewalks abutting Business Route 22;*
- *Modify the existing traffic signal.*

Implementation of these recommendations should improve traffic flow between William Penn Highway and the western part of Northern Pike to Monroeville Boulevard as well as access to the Municipal Center. The project is currently in final design phase. Construction is scheduled to begin March 2007 and conclude September 2007.

TRANSPORTATION ISSUES AND RECOMMENDATIONS

The previous 1990 Comprehensive Transportation Study was reviewed; the following are continuing areas of concern.

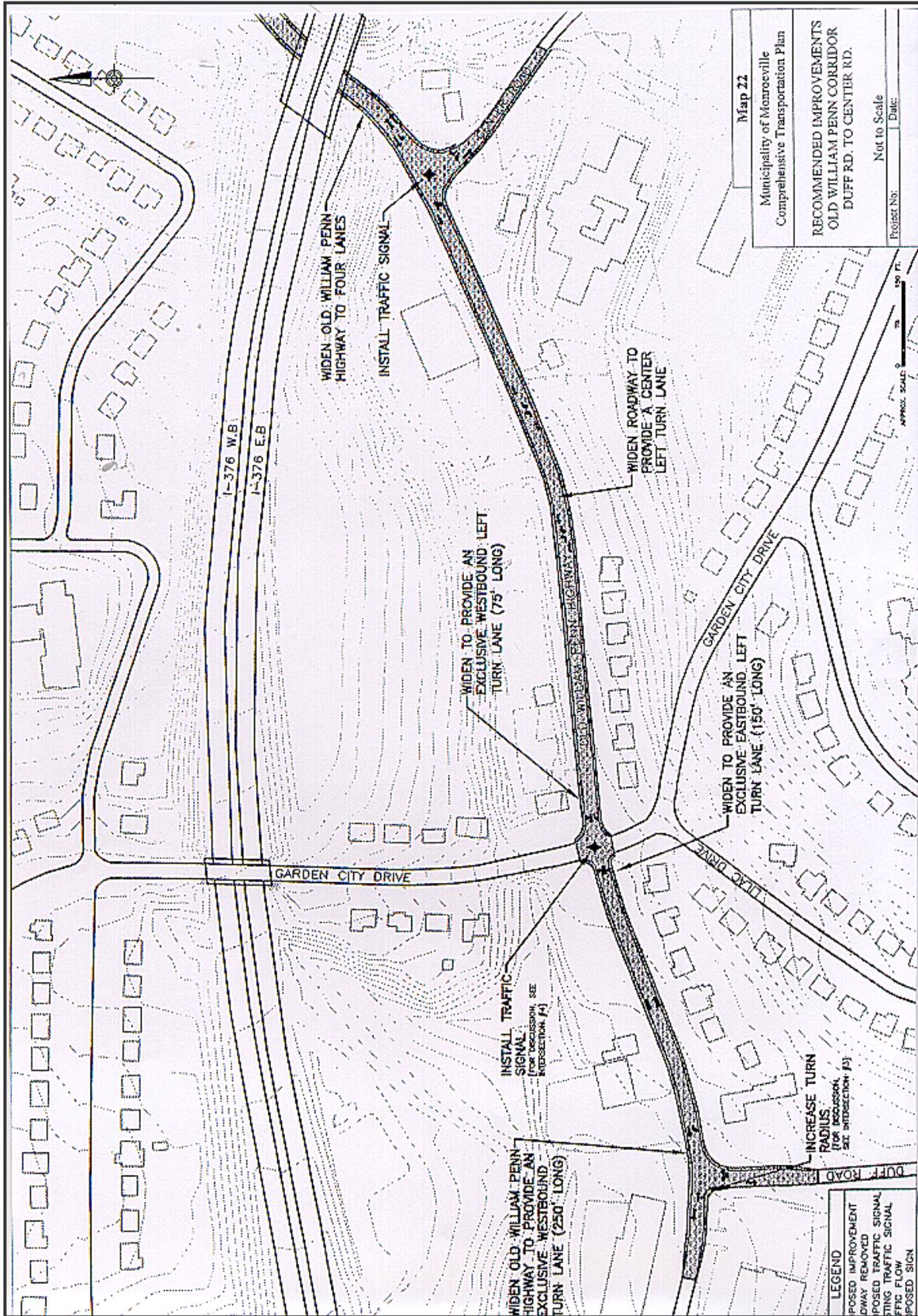
Maintenance Program - An ongoing program is critical to protecting Monroeville's transportation facilities investment.

Signs and Pavement Markings: As in many municipalities, this is an ongoing issue. Critical signs, such as stop, yield, speed limit, and school crossing signs, be replaced if missing or damaged.

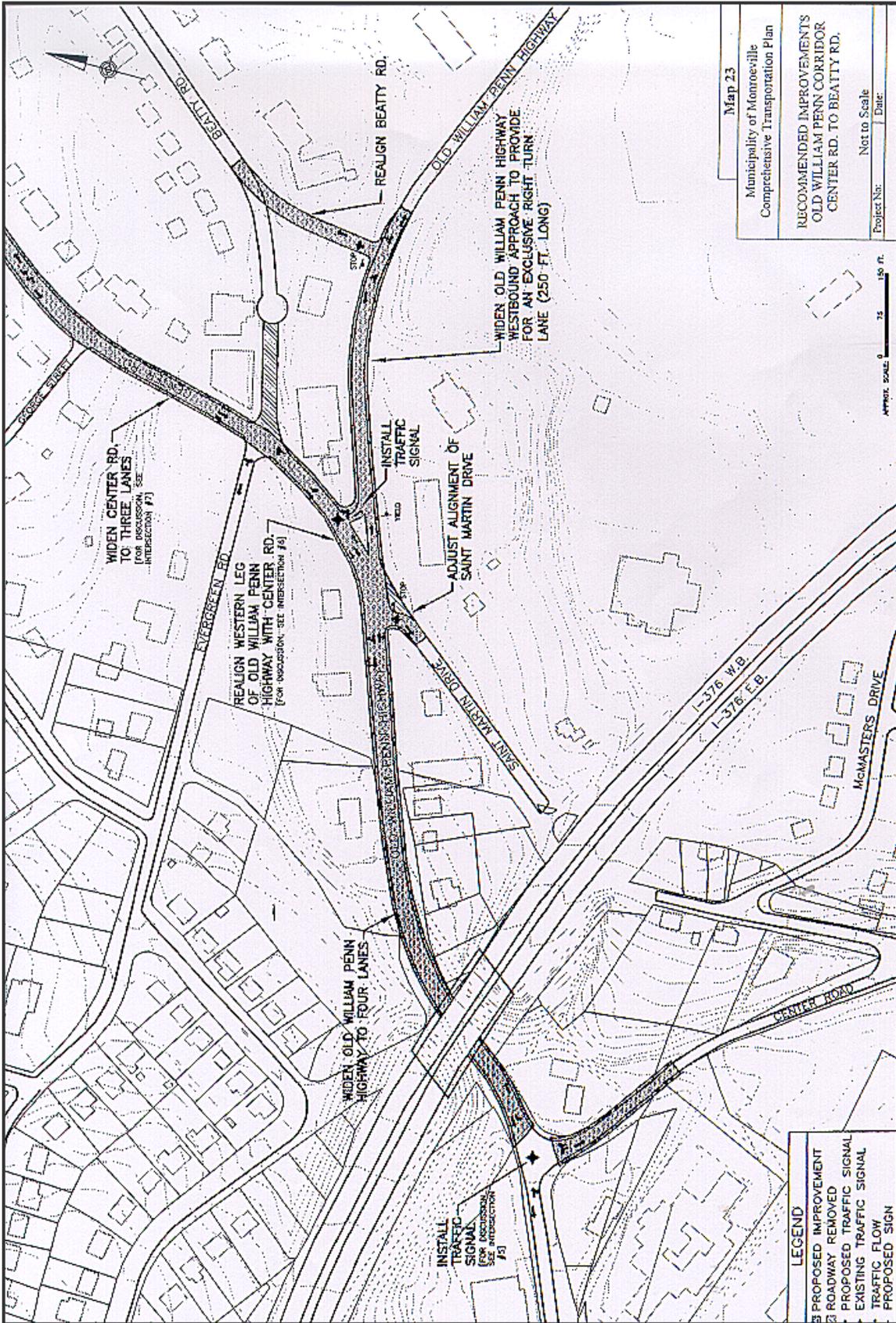
Street Name Review and Street Name Sign Upgrade - Progress in this area. There are still roadway names that cause confusion to residents and visitors. Identical names are still being used for separate segments of roadway. They include two Haymaker Roads (and two Old Haymaker Roads), two Old Wm. Penn Highways (and one Wm. Penn Highway), four Center Roads (and two Center Streets), two Northern Pikes, two Old Frankstown Roads, and two Old Abers Creek Roads (and one Abers Creek Road).

Emergency response time can be unnecessarily increased if the responding driver chooses the wrong segment. With the Emergency 911 system, these streets can also be confusing to a dispatcher who does not know the area.

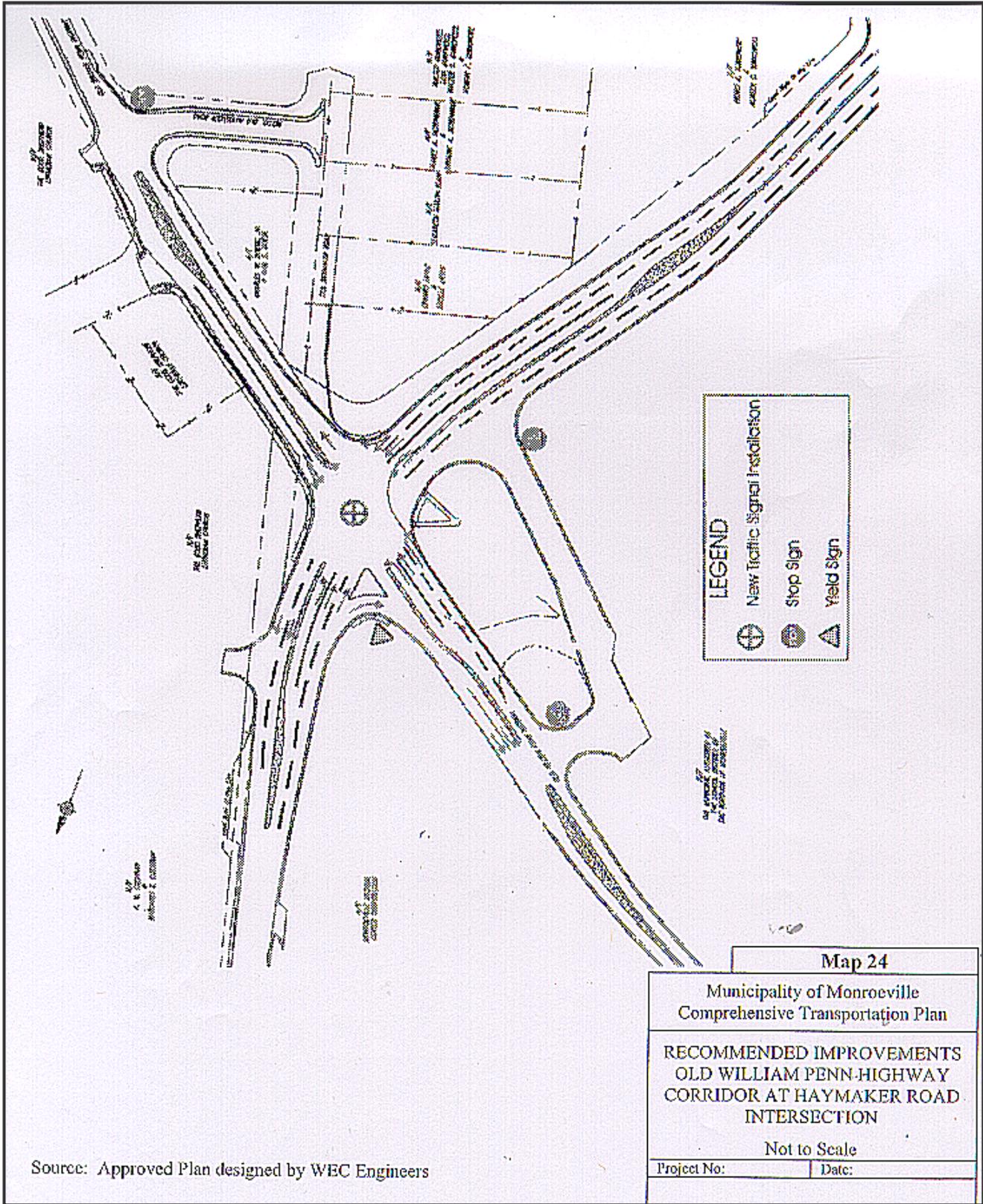
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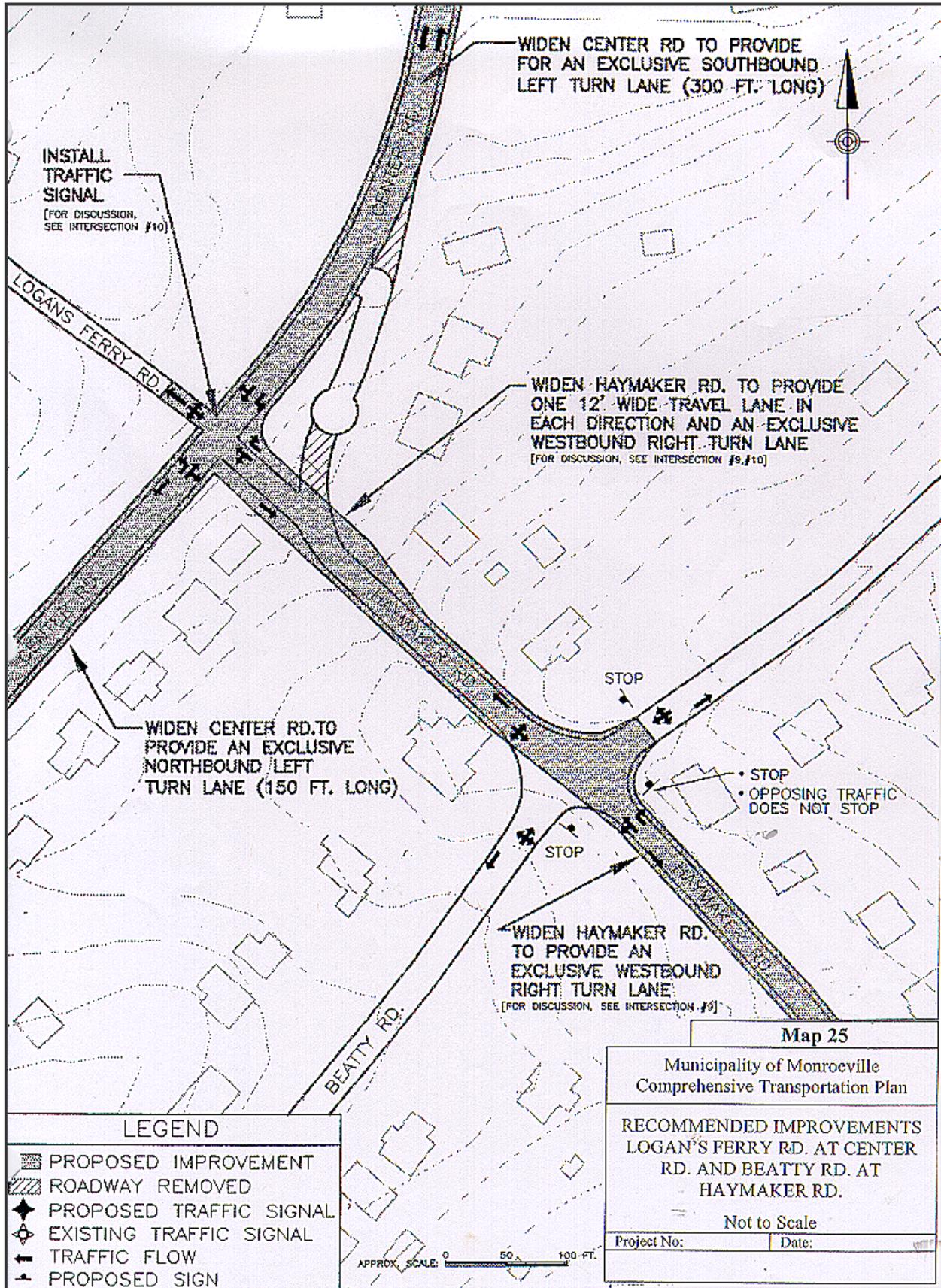
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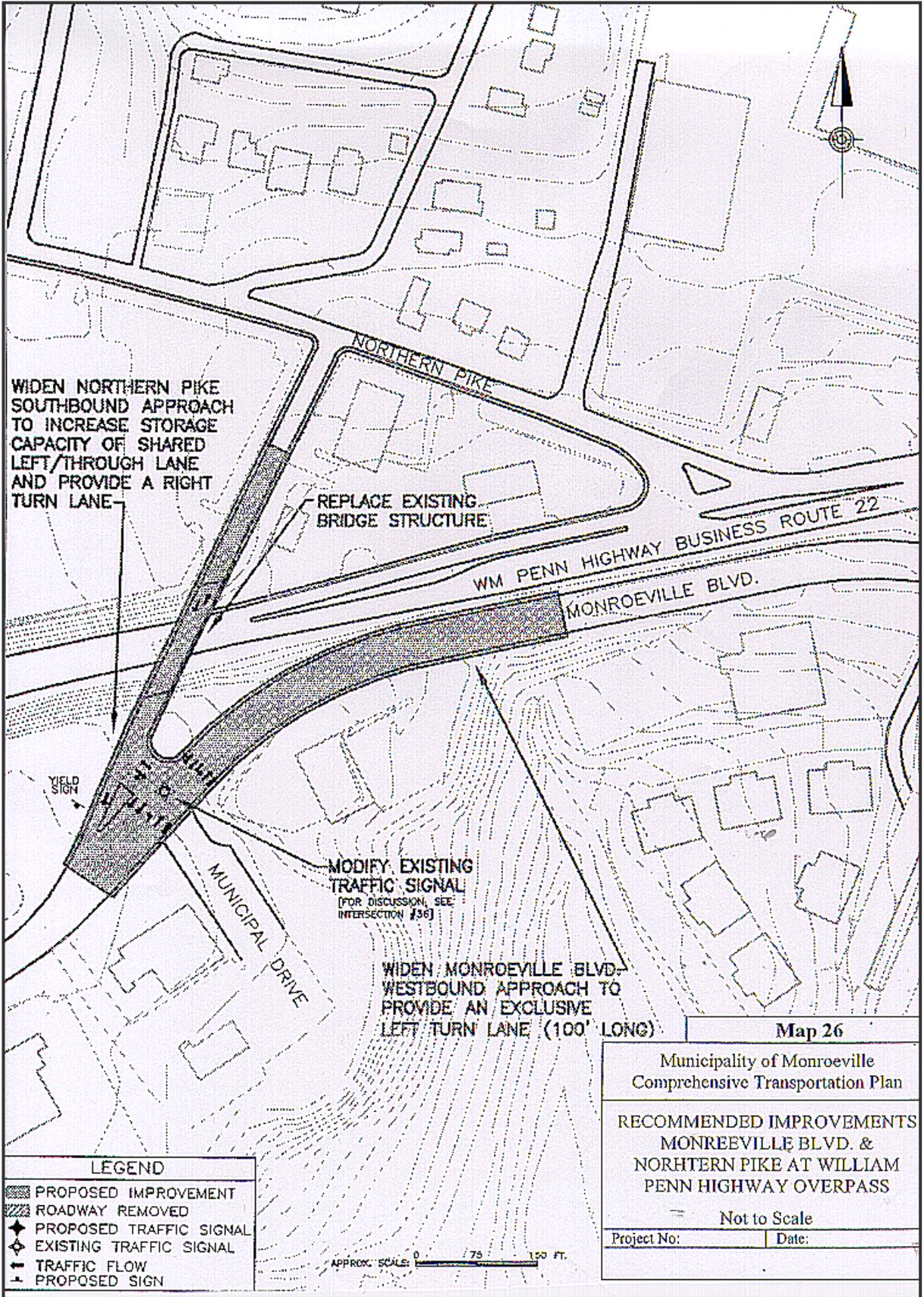
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Pedestrian Paths - Significant progress has been made in this area since 1990. As stated previously, a policy for providing sidewalks as part of all new land developments has resulted in increasing sidewalk paths. This policy should continue.

There are discontinuous segments of sidewalk along many roadways. Priority for new sidewalk construction should be given to linkages between residential areas and neighborhood level schools, commercial districts and public facilities (i.e. Old William Penn Highway). Continuous sidewalks between office/industrial complexes and nearby restaurant and shopping facilities is also important. The goal is to reduce the number of short automobile trips. Short trips not only increase roadway congestion but contribute significantly to air pollution because vehicles are usually running in a "cold" or "warm-up" mode. All new sidewalks should meet ADA guidelines.

Transit – Significant improvements have occurred in this area since 1990. As mentioned above, establishing the Port Authority's GoldLink service in June, 1998, greatly improved local transit service. The Municipality of Monroeville should work closely with the Port Authority to monitor the effectiveness of this service and determine the need for additional Park and Ride Lots throughout the Municipality of Monroeville.

Neighborhood Traffic Management: Calming Traffic in Monroeville

Traffic on local streets is becoming an ever-increasing issue for municipalities such as Monroeville. Neighborhood residents demand action from local officials to reduce speeding and cut-through traffic; perceivably to improve their quality of life and safety. As part of this Comprehensive Plan, it is suggested Monroeville seriously consider implementing a Neighborhood Traffic Management Program (NTMP) to address residents' concerns.

Although an NTMP may take many different forms, as Monroeville enters the new millennium and traffic continues to overflow from congested arterials, the following steps

could provide the basis for developing "traffic calming" actions on the Municipality's residential streets:

- Research how communities locally, nationally and internationally have resolved their neighborhood traffic concerns;
- Identify governmental (public) versus citizen (private) concerns in addressing local street traffic control issues;
- Develop a uniform set of guidelines and procedures to be followed by applicants, local municipalities and the County for implementing neighborhood traffic control measures;

To initiate this program, a steering committee comprised of representatives from the traffic consultant, the Pennsylvania Department of Transportation, the Southwest Pennsylvania Commission (SPC or SPRPC) and the Municipality should be constituted. The steering committee would periodically convene to meet and provide input to the NTMP development process.

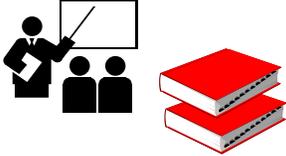
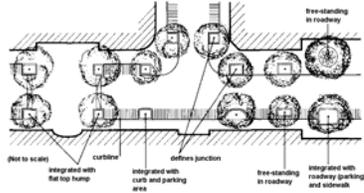
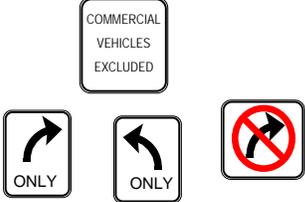
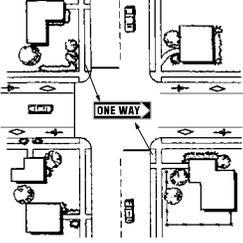
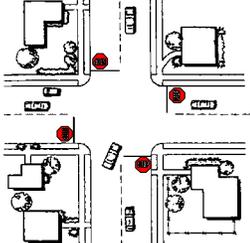
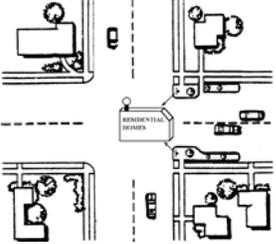
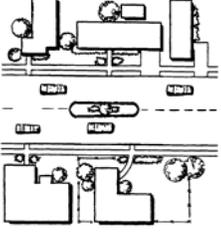
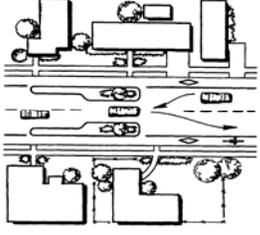
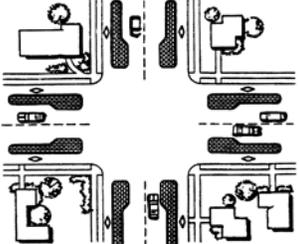
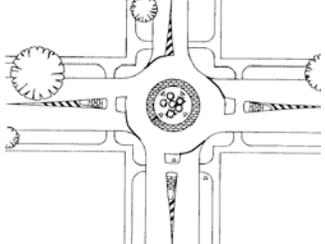
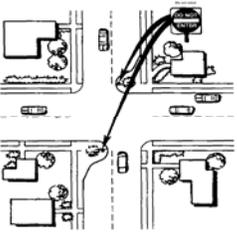
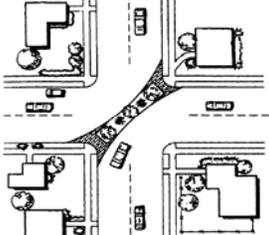
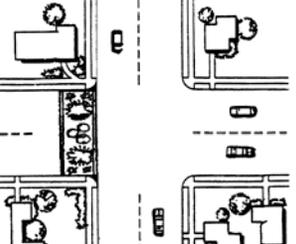
The NTMP will provide recommended guidelines and traffic calming methods to address local traffic issues in an incremental fashion. Generally, the least restrictive measures applicable to a particular situation would be implemented and monitored. If these measures are found to be ineffective, they could be supplemented, modified or replaced with more stringent measures. An example of some traffic calming measures are provided in Figure 17.

Finally, while an NTMP may provide short-term solutions to congestion affecting the local area road network, it must be recognized that long-term resolutions to congestion on major roadways ultimately will determine the extent of future neighborhood traffic problems.

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Figure 18

Traffic Calming Alternatives

<p>Education</p> 	<p>Law Enforcement</p> 	<p>Border Landscaping</p> 
<p>Movement Restrictions</p> 	<p>One-Way Streets</p> 	<p>Multi-Way Stop Signs</p> 
<p>Gateway Treatments</p> 	<p>Raised Islands/Medians</p> 	<p>Speed Humps</p> 
<p>Slow Point (Neckdown)</p> 	<p>Chokers</p> 	<p>Roundabouts</p> 
<p>Semi-Diverter</p> 	<p>Diagonal Diverter</p> 	<p>Street Closure</p> 

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Provides the Number and Name of Study Intersection; and keyed into Map 12, Page 113

Denotes any Special Characteristics of the Study Intersection.

Reveals Levels of Service by Approach and Intersection Grade; See Tables 33 and 34, Page 121.

Intersection Characteristics:

Roadway (Ownership)	Approach/Movement	1997 Traffic Volumes (Level of Service)		Average Annual Daily Traffic	
		AM Peak Hour *	PM Peak Hour *	1997 *	2004 *
	Northbound				
	Left Straight Right				
	Southbound				
	Left Straight Right				
	Eastbound				
	Left Straight Right				
	Westbound				
	Left Straight Right				

* Estimated.

Provides the name of each roadway in the Study Intersection; its ownership.

Comparison of Traffic Volumes at the Study Intersection for the Years 1997 and 2004.

ACCOMPLISHMENTS SINCE 1989

- ✓
- ✓
- ✓

Delineates approaches and movements of each Study Intersection.

Lists Intersection Improvements that have been completed as recommended in the 1989 Transportation Plan.

INTERSECTION PHOTOGRAPH

INTERSECTION PHOTOGRAPH

#1 Intersection Photograph #2 Intersection Photograph

Presents photographs taken from different approaches of the Study Intersection; keying each approach by direction on the Map on the following page.

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EXHIBIT 3

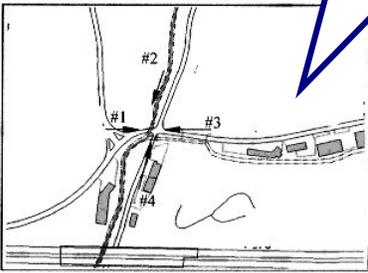
A GUIDE TO UNDERSTANDING INTERSECTION STUDIES

Short Term Recommendations are provided for each Study Intersection with an Estimated Cost; anticipated to be completed in two years dependant upon government funding.

A GIS Map illustrates the Study Intersection; depicting its location and designating by number each Photograph and thorough an arrow the direction of approach of each Photograph.

SHORT-TERM RECOMMENDATIONS

- Install guide rail and end treatments per PENNDOT Standards on the southeast corner of the intersection to close opening between bridge wall and concrete barrier; at the southbound bridge approach, and on the southwest corner of the intersection to close opening between structures.
Estimated Cost: \$0
- Install Stop Ahead sign on the southbound Thompson Run Road approach
Estimated Cost: \$0



MEDIUM-TERM RECOMMENDATIONS

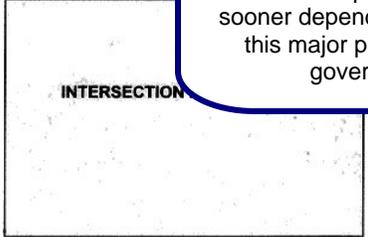
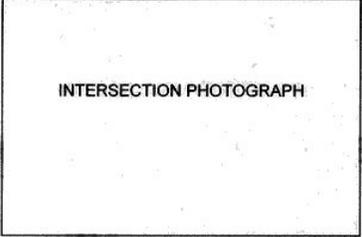
- Reconstruct Intersection as shown in Map 22, including:
 - Widening Duff Road by 4 to 6 feet, from existing 32 feet roadway width
 - Widen Old William Penn Highway westbound approach to accommodate (approximately 250 feet long) and provide adequate transition area on
 - Widen turning radius for eastbound Old William Penn vehicles turning onto
- Estimated Cost: \$0**

Medium Term Recommendations are provided for each Study Intersection with an Estimated Cost; anticipated to be completed within the next four to twelve years.

LONG-TERM RECOMMENDATIONS

- Existing and projected traffic volumes warrant the installation of traffic signals to continue to worsen along Old William Penn Highway a traffic signal
- Estimated Cost: \$0**

Long-Term Recommendations are provided for each Study Intersection with an Estimated Cost; anticipated to be completed in 12 years or sooner depending upon financing of this major project and available government funds.



3 Intersection Photograph

#4 Intersection Photograph

Presents photographs taken from different approaches of the Study Intersection; keying each approach by direction on the Map located in the right corner.

MONROEVILLE