

SECTION VII POTENTIAL FUNDING AND TRANSPORTATION ACTION PROGRAM



An aerial view of Business Route 22 from the Turnpike/Parkway interchanges, west to the Northern Pike Bridge.

FUNDING SOURCES

Funding sources for transportation improvements within Monroeville can be summarized under the following general categories:

- Private
 - Transportation Impact Fees
 - Transportation Partnership District
 - Donations
- Local
 - Liquid Fuel Taxes
 - General Tax Revenues
 - Bond Funding
- State (PENNDOT)
 - Maintenance Funds
 - Capital Budget
 - State Turnback Program
- Allegheny County
- Federal Highway Funds
- Pennsylvania Turnpike Commission

A more detailed description of each potential funding category is provided below.

Private

Private funding, or project developer funding, for transportation improvements is becoming a significant source of revenue and one that is encouraged by national transportation policy. The impact of private dollars can be magnified when used as a match with other local, state, and federal funds.

The most popular methods of private funding involve Transportation Impact Fees and Transportation Partnership Districts.

Transportation Impact Fees (TIF) range from formalized, community wide programs to site-specific assessments. Community wide programs, adopted by ordinance, define a specific methodology for evaluating traffic levels from proposed developments, and assessing associated impact fees. They generally apply to all new development within a community, whether or not a traffic increase seriously degrades a roadway's level of service. The revenue is used to fund improvements throughout the community. These procedures are favored in newly developing communities. The community-wide TIF is not readily applicable in heavily developed communities such as

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Monroeville due to the intense level of development and existing congestion.

Site-Specific Impact Fees involve identifying the traffic impacts expected from a proposed development. A fee is then assessed to mitigate any degradation in service expected as a result of the development. Typically, the study area for traffic impacts is limited to new driveway entrances proposed by the developer and existing intersections and roadways immediately adjacent to the proposed development. This is the methodology currently used in Monroeville.

The major difference between the community wide and site-specific process is that the former allows the municipality to collect the fee in cash and utilize the receipts to establish a municipal transportation improvement fund. The fund is then used on transportation projects where the need is most critical. Thus, a residential developer's fees may help fund an improvement to a major arterial several miles from the residential project. On the other hand, fees for site specific impact fees usually cover only the specific mitigation projects called for in the evaluation.

Transportation Partnership Districts (TPD) require the approval of all governmental taxing bodies (i.e., local, county, and school districts) whose jurisdiction includes the proposed district. The transportation district utilizes the increase in real estate taxes resulting from increased real estate values to retire a bond issue. Revenue from the bond issue, often used with matching state and federal funds, finances the cost of designated transportation improvements.

The use of a TPD is typically limited to areas with heavy demands for new commercial or retail development that will outstrip the capacity of the roadway network. The concept is that the improved access will encourage the development. Development will increase the value of real estate in the district and thereby tax revenue.

Private Donations are gifts of right-of-way and, sometimes, roadway improvements. The gifts can come from charitable individuals or trusts and from landowners or developers where the "gift" would enhance the value of the land or development. When related to traffic generating developments, they are in excess of what the community could require under established procedures for mitigating impacts.

There are many reasons such generosity and the community's willingness to accept such offers. These include:

- The community estimates a current or future need based on traffic growth beyond local control and not directly associated with any development linked to the donor.
- The donor has land (right-of-way gift) in excess of that required for the contemplated development or the gifted project could make the development more accessible.
- The development project can be configured to provide the land where right-of-way is needed or financed to offset the cost of the "gift".

By planning ahead the advantages include:

- The community obtains right-of-way or other benefits at minimal or sometimes no financial cost.
- The developer, as a minimum, is relieved of a small long-term tax burden on land that cannot be used or gains short-term tax advantages in early stages of the development.
- The travelling public gains, or will gain, an improved roadway system.
- Where future transportation needs are involved, the community and the landowner avoid the cost and disruption (and sometimes acrimony) of acquiring right-of-way and redeveloping land for a transportation use.

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Municipally Controlled Tax Revenue

The use of local tax dollars involves three funding sources generally part of a municipality's annual budget. These include:

- Liquid Fuels Tax revenue allocated annually from the liquid fuel taxes collected by the PENNDOT. The allocation is by formula and the municipality has almost no control over revenue generation. The money is earmarked for transportation but can be used at the municipality's discretion for labor, equipment, materials, and construction of roadway improvements and maintenance.
- General Tax Revenues, such as unencumbered real estate and wage taxes, which may be allocated on an annual basis by the elected officials for transportation maintenance or capital improvements. The amount available reflects the community's willingness to tax and the importance of non-transportation activities.
- Bonds which are generally limited to transportation improvements with a significant cost and which have a useful life in excess of 15 years (i.e., life of the bond issue). Unlike bonds issued by a Transportation Partnership District, these are general obligation bonds supported by the community's overall bonding capability.

Allegheny County

County funding is limited both in availability and to projects affecting County owned roads. Historically, Allegheny County gives preference to projects having a local contribution, are needed for economic development or alleviate a safety problem.

Utilizing County funds requires significant lead time (1 year minimum) and coordination with the appropriate County department. These can include the Department of Public Works and the Department of Economic Development.

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State (PENNDOT)

The State (PENNDOT) has several funding categories for either maintenance or capital improvements. Generally small or minor improvements are best accommodated using maintenance funds. Larger scale, more costly projects are usually funded through the capital programs.

Maintenance projects significantly reduce the coordination efforts and time requirements. Small projects generally can be accomplished within 1-2 years, whereas large scale, capital projects can take 5 to 20 years to implement. In both cases, establishing a project need and the availability of a local cost share will help expedite state involvement.

- State Maintenance Funds are ordinarily used for patching, individual sign replacement, and similar projects up to smaller resurfacing jobs. However, minor safety or capacity improvements, including widening narrow lanes and adding turning lanes, can be accommodated. The funds are used on state owned highways. Coordination is through the District 11-0 office in Bridgeville, the Assistant District Engineer for Maintenance.
- The Capital Budget / Bridge Replacement Program is the standard funding source for larger transportation improvements involving significant engineering, right-of-way, and/or construction costs. This process involves parallel procedures for funding (appropriations and authorization bills by the state legislature) and programming. The project must be included on the State's Twelve Year Transportation Program and Southwestern Pennsylvania Commission's (SPC's) Long-Range Plan. In the three year period when funds are to be spent on some stage of the project (engineering, right-of-way, or construction), the project must also appear on the PENNDOT and SPC Transportation Improvement Plans (TIPs). This proc-

ess can be extremely cumbersome and should be reserved for significant projects. PENNDOT programs can provide up to 100% State funds or 80% Federal funds with 20% State or Local match. Contacts include SPC; local state legislators; and the PENNDOT District Engineer.

- The State Turnback Program is a separate program developed to encourage the return of minor state owned roads to their respective municipalities. As part of the Turnback Program, PENNDOT will upgrade the road to a mutually acceptable condition. The increased local road mileage will contribute to increase the municipality's Liquid Fuel Tax receipts.

Southwestern Pennsylvania Commission (SPC)

The Southwestern Pennsylvania Commission, or SPC, is the region's forum for collaboration, planning, and public decision-making. As the official Metropolitan Planning Organization (MPO) for the ten-county region including the City of Pittsburgh and the counties of Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland, SPC is responsible for planning and prioritizing the use of all State and Federal Transportation Funds allocated to the region. The Commission has the authority and responsibility to make decisions affecting the 10-county region. Click a menu selection on the right to view a complete or partial Commission Member listing.

As the Local Development District (LDD) and Economic Development District for southwestern Pennsylvania (as designated by the U.S. Appalachian Regional Commis

sion and the U.S. Department of Commerce), SPC establishes regional economic development priorities and provides a wide range of public services to the region.

Federal Highway Administration (FHWA)

All Federal highway funds are administered through PENNDOT and SPC. The process is the same as for PENNDOT capital budget projects. In fact, PENNDOT funding categories and procedures are largely derived from FHWA requirements. Except for critical bridges and some safety projects, Federal funds are available only to projects on designated Federal Aid routes—those highways functionally classified as Interstates, other freeways and expressways, principal arterials and minor arterials. In southwest Pennsylvania, SPC is responsible for the appropriate functional classification. (A municipality cannot, by itself, classify a road in hopes of obtaining Federal Aid.)

CMAQ (Congestion Management and Air Quality) Funds are a unique federal program administered through SPC. These funds are provided to areas in non-attainment for air quality or under an air quality maintenance program. The idea is to reduce congestion and thereby improve air quality. Generally, the total available funding is extremely limited. However, local projects on high traffic volume routes, such as traffic signal improvements, can qualify provided significant regional air quality improvements can be identified.

Most Federal Aid projects require some level of "local" (State plus County/Municipality) match. Since the inception of the modern Federal Aid program in the 1950's, eligible projects were usually funded with the lowest amount of "local" funds required. Starting with ISTEA and continuing with TEA-21 (the Federal transportation funding acts), Federal legislation has encouraged higher levels of "local" match. PENNDOT has adapted this ap-

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proach. Local jurisdictions which are willing to contribute more than the minimum to a project to “match” the Federal and State share are more likely to see a project in the Long Range (12 Year) Plan and ultimately the SPC and State TIP. Communities can obtain the “match” from any source. In some instances the private sector has provided the matching funds. (Improvements, however, must meet all State and Federal requirements/design standards for the proposed project.)

Contacts include SPC; local state legislators; and the PENNDOT District Engineer.

Pennsylvania Turnpike Commission (PTC)

PTC funding is limited to those projects directly impacting or owned by the PTC. This would include the PTC mainline, interchanges, and bridge overpasses constructed by the PTC. Contact the Executive Director of the PTC in Harrisburg.

TRANSPORTATION ACTION PROGRAM

An improved transportation system to serve Monroeville is necessary to maintain and manage development in undeveloped areas and to encourage redevelopment in older areas. The transportation component of this Comprehensive Plan updates the 1990 Plan by focusing on projects to correct deficiencies of the current system and those needed to accommodate future development.

The Transportation Action Program, as shown in Table 20, provides a listing of the major recommended projects within Monroeville. Not shown are smaller scale maintenance related projects and those currently funded for construction. The table provides a brief description of the project, a recommended time frame (short, medium or long term), a priority (high, moderate or low), contact agency, responsible party, conceptual cost with potential funding sources. An

open column allows the user to document actions taken to implement the project.

The Municipality should prioritize projects based on technical and practical considerations. Some projects may require extensive planning and coordination with other agencies. Thus they may come on line in the long term. However, planning and coordination must begin today if the project is to be complete. Note the initial prioritization of projects in Table 20 is only a guide. Implementing this program will require ongoing re-evaluation of needs as well as recognizing the funding categories available for project implementation.

For projects expected to utilize Federal Aid and / or State participation, the local (Monroeville) match can often be final engineering. If a project is programmed in the State and SPC TIP for right-of-way and/or construction in a specific year and the final plans are not approved, the funding may be diverted to another project. On the other hand if approved plans are on the shelf, a community may be able to move a project forward if unused funds become available at the end of a fiscal year.

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MUNICIPALITY OF MONROEVILLE TRANSPORTATION ACTION PROGRAM A TEN YEAR PROGRAM						
RECOMMENDED TRANSPORTATION PROJECT FOR ACTION ⁽¹⁾ (Intersection number keyed to tables, maps)	RECOMMENDED TIME PERIOD (2)	PRIORITY (3)	COORDINATING AGENCIES	RESPONSIBLE PARTY	ESTIMATED COST FUNDING SOURCES (4) (5)	RECORD OF ACTION
1. Old Wm. Penn Hwy. at Thompson Run Rd. Install guide rail.	S	H	PENNDOT	Municipal Engineer	\$3000/M	
Install traffic signal.	L	M – L	PENNDOT	Municipal Engineer	\$95,000/ M and S	
3. Old Wm. Penn Hwy. at Duff Rd. Reconstruct intersection to include: <ul style="list-style-type: none"> • Widen Duff Rd. 4-6 feet. • Add an exclusive WB left-turn lane. • Widen turning radius southwest corner. Conduct traffic control study.	M	H-M		Municipal Engineer	\$445,000/M	
	L	M		Municipal Engineer, Dir. of Community Development	\$5,500/M	
4. Old Wm. Penn Hwy. at Garden City Dr. Reconstruct intersection to include: <ul style="list-style-type: none"> • Widen Old Wm. Penn Hwy. to add EB & WB exclusive left-turn lanes. • Install traffic signal. 	M	H		Municipal Engineer	\$530,000 M	
5. Old Wm. Penn Hwy. at Center Rd. Reconstruct intersection to include: <ul style="list-style-type: none"> • Widen Center Rd. • Install traffic signal. 	M	H	County	Municipal Engineer	\$350,000/ M and C	
6. Old Wm. Penn Hwy. at Center Rd. and Saint Martin Dr. Reconstruct intersection to include: <ul style="list-style-type: none"> • Realign west leg of Old Wm. Penn Hwy. with Center Rd. • Widen Old Wm. Penn Hwy. WB Approach. • Widen Center Rd. to 3 travel lanes. Install traffic signal.	M	H	County	Municipal Engineer	\$790,000/ M and C	
Widen west leg Old Wm. Penn Hwy. to Center Rd.	L	H-M	County	Municipal Engineer	\$120,000/ M and C	
	L	L	County	Municipal Engineer	\$510,000/M	
7. Center Rd. at Beatty Rd.& Evergreen Dr. Relocate Beatty Rd. to intersect with Old Wm. Penn Hwy.	L	M-L	County	Municipal Engineer	\$305,000/ M and C	
9. Haymaker Rd. at Beatty Rd. Reconstruct intersection to include: <ul style="list-style-type: none"> • Widen west leg of Haymaker Rd. 4 ft. • Widen east leg of Haymaker Rd. to allow for exclusive right-turn lane. Study, install traffic signal.	M	H	PENNDOT County	Municipal Engineer	\$395,000/ M and C and S	
	L	M	PENNDOT County	Municipal Engineer	\$96,000/ M and C and S	

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10. Center Rd. at Logans Ferry and Haymaker Rds. Install guide rail. Reconstruct intersection to include: <ul style="list-style-type: none"> Widen WB Haymaker Rd. to provide an exclusive right turn lane. Widen Center Rd. to three lanes. Cul-de-sac existing Haymaker Rd. slip ramp. Install traffic signal.	S M L	H H H	County County County	Municipal Engineer Municipal Engineer Municipal Engineer	\$9,0500/C \$725,000/ M and C \$95,000 M and C	
11. Beatty and Cooper Rds. at CCAC Driveway Conduct traffic control study.	L	M	County	Municipal Engineer, Dir. of Community Development	\$5,500/M	
14. Old Frankstown at Hochberg and Lindsey Rds. Reconstruct intersection to include: <ul style="list-style-type: none"> Relocate Lindsey Rd. and align with Hochberg Rd. Re-grade northeast quadrant. 	L	M-H	PENNDOT, Plum Borough	Municipal Engineer	\$1,100,000/ M and S	
15. Wm. Penn Hwy./BR 22 at Mall Blvd. and Holiday Center Reconstruct intersection to include: <ul style="list-style-type: none"> Widen WB Wm. Penn Hwy./BR 22 for dual left turn lane. Reconfigure Holiday Center. Modify traffic signal installation. 	L	H-M	PENNDOT	Municipal Engineer, Council	\$1,600,000 M and S and PO	
18. Wm. Penn Hwy./BR 22 at Center & Stroschein Widen Center Rd. Upgrade traffic signal installation.	M M	H H	PENNDOT, County PENNDOT, County	Municipal Engineer Municipal Engineer	\$550,000/ M and C and S \$90,000/ M and C and S	
19. Center Rd. at Garden City Dr. Widen Center Road to three lanes from Kenmar Dr. to Garden City Dr. ; and, Improve access management fronting shopping plaza.	M	M	County	Municipal Engineer	\$365,000/ M and C	
20. Center Rd. at My Way Construct island to channel My WayTraffic.	S	M-L	County	Municipal Engineer	\$6,000/M	

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22. Wm. Penn ./BR 22 at Mosside Blvd./Rt. 48 Construct exclusive right-turn lane for WB Wm. Penn Hwy./BR 22; and, Upgrade signal phasing. Provide an additional lane on SB Mosside Blvd./Rt. 48 from the I-376/ Parkway East Off-Ramp; extend gore from I-376 Parkway East Off –Ramp/ and Mosside Blvd./Rt. 48 intersection as raised median to Wm. Penn Hwy./BR 22; and, install No Right and Left Turn signs on Mosside Blvd. and I-376 Parkway East Off-Ramp approaches respectively to Wm. Penn Hwy./BR 22. Relocate Palace Inn main access driveway to south to improve access management on south leg of intersection.	S	H	PENNDOT	Municipal Engineer	\$207,000 /S	
	M	H	PENNDOT	Municipal Engineer	\$1,100,000 /S	
	M	H-M	PENNDOT	Municipal Engineer	\$1,050,000 /M and S and PO	
23. Wm. Penn Hwy./BR 22 at PA Turnpike Off- Ramp Develop Improvement Plan Potential Signalization and/or Ramp Widening Construct Improvement Plan.	M	H	PA Turnpike, PENNDOT	Municipal Engineer, D of CD, , Council	\$475,000/ S and PT	
	L	H-M	PENNDOT	Municipal Engineer	Project dependent /S and PT	
24. Wm. Penn Hwy./Rt. 22 at Old Wm. Penn Hwy. Construct exclusive WB right turn lane on Wm. Penn Hwy./Rt. 22. Widen Wm. Penn Hwy./Rt. 22 for additional through lanes.	M	H	PENNDOT	Municipal Engineer	\$280,000/ M and S	
	L	M	PENNDOT	Municipal Engineer	\$1,800,000/ S	
29. Wm. Penn Hwy./Rt. 22 at Old Wm. Penn Hwy. and Miracle Dr. Modify traffic signal operation.	S	M-H	PENNDOT	Municipal Engineer	\$5,000/M	
30. Northern Pike at West Patty Lane. Modify traffic signal installation.	L	M-H	PENNDOT	Municipal Engineer	\$36,500/ M and C	
31. Northern Pike at Westinghouse Dr. Replace Northern Pike Bridge. Construct exclusive WB left-turn lane (done in conjunction with bridge replacement); and, Modify traffic signal installation. Develop a new roadway to access Forbes Regional Health Center.	M	M-L	Pa Turnpike, PENNDOT	Municipal Engineer, Manager	\$2,500,000/ S and PT	
	M		PENNDOT	Municipal Engineer	\$80,000/ M and S and PO	
	M		Westing- house, PENNDOT	Municipal Engineer, Manager, D of CD	Project Dependent/ M and PO	

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32. Mosside Blvd./Rt. 48 at Northern Pike Improve Access Management.	M	H	PENNDOT	Planning Commission, Municipal Engineer, Manager, D of CD, Property Owners	Project Dependent/ S and PO	
Widen Northern Pike to provide an exclusive EB left-turn lane and modify traffic signal installation.	L	H-M	PENNDOT	Municipal Engineer	\$250,000/S	
33. Monroeville Blvd./Northern Pike at Pitcairn Rd. Widen Pitcairn Rd. to provide an exclusive NB left-turn lane.	S	H	County	Municipal Engineer	\$240,000/C	
Widen Northern Pike to provide an exclusive WB left-turn lane.	S	H H-M	PENNDOT,	Municipal Engineer	\$260,000/S	
Install traffic signal.	M		PENNDOT, County	Municipal Engineer	\$120,000/ C and S	
36. Monroeville Blvd./ Municipal Dr. & Northern Pike Develop construction plans for intersection.	M		County	Municipal Engineer	\$187,500/ M and C	
Reconstruct bridge and intersection.	L		County	Municipal Engineer	\$1,765,000/ M and C and S	
37. Monroeville Blvd. and Wyngate Dr. Upgrade traffic signal installation.	S	H	County	Municipal Engineer	\$100,000/ M and C	
40. Monroeville Blvd. at Jamison and Oxford Dr. Upgrade signal operation.	S		County	Municipal Engineer	\$3,800/ M and C	
Widen Monroeville Blvd. to provide an exclusive WB right turn lane, and widen EB lanes.	M		County	Municipal Engineer	\$515,000/ M and C	
41. Monroeville Blvd. at James St. and Rosecrest Dr. and Brinton St. Upgrade signal operation.	M		County	Municipal Engineer	\$5,700/M	
42. James St. at James North Conduct traffic control study.	M		County	Municipal Engineer	\$5,600/M	
Install traffic signal.	L			Municipal Engineer	\$100,000/ M and C	

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43. James St. at Speelman Ln. Install guide rail on NB approach. Widen James St. approach.	S L		County	Municipal Engineer Municipal Engineer	\$6,900/M \$330,000/C	
45. Monroeville Rd. at Speelman Ln. and Monroeville-Wilmerding Rd. Reconstruct intersection to include: <ul style="list-style-type: none"> • Widen Speelman Ln. and Monroeville-Wilmerding Rd. approaches. • Realign NB Monroeville-Wilmerding Rd. and SB Speelman Ln. • Install island on Speelman approach. 	M		County	Municipal Engineer	\$190,000/ M and C	
49. Tilbrook Rd. at Pitcairn Rd. Reconstruct intersection to include: <ul style="list-style-type: none"> • Realign north leg of Pitcairn Rd. with Tilbrook Rd. • Realign south leg of Pitcairn Rd. to "T" into other approaches. • Stop control south leg of Pitcairn Rd. 	L		County	Municipal Engineer	\$480,000/ M and C	
51. Mosside Blvd./Rt. 48 at Broadway Blvd./Rt.130 Reconstruct Intersection to include: <ul style="list-style-type: none"> • Widen Broadway Blvd./Rt. 130 to five lanes. • Widen Mosside Blvd. /Rt. 48 to five lanes. • Replace signal system and interconnect with adjacent signals. (In conjunction with bridge replacement.) Widen Broadway Blvd./Rt. 130 to 3 lanes.	L L		PENNDOT PENNDOT	Municipal Engineer Municipal Engineer	\$1,800,000/ S \$1,500,000/ S	
54. Mosside Blvd./Rt. 48 at Macbeth Dr. Reconstruct intersection to include: <ul style="list-style-type: none"> • Widen Mosside Blvd./Rt. 48 NB to provide an exclusive NB left turn lane. • Widen Macbeth Dr. EB to provide exclusive right and left turn lanes. Install three phase signal.	M M		PENNDOT PENNDOT	Municipal Engineer Municipal Engineer	\$650,000/ M and S \$100,000/ M and S	
55. Mosside Blvd./Rt. 48 at Haymaker Rd. and King Lear Dr. Upgrade signal operation.	M		PENNDOT	Municipal Engineer	\$6,250/M	
56. Haymaker Rd. at McGinley Rd. Reconstruct intersection to include: <ul style="list-style-type: none"> • Widen EB McGinley Rd. to two lanes. • Improve lane geometry on north leg. 	M		County	Municipal Engineer	\$375,000/ M and C	

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57. Haymaker Rd. at Saunders Station Rd. Reconstruct intersection to include: <ul style="list-style-type: none"> Widen north leg of intersection to provide an exclusive SB left turn lane and two NB lanes. Widen east leg of intersection to provide a continuous right turn lane. Review need for signalization. Install traffic signal.	M		County	Municipal Engineer	\$660,700/C	
Install traffic signal.	L		County	Municipal Engineer	\$100,000/C	
60. Broadway Blvd./Rt. 130 at Forbes and Haymaker Rds. and Shopping Center Driveway Reconstruct intersection to include: <ul style="list-style-type: none"> Remove shopping center driveway. Configure Broadway Blvd./Rt.130 to 5 lanes with EB left turn and <u>no</u> WB left turn. Widen SB Forbes Rd. to provide an exclusive right turn lane. Reconstruct shipping center driveway intersection 400 feet to east providing signal and left turn lanes from WB Broadway Blvd./Rt. 130 and shopping center driveway. Modify eastern shopping center driveway to right turn in right turn out operation and remove traffic signal. 	L		PENNDOT	Municipal Engineer, D of CD, Council	\$750,000/C and S and PO	
CORRIDOR AND MUNICIPAL WIDE⁽⁶⁾						
1. Mossie Blvd./Rt. 48 between Wm. Penn Hwy./BR 22 and Broadway Blvd./Rt. 130 Carry out specific intersection improvements as outlined on intersection characteristic sheets and Maps 16, 17, and 18.	As Indicated	As Indicated	As Indicated	As Indicated	As Indicated	
Widen existing two lane cross sections to four lanes (two through lanes in each direction).	L	L	PENNDOT	Municipal Engineer	Major ⁽⁶⁾	
Provide a two way center left turn lane between Haymaker Rd. and Macbeth Rd.	M	M	PENNDOT	Municipal Engineer	Major ⁽⁶⁾	
Provide a two way center left turn lane north of Broadway Blvd./Rt. 130 to limit of existing development.	M	M	PENNDOT	Municipal Engineer	Major ⁽⁶⁾	
Initiate strong access controls on existing and future development; encourage joint driveways.	S	H	PENNDOT,	Municipal Engineer,	Minor ⁽⁶⁾	
Provide for continuous sidewalks along sections that are developed.	S	H	Private Owners	D of CD, Council		
			Private Owners	Municipal Engineer, D of CD, Council	Project Development	

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<p>2. Northern Pike between Pitcairn Rd and Wm. Penn Hwy./Rt. 22 Complete specific intersection improvements as outlined on intersection characteristic sheets.</p> <p>Widen to three lanes with curb and gutter. (Eliminate narrow or non-existent shoulders, provide continuous two way left turn lane/temporary passing lane for drivers encountering stranded vehicles). Initial section from Pitcairn Rd. to Mossie Blvd./Rt. 48 See Map 18.</p> <p>Investigate alternative property access where terrain allows (Pitcairn Rd. to West Patty Ln.).</p> <p>Initiate strong access controls on existing and future development.</p> <p>Provide sidewalks where existing development is continuous and high density.</p> <p>Plan for improved connection between Wm. Penn Hwy./ Rt. 22, Golden Mile Hwy./Rt. 286, Alpine Dr. and Northern Pike. See Maps 19, 20, and 21.</p>	As indicated	As Indicated	As Indicated	As Indicated	As Indicated	
	L	L	PENNDOT	Municipal Engineer	Major ⁽⁶⁾	
	M	M	PENNDOT, Private Owners	Municipal Engineer, D of CD, Council	Moderate ⁽⁶⁾	
	S	H	PENNDOT, Private Owners	Municipal Engineer, D of CD, Council	Minor ⁽⁶⁾	
	M	M	Private Owners	Municipal Engineer, D of CD, Council	Project Dependent	
S-L	H	PENNDOT County	Municipal Engineer, D of CD, Manager, Council	Minor ⁽⁶⁾		
<p>3. Golden Mile Hwy./Rt. 286 between Old Frankstown Rd and Wm. Penn Hwy./Rt. 22 Complete specific intersection Improvements as outlined on intersection characteristic sheets. Develop plan for widening Golden Mile Hwy./Rt. 286.</p> <p>Initiate strong access controls on existing and future development.</p>	As Indicated	As Indicated	As Indicated	As Indicated	As Indicated	
	S-L	H	PENNDOT	Municipal Engineer, D of CD, , Manager, Council	Minor ⁽⁶⁾	
	S	H	PENNDOT, Private Owners	Municipal Engineer D of CD, Council	Minor ⁽⁶⁾	

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MUNICIPALITY OF MONROEVILLE TRANSPORTATION ACTION PROGRAM A TEN YEAR PROGRAM						
RECOMMENDED TRANSPORTATION PROJECT FOR ACTION ⁽¹⁾ (Intersection number keyed to tables, maps)	RECOMMENDED TIME PERIOD (2)	PRIORITY (3)	COORDINATING AGENCIES	RESPONSIBLE PARTY	ESTIMATED COST FUNDING SOURCES (4) (5)	RECORD OF ACTION
3. Golden Mile Hwy./Rt. 286 between Old Frankstown Rd & Wm. Penn Hwy./Rt. 22 (con't)						
Provide sidewalks where existing development is continuous and high density.	M	M	PENNDOT	Municipal Engineer, D of CD, Council	Project Dependent	
Plan for improved connection between Wm. Penn Hwy./Rt. 22, Golden Mile Hwy./ Rt. 286, Alpine Dr. and Northern Pike. See Maps 19, 20, and 21.	S-L	H	PENNDOT	Municipal Engineer, D of CD, Council	Minor ⁽⁶⁾	
Complete specific intersection and other improvements as outlined on intersection characteristic sheets. See Maps 22, 23, and 24.	As Indicated	As Indicated	As Indicated	As Indicated	As Indicated	
Initiate strong access controls on existing and future development.	S	H	Private Owners	Municipal Engineer, D of CD, Council	Minor ⁽⁶⁾	
Provide sidewalks throughout corridor. Or Uniformly widen, pave and mark shoulders for pedestrian and bicycle use.....	M	M	Private Owners, or Monroeville	Municipal Engineer, D of CD, Council	Project Dependent Moderate	
4. Old Wm. Penn Hwy. between Duff Rd. and Haymaker Rd. Repave roadway particularly between the Center Rd. and St. Martins Dr. intersection and the Mosside Blvd./Rt. 48 and Haymaker Rd. intersection.	M	M		Municipal Engineer	Moderate ⁽⁶⁾	

⁽¹⁾ Abbreviations: Blvd(s)—Boulevard or Boulevards; BR—Business Route; Dr(s).—Drive or Drives; Hwy.—Highway; at—intersecting at; Ln(s).—Lane or Lanes; Rd(s).—Road or Roads; Rt(s).—Route or Routes; EB—eastbound; NB—northbound; SB—southbound; WB—westbound

⁽²⁾ Abbreviations: S—short term; M—medium term; L—long term. Reflects the need for proposed action with respect to traffic and safety requirements and the time needed to program, design and construct the project.

⁽³⁾ Abbreviations: H—high priority; M—medium priority; L—low priority. Reflects the importance the community leadership should place on the project today even though the need is not great today or the project may take some time to design, program and construct.

⁽⁴⁾ Abbreviations: M—Monroeville; C—County; S—PENNDOT; PT—Pennsylvania Turnpike; PO—Private Owner. See text for further discussion.

⁽⁵⁾ Costs are order of magnitude for the proposed project and do not include the cost of right-of-way purchase or utility relocation where these may be required.

⁽⁶⁾ For corridors, project costs are best determined from more detailed engineering analysis. Many suggested improvements depend on the extent to which the community wishes to carry out previously proposed activities such as sidewalks and other non-motorized pathways. Major costs include roadway widening which may require right-of-way acquisition, utility relocations or major earth moving. Moderate costs are repaving and other improvements within the existing right-of-way and essentially on existing shoulder and lanes. Minor costs include planning efforts (particularly where most costs are being paid by others and the community effort is coordinating with the implementing agency) or small improvements to short sections of the roadway.

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