

Purpose and Need

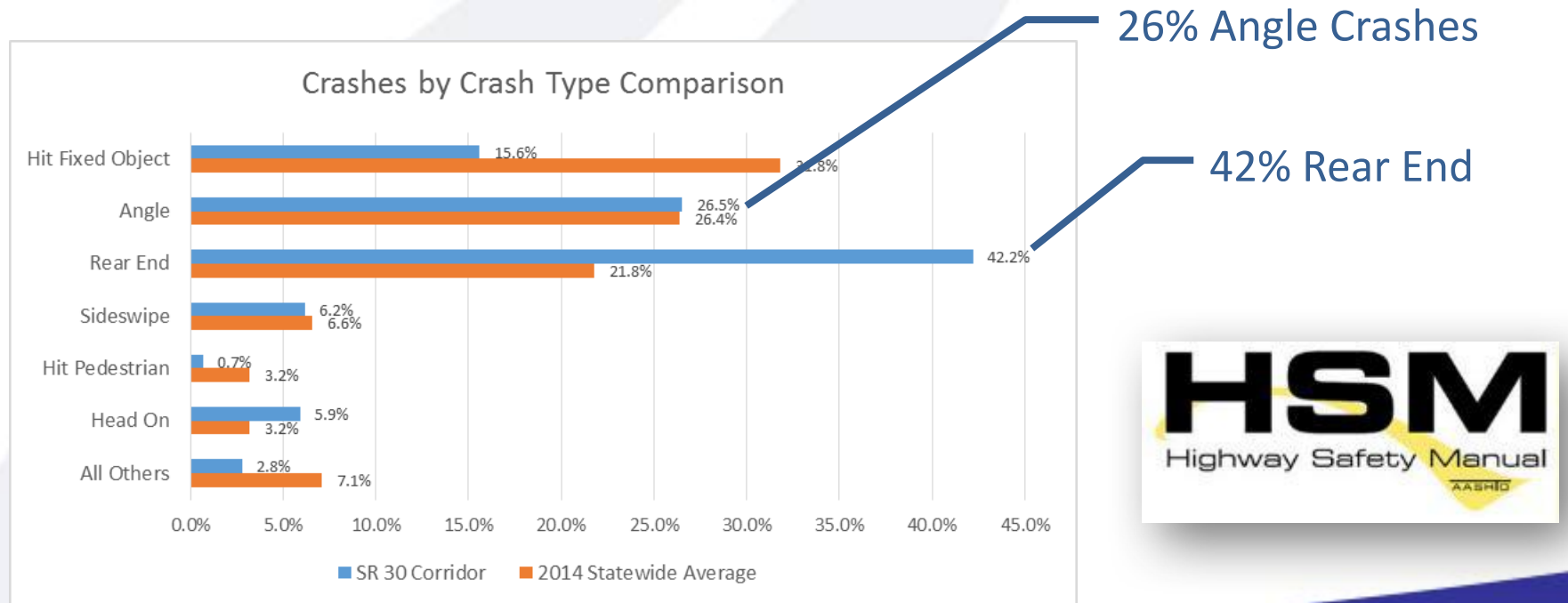
- Route 30 Overall P&N Statement:

Modernize the US 30 corridor infrastructure, thereby improving the safety, mobility, and economic vitality of the corridor.

- Include improvements to:
 - **Safety conditions** for the traveling public
 - **Operational deficiencies** to enhance mobility
 - **Facility and infrastructure deficiencies** to provide a reliable and sustainable facility
 - **Community and economic development** constraints

Safety Conditions

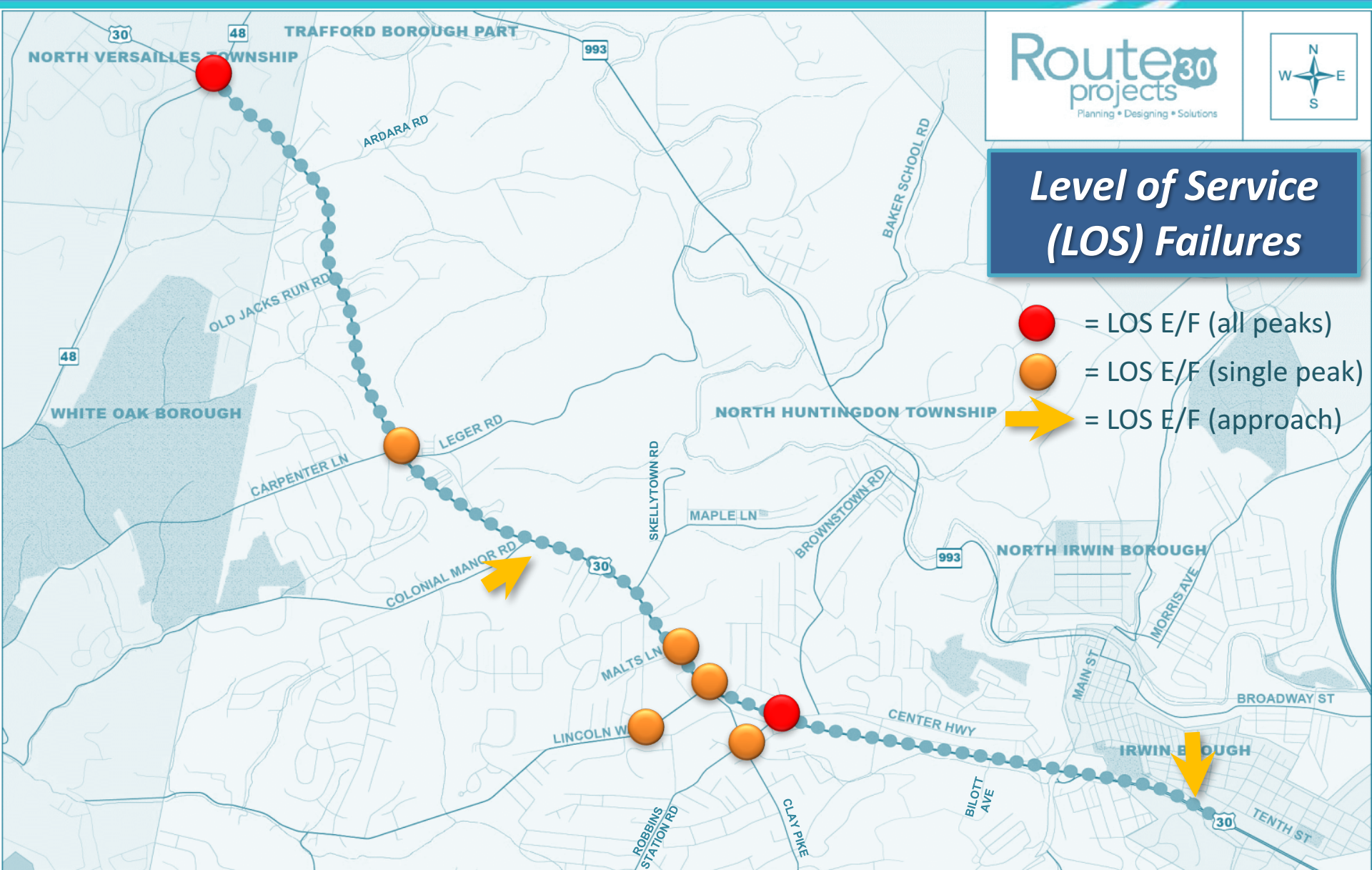
- Vehicular Crash Patterns
 - Mostly Angle or Rear End crashes
 - Driver error in 94% of all crashes, typically speed or judgement-related



Operational Deficiencies

- Intersection Level of Service Failures
 - 9 of 11 intersections degrade through 2045 and experience failures (LOS E/F) for at least one approach during at least one peak period
- Excessive Queuing and Congestion
 - 4 locations experienced a combination of traffic signal cycle failures, left-turn bay overflows, and queue spillback affecting upstream intersections

2045 Operational Deficiencies



Operational Deficiencies

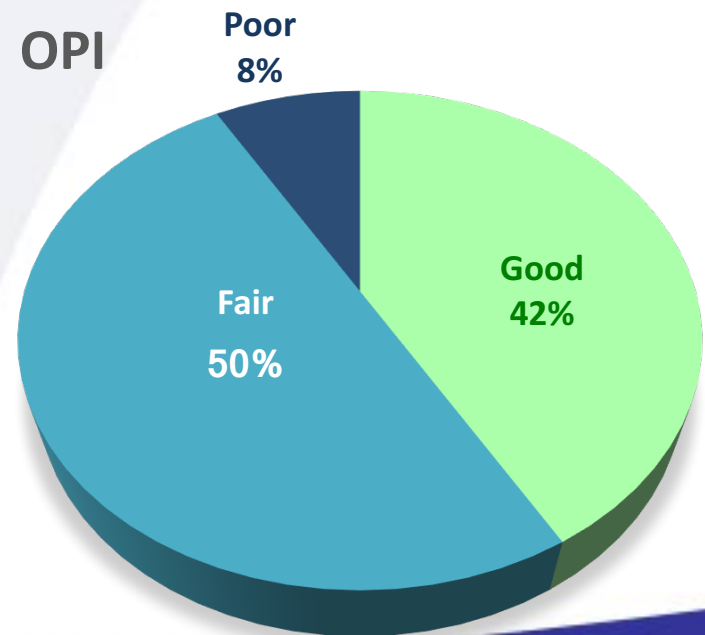
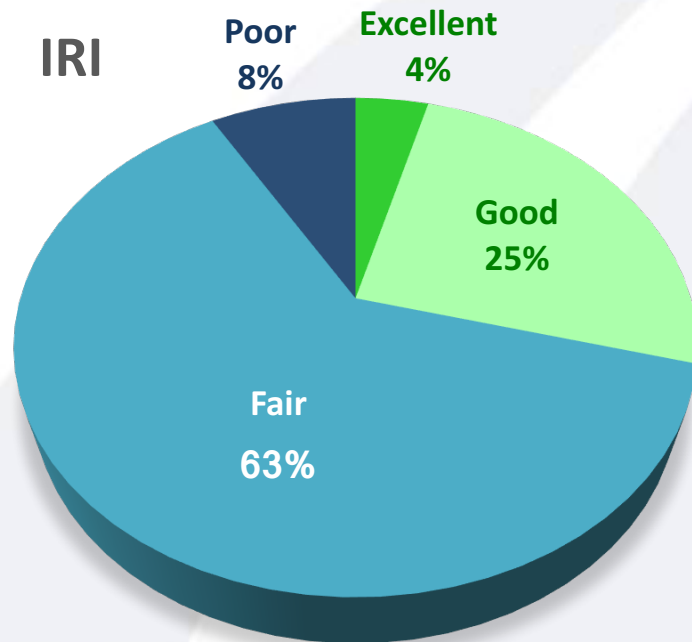
- Corridor Travel and Access Deficiencies
 - 2015 travel times of 10-13 minutes
 - Approximately 3 minute variation between peaks
 - 2045 travel times of 10-21 minutes
 - Up to 65% increase in travel delays (varies by peak)
 - Up to 40% reduction in average network speeds
 - Over 10 minute travel time variation between peaks
 - Overall reduction in travel reliability
 - Inadequate traffic gaps measured for left-turns
 - Left-turn issues, congestion, and queuing highlighted as top concerns by 43% of 900 survey respondents

Facility and Infrastructure Deficiencies

- Roadway Design Requirements
 - Existing shoulders < 8-12' DM2 requirement
 - Existing lanes < 11-12' DM2 requirement
- Miscellaneous Roadway or Geometry issues
 - Clear zone concerns
 - Sight-distance constraints
 - Skewed intersection geometry
 - Falling rock

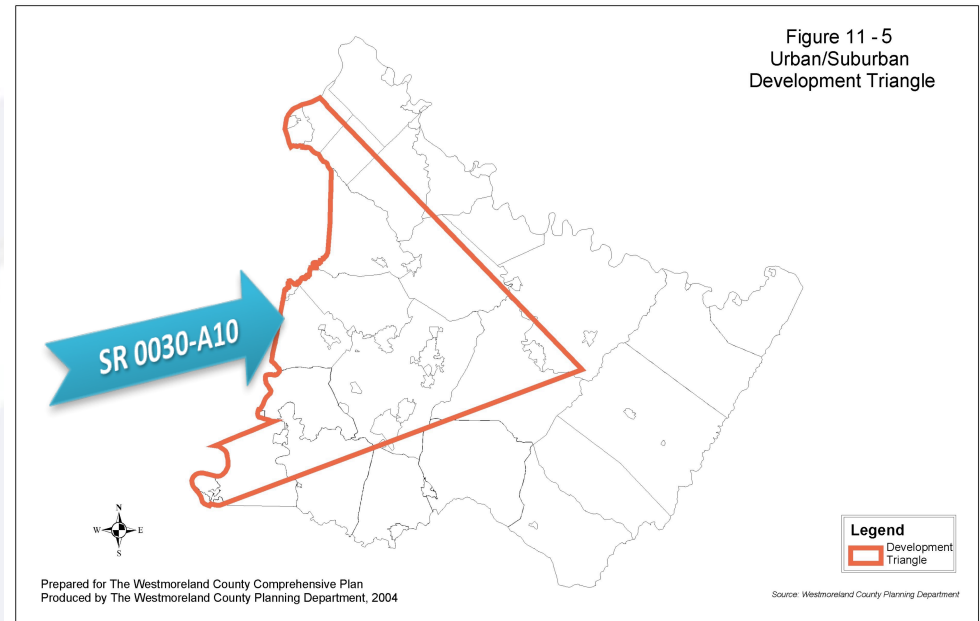
Facility and Infrastructure Deficiencies

- Pavement Issues:
 - 1937 concrete base layer is 80 years old versus policy recommendation to replace beyond 55 years
 - Mostly fair to poor pavement ratings in project



Community and Economic Dev. Constraints

- Growth & Congestion
 - North Huntingdon Twp. building permits
 - Westmoreland Co. Urban/Suburban Development Triangle
- Inadequate Multimodal Infrastructure and Community Connectivity



Corridor/Project Segmentation

