

The condition and accessibility of a region's transportation network has important implications to nearly every facet of life in Southeastern Greene. Everything from economic development, to land use decisions and delivery of municipal services is determined by the capacity of the transportation system to efficiently move people and products to jobs and marketplaces. The Transportation Facilities and Services section will catalogue the different modes of transportation, examine the condition of the transportation infrastructure and make recommendations where improvements can be made.



I-79- Mt. Morris Interchange, Perry Township (Mackin 2007)

REGIONAL TRANSPORTATION NETWORK AND ROAD CLASSIFICATIONS

The Pennsylvania Department of Transportation (PennDOT) classifies all state-owned roads according to functional classifications. The classification of a roadway relates to its basic relationship to traffic levels of service and land access. For instance, Arterials provide a higher level of service and a greater degree of access control, while Local Roads provide the highest level of access to adjacent properties but provide a much lower level of service. Collector roadways provide a balance between mobility and land access. For the purposes of the Southeastern Greene Cooperative Communities Comprehensive Plan, PennDOT Functional Classifications will be used to describe the roadway inventory (PennDOT, 2003). The road network is shown graphically in *Map 7-1: Road Network*.

Interstate Highways, Other Freeways, and Expressways

The Pennsylvania interstate system includes presently designated interstate routes that meet the federal interstate geometric and construction standards for future traffic demands. This designation is the highest classification of arterial roads and provides the highest level of service at the highest speed for the longest uninterrupted distances (PennDOT, 2005). Designed to be the safest, all-weather highway network in the United States, the system was originally designed for national defense.

Interstate 79 (Perry Township)

Interstate 79 (I-79) is a limited access, Interstate Highway that traverses Greene County in a north to south direction and provides regional connections south to Charleston, West Virginia, and north to Pittsburgh and Erie, Pennsylvania. I-79 bisects the Planning Area in Perry Township. The Mt. Morris I-79 Interchange (Exit 1) is located in Perry Township, six miles south of the Kirby Interchange and just one mile north of the Pennsylvania / West Virginia border, and provides direct access to SR 2009 / Locust Avenue and SR 2002 / Bald Hill Road. The Kirby (Pennsylvania) Welcome Center is located in Whiteley Township, north of Perry Township.

Principal Arterial

Principal arterials provide statewide or interstate travel to urbanized areas. They provide integrated movements without stub connections. Design of the roadway usually consists of two (2) 12-foot lanes with 8-10 foot shoulders with speeds typically ranging from approximately 45-65 miles per hour.

State Route 21 / E Roy Furman Highway (Cumberland Township & Monongahela Township)

PA State Route 21 is an east-west highway that enters the Planning Area in the southern portion of Cumberland Township (south of Carmichaels Borough), intersects with State Route 88 near the border with Monongahela Township, and ultimately crosses the Monongahela River at the Masontown Bridge into Fayette County. State Route 21 provides access to Waynesburg Borough to the west and Masontown Borough and the City of Uniontown to the east.

Minor Arterial

Minor arterials link cities, larger towns and other traffic generators to provide integrated interstate and inter-county service. Minor arterials are spaced at proper intervals consistent with population density. Design of the roadway usually consists of two (2) 12-foot lanes with 8-10 foot shoulders and with speeds typically ranging from approximately 35-45 miles per hour.

State Route 88 / Eighty-Eight Road (Carmichaels Borough, Cumberland Township, Dunkard Township, Monongahela Township)

PA State Route 88 is a north-south highway that enters the Planning Area in the northwest portion of Cumberland Township and continues south through Carmichaels Borough, Monongahela Township, and Dunkard Township before crossing the Monongahela River on the Point Marion Bridge into Fayette County. PA State Route 88 provides access to Washington County to the north and to Fayette County to the east.

Rural Major Collector

Major collectors are highways or streets that provide connections within towns by distributing trips to commercial areas or neighborhoods. They provide for a greater amount of mobility and access, are intended to convey traffic from medium travel distances (generally greater than one mile), and serve motorists between local streets and arterial roads. The design of major collectors usually consists of two (2) 12-foot lanes with 8-10 foot shoulders and design speeds of approximately 35 miles per hour or greater.

US Route 19 / Mt Morris Road (Perry Township)

US Route 19 is a north-south highway that runs parallel to I-79 and enters the Planning Area in Perry Township from the north and continues south through the village of Mt Morris before entering into West Virginia to the south. US Route 19 provides access to Waynesburg and other points north and Morgantown and other areas in West Virginia to the south.

State Route 218 / Smith Creek Road (Wayne Township)

State Route 218 is a north-south highway that enters the Planning Area in northern Wayne Township and travels south to West Virginia.

Other rural major collector roads located within the Planning Area include:

- ❖ State Route 1021 / Crucible Road (Cumberland Township)
- ❖ State Route 1021 / George Street (Carmichaels Borough)
- ❖ State Route 2003 / Big Shannon Run Road (Perry Township)
- ❖ State Route 2010 / Herbert Stretch Road (Dunkard Township)
- ❖ State Route 2011 / Bobtown Road (Dunkard Township)
- ❖ State Route 2011/ Garards Fort Road (Greene Township)
- ❖ State Route 2014 / Greensboro Road (Monongahela Township)
- ❖ State Route 2014 / Stoneyhill Road (Monongahela Township)
- ❖ State Route 2014 / Front Street (Greensboro Borough)
- ❖ State Route 2014 / Diamond Street (Greensboro Borough)
- ❖ State Route 2014 / County Street (Greensboro Borough)
- ❖ State Route 2016 / Mapletown Road (Monongahela Township)
- ❖ State Route 2017 / South Branch Muddy Creek Road (Cumberland Township)
- ❖ State Route 2017 / Carmichaels Road (Cumberland Township)
- ❖ State Route 2017 / Carmichaels Road (Greene Township)
- ❖ State Route 3013 / Oak Forest Road (Wayne Township)
- ❖ State Route 3014 / Bluff Ridge Road (Wayne Township)

Rural Minor Collector

Rural minor collector roads enable moderate quantities of traffic to move between arterial and local roads. These roadways provide for an equal amount of mobility and land access, providing access to adjacent properties. Rural minor collector roads are usually designed with two (2) 12 foot lanes and 4-10 foot shoulders and design speeds of approximately 30 miles per hour.

Rural minor collector roads located within the Planning Area include:

- ❖ State Route 1006 / South Street (Carmichaels Borough)
- ❖ State Route 1006 / Browns Ferry Road (Cumberland Township)
- ❖ State Route 1025 / Stringtown Road (Cumberland Township)
- ❖ State Route 2004 / Taylortown Road (Dunkard Township)
- ❖ State Route 2006 / Davistown Road (Perry Township)
- ❖ State Route 2008 / Plant Road (Dunkard Township)
- ❖ State Route 2021 / Bald Hill Church Road (Dunkard Township)
- ❖ State Route 2025 / Old Waterworks Road (Dunkard Township)
- ❖ State Route 2027 / Colvin Road (Monongahela Township)
- ❖ State Route 2031 / Alicia Road (Monongahela Township)
- ❖ State Route 3006 / Jollytown Road (Wayne Township)
- ❖ State Route 3009 / Toms Run Road (Wayne Township)
- ❖ State Route 3013 / Oak Forest Road (Wayne Township)

Local Roadways

The principal function of a local roadway is to provide direct access to adjacent properties. Roads classified as local roadways are owned by the state but are intended to provide mobility within a particular neighborhood, or to one of the other road types. Local roads are usually designed to be 20-22 feet wide (one lane in each direction) with 2-8 foot shoulders and design speeds of approximately 25 miles per hour.

Local roadways located within the Planning Area include:

- ❖ State Route 1006 / Browns Ferry Road (Cumberland Township)
- ❖ State Route 1006 / Ceylon Road (Cumberland Township)
- ❖ State Route 1008 / Carmichaels Road (Cumberland Township)
- ❖ State Route 1017 / Kovalchecks Road (Cumberland Township)
- ❖ State Route 1017 / Willis Road (Cumberland Township)
- ❖ State Route 1017 / Crucible Road (Cumberland Township)
- ❖ State Route 1019 / E Green Valley Road (Cumberland Township)
- ❖ State Route 1023 / Jacobs Ferry Road (Cumberland Township)
- ❖ State Route 1027 / Rutters Road (Cumberland Township)
- ❖ State Route 2001 / Rudolph Run Road (Perry Township)
- ❖ State Route 2002 / Bald Hill Road (Perry Township)
- ❖ State Route 2003 / Buckeye Road (Perry Township)
- ❖ State Route 2005 / Dairy Farm Road (Perry Township)
- ❖ State Route 2008 / Plant Road (Dunkard Township)
- ❖ State Route 2012 / Bobtown Hill Road (Dunkard Township)
- ❖ State Route 2013 / Jensen Hollow Road (Cumberland Township)
- ❖ State Route 2014 / Old Dairy Road (Monongahela Township)
- ❖ State Route 2019 / Ceylon Road (Cumberland Township)
- ❖ State Route 2021 / Bald Hill Church Road (Dunkard Township)
- ❖ State Route 2022 / South Branch Muddy Creek Road (Cumberland Township)
- ❖ State Route 2023 / Rocky Run Road (Dunkard Township)
- ❖ State Route 2023 / Martin Ferry Road (Monongahela Township)
- ❖ State Route 2024 / Little Chicago Road (Monongahela Township)
- ❖ State Route 2029 / Hunting Hills Road (Monongahela Township)

ROADWAY DEMAND

The Annual Average Daily Traffic (AADT) numbers for all state-owned roadways within the Planning Area are shown on *Map 7-2: Roadway Demand*. The traffic volumes are the Annual Average Daily Traffic for 2006 based on PennDOT Traffic Volume data. Using this data, local officials and planners can determine road usage and demand and predict preferred routes to various geographic destinations. Well traveled roads should be submitted through Greene County Transportation Program for consideration to the State Transportation Improvement Program so that funding can be directed to high volume areas.

Interstate 79 (I-79) and State Route 21 (SR 21) are by far the most heavily traveled roads in the Planning Area. State Route 88 (SR 88) experiences the next highest traffic volumes with heaviest use occurring primarily between Carmichaels and SR 21. Overall, Cumberland Township experiences the highest traffic volumes with the presence of SR 21 and SR 88. Other roadways that are well traveled in Cumberland Township include Crucible Road and Nemaquin Road, which both experience between 500 to 2000 vehicle trips a day.

SR 88 in Monongahela Township and Dunkard Township is the highest volume roadway. This transportation routes serves as a conduit to other local roads such as Bobtown Road and Mapletown Road and Greensboro Road in Monongahela Township. Taylortown Road routes vehicles west from SR 88. The highest vehicle volumes in Greene Township can be found on Garards Fort Road and Carmichaels Road. Big Shannon Road and Mount Morris Road (US 19) move traffic north to south and are primary roadways for Perry Township. Highest traffic volumes in Wayne Township can be found on State Route 218 and Oak Forest Road, which are the major north to south travel routes.

TRANSIT

The Greene County Transportation Program (GCTP) offers transit to and from destinations throughout Greene County. The service is offered to the general public, but requires pre-registration for riders and 24 hour advance scheduling for all pick-ups. GCTP makes out-of-county trips to Washington, Pittsburgh, Uniontown and Morgantown, WV on different scheduled days.

Greene County residents traveling to a senior center pay no fare as it is covered by the Pennsylvania Shared Ride Program, the Pennsylvania State Lottery, and the Area Agency on Aging. Free rides are also offered to families and individuals who qualify for medical access cards and need trips to and from medical appointments. Reduced fare rides are offered to all senior citizens 65 and older and disabled individuals under the age of 65.

PARK-N-RIDES

There are no designated Park-N-Rides located in Southeastern Greene County, although, a field view by Mackin staff discovered an unofficial park and ride at the I-79 interchange at Garards Fort Road in neighboring Whitely Township. Given the proximity to employment centers in Morgantown and Waynesburg, there may be a desire for local residents to car-pool and opportunities for a Park-N-Ride facility near the I-79 interchange at Mt. Morris.

BRIDGES

Bridges are of two types: Grade separation for highways and railroads, and waterway crossings. Bridges are critical to the full use of a transportation network. Bridges must comply with the following general criteria to satisfy their functional part of a transportation system and the class of roadway being bridged:

- ❖ Support both dead and live loads
- ❖ Adequate waterway opening
- ❖ Vertical grade clearance
- ❖ Pavement and shoulder width aligned with roadway
- ❖ Parapet impact strength
- ❖ Deck drainage
- ❖ Load sufficiency rating

Bridges failing to satisfy these criteria become functionally inadequate which limits the efficiency of the highway networks' to serve the public. The most serious inadequacy is loss of structural strength that limits a bridge's ability to carry design loads. When a bridge becomes structurally inadequate, the bridge must be posted for a lower safe load, or closed, if a safe load is less than three tons. A typical ambulance is seven tons, school busses 12 to 15 tons, fire engine 15+ tons, and delivery trucks five+ tons. The only vehicles permitted on a three-ton posted structure are automobiles and small pick-up trucks. A three-ton posting is a hardship on the quality of life for residents and businesses using the posted structure. Closed structures cause a greater hardship on residents by denying access or forcing lengthy detours. Posted and closed bridges cause safety, inconvenience, and restricted mobility problems for residents, motorists, and public service (fire, police, utility, and parcel delivery).

As of February 2007, PennDOT listed two closed bridges:

- ❖ Cumberland Township: Township Road 684 Bridge over Muddy Creek (87 feet long)
- ❖ Wayne Township: State Route 2001 Bridge over Rudolph Run (55 feet long)

In addition to the two closed bridges, there were 22 posted bridges in the Planning Area, of which 15 are owned by Greene County, six are owned by PennDOT, one is owned by Dunkard Township, one is owned by Perry Township, and one is owned by Wayne Township. The combined total of 24 posted and closed bridges are affecting safety and quality of life for Planning Area residents. *Table 7-1: Posted and Closed Bridges in Southeastern Greene County* lists each bridge, along with its general location, structure length, posting status, weight limit, and year built.

Table 7-1: Posted and Closed Bridges in Southeastern Greene County

OWNER	LOCATION	LENGT H (feet)	FEATURE INTERSECT	POSTING STATUS	WEIGH T LIMIT	YEAR BUILT
Greene County	Carmichaels Borough	63	Muddy Creek	P	3	1998
Greene County	Cumberland Township	40	Muddy Creek	P	9	1903
Greene County	Cumberland Township - East of Carmichaels	87	Muddy Creek	C	-1	1892
Greene County	Cumberland Township - East of Carmichaels	87	Muddy Creek	P	-1	1892
Greene County	Cumberland Township - west of Little Chicago Rd	27	Little Whiteley Creek	P	3	1940
Greene County	Cumberland-Monongahela Townships	44	Little Whiteley Creek	P	5	1913
Greene County	Dunkard Township - west of Mapletown	86	Whiteley Creek	P	5	1905
Greene County	Greene Township	69	Whiteley Creek	P	4	1900
Greene County	Greene Township - east of Kirby	49	Whiteley Creek	P	28	1955
Greene County	Perry Township - northwest of Minet	39	Shannon Run	P	29	1909
Greene County	Perry Township - south of Minet	49	Shannon Run	P	3	1915
Greene County	Wayne Township	54	Hoovers Run	P	3	1890
Greene County	Wayne Township - Spraggs	52	Roberts Run	P	6	1893
Greene County	Wayne Township - Spraggs TR 318	50	Roberts Run	P	15	1926
Greene County	Wayne Township - SR 3013 Intersection	43	Pursley Creek	P	4	1899
Penn DOT	Cumberland Township	39	South Branch Muddy Creek	P	34	1952
Penn DOT	Cumberland-Jefferson Townships	31	Muddy Creek	P	8	1925
Penn DOT	Monongahela Township	129	Whiteley Creek	P	15	1938
Penn DOT	Perry Township	38	Branch of Dunkard Creek	P	28	1942
Penn DOT	Wayne Township	26	Bells Run	P	23	1940
Penn DOT	Wayne Township	55	Rudolph Run	C	3	1914
Dunkard Township	Dunkard Township @ SR 2019 in Davistown	43	Meadow Run	P	10	1942
Perry Township	Perry Township	24	Little Shannon Run	P	3	1937
Wayne Township	Wayne Township - 2.25 mi. south of Kuhntown	34	Hoovers Run	P	25	1996

Funding for bridge rehabilitation is available from federal, state, and county budgets. Bridges that meet federal criteria for length, traffic volume, and sufficiency rating can qualify for 80 percent federal, 15 percent state, and five percent local funds for bridge rehabilitation and/or replacement. Bridges not meeting federal criteria may qualify for state funds at 80 percent state and 20 percent local funds.

Pennsylvania Act 26, signed into law August 5, 1991, specifies criteria for funding county-owned bridges based on county unemployment rates. The legislation increased the Oil Franchise Tax and designated funding for various road and bridge project categories, which included a two-percent allocation to County Bridges. On June 14, 1999, the Program Management Committee (PMC) approved the following programming and budgeting requirements based on the 1998 county unemployment rates:

- ❖ A bridge must be included in an approved Bridge Bill Capital Budget and on the appropriate MPO/LDD Transportation Improvement Programs.
- ❖ A bridge must be included in the Commonwealth's Twelve Year Transportation Program.
- ❖ Act 26 funds will be made available only for project phases(s) included in the first four years of the Twelve Year Transportation Program.

The dedication of funding to County Bridges was intended to use state funds in lieu of local funds for the replacement or rehabilitation of county-owned bridges in “poor counties” and to preserve covered bridges. All County-owned covered bridges are eligible for Act 26 Funds. All other County-owned bridges are eligible only if both of the following criteria are met:

- ❖ The County's unemployment rate is within the top quartile of the state.
- ❖ The County's revenue/expenditure ratio must indicate financial distress.

In Southwestern Pennsylvania, Greene County is eligible under Act 26. To access Act 26 funds, a written request must be submitted to the PennDOT District Office (District 12 governs both counties) and the bridge project must meet all programming and budgeting requirements. The Pennsylvania Public Utilities Commission (PUC) will review the written request and determine if the project meets eligibility criteria and programmatic requirements. Approval by the PUC results in no cost to the county, as all bridge project funds are either 100 percent state funded or a blend of state and federal dollars.

A structure over eight feet is eligible for state funding while federal standards for a bridge are those structures that are 20 feet in length or more. Local bridges that qualify for funding receive 80 percent state with a 20 percent local match or 80 percent federal, 15 percent state, and 5 percent local funds. Act 26 funds will replace the local share (either 5 percent or 20 percent) on County-owned bridges. Therefore, while Act 26 is enacted, municipalities should petition their County Government to accept qualified local structures as County Bridges until Act 26 is repealed or modified to the point or condition that and Greene County no longer enjoy a no-cost status for its bridges. This action will permit both local and county bridges that qualify to be 100 percent funded with state or federal funds to be rehabilitated or replaced at no cost to either the local or county entities.

RAIL

Regional and shortline railroads are smaller than the Class I railroads, with less than \$250 million in annual revenues, and generally having less than 350 miles of track. They frequently connect to the Class I railroads, providing opportunities to “transload” materials from a regional to a national distribution network. Shortline systems are one of the most important elements of the rail transportation system. The shortline railroads provide access to local industrial properties and function as an economic development tool for businesses that want to locate on industrial sites. Pennsylvania is served by seventy regional and short line railroads, more than any other state (PennDOT, 2004).

Shortline railroads are much smaller operations, often serving a single customer. Shortline and regional railroads are one of the most important elements of the transportation system. They provide access to many excellent business properties and function as an economic development tool for businesses willing to locate on these industrial sites. There is no regional rail line serving Greene County. There is one short line rail road within Greene County – the Cumberland Mine rail line.

- ❖ CSX Transportation, Inc. provides service from Waynesburg south to Brave (Wayne Township) and on to West Virginia
- ❖ Norfolk Southern Railway Company provides service along the Monongahela River, entering Greene County in Monongahela Township south of Greensboro and traveling south to West Virginia
- ❖ The Cumberland Mine Railroad line provides service from Kirby to the Monongahela River, where it crosses into Fayette County to connect to the Norfolk Southern rail line
- ❖ Shannopin Mines owns a private railroad spur in Dunkard Township

WATERWAY TRANSPORTATION & ACCESS

The Monongahela River flows north from the confluence of the West Fork and Tygart rivers at Fairmont, West Virginia to the City of Pittsburgh where it joins with the Allegheny River to form the Ohio River. The Monongahela River serves many purposes including transportation, recreation, and as a source of water for many municipalities within the County. Historically, the Monongahela River has been considered a significant form of transportation for all of Southwestern Pennsylvania. Today, the river is still considered a commercial waterway due to the number of barge companies that transport coal, petroleum products, scrap metal and other materials.

Locks and Dams

The present navigation system on the Monongahela River is comprised of nine locks and dams of several sizes and types constructed by the U.S. Army Corps of Engineers between 1902 and 1994. These locks allow boats to travel in a series of steps to accommodate the 147-foot difference in pool elevation from Fairmont to Pittsburgh (US Army Corps of Engineers, 2005). Together, the U.S. Army Corps of Engineers and the Port Authority of Pittsburgh oversees 200 miles of commercially navigable waterways in southwestern Pennsylvania.

Point Marion Lock & Dam (Dunkard Township)

Point Marion Lock and Dam is located at river mile 90.8 near the community of Point Marion. The lock chamber and operations buildings are situated along the left descending bank of the river. Road access to the project is from Power Plant Road, leading south from State Route 88 at the Point Marion Bridge. The original Point Marion Lock and Dam, previously known as Lock and Dam 8, was built between 1923 - 1926. In 1959, the dam was changed from a fixed crest to a gated type. The Water Resources Development Act of 1986 authorized replacement of the existing lock chamber with a larger lock chamber (84 feet by 720 feet) on the landward side of the existing chamber. Using an innovative, award-winning design in constructing the chamber a new lock was dedicated in September 1994 (online <http://www.lrp.usace.army.mil/nav/pm.htm>, May 2007).

Former Lock & Dam 7

Former Lock and Dam 7 located in Monongahela Township, just south of Greensboro, was replaced by Grays Landing Lock and Dam in 1995. Grays Landing Lock and Dam is located three miles south of Greensboro in Fayette County. Grays Landing Lock and Dam consists of one lock chamber and a fixed-crest dam, which is a concrete weir or wall across the river that keeps the river channel upriver deep enough for navigation -- at least 9 feet. Water cannot be controlled locally and consequently cannot provide any control over flood waters. An incidental benefit derived from the pool formed by the dam is the availability of a source of municipal and industrial water supply (online <http://www.lrp.usace.army.mil/nav/gl.htm>, May 2007).

River Access

The ability of residents to use the river or other waterways, as a source of recreation is partly dependent upon the availability of public boat launches. There is currently one public river access point in the Planning Area and Greene County is also developing the Crucible Site to include public river access. Two Rivers Marina, located in Dunkard Township, offers private access.

Until the summer of 2007 the nearest public access points were located at Rices Landing and at Ten Mile Creek State Park in neighboring Washington County. In summer of 2007 the Pennsylvania Fish and Boat Commission opened a boat launch and parking lot on Stoney Hill Road in the Glassworks community of Monongahela Township. The site offers easy access to the Monongahela River for deep draft high powered vessels, and also marks the head of the Warrior Trail.

Greensboro Borough is actively applying to the PA Fish and Boat Commission to establish non-motorized boat launches at the foot of County Street.

TRAILS

The trails and bicycle routes located within Southeastern Greene County are depicted on *Map 7-3: Trails / Bikeways*.

Greene River Trail

The Greene River Trail is a 6 mile rail trail constructed along an abandoned railroad line. The trail is owned and maintained by the Greene County Department of Recreation. The trail begins at the Greene Cove Yacht Club in Jefferson Township and ends in Crucible. The Greene River Trail has a twelve-foot wide, smooth crushed gravel surface used for walking, jogging, and bicycling. The trail is adjacent to the Monongahela River with fencing along portions of the trail. Trail access points are located at the Greene Cove Yacht Club or in Rices Landing. In 2002, Greene County received a \$400,000 TEA-21 grant through PennDOT to cover construction costs to extend the trail to the Jessop Boat Club. The first phase will extend the current trail approximately 1.7 miles south through the Dilworth and Crucible mine properties and is estimated to cost \$500,000.

Future plans to extend the trail to the village of Nemaocolin (Cumberland Township) will increase the length of the trail to a total of 9.3 miles and include a section from Nemaocolin south through the western side of the Hatfield Ferry Power Station to State Route 21 in Monongahela Township. This will provide the potential for a trail to cross the Masontown Bridge and link to the Sheepskin Trail and the Great Allegheny Trail.

Warrior Trail

The Warrior Trail is a 45-mile trail that crosses the County in an east-west fashion from Greensboro on the Monongahela River to the border of Marshall County, West Virginia. This trail is a former Native American path and extends beyond Greene County and Pennsylvania to its western terminus on the Ohio River in Flint Ridge, near the town of Zanesville, Ohio. The trail runs along a ridge top for its entire length and never crosses a body of water. The trail is recognized as one the Major Greenway Corridors in Pennsylvania by the Department of Conservation and Natural Resources (DCNR). It is estimated that the trail has been in use for over 5,000 years and was first used by Native Americans to obtain supplies of flint from the Flint Ridge area in Ohio. The Warrior Trail is located entirely on private property and is marked with yellow paint blazes. The trail is partially maintained by the Warrior Trail Association and trail users hike at their own risk. In December of 2006, the Warrior Trail Association celebrated the 40th anniversary of the trail. Steering Committee members have noted that new signs along the trail and shelters for overnight stays are needed.

Catawba Path

The Catawba Path is another Native American path that runs from New York through Pennsylvania in a north-south direction. The path cuts through the eastern portion of Greene County, connecting Uniontown in Fayette County to Morgantown, West Virginia. The path then continues on to the Carolinas, Kentucky and Tennessee. The Greene County portion of the Catawba Path is approximately 17.2 miles long. It is important to note that the path is neither marked nor maintained and located entirely on private property.

Upper Mon Water Trail

The Upper Mon River Water Trail (UMWT) is a 65-mile section of the Monongahela River that begins in Fairmont, West Virginia and ends at the Washington County border where Ten Mile Creek empties into the Monongahela River. The trail is recognized by DCNR as one of the Major Greenway Corridors in Pennsylvania. The trail is a project of the Morgantown Area Chamber of Commerce Vision 2020 and the Upper Mon Water Trail Special Interest Group.

Greensboro Trail (under development)

The Greensboro Trail project consists of a trail extending approximately 1-mile north along the Monongahela River, from former Lock #7, along Lock Road, County Street, Water Street, to Clear Street, to Front Street, to Diamond Street, exits the street onto private property to Mon-View Community Park. Greensboro Borough received a \$500,000 trail grant to complete the engineering and design work. The key components of the project include providing for a safe and economical trail design with safe road crossings, trail access facilities, and improved road shoulders and drainage. A second portion of the project is a historic walking trail loop that will follow Front Street, Clear Street, Second Street, and Stone Street.

BicyclePA Route A

BicyclePA Routes are signed routes that direct long distance bicyclists along state roadways with improved shoulders and other features designed for bicycle riders. In some cases, these routes divert from existing roadways onto improved rail trails to bypass difficult sections. U.S. Route 19 doubles as BicyclePA Route A, which is one of seven officially designated bicycle routes located in Pennsylvania. The bikeway is 199 miles, beginning in Perry Township at the Pennsylvania / West Virginia border and ending at Lake Erie in Erie County, PA. Within Perry Township, the terrain is gently rolling to hilly.

Greene County Bicycle Paths

The Greene County Tourist Promotion Agency publishes a bicycling map for the County that depicts six bicycle rides of varying degrees of difficulty. The bicycle paths vary in length and each ride provides access to areas of beautiful scenery. All six bike rides are located along public roadways, as noted below (mileage was calculated using GIS):

- ❖ Waynesburg Workout Ride (13.8 miles)
- ❖ The Road to Prosperity (32.4 miles)
- ❖ Crucible Cruise (12.4 miles)
- ❖ The Ryerson Roundabout (18.7 miles)
- ❖ The Brave Ride (30.7 miles)
- ❖ Mt. Morris to the Mon (43.8 miles)

TRANSPORTATION IMPROVEMENTS

Transportation Improvement Program

The State Transportation Improvement Program/Transportation Improvement Program (TIP) for Southwestern Pennsylvania lists all projects that are anticipated to be funded by state and/or federal money. The TIP is a four-year, fiscally constrained listing of priority multimodal projects. The TIP is updated biannually in conjunction with the state's Twelve Year Transportation Program. A project must appear on the TIP before it can receive financial support. The TIP represents the schedule and cost for the project at the time of TIP development and is the first step in seeking authorized funding.

The Southwestern Pennsylvania Commission in conjunction with their member Agencies or Counties has established Public Participation Panels (PPP) for each county to update the TIP. The PPP's primary purpose is to take public testimony on transportation projects and convey them in a logical manner to the State Transportation Commission. The public hearing testimony for Greene County identified eight transportation needs or projects in Southeastern Greene County for inclusion on the 2007-2010 TIP Update. The order of the transportation needs is not meant to convey a prioritization, with the exception of Point Marion Bridge, which is Greene County's top priority project. The other transportation needs will advance in the design process as programmed funding and scope of work allow.

- ❖ Point Marion Bridge
- ❖ Masontown Bridge
- ❖ Realignment of State Route 21 junction in Cumberland Twp
- ❖ SR 218/ Morgan St grade-separated crossing over Norfolk-Southern line
- ❖ I-79 Interchange at Mt. Morris
- ❖ Greene County Local Bridge Program
- ❖ Transportation Enhancements – Greene River Trail
- ❖ Jackson Run and Ten Mile Creek stormwater and flooding issues – State Route 21

The 2007-2010 TIP identifies the priority highway and transit improvements programmed for advancement from October 1, 2006 through September 30, 2010. The 2007-2010 TIP specifies the priorities for the region and includes reasonable estimates of both available funds and anticipated project expenditures.

The following projects are identified in the current TIP:

- ❖ Martinsville Bridge replacement (State Route 9900) – Perry Township
- ❖ Whiteley Creek Bridge rehabilitation (State Route 2016) – Monongahela Township
- ❖ Point Marion Bridge replacement (State Route 88) – Dunkard Township
- ❖ Muddy Creek Bridge rehabilitation (State Route 2013) – Cumberland Township
- ❖ Roberts Run Bridge rehabilitation (State Route 218) – Wayne Township
- ❖ Carters Road / Junction Deli Betterment Project (State Route 21) – Cumberland Township

Route 21 Corridor Improvement Project

PennDOT has plans to improve the quality and safety of State Route 21 (S.R. 0021) between Waynesburg and Uniontown. The Route 21 Corridor Improvement Project will rebuild the highway in a series of small sections. The first of the series of projects to be implemented involves the reconstruction of Section A10, which includes the replacement of the Masontown Bridge. The existing 11-span, 2-lane structure will be replaced with a new 4-lane bridge built just to the north. Construction will be staged in such a manner that the existing bridge will remain open to traffic; thus, detours will not be required.

In addition to the bridge, this project includes reconstruction of State Route 21 on the Greene County side, with work extending to the Old Route 21 / First Avenue intersection near Chessies Market. Reconstruction of State Route 21 to points west, including the State Route 88 intersection near Paisley, which will be deferred to a future project.

As the primary commercial transportation corridor between Uniontown and I-79, the condition of State Route 21 is vital to the movement of goods and services through the area. The improvement of the road could prove to be an added benefit to economic development initiatives in Southeastern Greene by greatly improving transportation links to regional markets.

Figure 5-2: Route 21 Corridor Improvement Project



Source: PennDOT, 2003

Bridge Replacement on State Route 1021

PennDOT has plans to replace the bridge carrying State Route 1021 over Muddy Creek in Cumberland Township and reconstructing the associated approach road to safely tie into the widened structure. Construction is to begin in late summer of 2008. During construction, State Route 1021 will be restricted to one lane and temporary traffic signals will be set up to direct traffic.

TRANSPORTATION CONCERNS AND RECOMMENDATIONS

Through meetings with the project steering committee and field view research with traffic engineers, areas of concern related to the transportation network were identified for each municipality. The areas of concern are listed below by municipality, with recommendations for effectively addressing each concern.

Carmichaels Borough

State Route 1006, Vine Street

A lack of route markers and destination signage was noticed at key intersections along Vine Street. The Borough should request PennDOT to review the existing destination signage and the route markers for both State Route 21 and State Route 88 and make the necessary changes so that they better depict the roadways and area.

Intersection of George Street and Market Street

The roundabout intersection should be improved with pavement markings to delineate the proper drive path for traffic. Directional signs should also be utilized to eliminate any confusion about proper direction.

Cumberland Township

State Route 1023

Cumberland Township should request PennDOT to review and schedule State Route 1023 for line painting. In accordance with MUTCD, centerline markings may be placed on other paved two-way traveled lanes that are 16 ft. roadways or more in width. Edge line markings have unique value as visual references to guide road users during adverse weather and visibility conditions and should be placed on paved streets and highways. State Route 1023 has a posted speed limit of 40 MPH and has a variable roadway width of 16' to 20' with many curves and no shoulder. Therefore it would be best to have proper center and edge lines on this road.

Intersection of State Route 1025, Stringtown Road, and Johnson Hill Road (Stringtown)

A sign needs to be placed at the intersection of State Route 1025, Stringtown Road and Johnson Hill Road to give motorists proper warning of the bridge closing. A R11-3-1, "BRIDGE OUT"/ ".4 MILES AHEAD"/ "LOCAL TRAFFIC ONLY" should be placed with the existing "NO OUTLET" Sign.

Greene River Trail Extension

The Greene River Trail presently runs from the State Route 88 Bridge in neighboring Jefferson Township to the former Crucible Mine Site, which gives users no direct links to destinations and population centers. Cumberland Township and Greene County should acquire funding to continue extending the trail south along Nemaocolin mine and connect to Fayette County via the Masontown Bridge.

Conduct a feasibility study to extend the Greene River Trail south to West Virginia allowing connections with Greensboro.

Dunkard Township

State Route 2021, Davistown Road and Duff

Duff Road is a no outlet road without warning signage. A W14-2 Sign, “NO OUTLET” SIGN, be installed at the beginning of Duff Road at State Route 2021, Davistown Road to warn traffic of the dead end.

State Route 2021, Davistown Road

Although there were no reported occurrences of specific incidents involving pedestrians along Davistown Road a W11-2, Sign, “PEDESTRIAN SIGN” should be installed for both approaches along the highway to warn motorists of the unexpected hazard of pedestrian sharing the roadway.

Lack of Destination and Distance Signage

Field views revealed a lack of destination and distance signs along State Highways and at key intersections throughout Dunkard Township making it difficult for non-residents to locate attractions and town. Roads with the greatest need for these signs include:

- ❖ State Route 2008, Plant Road and Rock Road signs for destinations such as Bobtown, Greensboro and Garards Fort.
- ❖ State Route 2029 at State Route 2014 signs for destinations such as Greensboro and Mapletown.
- ❖ State Route 2011 at State Route 2029 signs for destinations such as Greensboro and Mapletown.
- ❖ State Route 2011 at State Route 2023 signs for destinations such as Bobtown.

- ❖ State Route 2004 at State Route 2008 signs for destinations such as Bobtown.

Destination and Distance Signs (D-Series) are in accordance with Publication 236M Handbook of Approved Signs. These signs are the responsibility of the Pennsylvania Department of Transportation (PennDOT). The Township should request that PennDOT review and address the locations for updating of destination signs.

Bobtown Spur (Potential Rail Trail)

Partner with Monongahela Township to conduct a feasibility study to determine the suitability of developing the abandoned Bobtown Spur Railroad bed as a rail trail.

Local Transportation Issues

Dunkard Township has the following municipal road issues that should be addressed:

- ❖ Maintenance of local roads occurs every year, either by filling in potholes or re-surfacing, which is costly to the township
- ❖ Four new bridges are needed on Crooked Run Road

Greene Township

S.R. 2011 Garards Fort Road

A portion of State Route 2011 has no posted speed limit from State Route 2018 until the posted 35 MPH Speed Limit. The Township should request PennDOT to conduct a speed study to reduce the speed for the non-posted portion. If a reduction in the speed limit is approved it would provide a more comfortable mix of vehicular traffic with bicyclists.

In the event this roadway is being promoted as a cycling route, W16-1, Sign, "SHARE THE ROAD", signs should be installed along State Route 2011

Greensboro Borough

State Route 2014, Front Street

There are no pavement markings on Front Street demarking pedestrian crossings or parking spaces. It is recommended that the following pavement markings be installed to remedy the situation.

- ❖ 4” double yellow lines to separate traffic flow and demark lanes
- ❖ 4” white line to depict parking
- ❖ 6” white lines for pedestrian crosswalks at each intersection.

Providing these markings is an inexpensive form of traffic calming. Tightening up the roadway by providing lane widths and indicating a parking lane, or area, and demarking crosswalks at intersections would cause motorists to proceed along Front Street with more caution.

Fourth Street (4th)

A lack of both speed limit signs and sidewalks along 4th Street poses dangers for pedestrians. The street is not that long; so instead of installing speed limit signs, the Borough should install a W11-2, Sign, “PEDESTRIAN SIGN” with a W13-1, 15 MPH advisory speed plaque. The signs will inform motorists of pedestrians using the road and encourage drivers to adhere to the advisory speed.

Proposed Boat Launch at base of County Street

Greensboro Borough should continue efforts to establish a non-motorized boat launch at the terminus of County Street at the Monongahela River. The new ramps and dock in Glassworks serves motorized boats, therefore a non motorized launch site for kayaks and canoes in the Borough could compliment efforts to increase recreational opportunities on the Monongahela River.

Monongahela Township

Intersection of State Route 2016 Mapletown Road, / State Route 2014 Stoney Hill Road, / and State Route 88

The existing flashing light at the intersection of Mapletown Road/Stoney Hill Road and State Route 88 gives emphasis to the intersection and provides warning to motorists traveling through the intersection. The cemetery is close to the Right of Way and hampers the field of view from Stoney Hill Road onto State Route 88. To provide more warning to motorists traveling on State Route 88 and to help motorists exiting from both side roads, the Township should request that PennDOT review the existing warning signs and suggest they be enlarged with an advisory speed and distance plaque on the State Route 88 approach. This would raise awareness of the intersections and increase the reaction time of motorists.

Bicyclists and pedestrians were viewed using State Route 2016 and State Route 2014, so it is also recommended that the Township request PennDOT install W16-1, Signs, "SHARE THE ROAD", and W11-2, Signs, "PEDESTRIAN SIGN". These signs would provide advance warning to motorists of cyclists and pedestrians.

Intersection of State Route 2014 Stout Road, Manson Road, and State Route 88

Monongahela Township should request permission from PennDOT to upgrade the existing flashing warning light on State Route 88 northbound approaching the intersection with State Route 2014. It should be relocated a farther distance back from the intersection to compensate for the 45 MPH speed limit on State Route 88.

Additionally, a larger intersection sign is needed. A W2-1 Sign would give motorists a better indication of the advance intersection, and the relocation of the flashing device would provide motorists the needed time to anticipate obstacles. The southbound approach does not have such a device so the Township should request PennDOT to review this portion of highway. A 48"x48" W2-1 Sign, INTERSECTION SIGN, with an advisory speed plaque and distance plaque, W13-1 Sign, and W16-2 Sign, respectively, would give proper advance notice of the intersection. PennDOT should also review the S3-1 Sign, "SCHOOL BUS STOP AHEAD" SIGN, so that is placed 500 feet in advance of the school bus stop. The existing location is too close to the school bus stop and would not allow motorists proper stopping distance. The mentioned improvements would provide greater emphasis to this area of State Route 88.

Perry Township

Lack of sidewalks in Mt. Morris village

Sidewalk connections throughout Mt. Morris village are poor and in need of major repair and expansion. Perry Township should undertake a sidewalk study to identify the streets and blocks most in need of new pedestrian walkways. This would then lead to a building program also to be undertaken with the Township in partnership with private property owners and PennDOT.

Mt. Morris Interchange Park-N- Ride

The proximity of Mt. Morris to regional employment centers in Morgantown and Waynesburg makes it a logical location for a Park-N-Ride for commuters in Southeastern Greene. A study should be conducted to explore the cost effectiveness of opening a Park-N-Ride facility.

Intersection of State Route 2003 Wades Run Road, and Stevens Road

It is recommended that the Township make a request to PennDOT for warning signs, with advisory speed plaques for each approach, on State Route 2003. The warning sign would give motorists on State Route 2003 advance warning of Stevens Road and the advisory speed plaques would caution motorists to slow down and possibly providing more reaction time for the motorists exiting Stevens Road.

State Route 2003, Main Street (Mt Morris)

The 90 degree curve along State Route 2003, in the vicinity of Apple Alley, makes it difficult for two cars to simultaneously maneuver and negotiate the curve. One reason being the narrowness of the road combined with the sharp 90 degree curvature. Another contributing factor to this problem corner is that sight distance is greatly hindered by a large rhododendron plant in front of house number 110. The large plant has grown onto the roadway and is blocking the line of sight for motorists making the curve. The rhododendron plant should be removed and a R1-2 “YIELD” Sign with a R1-2A “TO ONCOMING TRAFFIC” should be installed at the corner for both approaches.

A field view of Main Street continued the next curve in the vicinity of the post office and observed that oncoming vehicles were able to simultaneously negotiate the 90 degree curve at that location without hindrance.

Intersection of State Route 2007 Mt. Morris Road, and U.S. 19

The plus intersection of State Route 2007 and U.S. 19 is a two-way stop with free flowing traffic on Northbound and Southbound U.S. 19 and stops at State Route 2007.

Perry Township should request that PennDOT paint double yellow dotted lines through the intersection. This would eliminate any confusion and assist motorists in depicting this roadway as the thru-highway through the intersection. Additionally the road marker and directional signs on the far left corner of the intersection should be consolidated with the signs on the far right corner in the grassy area for better view, comprehension, and understanding of the messages for motorists traveling north on U.S.19.

Intersection of State Route 2009 Locust Road, TR 865, and State Route 2007 Mt. Morris Road

The existing stop sign on S.R. 2009 is located at a point where motorist can not see traffic from the left. A study should be conducted to determine the volume of traffic from each approach. If the study indicates a change in volumes, the stop conditions may also change to accommodate these new volume changes. Consideration should be given to improving the turning radius on State Route 2009 to Mt. Morris Road and from Mt. Morris Road to State Route 2009. In the event a study is conducted, improvements to the radius at each corner would add to the efficiency of the intersection.

Wayne Township

Dangerous intersection at Bluff Ridge Road, Phillips Ridge Road, and Maple Run Road

Motorists exiting Phillips Ridge Road have a difficult time turning onto State Route 3014, Bluff Ridge Road due to poor sight distance. To improve the safety situation the Township should conduct a Stop Sign Study at this intersection.

Additionally, the Township should request that PennDOT conduct a Speed Study to lower the posted 40 MPH speed limit on State Route 3014. State Route 3014 is a narrow road with vertical and horizontal curvatures that do not permit motorists to travel safely at the posted speed. This intersection has a school bus stop and numerous access points for private driveways that add to the support of the Township's requests.

Bridge Repair on State Route 218 B – Rush Run Road

The deteriorating state of this posted bridge has forced the closure of the south bound lane and has reduced traffic to one lane. The bridge is in need of either replacement or significant repair.

Major road slide on Bell Run Road

While the warning signs at the slide area are adequate it is recommended that a R1-2 Sign, "YIELD" and a R1-2A Sign "TO ONCOMING TRAFFIC" be installed in each direction to conform with PATA 26d of Publication 213, Work Zone Traffic Control Guidelines.

Intersection of TR355, and TR524 (Local Roads)

A stop sign should be installed to control this blind intersection. In addition, a W2-1 Sign, Intersection Warning Sign, should be installed in advance of the intersection for each approach that does not have or will not have a stop sign.