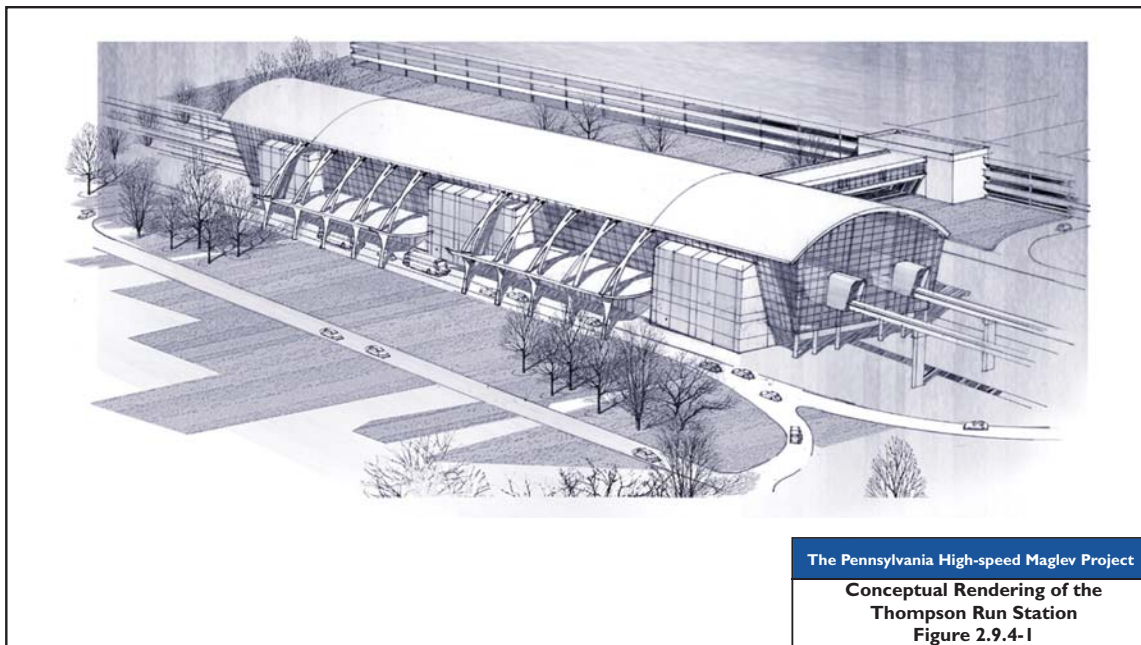


2.9.4 Monroeville/Penn Hills Area Station

The passenger station serving monroeville and the surrounding area would be located at the Thompson Run site. A conceptual rendering of the proposed sttion is depicted in Figure 2.9.4-1. This brownfiels location is a former slag and steel processing facility. It is currently being reclaimed. Several modifications to the local traffic network would be required at this location to accommodate passenger demand, including the construction of four ramps and all necessary structures to provide direct access from both I-376 and the proposed Mon/Fayette Expressway interchange. Signalization and turning lanes would be rquired at various intersec-tions along Old William Penn Highway, Thompson Run Road, Universal Road, US Business 22 and PA 781, and US Business 22 and PA 48. Figure 2.9.4-2 shows the area around this station.



The Pennsylvania High-speed Maglev Project
 Conceptual Rendering of the
 Thompson Run Station
 Figure 2.9.4-1

2.9.5 Westmoreland County Stations

Although only one potential passenger station was initially analyzed near Greensburg, a later evaluation identified a second potential location. Depending on which alternative alignment is chosen, the passenger station at the eastern end of the project termini would be located at either the Greengate Mall site along U.S. Route 30 in Hempfield Township, or near the highway interchange of Toll Route 66 and PA Route 136, also in Hempfield Township. Both of these passenger station locations are depicted in Figure 2.9.5-1.

2.9.5.1 Greengate Mall

This station, at the eastern project terminus, would be immediately west of the former Greengate Mall and would encompass approximately 5.0 hectares (13 acres). Infrastructure improvements required at this location include the widening and upgrade of U.S. Route 30, local intersection improvements, and improved signalization.