

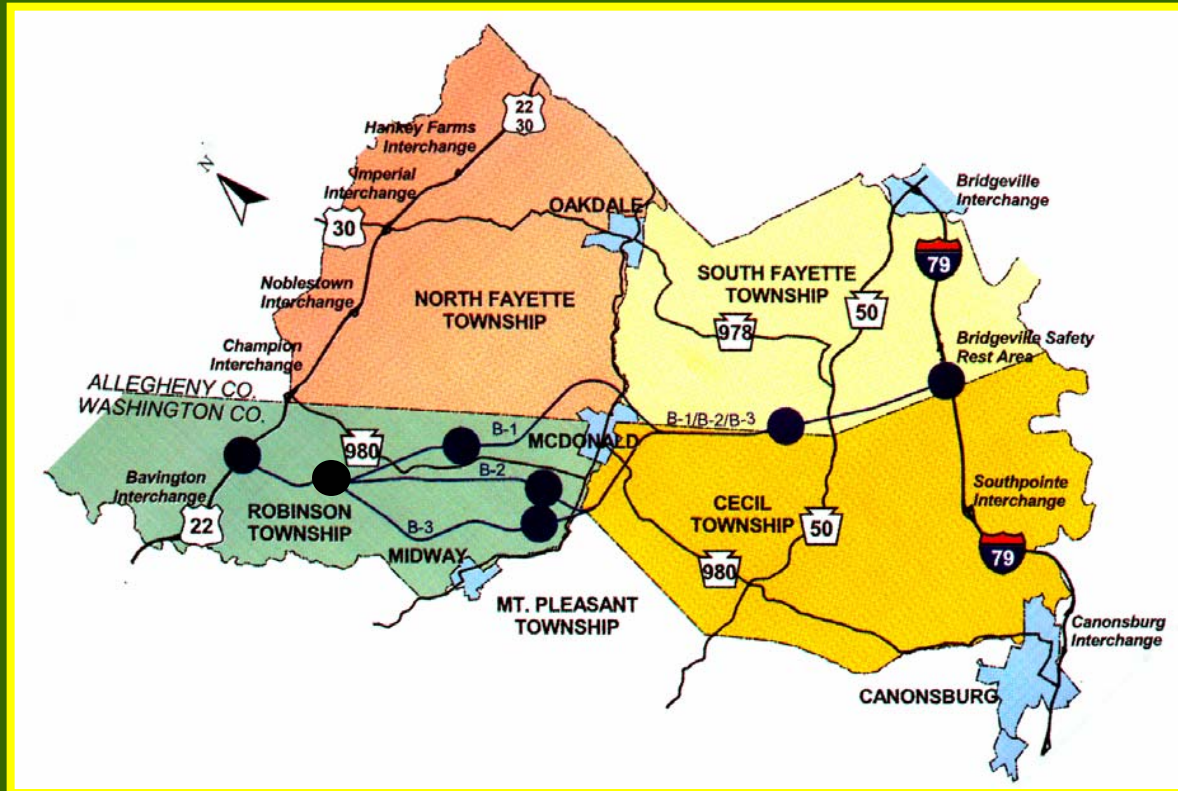
SOUTHERN BELTWAY

U. S. ROUTE 22 TO INTERSTATE 79

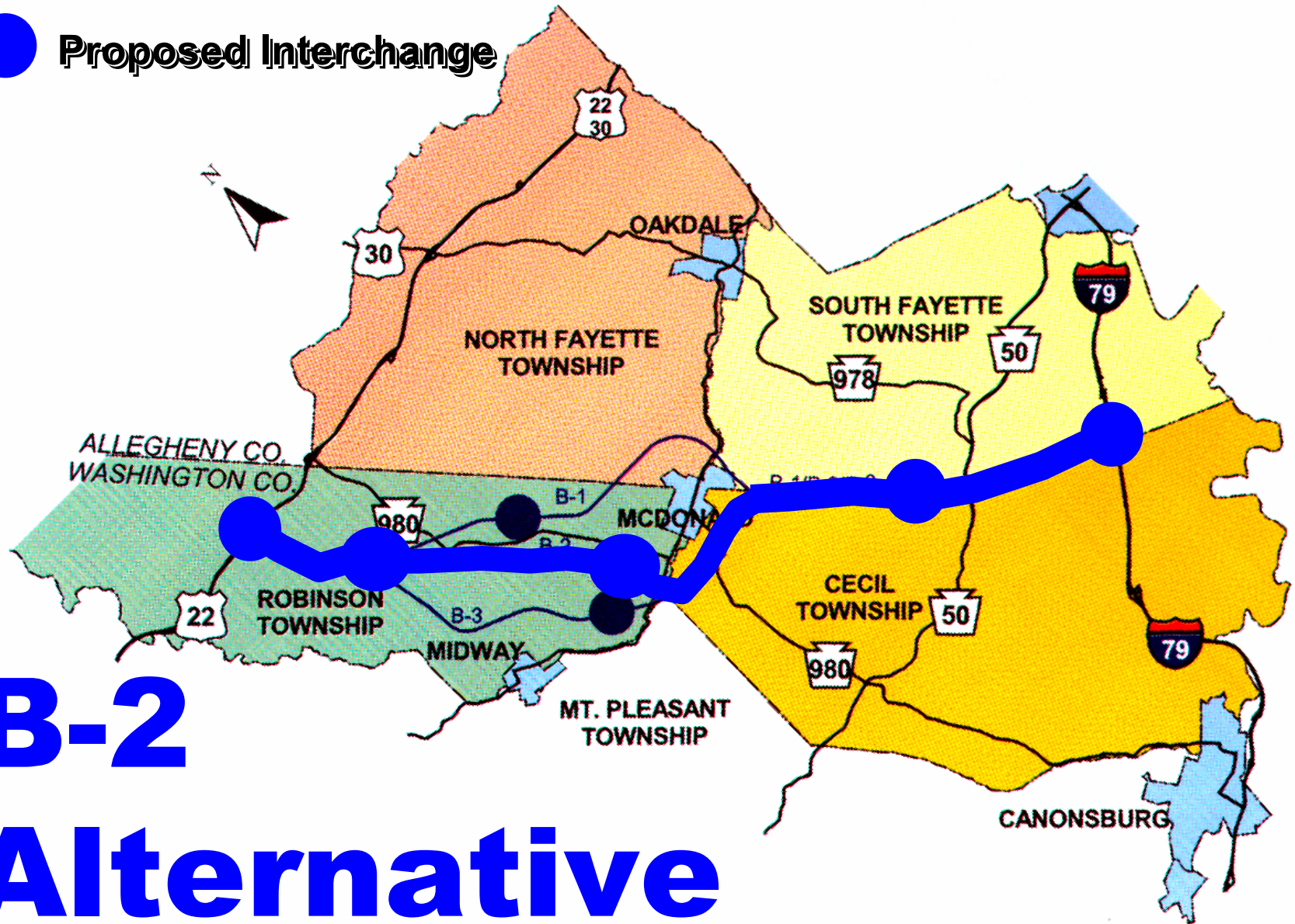
PENNSYLVANIA TURNPIKE COMMISSION

in association with the

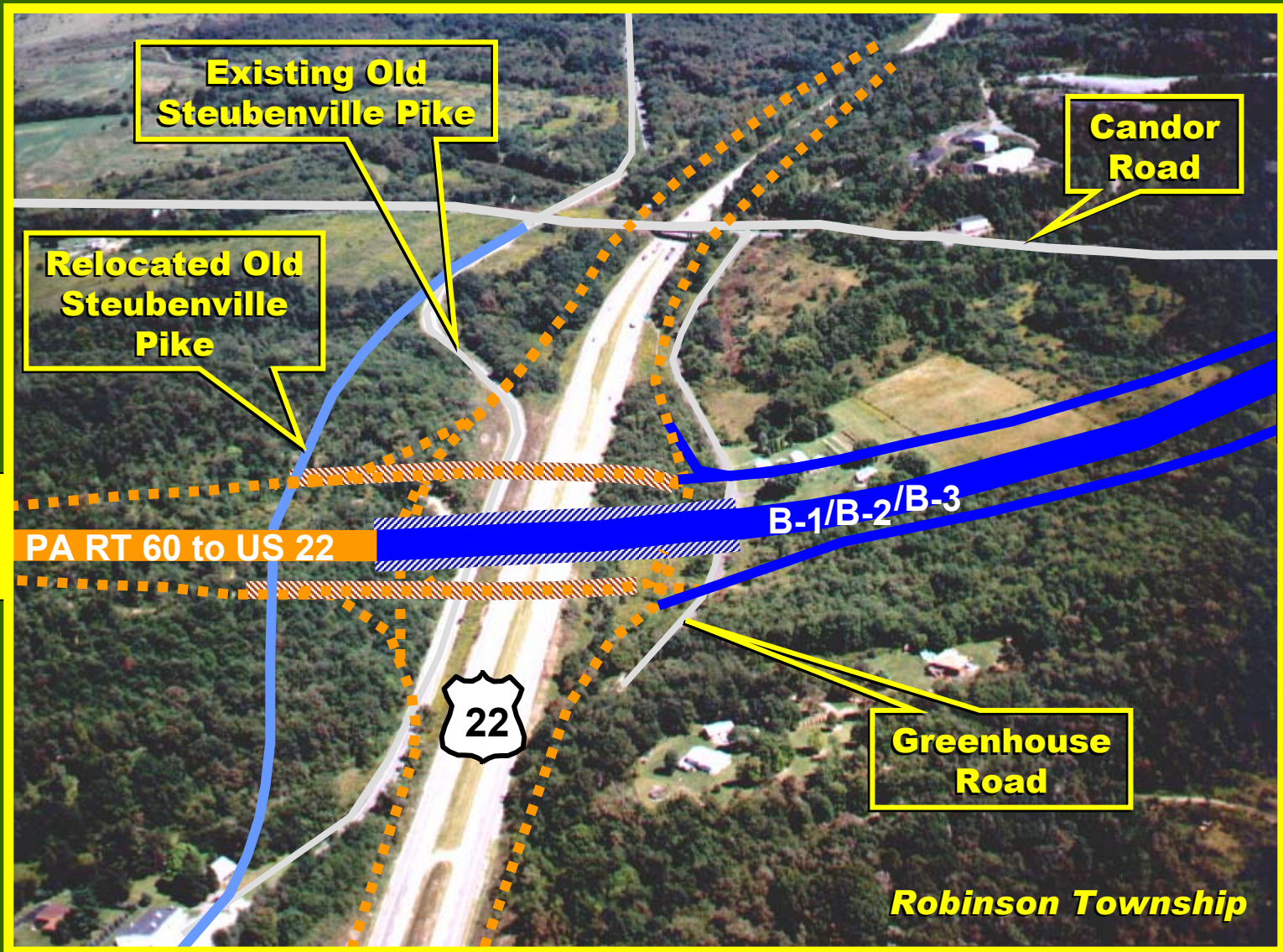
Pennsylvania Department of Transportation and Federal Highway Administration



● Proposed Interchange



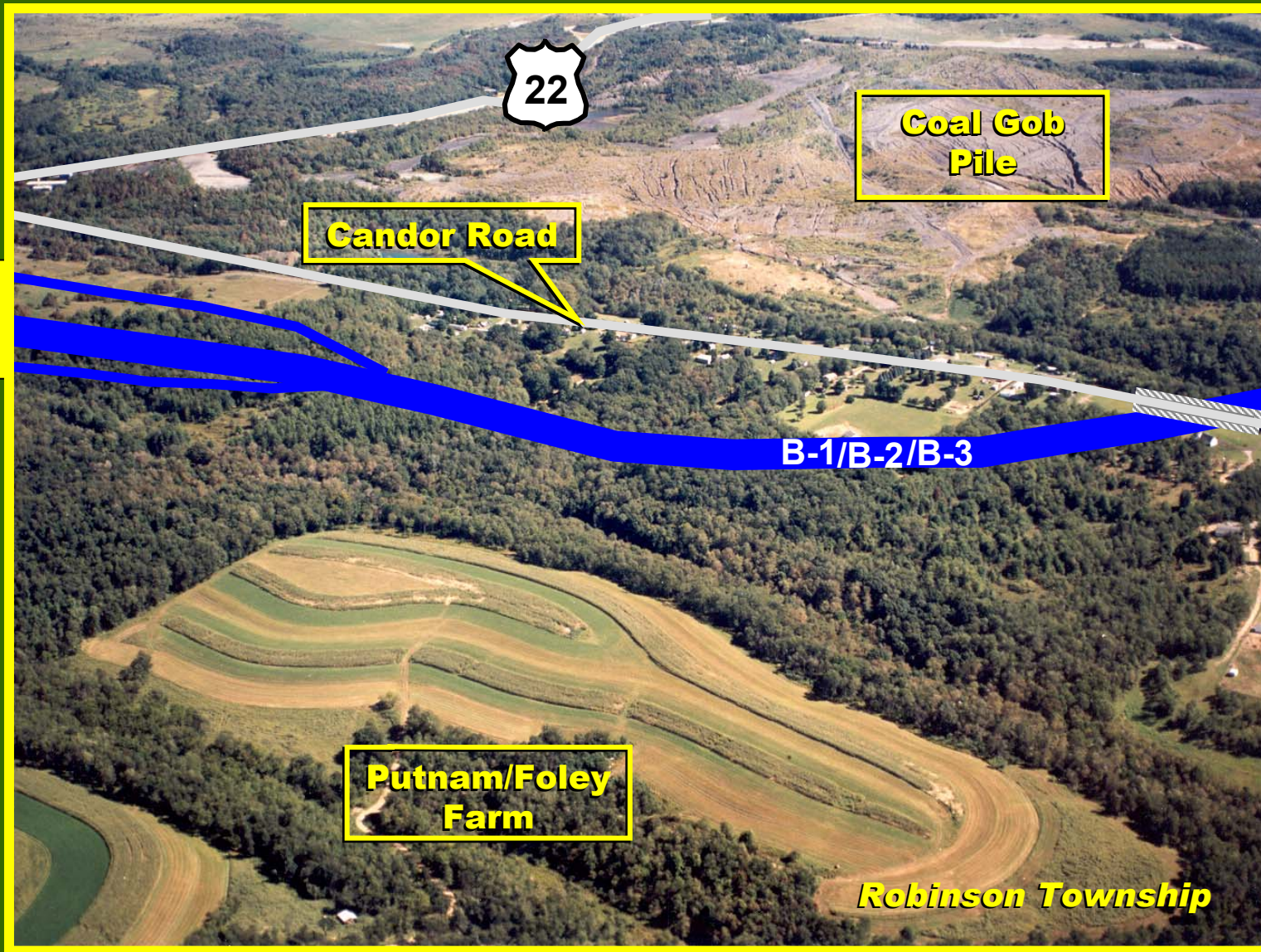
B-2 Alternative



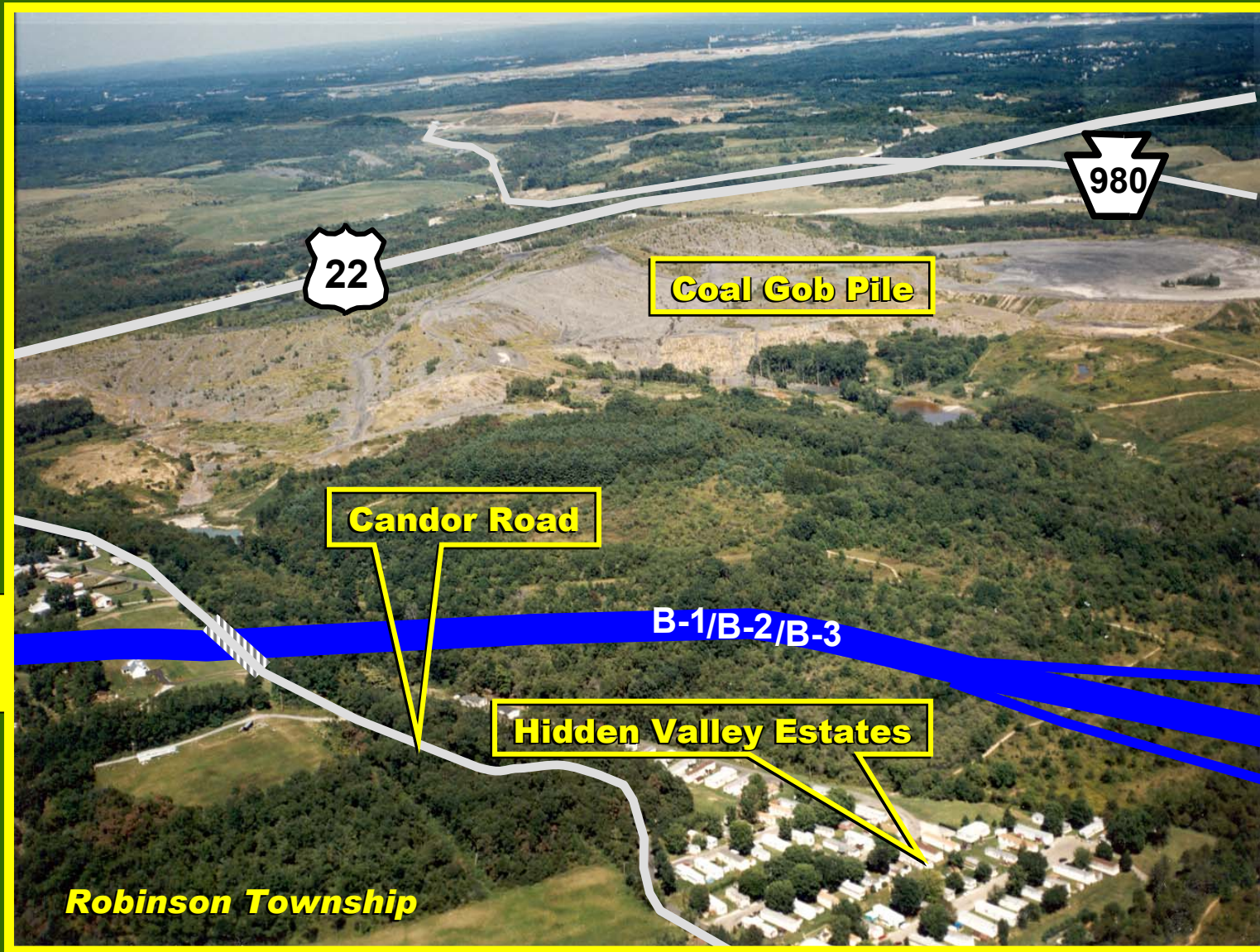
The Common West B-1/B-2/B-3 Alternative begins with an interchange at U.S. Route 22 and the Southern Beltway PA Route 60 to U.S. Route 22 Project. This interchange is proposed between the existing Champion and Bavington Interchanges.



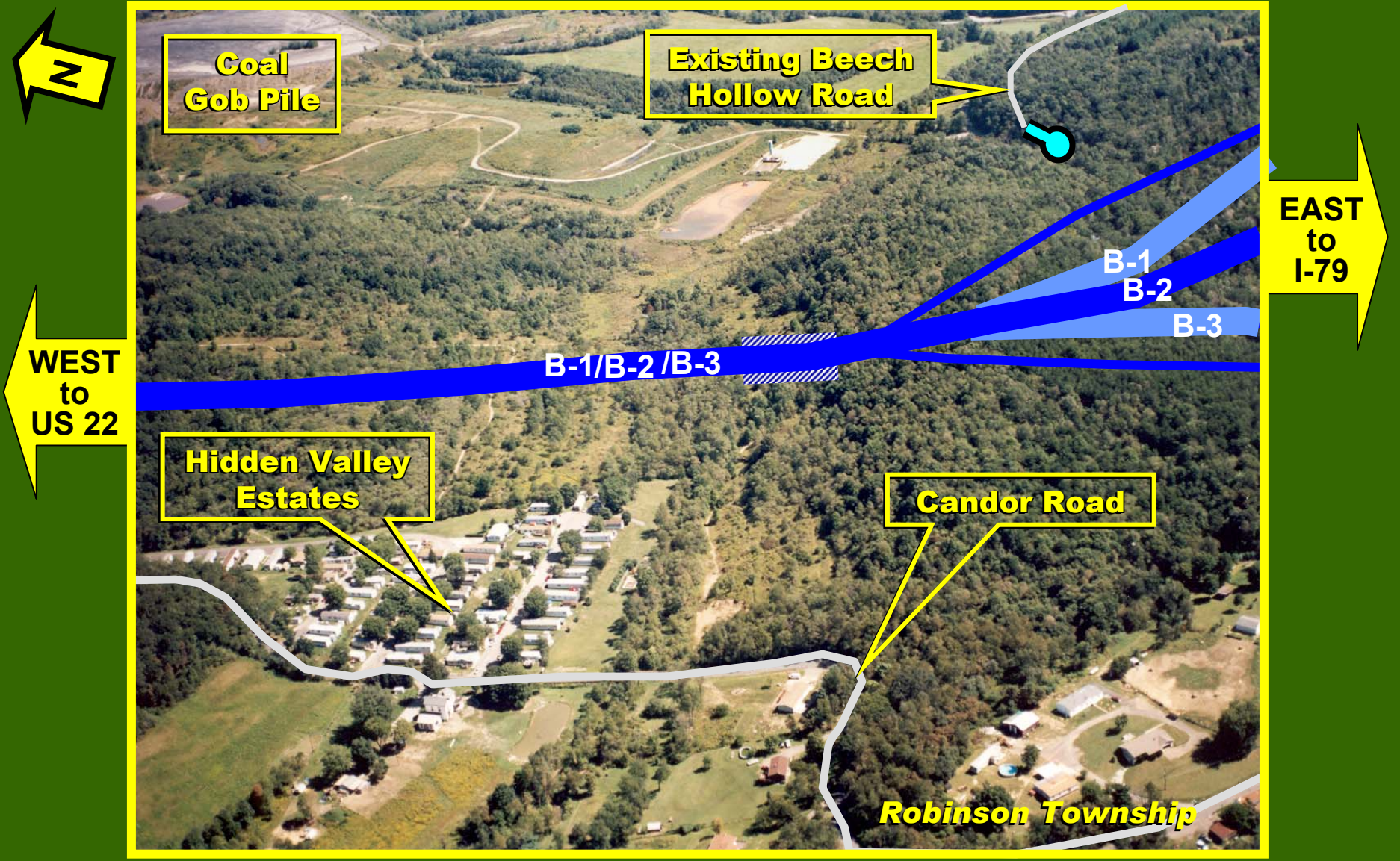
The Common West B-1/B-2/B-3 Alternative continues east, just south of and parallel to Candor Road.



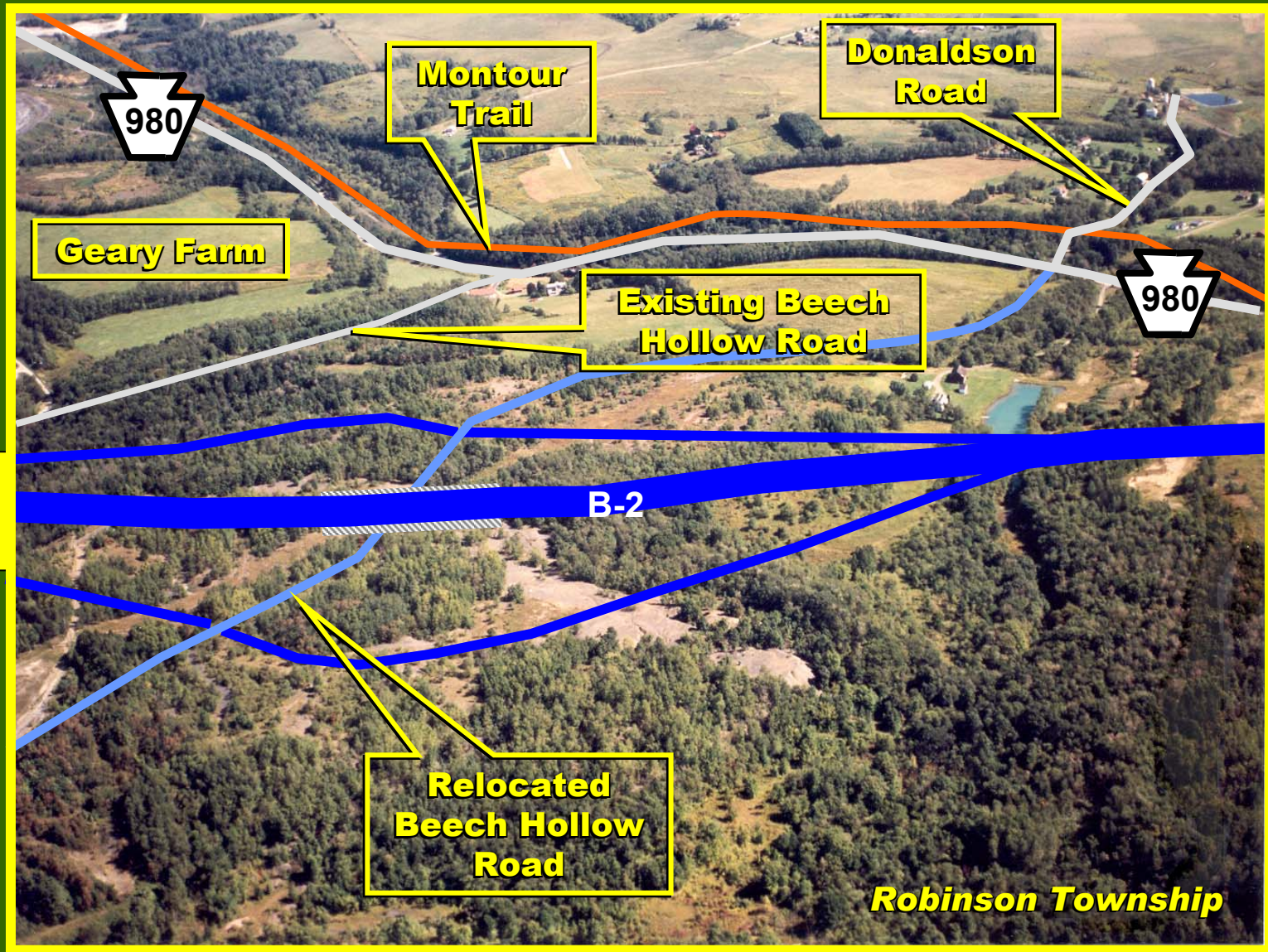
The Common West B-1/B-2/B-3 Alternative continues east, crossing under Candor Road, south of the Coal Gob Pile.



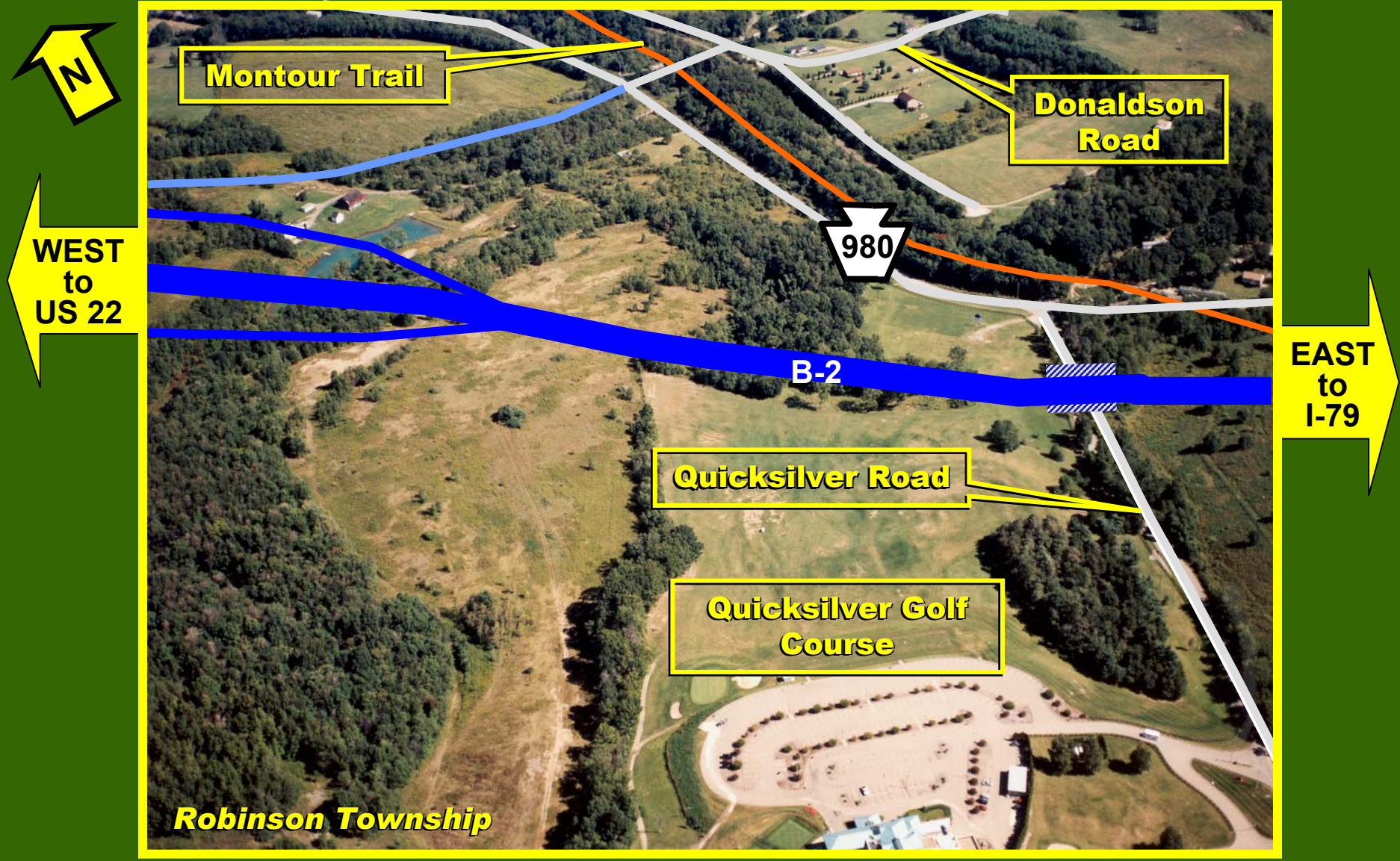
The Common West B-1/B-2/B-3 Alternative continues east, to the north of Hidden Valley Estates and Candor Road.



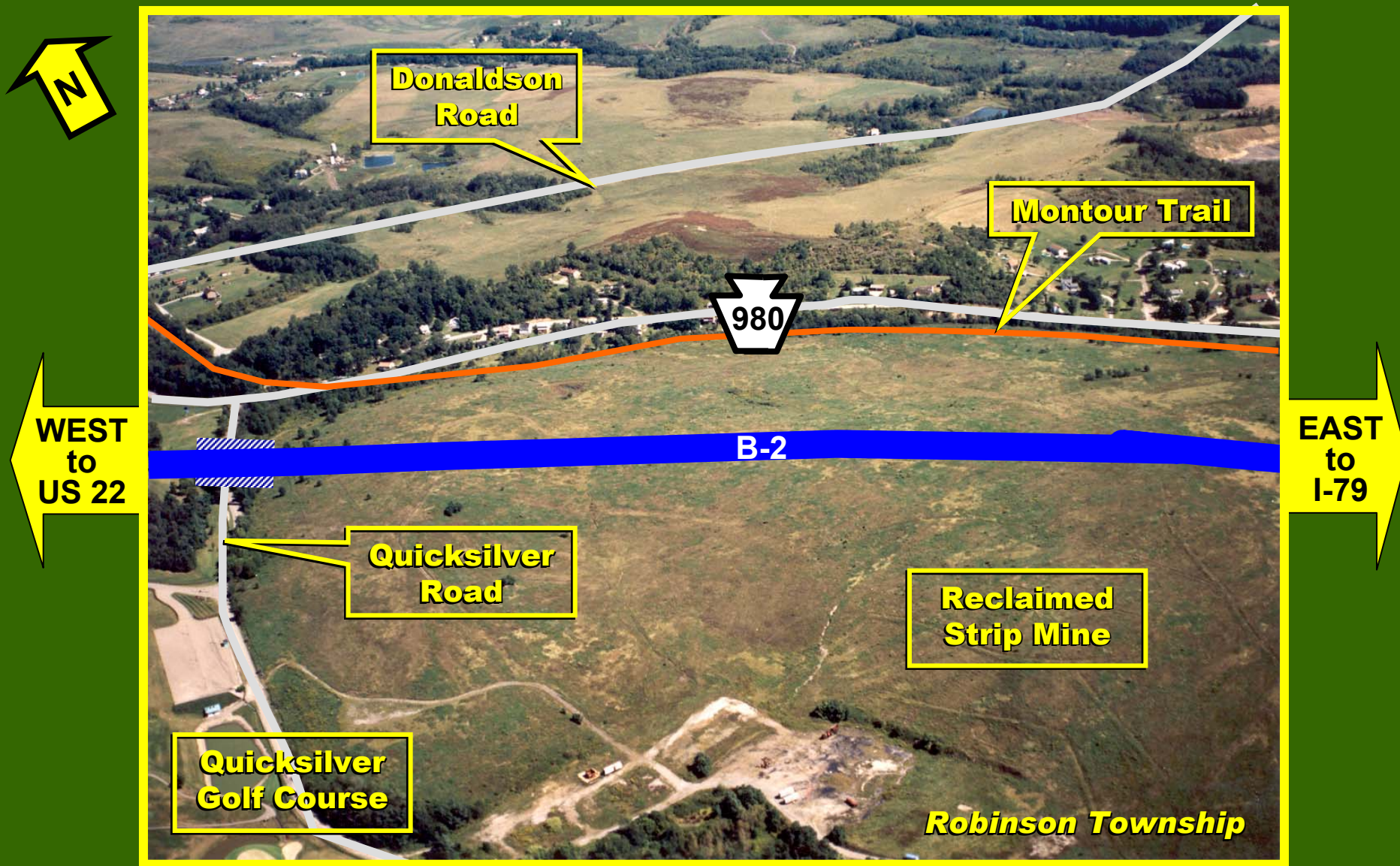
From the Common West Alternative, the B-2 Alternative interchanges with Beech Hollow Road and begins a turn east towards PA Route 980.



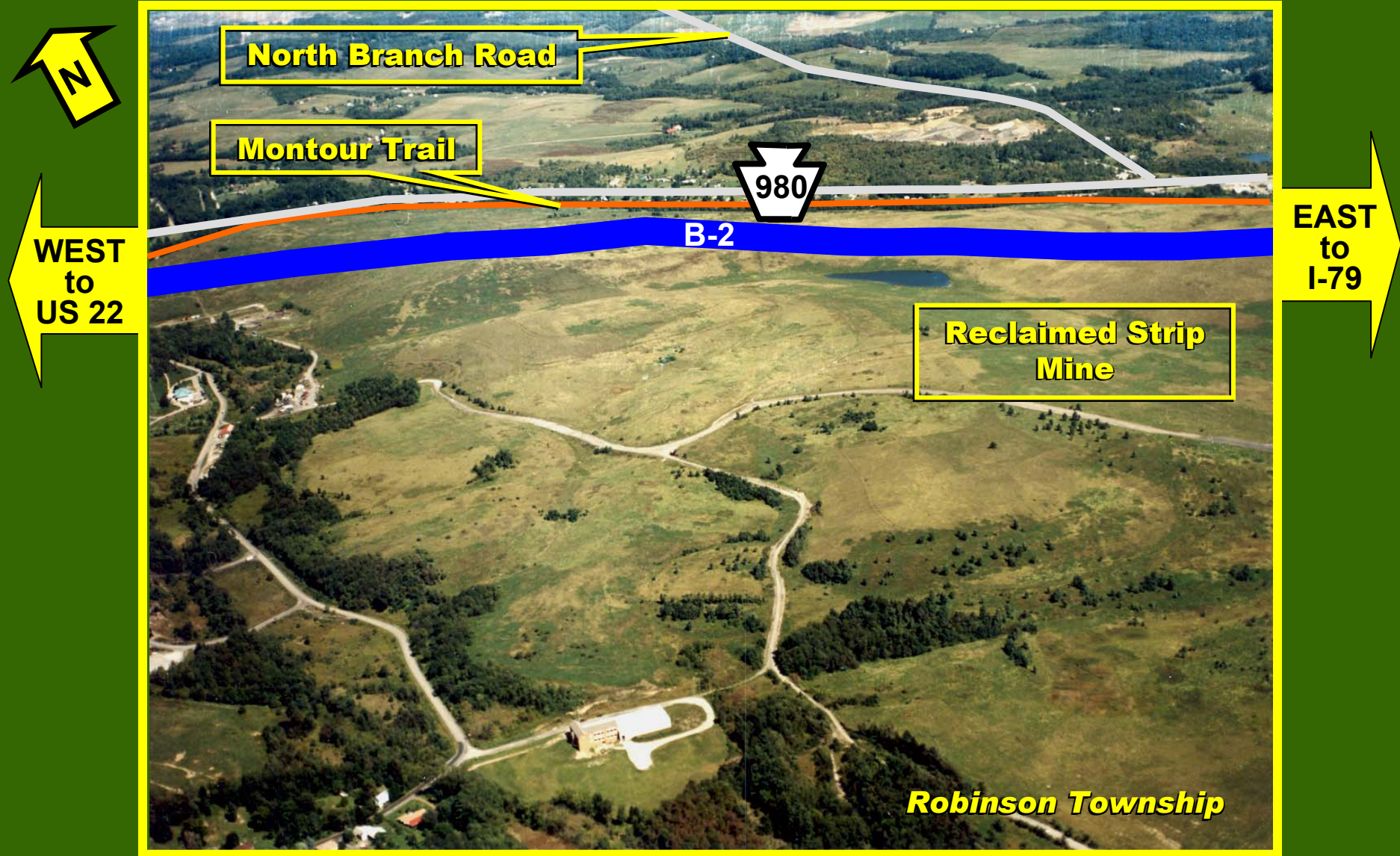
After interchanging with a relocated Beech Hollow Road, the B-2 Alternative continues east with PA Route 980 to the north.



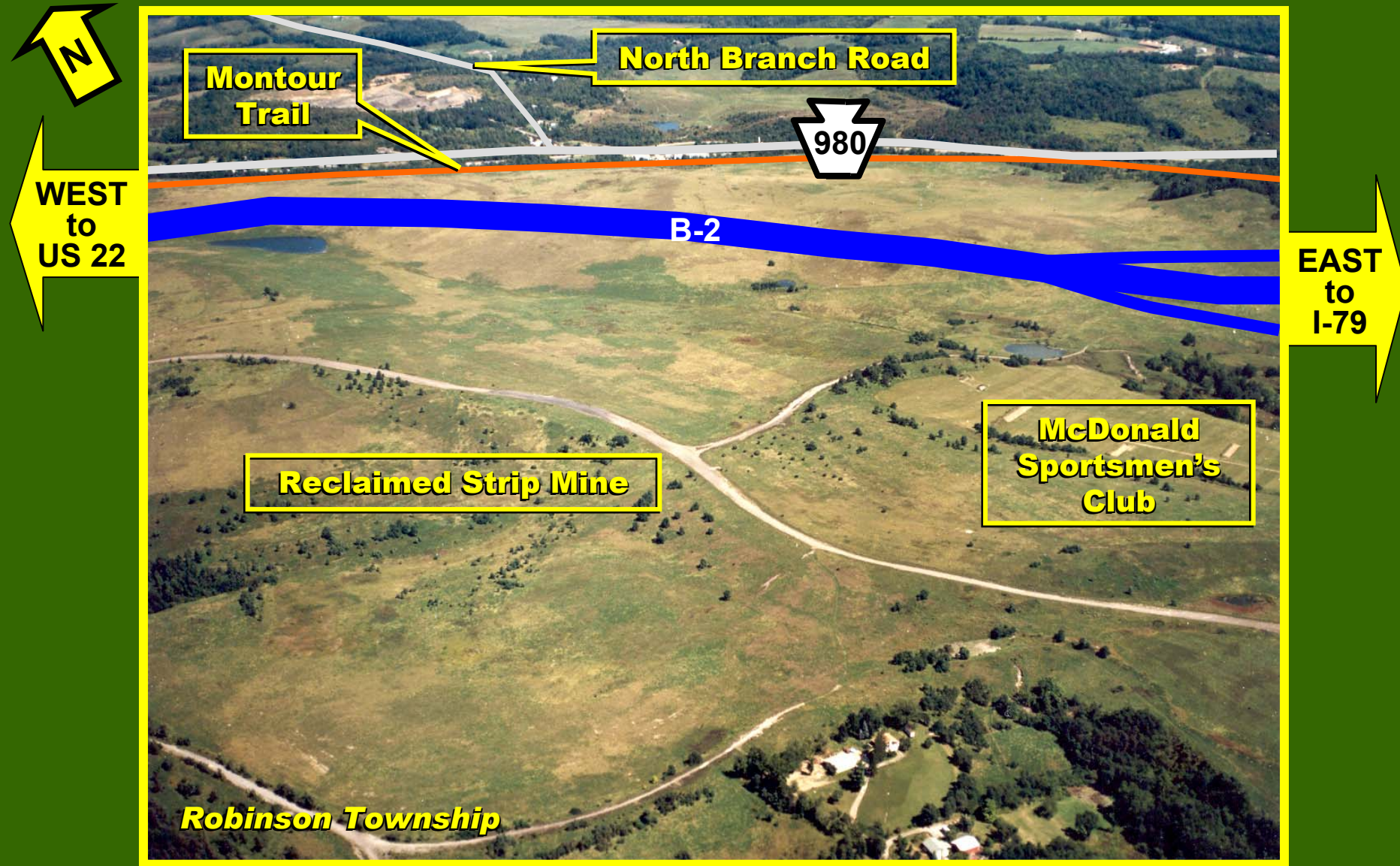
The B-2 Alternative continues eastward crossing Quicksilver Road and a portion of the Quicksilver Golf Course near PA Route 980.



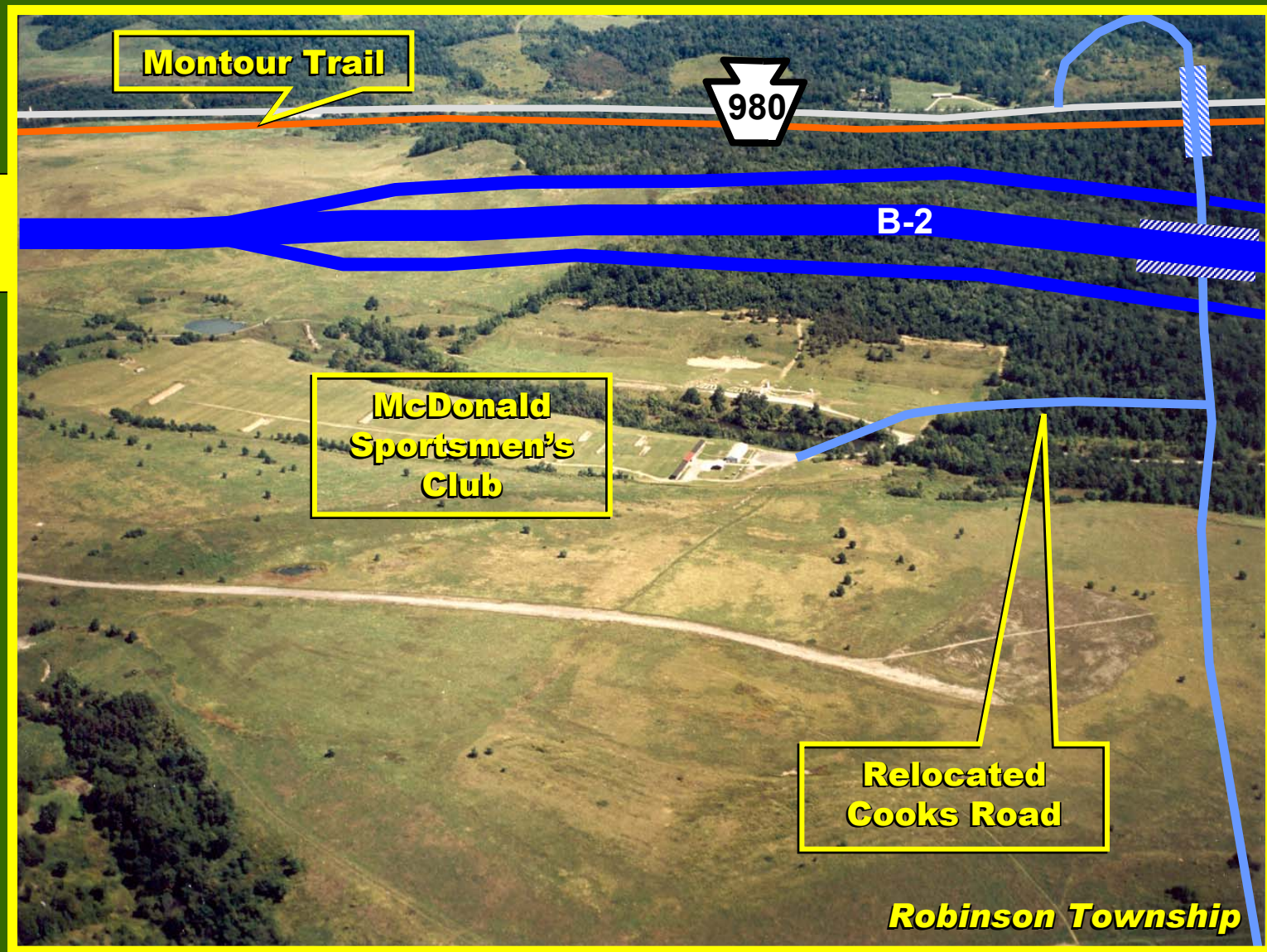
The B-2 Alternative continues east, parallel to PA Route 980 and the Montour Trail.



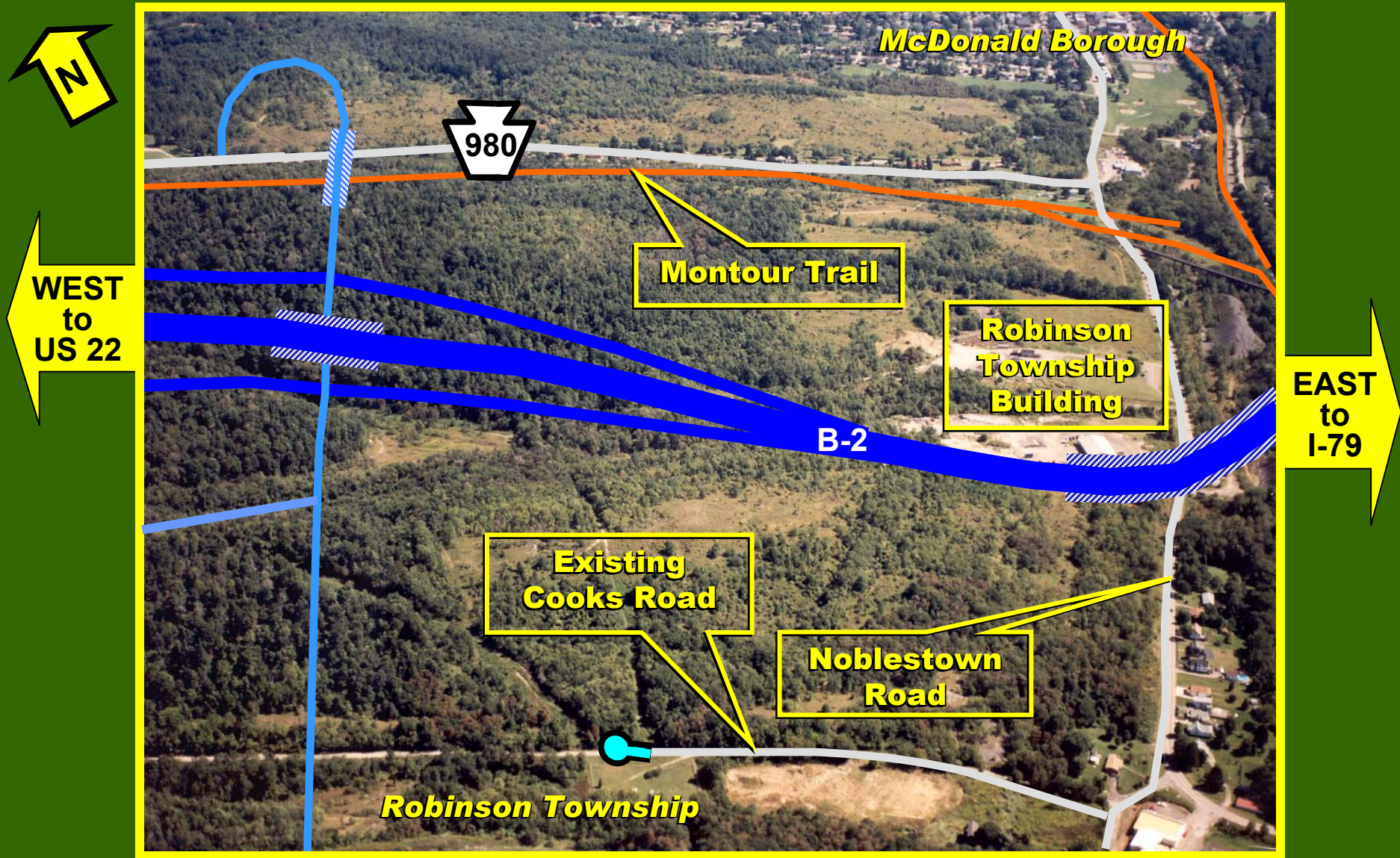
The B-2 Alternative continues east, parallel to PA Route 980 and the Montour Trail, through a reclaimed strip mine area.



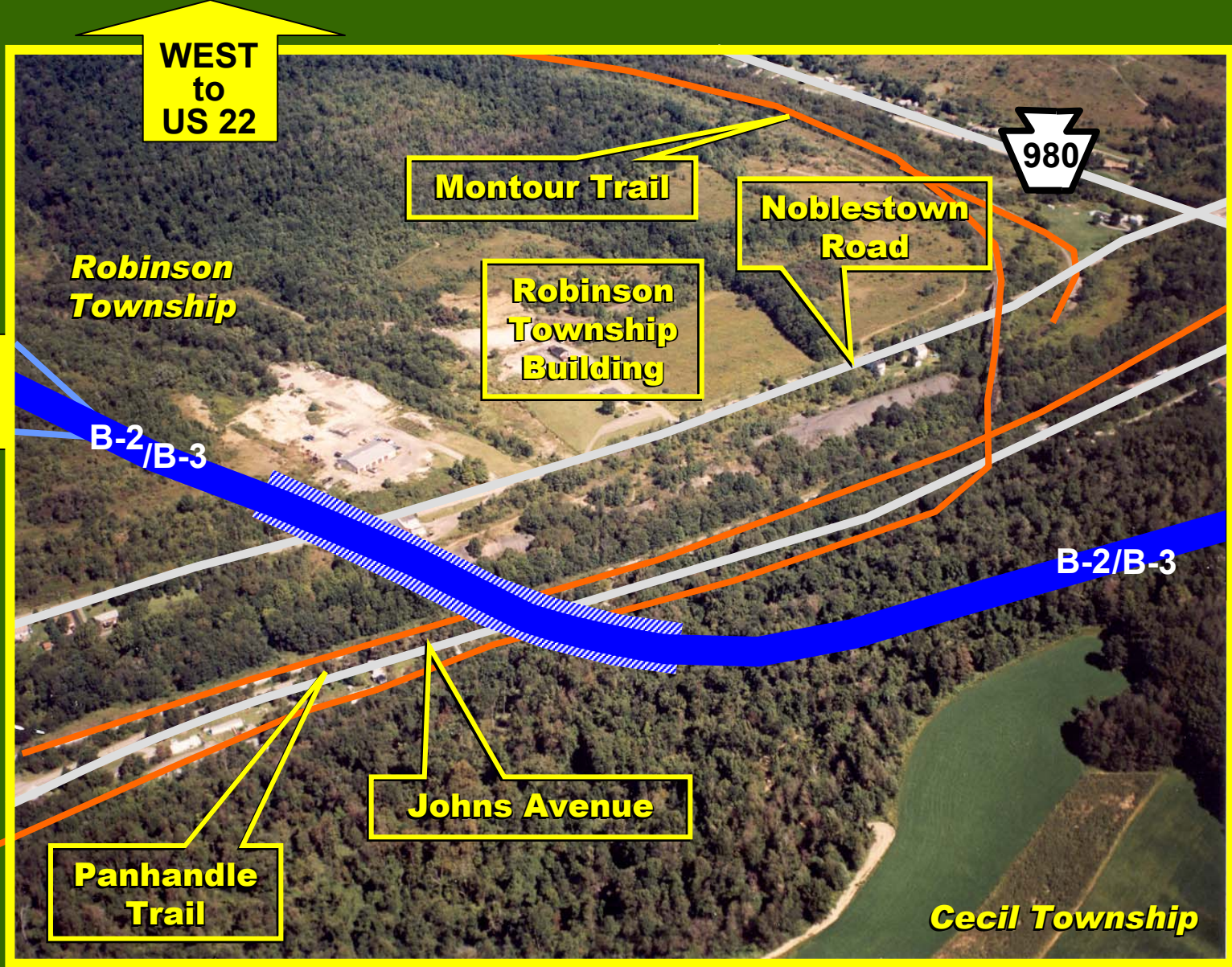
The B-2 Alternative continues east, parallel to PA Route 980 and the Montour Trail, passing north of the McDonald Sportsmen's Club.



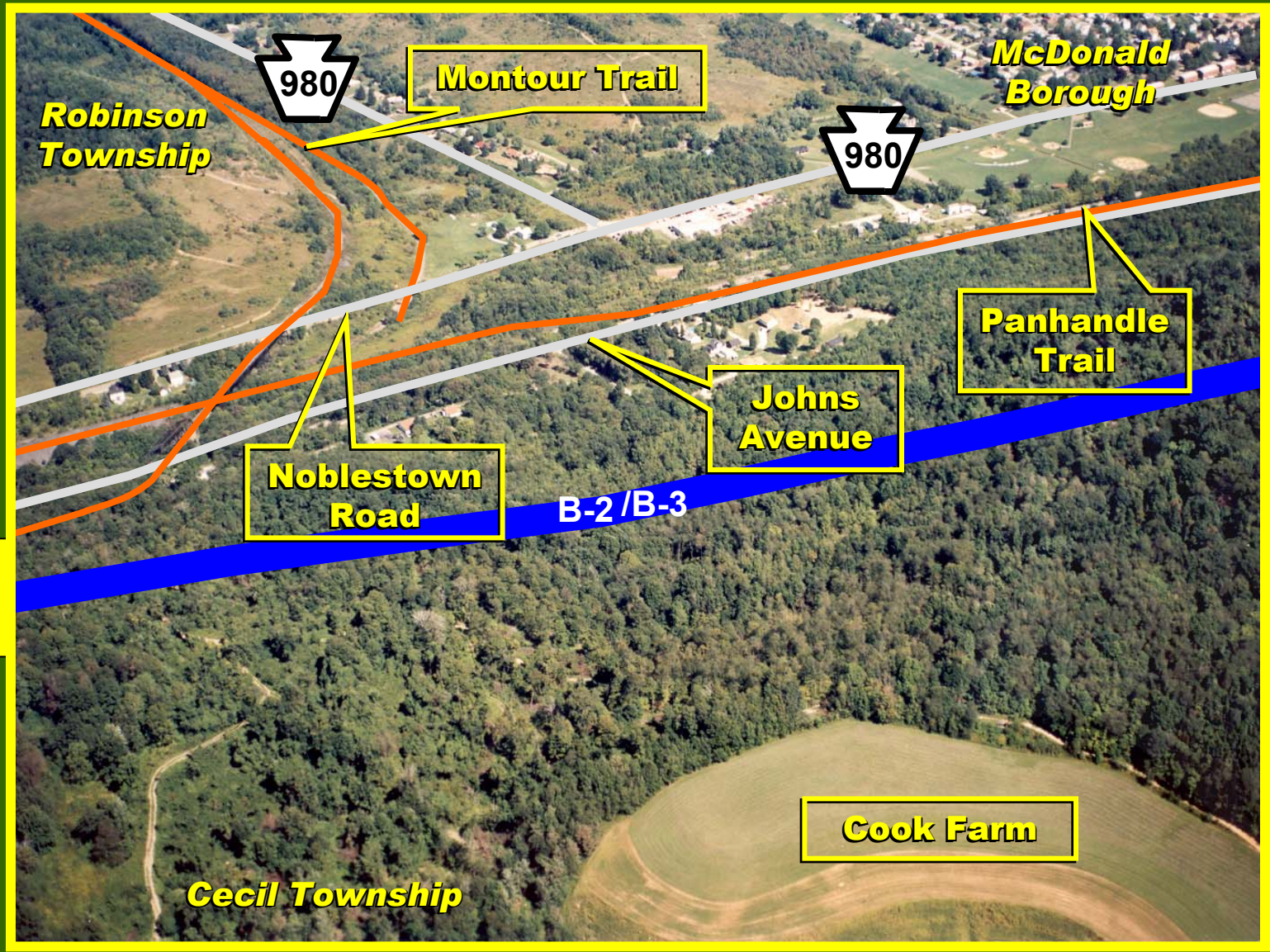
The B-2 Alternative continues east with an interchange to the north of the McDonald Sportsmen's Club. A new connector road will provide access between PA Route 980 and Fort Cherry Road. Access will be provided to the Sportsmen's Club by a relocated Cooks Road and the new access road.



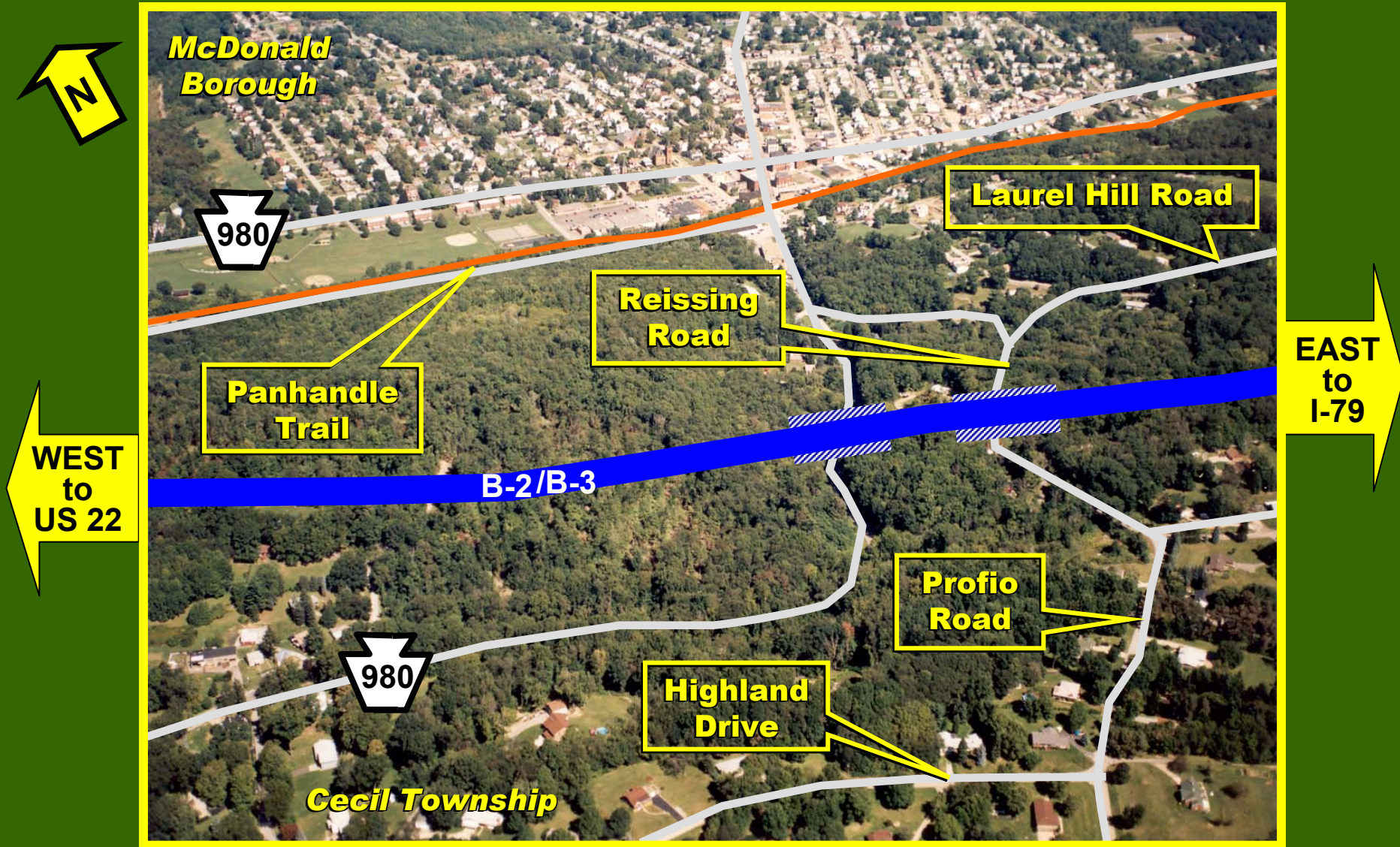
The B-2 Alternative crosses Noblestown Road south of the Robinson Township Municipal Building. A cul-de-sac will be provided for existing Cooks Road.



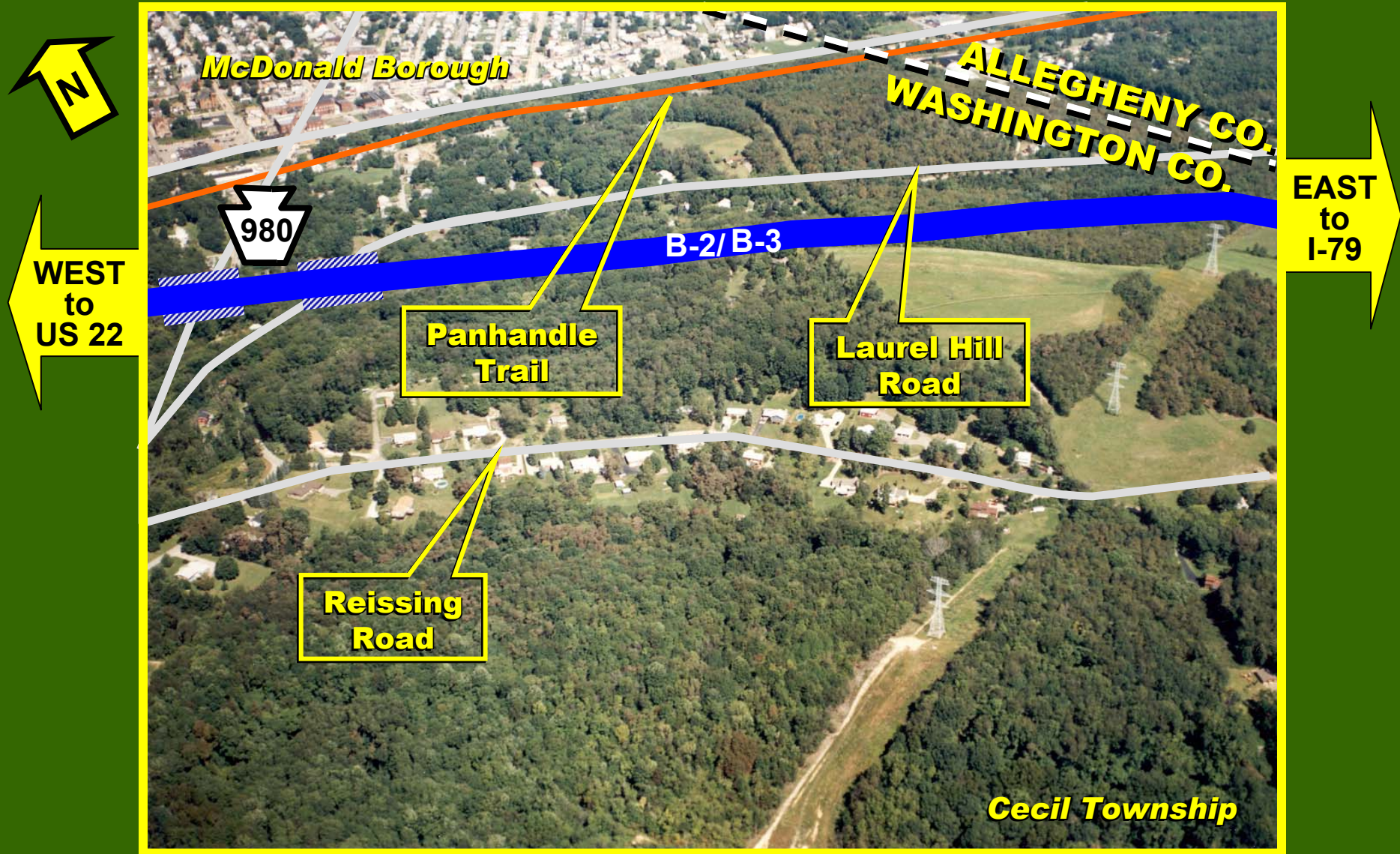
After the B-2 Alternative crosses Noblestown Road, it joins the B-3 Alternative, which then turns to the north and parallels Noblestown Road.



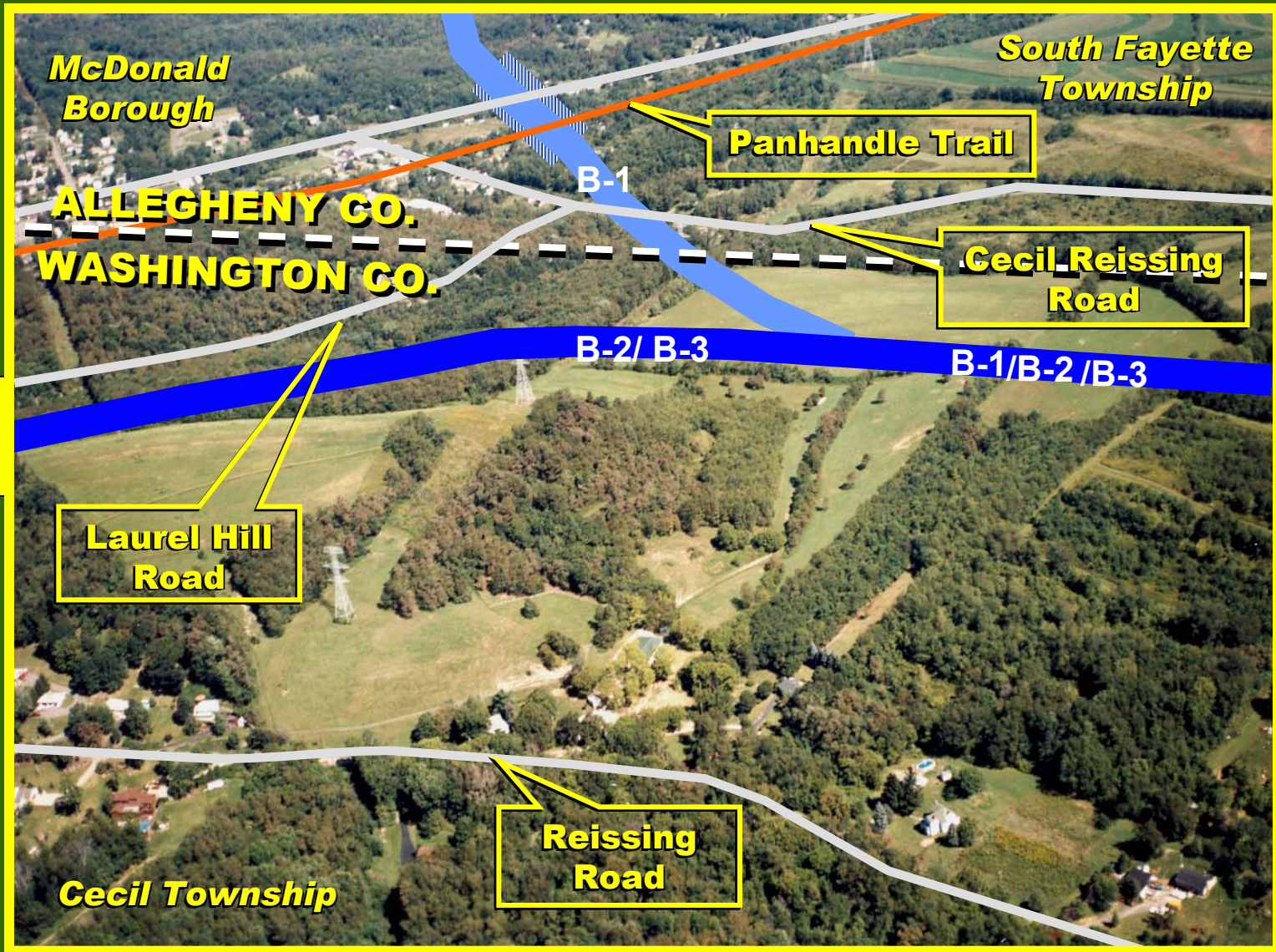
The B-2/B-3 Alternative then continues parallel to Noblestown Road on the hillside east of McDonald Borough.



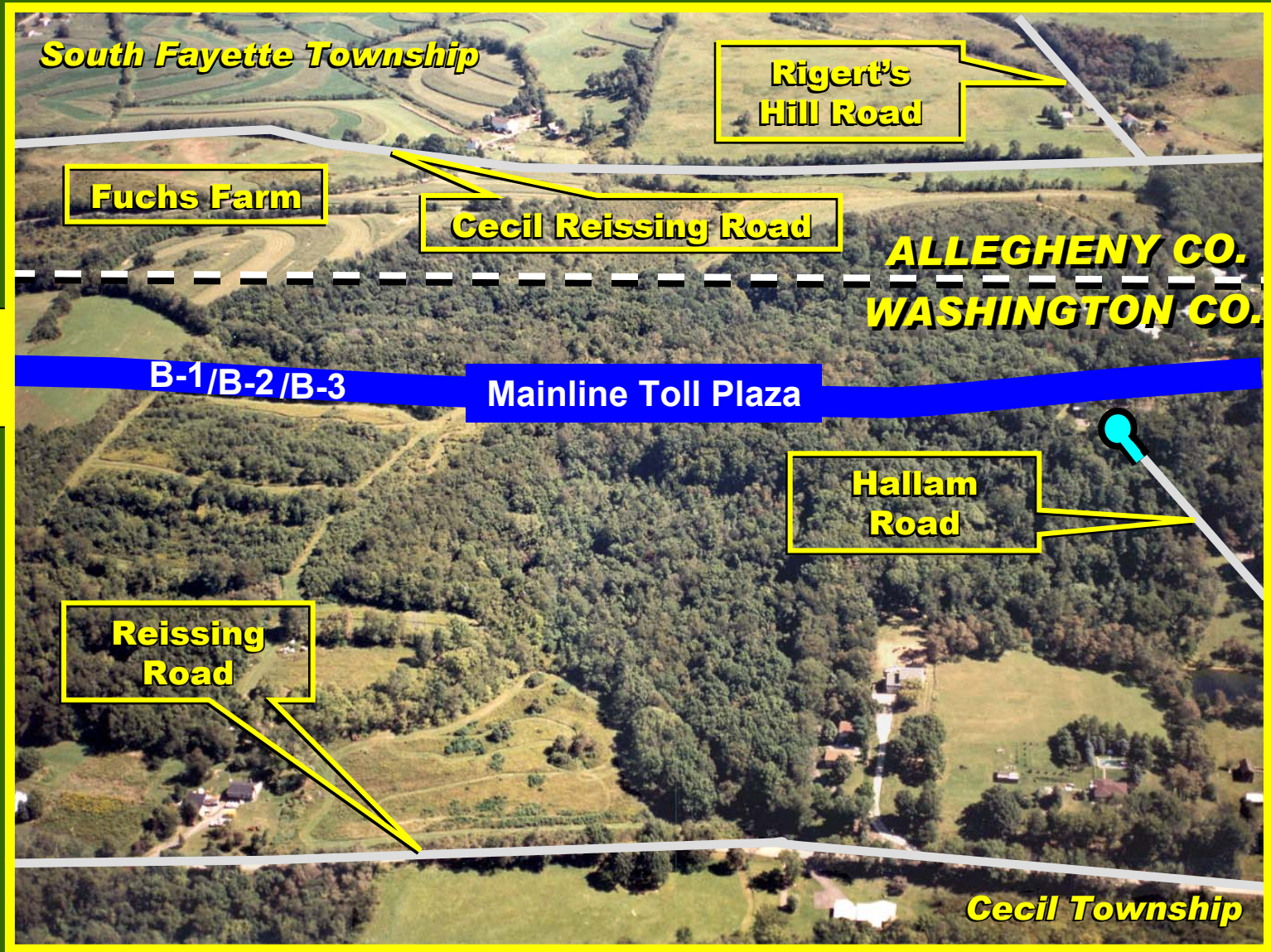
The B-2/B-3 Alternative continues around McDonald Borough parallel to Noblestown Road and crosses over PA Route 980 and Reissing Road.



The B-2/B-3 Alternative continues toward the Allegheny/Washington County Line between Laurel Hill Road and Reissing Road.



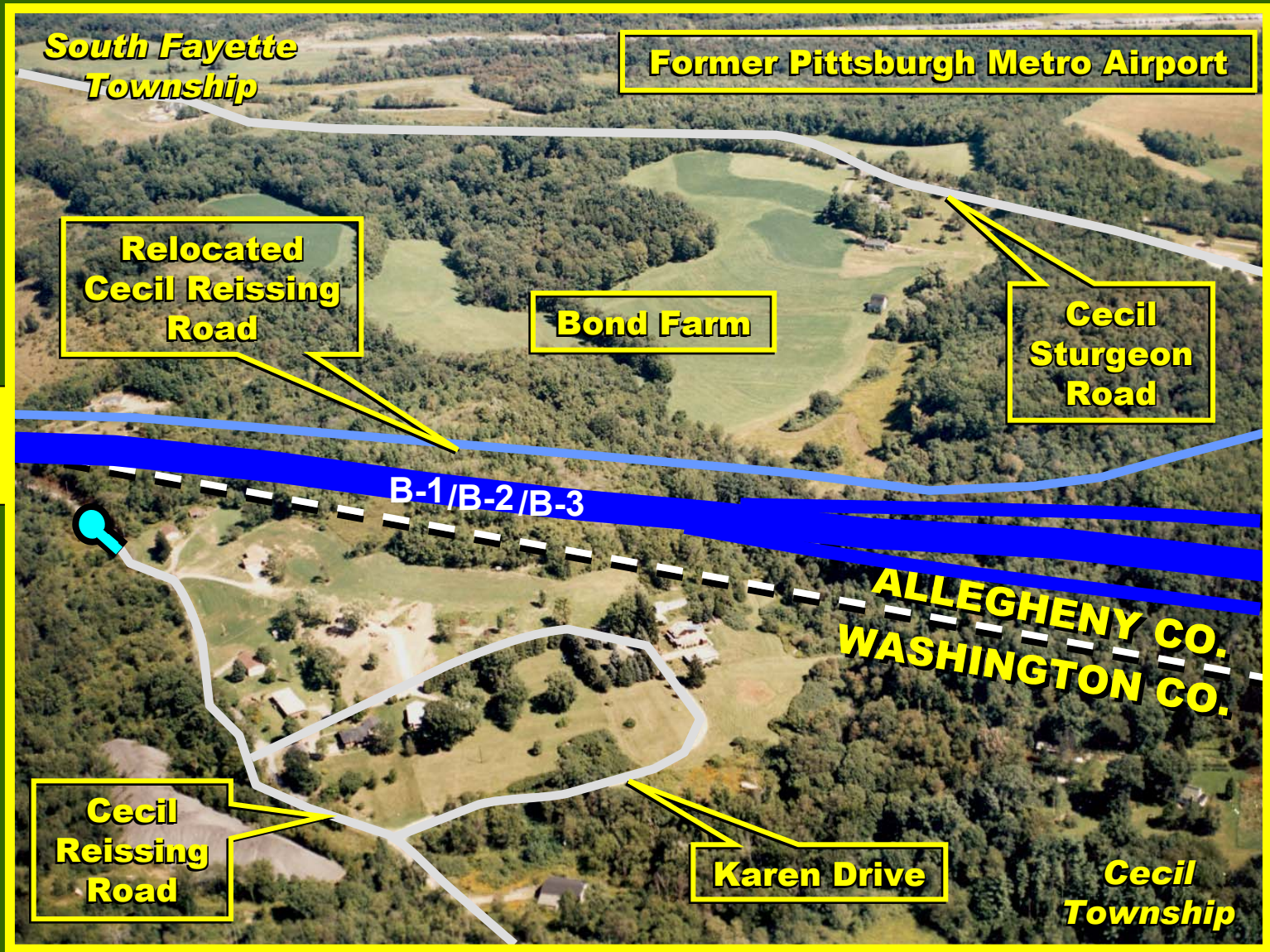
The B-1 Alternative turns east and parallels the County Line, as it joins with the Common B-2/B-3 Alternative to form the Common East B-1/B-2/B-3 Alternative.



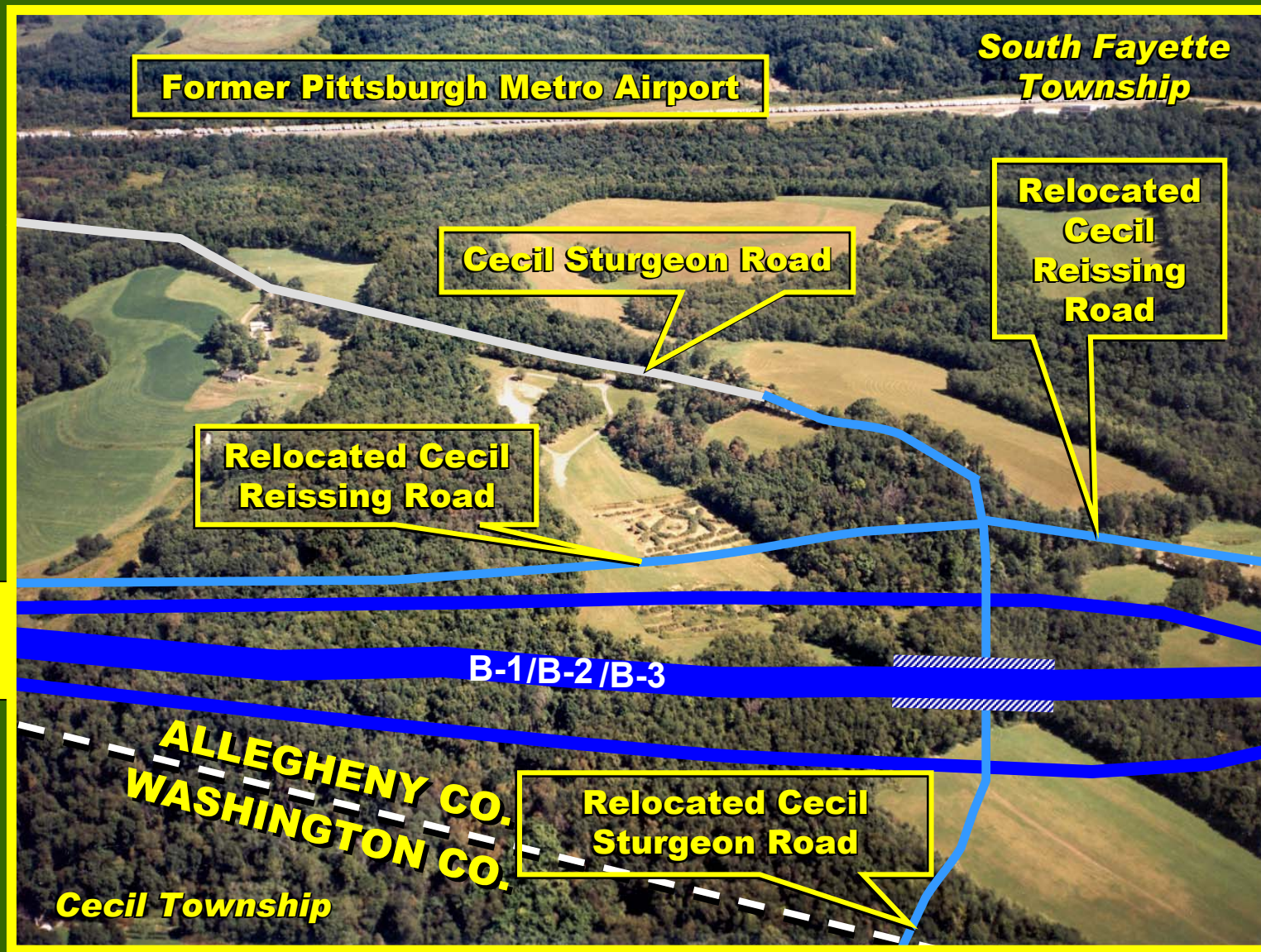
The Common East B-1/B-2/B-3 Alternative then proceeds east, parallel to the County Line, between Cecil Reissing Road and Reissing Road. A cul-de-sac for existing Hallam Road and mainline toll plaza is proposed in this area.



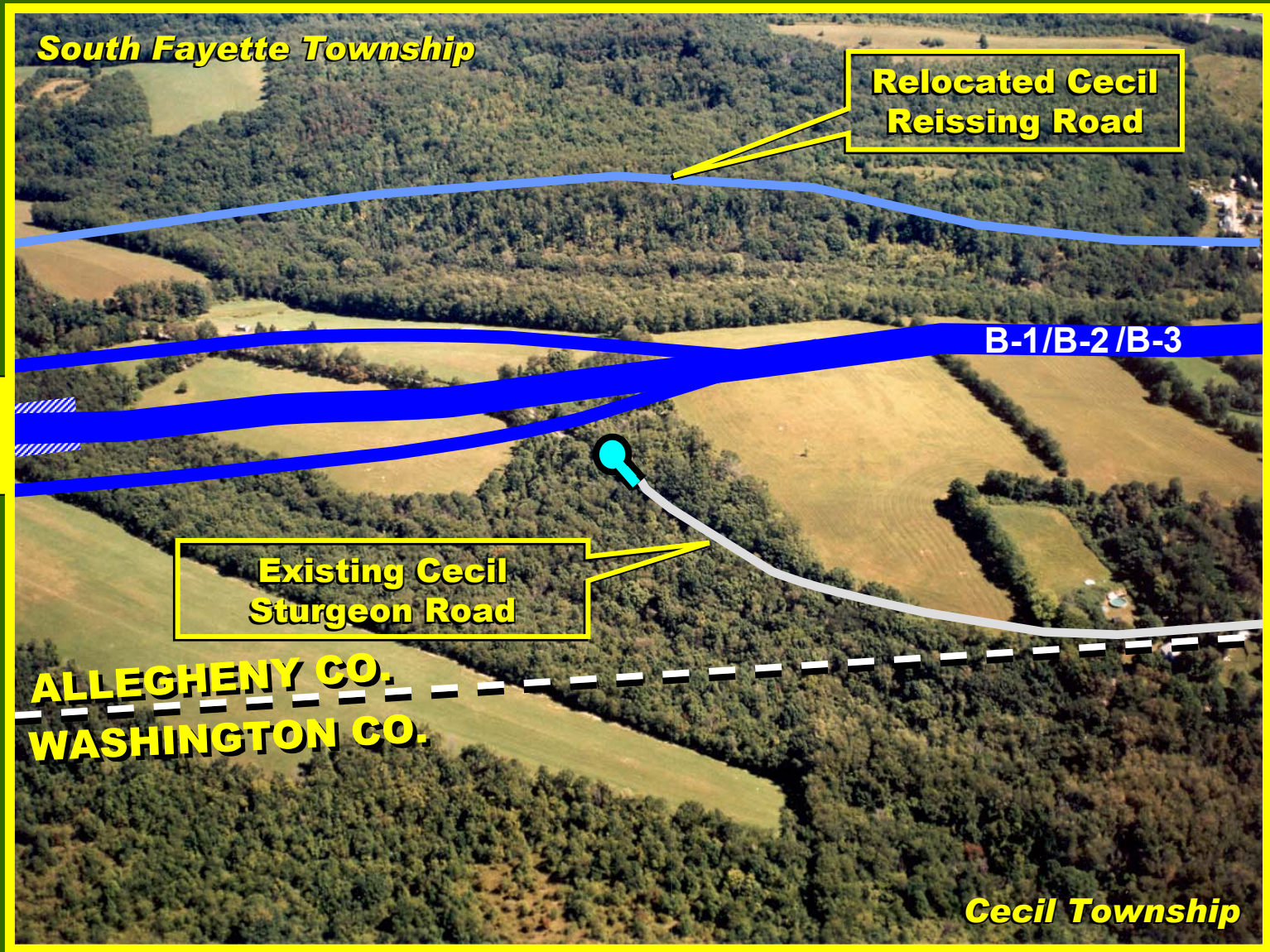
The Common East B-1/B-2/B-3 Alternative continues, paralleling the County Line, south of existing Cecil Reissing Road.



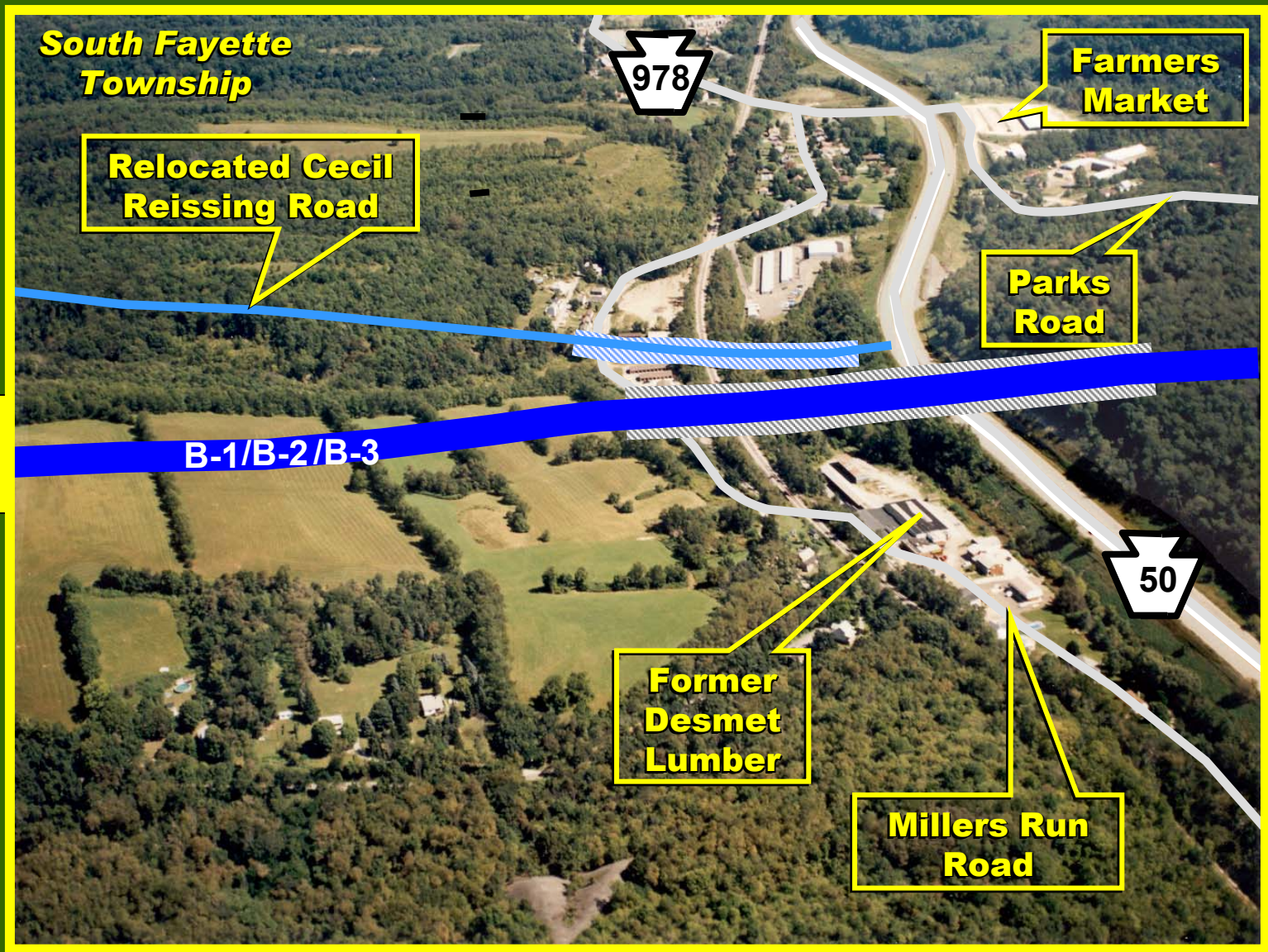
The Common East B-1/B-2/B-3 Alternative continues to a proposed interchange, which will serve the local area and provide access to PA Route 50. A cul-de-sac will be provided on Cecil Reissing Road.



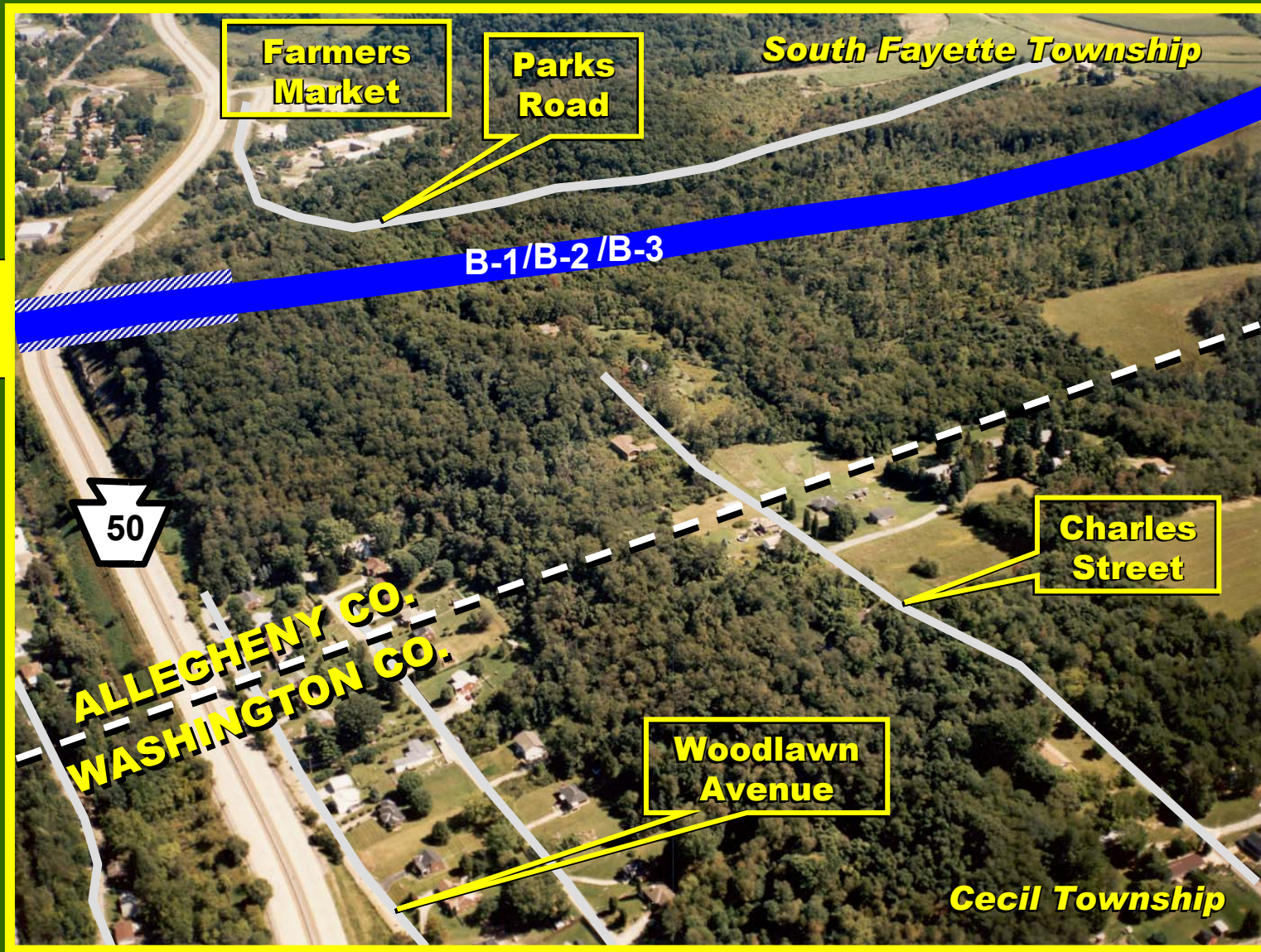
The Common East B-1/B-2/B-3 Alternative then continues south of Cecil Sturgeon Road, interchanging with a new access road. The new connector road will provide access between Cecil Sturgeon Road and Reissing Road.



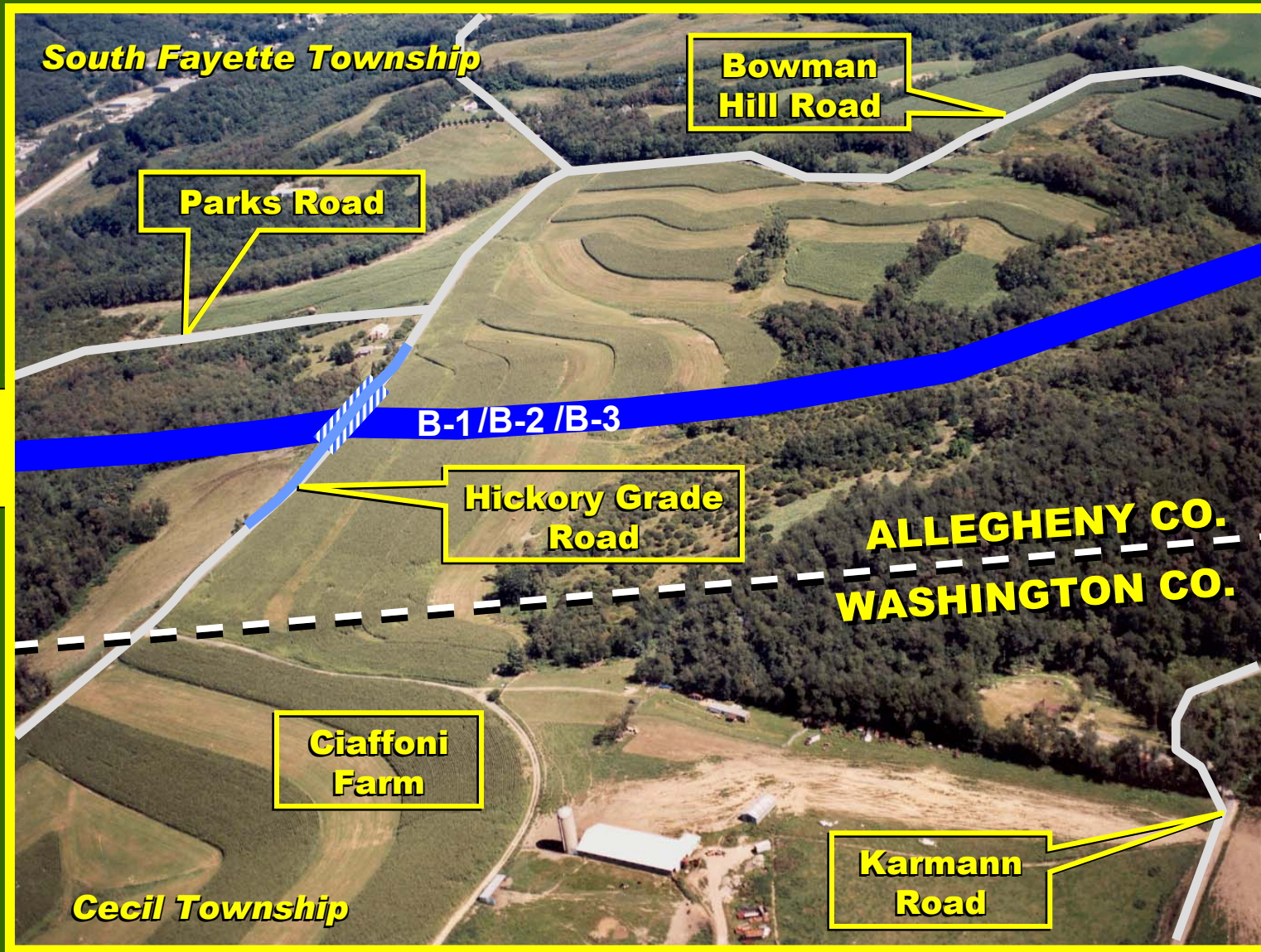
The Common East B-1/B-2/B-3 Alternative continues north of the County Line. A cul-de-sac will be provided for Cecil Sturgeon Road. Cecil Sturgeon Road will be relocated north of the Common East B-1/B-2/B-3 Alternative.



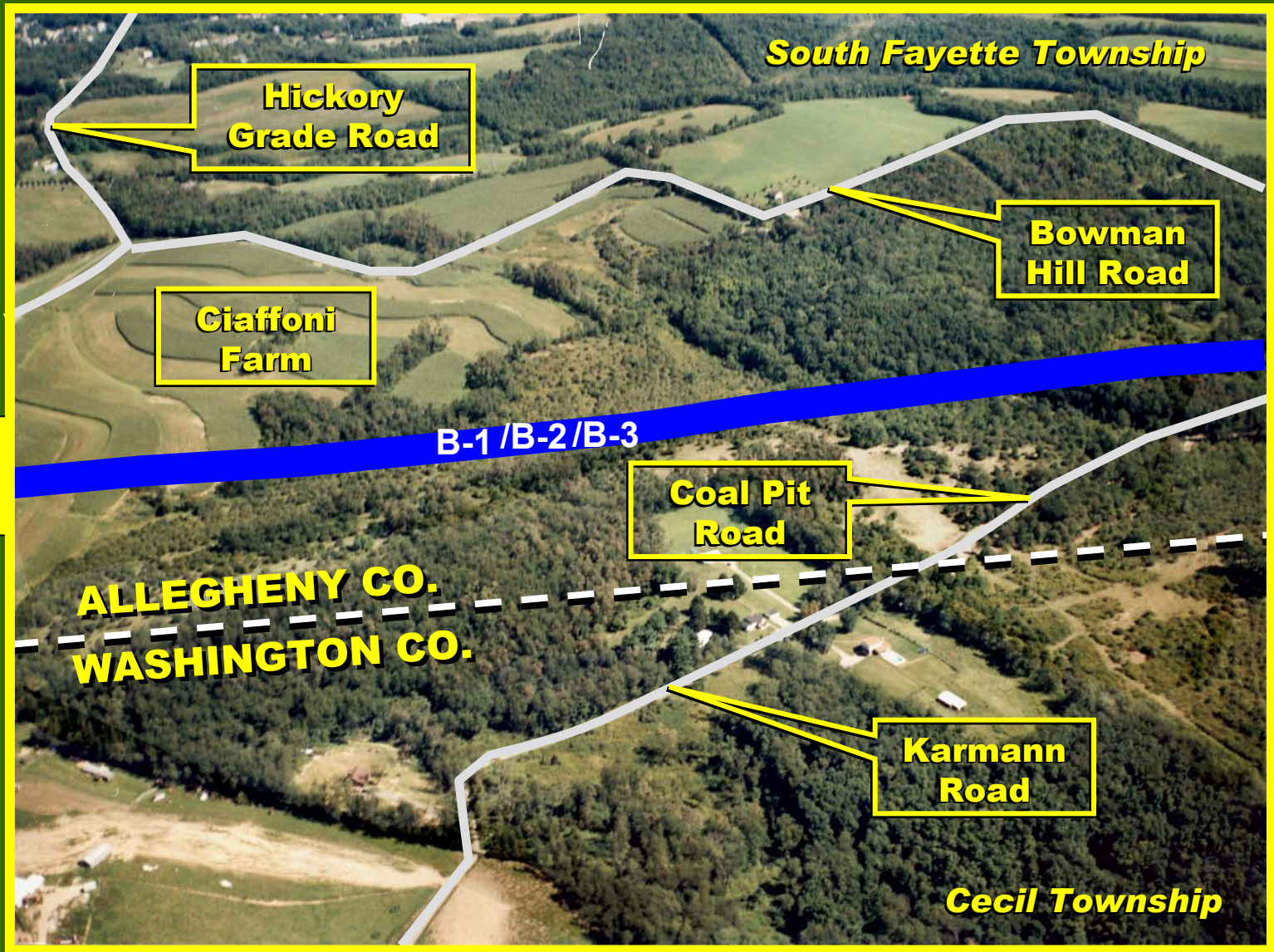
The Common East B-1/B-2/B-3 Alternative continues, crossing Millers Run Road and PA Route 50, north of the former Desmet Lumber. Access will be provided between the interchange for PA Route 50 via a relocated Cecil Sturgeon Road.



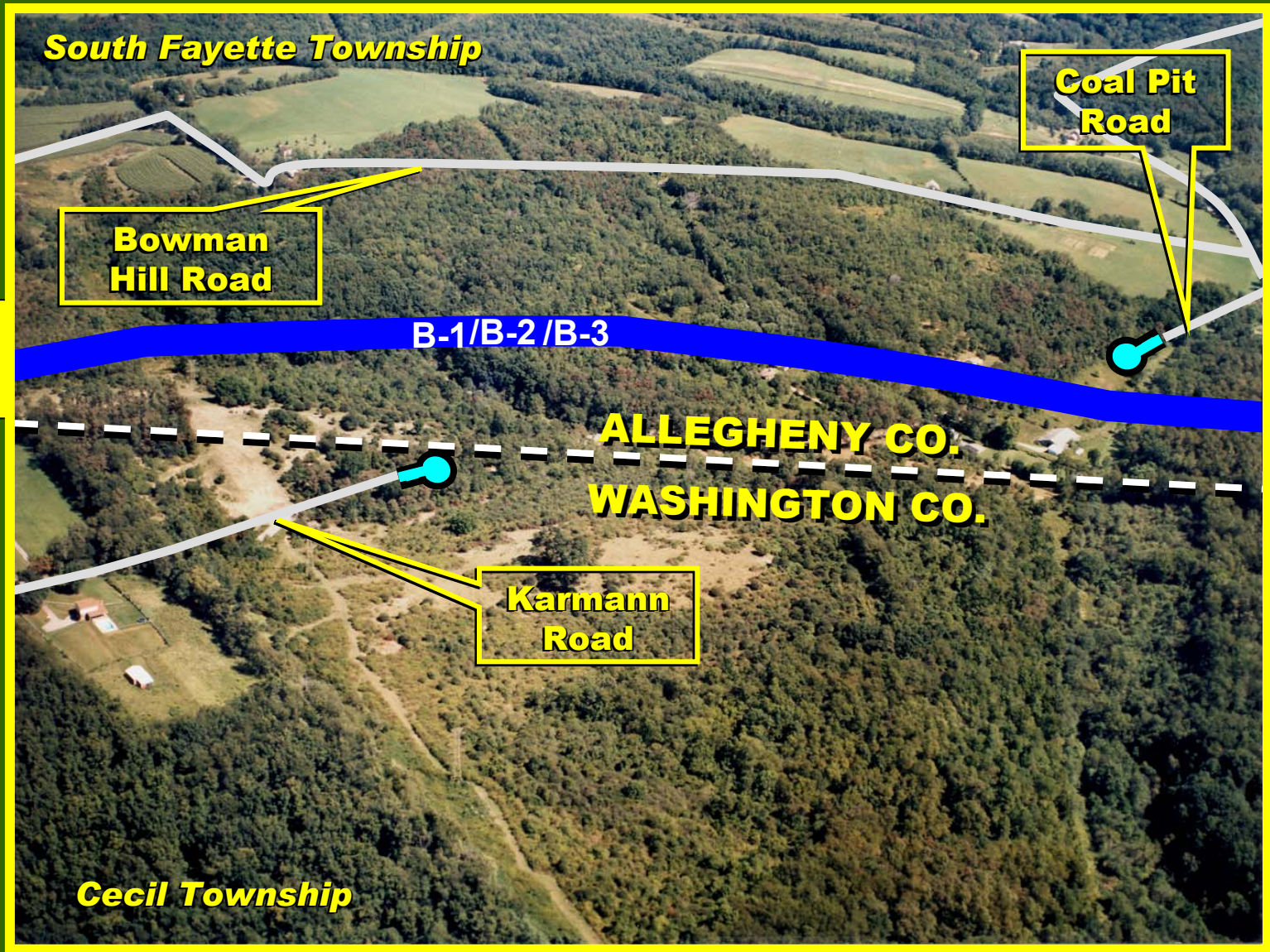
After crossing PA Route 50, the Common East B-1/B-2/B-3 Alternative continues between Parks Road and the County Line.



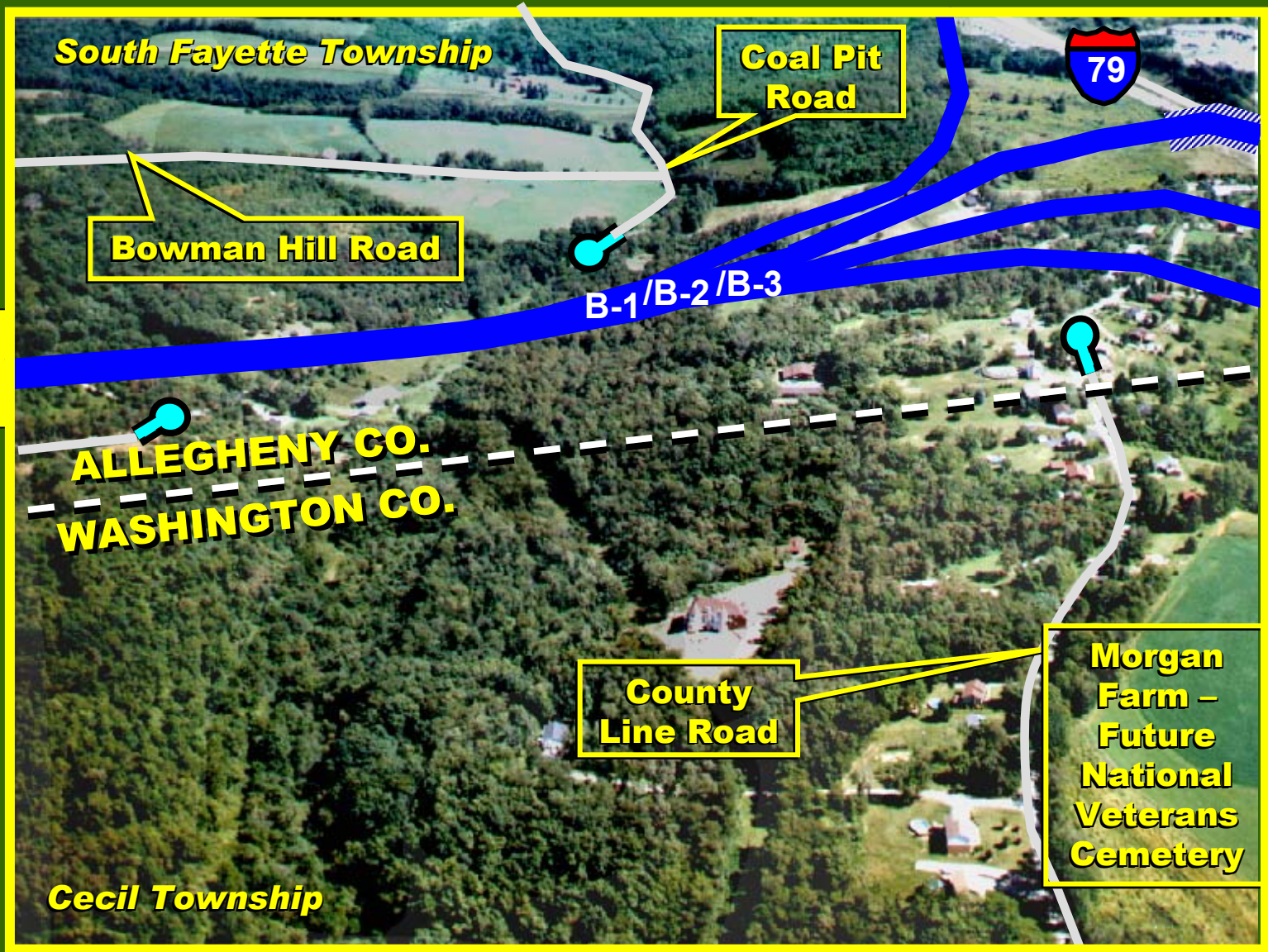
After crossing under Hickory Grade Road, the Common East B-1/B-2/B-3 Alternative continues in Allegheny County.



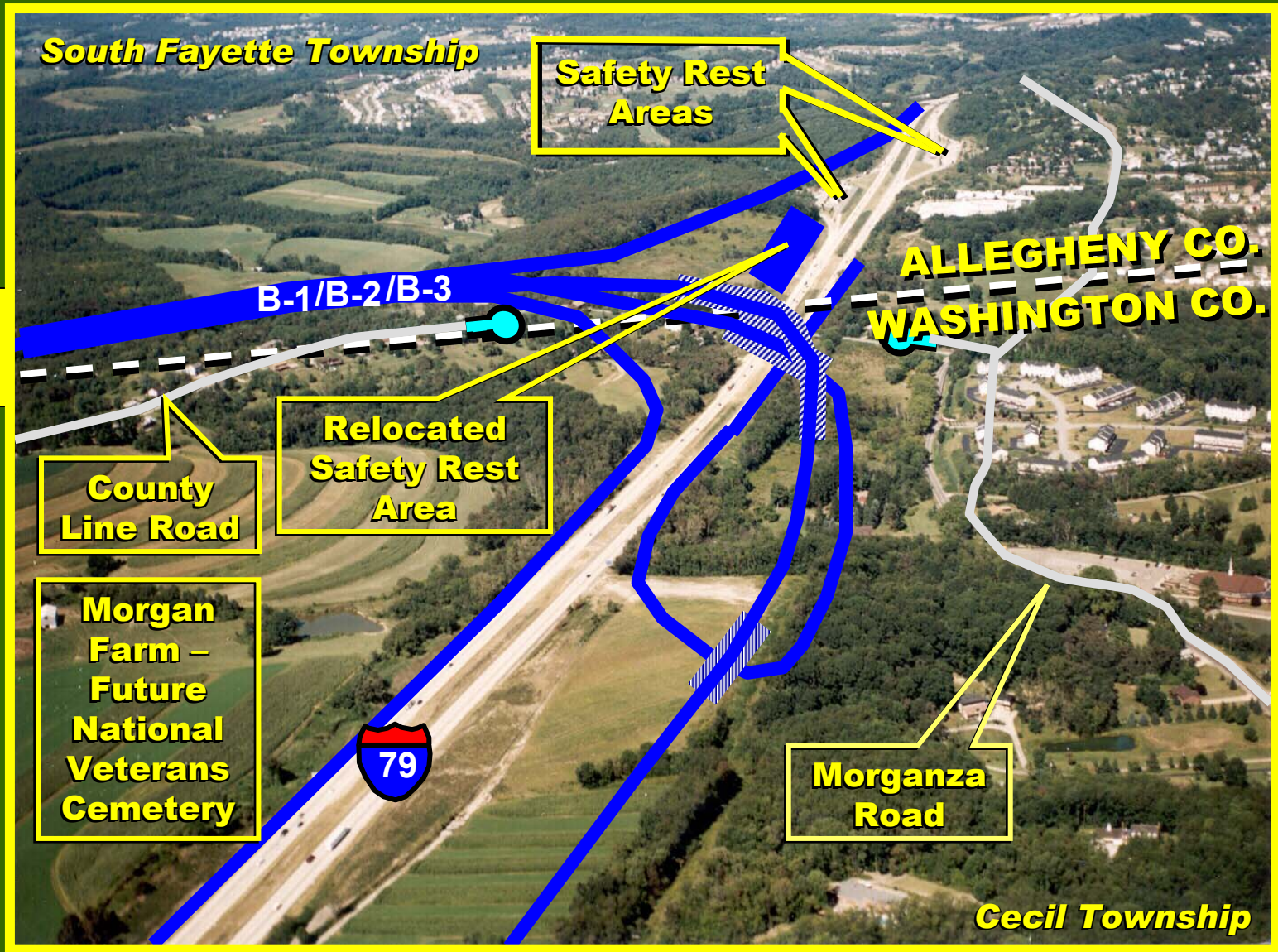
The Common East B-1/B-2/B-3 Alternative continues between Bowman Hill Road and the County Line.



The Common East B-1/B-2/B-3 Alternative continues, requiring the closure of a section of Coal Pit Road. Cul-de-sacs will be provided.



The Common East B-1/B-2/B-3 Alternative continues to the proposed interchange with Interstate 79, north of the Morgan Farm. Cul-de-sacs will be provided on existing Coal Pit and County Line Roads.



The Common East B-1/B-2/B-3 Alternative continues to the proposed interchange with Interstate 79. The I-79 southbound Safety Rest Area will be relocated within the interchange. Cul-de-sacs will be provided on existing County Line Road.