

SQUIRREL HILL INTERCHANGE | SR 376-A76

PUBLIC MEETING



U.S. Department
of Transportation

**Federal Highway
Administration**

Michael Baker

INTERNATIONAL



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FEBRUARY 20, 2025



Pennsylvania
Department of Transportation

AGENDA

- Project Team
- Location/Limits
- Purpose and Need
- Alternatives Overview
 - Traffic Analysis Summary
 - Benefits
 - Comparison
- Community Improvements
- Construction Phasing
- Schedule
- Comment Forms and Website
- Q&A



MEET THE TEAM



Pennsylvania
Department of Transportation

PennDOT

- Jason Zang, PE | District Executive
- Doug Seeley, PE | Assistant District Executive – Design
- Cheryl Solosky, PE | Senior Project Manager
- Stephanie Zolnak, PE | District Traffic Engineer
- John Zelesnak, PE | District Portfolio Manager
- Mark Young | District Environmental Planning Manager
- Todd Crouch | Environmental Supervisor – NEPA
- Jacqueline Evans, PE | District Right-of-Way Administrator
- Ethan Bailey | Chief Right-of-Way Negotiator
- Nicole Haney | Community Relations Coordinator

Michael Baker

I N T E R N A T I O N A L



Michael Baker International

- David Jackson, PE | Project Manager | Senior Roadway Engineer
- Jessica Belowich, PE, PTOE | Senior Traffic Engineer
- Bill Zatezalo | Traffic Designer
- Justin Miller | Transportation Planner
- Danyel Patrick | Senior Public Engagement Specialist
- Meghan Rodgers | Senior Public Engagement Specialist

JMT

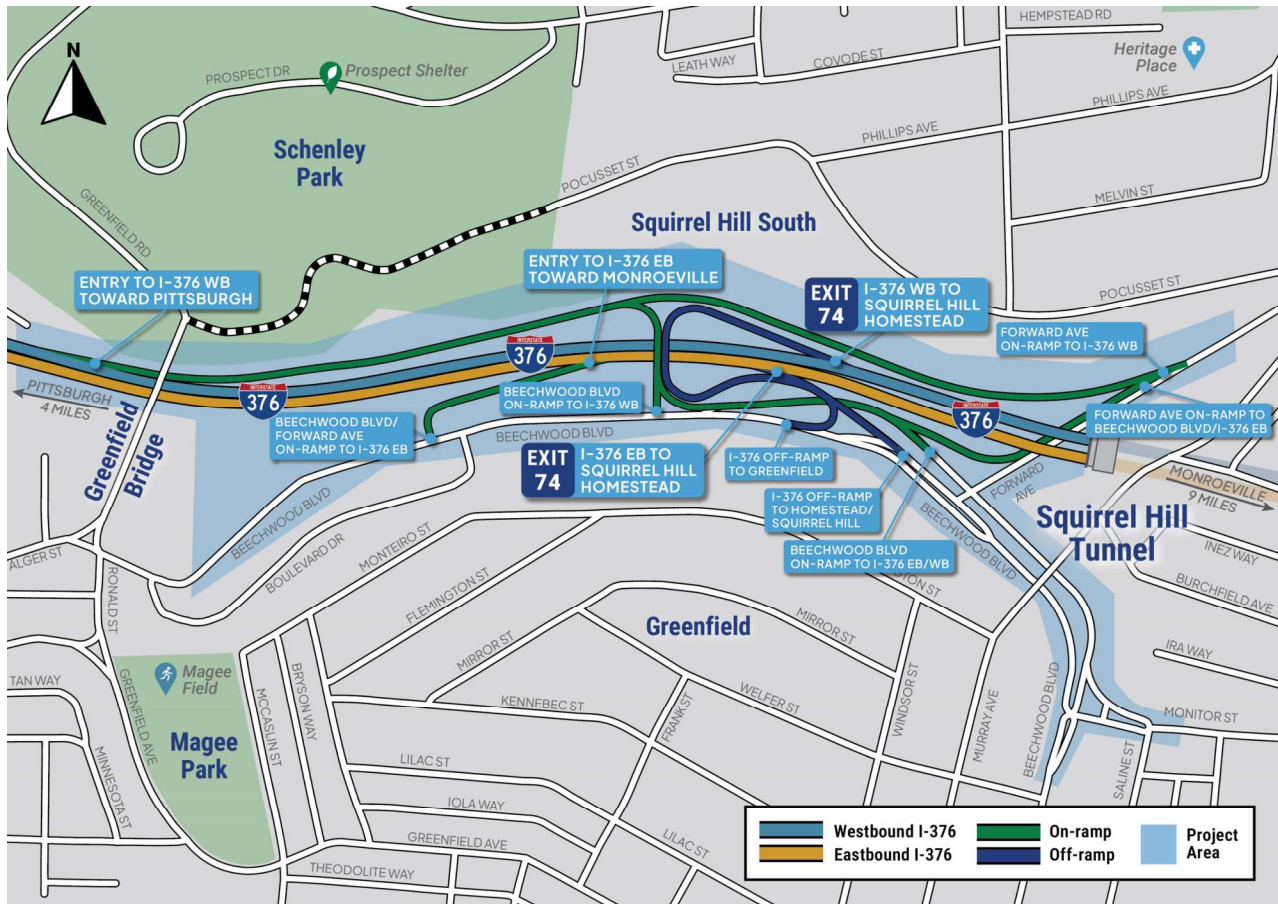
- Steve Delong, PE | Project Manager
- Joe Pecora, PE | Senior Roadway Engineer

PROJECT LOCATION

Exit 74 | Primary Interchange – Squirrel Hill, Greenfield & Homestead



PROJECT LIMITS



Project Limits

Greenfield Bridge overpass to Squirrel Hill Tunnel

Scope of Work

- Squirrel Hill Interchange Redesign
 - Reverse Eastbound Ramp Sequence
 - Eliminate Stop Condition for On-Ramp Merge
- Beechwood Boulevard, Forward Avenue, and Monitor Street Improvements
- Associated Structure Improvements

Including:

- Environmental Investigation/Clearance
- Public & Stakeholder Engagement

PROJECT PURPOSE AND NEED



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PROJECT PURPOSE

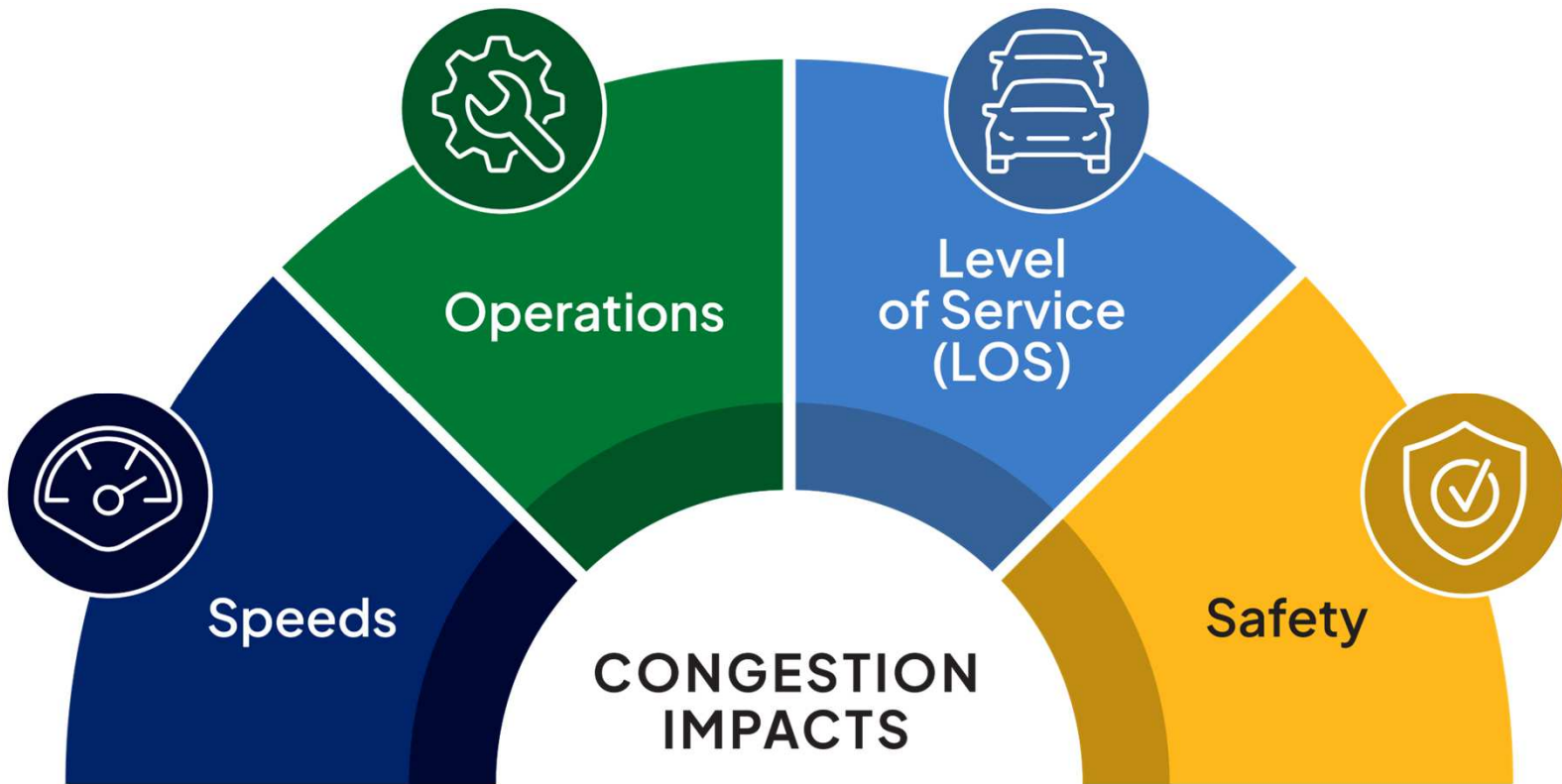


Improve the interchange operations to accommodate current and future traffic demands



Reduce the potential for crashes at the interchange ramps and along Beechwood Boulevard within the project area

PROJECT NEED | CONGESTION



PROJECT NEED | CONGESTION

How Congestion Impacts Operations:

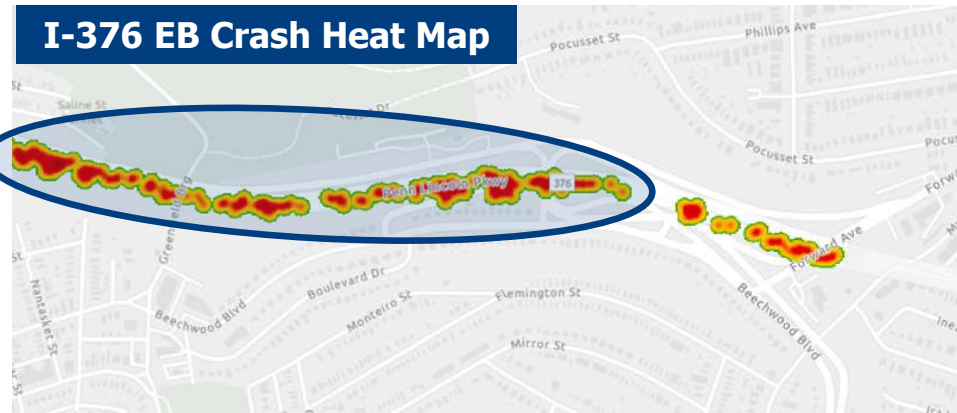
Parkway travel lanes, interchange ramps, and secondary streets see **recurring** and **non-recurring** congestion leading to:

- Excessive intersection delays
- Ramp queuing
- Corridor-wide travel time and reliability impacts

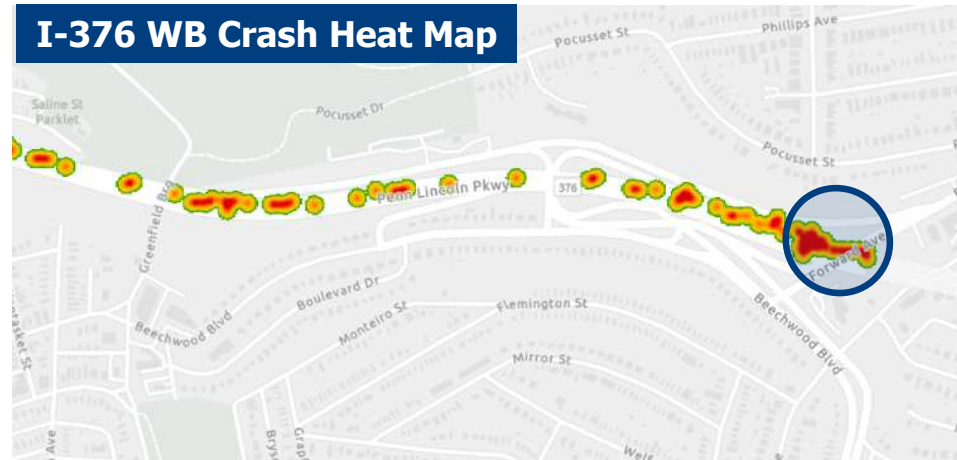


PROJECT NEED | CONGESTION

I-376 EB Crash Heat Map



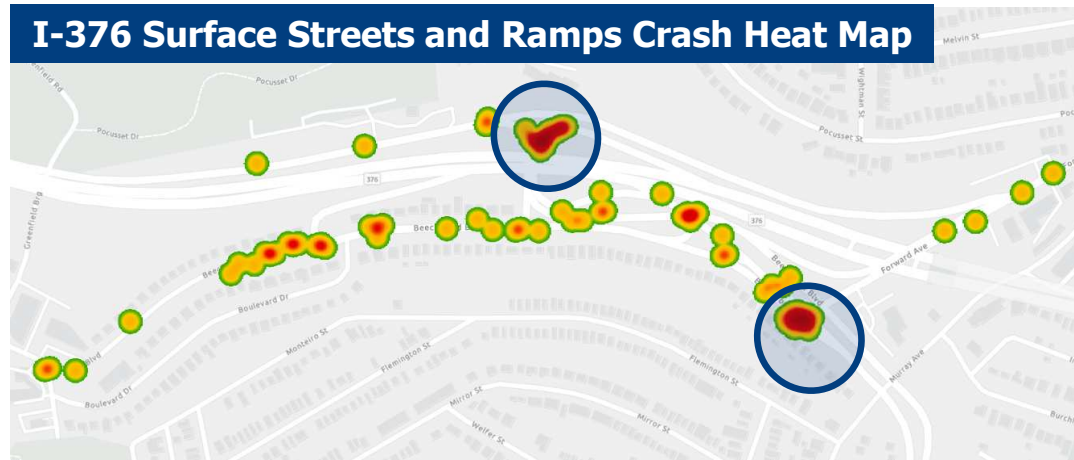
I-376 WB Crash Heat Map



SAFETY:

- **248** crashes from 2016 – 2021 (omitted 2020 due to Covid-19)
- 1 Fatal Collision; 2 Seriously Injured Collisions

I-376 Surface Streets and Ramps Crash Heat Map



PROJECT NEED | CONGESTION

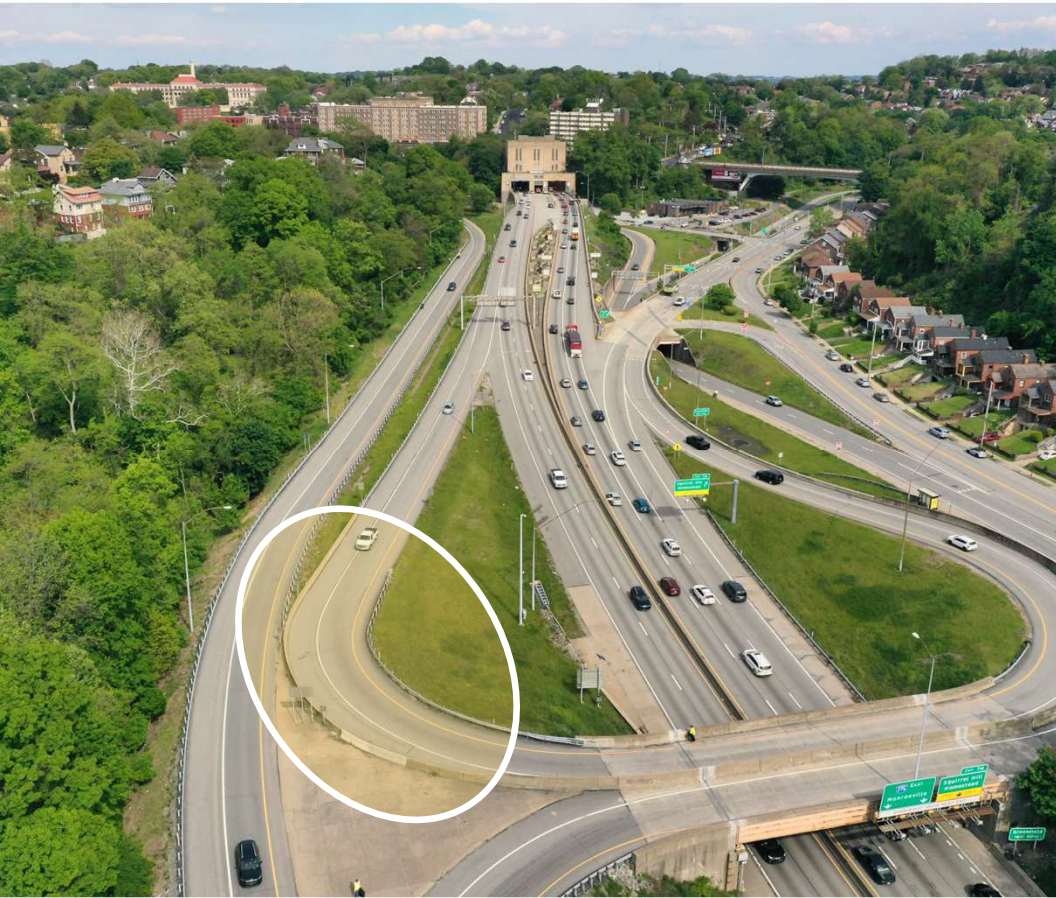


SAFETY:

- **248** crashes from 2016 – 2021
(omitted 2020 due to Covid-19)
- Rear End = **47%**
 - Eastbound weave area at on/off ramp
 - Westbound off-ramp at tunnel exit



PROJECT NEED | CONGESTION



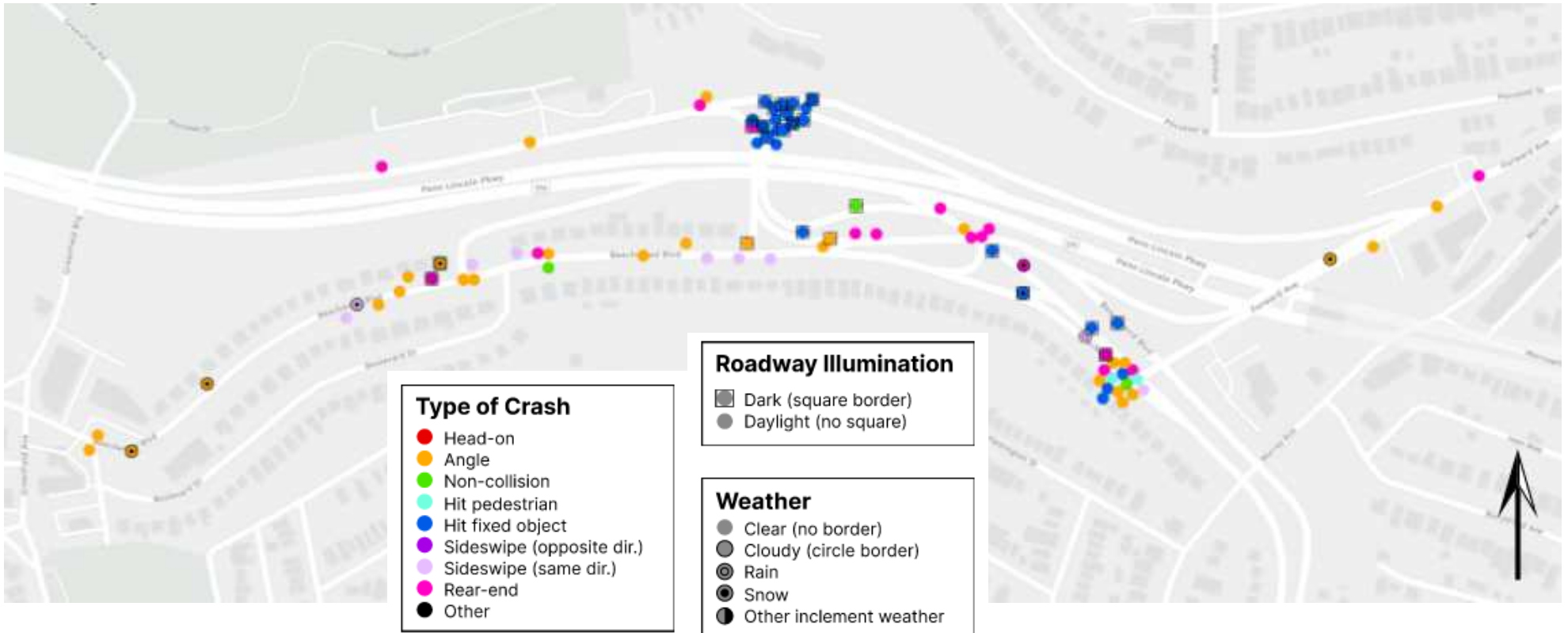
SAFETY:

- **248** crashes from 2016 – 2021
(omitted 2020 due to Covid-19)
- “Hit Fixed Object”= **25%**
 - Westbound off-ramp on the curve

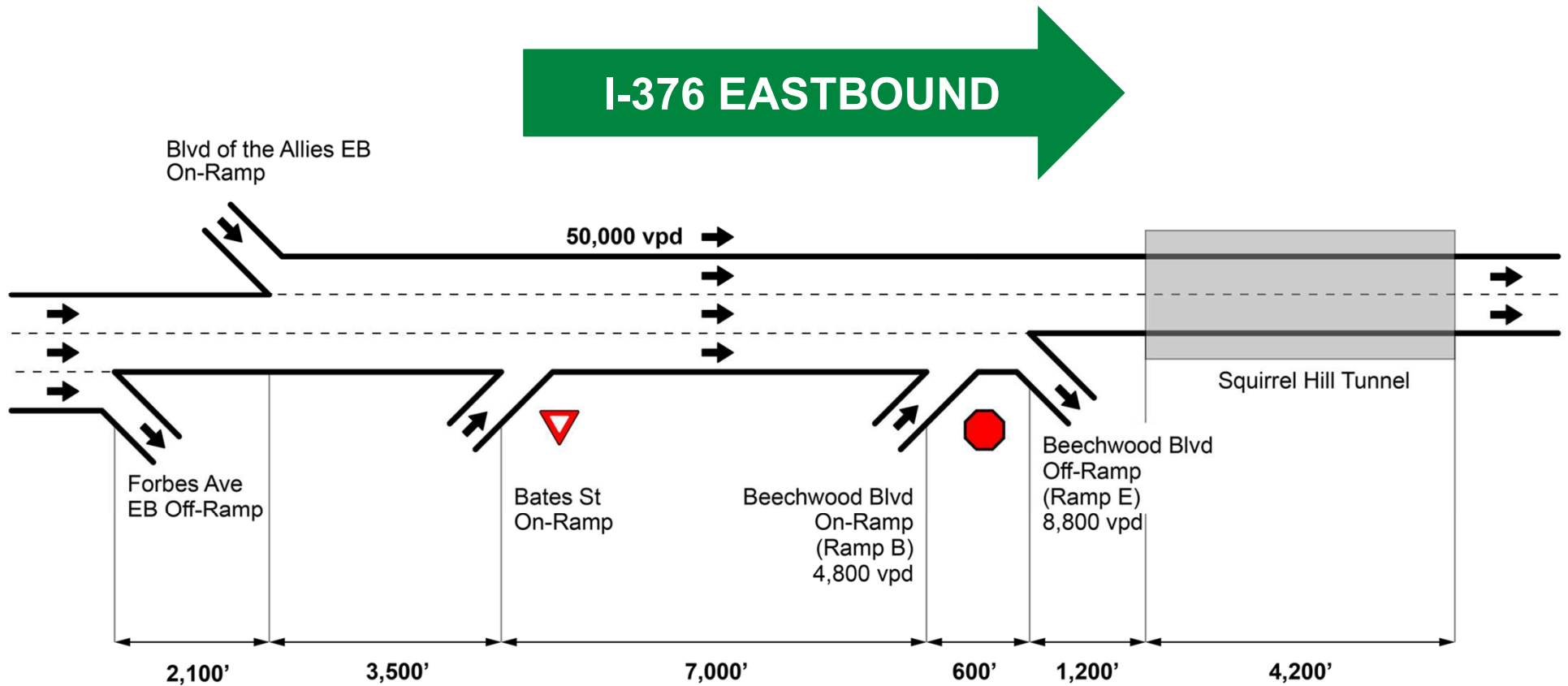


PROJECT NEED | CONGESTION

SAFETY: Ramps and Surface Streets



EXISTING RAMP CONFIGURATION | EASTBOUND



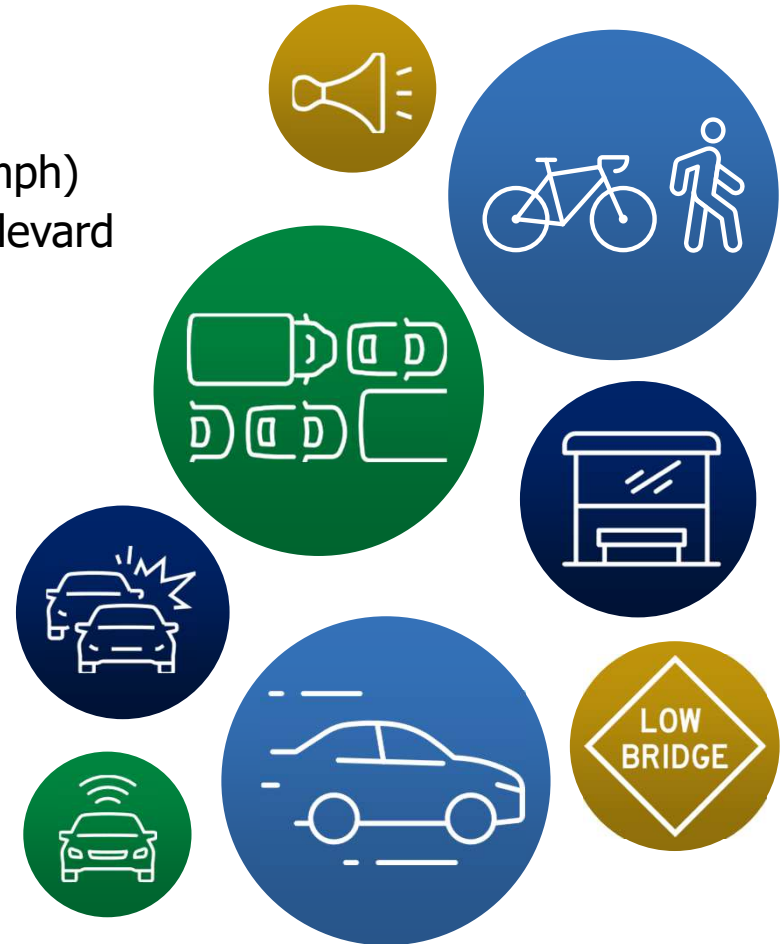
COMMUNITY FEEDBACK & TEAM OBSERVATIONS

Residential Survey Forms:

- Dangerous weaving at eastbound ramps
- Excessive vehicle speeds on Beechwood Boulevard (40-50 mph)
- Excessive traffic volume and congestion on Beechwood Boulevard
- Excessive traffic noise
- Flash flooding during heavy rains
- Frequent accidents involving vehicles and pedestrians
- Rush Hour parking restrictions are inconvenience

Observation / Engineering Concerns & Goals:

- Pedestrian safety at bus stops
- Multimodal connectivity
- Improving existing substandard roadway elements
- ITS – Intelligent Transportation System – Upgrades
- Over-height Truck Detection



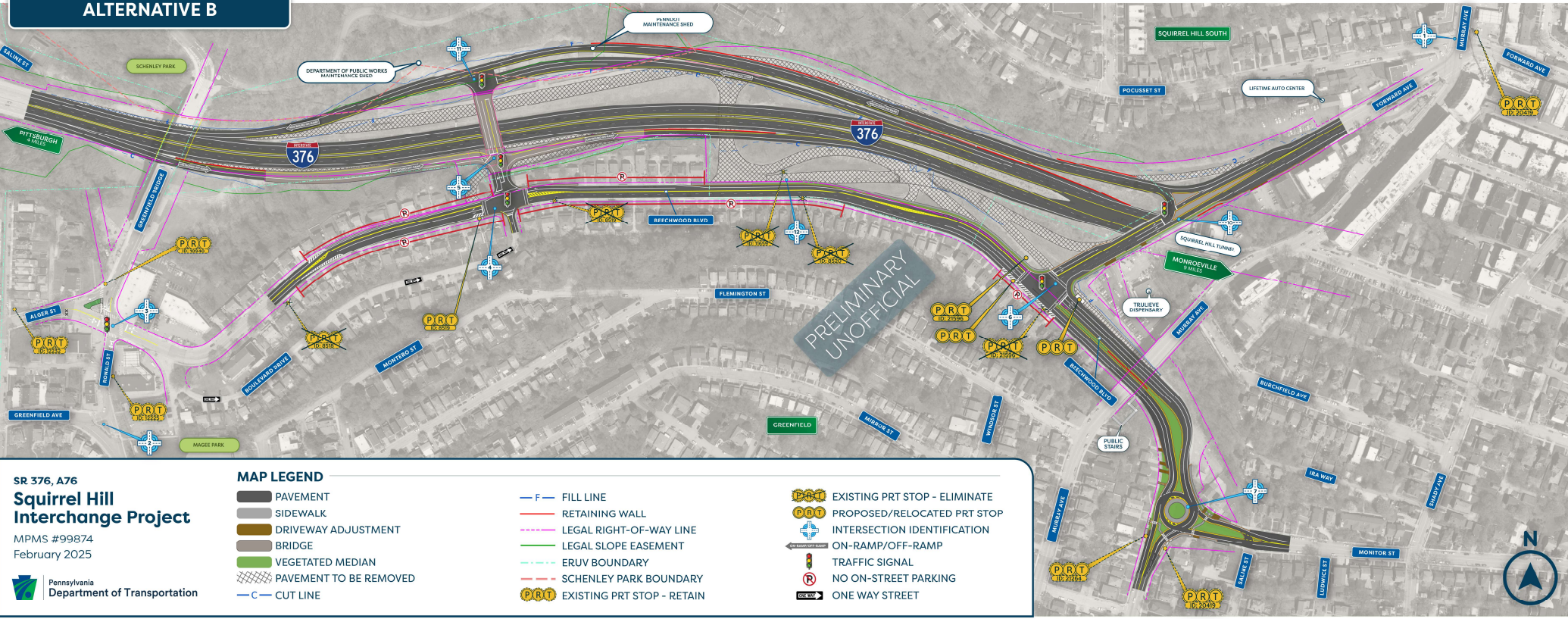
ALTERNATIVES OVERVIEW



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ALTERNATIVES OVERVIEW - ALTERNATIVE B

ALTERNATIVE B



SR 376, A76
Squirrel Hill Interchange Project
 MPMS #99874
 February 2025

Pennsylvania Department of Transportation

MAP LEGEND

- PAVEMENT
- SIDEWALK
- DRIVEWAY ADJUSTMENT
- BRIDGE
- VEGETATED MEDIAN
- PAVEMENT TO BE REMOVED
- CUT LINE

- FILL LINE
- RETAINING WALL
- LEGAL RIGHT-OF-WAY LINE
- LEGAL SLOPE EASEMENT
- ERUV BOUNDARY
- SCHEMLEY PARK BOUNDARY
- EXISTING PRT STOP - RETAIN

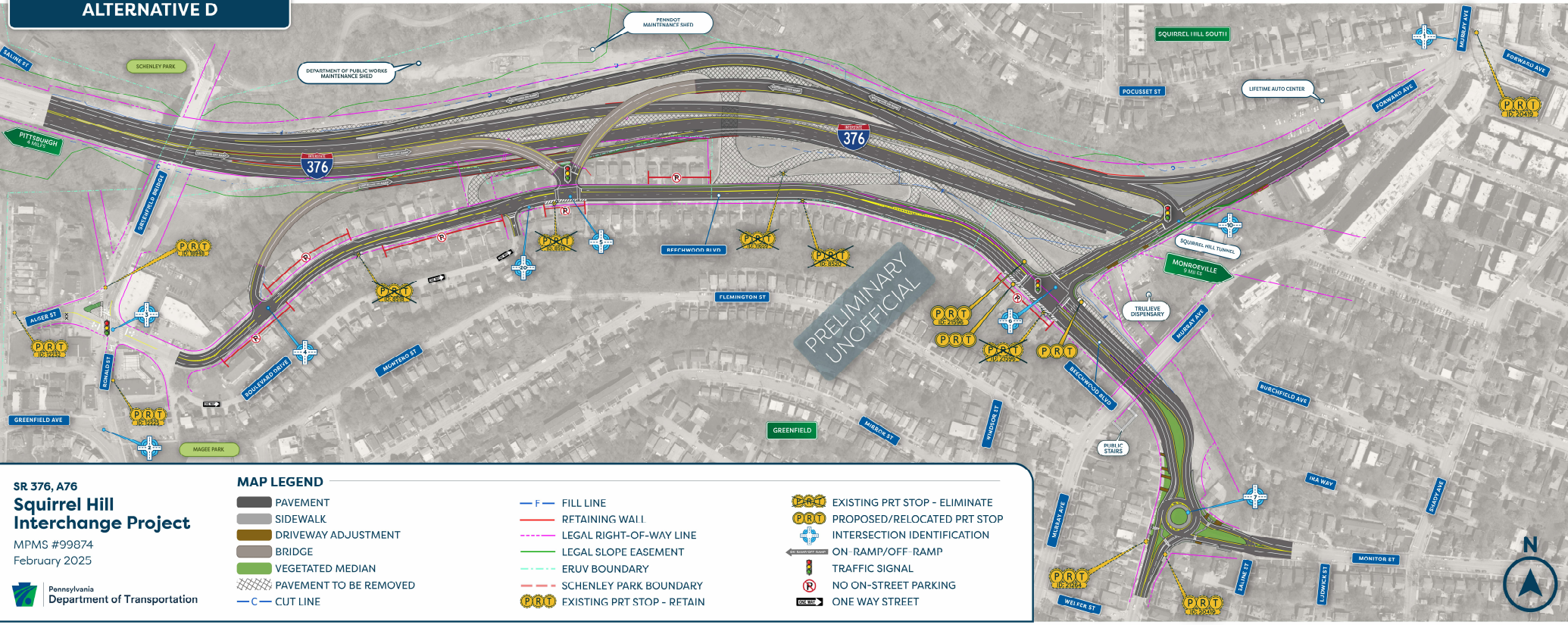
- EXISTING PRT STOP - ELIMINATE
- PROPOSED/RELOCATED PRT STOP
- INTERSECTION IDENTIFICATION
- ON-RAMP/OFF-RAMP
- TRAFFIC SIGNAL
- NO ON-STREET PARKING
- ONE WAY STREET

ALTERNATIVES OVERVIEW - ALTERNATIVE B



ALTERNATIVES OVERVIEW - ALTERNATIVE D

ALTERNATIVE D



SR 376, A76
Squirrel Hill Interchange Project
 MPMS #99874
 February 2025

MAP LEGEND

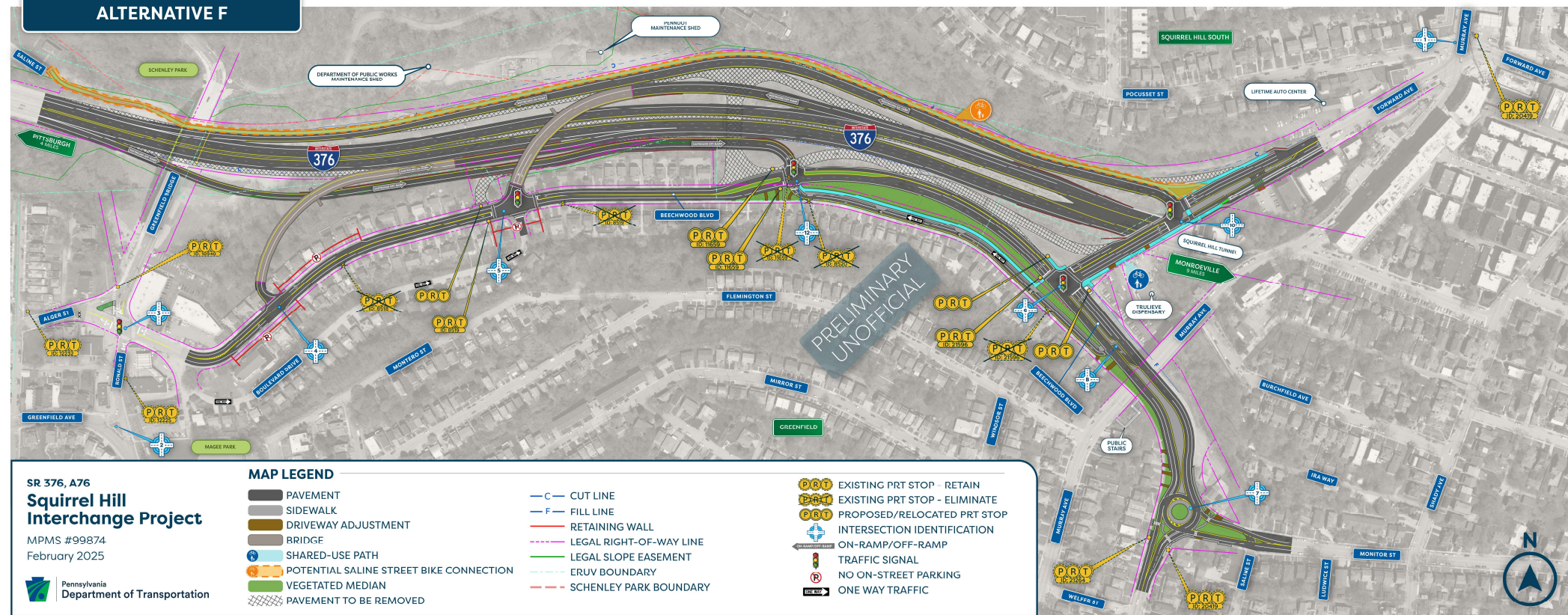
- | | | |
|------------------------|----------------------------|-------------------------------|
| PAVEMENT | FILL LINE | EXISTING PRT STOP - ELIMINATE |
| SIDEWALK | RETAINING WALL | PROPOSED/RELOCATED PRT STOP |
| DRIVEWAY ADJUSTMENT | LEGAL RIGHT-OF-WAY LINE | INTERSECTION IDENTIFICATION |
| BRIDGE | LEGAL SLOPE EASEMENT | ON-RAMP/OFF-RAMP |
| VEGETATED MEDIAN | ERUV BOUNDARY | TRAFFIC SIGNAL |
| PAVEMENT TO BE REMOVED | SCHENLEY PARK BOUNDARY | NO ON-STREET PARKING |
| CUT LINE | EXISTING PRT STOP - RETAIN | ONE WAY STREET |

ALTERNATIVES OVERVIEW - ALTERNATIVE D

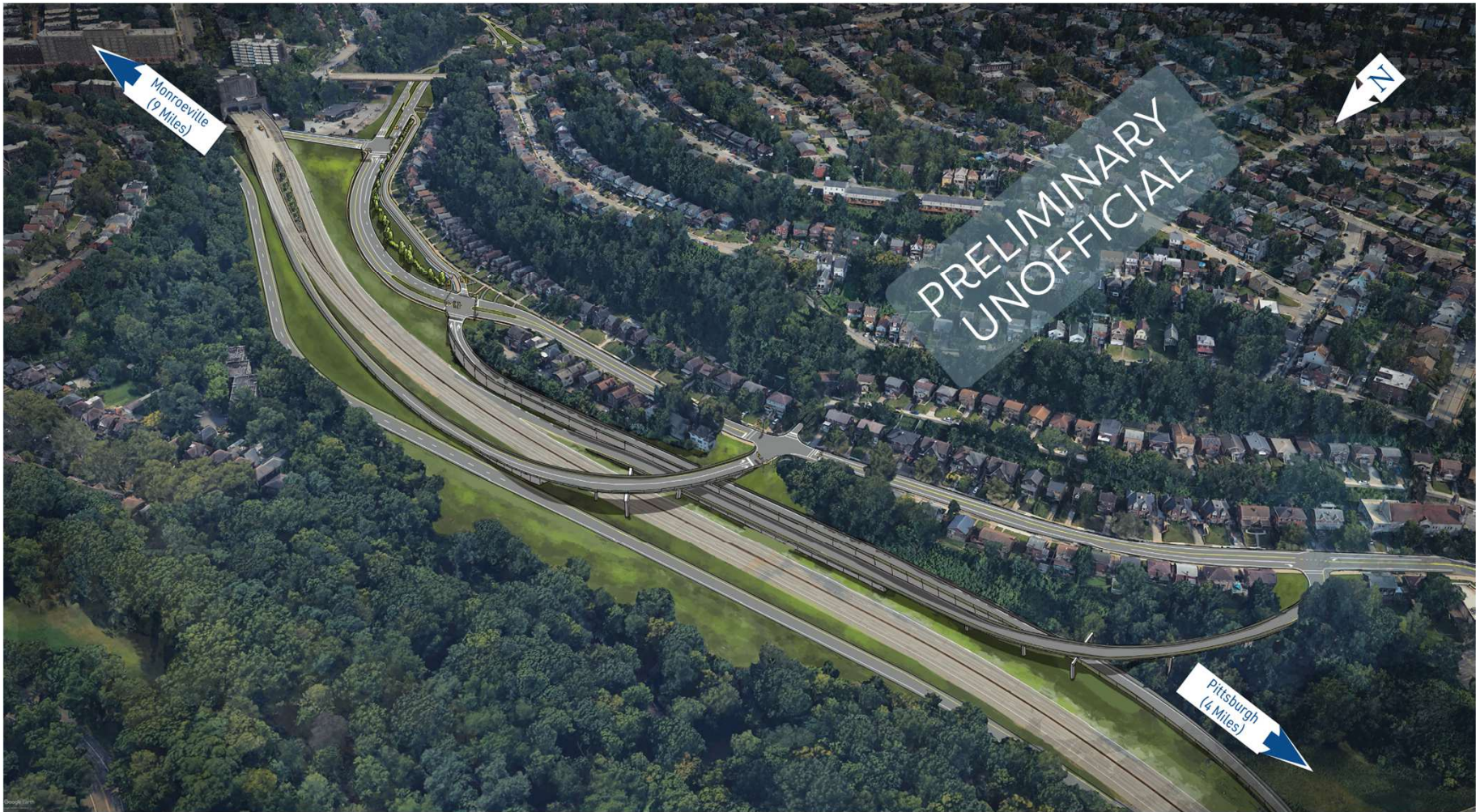


ALTERNATIVES OVERVIEW - ALTERNATIVE F

ALTERNATIVE F



ALTERNATIVES OVERVIEW - ALTERNATIVE F



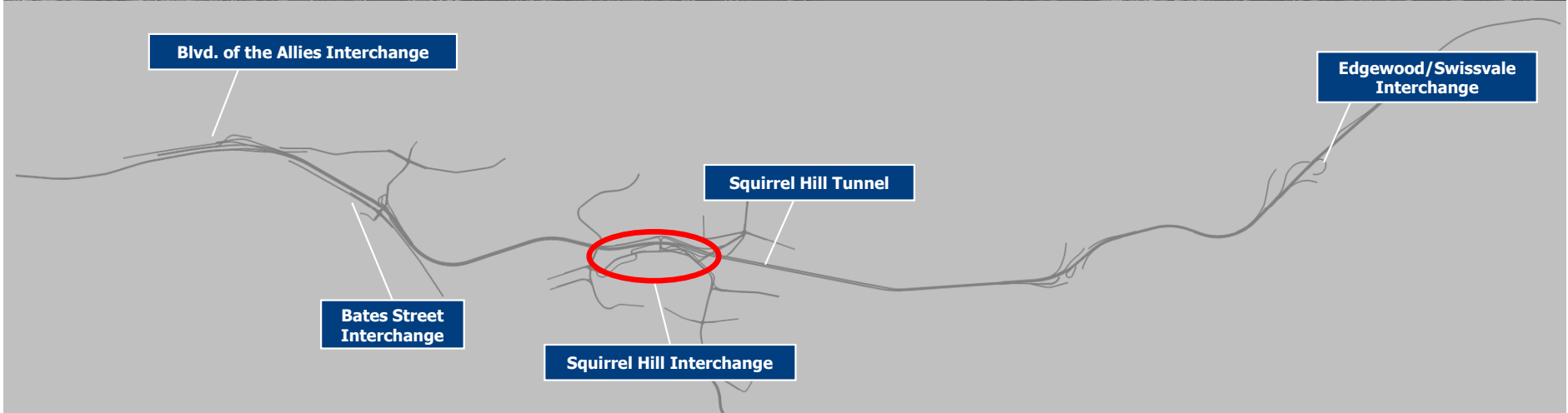
ALTERNATIVES OVERVIEW - ALTERNATIVE F



TRAFFIC ANALYSIS SUMMARY

- **Traffic analysis was performed to understand future traffic operations and differentiate between the alternatives**
- **Analysis was performed using microsimulation modeling based on projected 2048 volumes**
 - Microsimulation models allow for more complex analyses
 - Provides more insight with how freeways and local networks interact

MICROSIMULATION MODEL LIMITS



TRAFFIC ANALYSIS SUMMARY – TRAVEL TIMES

- In the AM peak, the Beechwood Blvd travel time:
 - Is reduced by 71% in Alternative B
 - Is reduced by 73% in Alternative D
 - Is reduced by 70% in Alternative F
- In the PM peak, the Beechwood Blvd travel time:
 - Is reduced by 2% in Alternative B
 - Remains the same in Alternative D
 - Is reduced by 28% in Alternative F
- In the PM peak, the SR 376 eastbound travel time:
 - Is reduced by 2% in Alternative B
 - Is reduced by 14% in Alternative D
 - Is reduced by 14% in Alternative F

Note: All result values refer to the Future Year - 2048

PROJECT BENEFITS

REGIONAL BENEFITS	No Build	Alternative B	Alternative D	Alternative F
Eliminates SR 376 eastbound ramp weave and stop sign	X	✓	✓	✓
Improves SR 376 corridor travel speeds	X	✓	✓	✓
Improves SR 376 westbound off-ramp curve	X	✓	✓	✓
Eliminates vertical clearance deficiencies of 9 structures (4 bridges; 5 sign structures)	X	✓	✓	✓
Eliminates Fracture Critical Bridge over Interstate	X	✓	✓	✓

EVALUATION LEGEND  Major Benefit  Moderate/Minor Benefit  No Benefit

PROJECT BENEFITS

GREENFIELD AND SQUIRREL HILL COMMUNITY BENEFITS	No Build	Alternative B	Alternative D	Alternative F
Reduces travel speeds on Beechwood Boulevard	X	✓	✓	✓
Improves pedestrian safety at bus stops	X	✓	✓	✓
Improves pedestrian connectivity and safety at crossings	X	✓	✓	✓
Improves bicycle network on Forward Avenue	X	✓	✓	✓
Improves stormwater management	X	✓	✓	✓
Provides roundabout at Beechwood Boulevard and Monitor Street intersection	X	✓	✓	✓

EVALUATION LEGEND  Major Benefit  Moderate/Minor Benefit  No Benefit

ALTERNATIVE COMPARISON

CRITERIA	No Build	Alternative B	Alternative D	Alternative F
Potential displacements (Parcels)	0	1	14	6
Potential displacements (Dwelling Units)	0	1	19	7
Reduction of on-street parking on Beechwood Boulevard	N/A	3,100'	1,500'	750'
Provides low-volume residential connection and additional parking*	N/A	✗	✗	✓
Reduces traffic volume on portion of Beechwood Boulevard	N/A	✗	✗	✓
Number of signals on Beechwood Boulevard	0	2	2	3
Total Project Cost **	N/A	\$112M	\$192M	\$138M

COMPARISON LEGEND  Minor Impact  Moderate Impact  Major Impact  Neutral

*The realignment of Beechwood Boulevard and addition of low volume, one-way residential street as illustrated in Alternative F are also feasible in Alternatives B and D.

**Total Project Cost includes design, construction, construction inspection, right-of-way acquisition, and utility relocations.

PROPOSED COMMUNITY IMPROVEMENTS



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PROPOSED COMMUNITY IMPROVEMENTS

What we heard from stakeholders:

- DOMI's primary concern is **safety over operations**
- Eliminating on-street parking is very problematic
- Council District 5 Community Requests Implemented:
 - Forward Ave Bike Connection
 - Potential Saline Street Bike Connection
 - Improved user safety at Beechwood Blvd, Monitor St, and Forward Ave
 - Beechwood Blvd Concerns
 - Refinements to Beechwood Blvd, Greenfield Bridge, Alger St intersection
 - Residential parking
 - Accommodations for large truck turning movements at ramp intersections

Improvements are illustrated on Alternative F, but are also feasible on Alternatives B and D.

PROPOSED COMMUNITY IMPROVEMENTS:

(ALTERNATIVE F SHOWN)



PRELIMINARY
UNOFFICIAL



Monitor Street Roundabout

Forward Avenue Bike Connection

The realignment of Beechwood Boulevard and the addition of low volume, one-way residential street as illustrated in Alternative F are also feasible in Alternatives B and D.

**Low Volume, one-way residential street
(see next slide for an illustration)**

Monroeville
(9 Miles)

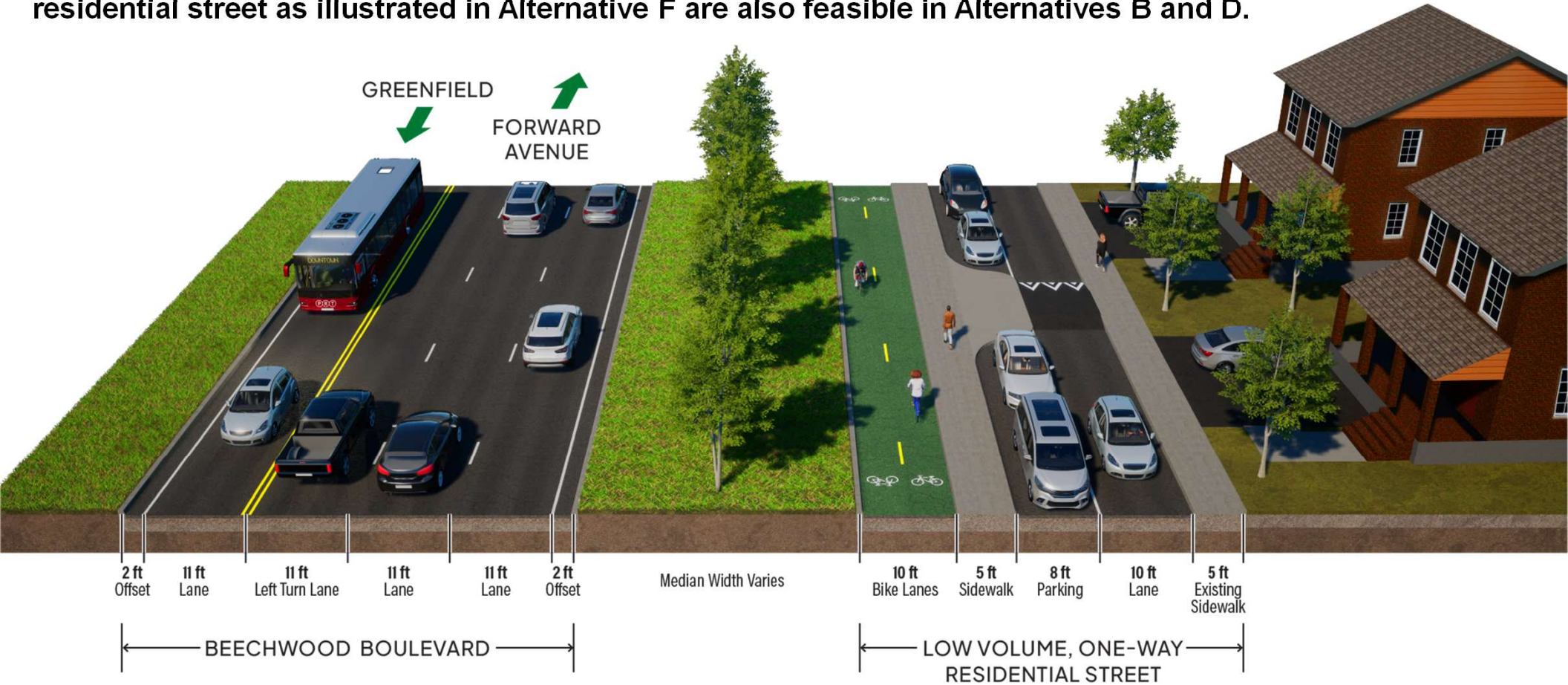
Potential Saline Street Bike Connection

Pittsburgh
(4 Miles)

PROPOSED COMMUNITY IMPROVEMENTS:

RESIDENTIAL STREET

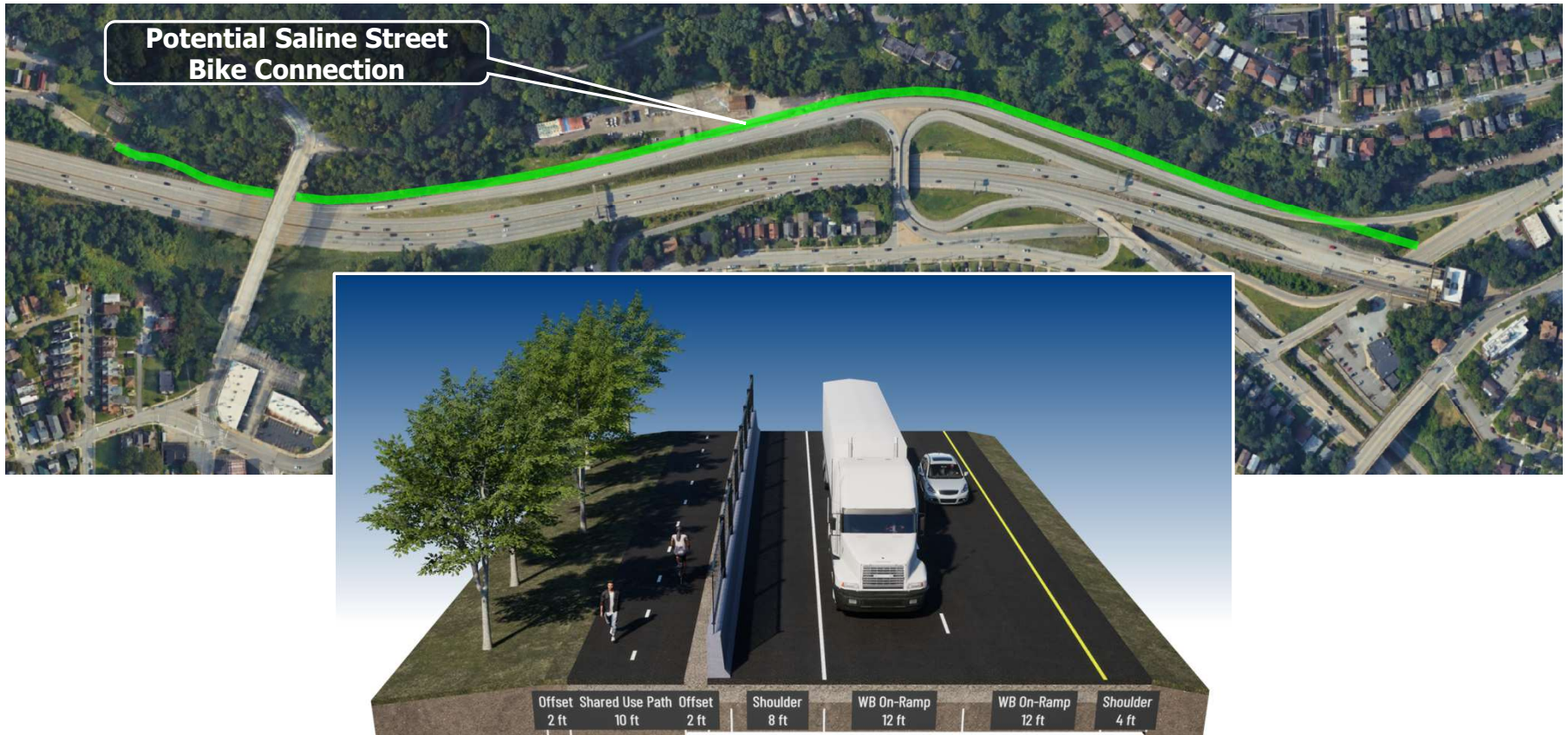
The realignment of Beechwood Boulevard and the addition of low volume, one-way residential street as illustrated in Alternative F are also feasible in Alternatives B and D.



PROPOSED COMMUNITY IMPROVEMENTS: SALINE ST BIKE CONNECTION

Potential* Saline Street Bike Connection (feasible on all alternatives)

**(Pending FHWA and PennDOT Central Office approval)*



PROPOSED COMMUNITY IMPROVEMENTS:

MONITOR ST ROUNDABOUT

Existing Partial Stop Intersection



Proposed Roundabout Concept



PROPOSED COMMUNITY IMPROVEMENTS:

MONITOR ST ROUNDABOUT



Safety Enhancements:

- Reduces vehicular conflict points
- Reduces vehicle speeds during non-peak hours
- Reduces vehicle speeds at pedestrian crossings
- Eliminates substandard intersection sight distance condition

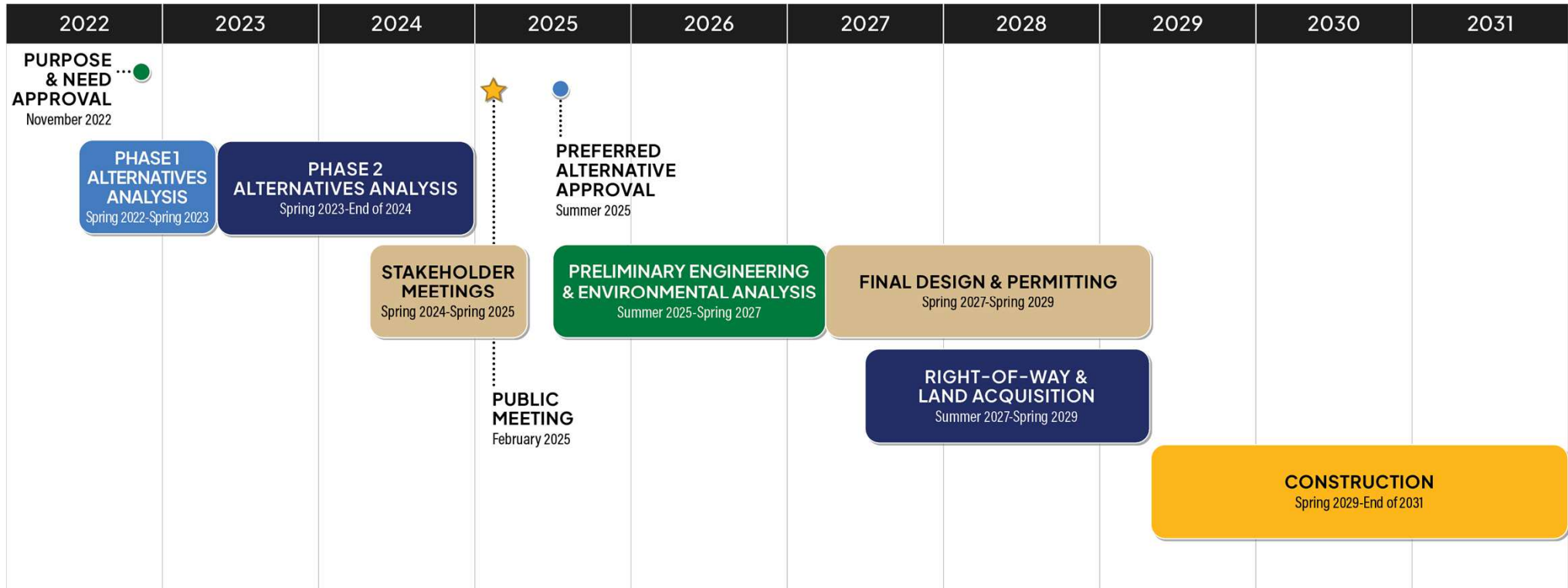
- Maintains all existing driveway access points
- Provides U-turn movement to improve access and connectivity on Beechwood Boulevard
- Maintains existing roadway footprint with minor right-of-way impacts
- Reduces overall future intersection delays by 92% in the AM and 78% in the PM for the Recommended Alternative compared to the No Build Condition

CONSTRUCTION PHASING | TRAFFIC CONTROL

Traffic Control Requirements

- The existing SR 376 EB off-ramp movement must be maintained at all times to allow for over height vehicles to exit prior to the Squirrel Hill Tunnel.
- Two lanes of traffic will be maintained along SR 376 EB and SR 376 WB at all times with the following exceptions:
 - Short-term single lane closures during overnight hours or weekends
 - Short-term full stoppages are permitted during overnight hours to facilitate bridge demolition and beam erection activities.
- A series of Ramp closures and detours will be utilized.
- Construction is anticipated to take 3 construction seasons.

PROJECT SCHEDULE



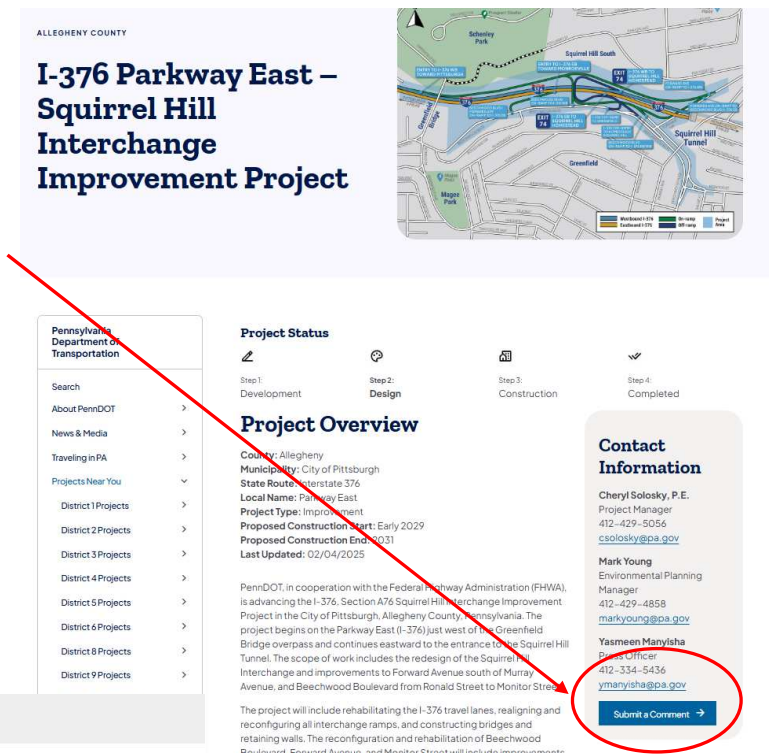
PROJECT WEBSITE AND COMMENT FORMS

- The on-line project comment form can be found on the project website. To access: Visit <https://bit.ly/squirrel-hill-interchange> or scan the QR code.



1) Click Here

- 1) Click the “Submit a Comment” button under Contact Information on the right side of the screen.
- 2) Select “I-376 Squirrel Hill Interchange” from the list of projects in the dropdown box.



ALLEGHENY COUNTY

I-376 Parkway East – Squirrel Hill Interchange Improvement Project

Project Status

Step 1: Development | Step 2: Design | Step 3: Construction | Step 4: Completed

Project Overview

County: Allegheny
Municipality: City of Pittsburgh
State Route: Interstate 376
Local Name: Parkway East
Project Type: Improvement
Proposed Construction Start: Early 2029
Proposed Construction End: 2031
Last Updated: 02/04/2025

Contact Information

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Mark Young
Environmental Planning Manager
412-429-4858
markyoung@pa.gov

Yasmeen Manyisha
Public Officer
412-334-5436
ymanyisha@pa.gov

Submit a Comment



District 11 Public Involvement Comment Form

Feedback

Required fields are marked with an asterisk.*

Please select the project you would like to provide feedback for *

I-376 Parkway East - Squirrel Hill Interchange Improvement Project

2) Click Here

CONTACT

Contact Information:

Cheryl Solosky, PE
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Steve Cowan
Press Officer
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STAY UP TO DATE!

For more information on the SR 376,
Section A76 Squirrel Hill Interchange
Improvement Project, please visit our
project website at:

<https://bit.ly/squirrel-hill-interchange>

PROJECT WEBSITE:



Q&A

This Q&A session will continue to be recorded solely for the Project Team's use in documenting the questions and answers. By participating, you are consenting to the recording, retention and use of this session.



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