

SR 0050-A32 WASHINGTON PIKE/ROUTE 50 WIDENING AND INTERSECTION IMPROVEMENTS PROJECT

Public Meeting



U.S. Department
of Transportation
**Federal Highway
Administration**

JANUARY 27, 2025



PROJECT TEAM

Project Team

- PennDOT
 - Douglas Seeley, PE; Assistant District Executive, Design
 - Zachary Patterson, PE; Project Manager
 - Mark Young; District Environmental Planning Manager
 - Todd Crouch; Environmental Supervisor – NEPA
 - Jacqueline Evans, PE; District Right of Way Administrator
 - Ethan Bailey; Right of Way – Chief Negotiator
 - Dominic Altieri; Structure Team Member
 - Nicole Haney; Community Relations Coordinator
- WRA
 - Tyler Steele, PE; Project Manager
 - Eric Meyer, PE; Vice President
 - Jason Skvarla, PE; Associate
 - Benjamin Rosenthal, EIT; Highway Designer



AGENDA

1. Introduction
2. Project Team Introductions
3. Project Location
4. Purpose and Need
5. Proposed Project Layout – Section 1
6. Proposed Project Layout – Section 3
7. Alternative Layouts – Section 2
8. Anticipated Traffic Control
9. Right-of-Way
10. Anticipated Project Schedule
11. Question and Answer Session



PROJECT LOCATION

- The project is located in **Collier Township, Allegheny County**, Pennsylvania
- **Route 50 (Washington Pike)** is a four-lane roadway containing two travel lanes in each direction with either dedicated left-turn lanes or a two-way left turn lanes located at various locations.
- **Winstein Road** is to be closed at Route 50 and a cul-de-sac installed. This allows for additional right-turn lane storage length to be added along Route 50 to the I-79 ramps.
- The project corridor is located near **I-79, Exit 55** and is split into 3 sections along Route 50.
 - Section 1 – From Mayer Street to the Great Southern Shopping Center
 - Section 2 – From Vanadium Road to Steen Road
 - Section 3 – From Steen Road to Thoms Run Road
 - The section between the Great Southern Shopping Center and Vanadium Road is currently under construction via the SR 0050-A26 Widening Project.



PURPOSE AND NEED

PROJECT PURPOSE



Improve the corridor **operations** to acceptably accommodate current and future **traffic demands**, as well as to improve **safety** conditions at the SR 50/I-79 Ramps intersection and along the entire SR 50 corridor.

PROJECT NEED – CONGESTION



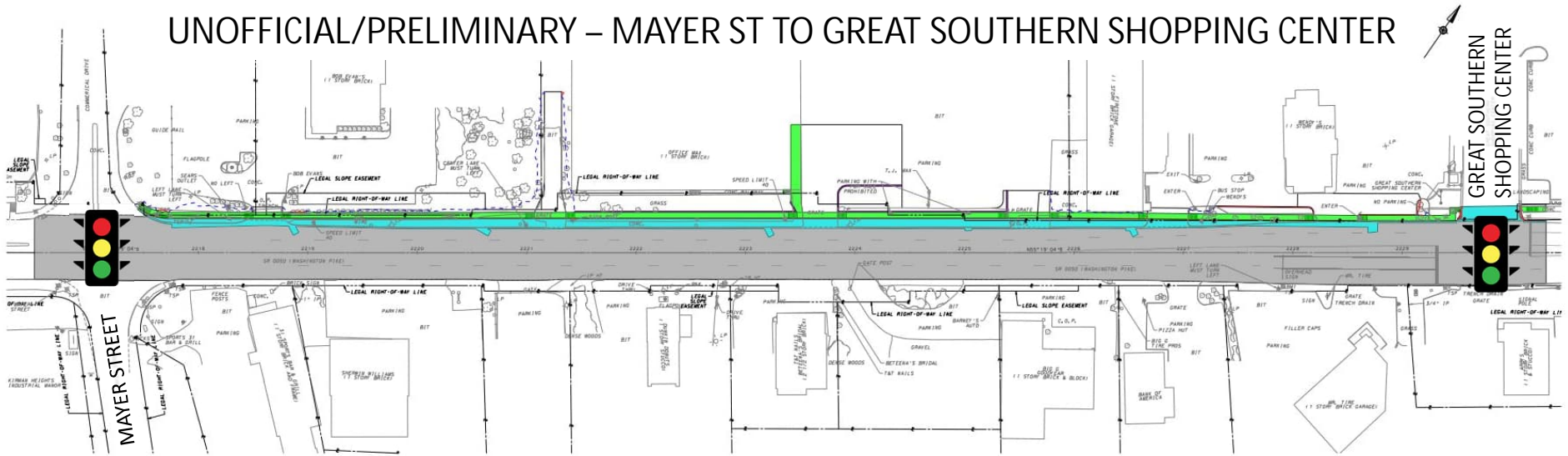
Unacceptable levels of congestion currently exist along the corridor which impedes **mobility**. Specific impacts include **recurring** and **non-recurring** congestion, excessive intersection **delays**, ramp **queuing**, queue **spillback**, and **travel time/reliability** impacts.

Due to the congestion in the project area, crash frequencies are higher than similar intersections statewide. Approximately 90% are either **Angle**, **Rear-End**, **Head-on**, or **Hit-Fixed-Object** crashes with **crash clusters** occurring at key locations along the SR 50 corridor.

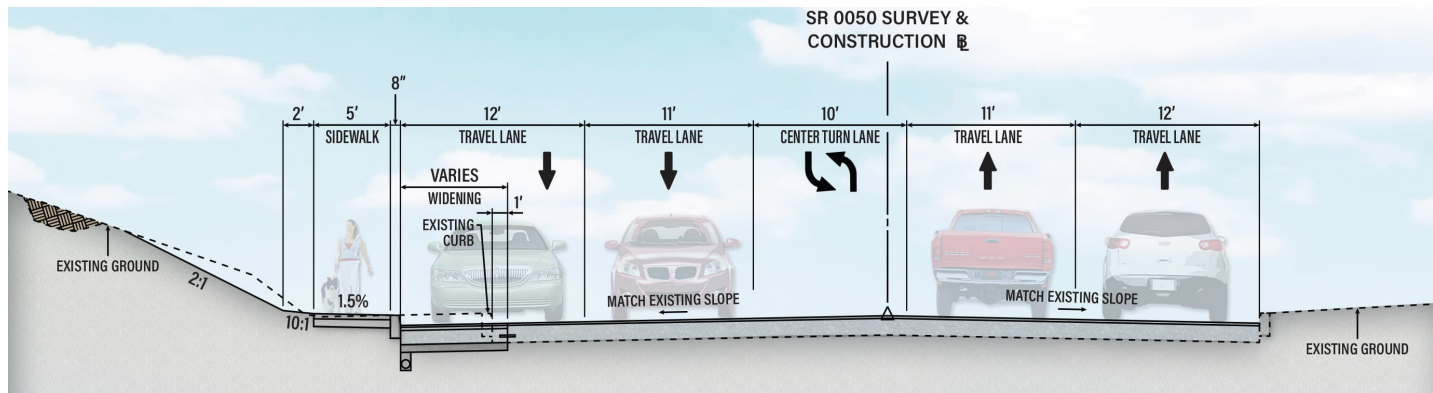


PROJECT LAYOUT – SECTION 1

UNOFFICIAL/PRELIMINARY – MAYER ST TO GREAT SOUTHERN SHOPPING CENTER

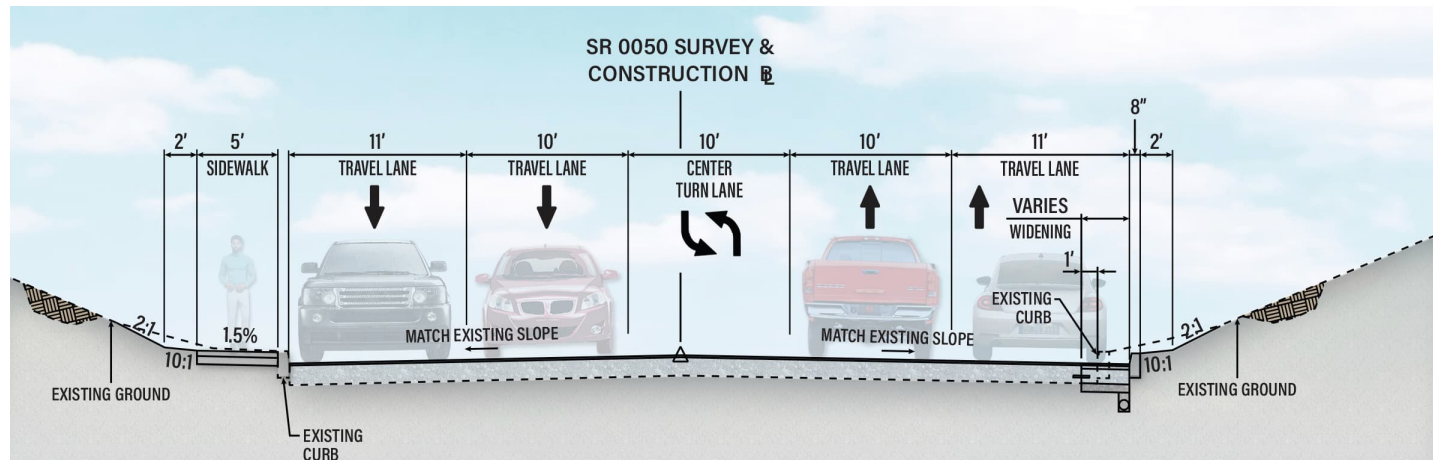
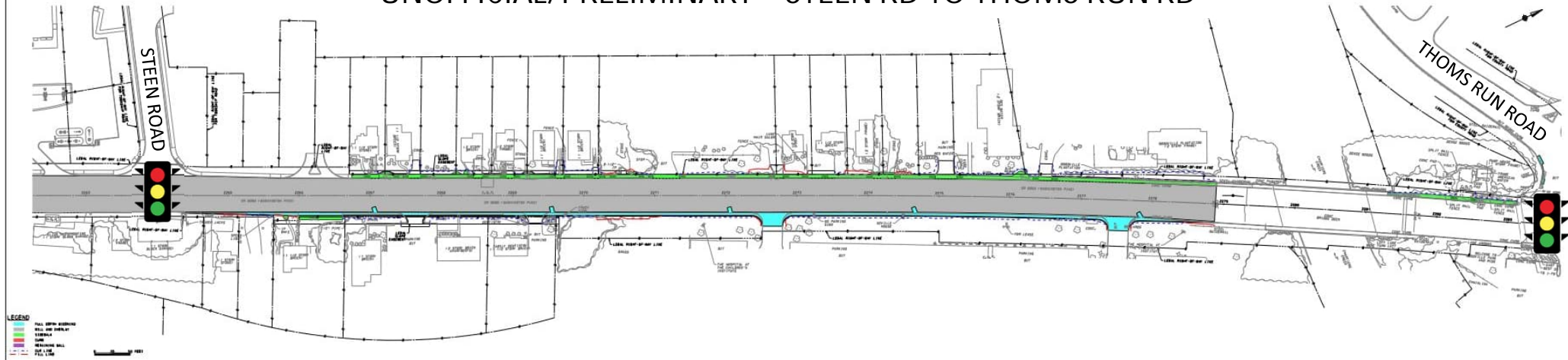


- LEGEND**
- █ FULL DEPTH WIDENING
 - █ MILL AND OVERLAY
 - █ SIDEWALK
 - █ CURB
 - █ RETAINING WALL



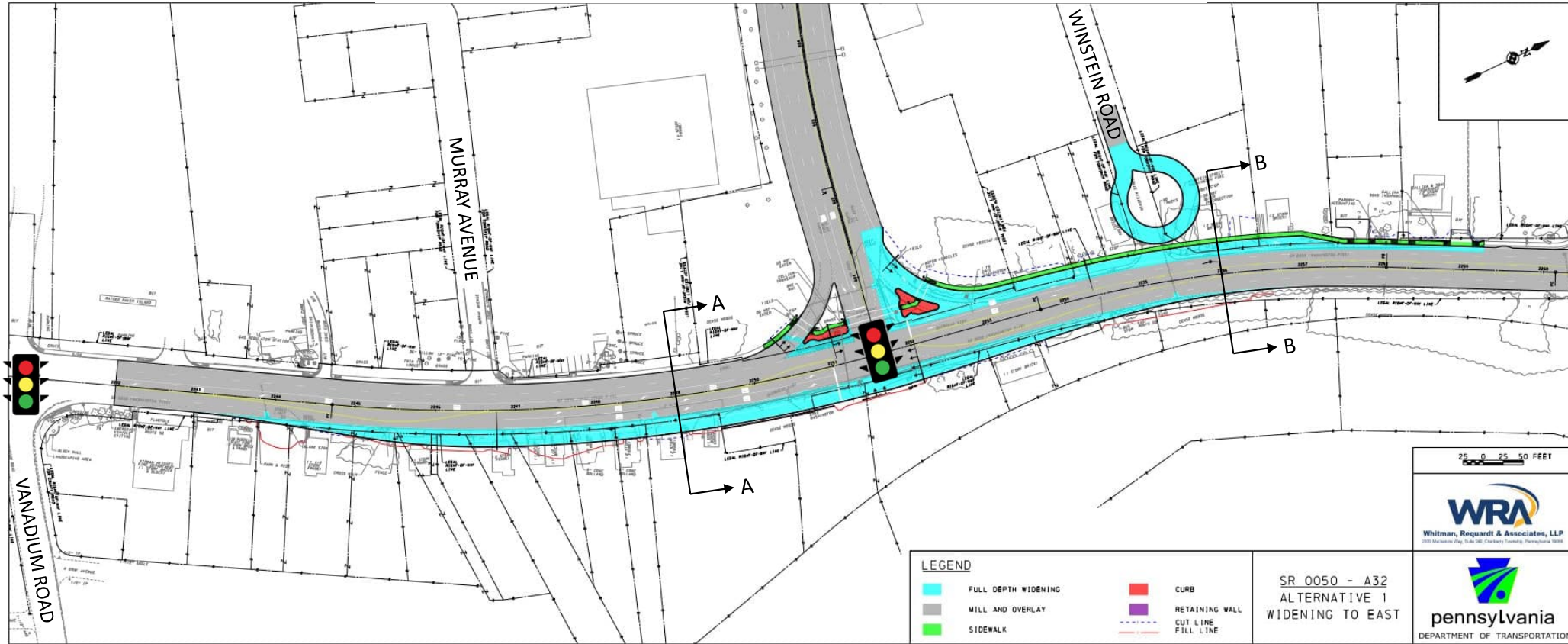
PROJECT LAYOUT – SECTION 3

UNOFFICIAL/PRELIMINARY – STEEN RD TO THOMS RUN RD

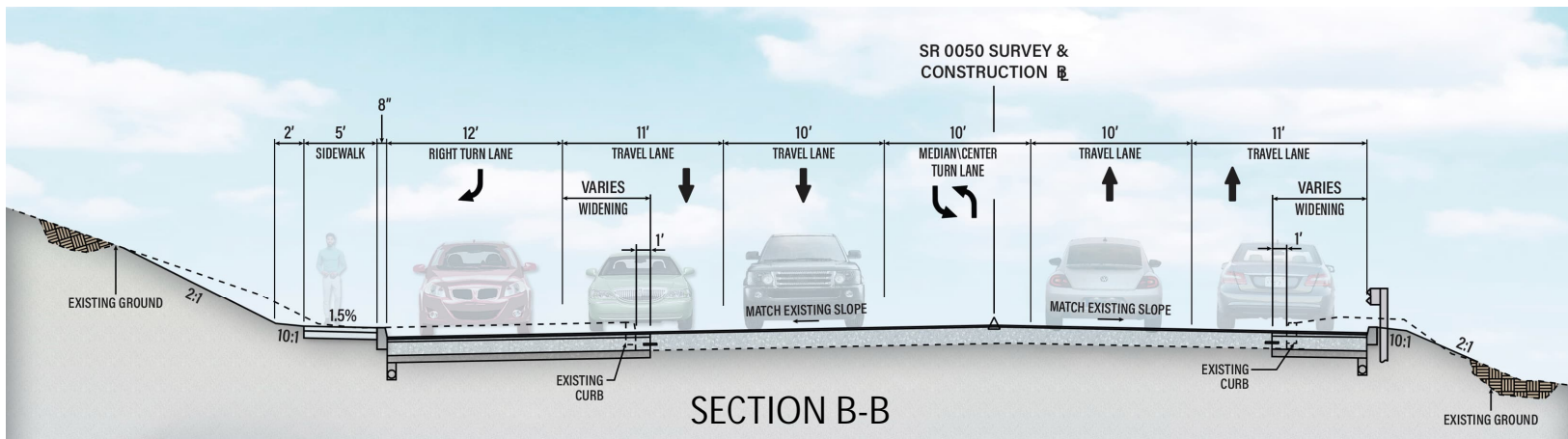
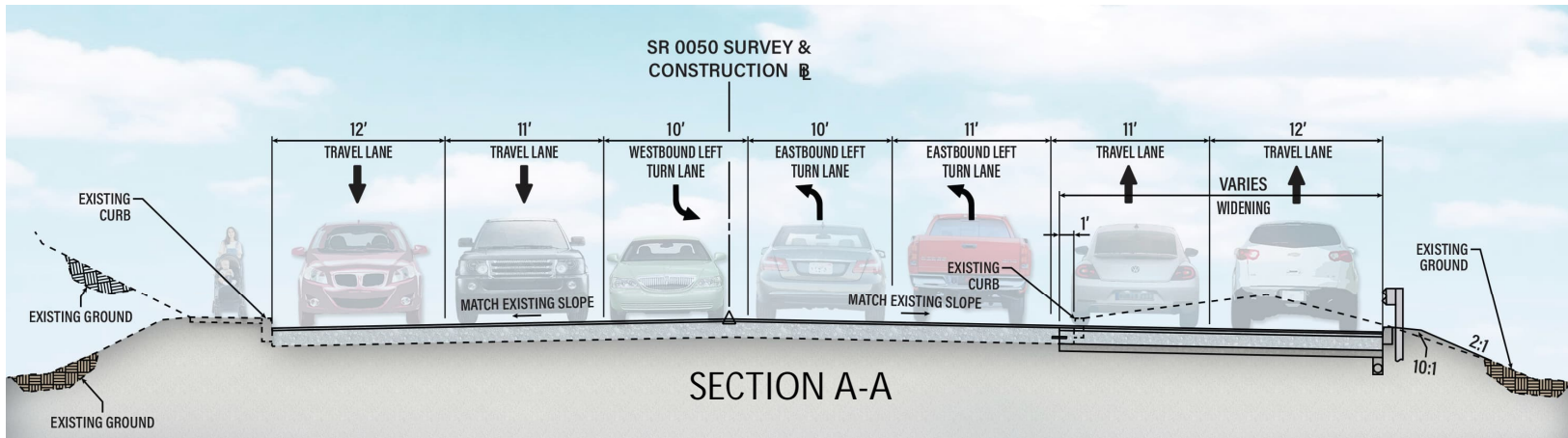


ALTERNATIVE 1 – SECTION 2

UNOFFICIAL/PRELIMINARY – VANADIUM RD TO STEEN RD

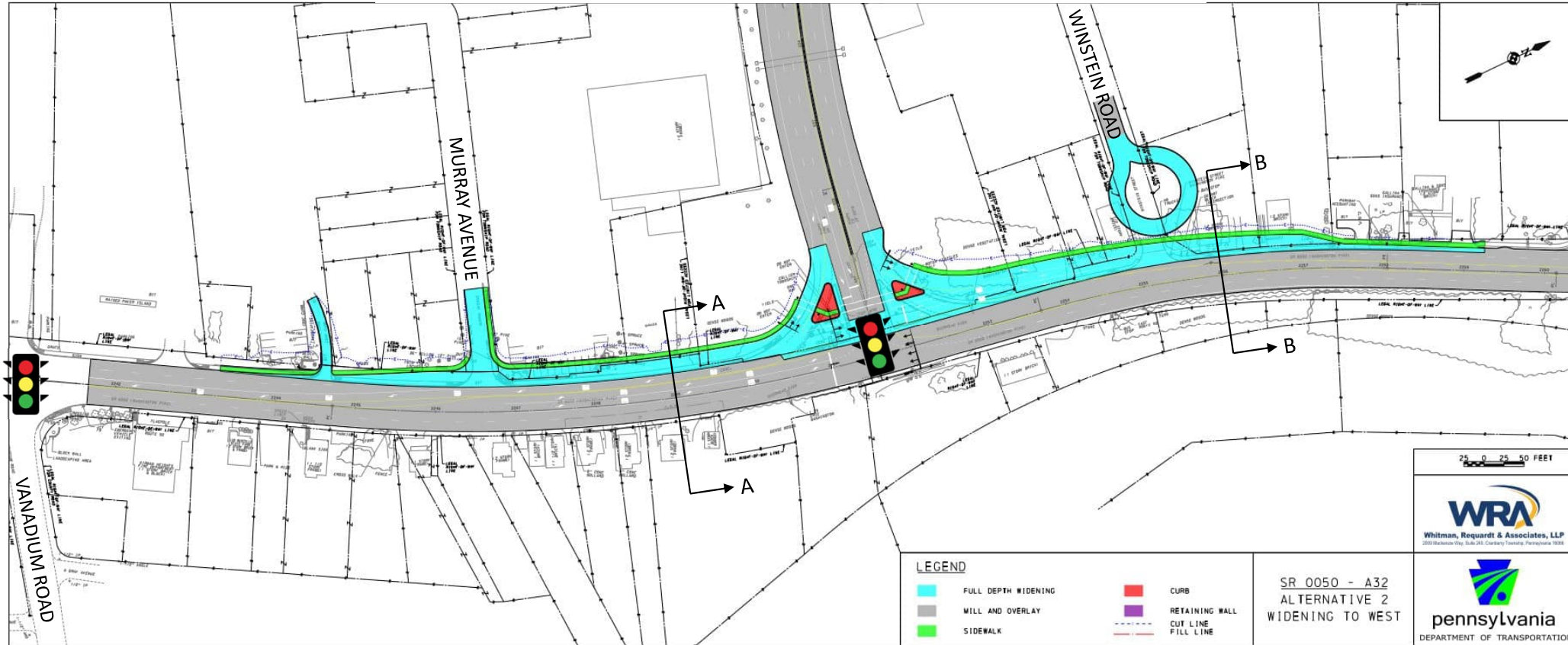


ALTERNATIVE 1 – SECTION 2

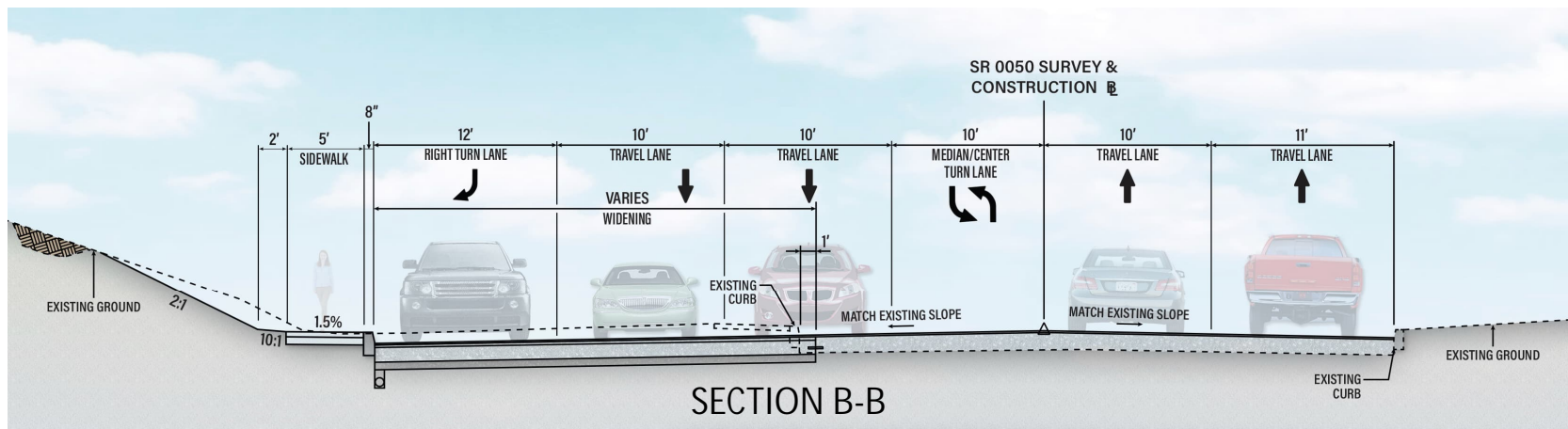
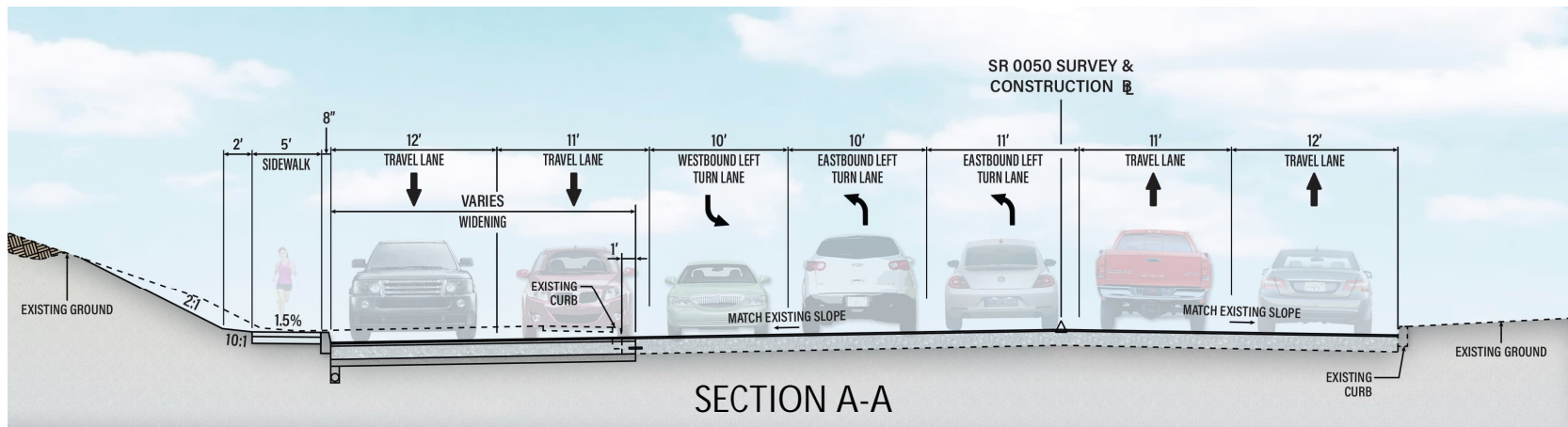


ALTERNATIVE 2 – SECTION 2

UNOFFICIAL/PRELIMINARY – VANADIUM RD TO STEEN RD

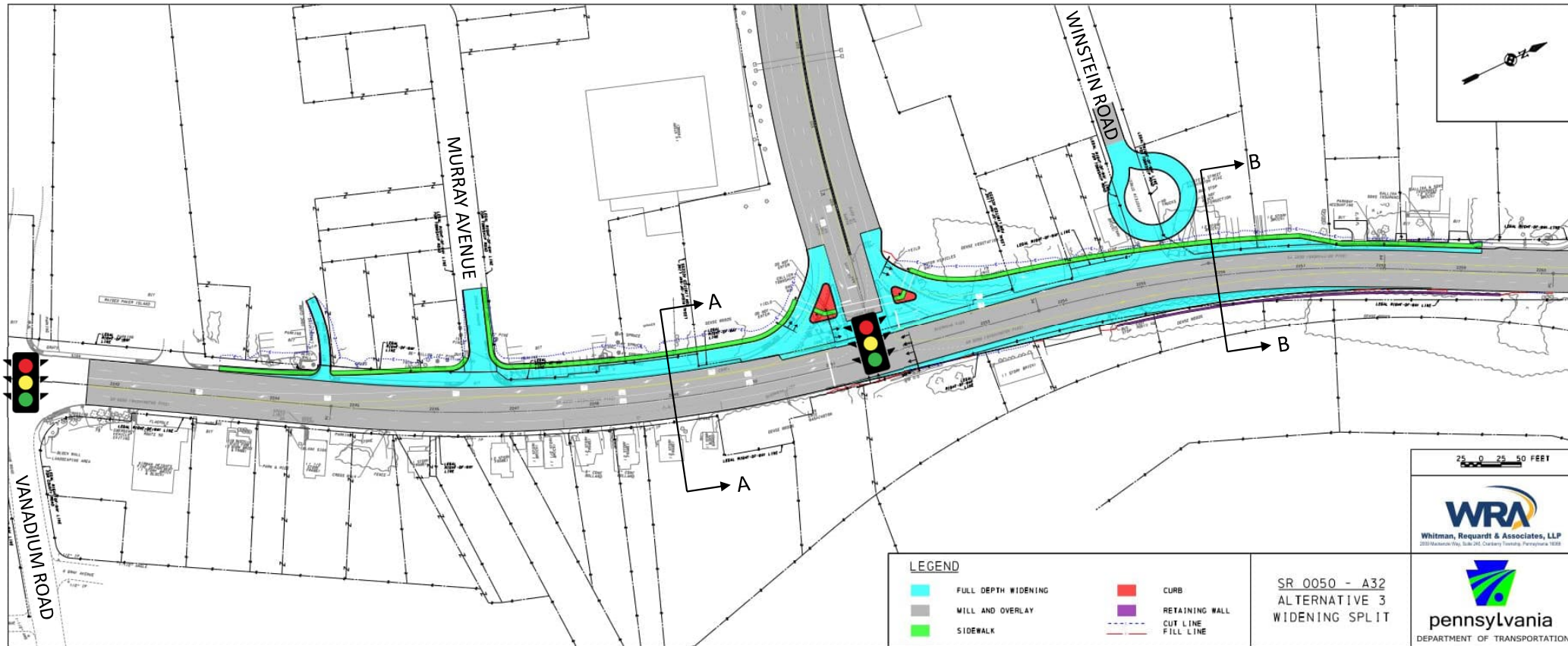


ALTERNATIVE 2 - SECTION 2

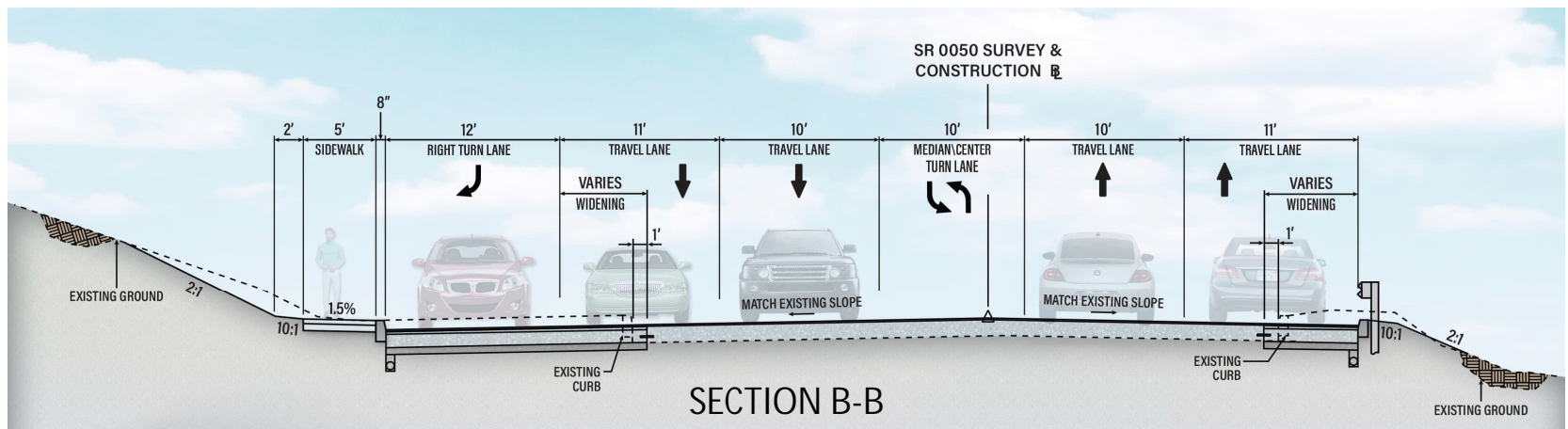
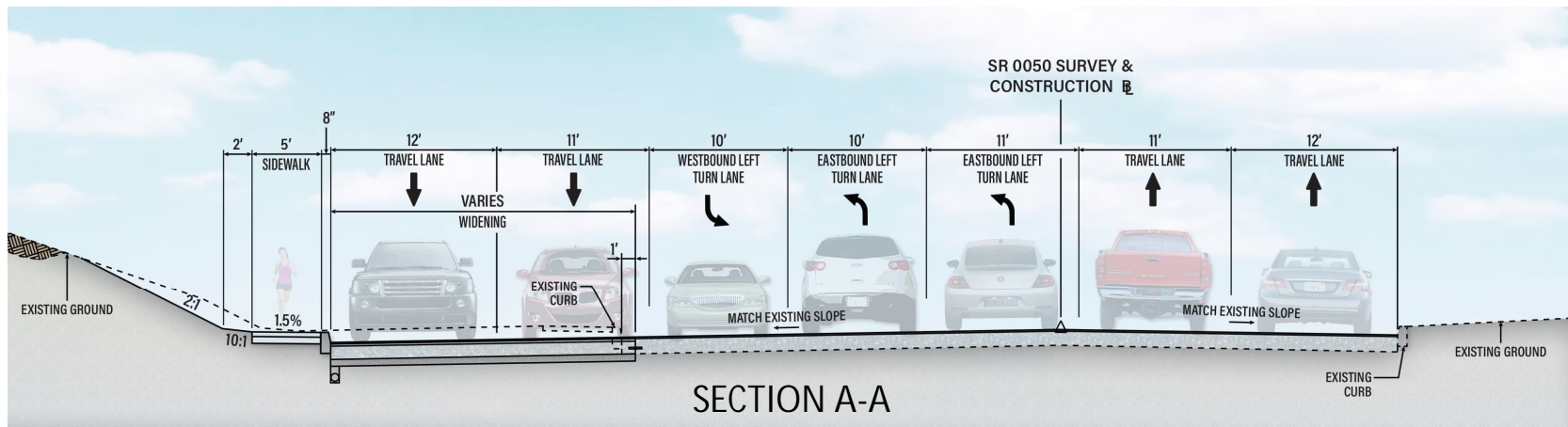


ALTERNATIVE 3 – SECTION 2

UNOFFICIAL/PRELIMINARY – VANADIUM RD TO STEEN RD



ALTERNATIVE 3 – SECTION 2



ALTERNATIVES – COMPARISON

Alternative 1

PROS

- Improved traffic operations with congestion and queuing
- Minor utility impacts
- Decreased commercial property impacts

CONS

- Increased number of anticipated displacements

Alternative 2

PROS

- Improved traffic operations with congestion and queuing
- Potential decrease in number of anticipated displacements

CONS

- Increased number of commercial property impacts
- Major utility impacts
- Access to remaining parcels impacted

Alternative 3

PROS

- Improved traffic operations with congestion and queuing
- Potential decrease in number of anticipated displacements

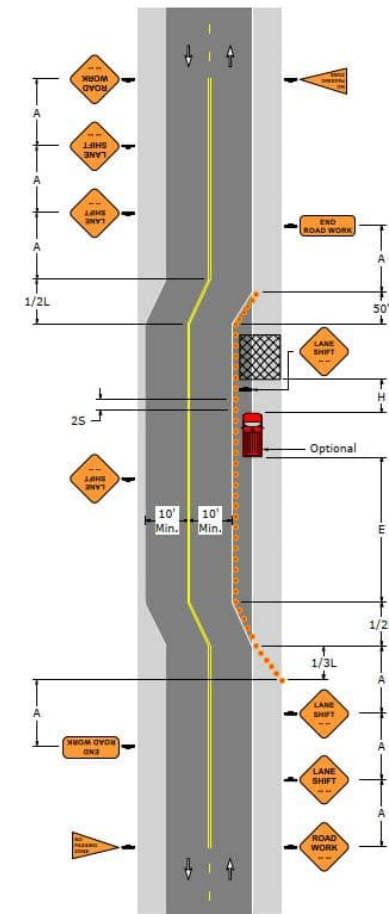
CONS

- Increased number of commercial property impacts
- Major utility impacts
- Access to remaining parcels impacted



ANTICIPATED TRAFFIC CONTROL

- Widening and Sidewalk Construction
 - Most construction activities for the project will be performed utilizing long-term traffic control setups. This will be accomplished with lane shifts throughout the various work-zones.
 - It is anticipated that 4-travel lanes (2 lanes in each direction) will be maintained throughout the duration of construction.
- Milling/Paving Operations
 - It is anticipated this work will be performed utilizing short-term flagging operations.
 - Work will occur either during Off-Peak times or at Night.



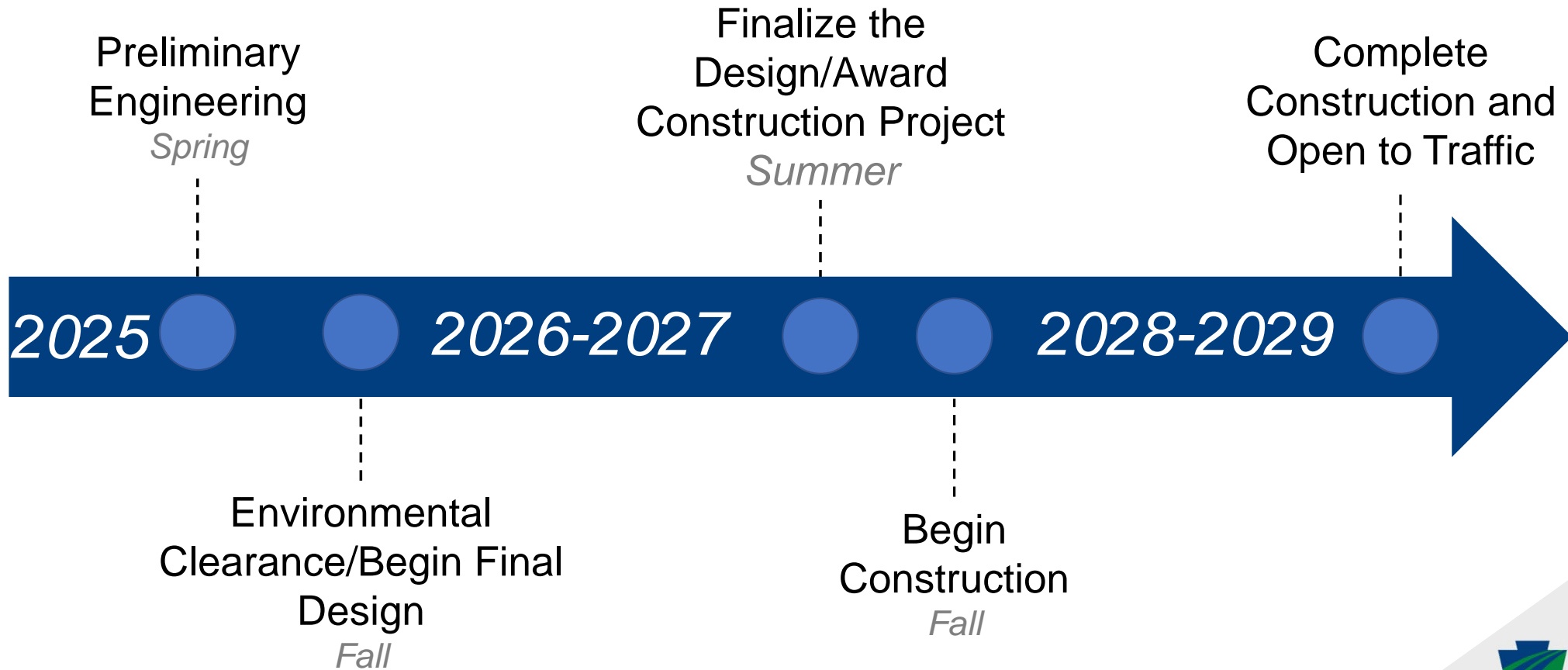
RIGHT-OF-WAY

- Required Right-of-Way
 - Right-Of-Way relocations will be necessary along Route 50 between the Vanadium Road and Steen Road (Section 2).
 - Additional sliver takes at various locations along the corridor will also be needed.
 - Along the western side of Route 50 between Mayer Street and the Great Southern Shopping Center.
 - Along the eastern side of Route 50 around the I-79 Ramps intersection.
 - Along the western side of Route 50 between Steen Road and Thoms Run.
- Temporary Construction Easement
 - Numerous easements will be provided for Contractor's access and driveway adjustments needed for tie-in purposes.
- Driveway access to all properties will be maintained throughout the duration of the project.



ANTICIPATED SCHEDULE

Anticipated Project Milestones and Schedule



QUESTIONS



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THANK YOU!

