

PROJECT PURPOSE AND NEED

1 IMPROVE SAFETY THROUGHOUT CORRIDOR

- SECOND HIGHEST PEDESTRIAN CRASH LOCATION IN THE REGION

2 IMPROVE MULTIMODAL MOBILITY

- IMPROVE PEDESTRIAN AND BICYCLE MOVEMENTS
- IMPROVE TRANSIT ACCOMMODATIONS
- REHABILITATE AND IMPROVE THE EXISTING PAVEMENT SURFACE CONDITIONS

3 REDUCE CONGESTION

- OPTIMIZE SIGNAL OPERATIONS ALONG THE CORRIDOR



PROPOSED BENEFITS

OPENING YEAR BENEFITS

PROJECT	SAFETY	OPERATIONS	STOPS	FUEL	EMISSIONS
	PERCENTAGE OF CRASHES REDUCED ¹	VEHICLE HOURS OF DELAY REDUCED ²	REDUCTION IN STOPS ALONG THE CORRIDOR ²	REDUCTION IN FUEL USAGE ²	REDUCTION IN CO, VOC, AND NOx EMISSIONS ² (kg)
SR 837 SAFETY IMPROVEMENT PROJECT	32%	271,981	43,139,029	218,023	12,638

OPENING YEAR MONETARY BENEFITS

PROJECT	SAFETY	OPERATIONS	STOPS	FUEL	EMISSIONS
SR 837 SAFETY IMPROVEMENT PROJECT	\$7,779,157	\$5,434,177	\$603,946	\$760,901	\$240,192

¹ Between January 1, 2007 and December 31, 2014 there were 593 reported crashes or an average of 74 crashes per year. Crash reductions were calculated following Highway Safety Manual (HSM) methodologies. The HSM is a tool to quantify safety performance in terms of the number of expected crashes based upon a roadway's characteristics, traffic volume, and the historical crash history of similar roadways using a statistically rigorous approach.

² Reductions in vehicle hours of delay, stops, fuel usage, and emissions (Measures of Effectiveness) are computed from VISSIM traffic modeling software, which used opening year traffic volumes with current and proposed roadway geometric alignments to determine the expected benefits.

THE PROPOSED DESIGN INCLUDES SAFETY ENHANCEMENTS SUCH AS:

- CURB EXTENSION (BUMP OUT OR BULB OUTS)
- ADA CURB RAMPS
- NO TURN ON RED SIGNS (WITHOUT TIME RESTRICTIONS)
- HIGH VISIBILITY CROSSWALKS
- PEDESTRIAN COUNTDOWN SIGNALS
- RAISED MEDIANS (19TH AND 22ND ST)
- NEW TRAFFIC SIGNALS / PHASING

TYPICAL CONSTRUCTION PHASING

SMITHFIELD ST

- FULL DEPTH RECONSTRUCTION
- ONE-WAY DETOUR (INBOUND)
- MAINTAIN OUTBOUND TRAVEL LANE

ARLINGTON TO 7TH ST

- NEW SIDEWALK ALONG RAILROAD WALL
- MAINTAIN ONE LANE EACH DIRECTION
- TEMPORARY PARKING RESTRICTIONS

7TH ST TO 17TH ST

- BUMP OUTS, CURB RAMPS, AND PAVING
- MAINTAIN ONE LANE EACH DIRECTION
- TEMPORARY PARKING RESTRICTIONS

17TH ST TO 26TH ST

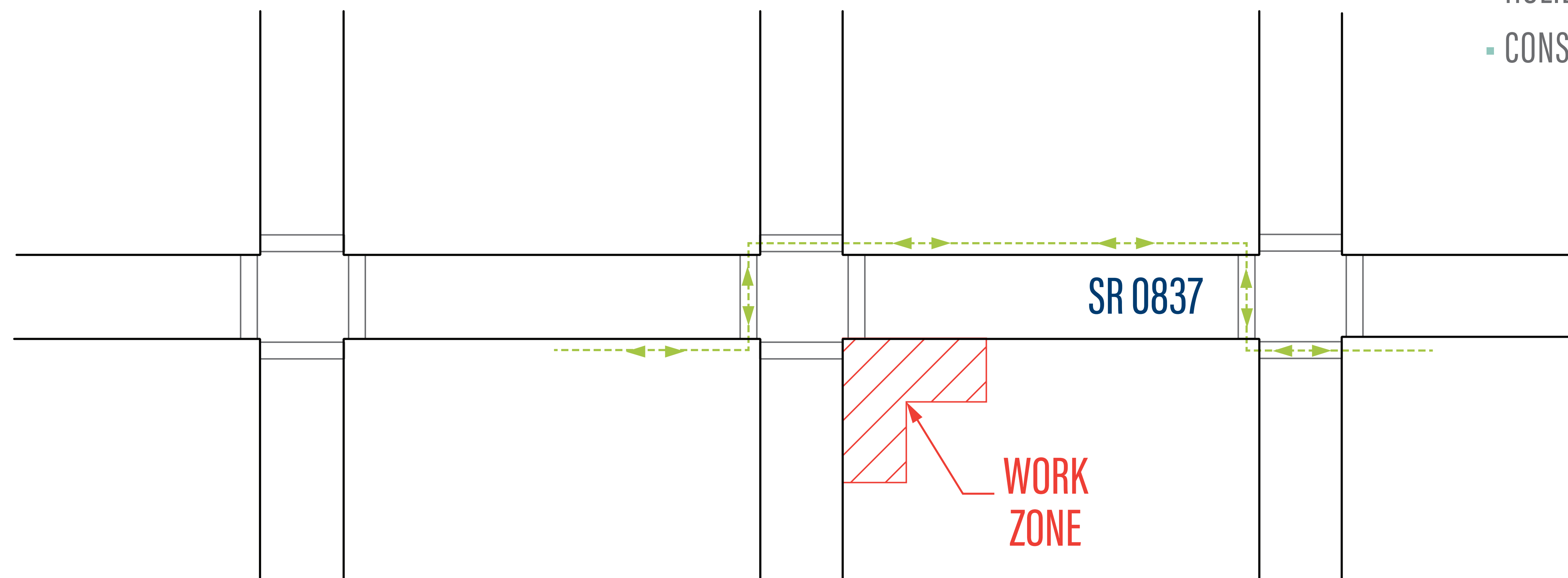
- BUMP OUTS, CURB RAMPS, AND PAVING
- RAISED MEDIANS AT 19TH ST, 22ND ST, AND 23RD ST
- RECONFIGURATION OF BIRMINGHAM BRIDGE
- MAINTAIN ONE LANE EACH DIRECTION
- TEMPORARY PARKING RESTRICTIONS

26TH ST TO 33RD ST

- BUMP OUTS, CURB RAMPS, AND PAVING
- RAISED MEDIAN BETWEEN HOT METAL ST AND SARAH ST
- RECONFIGURATION OF SARAH ST
- MAINTAIN ONE LANE EACH DIRECTION
- TEMPORARY PARKING RESTRICTIONS

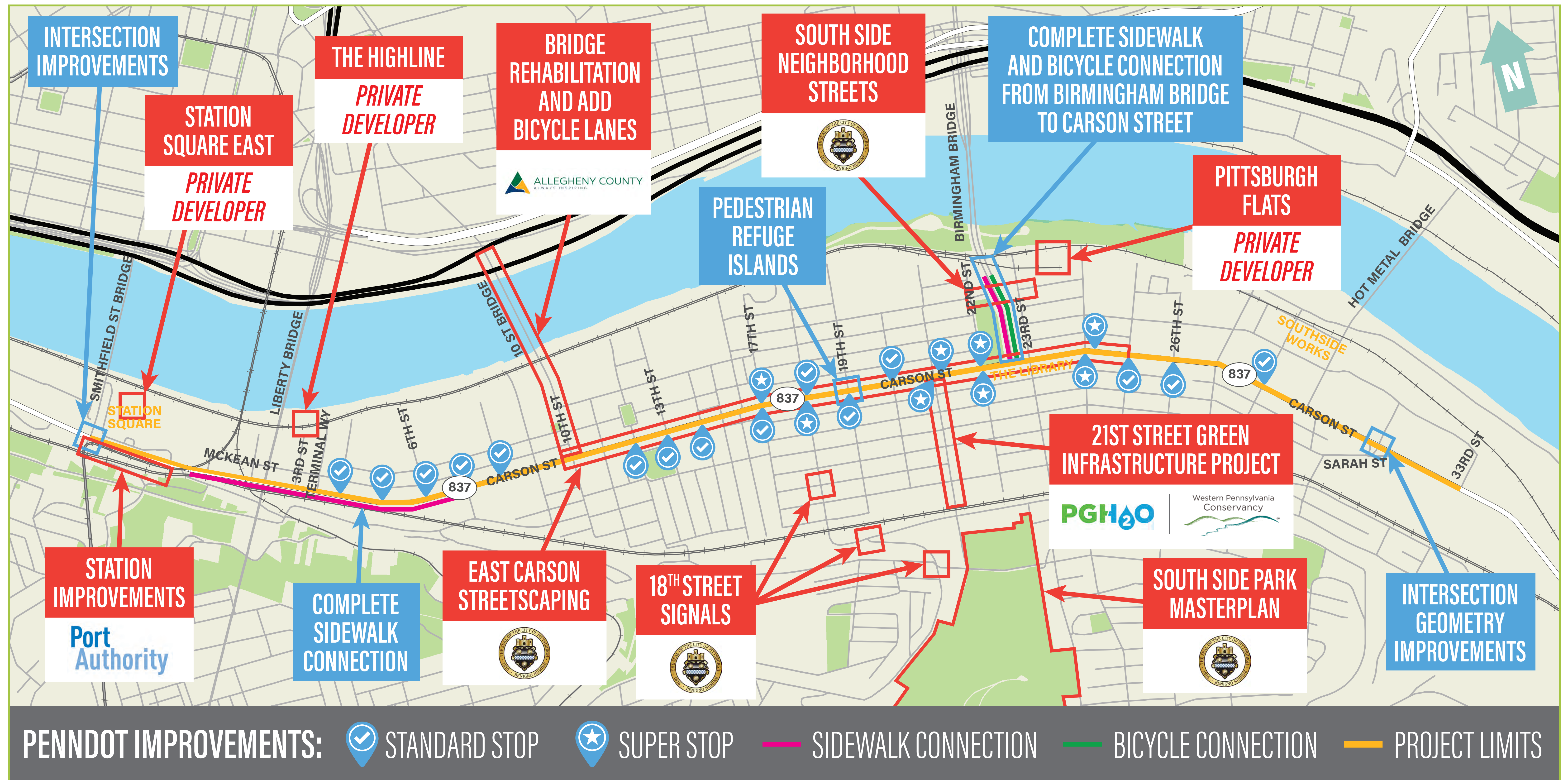
RESTRICTIONS

- SMITHFIELD ST TO 10TH ST—WORK AT NIGHTS & WEEKENDS
- 10TH ST TO 24TH ST—WORK DURING THE DAY
- 24TH ST TO 33RD ST—WORK AT NIGHTS & WEEKENDS
- HOLIDAY AND EVENTS RESTRICTIONS
- CONSTRUCT 1 CURB RAMP AT A TIME PER INTERSECTION








TYPICAL
PEDESTRIAN
DETOUR

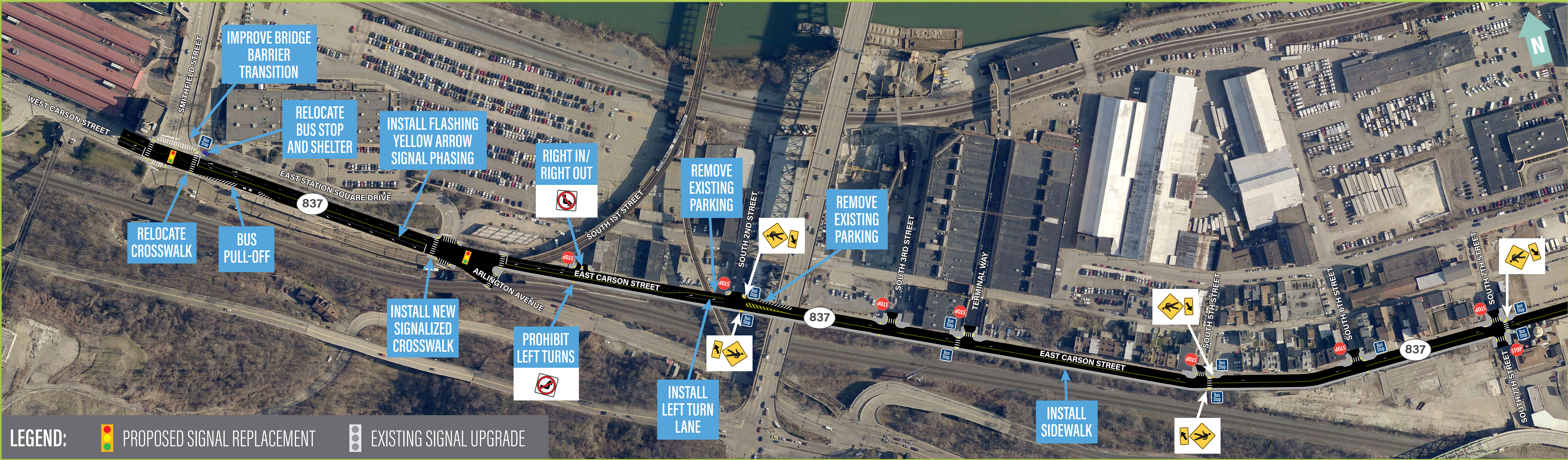
MULTIMODAL CONNECTIONS OVERVIEW



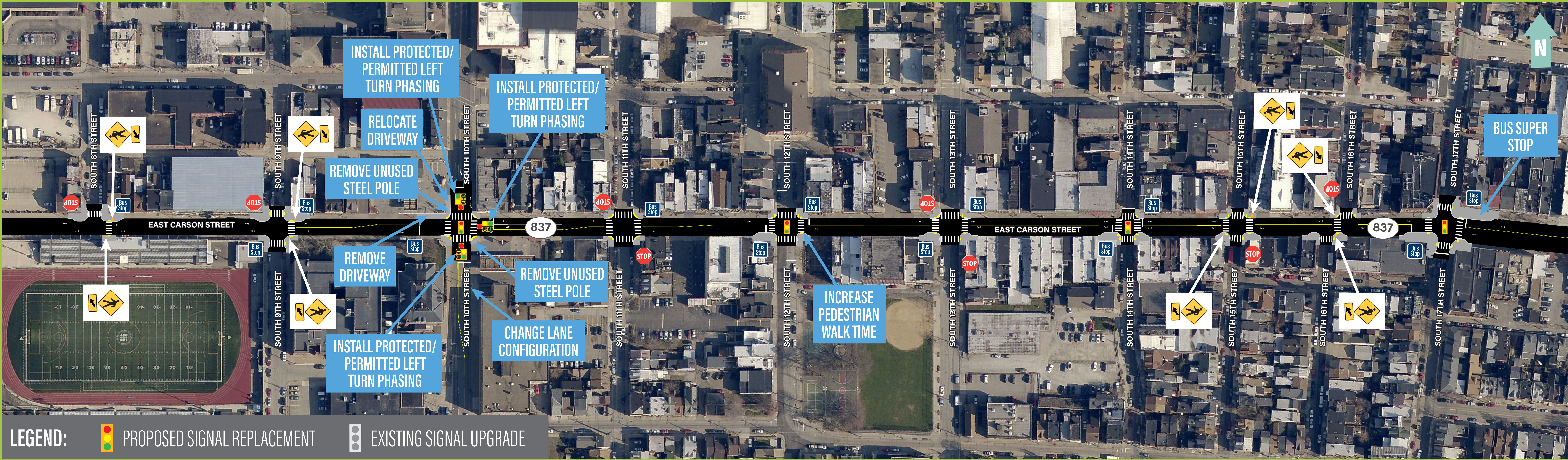
CONSTRUCTION SCHEDULE FOR PROJECTS

PROJECT NAME:		2018				2019				2020				2021				2022			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
	SR 837 A42 E CARSON STREET SAFETY IMPROVEMENTS PROJECT				X	X	X	X	X												
	SR 837 WEST CARSON STREET BETTERMENT PROJECT							X	X												
	SOUTH SIDE NEIGHBORHOOD STREETS				X	X	X	X													
	EAST CARSON STREETSCAPING				X	X	X	X													
	18 TH STREET SIGNALS											X	X	X	X						
 	21 ST STREET GREEN COMPLETE STREETS (PWSA/WPC)				X	X	X	X													
	10 TH STREET BRIDGE REHABILITATION (ALLEGHENY COUNTY)	X	X	X	X	X	X	X	X												

CORRIDOR IMPROVEMENTS



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