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I. Executive Summary

The Pennsylvania Department of Transportation (PennDOT) Engineering District 11-0 held a Public Officials’ Briefing and Public Meeting regarding the Route 50/Chartiers Creek Bridge Widening & Intersection Improvements Project. Both meetings were held Wednesday, April 18, 2018 at the Bridgeville Volunteer Fire Department - Chartiers Room in Bridgeville, PA.

A total of sixty three (63) people signed in for the Public Meeting, and thirty five (35) Public Officials attended the Briefing. The purpose of the meetings was to review project needs; sensitive features; traffic data; present preliminary design plans; discuss construction techniques and traffic control; and gather input from local officials and the general public. The meeting format included a presentation and a plans display area. Before and after the presentation, meeting attendees were encouraged to view the displays, and interact with the Project Team to provide comments/input, and ask questions. The informational displays at both the Public Officials’ Briefing and Public Meeting included:

- Proposed Improvement Preliminary Design Plan,
- Preliminary Typical Sections – Chartiers Street and SR 50 Bridge Over Chartiers Creek,
- Weekend Detour Route

Comments were also solicited from the public and public officials via a comment form. As of May 3, 2018, 39 comment forms were submitted at the Public Meeting, and four were submitted by mail during the two week comment period. The following is a brief summary of the comment form responses to date. A detailed summary of the comments received can be found in Section IV of this report. Responses to the open-ended comments can be found in Appendix C.

- Approximately 52% of respondents noted that they live in Bridgeville Borough, and 18% indicated South Fayette Township. Other respondents indicated that they live in Upper St. Clair Township (7%). The remaining 23% of respondents noted that they live in municipalities including Bethel Park, Scott Township, Kennedy Township, and Carnegie.
- Ninety-seven percent (97%) of respondents indicated that they travel through the project area in their personal vehicle on a regular basis, 18% indicated that they walk, 7% bicycle, and 2% use public transit. (Respondents were able to choose multiple responses.)
- Nearly 55% of respondents indicated they don’t walk across the Chartiers Creek Bridge, while 16% estimated they walk across the bridge once per month, nearly 12% several times per week, and slightly more than 2% cross once per week. Approximately 5% of
respondents walk across the bridge daily. 10% of respondents indicated that their walking across the bridge did not fall into any of these categories.

- More than 62% of respondents agreed or somewhat agreed that the proposed improvements address the project needs and accommodate future development. Approximately 25% responded they disagreed or somewhat disagreed and 13% were neutral.
II. Meeting Format

The Public Officials’ Briefing and Public Meeting were both held on the same day and at the same location.

Date: Wednesday, April 18, 2018

Time: Public Officials Briefing: 3:30-4:30 p.m.
      Open House: 5:00-6:30 p.m.
      Presentation: 5:15 p.m.

Location: Bridgeville Volunteer Fire Department – Chartiers Room
          370 Commercial Street
          Bridgeville, PA 15017

Meeting Notifications:
A mailed letter was sent to local public officials to invite them to the Public Officials Briefing. A letter was also mailed to local property owners and businesses to invite them to the Public Meeting. Both notifications were sent two weeks in advance of the meeting on April 2. An advertisement was placed in the Pittsburgh Post-Gazette South Hills Local Xtra on April 6 and in The Almanac on April 11. A press release was also distributed by the District 11 press office on April 16.

Attendance:
Sixty-three (63) people signed in for the Public Meeting, and thirty-five (35) Public Officials attended the Briefing. The following Project Team members also attended both meetings:

PennDOT District 11-0:
Cheryl Moon-Sirianni, P.E., District Executive
Doug Seeley, P.E., Assistant District Executive – Design
Jason Zang, P.E., Acting Assistant District Executive – Construction
Zachary Kamnikar, P.E., Project Manager, Design
Todd Kravits, P.E., Traffic
David Conrad, P.E., Utilities
Tyler Mercer, P.E., Environmental

McCormick Taylor:
John Petulla, P.E.
John Sada, P.E., PTOE
Jennifer Threats

Media Coverage

In advance of the Public Meeting, PennDOT District 11 distributed a press release announcing the Public Meeting. South Fayette Township included the Public Meeting in their Board of Commissioners Meeting Agenda for April 11, 2018, and the Pittsburgh Tribune Review posted
an article with the details of the meeting on April 16. Representatives from the Pittsburgh Post-Gazette and The Almanac attended the Public Meeting. Both organizations released articles summarizing the Public Meeting in the days following. A list of news coverage related to the Public Meeting is below. Copies of the full articles are available in Appendix D.

- April 11, 2018 – South Fayette Township Board of Commissioners Meeting Agenda
- April 16, 2018 – Meeting set for April 18 on Route 50 widening near Bridgeville – Pittsburgh Tribune Review
- April 19, 2018 – Major Route 50 road construction in Bridgeville to begin in 2020 – Pittsburgh Post-Gazette
- April 23, 2018 – Route 50 bridge project to reduce traffic through Bridgeville – The Almanac
III. Meeting Details

A Public Officials Briefing and Public Meeting were held on April 18, 2018 at the Bridgeville Volunteer Fire Department – Chartiers Room. The purpose of both meetings was to review project needs; sensitive features; traffic data; present preliminary design plans; discuss construction techniques and traffic control; and gather input from local officials and the general public.

A. Open House Area

Listed below is a description of the display stations in the Open House Area. Copies of the displays are found in Appendix B of this report.

Station 1: Registration
Attendees signed in at the registration table where they were briefed about the meeting format, encouraged to view displays, speak to Project Team Members, and received a comment form.

Station 2: About the Project
Existing Design Field View-level plans for the project, detour routes, and typical sections for the bridge and Chartiers Street were shown.
- Overall Preliminary Improvements plans
- Preliminary Typical Sections – Chartiers Street and SR 50 Bridge over Chartiers Creek
- Preliminary Weekend Construction Detour Route

Station 3: Comments
At this station, attendees were able to complete and submit their comment forms. Comments forms will also be accepted by mail within two weeks of the meeting.

B. Presentation Area

A PowerPoint presentation was used to review the project background, environmental and traffic data gathered by the Project Team, as well as details about the proposed improvements and temporary construction detours. The same presentation was given to both the public officials and the general public. A copy of the PowerPoint presentation is located in Appendix A of this report.
IV. Presentation Summary

Below is a summary of the presentation provided at the Public Officials Briefing and the Public Meeting. The presentation slides are available for reference in Appendix A.

A. Introductions

Cheryl Moon-Sirianni, P.E., District Executive for PennDOT District 11, opened the meeting by welcoming everyone and introducing the Project Team for the Route 50/Chartiers Creek Bridge Widening and Intersection Improvement Project. Ms. Moon-Sirianni introduced the PennDOT and consultant project team member’s in attendance. She also noted that the meeting would include details and information related to the Project Background, Traffic Data, Hydraulic Analysis, Environmental Assessment, Proposed Improvements, Construction Considerations & Traffic Control, and the Proposed Schedule. Additionally, she indicated that following the presentation, the Project Team will be available to answer questions, take comments/feedback from attendees, and provide additional information as part of the open house meeting.

Ms. Moon-Sirianni also noted that in addition to this project, PennDOT is aware there are other needs in the area. Consideration is being given to the I-79/Bridgeville Interchange to improve congestion. The project is not currently funded, but the area has been studied and evaluated. Additionally, PennDOT is coordinating with the Pennsylvania Turnpike Commission as they construct the Southern Beltway, which will connect to I-79 just south of Bridgeville. Ms. Moon-Sirianni emphasized that these are separate from this project, but when completed will collectively help to address congestion in the area.

B. Project Background

Ms. Moon-Sirianni explained the project was first initiated by the Route 50 Task Force. The Task Force is a partnership between Allegheny County, Bridgeville Borough, Collier Township, EQA Landmark Development (Newbury), PA Senator Guy Reschenthaler, PA Representative Jason Oritay, the Southwestern Pennsylvania Commission (SPC), South Fayette Township, and Upper St. Clair Township. Their partnership helped to get the project funded with contributions from the Federal Highway Administration, PennDOT, PA Department of Community & Economic Development, and local contributions from Bridgeville Borough and South Fayette Township. The Task Force also developed the initial improvements concepts. Ms. Moon-Sirianni noted those concepts were considered in the development of Preliminary Engineering design plans created by PennDOT’s consultant, McCormick Taylor, Inc. that will be presented at the meeting. She also mentioned during
the design process multiple status meetings have been held in cooperation with the Task Force. The next phase of development would include Right-of-Way acquisition and Final Design. Ms. Moon-Sirianni said the project would require very little right-of-way to be purchased, which will allow the project to move forward more quickly.

C. Project Overview

Zachary Kamnikar, P.E., PennDOT Project Manager, reviewed the project area limits. The project includes Chartiers Street from Route 50 up to the railroad bridge, the intersection of Chartiers Street/Route 50/Church Street, the Route 50 Bridge over Chartiers Creek, the eastern part of the Route 50/Millers Run Road intersection, and the I-79 northbound on-ramp. Mr. Kamnikar noted that there are several constraints in the project area including: several businesses, the Bethany Presbyterian Church, and Chartiers Creek.

D. Preliminary Engineering

John Petulla, P.E., consultant Project Manager, noted the project team has been working on data collection and preliminary design plans. He encouraged attendees to fill out their comment forms and speak with team members after the presentation to help the project team learn more about the area and the interests of the community.

Mr. Petulla explained that the environmental process begins with the identification of the project needs. He identified the project needs as: address capacity deficiencies, relieve congestion, improve structural deficient bridge condition, improve levels of service, and address safety concerns. He also added the following clarifications regarding the needs:

- Existing congestion and delays in the area will get worse over time without improvements due to the anticipated development and growth in the area.
- The condition of the Chartiers Creek bridge is currently safe for travel. The abutments and foundation of the bridge are in good condition and are intended to be reused as part of the new bridge. The superstructure is structurally deficient and will be improved with this project.
- The safety related issues in the area are mostly property damage only (without a reported injury) consisting of angle collisions.

Mr. Petulla said the data collection efforts are wrapping up and have included conducting traffic studies, performing a hydraulic analysis, and completing the environmental document. This information helped to define the project needs and refine the design concepts initially developed by the Route 50 Task Force. Mr. Petulla explained the preliminary design for the improvements will be discussed shortly and is available on display.
in the meeting room. He also noted that the feedback received at the meeting would be included as part of the project’s environmental document.

Mr. Petulla reviewed some of the highlights of the traffic data collected, including:

- Traffic studies consider existing conditions (2017) and projected future conditions (2040).
- SPC provided traffic and growth data to help the project team project future traffic.
- The Average Daily Traffic (ADT) is anticipated to grow on Route 50 from 24,725 to 27,700 vehicles and on Chartiers Street from 8,800 to 10,000 vehicles.
- Existing critical peak hour movements include (without improvements):
  - left turn from Chartiers Street to Route 50/Washington Pike at 557 vehicles in the a.m. and 359 in the p.m.,
  - right turn from Route 50/Washington Pike onto Route 50/Millers Run Road at 1009 vehicles in the a.m. and 737 in the p.m.,
  - of those turning right, 907 vehicles in the a.m. and 600 vehicles in the p.m. are accessing the I-79 northbound ramp,
  - left turn from the Route 50/Millers Run Road onto Route 50/Washington Pike at 487 vehicles in the a.m. and 660 in the p.m., and
  - of those turning left, 216 vehicles in the a.m. and 483 in the p.m. are turning right onto Chartiers Street.
- Future critical peak hour movements include the same locations with a greater number of vehicles (without improvements):
  - left turn from Chartiers Street to Route 50/Washington Pike at 638 vehicles in the a.m. and 440 in the p.m.,
  - right turn from Route 50/Washington Pike onto Route 50/Millers Run Road at 1174 vehicles in the a.m. and 916 in the p.m.,
  - of those turning right, 1010 vehicles in the a.m. and 630 vehicles in the p.m. are accessing the I-79 northbound ramp,
  - left turn from the Route 50/Millers Run Road onto Route 50/Washington Pike at 586 vehicles in the a.m. and 862 in the p.m., and
  - of those turning left, 265 vehicles in the a.m. and 579 in the p.m. are turning right onto Chartiers Street.
- With the proposed improvements, the traffic backup/queue would be reduced by the following percentages:
  - Route 50 Southbound – 44% in the a.m. and 31% in the p.m.
  - Millers Run Road northbound – 24% in the a.m. and 4% in the p.m.
  - Route 50 eastbound – slightly longer in the a.m. and 4% in the p.m.
  - Chartiers Street westbound – 52% in the a.m. and 53% in the p.m.
Mr. Petulla described the hydraulic analysis performed and the associated project requirements. The analysis included consideration of the James G. Fulton Local Flood Protection Project which was legislated by the federal government and implemented by the US Army Corp of Engineers in the 1970s. The $30 million investment covered about 10 miles of Chartiers Creek. The Chartiers Flood Authority was formed as a result of the project. Today, the Army Corp of Engineers requires the hydraulic analysis be performed to ensure that the project does not increase the risk of flooding up and down stream and does not increase the Federal Emergency Management Agency (FEMA) 100 year water service elevation/flood plain. Mr. Petulla explained that in order to meet this requirement, the bridge design was widened and the beam depth was reduced. In doing so, the project will create no adverse impact to water quality, stream flow, fish/wildlife, and upstream/downstream properties.

Mr. Petulla identified two historic resources in the property area: the Bethany Presbyterian Church and the Chartiers Railway. The historic nature of these resources will not be impacted by the project.

E. Proposed Improvements

Mr. Petulla reviewed the proposed improvements and noted the following:

- On Chartiers Street, an exclusive left turn lane will be added to access Route 50 southbound. The right lane will allow movements in all directions.
- On the Route 50/Chartiers Creek Bridge in the northbound direction, an exclusive right turn lane will be added to access Chartiers Street. Two other lanes will allow traffic to continue straight through the intersection toward downtown Bridgeville. The radius of the right turn will also be improved by flattening out the radii of the curves between SR 50 and Chartiers Street.
- On the Route 50/Chartiers Creek Bridge in the southbound direction, there will be four lanes:
  - Exclusive right turn lane to access the northbound I-79 ramp providing direct access to the ramp without being controlled by the signalized intersection.
  - Right turn lane to continue on SR 50 (Millers Run Road) and then access the northbound I-79 ramp.
  - A single travel lane to continue traveling southbound through the intersection on Washington Pike similar to the current configuration.
  - Exclusive left turn lane to access the Crossings at South Fayette shopping area.
Mr. Petulla also mentioned that PennDOT plans to expand the geotechnical analysis associated with this project to assess and determine if there are potential slide prone areas along Chartiers Street that need to be addressed in the near term.

He also noted that the Newbury development will be working on a project to improve the Washington Pike (SR 3003) side (southern side) of the intersection with Millers Run Road and Route 50 this spring/summer. The project will include dual left turning lanes to access Millers Run Road and I-79. The Newbury Project and PennDOT’s project will complement each other well and help to reduce traffic congestion in the area.

F. Construction Traffic Control

Mr. Petulla explained the goal is to keep the roadway/bridge open and traffic flowing as it does today during long-term construction operations with minor stoppages during non-peak hours. In order to demolish the existing bridge deck and remove the beams and erect the new structure, it is likely up to 2-3 temporary weekend closures will be required. The weekends would be utilized to demolish the existing bridge superstructure, and build the proposed bridge superstructure using accelerated bridge techniques. The weekend closures will be advertised well in advance. Mr. Petulla encouraged attendees to let the Project Team know of scheduled community events that contractors may need to be aware of and possibly schedule around. The detour that will be utilized during temporary weekend closures will utilize I-79 from Bridgeville to the Collier/Kirwan Heights interchange.

Mr. Petulla also asked for attendees to share their thoughts and input related to pedestrian access during temporary weekend closures after the presentation or on their comment form. He explained PennDOT is considering the use of a shuttle service for potentially impacted pedestrians to transport them from one end of the bridge to the other. More information is needed to determine if the need to do so exists.

G. Anticipated Schedule

Mr. Petulla concluded the meeting by reviewing the anticipated project schedule. Preliminary Engineering is estimated to be complete late spring. Final Design, Right-of-Way clearance, and utility clearance will begin shortly after that and is anticipated to be complete in early 2020. Construction will begin the summer of 2020.
V. Information Gathered

Information was gathered from meeting attendees both from written comment forms and discussions with the Project Team throughout the meeting. Summaries of the information obtained from the comment forms can be found on the following pages.

A. Comment Form Summary

As of May 3, 2018, 43 comment forms were submitted. Thirty-nine (39) were submitted at the Public Meeting and four were received by mail during the two week comment period which ended on May 2, 2018. Below is a summary of the information collected on those comment forms verbatim. Responses to the open-ended comments are located in Appendix C.

1. How did you learn about this Public Meeting? (Check all that apply)

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Newspaper</td>
</tr>
<tr>
<td>11</td>
<td>Mailed invitation</td>
</tr>
<tr>
<td>17</td>
<td>Other:</td>
</tr>
<tr>
<td>12</td>
<td>Friend, neighbor, acquaintance, etc.</td>
</tr>
<tr>
<td>3</td>
<td>Notice posted in the community</td>
</tr>
</tbody>
</table>

Other responses:
- Bridgeville Borough website
- Bridgeville Borough MTG
- Bridgeville Councilman
- South Fayette Twp email
- Internet
- Someone stopped by the business
- Just today by Bridgeville Council member
- Community website
- Email from South Fayette Twp

- Steve Cowan email alert
- Spouse
- Text
- Email from South Fayette Twp
- Borough text msg
- Social media
- Email
- PennDOT press release

2. What is the best way for you to be informed about other PennDOT projects in your community?

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Newspaper advertisement</td>
</tr>
<tr>
<td>15</td>
<td>Internet</td>
</tr>
<tr>
<td>22</td>
<td>Letter</td>
</tr>
<tr>
<td>14</td>
<td>Other: (Please explain)</td>
</tr>
<tr>
<td>5</td>
<td>Social Media</td>
</tr>
</tbody>
</table>

Other responses:
- South Fayette Twp email
- South Fayette Community News on internet
- Email (8)

- Email (newsletter?)
- Municipal meeting
- Local municipality/Twp newsletter
- Email press release
3. In which municipality do you live? (Please check appropriate response)

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridgeville Borough</td>
<td>22</td>
</tr>
<tr>
<td>Upper St. Clair Township</td>
<td>3</td>
</tr>
<tr>
<td>Collier Township</td>
<td>10</td>
</tr>
<tr>
<td>South Fayette Township</td>
<td>8</td>
</tr>
<tr>
<td>Other:</td>
<td></td>
</tr>
</tbody>
</table>

Other responses:
- Scott Township
- Agent for Prop owner adjacent to project
- Kennedy Township (2)
- Port Authority
- Carnegie
- Bethel Park (3)
- Other

4. Please check which statements represent your interests in the project area. (Check all that apply)

<table>
<thead>
<tr>
<th>Interest</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I live in the project area</td>
<td>16</td>
</tr>
<tr>
<td>I own property in the area</td>
<td>22</td>
</tr>
<tr>
<td>I work in the project area</td>
<td>6</td>
</tr>
<tr>
<td>I own a business in the area</td>
<td>10</td>
</tr>
<tr>
<td>I commute through the area</td>
<td>22</td>
</tr>
<tr>
<td>I provide emergency service in the area</td>
<td>0</td>
</tr>
<tr>
<td>I am a government official</td>
<td>4</td>
</tr>
</tbody>
</table>

Other responses:
- Concerned citizen
- Agent for Prop owner adjacent to project
- I provide the detours for Port Authority Services
- Chairperson Property Team Bethany Presbyterian Church
- Attend church
- Member Bethany Presby.

5. What mode(s) of transportation do you use to travel through the project area on a regular basis? (Check all that apply)

<table>
<thead>
<tr>
<th>Mode of Transportation</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal vehicle</td>
<td>42</td>
</tr>
<tr>
<td>Public transit</td>
<td>1</td>
</tr>
<tr>
<td>Bicycle</td>
<td>3</td>
</tr>
<tr>
<td>Walking</td>
<td>8</td>
</tr>
</tbody>
</table>

Other responses:
- Occasional public transit
- Commercial vehicle
- Stroller
6. How often would you say you walk across the Chartiers Creek Bridge?

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Once a month</td>
<td>7</td>
</tr>
<tr>
<td>Several times a week</td>
<td>5</td>
</tr>
<tr>
<td>Not at all</td>
<td>23</td>
</tr>
<tr>
<td>Once a week</td>
<td>1</td>
</tr>
<tr>
<td>Daily</td>
<td>2</td>
</tr>
<tr>
<td>Other</td>
<td>5</td>
</tr>
</tbody>
</table>

Other responses:
- 3-4 x Year
- 2 or 3 times a year
- Only if getting service at Midas
- Bike across 3-4 times per week
- Once

7. Are you aware of any historic features within the project area not identified by the project team?

<table>
<thead>
<tr>
<th>Awareness</th>
<th>Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>37</td>
</tr>
<tr>
<td>Yes</td>
<td>3</td>
</tr>
</tbody>
</table>

If yes, please identify:
- "Chartiers Creek Trail" where is it going...on this bridge...
- I was concerned about the Chartiers Railway (P&OCRR) but you noted that

8. As presented, the proposed bridge widening and intersection improvements address the project needs and accommodate future development.

<table>
<thead>
<tr>
<th>Opinion</th>
<th>Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agree</td>
<td>12</td>
</tr>
<tr>
<td>Somewhat Agree</td>
<td>11</td>
</tr>
<tr>
<td>Neutral</td>
<td>5</td>
</tr>
<tr>
<td>Somewhat Disagree</td>
<td>5</td>
</tr>
<tr>
<td>Disagree</td>
<td>5</td>
</tr>
</tbody>
</table>

Please explain:
- See the attached opinion, recommendations & drawings
- As a homeowner this is going to cause more people access to my street. Don't need the headaches. Simply put this project does nothing useful for me. Again the Bridgeville Boro along with PennDOT have dropped the ball.
- While adding these new features to this area of Bridgeville will reduce traffic it does show that longterm fixes are ignored. The short/long term goal should be the addition of an entrance to 79 via Alpine Road.
- To help with traffic problems
- Will have to see how goes
- Need a left turn lane added travelling south on Washington (Route 50) Ave.
- This seems to address the most important issues we have today...for me as a resident. Hope the fix will be viable for many years, but who really knows what the future holds.
- Nothing is perfect there is always improvement with anything
- Would move to agree if I knew about adjusted light timings
• I think it will definitely help those going to I-79 from Bridgeville and help the intersection needs there. But the problem through Bridgeville will still be there, so I'd like to see how the other studies are going.
• The project will help traffic flow.
• Concern about the loss of business from the construction and traffic patterns.
• We need a left turn stacking lane from Washington Ave. onto Chartiers St!
• Traffic is still backed up all the way up Chartiers Street during busy times
• Don't know enough about final plans.
• Might just make traffic worse.
• Will not improve traffic on Washington Ave. because it will be still four lanes to two lanes in one block.

9. Additional comments:

Traffic Signals
• Why does it sometimes take 20 minutes to drive down Washington Pike from Fairview VFD to Rt 50/I-79? The traffic signals at Chartiers/Washington Pike need to be better regulated. When sitting at traffic light (with Bethany Church on my right and Rite Aid on my left) I sit at red light while traffic proceeds down Chartiers. When light turns green, I am still unable to proceed because light at Aldi intersection remains red. I have sat thru 3 lights before being able to move forward. People have pulled into Rite Aid to turn around and go opposite direction.

Business/Economics
• We are currently deciding whether to keep our business on Washington Pike South Fayette - very concerned about how the construction will affect our business.

Turning Lanes
• Biggest problem left turns from Washington Ave on Chartiers St in front of Rite Aid also left turn at Aldi’s
• Would like the project to include widening of Washington Ave. to add a southbound left turn lane on north side of intersection with Chartiers. Property owner Orion Development of Rite Aid site would like to discuss property (R/W widening) needed for this left turn lane (added).
• Currently get rid of left hand turns to Rite Aid and Aldi's Going to cause accidents

Pedestrian Access & Safety
• The shuttle service is a great idea during the construction.
• Will it be possible to walk from the Rite Aid to McDonald's safely? Because as of today, it is not physically safe. Who has the right of way entering Washington headed south toward the bridge from Hickman (Post Office). It has a stop sign, but also has a yield sign with its own painted lane?
• Pedestrian access... "future" use... "Chartiers Creek Trail" "Allegheny Co Greenweb" - "Montour Trail" How will it connect? under bridge? cross walk? "Pedestrian Bridge" over?

• I believe during full weekend closures, the shuttle is a good idea and recommend a tie-in with PAAC’s 31 Bridgeville Bus, as during the closure, that route will not be able to serve both sides of the Bridgeville community.

• Bridgeville has suffered from traffic congestion for many years. I am hoping the new plans will make Bridgeville more pedestrian friendly by routing traffic around the town.

Congestion

• Continued development of Upper St. Clair & SF will only add more vehicles coming into Bridgeville & destroying any sense of a small town. These communities continue to build while completely ignoring the repercussions to Bridgeville. Safety, air quality & community are suffering. Take away comments from meeting: 1. For safety at intersection add pedestrian protection in crosswalk - clearly define pedestrian has right of way 2. Add sidewalk to access Aldi’s market area. Bridgeville has many older residents that walk to Aldi’s for groceries. 4. Use dark sky night lighting 5. Shuttles are Good!

• Good plan with much improvement on Chartiers Street-I79 corridor. However 1. Traffic on Washington Pike Traveling south from Bridgeville/Chartier Valley Shopping Center/Great Southern Shopping Center may only benefit if the destination is I-79. If travel destination is Lakemont Farms or anywhere further south on Washington Pike/Boyce Road, I don't foresee much benefit because there is no left turning signals at Chartiers intersection or next intersection at Aldi’s. At these intersections, traffic backs up beyond Great Southern shopping center (Office Max/TJ Maxx ext.) sometimes. If you shop or do any business between Bridgeville & Kirwan Heights and need to travel south on Washington Pike through the Bridgeville intersection, you may be better served to go backwards onto Kirwan Heights/Heidelberg I-79 ramp south and then exit on I-79 Bridgeville exit merge onto Route 50 toward Bridgeville intersection in right lane and merge on Washington Pike going south (McDonald's, Bursca Industrial Park, etc.)

• More lanes means more cars. The amount of new development far outweighs a few extra lanes.

Other

• I would have thought the project would start sooner than 2020

• Is the accelerated bridge technique the same as collapsed at a college in FL? Will light retimings go all the way back to Daniele Drive in SF?

• Make future meetings later than 5pm.

• 5pm is a poor choice for a meeting time; many work until then and couldn’t get here. Also, we also found out only 1 day before this meeting was scheduled. It should have been scheduled in advance and letters should have been sent to ALL Bridgeville residents.

• We live in tight-knit neighborhood with businesses off James Street with the Sarasnick family, etc and our back street alley (Werner St. Ave.) is often used as thru-way and
walkway. Please take notice of bank along railroad track is caving in several places. Please help us to convince railroad or to address this problem. Thank you.

- South Fayette Community Day @ Fairview Park Sat. Aug. 25 - heavy traffic possible in area. Shuttle for peds good idea.

10. Contact Information: *Contact information was requested on a voluntary basis.*

Of the 43 comment forms submitted, 33 included contact information.

B. Open House Comments & Follow-ups

After the presentation, attendees were encouraged to view the meeting displays and interact with the project team. The following is a summary of the questions, interests and concerns that were discussed with project team members.

- A representative from The Almanac and Bridgeville.org (BobFryer.net) requested electronic copies of the meeting displays to include in follow-up articles and information.
- The owner of Gillece Services had questions about impacts to his property (located at the intersection of Route 50 and Millers Run Road). He had concerns about acquisition of any portion of his property, relocation of his business sign, and access to his business during the closures. John Sada of McCormick Taylor told him that there could be a “sliver take” of this property at the beginning of the driveway entrance with SR 50 related to installation of proposed drainage. Additional coordination with Gillece will be required regarding access to the business during construction due to it being so close to the bridge.
- Meeting attendees expressed concerns regarding Chartiers Street related to large trucks traveling on the roadway although restricted, and potential increased speed with the improvements.
- Two attendees referenced previous plans considered when the Bridgeville Interchange was built that would have aligned Chartiers Street where the Aldi’s driveway is currently located, travel parallel to the creek and then intersect with Mayview Road. They expressed that traffic congestion would not be such an issue if that plan was implemented.
- Interest to include a sidewalk in front of the Midas property was noted to benefit people walking to the Aldi’s grocery store. Currently, there is a worn down grass path where people have been walking there. The PennDOT Project Manager has stated that this sidewalk may be included in the Newbury development to connect to the existing ramp at the adjacent shopping plaza. If the developers do not include this sidewalk, PennDOT will consider including it as part of this project.
• Officials from both Bridgeville Borough and South Fayette Township requested an opportunity to review the materials after the meeting. The presentation was posted on the PennDOT District 11 website and the link was shared with those local officials. Bridgeville Borough posted the presentation and meeting information on the borough website, and South Fayette posted a summary of proposed changes on their website.

• Resident Bob Fryer displayed materials he prepared in the registration area of the meeting location. His displays included roadway plans he created that included an additional dedicated turning lane on SR 50 in the southbound direction to access Chartiers Street and an additional lane on the bridge to carry traffic straight through the intersection to continue on Washington Pike. Attendees were able to view the plans and speak with Mr. Fryer as needed.

• Justin Beinhauer explained that he recently hosted an event called “Growing Together Through Trails” that focused on connecting the communities of Upper St. Clair, South Fayette and others to Bridgeville. The meeting included representatives from the local municipalities, the Southwestern Pennsylvania Commission (SPC), and trail organizations. His interests are to continue the trail connection conversation as it relates to the Route 50, Chartiers Creek Bridge Project and other PennDOT initiatives in the area and for the design to accommodate potential future trail connections.

Comments Outside of Project Area

• Interest was expressed to widen the bridge over the railroad on Chartiers Street to accommodate long vehicle queues in that area.

• One gentleman asked if anything is being done to remove the dog-legged intersection of Mayview Road/Bank Street & Chartiers Street/Lesnett Street.
VI. Appendix

A. Meeting Presentation
B. Display Boards
C. Response to Public Comments
D. Media Coverage
APPENDIX A
MEETING PRESENTATION
INTRODUCTIONS

• PennDOT District 11-0
  – Cheryl Moon-Sirianni, P.E.,
    • District Executive
  – Doug Seeley, P.E.
    • Assistant District Executive
      – Design
  – Jason Zang, P.E.
    • Acting Assistant District Executive – Construction
  – Zachary Kamnikar, P.E. –
    Project Manager, Design
  – Todd Kravits, P.E. –
    Traffic

  – David Conrad, P.E. – Utilities
  – Tyler Mercer, P.E. – Environmental

• McCormick Taylor
  – John Petulla, P.E.
  – John Sada, P.E., PTOE
  – Jennifer Threats
AGENDA

- Project Background/Overview
- Traffic Data
- Hydraulic Analysis
- Environmental Assessment
- Proposed Improvements
- Construction Considerations & Traffic Control
- Proposed Schedule
- Questions & Answers
PROJECT BACKGROUND

• Project initiated by:
  – Route 50 Task Force, a partnership between:
    • Allegheny County, Bridgeville Borough, Collier Township,
      EQA Landmark Development (Newbury Development), PA
      Sen. Guy Reschenthaler, PA Rep. Jason Oritay, PennDOT,
      Southwestern Pennsylvania Commission, South Fayette
      Township, Upper St. Clair Township

• Concepts Developed
• Shared Funding
• PennDOT Begins Preliminary Engineering
• Project Status Meetings
PROJECT NEEDS

- Capacity deficiencies
- Congestion relief
- Structural Deficient Bridge (SR 50 over Chartiers Creek)
- Unacceptable Levels of Service
- Safety concerns
• Preliminary Engineering
  – Data Collection
    • Traffic Studies
    • Hydraulic Analysis
    • Environmental Studies
  – Project Needs
  – Design Concepts Refined
    • Right-of-way constraints limit widening on east side of bridge
**TRAFFIC DATA**

- Existing & Future No-Build Traffic
  - Average Daily Traffic (ADT)

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 50</td>
<td>24,725</td>
<td>27,700</td>
</tr>
<tr>
<td>Chartiers Street</td>
<td>8,800</td>
<td>10,000</td>
</tr>
</tbody>
</table>
## Traffic Data

- **Future Intersection Queues**

<table>
<thead>
<tr>
<th>Intersection/Movement</th>
<th>No-Build 2040 Est. Queue Length (ft)</th>
<th>Build 2040 Est. Queue Length (ft)</th>
<th>% Queue Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AM</td>
<td>PM</td>
<td>AM</td>
</tr>
<tr>
<td>Route 50 (Washington Pike/Millers Run)/Route 3003 (Washington Pike) Driveway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Route 50 Southbound</td>
<td>1161</td>
<td>871</td>
<td>650</td>
</tr>
<tr>
<td>Route 3003 Northbound</td>
<td>1130</td>
<td>1196</td>
<td>858</td>
</tr>
<tr>
<td>Route 50 Eastbound</td>
<td>450</td>
<td>1191</td>
<td>534</td>
</tr>
<tr>
<td>Washington Pike/Chartiers Street/Church Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chartiers Street Westbound</td>
<td>1149</td>
<td>688</td>
<td>552</td>
</tr>
<tr>
<td>Washington Pike Northbound</td>
<td>562</td>
<td>607</td>
<td>408</td>
</tr>
</tbody>
</table>
HYDRAULIC ANALYSIS

- Chartiers Creek within James G. Fulton Local Flood Protection Project (US Army Corps.)
- FEMA Classified Zone AE 100-yr flood plain
- FEMA restrictions prevent any increase to the 100-yr water surface elevation
- Bridge widened and beam depth reduced to meet FEMA requirements
HYDRAULIC ANALYSIS

• Drainage area to the bridge is 165 sq. miles
• Carries 18,600 cubic feet per second
• Project creates no adverse impacts to water quality, stream flow, fish/wildlife, and upstream/downstream properties
HISTORIC RESOURCES

- Bethany Presbyterian Church
- Chartiers Railway
PROPOSED IMPROVEMENTS

TO I-79/ WASH. PIKE
TO STATION STREET

1’ OFFSET TO CONCRETE CURB
11’-0” TRAVEL LANE
CENTER LINE
11’-0” TURNING LANE
11’ TRAVEL LANE
1’ OFFSET TO SIDEWALK CONCRETE CURB

CHARTIERS STREET
PROPOSED IMPROVEMENTS

BRIDGE OVER CHARTIERS CREEK
PROPOSED IMPROVEMENTS
PROPOSED IMPROVEMENTS
PROPOSED IMPROVEMENTS
CONSTRUCTION TRAFFIC CONTROL

• **Minimal long-term** disruptions to normal traffic patterns
• Typical flagging operations and **short-term stoppages**
  – Weekend detours to demo and erect bridge using Accelerated Bridge Construction techniques
• **Peak hour contractor/work restrictions**
CONSTRUCTION CONSIDERATIONS

- Pedestrian & Business Access
  - To be maintained at all times during construction
  - Shuttles to be considered for pedestrians during weekend bridge closures
## ANTICIPATED SCHEDULE

<table>
<thead>
<tr>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concepts Developed by Task Force</td>
<td>Complete</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>Late Spring 2018</td>
</tr>
<tr>
<td>Final Design/ROW Acquisition/Utility Clearance</td>
<td>Early 2020</td>
</tr>
<tr>
<td>Construction Begins</td>
<td>Summer 2020</td>
</tr>
</tbody>
</table>
APPENDIX B

DISPLAY BOARDS
OVERALL IMPROVEMENTS

DISTRICT 11-0

OVERALL IMPROVEMENTS

SR 50 SECTION A28       ROUTE 50/CHARTIERS CREEK BRIDGE

WIDENING & INTERSECTION IMPROVEMENTS

LEGEND

NEWBURY DEVELOPMENT IMPROVEMENTS

PROPOSED ROUTE 50 BRIDGE OVER CHARTIERS CREEK

TRAVEL LANE

SHOULDER

SIDEWALK/PEDESTRIAN ACCESS

DRIVEWAY ADJUSTMENT

MUNICIPAL BOUNDARY

SR 50 (MILLERS RUN ROAD)

SR 3003

SR 50 (WASHINGTON AVE) CHARTIERS STREET

CHARTIERS CREEK (WASHINGTON PIKE)

MIDAS

BETHANY PRES. CHURCH

RITE AID

CROSSINGS AT SOUTH FAYETTE

SCALE

0  500 1000 FEET

0
APPENDIX C

RESPONSE TO PUBLIC COMMENTS
**Response to Public Comments**

Below are responses to comments received from two open-ended questions on the Public Open House Comment Form. These responses were developed after the Public Open House to document how comments were considered or addressed through the project development process.

**Question #8:** As presented, the proposed bridge widening and intersection improvements address the project needs and accommodate future development. Please explain.

<table>
<thead>
<tr>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>See the attached opinion, recommendations &amp; drawings</td>
<td>Information provided was reviewed and considered by the project team. Certain findings were similar to the proposed design, such as the proposed roadway template over the bridge, while others were not able to be accommodated, such as an exclusive left turn on SR 50 WB onto Chartiers Street. Due to the lack of demand, no reduction in delays, and significant costs and impacts, a left turn was evaluated, but not added from SR 50 onto Chartiers Street.</td>
</tr>
<tr>
<td>As a homeowner this is going to cause more people access to my street. Don't need the headaches. Simply put this project does nothing useful for me. Again the Bridgeville Boro along with PennDOT have dropped the ball.</td>
<td>Access points will remain the same as in the existing condition with fewer delays to motorists. The project is better managing existing and projected traffic within the project area and not anticipating new access points or traffic diverted to access local streets.</td>
</tr>
<tr>
<td>While adding these new features to this area of Bridgeville will reduce traffic it does show that long term fixes are ignored. The short/long term goal should be the addition of an entrance to 79 via Alpine Road.</td>
<td>Agreed. PennDOT recognizes there are still greater needs within the I-79/SR 50 corridor. Based upon funding constraints, an incremental approach to improvements is being implemented. This approach ensures each improvement constructed is consistent with the overall plan to improve the I-79/SR 50 corridor.</td>
</tr>
<tr>
<td>To help with traffic problems</td>
<td>The project will provide fewer delays to motorists within the project area.</td>
</tr>
<tr>
<td>Will have to see how goes</td>
<td>No response required.</td>
</tr>
<tr>
<td>Need a left turn lane added travelling south on Washington (Route 50) Ave.</td>
<td>A left turn has been added on SR 50 into the Crossings at South Fayette. Due to the lack of demand, no reduction in delays, and significant costs and impacts, a left turn was evaluated, but not added from SR 50 onto Chartiers Street.</td>
</tr>
<tr>
<td>This seems to address the most important issues we have today...for me as a resident. Hope the fix will be viable for many years, but who really knows what the future holds.</td>
<td>Agreed. Coordination was conducted with the Southwest Planning Commission (SPC) to make sure the future traffic data, used as the basis for proposed improvements, was developed based upon the projected planned growth within the region.</td>
</tr>
<tr>
<td>Nothing is perfect there is always improvement with anything</td>
<td>No response required.</td>
</tr>
<tr>
<td>Would move to agree if I knew about adjusted light timings</td>
<td>The traffic signal timings will be adjusted to be compatible with the proposed improvements.</td>
</tr>
</tbody>
</table>
### Question #8: As presented, the proposed bridge widening and intersection improvements address the project needs and accommodate future development. Please explain. *(continued)*

<table>
<thead>
<tr>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>I think it will definitely help those going to I-79 from Bridgeville and help the intersection needs there. But the problem through Bridgeville will still be there, so I’d like to see how the other studies are going.</td>
<td>The intersection of SR 50/Chartiers Street in Bridgeville will be improved. Other intersections or roadway sections within Bridgeville are beyond this project’s limit and would need to be defined and addressed through another project.</td>
</tr>
<tr>
<td>The project will help traffic flow.</td>
<td>No response required.</td>
</tr>
<tr>
<td>Concern about the loss of business from the construction and traffic patterns.</td>
<td>Our project team recognizes the significant amount of traffic using these intersections within the project area and importance to businesses. We are working towards minimizing any long-term delays during construction to the extent practical and using well publicized short-term (weekend) detours to accomplish major construction activities over short durations. The placement of special business signs emphasizing locations and access points to businesses within the project area will be considered during construction.</td>
</tr>
<tr>
<td>We need a left turn stacking lane from Washington Ave. onto Chartiers St!</td>
<td>Due to the lack of demand, no reduction in delays, and significant costs and impacts, a left turn was evaluated, but not added from SR 50 onto Chartiers Street.</td>
</tr>
<tr>
<td>Traffic is still backed up all the way up Chartiers Street during busy times</td>
<td>We recognized this condition within our design and added a turn lane from Chartiers Street onto SR 50 to help mitigate this stacking traffic.</td>
</tr>
<tr>
<td>Don't know enough about final plans.</td>
<td>Additional details will be developed as final designs are prepared. Project team contact information was provided to all Public Meeting attendees for future reference and questions.</td>
</tr>
<tr>
<td>Might just make traffic worse.</td>
<td>Our traffic analysis has indicated delays will be reduced at the intersections within the project area.</td>
</tr>
<tr>
<td>Will not improve traffic on Washington Ave. because it will be still four lanes to two lanes in one block.</td>
<td>Our traffic analysis has indicated delays will be reduced along Washington Avenue within the project area.</td>
</tr>
</tbody>
</table>

### Question #9: Additional Comments

<table>
<thead>
<tr>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Signals</td>
<td>The traffic signals along SR 50 at Chartiers Street and Washington Pike (SR 3003) will be upgraded at these intersections including improved timings. South of the SR 50/Washington Pike intersection is beyond our project limits and, due to funding constraints, will not be included as part of this project. The improvement to the SR 50(Millers Run Road)/Washington Pike intersection should reduce the delays along Washington Pike approaching the intersection from the south.</td>
</tr>
</tbody>
</table>

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 пенсильвінні
 департамент транспорту
 уряд Пенсілв'яни
 американський середній посередник у транспорту
## Question #9: Additional Comments

<table>
<thead>
<tr>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Traffic Signals continued</strong></td>
<td>The traffic signals along SR 50 at Chartiers Street and Washington Pike (SR 3003) will be upgraded at these intersections including improved timings. South of the SR 50/Washington Pike intersection is beyond our project limits and, due to funding constraints, will not be included as part of this project. The improvement to the SR 50(Millers Run Road)/Washington Pike intersection should reduce the delays along Washington Pike approaching the intersection from the south.</td>
</tr>
<tr>
<td>Why does it sometimes take 20 minutes to drive down Washington Pike from Fairview VFD to Rt 50/I-79? The traffic signals at Chartiers/Washington Pike need to be better regulated. When sitting at traffic light (with Bethany Church on my right and Rite Aid on my left) I sit at red light while traffic proceeds down Chartiers. When light turns green, I am still unable to proceed because light at Aldi intersection remains red. I have sat thru 3 lights before being able to move forward. People have pulled into Rite Aid to turn around and go opposite direction.</td>
<td></td>
</tr>
</tbody>
</table>

**Business/Economics**

<table>
<thead>
<tr>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>We are currently deciding whether to keep our business on Washington Pike South Fayette - very concerned about how the construction will affect our business.</td>
<td>Our project team recognizes the significant amount of traffic using these intersections within the project area and importance to businesses. We are working towards minimizing any long-term delays during construction and using well publicized short-term (weekend) detours to accomplish major construction activities over short durations. The placement of special business signs emphasizing locations and access points to businesses within the project area will be considered during construction.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Turning Lanes</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Biggest problem left turns from Washington Ave on Chartiers St in front of Rite Aid also left turn at Aldi’s</td>
<td>A left turn has been added on SR 50 into the Crossings at South Fayette. Due to the lack of demand, no reduction in delays, and significant costs and impacts, a left turn was evaluated, but not added from SR 50 onto Chartiers Street.</td>
</tr>
<tr>
<td>Would like the project to include widening of Washington Ave. to add a southbound left turn lane on north side of intersection with Chartiers. Property owner Orion Development of Rite Aid site would like to discuss property (R/W widening) needed for this left turn lane (added).</td>
<td>Due to the lack of demand, no reduction in delays, and significant costs and impacts, a left turn was evaluated and not added from SR 50 onto Chartiers Street. Since the left turn lane does not meet the goals of the project, reducing congestion and increasing safety, there will not need to be a meeting with the property owner.</td>
</tr>
<tr>
<td>Currently get rid of left hand turns to Rite Aid and Aldi’s Going to cause accidents</td>
<td>There are no plans to add a left turn lane into the Rite Aid and the existing right-in and right-out condition will remain. A left turn lane will be added at the Crossings at South Fayette Plaza to improve safety and traffic operations at this intersection.</td>
</tr>
<tr>
<td>The shuttle service is a great idea during the construction.</td>
<td>Agreed. Our project team is considering the implementation of this during the short-term construction detours.</td>
</tr>
<tr>
<td>Comment</td>
<td>Response</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Pedestrian Access &amp; Safety</td>
<td>Will it be possible to walk from the Rite Aid to McDonald's safely? Because as of today, it is not physically safe. Who has the right of way entering Washington headed south toward the bridge from Hickman (Post Office). It has a stop sign, but also has a yield sign with its own painted lane?</td>
</tr>
<tr>
<td>Pedestrian access... &quot;future&quot; use... &quot;Chartiers Creek Trail&quot; &quot;Allegheny Co Greenweb&quot; - &quot;Montour Trail&quot; How will it connect? under bridge? cross walk? &quot;Pedestrian Bridge&quot; over?</td>
<td>Pedestrian access will be provided using a sidewalk on SR 50 over the Chartiers Creek Bridge similar to the current access provided.</td>
</tr>
<tr>
<td>I believe during full weekend closures, the shuttle is a good idea and recommend a tie-in with PAAC's 31 Bridgeville Bus, as during the closure, that route will not be able to serve both sides of the Bridgeville community.</td>
<td>Our project team will coordinate bus routing and options during the closure with the Port Authority of Allegheny County (PAAC).</td>
</tr>
<tr>
<td>Bridgeville has suffered from traffic congestion for many years. I am hoping the new plans will make Bridgeville more pedestrian friendly by routing traffic around town.</td>
<td>The needs for this project focus on improving the structure over Chartiers Creek and addressing traffic congestion at the Washington Pike and Chartiers Street intersections. Some minor pedestrian improvements are anticipated.</td>
</tr>
<tr>
<td>Congestion</td>
<td>Good plan with much improvement on Chartiers Street-I-79 corridor. However 1. Traffic on Washington Pike Traveling south from Bridgeville/Chartiers Valley Shopping Center/Great Southern Shopping Center may only benefit if the destination is I-79. If travel destination is Lakemont Farms or anywhere further south on Washington Pike/Boyce Road, I don't foresee much benefit because there is no left turning signals at Chartiers intersection or next intersection at Aldi's. At these intersections, traffic backs up beyond Great Southern shopping center (Office Max/TJ Maxx ext.) sometimes. If you shop or do any business between Bridgeville &amp; Kirwan Heights and need to travel south on Washington Pike through the Bridgeville intersection, you may be better served to go backwards onto Kirwan Heights/Heidelberg I-79 ramp south and then exit on I-79 Bridgeville exit merge onto Route 50 toward Bridgeville intersection in right lane and merge on Washington Pike going south (McDonald’s, Bursca Industrial Park, etc.)</td>
</tr>
<tr>
<td>More lanes means more cars. The amount of new development far outweighs a few extra lanes.</td>
<td>Coordination was conducted with the Southwest Planning Commission (SPC) that included the projected growth within the project area to make sure the future traffic was used as the basis for proposed improvements.</td>
</tr>
</tbody>
</table>
### Question #9: Additional Comments

<table>
<thead>
<tr>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Congestion continued</strong></td>
<td>Continued development of Upper St. Clair &amp; SF will only add more vehicles coming into Bridgeville &amp; destroying any sense of a small town. These communities continue to build while completely ignoring the repercussions to Bridgeville. Safety, air quality &amp; community are suffering. Take away comments from meeting: 1. For safety at intersection add pedestrian protection in crosswalk - clearly define pedestrian has right of way 2. Add sidewalk to access Aldi’s market area. Bridgeville has many older residents that walk to Aldi’s for groceries 4. Use dark sky night lighting 5. Shuttles are Good!</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td>I would have thought the project would start sooner than 2020</td>
</tr>
<tr>
<td></td>
<td>Is the accelerated bridge technique the same as collapsed at a college in FL? Will light retimings go all the way back to Daniele Drive in SF?</td>
</tr>
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<td></td>
<td>Make future meetings later than 5pm.</td>
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<tr>
<td></td>
<td>5pm is a poor choice for a meeting time; many work until then and couldn’t get here. Also, we also found out only 1 day before this meeting was scheduled. It should have been scheduled in advance and letters should have been sent to ALL Bridgeville residents.</td>
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<td>We live in tight-knit neighborhood with businesses off James Street with the Sarasnick family, etc and our back street alley (Werner St. Ave.) is often used as thru-way and walkway. Please take notice of bank along railroad track is caving in several places. Please help us to convince railroad or to address this problem. Thank you.</td>
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<tr>
<td>Comment</td>
<td>Response</td>
</tr>
<tr>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>South Fayette Community Day @ Fairview Park Sat. Aug. 25 - heavy traffic possible in area. Shuttle for peds good idea.</td>
<td>Noted.</td>
</tr>
</tbody>
</table>
APPENDIX D

MEDIA COVERAGE
APRIL 11, 2018 – 7:00 PM
BOARD OF COMMISSIONERS MEETING AGENDA

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. PUBLIC COMMENT *

5. CORRESPONDENCE

   A. JON WITHROW OF KOLANO DESIGN - SIGN PRESENTATION

   B. LETTER FROM ALLEGHENY COUNTY
      Documents:
      Polling Place Letter.Pdf

   C. PENNDOT LETTER - RT. 50/CHARTIERS CREEK BRIDGE WIDENING & INTERSECTION IMPROVEMENTS
      Documents:
      Meeting For Public Officials.Pdf

   D. PENNDOT LETTER - OAKRIDGE ROAD AT NORTHRIDGE
      Documents:
      PennDOT - Oakridge At Northridge.Pdf

   E. PENNDOT LETTER - SR 50 AT ALPINE ROAD
      Documents:
      PennDOT - SR 50 At Alpine.Pdf

   F. PENNDOT LETTER REGARDING THE NPDES PERMIT
      Documents:
      PennDOT Letter NPDES Permit.Pdf

6. CONSENT CALENDAR ITEMS

   A. APPROVAL OF MINUTES
      Documents:
      March 21, 2018 Voting Meeting.Pdf
B. PAYMENT OF THE BILLS
   Documents:
   March 2018.Pdf

C. MONTHLY FINANCIALS
   Documents:
   2018.02 Budget Vs Actual.Pdf

D. MONTHLY POLICE REPORT
   Documents:
   March 2018.Pdf

E. MONTHLY TAX COLLECTOR REPORT

F. FIRST QUARTER COMMUNICATION REPORT
   Documents:
   2018 First Quarter Communications Report.Pdf

7. OLD/UNFINISHED BUSINESS

A. DISCUSS AND CONSIDER NEW PARKS MASTER PLAN & CONSULTANT SELECTION INCLUDING RECOMMENDATION FROM THE PARKS & RECREATION BOARD
   Documents:
   HRG 2018.01.15 South Fayette Proposal.Pdf
   HDG And WMF Proposal_S Fayette Parks Master Plan.Pdf
   CT Consultants_South Fayette Township-Parks Comprehensive Master Plan_1-16-18.Pdf
   PMTR - South Fayette Township Parks Master Plans Proposal.Pdf
   Park And Rec Letter.PDF

B. DISCUSS AND CONSIDER AUDITOR ENGAGEMENT LETTER
   Documents:
   South Fayette Engagement Letter.Pdf

8. NEW BUSINESS

A. DISCUSS AND CONSIDER REFUND OF TAX PENALTY OF $83.94 FOR 4542 WALNUT RIDGE CIRCLE
   Documents:
   Robin Tom-County Tax Refund Request.Pdf
   Tax Receipt - 4542 Walnut Ridge Circle.Pdf

B. DISCUSS AND CONSIDER APPOINTING ELIZABETH STUBNA TO A PARTIAL TERM ON THE LIBRARY BOARD EXPIRING FEB. 2020
   Documents:
   Elizabeth Stubna Application.Pdf

C. DISCUSS AND CONSIDER AUTHORIZATION FOR GREEN LIGHT GO GRANT CYCLE 3 ENGINEERING SERVICES

https://southfayettepa.com/AgendaCenter/ViewFile/Agenda/_04112018-381?html=true
D. DISCUSS AND CONSIDER RESOLUTION 6 OF 2018 - LOCAL GOVERNMENT WEEK
Documents:
Resolution 06-2018 - Local Government Week.Pdf

E. DISCUSS AND CONSIDER VEHICLE QUOTE FROM WOLTZ & WIND FOR ADMIN REPLACEMENT VEHICLES
Documents:
Vehicle Quote.Pdf

F. DISCUSS AND CONSIDER F-04-18 MITESH PATEL PLAN, MINOR SUBDIVISION, BATTLE RIDGE ROAD, ZONED R-2
Documents:
Application.Pdf
2a R F Mitall Rvw.Pdf
2b Rvw Ltr Responses.Pdf
Revised Patel Plan 3-19-18.Pdf
P C Recmd Ltr - The Mitesh Patel Plan Of Subdivision 4-9-2018.Pdf

G. DISCUSS AND CONSIDER RENTAL OF MODULAR UNIT
Documents:
Modular Unit.Pdf

H. APPOINT INTERIM TOWNSHIP MANAGER

9. PUBLIC COMMENT*

10. BOARD DISCUSSION

A. COMMUNITY CITATION OF RECOGNITION - SOUTH FAYETTE TOWNSHIP - BANNER COMMUNITY

11. MANAGER'S REPORT

12. SOLICITOR'S REPORT

A. DISCUSS AND CONSIDER REQUEST REGARDING THE VILLAS OF WOODCREEK
Documents:
FROM Douglas Happel 02-20-18.Pdf

13. EXECUTIVE SESSION

14. ADJOURNMENT

* The Board will hear comments from residents and/or taxpayers. The time limit of comments will not exceed three (3) minutes. The Board will not respond to questions during this session, but will only hear public comment.

If you are viewing a printed version of this agenda, you may access the backup documentation at
https://southfayettepa.com/AgendaCenter/ViewFile/Agenda/_04112018-381?html=true
PennDOT will host an April 18 public meeting on the widening of Washington Pike (Route 50) and the update to its intersection with Chartiers Street near the border of Bridgeville and South Fayette. The meeting will be held from 5 to 6:30 p.m. at the Bridgeville Volunteer Fire Department, Chartiers Room, 370 Commercial St.

The meeting will be held from 5 to 6:30 p.m. at the Bridgeville Volunteer Fire Department, Chartiers Room, 370 Commercial St., according to a release sent Monday from PennDOT. A presentation will be offered at 5:15 p.m.

Plans call for the bridge that carries Route 50 over Chartiers Creek to be replaced with a wider structure that would accommodate more traffic. In addition, Route 50 would be widened at its intersection with Chartiers Street and the on-ramp for northbound Interstate 79 would be updated to increase capacity.
“We’ve been working diligently with the Route 50 Task Force to develop an improvement alternative for the Route 50/Chartiers Street area and we are pleased to share the results with the public,” PennDOT District 11 Executive Cheryl Moon-Sirianni said in a statement.

Bobby Cherry is a Tribune-Review staff writer. Reach him at rcherry@tribweb.com and on Twitter at @bc_trib.
Design consultant John Petulla, left, and project manager Zachary Kamnikar presented the project to the 100-plus-person audience at the Bridgeville VFD.

One of the most congested areas in the South Hills is expected to undergo reconstruction in 2020.

The bridge over Chartiers Creek and the intersection at Route 50 and Washington Pike in Bridgeville will be improved to alleviate traffic, PennDOT officials said April 19 during a well-attended public meeting at the Bridgeville Volunteer Fire Department.
The intersection and bridge, which experience more than 30,000 cars a day and are frequently backed up during peak hours, are projected to see significant queue reductions ranging from 20 to 50 percent.

The biggest improvement will be the widening of the bridge over Chartiers Creek. The often-backed-up bridge between Bridgeville and South Fayette will increase from four lanes to seven lanes, with three heading toward Bridgeville and Chartiers St. and four to I-79, Washington Pike and the Crossings at South Fayette development.

“What we wanted to do is alleviate those backups, because that’s alleviating congestion,” said John Petulla, a design consultant with McCormick Taylor. “If you’re backed up 1,000 feet from the traffic signal, we can make improvements to that, cutting that in half and alleviating that a lot better. There will be less delays and less traffic time.”

Petulla also said the bridge’s “superstructure deficient,” meaning the upcoming construction will prevent future problems.

“There isn’t any type of concern with driving on the bridge now or really in the foreseeable future, but with this project, as we look to widen and replace the bridge, the superstructure is something we can take care of now with the project and not have to worry about in the future,” Petulla said.

Petulla said the final project design is expected to be finished in early 2020 and construction would begin that summer. It’s unknown when the project would be completed.

The project is “funded by federal and state funds,” PennDOT District 11 Executive Cheryl Moon-Sirianni said. South Fayette Township and Bridgeville Borough are expected to also provide financial contributions. Petulla said the cost of the project is still to be determined.

The area has long been discussed as a traffic issue in South Fayette, and Petulla said without this project, it would only continue to worsen as traffic flow continues to increase around the Bridgeville interchange.

Petulla said the project will not impact Bethany Presbyterian Church, the Chartiers stretch of railroad or Chartiers Creek.

“One of the things that’s really important for PennDOT is to have a minimal effect on our community and to be a good partner and neighbor,” Petulla said. “The risk of flooding is the same after the project as it is before the project. ... The project will also not create any adverse impacts to the water quality, the stream...
An overall map of the changes to Route 50, Washington Pike, Chartiers St. and the bridge over Chartiers Creek.

Pennsylvania Commission, local municipalities and state representatives.

The main construction of the bridge will happen over two or three undetermined weekends, Petulla said, during which it will be demolished, rebuilt and widened. A detour will be provided.

Most of the construction of the overall project is expected to take place during off-peak hours.

The project was originally kickstarted by the Route 50 Task Force, which is composed of Allegheny County, the Southwestern Pennsylvania Commission, local municipalities and state representatives.

A map of the projected detour during the weekends the bridge over Chartiers Creek will be closed.

Jacob Calvin Meyer

Sta. Writer

Jacob Calvin Meyer works as a staff writer for both The Almanac and the Observer-Reporter, where he covers news and sports. Jacob, a native of Baltimore, Maryland, graduated from Waynesburg University with a bachelor's degree in journalism.
PennDOT expects construction to start in the summer of 2020 on a project in Bridgeville that will widen Route 50, replace a key bridge, and improve access to Interstate 79.

Called the Route 50/Chartiers Creek Bridge Widening and Intersection Improvement Project, PennDOT officials provided details about the scope of the work at a public meeting April 18 at the Bridgeville Volunteer Fire Department.

Cheryl Moon-Sirianni, PennDOT District 11 executive, said the project is ready to move forward after a number of meetings with the Route 50 Task Force comprised of representatives from the state, county, Bridgeville, South Fayette, Upper St. Clair, PennDOT, and local developers and businesses.
Preliminary design work is expected to be finished by late spring of this year, with the final design work, right of way acquisition and utility line clearance scheduled for completion by early 2020. Construction will begin in the summer of 2020.

The plan calls for demolishing and replacing the present four-lane bridge over Chartiers Creek at the south end of Bridgeville, that links Bridgeville with South Fayette, with a seven-lane structure. It will have turning lanes on Route 50 to create better access to Chartiers Street, add more lanes to Route 50, and create an express lane from Chartiers Street to the I-79 northbound ramp.

Traffic on Route 50 is expected to increase to 27,700 vehicles a day in 2040 from the current 24,725 vehicles a day and traffic on Chartiers Street is expected to increase to 10,000 vehicles a day from the present 8,800 vehicles.

Officials said the goal of the project is to relieve congestion on Route 50, and addressing safety concerns with the current bridge and intersection. Most of the work will be done in off peak hours.
The Chartiers Creek Bridge will be replaced using Accelerated Bridge Construction Techniques with one weekend devoted to demolishing the old bridge, another weekend to erecting the new bridge, and a third weekend needed to add lanes to the new bridge.

PennDOT is considering a shuttle service to help people reach shopping and work destinations during the bridge replacement.

Bob Podurgiel, freelance writer: suburbanliving@post-gazette.com
Construction won’t start until the summer of 2020, but PennDOT’s plan to alleviate traffic congestion at the intersection of Route 50 and Washington Pike is already in progress.

Earlier this month, PennDOT officials hosted a public meeting at the Bridgeville fire hall to explain the agency's strategy, which includes widening some roads, adding additional lanes, and replace the four-lane bridge that links South Fayette and Bridgeville over the Chartiers Creek with a new, seven-lane span.

To avoid major traffic disruptions, workers will tear down the existing bridge and build the new one over the course of just a few weekends.

Yes—PennDOT is going to demolish a four-lane bridge put up a new, seven-lane bridge in about the same take it would take you and your buddies to build that deck you’ve been thinking about.
The current four-lane bridge linking South Fayette and Bridgeville will be replaced with a seven-lane bridge, as shown in this PennDOT illustration.

The construction team will use "accelerated bridge construction," which essentially means that they will build most of the bridge off-site, then haul in the near-finished pieces to be assembled on-site like 10-ton Legos.

Here's a time lapse video of the Tennessee Department of Transportation using similar techniques to replace a set of bridges in just three days:

The pedestrian bridge that killed 13 people when it collapsed in Miami earlier this year was also built using accelerated bridge construction techniques. However, federal investigators are still examining that incident, and nothing thus far points to the construction method as a contributing factor. In fact, hundreds of bridges have been built this way in the United States and Europe without incident.
If any of this caused concern for Bridgville area residents, they didn’t get the chance to say so publicly at the PennDOT meeting. At the start of the gathering, PennDOT’s Cheryl Moon-Sirianni said that officials would not take question on stage in front of the audience. Rather, people with questions were told to find a PennDOT official to ask one-on-one after the presentation.

Residents were also able to fill out comment forms that would later be reviewed by the project managers, according to state officials. For residents unable to attend the meeting, the comment form is rumored to be available somewhere on PennDOT’s website, but we were unable to find it.

Other key details from the project presentation:

- Chartiers Street will be widened to three lanes, including a dedicated left-hand turn lane onto Washington Pike.
- When completed, this project could reduce the distance of traffic backups at the Route 50-Washington Pike intersection by 25% to 50%. In other words, if you are backed up 500 feet from a traffic signal now, that could be reduced to 250 feet post-construction.
- There are a number of other improvement planned, including on- and off-ramp adjustments to I-79 along Route 50.
- Like the rest of the audience, Bob Fryer, perhaps Bridgeville’s most vocal traffic engineering enthusiast, was not permitted to speak. Nor would PennDOT provide him with an easel to display the documents and printouts he wanted to public to see. Instead, Fryer brought his own equipment and set up shop in the fire hall lobby:
You can watch the entire PennDOT presentation above, with some enhanced visuals. Or if you just want to see the slides, they’re embedded below [or available in PDF form here].

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**INTRODUCTIONS**

- **PennDOT District 11-0**
  - Cheryl Moon-Sirianni, P.E., District Executive
  - Doug Seeley, P.E., Assistant District Executive – Design
  - Jason Zang, P.E., Acting Assistant District Executive – Construction
  - Zachary Kaminar, P.E., Project Manager, Design
  - Todd Kravits, P.E., Traffic

- **McCormick Taylor**
  - David Conrad, P.E. – Utilities
  - Tyler Mercer, P.E. – Environmental
  - John Petulla, P.E.
  - John Sada, P.E., PTOE
  - Jennifer Threats
AGENDA

- Project Background/Overview
- Traffic Data
- Hydraulic Analysis
- Environmental Assessment
- Proposed Improvements
- Construction Considerations & Traffic Control
- Proposed Schedule
- Questions & Answers

PROJECT BACKGROUND

- Project initiated by:
  - Route 50 Task Force, a partnership between:

- Concepts Developed
- Shared Funding
- PennDOT Begins Preliminary Engineering
- Project Status Meetings
PROJECT OVERVIEW

PROJECT NEEDS

- Capacity deficiencies
- Congestion relief
- Structural Deficient Bridge (SR 50 over Chartiers Creek)
- Unacceptable Levels of Service
- Safety concerns
PROJECT DEVELOPMENT

- Preliminary Engineering
  - Data Collection
    - Traffic Studies
    - Hydraulic Analysis
    - Environmental Studies
  - Project Needs
  - Design Concepts Refined
    - Right-of-way constraints limit widening on east side of bridge

TRAFFIC DATA

- Existing & Future No-Build Traffic
  - Average Daily Traffic (ADT)

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>2040</th>
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<tr>
<td>Route 50</td>
<td>24,725</td>
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<td>Chartiers Street</td>
<td>8,800</td>
<td>10,000</td>
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TRAFFIC DATA

• Future Intersection Queues

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<tr>
<th>Intersection/Movement</th>
<th>No-Build 2040 Est. Queue Length (ft)</th>
<th>Build 2040 Est. Queue Length (ft)</th>
<th>% Queue Reduction</th>
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<tbody>
<tr>
<td></td>
<td>AM</td>
<td>PM</td>
<td>AM</td>
</tr>
<tr>
<td>Route 50 (Washington Pike/Millers Run)/Route 3003 (Washington Pike) Driveway</td>
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<tr>
<td>Route 50 Southbound</td>
<td>1161</td>
<td>871</td>
<td>650</td>
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<tr>
<td>Route 3003 Northbound</td>
<td>1130</td>
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<td>858</td>
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<tr>
<td>Route 50 Eastbound</td>
<td>450</td>
<td>1191</td>
<td>534</td>
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<tr>
<td>Washington Pike/Chartiers Street/Church Street</td>
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<tr>
<td>Chartisters Street Westbound</td>
<td>1149</td>
<td>688</td>
<td>552</td>
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<tr>
<td>Washington Pike Northbound</td>
<td>562</td>
<td>607</td>
<td>408</td>
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HYDRAULIC ANALYSIS

• Chartiers Creek within James G. Fulton Local Flood Protection Project (US Army Corps.)
• FEMA Classified Zone AE 100-yr flood plain
• FEMA restrictions prevent any increase to the 100-yr water surface elevation
• Bridge widened and beam depth reduced to meet FEMA requirements
HYDRAULIC ANALYSIS

- Drainage area to the bridge is 165 sq. miles
- Carries 18,600 cubic feet per second
- Project creates no adverse impacts to water quality, stream flow, fish/wildlife, and upstream/downstream properties

HISTORIC RESOURCES

- Bethany Presbyterian Church
- Chartiers Railway
PROPOSED IMPROVEMENTS

CHARTIERS STREET

PROPOSED IMPROVEMENTS

BRIDGE OVER CHARTIERS CREEK
PROPOSED IMPROVEMENTS

CONSTRUCTION TRAFFIC CONTROL

- **Minimal long-term** disruptions to normal traffic patterns
- Typical flagging operations and **short-term stoppages**
  - Weekend detours to demo and erect bridge using Accelerated Bridge Construction techniques
- **Peak hour contractor/work restrictions**
CONSTRUCTION TRAFFIC CONTROL

CONSTRUCTION CONSIDERATIONS

• Pedestrian & Business Access
  – To be maintained at all times during construction
  – Shuttles to be considered for pedestrians during weekend bridge closures
ANTICIPATED SCHEDULE

<table>
<thead>
<tr>
<th>Concepts Developed by Task Force</th>
<th>Complete</th>
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<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>Late Spring 2018</td>
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<tr>
<td>Final Design/ROW Acquisition/Utility Clearance</td>
<td>Early 2020</td>
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<tr>
<td>Construction Begins</td>
<td>Summer 2020</td>
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