

SR 0079-A65 I-79 AT ROUTE 910 WEXFORD INTERCHANGE

Public Meeting

FEBRUARY 7, 2023

AGENDA

1. Introduction
 - a. Microsoft Teams Live Navigation*
 - b. Project Team Introductions*
 - c. Project Location*
2. Project Purpose and Need
3. Interchange Layout
 - a. Full Offset Single Point Urban Interchange (SPUI)*
 - b. Operations and Benefits*
4. Anticipated Project Schedule
5. Q & A Chat Session



MICROSOFT TEAMS LIVE NAVIGATION



Q&A Questions will be answered at the end of the presentation.



Closed Captions.



This meeting is being recorded.



PROJECT TEAM

PennDOT



Douglas Seeley, PE
Assistant District Executive, Design



Zachary Kamnikar, PE
Project Manager



PROJECT TEAM

Consultant Design Team



Eric Meyer, PE
Project Manager
WRA



Chad Reese, PE
Sr. Traffic Engineer
WRA

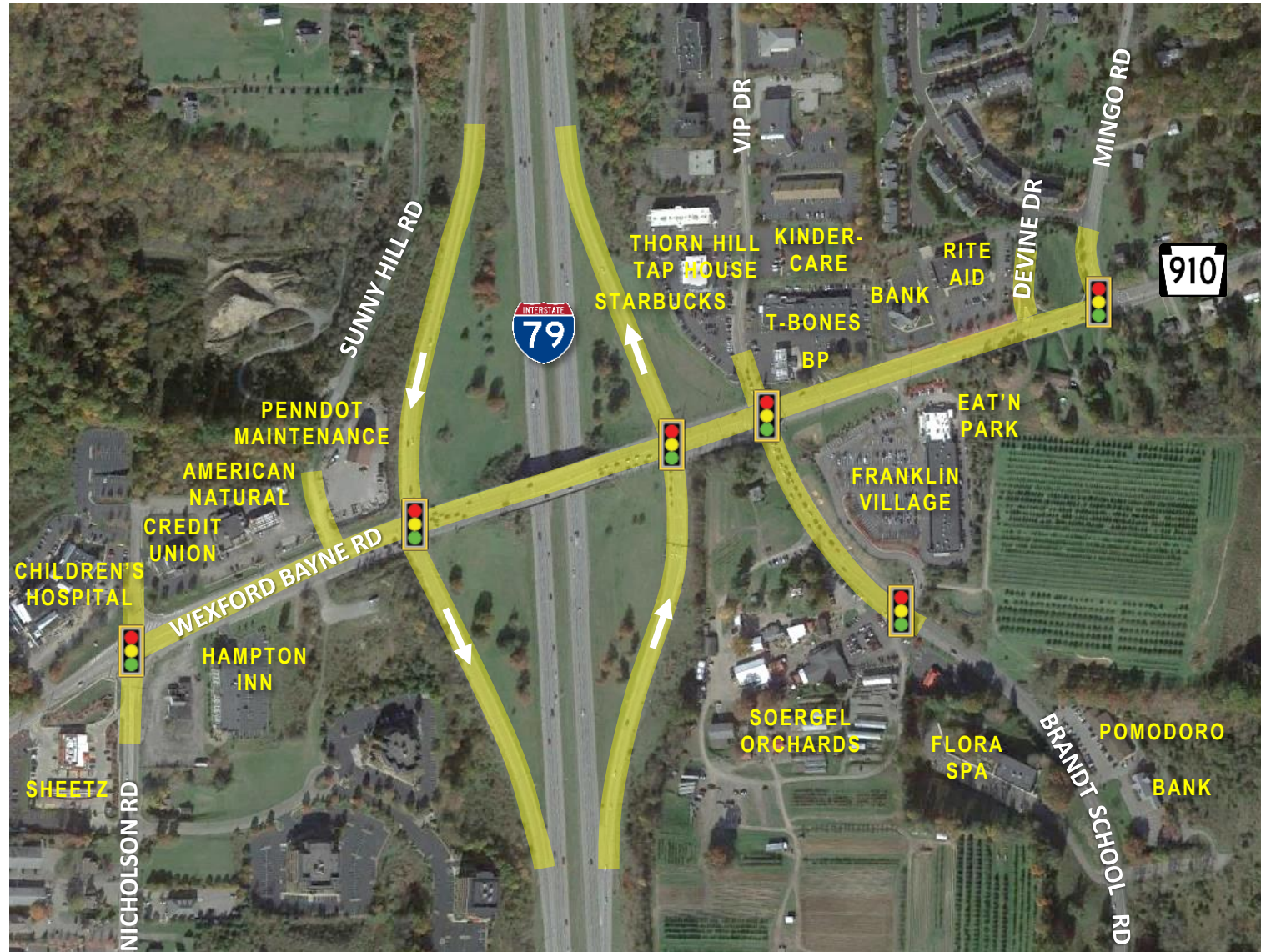


Brent Barrett, PE
Sr. Highway Engineer
WRA



PROJECT LOCATION

- The project is located in the Borough of **Franklin Park** and **Marshall Township**, in **Allegheny County**, Pennsylvania
- The **I-79 at Route 910 Wexford Interchange** is **Exit 73**, located two miles north of the I-79/I-279 split
- **Route 910 (Wexford Bayne Road)** travels east-west over I-79 and is a Minor Arterial



PURPOSE AND NEED



PROJECT PURPOSE

Improve the interchange **operations** to acceptably accommodate current and future **traffic demands**, as well as to reduce the potential for **crashes** at the interchange and along SR 910 within the project area.



PROJECT NEED – CONGESTION

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



PROJECT NEED – CRASHES

290 total crashes (2017-2019) with 85% **Rear-End, Hit-Fixed-Object**, and **Angle** crashes; **crash clusters** at key locations; and a majority of crashes likely being a **direct result of congestion**.

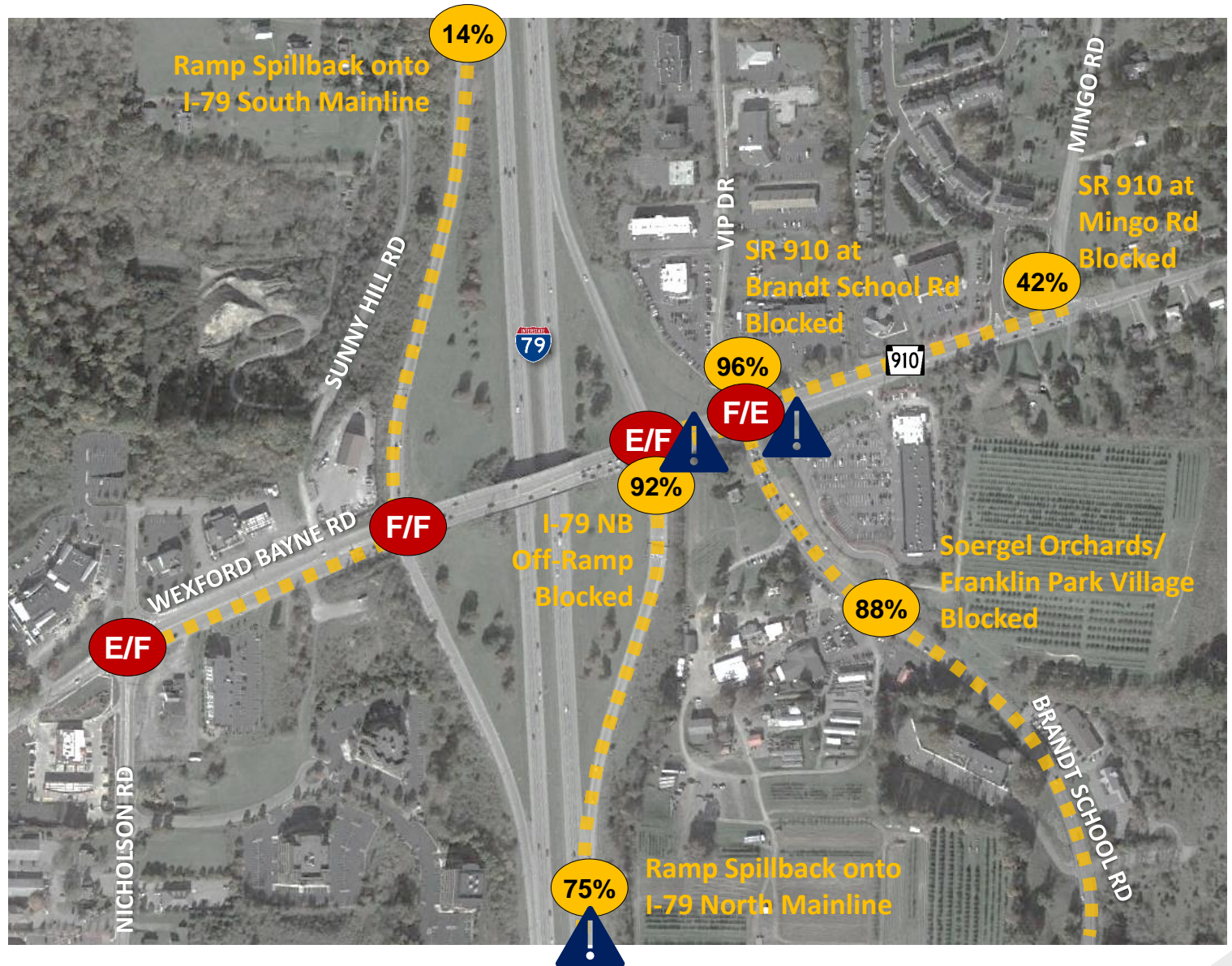


PURPOSE AND NEED

PROJECT NEEDS

2045 No-Build Conditions

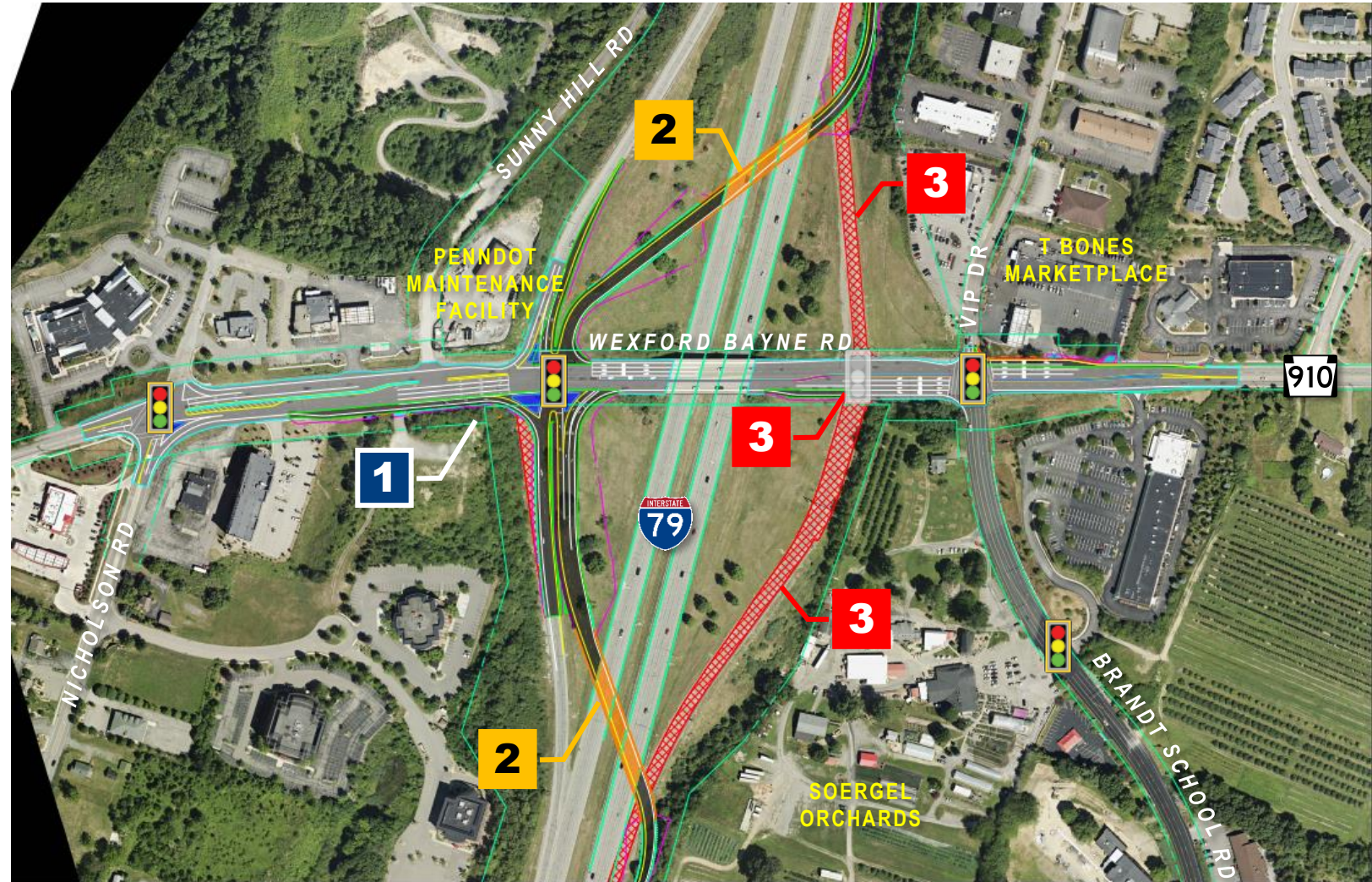
- E/F Intersection Failures**
Overall Level-of-Service E or F
- Significant Queuing**
- % Queue Spillback**
% of the AM/PM peak period that a location is "blocked" by queues
- Crash Influence**



INTERCHANGE LAYOUT

I-79 / Route 910 Wexford Interchange Reconfiguration

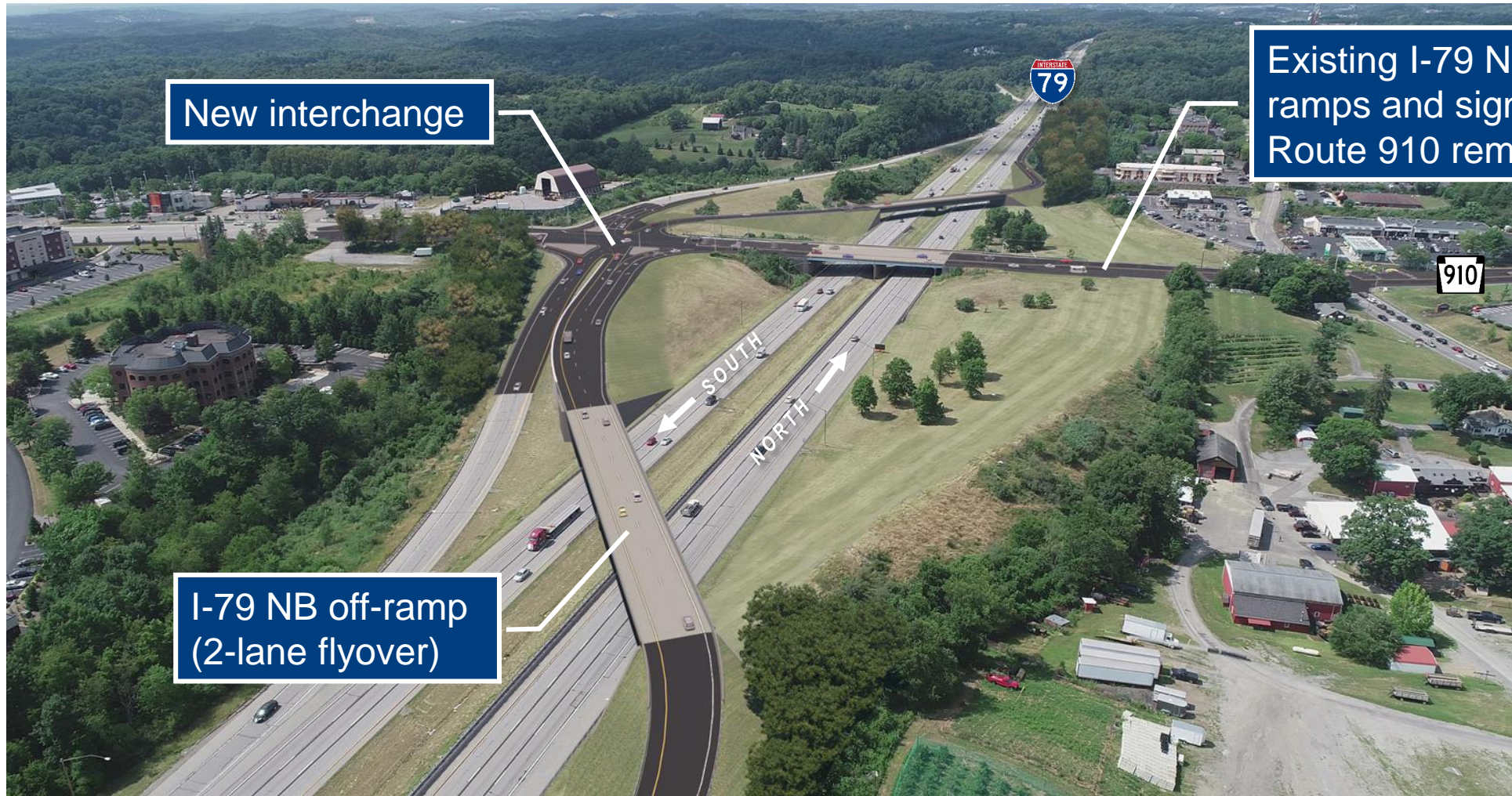
- 1** Reconfigure the west side of the interchange to create a full-offset Single Point Urban Interchange (SPUI) layout
- 2** Add new flyover ramps connecting from/to the I-79 NB off-ramp and NB on-ramp
- 3** Eliminate existing NB ramps and related signal on Route 910



INTERCHANGE LAYOUT



INTERCHANGE LAYOUT



New interchange

Existing I-79 NB ramps and signal on Route 910 removed

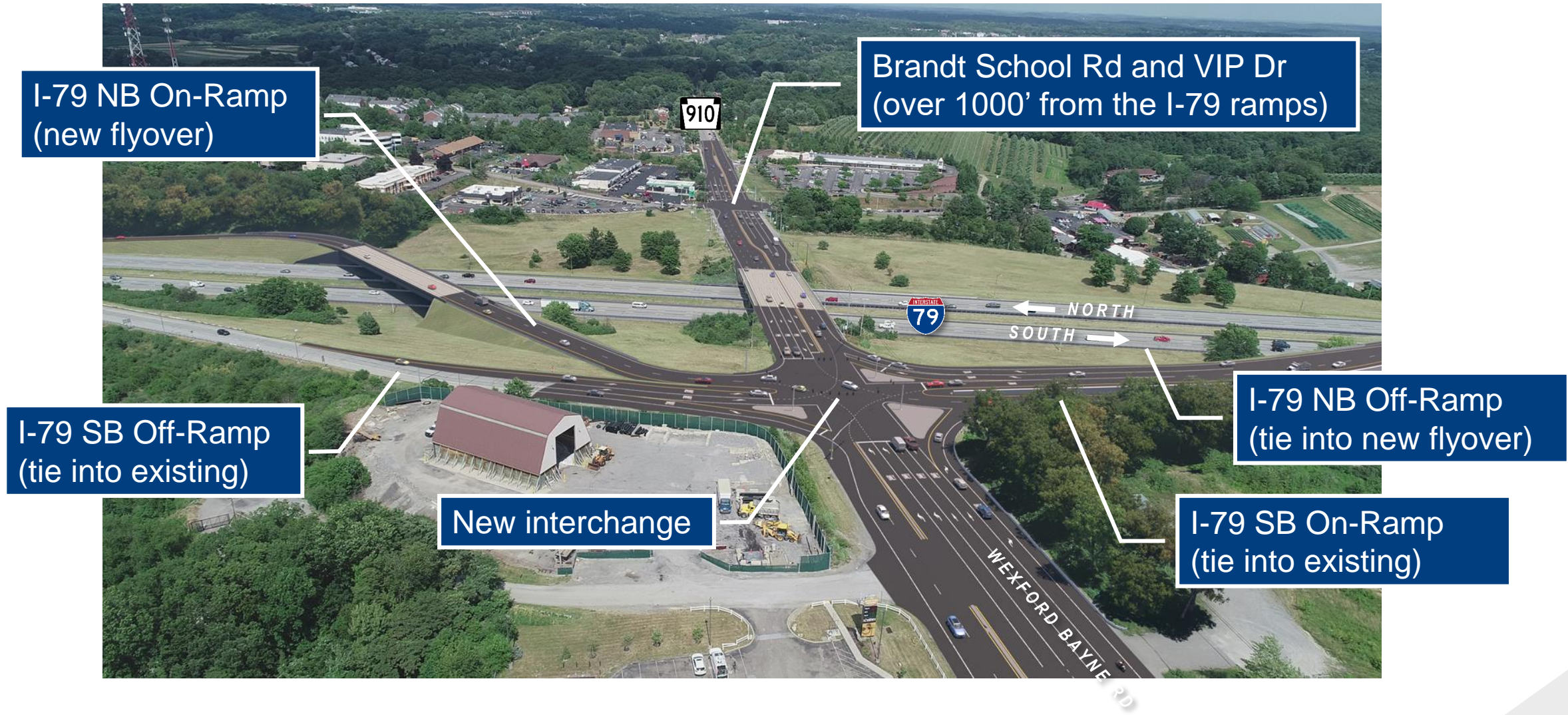
I-79 NB off-ramp (2-lane flyover)



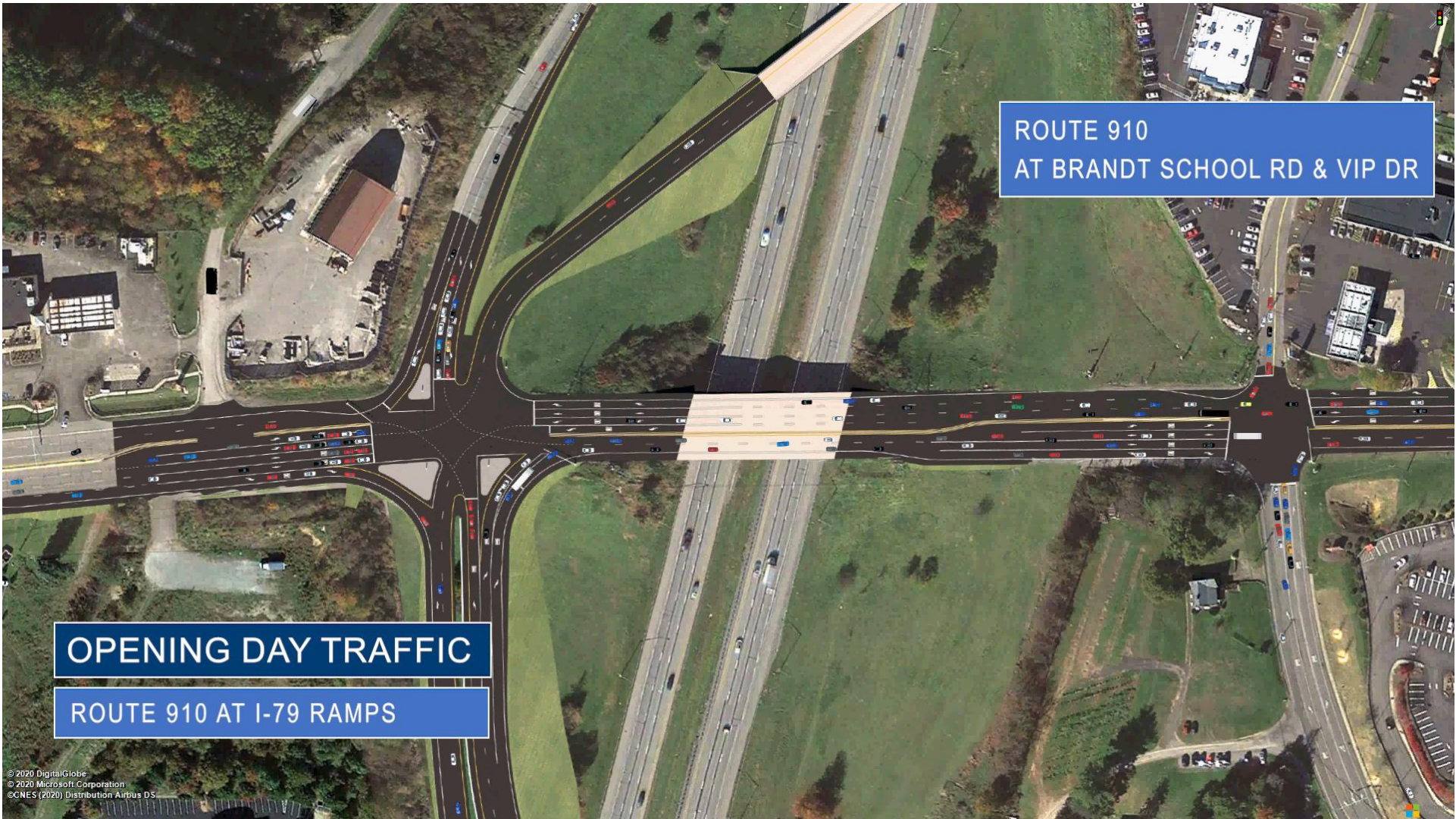
INTERCHANGE LAYOUT



INTERCHANGE LAYOUT



INTERCHANGE OPERATIONS



ROUTE 910
AT BRANDT SCHOOL RD & VIP DR

OPENING DAY TRAFFIC







ROUTE 910 AT I-79 RAMPS

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BENEFITS

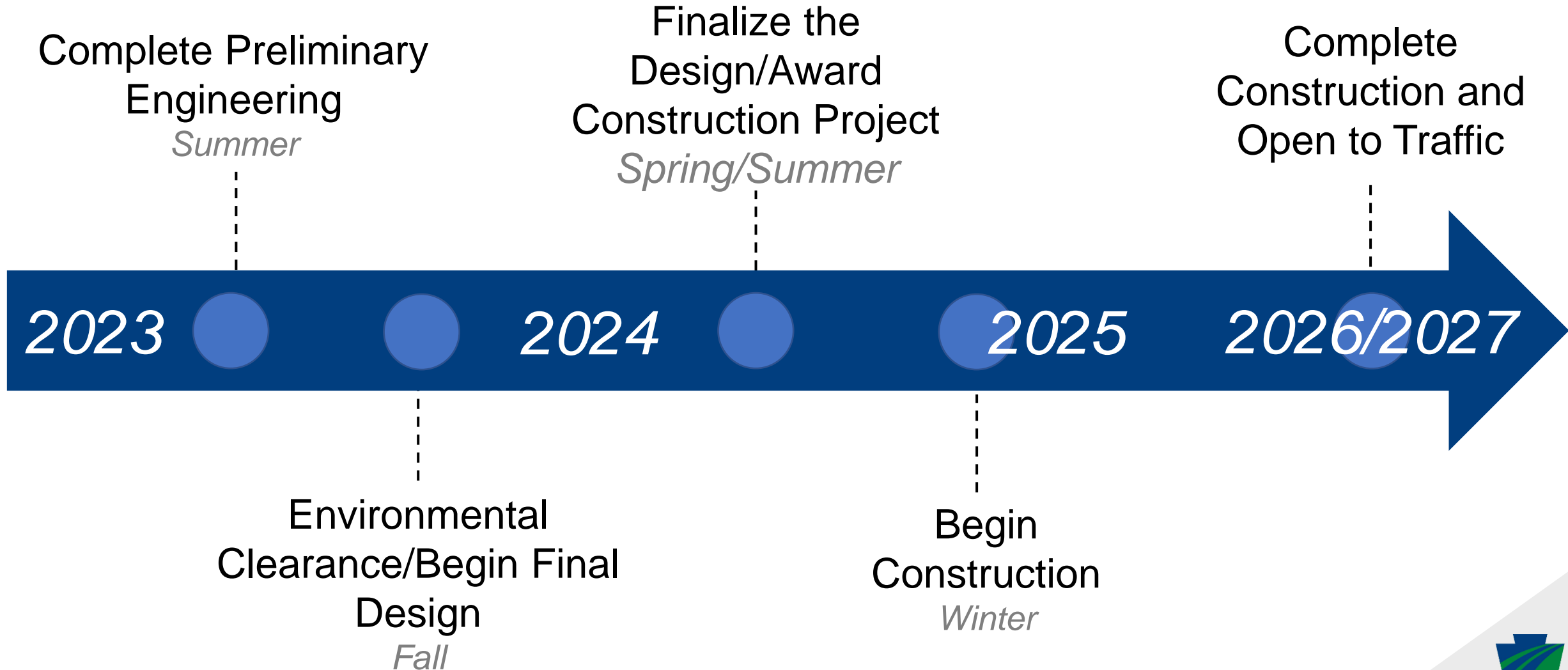
Criteria for comparing alternatives and benefits include:

Category	Benefits for SPUI Interchange
 SAFETY	crash reduction queue spillback mitigation system/incident resilience
 OPERATIONS	delay reduction queue length reduction intersection operations
 ENVIRONMENTAL	low environmental or permitting impact fuel and emissions reduction
 RIGHT-OF-WAY	preserves ROW (no permanent ROW needed, possible TCE required) preserves existing SR 910 structure
 UTILITIES	only moderate utility impact
 COST	> \$46.4M to \$48.3M construction cost > \$8M safety & delay benefit per year



SCHEDULE

Anticipated Project Milestones and Schedule



QUESTIONS



Project Contact:

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Project Manager

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THANK YOU!



WEXFORD INTERCHANGE

