

I-376 Parkway West – Green Tree Interchange Project
Public Meeting Notes and Frequently Asked Questions (FAQ's)
March 12, 2025, 6:30 PM @ Green Tree Borough Municipal Center

Questions and Responses

Question 1: Poplar St ramp—What is the number of vehicles between slip ramp and Manilla, currently? What will be the increase?

Response 1: *In the AM and PM peak hours in the existing condition, there were 151 vehicles and 294 vehicles, respectively, traveling southbound on Poplar Street between the EB entrance ramp and Manilla Ave. These traffic volumes are anticipated to increase to 172 vehicles and 333 vehicles in the future No Build Condition. Under the Build Condition, there are anticipated to be 273 vehicles in the AM and 477 vehicles in the PM between the new Poplar Street EB exit ramp and Manilla Ave in the southbound direction. This additional traffic southbound is primarily destined for the residential areas south of I-376 and west of Greentree Road.*

In the AM and PM peak hours in the existing condition, there were 336 vehicles and 219 vehicles, respectively, traveling northbound on Poplar Street between Manilla Ave and the EB entrance ramp. These traffic volumes are anticipated to increase to 381 vehicles and 247 vehicles in the future No Build Condition. Under the Build Condition, there are anticipated to be 378 vehicles in the AM and 242 vehicles in the PM between Manilla Ave and the new Poplar Street EB Off-ramp in the northbound direction.

Question 2: Wilson Park—Will public work facilities be impacted?

Response 2: *Retaining wall is proposed along the frontage to minimize impacts. Maintenance storage building should not be impacted.*

Question 3: What are the typical reductions that can be expected from the addition of noise barriers?

Response 3: *Minimal reduction is 5 decibels and there needs to be at least one location on the project with at least 7 decibels to warrant them. Not every house will receive the full reduction equally, but 5 is the minimum for the wall to be built.*

Question 4: Will 3rd Parkway WB lane be continuous after project completion?

Response 4: *Due to the constraint imposed by the Wheeling/Lake Erie Railroad Bridge that has piers immediately outside of the existing Parkway barrier, the 3rd lane will extend to a point just prior to the existing curve leading onto the Parkway bridge over Whiskey Run. The 3rd lane then resumes with the merging of the Parkway entrance ramp at Carnegie Interchange. PennDOT met with the Wheeling & Lake Erie Railroad (W&LER) who owns the bridge to find out if they anticipated replacing the bridge. W&LER indicated that they have no plans to replace the bridge. It is PennDOT's understanding that a rehabilitation of the bridge is currently in progress.*

Question 5: Looking for good pedestrian access with physical barrier at sidewalk. Pedestrian access should be a priority. Can we add signals?

Response 5: *Bridge with sidewalk barrier has been evaluated – and was ruled out due to the sight distance safety hazard it would create – and the lack of adequate room for crashworthy end treatments that barriers are required to have. Proposing sidewalks approximately 3 feet wider than existing bridge’s sidewalks – and prescribing an extra-wide 5 ft shoulder on the NB side of Greentree Road will enhance safety. PennDOT will re-evaluate to see if there is some acceptable, safe way to create barrier separation at sidewalks. Signals will be provided with pedestrian activation for crossings.*

Question 6: Would PennDOT consider relocating the existing entrance road to Green Tree Park? Proximity to WB exit ramp tie in creates challenges for motorists and pedestrians.

Response 6: *Moving the location of the existing park entrance road has not been considered to date. However, it is something PennDOT will discuss with the Borough.*

Question 7: What is the definition of a right-of-way “sliver take” that PennDOT indicated most right-of-way takes would be? Does that mean a take that is a few inches wide? Or a take that is a few feet wide?

Response 7: *“Sliver take” is a generic term that was used loosely to describe the anticipated general shape of the majority of the project’s anticipated right-of-way takes. Most takes will likely be longer than they are wide – with a likely minimum width of a few feet. A sliver take means the take will be minimal and shouldn’t impact the use of the property. PennDOT will reach out to impacted property owners during final design when impacts are more clearly defined.*

Question 8: Will there be opportunities for noise mitigation due to increased traffic on Poplar Street and Mansfield Ave?

Response 8: *PennDOT will continue noise evaluation analysis and identification of impacted areas that warrant noise mitigation. One thing to keep in mind is that noise mitigation measures such as sound walls are only effective in areas where a wall can be accommodated without intermittent breaks such as would be needed for driveway entrance points.*

Question 9: Will there be sidewalk improvements along Poplar Street under I-376?

Response 9: *Where Poplar Street is being widened, sidewalks will be replaced and/or upgraded. Any sidewalks not being impacted by the project will remain in place.*

Question 10: What modifications can be made to keep ramp traffic from cutting through neighborhood off of the new Poplar Street Slip Ramp?

Response 10: *There is currently nothing proposed that would prevent vehicles from cutting through the neighborhood. The addition of the ramp will reduce traffic going to the Greentree Road intersection. There will be signal upgrades on Greentree Road to help with efficiency which, combined with a reduction in traffic volume on Greentree Road due to the ramp addition, PennDOT anticipates will make that the more attractive option for motorists. This will be analyzed further as the project progresses.*

Question 11: This improvement only creates a 3.1-minute reduction in the EB direction in the PM and no reduction in the AM during the peak hour. What is the cause of this reduction other than diverting traffic through the neighborhood via the Poplar slip ramp? No other improvements appear to be made in the EB direction. Concerned about the addition of thousands of vehicles cutting through daily.

Response 11: *The major improvement on the EB direction is eliminating existing weave movement which is currently creating a high volume of crashes. The EB exit ramp is also being extended to get cars off of the parkway earlier, reduce congestion, and contributing to the reduction in travel time.*

Question 12: What is the estimated impact of the cars being added due to this slip ramp? This ramp offers an alternative to going up Greentree Road for anyone who lives nearby. For example, anyone coming from EB 376 to the meeting tonight would have used this slip ramp to get to the meeting. Cutting through the slip ramp cuts out up to 3 traffic lights on Greentree Road.

Response 12: *In the AM and PM peak hours in the existing condition, there were 151 vehicles and 294 vehicles, respectively, traveling southbound on Poplar Street between the EB entrance ramp and Manilla Ave. These traffic volumes are anticipated to increase to 172 vehicles and 333 vehicles in the future No Build Condition. Under the Build Condition, there are anticipated to be 273 vehicles in the AM and 477 vehicles in the PM between the new Poplar Street EB Off-ramp and Manilla Ave in the southbound direction. This additional traffic southbound is primarily destined for the residential areas south of I-376 and west of Greentree Road. The northbound volumes are not anticipated to significantly change.*

It is possible that traffic destined for southbound Greentree Road might divert to the new Poplar Street exit ramp. However, there is unlikely to be significant travel time savings. The routing through Glencoe Ave with multiple turns and stop signs is not conducive to travel time savings. The traffic signals along Greentree Rd will be timed to progress traffic. There are currently several turns restrictions along Glencoe at Western Ave and Orchard Ave between 4:30 PM to 6:30 PM that provide an enforceable way of deterring traffic from using this cut through.

Question 13: During construction will there be detours onto Mansfield Ave or other residential roads? Does PennDOT have an idea of what residents can expect from detours?

Response 13: *Project is only in preliminary design phase. As we get into the final design phase, PennDOT will develop and refine proposed detour routes – and will inform the public of anticipated detours. They are not known at this time. Proper notification will go out to the public well in advance of any changes to local traffic patterns before being put in place. PennDOT may decide to have a public meeting at the beginning of construction where the contractor will be able to inform the public of their specific construction schedule and detours.*

Question 14: Can Wilson Park be expanded when the Poplar Street loop ramp is eliminated?

Response 14: *That area may be needed for stormwater management. However, that concept can be evaluated.*

Question 15: Will the Banksville Interchange Project impact this project? Will EB on ramp connect to Banksville?

Response 15: *The traffic studies performed for the Green Tree Interchange Project were based on the Banksville Interchange Improvements already being constructed and open to traffic. However, there will be no physical connection or overlap between the two projects. The construction for the Banksville Interchange project will terminate at a point east of the limit of the Green Tree Interchange Project.*

Question 16: What bicycle facilities are being considered? Would this be the right time to add bicycle facilities?

Response 16: *PennDOT coordinated with Borough on potential for bicycle facilities. It was determined that there were no existing bicycle facilities in the area – and no plans for bicycle facilities in the area. Therefore, a decision was made not to include a bike lane within the realigned Greentree Road and overpass.*

Question 17: Was any thought given to eliminating the reversible lanes in conjunction with the modifications being constructed within this project?

Response 17: *Potential elimination of the reversible lanes was evaluated as part of this project. The full limits of the reversible lane extend past the current project limits. PennDOT determined that the reversible lane system significantly improves traffic operations over a system by which the reversible lane would always be in one direction only. Therefore, a decision was made to retain the reversible lane condition.*

Question 18: How many crosswalks do you need to cross for new alignment? Will peds be cut off from parts?

Response 18: *The new configuration will not restrict pedestrian access. Access will be maintained to all points offered by the existing configuration by crosswalks and push button activation signals for pedestrian movements similar to the existing condition.*

Question 19: Will consideration be given to aesthetics of proposed sound barriers?

Response 19: *Yes. PennDOT will emphasize the need for the sound barriers and new Greentree Road bridge to be aesthetically pleasing to passing motorists and to the community benefiting from the sound barriers and new bridge.*

Question 20: My recommendation is to perform a traffic study after the ramp is completed to determine the true traffic impacts the ramp has. At that point it can be evaluated if any traffic changes need to be made, such as timing restrictions on the right turn.

Response 20: *Traffic flow can be evaluated after the project is completed. This would include reevaluating signal timings as well to ensure efficiency at these locations in the post-construction condition.*

Question 21: Why not consider a modern interchange with roundabouts, diverging diamonds, or SPUI's to reduce the traffic signal delays and associated emissions?

Response 21: *Roundabouts, diverging diamond, and other interchange layout concepts were considered as part of the alternatives analysis development. The design currently proposed was arrived upon based on its comparative ability to address existing safety issues, improve overall traffic operations, while providing the least impact to adjacent properties.*

Question 22: Can another stop sign (with) some red flashing lights be added to existing condition (at existing entrance ramp) prior to construction of the proposed project to keep people from pulling out on the exit lane traffic while they are trying to merge onto I-376 westbound?

Response 22: *The recurring problem stated is one of the primary issues PennDOT is looking to address through the proposed project. The current stop sign -controlled merge is a generally accepted way of mitigating this condition on existing interstate interchanges.*

Question 23: How does the proposed sound barrier work? Does the wall absorb the sound or does it "bounce back" to the Parkway? Will the noise travel up and over the wall to the neighboring homes?

Response 23: *The sound barrier walls act as a barrier between the noise generator (cars/trucks/motorcycles) and the noise receptors (homes). It is meant to reduce the level of noise by blocking the sound waves. It is anticipated the sound barriers will be formed from concrete and they deflect the noise back away from the noise receptors. Some noise will travel above the sound barriers, but those noise waves will also travel about the homes on the other side.*

Question 24: How much does the sound barrier cut down on noise?

Response 24: *Based on the draft noise analysis performed to date, a sound barrier is warranted along the Parkway West, parallel with Parkedge Road. For a sound barrier to be warranted, the existing or predicted noise levels must approach or exceed 66 dBA or there must be a substantial increase (10 dBA) in current noise levels versus predicted noise levels. Part of the analysis is also to determine if a sound barrier is feasible at this location. Part of what makes a sound barrier feasible is that it must reduce noise by 5dBA at least 50% of the benefitted noise receptors. The final analysis will identify noise reductions at multiple locations and the range will vary. Some homes will see less than 5dBA and others will experience more noise reduction. The draft noise analysis is not complete currently and therefore not available for review. Once it is finalized it will be available upon request.*

For more detailed information on transportation noise and sound barriers you can review the PennDOT Noise manual: Publication #24

Question 25: Does the sound barrier cut down on air pollution to the neighboring homes?

Response 25: *Air pollution will not be significantly impacted by a sound barrier although there should be a reduction in dust created along the Parkway as it relates to the homes along Parkedge Road.*

Question 26: Is there data available on how the sound travels beyond the wall?

Response 26: *Current and predicted noise levels are measured and evaluated only for homes within 500' of the project limits. Noise barriers are typically more effective within 400-500 feet of the noise barrier, beyond which the ambient sound level becomes more dominant, and the effect of the noise barrier is reduced. The noise barrier will reflect sound waves away from the community. Homes along Sheldon Avenue are beyond the 500' limit; however, the sound barrier will reduce noise levels at these homes as well as the homes along Parkedge Road.*

Question 27: Will noise analysis determine decibel levels for build and no-build conditions? If so – for what range? When will the noise analysis be completed?

Response 27: *The future predicted sound levels with and without the barrier are part of the analysis. The final noise analysis will be completed over the next several years.*

Question 28: Exit ramp from I-376 westbound seems short. Has modeling ensured it won't be prone to backing up onto the mainline Parkway?

Response 28: *Yes. The length of proposed I-376 westbound exit ramp and deceleration lane as currently designed exceeds minimum prescribed design criteria. The extra length is included to provide additional storage capacity for exiting vehicles, thus minimizing interference between exiting vehicles and westbound through traffic.*

GENERAL COMMENTS (Received during the Public Meeting and through the on-line and mail-in questionnaire forms)

1. Slip ramp onto Poplar Street would negatively impact traffic traveling to and from Green Tree Fire Hall, the public pool, Wilson Park, and Summer Recreation Program.
2. Slip ramp onto Poplar Street is problematic if right turns are allowed onto Poplar Street. Even though we live within three blocks of that area - and it would be a more convenient option, the potential for increased cut-through traffic is too great.
3. Consider putting a sharp left curve at the end of the Poplar Street ramp and prohibit right turns onto Poplar Street from the ramp.
4. I do not want a left turn only at proposed Poplar Street ramp. This would require police officers enforce – and the police department does not have the capacity to spend time with the enforcement.
5. Consider eliminating the proposed slip ramp onto Poplar Street.
6. I think the slip ramp onto Poplar Street is a good idea. A lot of traffic gets off at Greentree Road to make a left on Greentree Road and a left on Mansfield Avenue to head down Poplar Street towards Noblestown Road.
7. I would expect direct access from Poplar to inbound frontage road and ramps.
8. Concerned with duration of construction phase and associated inconveniences.
9. Consider bicycle and pedestrian improvements. Access to the school, the park, and bicycle access from Greentree to the city goes through the intersections and over the new bridge.
10. There are a lot of walkers and bikers who go across the existing Greentree Road overpass to get to Green Tree Park, the church on one side and the businesses and pool on the other side. Dedicated pedestrian lights and/or 'No turn on red' for vehicles @ crossings need to be included in the plans.
11. Consider looking at ways to reduce traffic impacts to the surface roads and ensure drive times from all cordons are not impacted by the rerouting of ramp traffic onto local roads. Use roundabouts instead of signals.
12. Proposed design seems like a band aid that will just 'kick the can down the road' further with tight intersection spacing and signals.
13. Since Mansfield Avenue is being widened, consider making Greentree Road four lanes from Mansfield Avenue to McKinney Lane.

14. I am opposed to the proposed restructuring of the Green Tree Interchange due to significant concerns about traffic congestion, noise, and the overall impact on the character of our community.
15. I strongly support investments in mass transit options for I-376 to alleviate congestion and traffic-calming measures like a traffic circle to reduce accidents on residential streets.
16. Consider adding 'NO JAKE BRAKE' signs on both sides of Green Tree Hill on the Parkway.
17. Despite transitioning drivers from 55 mph to 25 mph, proposed structures seem to have design speeds suitable for suburbs and not the city.
18. I am concerned about proposed outbound truck lane not being extended further. Consider longer truck climbing lanes.
19. There should only be one inbound entrance ramp between Greentree and Banksville rather than the two locations under existing and proposed conditions.
20. Consider having inbound traffic use only Parkway Center Dr entrance ramp by way of Greentree Road.
21. Consider using lower design speeds for off ramps.
22. Exit ramp from Pittsburgh to Greentree Rd will back up onto mainline.
23. Proposed Parkway eastbound exit ramp to Greentree Road southbound right turn encourages excessive speeds.
24. Consider adding a NO TURN ON RED sign at intersection of Mansfield Avenue and Greentree Road.
25. I am concerned about being able to make a left turn from proposed slip ramp onto Poplar Street safely.
26. I am concerned about not having a dedicated left-turn lane from Greentree Rd northbound to Mansfield Avenue westbound. Please consider including a 24/7 turning lane – with a second lane providing left and straight depending on reversible lane usage.
27. Consider a continuous eastbound third lane on I-376. With the upcoming Banksville/51 interchange re-build, a third lane might allow traffic heading for Route 51 to keep moving regardless of tunnel traffic.