



MEMORANDUM of MEETING

Date: March 3, 2025

Date of Meeting: January 27, 2025

Time of Meeting: 5:30 PM - 7:00 PM

Meeting Location: Chartiers Valley Middle School

Meeting Description: Public Meeting

CC: File

Work Order Number: 32046.000

Contract Number: E03499

Project: SR 0050-A32 - Washington Pike/Route 50 Widening and Intersection Improvements

This meeting was held in-person at the Chartiers Valley Middle School – Commons Space with a PowerPoint presentation, a question-and-answer session, and the ability to review the preliminary/unofficial roll plot plans.

As people entered the building, they were asked to please sign-in and were offered a comment form that could be completed and returned either at the meeting or email to the PennDOT Project Manager, Zachary Patterson. The comment form was also made available on PennDOT's project website. The presentation portion of the meeting began at approximately 5:45 PM.

Doug Seeley (DS), with PennDOT, began the presentation with a brief overview of the project and team and then handed the meeting off to Zachary Patterson (ZP), with PennDOT.

ZP introduced himself and the individual members of the project team present at the meeting from both PennDOT and WRA. Once introductions were complete, ZP handed the presentation over to WRA.

Tyler Steele (TS), with WRA, lead through the remainder of the presentation, beginning with the Agenda and Project Location. TS explained the project begins at the Mayer Street/Route 50 intersection at the southern limits of the project and extends north to the Thoms Run Road/Route 50 intersection at the northern limits of the project. TS also explained that the project is split into three distinct sections. Section 1 being the area between Mayer Street and the Great Southern Shopping Center; section #2 being between Vanadium Road and Steen Road; and section #3 between Steen Road and Thoms Run Road. TS also mentioned the portion between the Great Southern Shopping Center and Vanadium Road is currently under construction via the SR 0050-A26 Widening Project.

TS then discussed the project's Purpose and Need. Explaining the purpose of the project is to improve operations along the corridor to accommodate current and future traffic demands as well as to improve safety. TS then discussed congestion as the project need with current congestion impeding mobility and specific impacts including congestion, excessive delays, queuing and spillback, and travel time/reliability impacts. As a direct result of the congestion, crash frequencies and clusters also occur at key locations along the corridor.

TS moved on to the Project Layouts, beginning with section 1. TS explained the typical section would consist of two travel lanes in each direction with one center turn lane. In section 1, all the widening would occur along the western portion of Route 50 with traffic signal replacements at both the Mayer Street and Great Southern Shopping Center intersection. The existing sidewalk network along the western side of Route 50 would be fully replaced to meet current Americans with Disabilities Act (ADA) standards.

TS then moved to section 3, explaining the typical section here will closely match that of section 1, consisting of two travel lanes in each direction with one center turn lane. In section 3, all the widening would occur along the eastern portion of Route 50 with a traffic signal replacement at the Thoms Run Road intersection. The existing sidewalk network along the western side of Route 50 would be fully replaced to meet current ADA standards.

TS moved to discussing section 2, explaining this area has three (3) alternatives and covers the project area between Vanadium Road and Steen Road. Based on the traffic forecast models with the known congestion and queuing issues in this area, a 7-lane section is being proposed on the southern side of the I-79 Ramps intersection. This will be comprised of two travel lanes in each direction with dual left turning lanes in the northern direction to turn onto I-79 and a dedicated left turning lane for Vanadium Road. On the northern side of the intersection, a 6-lane section is being proposed. This section will contain two travel lanes in each direction with a center turn lane and dedicated right turn lane in the southern direction to turn onto I-79. These lane configurations were chosen to best meet the previously discussed Purpose and Need for the project. Alternative 1 will widen Route 50 to the east and extend the existing right turn lane to I-79 farther north to accomplish the proposed typical sections. Due to the extension of the right-turn lane, Winstein Road is proposed to be closed and a cul-de-sac installed at its current intersection with Route 50. The traffic signal will be also replaced at the I-79 Ramps intersection along with channelized island and sidewalk/ADA upgrades between the I-79 Ramps and Steen Road.

TS began discussing alternative 2. Like alternative 1, a 7-lane section is being proposed on the southern side of the I-79 Ramps intersection and will be comprised of two travel lanes in each direction with dual left turning lanes in the northern direction to turn onto I-79 and a dedicated left turning lane for Vanadium Road. On the northern side of the intersection, a 6-lane section is being proposed and will contain two travel lanes in each direction with a center turn lane and dedicated right turn lane in the southern direction to turn onto I-79. Alternative 2 will widen Route 50 solely to the west and extend the existing right turn lane to I-79 farther north to accomplish the proposed typical sections. Due to the widening and extension of the right-turn lane, Winstein Road is proposed to be closed and a cul-de-sac installed at its current intersection with Route 50. The traffic signal will be also replaced at the I-79 Ramps intersection along with channelized island and sidewalk/ADA upgrades throughout the section.

TS moved on to discussing alternative 3. Like the previous alternatives, a 7-lane section is being proposed on the southern side of the I-79 Ramps intersection and will be comprised of two travel lanes in each direction with dual left turning lanes in the northern direction to turn onto I-79 and a dedicated left turning lane for Vanadium Road. On the northern side of the intersection, a 6-lane section is being proposed and will contain two travel lanes in each direction with a center turn lane and dedicated right turn lane in the southern direction to turn onto I-79. Alternative 3 will split the proposed widening along Route 50 between the west and east sides while also extending the existing right turn lane to I-79 farther north to accomplish the proposed typical sections. Route 50 is proposed to be widened to the western side to the south of the I-79 ramps intersection while splitting the widen between the eastern and western side to the north of the I-79 intersection. Due to the widening and extension of the right-turn lane, Winstein Road is proposed to be closed and a cul-de-sac installed at its current intersection with Route 50. The traffic signal will be also replaced at the I-79 Ramps intersection along with channelized island and sidewalk/ADA upgrades throughout the section.

TS then moved to a pros/cons comparison of the three alternatives. A pro for all three alternatives is improved traffic operations with congestion and queuing to address the project's purpose and need. TS then focused on alternative 1 with additional pros being minor utility impacts and decreased commercial property impacts when compared to alternatives 2 and 3. A con identified with alternative 1 is an increased number of anticipated displacements when compared to alternatives 2 and 3. For alternatives 2 and 3, the pros and cons have been identified to be similar. An additional pro being a potential decrease in the number of anticipated displacements when compared to alternative 1. There have been multiple cons identified for both alternatives 2 and 3, beginning with an increased number of commercial property impacts, major utility impacts, and access to remaining parcels in the area being impacted in comparison to alternative 1.

After the comparisons, TS moved on to discussing the anticipated traffic control for the project. Beginning with the proposed widening and sidewalk construction, it is anticipated that most construction activities for the project will be performed utilizing long-term traffic control setups. This will be accomplished with lane shifts throughout the various work-zones and is anticipated that 4-travel lanes (2 lanes in each direction) will be maintained throughout the duration of construction. For the final milling and paving operations, it is anticipated that work will occur either during off-peak times or at night utilizing short-term flagging operations.



TS then moved on to discussing right-of-way for this project. Beginning with required right-of-way, relocations will be necessary along Route 50 in section 2 between Vanadium Road and Steen Road. TS noted that additional sliver takes at various location along the project corridor will also be needed and numerous temporary construction easements will be needed and provided for Contractor's access and driveway adjustments required for tie-in purposes. TS stated it is important to note that driveway access to all properties will be maintained throughout the duration of the project.

TS moved on to discussing the anticipated schedule for the project moving forward with preliminary engineering continuing through the Spring of 2025. Environmental Clearance and Final Design is anticipated to begin in the Fall of 2025. Final Design will continue through all of 2026 and into the Summer of 2027. At that point, design is expected to be finalized and construction awarded with construction beginning in the Fall of 2027. Construction is expected continue through all of 2028 and into 2029 for project completion and Route 50 fully open to traffic.

This ended the presentation, and TS and ZP opened the meeting to the audience for the question-and-answer session.

QUESTION AND ANSWER SESSION:

- How will traffic be handled at the DDI building?
 - Murray Avenue is currently signed for right turn only out of Murray Avenue. This is not anticipated to change with this proposed project.
- There is a road behind Murray that used to connect to the adjacent property and roadway along Eat'N Park that is now chained off. Can this be re-opened for use?
 - That area/road is not within public property and was not closed by PennDOT.
- Audience member expressed concern and frustration with the current project construction along Route 50, sees traffic control set up but does not see any work being done.
 - There were unanticipated delays with construction for that project due to unknown underground utilities and other facilities encountered during construction and excavation activities that contributed to those delays. As for now, minimal work is being completed due to the weather and it being within the winter season.
- The resident at 1263 Washington Pike stated they already lost 12 feet of easement with the Sheetz development. Will more be lost with this project?
 - At this point, the extent of right-of-way (ROW) or easement needs are unknown. It was encouraged that the property owner visit with the ROW group that was present to ask specific parcel/property questions.
- It was mentioned utilities being disrupted. What does that mean? Would internet be disrupted? For the current construction project, Verizon customers were out for days.
 - If major relocations are required, the utility companies will typically install new facilities prior to removing any of the current facilities that are in place. Any outage would typically happen only when the switch over from the old to the new facilities occurs. This is not something PennDOT has control over, however typically the utility companies want their services to be down for as little time as possible.
- Multiple audience members expressed concern over traffic from I-79 heading south into Bridgeville backing up beginning at the Chartiers Valley Shopping Center. Route 50 currently goes from 2 lanes to 1 lane in this area. What is being done to address this?
 - This current Route 50 project that we are discussing today ends at Mayer Street and that is outside the limits of the project. It was noted that it is a frustrating part of Route 50 with numerous design challenges due to the current bridge (over McLaughlin Run) needing widening and the railroad overpass. PennDOT encouraged the public to talk to your representatives about this issue and push for funding to address the congestion issues along that portion of Route 50.
- Will the existing bridge near Thoms Run Road be widened?

- No, the bridge will not be widened as part of this project. The current bridge is already wide enough to accommodate the proposed typical section.
- What will happen to the road past the bridge? Will both side have sidewalk replaced? The existing sidewalk is in poor condition, the northern side in particular.
 - The road past the bridge will remain as-is with no planned work being shown in the current preliminary plan. The existing sidewalks along Route 50 in this area are being proposed to be replaced as part of this project.
- What are sliver takes? Is there a particular size?
 - A sliver take is typically referred to as a minor ROW take that is needed for construction purposes. There is no defined size and can vary depending on the situation.
- Explain why Winstein Road cannot stay at least as a right turn in and out?
 - This would be a safety issue as Winstein Road would terminate in the middle of the right-turn lane to the I-79 ramps. This would force people to turn right into the turning lane and then have to weave over a travel lane to continue along Route 50. This introduces an undesirable traffic movement and creating a potential crash area.
- The resident near the I-79 ramp inquired how their property will be impacted by the I-79 ramp widening? They stated their property is adjacent to the ramp, and they are concerned about trees being removed that create a buffer between the property and I-79.
 - Right now, all widening is planned to the median/in-field area of I-79 with no planned widening occurring along the outside of the ramps. They were encouraged to fill out the comment form, and request that the trees are not to be removed.
- It was inquired if all three alternatives will be put out to bid?
 - No, a preferred alternative will be chosen prior to advancing the project to Final Design, and that alternative will be bid on by Contractors.
- Will the public be notified when a decision on the alternatives is made?
 - Yes, the PennDOT project website will be updated throughout the project.
- A resident stated they recently tried to view the project site and was prompted to sign in to view the public information on the site.
 - PennDOT stated that they should not have to sign-in or be prompted to view the site. All the PennDOT project sites are currently being updated, and it is possible that was a glitch. PennDOT will investigate this matter and correct as necessary.
 - Based on a follow up with the website developers, it appears the website is running properly and the project website is available for review.
- Is the analysis and internal process related to choosing an alternative going to be made available to the public?
 - Alternative selection will be based on meeting the purpose and need, addressing traffic issues, and weighing overall impacts to utilities, environmental features, right-of-way, costs, and public feedback.
- An audience member stated concern about how the initial ADA ramps and sidewalks were installed years ago, but stated it was not successful due to the utility poles being in the middle of the sidewalk. Then when Sheetz was constructed, there were changes and property acquisition that occurred; it was noted that the process was “not very friendly”. So, it was asked with this project occurring, it was inquired if they would have the same issues.
 - PennDOT stated that they cannot speak to how a private developer manages property acquisition. The PennDOT process, which is required by law, will be followed for all acquisitions.
- A resident inquired if running into mines or wells will be add to the project cost?
 - Abandoned mines and wells are investigated and evaluated for every project. If they are present, mitigation and any potential costs will be included in the project.
- It was inquired if the work being done currently on Route 50 be torn up again in 4 years with this project?
 - There will be portions between Vanadium Road and I-79 that will be impacted again, but that depends greatly on which alternative is selected for this area.
- It was inquired if the current Route 50 project be resurfaced?

- Yes, the current project will have the entire roadway resurfaced towards the end of construction. It is anticipated to occur this coming summer (2025). It will be resurfaced from the I-79 ramps south to the Great Southern Shopping Center signal light where the Arby's currently is.
- It was inquired if the speed limit will be changed? It currently changes from 35 mph to 40 mph from I-79 to Thoms Run Road.
 - Currently, there are no plans to change the speed limit along the project area. However, this will be investigated as the project moves further into design.

ZP asked if there were any additional questions or comments and ended the question-and-answer portion of the meeting.

ZP stated that anyone with specific property questions can ask the ROW group at the table towards the back of the room or for any other questions, to please see a member of the design team.

People remained at the meeting to look over the roll plot plans that were spread out on the tables and to ask questions.

The Public Meeting adjourned at approximately 7:10 PM.

COMMENTS/FEEDBACK RECEIVED ON COMMENT FORMS AT THE MEETING:

- BUSINESS REPRESENTATIVE
 - *Good general overview of project and limits.*
 - *Response: Acknowledged, thank you.*
- FIRE DEPARTMENT REPRESENTATIVE
 - *Thanks for having this meeting to inform us!*
 - *Response: Acknowledged, thank you.*
- BUSINESS REPRESENTATIVE
 - *Definitely need better traffic control for congestion. Sidewalks are also in need of updates – ADA, etc. Neville House would like signage at 79 interchange.*
 - *Response: Project's purpose and need is to reduce congestion in the area and sidewalks are to be updated as part of the project. For adding directional signage along a state roadway, the contact is Loisrae Graybill (graybill@palogo.org) at 877.272.1332. The website is PA Tourism Signing Trust www.palogo.org for more information. Any entity can contact PA Tourism Signing Trust and work with Loisrae to get the process started.*
- PROPERTY OWNER
 - *More specifics needed as to the individual homes that will be impacted. Will there be any type of noise and sight deferment on entrance to 79 for Winstein and Thomas St. Ext.*
 - *Response: We are still in preliminary engineering and as design progresses, individual property owners will be contacted as part of the right-of-way process. The project does not meet criteria for conducting a noise study. Under federal and state requirements, only Type I projects are considered for analyzing noise for state and federally funded transportation projects. By federal and state regulation definition, a Type I project includes one or more of the following.*
 - The construction of a highway on new location; or
 - The physical alteration of an existing highway where there is either:
 - Substantial Horizontal Alteration. A project that halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition; or,
 - Substantial Vertical Alteration. A project that removes shielding therefore exposing the line-of-sight between the receptor and the traffic noise source.

- This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor; or,
- The addition of a through-traffic lane(s). This includes the addition of a through-traffic lane that functions as a HOV lane, High-Occupancy Toll (HOT) lane, bus lane, or truck climbing lane; or,
 - The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane; or,
 - The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange; or,
 - Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane; or,
 - The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot, or toll plaza.
- For more information on this issue, PennDOT's Project Level Highway Traffic Noise manual can be found at the following link: [Publication #24 \(state.pa.us\)](#). Further questions or clarifications on noise or any other environmental concern can be forwarded to Mark Young, District Environmental Planning Manager, at markyoun@pa.gov.
- BUSINESS REPRESENTATIVE
 - *Great presentation and clarity. We appreciate the detail. Zach has been great to work with.*
 - *Response: Acknowledged, thank you.*
 - PROPERTY OWNER
 - *Please do not remove any trees along the I-79 ramp property that is adjacent to my property. I do not want to have the noise and view of I-79 in my back yard.*
 - *Response: Currently, the project limits and impacts are not anticipated to require the removal of any existing trees along the I-79 ramp. If tree removal does become required due to minor widening along the northbound I-79 ramps, we will include details in the construction contract to minimize tree removal and that the contractor will not be permitted to utilize this area for mobilization or storage of materials. If possible and there is ample space, consideration of replanting of trees may be considered.*

COMMENTS/FEEDBACK RECEIVED ONLINE FOLLOWING THE MEETING:

- ANONYMOUS CITIZEN
 - *General Comment – I approve and support PennDOT's Washington Pike/Route 50 Widening and Intersection Improvement Project. The aspect that I love about PennDOT's Washington Pike/Route 50 Widening and Intersection Improvement Project is that PA-50/Washington Pike will be widened from 2 lanes to 4 lanes in each direction from Mayer Street to Thoms Run Road which will improve safety and reduce congestion in Allegheny County, PA.*
 - *Response: Acknowledged, thank you.*
- ANONYMOUS PROPERTY OWNER
 - *What concerns do you have about the project? - Opposed due to congestion caused on Steen which will cause safety issues.*
 - *Response: Existing conditions and operations on Steen Road are not affected by this project. Steen Road is a Township Road and not controlled by PennDOT.*
- ANONYMOUS PROPERTY OWNER
 - *What concerns do you have about the project? - Everything this is very unfair to us as residents when we purchase our homes we have the option of two ways to exit our homes.*
 - *Response: The project is still in preliminary design with alternative selections. Access is still being considered.*
 - *What would you like the project team to consider as part of this project? – Response time for first responders could mean between life and death.*

- Response: The project is still in preliminary design with alternative selections. Access is still being considered.
- Additional Comments - *In your initial letter to our community there was NOTHING said about Winstein which is very deceiving on your part trying to pull one over on the residents and that live here.*
 - Response: The project is still in preliminary design with alternative selections. Access is still being considered.
- RESIDENT
 - What concerns do you have about the project? - *I was unable to attend the public meeting and was interested in the materials presented - how can I obtain them?*
 - Response: The presentation and roll plots will be posted to the project website. The project website is: <https://www.pa.gov/agencies/penndot/projects-near-you/district-11-projects/washington-pike-route-50-intersection-improvement.html>
- RESIDENT
 - What concerns do you have about the project? - *Concerns are as follows: Public Service Response times, access to 79 when we moved in this was one main reason with the immediate access to 79 along with Vanadium.*
 - Response: The project is still in preliminary design with alternative selections. Access is still being considered.
 - What would you like the project team to consider as part of this project? - *By losing access to 79 this is going to cause backups on Thoms Run Road, which is hard enough to see now when trying to turn right of left on Thoms Run.*
 - Response: The project is still in preliminary design with alternative selections. Access is still being considered.
 - Additional Comments - *Thoms Run Road is a disaster that needs corrected along with repaved before any more traffic should be routed that way. At the end of Thomas Street Ext where it meets Thoms Run there needs to be a light, or mirror put back up.*
 - Response: Thoms Run Road is a County Road and not controlled by PennDOT. Please contact Allegheny County regarding any concerns with Thoms Run Road.
- RESIDENT
 - What would you like the project team to consider as part of this project? – *Coordination between the two new traffic lights?*
 - Response: Traffic signal coordination will be considered as part of the project.

The above is a memorandum of understanding between the parties regarding the topics discussed and the decisions reached. Any participants desiring to add to, or otherwise amend the minutes, are requested to put their comments in writing to the writer within seven (7) days; otherwise, the minutes will stand as written.


Tyler Steele