

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
February 16, 2023, 10:00 a.m.**

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Darin Alviano, Armstrong County Planning Commission
- Joel MacKay, Butler County Planning Commission
- Jeremy L. Kelly, Greene County Planning and Community Development
- Josh Krug, Indiana County Office of Planning and Development
- Jason Theakston, Washington County Planning
- Daniel Carpenter, Westmoreland County Planning
- Kevin McCullough, PennDOT Central Office
- Jeff Skalican, City of Pittsburgh
- Emily Ciganik, Allegheny County Department of Economic Development
- Steven Shanley, Allegheny County Department of Public Works
- Brendan Coticchia, City of Pittsburgh
- Tammy Frank, Beaver County Planning
- Kyle Lamb, Greene County Planning and Community Development
- Allen Miller, Lawrence County Planning
- Lisa Cessna, Washington County Planning
- Austin McDaniel, Washington County Planning
- Ed Typanski, Pittsburgh Regional Transit
- Craig Toocheck, Pittsburgh Regional Transit
- Matt Pavlosky, Port of Pittsburgh
- Vanessa Shamberg, FHWA
- Kathryn Schlesinger, Downtown Pittsburgh Partnership
- Aaron Sukenik, Downtown Pittsburgh Partnership
- Mavis Rainey, Oakland Transportation Management Association
- Cheryl Moon-Sirianni, PennDOT Central Office
- Brandon Leach, PennDOT Central Office
- Harold Swan, PennDOT District 10-0
- Brian Allen, PennDOT District 10-0
- Domenic DeFazio, PennDOT District 10-0
- Jordan Bergamasco, PennDOT District 11-0
- Dave Hollahan, PennDOT District 11-0
- John Quatman, PennDOT District 11-0
- Dina Salemi, PennDOT District 11-0
- Doug Seeley, PennDOT District 11-0
- Angela Saunders, PennDOT District 12-0
- Rachel Duda, PennDOT District 12-0
- Bill Kovach, PennDOT District 12-0
- Jessica Setmire, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Jason Fuller, HDR Inc.
- Josh Kisling, HDR Inc.
- Cheryl Teamann, HDR Inc.
- Matthew Kelley, CDR Maguire

- **Indicates TTC voting member**

Attendees Cont'd:

Domenic D'Andrea, SPC Transportation Director
 Chuck Imbrogno, SPC Staff
 Ryan Gordon, SPC Staff
 Tom Klevan, SPC Staff
 Dan Bernazzoli, SPC Staff
 Leann Chaney, SPC Staff
 Erika Eagan, SPC Staff
 Greg Shermeto, SPC Staff
 Josh Spano, SPC Staff
 Sara Walfoort, SPC Staff
 John Weber, SPC Staff

1. **Call to Order**

Domenic D'Andrea called the meeting to order at 10:00 a.m. with a roll call for the TTC members.

2. **Public Comment**

There was no public comment.

3. **Action on January 19th TTC Meeting Minutes**

A motion was made to approve the minutes of the January 19th TTC meeting. The motion was approved unanimously.

4. **FHWA/PennDOT Central Office, Program Center Report from Kevin McCullough, PennDOT Central Office and Vanessa Shamberg, FHWA**

Kevin McCullough began with the announcement of a PennDOT safety survey, which was released at the beginning of the month. PennDOT is seeking public input on traffic safety and driving behaviors through an online survey, which will be open through the end of February. The survey is voluntary, and it covers topics such as seatbelt use, distracted driving, and bike/pedestrian and motorcycle safety. Next, Kevin spoke about the NEVI, or National Electric Vehicle Infrastructure, program, which an announcement was made for the first round of this funding opportunity. The application period opens on February 24th, and will be open until April 6th. This new program was developed at the federal level and is now being programmed in Pennsylvania with considerations in scoring to ensure local workforce and diversity in partnerships, keeping equity in mind. There will be \$25.4 million available in the 2022 fiscal year, and \$36.5 million available in the current fiscal year for training, planning outreach, and program management. Applicants are required to have a 20% match minimum. Kevin will provide a link to the applications and instructions and information on the program, as well as an interactive map and eligibility scoring criteria. Vanessa Shamberg quickly discussed RAISE, or Rebuilding American Infrastructure with Sustainability and Equity, mentioning that the applications are due at the end of February.

5. **Fern Hollow Bridge Presentation**

Cheryl Moon-Sirianni gave a presentation on the Fern Hollow Emergency Bridge Replacement Project, beginning with the project itself, which after the bridge collapsed on January 28th, began work almost immediately to rebuild. The bridge was owned by the City of Pittsburgh, but the project had oversight from PennDOT and FHWA as well. The notice to proceed on the project was made on February 3rd, 2022. The

location of the project was on Forbes Avenue, which is on the national highway system within the City of Pittsburgh, and provides travel over Frick Park, Fern Hollow Creek, and the Tranquil Trail. The original structure was an uncoated weather steel, 3-span, continuous rigid K frame design, with a posted speed limit of 35mph and a posted weight limit of 26 tons per vehicle. The average daily traffic as 21,000 vehicles per day, with 7% accommodated truck traffic. There was heavy pedestrian and bicycle usage, and served as a mass transit route for Pittsburgh Regional Transit, a main arterial for emergency services, and an alternate route for Parkway East Traffic during peak hours and closures.

Immediately after the collapse, the National Transportation Safety Board (NTSB) responded immediately to obtain facts surrounding the collapse of the bridge. NTSB was onsite on January 31st during demolition activities advising the construction team which structural members were necessary for their investigation. NTSB then released their preliminary findings on February 7th, 2022, with updates on May 5th, 2022 and January 26, 2023. This investigation is still ongoing at NTSB. The project was proclaimed as disaster emergency by Governor Tom Wolf on the day of the collapse for the City of Pittsburgh, and an emergency declaration was issued by Mayor Ed Gainey on the same day. This allowed PennDOT and the City of Pittsburgh to utilize all available powers, resources, and personnel deemed necessary to cope with the magnitude and severity of the bridge collapse. The City then delegated the removal, design, and reconstruction of the bridge to PennDOT District 11-0 under a reimbursement agreement, and the proclamation of disaster emergency permitted the use of emergency procedures for right of way, utility, and environmental phases to streamline the process and expeditiously enter the construction phase. PennDOT was permitted to execute a sole-source design-build construction contract with Swank Construction Company to immediately perform emergency cleanup activities and inform FHWA, PennDOT, and the City of current material lead times and procurement issues. Under the design-build construction contract, Swank Construction partnered with HDR Inc. to establish the existing legal right-of-way limits, implement emergency erosion and sediment pollution controls, obtain project surveys, and evaluate appropriate structure types.

USDOT and PennDOT designated \$25.3 million to rebuild the Fern Hollow Bridge with emergency Federal funds. These were a direct result of additional funds made available in fiscal year 2022 from the Bi-Partisan Infrastructure Law and did not impact any regionally funded projects. The collaboration on the project between FHWA, PennDOT, Swank, HDR, the City of Pittsburgh, and the project stakeholders helped to streamline the project delivery process, and the emergency declarations allowed the design team to use available resources to handle the magnitude of the emergency project. While a standard project could take 3-4 months for contract management, 18 months for preliminary engineering, 16 months for final design, and 2 years for construction, the Fern Hollow project was able to have a contract in 7 days, preliminary engineering in 6 months, final design in 3 months, and the construction phase at approximately 17 months, streamlining a usual 5-year process into a year and a half process. The experienced and knowledgeable team allowed swift decisions and calculated risks for the project to proceed forward in an expedited fashion. The kickoff meeting was held with concurrence of design deliverability's and submissions, in which an organized schedule which merged both design and construction activities. The design of the new structure is a 3-span composite prestressed concrete PA bulb-tee beams fabricated in Roaring Springs, PA. The total length is 460 feet, with 21 4-foot width by 8-foot depth by 152-foot-long PA bulb-tee beams. The new design has over 15 feet of pedestrian and bicycle access, which is a 50% increase on access compared to the previous bridge. The structure is approximately 100 feet high over Frick Park, while the cross section maintains an existing out-to-out width of 64 feet.

In the first two weeks of February, collapse clean-up which established a viable access, developed a demolition plan, and mobilized equipment took place, as well as finalizing the contract with PennDOT and HDR for further construction activities. Utility relocation and scope, as well as identifying and procuring of materials all began in February, as well as major design decisions including span arrangements, superstructure and substructure type, and determination of limits of disturbance. In March, the design group had an initial press release on the project, as well as the project website going live, and the beginning of public involvement in the project. Pre-application meetings were held with permitting agencies, coordination with impacted utility owners, and began highway lighting design. There was a review of aesthetics for the proposed structure and review of design criteria, surveys were obtained, and design submissions were made for traffic control, line and grade, and type size and location. Construction saw design and procurement of column and cap formwork, protocol established for material ordering and physical construction, and protocol for job pricing, including initial pricing, risk of design changes, and project specific items/negotiations preceding work. April at the construction site of the project was quiet, except for waiting for expedited design of piers, columns, and caissons, while the design side accepted design of beams and bearings. They also approved permits for GP-11 and GP-8, which gave access across Fern Hollow creek. There was coordination for artistic enhancements across the bridge, as well as design submissions for preliminary lighting, pier design, integral abutments, and the safety review committee.

May saw construction break ground on the new bridge, with 4 to 8-foot diameter and 30-foot depth caissons. Near the end of May rebar and forming began on the pier columns. Design saw acceptance of pier and abutment design calculations and drawings, continued coordination on artistic enhancements, and coordination with impacted property owners. In June, column construction continued with 2 levels of 30-foot-high placements, as well as drilling of integral abutment piles. The design side saw coordination with FHWA/DOI/PennDOT in order to implement a signalized mid-block crossing near the Frick Park Gatehouse, as well as a recommendation received by the district. There was a selection of artists for the artistic enhancements, and design submissions were released for construction-final structure package, ADA package, and a design field view resubmission. July started the final push toward concrete beam erection, with pier caps and abutments. The design side saw formal acceptance of non-standard barrier and guiderails, as well as design criteria and line and grade submissions. There was coordination with PWSA and owners of the sewer line impacted by the bridge collapse, as well as a virtual design field view meeting held. There was a public feedback form for artistic enhancements that went live on the project website, and new design submissions for the right-of-way plan and the final foundation submissions. August construction saw deck pan and rebar installations, while design reviewed the final right-of-way plan, had formal acceptance of the design field view submission and the final foundation submission, coordination with the City regarding overall site restoration, and a resubmission of the final structure package.

The first deck placement was made in late September for the new bridge, with formal acceptance of the final structure package on the design side. There was a development activities meeting held for conceptual art enhancements, as well as design submissions for the final roadway package, private sanitary line reestablishment, a draft overall site restoration plan, and the final highway lighting plan. In October, the deck construction was completed on the bridge, while tie-in work began. On the design side, an art commission meeting was held for final review of artistic enhancements for vehicular, pedestrian, and multimodal users. There was also a formal acceptance of the highway lighting plan, and design submissions released for construction of the final roadway package and private sanitary lines. President Joe Biden also visited the Fern Hollow site in October to review progress. In November the deck sidewalks and barrier were

constructed, as well as the moment slabs. Grading was worked on for the approach slabs and roadway tie-ins, and drainage was installed on the bridge. The design side was formal acceptance of the roadway plan, traffic signals, and the private sanitary lines, as well as progress on the right-of-way, traffic control, and site restoration plans. Finally, in December, the roadway was paved on the bridge, as well as the installation of pedestrian railing, PA barriers, and the private sanitary lines. The traffic control plan and the signing and pavement marking plans were accepted, while the right of way and site restoration plans were still actively being worked on. The bridge was then formally reopened on December 22nd, 2022, with one lane of traffic in either direction.

Domenic D'Andrea thanked Cheryl for the presentation, and mentioned how impressive it is that this project was able to be completed in such a quick timeframe. Cheryl mentioned how it was unique for a design-build project as usually the design is around 30% complete for a project before the build begins, while this one was concurrently, making challenges in certain places, such as payments and potential design issues. She also mentioned that the design ended up being more conservative than usual due to these challenges. Jeff Skalican made a comment that this was an incredible undertaking after an unimaginable event for the City, and he thanked everyone who worked on the project over the past year.

6. **Action on Modifications to the 2021-2024 TIP**

A. PennDOT District 10-0

Harold Swan went over the one amendment and two administrative actions for PennDOT District 10-0. The first amendment was for a safety improvement project which includes pedestrian countdown signals along various routes in various municipalities in Armstrong, Butler, and Clarion Counties. The district requests to add this project and its final design phase in FFY 2023 in the amount of \$20,948, as well as to add the construction phase in FFY 2024 in the amount of \$92,187. The source will be the SPC Regional Safety Line Item. The first administrative action was for a safety improvement project which includes an in-depth study of existing traffic patterns and the installation of equipment and software to upgrade existing signal control and detection platforms to utilize the existing traffic responsive system on PA 356/PA 68 from Campus Lane to Moraine Pointe Plaza in Butler Township, Butler County. The district requests to increase construction and add \$65,000 in FFY 2023 for the addition of a push button signal at a handicapped crosswalk that was requested by the Blind Association. The source will be the SPC CMAQ Line Item. The second administrative action was for a safety improvement project, which includes signal replacement, installation of turn lanes, and corridor improvements to enhance safety and reduce congestion along PA 68 from just east of Township Road #425 (Stevenson Road) east to approximately its intersection with SR 3007 (Meridian Road/Benbrook Road) in Connoquenessing and Butler Townships, Butler County. The district requests to increase construction and add \$5,175,494 in FFY 2024 to cover a low bid cost increase. The sources will be from 30 Hempfield on Corridor 9 (\$2,750,000 Federal), SPC - Traffic Signal 5 (\$398,337 Federal), and US 422 County Line East PM (\$2,027,157 State).

Joel MacKay made a motion to approve the amendments and administrative actions from PennDOT District 10-0, which was seconded by Josh Krug. The motion was approved unanimously.

B. PennDOT District 11-0

John Quatman went over the thirteen amendments and eleven administrative actions for PennDOT District 11-0. The first amendment to implement a system wide safety improvement for VRUS by implementing Pedestrian countdown timers on various routes in Allegheny, Beaver and Lawrence Counties. The district is requesting the addition of a final design phase by \$100,000 and a construction phase by \$813,439 in FY 2023, with the source of funding coming from the SPC Reg. Safety Line item. The second amendment was for a highway reconstruction project, located on US 22, from Imperial Interchange to McKee Road in North Fayette Township, Allegheny County. The district requests the removal of the planning and engineering phase by \$950,000 in FY 2023, with the funding being placed back into the Betterment Reserve Allegheny line item. The third amendment was for a highway reconstruction project, located on US 22, from the Washington County Line to the Imperial Interchange in North Fayette and Findlay Townships, Allegheny County. The district is requesting the removal of the planning and engineering phase by \$700,000 in FY 2024, with the funding being placed back into the Betterment Reserve Allegheny line item. The fourth amendment was for a highway restoration project, located on SR 51, Constitution Boulevard, between Beaver Rochester Road to Brady's Run Creek in Fallston Borough, Beaver County. The district requests the removal of the planning and engineering phase by \$500,000 in FY 2023, with the funding being placed back into the Betterment Reserve Allegheny line item. The fifth amendment was for a highway reconstruction project, located on SR 885 (Walnut Avenue) from State Street to Beechway, in City of Clairton, Allegheny County. The district is requesting to reduce the planning and engineering phase by \$200,000 in FY 2023, as the work will be completed under the SR 837, North State Street project. The funding will be placed into the Betterment Reserve Allegheny line item.

The sixth amendment was for a highway reconstruction project, located on SR 837, North State Street, in Dravosburg and West Mifflin Boroughs, Allegheny County. The district requests to add a planning and engineering phase by \$600,000 in FY 2023 to initiate design for betterment program, with the source of funding coming from the PA 51, Clairton Boulevard project. The seventh amendment was for a highway restoration project, located on Cochran Road to Alfred Street, in Mt. Lebanon, Dormont and City of Pittsburgh, Allegheny County. The district requests to add a planning and engineering phase by \$700,000 in FY 2023 to initiate design for betterment program, with the source of funding coming from the Betterment Reserve Allegheny line item. The eighth amendment was for a highway resurfacing project, located on PA 8, Butler Street from Highland Drive to 62nd Street Bridge in the City of Pittsburgh, Allegheny County. The district requests to add a planning and engineering phase by \$860,000 in FY 2023 to initiate design for betterment program, with the source of funding coming from the Bridge-Allegheny County line item. The ninth amendment was for a highway resurfacing project, located on SR 2051, Main Street from SR 30/Lincoln Highway to Ravine Street in North Braddock Borough, East Pittsburgh, Allegheny County. The district requests the addition of a planning and engineering phase by \$400,000 in FY 2023 to initiate design for betterment program, with the source of funding coming from the SR 3007/Frankford Road project.

The tenth amendment was for a highway restoration project, located on SR 2046, Streets Run Road in Baldwin and Whitehall Boroughs and the City of Pittsburgh, Allegheny County. The district requests the addition of a planning and engineering phase by \$700,000 in FY 2023 to initiate design for betterment program, with the source of funding coming from the Betterment Reserve line item. The eleventh amendment was for a bridge replacement project, located on Lincoln Avenue in the borough of Millvale, Allegheny County. The district requests the addition of a planning and engineering phase by \$400,000 (BOF),

\$75,000 (183), and \$25,000 (LOC) in FY 2023 to initiate design, with the source of funding coming from the Bridge Allegheny County and Allegheny County Local Bridge line items. The twelfth amendment was for a bridge replacement project, located on Lincoln Avenue over Girtys Run in Millvale Borough, Allegheny County. The district requests the addition of a planning and engineering phase by \$400,000 (BOF), \$75,000 (183), and \$25,000 (LOC) in FY 2023 to initiate design, with the source of funding coming from the Bridge Allegheny County and Allegheny County Local Bridge line items. The thirteenth amendment was for a bridge replacement project, located on Grant Avenue over Girty's Run, between North Avenue and Fornoff Street in Millvale Borough, Allegheny County. The district requests the addition of a planning and engineering phase by \$400,000 (NHPP), \$75,000 (183), and \$25,000 (LOC) in FY 2023 to initiate design, with the source of funding coming from the Bridge Allegheny County and Allegheny County Local Bridge line items.

The first administrative action was for interchange improvements, including construction of ramp and bridge and extension of ramp construction, located on I-376 from the Parkway Center Interchange (SR 8091) to the Fort Pitt Tunnel, as well as US 19 (Banksville Road), US 19/PA 51 at Woodville ramps and Banksville Interchange Ramps (SR 8075), in the City of Pittsburgh, Allegheny County. The district requests to increase the construction phase by \$2,584,000 in FY 2023 for updated design estimate, with the source of funding coming from the PA 51-Clariton Blvd-Adaptive Traffic Signal System and the SPC Traffic Signal 4 projects. The second administrative action was for a safety improvement project, located on SR 51, Clairton Blvd, from Peters Creek Road to Provost Road in the City of Pittsburgh, Baldwin, Brentwood, Jefferson, Pleasant Hills and Whitehall Boroughs, all within Allegheny County. The district requests the addition of a construction phase by \$1,584,000 in FY 2024, with the source of funding coming from the Penn Avenue Signal Improvements project. The third administrative action was for a safety improvement project, located on Penn Avenue, between 17th Street and 32nd Street, in the Strip District Neighborhood of the City of Pittsburgh, Allegheny County. The district requests to increase the construction phase by \$3,828,592 (CAQ) and \$957,148 (LOC) in FY 2025, with the source of funding coming from the PRT Wilksburg Transit Center project. The fourth administrative action was for a congestion reduction project, located within the Borough of Wilksburg, Allegheny County. The district requests the addition of a construction phase by \$3,828,592 (CAQ) and \$957,148 (LOC) in FY 2026, with the source of funding coming from the PPC-Marine & Landslide Equipment Re-power program.

The fifth administrative action was for an air quality project, Marine & Landside Equipment, located within multiple municipalities throughout the SPC Region. The district requests to add a construction phase by \$3,828,592 (CAQ) and \$957,148 (LOC) in FY 2027, with the source of funding coming from the SPC CMAQ line item. The sixth administrative action was for a safety improvement project, located on SR 3003, Washington Pike between SR 3006 (Boyce Road) and Alpine Road in South Fayette Township, Allegheny County. The district requests to add a final design phase by \$240,000 (CAQ) and by \$60,000 (581) in FY 2024, with the source of funding coming from the SPC CMAQ & Betterment Reserve line items. The seventh administrative action was for a bridge replacement project, located on East Washington Street (SR 2006) over Neshannock Creek in the City of New Castle, Lawrence County. The district requests to add a construction phase by \$2,500,000 in FY 2023 and by \$500,000 in FY 2024, as the project is an approved Highway Infrastructure Appropriations Earmark project. Existing NHPP funds on project will be placed in Bridge line item. The eighth administrative action was for a stormwater management project, located on SR 1004, Kittanning Pike/Kirkwood Drive in O'Hara Township, Allegheny County. The district requests the addition of a construction phase by \$800,000 (SXF) and by \$200,000 (185) in FY 2024, as the project is an approved Highway Infrastructure Appropriations Earmark project.

The ninth administrative action was for a highway reconstruction project, located on Montour Run Road and Market Place Boulevard in Moon Township, Allegheny County. The district requests the addition of a construction phase by \$3,500,000 (SXF) and \$875,000 (LOC) in FY 2024, as the project is an approved Highway Infrastructure Appropriations Earmark project. The tenth administrative action was for a safety improvement project, located on SR 2084, Milltown Road in Plum Boro, Allegheny County. The district requests to increase the utility phase by \$16,641 in FY 2023 for coordinated Duquesne Light work, with the source of funding coming from the slide line item. The eleventh administrative action was for a safety improvement project, located on SR 2058, Unity Trestle seg 180 and 190 in Penn Hills Township, Allegheny County. The district requests to add a planning and engineering phase by \$50,000 in FY 2023 to initiate design on 2 slide areas on SR 2058, with the source of funding coming from the slide line item.

Ann Ogoreuc made a motion to approve the amendments and administrative actions from PennDOT District 11-0, which was seconded by Jason Theakston. The motion was approved unanimously.

C. PennDOT District 12-0

Josh Theakston went over four deobligations for PennDOT District 12-0. These were for the construction phase of D12 Interstate 70/79 DMS Boards (\$63,826), the construction phase of Pigeon Creek #26 (\$47,365), the construction phase of US 119 over Zellers Run (\$46,970), and the construction phase of Greene County Bridge #63 (\$32,193).

Daniel Carpenter made a motion to approve the administrative actions from PennDOT District 12-0, which was seconded by Josh Krug. The motion was approved unanimously.

7. Long Range Transportation Plan Update

Domenic D'Andrea thanked all the members who participated in the long-range plan meetings, and all who helped to finalize the project lists for the upcoming long-range plan. Ryan Gordon also thanked the group, mentioning the excellent participation within each district, and the work on the development of the 2023 plan and the fiscally constrained project list. All three districts completed their third work group meetings in early February. Feedback and comments from those meetings are being reviewed, and Ryan will have comments back by the end of next week. Final work and the finalized project lists for each county will be provided for the March TTC meeting for approval. After approval, the projects will go through air quality conformity and documentation.

8. Regional Operations Plan Status Update

Josh Spano gave an update to the regional operations plan (ROP), starting with an overview that the plan was created to develop a set of strategies and projects to help increase the reliability and mobility of the existing roadway infrastructure. This includes projects such as traffic signals, traffic incident management, traveler information, multimodal connectivity, and freight management, among others. Their first stakeholder meeting was held in the fall, while the second meeting saw input on existing projects, as well as gathering new projects for the upcoming plan. A draft report is now complete, and was sent out earlier in the day to stakeholders for review. The next stakeholder meeting will take place on March 6th, at 10:00am, which will be held virtually and will go over the draft document with any questions or comments that are needed. After the stakeholders meeting the plan will be finalized for the ROP update.

9. **Other Business/Status Reports**

Matt Pavlosky gave an update on the Port of Pittsburgh commission, mentioning that they are currently working with the Port of Morgantown to register the Allegheny River as a designated M79 corridor. Matt mentioned that this will open up the port for new funding not only for infrastructure, but also for economic development projects along the rivers, including for freight.

10. **Adjourn**

A motion to adjourn was made by Joe West and seconded by Ann Ogoreuc. The motion was passed unanimously and Domenic D'Andrea called for the adjournment of the meeting at 11:27 AM.