

ALIQUIPPA EAST END GATEWAY PROJECT

FEASIBILITY STUDY

SR 51, SECTION B54 & SR 3016 B13
CITY OF ALIQUIPPA, BEAVER COUNTY

Aliquippa Junior/Senior High School
Gene Karmazyn Blackbox Theater

PUBLIC MEETING PRESENTATION – AUGUST 5, 2025



Pennsylvania
Department of Transportation

MEETING AGENDA

- Introductions
- Project Location
- Project Purpose & Need
- Environmental Features
- Project Alternatives
- Anticipated Project Schedule and Costs
- Questions/Comments

INTRODUCTIONS



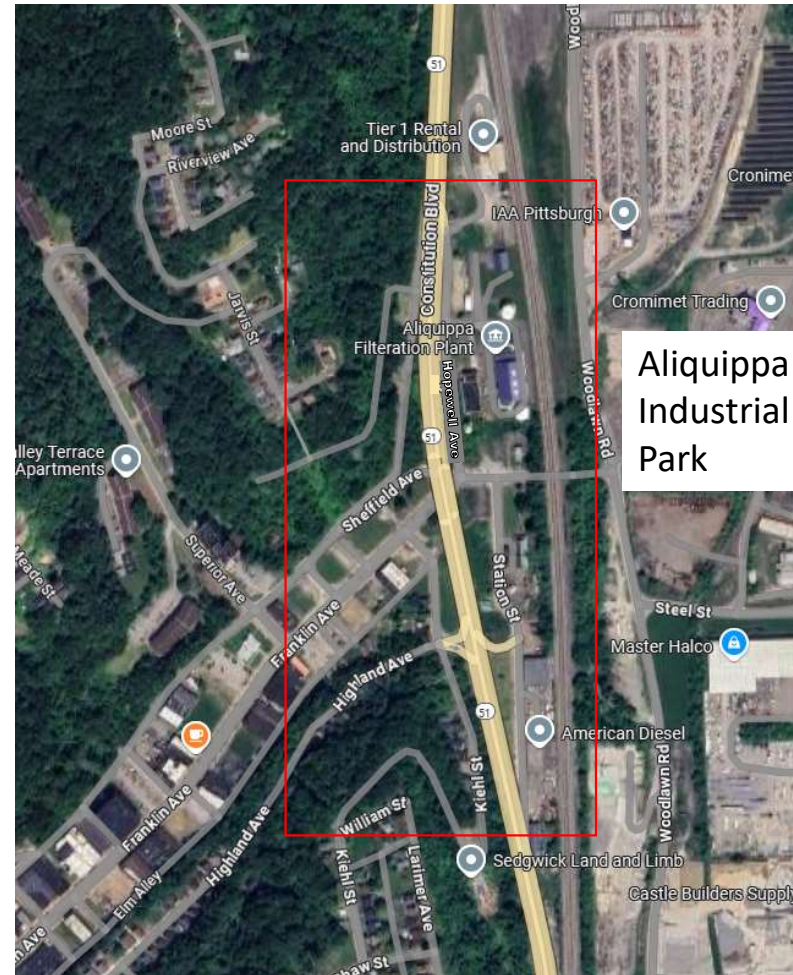
- **Doug Seeley, P.E.**, Assistant District Executive-Design
 - **Derreck Poole**, Project Manager
 - **John Zelesnak, P.E.**, Portfolio Manager
 - **Mark Young**, District Environmental Planning Manager
 - **Todd Crouch**, Environmental Supervisor - NEPA
 - **Ethan Bailey**, Chief Negotiator
 - **Michael Zimmerman, P.E.**, Beaver County Maintenance Manager
 - **Ken Buckley**, Assistant Construction Manager
 - **Nicole Haney**, Community Relations Coordinator
- **Greg Cerminara, P.E., PTOE**, Project Manager
 - **Barbara Weedon, P.W.S., ENV SP**, Senior Project Environmental Scientist

PROJECT SPONSORS

- **City of Aliquippa**
- **Beaver County Corporation for Economic Development**
- **Grass Roots Solutions**

PROJECT LOCATION

- Project is located in the City of Aliquippa, in Beaver County, Pennsylvania
- S.R. 0051 (Constitution Boulevard) and S.R. 3016 (Franklin Avenue)
- Local Roadways
 - Station Street
 - Kiehl Street
 - Hopewell Avenue
 - Sheffield Avenue



PRESENTATION & PROJECT INFORMATION

- SR 51, Section B54 (Aliquippa East End Gateway) Project
 - The purpose of this presentation is to introduce the project to the public, gather feedback, and present proposed alternatives.
 - The Alternative Analysis Report for the project was recently completed to summarize the results of Phase I (general) and Phase II (more detailed) investigations.
 - Phase I began with several alternatives and options and ultimately pared to two alternatives (diamond interchange and at-grade intersection) that were progressed into Phase II of the study.
 - To appropriately determine the impacts of the Aliquippa Industrial Park on the State Route 51 and Franklin Avenue junction point, the traffic investigations were expanded to include traffic simulations of the project area, including the determination of the potential growth to and from the Aliquippa Industrial Park.

PURPOSE AND NEED

Purpose: The **purpose** of this project is to address geometric deficiencies of the existing interchange, to provide improved roadway continuity and meet current design criteria.

Project Needs: The Franklin Avenue interchange ramp geometry does not meet the latest design criteria. The current ramp junction geometry with S.R. 0051 does not provide sufficient acceleration and deceleration lanes. This insufficient geometry is severe enough to require stop control at each S.R. 0051 access points. This requires motorists to accelerate from a stopped position while entering S.R. 0051, which is classified as a principle arterial roadway with a posted speed limit of 55 miles per hour.

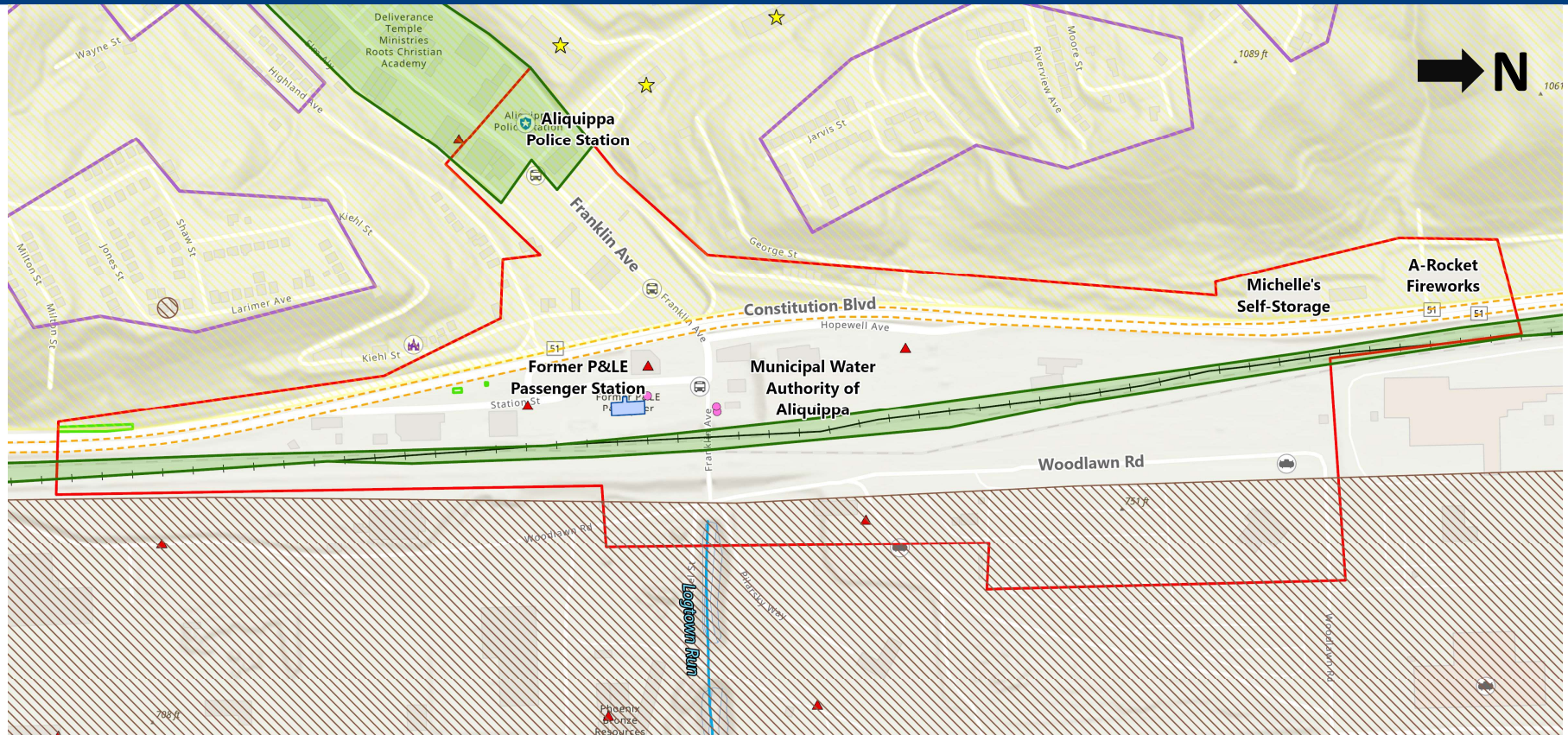
In addition, the local roadway network and route continuity is non-typical, leading to driver confusion, for the following reasons:

- The S.R. 51 ramps also serve as (signed) local roadways.
- Many of the S.R. 0051 junction points require travel over routes that provide the appearance of being indirect.
- The Franklin Avenue intersections within the interchange area are created by opposing offset roadways.

ENVIRONMENTAL FEATURES

- Based on GIS sources and desk-top research, the following environmental features were identified and field verified:
 - **Social Resources:** Religious facilities, transit, emergency and community services, municipal facilities, potential contaminated sites.
 - **Natural Resources:** potential wetlands and waterways, Bike Route A, Ohio River Water Trail, and floodplains.
 - **Cultural Resources:** Three above ground historic resources are located within the study area, of which two are considered eligible for the National Register of Historic Places (NRHP) and third is Listed. The industrial complex is shown as Undetermined historic resources.
- Environmental investigations and coordination will be conducted during preliminary design, including public involvement, as part of the National Environmental Policy Act.

ENVIRONMENTAL FEATURES



Legend

- | | | | | | |
|--|----------------------|-----------------------------|-----------------------|---------------------|--------------------|
| Project Study Area | Church | Potential Contaminated Site | Streams | Historic Properties | Historical Markers |
| Municipalities | Police | BicyclePA Route A | AE Flood Zone | Eligible | |
| Noise Sensitive Receptors | Subsidized Housing | Rail Lines | Potential Wetland | Listed | |
| Bus Stops | Active Storage Tanks | Water Trails | Environmental Justice | Undetermined | |

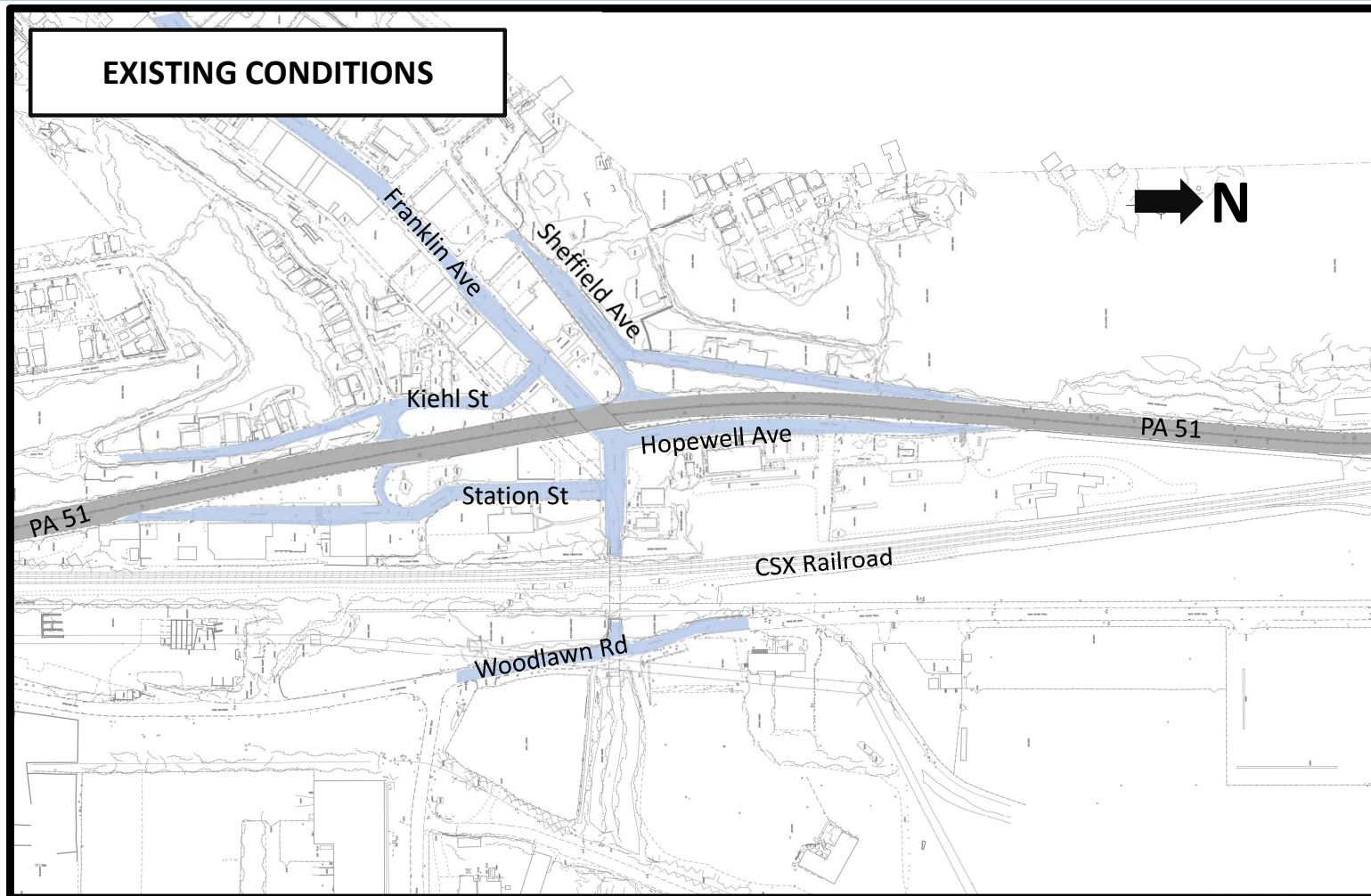
SECTION 106

Historic properties currently known within the project area include:

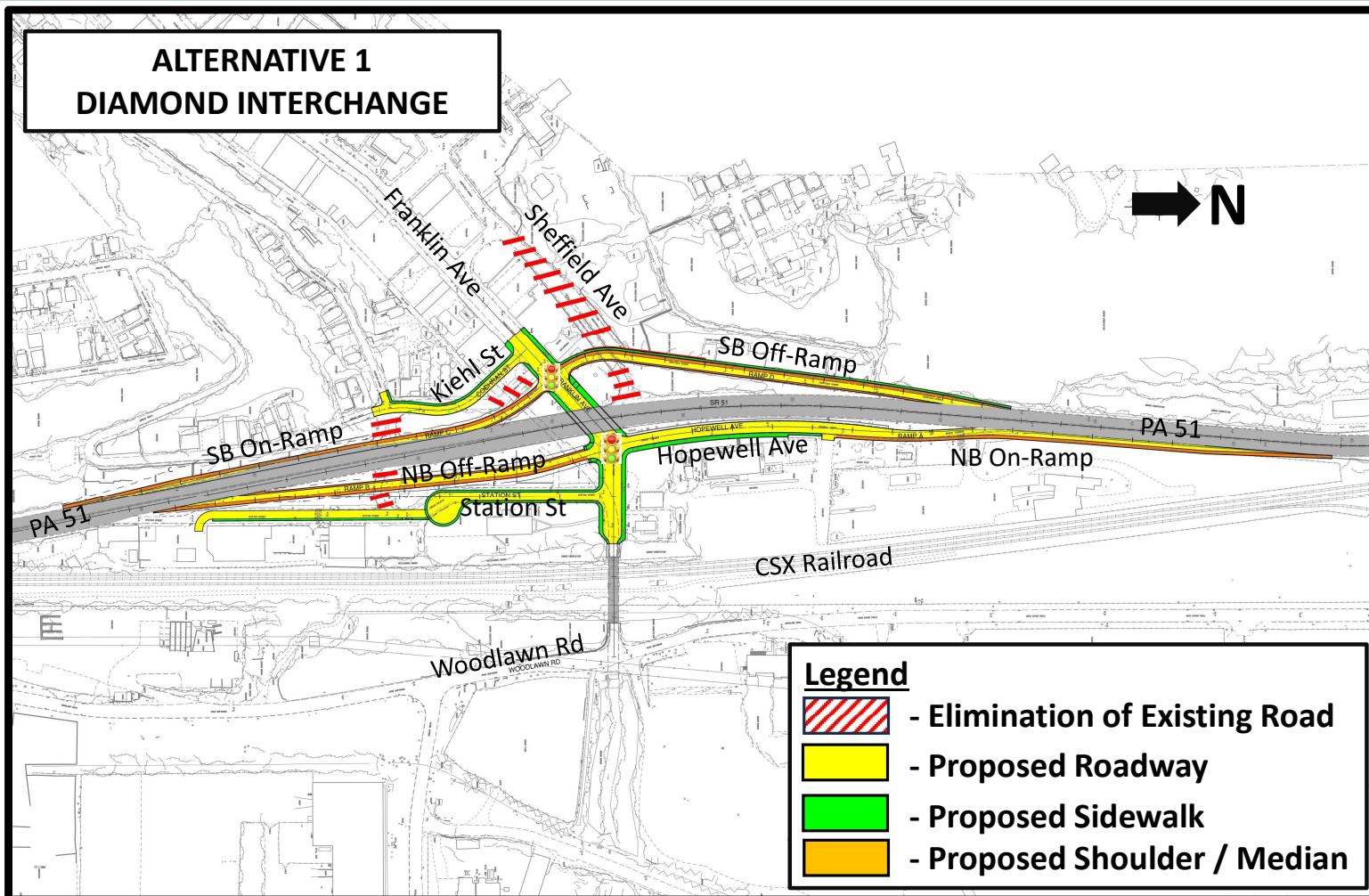
- Pittsburgh & Lake Erie Railroad (Eligible)
- Pittsburgh & Lake Erie Railroad Station (Listed)
- Aliquippa Commercial Historic District (Eligible)

Properties listed in or eligible for the National Register of Historic Places may be present in the project area and may be affected by the proposed project activities. If you have concerns regarding historic properties, then consider participating in Section 106 consultation process by applying to be a Consulting Party. Consulting Party members are comprised of the Federal Highway Administration, PennDOT, the State Historic Preservation Office, local governments, and individuals or groups with a demonstrated interest in the project. Consulting Parties provide comments on National Register eligibility, Effect, and Mitigation.

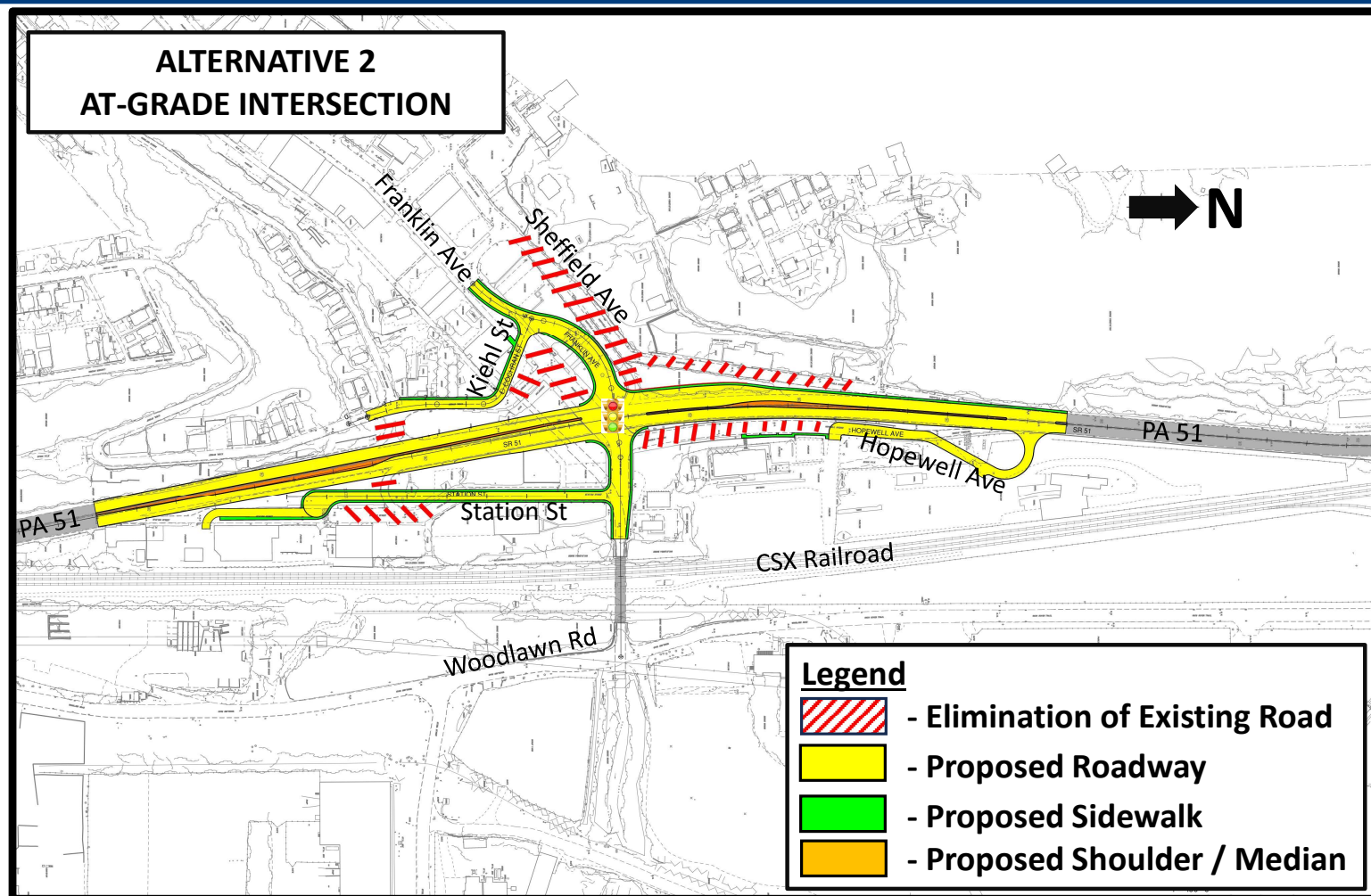
EXISTING ROADWAY NETWORK



ALTERNATIVES CONSIDERED



ALTERNATIVES CONSIDERED

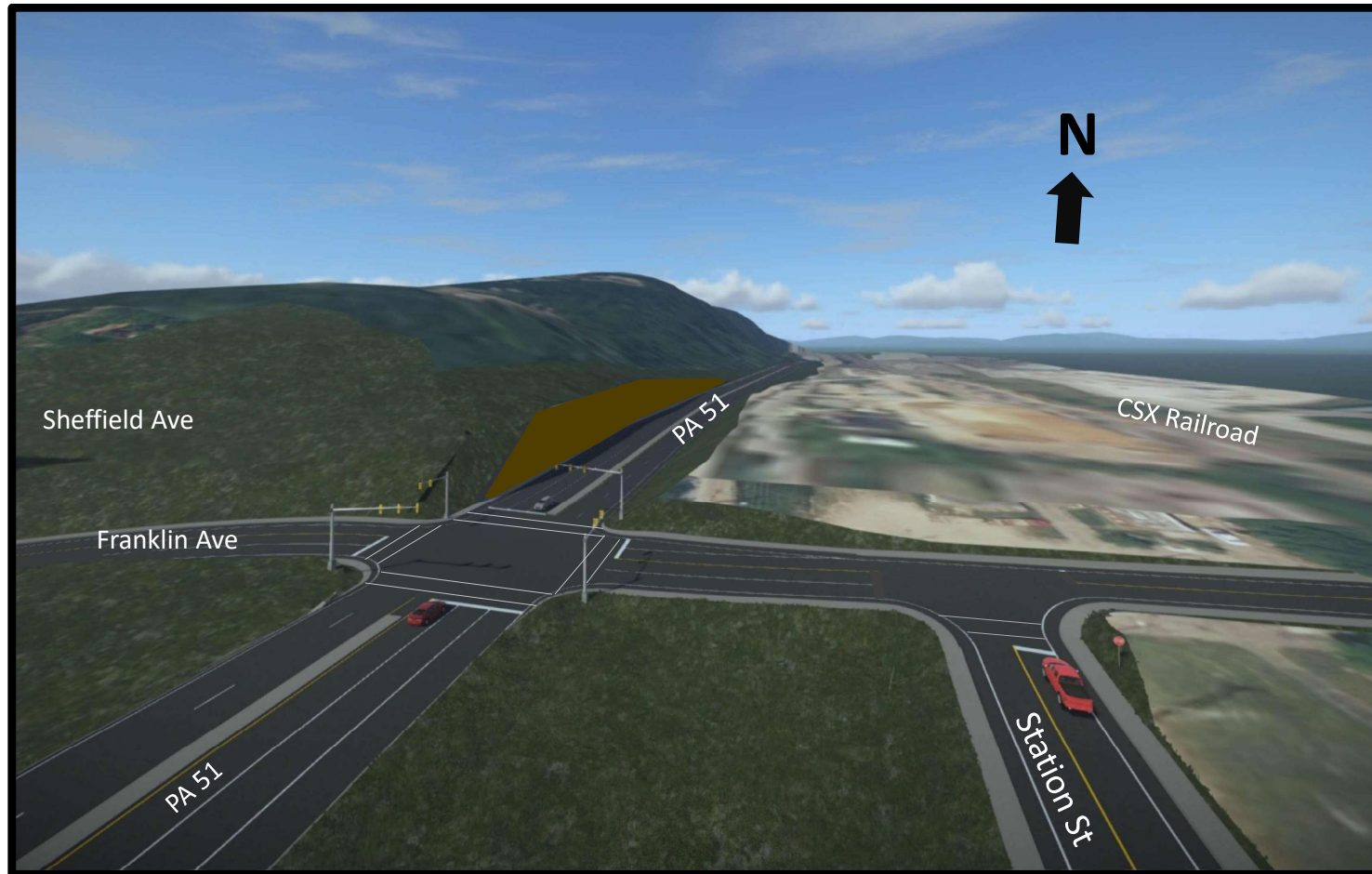


INITIAL RENDERING – DIAMOND INTERCHANGE



Looking North

INITIAL RENDERING – AT-GRADE INTERSECTION



Looking North

ALTERNATIVES - COMPARISON

Alternative 1 – Diamond Interchange

PROS

- The SR 51 & Franklin Road junction operations are improved to meet the purpose and need of the project.
 - Accommodates updated design criteria
 - Improves roadway network and route continuity
- Minimal property impacts
- Constructable without the need for major detours

CONS

- Closely spaced intersections
- Queuing of vehicles between intersections can cause inefficiencies
- Queueing of vehicles on ramps back to SR 51
- Maintains the existing SR 51 overpass structure, which keeps the skewed Franklin Ave alignment.

Alternative 2 – At-Grade Intersection

PROS

- The SR 51 & Franklin Road junction operations are improved to meet the purpose and need of the project.
 - Accommodates updated design criteria
 - Improves roadway network and route continuity
- Minimal property impacts
- Constructable without the need for major detours
- Eliminates the SR 51 bridge structure (future maintenance)
- Most efficient traffic operations

CONS

- Additional SR 51 at-grade intersection with Hopewell Ave

ALTERNATIVE ANALYSIS CONCLUSIONS

- The SR 51 & Franklin Road junction can be improved by either the diamond interchange alternative or the at-grade intersection alternative to meet the purpose and need of the project.
- The at-grade intersection alternative performed better operationally than the diamond interchange alternative. The diamond interchange geometry creates some operational issues, such as queuing between the closely spaced interchange ramp intersections and queuing back onto State Route 51.
- At this early stage of the project, right-of-way impacts (similar for both alternatives) are currently being evaluated. Required right-of-way takes are anticipated, in addition to temporary construction easements for access and/or construction staging.

ANTICIPATED PROJECT SCHEDULE AND COSTS

Anticipated Project Schedule:

- Preliminary Engineering – 2025
- Environmental Clearance – 2026
- Final Design / Right-of-Way Acquisition – 2026
- Construction Start - 2027

Anticipated Project Construction Cost:

- Diamond Interchange = \$17.5M
- At-grade Intersection = \$18.7M

PROJECT WEBSITE AND COMMENT FORM

- The on-line project comment form can be found on the project website link: [Aliquippa East End Gateway | Department of Transportation | Commonwealth of Pennsylvania](#)
- 1) Click the “**Submit a Comment**” tile under Contact Information on the right side of the screen. **1) Click Here**
- 2) Select “**Aliquippa East End Gateway**” from the project (first) dropdown box

DISTRICT 11 PROJECTS - BEAVER COUNTY

Aliquippa East End Gateway

Step 2 of 4
Design
Next Step: Construction

Public Outreach

In-Person Public Meeting

A public meeting featuring a public plans display and project presentation will take place at:

Date: August 5, 2025
Time: 5:30 - 7:00 PM
Location: Aliquippa High School
100 Harding Avenue
Aliquippa, PA 15001

Resources

Location Map (PDF) →

Submit a Comment →

Feedback

Required fields are marked with an asterisk.(*)

Please select the project you would like to provide feedback for *

Aliquippa East End Gateway

QUESTIONS?

For additional information, contact...

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