



I-376 Bathtub Flood Wall Reconstruction Project

Stadium Update

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Agenda

1. **Project Team**
2. **Project Overview**
3. **Traffic Control**
4. **Construction Schedule**

Project Team



Prime Consultant



Subconsultant



AGES
Geotechnical



NTM
H&H, Permitting



Monaloh Basin
Survey ROW



Lochner
Structure Design –
Wall Traffic Control



JMT
Utility Coordination
Constructability



Keystone
ROW Acquisition



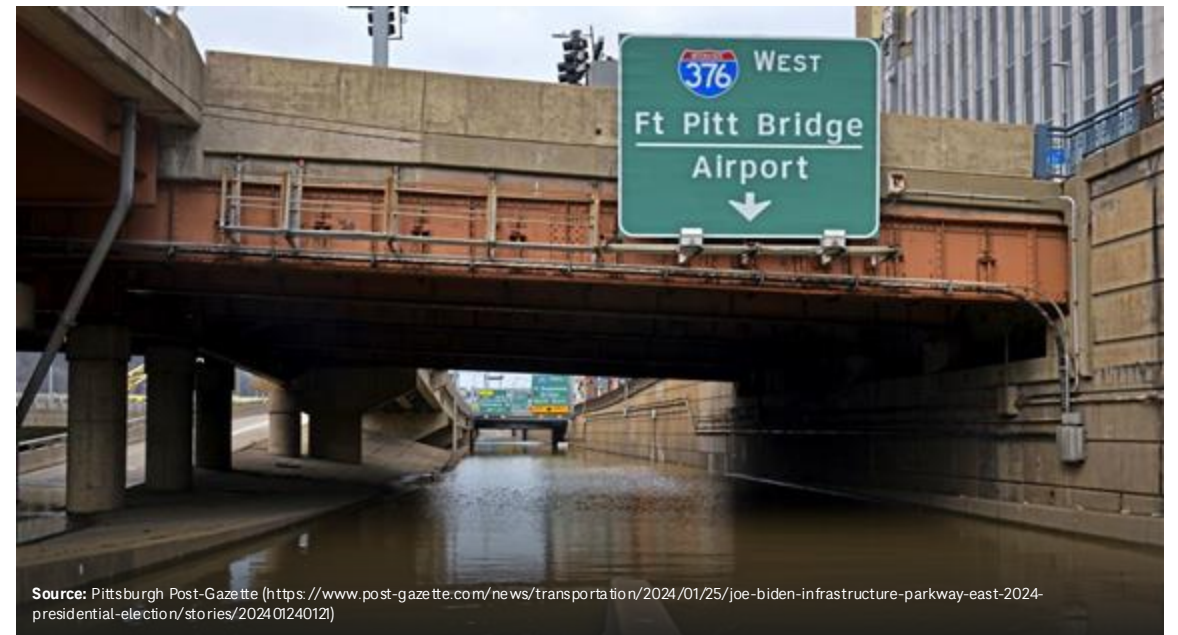
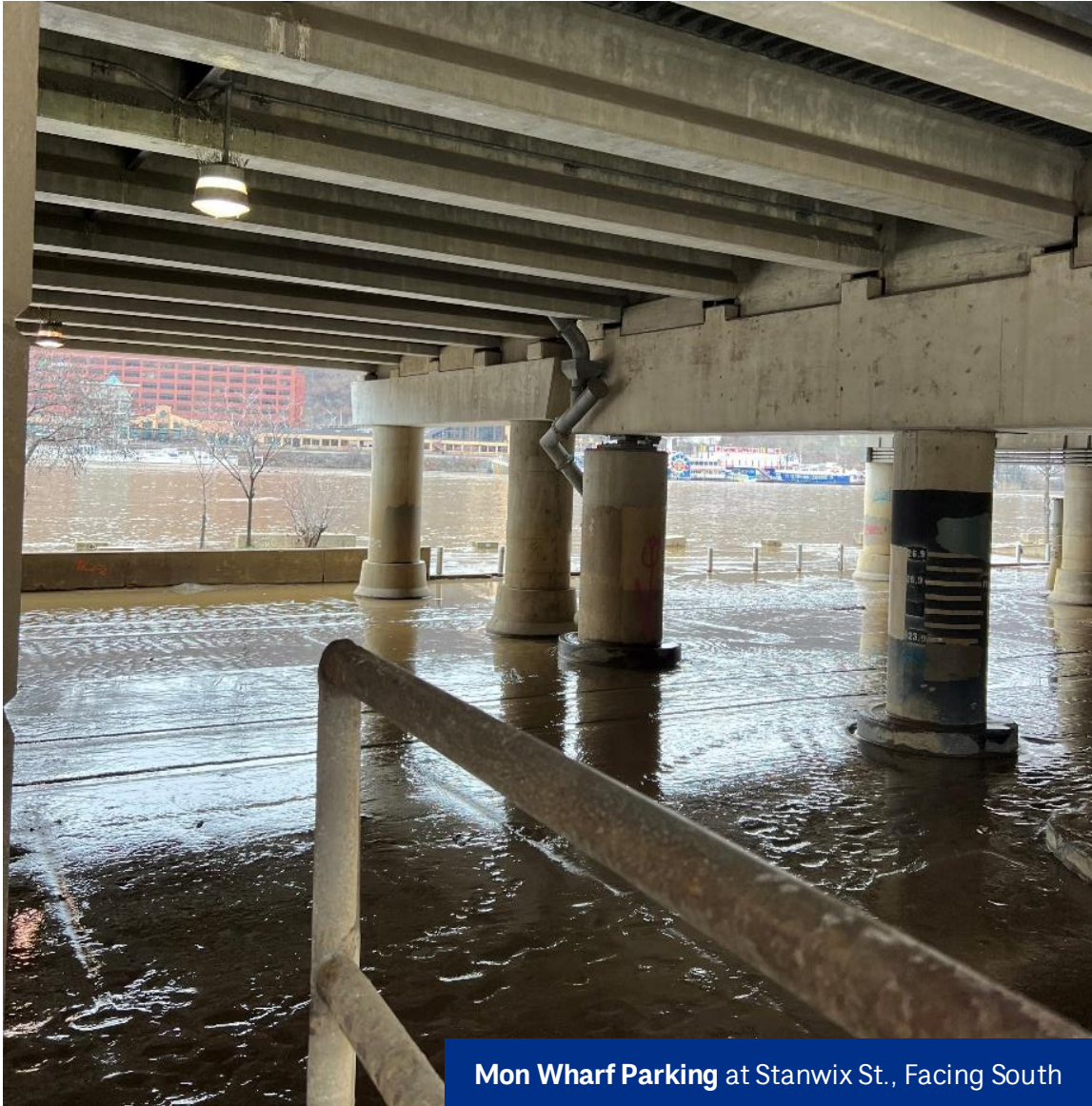
Project Overview

Project Location

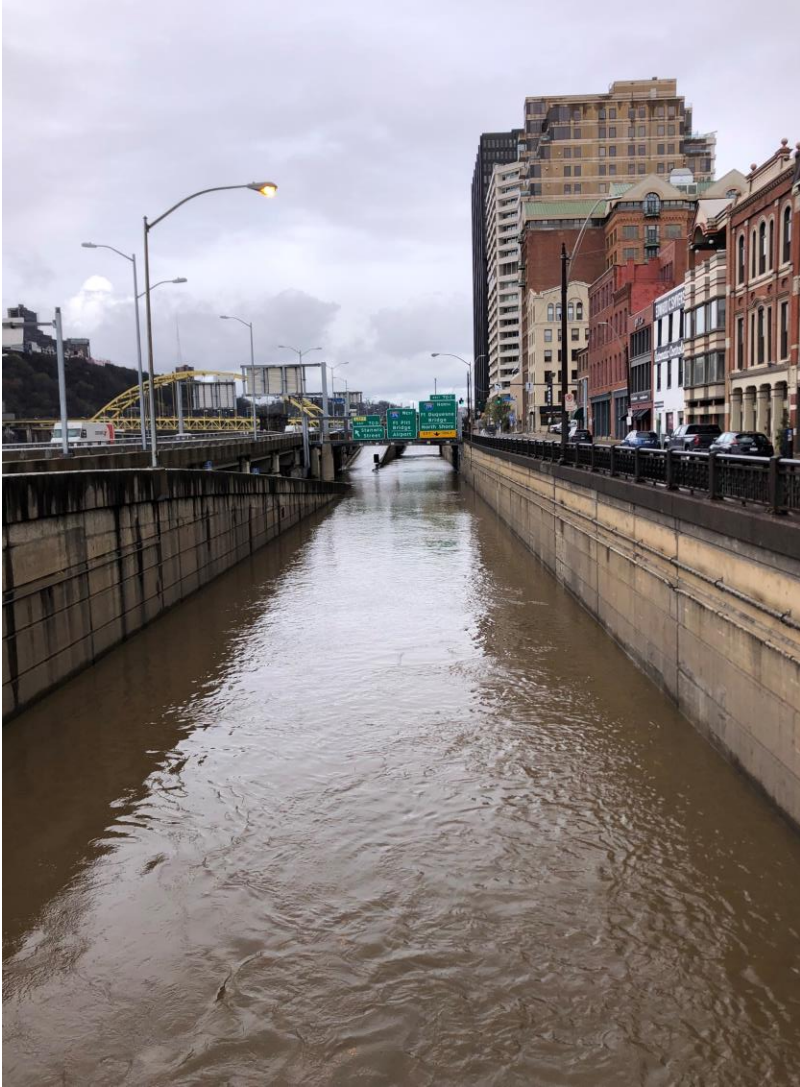


Project Location

Flooding Photos



Overview and Purpose



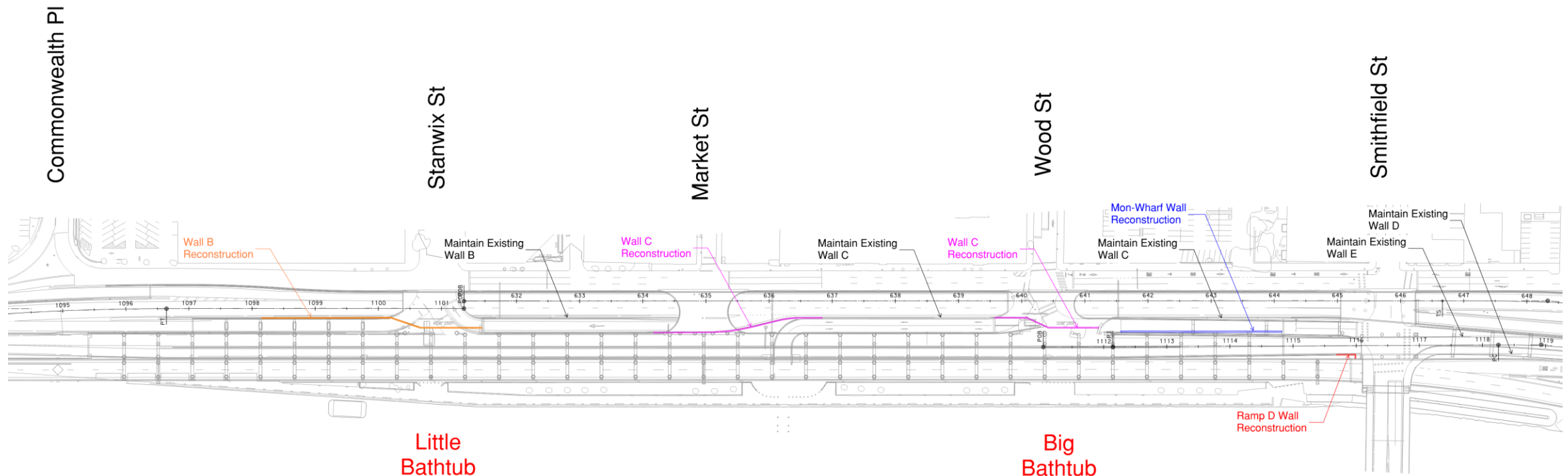
- I-376 Westbound Traffic
 - Current ADT: 41,700 vehicles
 - Current ADTT: 2,500 (~6%)
 - Urban Interstate
 - 55 mph speed limit
- Reconstruct and raise the existing flood walls along I-376 westbound to reduce the frequency of flooding events.
- Improve maintenance response time after extreme flood events.

Flooding Cleanup



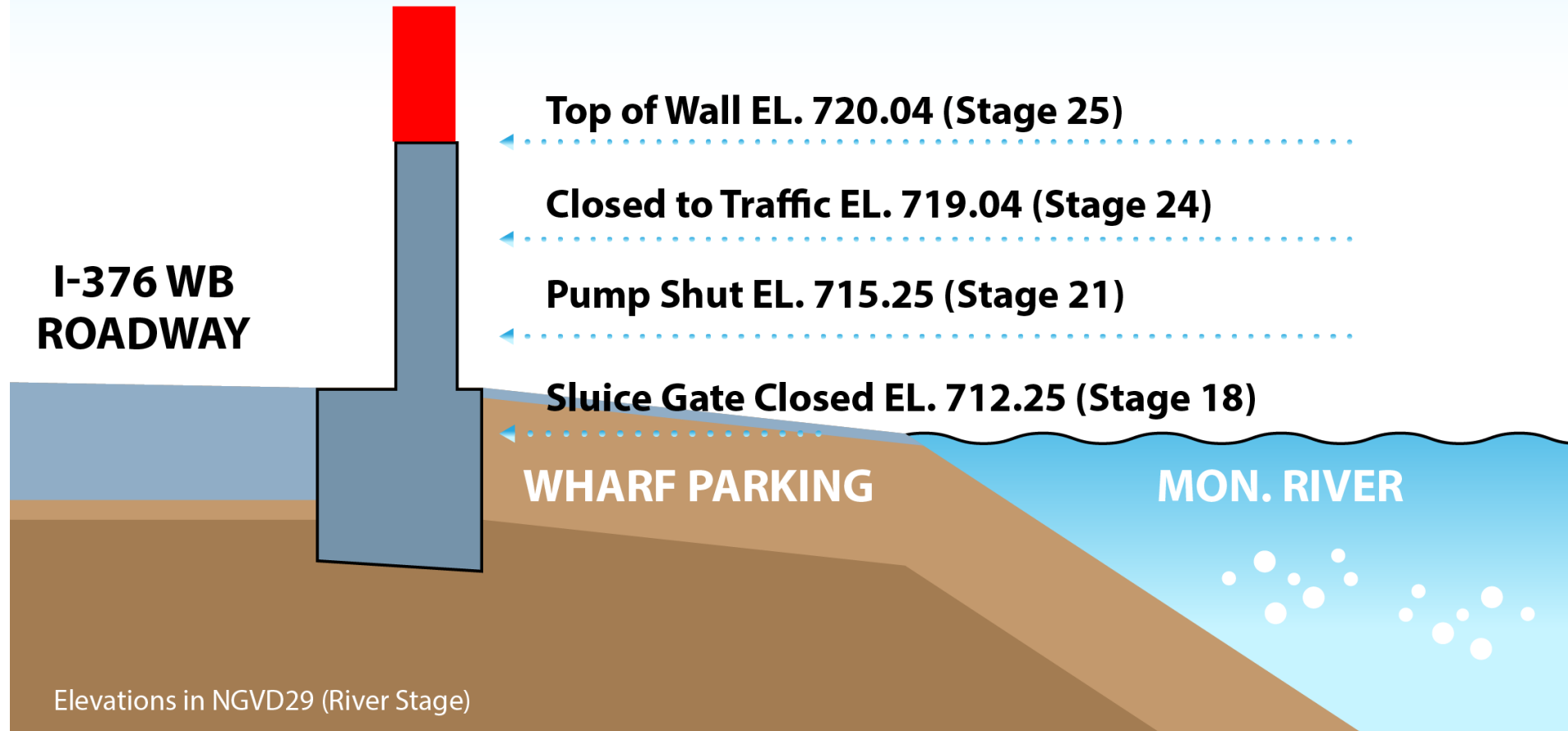
Proposed Wall and Micropile Anchorage

- Primary work involves reconstruction of the existing flood wall along the Mon Wharf side of I-376 westbound.
 - Reconstruct four (4) flood walls along I-376 westbound and one (1) along Fort Pitt Boulevard EB
- Micropile anchorage (~ 80) along I-376 WB pavement



Proposed Wall

Current Operation Elevations of Big Bathtub Sump



Proposed Wall Alternatives

Table 7: Existing and Proposed I-376 Closure for previous flood events between 1985-2024¹

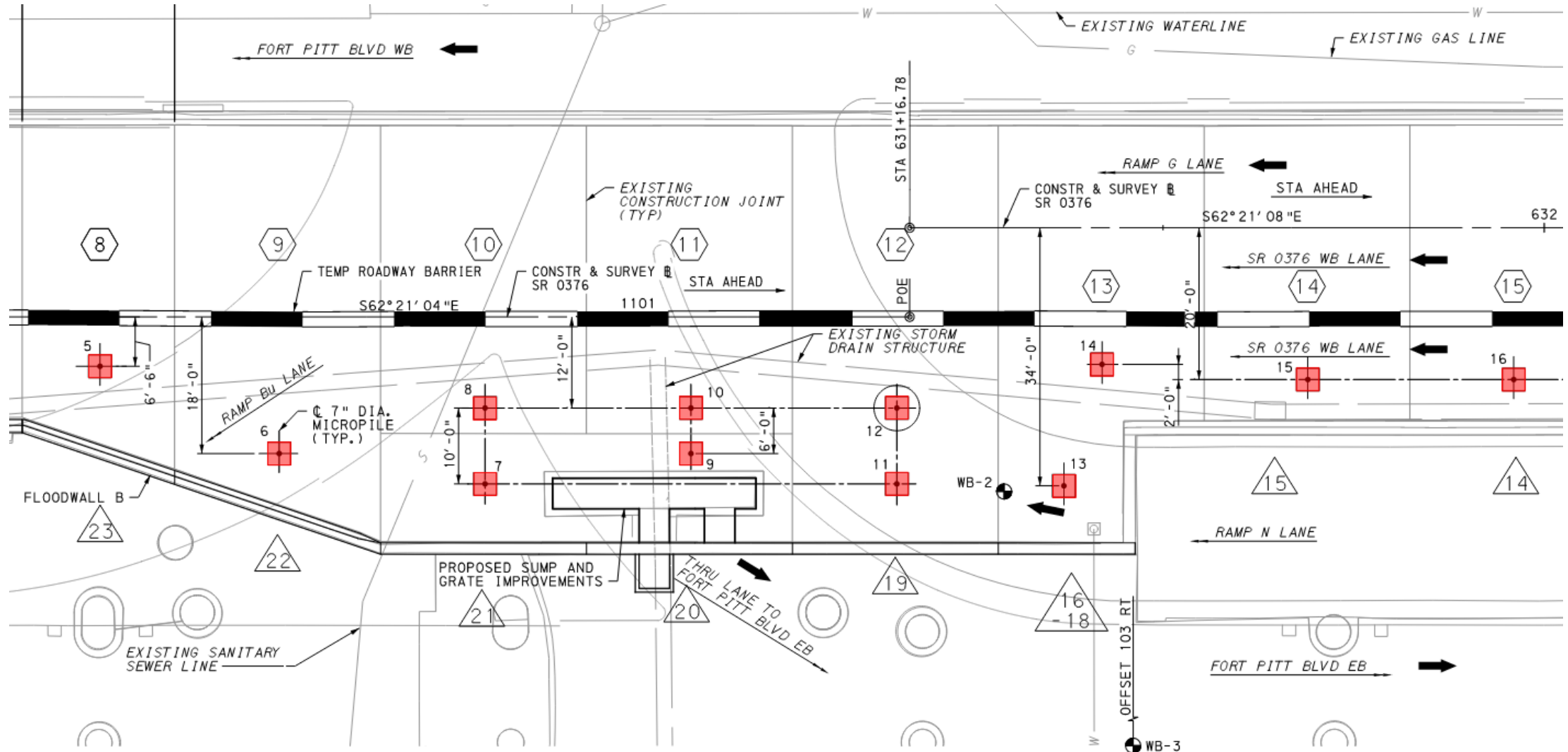
Date	WSE ² (NAVD88, feet)	Overtopping?	
		Existing	Proposed
04/12/2024	720.0	Yes	No
04/04/2024	722.9	Yes	No
02/09/2019	718.9	Yes	No
09/11/2018	721.6	Yes	No
02/17/2018	722.0	Yes	No
01/13/2018	719.8	Yes	No
03/12/2011	721.2	Yes	No
12/02/2010	719.8	Yes	No
01/26/2010	720.3	Yes	No
03/16/2007	718.4	Yes	No
01/06/2005	722.9	Yes	No
09/18/2004	725.5	Yes	Yes
11/20/2003	720.2	Yes	No
01/09/1998	720.1	Yes	No
01/20/1996	729.1	Yes	Yes
12/31/1990	721.7	Yes	No
12/19/1990	719.2	Yes	No
02/06/1986	719.4	Yes	No
11/06/1985	720.7	Yes	No

Red shaded cells depict events that would have required **376** to be closed.

¹ I-376 Closure is determined when the Monongahela River gage is 1-foot below top of floodwall.

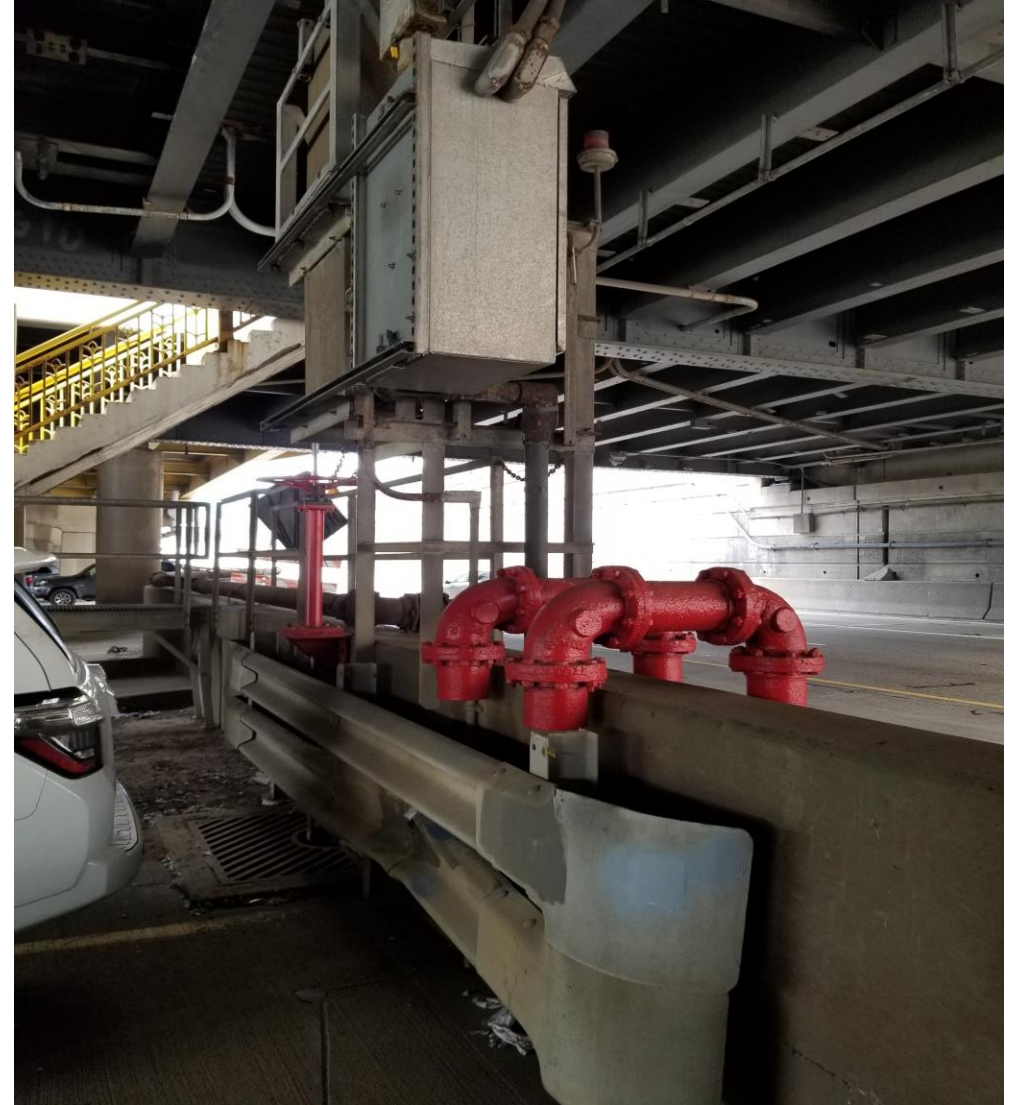
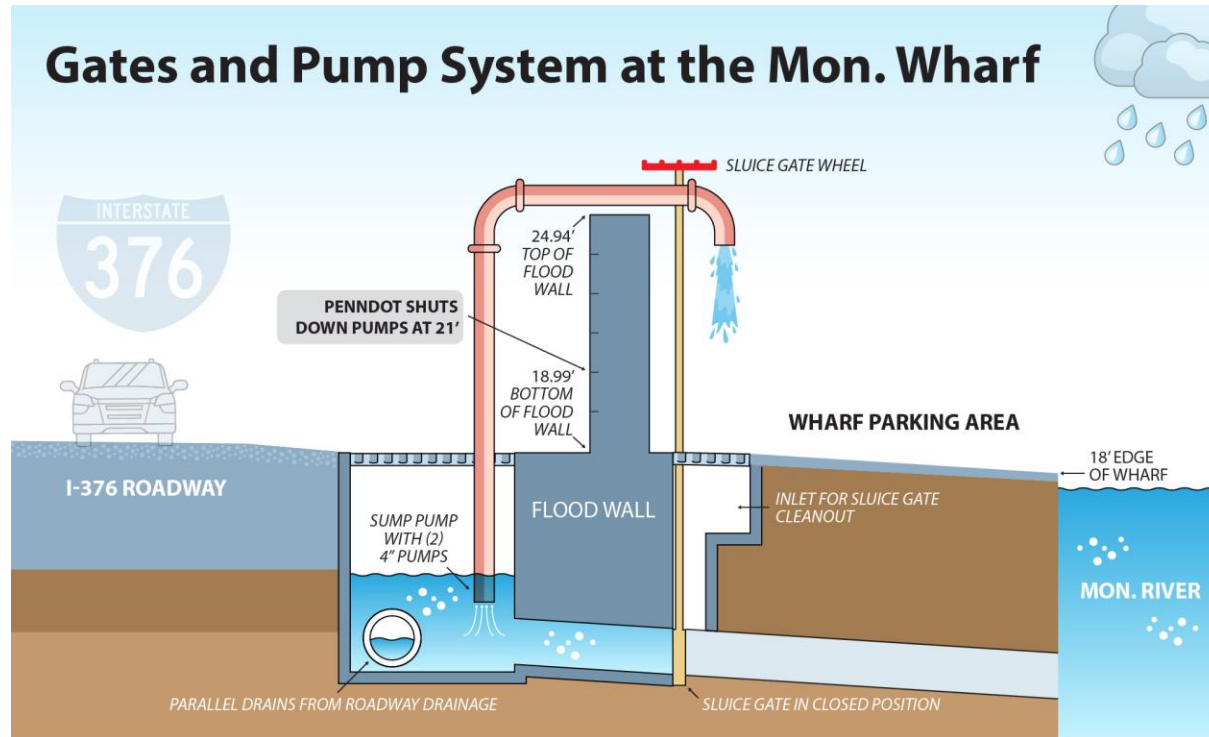
² Approximate WSEs at the I-376 Bathtub.

Proposed Micropile



Pump and Sluice Gate Upgrade

- Upgrade pump and sluice gate system.
- Automate sluice gate system; new power and controller
- Relocate ITS cameras and equipment



Proposed Pavement Improvements

- Revised pavement rehabilitation scope includes pavement reconstruction, joint repairs, and latex modified concrete (LMC) overlay.

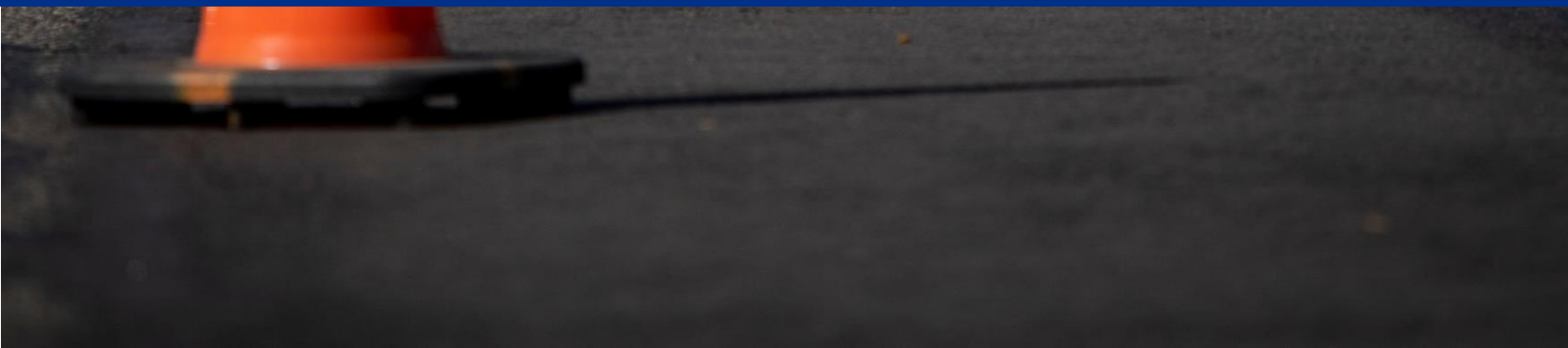


LEGEND

-  - LATEX MODIFIED OVERLAY
-  - PAVEMENT REHABILITATION
-  - MOMENT SLABS
-  - APPROACH SLABS

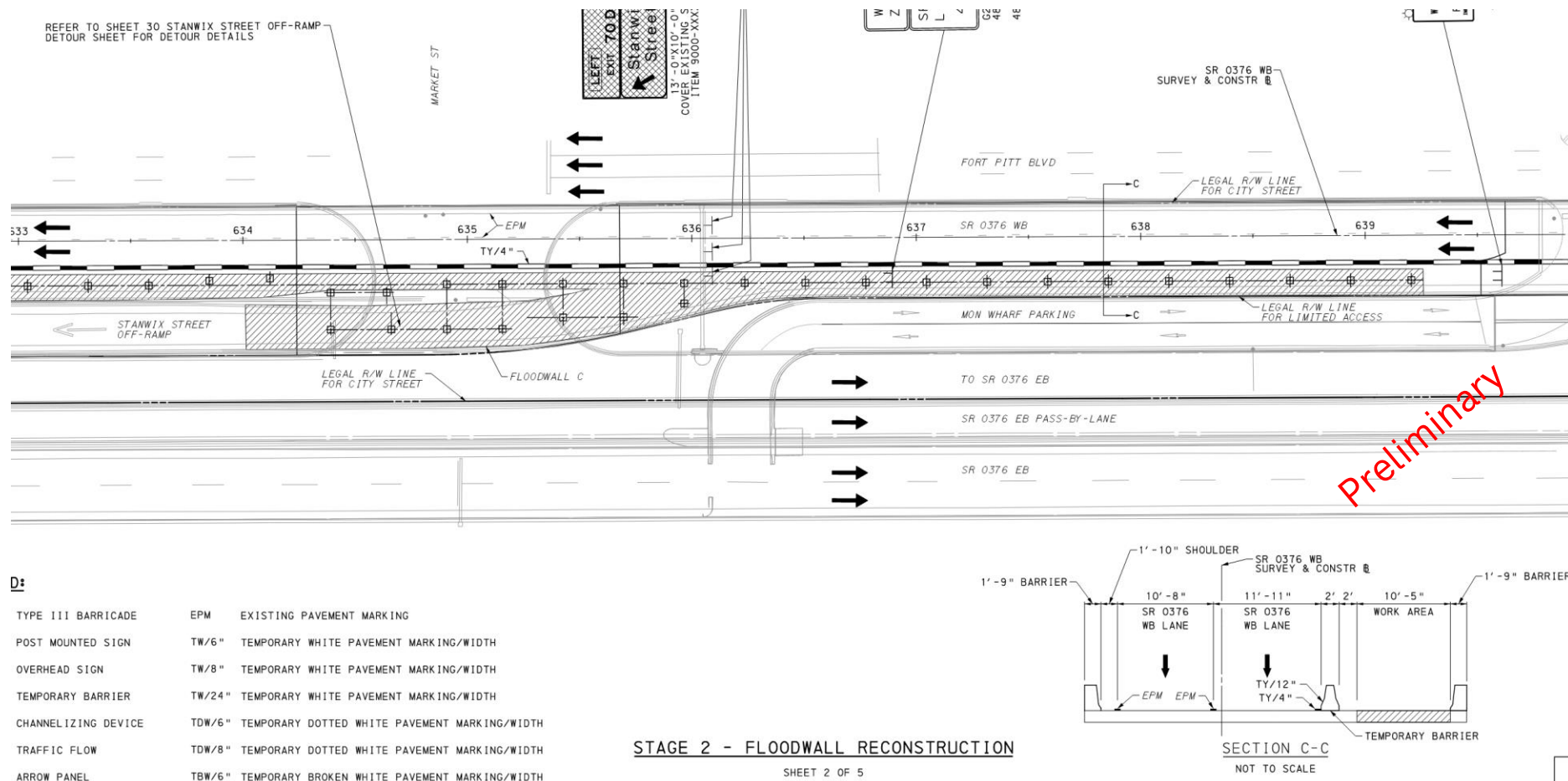


Traffic Control



Long-term MPT Stages

TCP Stage 1A-1D



Long Term Traffic Concept - Existing

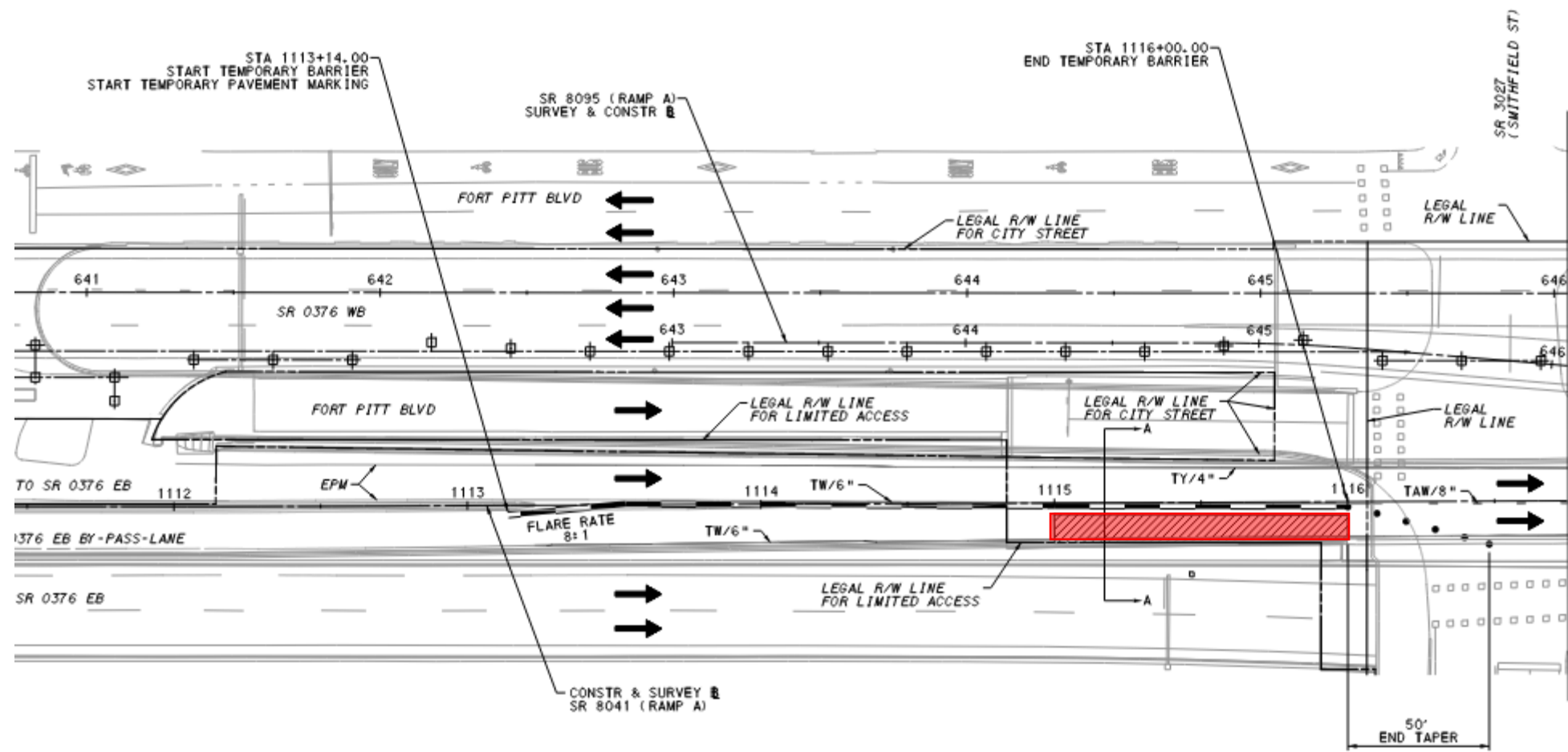


Long Term Traffic Concept - Proposed

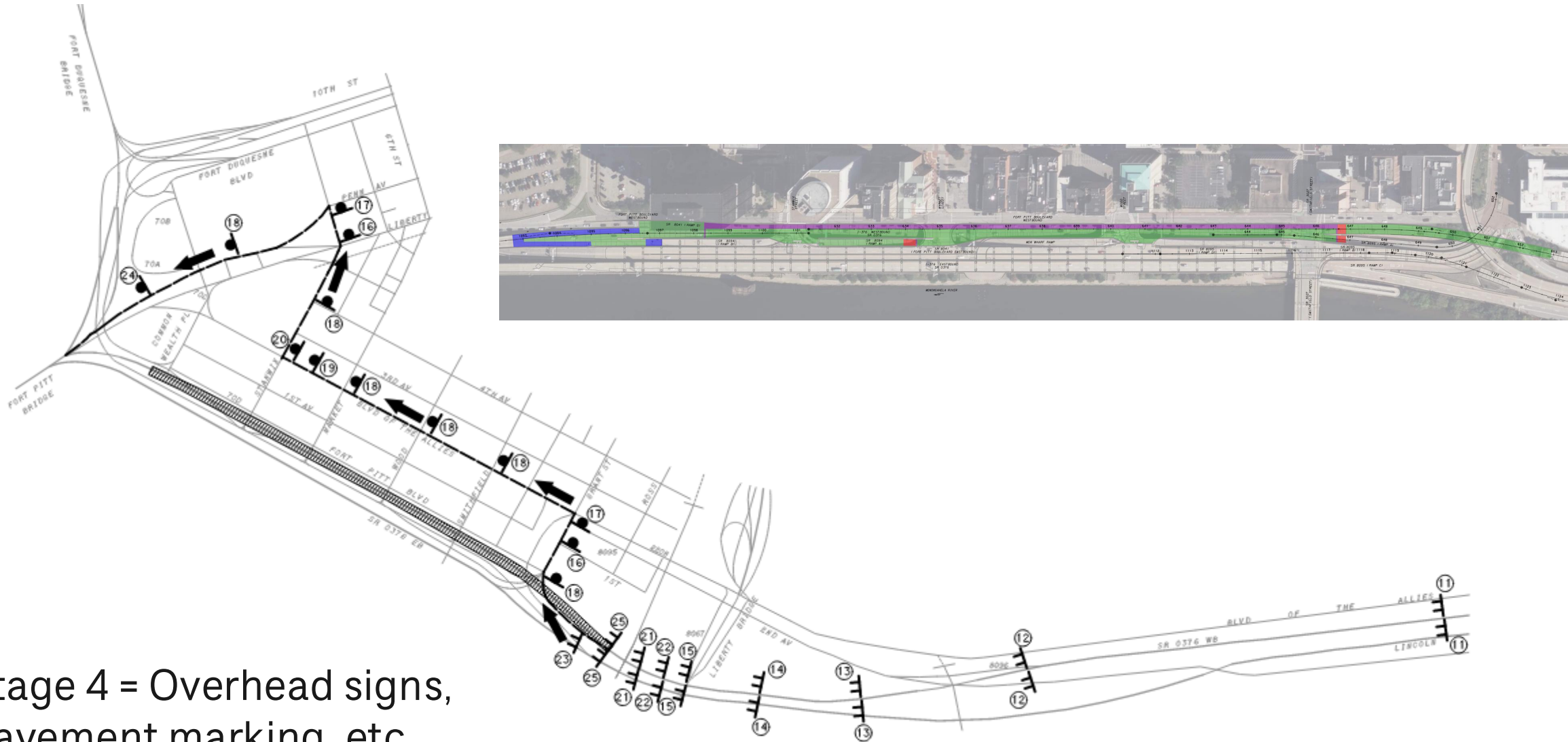


*Image is generated by AI and used for representation purpose only

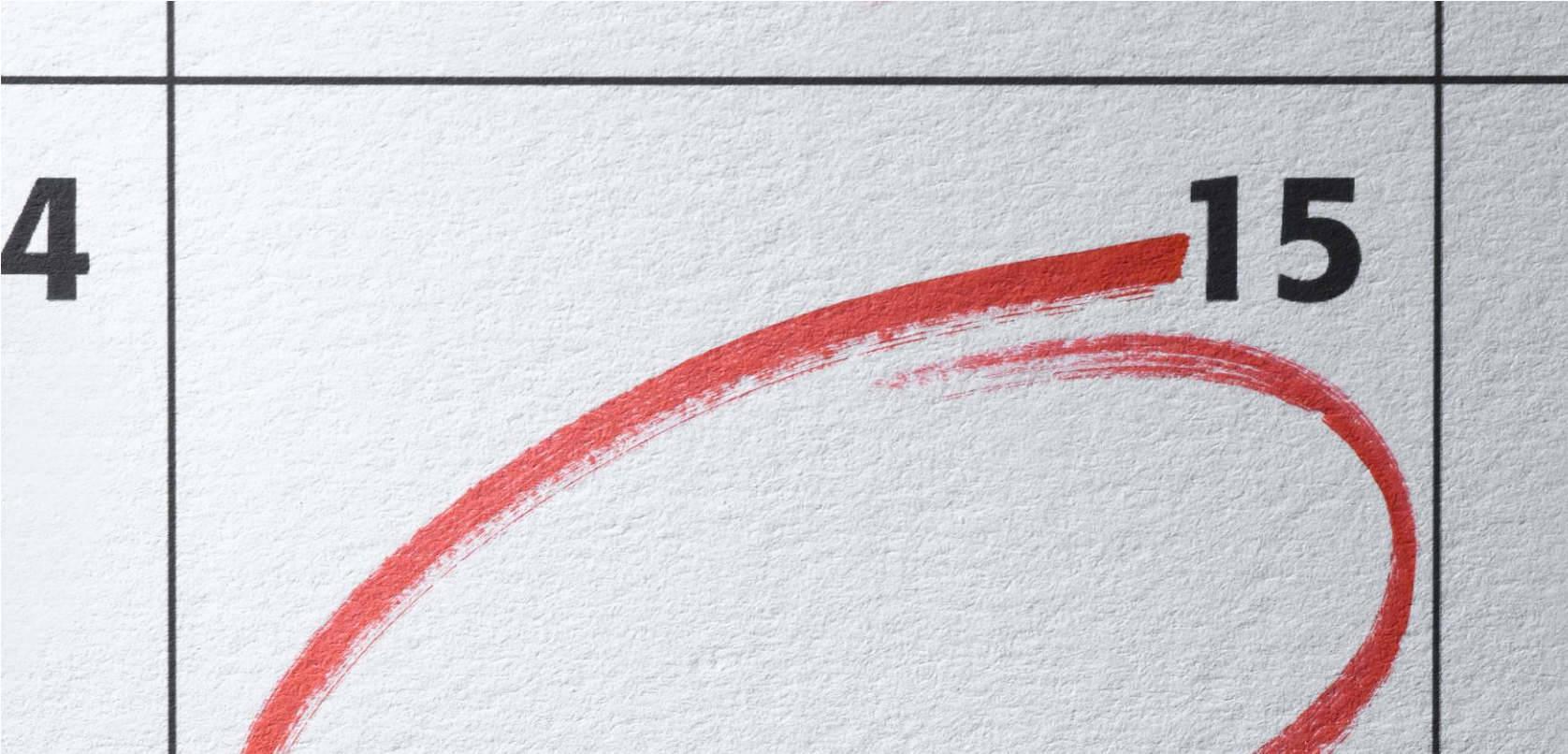
MPT Stage 2 (Eastbound)



MPT Stage 3

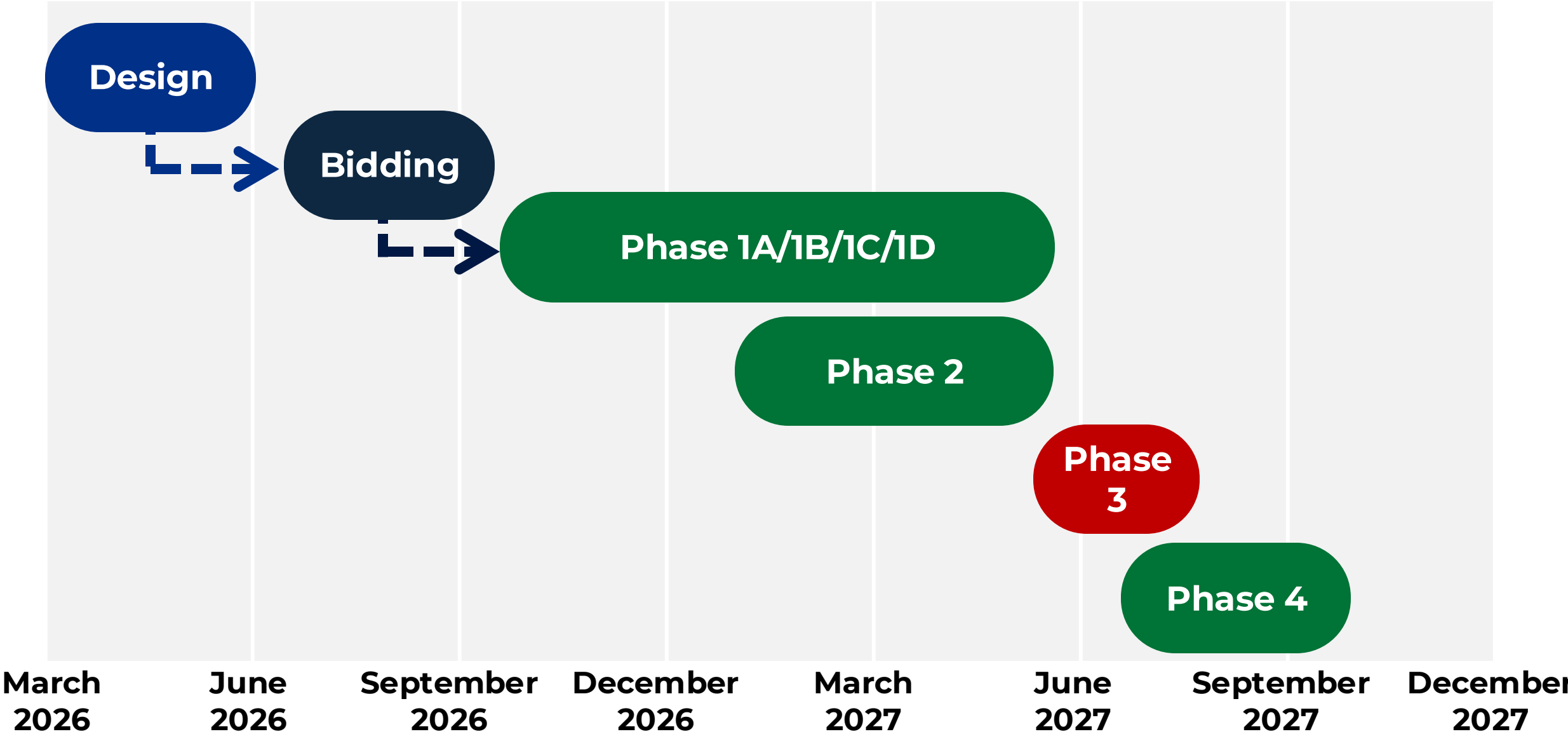


- Stage 4 = Overhead signs, pavement marking, etc.



Construction Schedule

Construction Schedule (Anticipated)





Questions

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