

TARENTUM BRIDGE AND INTERCHANGE RAMPS REHABILITATION PROJECT

**SR 0366-Ao7 and SR 0366-Ao8 over the Allegheny River,
Norfolk Southern Railroad, and East 1st Avenue**

Tarentum Borough, Allegheny County
City of New Kensington, Westmoreland County

Public Briefing – December 2025

Michael Baker
INTERNATIONAL

U.S. Department of Transportation
Federal Highway
Administration



Pennsylvania
Department of Transportation

NAVIGATING THIS PRESENTATION



Project Location



Meet the Team



Purpose & Need



Traffic Control



Preliminary Plan



Scope of Work



Tentative Schedule



NEPA Review

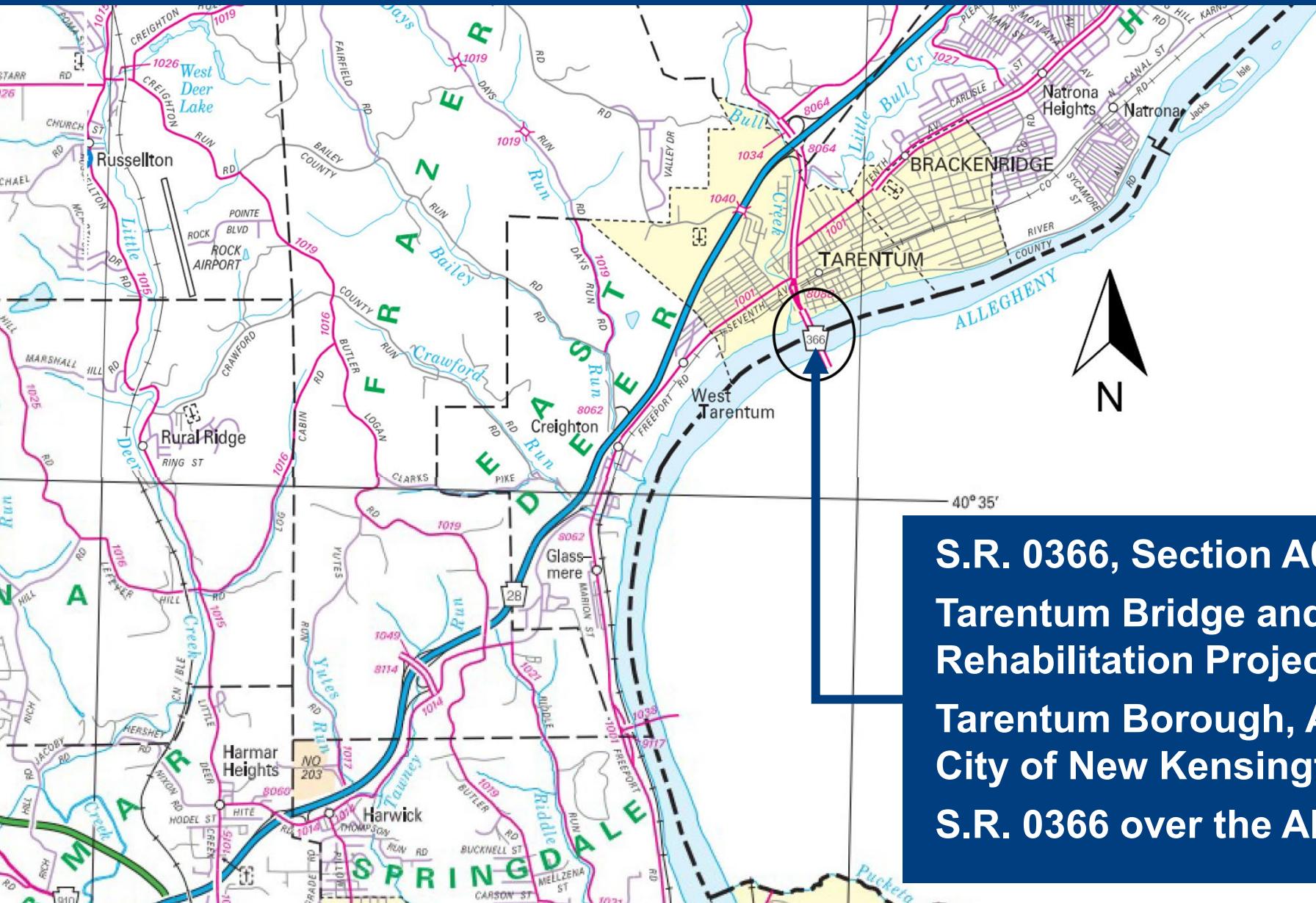


Project Survey



Pennsylvania
Department of Transportation

PROJECT LOCATION



**S.R. 0366, Section A07 and A08
Tarentum Bridge and Interchange Ramps
Rehabilitation Project
Tarentum Borough, Allegheny County
City of New Kensington, Westmoreland County
S.R. 0366 over the Allegheny River**

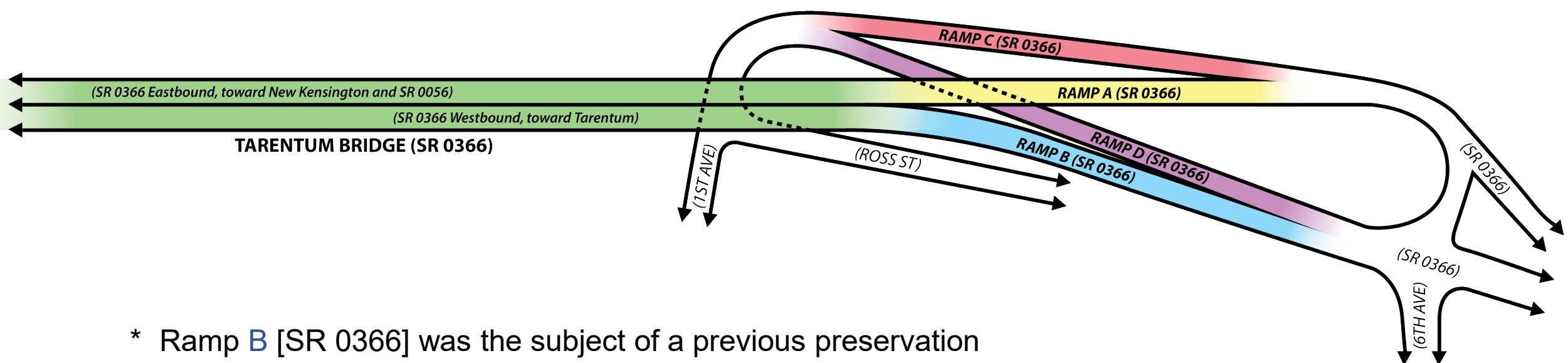


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PROJECT LOCATION

Tarentum Interchange:

- **Main Span** (SR 0366-A08)
- Ramps **A** and **B*** (SR 0366-A07)
- Ramps **C** and **D** (SR 0366-A07)



* Ramp **B** [SR 0366] was the subject of a previous preservation project and will only be painted as a part of this project.

PROJECT TEAM

Design Division

Direct questions to:

Mike Szurley, P.E., Project Manager at 412-429-5035

PA Department of Transportation

Engineering District 11-0

45 Thoms Run Road

Bridgeville, PA 15017

or miszurley@pa.gov

- Mark Young – District Environmental Manager
- Todd Crouch – Environmental Supervisor



Press Office

Steve Cowan – District Press Officer

PURPOSE & NEED – SR 0366-Ao8



Main Span

- *Purpose:* The purpose of the project is to provide a sustainable travel way/crossing on SR 366 over the Allegheny River – and the Norfolk Southern Railroad line – which meets current design standards.

PURPOSE & NEED – SR 0366-Ao8

Main Span (continued)



- Need: *Facility Deficiencies* - The bridge deck has evidence of water seepage with peeling paint, surface corrosion and section loss. There are multiple areas of 100% section loss of the metal pans with exposed concrete and up to three inches of delamination spalling. The 6-foot-wide sidewalk exhibits peeling of the bonded non-skid grit in multiple locations and the sidewalk transverse seams have heavy rusting with up to 100% section loss. Some of the steel members of the truss exhibit corrosion, pack rust and some section loss with noted tack welds and added stiffener angles found throughout. The substructure exhibits random vertical cracking and spalling with some areas of exposed reinforcement on the piers, abutments, and wingwalls/retaining walls.



PURPOSE & NEED – SR 0366-A07

Ramps A, B, C, and D (SR 0366-A07)



- *Purpose:* The purpose of the project is to provide sustainable travel ways/crossings of the Tarentum Bridge approach ramps which meet current design standards.
- *Need: Facility Deficiencies* - The ramp bridges are in fair or poor condition – with hairline cracking on the deck and concrete spalling adjacent to the leaking neoprene compression joints, areas of moderate surface rust with active corrosion on the steel beams, diaphragms, and rocker bearings, various areas of peeling and failing paint, and concrete cracking and spalling on abutments.



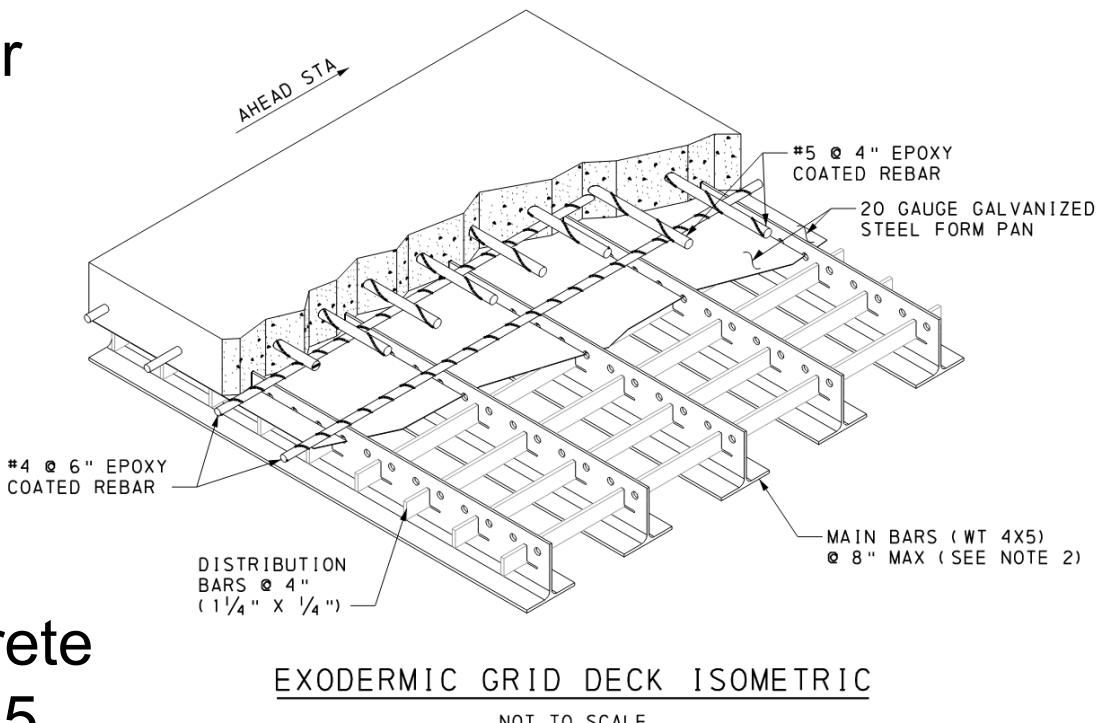
SCOPE OF WORK – REHABILITATION

- The project involves bridge preservation on SR 0366 Section A07, Ramps A, C, and D.
- The preservation includes:
 - Full paint
 - Structural steel repairs
 - Latex-modified concrete overlay
 - Expansion dam replacement
 - Concrete substructure repairs
 - Bearing replacements
 - Minimal approach roadway work
- Ramp B previously underwent a preservation project with zone paint, but full paint will be completed on the Ramp B structure, as well, as part of SR 0366-A07.



SCOPE OF WORK – REHABILITATION

- The project also involves bridge rehabilitation of SR 0366 Section A08, Main Span which includes:
 - Removal and replacement of existing concrete-filled grid deck and barriers
 - Replacement of existing expansion rocker bearings with disc bearings
 - Replacement of sidewalk and protective fence
 - Full repainting of the superstructure
 - Removal of existing inspection walkway
 - Repairs to deteriorated and spalled concrete at the near abutment and Piers 1, 2, 4, & 5

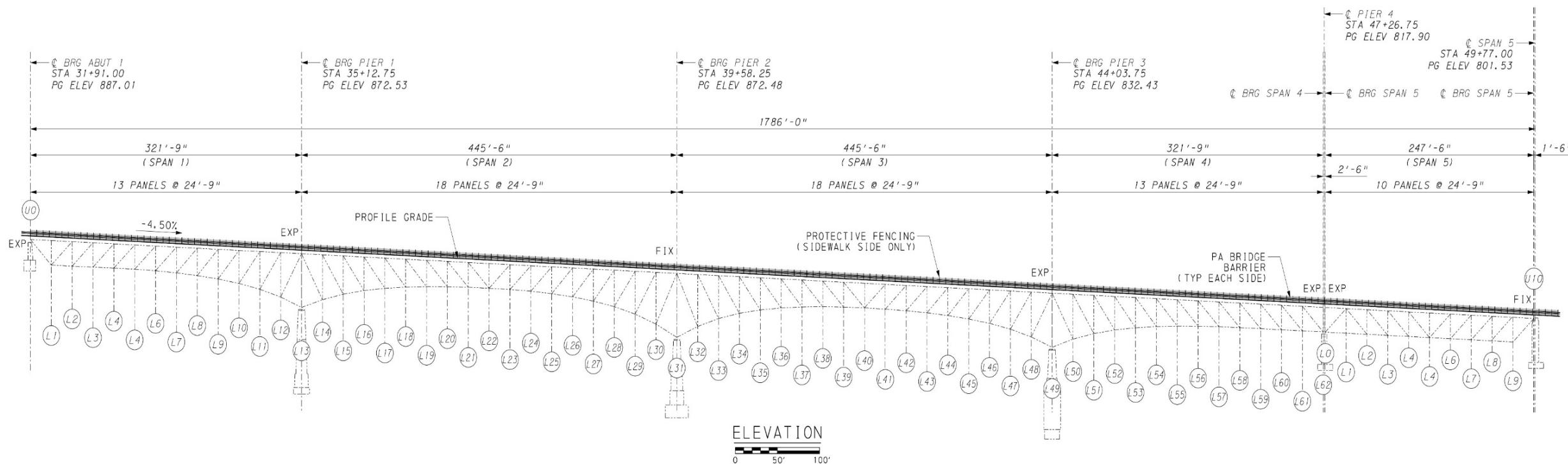


SCOPE OF WORK – REHABILITATION

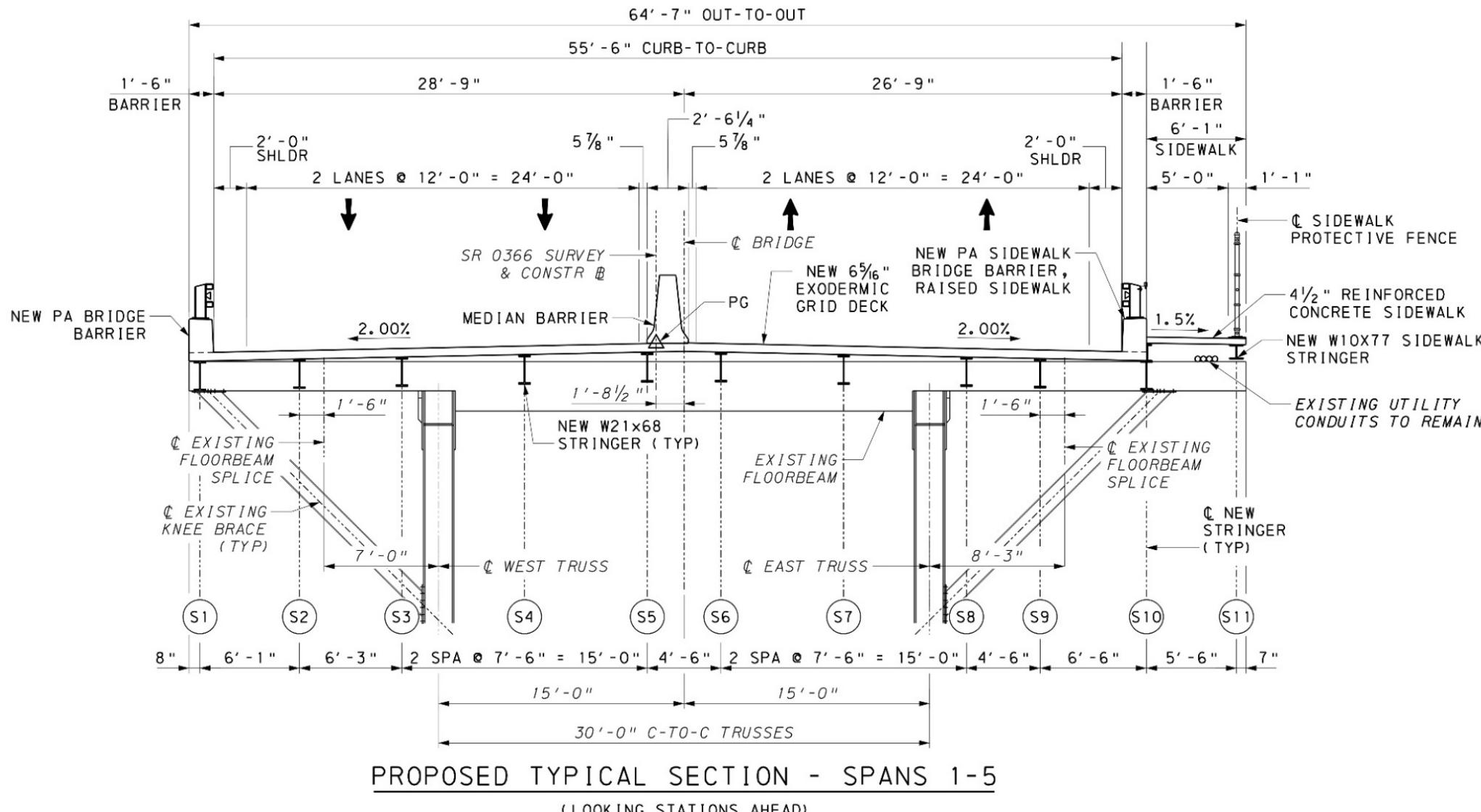
- Main Span Rehabilitation: *(continued)*
 - Application of protective coating to exposed concrete surfaces
 - Replacement of downspout components throughout structure
 - Replacement of approach slab at the near abutment
 - Steel repairs in areas of heavy corrosion and/or section loss
 - Repair of broken utilities
 - Repair/replacement of navigation lighting
 - Replacement of tooth dams



PRELIMINARY STRUCTURE PLAN

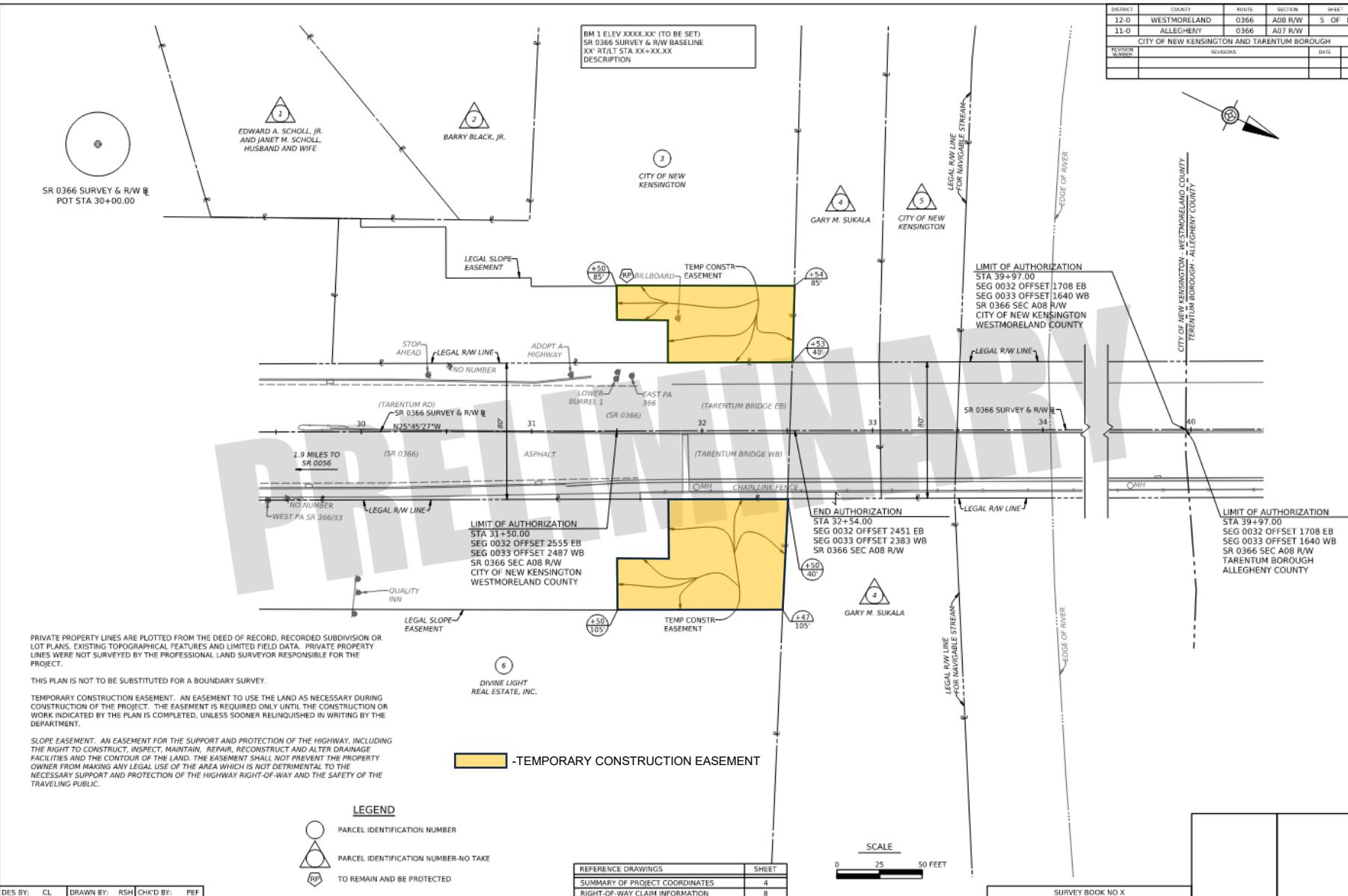


PRELIMINARY STRUCTURE PLAN

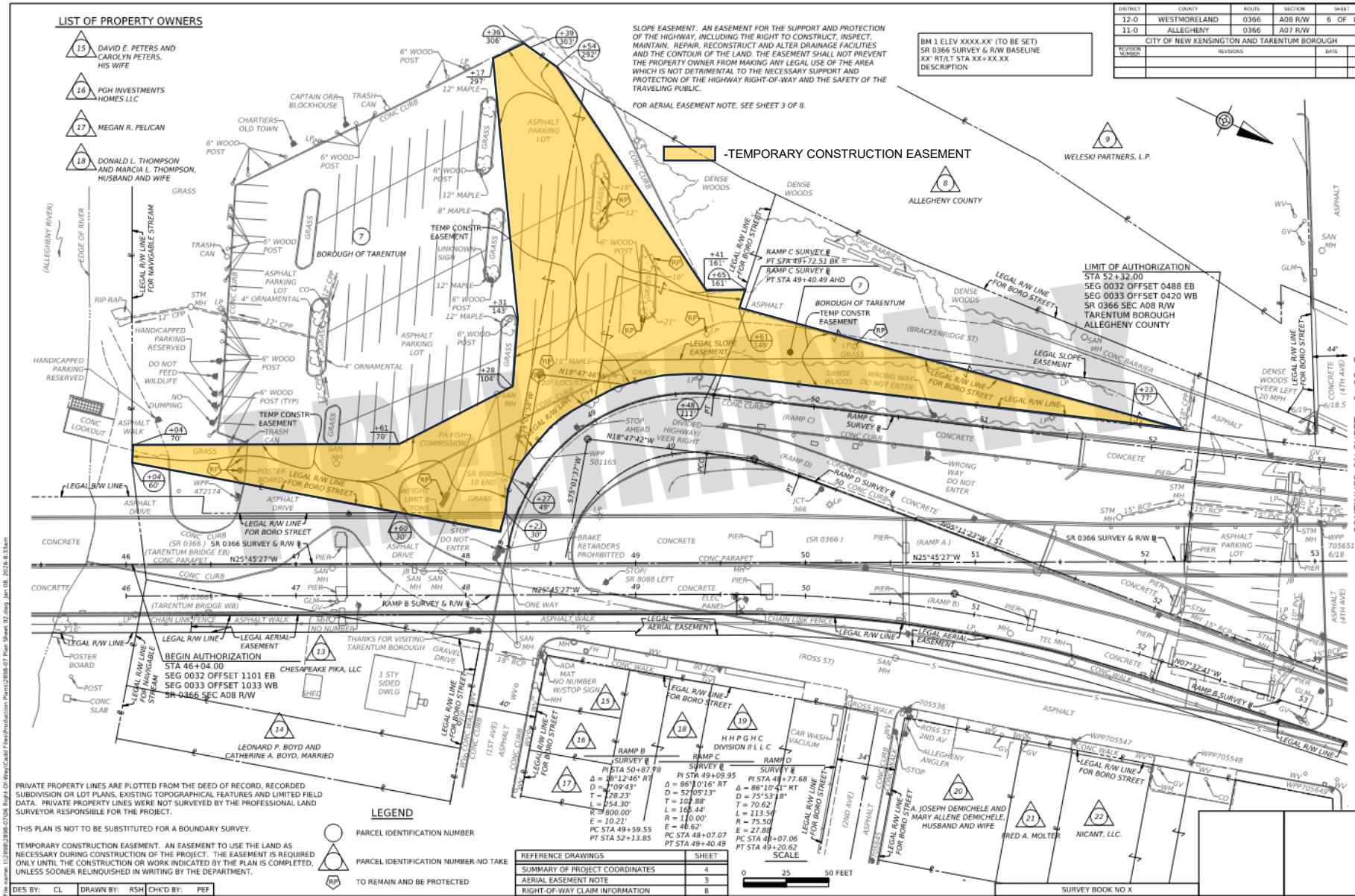


PRELIMINARY RIGHT-OF-WAY PLAN

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PRELIMINARY RIGHT-OF-WAY PLAN



PRELIMINARY RIGHT-OF-WAY PLAN

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TRAFFIC CONTROL

Key Points



The Main Span will be completed utilizing phased construction



Two 10'-0" lanes with 1' shoulders (one lane in each direction) will be maintained on the bridge at all times during construction



Lanes will be separated by lane separator curb, as needed



A temporary barrier will separate the travel lanes from the work zone



Ramps A, C, and D will be completed under a closure and detour



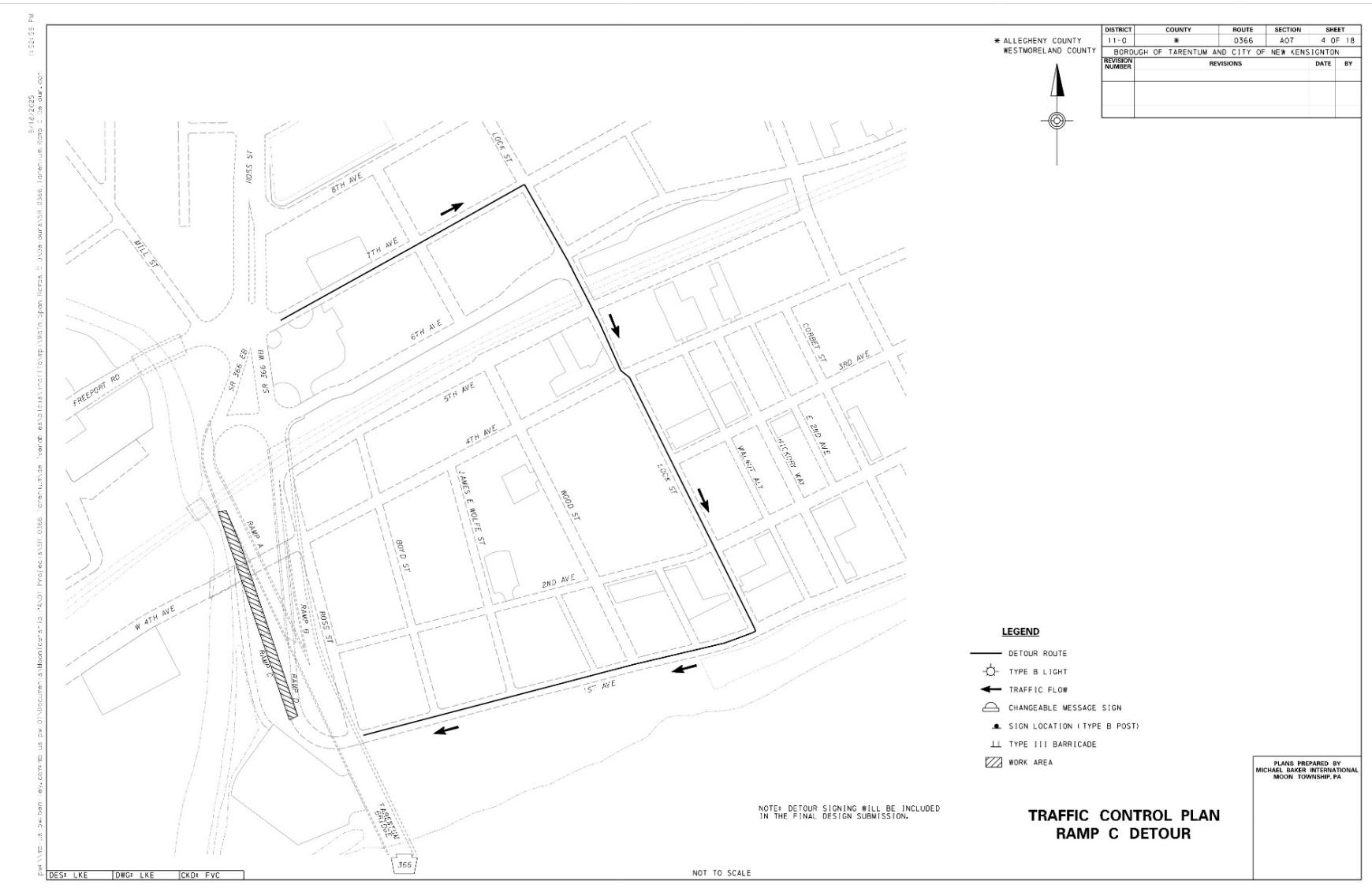
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TRAFFIC CONTROL | PHASE 1

- During the construction of the Main Span/SR 0366 eastbound lanes, traffic will be maintained on the Main Span westbound lanes utilizing a cross-over.
- SR 0366 eastbound traffic will be shifted ahead of the SR 0366 and 7th Avenue/Freeport Road intersection and cross the bridge by driving east on Ramp B (SR 0366 West). As a result, it is anticipated the existing signal at the intersection of SR 0366 and 7th Avenue/Freeport Road will require temporary signal phasing and timing modifications during this phase.
- Ramps A, C, and D (E 1st Avenue to SR 0366 West) will be closed, and traffic will be detoured.
- No left turns from SR 0366 eastbound to 6th Avenue will be permitted during this phase. Traffic will be detoured to 6th Avenue utilizing 7th Avenue.

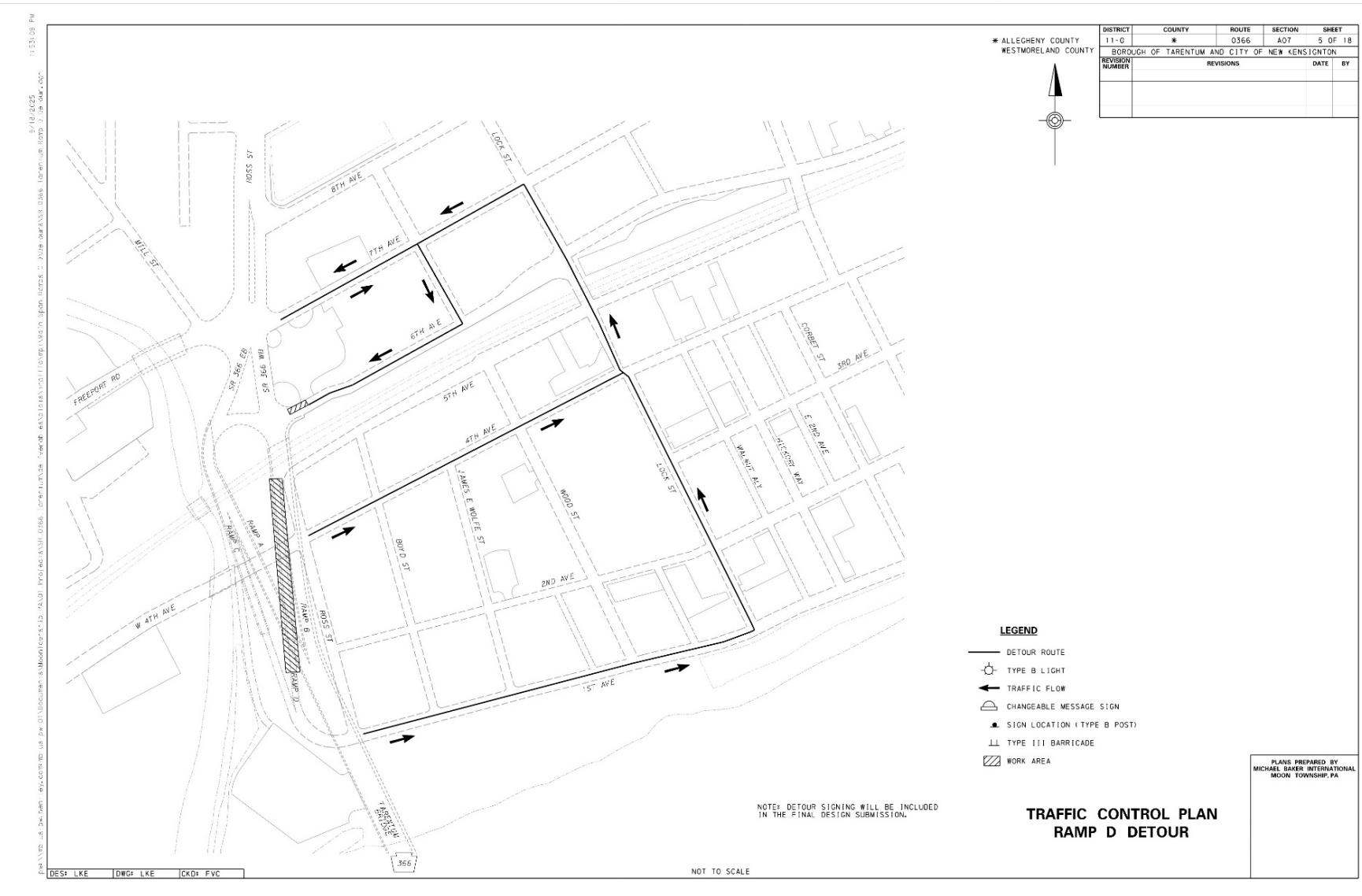


TRAFFIC CONTROL | RAMP C DETOUR

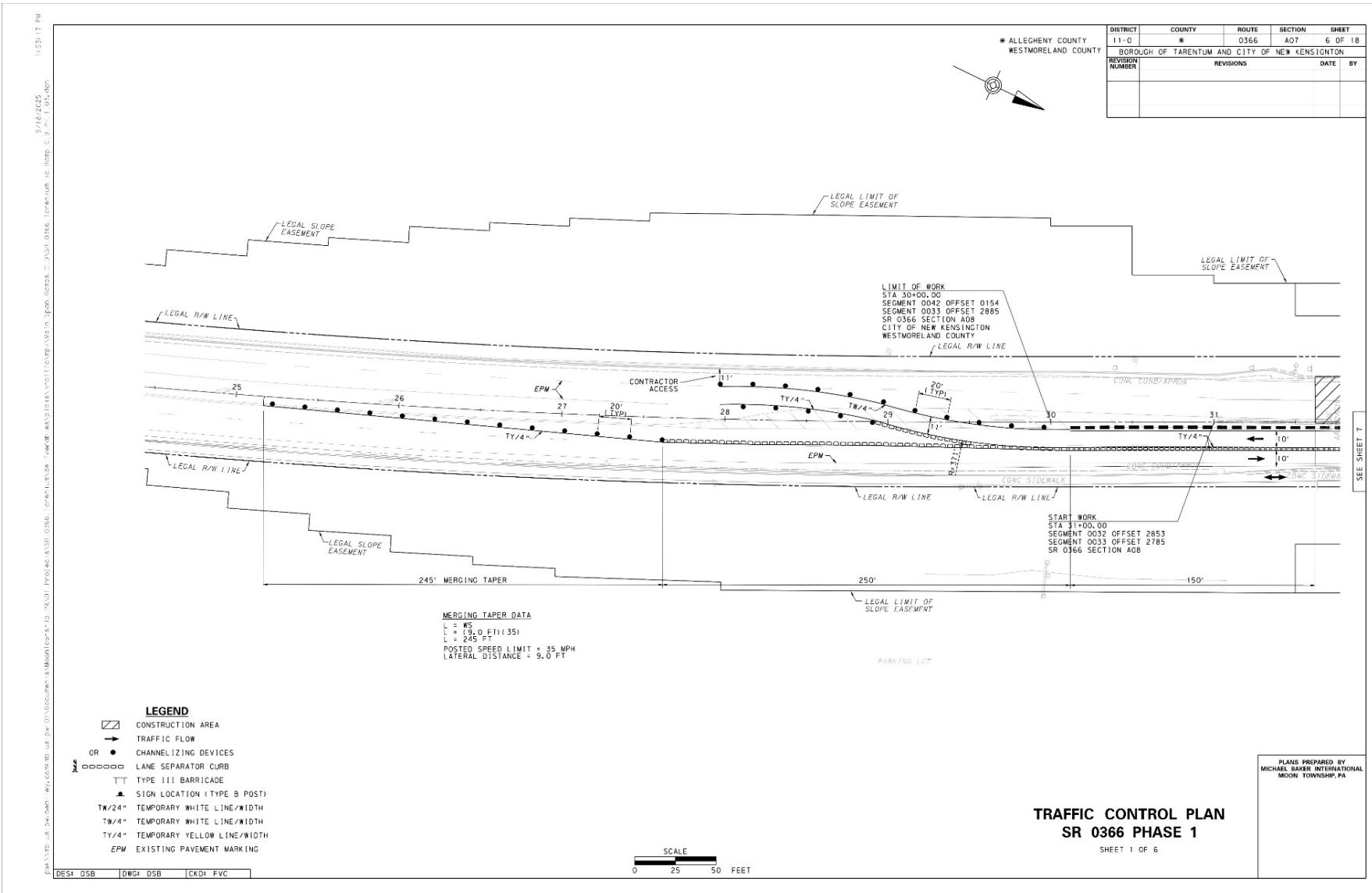


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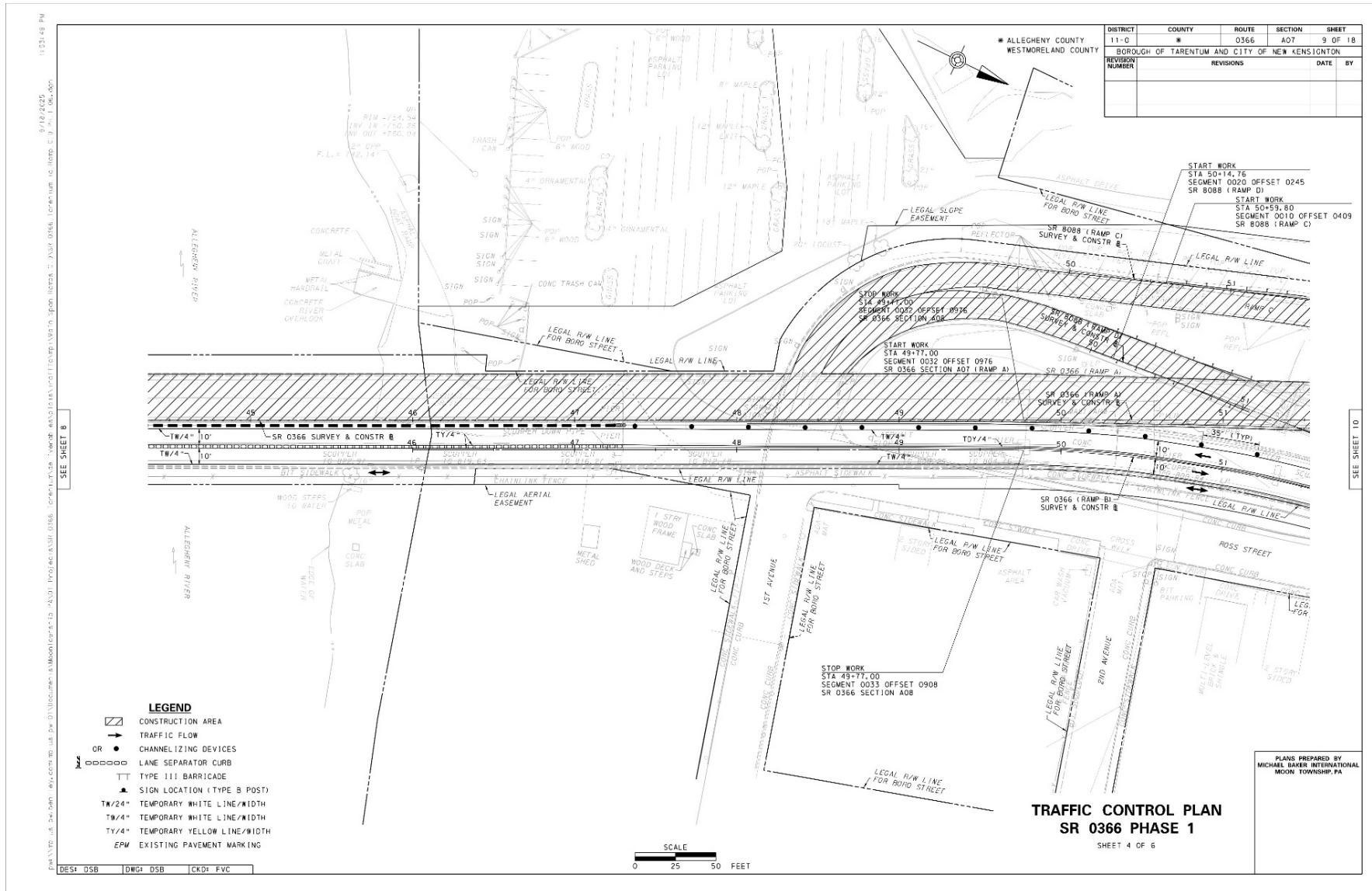
TRAFFIC CONTROL | RAMP D DETOUR



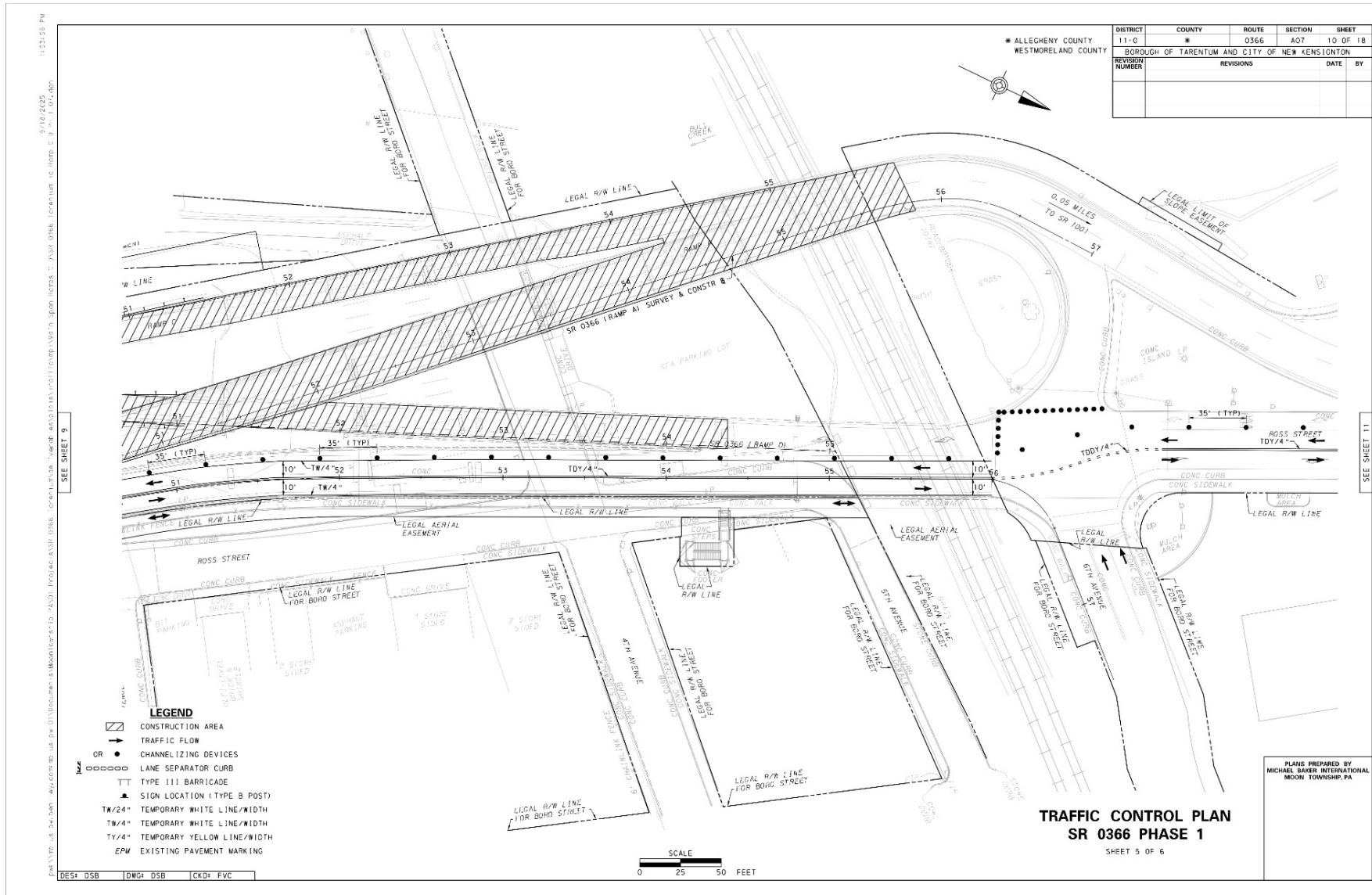
TRAFFIC CONTROL | PHASE 1



TRAFFIC CONTROL | PHASE 1



TRAFFIC CONTROL | PHASE 1

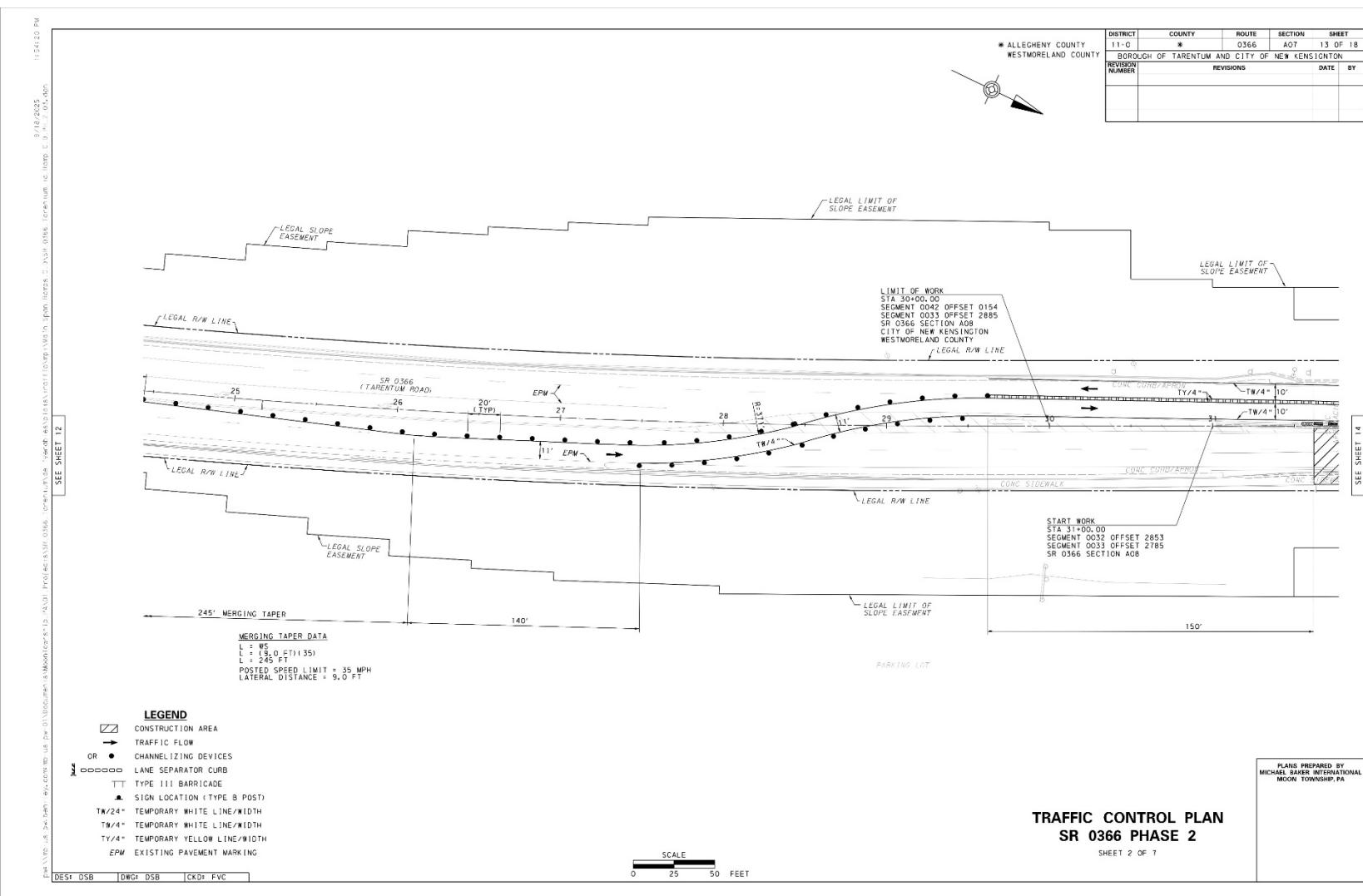


TRAFFIC CONTROL | PHASE 2

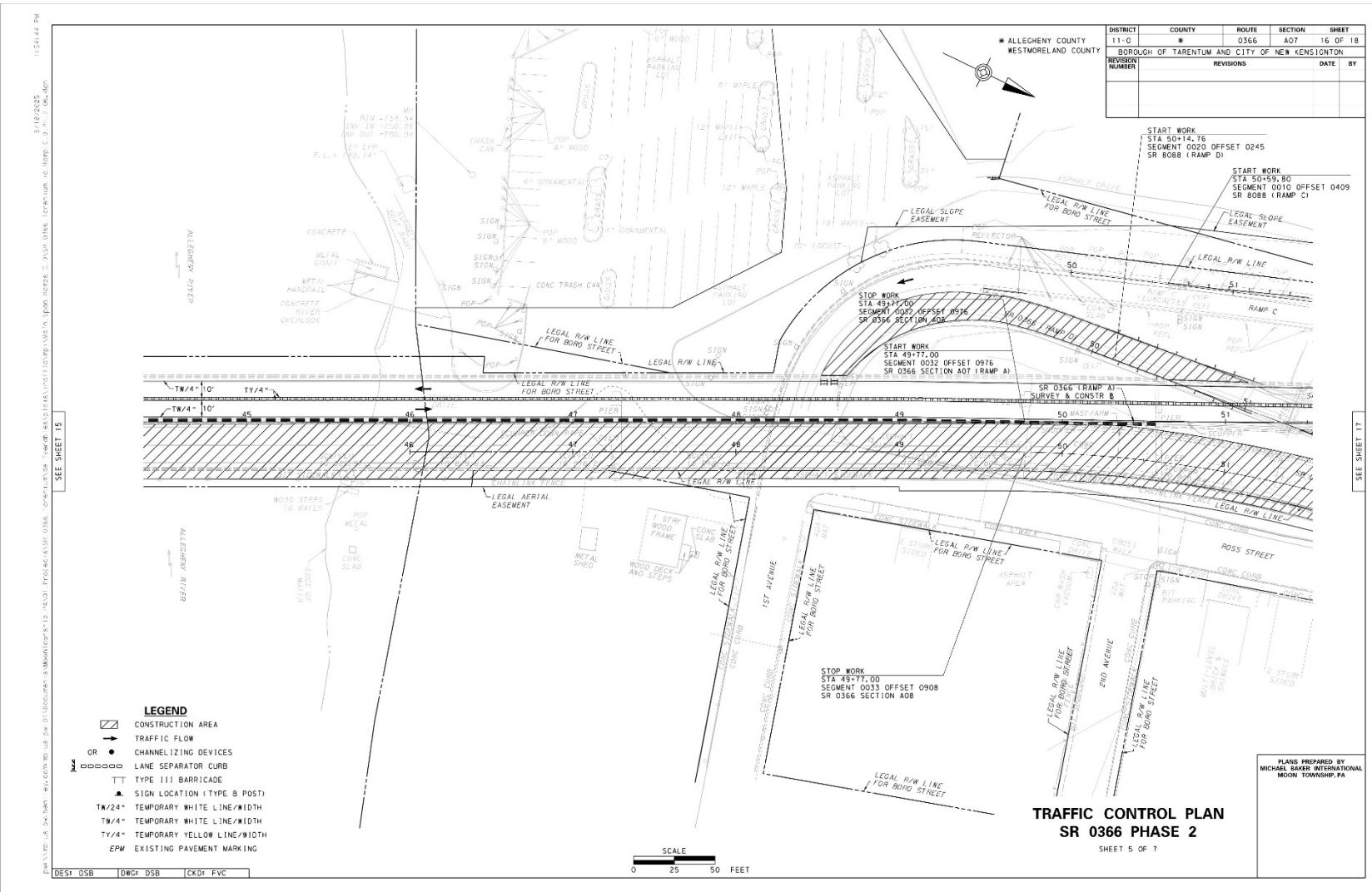
- During the construction of the Main Span/SR 0366 westbound lanes, traffic will be maintained on the Main Span/SR 0366 eastbound lanes utilizing a cross-over.
- Ramps B and D (SR 0366 West) will be closed, and all traffic will access the Main Span utilizing Ramp A (SR 0366 East to Main Span), which will carry one lane of traffic in each direction.
- SR 0366 West traffic will approach the existing signalized intersection at SR 0366 and 7th Avenue/Freeport Road utilizing the Ramp A ramp. It is anticipated that the existing signal at the intersection of SR 0366 and 7th Avenue/Freeport Road will require temporary signal phasing and timing modifications during this phase.
- Ramp C (SR 0366 East to E 1st Avenue) will remain open during this phase.
- Access to 6th Avenue from SR 0366 westbound will be closed, and traffic will be detoured utilizing 7th Avenue.



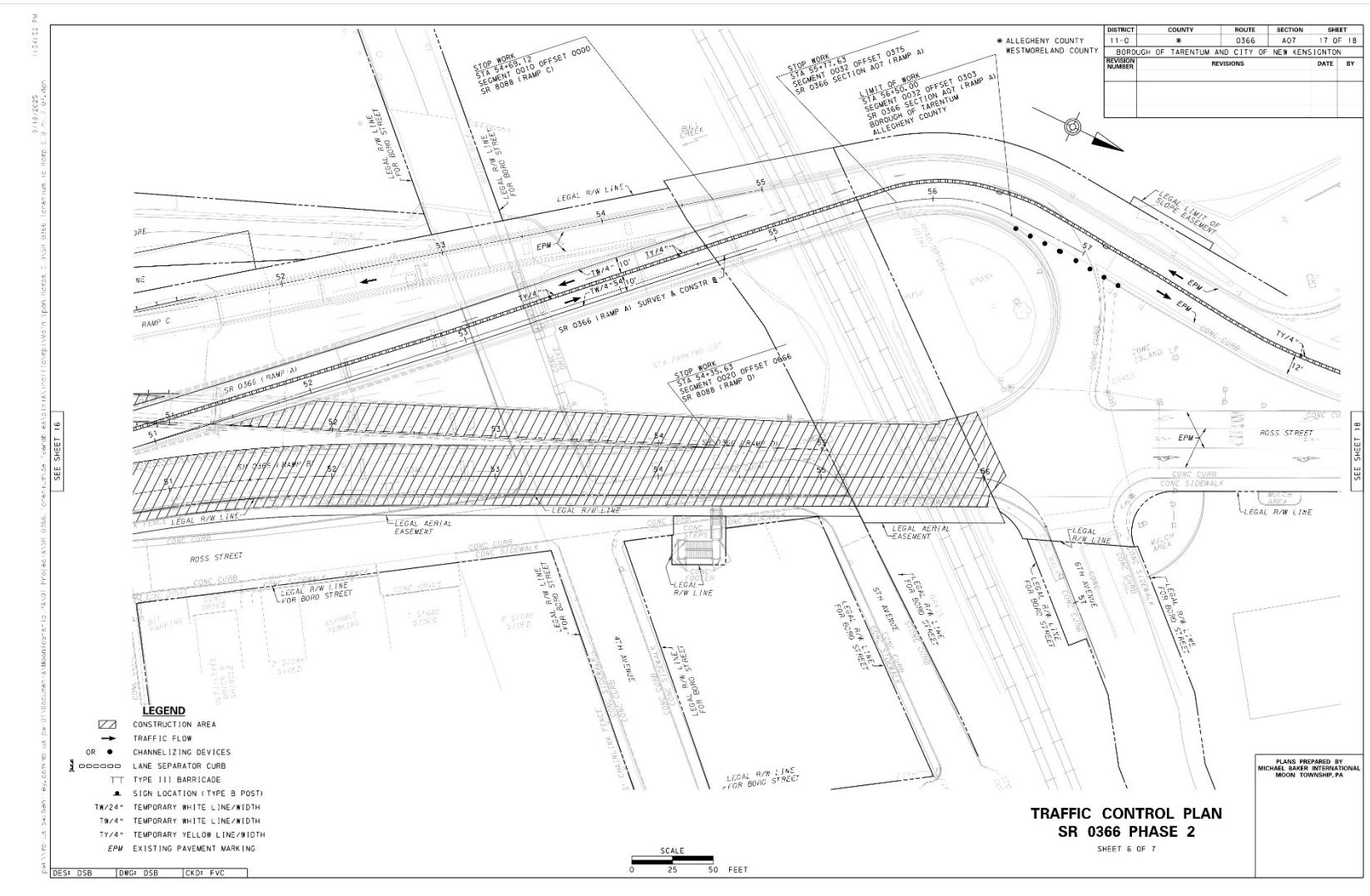
TRAFFIC CONTROL | PHASE 2



TRAFFIC CONTROL | PHASE 2



TRAFFIC CONTROL | PHASE 2



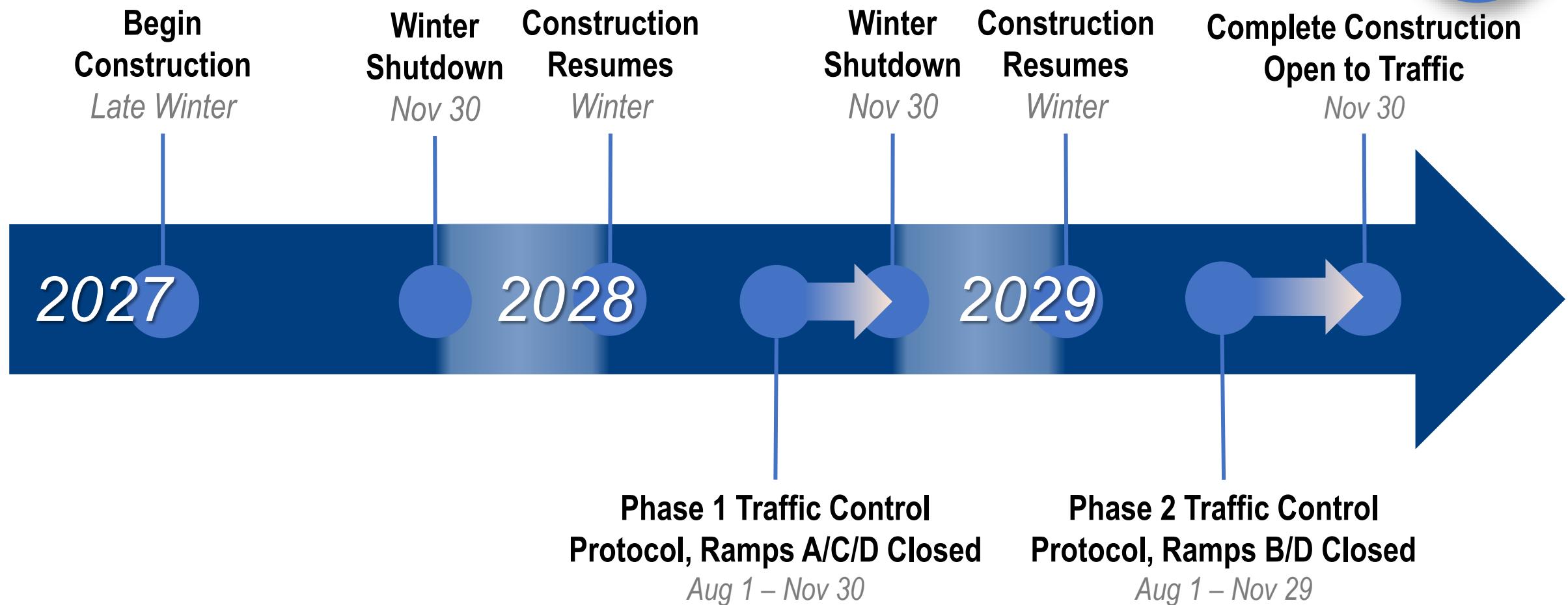
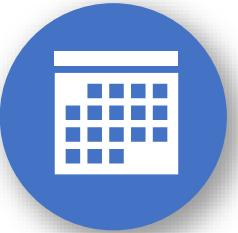
TRAFFIC CONTROL | PEDESTRIAN ACCESS

- During **Phase 1**, pedestrian access will be maintained on the existing sidewalk attached to the bridge – no changes.
- During **Phase 2**, pedestrians will be provided with access to a shuttle to cross the SR 0366 Main Span while the new sidewalk is being constructed.
 - The contractor will be directed to minimize the duration of the sidewalk closure, as appropriate.
 - Stairs from SR 0366 Main Span to Ross Street/E 4th Avenue are expected to stay open for pedestrians walking west.
 - The sidewalk will be closed to the east.



TENTATIVE SCHEDULE

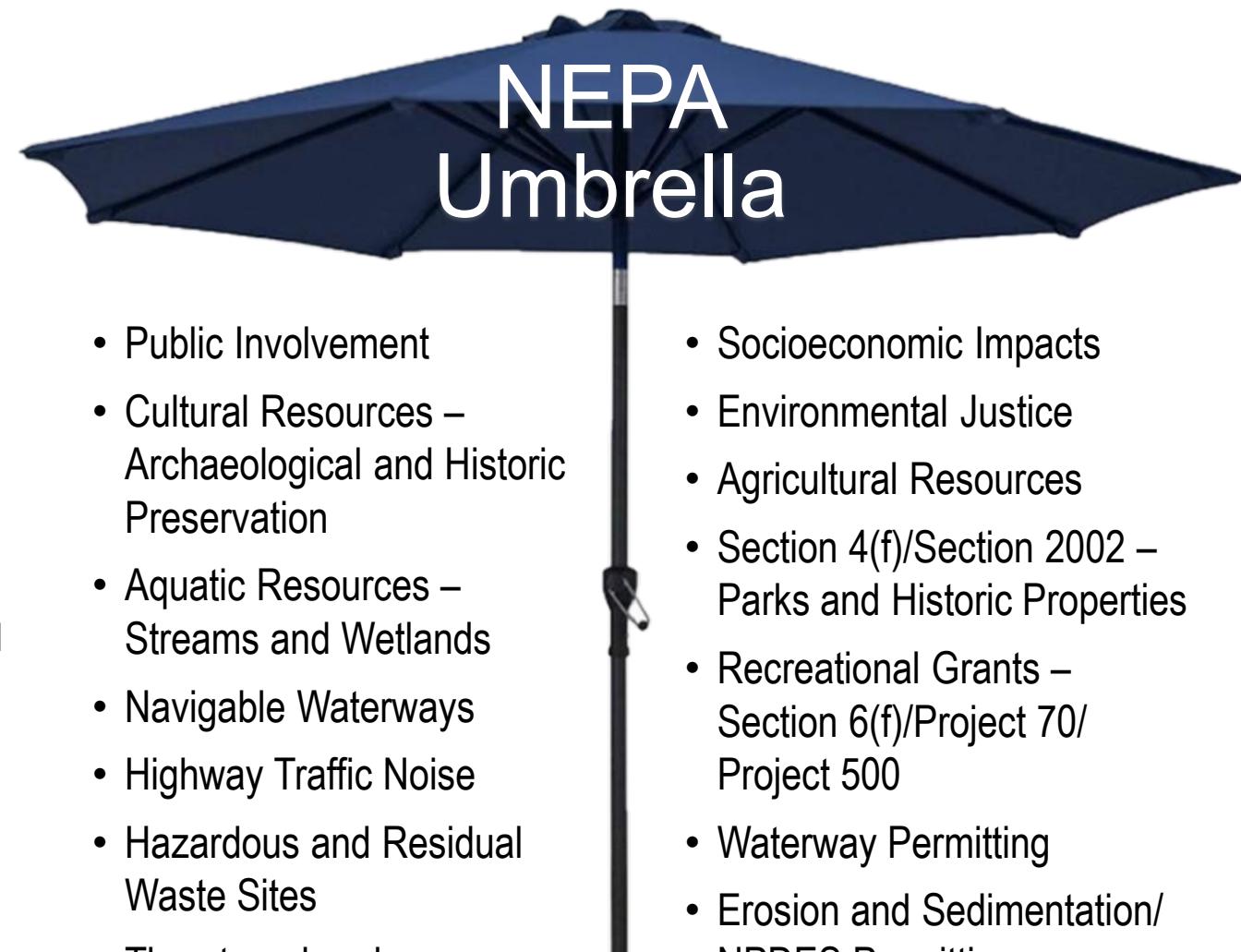
Anticipated Construction Milestones



NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

Public outreach begins with PennDOT Connects and extends into the **NEPA** (National Environmental Policy Act) process:

- PennDOT Connects is a project planning and development approach that engages local and planning partners by collaborating with stakeholders before project scopes are developed.
- NEPA requires agencies to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions
- NEPA also includes public involvement activities and gathering feedback from the public
- This PowerPoint presentation is part of District 11-0's coordination with the public to obtain feedback on the project and to meet NEPA requirements.



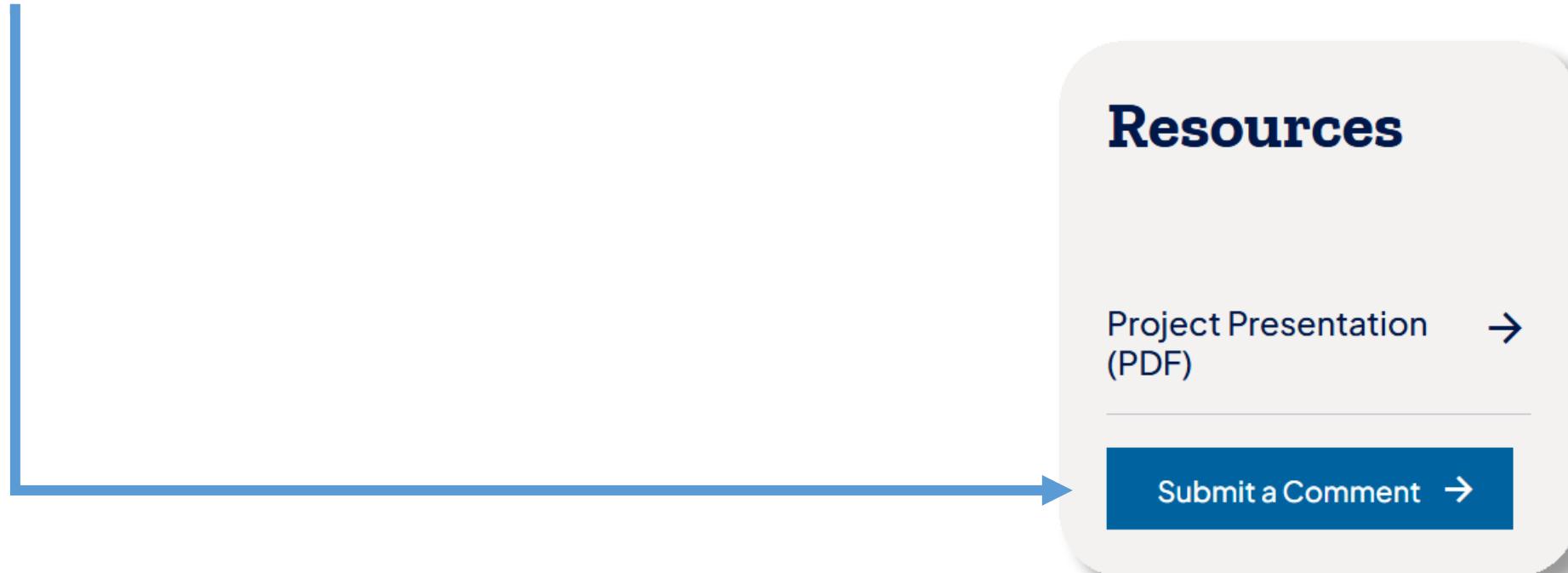
- Public Involvement
- Cultural Resources – Archaeological and Historic Preservation
- Aquatic Resources – Streams and Wetlands
- Navigable Waterways
- Highway Traffic Noise
- Hazardous and Residual Waste Sites
- Threatened and Endangered Species
- Socioeconomic Impacts
- Environmental Justice
- Agricultural Resources
- Section 4(f)/Section 2002 – Parks and Historic Properties
- Recreational Grants – Section 6(f)/Project 70/Project 500
- Waterway Permitting
- Erosion and Sedimentation/NPDES Permitting
- And More



PROJECT SURVEY

The project survey can be found on the project website.

On that page, Click the tile under Resources labeled “Submit a Comment” on the right side of the screen.



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