

VERSAILLES AVENUE VIADUCT BRIDGE REPLACEMENT PROJECT

PUBLIC MEETING



PROJECT TEAM



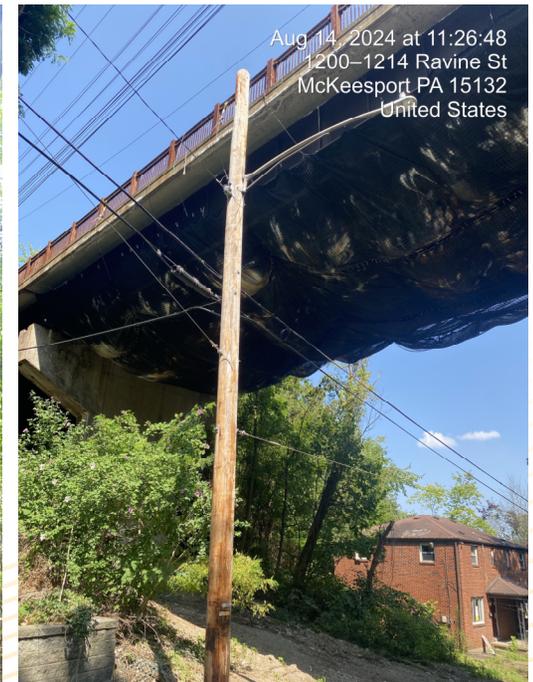
- City of McKeesport – Project Sponsor
 - A.J. Tedesco – Director of Community Development
 - Tom Maglicco – City Administrator
 - Jennifer Vertullo – Mayor’s Assistant
 - Michael Cherepko - Mayor
- PennDOT District 11-0
 - Crystal Magrino – Local Project Manager
 - Nick Krobot, PE – Assistant Environmental Manager
 - Jacqueline Evans, PE – Right of Way Administrator
 - Ethan Bailey - Right of Way Negotiator
- Larson Design Group (LDG) – Design Consultant
 - Kevin D. Altman Jr., PE – Project Manager
 - James Shroads, PE - Principal Engineer



PURPOSE AND NEED



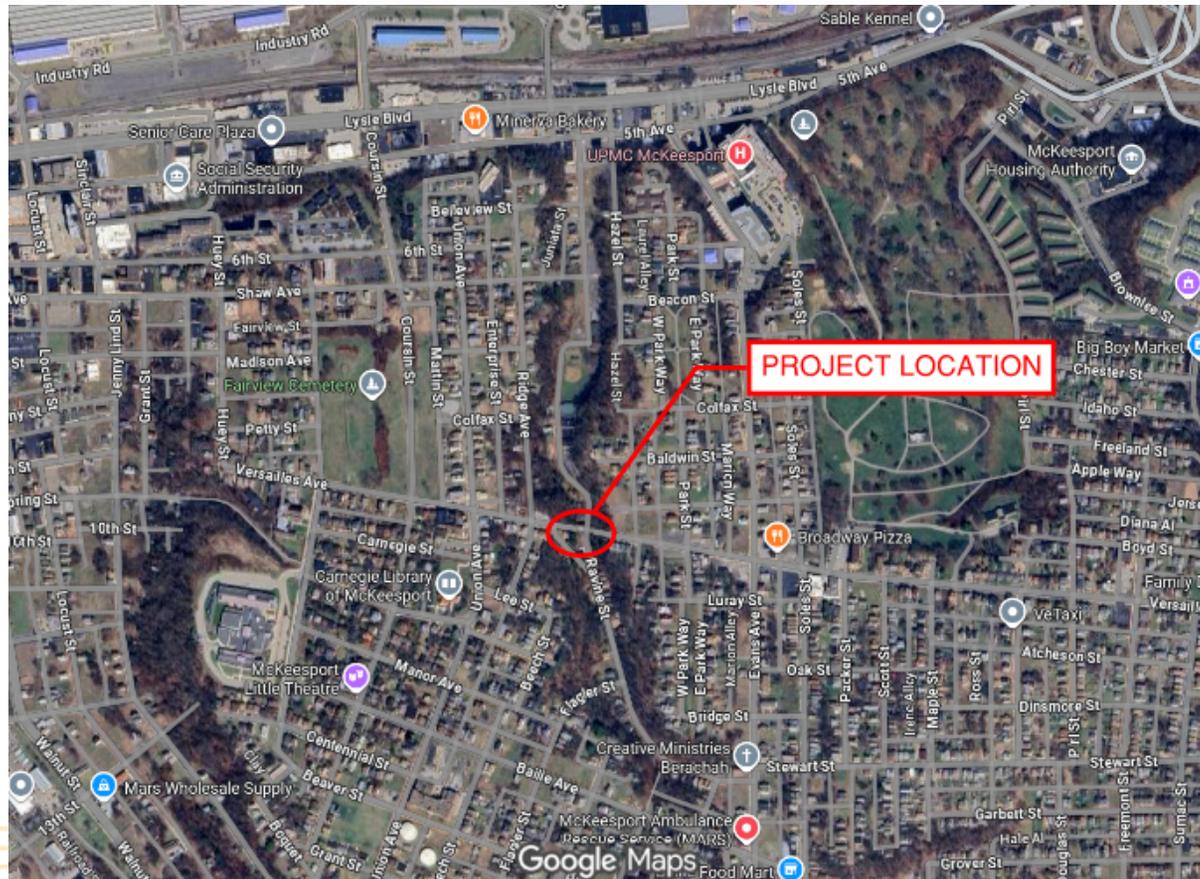
- Versailles Avenue Viaduct Project Purpose:
 - Provide sustainable crossing over Ravine Street which meets current design standards.
- Project Need:
 - Versailles Avenue Viaduct over Ravine Street has been closed to traffic since 02/11/2022.
- Existing Structure:
 - 3-span, steel stringer bridge built in 1972.
 - Structure currently has netting to prevent deteriorated concrete from falling onto Ravine Street.



LOCATION MAP



LOCATION MAP



PROPOSED PROJECT DESIGNS



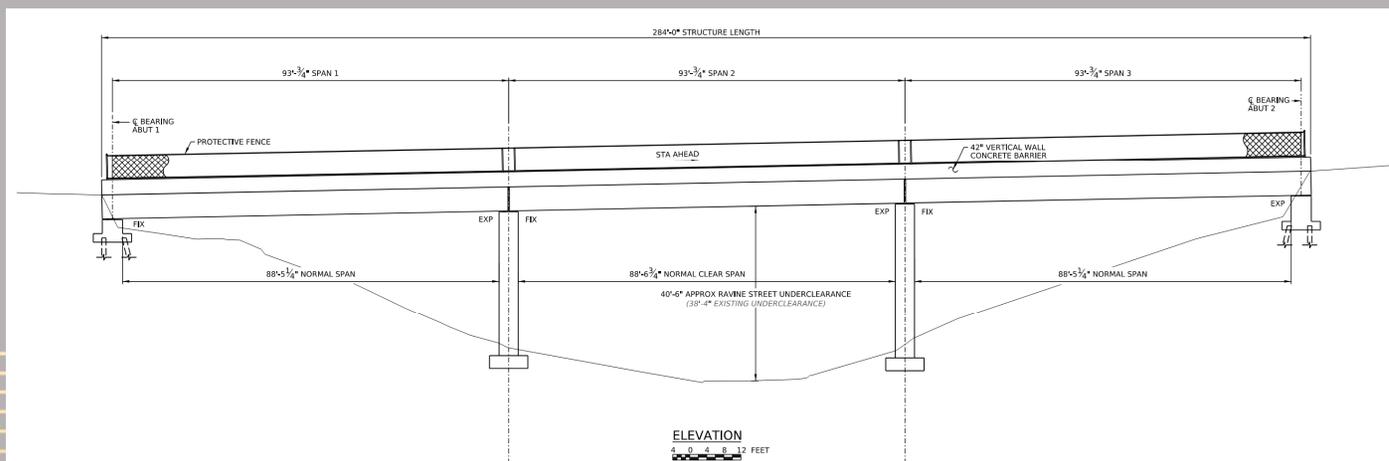
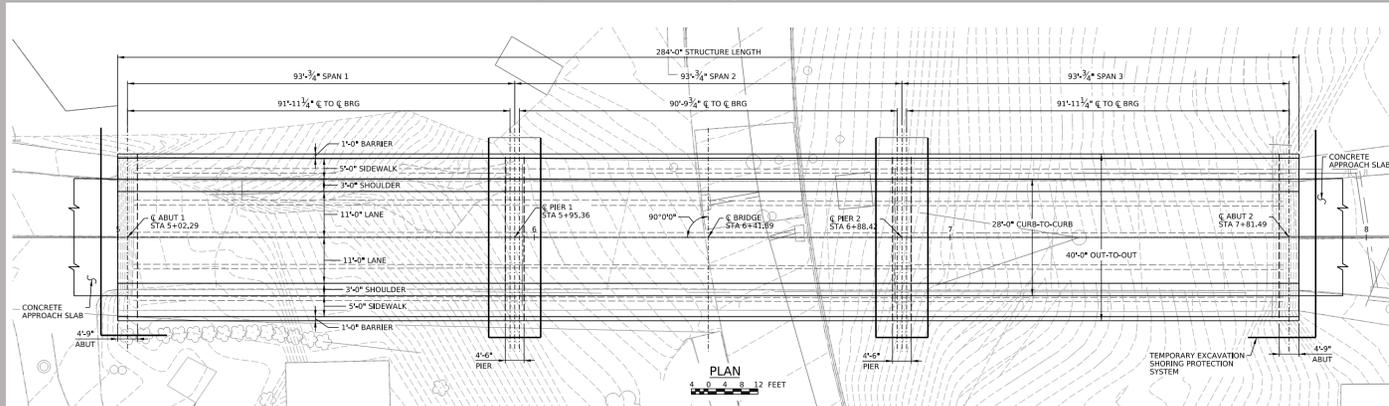
- 4 configurations investigated during feasibility study
 - 3 single span configurations and one 3-span configuration.
- 3-Span:
 - 284 ft steel plate girder with cantilever abutments. (similar to existing structure)
- Selected Single Span Design:
 - 190 ft single span steel plate girder with cantilever abutments.



PROPOSED PROJECT DESIGNS



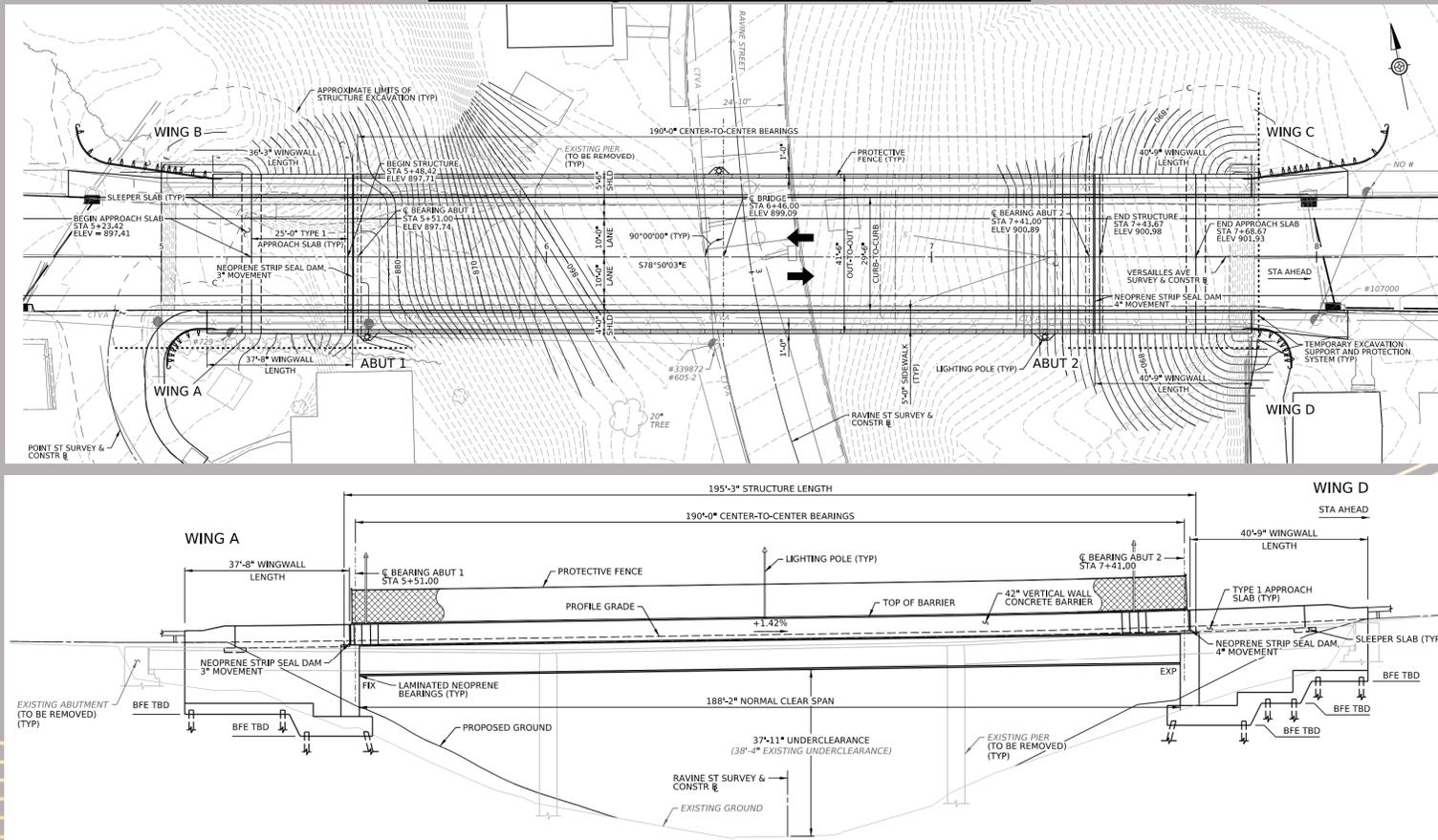
3-Span Configuration



SELECTED DESIGN



190 ft Single Span Configuration



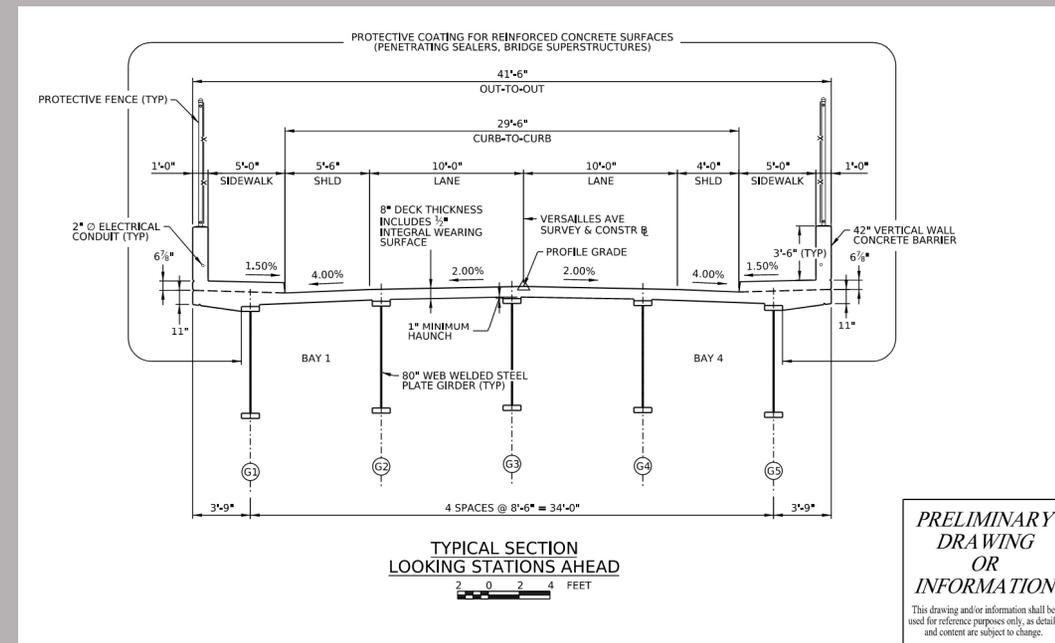
SELECTED DESIGN



190 ft Single Span Configuration

Single Span:

- Maximizes Tangent grade across structure
- Reduces drainage and maintenance issues
- 5 beam cross section makes future rehabilitation easier
- Reduces joints on structure
- Approach roadway shoulder widths are maintained across structure
 - Allows more space for bicycle traffic

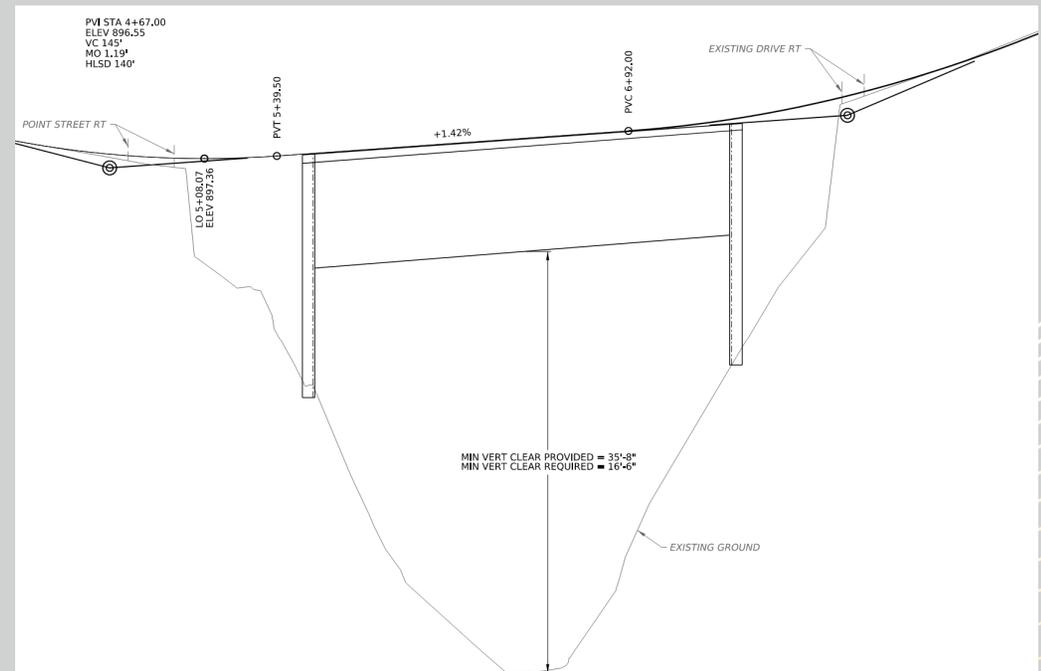


PROPOSED PROJECT IMPROVEMENTS



Structure Widening & Roadway Alignment:

- Widening of structure to match existing corridor width
- Vertical profile improvement to create smooth transition from approach roadway to structure
- Vertical profile reduces drainage issues with no low point on structure

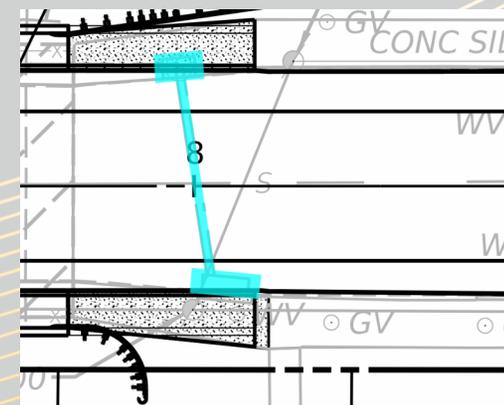
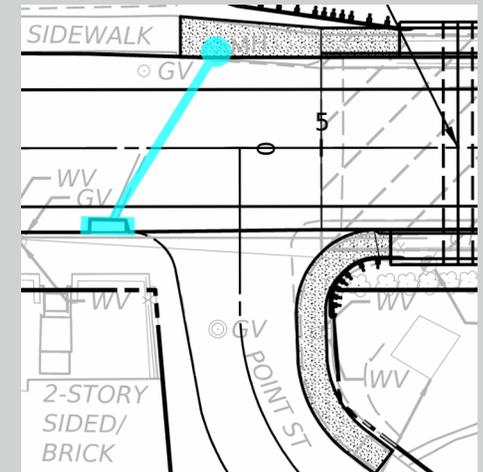


PROPOSED PROJECT IMPROVEMENTS



Drainage Improvements:

- Inlet replacements on both ends of structure.
- Pipe replacement

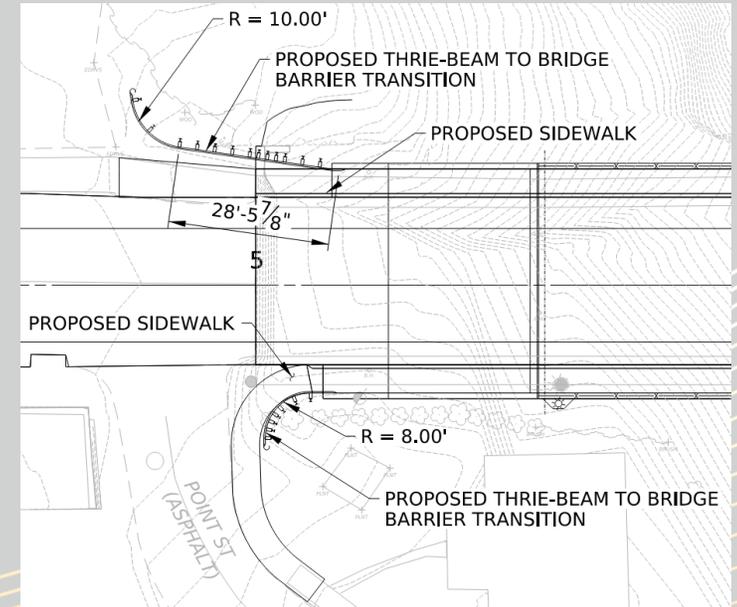


PROPOSED PROJECT IMPROVEMENTS



Point Street Intersection:

- Intersection widening
- Paving and sidewalk replacement including ADA compliant ramps and sidewalk widths
- Guiderail Installation



NATIONAL ENVIRONMENTAL POLICY ACT



NEPA

- NEPA requires agencies to consider environmental impacts in the decision-making process and evaluate alternatives to reduce impacts.
- NEPA requires public involvement as part of obtaining environmental clearance.
- This presentation is part of the City of McKeesport, District 11-0 and LDG's coordination with the public to obtain feedback on the project and to meet the NEPA requirements.

NEPA INCLUDES:

- Public Involvement
- Cultural resources – Archeological and Historic Preservation
- Socioeconomic Impacts
- Section 4(f) / Section 2002 – Parks and Historic Properties
- Recreational Grants – Section 6(f) / Project 70 / Project 500
- Erosion and Sedimentation / NPDES Permitting
- Threatened and Endangered Species
- Environmental Justice
- And More
- Visit the EPA website for more information



ENVIRONMENTAL CONSIDERATIONS



Impacts considered for project area:

- Archeological and Historic sites
 - No sites impacted
- Groundwater Resources
 - No impact to groundwater
- Threatened or Endangered Species
 - PNDI reports no impacts
- Section 4(f) resources
 - No sites impacted
- Soil Erosion and Sedimentation Concerns
 - Best Management Practices (BMPs) will be used to mitigate impacts



TRAFFIC CONTROL - DETOUR



- Versailles Avenue and Ravine Street will be closed during construction.
- Detour will be used to route traffic around the project site.
- Local residents will be able to access Versailles Avenue, Point Street, and Ravine Street homes.
- Detour for Versailles Avenue will be similar to the existing detour already in place for the existing structure.



VERSAILLES AVE

RAVINE STREET



DETOUR— VERSAILLES AVE & RAVINE ST.



Versailles Avenue

- Detour Length = 1.10 Miles
- Traveling from East to West on Versailles Avenue:
 - Right turn onto Evans Ave
 - Left turn onto Fifth Ave
 - Left turn onto Coursin Street
 - Coursin Street leads to Versailles Ave West of the Project Site
- Traveling from West to East on Versailles Avenue:
 - Left turn onto Coursin Street
 - Right turn onto Fifth Ave
 - Right Turn onto Evans Ave
 - Evans Ave leads to Versailles Ave East of the Project Site

VERSAILLES AVE

Ravine Street

- Detour Length = 0.77 Miles
- From Ravine Street South of the Project Site:
 - Travel South on Ravine Street
 - Left turn onto Evans Ave
 - Left turn onto Fifth Ave
 - Left turn onto White Street
 - Continue onto Ravine Street
- From Ravine Street North of the Project Site:
 - Travel North on Ravine Street
 - Continue onto White Street
 - Right turn onto Fifth Ave
 - Right turn onto Evans Ave
 - Right turn onto Ravine Street

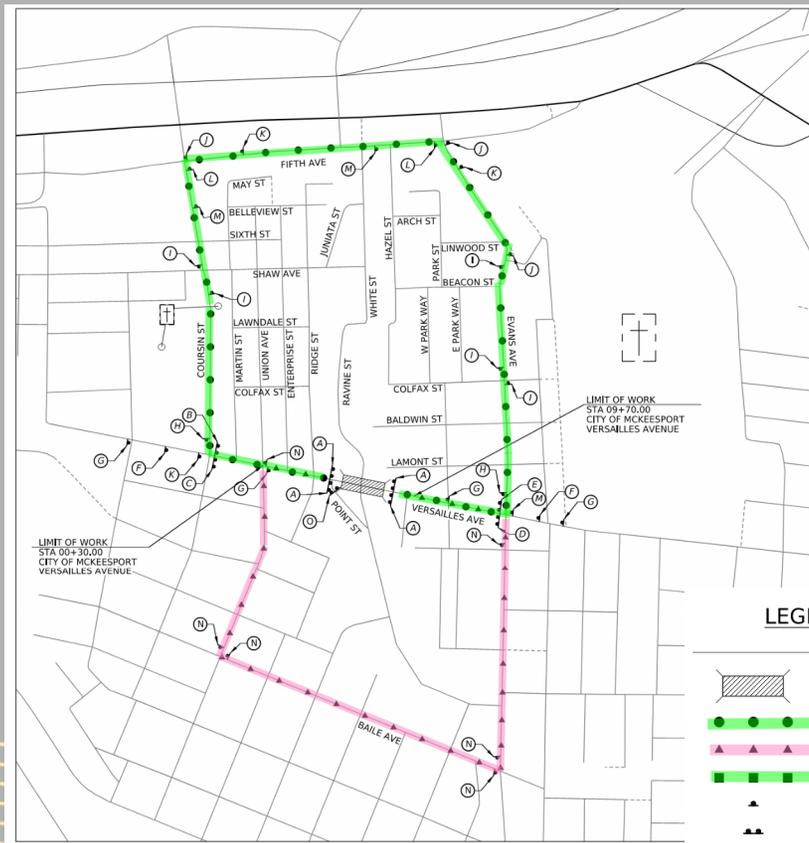
RAVINE STREET



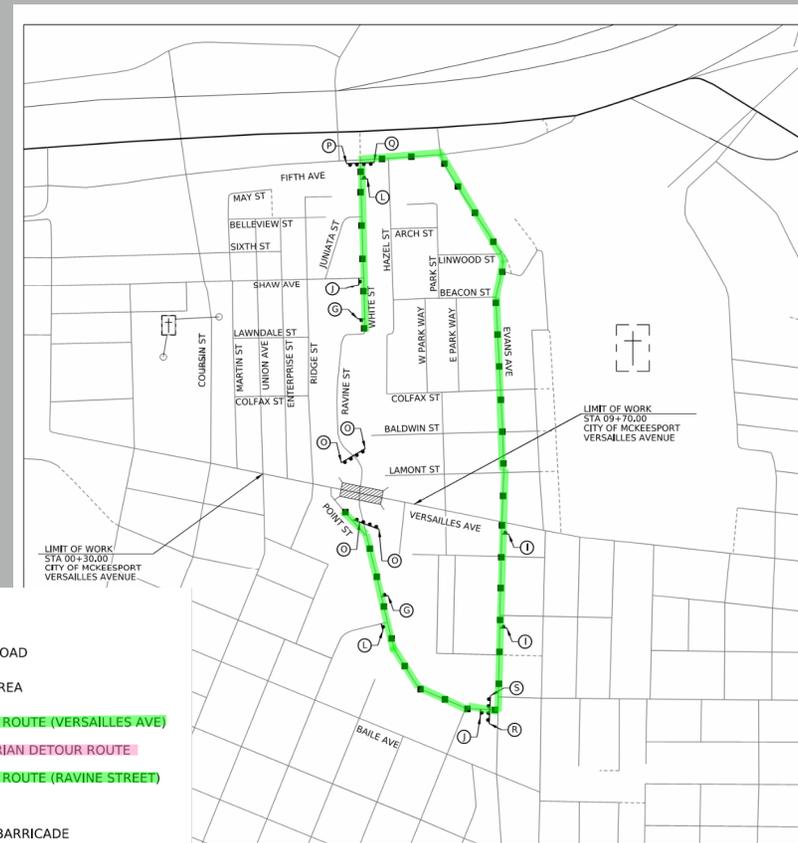
DETOUR- VERSAILLES AVE & RAVINE ST.



VERSAILLES AVENUE



RAVINE STREET



ANTICIPATED RIGHT-OF-WAY



- **Required Right-of-Way:** Anticipate 8 residential property impacts, including 2 residential relocations. The Required Right-of-Way is necessary for access during and after construction and for future maintenance, repair and inspection requirements.
- **Temporary Construction Easement (TCE):** Anticipate 9 residential property impacts. The TCE is necessary for construction staging and construction activities.
- Once the Unofficial/Preliminary right-of-way plan is finalized and approved in Final Design, each property owner that is impacted will be contacted by a real estate specialist / negotiator, to explain their right of way impacts and the right of way acquisition process.

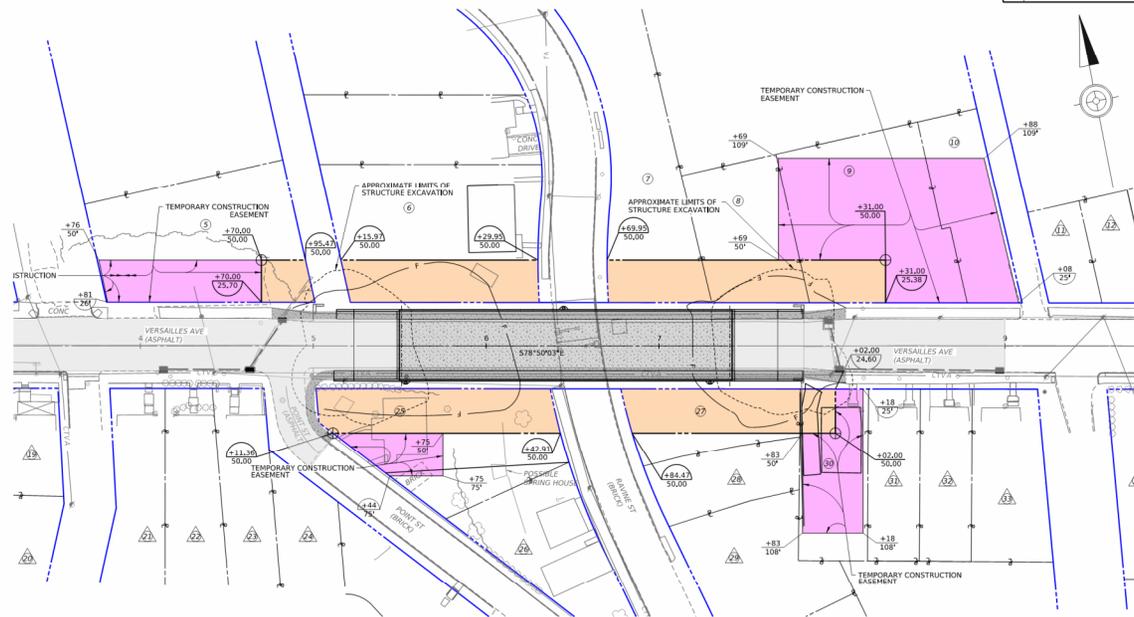


ANTICIPATED RIGHT-OF-WAY



UNOFFICIAL/PRELIMINARY PLAN

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
11-0	ALLEGHENY	VERS	AVE	OF
REV. NO.	REVISIONS	DATE	BY	APPD



LEGEND

- PRELIMINARY TEMPORARY CONSTRUCTION EASEMENT
- PRELIMINARY REQUIRED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY LINE

PLAN
0 25 FEET

**PRELIMINARY
DRAWING
OR
INFORMATION**

This drawing and/or information shall be used for reference purposes only, in detail and content are subject to change.



ANTICIPATED PROJECT SCHEDULE AND COST



- Complete Preliminary Engineering and Environmental Clearance: Winter 2025
- Final Design: Winter/Spring 2026 to Winter/Spring 2027
- Right-of-Way Acquisition Process: Spring 2026 to Spring 2027
- Anticipated Construction Cost: \$9.5 Million
- Anticipated Construction: 2027 and 2028 Construction Seasons



CONTACTS & QUESTIONS



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