

# 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.



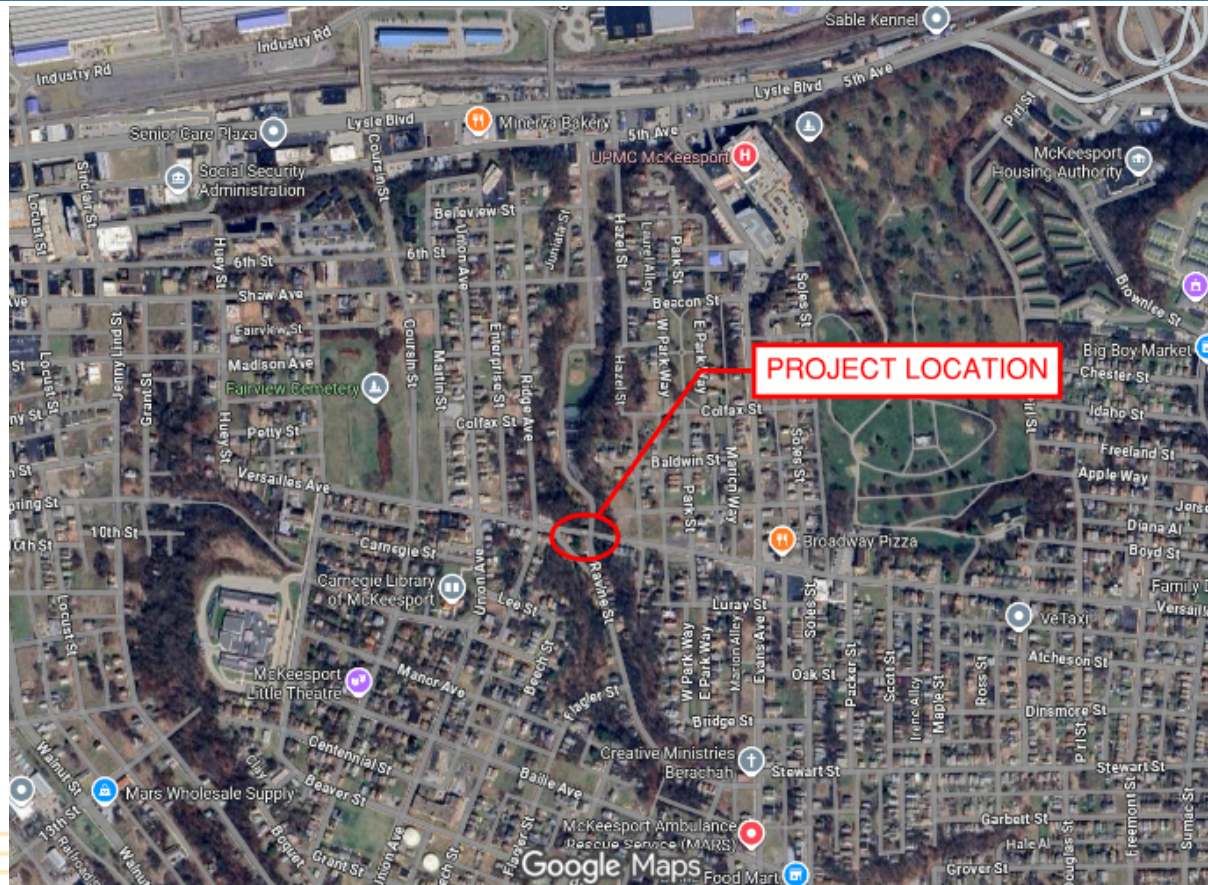


# LOCATION MAP





# 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.

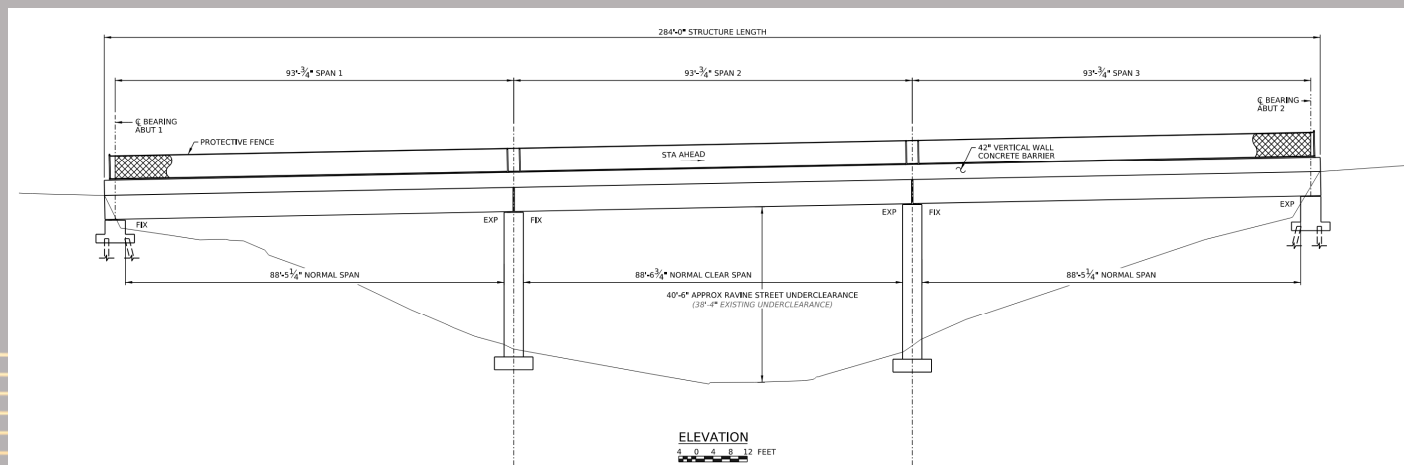
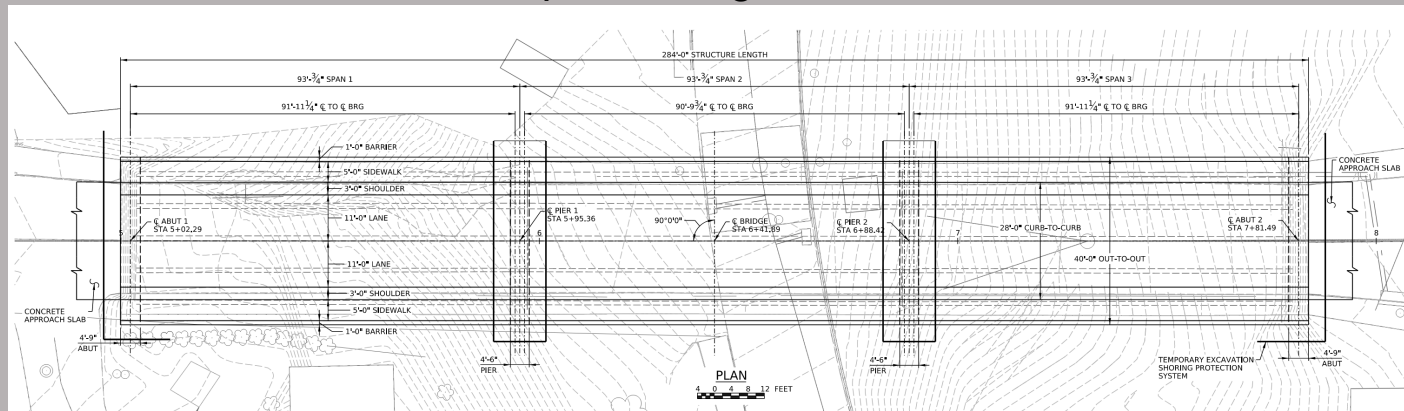




# PROPOSED PROJECT DESIGNS



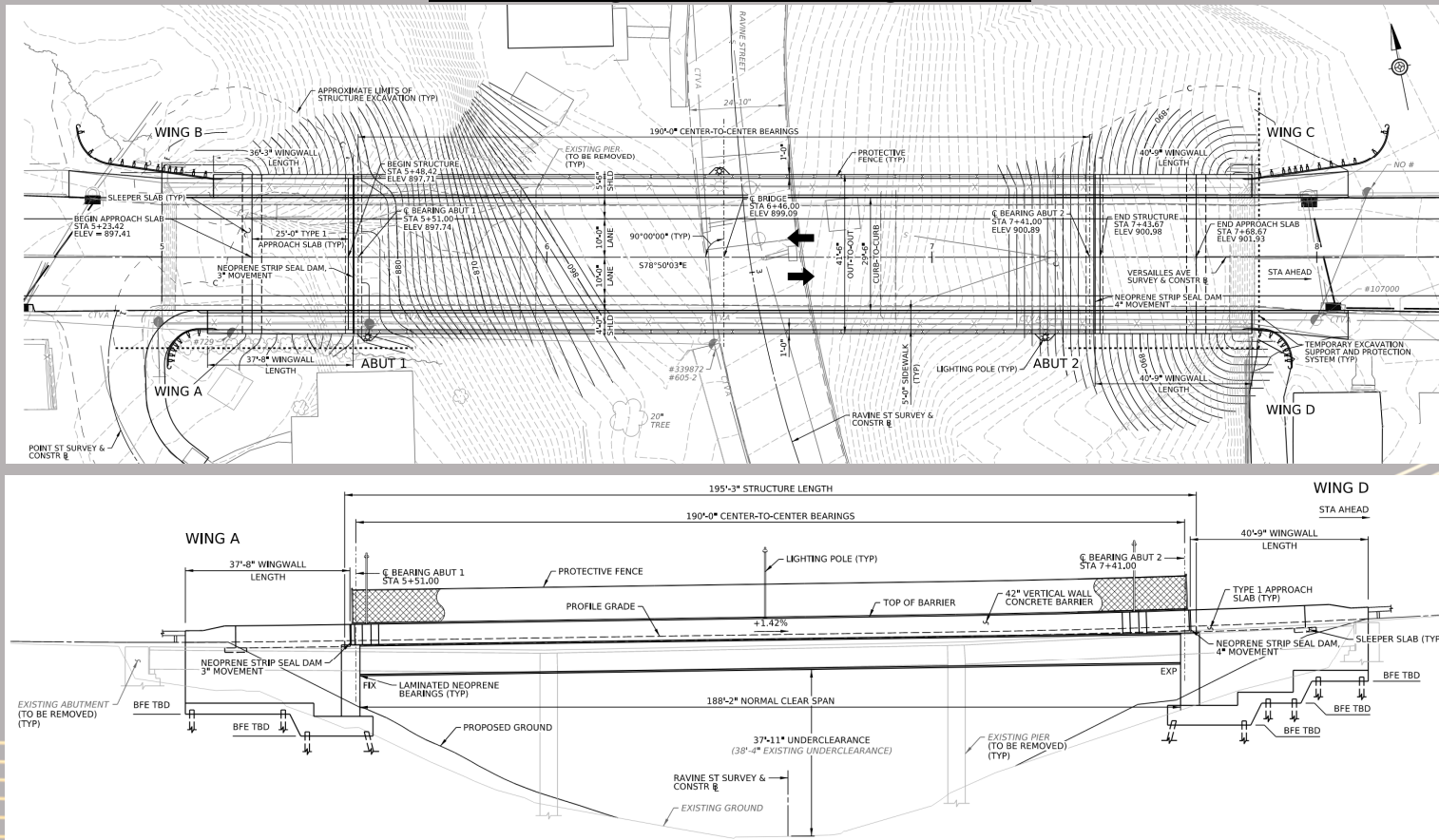
## 3-Span Configuration



# SELECTED DESIGN



## 190 ft Single Span Configuration



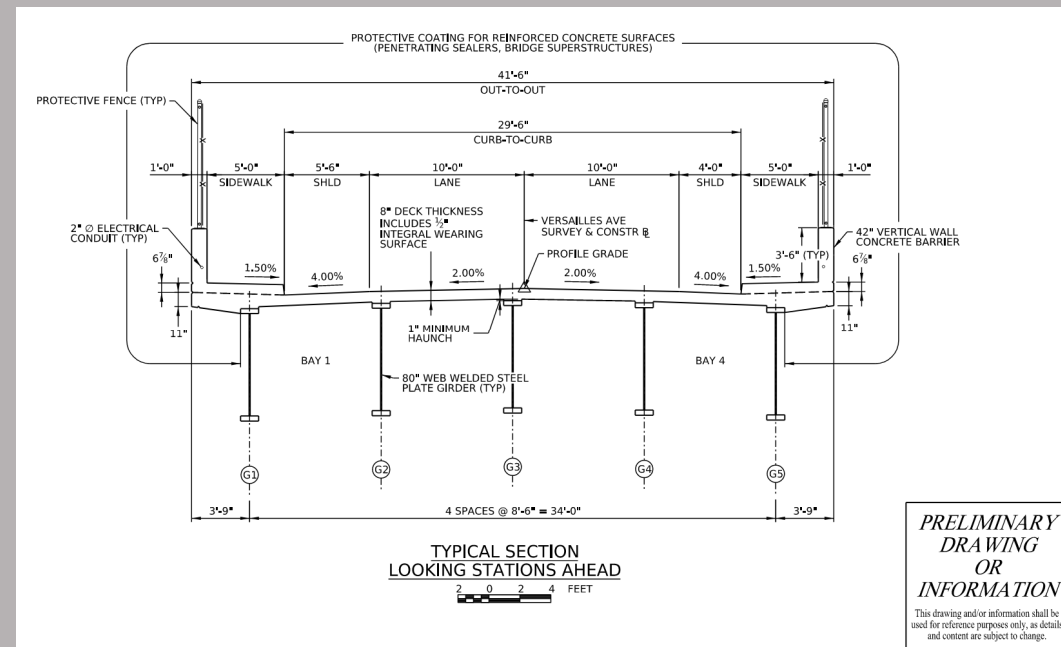
# SELECTED DESIGN



## 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

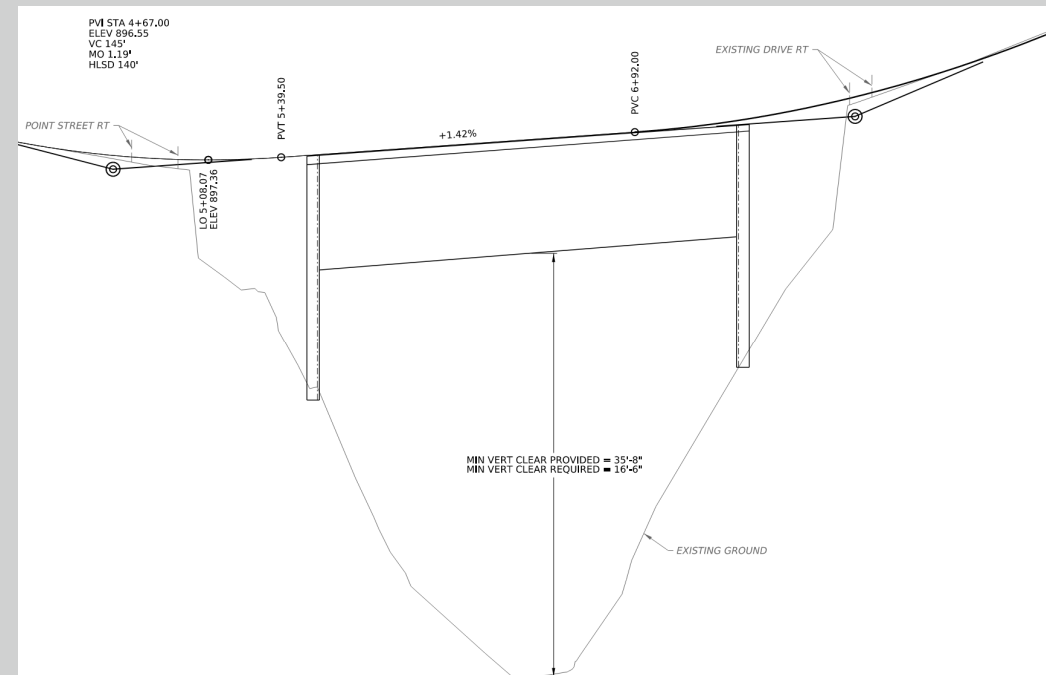


# PROPOSED PROJECT IMPROVEMENTS



## 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



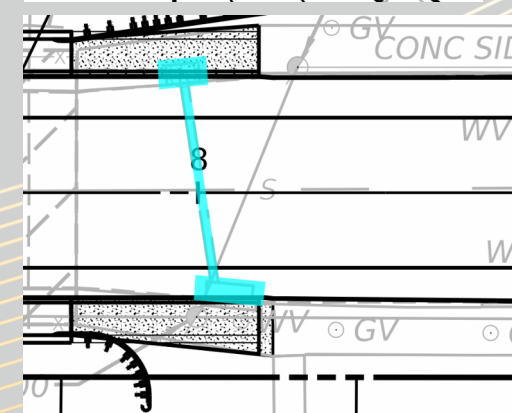
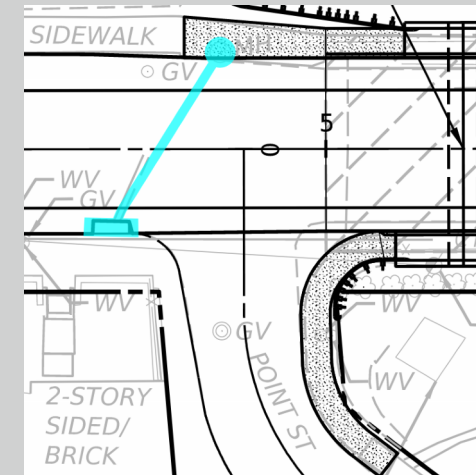


# PROPOSED PROJECT IMPROVEMENTS



## Drainage Improvements:

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

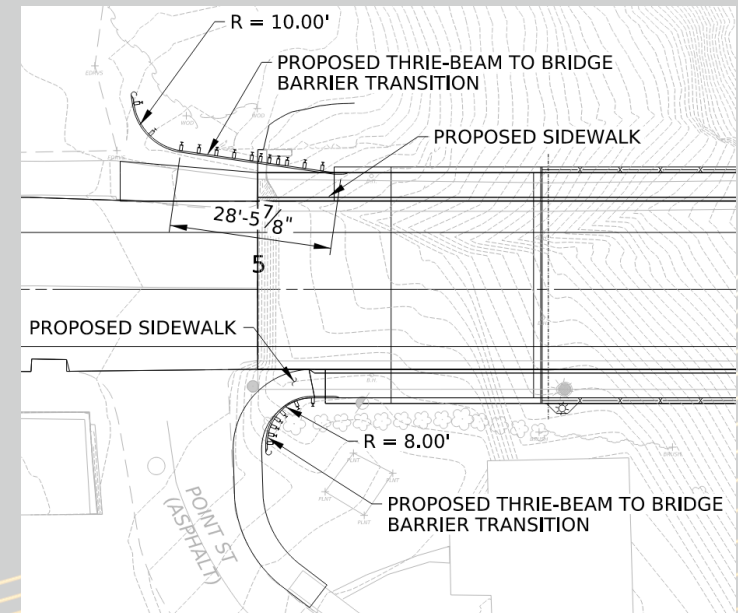


# PROPOSED PROJECT IMPROVEMENTS



## Point Street Intersection:

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



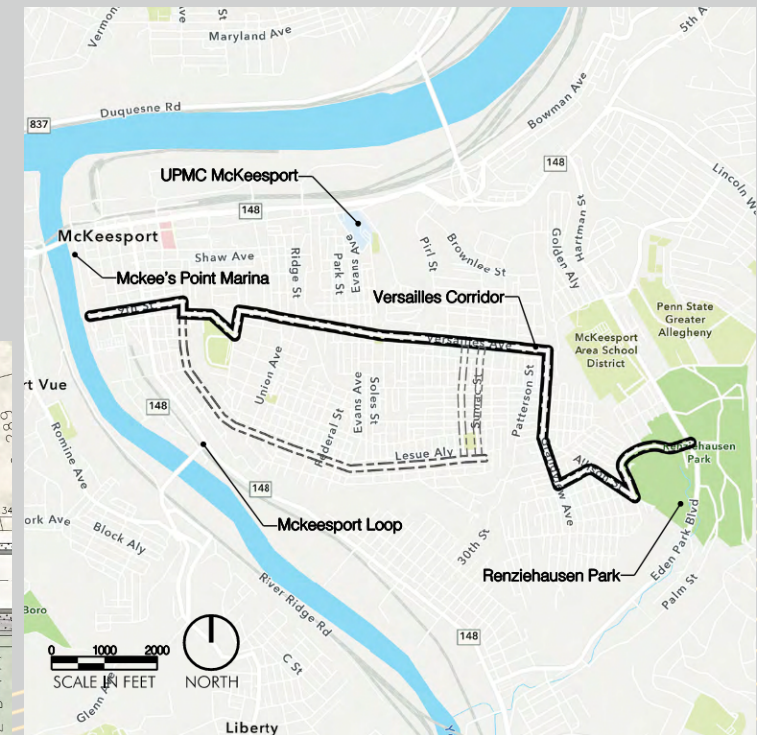
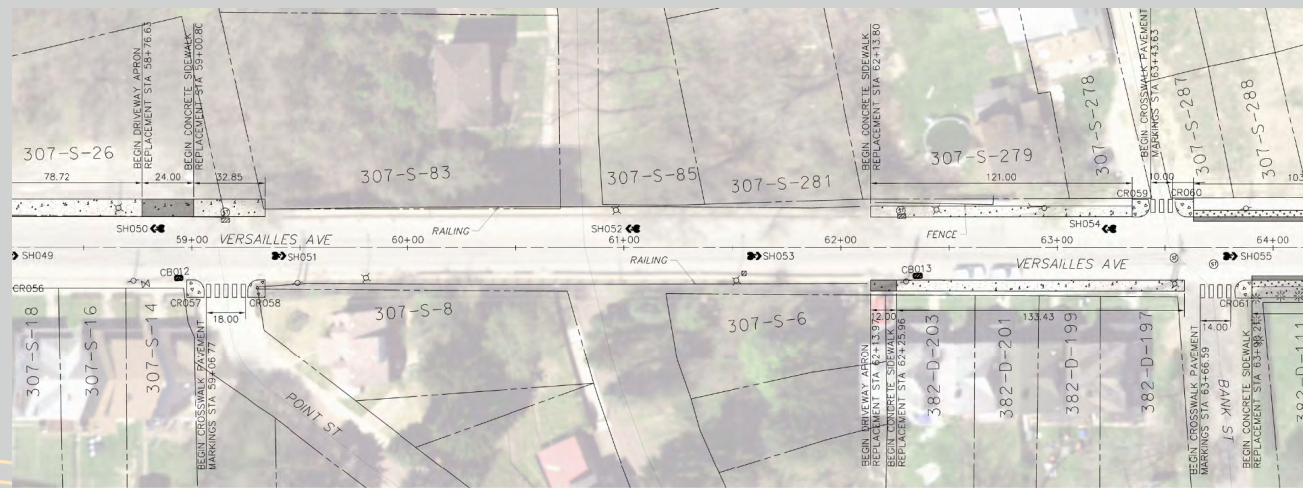


# CONCURRENT PROJECT



## Versailles Corridor Improvement Plan

- Owner: City of McKeesport
- Landscape Architect: Environmental Planning & Design, LLC
- Engineer: H.F. Lenz Company
- Improvement to sidewalks, driveway aprons, crosswalks and bike lanes through the Versailles Avenue Corridor.



# 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



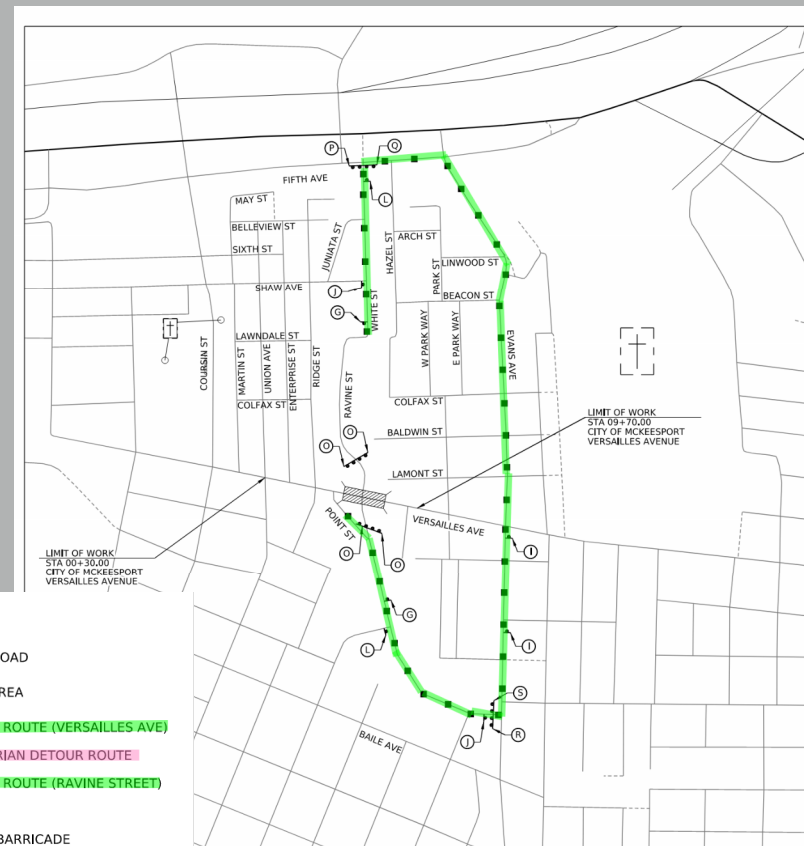
# DETOUR- VERSAILLES AVE & RAVINE ST.



## VERSAILLES AVENUE



## RAVINE STREET





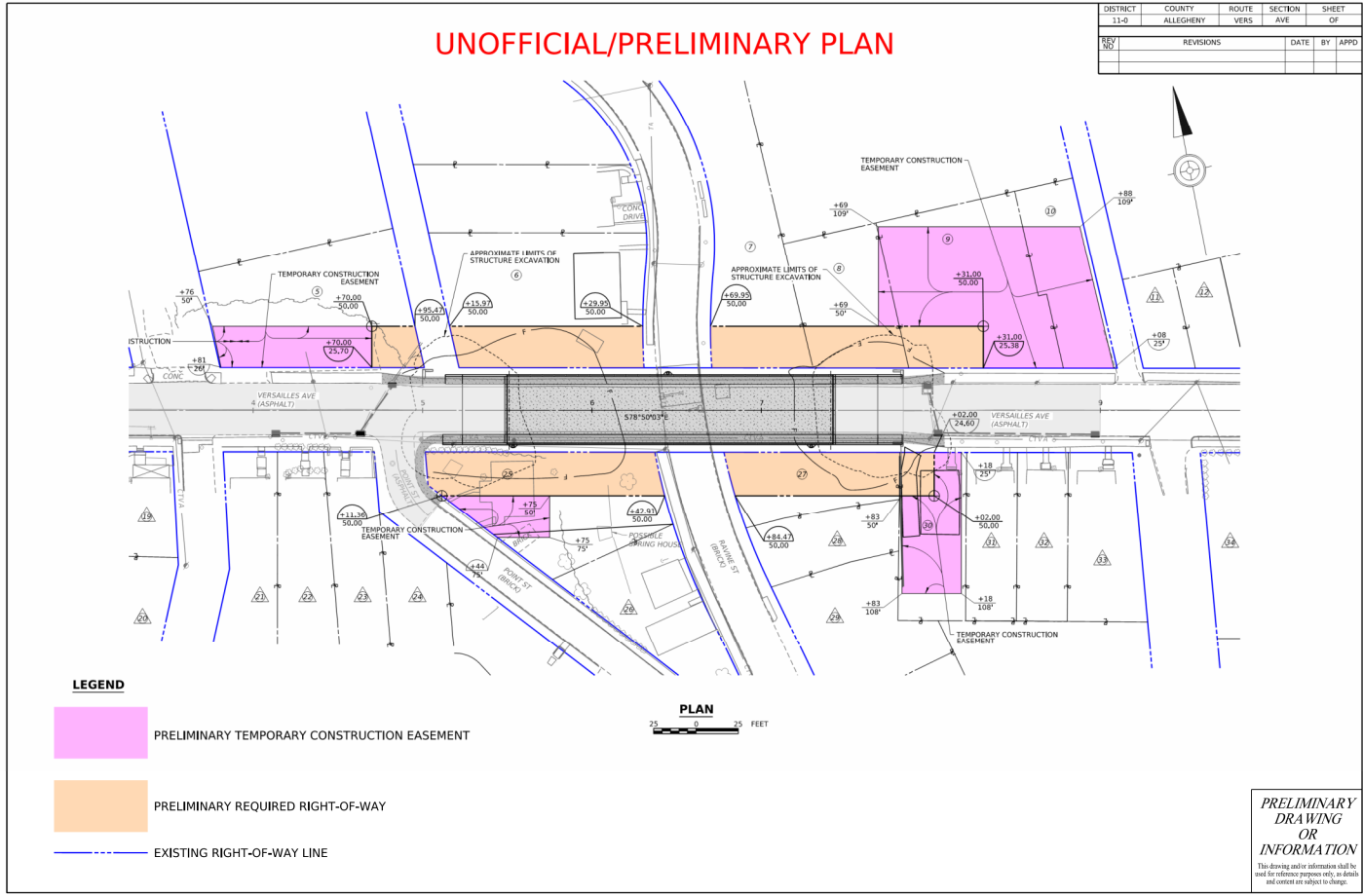
# ANTICIPATED RIGHT-OF-WAY



- **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



# 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



## Contact Information:

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