

WELCOME

**Route 4038 Layton Bridge
Replacement Project**

PUBLIC MEETING

**Wednesday, September 17, 2025
5:00 PM - 6:30 PM**

Route 4038 Layton Bridge Replacement Project

PROPOSED PROJECT TIMELINE



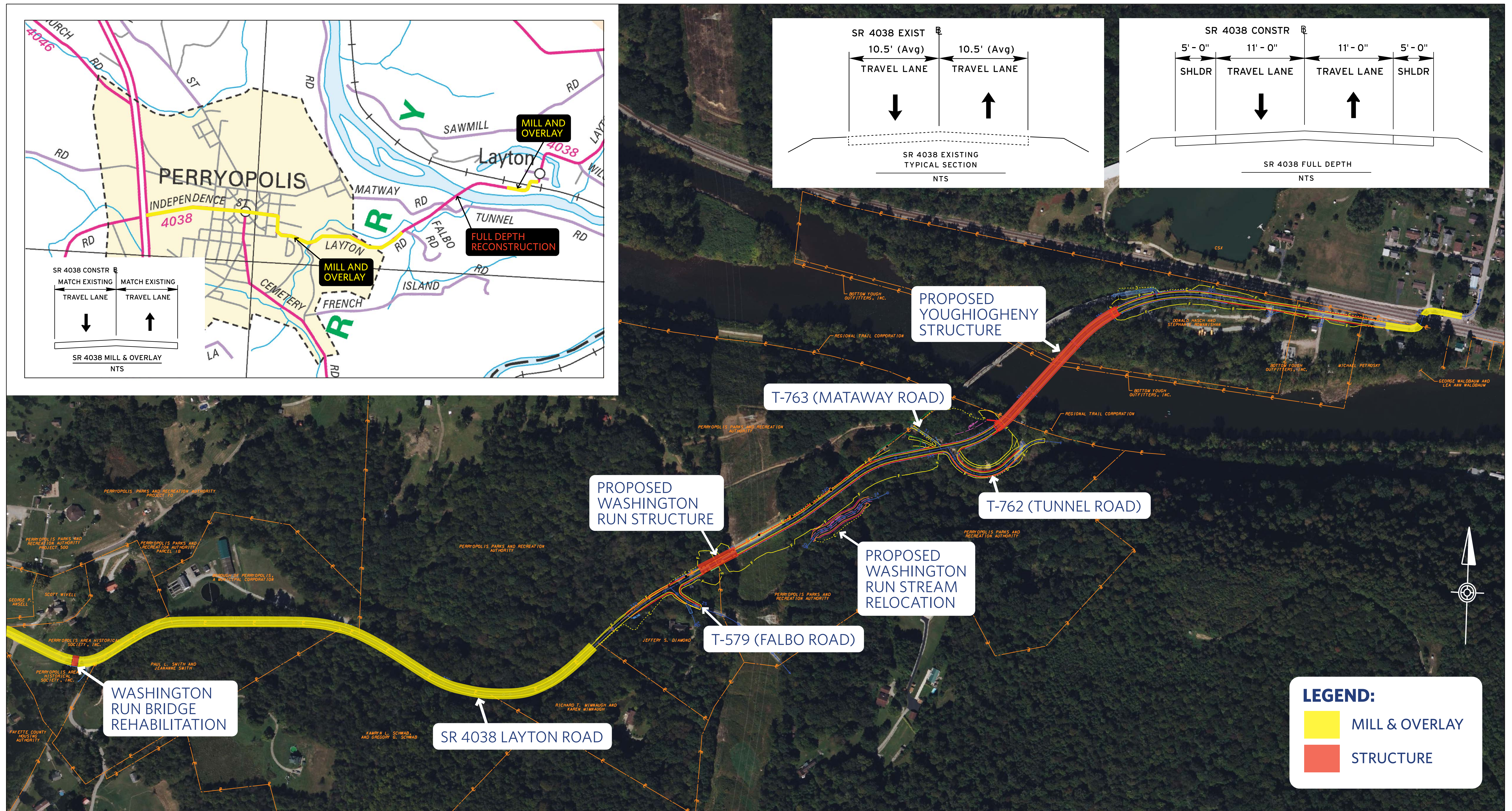
LAYTON BRIDGE REPLACEMENT PROJECT

Route 4038, Section D10

Activity	Milestone
Project Bid Letting	October 2025
Tree Clearing	Winter 2025/2026
Utilities and Sewer Relocation	Spring 2026
Early Excavation/Early Road Work	Summer 2026
River Bridge Substructure	Spring/Summer/Fall 2027
Washington Run Bridge Southern Half	Spring/Summer/Fall 2027
River Bridge Superstructure	Spring/Summer/Fall 2028
Washington Run Bridge Northern Half	Spring/Summer/Fall 2028
Bridges Fully Open to Traffic	End of 2028
Final Paving	Summer 2029
Project Substantially Complete	November 2029

Route 4038 Layton Bridge Replacement Project

OVERVIEW



Scope of Work

- Preservation of the Washington Run Bridge at Strawn Road
- Replace the existing single lane bridge near Falbo Road with a new two-lane structure
- Construct a new two-lane off-alignment structure over Youghiogheny River

- Replace Layton Road with new widened section (11' lanes and 5' shoulders) between approximately Falbo Road and tracks on north side of river
- Demolish the existing bridge over the Youghiogheny River
- Close off and take the existing tunnel out of service
- Mill and Overlay from Route 51 to T-579 Falbo Road

Route 4038 Layton Bridge Replacement Project

STAGED CONSTRUCTION PHASES

LAYTON BRIDGE PROPOSED PROJECT CONSTRUCTION SEQUENCE:

Winter 2025 - Spring 2026: Tree felling/Clearing and Grubbing along Tunnel Road

Pre-Stage 1 Construction:

Stream Realignment, Sanitary Sewer Line Relocation, Drainage in vicinity of Falbo Road.

Aerial Utility Relocations at Falbo Road and Tunnel Road.

Temporary Pavement widening along Tunnel Road.

Gap Trail Parking Lot on Tunnel Road closes. Trail traffic is maintained throughout construction.

STAGE 1: Reconstruction of Falbo Road and sections of Layton Road in vicinity of Falbo Road.

STAGE 1A: Begin Rock Cut at Tunnel Road. Rock processing begins at same time.

Begin reconstruction of portions of Layton Road.

STAGE 1B: Fill/Benching along proposed Layton Road, Rock Cut & Processing continues, work on Layton Bridge over the Youghiogheny River begins. Begin construction on the downstream side of the Washington Run Bridge (WRB). A 14-day detour will be implemented to install shoring for the WRB construction.

STAGE 1C: Continue construction of proposed Layton Road. The downstream side of the Washington Run Bridge is complete; construction begins on the upstream side of the Washington Run Bridge. Work on the Youghiogheny River Bridge continues.

STAGE 1D: Construct Tunnel Road and Mataway Road.

At the end of Stage 1D, both the Youghiogheny River Bridge and the Washington Run Bridge are open to traffic. The existing Layton Bridge is permanently closed to traffic.

STAGE 2A & 2B: Continued reconstruction of Layton Road, Removal of the existing Layton Bridge.

STAGE 3: Tunnel Modifications, Preservation work at the Washington Run Bridge at Strawn Road, Continued reconstruction of Layton Road, Driveway Reconstruction, Curb Ramps at Hancock Street and at the Traffic Circle, Mill/Overlay portions of Layton Road not reconstructed from SR 51 to the other side of the RR tracks.

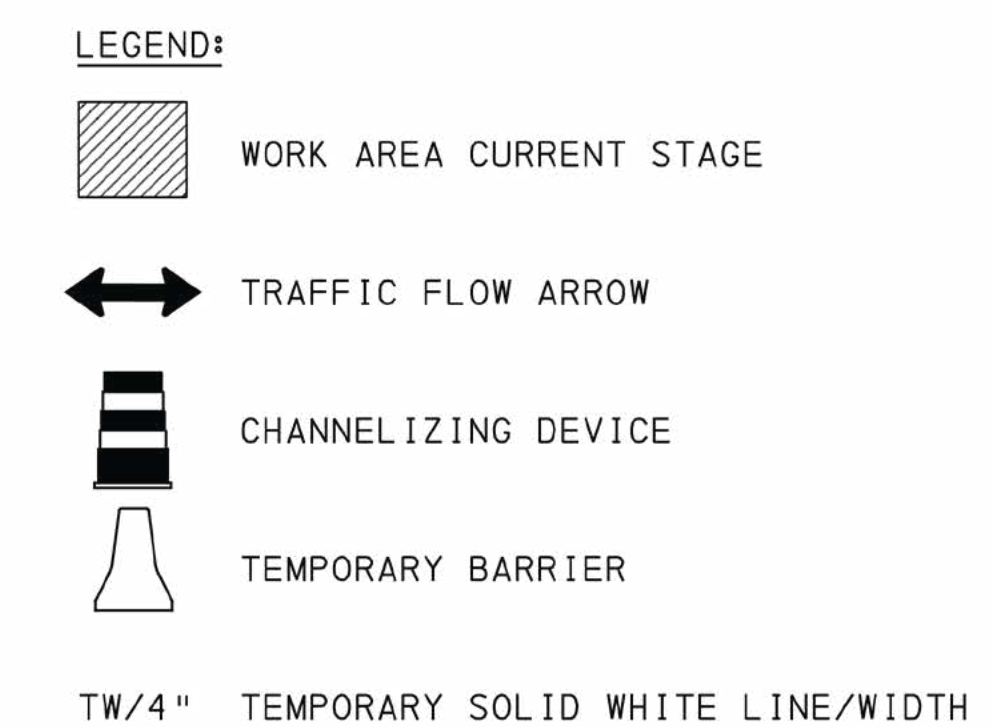
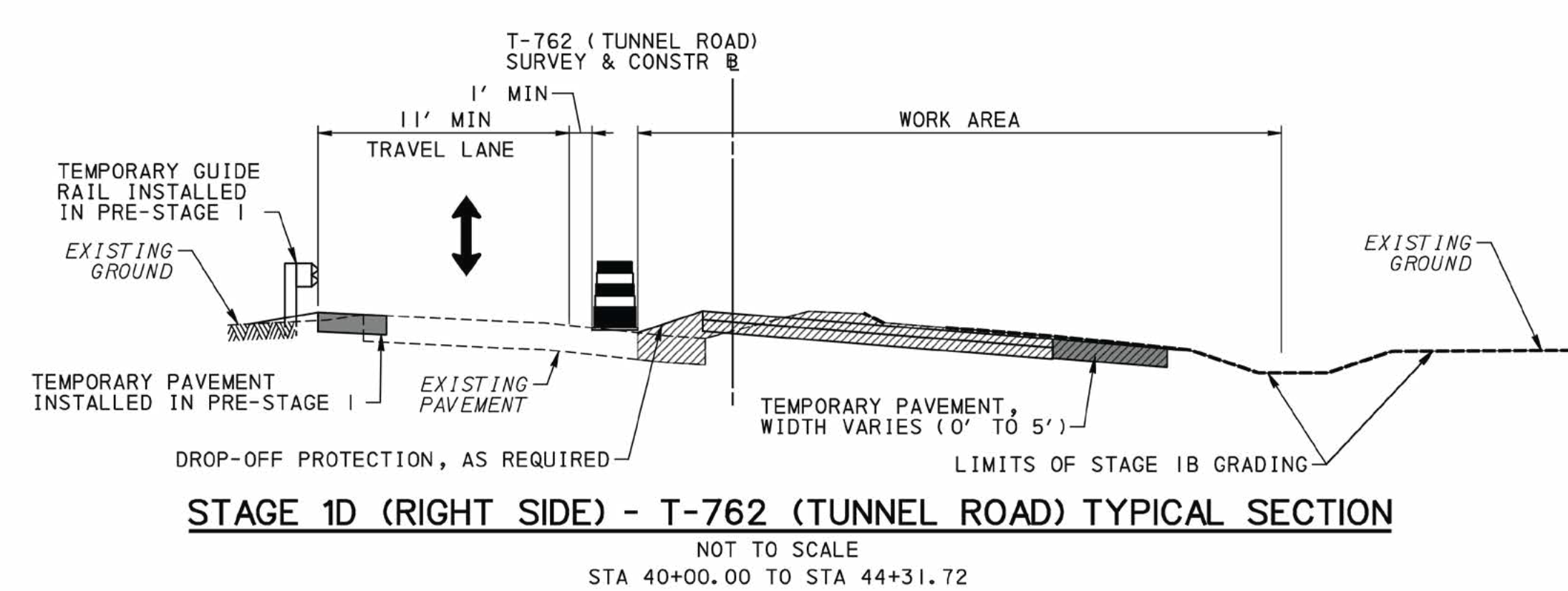
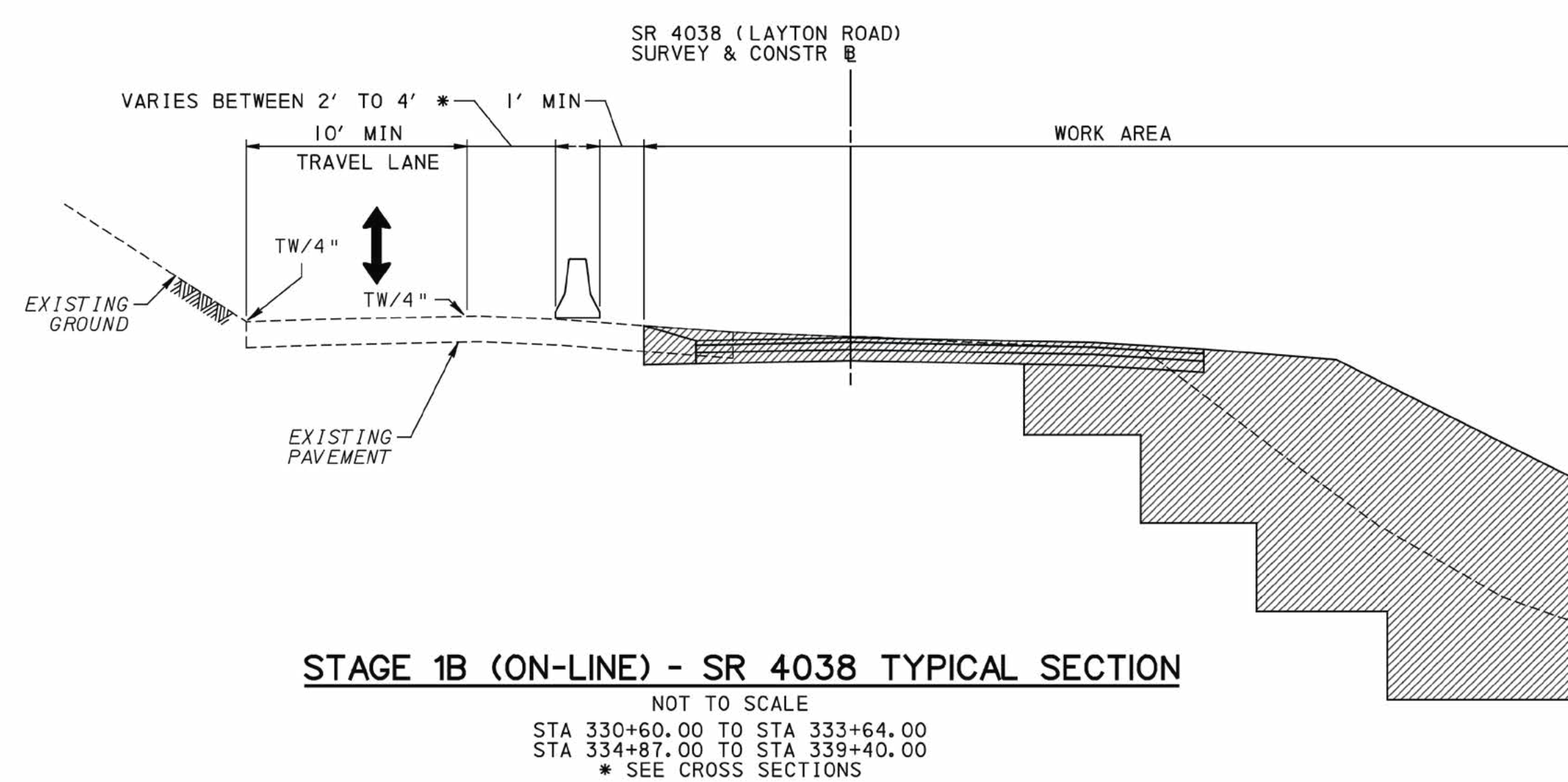
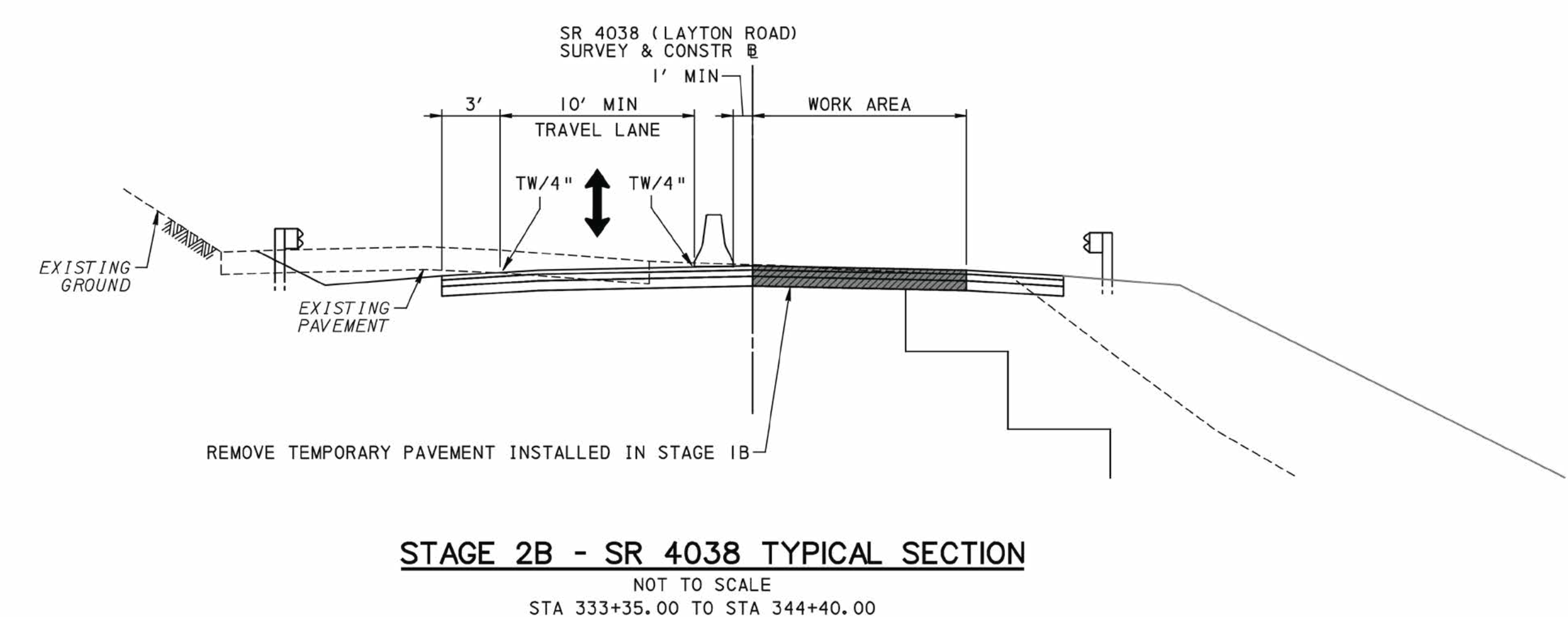
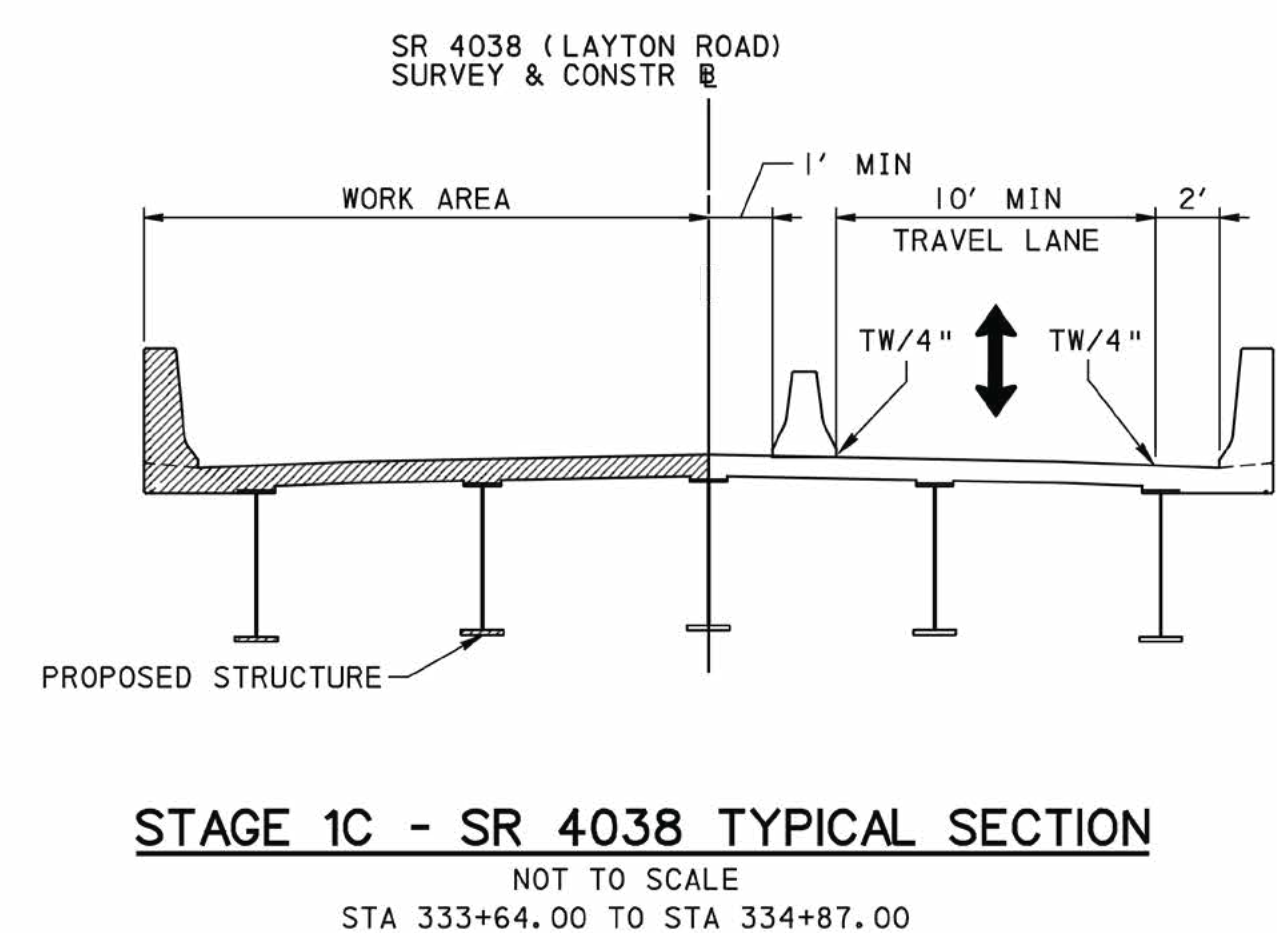
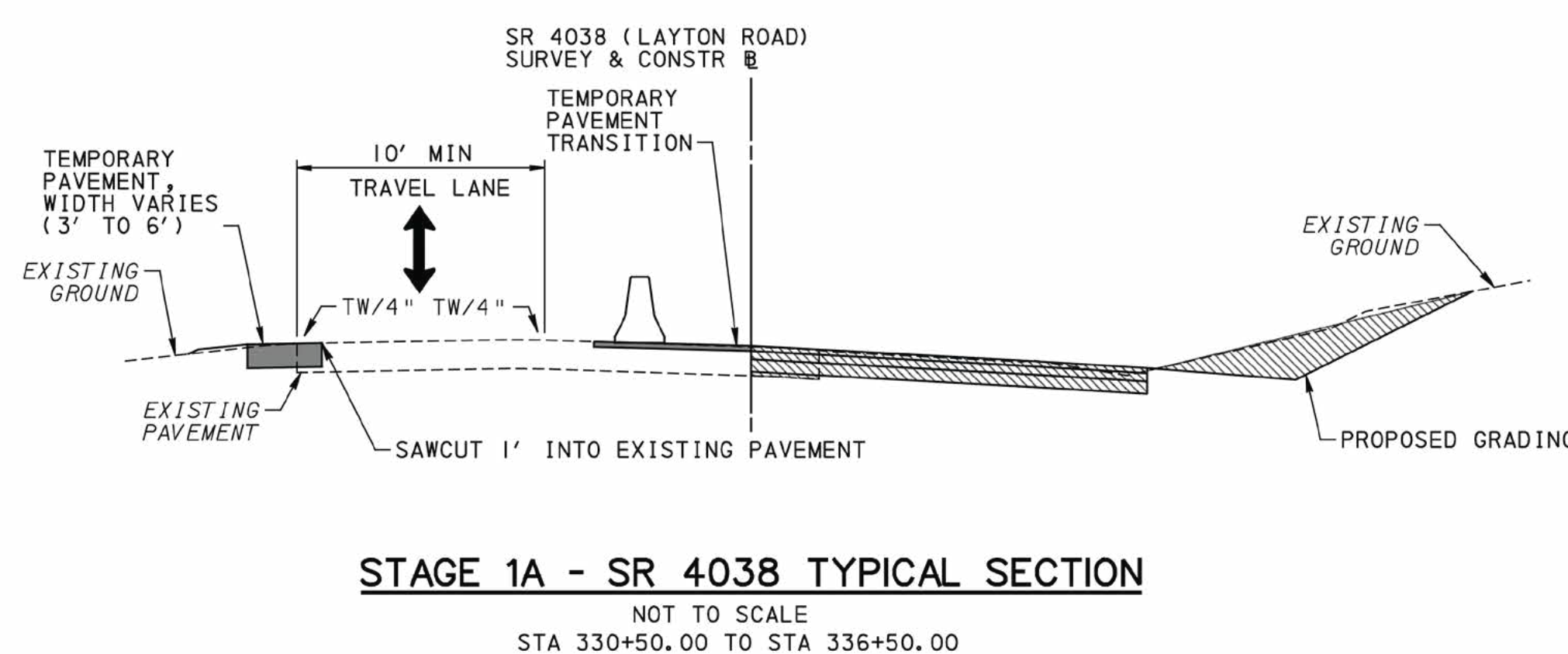
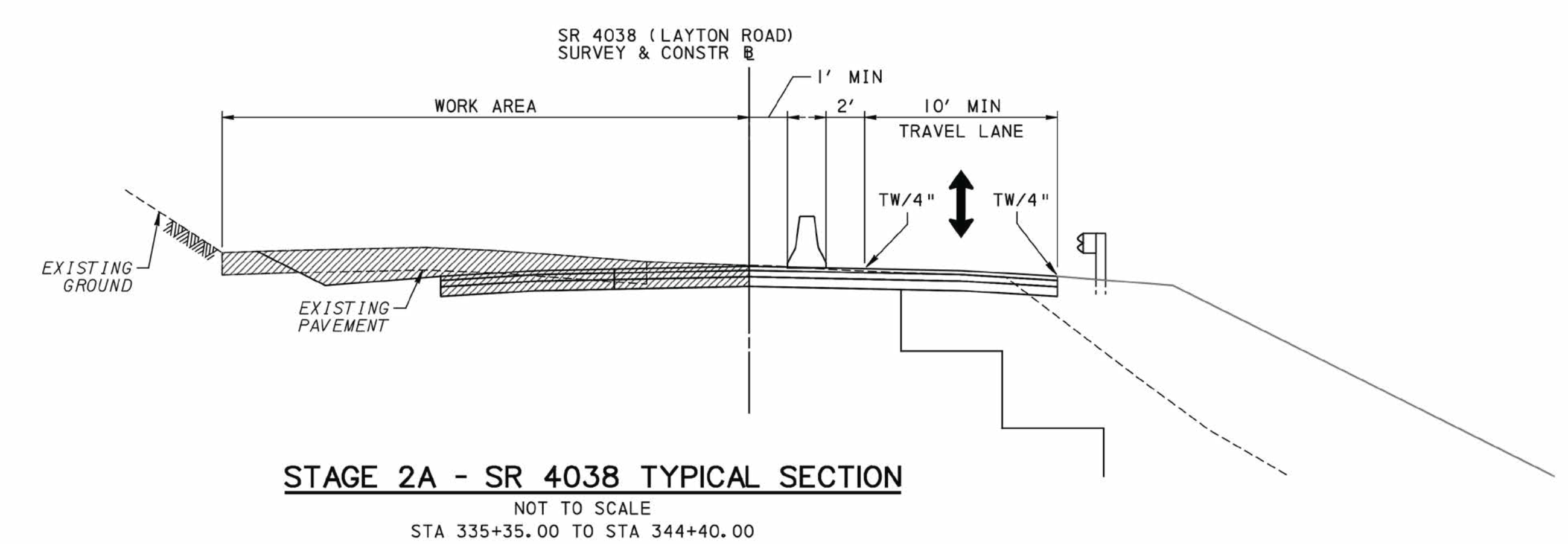
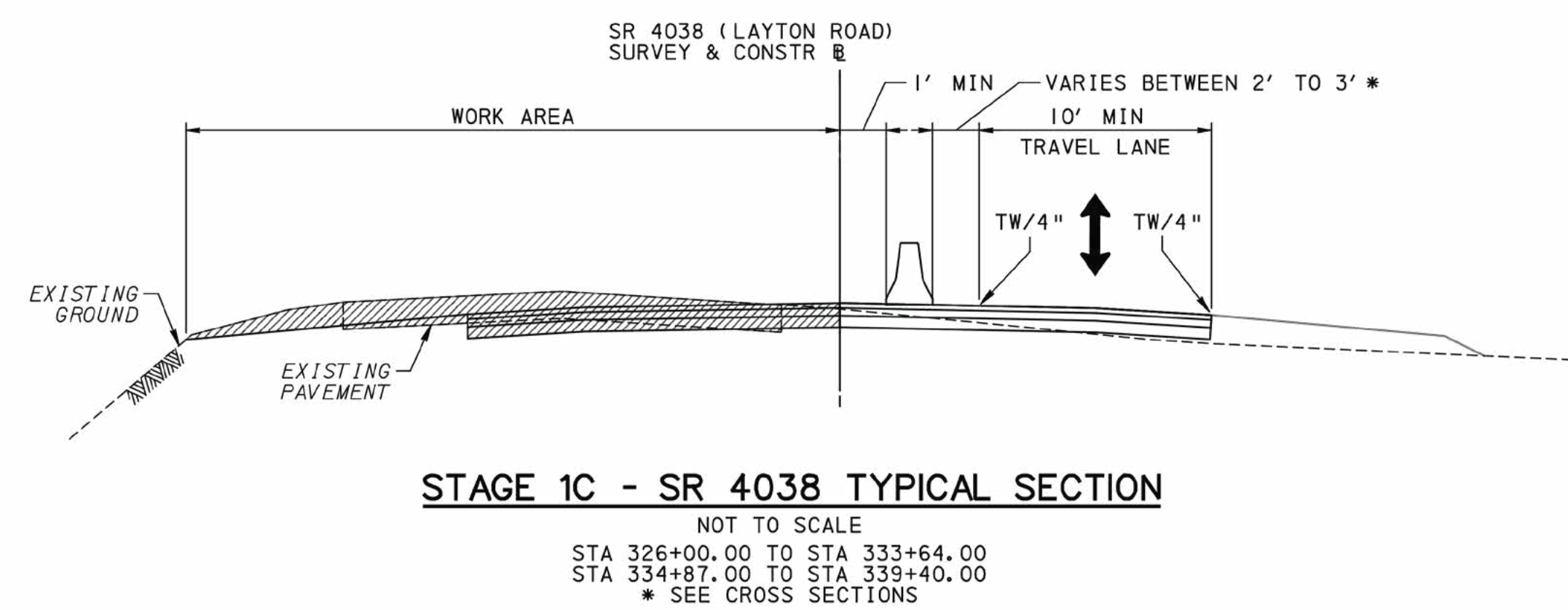
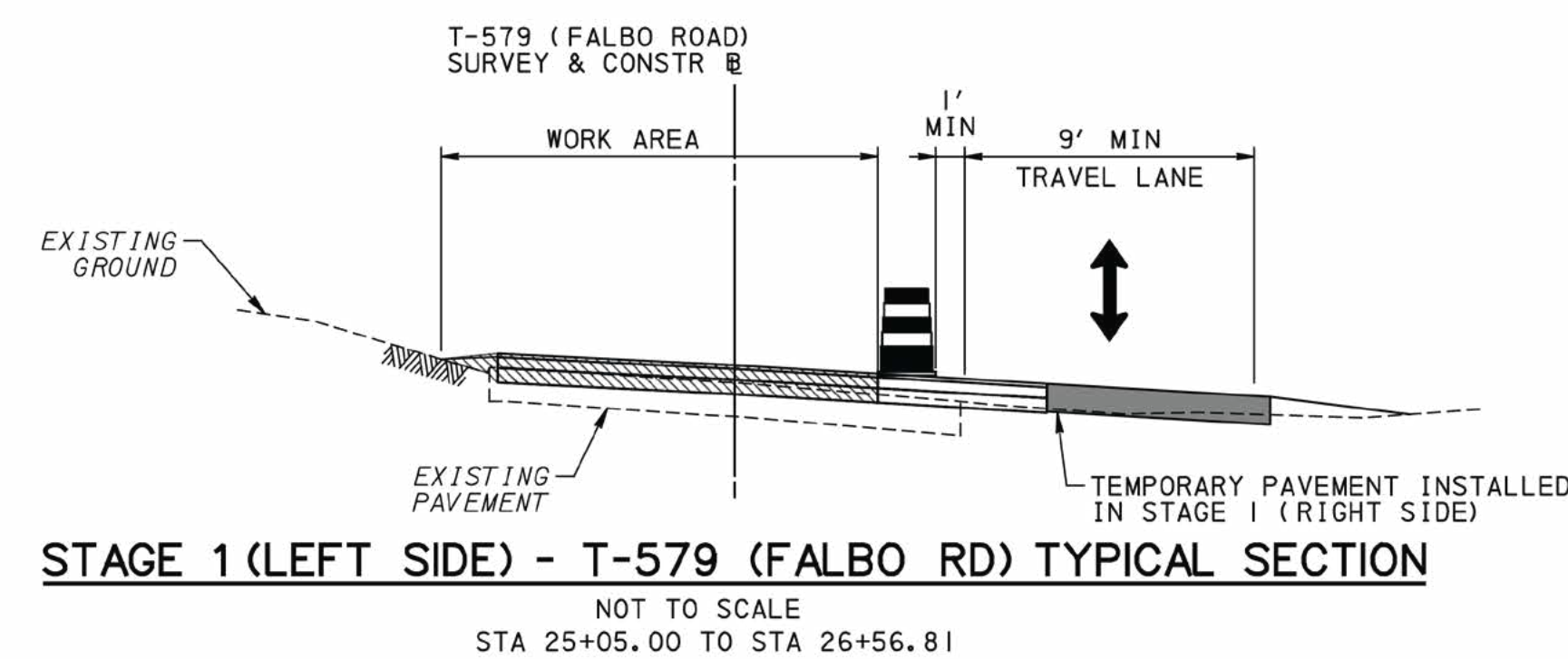
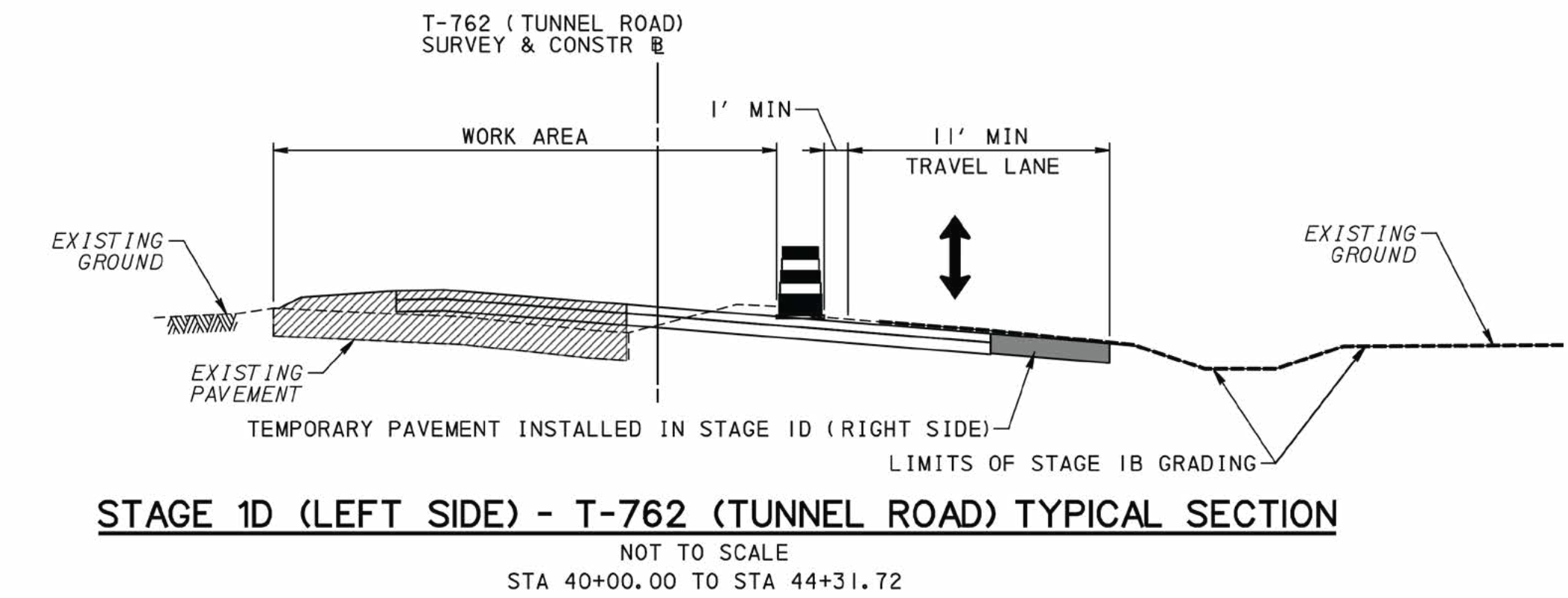
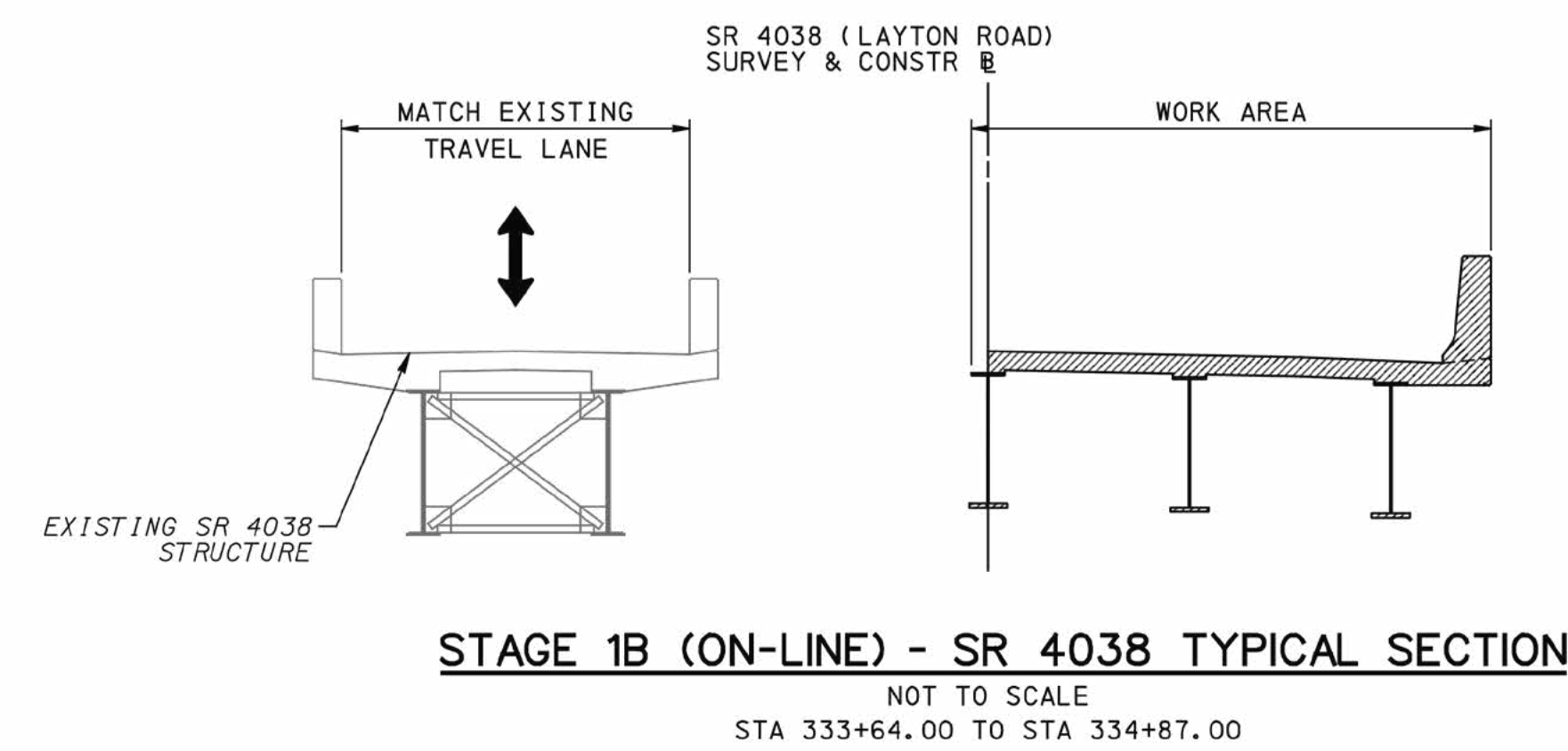
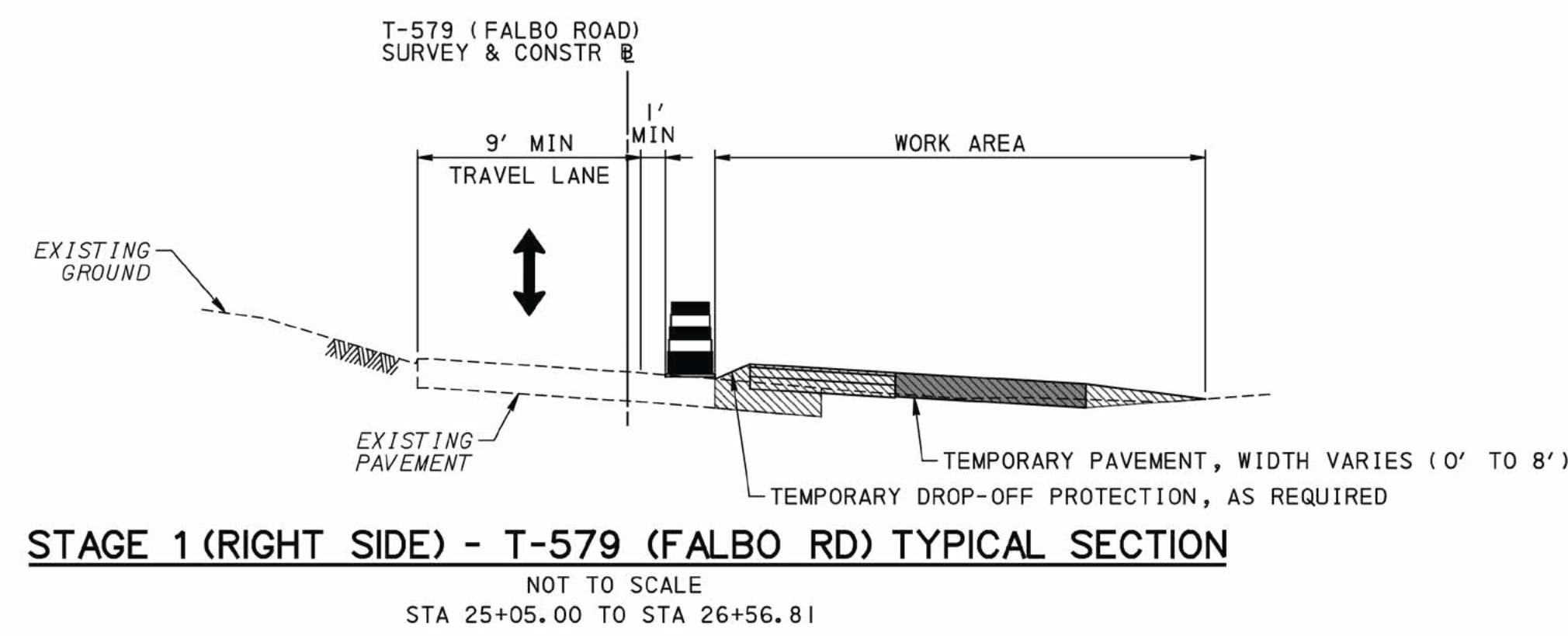
PHASE 4: Place final wearing course and install final signing and pavement markings.

CONSTRUCTION PHASING MAY BE MODIFIED BY CONTRACTOR.

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STAGED CONSTRUCTION TYPICAL SECTIONS

SINGLE LANE TRAFFIC CONTROLLED WITH TEMPORARY SIGNALS IN MULTIPLE STAGES



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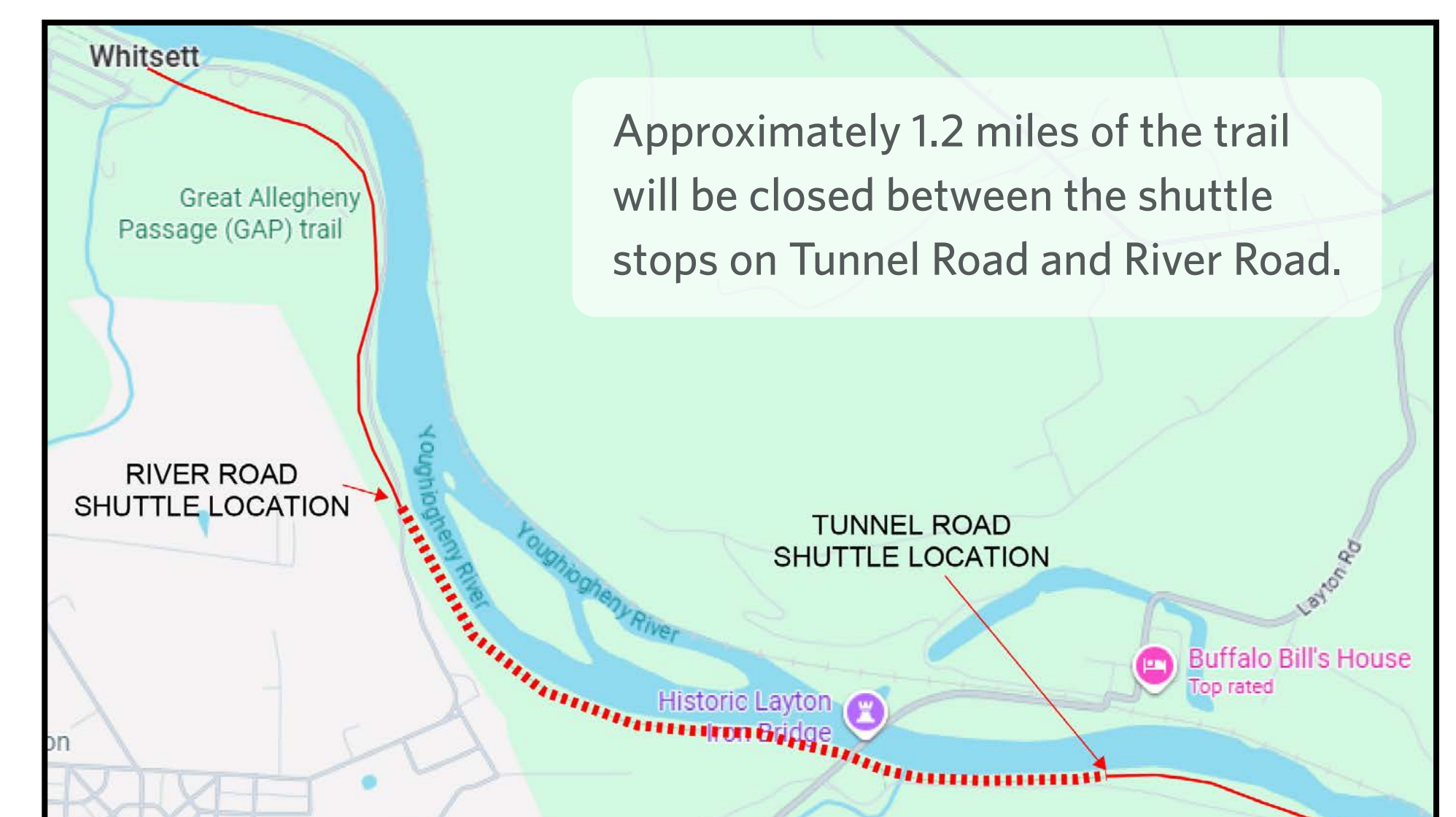
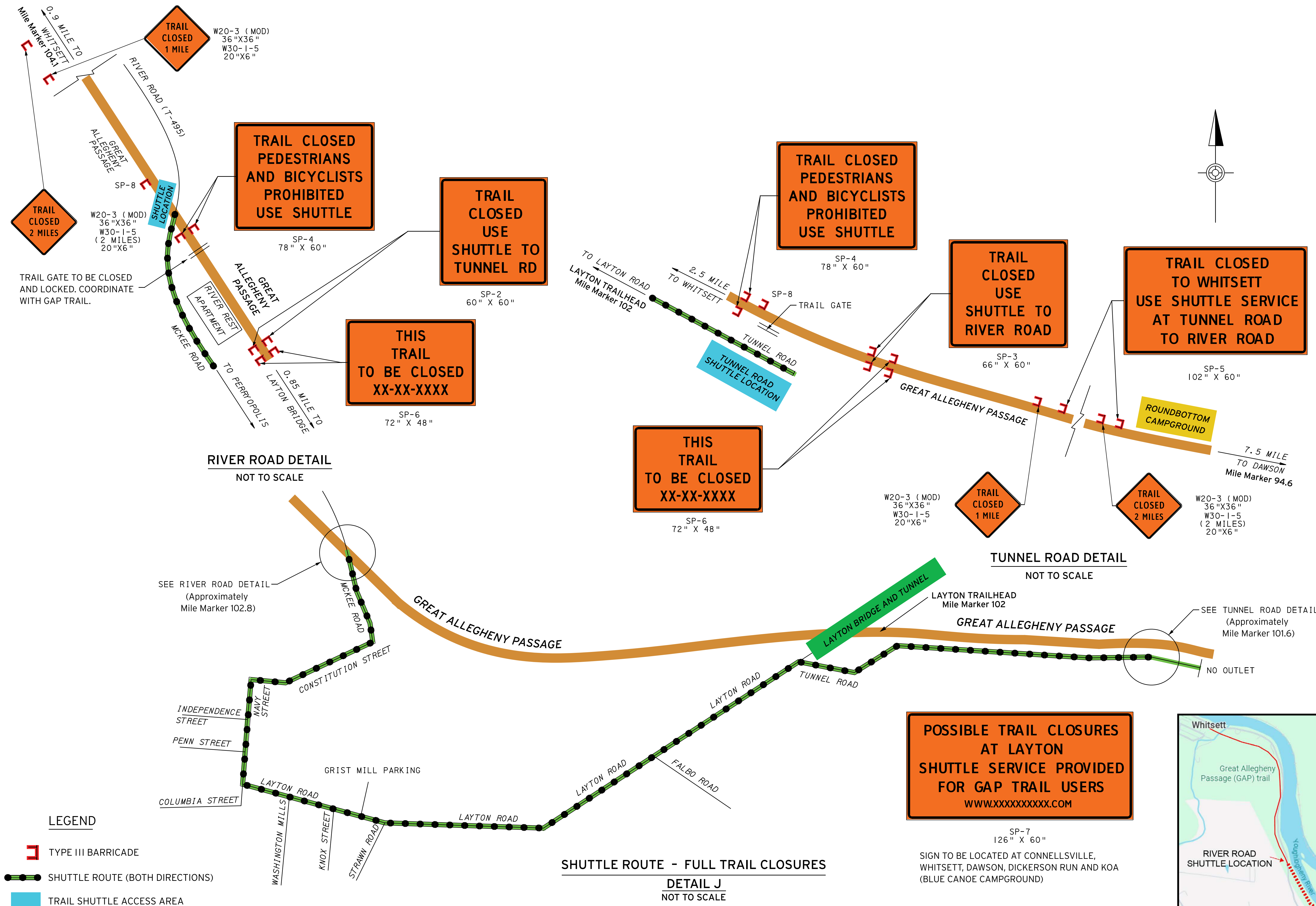
TRAFFIC CONTROL



Pennsylvania
Department of Transportation

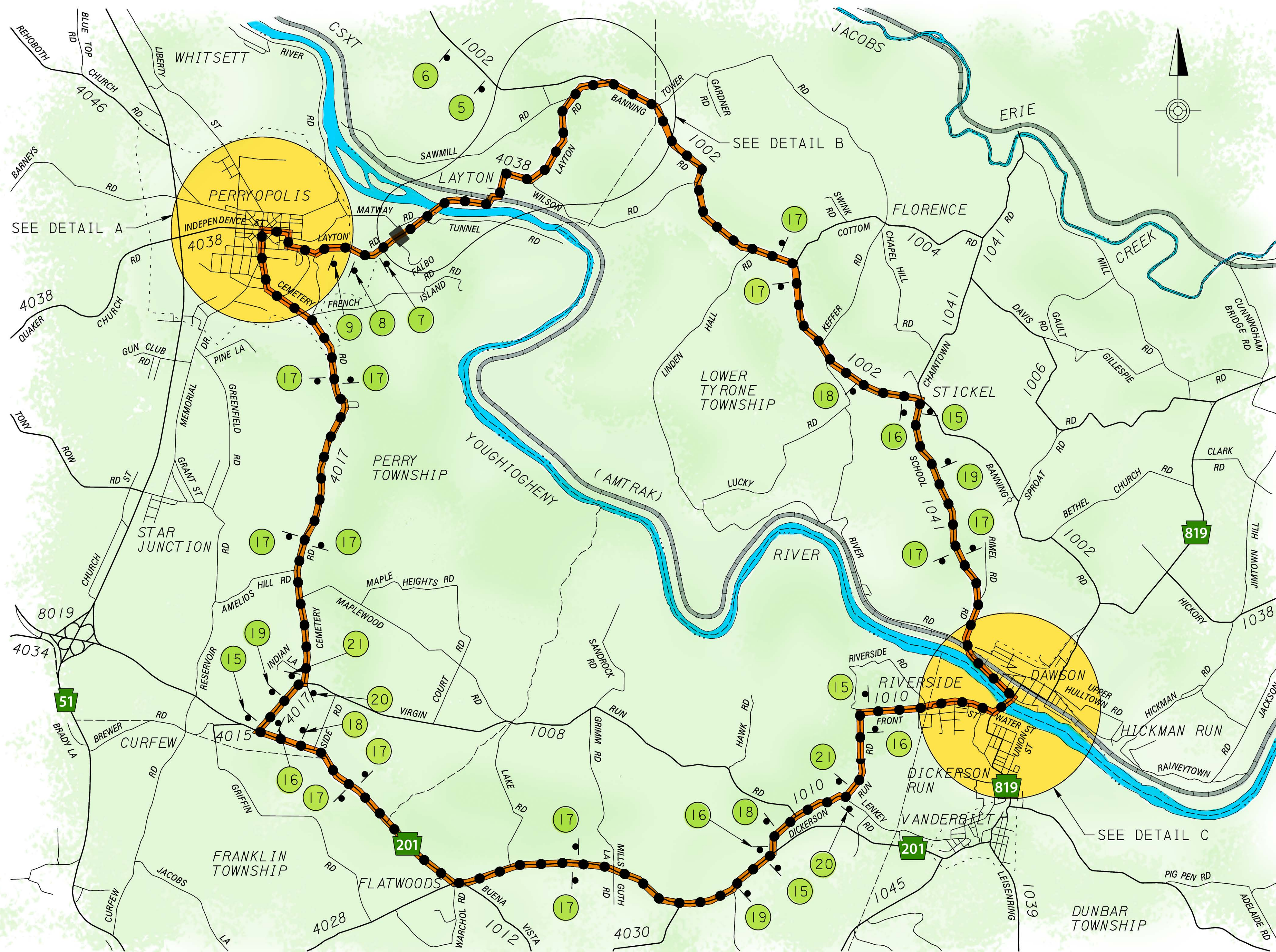
GREAT ALLEGHENY PASSAGE (GAP) TRAIL LIMITED CLOSURES

- Trail runs parallel to the river and under both the existing and new river bridge
- Short term closures coordinated with GAP Trail officials and in consideration of planned events
- Advance notice provided to trail users
- Shuttle service provided for closures exceeding 20 minutes
- Trail closures and shuttle service will occur only during key construction activities such as bridge demolition and beam installation



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TRAFFIC CONTROL



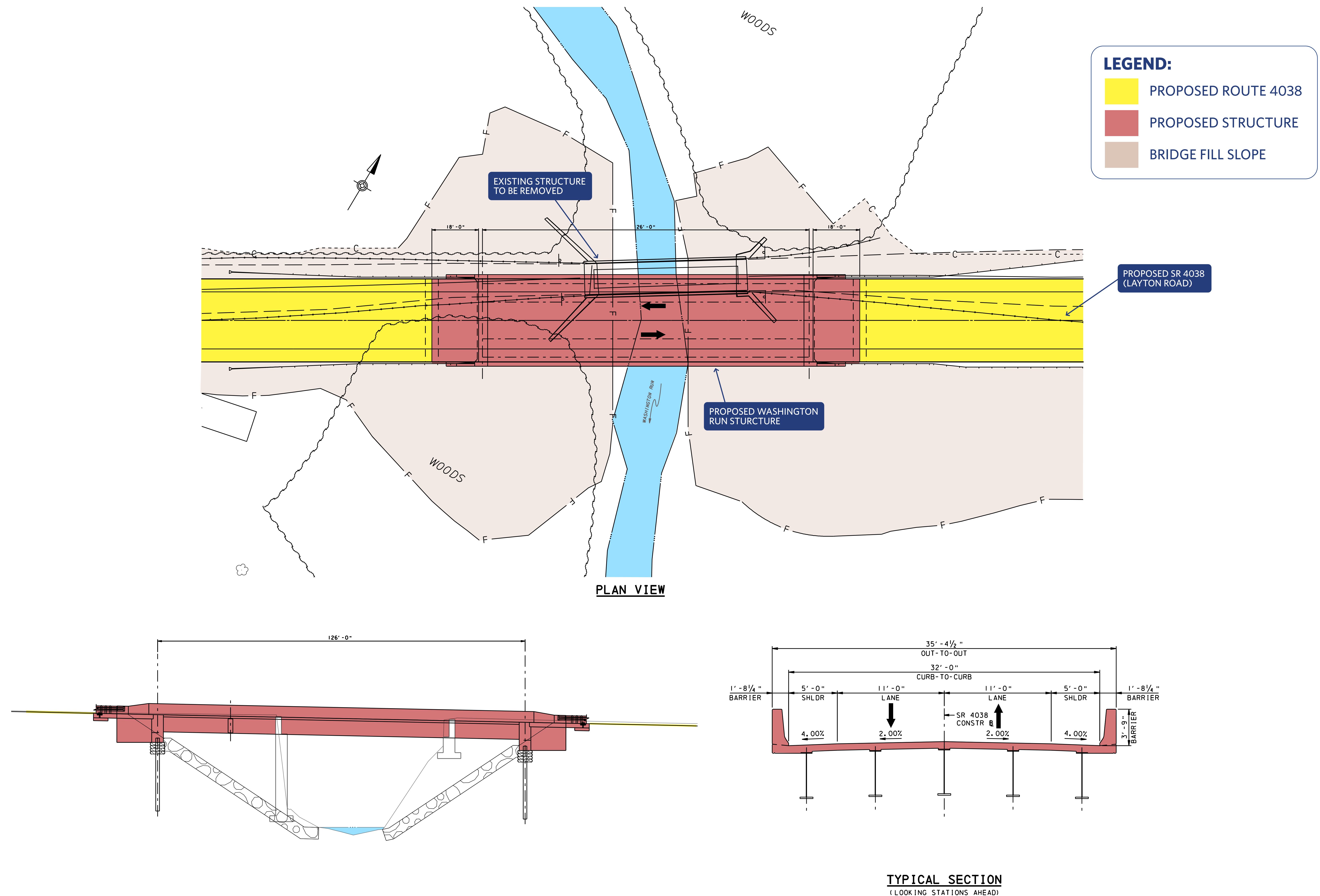
DETOUR LENGTH
APPROXIMATELY 17.5 MILES

LAYTON ROAD LIMITED CLOSURES

- Activities planned to allow existing bridges and Layton Road to remain open during almost all construction
- Limited closure of Layton Road at the Washington Run Bridge near Falbo Road for installation of temporary shoring
- Planned for summer 2027 and to be two weeks or less
- Detour of approximately 17.5 miles
- Detour may be used for other activities not directly related to new bridge construction during the construction period

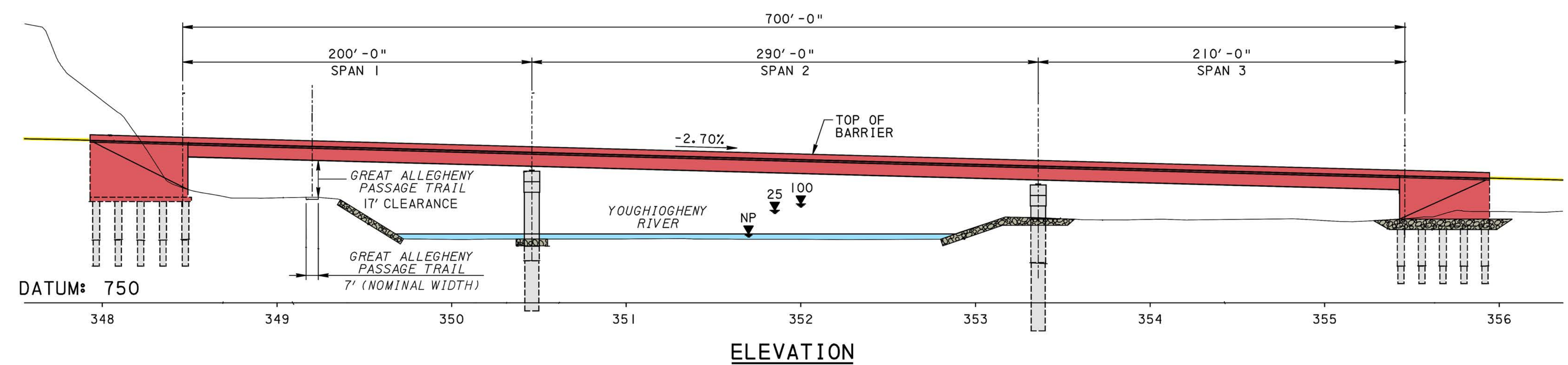
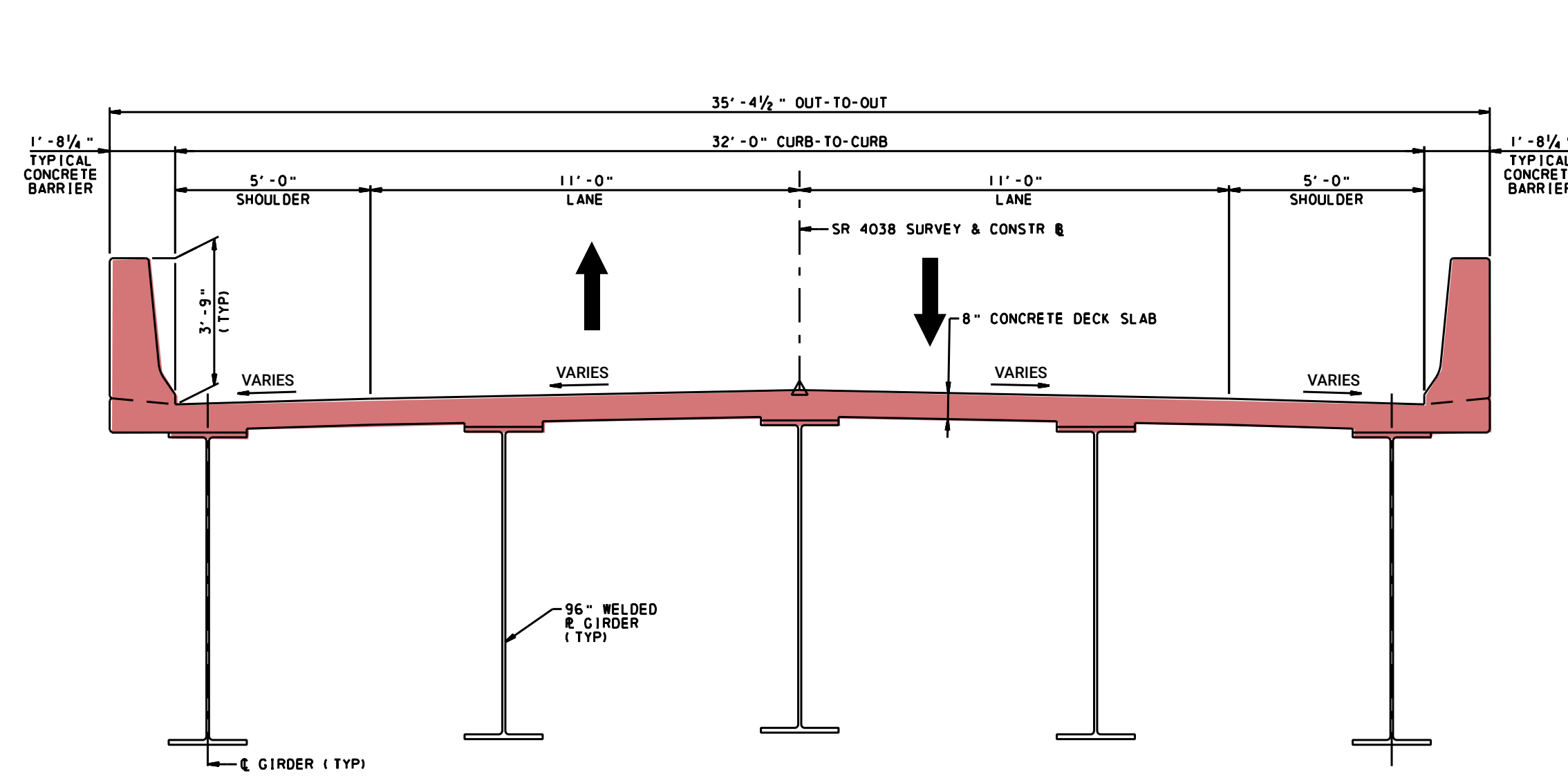
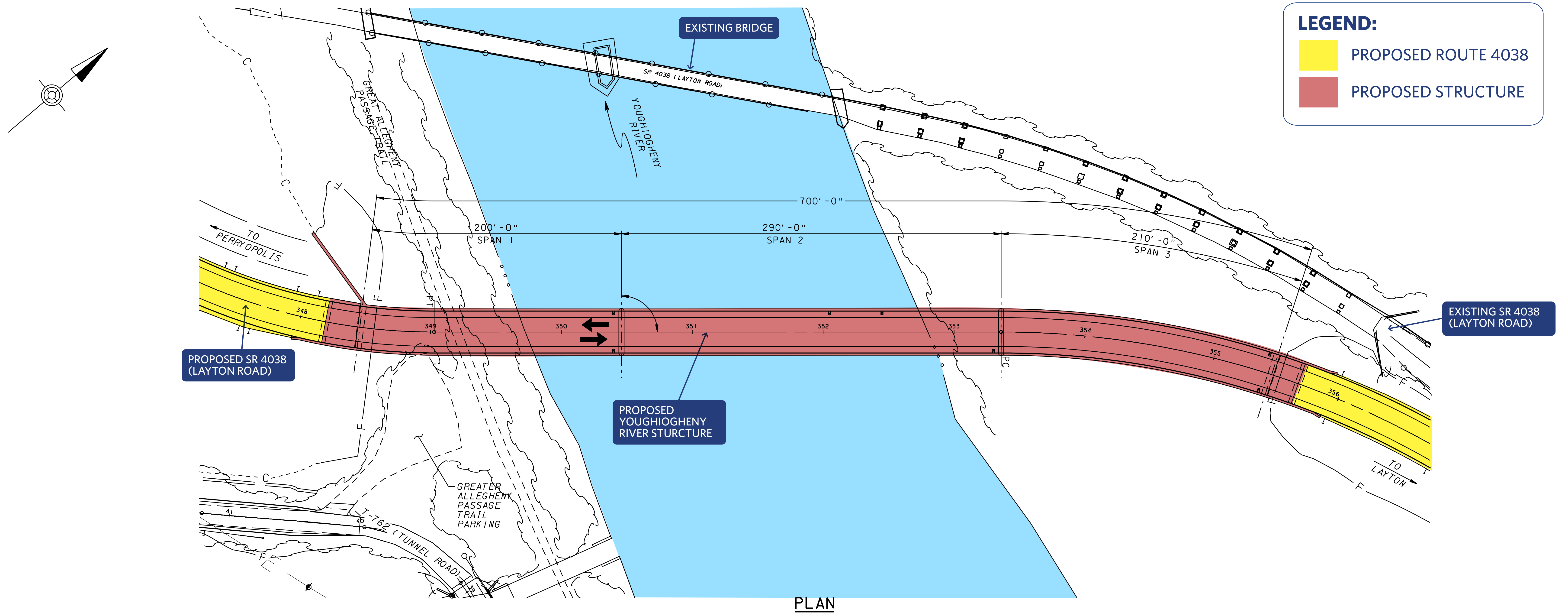
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WASHINGTON RUN STRUCTURE



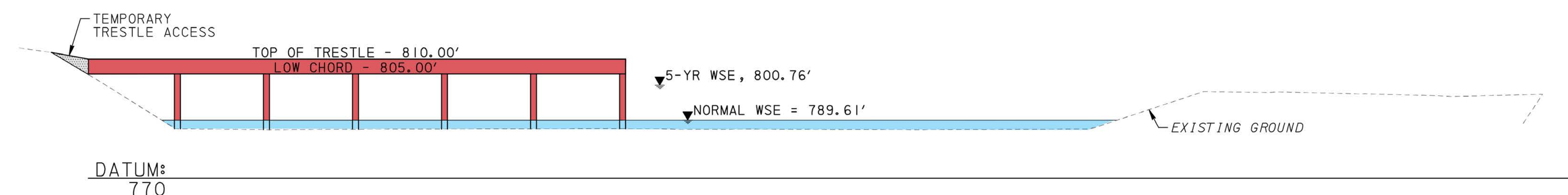
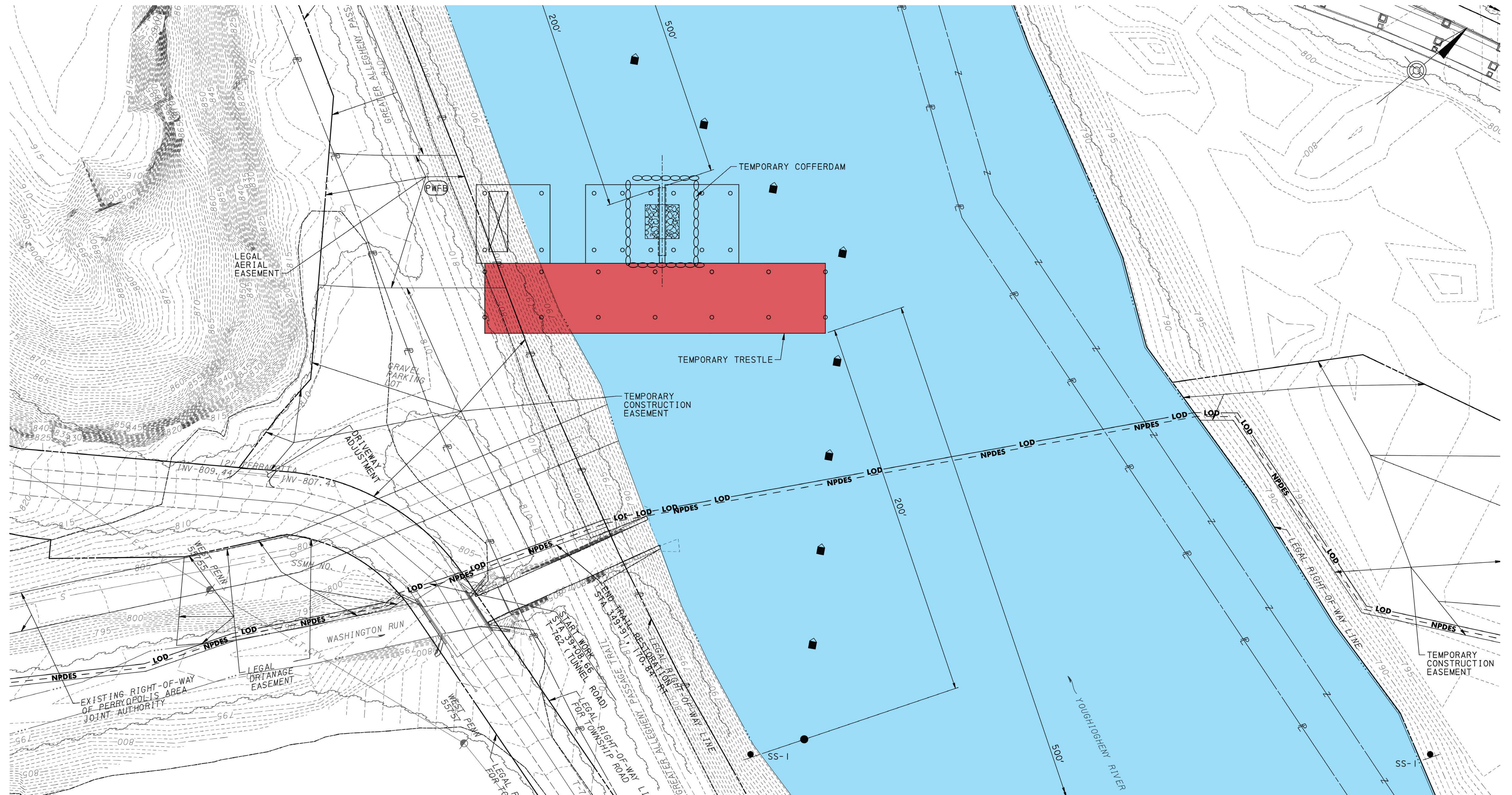
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YOUGHIOGHENY RIVER STRUCTURE



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PARTIAL WIDTH TEMPORARY TRESTLE



RIVER TO REMAIN OPEN DURING ALMOST ALL CONSTRUCTION VIA APPROVED AID TO NAVIGATION PLAN. PORTAGE PATH WILL BE PROVIDED ON EAST RIVER BANK FOR LIMITED CLOSURES DURING DEMOLITION.

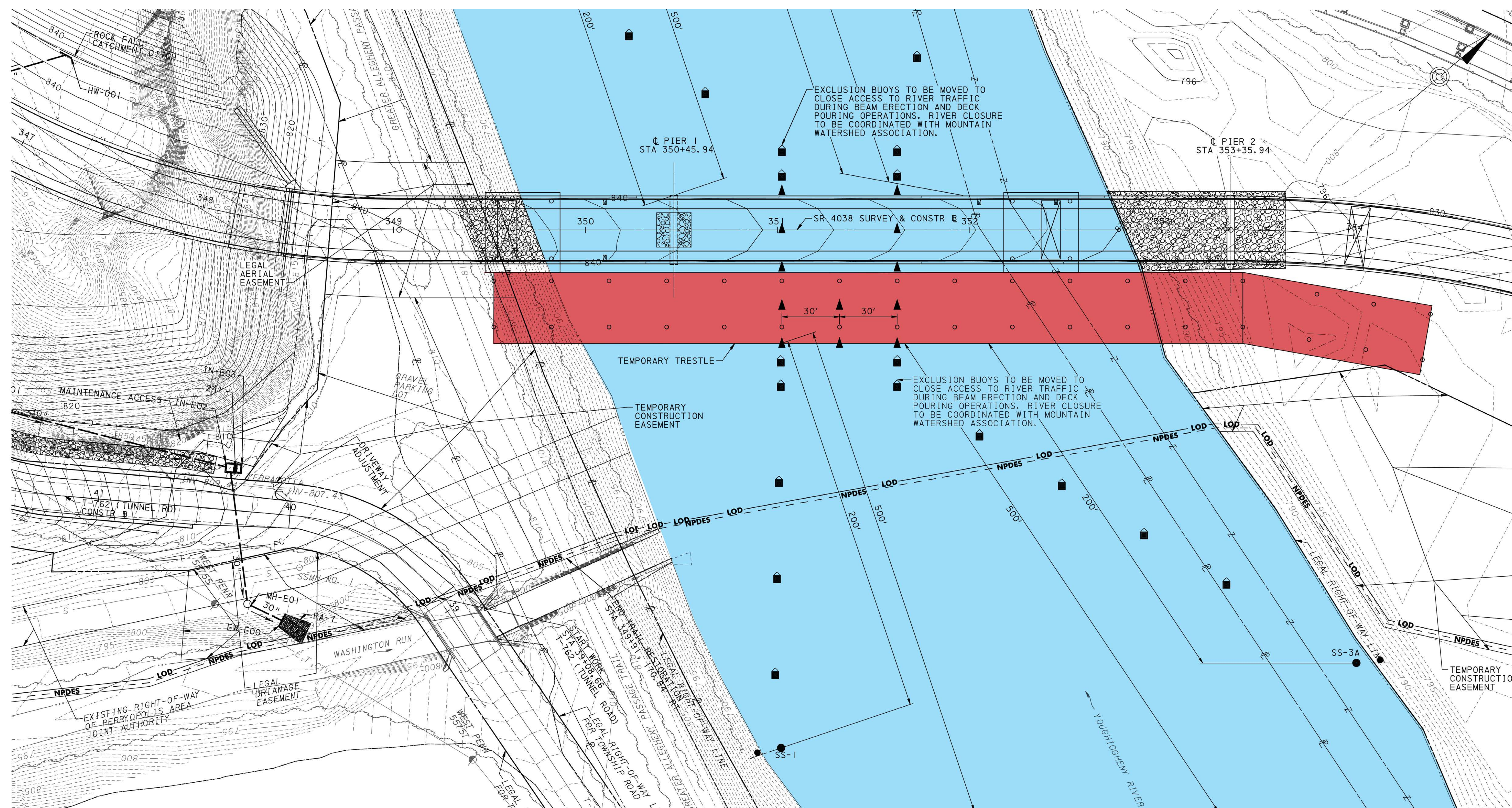
PARTIAL TRESTLE ELEVATION
 LOOKING DOWNSTREAM OF THE YOUGHIOGHENY RIVER
 ELEVATION VIEW TAKEN FROM THE UPSTREAM FACE OF THE TRESTLE
 TEMPORARY WSE SHOWN IS FOR THE WORSE CASE TRESTLE STAGING

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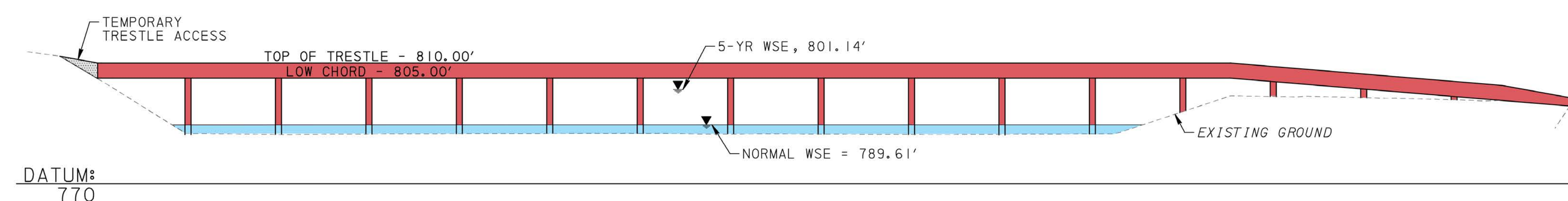
FULL WIDTH TEMPORARY TRESTLE



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RIVER TO REMAIN OPEN DURING ALMOST ALL CONSTRUCTION VIA APPROVED AID TO NAVIGATION PLAN. PORTAGE PATH WILL BE PROVIDED ON EAST RIVER BANK FOR LIMITED CLOSURES DURING DEMOLITION.



FULL TRESTLE ELEVATION

LOOKING DOWNSTREAM OF THE YOUGHIOGHENY RIVER
ELEVATION VIEW TAKEN FROM THE UPSTREAM FACE OF THE TRESTLE
TEMPORARY WSE SHOWN IS FOR THE WORSE CASE TRESTLE STAGING



NATIONAL ENVIRONMENTAL POLICY ACT

What is NEPA?

The National Environmental Policy Act (NEPA) was signed into law on January 1, 1970. It ensures that agencies **consider the significant environmental consequences** of their proposed actions and **informs the public about decision making** and **involves citizens** in the agencies decision making process.

NEPA REQUIRES



Decision-makers to
be informed of the
environmental consequences
of their actions

Agencies to determine
if their proposed actions
will have significant
environmental and related
social and economic effects



Agencies to look to avoid,
minimize, and mitigate
those impacts

SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT

To mitigate the removal of the existing river bridge:

1. FHWA to place up to \$800,000 into the Historic Metal Truss Rehabilitation Program Fund.
2. PennDOT will salvage historic bridge plaques and donate them to local organizations for display and/or permanent retention.
3. PennDOT will salvage several small pieces of the bridge for use in a local art installation.

To mitigate the impact to archaeological sites within the project limits:

1. Recovered artifacts documented and exhibited at selected museums.
2. Results of research and artifact analysis presented at archaeological conferences or professional publications.



The existing Layton Bridge is listed on the National Register of Historic Places due to its technological significance as an uncommon example of a Pratt Truss with the bridge deck mid-height of the trusses.

TO MITIGATE IMPACT ON RARE, THREATENED, AND ENDANGERED SPECIES:

- Bat habitat including bat boxes and rock habitat features incorporated into the new design.
- Time of year constraints will be placed on certain construction activities such as tree removal and blasting.
- Vibration and noise monitoring will be used to limit impacts to the bat population.
- Exclusionary measures will be enacted during construction to prevent bat occupancy in disturbed areas.
- Utilize native seed mixes for new growth.
- Take preventative measures to spread invasive species.

