

# **I-376 Parkway East - Commercial Street Bridge Replacement**

## **Frequently Asked Questions**

- 1. Prior to, and during, the slide, will Commercial Street be closed at the same time as the Parkway?**

Prior to the full closure of the Parkway East in July 2026, Commercial Street will be closed in preparation for the demolition and slide, as well as during the Parkway East closure. Upon reopening of the Parkway East, Commercial Street will remain closed for several months thereafter to address final cleanup, site restoration, and reinstallation of the road. Two-to-three months before the full closure is put in place, another public meeting will be held to share specific dates and details regarding this event.
- 2. Will work occur around the clock (24/7) during the July 2026 closure?**

Yes.
- 3. How will the demolition debris field be contained so that nearby homes won't be damaged?**

Demolition will be performed via a combination of conventional and blasting methods. When blasting, wraps will be placed around the bridge for debris containment.
- 4. Can you provide the locations of the two end points for the closing of Commercial Street and Forward Avenue?**

Forward Avenue will be closed in the vicinity of Summerset Drive while Commercial Street will be closed at the top of the hill in the neighborhood section around Whipple Street ("Road Closed Local Traffic Only" signs to be placed at these locations).
- 5. Will the Swissvale/Edgewood off-ramp westbound still be open for local traffic?**

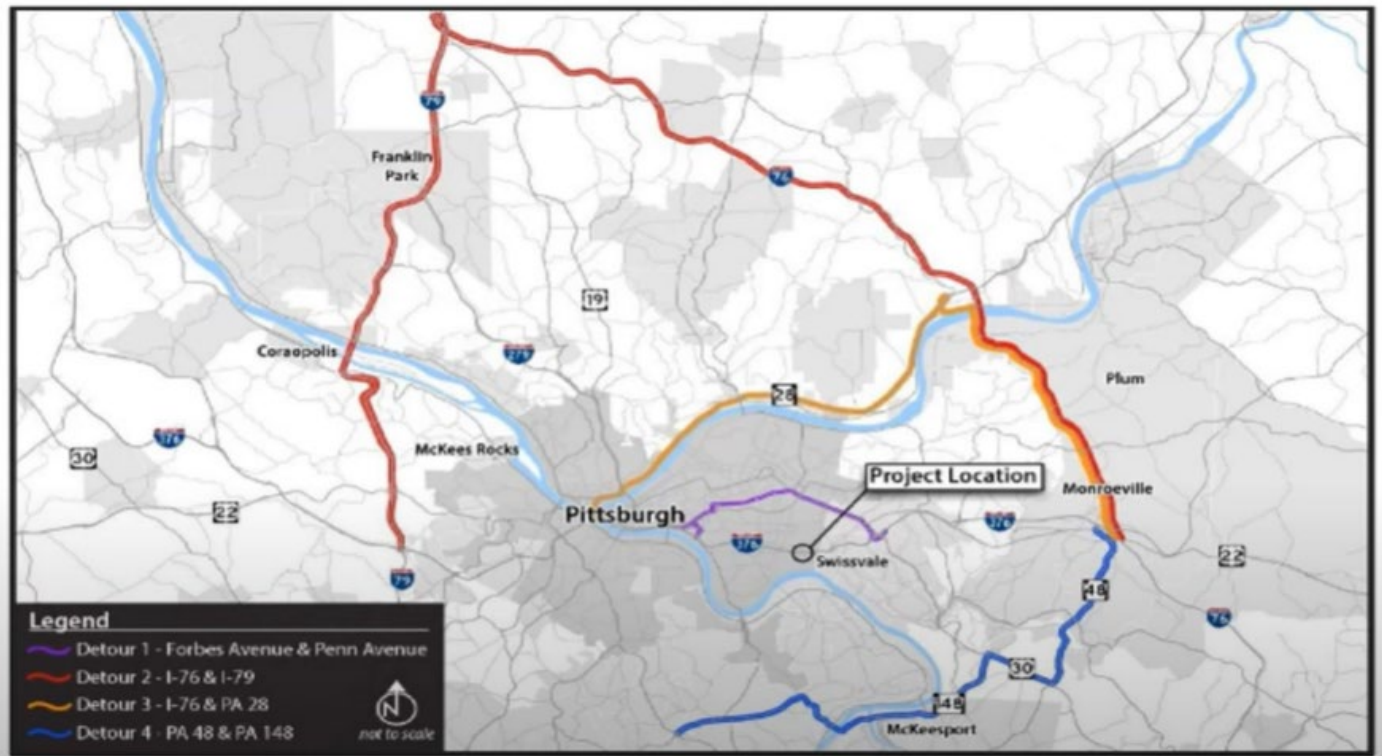
Yes, as traffic travels westbound on the Parkway East, motorists will be encouraged to exit at Wilkinsburg but there will still be a single lane open down to the Swissvale exit.
- 6. How will traffic be affected on Commercial Street prior to the closure?**

Prior to the closure, traffic should only be minimally affected on Commercial Street. The temporary relocation of Commercial Street will commence this fall (fall of 2024), during which time short-term stoppages may be required for entering/exiting construction vehicles and paving operations. Once completed, traffic will be maintained on this roadway for the duration of the project, with only miscellaneous stoppages for activities such as steel erection over the roadway.
- 7. Has coordination with local communities been done to ensure construction on local roads being utilized for the detour routes is avoided?**

Prior to implementation of detour routes on local roads, coordination will be done with local communities, utilities, etc. to make sure no work is performed on these roads while the detour is in place (emergency work notwithstanding). In addition to this, the traffic signals along these routes will be analyzed and modified to address the modified traffic flow, and off-duty uniformed police officers will be staged at these signals to assist with maintenance and protection of traffic.

**8. Could you please share the re-routing of traffic when the full closure happens? What exits will folks be directed to?**

Yes. Please see the image below. Note: The Department works with the various mapping services to share the official project detour routes, to guide motorists to their destinations.



**FIGURE 2: DETOUR ROUTES**

**9. Will most of the construction vehicles entering the site travel down Forward Avenue or go westward on Commercial Street? Will material transportation be done on local roads and, if so, which ones?**

Most deliveries will be made either directly from I-376 to an access road entering the construction site or from Forward Avenue. Transportation via Commercial Street is expected to be minimal. Note: No steel deliveries will be made utilizing local roads as this material will be lowered from above the existing Parkway East structure.

**10. Will any simultaneous maintenance occur during the full closure (tunnel projects, paving elsewhere in the closed area, etc.)?**

Yes, the Department will take advantage of the closure to the greatest extent possible to address construction activities for this and other future Parkway East projects, as well as any potential tunnel maintenance needs that may arise.

**11. What will the hours of the nine overnight closures be?**

The approximately nine overnight full closures with detour on eastbound I-376 will be implemented from 9:00 PM to 5:00 AM for delivery of steel materials.

**12. Will the trail parking lot be closed at all during the project?**

The trail parking lot will remain open during the project. However, as the URA intends to utilize this parking lot as an access point for their project, care and caution should be exercised for entering and exiting construction vehicles.

**13. Are sound barriers being considered for the Commercial Street Bridge replacement project? How will the “open air feel” affect the highway noise for people that live above the bridge?**

The Commercial Street Bridge replacement project does not meet criteria for including sound barriers. Under federal and state requirements, only Type I projects are considered for incorporating sound barriers into a project.

By federal and state regulation definition, a Type I project includes one or more of the following.

- a. The construction of a highway on new location; or
- b. The physical alteration of an existing highway where there is either:
  - i. Substantial Horizontal Alteration. A project that halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition; or,
  - ii. Substantial Vertical Alteration. A project that removes shielding therefore exposing the line-of-sight between the receptor and the traffic noise source. This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor; or,
- c. The addition of a through-traffic lane(s). This includes the addition of a through-traffic lane that functions as a HOV lane, High-Occupancy Toll (HOT) lane, bus lane, or truck climbing lane; or,
- d. The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane; or,
- e. The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange; or,
- f. Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane; or,
- g. The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot, or toll plaza. For more information on this issue, PennDOT’s Project Level Highway Traffic Noise manual can be found at the following link: [Publication #24 \(state.pa.us\)](#)

The Commercial Street Replacement Bridge project does not add capacity (no widening to add through lanes) and will be on the same general alignment as the existing highway. Further questions or clarifications on noise or any other environmental concern can be forwarded to Mark Young, District Environmental Planning Manager, at [markyoung@pa.gov](mailto:markyoung@pa.gov).

Although a sound barrier will not be implemented, there are additional feature included in the project, which will help reduce noise. The new bridge will only have two expansion dams at each abutment, thus eliminating three midspan expansion dams, resulting in a net reduction in noise. Longitudinal grooving will also be implemented in the new bridge deck, further reducing tire noise from vehicles.

**14. Where will the new retaining wall be located?**

Upon exiting the Squirrel Hill Tunnels (heading eastbound), the new retaining wall will be located to the right just before the bridge structure is approached. This is being constructed to shore up the interstate shoulder for roadway realignment purposes.

**15. Will the existing bridge foundations be completely removed or just covered over?**

The existing bridge foundations will be removed to a depth of several feet below final grade however, due to their excessive depth, will not be excavated in their entirety.