

SR 65-B33 (COUNTRY CLUB BRIDGE REPLACEMENT)

SR 65-B33 over Connoquenessing Creek (Country Club Bridge Replacement)

North Sewickley and Franklin Townships, Beaver County

Public Briefing – October 2022



PROJECT INTRODUCTION



- The purpose of this presentation is to introduce the project to the public, gather feedback, and present the impacts that are anticipated during construction.
- The purpose of the project is to provide a safe and sustainable crossing over Connoquenessing Creek.

PROJECT TEAM

PennDOT Contacts:

Dominic A. Altieri
PennDOT Project Manager
412-429-4863
Engineering District 11-0
45 Thoms Run Rd.
Bridgeville, PA 15017
doaltieri@pa.gov



Nicholas Krobot, PE
Assistant Environmental Manager
412-429-5084
Engineering District 11-0
45 Thoms Run Rd.
Bridgeville, PA 15017
nikrobot@pa.gov

Consultant Contact:

Ben L. Karnish, PE
McCormick Taylor Project Manager
412-329-4446
McCormick Taylor
1000 Omega Drive, Suite 1550
Pittsburgh, PA 15205
blkarnish@mccormicktaylor.com

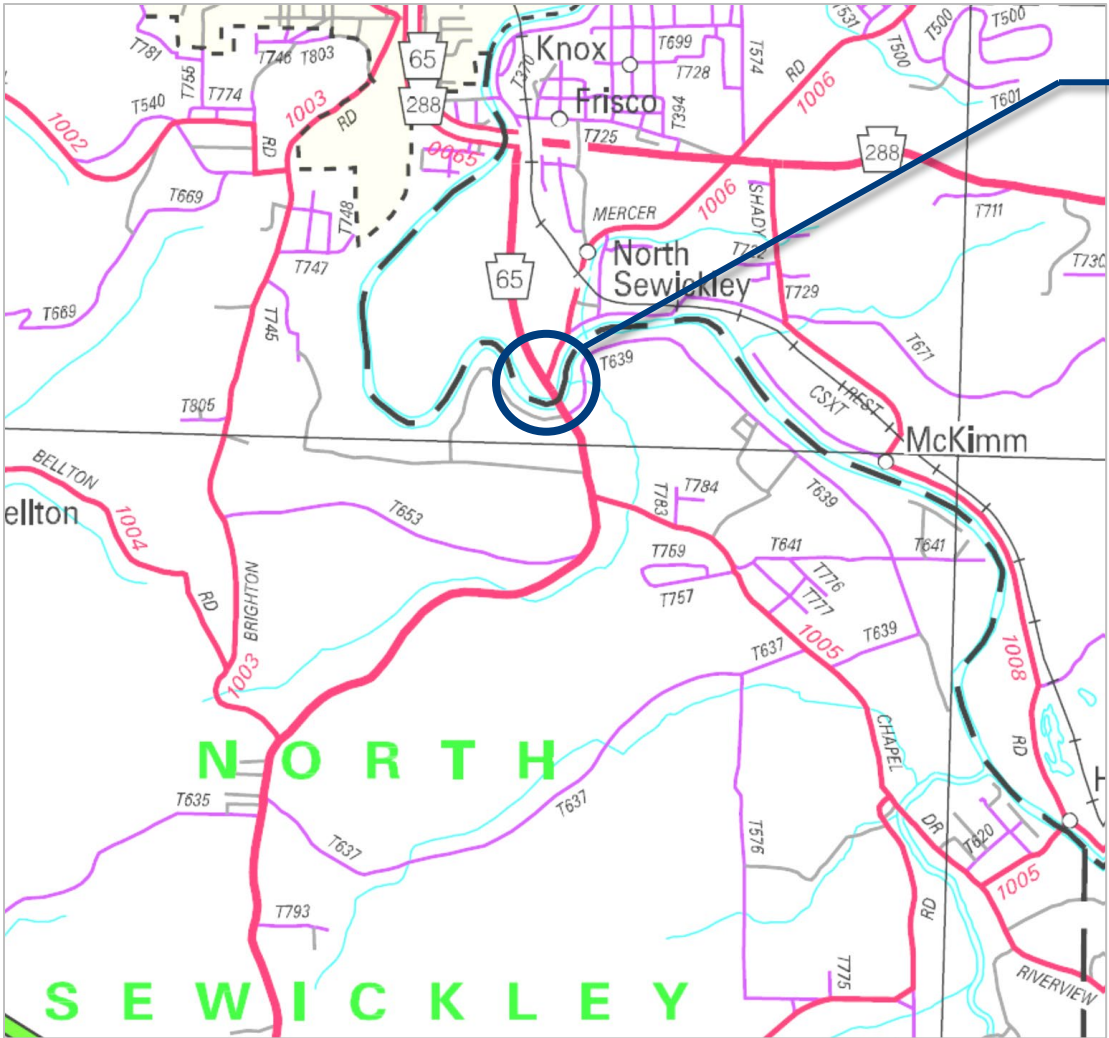


PennDOT Contacts:

Mark Young
District Environmental Planning Manager
412-429-4858
Engineering District 11-0
45 Thoms Run Rd.
Bridgeville, PA 15017
markyoung@pa.gov

Steve Cowan
Community Relations Coordinator
412-429-5010
Engineering District 11-0
45 Thoms Run Rd.
Bridgeville, PA 15017
stcowan@pa.gov

▶ PROJECT LOCATION



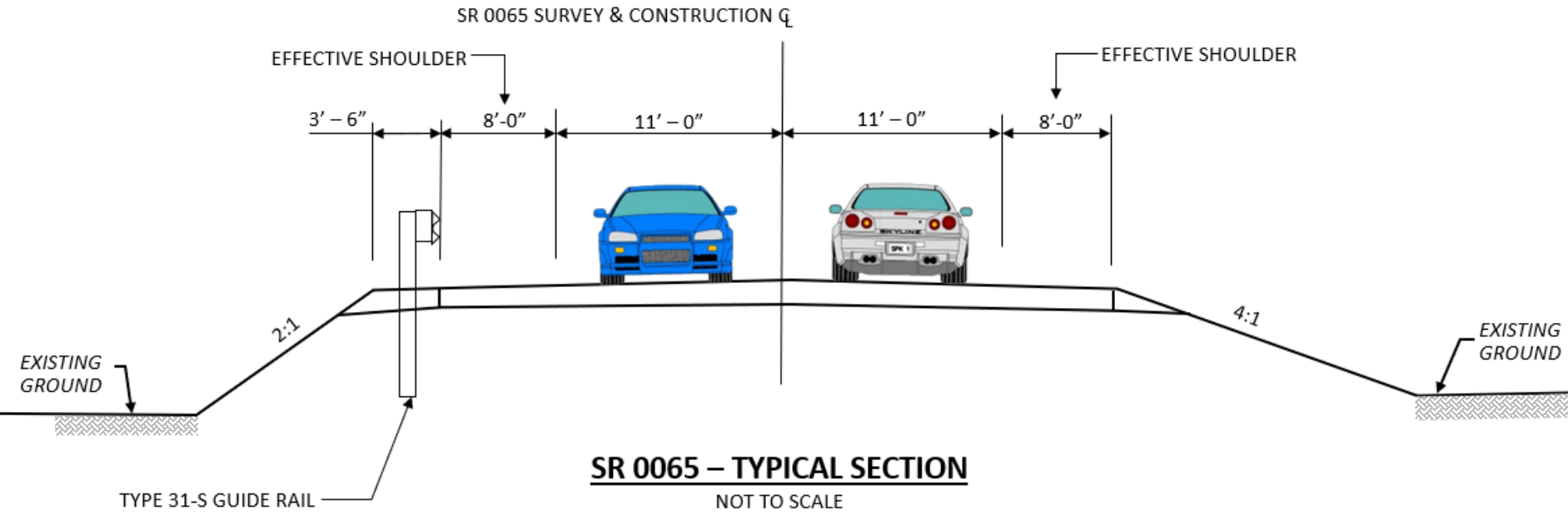
PROJECT LOCATION:
SR 65-B33 over
Connoquenessing
Creek, North Sewickley
& Franklin Townships,
Beaver County

PROJECT IMPROVEMENTS

- Remove the existing poor condition three-span non-composite steel multi-girder structure built in 1976.
- Construct a two-span steel plate girder bridge using Accelerated Bridge Construction (ABC) techniques.
- Perform full depth pavement reconstruction along approximately 850 feet of SR 65 and 180 feet of SR 1006 (Mercer Road).
- Relocate approximately 310 feet of T-639 (Country Club Drive) to improve sight distance and accommodate school bus turning movements.
- Pavement Markings, Guide Rail updates and Drainage improvements.



TYPICAL SECTION



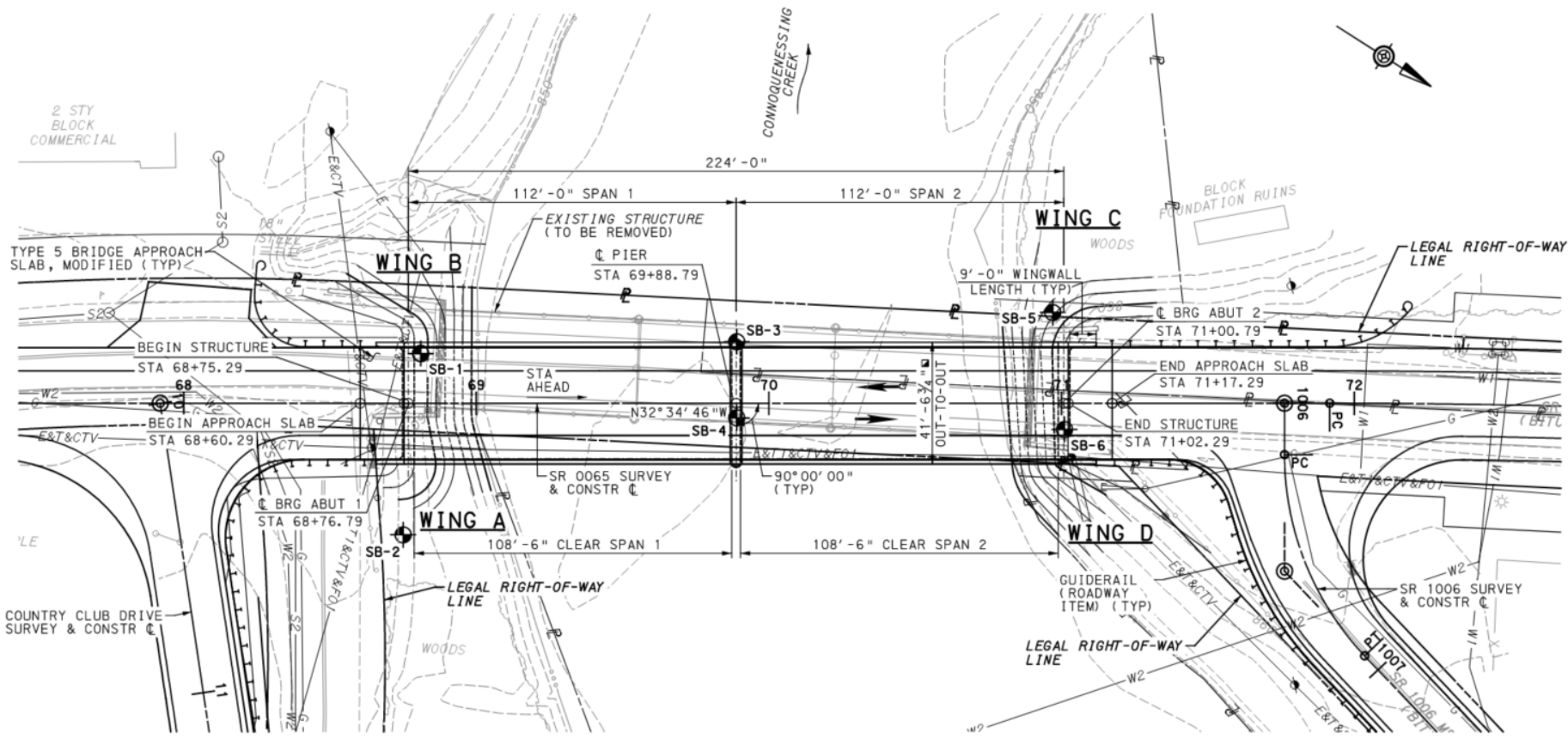
GENERAL PLAN VIEW



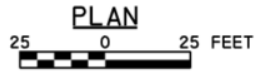
LEGEND

- PROPOSED PAVEMENT
- PROPOSED SHOULDER
- PROPOSED DRIVEWAY
- PROPOSED STRUCTURE
- LOD- PROPOSED LIMIT OF DISTURBANCE

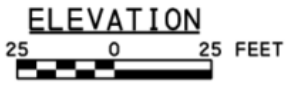
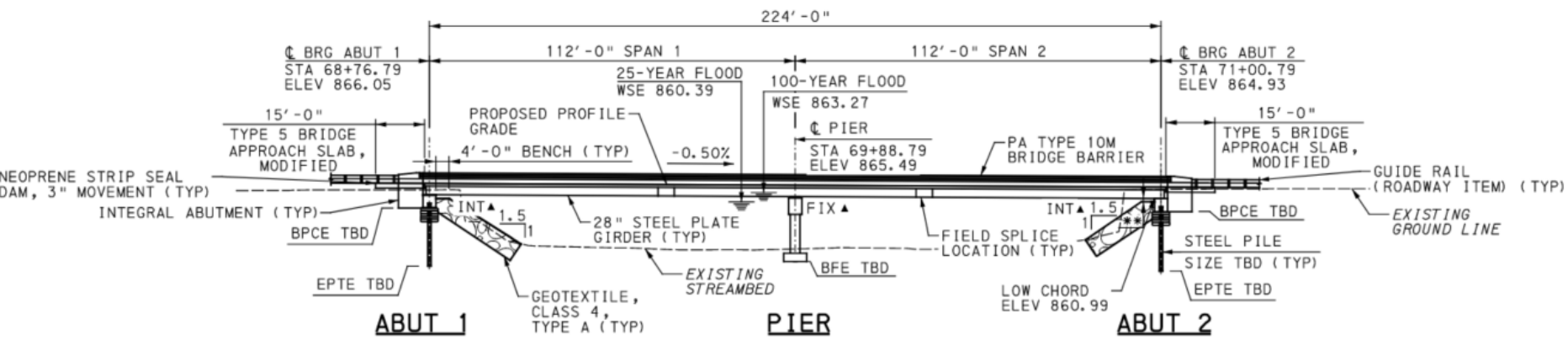
BRIDGE PLAN VIEW



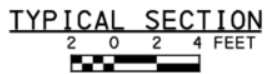
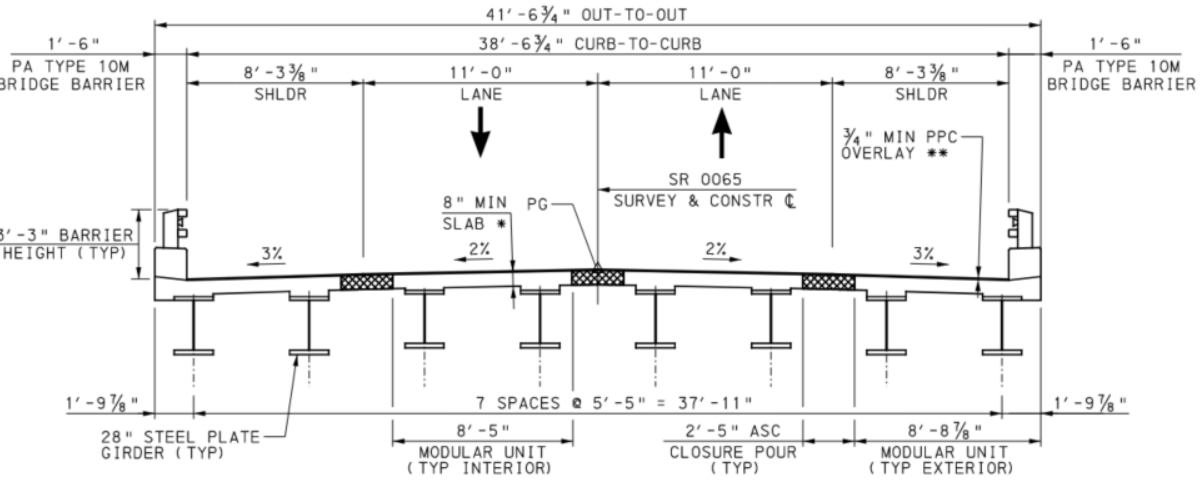
■ SEE TYPICAL SECTION FOR LANE, SHOULDER, AND BARRIER DIMENSIONS.



BRIDGE ELEVATION & TYPICAL SECTION



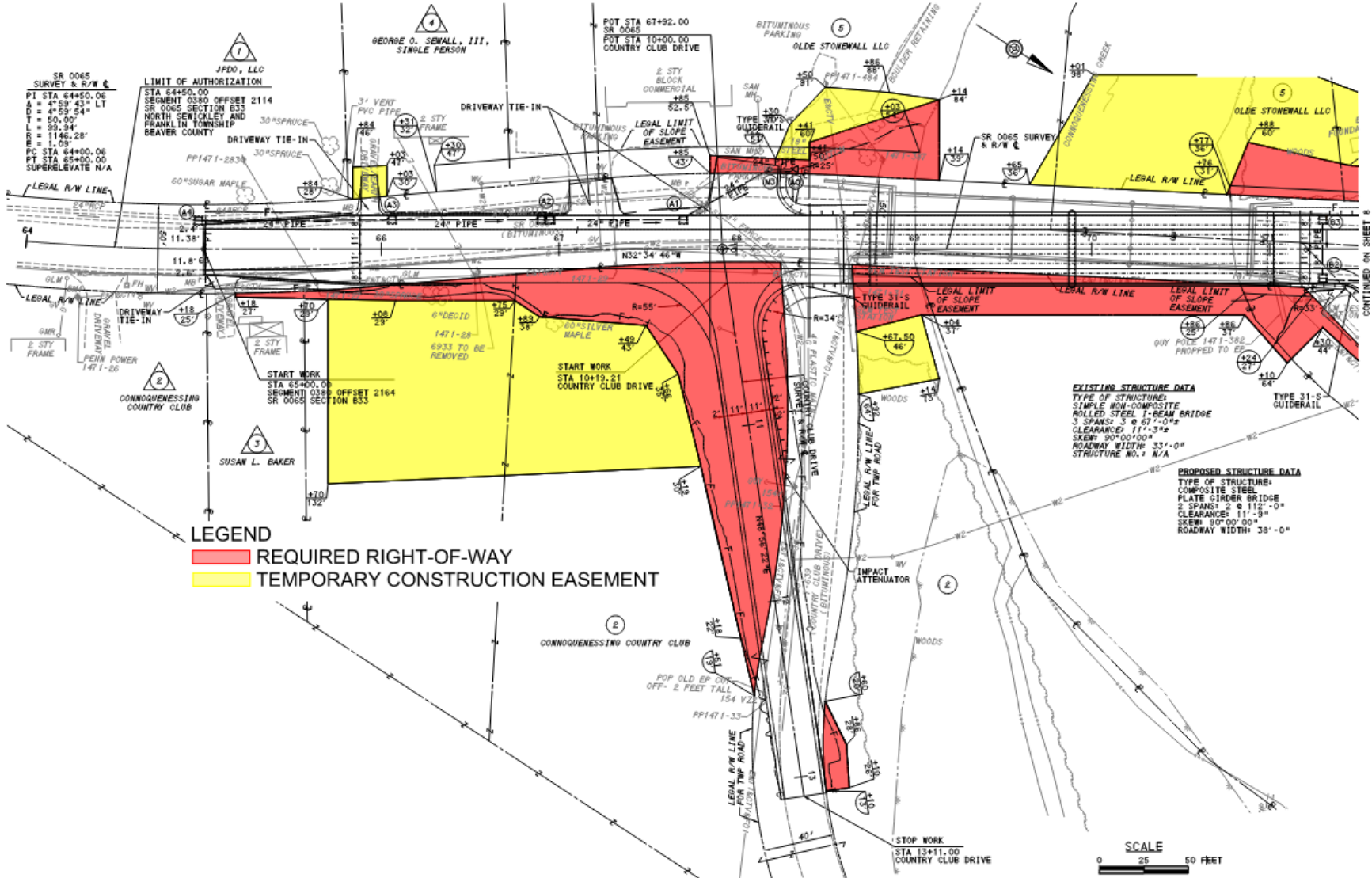
- ▲ PLAIN NEOPRENE BEARING PADS (INTEGRAL ABUTMENTS)
- ▲ LAMINATED ELASTOMERIC BEARING PADS (FIXED PIER)
- ** 1'-0" MIN FROM BOTTOM OF BEAM TO TOP OF BENCH (TYP)



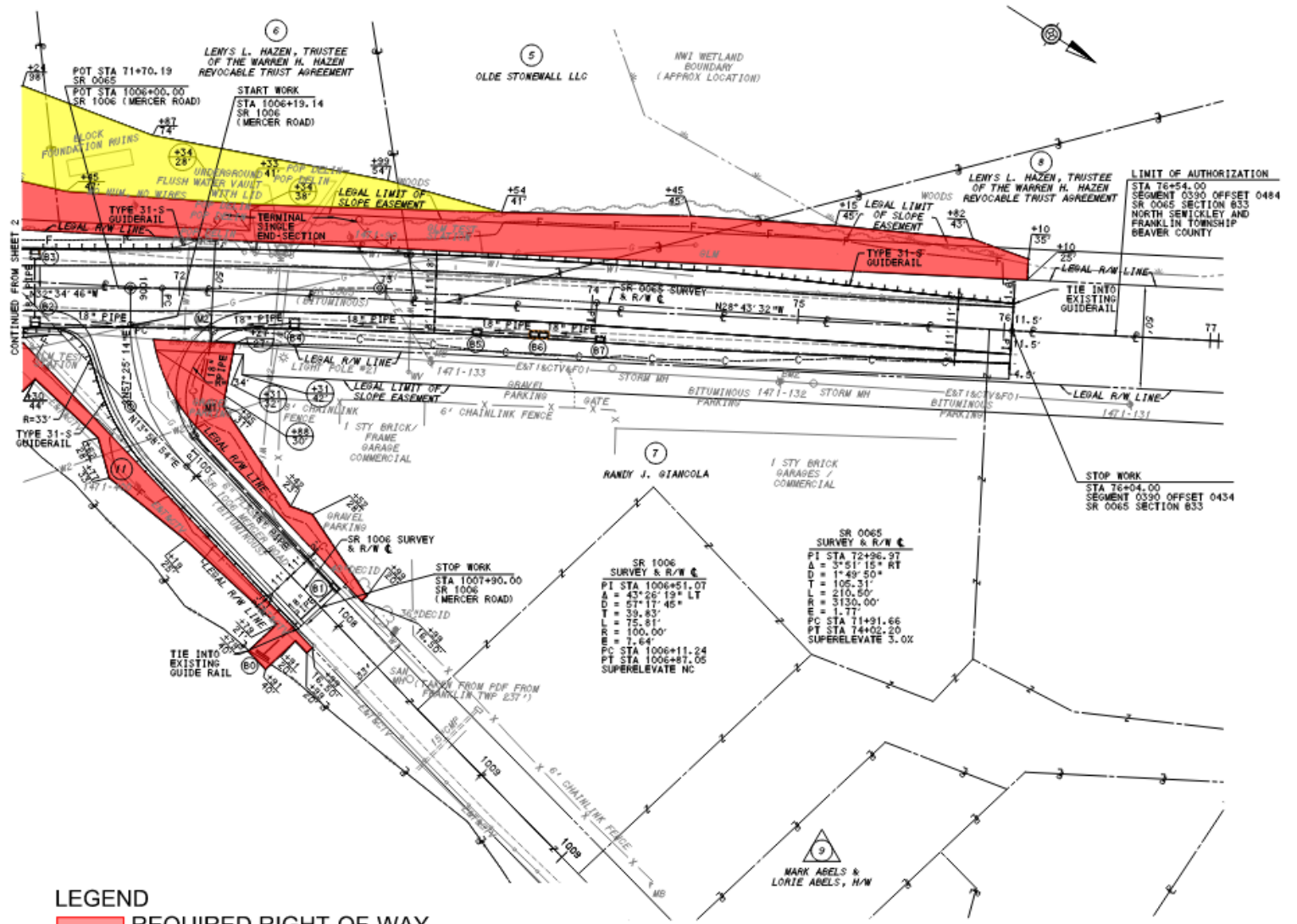
- LEGEND**
- ← DIRECTION OF TRAFFIC
 - ▨ ASC CLOSURE POUR
 - * DIAMOND GRIND 1/4" FOR 7 3/4" SLAB THICKNESS
 - ** 1 1/4" MAX PPC THICKNESS



PRELIMINARY RIGHT-OF-WAY



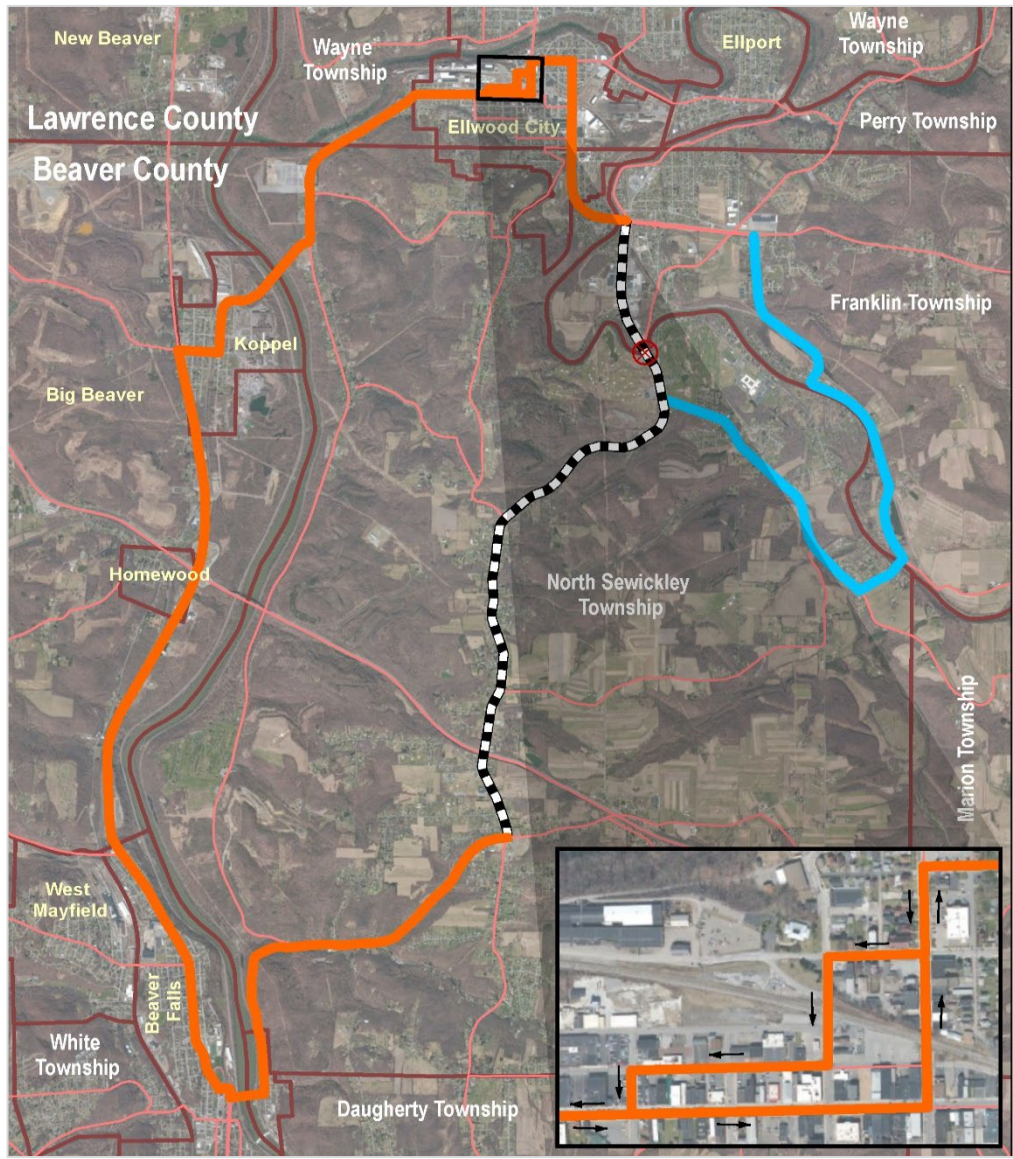
PRELIMINARY RIGHT-OF-WAY



PROJECT TRAFFIC CONTROL

- Traffic is anticipated to be detoured around the project area for approximately 4 weeks during the summer months when school is on summer break (Detour Map and Routes included). It is anticipated that short-term flagging operations will occur before and after implementation of the detour.
- **Truck Detour (Northbound)**
SR 588 (Bennetts Run Rd / Second Ave / Eastvale Bridge) to SR 18 (Seventh Ave / Twenty-Seventh St / College Ave / 37st St Ext / Fourth Ave / Big Beaver Blvd) to SR 351 (Arthur St / Fifth Ave / River Rd / Lawrence Ave) to SR 2017 (Fifth St) – **11.5 miles, 19 minutes (without traffic)**
- **Truck Detour (Southbound)**
SR 65 (Second St / Fountain Ave) to SR 2017 (Fifth St) to Spring Ave to Sixth St to Beaver Ave to Eighth St to SR 351 (Lawrence Ave / River Rd / Fifth Ave / Arthur St) to SR 18 (Big Beaver Blvd / Fourth Ave / 37th St Ext / College Ave / Twenty-Seventh St / Seventh Ave) to SR 588 (Eastvale Bridge / Second Ave / Bennetts Run Rd) – **13.0 miles, 23 minutes (without traffic)**
- **Car Detour**
SR 288 (Zelienople Rd) to SR 1008 (Shadyrest Rd) to SR 1005 (Celia Rd/Chapel Dr) – **5.4 miles, 10 minutes (without traffic)**

▶ DETOUR MAP



Legend

- State Routes
- Municipality Boundary
- Project Area
- Detoured Route
- Truck Detour
- Car Detour

0.5 0
Miles

SCHEDULE

Start Preliminary Engineering: Spring 2020

Complete Preliminary Engineering: Late Fall 2022

Start Final Design: Spring 2023

Complete Final Design: Spring 2025

Start Physical Construction: Spring 2026

Complete Construction: Fall 2026



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 II-0's coordination with the public to obtain feedback on the project and to meet NEPA requirements.

National Environmental Policy Act



- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
- Section 4(f) of USDOT Act (49 USC 303)
- Clean Air Act
- Safe Water Drinking Act
- Farmland Protection Policy Act
- Solid Waste Disposal Act
- Resource Conservation and Recovery Act of 1976 (RCRA)
- Title VI of Civil Rights Act of 1964
- Americans with Disabilities Act
- Executive Order 12898 (Environmental Justice)

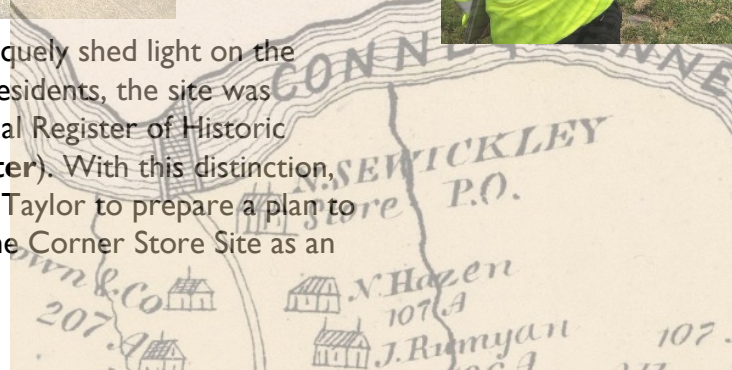
- Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)
- Emergency Planning and Community Right to Know Act of 1986
- National Historic Preservation Act
- Economic, Social and Environmental Effects of Highways and Transit
- Highway Noise Standards
- Public Hearing Requirements
- Archaeological and Historic Preservation Act
- Archaeological Resources Protection Act
- AND MORE...

ARCHAEOLOGICAL RESOURCES AND NEPA

To fulfill its obligations to Section 106 of the National Historic Preservation Act (**NHPA**) under the NEPA umbrella, PennDOT and its consultant McCormick Taylor completed an archaeological survey of the project in 2021.

The survey resulted in the identification of two archaeological sites that date from the nineteenth century – the McGough Site (a rural dwelling) and the Corner Store Site (a combination of post office, doctor's office and residence, and country store). To better understand the significance of the Corner Store Site, McCormick Taylor completed a more intensive investigation of the site in May 2022.

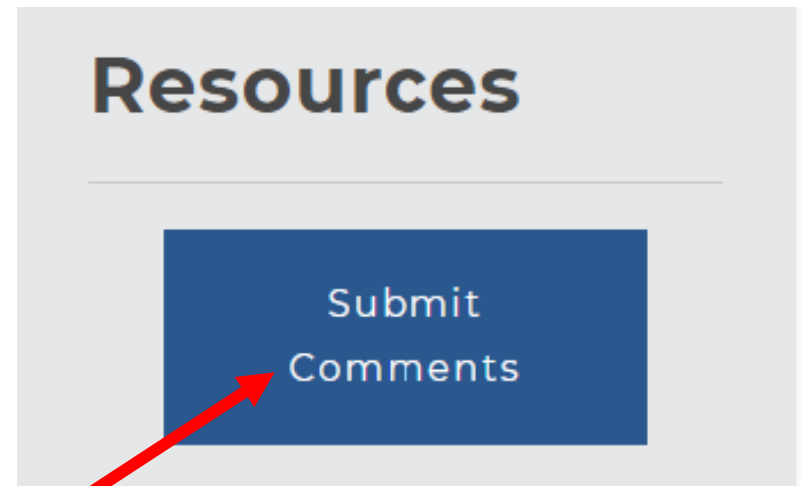
Because the Country Store Site can uniquely shed light on the history of Beaver County and its past residents, the site was deemed eligible for listing in the National Register of Historic Places (or simply, the **National Register**). With this distinction, PennDOT is working with McCormick Taylor to prepare a plan to preserve and interpret the history of the Corner Store Site as an important historic resource.



PROJECT SURVEY

PLEASE COMPLETE THE PROJECT SURVEY

- The project survey can be found on the project website.
- Click the tile under Resources labeled “Submit Comments” on the right side of the screen.



Click Here