



**ASHE National Project of the Year Award
Northeast Region
Southern Beltway PA Turnpike 576 SR 22-PA I-79
Over \$20 Million in Construction
January 10, 2024**



2024 National Project of the Year – NE Region – Southern Beltway over \$20 Million

Table of Contents

Completed Entry Form

Project Narrative

Construction Drawings

Photos

Verification of substantial completion date

Statement of Commitment Letter



AMERICAN SOCIETY OF HIGHWAY ENGINEERS

National Project of the Year Award

OFFICIAL ENTRY FORM

AWARD CATEGORY (Check One): Under \$20 Million Over \$20 Million

SPONSORING REGION (Check One):

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Northeast | <input type="checkbox"/> Great Lakes | <input type="checkbox"/> Northwest |
| <input type="checkbox"/> Mid-Atlantic | <input type="checkbox"/> North Central | <input type="checkbox"/> Rocky Mountain |
| <input type="checkbox"/> Southeast | <input type="checkbox"/> South Central | <input type="checkbox"/> Southwest |

CONTACT INFORMATION FOR SUBMITTING REGION:

Contact Name: Scott R. Eshenaur ASHE Region Position: NPY Chairperson
 Phone (Office): 717-790-9565 Phone (Mobile): 717-580-8426 E-Mail Address: _____

PROJECT INFORMATION:

ENTERING AGENCY/COMPANY'S NAME: CDR Maguire, Inc.
 PROJECT NAME: Southern Beltway PA Turnpike 576 SR 22-PA I-79 TYPE: New Highway
 PROJECT LOCATION: Allegheny & Washington Counties
 CITY: _____ COUNTY: Allegheny & Washington STATE: Pennsylvania
 FINAL CONSTRUCTION COST: \$780,000,000 BUDGETED CONSTRUCTION COST: \$677,500,000
 PROJECT COMPLETION DATE: October 2022
 PROJECT ASHE SECTION: Southwest PA ASHE SECTION CONTACT NAME: Jason Zang, PE
 PHONE (OFFICE): 412.429.5007 PHONE (MOBILE): _____ E-MAIL: Zang@pa.gov

PROJECT TEAM:

PROJECT OWNER: Pennsylvania Turnpike Commission
 STREET ADDRESS: Western Regional Office 2200 North Center Drve
 CITY: New Stanton STATE: PA ZIP: 15672
 CONTACT PERSON: Steve Hrvoich, PE PHONE: 724.555.5186
 E-MAIL ADDRESS: shrovich@paturndpike.com

PROJECT DESIGN FIRM: Please see attached sheet
 STREET ADDRESS: _____
 CITY: _____ STATE: _____ ZIP: _____
 CONTACT PERSON: _____ PHONE: _____
 E-MAIL ADDRESS: _____

PRIME CONTRACTOR: Please see attached sheet
 STREET ADDRESS: _____
 CITY: _____ STATE: _____ ZIP: _____
 CONTACT PERSON: _____ PHONE: _____
 E-MAIL ADDRESS: _____

Entry Form Completed By: Laurie Kolich **Date:** January 8, 2024

Key Participants:

Michael Baker International: Design Manager
CDR|M: Construction Manager

www.wsp.com

Mackin Engineering
103 Technology Drive, Suite 100
Pittsburgh, PA 15275
www.mackinengineering.com

ms consultants, Inc.
300 Corporate Center Drive, Suite 200
Moon Twp, PA 15108
www.msconsultants.com

PTC
Western Regional Office
2200 North Center Avenue
New Stanton PA 15672-9602
www.paturnpike.com

The Markosky Engineering Group
4000 Hempfield Plaza, Suite 913
Greensburg, PA 15106
www.markosky.com

CDR Maguire
178 Thorn Hill Road, Suite 200
Warrendale, PA 15086
www.cdrmaguire.com

AE Works
418 Beaver Street
Sewickley, PA 15148
www.aeworks.com

Michael Baker International
500 Grant Street, Suite 5400
Pittsburgh, PA 15219
www.mbakerial.com

Independence Excavating Inc.
3934 45th Street
Pittsburgh, PA 15201
www.indexc.com

AECOM
13355 Noel Road #400
Dallas Texas 75240
www.aecom.com

Mosites Construction Company
400 Mosites Way, Suite 100
Pittsburgh, PA 15205
www.mosites.com

Stantec
600 Grant Street Suite 4940
Pittsburgh, PA 15192
www.stantec.com

PJ Dick-Trumbull
225 North Shore Drive
Pittsburgh, PA 15212
www.pjdick.com

WSP (Parsons-Brinkerhoff)
11 Stanwix St Suite 9
Pittsburgh, PA 15222

S&B USA Construction (JB Fay)
1 Allegheny Square 301
Pittsburgh, PA 15212
www.shikunusa.com

Beaver Excavating Company
PO Box 6059
Canton, OH 44706
www.beaverexcavating.com

Walsh Construction Company
4 Penn Center Blvd
Pittsburgh, PA 15276
www.walshconstruction.com

Power Contracting Company
61 Arch Street Suite 201
Carnegie, PA 15106
www.powerllc.com

Allison Park Contractors, Inc.
4383 Gibsonia Rd
Gibsonia, PA 15046
www.allisonparkcontractors.com

Cast & Baker Corporation
2241 Washington Rd
Canonsburg, PA 15317
www.castandbaker.com

Nello Construction Company
230 E Main Street
Carnegie, PA 15106
www.nelloconstructionco.com

Schultheis Electric
304 Sanford St
Latrobe, PA 15650
www.tsbinc.net

Wayne Crouse, Inc.
3370 Stafford Street
Pittsburgh, PA 15204
www.waynecrouse.com

McKamish, Inc.
50 55th Street
Pittsburgh, PA 15201
www.mckamish.com

CDR Maguire INC. 2024 National Project of the Year NE Region Southern Beltway PA Turnpike 576 State Route 22 to PA Interstate 79 Over \$20,000,000 in Construction Cost

1. Complexity

When Pittsburgh's thriving steel industry came to a screeching halt in the late 1970s, the southwestern Pennsylvania region experienced economic and social hardships. Planning efforts refocused with the intent that better highway access and mobility would help redevelopment efforts. PA Act 61 of 1985 and Act 26 of 1991 allowed the Pennsylvania Turnpike Commission (PTC) to begin development of roadway expansions in Southwest PA. Hence, the Southern Beltway Project was conceived.

Completion of the Mon/Fayette Expressway and Southern Beltway projects creates approximately 98 miles of new limited-access highways south and west of Pittsburgh. CDR|M was the Pennsylvania Turnpike Commission's (PTC's) Construction Manager for the Turnpike 576 (Southern Beltway, State Route 22 to PA Interstate 79) project in Allegheny and Washington Counties, PA, with a construction value of \$780 million. The project is divided into twelve (12) construction contracts within two PennDOT Engineering Districts (11-0 and 12-0).

The Southern Beltway includes the following project sections:

- **55A1-1** Route 22 Bridges
- **55A1** Route 22 to Quicksilver Road
- **55A2** Route 222 to Quicksilver Road to Panhandle Trail
- **55B** Panhandle Trail to Cecil Reissing Rd
- **55C1-1** Cecil Reissing Rd to State Route 50
- **55C1-2** State Route 50 to Coal Pit Road
- **55C2-1** Route 50 to I79
- **55C2-2** Morganza/Morgan Road Improvements
- **55M** Maintenance Facility
- **55S** Signing and Pavement Markings
- **55T** Cashless Tolling Facilities
- **55W** Wetland Mitigation Site

Overall, the project includes thirteen (13) miles of mainline roadway, five (5) new interchanges, electronic cashless tolling, eight (8) pairs of mainline bridges, four (4) bridges on I-79, and seven (7) local bridges. Construction value - \$780M.

Construction started January 2014

Opened October 15, 2021, with restrictions at I-79

99% Completion October 2022

70 mph speed limit

25M+ CY of Excavation

Each section offered intriguing coordination and engineering challenges including construction utilizing mine void grouting and stone columns; encountering and properly disposing of pickle liquor sludge, an industrial byproduct from the steelmaking process; plugging dozens of abandoned oil and gas wells; complicated topography, coordination with railways, and extensive traffic control for the eastern connection with Interstate

CDR Maguire INC. 2024 National Project of the Year NE Region Southern Beltway PA Turnpike 576 State Route 22 to PA Interstate 79 Over \$20,000,000 in Construction Cost

79, which also included three (3) miles of third lane widening while maintaining two (2) lanes of traffic in each direction

2. New Application of Existing Techniques/Originality/Innovation

This complex construction project utilized a variety of innovative techniques during construction, including mine void grouting, stone columns, plugging of abandoned oil and gas wells in the historic McDonald Oilfield and specialized worker health and safety procedures due to the COVID-19 Pandemic. Project construction included permanent preformed patterned reflective pavement markings, high speed electronic cashless tolling, and a soil nail wall was used on I79 to provide temporary support of excavation for bridge construction under live traffic.

Collaboration and proactive partnering strategies were key tools in the successful resolution of engineering and construction challenges. With skillful teamwork, communication, and negotiation, the team delivered this project on time and within budget, even with the temporary shutdown of construction due to COVID-19. The project utilized Long-Life Concrete Pavement which uses an optimized aggregate gradation and cement content that maximizes the interlock between aggregates. This results in a dense concrete that minimizes infiltration of moisture and deicing salts with an intended 40-year service life.

3. Social, economic, and sustainable development considerations

Coal and coke production in the area surrounding the project played a key role in Pittsburgh's steel industry. When this industry faltered, communities throughout the entire region were impacted. Initial expressway planning in the 1960s was to serve Southwestern Pennsylvania's world-ranked industries of coal and coke, and hence steel. After the 1970's, planning efforts were refocused with the intent that better highway access and mobility would help redevelopment efforts.

The history of the region provided unique engineering challenges that required development of sustainable solutions. Over 2,000 abandoned gas and oil wells existed within the McDonald Oil Field, which was the highest yielding oil field in the world in 1891 and 1892. Twenty-eight (28) of these undocumented oil and gas wells were plugged during highway construction.

Public benefits from the Southern Beltway include a limited access tollway that will alleviate congestion along the I-376 corridor by providing another travel option to the Pittsburgh International Airport. This more straightforward commute decreases fuel emissions as vehicles will not be traveling as far nor idling in congested traffic. Along with commuters, safety and emergency vehicles now have quicker, safer access to those in need instead of using rural, two-lane roads. The region will benefit from future redevelopment of the area through all the benefits new infrastructure brings – jobs, increased tax revenue, growth, and community connection.

4. Safety

In addition to the existing strip and deep coal mines located in the area and the excavation of 25 million cubic yards of material, the team had to navigate the peripheral life around the project – the McDonald Sportsman

CDR Maguire INC. 2024 National Project of the Year NE Region Southern Beltway PA Turnpike 576 State Route 22 to PA Interstate 79 Over \$20,000,000 in Construction Cost

Association and individuals bicycling on the multiple rail-trails. Life continued safely around the peripheral edges of the project thanks to the efforts of the entire team who negotiated construction efforts, heavy equipment, environmental hazards and a pandemic.

The team not only had to maintain a safe working environment, but there was also a mandatory shut down due to the unprecedented COVID pandemic. When workers returned, they did so with new safety practices that included masks, social distancing, and electronic paperwork procedures. Section 55C2-1 was one of the first projects in the State to resume operations following the shutdown. The team adapted to their new environment and managed to deliver the project safely and on time, despite the temporary shutdown.

The new corridor provides improved access and new connector roads for residents for safer, more efficient travel, and the public benefits from a highway that alleviates congestion along the I-376 corridor by providing another travel option to the Pittsburgh International Airport.

5. Aesthetics and Sustainable Features

Consideration was given to the National Cemetery of the Alleghenies (NCOTA) as the eastern most interchange was designed specifically to reduce the visual impact of the new Beltway from the adjacent NCOTA site. Aesthetic stains and architectural surface treatments of bridge abutments and parapets were selected to match existing features of the NCOTA facility. All structures on the project to have a similar aesthetic look, the piers are reinforced concrete with architecturally aesthetic hammerhead shapes in accordance with geometric guidelines provided by the PTC. White cement concrete was used in all mainline bridge parapets and lead-in barriers to improve visibility and safety.

The team worked closely with the PaDEP to achieve unprecedented sustainable vegetative cover throughout the entire project, which included almost 400,000 pounds of seed. Another environmental consideration included mitigating acid mine discharge from an abandoned deep coal mine utilizing an anoxic lime drainage collection system. Storm water management basins were designed and constructed to improve discharge water quality throughout the Beltway corridor. The Turnpike constructed a state-of-the-art maintenance facility utilizing geothermal technology, open lighting design, and a rainwater harvest system for vehicle maintenance and washing to reduce reliance on the public water system. The team's successful coordination of all the differing facets of the project has resulted in a quality project that will positively impact Southwestern Pennsylvania.

6. Successful fulfillment of client/owner needs

Secretary of Transportation Yassmin Gramian called the Southern Beltway a "Generational project" and stated: "We commemorate this section's completion. ... [I]t will ease congestion and create economic opportunities... Investment in transportation has historically paid for itself in greater prosperity and thriving communities."

"... [T]he Southern Beltway will serve as an economic catalyst for the Greater Pittsburgh region," affirmed PA Turnpike CEO Mark Compton. "It will provide better access to sites being developed along the Energy Commerce & Innovation Corridor (ECIC) which is 52 miles of largely untapped private, commercial and industrial lands near the Pittsburgh International Airport. This ... will support new employment...."

CDR Maguire INC. 2024 National Project of the Year NE Region Southern Beltway PA Turnpike 576 State Route 22 to PA Interstate 79 Over \$20,000,000 in Construction Cost

Steven Hrvoich, PTC Construction Engineering Manager, stated: “The success of this complex section of the Southern Beltway was the result of effective partnering by the project team. CDR Maguire, as the Construction Manager, led the partnering effort. ... We commend the entire project team....”

Despite the aggressive construction schedule and unforeseen challenges, the project was opened on time and within budget.

Roles of Consultants:

Michael Baker International: Design Manager
CDR|M: Construction Manager

Section	Designer	Contractor
55A1	Mackin Engineering	Independence Excavating Inc.
55A1-1	Mackin Engineering	Mosites Construction
55A2	AECOM	Trumbull
55B	Stantec	JB Fay
55C1-1	Parsons-Brinkerhoff (WSP)	Beaver Excavating Company
55C1-2	Parsons-Brinkerhoff (WSP)	Trumbull
55C2-1	ms consultants	Walsh Construction
55C2-2	ms consultants	Independence Excavating, Inc.
55S	Markosky	Power Contracing
55T	Stantec	Allison Park Contractors
55W	ms consultants	Cast & Baker Corporation

Section	Designer	Contractor
55M General	AE Works	Nello Construction
55M Electrical	AE Works	Schultheis Electric
55M Plumbing	AE Works	Wayne Crouse, Inc.


**CDR Maguire INC. 2024 National Project of the Year NE Region
Southern Beltway PA Turnpike 576 State Route 22 to PA Interstate 79
Over \$20,000,000 in Construction Cost**

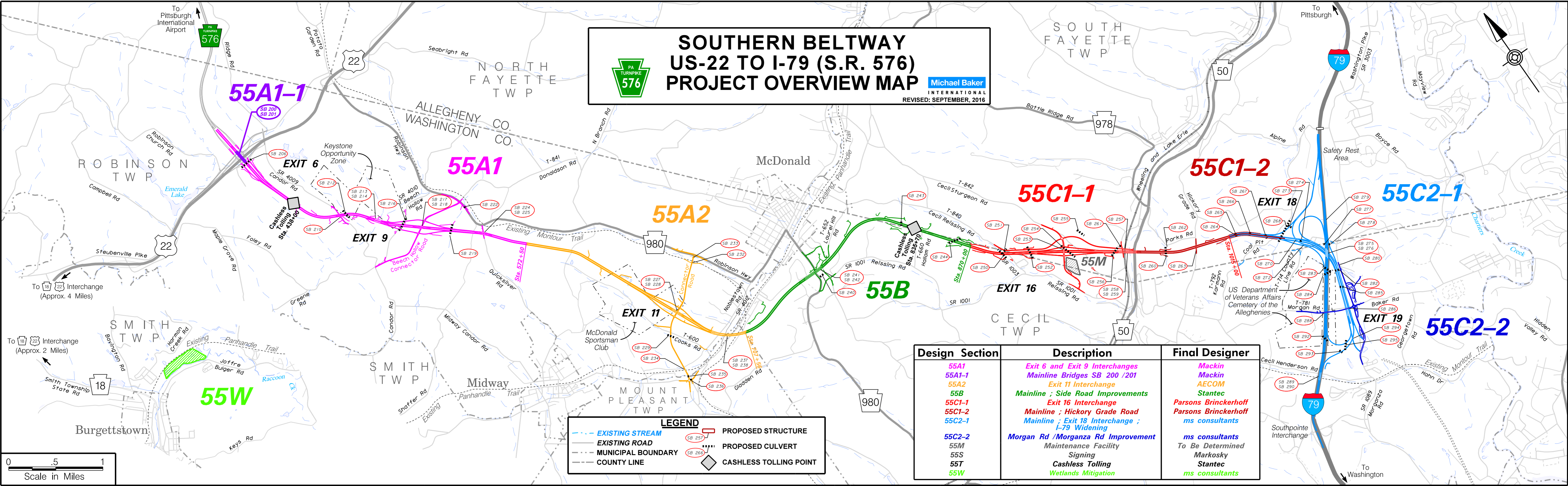
55M AVAC

AE Works








McKamish, Inc.

SOUTHERN BELTWAY US-22 TO I-79 (S.R. 576) PROJECT OVERVIEW MAP

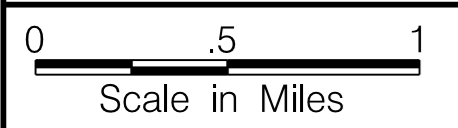

Michael Baker
 INTERNATIONAL
 REVISED: SEPTEMBER, 2016

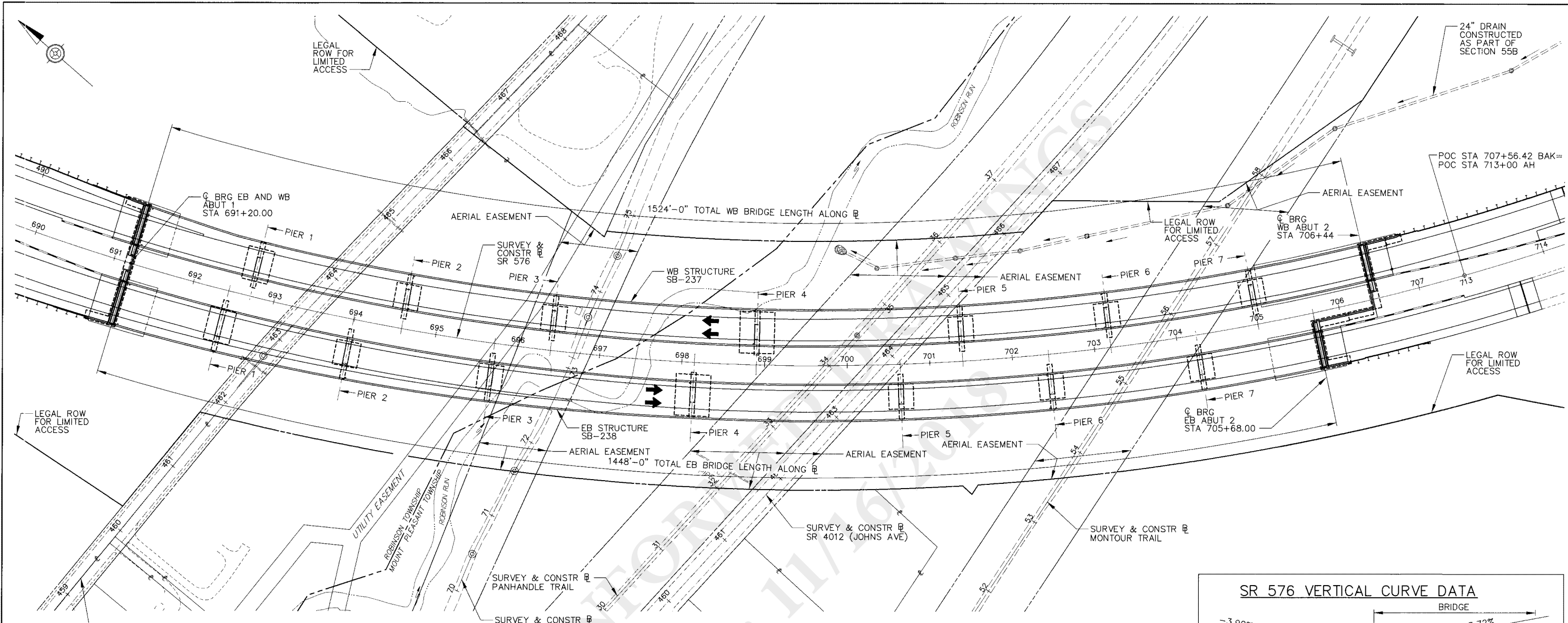


LEGEND

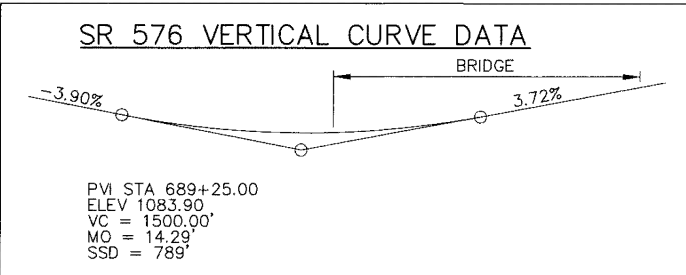
	EXISTING STREAM		PROPOSED STRUCTURE
	EXISTING ROAD		PROPOSED CULVERT
	MUNICIPAL BOUNDARY		CASHLESS TOLLING POINT
	COUNTY LINE		

Design Section	Description	Final Designer
55A1	Exit 6 and Exit 9 Interchanges	Mackin
55A1-1	Mainline Bridges SB 200 /201	Mackin
55A2	Exit 11 Interchange	AECOM
55B	Mainline ; Side Road Improvements	Stantec
55C1-1	Exit 16 Interchange	Parsons Brinckerhoff
55C1-2	Mainline ; Hickory Grade Road	Parsons Brinckerhoff
55C2-1	Mainline ; Exit 18 Interchange ; I-79 Widening	ms consultants
55C2-2	Morgan Rd /Morganza Rd Improvement	ms consultants
55M	Maintenance Facility	To Be Determined
55S	Signing	Markosky
55T	Cashless Tolling	Stantec
55W	Wetlands Mitigation	ms consultants





SITE PLAN
0' 30' 60' 120'

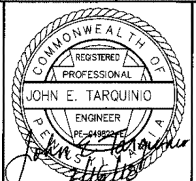


SR 576 HORIZONTAL CURVE DATA

PI STA	714+40.06
Δ	83°28'26" LT
Δ_c	78°36'50" LT
D_c	2'00" 00"
R_c	2864.79'
L_c	3930.69'
SC STA	684+61.47
CS STA	729+35.75

- NOTES:**
- FOR DETAILED GENERAL PLAN AND ELEVATION, SEE DRAWING NOS 3 THRU 6.
 - FOR INDEX OF DRAWINGS, SEE DRAWING NO 2.

DES: AJB CHK: JET DWG: AJB CHK: JET



PREPARED BY:
AECOM
GULF TOWER
707 GRANT STREET, 5TH FLOOR
PITTSBURGH, PA 15219
PREPARED FOR:
THE PENNSYLVANIA
TURNPIKE COMMISSION

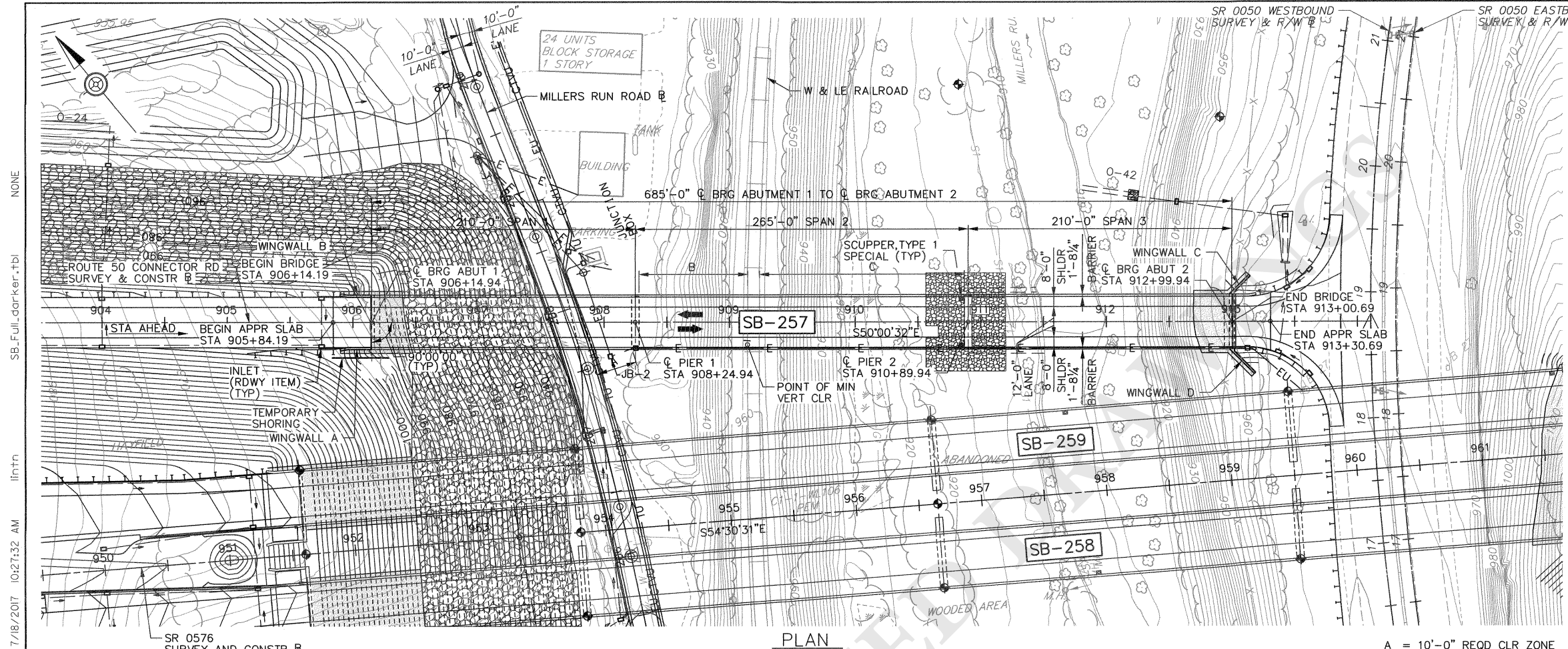


NO.	REVISIONS	DATE	APPR.

WBS NO.
S-006.00X002-3-07
NETWORK NUMBER: 7005480
FILE NAME: 0308STHstp1.dgn
DRAWING TYPE: 2G
STRUCTURE NUMBER: SB-237 & SB-238
SCALE: AS SHOWN

PENNSYLVANIA TURNPIKE COMMISSION
SOUTHERN BELTWAY 22-79, SEC 55A2
MP S-8.75 TO MP S-11.45
DISTRICT: 1 COUNTY: WASHINGTON
TOWNSHIP / BOROUGH: ROBINSON / MT PLEASANT

PA TURNPIKE 0576 OVER
SR 4037, SR 4012, ROBINSON RUN AND TRAILS
STA. 698+82.00 MILEPOST 11.20
DUAL 8 SPAN CONT STEEL MULTI-GIRDER BRIDGES
SITE PLAN
DRAWING: 1 OF 206
SHEET: 1 OF 206



PLAN
25 0 25 50 FEET

HORIZONTAL CURVE DATA
RT 50 CONNECTOR
TANGENT SECTION

SR 0050 EASTBOUND	SR 0050 WESTBOUND
PI STA 20+92.33	PI STA 20+98.01
$\Delta = 31'41.30''$ RT	$\Delta = 31'41.30''$ RT
$\Delta c = 19'26.30''$ RT	$\Delta c = 19'35.22''$ RT
$R_c = 1637.02'$	$R_c = 1657.02'$
$L_c = 555.47'$	$L_c = 566.54'$
$\theta_s = 6'07.30''$	$\theta_s = 6'03.04''$
$L_s = 350.00'$	$L_s = 350.00'$
$T_s = 640.46'$	$T_s = 646.13'$
$E_s = 67.91'$	$E_s = 68.65'$
$k = 174.93'$	$k = 174.94'$
$p = 3.12'$	$p = 3.08'$
$X_c = 349.60'$	$X_c = 349.61'$
$Y_c = 12.46'$	$Y_c = 12.31'$
$LT = 233.47'$	$LT = 233.47'$
$ST = 116.79'$	$ST = 116.79'$
$LC = 349.82'$	$LC = 349.83'$

SR 3001 - MILLERS RUN ROAD

PI STA 207+50.71
$\Delta = 8'13.12''$ LT
$D = 3'38'60.00''$
$T = 112.80'$
$L = 225.21'$
$R = 1570'$
$E = 4.0\%$

VERTICAL CURVE DATA

RT 50 CONNECTOR	RT 50 CONNECTOR
PVI = STA 909+50.00	PVI = STA 913+25.00
EL = 993.50'	EL = 968.04'
VC = 250.00'	VC = 100.00'
MO = -1.07'	MO = 0.99'
SSD = 439'	HLSD = 96.54'
G1 = -3.35%	G1 = -6.79%
G2 = -6.79%	G2 = 1.13%

HYDROLOGIC & HYDRAULIC DATA
DRAINAGE AREA 18.52 SQ MILES

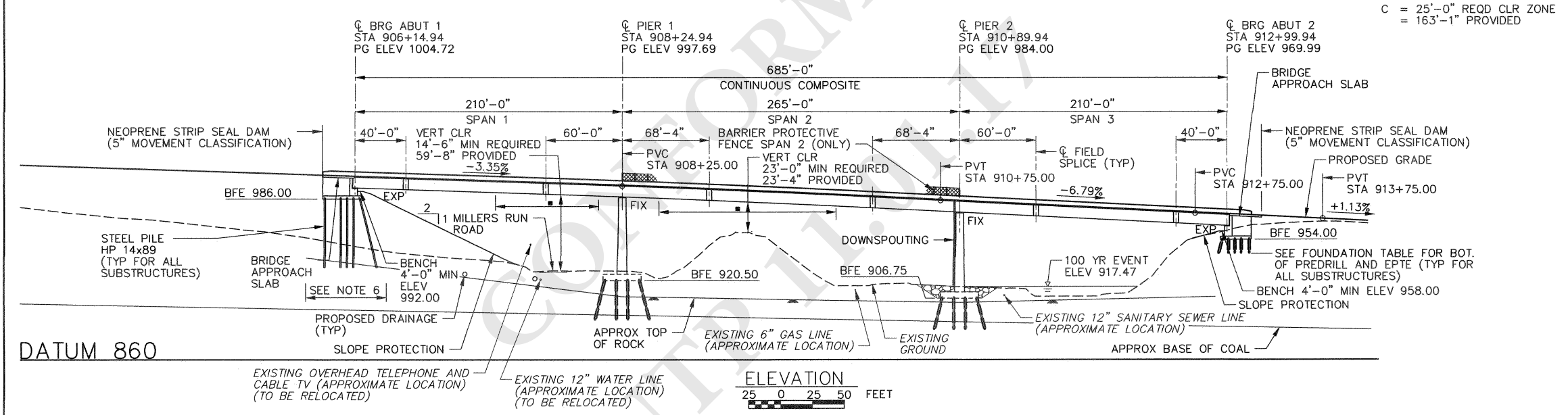
FREQUENCY	DISCHARGE	ELEVATION	VELOCITY
100 YR	4700 CFS	917.47	8.86 FPS

- LEGEND:**
- EXISTING CONTOUR
 - FINISHED CONTOUR
 - BFE - BOTTOM OF FOOTING ELEVATION
 - o - PROPOSED MANHOLE
 - [Pattern] - SELECTED BORROW EXCAVATION ROCK, CLASS R-6 CHOKED WITH CLASS R-3
 - [Pattern] - ROCK ARMOR (ROADWAY ITEM)
 - [Pattern] - SLOPE PROTECTION
 - - LIMITS OF UNDERDECK PROTECTION SHIELDS AND CANTILEVERED COMBINATION WORK PLATFORMS AND PROTECTION SHIELDS
 - ➔ - TRAFFIC DIRECTION
 - PROPOSED DRAINAGE

- NOTES:**
- FOR INDEX OF DRAWINGS, SEE SHEET 2.
 - FOR TYPICAL SECTION, SEE SHEET 2.
 - FOR GENERAL NOTES, SEE SHEET 3.
 - FOR BRIDGE LOAD RATING TABLES, SEE SHEET 2.
 - FOR STAKE-OUT PLAN, SEE SHEET 6.
 - FOR PILE WINDOW DETAILS, SEE ROADWAY PLANS.

FOUNDATION TABLE

LOCATION	* BOTTOM OF PRE DRILL	* ESTIMATED PILE TIP ELEVATION (EPTE)	PILE TIP REINFOR.
ABUT 1	N/A	VARIES 923.4 TO 932.3	YES
PIER 1	892.2	891.2	YES
PIER 2	VARIES 887.8 TO 888.9	VARIES 883.8 TO 885.3	YES
ABUT 2	944.0	VARIES 941.7 TO 943.0	YES

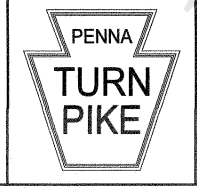


ELEVATION
25 0 25 50 FEET

DES: KCN CKD: NP DWG: NAL CKD: SJR

PREPARED BY:
wsp
WSP USA INC.
4 GATEWAY CENTER
SUITE 1305
PITTSBURGH, PA 15222

PREPARED FOR:
THE PENNSYLVANIA
TURNPIKE COMMISSION



WBS NO.
S-006.00X002-3-09
NETWORK NUMBER: 7004701
FILE NAME: STgpe_257.dgn
DRAWING TYPE: 2G
STRUCTURE NUMBER: SB-257
SCALE: AS NOTED

CONSTRUCTION OF SOUTHERN BELTWAY
SR 0576 SEC 55C1-1
MP S-14.24 TO MP S-16.06

DISTRICT: 1 COUNTY: ALLEGHENY
TOWNSHIP / BOROUGH: SOUTH FAYETTE TOWNSHIP

**RT 50 CONNECTOR ROAD OVER MILLERS RUN ROAD (SR 3001),
WHEELING & LAKE ERIE RAILROAD, AND MILLERS RUN
STA 955+59.00 MILEPOST S-15.93
3-SPAN CONT. COMPOSITE STEEL MULTI-GIRDER BRIDGE
GENERAL PLAN & ELEVATION**

DRAWING: 1 OF 85
SHEET: 1 OF 85

NONE SB_Full_Garke.r.tbi 7/18/2017 10:27:32 AM I:\ntn T:\21924C_SouthernBeltway\CADD\04_Structures\Final\Plans\STgpe_257.dgn

www.msconsultants.com

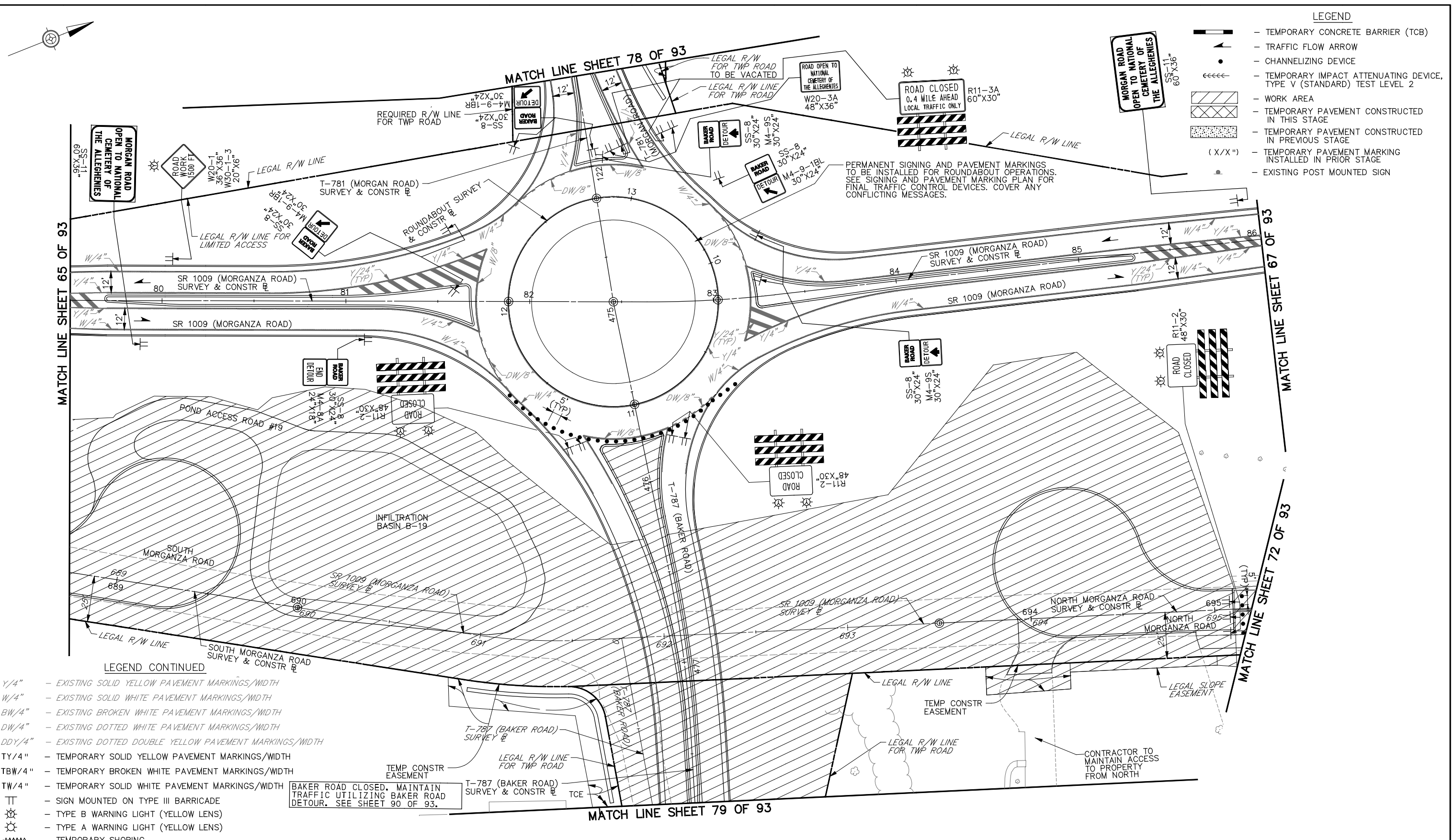
5/30/2018

default

Z:\columbus\turnpike\turnpike\morganzatcpl\action\stage2b\early action TCpl 48.dgn

LEGEND

- TEMPORARY CONCRETE BARRIER (TCB)
- TRAFFIC FLOW ARROW
- CHANNELIZING DEVICE
- TEMPORARY IMPACT ATTENUATING DEVICE, TYPE V (STANDARD) TEST LEVEL 2
- WORK AREA
- TEMPORARY PAVEMENT CONSTRUCTED IN THIS STAGE
- TEMPORARY PAVEMENT CONSTRUCTED IN PREVIOUS STAGE
- TEMPORARY PAVEMENT MARKING INSTALLED IN PRIOR STAGE
- EXISTING POST MOUNTED SIGN

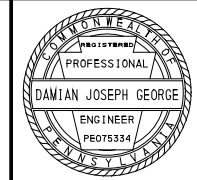


LEGEND CONTINUED

- Y/4" - EXISTING SOLID YELLOW PAVEMENT MARKINGS/WIDTH
- W/4" - EXISTING SOLID WHITE PAVEMENT MARKINGS/WIDTH
- BW/4" - EXISTING BROKEN WHITE PAVEMENT MARKINGS/WIDTH
- DW/4" - EXISTING DOTTED WHITE PAVEMENT MARKINGS/WIDTH
- DDY/4" - EXISTING DOTTED DOUBLE YELLOW PAVEMENT MARKINGS/WIDTH
- TY/4" - TEMPORARY SOLID YELLOW PAVEMENT MARKINGS/WIDTH
- TBW/4" - TEMPORARY BROKEN WHITE PAVEMENT MARKINGS/WIDTH
- TW/4" - TEMPORARY SOLID WHITE PAVEMENT MARKINGS/WIDTH
- TT - SIGN MOUNTED ON TYPE III BARRICADE
- ☀ - TYPE B WARNING LIGHT (YELLOW LENS)
- ☀ - TYPE A WARNING LIGHT (YELLOW LENS)
- ~~~~ - TEMPORARY SHORING

BAKER ROAD CLOSED. MAINTAIN TRAFFIC UTILIZING BAKER ROAD DETOUR. SEE SHEET 90 OF 93.

CONTRACTOR TO MAINTAIN ACCESS TO PROPERTY FROM NORTH



PREPARED BY:
ms consultants, inc.
 AIRPORT OFFICE PARK #4
 333 ROUSER ROAD
 CORAOPOLIS, PA 15108

PREPARED FOR:
THE PENNSYLVANIA
TURNPIKE COMMISSION



NO.	REVISIONS	DATE	APPR.

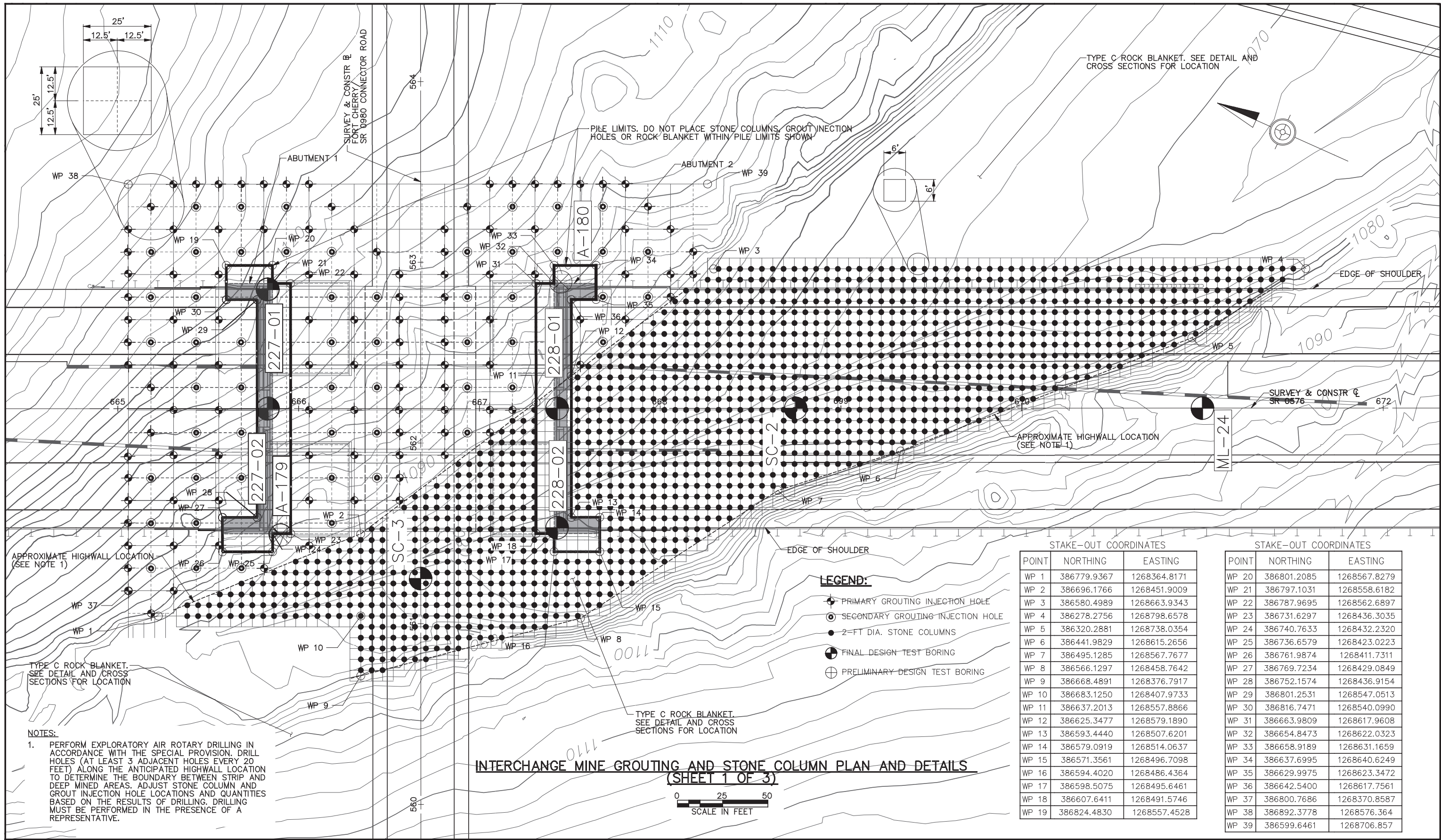
WBS NO. **S-006.00X002-3-11**
 NETWORK NUMBER: 7005001
 FILE NAME: early action TCpl 48
 DRAWING TYPE: 4A
 STRUCTURE NUMBER:
 SCALE: 0 25 50

PENNSYLVANIA TURNPIKE COMMISSION
MORGANZA/MORGAN ROAD IMPROVEMENTS
FOR CONSTRUCTION OF
SOUTHERN BELTWAY, SR 0576, SECTION 55C2-2

DISTRICT: 1 COUNTY: WASHINGTON
 TOWNSHIP / BOROUGH: CECIL TOWNSHIP

TRAFFIC CONTROL PLAN
SR 1009 (MORGANZA ROAD)
STA 79+50.00 TO STA 86+00.00
STAGE 2B

DRAWING: **7** OF **20**
 SHEET: **66** OF **93**



INTERCHANGE MINE GROUTING AND STONE COLUMN PLAN AND DETAILS
(SHEET 1 OF 3)

NOTES:
1. PERFORM EXPLORATORY AIR ROTARY DRILLING IN ACCORDANCE WITH THE SPECIAL PROVISION. DRILL HOLES (AT LEAST 3 ADJACENT HOLES EVERY 20 FEET) ALONG THE ANTICIPATED HIGHWALL LOCATION TO DETERMINE THE BOUNDARY BETWEEN STRIP AND DEEP MINED AREAS. ADJUST STONE COLUMN AND GROUT INJECTION HOLE LOCATIONS AND QUANTITIES BASED ON THE RESULTS OF DRILLING. DRILLING MUST BE PERFORMED IN THE PRESENCE OF A REPRESENTATIVE.

POINT	NORTHING	EASTING
WP 1	386779.9367	1268364.8171
WP 2	386696.1766	1268451.9009
WP 3	386580.4989	1268663.9343
WP 4	386278.2756	1268798.6578
WP 5	386320.2881	1268738.0354
WP 6	386441.9829	1268615.2656
WP 7	386495.1285	1268567.7677
WP 8	386566.1297	1268458.7642
WP 9	386668.4891	1268376.7917
WP 10	386683.1250	1268407.9733
WP 11	386637.2013	1268557.8866
WP 12	386625.3477	1268579.1890
WP 13	386593.4440	1268507.6201
WP 14	386579.0919	1268514.0637
WP 15	386571.3561	1268496.7098
WP 16	386594.4020	1268486.4364
WP 17	386598.5075	1268495.6461
WP 18	386607.6411	1268491.5746
WP 19	386824.4830	1268557.4528

POINT	NORTHING	EASTING
WP 20	386801.2085	1268567.8279
WP 21	386797.1031	1268558.6182
WP 22	386787.9695	1268562.6897
WP 23	386731.6297	1268436.3035
WP 24	386740.7633	1268432.2320
WP 25	386736.6579	1268423.0223
WP 26	386761.9874	1268411.7311
WP 27	386769.7234	1268429.0849
WP 28	386752.1574	1268436.9154
WP 29	386801.2531	1268547.0513
WP 30	386816.7471	1268540.0990
WP 31	386663.9809	1268617.9608
WP 32	386654.8473	1268622.0323
WP 33	386658.9189	1268631.1659
WP 34	386637.6995	1268640.6249
WP 35	386629.9975	1268623.3472
WP 36	386642.5400	1268617.7561
WP 37	386800.7686	1268370.8587
WP 38	386892.3778	1268576.364
WP 39	386599.6461	1268706.857



PREPARED BY:
AECOM
GULF TOWER
707 GRANT STREET, 5TH FLOOR
PITTSBURGH, PA 15219
PREPARED FOR:
THE PENNSYLVANIA
TURNPIKE COMMISSION



NO.	REVISIONS	DATE	APPR.

WBS NO.
S-006.00X002-3-07
NETWORK NUMBER: 7005480
FILE NAME: 0308GPdet01.dgn
DRAWING TYPE: 1A
STRUCTURE NUMBER:
SCALE: AS SHOWN

PENNSYLVANIA TURNPIKE COMMISSION
SOUTHERN BELTWAY 22-79, SEC 55A2
MP S-8.75 TO MP S-11.45
DISTRICT: 1 COUNTY: WASHINGTON
TOWNSHIP / BOROUGH: ROBINSON / MT PLEASANT

SPECIAL DETAILS
GEOTECHNICAL DETAILS
DRAWING: 42 OF 49
SHEET: 84 OF 468

**CDR Maguire Inc 2024 National Project of the Year NE Region
Southern Beltway PA Turnpike 576 State Route 22 to PA Interstate
79 Over \$20,000,000 in Construction Cost**



Photo 1 – Aerial View of Completed Interchange with Morganza Road



Photo 2 - Beam Erection

**CDR Maguire Inc 2024 National Project of the Year NE Region
Southern Beltway PA Turnpike 576 State Route 22 to PA Interstate
79 Over \$20,000,000 in Construction Cost**



Photo 3 – Setting Bridge Beams

**CDR Maguire Inc 2024 National Project of the Year NE Region
Southern Beltway PA Turnpike 576 State Route 22 to PA Interstate
79 Over \$20,000,000 in Construction Cost**



Photo 4 – Gas Well Plugging

**CDR Maguire Inc 2024 National Project of the Year NE Region
Southern Beltway PA Turnpike 576 State Route 22 to PA Interstate
79 Over \$20,000,000 in Construction Cost**



Photo 5 – 55A-1 Pickle Sludge Excavation



[← Back to All News](#)

June 23, 2022 News Release

Pennsylvania Turnpike Announces All Connections with I-79 and Southern Beltway to Open June 24

Pennsylvania Turnpike Announces All Connections with I-79 and Southern Beltway to Open June 24

More traffic expected on Southern Beltway with full interchange open at I-79.

The Pennsylvania Turnpike Commission (PTC) is pleased to announce that the full interchange connecting I-79 and the Southern Beltway (PA Turnpike 576) will be open on June 24. Last fall drivers were able to travel the Southern Beltway when it opened to traffic, but there were restrictions at I-79.

The 19-mile Southern Beltway links I-376 near the Pittsburgh International Airport in Allegheny County to I-79 at the Allegheny-Washington County line, where the full interchange will be open to traffic.

“Since opening in October, the PA Turnpike Commission has seen nearly 8,000 vehicles a day on sections of the Southern Beltway,” stated PA Turnpike CEO Mark Compton. “With all connections at I-79 open, that usage will inevitably increase, which will meet and probably exceed our expectations of 10,000 vehicles on average per day.”

This \$800 million project is significant for motorists in the corridor because it will help ease congestion on arteries like the Parkway West, I-79, and State Route 50. Additionally, it will provide emergency-response vehicles, businesses, and the public with a safer alternative to rural, two-lane roads.

“This was a huge undertaking that couldn’t be accomplished without a large team of dedicated professionals who made this highway a reality,” stated Brad Heigel, Pa Turnpike Chief Engineer. “We’d like to thank all designers, consultants and contractors who had a hand in constructing the Southern Beltway.”

The Southern Beltway was built for seamless nonstop travel by utilizing an all-electronic tolling system. Three toll points span the 19-mile stretch and electronically charge a toll as drivers pass under them.

Customers with E-ZPass pay as usual with their account being charged the toll. Customers without E-ZPass are charged via the Toll By Plate method in which cameras take a photo of the vehicle’s license plate and the registered owner gets an invoice in the mail.

“We now have a new payment method in place that allows customers receiving a Toll By Plate invoice the option to pay with cash instead of mailing in the payment,” stated Compton. “When they receive the invoice in the mail, there are instructions included as to how to pay with cash by creating a pay slip to take to participating retailers that accept these cash payments.”

For a full list of participating retailers and more information on how to use this cash payment method to pay PTC invoices and even add funds to existing E-ZPass accounts, click here: [pay-a-bill](#).

Additional information about the Southern Beltway Project can be found at: [Southern Beltway \(paturnpike.com\)](#).

To report an accident or other emergency on the PA Turnpike, dial *11 via mobile phone. To learn more about PA Turnpike conditions, use one of these resources:

ON THE TURNPIKE

- [511PA Smartphone App](#): real-time, hands-free PA traffic advisories
- Digital Message Signs: more than 100 boards along the Turnpike

ON THE WEB

- 511/[511pa.com](#): live, interactive map
- Twitter: @PATurnpikeAlert

BY PHONE

- 511: dial from any PA roadway for local travel information
- **Pennsylvania Turnpike Customer Assistance Center:** 877-736-6727, Monday through Friday, 7 a.m. to 5 p.m.

###

Media contact: Renee Vid Colborn, 724-755-5260

About Us

[Our Mission](#)

[Our Board of Commissioners](#)

[Commission Meeting Information](#)

[Our Executive Leadership](#)

[Design & Construction](#)

[PA Turnpike History](#)

[Investor Relations](#)

[Resource Library](#)

[Policies & Standards](#)

News

[Traffic Reports](#)

[The Road Ahead: Turnpike Newsletter](#)

[Stories from the Turnpike](#)

[Media Center](#)

[Right to Know Request](#)

[Law Enforcement Requests](#)

Responsibility Matters

Sustainability

Clean Water

Accountability

PA Mobility Partnership Reports

National Center for Missing and Exploited Children

Human Trafficking Awareness

[Contract/PO Search](#) [Careers](#) [Contact Us](#) [Site Map](#)

[Employee Login](#)



©2024 The Pennsylvania Turnpike Commission

**CDR Maguire, Inc. 2024 National Project of the Year NE Region
Southern Beltway PA Turnpike 576 State Route 22 to PA Interstate 79
Over \$20,000,000 in Construction Cost**

Statement of Commitment that one Representative will attend Awards Presentation.

January 8, 2024

Dear Selection Committee:

One representative from our project team will attend the Awards Presentation.

Sincerely,



H. Daniel Cessna, PE
President - Engineering

