



Project Area Screening Form

Project Name: West Newton Bridge
MPMS #: 98869
MPO: Southwestern Pennsylvania Commission
Municipality(ies): West Newton Borough, Westmoreland County
Contact Name: Mary Popovich, Mayor - West Newton Borough **Contact Phone:** 724-972-3779
State Route: 136 **Road Name:** Main Street
Anticipated Construction Year: 2024 **Project Length:** 490 feet
Completed By: Joshua Theakston

Do you know of any existing safety issues or concerns in the project area?

Bicycle and pedestrian traffic from the GAP, bridge is locked into its current width at this time (once it is through the Section 106 process that may change); currently bicyclists use the pedestrian walkway and the travel lanes across the bridge. There is unsafe drainage inlets for bikes to cross over, and will need updated, and signage may be needed to warn vehicles of heavy bike/pedestrian traffic.

Describe any planned development in the area, including consistency with current/proposed zoning:

Businesses have been drawn to the area due to the trail traffic to take advantage of the setting. A distillery, a bakery, and a restaurant are only a few examples of this.

Is this project area included in any local/regional planning studies?

GAP Trail Study conducted by the Mon Valley Initiative, and there have been department studies done in the past in this area (check with Josh Z. on that information).

Please describe any other proposed transportation improvements in the project area:

None at this time.

Are there any right-of-way considerations or concerns in the project area?

None at this time.



Project Initiation Form

Meeting Date: 3/13/2018

The Project Initiation Form should be completed in conjunction with the Level 2 Screening Form. Process Leads and/or Planners should complete the Project Initiation Form to document coordination with local planners. Please select the Level 2 Screening Form tab to identify the location, title, purpose, and need. Upon saving this information will populate onto the Project Initiation Form.

Project Name: West Newton Bridge

Project Location: West Newton Borough, Westmoreland County

Project Purpose: The purpose of this project is to create a safe and efficient facility for the traveling public utilizing PA 136 (Main Street) over the Youghioghenny River in West Newton Borough.

Project Need: Replacement/rehabilitation activities (will be determined in Preliminary Engineering phase of project, but is too early to have a definitive answer).

Short Project Description and Scope:

This project is the replacement/rehabilitation of the structure carrying PA 136 (Main Street) over Youghioghenny River in West Newton Borough, Westmoreland County.

No new capacity will be added

Every transportation project should begin its life as a project that improves safety, mobility, and accessibility for all users: drivers, pedestrians, bicyclists, transit passengers, freight carriers, and area residents and businesses. Early scoping should ensure that the design and development process clearly documents considerations that meet as many objectives as reasonably possible, including maintenance considerations. If the decision is made to not include specific considerations in the project scope, those decisions should be documented, as well. The following sections document various considerations related to these objectives. Supportive web maps are available as a resource for those completing this form on [MPMS IQ](#).



Project Initiation Form

Pedestrians

Dedicated pedestrian facilities should be evaluated for all highway projects. Depending on the project's context, these may include elements like a multiuse trail, sidewalk, and crosswalks with supportive elements like flashing beacons. In rural areas, a wider shoulder can serve as a very basic pedestrian path.

Pedestrian facilities to be considered (Document any maintenance considerations discussed):

- ☐ Shared roadway/wide shoulder
- ☒ Sidewalks
- ☒ Crosswalks
- ☒ Pedestrian Signalization
- ☒ Multi-use trail
- ☒ Additional element(s):

Bridge is adjacent to the Great Allegheny Passage and pedestrian crossing on either side of the bridge (historic response to Section 106 process will determine the extent of work that can be done with these elements). Businesses increase traffic of all modes, and create conflict points that could be helped with multiple elements. Borough also desires increased visibility for the Great Allegheny Passage trail crossing on the western side of the bridge.

Pedestrian facilities will NOT be accommodated because (at least one):

- ☐ Location is greater than .25 mile from any existing pedestrian facility or public transit stop, and is not recommended for a pedestrian connection in any local, county, or regional plan.
- ☐ Location has unique site constraints, such as steep slopes.
- ☐ Safer pedestrian accommodations would drastically increase the overall anticipated project cost (in such cases, consider opportunities to ensure future pedestrian accommodations are not precluded by the design).
- ☐ Additional reasons(s) and notes:



Project Initiation Form

Bicyclists

Bicycle mobility should be evaluated for all highway projects. Depending on the project's context, improvements may include elements like a multiuse trail, protected bicycle lane, striped bicycle lane (standard or buffered), sharrows, and supportive elements like dashed pavement markings in conflict areas and bicycle detection at traffic signals. In rural areas, a marked shoulder can serve as a very basic bicycle connection, provided it is supplemented with pavement markings in conflict areas as necessary.

Bicycle facilities to be considered (Document any maintenance considerations discussed):

- ☒ Multi-use trail
- ☒ Protected bike lane
- ☐ Striped bike lane (buffered or standard)
- ☐ Marked shoulder with supplemental pavement markings
- ☒ Additional element(s):

Bridge is adjacent to Great Allegheny Passage trail, so there is plenty of bike traffic present. Currently bicyclists use the travel lanes and pedestrian walkway to get into town on the other side of the bridge (depending on the Section 106 process, a bike lane may not be feasible due to preserving historic qualities). Grated inlets on the bridge for drainage need updated for bicycle traffic (accidents in the past with these). Borough desires designated bike lanes across the bridge, but if this is not possible, improved signage encouraging bicyclists to use the travel lane and to warn drivers that bikes would be in the travel lane will be sufficient.

Bicycle facilities will NOT be accommodated because (at least one):

- ☐ Location is greater than .25 mile from any existing pedestrian facility or public transit stop, and is not recommended for a bicycle connection in any local, county, regional, or state plan.
- ☐ Location has unique site constraints, such as steep slopes.
- ☐ Safe bicycle accommodations would drastically increase the overall anticipated project cost (in such cases, consider opportunities to ensure future bicycle accommodations are not precluded by the design).
- ☐ Additional reasons(s) and notes:



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Public Transit

Public transit needs should be evaluated for all highway projects. Depending on the project's context and the nature of area transit service (if any), these may include elements like improved bus stops, sidewalks or other pedestrian ways (see 1.) providing access to stops and stations, transit curb extensions, bus pullouts that are long enough for efficient transit operations, signal schemes that accommodate transit preferentially, or other elements.

Public transit improvements to be considered:

- ☐ Improved bus stops
- ☐ Sidewalks or pedestrianways providing access to stops or stations
- ☐ Transit curb extensions or bus pullouts
- ☐ Other transit-preferential elements, including signal treatments
- ☐ Additional element(s):

Public transit improvements will NOT be accommodated because (at least one):

- ☒ Location is not served by any public transit routes and no new service is identified in any public transit agency plans.
- ☐ Location has unique site constraints, such as steep slopes.
- ☐ Improved public transit accommodations would drastically increase the overall anticipated project cost (in such cases, consider opportunities to ensure future public transit improvements are not precluded by the design).
- ☒ Additional reasons(s) and notes:
There are no dedicated public transit routes; school buses, larger vans from the senior housing complex (Filbern Manor) and on-demand transit options (Go Westmoreland uses larger vans for senior citizen transport to and from the senior center) are the only types using this structure.



Project Initiation Form

TSMO & ITS Enhancements

Transportation Systems Management and Operations (TSMO) and Intelligent Transportation Systems (ITS) Enhancements should be evaluated for all highway projects. Depending on the project's context and the nature of the needs (if any), this category would include elements necessary to mitigate these issues. For example, there are a wide variety of solutions to address congestion including traffic signal improvements, traffic incident management, active traffic management, and integrated corridor management.

TSMO and ITS Enhancements to be considered:

- ☒ There are multiple types of emergency vehicles responding on this roadway
- ☐ There is a future vision/plan of transportation operations and ITS enhancements on this roadway
- ☐ This roadway is designated as an official detour route for a Limited Access facility, or is the nearest parallel route to a principal arterial or transit corridor
- ☐ Traffic signals on this roadway are connected, or enhancements to connectivity are being considered
- ☒ Additional element(s):
Safety corridors on PA 136 near the nearby railway, is not observed by motorists (more of an enforcement issue than transportation).

TSMO and ITS Enhancements will NOT be accommodated because (at least one):

- ☐ Congestion is currently not an issue within the project's limits or adjacent to its limits
- ☐ No opportunities currently exist to improve traffic signal operations
- ☐ No opportunities currently exist to connect fiber to PennDOT's TMC
- ☐ Improved accommodations would drastically increase the overall anticipated project cost (in such cases, consider opportunities to ensure TSMO and ITS Enhancements are not precluded by the design)
- ☐ Additional reasons(s) and notes:



Project Initiation Form

Freight/Economic Activity/ Manufacturing (Trucking, Rail, Ports, Pipeline)

Freight transportation needs such as those arising from truck operations should be evaluated for all highway projects. Depending on the project's context and the nature of area freight generators and operations, these may include considerations like vertical clearances, bridge weight allowances, pavement design, turning radii, intersection geometry, signage, pavement markings, highway-railroad grade crossings, designated pull/off waiting areas, alternate access, and traffic control devices.

Freight considerations:

- ☒ Freight operators currently use this roadway
- ☒ There are existing freight generators adjacent to this facility
- ☐ This project is a designated NHS intermodal freight connector and/or serves a concentration of freight generators like industrial parks.
- ☐ There is a future vision/plan for freight operations on this transportation facility
- ☒ Additional element(s):
Currently there are no plans for future generators, but there are brownfields that could be utilized in the future. There is a 20k-pound restricted gross weight restriction at the top of the hill, and the bridge has a 36 ton single/40 ton combined weight restriction on the bridge itself.

Freight improvements will NOT be accommodated because (at least one):

- ☐ Location is currently not used by any freight operators, there are no significant adjacent freight facilities, and no new operations are identified in any development or freight plans.
- ☐ Improved freight accommodations would drastically increase the overall anticipated project cost (in such cases, consider opportunities to ensure future freight improvements are not precluded by the design)
- ☐ Improved freight accommodations would pose significant conflict with other modes.
- ☐ Additional reasons(s) and notes:



Project Initiation Form

Stormwater and Green Infrastructure

Many stormwater retention and infiltration options are available to address flooding and drainage issues within the limits of a project. These may include elements like rain gardens, vegetated bioretention areas (retention basins), vegetated swales, vegetated infiltration gardens, storm water tree trenches, permeable pavements, etc.

Stormwater and Green Infrastructure to be considered (including appropriate maintenance agreements):

- ☐ Rain garden
- ☐ Vegetation bioretention areas
- ☐ Vegetated swales
- ☐ Vegetated infiltration gardens
- ☒ Appropriate stormwater elements to be determined. Determination on specific elements to be made during project design
- ☐ Additional element(s):

There are areas near the bridge that have separate sewer and stormwater; work on outfalls. Inlets on and adjacent to bridge need updated for bike use. On the western side of the bridge water tends to pool, and there is a blocked drain down Main Street Hill that is causing issues (maintenance issue).

Other improvements will NOT be accommodated because (at least one):

- ☐ Stormwater is currently not an issue within the project's limits or adjacent to its limits.
- ☐ Improved accommodations would drastically increase the overall anticipated project cost (in such cases, consider opportunities to ensure other improvements are not precluded by the design)
- ☐ Additional reasons(s) and notes:



Project Initiation Form

Other

(Utilities, Health, Community/Cultural Events, etc.)

Other needs should be evaluated for all highway projects. Depending on the project's context and the nature of the needs (if any), this category would include elements necessary to mitigate these issues. Utilities may be present in the area of a proposed project and there may be opportunities to incorporate them into the project or the need to move them to a new location. There may be opportunities for a project to improve public health through transportation by increasing physical activity, decreasing air and noise pollution, and increasing access to goods and services that support public health.

Other improvements to be considered and maintenance considerations have been made:

- ☒ Utility Relocation
- ☒ Public Health Improvements (increasing physical activity, decreasing air and noise pollution, increasing access to good and services that support public health)
- ☒ Timing of Community/Cultural Events will be considered during construction
- ☒ Additional element(s):
Utilities are attached to the bridge (will check with utilities unit on what they are), could be lighting and electric for the bridge or other utilities. The bridge's location is conducive to the GAP trail use and users, so public health improvements are inherent to the area. There are various events from May to Labor Day, including community days, poker runs, 5k/10k races, and parades that utilize the bridge. Largest event is the West Newton Community Festival which is held the weekend after Labor Day.

Other improvements will NOT be accommodated because (at least one):

- ☐ Utilities are currently not an issue within the project's limits or adjacent to its limits.
- ☐ No opportunities currently exist to improve healthy living within the project's limits or adjacent to its limits.
- ☐ Improved accommodations would drastically increase the overall anticipated project cost (in such cases, consider opportunities to ensure other improvements are not precluded by the design)
- ☐ No Community/Cultural Events currently take place within the project's limits and no known events are planned for the future
- ☐ Additional reasons(s) and notes:



Project Initiation Form

Public Controversy

Anticipated substantial public controversy surrounding the project should be considered. Examples of reasons for public controversy include residential and commercial displacements, long detour routes, long construction times, and impacts to environmental, historic or community resources. Identifying potential public controversy early allows for the identification of increased public involvement measures during project scoping.

Public controversy is anticipated because:

- ☒ Likely residential and/or commercial displacements
- ☒ Long detour route/long construction time
- ☒ Business impacts
- ☒ Impacts to environmental, historic or community resources
- ☒ Other:

West Newton Bridge is the main connection between the community across the Youghiogheny River, so any disruptions would affect EMS services and the general traveling public; there are historic structures in the area, and the bridge itself is going through the Section 106 process to determine the historic significance. (SPC did an environmental/historical review and inventory in the past).

Public controversy is NOT anticipated (at least one):

- ☐ Construction impacts will be minimal
- ☐ No/minimal detour involved
- ☐ No/minimal displacements
- ☐ Additional reasons(s) and notes:



Project Initiation Form

Source/References

Please list any source or reference documentation used in completing this form, along with any organizations or individuals that were consulted during the project analysis process. Include websites, studies, concept plans, etc. that were used to support the information on this form. Specifically identify any existing plans that include the project or the recommended additions to the project.

Sources/References Consulted:

Mary Popovich, Mayor, West Newton Borough
Council Members of West Newton Borough

Organizations/Individuals Consulted:

Barry Lyons, Project Manager, PennDOT
Daniel Alwine, SPC



Project Initiation Form

(Attach copies of any local or additional information. See attached Additional Notes at end of this form)

Completed By: Joshua Theakston

Date: 3/6/2018

Phone: 724-437-3147

Email: jtheakston@pa.gov

Reviewed by MPO:

Date:

Reviewed by PennDOT District:

Date:

Reviewed by PennDOT Program Center:

Date:

ADDITIONAL NOTES:

The stars and placard on the trusses at the approaches were asked to be preserved and not taken down; Barry said that we would not remove them.

Mayor Popovich asked about High Friction Surfaces (or other anti-skid treatments available) at the bridge approaches and on other areas on PA 136 in the borough, to be used for not only the roadways, but for pedestrian access as well.

Borough will pursue planning grants for project aspects other than bridgework. SPC said that they would plan a meeting between themselves, PennDOT, trail groups, and the borough in the future to discuss how to go about applying for these grants.

Borough was interested in updating pedestrian access and lighting on the bridge; the department let them know that maintenance agreements would be required to be signed prior to work being done, if it was decided that this work was warranted.

Department has received noise ordinance information in regards to conducting night time construction, and no mention of restrictions concerning this.