



pennsylvania
DEPARTMENT OF TRANSPORTATION



AGREEMENT E03267

MCLAUGHLIN RUN ROAD |

LESNETT ROAD | MCMILLAN ROAD

SEPTEMBER 28, 2017

McLaughlin Run

THE TEAM



SUBCONSULTANTS



HISTORY: E03267

01

- Analyze four alternatives
- Obtain two District preferred alternatives

02

- Refine design of the two preferred alternatives
- Incorporate District comments | suggestions
- Obtain District preferred alternate

03

- Preferred alternative selected

ALTERNATIVES CONSIDERED

DO NOTHING

**CONSTRUCT
SIGNALS**

**CONSTRUCT
ROUNDBABOUTS**

CONSIDERATIONS:

DESIGN ELEMENTS										APPROXIMATE CONSTRUCTION COST	
Intersection	Approach	Level of Service (LOS)		Delay (sec/veh)		95th Percentile Queue Length (sec)		Turning Conflicts			Design Speed
		AM	PM	AM	PM	AM	PM	Cross	Merge		
POTENTIAL REQUIRED RIGHT-OF-WAY	POTENTIAL UTILITY IMPACTS	DRAINAGE/POST CONSTRUCTION STORMWATER IMPACTS		ADVANTAGES		DISADVANTAGES					

E03267 ROUNDABOUT ADVANTAGES

SAFETY

- Fewer Conflict Points
- Slower Speeds
- Easier Decision Making



EFFICIENCY

- Carry 30% More Traffic
- No Delays During Off Peak
- Easier Decision Making



VEHICLE & PEDESTRIAN

- 90% Reduction in Fatal Crashes
- 75% Reduction in Injury Crashes
- 30 to 40% Reduction in Pedestrian Crashes

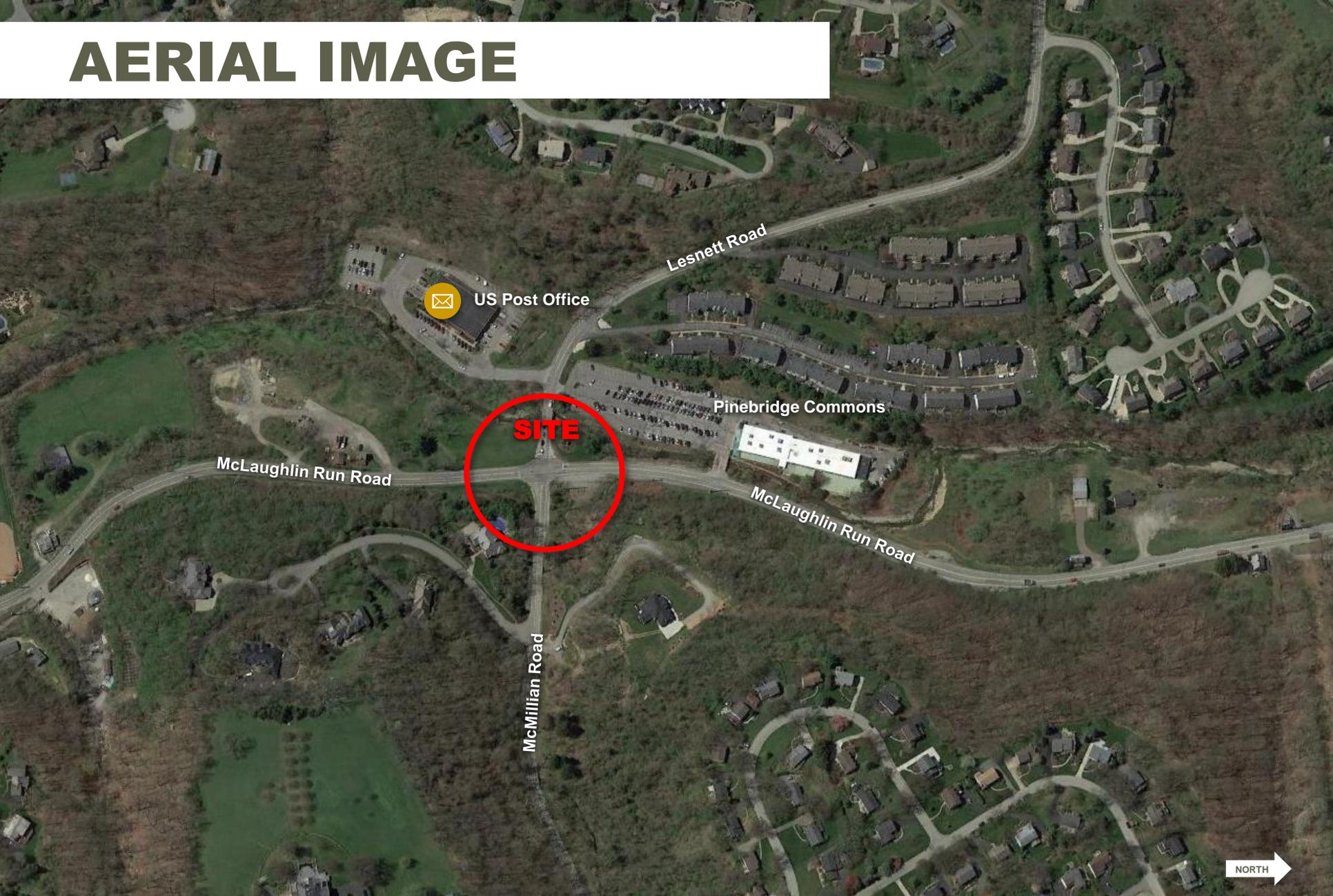


BICYCLE

- 10% reduction in Bicycle Crashes



AERIAL IMAGE



EXISTING SITE



VIEW FROM NORTH



VIEW FROM SOUTH



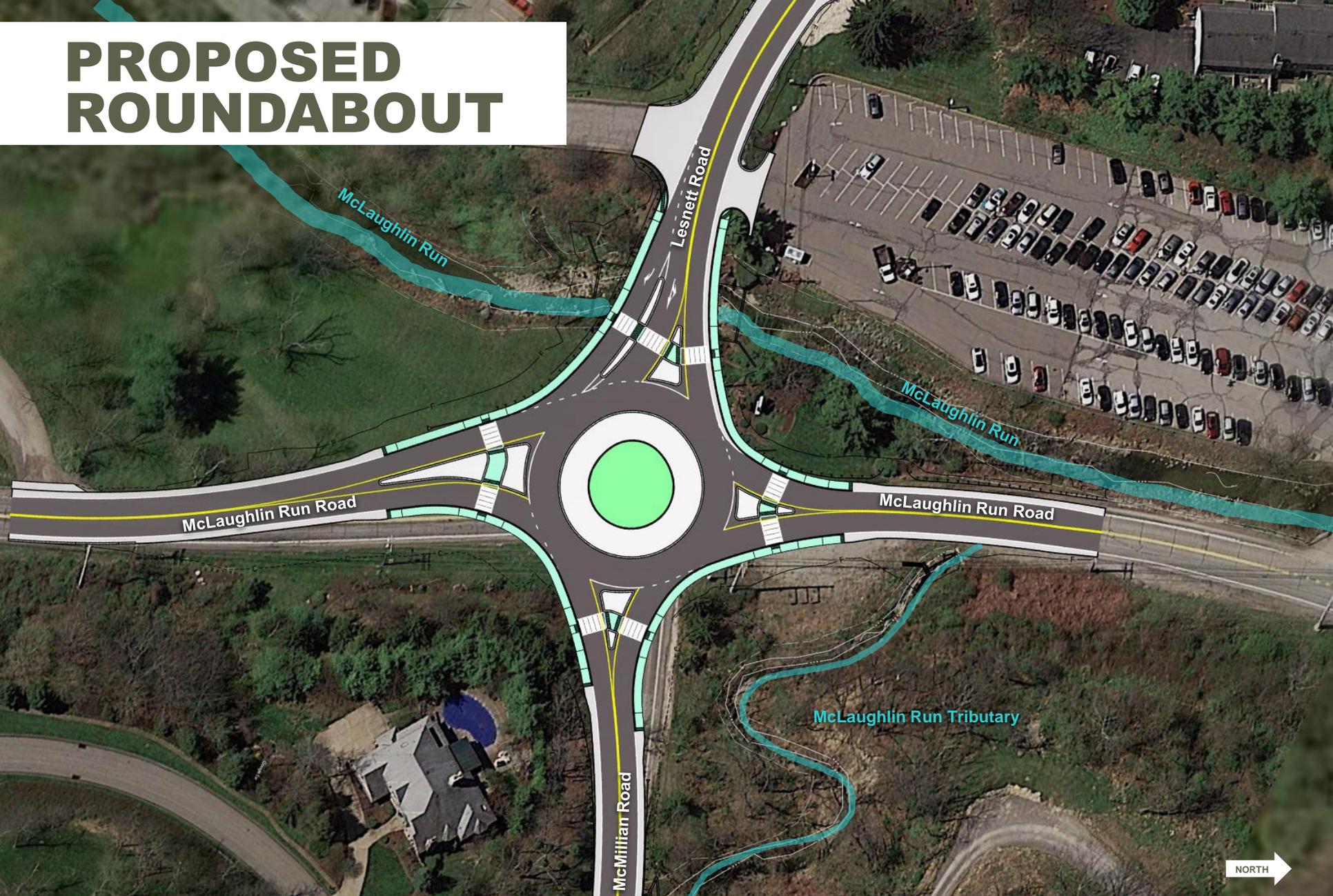
VIEW FROM LESNETT



VIEW FROM McMILLAN



PROPOSED ROUNDBABOUT



SCHEDULE: 2017-2020

SR 3004 - McLaughlin Run Roundabout Schedule

2017				2018				2019			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Preliminary Engineering											
			Final Design								
			Right-of-way Acquisition								
							Bid				
								Construction			

HOW TO NAVIGATE PA'S ROUNDABOUTS



VIDEO VIA PENNDOT WEBSITE: <http://www.penndot.gov/ProjectAndPrograms/RoadDesignEnvironment/RoadDesign/Pages/Roundabouts.aspx>

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WHAT'S IS A TRUCK APRON?



VIDEO VIA PENNDOT WEBSITE: <http://www.penndot.gov/ProjectAndPrograms/RoadDesignEnvironment/RoadDesign/Pages/Roundabouts.aspx>



Larson Design Group®

MEETING MINUTES

Issue Date: October 24, 2017

Meeting Date: September 28, 2017

Time: 5:00 pm - 7:00 pm

Location: McLaughlin Run Activity Center, 1770 McLaughlin Run Road, Pittsburgh, PA 15241

Subject: McLaughlin Run Road (E03267) Public Meeting
SR 3004/SR 3034 Intersection improvement Project
PennDOT Engineering District 11-0
Allegheny County, Upper St. Clair Township

Attendees:

Cheryl Moon-Sirianni	PennDOT District 11-0 ADE-Design
Kelly Nulph	PennDOT District 11-0 Project Manager
Mark Young	PennDOT District 11-0 Environmental Manager
Jason Zang	PennDOT District 11-0 Allegheny County Manager
Mike Krajcovic	PennDOT District 11-0 Bridge
Joe Romano	Larson Design Group
Justin Smith	Larson Design Group
Dave Worst	Larson Design Group
Damon Rhodes	Larson Design Group

GENERAL DISCUSSION

Ms. Cheryl Moon-Sirianni, PennDOT District 11-0 ADE- Design provided an introduction and purpose for the meeting. Cheryl introduced the project which proposes a roundabout as a solution to traffic congestion issues at the McLaughlin Run/McMillan/Lesnett Road intersection. The project was initiated by Upper St. Clair (USC) Township as the recommendation from a traffic study performed by Trans Associates for USC. Although the roundabout was identified by USC, the design team evaluated alternatives (no-build vs left turn stand-by lanes vs roundabout) to verify that a roundabout is the appropriate solution to the congestion issues at the existing intersection.

Prior to going through the presentation the audience questioned why this was the first public meeting when a preferred alternative has been determined and how the project “came to be”. Ms. Moon-Sirianni reiterated that the Township had performed a study and requested a roundabout. PennDOT performed an alternatives analysis to determine the appropriate solution to the congestion at the intersection and concluded that a roundabout is the most suitable and cost effective alternative and was here today to gather public input on the proposed solution.

A resident asked if the intersection would be closed during construction and the roads detoured. Cheryl indicated that the intention is to construct the roundabout while maintaining traffic through the intersection. LDG has developed a conceptual traffic control sequence that would provide for maintaining traffic through the intersection

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while constructing the roundabout in quadrants. This sequence would necessitate half width construction where a roadway would be reduced to a single lane of alternating traffic controlled by a temporary traffic signal. She also indicated that contractors will often use weekend closures to implement Accelerated Bridge Construction techniques; replacing the entire bridge in one weekend rather than phasing construction.

One resident was familiar with the dual roundabouts constructed in PennDOT District 12-0 on SR 519 north of Eighty Four Pa. and had serious misgivings about the applicability and drivability of that project. Ms. Moon-Sirianni indicated that the District 12-0 project is dual, two-lane roundabouts which are vastly different from the one, single-lane roundabout proposed on McLaughlin Run.

Justin Smith, (LDG), began the presentation providing an explanation of the material being presented.

Justin explained that based on the alternatives analysis, the roundabout is the appropriate solution based on a number of criteria, the most significant being safety:

- A roundabout results in fewer and lower speed accidents which reduces the number and severity of crashes which improves safety.
- A roundabout has less right-of-way impacts (a total take is required for the left turn stand-by lanes).
- A roundabout has fewer utility impacts
- A roundabout has fewer business impacts (left turn stand-by lanes would limit the US Post Office and Pinebridge Commons drive entrances to only right turns in and out from/to Lesnett Rd)
- A roundabout has a lower construction cost.
- A roundabout accommodates more traffic than a conventional intersection.

It was pointed out that slide 9 (McLaughlin Run Road – View from South) is a good representation of the congestion and conflicts currently occurring at the intersection. The vehicle turning left from McLaughlin onto Lesnett should be yielding the right-of-way to the vehicle approaching from the opposite direction and instead is turning in front of approaching traffic. It was pointed out that this type of “head-on” conflict is eliminated with a roundabout.

A question was raised about the function of the “slip ramp” provided to make a right turn onto McLaughlin Run Road from Lesnett Road. Dave Worst explained that traffic volumes of vehicles approaching McLaughlin from Lesnett making that movement was high enough that the right turn “slip ramp” improves traffic flow by eliminating that movement from the true roundabout movement. Traffic approaching McLaughlin Run Road from Lesnett Road does not have to enter the roundabout, only yield to traffic from the roundabout continuing onto McLaughlin Run. A splitter island (either painted or raised concrete) will be provided to channelize and direct traffic from Lesnett onto McLaughlin. This island is positioned so traffic will be guided onto McLaughlin and not encouraged to enter the roundabout.

One of the attendees asked about the ability of large trucks to navigate the roundabout. The presentation was continued, showing the PennDOT video (link below) explained the purpose and use of the truck apron so large vehicles could navigate the roundabout.

<http://www.penndot.gov/ProjectAndPrograms/RoadDesignEnvironment/RoadDesign/Pages/Roundabouts.aspx>

Location of the pedestrian crossings was questioned, specifically why the crosswalks are not located “further away” from the roundabout to prevent vehicles stopped for pedestrians from blocking the roundabout. It was explained that the location of the pedestrian crosswalks are located in even car lengths “away” from the roundabout so that if a vehicle has to stop for a pedestrian in the crosswalk the stopped vehicle will not be blocking the roundabout. This also shortens the pedestrian crossing distance as the crosswalk is located further

from the “flair” of the approach roadway. It was explained that the farther the crosswalk is away from the roundabout the faster the exit vehicles will be traveling. It was also pointed out that no landscaping or visual obstructions will be allowed in the splitter islands providing adequate sight distance for vehicles to identify pedestrians in the crosswalks.

A resident questioned availability of access to Pinebridge Commons from Lesnett during construction. It was pointed out that access to both Pinebridge Commons and the US Post Office would be provided at all times during construction.

A resident also questioned the disposition of the Pinebridge Sign on the corner of McLaughlin Run and Lesnett Roads. Cheryl indicated that the sign is within required right-of-way necessary to construct the project and that Pinebridge Commons would be compensated for the sign as part of the right-of-way damages. It was pointed out that there appears to be ample property outside of the required right-of-way for Pinebridge to relocate the sign on the same corner of McLaughlin Run and Lesnett Roads.

Business owners accessing McLaughlin Run Road from the property adjacent to the US Post Office asked about impacts to their drive entrance. Dave Worst indicated that the drive entrance is at the limit of work on McLaughlin Run so there would be no vertical or horizontal impact to their current driveway. The project would reconstruct their drive entrance at the current location.

A resident expressed concern that the roundabout and the continuous flow of traffic would not provide sufficient “breaks in traffic” for them to enter and exit during peak traffic flow. Kelly Nulph indicated that the traffic study performed determined that there would be adequate “breaks in traffic” for their employees and trucks to enter from and exit onto McLaughlin Run Road during peak travel times.

Residents from Pineview Condominiums expressed concern about access to St. Clair Hospital, specifically, during the bridge construction carrying Lesnett Road over McLaughlin Run. As understood, should the contractor elect to utilize Accelerated Construction Techniques, shutting Lesnett Road down for a weekend, their access to the Hospital would be negatively impacted. Cheryl agreed that shutting Lesnett for an entire weekend and detouring traffic would induce undue hardship on the residents of Pineview Condominiums and that language would be included in the construction contract prohibiting contractors from closing Lesnett Road.

Residents asked if the roundabout is a “done deal”. Cheryl indicated that PennDOT is addressing the request of USC Township and the roundabout can be constructed with the funds available. If the Township is opposed to the roundabout and notifies PennDOT that the project as proposed is unacceptable the project will be stopped. There is no additional funding to provide an upgraded signalized intersection addressing the impacts associated with that design.

Residents indicated that while they will become familiar with driving the roundabout their concern is drivers from other municipalities driving through the roundabout will not be familiar with how it functions and how to navigate a roundabout. The residents suggested that “advance signing” especially on the approach on McLaughlin Run Road for motorists from Bridgeville. Dave Worst indicated that Advance Signing is currently being included in the design being provided by LDG.

A resident inquired about the schedule. Cheryl indicated that the schedule will be predicated on right-of-way acquisition which is usually the timeliest activity. That, combined with required right-of-way from the US Postal Service would be the most time consuming activity. However, funding for the project is currently programmed for the 4th quarter of 2018 so the design team is currently working toward that schedule.



Mark Young indicated that a questionnaire to gather comments would be developed and provided to the attendees, either through direct mailing to those in attendance or through the township by posting it on their website on SurveyMonkey.

Cheryl committed to providing USC an electronic copy of the roundabout as presented for USC to post on their web site.

If you have any questions please feel free to contact me at LDG's Wexford, PA office at (724) 591-8562 X-769 or via email at jsmith@larsondesigngroup.com.

These minutes represent the author's summation of the proceedings and are not a transcript. Unless the author receives written notice of any corrections or clarifications within 5-working days of issue, this report shall be considered factually correct. Any corrections received during that period would be distributed to all attendees of the meeting.

Respectfully Submitted,

LARSON DESIGN GROUP

Justin A. Smith, P.E.
Project Manager

cc: Kelly Nulph PennDOT D-11 Project Manager
David Worst – LDG
File 8408-003 (424/9-28-17 Public Involvement Meeting Minutes - Public Officials)

JAS/meb