PA Turnpike Commission

NEWS RELEASE

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PA Turnpike Commission Celebrates Completion of New Sections of Mon/Fayette Expressway

Event highlights critical infrastructure investment in southwestern Pennsylvania

JEFFERSON HILLS, Pa. — With construction crews putting the finishing touches on the new roadway, the Pennsylvania Turnpike Commission (Commission) celebrated the upcoming opening of the first two sections of the southern half of the Mon/Fayette Expressway PA Route 51 to I-376 Project today with local and state leaders.

Sections 53A1 & 53A2 will open to traffic on Friday, Nov. 20, expanding the current 54-mile expressway nearly five miles north from the existing northern terminus of the Mon/Fayette Expressway (PA Turnpike 43) at the PA Route 51 interchange to Camp Hollow Road in West Mifflin Borough.

“Today, we’re not only fulfilling a long-standing commitment to the Mon Valley, but we’re also investing in the region’s ability to compete for businesses, jobs and the kinds of growth that are critical to Pennsylvania’s future,” said **PennDOT Secretary and PA Turnpike Commission Chair Mike Carroll**. “The completion of these nearly five miles of the Mon/Fayette Expressway demonstrates what we can accomplish when state government, local communities and transportation partners work together toward a shared goal.”

Construction on the two new sections, which began in 2023, required the excavation of more than seven million cubic yards of earth before the construction of 11 bridges. The new sections included a new cashless tolling point, interchanges with Jefferson Blvd. and Camp Hollow Rd., and roundabouts connecting Camp Hollow Rd. through the interchange. The new sections will also strengthen incident response thanks to the addition of a new emergency access gate from State Route 885 to the new highway. This will allow emergency crews to arrive at AHN Jefferson Hospital at least six minutes faster than using the next exit.

“This milestone reflects the Pennsylvania Turnpike Commission’s role as a valuable transportation partner to the Commonwealth and our continued commitment to delivering on the vision established for the Mon Valley more than four decades ago,” said **PA Turnpike Commission CEO Mark Compton**. “These new miles will provide more choices for drivers, better connections to jobs and businesses, improved access for emergency responders and new opportunities for communities throughout the region. We are grateful to the elected officials, project partners, skilled workers and surrounding communities who helped make this milestone possible.”

In 1985, the Pennsylvania state legislators mandated that the PA Turnpike Commission build the Mon/Fayette Expressway along with other spur roads in the Greater Pittsburgh region, the Southern Beltway (PA Turnpike 576), the Amos K. Hutchison Bypass (PA Turnpike 66) and the Beaver Valley Expressway (PA Turnpike 376). Construction on the Mon/Fayette began in 1988, with the current 54-mile route completed in 2012. Although the Pennsylvania Turnpike is a limited-access highway that operates without state funding or tax dollars, the Mon/Fayette Expressway project is the one exception. Beyond toll revenue, the Mon/Fayette Expressway is funded through Act 89 of 2013 and the Oil Company Franchise Tax. The road is maintained by the PA Turnpike Commission through toll revenue.

“For decades, communities throughout the Mon Valley have waited for this investment, and today we're celebrating real progress on a project that will help shape our region's future,” said **Sen. Nick Pisciottano.** “This milestone is possible because of sustained state investment, strong partnerships and the hardworking Pennsylvanians who have spent years building this roadway. I'm proud to work alongside my friend, Senate Democratic Leader Jay Costa, and all of our colleagues, to advance infrastructure investments that strengthen our region. But our work isn't finished. We'll continue fighting for the resources needed to complete this expressway and deliver the connections and economic opportunities our communities deserve. Let me also take this opportunity to thank our residents and local businesses for their patience throughout construction. We know projects of this magnitude can be disruptive, but infrastructure is also a catalyst for economic growth.”

When construction of both the southern and northern sections of the PA Route 51 to I-376 Project is complete, the Mon/Fayette Expressway will allow traffic to travel 68 miles from Interstate 68 near Morgantown, West Virginia to Interstate 376 in Monroeville. The PA 51 to I-376 corridor is expected to generate nearly $2.8 billion for the economy across the Mon Valley.

“The opening of these new miles is an exciting milestone for the Mon Valley and the communities that have waited decades for better connections,” said **Rep. John Inglis**. “Infrastructure is a catalyst for economic growth. By improving access to jobs, businesses, health care and regional destinations, we're not just making travel easier for residents — we're creating opportunities for new development and investment in communities like Jefferson Hills, West Mifflin, Clairton, Dravosburg and Duquesne. This is about building the connections that will help the Mon Valley grow and thrive for generations to come.”

Stormwater management is a key component of the Mon/Fayette Expressway (MFE) expansion, with 11 stormwater management basins incorporated into two new sections of roadway. During construction, the basins capture runoff and filter sediment to help protect nearby waterways. Once construction is complete, the basins will provide long-term stormwater management by controlling runoff and filtering pollutants, including sediment, road salt and heavy metals. These investments help protect local waterways, improve water quality and reduce the environmental impact of roadway construction.

“Building nearly five new miles of the Mon/Fayette Expressway required years of planning, design and some remarkable engineering,” said **Brad Heigel, Chief Engineer for the Pennsylvania Turnpike Commission**. “Our crews moved more than seven million cubic yards of earth, constructed 11 bridges and incorporated stormwater management systems designed to protect nearby waterways. These accomplishments reflect the expertise, dedication and hard work of our engineering teams, contractors and skilled Pennsylvania workers who helped bring this roadway to life.”

Trumbull Corporation, whose field office is in Jefferson Hills Borough, is the contractor for the project’s first three sections. Construction of the next section, 53B1A, is already underway, extending from Camp Holl Road to McKeesport Boulevard. The Commission also recently allocated funding to replace the SR 837 bridge over the Union Railroad in Duquesne (Section 53C3), providing a new, safe and reliable crossing that is designed to support the anticipated traffic of the future Mon-Fayette Expressway.

A national transportation leader, the Pennsylvania Turnpike (PA Turnpike) is the second largest tolling facility in the United States with the most miles. The PA Turnpike proudly supports safety and convenience for its more than 550,000 daily customers through 24-7 roadside assistance, round-the-clock food and fuel at 17 service plazas and a dedicated maintenance force and State Police Troop. The PA Turnpike’s approximately 1,400-person local workforce is unified in its mission; to operate a safe, reliable, customer-valued toll road system that supports national mobility and commerce. For more information about the PA Turnpike’s mission, vision and values, please visit Home | PA Turnpike.

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