PENNA TURN PIKE *Fast Facts*

Mon/Fayette Expressway



Mon/Fayette Expressway 53A1 & 53A2

The Mon/Fayette Expressway is a regional economic catalyst for the Mon Valley, modernizing travel corridors and providing faster and safer travel options.

Building off the first 54 miles, the next two sections south of the Monongahela River will open to traffic in November 2026, connecting the existing Mon/Fayette Expressway (PA Turnpike 43) at PA Route 51 with Camp Hollow Road in West Mifflin Borough. The PA Turnpike Commission awarded the first construction contract for this project in January 2023.

Construction was funded with the help of state oil franchise tax dollars and will be operated and maintained by the PA Turnpike Commission through toll revenue. 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 I-68 near Morgantown, West Virginia to Interstate 376 in Monroeville.



Mon/Fayette Expressway Timeline

1985: Act 61 of 1985 mandates PA Turnpike Commission to build MFE

1988: Construction begins on first sections of MFE

1990: First section opens, connecting Interstate 70 in Washington County

2000: Construction completed to West Virginia line

2002: 17 miles from I-70 to PA Route 51 opens

2008-2012: Two phases of construction completed from Uniontown to Brownsville, completing current 54-mile stretch

2013: Act 89 of 2013 creates new funding stream for expansion of MFE to I-376

2023: Construction begins on the southern section of PA Route 51 to I-376 Project

2026: First two construction sections of southern portion of the project to open to traffic

53A1 & 53A2 Features

- New cashless tolling point, interchanges with Jefferson Blvd. and Camp Hollow Rd., and roundabouts carrying Camp Hollow Rd. through interchange.
- New bridges standing as high as 200 feet tall.
- New emergency access gate at State Route 885 cuts emergency response time to AHN Jefferson Hospital by six minutes compared to using the next interchange.
- Reuse of trees removed during construction as natural fill material for erosion-control measures.
- Abandoned coal mines addressed through excavation or slurry filling to support safe, stable roadway construction.

53A1 & 53A2 Fast Facts

Distance: Approximately 5 miles

Total Cost: $379.6M

Construction Began: 2023

Total Earth Excavation: 7.7 million cubic yards

Bridges: 11

Steel: 19.6 million pounds, all American made

Concrete: 59,531 cubic yards

Contractor: Trumbull Corp.

Still to Come

Under Construction

- Section 53B1A: Begins just north of Camp Hollow Rd. to north of Pittsburgh McKeesport Blvd. in Dravosburg Borough. *(Expected Completion: 2029)*

Under Advertisement

- Section 53C3: Replacement of existing PA Route 837 bridge and approaches, along with a new Lower Connector Rd. to the new Overland Ave. Extension in Duquesne.

To Be Built, Pending Funding

- Section 53B2: Begins north of Pittsburgh McKeesport Blvd. and continues to south of Homeville Rd. in West Mifflin.
- Section 53C1: Begins south of Homeville Rd. and continues to a new terminus at Exit 61, and a new Middle Connector Rd. to the Overland Ave. Extension in Duquesne.
- Section 53C2: Realignments of both Commonwealth Ave. / Upper Connector Rd. and Hoffman Blvd., providing a new T-Intersection with Commonwealth Ave. in Duquesne.
- Northern Section from Duquesne to I-376 in Monroeville.

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