

**Pittsburgh Vertical Clearance Projects
City of Pittsburgh and Borough of Swissvale, Allegheny County**

**PUBLIC OPEN HOUSE #2
SUMMARY**

**Meeting held Wednesday, January 18, 2023
David L. Lawrence Convention Center
1000 Fort Duquesne Boulevard
Pittsburgh, PA 15222
4:00 - 8:00 PM**

OVERVIEW

A public open house was held at the David L. Lawrence Convention Center between the hours of 4:00 PM and 8:00 PM on January 18, 2023. A public officials' preview of the meeting materials was held from 4:00 PM to 5:00 PM and the doors were open to the public from 6:00 PM to 8:00 PM. The format of the meeting was an open house plans display consistent with PennDOT Publication 295 guidance. The purpose of the open house was to present the preferred alternatives for five (5) vertical clearance projects along the Norfolk Southern Railway Company (NSRC) railroad corridor. The public was invited to comment on the effects of the proposed alternatives. Information gained during this open house will be considered during the analysis of the project effects and subsequent documentation under the Pennsylvania State History Code, PA Act 120/Section 2002, and related regulations.

The public open house was advertised in two (2) different publications – the Northside Chronicle/e-newsletter and the Swissvalian newsletter – as well as on Swissvale Borough's and Norfolk Southern's website. In addition, the City of Pittsburgh and the Northside community posted the open house flyer on various social media outlets. Letters were also sent to public officials and project stakeholders in the project area (see the complete list in the Attachments).

Present were representatives from NSRC and its consultants (Michael Baker International [Michael Baker] and Harris Miller Miller and Hanson [HMMH]); Pennsylvania Department of Transportation (PennDOT); and the City of Pittsburgh.

NORFOLK SOUTHERN	MICHAEL BAKER	PENNDOT
Dave Becker	Kirsten Bowen	Mark Young
Mike Wigley	Amy Pinizzotto	David Anthony
Todd Willoughby	Tim Zinn	CITY OF PITTSBURGH
Neal Brown	Jesse Belfast	Michael Panzitta
Rudy Husband	Wendy Berrill	Erin Feichtner
Chris Cawley	Rachel Sharp	HMMH
Aaron Meyer	Dave Jackson	Scott Noel
Jeremy Shoemaker	Rich Schoedel	Dayna Bowen
	Gabe Letteri	
	Clayton Fisher	
	Joe Hall	
	Wayne Airgood	

MATERIALS & SIGN-IN

Attendees were encouraged to sign in as they entered the open house either via the hard copy sign-in sheets or electronic sign-in. Upon sign-in, the attendees were provided a comment form and invited to review the project display boards and ask questions or discuss the projects with the company representatives.

The public open house displayed 42 boards that included:

- Welcome board
- Overall map of the projects
- Explanation of double stack train requirements
- PA Act 120 and noise/air quality
- PA History Code process flow chart and areas of potential effects (APE) for the project locations
- Preferred alternatives and typical sections for the project locations
- Renderings of each of the preferred alternatives for the project locations
- Proposed vehicular and pedestrian detours

Ten (10) public officials signed in for the public officials' briefing from 4:00 PM to 5:00 PM and 35 attendees signed in for the public open house from 6:00 PM to 8:00 PM. Additionally, six (6) attendees signed in online.

SUMMARY OF COMMENTS RECEIVED

Comments were accepted from January 18, 2023 to February 17, 2023. Twenty-four (24) comment forms were received at the meeting and via the online comment form posted on Norfolk Southern's website (see the Attachments for all comments received). Twenty (20) of the commenters were most interested in the Washington Avenue over NSRC project and three (3) of the commenters were most interested in the North Avenue over NSRC project. The remaining commenter was interested in all of the projects with the exception of the Washington Avenue

project. Most of the comments concerned the potential replacement of the Washington Avenue Bridge, which is not part of the Pittsburgh Vertical Clearance Projects. At the W. North Avenue project location, commenters were concerned about ADA accessibility and the safety of the residents walking to/from West Park Court and why the vertical clearance requirements are different at each of the project locations. Another comment concerned the timing of project construction and the proposed detour route to Allegheny General Hospital. Other general concerns included potential train derailments involving hazardous materials, noise impacts, and air pollution resulting from the projects.

A list of frequently asked questions (FAQ) has been developed to provide clarification and answer common questions (see the Attachments).

ATTACHMENTS

- Advertisements for open house
- Letters of invite to open house
- Open house agenda
- Open house handouts
- Open house display boards
- Copies of sign-in sheets
- Comment forms
- Articles after the open house
- FAQ



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SUMMARY**

ATTACHMENTS



Advertisements for Open House

New principals, grant funds close out Year in Review

From 2023, Page 11

OCTOBER: 5 NORTHSIDE HALLOWEEN EVENTS

Our readers seem to really enjoy getting into the Halloween spirit, as our most popular article for the spookiest month of the year was a list of several fun events for the holiday.

Whether it was Fright Nights at Anderson Manor or the Halloween parades in Brighton Heights and Spring Hill, Northsiders were interested in every opportunity they could get to wear costumes, visit haunted houses or listen to ghost stories.

We'll don't fret dear readers. We here at The Chronicle love Halloween too, so expect more of these kinds of articles in the future.

NOVEMBER: CATCHING UP WITH THE NEW PRINCIPALS

The 2022-23 school year saw some big changes for Pittsburgh Public Schools on the Northside. Pittsburgh Morrow PreK-8, Pittsburgh Allegheny K-5 and Perry Traditional Academy all received new principals. In November, we spoke with these new principals, delving into their backgrounds and plans for the future.

Carl Watson, Pittsburgh Morrow's new principal, discussed his goal of turning his school into a "neighborhood magnet school," one that would draw kids from all over the city. Meanwhile, Michael Barbone revealed how his background as a music teacher was especially important to becoming principal of Pittsburgh Allegheny, as the school has a "strong music program."

The final principal, Molly O'Malley-Argueta, was the only one who had been a principal beforehand, previously serving at Pittsburgh Allegheny for 12 years. Having to meet a whole new group of students was one of her biggest challenges in the new role.

"I think walking into the school and not knowing the students' names, that bugs me," she told The Chronicle.

DECEMBER: NORTHSIDE BENEFITS FROM RACP FUNDS

Funding out the year was some good news for the Northside, as many local projects benefitted from Pennsylvania's Redevelopment Assistance Capital Program (RACP).

The grants, administered by the Pennsylvania Office of the Budget, ranged from \$500,000 to \$10 million in local funding, helping groups like the Allegheny YMCA, The National Aviary and the Urban Impact Foundation, among many others.

The Allegheny YMCA is eyeing to use their \$2 million grant to help out with



Carl Watson became the new principal of Pittsburgh Morrow PreK-8 in 2022. He was among three new principals for Northside's public schools.

a major "top to bottom renovation" of their 97-year-old building, according to Carolyn Grady, chief development officer for the YMCA of Greater Pittsburgh.

The largest project awarded in the Northside was a \$10 million grant to Pit

ment, a planned riverfront recreational complex which will include bringing a Ferris wheel to the Northside.

With that the Year in Review comes to an end. With a new year comes new stories to tell. Let's find out which ones prove to be the most popular in the year 2023. ■

INVITATION TO BID HVAC SYSTEM REPLACEMENT

North Side Partnership Project (NSPP) is currently soliciting competitive proposals in order to facilitate the replacement of the current Heating, Ventilation, and Air Conditioning (HVAC) system in operation at the historic McNaughton School at 261 O Maple Ave, Pittsburgh, PA 15214.

Scope of Work

The mechanical drawings, specifications and submittals for the system at the McNaughton School have been developed by chystudio. They are available, plus additional project information, by contacting: English Burton | englishburton@gmail.com | 412-403-2303 or chystudio@gmail.com | 412-823-9633

Chystudio | chystudio@gmail.com | 412-823-9633

Evaluation Criteria

NSPP will be evaluating prospective proposals based upon the following criteria:

- Qualifications and experience of the applicant, including appropriate licensing and suitable references.
- Applicant's ability to provide the requested services in a reasonable time.
- Minimize the level of Workplace Disruption
- Competitive pricing

The RFP will be posted on our website, <https://northsidechicago.org/>, posted in local newspapers and will be viewable directly from there beginning on December 23, 2022 through January 31, 2023.

Please contact English Burton at (412) 403-2303 or via the email englishburton@gmail.com with any questions related to this request for RFP.

NSPP encourages certified minority-owned, veteran-owned, and woman-owned subcontractors, diverse and/or small businesses, and supplier participation. Assistance will be required to comply with NSPP's Community Benefit Agreement (CBA). We are an Equal Opportunity Employer.

NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE PROJECTS PUBLIC OPEN HOUSE

Norfolk Southern Railway Company (NSRC), in coordination with the Pennsylvania Department of Transportation (PennDOT), is conducting a public open house for the NSRC vertical clearance improvement projects. The projects are part of the Pittsburgh Vertical Clearance Program along the existing NSRC without right-of-way and corridor known as the Pittsburgh Line and Fort Wayne Line in Allegheny County. The NSRC vertical clearance project locations consist of the Washington Avenue Bridge in the Borough of Lawrenceville, the Andrew Station in downtown Pittsburgh, and the North Avenue Bridge, Pennsylvania Avenue Bridge, and Columbia Avenue Bridge, all located in the North Side of the City of Pittsburgh. No work is being proposed by NSRC in the intervening track area between the individual project locations.

The projects are funded in part through PennDOT. As such, the public open house is being held pursuant to Pennsylvania Act 123 and the Pennsylvania Public Access Act. Anyone with knowledge of historic resources in the project area is encouraged to attend this meeting.

When: Wednesday, January 18, 2023

Time: 6:00 PM - 8:00 PM

Location: David Lawrence Convention Center (DLCC) "Ballroom B" 1000 Fort Duquesne Boulevard Pittsburgh, PA 15222

For more information

contact: verticalclearance@nsc.com

*Ballroom B can be accessed from the East Lobby entrance on Fort Duquesne Boulevard between 10th and 11th streets or via the elevator from the parking garage at 100 10th Street, Pittsburgh, PA 15222. Visitors will be issued for anyone parking in the DLCC garage location. The DLCC is also located near public transportation stops for the Pittsburgh Regional Transit's Red Line. For more information, go to <https://www.pittsburgh.com/directions>.

The plans viewing location is compliant with the Americans with Disabilities Act (ADA). In addition, if you or an individual with whom you are familiar does not speak English as the primary language and who has a limited ability to read, write, speak, or understand English desires to view these plans, or if you require special assistance to view the plans or need additional information, please contact the email address above.

Game business got start through c

From Games, Page 1

known each other their entire lives," Hnatkovich joked in an interview with The Chronicle.

Hnatkovich came to know Kne and Kowalski through an online message board called Dragon World Federation where people would role-play as professional writers.

Roleplaying is a type of entertainment where people create characters and, together with others, make a story. It is most commonly associated with the game "Dungeons & Dragons," and there have been numerous other roleplaying games over the years such as "Call of Cthulhu" or "Vampire: The Masquerade."

Hnatkovich was the photography editor for the student paper at the time, and decided to do a piece about the message board. This led him to meet Kowalski, who was one of the leaders of Dragon World Federation, and that eventually developed into a lasting friendship.

In college, the three friends began playing "Dungeons & Dragons" together, and later settled upon the idea of making their own roleplaying game called "CAST."

"It was a very slow process," Hnatkovich said of making the game. "Over the next 10 or 12 years, we slowly chipped away at this thing and it became its own roleplaying system."

Kowalski told The Chronicle that work on CAST was not an everyday project for the friends or at least not initially. However, around 2017, when Darwin joined the team, it started to become "more serious" and developed into something that could "legitimately



Hnatkovich sits alongside a Tunnel Monster Co.

be released."

As fate would have it, however, a new opp presented itself to the four. In the summer c

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NSPP encourages certified minority-owned, veteran-owned, and woman-owned subcontractors, diverse and/or small businesses, and supplier participation. Assistance will be required to comply with NSPP's Community Benefit Agreement (CBA). We are an Equal Opportunity Employer.

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The Northside Chronicle

Weekly eEdition - www.thenorthsidechronicle.com

January 12, 2023



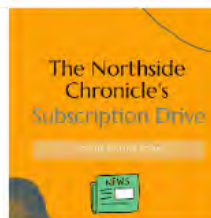
The Northside Chronicle is now running the first in a planned series of photography contests. [Enter today!](#)

Norfolk Southern Railway Company is holding a public [open house](#) for its Pittsburgh Vertical Clearance Projects.
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[Check out](#) The Northside Chronicle's new website.

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Jan 12, 2023

Vol 10, No 1

12/12/2022

The Northside Chronicle

The Community Newspaper of Pittsburgh's Northside

Northside filled with holiday spirit

Northsider turns board gaming hobby into business

A Year in Review: Taking a look back at The Chronicle's biggest stories of 2022

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THE Swissvalian

Your Community Newsletter



Black History Month

February is Black History Month—a time where we celebrate and recognize the achievements of Black Americans and reflect on the resilience of the Black community.

We all have the responsibility to learn from our shared history. The Black experience in America is immersed in injustice, oppression, and inequality but is also one of strength, community, and great faith. Black History Month is a time to consider how we pursue justice in our lives. In the words of Dr. King, “Injustice anywhere is a threat to justice everywhere. We are caught in an inescapable network of mutuality, tied in a single garment of destiny. Whatever affects one directly, affects all indirectly.”

We dedicate ourselves to breaking down barriers and destroying burdens that create systematic racism and injustice, which have inflicted a toll on Black Americans. Let us reflect on our own responsibility to further justice.

~ Swissvale's Diversity, Equity, and Inclusion Committee



Stop Sign Changes

In an ongoing effort to improve traffic safety, three key changes have been made in the past month. The stop sign at the intersection of Monongahela Ave and Schoyer Ave has been changed so vehicles traveling up the hill from Whipple St must now stop. The “Stop, Except Right Turn” has been removed. The second improvement is a stop sign that has been added on Milligan Ave at Roslyn St. The new sign is coming down the hill from St. Lawrence Ave which will require traffic on Milligan Ave to stop at this intersection. Vehicles travelling on Roslyn St can turn onto Milligan Ave without stopping. The final improvement is a change in the traffic signal at South Braddock Ave and Church St. A left turn arrow has been installed travelling west bound to assist motorists making a left turn onto Church St. This will also help to clear traffic on South Braddock Ave more efficiently. The left turn signal will deploy after the traffic traveling on South Braddock Ave is cleared.

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Time: 6:00 PM - 8:00 PM

Location: David Lawrence Convention Center (DLCC)

*Ballroom B

1000 Fort Duquesne Boulevard
Pittsburgh, PA 15222

For more information contact:
NSPghVerticalClearance@gmail.com

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7560 Roslyn Street, Pittsburgh, PA 15218
www.Swissvaleborough.com
412.271.7101

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- 05 Police Department
- 06 Community Happenings

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Norfolk Southern Railway Company Pittsburgh Vertical Clearance Projects

Public Open House

David L. Lawrence Convention Center
Ballroom B*
1000 Fort Duquesne Boulevard
Pittsburgh, Pa 15222

January 18, 2023
6:00-8:00 PM



**Ballroom B can be accessed from the David L. Lawrence Convention Center (DLCC) East Lobby entrance on Fort Duquesne Boulevard between 10th and 11th streets or via the elevator from the parking garage at 139 10th Street, Pittsburgh, PA 15222, and is compliant with the Americans with Disabilities Act (ADA).*

Vouchers will be issued for anyone parking in the noted DLCC garage location.

The DLCC is also located near public transportation stops for the Pittsburgh Regional Transit's bus lines.

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Letters of Invite to Open House Public Officials



December 21, 2022

«First_Name» «Last_Name»
«Title»
«Company»
«Address_1»
«Address_2», «Address_3»
«City», «State» «Zip_Code»

RE: Norfolk Southern Pittsburgh Vertical Clearance Projects
Swissvale Borough and City of Pittsburgh, Allegheny County
Public Officials' Briefing Invitation

Dear «First_Name» «Last_Name»:

Norfolk Southern Railway Company (NSRC), in coordination with Michael Baker International, is pleased to invite you to attend a Public Officials' Briefing for the Pittsburgh Vertical Clearance Projects, which are being conducted in cooperation with the Pennsylvania Department of Transportation (PennDOT) and the City of Pittsburgh.

SUBJECT: PUBLIC OFFICIALS' BRIEFING
DATE: WEDNESDAY, JANUARY 18, 2023
TIME: 4:00 PM - 5:00 PM
LOCATION: DAVID LAWRENCE CONVENTION CENTER
BALLROOM B
1000 FORT DUQUESNE BOULEVARD
PITTSBURGH, PA 15222

The purposes of the Pittsburgh Vertical Clearance Projects include provision of safe and reliable systems of transportation, integration of modes of transportation (intermodal), and improving clearance, safety, transportation optimization, and efficiency to meet modern interstate freight rail traffic requirements. NSRC, with funding through PennDOT, proposes to address five (5) obstructions that currently limit vertical clearance for double-stack rail traffic along NSRC's Pittsburgh Line and Fort Wayne Line in Allegheny County, Pennsylvania. The proposals and alternatives involve track and railbed maintenance and improvement projects within the existing right-of-way, as well as bridge repair or replacement at certain locations along NSRC's existing Pittsburgh Line and Fort Wayne Line. The obstructions addressed by the project are in the Borough of Swissvale and the City of Pittsburgh. Individual project locations consist of the Washington Avenue Bridge in the Borough of Swissvale; the Amtrak Station in downtown Pittsburgh; and the North Avenue Bridge, the Pennsylvania Avenue Bridge, and the Columbus Avenue Bridge, all located in the North Side of the City of Pittsburgh. No work is being proposed by NSRC in the intervening track area between the five (5) individual project locations.

«First_Name» «Last_Name»

December 21, 2022

Page 2

The purpose of the Public Official's Briefing is to provide review and comment concerning the effects of projects in accordance with the provisions of Pennsylvania Act 120 and the Pennsylvania History Code, including any protected activities, features, or attributes of properties on adjacent properties, which include Allegheny Commons Park and other historic resources. Your input throughout project development is very important to the success of the projects. This briefing offers you the opportunity to contribute input on behalf of the communities and constituents you represent. The project team will be available to answer questions and gather feedback.

The Public Officials' Briefing will be conducted from 4:00 PM to 5:00 PM at the David Lawrence Convention Center's (DLCC's) Ballroom B followed by a Public Open House from 6:00 PM to 8:00 PM. Ballroom B can be accessed from the East Lobby entrance on Fort Duquesne Boulevard between 10th and 11th streets or via the elevator from the parking garage at 139 10th Street, Pittsburgh, PA 15222. Vouchers will be issued for anyone parking in the noted DLCC garage location. The DLCC is also located near public transportation stops for the Pittsburgh Regional Transit's bus lines. For more information, go to: <https://www.pittsburghcc.com/directions-parking/>.

Should you have questions, or need additional information, please contact our project email address at NSPghVerticalClearance@gmail.com.

The meeting location is compliant with the Americans with Disabilities Act (ADA). In addition, if you or an individual with whom you are familiar does not speak English as the primary language and who has a limited ability to read, write, speak, or understand English desires to view these plans, or if you require special assistance to view the plans or need additional information, please contact the email address above.

Sincerely,

NORFOLK SOUTHERN RAILWAY COMPANY MICHAEL BAKER INTERNATIONAL



Rudy Husband
Regional Vice President



Kirsten N. Bowen, P.E.
Project Manager

The preceding letter was sent to the following officials:

LOCAL GOVERNMENT

Allegheny County

Rich Fitzgerald
County Executive
101 County Courthouse
436 Grant Street
Pittsburgh, PA 15219
(412) 350-6500

Allegheny County Council, District 8

Michelle Naccarati-Chapkis
County Council
County Courthouse
436 Grant Street, Room 119
Pittsburgh, PA 15219-2497
412-350-6490

Allegheny County Council, District 13

Olivia Bennett
County Council
County Courthouse
436 Grant Street, Room 119
Pittsburgh, PA 15219-2497
412-350-6490

City of Pittsburgh, Department of City Planning

Andrew Dash
Director
Department of City Planning
City-County Building
414 Grant St
Pittsburgh, PA 15219

City of Pittsburgh, Department of Mobility and Infrastructure

Kim Lucas
Director
City-County Building
414 Grant Street
Pittsburgh, PA 15219
412-255-2523
Kimberly.lucas@pittsburghpa.gov

City of Pittsburgh, Office of the Mayor

Edward C. Gainey
Mayor
City-County Building
414 Grant Street, Suite 512
Pittsburgh, PA 15219
412-255-2626

Pittsburgh City Council, District 1

The Honorable Bobby Wilson
City-County Building
414 Grant Street, Suite 551
Pittsburgh, PA 15219
412-255-2135

Pittsburgh City Council, District 6

The Honorable R. Daniel Lavelle
City-County Building
414 Grant Street, Suite 510
Pittsburgh, PA 15219
412-255-0820

Borough of Swissvale

Deneen Swartzwelder
Mayor
Borough Office
7560 Roslyn Street
Swissvale, PA 15218
412-271-3811
mayorswissvale@aol.com

Borough of Swissvale

Greg Bachy
Borough Manager
Borough Office
7560 Roslyn Street
Swissvale, PA 15218
412-271-3811

Borough of Swissvale

Sarah Ansell
Executive Assistant
Borough Office
7560 Roslyn Street
Swissvale, PA 15218
412-271-3811
sansell@swissvaleborough.com

STATE GOVERNMENT**Pennsylvania House of Representatives, District 19**

The Honorable Aerion Abney
2015 1st Floor Centre Avenue
Pittsburgh, PA 15219
412-471-7760

Pennsylvania House of Representatives, District 20

The Honorable Emily Kinkead
658 Lincoln Avenue
Bellevue, PA 15202
412-321-5523

Pennsylvania Senate, District 42

Senator Wayne Fontana
1039 Brookline Boulevard, Suite 2
Pittsburgh, PA 15226
412-344-2551

Pennsylvania Senate, District 43

Senator Jay Costa
1501 Ardmore Blvd, Suite 403
Pittsburgh, PA 15221
412-241-6690

FEDERAL GOVERNMENT**U.S. Congress, 18th District**

Congressman Mike Doyle
2637 East Carson Street
Pittsburgh, PA 15203
412-390-1499

U.S. Senate

Senator Bob Casey
310 Grant St, Suite 2415
Pittsburgh, PA 15219
412-803-7370

U.S. Senate

Senator John Fetterman
TBD

EMERGENCY PERSONNEL**Pittsburgh Bureau of Police Headquarters**

Thomas Stangrecki
Acting Chief of Police
1203 Western Ave
Pittsburgh, PA 15233
(412) 323-7800

Pittsburgh Bureau of Fire Headquarters

Darryl E. Jones
Fire Chief
200 Ross Street, 5th Floor
Pittsburgh, PA 15219
(412) 255-2860

Pittsburgh EMS Headquarters

Ronald V. Romano
EMS Chief
700 Filbert Street
Pittsburgh, PA 15232
(412) 622-6932

Swissvale Fire Department

Clyde Wilhelm
Fire Chief
7400 Irvine St.
Swissvale, PA 15218
412-271-0448
cwilhelm@swissvalefire.org

Swissvale Police Department

Ellis Watson
Police Chief
7560 Roslyn Street
Pittsburgh, PA 15218

SCHOOL DISTRICTS**Pittsburgh Public Schools**

Dr. Wayne Walters
Superintendent
341 S. Bellefield Avenue
Pittsburgh, PA 15213

Woodland Hills School District

Dr. Daniel Castagna
Superintendent
531 Jones Avenue
North Braddock, PA 15104

Letters of Invite to Open House
Property Owners and Project Stakeholders



December 28, 2022

«First_Name» «Last_Name»
«Title»
«Company»
«Address_1»
«Address_2», «Address_3»
«City», «State» «Zip_Code»

RE: Norfolk Southern Pittsburgh Vertical Clearance Projects
Swissvale Borough and City of Pittsburgh, Allegheny County
Public Open House Invitation

Dear «First_Name» «Last_Name»:

Norfolk Southern Railway Company (NSRC), in coordination with Michael Baker International, is pleased to invite you to attend a Public Open House for the Pittsburgh Vertical Clearance Projects, which are being conducted in cooperation with the Pennsylvania Department of Transportation (PennDOT) and the City of Pittsburgh.

SUBJECT: PUBLIC OPEN HOUSE
DATE: WEDNESDAY, JANUARY 18, 2023
TIME: 6:00 PM - 8:00 PM
LOCATION: DAVID LAWRENCE CONVENTION CENTER
BALLROOM B
1000 FORT DUQUESNE BOULEVARD
PITTSBURGH, PA 15222

The purposes of the Pittsburgh Vertical Clearance Projects include provision of safe and reliable systems of transportation, integration of modes of transportation (intermodal), and improving clearance, safety, transportation optimization, and efficiency to meet modern interstate freight rail traffic requirements. NSRC, with funding through PennDOT, proposes to address five (5) obstructions that currently limit vertical clearance for double-stack rail traffic along NSRC's Pittsburgh Line and Fort Wayne Line in Allegheny County, Pennsylvania. The proposals and alternatives involve track and railbed maintenance and improvement projects within the existing right-of-way, as well as bridge repair or replacement at certain locations along NSRC's existing Pittsburgh Line and Fort Wayne Line. The obstructions addressed by the project are in the Borough of Swissvale and the City of Pittsburgh. Individual project locations consist of the Washington Avenue Bridge in the Borough of Swissvale; the Amtrak Station in downtown Pittsburgh; and the North Avenue Bridge, the Pennsylvania Avenue Bridge, and the Columbus Avenue Bridge, all located in the North Side of the City of Pittsburgh. No work is being proposed by NSRC in the intervening track area between the five (5) individual project locations.

«Salutation»

December 28, 2022

Page 2

The purpose of the Public Open House is to provide review and comment concerning the effects of the projects in accordance with the provisions of Pennsylvania Act 120 and the Pennsylvania History Code, including any protected activities, features, or attributes of properties on adjacent properties, which include Allegheny Commons Park and other historic cultural resources. Your input throughout project development is very important to the success of the projects. This Public Open House offers you the opportunity to contribute input on the project.

The Public Open House will be conducted from 6:00 PM to 8:00 PM at the David Lawrence Convention Center's (DLCC's) Ballroom B. Ballroom B can be accessed from the East Lobby entrance on Fort Duquesne Boulevard between 10th and 11th streets or via the elevator from the parking garage at 139 10th Street, Pittsburgh, PA 15222. Vouchers will be issued for anyone parking in the noted DLCC garage location. The DLCC is also located near public transportation stops for the Pittsburgh Regional Transit's bus lines. For more information, go to: <https://www.pittsburghcc.com/directions-parking/>.

Should you have questions, or need additional information, please contact our project email address at NSPghVerticalClearance@gmail.com.

The meeting location is compliant with the Americans with Disabilities Act (ADA). In addition, if you or an individual with whom you are familiar does not speak English as the primary language and who has a limited ability to read, write, speak, or understand English desires to view these plans, or if you require special assistance to view the plans or need additional information, please contact the email address above.

Sincerely,

NORFOLK SOUTHERN RAILWAY COMPANY MICHAEL BAKER INTERNATIONAL



Rudy Husband
Regional Vice President



Kirsten N. Bowen, P.E.
Project Manager

The preceding letter was sent to the following officials:

HISTORIC PRESERVATION ORGANIZATIONS**Pennsylvania State Historic Preservation Office**

Barbara Frederick
Above Ground Supervisor
Commonwealth Keystone Building, Second Floor
400 North Street
Harrisburg, PA 17120
717-772-0921
bafrederick@pa.gov

Pennsylvania State Historic Preservation Office

Bill Callahan
Western Pennsylvania Community Preservation
Coordinator
For Pitt Museum
101 Commonwealth Place
Pittsburgh, PA 15222
412-565-3575
wcallahan@pa.gov

Allegheny City Society

David Grinnell
President
P.O. Box 100255
Pittsburgh, PA 15233
grinnell@pitt.edu

Manchester Historic Society, Inc.

P. O. Box 99216
Pittsburgh, PA 15233
412-447-8692
manchesterhistoric@gmail.com

Pittsburgh History and Landmarks Foundation

Frank Stroker
President
100 West Station Square Drive, Suite 450
Pittsburgh, PA 15219
412-471-5808
frank@phlf.org

Preservation Pittsburgh

Matthew W.C. Falcone
President
1501 Reedsdale Street, Suite 5003
Pittsburgh, PA 15233
412-256-8755
mfalcone@preservationpgh.org

Young Preservationists Association of Pittsburgh

Matthew Craig
Executive Director
Riverside Center for Innovation
700 River Avenue, Suite 318
Pittsburgh, PA 15212
412-342-8972
matthew.craig@youngpreservationists.org

Swissvale Historical Society

1713 Hays Street
Pittsburgh, PA 15218
412-731-2300

Rivers of Steel National Heritage Area

August R. Carlino
President & CEO
The Bost Building
623 E. Eighth Avenue
Homestead, PA 15120
412-464-4020
arcarlino@riversofsteel.com
Ron Baraff
rbaraff@riversofsteel.com

The Pennsylvania Railroad Technical & Historical Society, Pittsburgh Chapter

Dave Evans
President
4030 Logans Ferry Road
Monroeville, PA 15146-1345
donald.coulter3@verizon.net

**National Railway Historical Society, Central
Pennsylvania Chapter**

Ron Johnson
President
148 Depot Road, P. O. Box 145
White Deer, PA 17887-0145

Railroad Museum of Pennsylvania

Patrick C. Morrison
Historic Site Administrator
300 Gap Road, PA Route 741
PO Box 125
Strasburg, PA 17579
717-687-8628
info@rrmuseumpa.org

Amtrak

Johnette Davies
Senior Historic Preservation Specialist
30th Street Station
2955 Market Street, Mailbox 55,
Philadelphia, PA 19104
215-349-1354
Johnette.Davies@amtrak.com

NEIGHBORHOOD ORGANIZATIONS**Allegheny West Civic Council**

Thomas Barbush
806 Western Avenue
Pittsburgh, PA 15233
412-321-2161
Thomas.barbush@rrd.com

Allegheny City Central Association

Maggie Connor
President
P. O. Box 6255
Pittsburgh, PA 15212
412-465-0192
Connor.margaret.m@gmail.com
info@accapgh.org

Allegheny Towne Corporation

George Kenderes
46 Foster Square
Pittsburgh, PA 15212
412-321-3140
gkenderes@embargmail.com

Manchester Citizens Corporation

LaShawn Burton-Faulk
Executive Director
1319 Allegheny Avenue, First Floor
Pittsburgh, PA 15233
412-323-1743

Mexican War Streets Society

Maggie Connor
President
P. O. Box 6588
Pittsburgh, PA 15212
412-559-9302
Connor.margaret.m@gmail.com

North Side Leadership Conference

Dana Fruzynski
Interim Executive Director
120 Parkhurst Street, 2nd Floor
Pittsburgh, PA 15212
412-231-4714
dana@pittsburghnorthside.com

Pittsburgh Parks Conservancy

Erin Tobin
Community Engagement Manager
317 East Carson Street
West Tower, Suite 230
Pittsburgh, PA 15219
412-682-7275
etobin@pittsburghparks.org

PROPERTY OWNERS

Washington Avenue Bridge

2016 Noble Street Property Owner

NC Holdings LLC
2270 Chapparral Drive
Pittsburgh, PA 15239-2355

2018 Noble Street Property Owner

Noble Entropy LLC
74 S 12th Street Floor 1
Pittsburgh, PA 15203-1249

2024 Noble Street Property Owner

Anthony and Carol Palangio
2024 Noble Street
Pittsburgh, PA 15218-2142

2028 Noble Street Property Owner

Mufti and Khan Inc
2100 Noble Street
Pittsburgh, PA 15218-2514

7432 Irvine Street Property Owner

Rae Ellen O'Hair
450 Maple Avenue
Pittsburgh, PA 15218-1587

7434-7438 Irvine Street Property Owner

Dara and KN Chengappa
5735 Solway Street
Pittsburgh, PA 15217-1203

7521- 7523 Washington Avenue Property Owner

Thomas and Elmira Dinardo
230 Wilkins Ave
East Pittsburgh, PA 15112-1527

7430-7434 Washington Avenue Property Owner

Mitchell Brouman and Anthony Visco
114 McKay Street
Pittsburgh, PA 15218-1626

7451 Washington Avenue Property Owner

John Chieffa
128 Lincoln Avenue
Pittsburgh PA, 15218-1622

7436 Washington Avenue Property Owner

Zitelli Management Corporation
1276 Windermere Drive
Pittsburgh, PA 15218

7440-7442 Irvine Street Property Owner

William Jones
467 Filmore Road
Pittsburgh PA, 15221-4019

*Amtrak Station***1100 Liberty Avenue Property Owner**

1100 Liberty Owner LLC
750 Bering Drive, Suite 300
Houston, TX 77057-2132

**1400 – 1520 Penn Ave, 1200 - 1350 Penn Ave, 2050
– 2550 Liberty Ave****1201 Brighton Rd Property Owner**

Buncher Company
1300 Penn Ave, Suite 300
Pittsburgh, PA 15222-4211

Bigelow Boulevard Property Owner

Pennsylvania Railroad Company
Property Tax Department 110 Franklin Road SE
Roanoke, VA 24042-0002

0 Grant Street Property Owner

National Passenger Railroad Corporation (Amtrak)
60 Massachusetts Avenue NE, Floor 4
Washington, DC 20002-4285

**0 27th Street, Bigelow Blvd, 1500 East Busway
Property Owner**

Port Authority of Allegheny County
345 6th Avenue, Third Floor
Pittsburgh, PA 15222-2541

55 11th Street Property Owner

Public Parking Authority of Pittsburgh
232 Blvd of the Allies
Pittsburgh, PA 15222-1616

*W. North Avenue Bridge***1200 Galveston Avenue Property Owner**

Brother's Brother Foundation
1200 Galveston Ave
Pittsburgh, PA 15233-1604

900 Brighton Road Property Owner

Allegheny West Civic Council
806 Western Avenue
Pittsburgh, PA 15233

907 Brighton Road Property Owner

Motohiro T Brown Living Trust/
Diana L. Brown Living Trust
1037 W. Altgeld Street
Chicago, IL 60614-2208

913 Brighton Road Property Owner

Robert I. and Carole E. Malakoff
913 Brighton Road
Pittsburgh, PA 15233-1707

917 Brighton Road, 804 Beech Avenue Property Owner

Vincent and Kaitlyn Neiswonger
917 Brighton Road
Pittsburgh, PA 15233-1707

925 Brighton Road Property Owner

KS Max Property LLC
936 Beech Avenue
Pittsburgh, PA 15233-1706

1204 Brighton Road, 1206-1208 Brighton Road Property Owner

Marshall and Wendy Riggs
1204 Brighton Road
Pittsburgh, PA 15233-1602

1210 Brighton Road Property Owner

Jameson McCoy O'Donnell
1210 Brighton Road
Pittsburgh, PA 15233-1602

1212 Brighton Road Property Owner

James R. Lawrence
1237 Buena Vista Street
Pittsburgh, PA 15212-4530

1214 Brighton Road, 1216 Brighton Road Property Owner

Ellyn, Inc.
1244 Resaca Place
Pittsburgh, PA 15212-4519

1215 Brighton Road Property Owner

FDPITT LLC
231 Market Street
Johnstown, PA 15901-2910

1218 Brighton Road Property Owner

James Stanley Johnston
1218 Brighton Road
Pittsburgh, PA 15233-1602

800 Beech Avenue Property Owner

Annette C. Trunzo
800 Beech Avenue
Pittsburgh, PA 15233-1704

800-814 Beech Avenue Property Owner

West Park Renaissance, LP
1315 Arch Street
Pittsburgh, PA 15212-4620

804 Beech Avenue Property Owner

Jeffrey and Amy Sollars
804 Beech Avenue
Pittsburgh, PA 15233

806 Beech Avenue Property Owner

Barry and Deborah Bier
806 Beech Avenue
Pittsburgh, PA 15233-1617

810 Beech Avenue Property Owner

David A Martinsky Jr.
810 Beech Avenue
Pittsburgh, PA 15233-1704

812 Beech Avenue Property Owner

Jeanne Marie Laskas
814 Beech Avenue
Pittsburgh, PA 15233-1704

814 Beech Avenue Property Owner

Margaret S. McNamara
814 Beech Avenue
Pittsburgh, PA 15233-1704

616 W. North Avenue Property Owner

Trinity Lutheran Church
616 W. North Avenue
Pittsburgh, PA 15212-4538

710 W. North Avenue Property Owner

West Park Court Housing. LP
1670 Golden Mile Highway
Monroeville, PA 15146-2002

**810 W. North Avenue, 828 W. North Avenue
Property Owner**

810 W. North Ave Associates, LP
1008 Brianna Lane
Bethel Park, PA 15102-3795

825-845 W. North Avenue Property Owner

Gramax, LLC
831 W. North Avenue
Pittsburgh, PA 15233-1616

840 W. North Avenue Property Owner

BG284 Properties LLC
848 W North Ave
Pittsburgh, PA 15233-1617

*Pennsylvania Avenue Bridge***0 Pennsylvania Avenue Property Owner**

1300 Brighton Road Associates, LLC
1300 Brighton Road
Pittsburgh, PA 15233-1630

802 Pennsylvania Avenue Property Owner

Ventura Revocable Trust
3241 Henrich Farm Lane
Allison Park, PA 15101-1513

809 Pennsylvania Avenue Property Owner

Martin M. Warhola
809 Pennsylvania Avenue
Pittsburgh, PA 15233-1406

817-825 Pennsylvania Avenue Property Owner

Paul Warhola Scrap Metal, Inc.
P. O. Box 100016
Pittsburgh, PA 15233-0016

820 Pennsylvania Avenue Property Owner

Quik-It, Inc.
820 Pennsylvania Avenue
Pittsburgh, PA 15233-1407

850 Pennsylvania Avenue Property Owner

850 Pennsylvania Avenue, LLC
1300 Brighton Road
Pittsburgh, PA 15233-1630

**900 Pennsylvania Avenue, 1001 California Avenue
Property Owner**

United States Postal Service
P.O. Box 27497
Greensboro, NC 27498-1103

901 Pennsylvania Avenue Property Owner

901 Pennsylvania SRR LLC
1213 Galveston Avenue
Pittsburgh, PA 15233-1603

912 Behan Street Property Owner

Peter Wright, LLC
912 Behan Street
Pittsburgh, PA 15233-1625

870 Riversea Road Property Owner

W.W. Patterson Company
870 Riversea Road
Pittsburgh, PA 15233-1627

Brighton Place Property Owner

Charles Durham
533 Arden Drive
Monroeville, PA 15146-4861

Jacksonia Street Property Owner

Urban Redevelopment Authority of Pittsburgh
412 Boulevard of the Allies, Suite 901
Pittsburgh, PA 15219-1343

*Columbus Avenue Bridge***1000 California Avenue Property Owner**

California Property Inc
3941 California Avenue
Pittsburgh, PA 15212-1610

7447-7449 Washington Avenue Property Owner

Nied Corporation
7441 Washington Street
Pittsburgh, PA 15218-2520

7455 Washington Avenue Property Owner

Gerald Weber
7455 Washington Avenue
Pittsburgh, PA 15218-2520

7500 Washington Avenue Property Owner

Karl Rogalla Jr.
406 Satinwood Drive
West Mifflin, PA 15122-1244

7524 Washington Avenue Property Owner

CRC Real Estate LLC
7524 Washington Blvd
Pittsburgh, PA 15218-2181

7525-7527 Washington Avenue Property Owner

Joseph Muto
7527 Washington Street
Pittsburgh, PA 15218-2107

7526 Washington Avenue Property Owner

Walter Krakker and Tony Schalles Vern
7526 Washington Avenue
Pittsburgh PA, 15218-2102



Open House Agenda

Pittsburgh Vertical Clearance Project
City of Pittsburgh, Borough of Swissvale
Allegheny County, Pennsylvania

PUBLIC OPEN HOUSE #2

DATE: Wednesday, January 18, 2023

TIME: Public Officials Open House from 4:00-5:00 p.m.
Public Open House from 6:00-8:00 p.m.

LOCATION: David Lawrence Convention Center
Ballroom B and Ballroom Gallery B & C
1000 Fort Duquesne Blvd
Pittsburgh, PA 15222

PURPOSE: To gather public input

ANNOUNCEMENTS: Letters sent to Public Officials on December 21
Letters sent to Impacted Property Owners/Stakeholders on December 28
Websites and Social Media – Flyer
Email to community groups – Flyer
Advertisements (North Side Chronicle and Swissvale Borough Newsletter)

	EQUIPMENT/ MATERIALS	STAFF	DISPLAYS
Registration	Sign-in Sheets Comment Forms/Box Pencils 3 Easels	Kirsten Bowen Dave Becker Mike Wigley	Welcome Board Overall Location Map Double Stack Board
Station 1: Act 120/Noise/Air Quality	4 Easels	Amy Pinizzotto Scott Noel Dayna Bowen Mark Young	Act 120/P&N Noise Boards (3)
Station 2: Historic Properties	6 Easels	Tim Zinn Jesse Belfast David Anthony	PA History Code Flow Chart 5 APE Boards (6)
Station 3: Washington Avenue	3 Easels	Rachel Sharp Wendy Berrill Todd Willoughby	Washington Street Board Pref. Alt & Renderings (2)
Station 4: Amtrak Station	2 Easels	Wayne Airgood Ruth Brown	Amtrak Renderings (2)

Pittsburgh Vertical Clearance Project
City of Pittsburgh, Borough of Swissvale
Allegheny County, Pennsylvania

PUBLIC OPEN HOUSE #2

	EQUIPMENT/ MATERIALS	STAFF	DISPLAYS
Station 5: W. North Avenue	10 Easels	Dave Jackson Clayton Fisher Chris Cawley	North Avenue Board Pref. Alt (2), Detour Map (1) & Renderings (7)
Station 6: Pennsylvania Avenue	8 Easels	Rich Schoedel Joe Hall Aaron Meyer	Pennsylvania Avenue Board Pref. Alt (2), Detour Map (1) & Renderings (5)
Station 7: Columbus Avenue	6 Easels	Gabe Letteri Neal Brown	Columbus Avenue Board A & B Pref. Alt (2) & Renderings (4)
	42 total easels		

Additional staff available to float to stations or help with registrations and answer questions:

- [Rudy Husband](#)
- [Jeremy Shoemaker](#)
- [Shawn Starling](#)

[NS](#)

[PennDOT](#)

Michael Baker

[HMMH](#)



Open House Display Boards

PUBLIC OPEN HOUSE

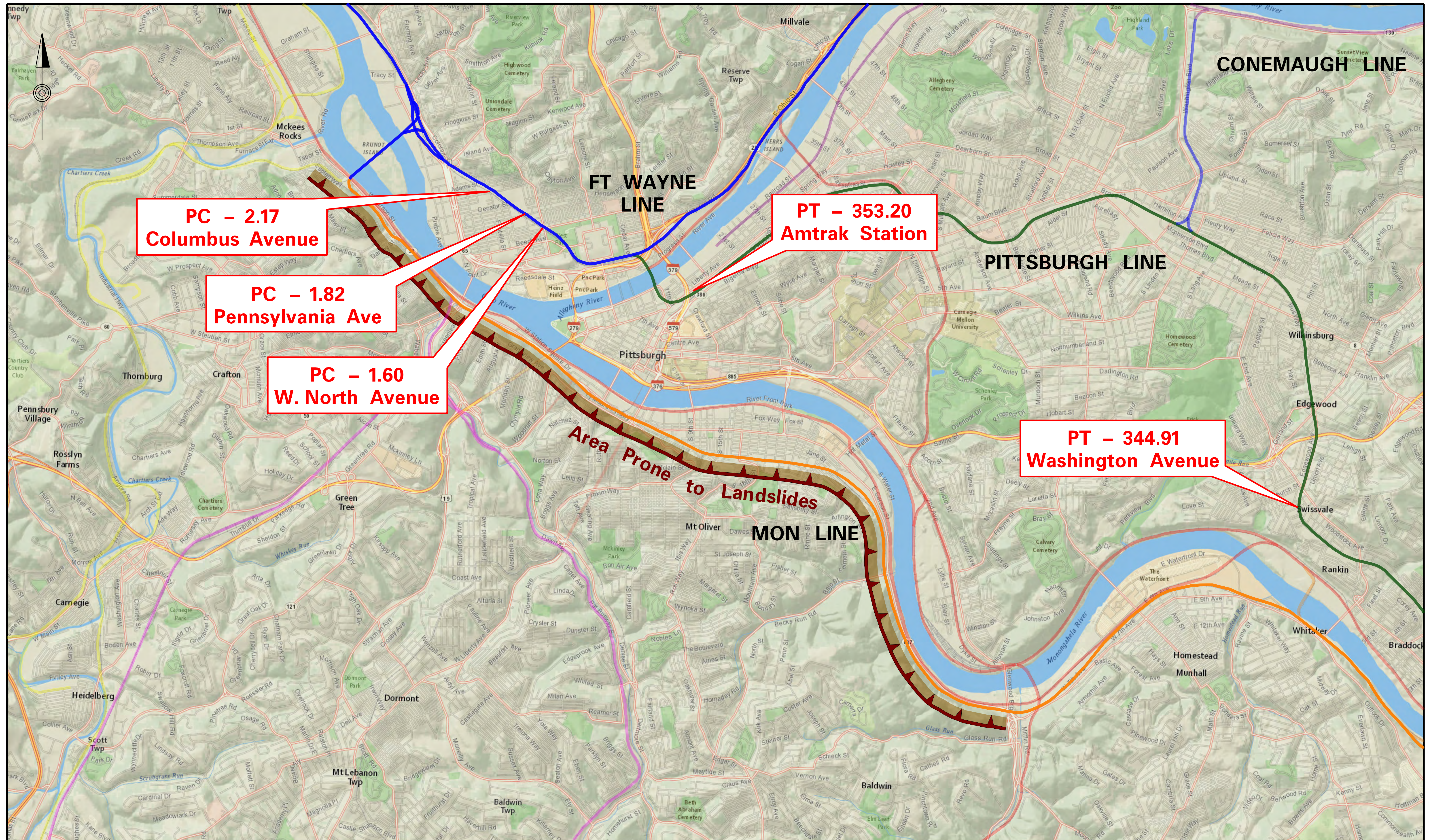
WELCOME

PITTSBURGH VERTICAL CLEARANCE PROJECTS

CITY OF PITTSBURGH
AND
BOROUGH OF SWISSVALE
ALLEGHENY COUNTY

**NO PRESENTATION
WILL BE MADE**

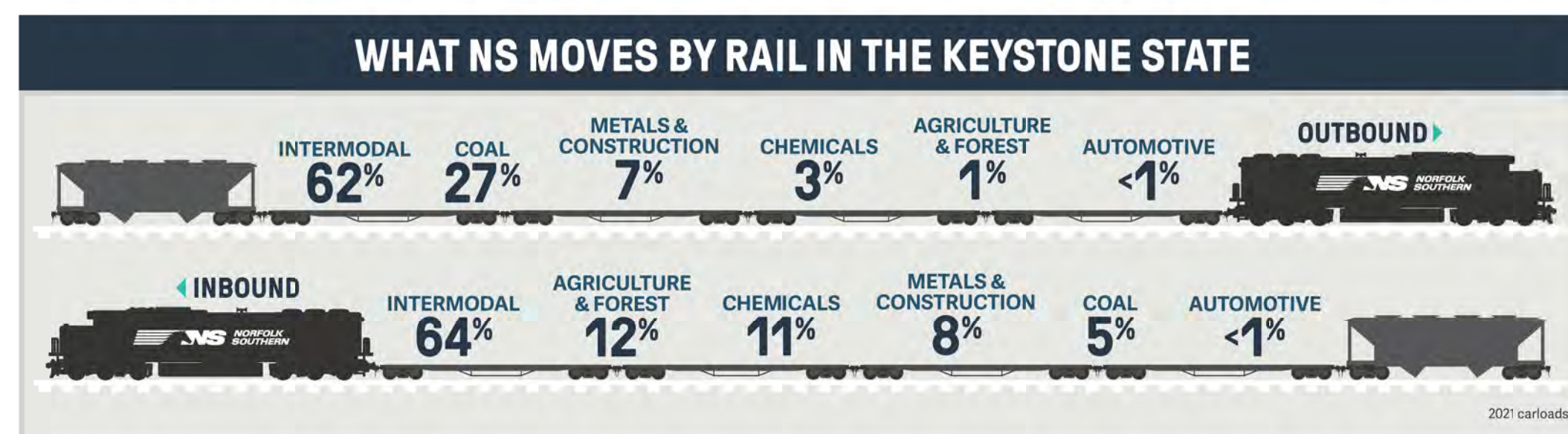
**PLEASE VISIT THE STATIONS
AT YOUR OWN PACE**





INFRASTRUCTURE IN PENNSYLVANIA

2,419 Miles of Track Operated | 1,589 Bridges | 1,838 Grade Crossings (public and private)



NORFOLK SOUTHERN AND THE PENNSYLVANIA COMMUNITY

- 2,398 NS Employees**
- BUSINESS MAGNET**
Attracted \$2.5+ billion and 2,128 jobs from investments by other businesses over the last decade
- ROLLING ECONOMY**
NS imports and exports over 1,623,878 carloads of goods and materials annually

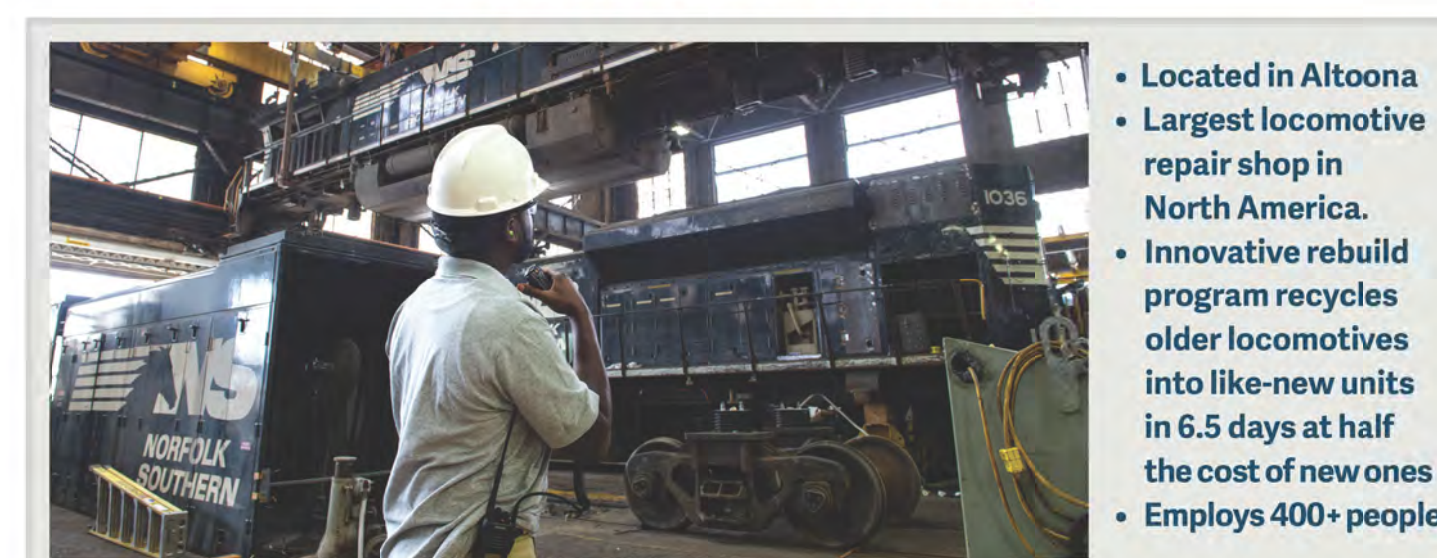
2021 Economic Impact

CHARITABLE GIVING
gave **\$3 MILLION** over the last decade

INFRASTRUCTURE & FACILITIES
invests **\$146 MILLION**

PURCHASES, PAYMENTS, & TAXES
spends **\$938 MILLION**

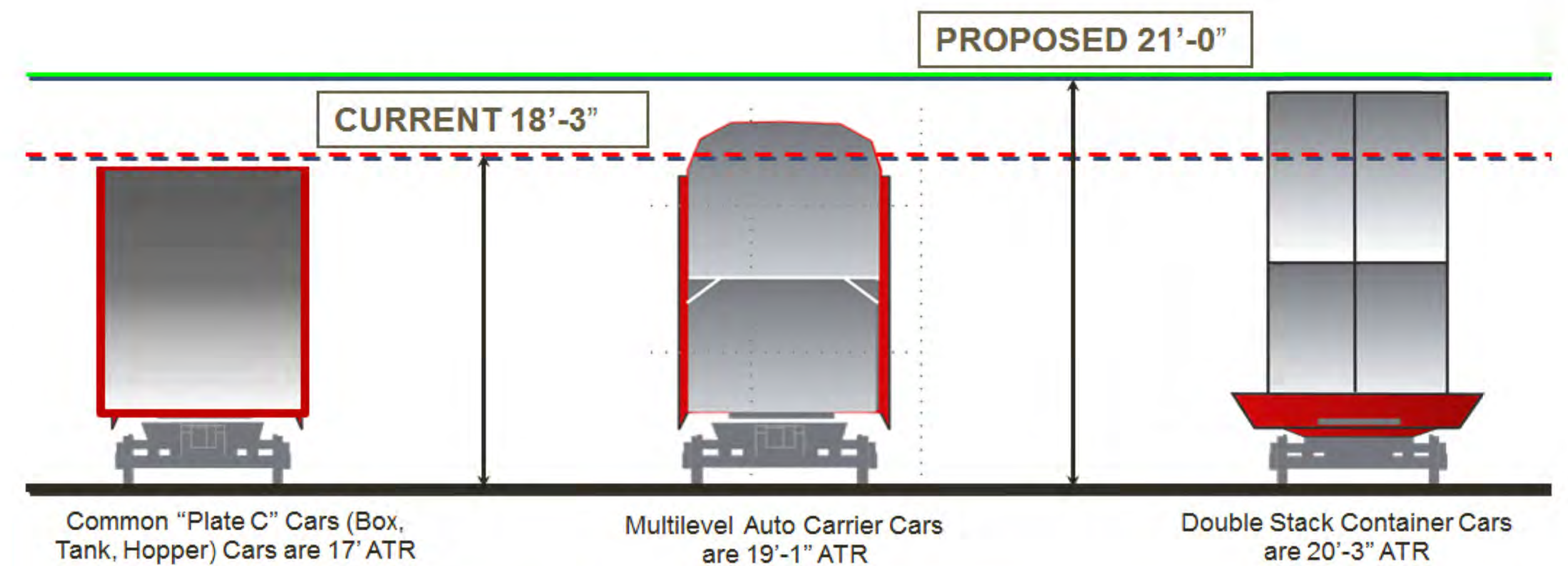
Juniata Locomotive Shop



What is driving the need for the proposed Clearance Improvement Project?

Less than standard Vertical Clearances

Current: 18'-3" okay for only **some** equipment
Proposed: 21'-0" adequate for **all** equipment in U.S. Rail Network



Heights of Various Rail Equipment Operated in Interchange on the U.S. Rail Network

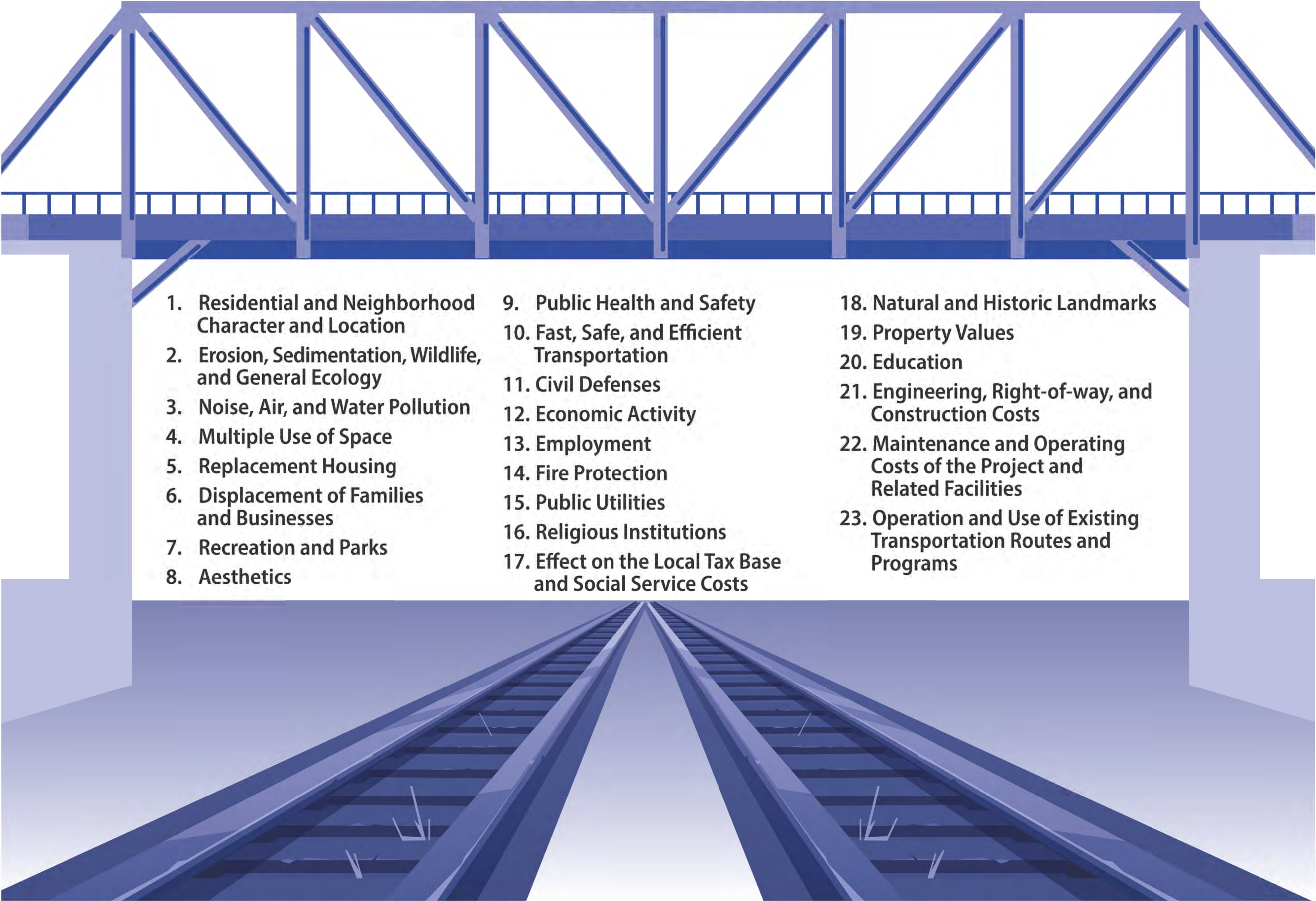
ACT 120

NOISE

AIR QUALITY

PA Act 120

Addresses Federal and State Laws
for Environmental Impacts

- 
1. Residential and Neighborhood Character and Location
 2. Erosion, Sedimentation, Wildlife, and General Ecology
 3. Noise, Air, and Water Pollution
 4. Multiple Use of Space
 5. Replacement Housing
 6. Displacement of Families and Businesses
 7. Recreation and Parks
 8. Aesthetics
 9. Public Health and Safety
 10. Fast, Safe, and Efficient Transportation
 11. Civil Defenses
 12. Economic Activity
 13. Employment
 14. Fire Protection
 15. Public Utilities
 16. Religious Institutions
 17. Effect on the Local Tax Base and Social Service Costs
 18. Natural and Historic Landmarks
 19. Property Values
 20. Education
 21. Engineering, Right-of-way, and Construction Costs
 22. Maintenance and Operating Costs of the Project and Related Facilities
 23. Operation and Use of Existing Transportation Routes and Programs

Project Purpose

The purpose of the Pittsburgh Line Vertical Clearance Projects is to promote the efficient transportation of goods between Chicago and the New York/New Jersey commercial markets and to improve mobility and safety for freight traffic through Pittsburgh. The projects will remove the final remaining vertical clearance restrictions creating chokepoints and other hindrances to the efficient flow of intermodal rail traffic and will support truck/rail intermodal facilities along this important rail corridor by allowing for double-stack intermodal traffic, which is a PennDOT goal under the Commonwealth’s State Rail Plan, developed in compliance with Federal Railroad Administration requirement and with the Rail Freight Preservation and Improvement Act of 1984, as amended, Public Law 587-119.

Project Need

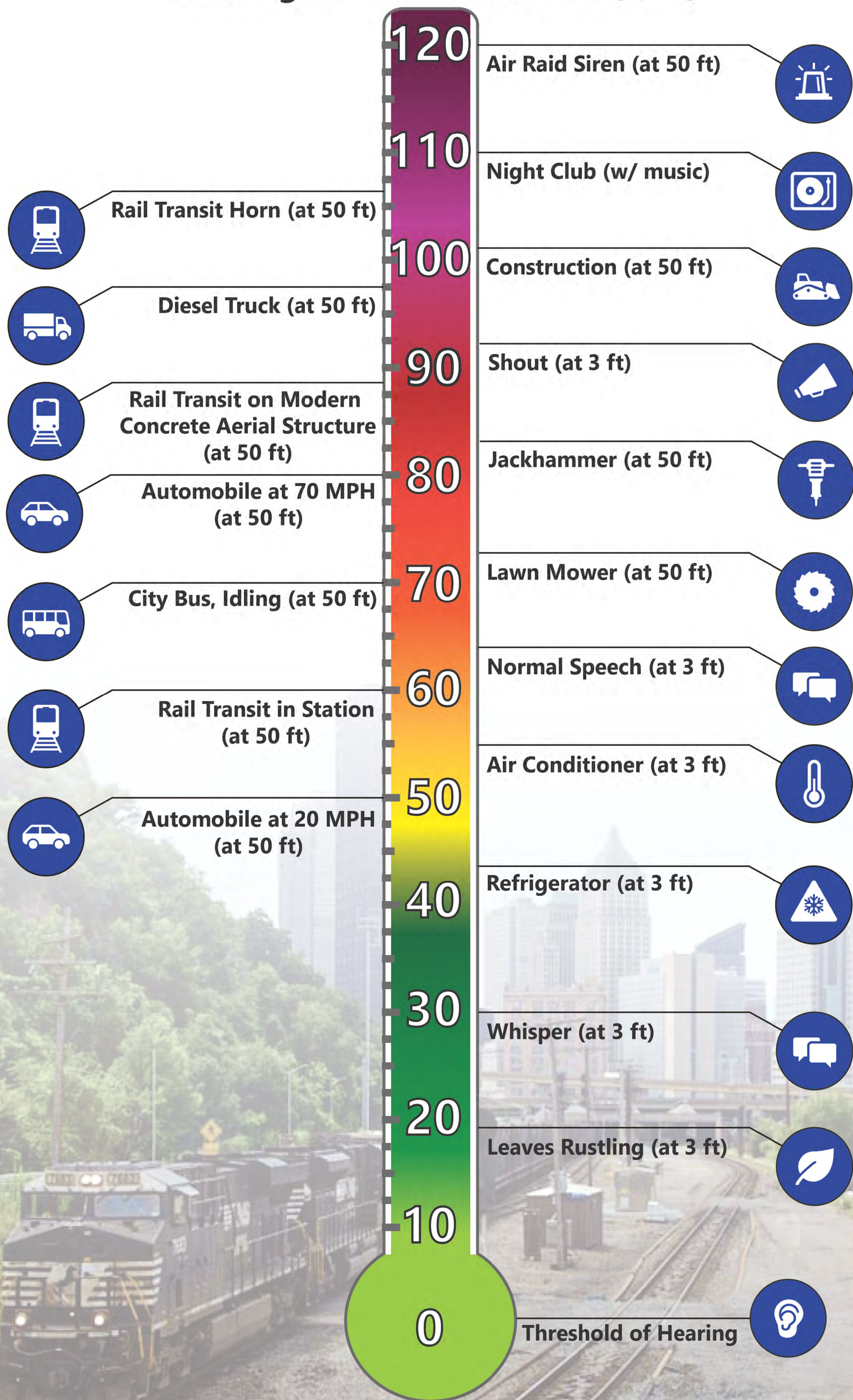
The project need for the Pittsburgh Vertical Clearance Projects is to address:

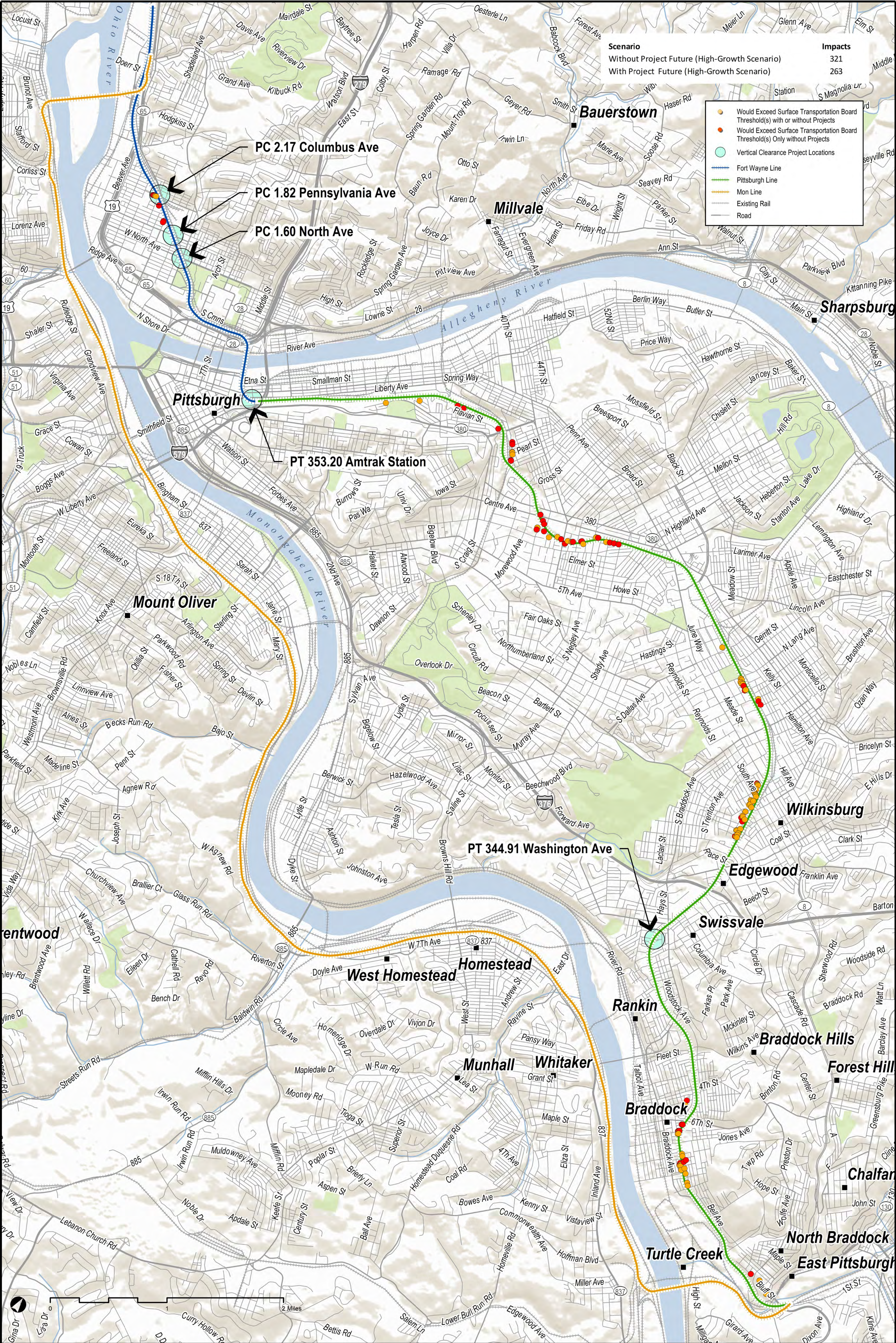
-  Forecasted traffic demands
-  Vertical clearance constraints
-  Operational safety and reliability
-  Public safety
-  Facility deficiencies

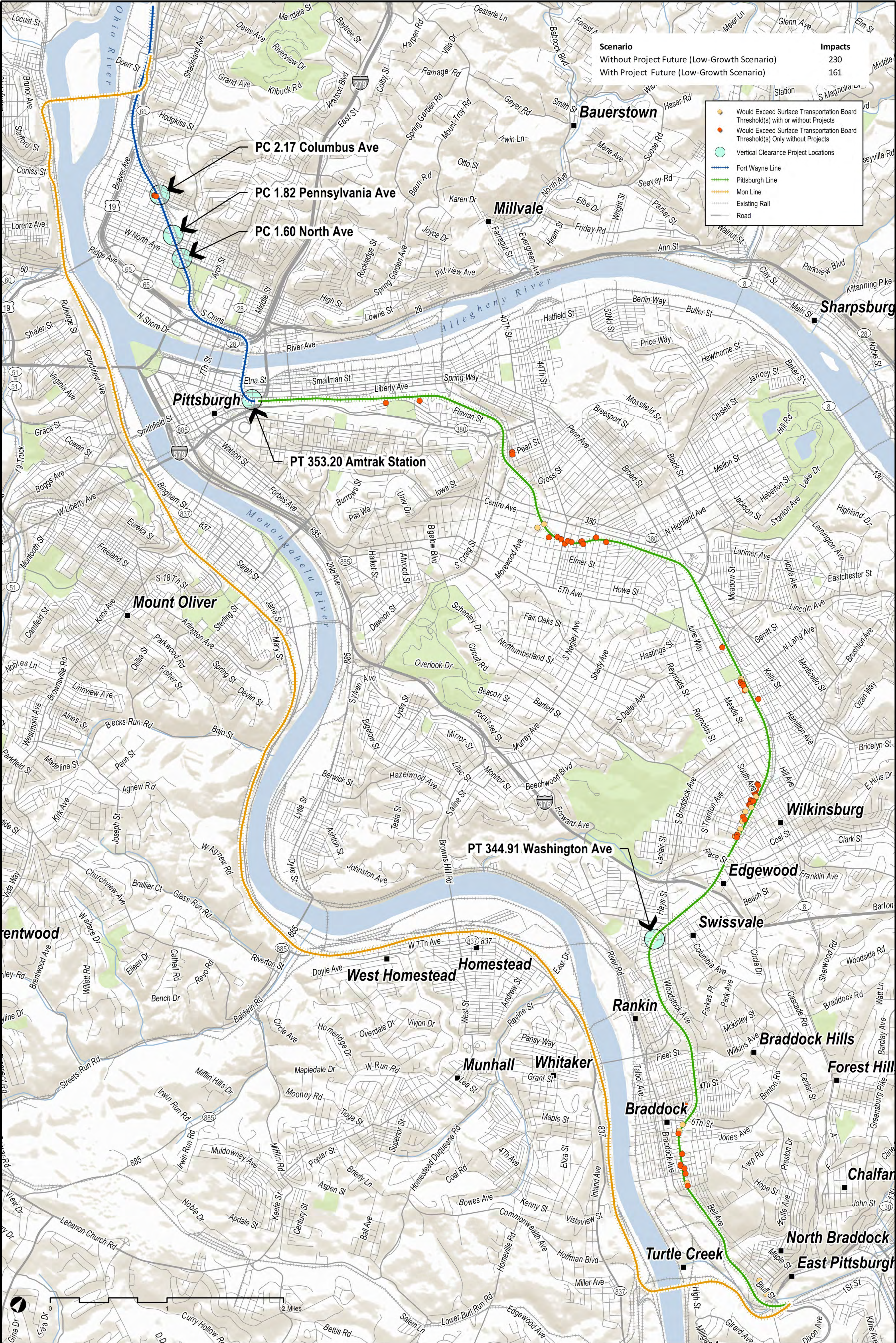
Transportation Sources

Non-Transportation Sources

A-Weighted Decibel Levels (dBA)







HISTORIC PROPERTIES

Flow Chart for Complying with the Pennsylvania History Code

Pennsylvania Consolidated Statute, Title 37, Historical and Museums

Initiate Review with PA SHPO

Establish undertaking
Notify the SHPO
(PA Historical & Museum Commission)
Plan to involve the public
Identify other **Consulting Parties**

➤ **No undertaking / no potential to cause effects**

Consulting Parties are individuals and organizations with a demonstrated **legal, economic, or historic interest** in the project, such as *municipal officials, property owners, and historical organizations*. The role of consulting parties is to provide input on historic properties, project impacts (effects), and measures to avoid, minimize and mitigate adverse effects on historic properties.

Undertaking is type that might affect historic properties

Identify Historic Properties

Determine scope of efforts
Establish **Area of Potential Effects**
Identify historic properties
Evaluate historic significance

➤ **No historic properties present**

Area of Potential Effects (APE) is the geographic area or areas within which an undertaking may directly or indirectly, cause changes in the character or use of historic properties, if any such properties exist. For this undertaking, the APE includes, at a minimum, a one-parcel buffer beyond the construction limits of each individual project area.

Historic properties are affected

Assess Adverse Effects

Apply criteria of adverse effect

➤ **No historic properties adversely affected**

Historic properties are adversely affected

Resolve Adverse Effects

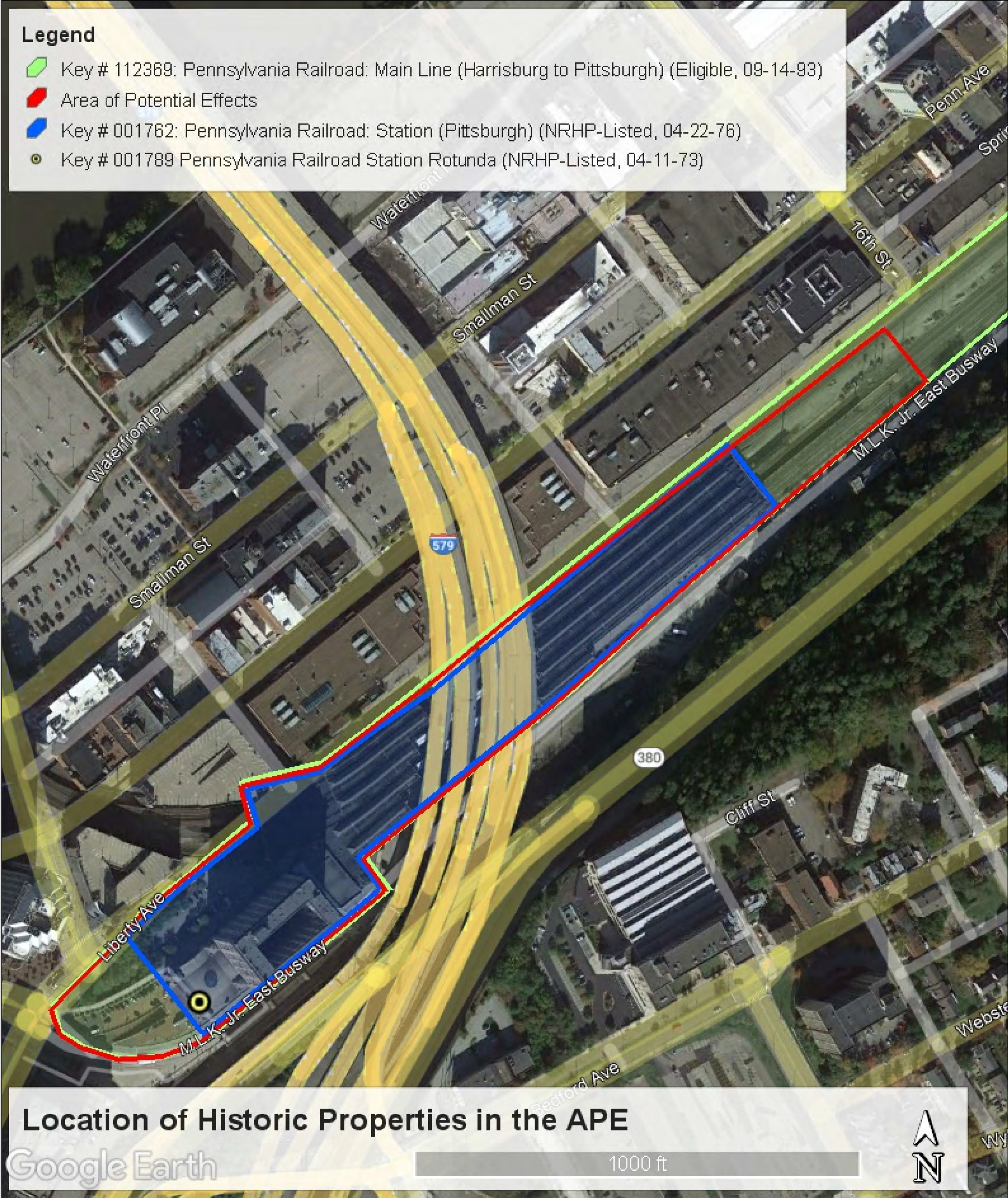
Continue consultation

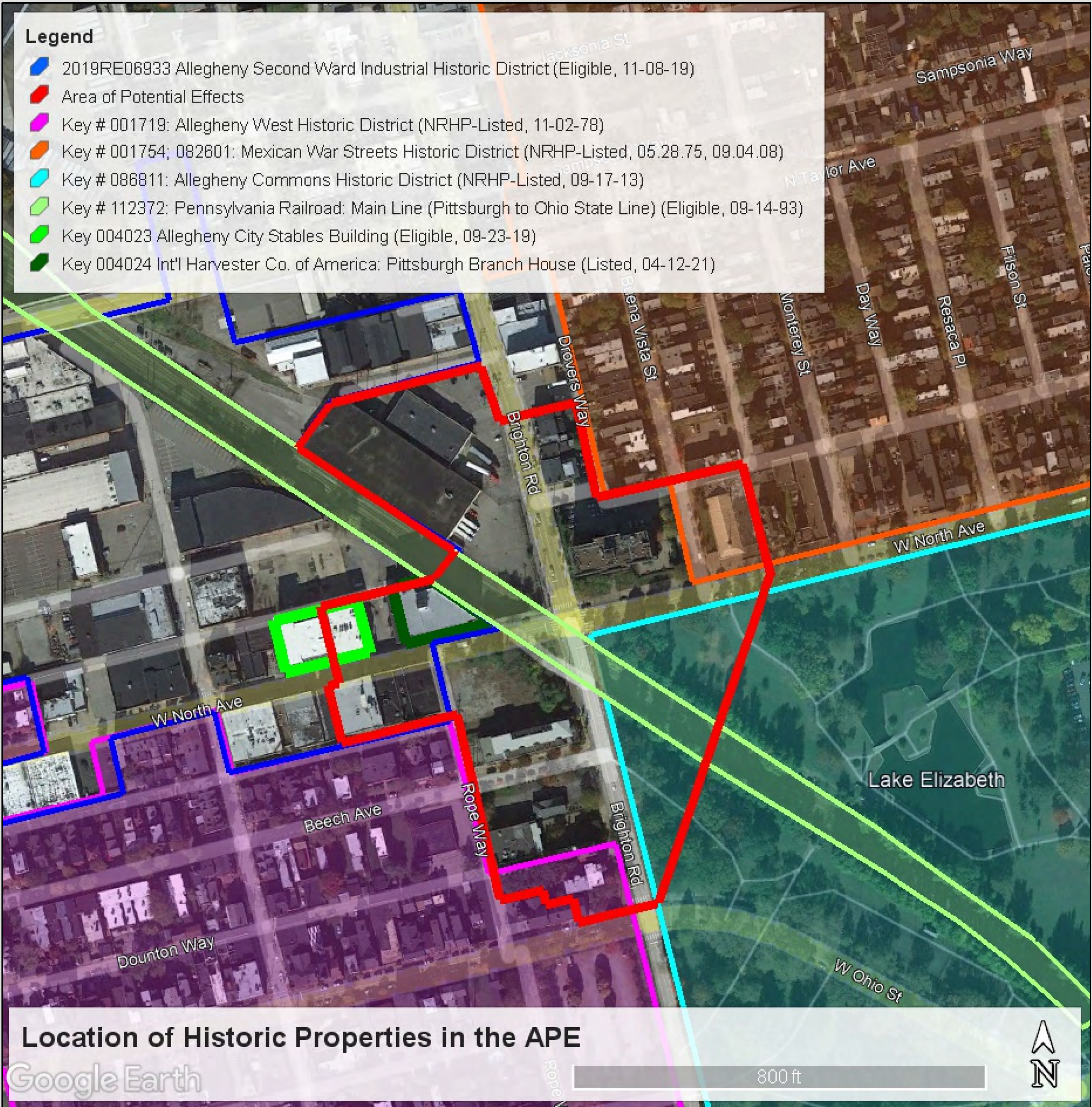
➤ **Memorandum of Agreement (MOA)**

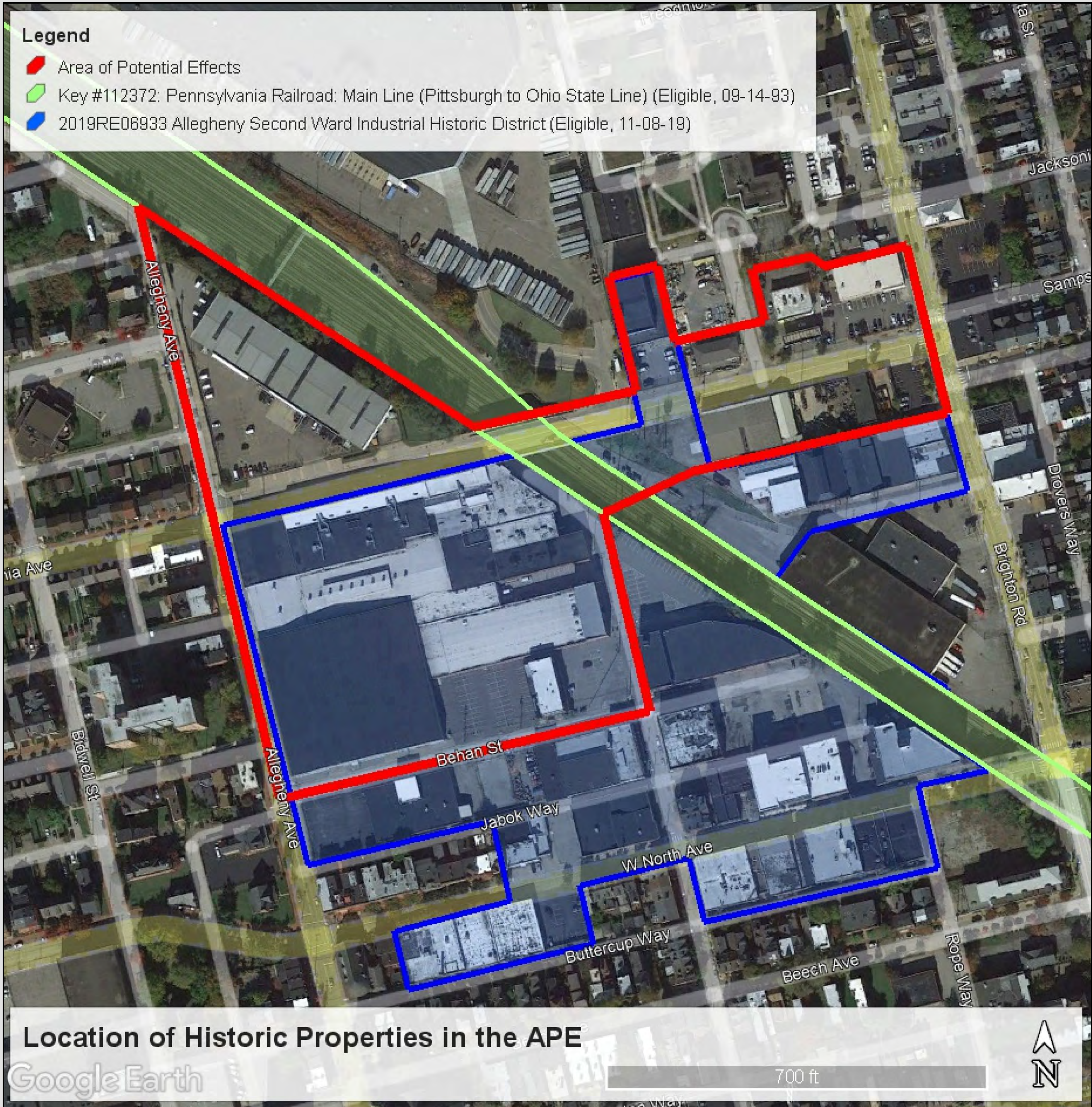
➤ **PA SHPO COMMENT**

FAILURE TO AGREE



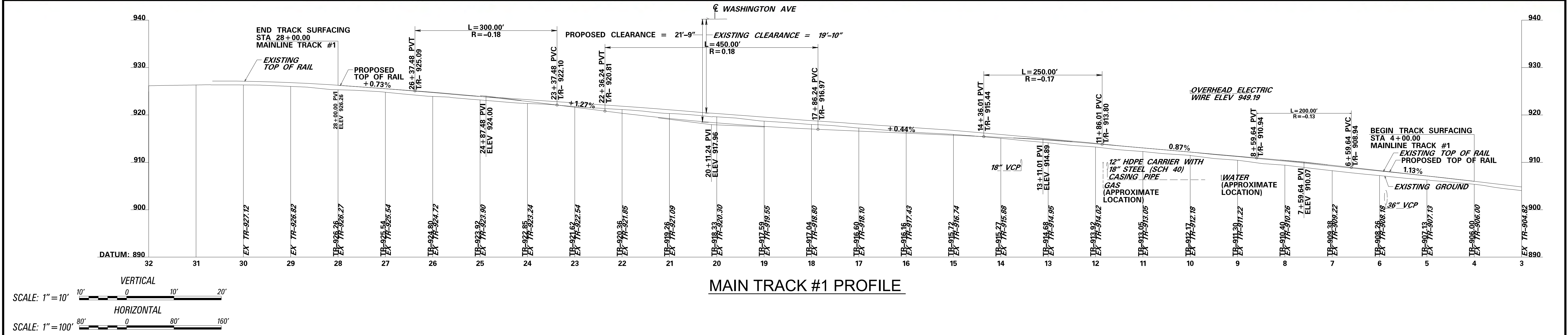
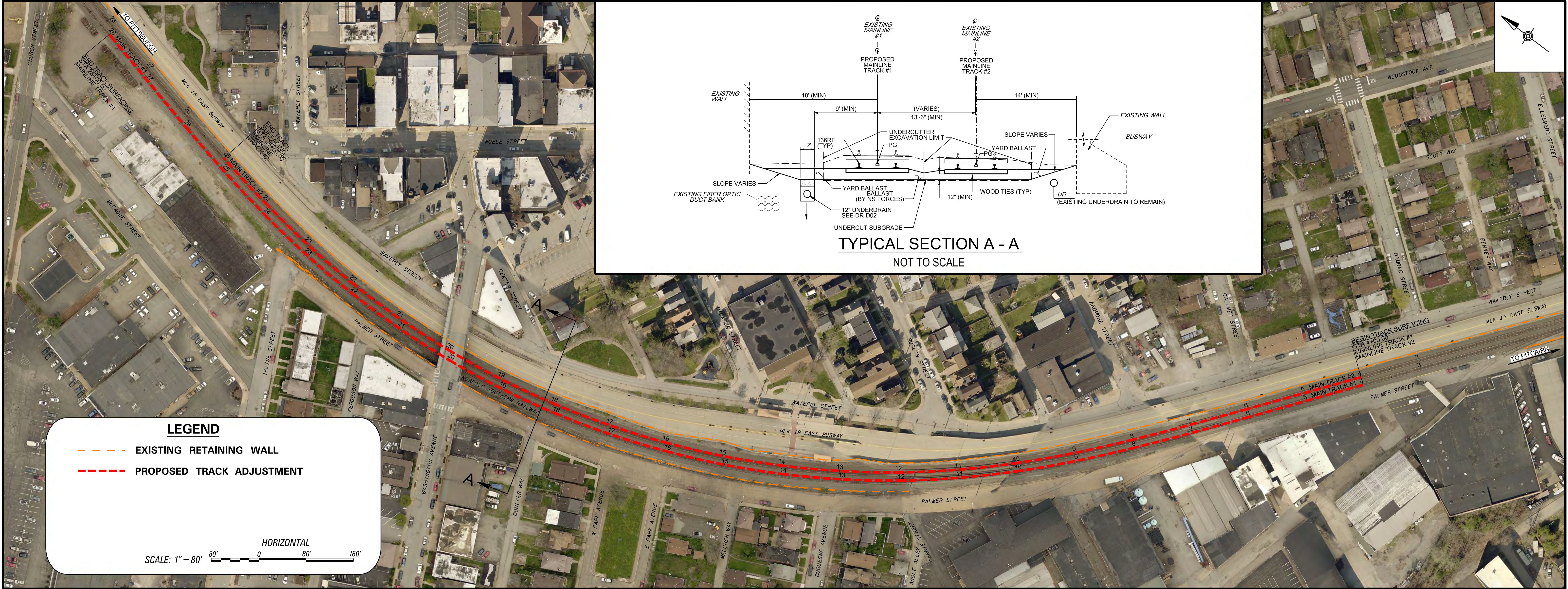








WASHINGTON AVENUE





**EXISTING TRACKS UNDER WASHINGTON AVENUE BRIDGE
FACING SOUTH**



**PROPOSED TRACK LOWERING UNDER WASHINGTON AVENUE BRIDGE
FACING SOUTH**



**EXISTING TRACKS UNDER WASHINGTON AVENUE BRIDGE
FACING NORTH**



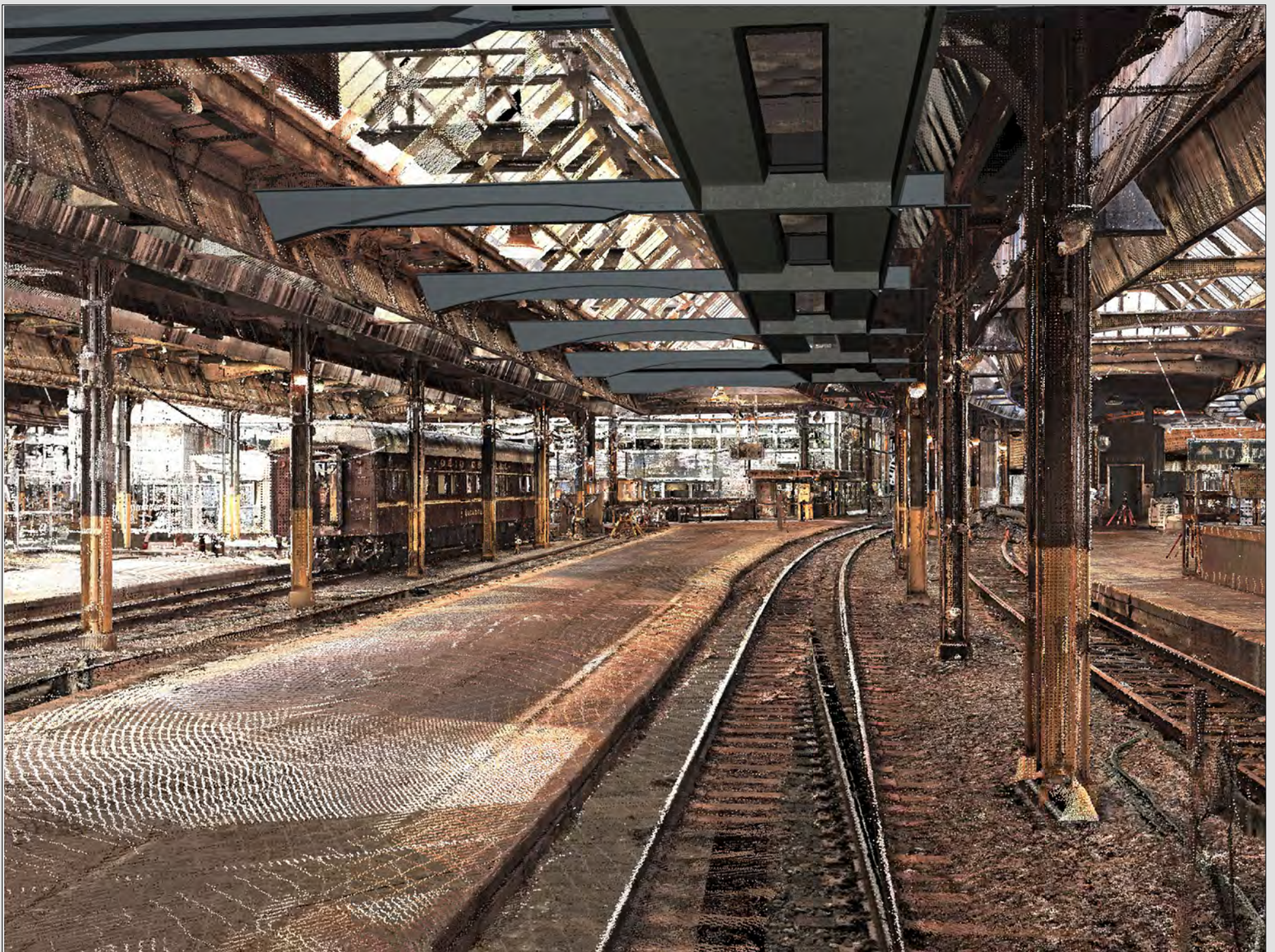
**PROPOSED TRACK LOWERING UNDER WASHINGTON AVENUE BRIDGE
FACING NORTH**

AMTRAK STATION





**EXISTING GIRDERS AND EXHAUST CHUTES OVER TRACK 1
THROUGH TRAINSHED, FACING SOUTHWEST**



**PROPOSED GIRDERS AND EXHAUST CHUTES OVER TRACK 1
THROUGH TRAINSHED, FACING SOUTHWEST**

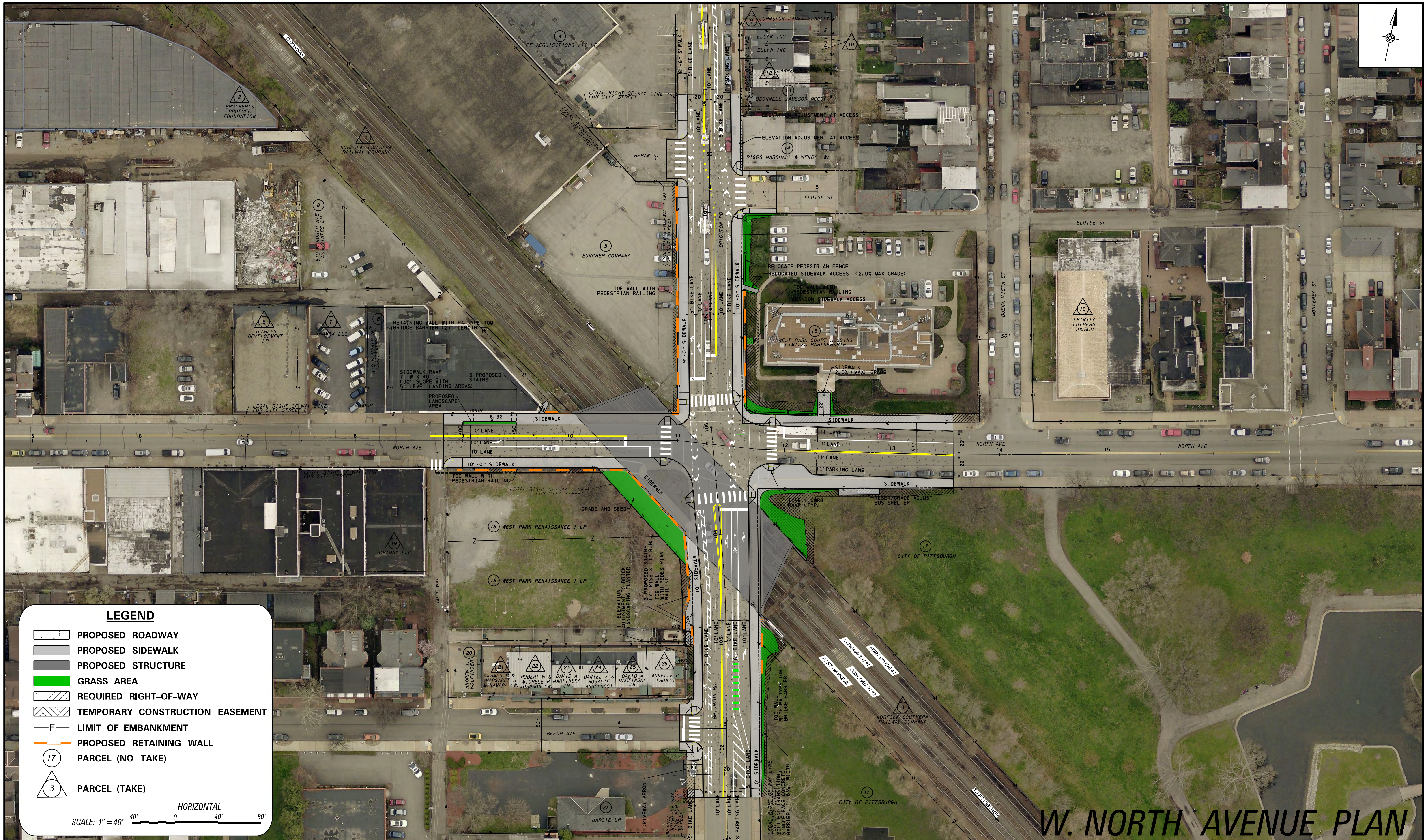


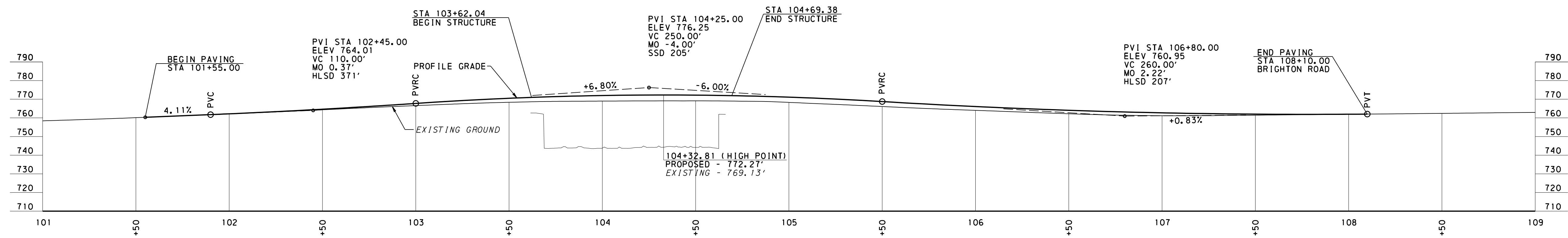
**EXISTING GIRDERS AND EXHAUST CHUTES OVER TRACK 2
THROUGH TRAINSHED, FACING WEST**



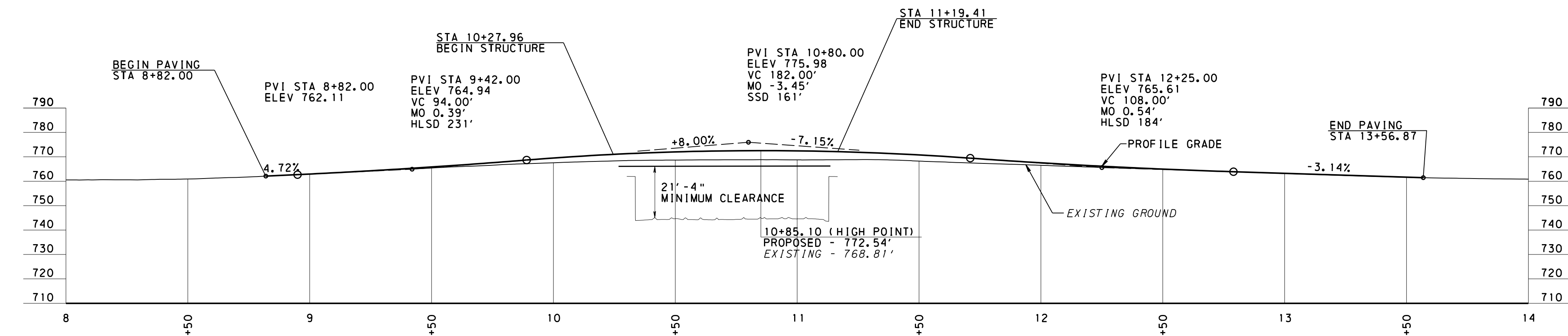
**PROPOSED GIRDERS AND EXHAUST CHUTES OVER TRACK 2
THROUGH TRAINSHED, FACING WEST**

W. NORTH AVENUE



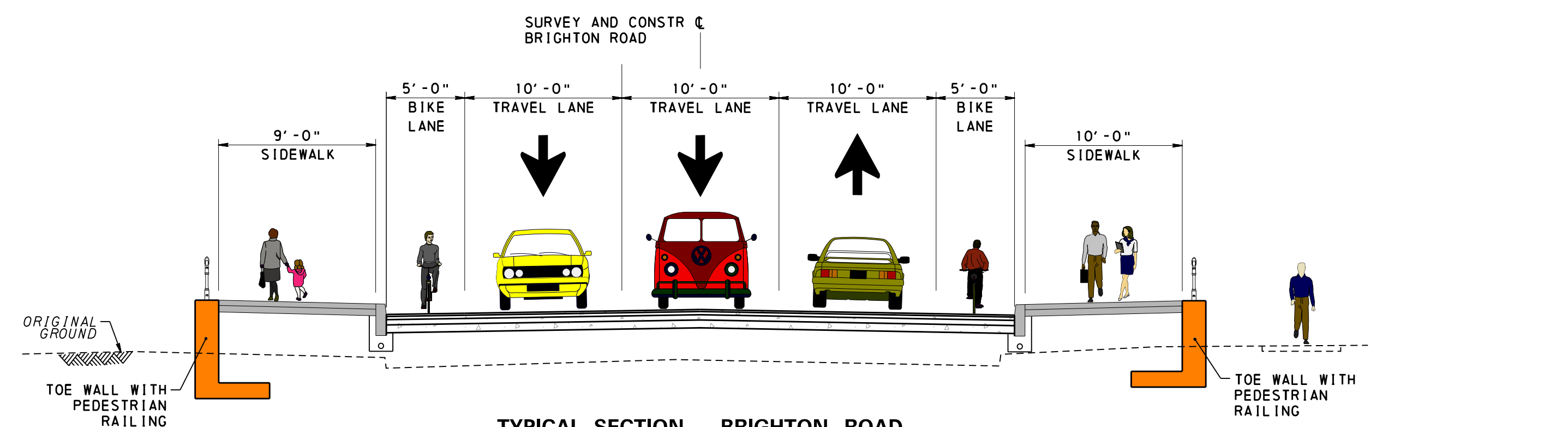


PROFILE - BRIGHTON ROAD

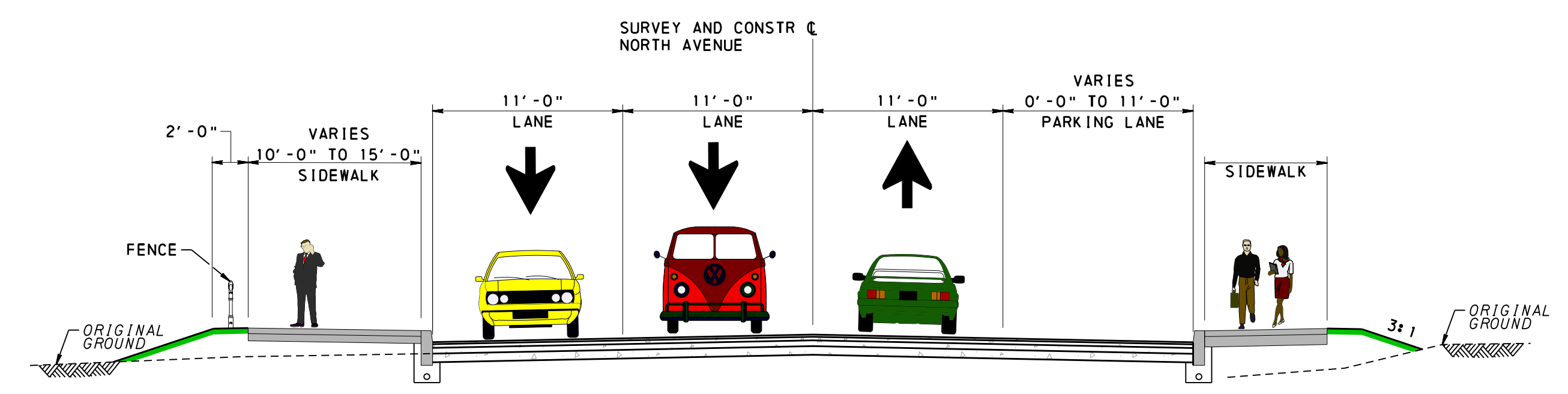


PROFILE - W. NORTH AVENUE

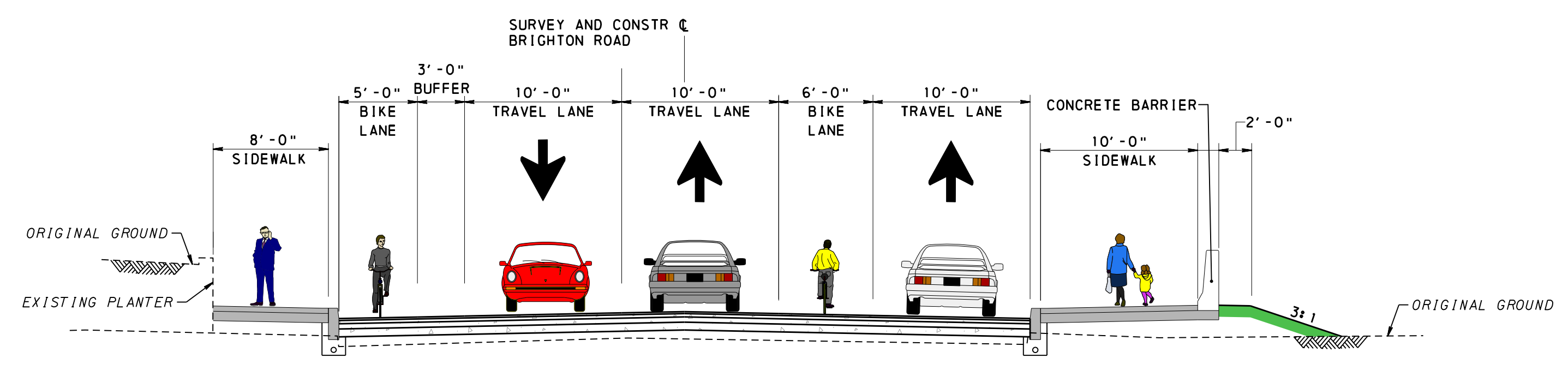
W. NORTH AVENUE PROFILES



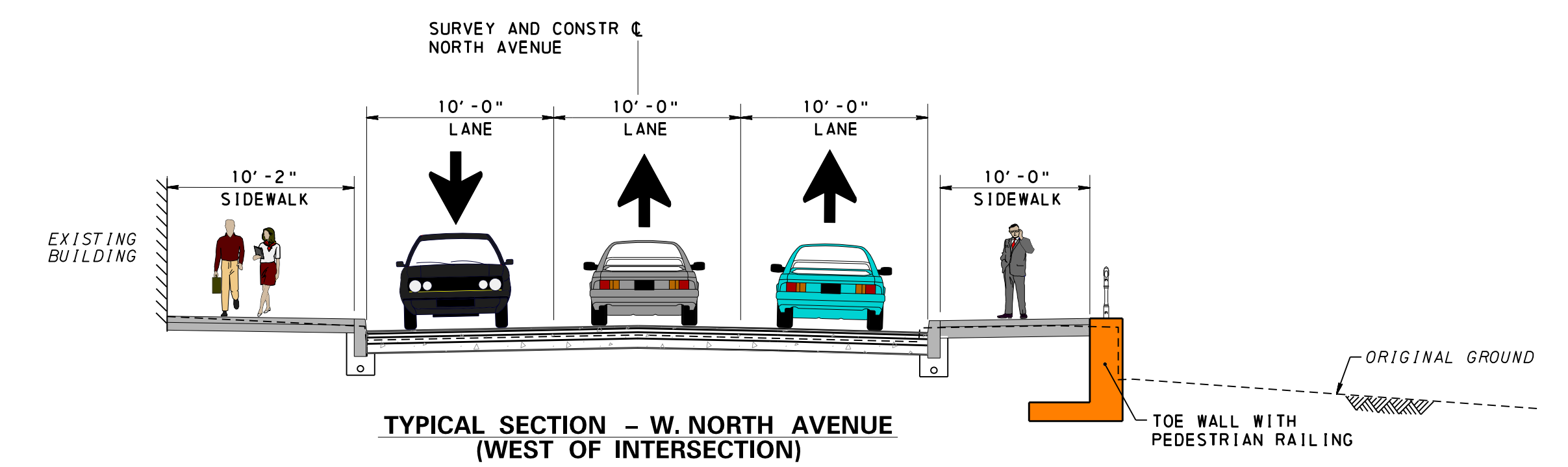
TYPICAL SECTION - BRIGHTON ROAD
(NORTH OF INTERSECTION)



TYPICAL SECTION - W. NORTH AVENUE
(EAST OF INTERSECTION)

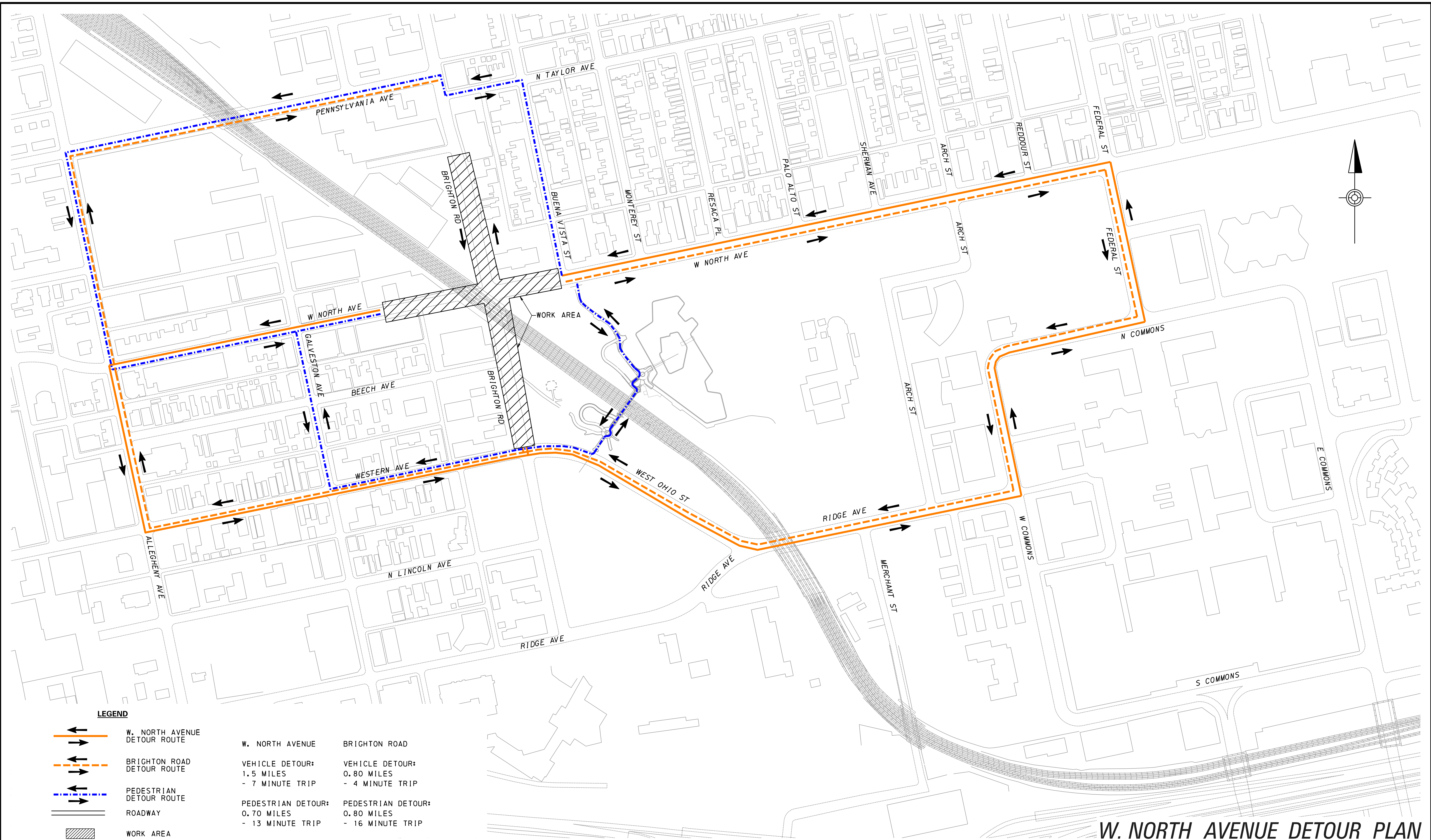


TYPICAL SECTION - BRIGHTON ROAD
(SOUTH OF INTERSECTION)



TYPICAL SECTION - W. NORTH AVENUE
(WEST OF INTERSECTION)

W. NORTH AVENUE TYPICAL SECTIONS



LEGEND

	W. NORTH AVENUE DETOUR ROUTE	W. NORTH AVENUE	BRIGHTON ROAD
	BRIGHTON ROAD DETOUR ROUTE	VEHICLE DETOUR: 1.5 MILES - 7 MINUTE TRIP	VEHICLE DETOUR: 0.80 MILES - 4 MINUTE TRIP
	PEDESTRIAN DETOUR ROUTE	PEDESTRIAN DETOUR: 0.70 MILES - 13 MINUTE TRIP	PEDESTRIAN DETOUR: 0.80 MILES - 16 MINUTE TRIP
	ROADWAY		
	WORK AREA		

W. NORTH AVENUE DETOUR PLAN



**EXISTING W. NORTH AVENUE BRIDGE
FACING EAST**



**PROPOSED W. NORTH AVENUE BRIDGE
FACING EAST**



**EXISTING W. NORTH AVENUE BRIDGE
FACING NORTH**



**PROPOSED W. NORTH AVENUE BRIDGE
FACING NORTH**



**EXISTING W. NORTH AVENUE BRIDGE FROM BRIGHTON ROAD
FACING SOUTHEAST**



**PROPOSED W. NORTH AVENUE BRIDGE FROM BRIGHTON ROAD
FACING SOUTHEAST**



**EXISTING W. NORTH AVENUE BRIDGE FROM W. NORTH AVENUE ROAD
FACING NORTHEAST**



**PROPOSED W. NORTH AVENUE BRIDGE FROM W. NORTH AVENUE ROAD
FACING NORTHEAST**



EXISTING W. NORTH AVENUE BRIDGE
FACING NORTHEAST



PROPOSED W. NORTH AVENUE BRIDGE
FACING NORTHEAST



**EXISTING W. NORTH AVENUE BRIDGE FROM STREET LEVEL
FACING SOUTHEAST**



**PROPOSED W. NORTH AVENUE BRIDGE FROM STREET LEVEL
FACING SOUTHEAST**

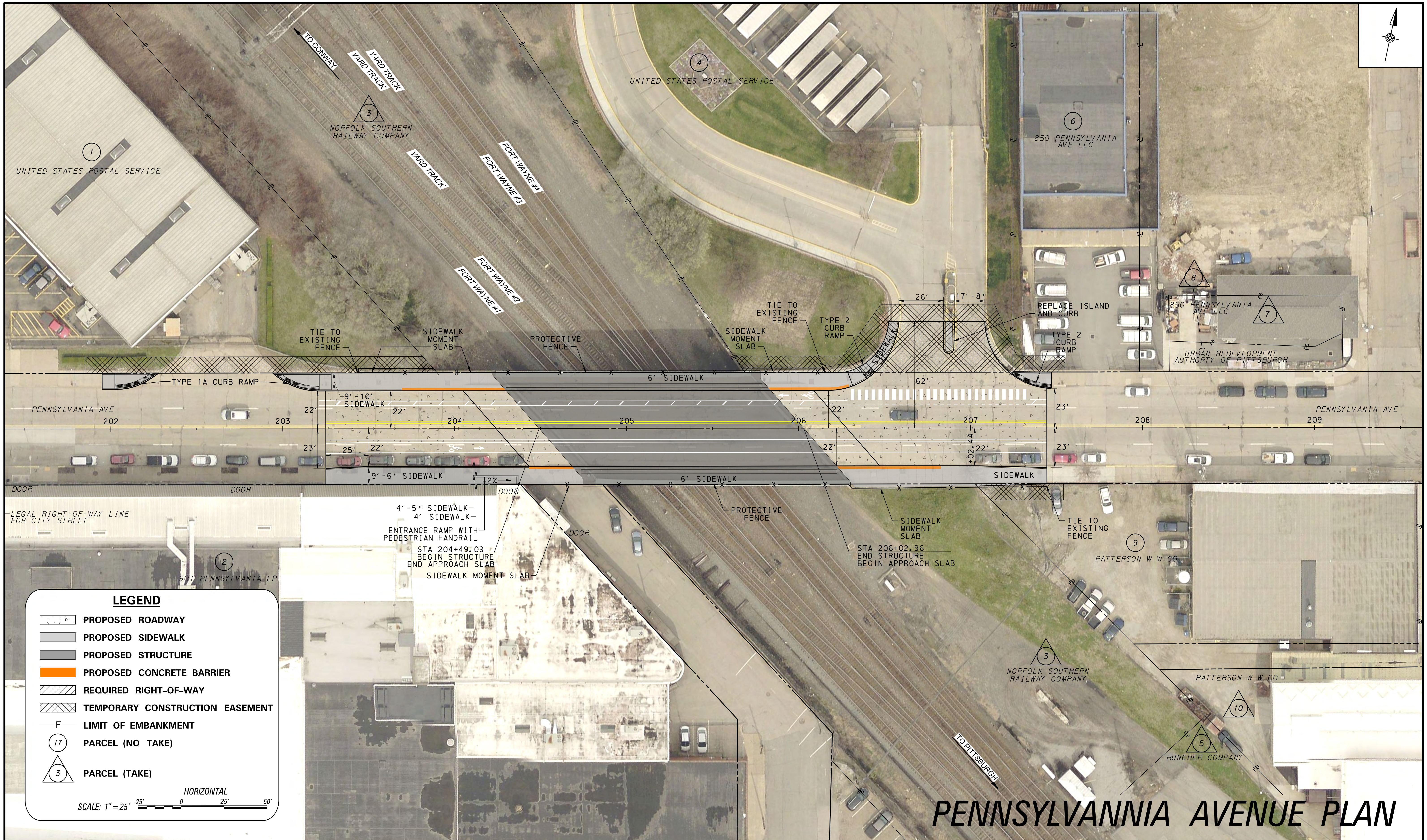


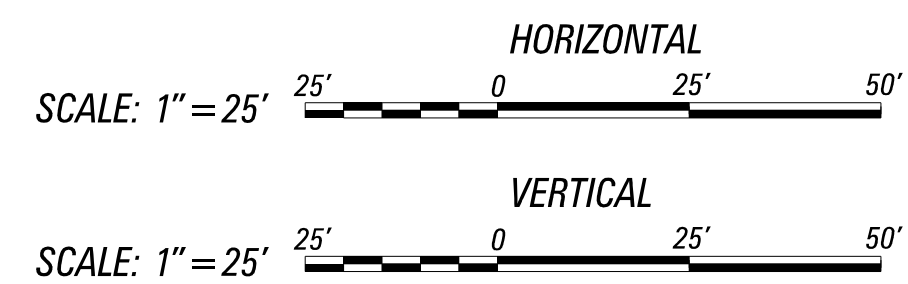
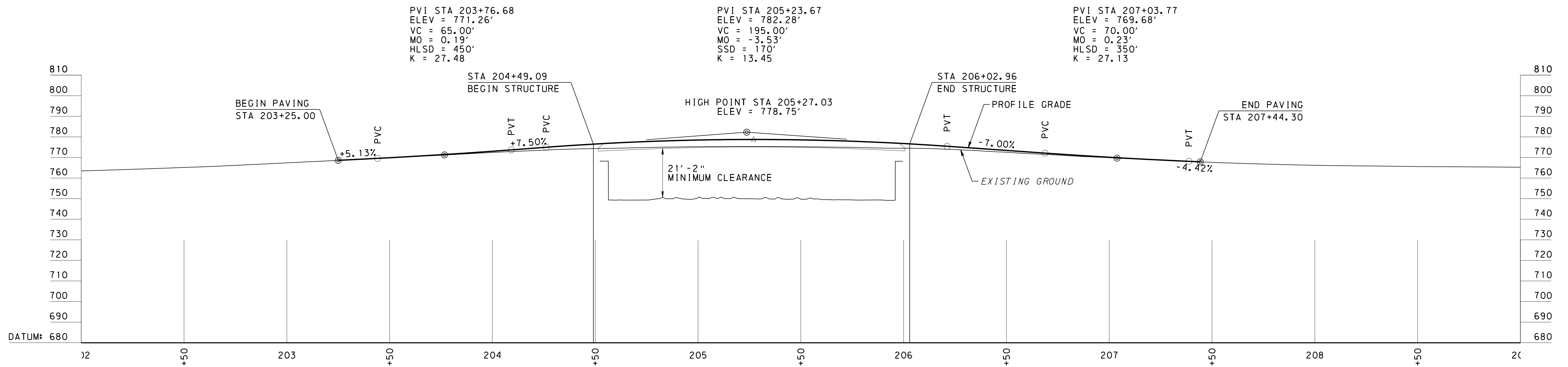
**EXISTING W. NORTH AVENUE BRIDGE FROM
ALLEGHENY COMMONS HISTORIC DISTRICT
FACING NORTHEAST**



**PROPOSED W. NORTH AVENUE BRIDGE FROM
ALLEGHENY COMMONS HISTORIC DISTRICT
FACING NORTHEAST**

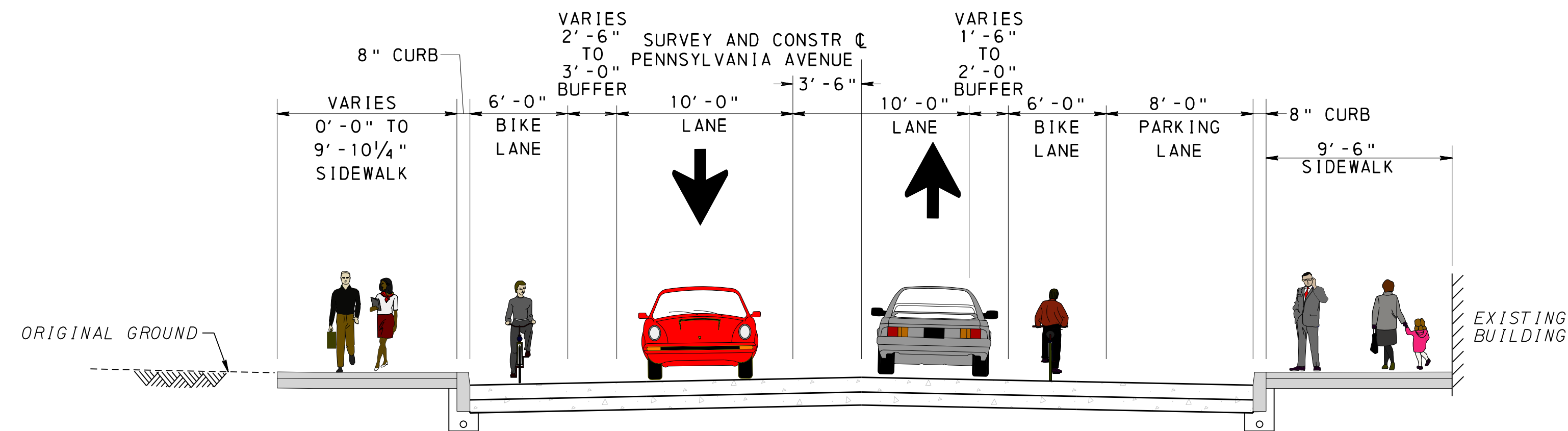
PENNSYLVANIA AVENUE



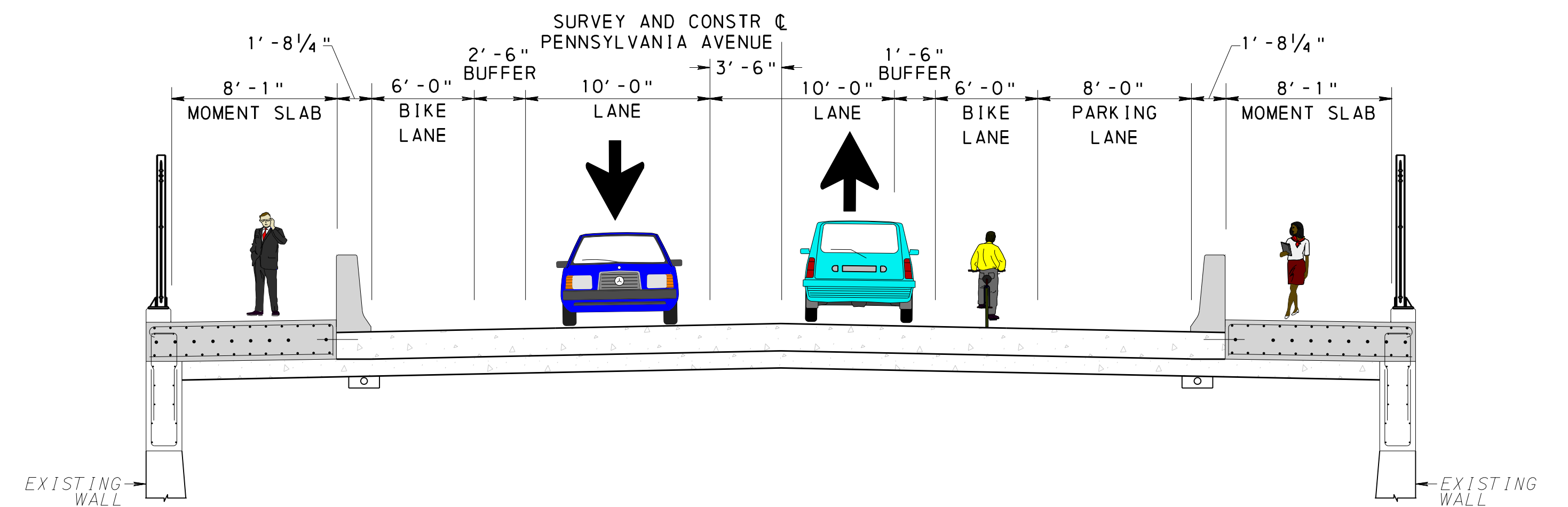


PROFILE – PENNSYLVANIA AVENUE

PENNSYLVANIA AVENUE PROFILE

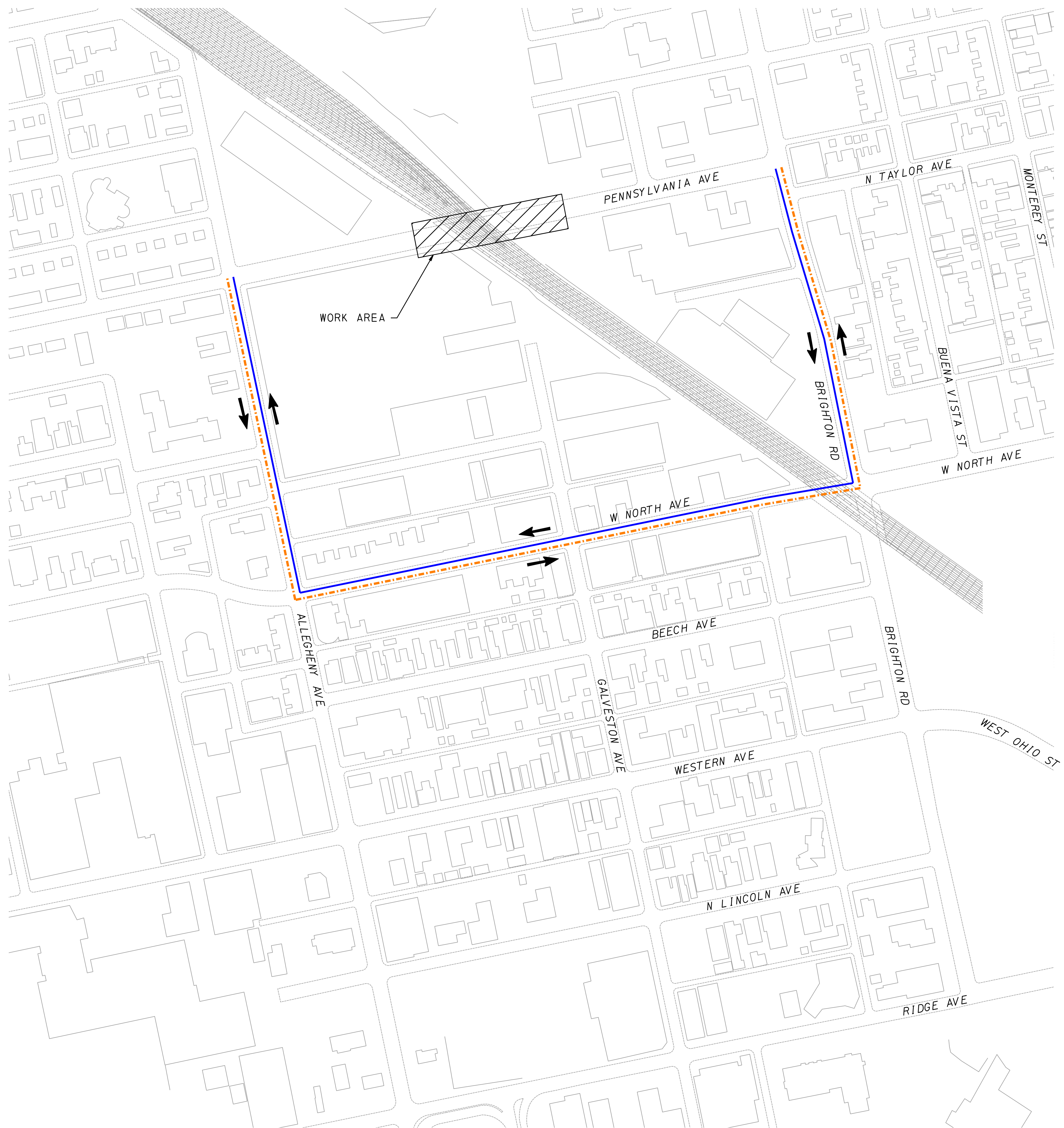
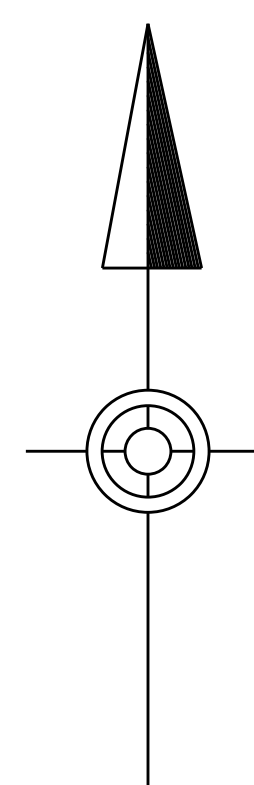


TYPICAL SECTION – PENNSYLVANIA AVENUE
(WEST OF BRIDGE)



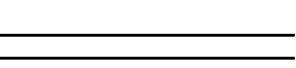
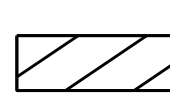
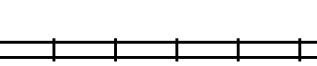


TYPICAL SECTION – PENNSYLVANIA AVENUE
(EAST OF BRIDGE)

PENNSYLVANIA AVENUE TYPICAL SECTIONS



LEGEND

-  PENNSYLVANIA AVENUE
DETOUR ROUTE
-  PEDESTRIAN
DETOUR ROUTE
-  ROADWAY
-  WORK AREA
-  RAILROAD

VEHICLE DETOUR:
0.57 MILES
- 2 MINUTE TRIP

PEDESTRIAN DETOUR:
0.57 MILES
- 11 MINUTE TRIP

PENNSYLVANNIA AVENUE DETOUR PLAN



**EXISTING SIDEWALK AND ENTRANCE TO 901 PENNSYLVANIA AVENUE
FACING SOUTHWEST**



**PROPOSED SIDEWALK AND ENTRANCE TO 901 PENNSYLVANIA AVENUE
FACING SOUTHWEST**



**EXISTING PENNSYLVANIA AVENUE BRIDGE
FACING SOUTHWEST**



**PROPOSED PENNSYLVANIA AVENUE BRIDGE
FACING SOUTHWEST**



**EXISTING PENNSYLVANIA AVENUE BRIDGE
FACING SOUTHWEST**



**PROPOSED PENNSYLVANIA AVENUE BRIDGE
FACING SOUTHWEST**



**EXISTING PENNSYLVANIA AVENUE BRIDGE
FACING SOUTHWEST**



**PROPOSED PENNSYLVANIA AVENUE BRIDGE
FACING SOUTHWEST**

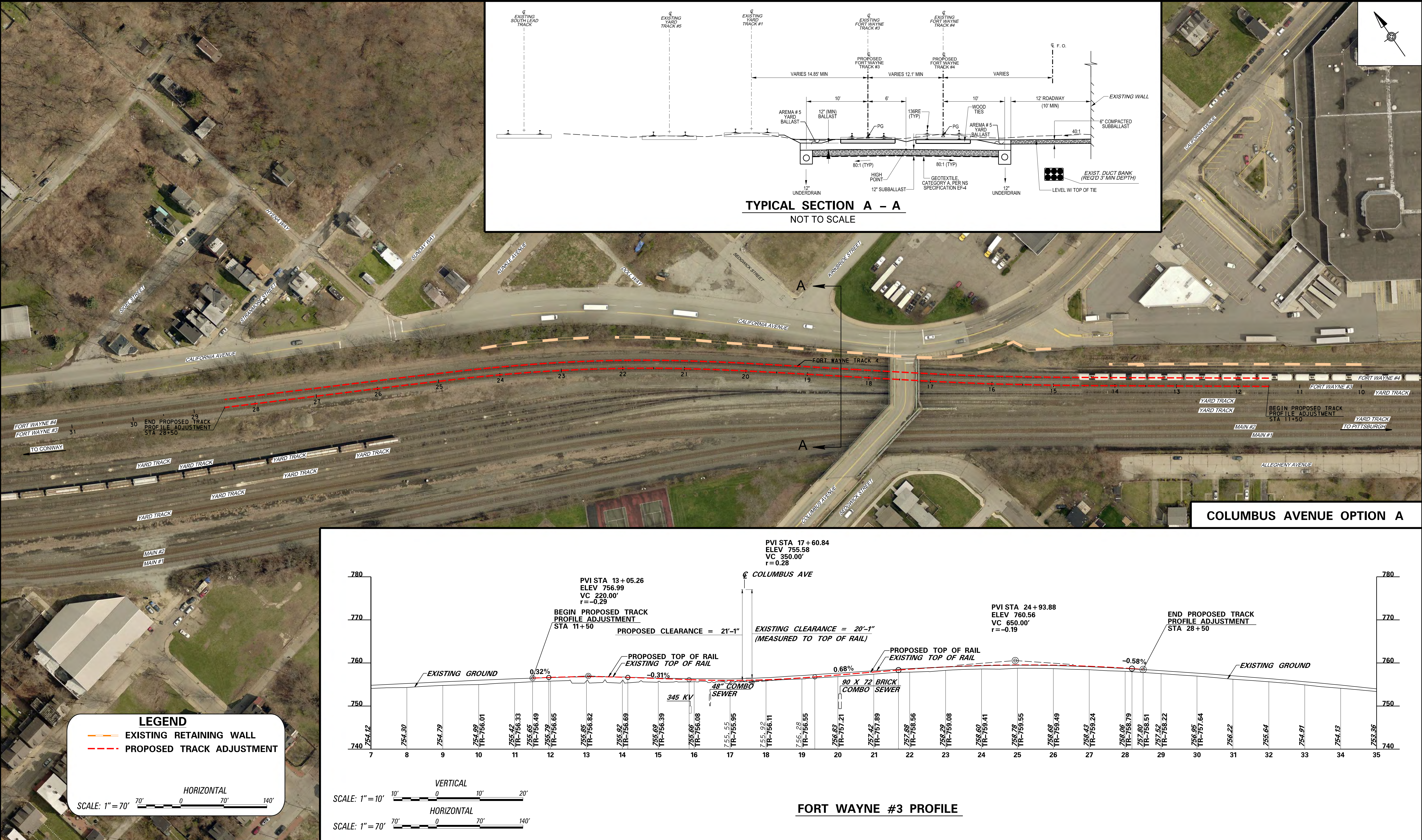


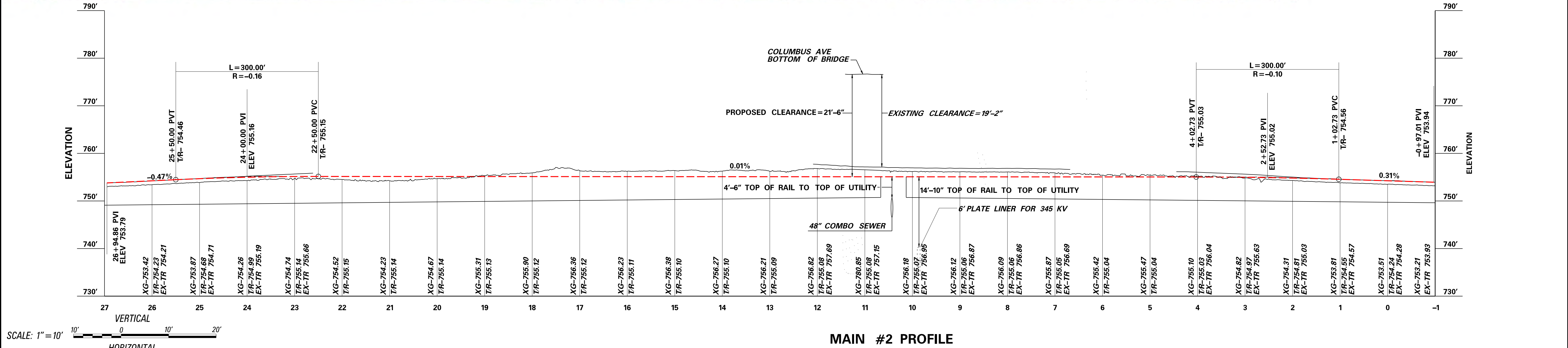
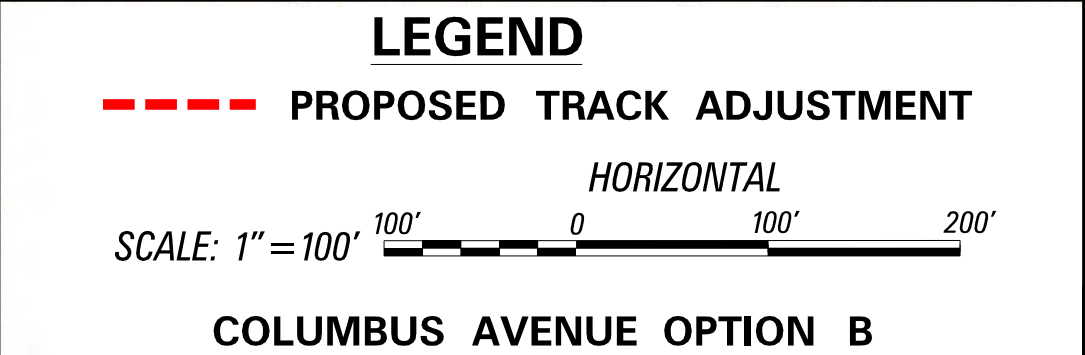
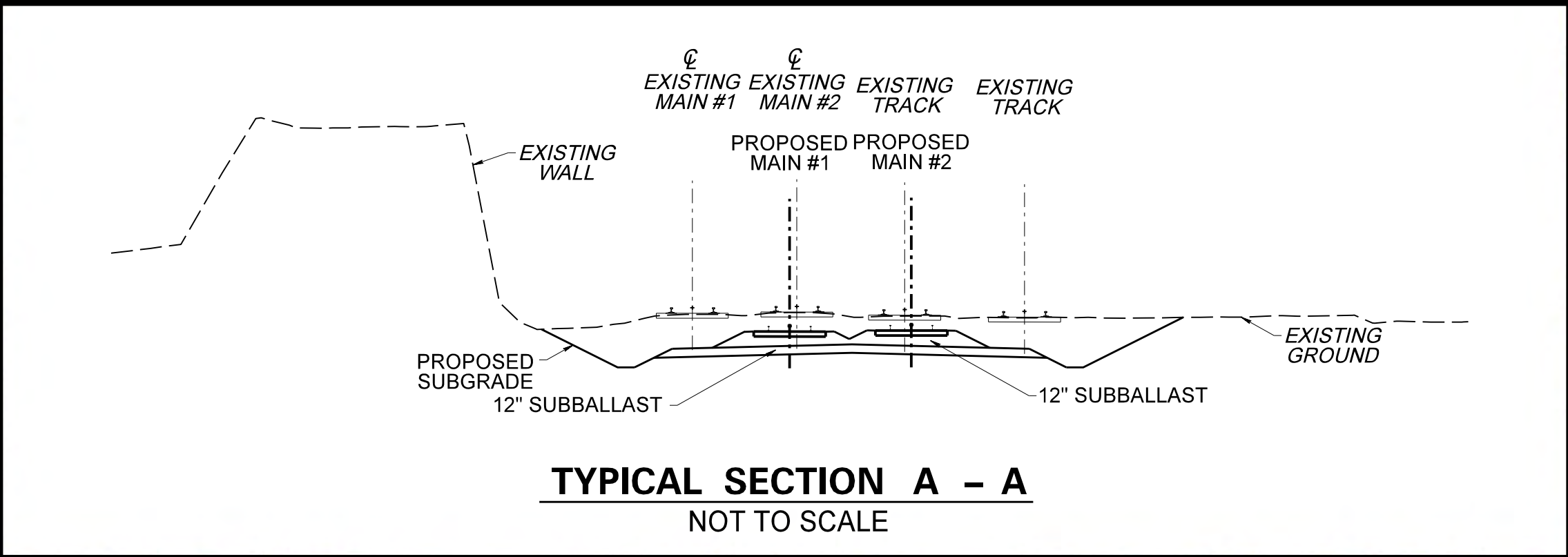
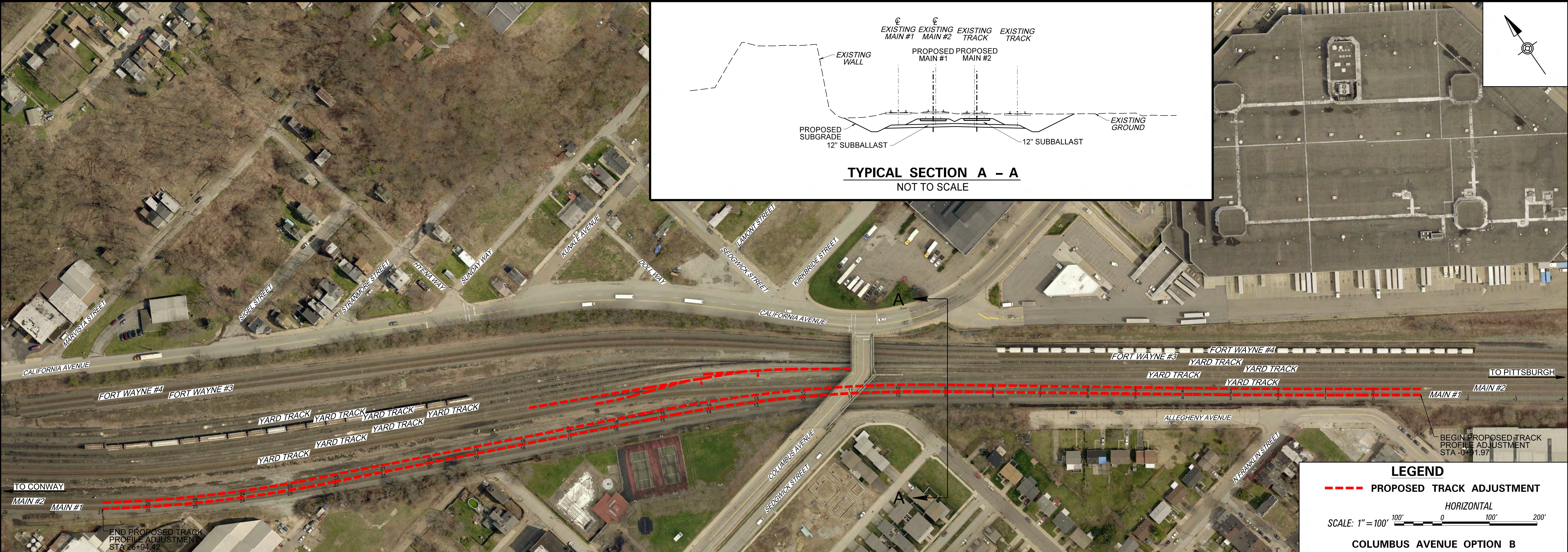
**EXISTING PENNSYLVANIA AVENUE BRIDGE
FACING NORTHWEST**



**PROPOSED PENNSYLVANIA AVENUE BRIDGE
FACING NORTHWEST**

COLUMBUS AVENUE







**EXISTING TRACKS UNDER COLUMBUS AVENUE BRIDGE
FACING SOUTHEAST**



**PROPOSED TRACK LOWERING UNDER
COLUMBUS AVENUE BRIDGE (OPTION B)
FACING SOUTHEAST**



**EXISTING TRACKS UNDER COLUMBUS AVENUE BRIDGE
FACING NORTHWEST**



**PROPOSED TRACK LOWERING UNDER
COLUMBUS AVENUE BRIDGE (OPTION B)
FACING NORTHWEST**



**EXISTING TRACKS UNDER COLUMBUS AVENUE BRIDGE
FACING NORTHWEST**



**PROPOSED TRACK LOWERING UNDER
COLUMBUS AVENUE BRIDGE (OPTION A)
FACING NORTHWEST**



**EXISTING TRACKS UNDER COLUMBUS AVENUE BRIDGE
FACING SOUTHEAST**



**PROPOSED TRACK LOWERING UNDER
COLUMBUS AVENUE BRIDGE (OPTION A)
FACING SOUTHEAST**



Copy of Sign-In Sheets
Public Officials



Pittsburgh Vertical Clearance Projects
Public Officials Briefing
January 18, 2023



PUBLIC OFFICIALS BRIEFING

Sign-In Sheet



Pittsburgh Vertical Clearance Projects

Public Officials Briefing

January 18, 2023



NAME (PLEASE PRINT)	AFFILIATION	E-MAIL ADDRESS
Josh Miser	Swissvale Council	jmiser@swissvaleborough.com
Angela Striding	Swissvale Council	angelastriding2@gmail.com
GREG BACHY	SWISSVALE MANAGER	gbachy@swissvaleborough.com
Dorrry Lang / Senator Jay Costa's Office	PA State Senate	dorrry.lang@psenate.com
Deneen Swartzwelder	Swissvale Mayor	mayor@swissvale@aol.com
Julianne Hluska	Councilman Wilson - City of Pgh	julianne.hluska@pittsburghpa.gov
Mohammed Bummy	"	mohammed.bummy@pittsburghpa.gov
ABIGAIL SAUSBURY	SWISSVALE BOROUGH COUNCIL	salisburyforswissvale@gmail.com
WILLIAM E. PAPP JR	SWISSVALE BOROUGH COUNCIL	ATTC@PAPPS@EXECUTIVE.COM
Robert L. McTiernan	Swissvale Solicitor	rmctiernan@tuckerlaw,
11281 Aim Comperatore	City of TGH	AYCOMPERATORE@gmail.com



Copy of Sign-In Sheets
Public Open House



Pittsburgh Vertical Clearance Projects
Public Open House
January 18, 2023



PUBLIC OPEN HOUSE

Sign-In Sheet



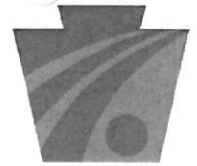
Pittsburgh Vertical Clearance Projects
Public Open House
January 18, 2023



NAME (PLEASE PRINT)	ADDRESS	E-MAIL ADDRESS
Melissa Hickman	1416 Sheffield St.	mhickman@pittsburghec.com
Katya Gradler	1713 Hays St. 15218	Katyanag@gmail.com
Richard Thompson	1408 Arch St 15212	COL.BTHOMPSON@Gmail.com
Alex ZANON	1406 Arch St 15212	ALZANON@yahoo.com
David M. Prisela	1300 Brighton Road 15233	dprisela@misticconstruction.com
LESLIE CLAGUE	3411 FLAVIAN ST. 15219	lesclague@gmail
Lauren Wolcott	2617 Belmar Pl 15218	lauren.wolcott@gmail.com
Dani Shuhl	7317 Deniston Ave. 15218	dani@danilamorte.com
Kaita Willis	7518 Vernon 15218	KaitaWillis@gmail
Valetta Boudreau	7518 Vernon St 15218	nboudreau@gmail.com
Eva Resnick-Dzy	2013 Columbia Ave 15218	eresnickdzy@gmail.com
ROBERT ROGERS	1998 MONONGAHELA AVE. 15218	dancewithrobert@gmail.com
Sean P. Ray	Northside Church	editor@thenorthsidechurch.com
LARRY SIMMS	STRIP DISTRICT	L.SIMMS@LIVE.COM
Joel Rosenthal	6918 McClure Ave 15218	joeditor@gmail.com



Pittsburgh Vertical Clearance Projects
Public Open House
January 18, 2023



NAME (PLEASE PRINT)	ADDRESS	E-MAIL ADDRESS
Barbara J. Kelly (Kelly)	1406 ARCH ST, Pittsburgh, 15212	BJJKSLK@yahoo.com
Cindy Thompson	1408 Arch St. Pittsburgh 15212	catwkids3@gmail.com
MARTIN WARITAKA	825 PENNSYLVANIA AVE 15233	NORTHSIDE SERV METALS@gmail
SETH BUSH	2425 Woodstock Ave 15218	Sbush116@gmail.com
Vera Lampley	7511 Melrose St 15218	pebbles_1027@yahoo.com
Frank Stroker	PHLF	frank@phlf.org
GIBB, MARY MILLER	1810 HANOVER ST. PA 15218	GIBSHOE@MSN.COM
Weldianne Scales	7360 Schley Ave, Pittsburgh, PA 15218	WNScales@Swissvaleborough.com
DANIEL FUHRMAN	120 THOMAS RD, McTiernan, 15317	dfuhrman999@gmail.com
Laurie Charlton	402 W. North Ave 15212	
DANA FRUZWINSKI	120 Parkhurst St 15212	Dana@pittsburghnorthside.com
Thomas Barbush	828 Beech Ave Bld 15233	thomas.barbush@rrd.com
Doug Duer	1008 BRIANNA LANE 15102	doug@QDevelopment.com
Rich Price	WPXI	
Paul Zelker	WPXI	



Pittsburgh Vertical Clearance Projects
Public Open House
January 18, 2023



NAME (PLEASE PRINT)	AFFILIATION ADDRESS	SIGNATURE EMAIL
Rick Benoni	Q DEVELOPMENT	
Chris Wheelock	RESIDENT	
DAVID CHARLTON	402 W NORTH AVE	
Nada Wheelock	1238 Monterey	

Pittsburgh Vertical Clearance Project
Online Public Meeting Sign-In Sheet

ID	Start time	Completion time	Email	NAME (FIRST AND LAST)	E-MAIL	ADDRESS (Street Number and Name)	CITY	STATE	ZIP CODE
1	1/9/23 19:58:17	1/9/23 19:59:09	anonymous	David Becker	david.becker@nscorp.com	302 Peacock Drive	Marietta	GA	30064
2	1/18/23 15:31:01	1/18/23 15:31:12	anonymous	Chris Ansell	cbansell@gmail.com	7275 McClure Ave	Pittsburgh	PA	15218
3	1/18/23 15:34:01	1/18/23 15:35:20	anonymous	Dorry Lang	Dorry.lang@pasenate.com	1501 Ardmore Blvd, 4th floor	Pittsburgh	PA	15221
4	1/18/23 15:43:34	1/18/23 15:44:27	anonymous	Paul A. Sabol	paul.sabol@pittsburghpa.gov	700 Filbert Street	Pittsburgh	PA	15232
5	1/18/23 15:43:33	1/18/23 15:45:23	anonymous	Tony Darkowski	Anthony.darkowski@pittsburghpa.gov	700 Filbert Street	Pittsburgh	PA	15232
6	1/18/23 16:12:19	1/18/23 16:12:57	anonymous	Chris Ragland	Christopher.ragland@pittsburghpa.gov	1203 Western Ave	Pgh	Pa	15233
7	1/18/23 18:05:31	1/18/23 18:06:12	anonymous	Hollen Barmer	Hollenbarmer@gmail.com	7930 Saint Lawrence Avenue	Pittsburgh	PA	15218

Comment Forms

PUBLIC OPEN HOUSE

Pittsburgh Vertical Clearance Projects
City of Pittsburgh and Borough of Swissvale
Allegheny County, Pennsylvania

JANUARY 18, 2023

Comment Form

1. What project location is your primary point of interest?

☒ Washington Avenue ☐ Amtrak Station ☐ W. North Avenue ☐ Pennsylvania Avenue ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location?

WILL THE EXISTING BRIDGE ^(CLOSED) BE REPLACED AS
A PART OF THIS PROJECT?

CURRENTLY THE BRIDGE IS CLOSED DUE TO
STRUCTURAL (SAFETY) ISSUES. IF THE BRIDGE
IS NOT REPLACED IT WILL CAUSE IRREPAIRABLE
HARM TO SWISSVALE'S BUSINESS DISTRICT
WHICH IS CONNECTED VIA THIS BRIDGE.

3. What, if any, concerns do you have about the overall project?

IF THE PROJECT ALLOWS DOUBLE STACK TRAINS TO
RUN THROUGH THIS DENSELY POPULATED AREA,
WHAT KIND OF SAFETY PROTOCOLS WOULD BE
IN PLACE IN CASE OF DERAILMENT / TOXIC
SPILLS? - ALSO WHAT STUDIES HAVE BEEN
DONE ON AIR, WATER & NOISE POLLUTION?

4. How did you hear about the public open house? SWISSVALE BOROUGH
PUBLICATIONS

Additional Comments:

THE OPEN HOUSE WAS POORLY ATTENDED
OTHER THAN SWISSVALE RESIDENTS. IT WAS
NOT WELL ADVERTISED IN GENERAL.

IT WAS DISAPPOINTING THAT THERE WAS
NO FORMAL PRESENTATION OR OPEN
PUBLIC COMMENT SESSION.

IT WAS PRESENTED AS A RAILROAD
IMPROVEMENT PROJECT, RATHER THAN A PLAN
~~DEB~~ TO ALLOW DOUBLE STACK TRAINS TO
PASS THROUGH THESE NEIGHBORHOODS - WHICH
IS ITS INTENDED PURPOSE.

Contact Information:

Name: MARY MILLER (RESIDENT)
Affiliation: SWISSVALE ECONOMIC DEVELOPMENT CORP.
Address: 1810 HANOVER ST.
PITTSBURGH, PA 15218
Telephone: _____
Email Address: GIBSHOE@MSN.COM

Please place completed Comment Forms in the comment box at the sign-in table.

Comment Forms may also be mailed or emailed to the following addresses by February 17, 2023:

**MICHAEL BAKER INTERNATIONAL
100 AIRSIDE DRIVE
MOON TOWNSHIP, PENNSYLVANIA 15108**

OR

NSPghVerticalClearance@gmail.com

PUBLIC OPEN HOUSE

Pittsburgh Vertical Clearance Projects City of Pittsburgh and Borough of Swissvale Allegheny County, Pennsylvania

JANUARY 18, 2023

Comment Form

1. What project location is your primary point of interest?

☒ Washington Avenue ☐ Amtrak Station ☐ W. North Avenue ☐ Pennsylvania Avenue ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location?

1. THE WASHINGTON AVENUE BRIDGE IS AN ESSENTIAL ARTERY THROUGH THE SWISSVALE BUSINESS DISTRICT, BOTH VEHICULAR AND PEDESTRIAN. ITS REPLACEMENT IS VITAL TO THE EFFORTS CURRENTLY UNDERWAY TO REVITALIZE THE BUSINESS DISTRICT,
2. THE ADDITIONAL NOISE, POLLUTION AND INCREASED RR TRAFFIC ARE ALL CONCERNS IN AN AREA WITH SIGNIFICANT PEDESTRIAN TRAFFIC NEAR THE EAST RAILWAY
3. THE TYPE OF ADDITIONAL DANGEROUS CHEMICALS AND CARGO TRANSPORTED BY DOUBLE STACK TRAINS THROUGH MANY NEIGHBORHOODS IS TRIGGERING.

3. What, if any, concerns do you have about the overall project?

I AM VERY CONCERNED ABOUT THE INCREASED RR TRAFFIC THAT WILL BE TRANSITING THE LINES THROUGH OUR NEIGHBORHOODS. AS THIS PROJECT IS FOCUSED SPECIFICALLY ON VERTICAL CLEARANCE, IT DOES NOT ADDRESS ISSUES SUCH AS SEVERELY DETERIORATED ELEVATED RAIL LINES THROUGH MANY OF THESE NEIGHBORHOODS (PENNWOOD AVE IN EDGEWOOD/WILKINSBURG) →

4. How did you hear about the public open house? SWISSVALE BOROUGH WEBSITE.

Additional Comments:

IT WAS DISAPPOINTING TO NOT HAVE SPEAKERS
OR COMMENT/DISCUSSION SESSIONS. THE TECHNICAL INFO
AND PRESENTERS WERE KNOWLEDGEABLE BUT THEY WERE
NOT ABLE TO PROVIDE ANY SORT OF CONCRETE ~~AND~~ INFO
ABOUT THE WASHINGTON
AVE BRIDGE

3 ARE EXCELLENT EXAMPLES

Contact Information:

Name: GIB MILLER
Affiliation: SWISSVALE RESIDENT & MEMBER OF SWISSVALE ECONOMIC
DEVELOPMENT CORP
Address: 1810 HANOVER ST
SWISSVALE, PA 15218
Telephone: 412-244-3439
Email Address: MILLERGR1964@GMAIL.COM

Please place completed Comment Forms in the comment box at the sign-in table.

Comment Forms may also be mailed or emailed to the following addresses by February 17, 2023:

**MICHAEL BAKER INTERNATIONAL
100 AIRSIDE DRIVE
MOON TOWNSHIP, PENNSYLVANIA 15108**

OR

NSPgVerticalClearance@gmail.com

PUBLIC OPEN HOUSE

Pittsburgh Vertical Clearance Projects
City of Pittsburgh and Borough of Swissvale
Allegheny County, Pennsylvania

JANUARY 18, 2023

Comment Form

1. What project location is your primary point of interest?

☐ Washington Avenue ☐ Amtrak Station ☒ W. North Avenue ☐ Pennsylvania Avenue ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location?

Accessibility for disabled people, especially those at West Park Apts.

3. What, if any, concerns do you have about the overall project?

There is no report about the increased Diesel output after the project is finished. Where is the EPA report!?

4. How did you hear about the public open house?

Through our neighborhood social site. Why did the Railroad keep it so quiet!?

Additional Comments:

Over all, Norfolk Southern has Not been a good neighbor. The lack of communication, lack of concern for those impacted and ~~very~~ no presentation of project (Sorry - picture boards don't count!) has left you wanting!

Contact Information:

Name: Cindy Thompson

Affiliation: _____

Address: 1408 Arch St. 15212

Telephone: _____

Email Address: CatwKids3@gmail.com

Please place completed Comment Forms in the comment box at the sign-in table.

Comment Forms may also be mailed or emailed to the following addresses by February 17, 2023:

**MICHAEL BAKER INTERNATIONAL
100 AIRSIDE DRIVE
MOON TOWNSHIP, PENNSYLVANIA 15108**

OR

NSPghVerticalClearance@gmail.com

PUBLIC OPEN HOUSE

Pittsburgh Vertical Clearance Projects
City of Pittsburgh and Borough of Swissvale
Allegheny County, Pennsylvania

JANUARY 18, 2023

Comment Form

1. What project location is your primary point of interest?

☐ Washington Avenue ☐ Amtrak Station ☒ W. North Avenue ☐ Pennsylvania Avenue ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location?

Sight lines for traffic approaching ^{elevator} intersection
from both North Ave & Brighton Rd.

Noise resulting from increased number of
trains traveling thru the neighborhood.

Safety (walkways) for seniors living in apt
bldg on corner of North & Brighton.

3. What, if any, concerns do you have about the overall project?

Wish it would never happen.

4. How did you hear about the public open house? Social Media

Additional Comments:

Build a 3D Model to show effect
of slopes on Brighton & North.

Contact Information:

Name:

Alex ZANON

Affiliation:

Homeowner

Address:

1406 Archd + Tgh 15212

Telephone:

412 322 2825

Email Address:

ALEXANON@yahoo.com

Please place completed Comment Forms in the comment box at the sign-in table.

Comment Forms may also be mailed or emailed to the following addresses by February 17, 2023:

**MICHAEL BAKER INTERNATIONAL
100 AIRSIDE DRIVE
MOON TOWNSHIP, PENNSYLVANIA 15108**

OR

NSPghVerticalClearance@gmail.com

PUBLIC OPEN HOUSE

Pittsburgh Vertical Clearance Projects City of Pittsburgh and Borough of Swissvale Allegheny County, Pennsylvania

JANUARY 18, 2023

Comment Form

1. What project location is your primary point of interest?

☐ Washington Avenue ☐ Amtrak Station ☒ W. North Avenue ☐ Pennsylvania Avenue ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location?

On The Brighton Road side of the West Park Court Building
the plan removes the direct access from the building to the
sidewalk and replaces it with an extended ADA walkway to the north
Suggest that you put a stairway along the existing direct access
alignment in addition to the ADA ramped area

3. What, if any, concerns do you have about the overall project?

The project is proposing different vertical clearances at each
site (21' at Amtrak and 21'4" at Northave). If the vertical
clearance at Amtrak can be 21', Why would that not
be the controlling height/clearance at all locations

4. How did you hear about the public open house? - Email

Additional Comments:

Contact Information:

Name: RICHARD THOMPSON

Affiliation: Neighbor

Address: 1408 ARTH ST
Pittsburgh, PA 15212

Telephone: 909-296-1166

Email Address: COL.RTHOMPSON@gmail.com

Please place completed Comment Forms in the comment box at the sign-in table.

Comment Forms may also be mailed or emailed to the following addresses by February 17, 2023:

**MICHAEL BAKER INTERNATIONAL
100 AIRSIDE DRIVE
MOON TOWNSHIP, PENNSYLVANIA 15108**

OR

NSPghVerticalClearance@gmail.com

PUBLIC OPEN HOUSE

Pittsburgh Vertical Clearance Projects
City of Pittsburgh and Borough of Swissvale
Allegheny County, Pennsylvania

JANUARY 18, 2023

Comment Form

1. What project location is your primary point of interest?

☒ Washington Avenue ☐ Amtrak Station ☐ W. North Avenue ☐ Pennsylvania Avenue ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location?

It doesn't make sense to lower the tracks while the bridge remains in disrepair. I'd like to see some sort of agreement made between Swissvale Boro & Norfolk Rail to replace the bridge instead of lowering the tracks.

3. What, if any, concerns do you have about the overall project?

More information on noise mitigation for residential neighborhoods.

4. How did you hear about the public open house? Swissvale Boro Facebook

Additional Comments:

Contact Information:

Name: Lauren Wolcott

Affiliation: _____

Address: _____

Telephone: _____

Email Address: lauren.wolcott@gmail.com

Please place completed Comment Forms in the comment box at the sign-in table.

Comment Forms may also be mailed or emailed to the following addresses by February 17, 2023:

**MICHAEL BAKER INTERNATIONAL
100 AIRSIDE DRIVE
MOON TOWNSHIP, PENNSYLVANIA 15108**

OR

NSPghVerticalClearance@gmail.com

PUBLIC OPEN HOUSE

Pittsburgh Vertical Clearance Projects
City of Pittsburgh and Borough of Swissvale
Allegheny County, Pennsylvania

JANUARY 18, 2023

Comment Form

1. What project location is your primary point of interest?

☐ Washington Avenue ☒ Amtrak Station ☒ W. North Avenue ☒ Pennsylvania Avenue ☒ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location?

For the 3 bridges on the north side is the
Timing of each bridge construction across
the detour routes to Alcoa Hospital

3. What, if any, concerns do you have about the overall project?

Timing of each bridge replacement,
What type of accelerated bridge construction
is being used?

4. How did you hear about the public open house? letter through Chief
Romano of the Bureau of EMS

Additional Comments:

Contact Information:

Name: Paul A Sabal

Affiliation: City of Pittsburgh, Bureau of EMS

Address: 700 Filbert Street
Pittsburgh, PA 15232

Telephone: 412-475-0854

Email Address: paul.sabal@pittsburgh.pa.gov

Please place completed Comment Forms in the comment box at the sign-in table.

Comment Forms may also be mailed or emailed to the following addresses by February 17, 2023:

**MICHAEL BAKER INTERNATIONAL
100 AIRSIDE DRIVE
MOON TOWNSHIP, PENNSYLVANIA 15108**

OR

NSPghVerticalClearance@gmail.com

Comments Submitted Online

ID	Start time	Completion time	Email	What project location is your primary point of interest?	What, if any, concerns do you have about the proposed work in this location?	What, if any, concerns do you have about the overall project?	How did you hear about the public open house?	Additional comment:	Name	Affiliation	Address	Telephone	Email2
1	1/22/23 8:27:58	1/22/23 8:35:37	anonymous	Washington Avenue	Length of time, the bridge has already been put out of commission for vehicle traffic and separates 2 sides of Swissvale, a lot of people need to use this bridge daily including police, fire and ambulance	The railroad has already been dragging their feet with this project, the citizens of Swissvale need this bridge reopened sooner than later! Loosen up your pockets and get this done now! The Fern Hollow Bridge collapsed and was rebuilt enough within a year to reopen 2 of the 4 lanes, let's get this done, it's been over a year now!	Facebook, word of mouth	Quit being stingy and get this done now before someone's home or life is lost due to first responders can't get to the location quick enough because they have to use a round about detour. Then I guarantee you'll probably face lawsuits from individuals					Brake.jeremy@gmail.com
2	1/22/23 10:50:31	1/22/23 10:55:40	anonymous	Washington Avenue	Faster access to the other side of Swissvale	That it is going to take forever to negotiate and complete. Braddock Avenue going into Rankin took forever but NEVER closed to vehicle traffic.	Yes	Was unable to attend public meeting	MaryAnne				mare3963@msn.com
3	1/23/23 10:41:24	1/23/23 10:47:42	anonymous	Washington Avenue	That the railroad will tear the bridge down rather than fix or replace it.	That it will not be replaced	On Facebook	All the railroad cares about is profit, not people	Kathleen McClelland	Resident	124 lacrosse st b2 pgh pa 15218	412 271 1150	Kvmjem@outlook.com
4	1/23/23 16:55:49	1/23/23 17:11:29	anonymous	Washington Avenue	The railroad divides our borough and the Washington bridge is one of only two ways to cross from one half of our community to the other. The railroad has ignored their responsibility to upkeep the bridges structure for so long that Swissvale was no longer even able to pave the surface. Now we no longer have this road which is not only an inconvenience for drivers and damaging for local businesses who are cut off from their customers, but also vital for our emergency vehicles.	The railroad needs to take responsibility and fix this situation and not try and pass their responsibility to this community.	Facebook	None	Rachel				rachel.rogers18@gmail.com
5	1/27/23 14:21:50	1/27/23 14:32:23	anonymous	Washington Avenue	The original plans to lower the rail line to acheive the required vertical clearance was developed before the Washington Ave Bridge had to be closed to vehicular traffic due to structural safety concerns. Loss of this access has resulted in significant restrictions for bus lines, emergency service vehicles and local traffic to and from the Swissvale business district. It is imperative that the alternative of replacing and raising the Washington Avenue Bridge is pursued in lieu of the original planning.	Insufficient information has been provided to the public about how the project, which will allow double stack trains through residential neighborhoods, will change the frequency of trains on this line. In addition, there has been insufficient detail provided for the safety of the these larger train cars on stretches of elevated track on the line, which are visibly deteriorated structurally.	Swissvale Borough web site.	The public forum on January 18th had many good points, but was lacking in information on noise and environmental impact.	Gib Miller	Swissvale resident and member of Swissvale Economic Development Corporation.	1810 Hanover Street, Swissvale, PA 15218	412-244-3439	gibshoe@msn.com
6	2/1/23 14:37:18	2/1/23 14:47:06	anonymous	Washington Avenue	<p>What are the consequences of implementing the design modification for Alternative 3 at Washington St Bridge, which would lower the tracks to a minimum of 21'-9" instead of 22'? Does this reduced clearance lead to a higher risk of accidents or collisions?</p> <p>How much more noise is caused by the initial approach of a train (engine noise, horn, etc) compared to the average noise that was tested for? Is the noise from the initial approach of the engine through Swissvale above the safety threshold? How will double-stack trains affect this?</p> <p>Although noise levels in the Swissvale area are currently below the Surface Transportation Board threshold and would stay that way in any projected scenario, current noise levels are already above HUD & EPA recommendations. Residents along Woodstock Ave are often woken up in the middle of the night by horn blasts, and children have a hard time sleeping when they need sleep the most. What will you do to mitigate the impacts of noise on our community? Put a ban on sounding train horns at night, and decrease train traffic at night overall. If you're going to send taller trains, we need taller sound walls or other noise mitigation.</p>	<p>Pittsburgh is once again being asked to pay the cost of "progress" for our nation by bearing the burden of pollution and noise from increased rail traffic. We don't need more "stuff" from Walmart. We need healthy communities. What will you do to ensure the disadvantaged neighborhoods impacted by this project will be invested in?</p>	Our Swissvale Borough Council shared about it on social media.	<p>You say that there will be no significant impacts from increased air pollution, but there WILL be increased air pollution from more trains coming through Swissvale in either case. Any increase in air pollution at all leads to worse health outcomes for our community, especially growing children. The census tract along the rail line has been deemed an Environmental Justice Community of Concern by the EPA, which means residents there are already at higher risk for environmental-related health issues. Assuming you won't stop the increase of trains coming through our community in any case, what will you do to invest in the health of our children? Help bring community health services to Swissvale, invest in our schools, or help us establish a community center. (note: we can get trees elsewhere for free, so that's not what we want from you)</p>	Seth Bush	Swissvale Resident	2425 Woodstock Ave, Swissvale, PA	267-474-3488	sirmonty232@gmail.com
7	2/5/23 18:08:33	2/5/23 19:08:14	anonymous	Washington Avenue	How safe is the terrain for double train cars? What adjustments will be made in light of the recent derailment?	Possible derailments, air and noise quality in the Swissvale neighborhood. What plans are in place for derailments. What chemicals will be on the trains.	Community newspaper, neighbor						pebbles_1027@yahoo.com

ID	Start time	Completion time	Email	What project location is your primary point of interest?	What, if any, concerns do you have about the proposed work in this location?	What, if any, concerns do you have about the overall project?	How did you hear about the public open house?	Additional comment:	Name	Affiliation	Address	Telephone	Email2
8	2/9/23 21:29:28	2/9/23 21:34:45	anonymous	Washington Avenue	The bridge needs to be fixed. Other work should not take place until the bridge is fixed. It shouldn't have been allowed to get so bad and its stabilization should take priority.	Since I live close to the tracks in Swissvale, I'm concerned about increased noise and air pollution. The risk of derailment and spills concern me as well.	Website	Take responsibility for the impacts you have on our community (noise, pollution, wear & tear on infrastructure), pay to replace the Washington Street	Laura Kuster	Swissvale resident	18218		Laura.Anne.kuster@gmail.com
9	2/9/23 21:33:43	2/9/23 21:43:01	anonymous	Washington Avenue	The work is necessary and strict guidelines should be followed. We are tired of bids being awarded to sub par companies. We would hope the company would be generous to the community while being inconvenienced. Supporting the local Farmers Market or donating money for local projects. Goodwill goes a long way to lessen people's reluctance!	I think it is short sighted to look at the railway line as freight only. The East End is losing many bus routes. Most people do not have access to reliable transportation and therefore have no job opportunities. Has anyone discussed this?	Facebook		Joan Stone	Resident	7232 Princeton Place 15218	4122422874	Jp.stone@comcast.net
10	2/10/23 10:21:35	2/10/23 10:24:49	anonymous	Washington Avenue	Can Swissvale enact a speed limit through the borough to lesson the likelihood of derailments?	Can the state enact legislation to increase the safety of trains, since the train companies have been blocking that at the federal level?	Facebook	NS needs to be proactive about ensuring local EMS units are trained to respond to emergencies involving trains. Bring your safety training railcar to Pittsburgh to train our EMS units on a regular basis.	Elizabeth	None			LizzysJunkMailAcct@mac.com
11	2/10/23 11:28:54	2/10/23 11:30:34	anonymous	Washington Avenue	<p>Although noise levels in the Swissvale area are currently below the Surface Transportation Board threshold and would stay that way in any projected scenario, current noise levels are already above HUD & EPA recommendations. Residents along Woodstock Ave are often woken up in the middle of the night by horn blasts, and children have a hard time sleeping when they need sleep the most. What will you do to mitigate the impacts of noise on our community? Put a ban on sounding train horns at night, and decrease train traffic at night overall. If you're going to send taller trains, we need taller sound walls or other noise mitigation.</p> <p>You say that there will be no significant impacts from increased air pollution, but there WILL be increased air pollution from more trains coming through Swissvale in either case. Any increase in air pollution at all leads to worse health outcomes for our community, especially growing children. The census tract along the rail line has been deemed an Environmental Justice Community of Concern by the EPA, which means residents there are already at higher risk for environmental-related health issues. Assuming you won't stop the increase of trains coming through our community in any case, what will you do to invest in the health of our children? Help bring community health services to Swissvale, invest in our schools, or help us establish a community center. (note: we can get trees elsewhere for free, so that's not what we want from you)</p> <p>Take responsibility for the impacts you have on our community (noise, pollution, wear & tear on infrastructure), pay to replace the Washington Street Bridge, and continue investing in our community to maintain infrastructure near the tracks.</p> <p>Replacing the Washington St Bridge is imperative, especially in light of the recent derailment in Ohio. Such an accident in Swissvale would be catastrophic. NS needs to be proactive about ensuring local EMS units are trained to respond to emergencies involving trains. Bring your safety training railcar to Pittsburgh to train our EMS units on a regular basis.</p>	<p>How much more noise is caused by the initial approach of a train (engine noise, horn, etc) compared to the average noise that was tested for? Is the noise from the initial approach of the engine through Swissvale above the safety threshold? How will double-stack trains affect this?</p> <p>What are the consequences of implementing the design modification for Alternative 3 at Washington St Bridge, which would lower the tracks to a minimum of 21'-9" instead of 22'? Does this reduced clearance lead to a higher risk of accidents or collisions?</p>	Since I live in the Community you are proposing air pollution in, I found it in a community group	<p>Some analysis of the noise data from Appendix F linked above (most useful data is on Appendix F, page 11 – look at LT-21 and LT-22) it looks like the noise measurement at Park ave is currently below HUD's threshold for an unacceptable housing environment across the board, but the test site at the other end of Woodstock (McKim St) has a peak noise level above that threshold. Both sites are currently above the normally acceptable housing environment levels (65 dBA) and well above the EPA Ideal Residential Goal (44 dBA, see p. 3). Both the build and no-build scenarios appear to cause more noise, with the no-build scenario projected to cause a greater noise increase due to increased traffic. The "high growth" scenario will just barely avoid an exceedance of the Surface Transportation Board threshold (3 dB increase, see p. 5). So, we're going to have more noise no matter what. The report claims that air pollution changes would be negligible. Similar to noise impacts, they'd go up more if nothing is done (no build), and would still increase in the build scenario. (see Appendix E, p. 14) NS reps at the open house claimed that air pollution in our area may even decrease due to fewer trucks on 376 because trains are carrying goods instead. I am skeptical.</p>				no@aol.com	
12	2/10/23 13:45:48	2/10/23 13:48:42	anonymous	Washington Avenue	You're going to poison our water supply and pollute our air and force everyone who lives in the community to die by not paying your workers enough or having proper upkeep on the trains and do the same thing that happened in East Palestine to happen in Swissvale. Get out	That you are going to poison our water supply and pollute our air and force everyone who lives in the community to die by not paying your workers enough or having proper upkeep on the trains and do the same thing that happened in East Palestine to happen in Swissvale. No one wants you here.	Community Action group who cares about the community because I actually live here	Pay your railworkers living wages so that they can do their jobs and don't accidentally cause a fire and poison the water supplies and don't pay people off for poisoning their lungs.					patlkove@aol.com
13	2/10/23 17:18:35	2/10/23 17:32:11	anonymous	Washington Avenue	How can we have any confidence in anything NS does after the catastrophe in East Palestine?	What is the safety record of double-stacked NS trains? Will any noise mitigation be done? If NS builds the bridge over the tracks but will bear no responsibility for maintaining it, how do we know it will be a well-designed and well-built bridge?	From Council Member Salisbury	None	Joel Rosenthal	Swissvale resident	6918 McClure Avenue, 1st Fl., Pittsburgh, PA 15218		Rjoeditor@gmail.com
14	2/13/23 10:06:39	2/13/23 10:12:31	anonymous	Washington Avenue	This bridge is a major part of the Swissvale community and having it closed for an extended period of time is really hurting the community.	I'm concerned about lowering the tracks in this location because it means that the bridge will remain closed. This bridge needs to be replaced as soon as possible to restore our community.	Swissvale Newsletter.	Please replace the bridge as soon as possible.					krobot.nick@gmail.com
15	2/14/23 10:08:59	2/14/23 10:16:46	anonymous	Washington Avenue	NOTE REGARDING QUESTION 1. Your questionnaire doesn't provide the option to include ALL locations. I am concerned about the safety and well-being of people who live in ALL of these locations and Pittsburgh and Allegheny County in general. My primary point of interest is the safety of the the people who live in these areas in the event of a train derailment.	See above.	News media. I heard too little, too late.	Please send me email status updates about this project. I am also interested in learning what Norfolk Southern is doing to improve the quality of its existing infrastructure (e.g., bridges and track).	Jill Diskin	citizen	1243 Murdoch Road, Pittsburgh, Pa 15217	412-523-4069	jill.diskin@gmail.com
16	2/14/23 10:17:18	2/14/23 10:22:29	anonymous	Washington Avenue	I honestly am wondering who's going to compensate me for the noise level increase from the increased frequency and volume of the trains. Quite honestly I also don't trust Norfolk Southern as far as I can throw you.	Why should I have to take a financial hit to my home's resale value, my mental health, and little quite time I have to help you improve your revenue? I will throw in everything I have into fighting this project.	A Facebook post from my local rep.	I've grown up around trains my entire life, in my last home on the same line you're currently operating in, there were train derailments near my house on a straight track. (Between Jeannette and green gate road). I doubt things will be up to snuff to stop that from happening here.	Collin stinebiser	Swissvale owner/occupier	7507 ormond street	7249619375	C.stinebiser@gmail.com

Pittsburgh Vertical Clearance Project - Online Comment Submittals													
ID	Start time	Completion time	Email	What project location is your primary point of interest?	What, if any, concerns do you have about the proposed work in this location?	What, if any, concerns do you have about the overall project?	How did you hear about the public open house?	Additional comment:	Name	Affiliation	Address	Telephone	Email2
17	2/16/23 17:29:29	2/16/23 18:29:46	anonymous	Washington Avenue	Norfolk Southern has proposed lowering the tracks under the Washington Ave bridge in order to accommodate double-stacked trains. Due to structural issues the bridge has been closed to automobile traffic, significantly impacting movement by car and bus in my neighborhood and limiting access to the MLK, Jr. busway, post office, and library. At the open house the representatives for the Washington Ave project said that the bridge could possibly be replaced and raised instead of lowering the tracks. I think the least Norfolk Southern could do would be to ideally replace or at minimum fix this important piece of our borough's infrastructure.	I live in Swissvale about 300 feet from the Norfolk Southern railway. I attended the open house about the Vertical Clearance Project and I was not assured by the presentation's claim that there would be no significant impacts on noise pollution or air quality. Current noise levels are already above HUD & EPA recommendations and increasing the frequency of trains, double-stacked or not, will further impact air quality. The census tract along the rail line has been deemed an Environmental Justice Community of Concern by the EPA, which means residents there are already at higher risk for environmental-related health issues. And now, we've witnessed the catastrophic Norfolk Southern derailment in East Palestine. The railway that runs by my house is southwest PA's primary route for transporting hazardous materials and it's disturbing to know that this kind of disaster could happen in my own community.	my neighbor Seth	How does Norfolk Southern plan to take responsibility for the impact that these proposed changes will have on our health, quality of life, and infrastructure? How will they invest in our community to make up for the detriment their operations cause? What is their plan to replace the Washington Ave bridge, the closure of which has significantly impacted access to the MLK, Jr. busway, library, and post office? What can Norfolk Southern do to ensure that the kind of disaster that happened in East Palestine won't happen here?	Nikki Boudreau	Swissvale resident	7518 Vernon St Swissvale 15218	209-277-6997	nikkiboudreau@gmail.com

View results

Respondent

3

Anonymous

07:40

Time to complete

1. What project location is your primary point of interest? *

- ☒ Washington Avenue
- ☐ Amtrak Station
- ☐ W. North Avenue
- ☐ Pennsylvania Avenue
- ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location? *

Length of time, the bridge has already been put out of commission for vehicle traffic and separates 2 sides of Swissvale, a lot of people need to use this bridge daily including police, fire and ambulance

3. What, if any, concerns do you have about the overall project? *

The railroad has already been dragging their feet with this project, the citizens of Swissvale need this bridge reopened sooner than later! Loosen up your pockets and get this done now! The Fern Hollow Bridge collapsed and was rebuilt enough within a year to reopen 2 of the 4 lanes, let's get this done, it's been over a year now!

4. How did you hear about the public open house? *

Facebook, word of mouth

5. Additional comment: *

Quit being stingy and get this done now before someone's home or life is lost due to first responders can't get to the location quick enough because they have to use a round about detour. Then I guarantee you'll probably face lawsuits from individuals

6. Name

7. Affiliation

8. Address

9. Telephone

10. Email *

Brake.jeremy@gmail.com

View results

Respondent

4

Anonymous

05:10

Time to complete

1. What project location is your primary point of interest? *

- ☒ Washington Avenue
- ☐ Amtrak Station
- ☐ W. North Avenue
- ☐ Pennsylvania Avenue
- ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location? *

Faster access to the other side of Swissvale

3. What, if any, concerns do you have about the overall project? *

That it is going to take forever to negotiate and complete. Braddock Avenue going into Rankin took forever but NEVER closed to vehicle traffic.

4. How did you hear about the public open house? *

Yes

5. Additional comment: *

Was unable to attend public meeting

6. Name

MaryAnne

7. Affiliation

8. Address

9. Telephone

10. Email *

mare3963@msn.com

View results

Respondent

5

Anonymous

06:19

Time to complete

1. What project location is your primary point of interest? *

- ☒ Washington Avenue
- ☐ Amtrak Station
- ☐ W. North Avenue
- ☐ Pennsylvania Avenue
- ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location? *

That the railroad will tear the bridge down rather than fix or replace it.

3. What, if any, concerns do you have about the overall project? *

That it will not be replaced

4. How did you hear about the public open house? *

On Facebook

5. Additional comment: *

All the railroad cares about is profit, not people

6. Name

Kathleen McClelland

7. Affiliation

Resident

8. Address

124 lacrosse st b2 pgh pa 15218

9. Telephone

412 271 1150

10. Email *

Kvmjem@outlook.com

View results

Respondent

6

Anonymous

15:40

Time to complete

1. What project location is your primary point of interest? *

- ☒ Washington Avenue
- ☐ Amtrak Station
- ☐ W. North Avenue
- ☐ Pennsylvania Avenue
- ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location? *

The railroad divides our borough and the Washington bridge is one of only two ways to cross from one half of our community to the other. The railroad has ignored their responsibility to upkeep the bridges structure for so long that Swissvale was no longer even able to pave the surface. Now we no longer have this road which is not only an inconvenience for drivers and damaging for local businesses who are cut off from their customers, but also vital for our emergency vehicles.

3. What, if any, concerns do you have about the overall project? *

The railroad needs to take responsibility and fix this situation and not try and pass their responsibility to this community.

4. How did you hear about the public open house? *

Facebook

5. Additional comment: *

None

6. Name

Rachel

7. Affiliation

8. Address

9. Telephone

10. Email *

rachel.rogers18@gmail.com

View results

Respondent

7

Anonymous

10:33

Time to complete

1. What project location is your primary point of interest? *

- ☒ Washington Avenue
- ☐ Amtrak Station
- ☐ W. North Avenue
- ☐ Pennsylvania Avenue
- ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location? *

The original plans to lower the rail line to achieve the required vertical clearance was developed before the Washington Ave Bridge had to be closed to vehicular traffic due to structural safety concerns. Loss of this access has resulted in significant restrictions for bus lines, emergency service vehicles and local traffic to and from the Swissvale business district. It is imperative that the alternative of replacing and raising the Washington Avenue Bridge is pursued in lieu of the original planning.

3. What, if any, concerns do you have about the overall project? *

Insufficient information has been provided to the public about how the project, which will allow double stack trains through residential neighborhoods, will change the frequency of trains on this line. In addition, there has been insufficient detail provided for the safety of these larger train cars on stretches of elevated track on the line, which are visibly deteriorated structurally.

4. How did you hear about the public open house? *

Swissvale Borough web site.

5. Additional comment: *

The public forum on January 18th had many good points, but was lacking in information on noise and environmental impact.

6. Name

Gib Miller

7. Affiliation

Swissvale resident and member of Swissvale Economic Development Corporation.

8. Address

1810 Hanover Street, Swissvale, PA 15218

9. Telephone

412-244-3439

10. Email *

gibshoe@msn.com

View results

Respondent

8

Anonymous

09:49

Time to complete

1. What project location is your primary point of interest? *

- ☒ Washington Avenue
- ☐ Amtrak Station
- ☐ W. North Avenue
- ☐ Pennsylvania Avenue
- ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location? *

What are the consequences of implementing the design modification for Alternative 3 at Washington St Bridge, which would lower the tracks to a minimum of 21'-9" instead of 22'? Does this reduced clearance lead to a higher risk of accidents or collisions?

How much more noise is caused by the initial approach of a train (engine noise, horn, etc) compared to the average noise that was tested for? Is the noise from the initial approach of the engine through Swissvale above the safety threshold? How will double-stack trains affect this?

Although noise levels in the Swissvale area are currently below the Surface Transportation Board threshold and would stay that way in any projected scenario, current noise levels are already above HUD & EPA recommendations. Residents along Woodstock Ave are often woken up in the middle of the night by horn blasts, and children have a hard time sleeping when they need sleep the most. What will you do to mitigate the impacts of noise on our community? Put a ban on sounding train horns at night, and decrease train traffic at night overall. If you're going to send taller trains, we need taller sound walls or other noise mitigation.

You say that there will be no significant impacts from increased air pollution, but there WILL be increased air pollution from more trains coming through Swissvale in either case. Any increase in air pollution at all leads to worse health outcomes for our community, especially growing children. The census tract along the rail line has been deemed an Environmental Justice Community of Concern by the EPA, which means residents there are already at higher risk for environmental-related health issues. Assuming you won't stop the increase of trains coming through our community in any case, what will you do to invest in the health of our children? Help bring community health services to Swissvale, invest in our schools, or help us establish a community center. (note: we can get trees elsewhere for free, so that's not what we want from you)

Take responsibility for the impacts you have on our community (noise, pollution, wear & tear on infrastructure), pay to replace the Washington Street Bridge, and continue investing in our community to maintain infrastructure near the tracks (i.e. -- don't put it off on us).

NS needs to be proactive about ensuring local EMS units are trained to respond to emergencies involving trains. Bring your safety training railcar to Pittsburgh to train our EMS units on a regular basis.

3. What, if any, concerns do you have about the overall project? *

Pittsburgh is once again being asked to pay the cost of "progress" for our nation by bearing the burden of pollution and noise from increased rail traffic. We don't need more "stuff" from Walmart. We need healthy communities. What will you do to ensure the disadvantaged neighborhoods impacted by this project will be invested in?

4. How did you hear about the public open house? *

Our Swissvale Borough Council shared about it on social media.

5. Additional comment: *

none

6. Name

Seth Bush

7. Affiliation

Swissvale Resident

8. Address

2425 Woodstock Ave, Swissvale, PA

9. Telephone

267-474-3488

10. Email *

sirmonty232@gmail.com

View results

Respondent

9

Anonymous

59:41

Time to complete

1. What project location is your primary point of interest? *

- ☒ Washington Avenue
- ☐ Amtrak Station
- ☐ W. North Avenue
- ☐ Pennsylvania Avenue
- ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location? *

How safe is the terrain for double train cars? What adjustments will be made in light of the recent derailment?

3. What, if any, concerns do you have about the overall project? *

Possible derailments, air and noise quality in the Swissvale neighborhood. What plans are in place for derailments. What chemicals will be on the trains.

4. How did you hear about the public open house? *

Community newspaper, neighbor

5. Additional comment: *

It would be nice to see an additional open house with more dialogue

6. Name

7. Affiliation

8. Address

9. Telephone

10. Email *

pebbles_1027@yahoo.com

View results

Respondent

10

Anonymous

05:17

Time to complete

1. What project location is your primary point of interest? *

- ☒ Washington Avenue
- ☐ Amtrak Station
- ☐ W. North Avenue
- ☐ Pennsylvania Avenue
- ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location? *

The bridge needs to be fixed. Other work should not take place until the bridge is fixed. It shouldn't have been allowed to get so bad and its stabilization should take priority.

3. What, if any, concerns do you have about the overall project? *

Since I live close to the tracks in Swissvale, I'm concerned about increased noise and air pollution. The risk of derailment and spills concern me as well.

4. How did you hear about the public open house? *

Website

5. Additional comment: *

Please address the structural failure of the Washington St bridge.

6. Name

Laura Kuster

7. Affiliation

Swissvale resident

8. Address

18218

9. Telephone

10. Email *

Laura.Anne.kuster@gmail.com

View results

Respondent

11

Anonymous

09:19

Time to complete

1. What project location is your primary point of interest? *

- ☒ Washington Avenue
- ☐ Amtrak Station
- ☐ W. North Avenue
- ☐ Pennsylvania Avenue
- ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location? *

The work is necessary and strict guidelines should be followed. We are tired of bids being awarded to sub par companies. We would hope the company would be generous to the community while being inconvenienced. Supporting the local Farmers Market or donating money for local projects. Goodwill goes a long way to lessen people's reluctance!

3. What, if any, concerns do you have about the overall project? *

I think it is short sighted to look at the railway line as freight only. The East End is losing many bus routes. Most people do not have access to reliable transportation and therefore have no job opportunities. Has anyone discussed this?

4. How did you hear about the public open house? *

Facebook

5. Additional comment: *

Progress is good when done properly.

6. Name

Joan Stone

7. Affiliation

Resident

8. Address

7232 Princeton Place 15218

9. Telephone

4122422874

10. Email *

Jp.stone@comcast.net

View results

Respondent

12

Anonymous

03:15

Time to complete

1. What project location is your primary point of interest? *

- ☒ Washington Avenue
- ☐ Amtrak Station
- ☐ W. North Avenue
- ☐ Pennsylvania Avenue
- ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location? *

Can Swissvale enact a speed limit through the borough to lesson the likelihood of derailments?

3. What, if any, concerns do you have about the overall project? *

Can the state enact legislation to increase the safety of trains, since the train companies have been blocking that at the federal level?

4. How did you hear about the public open house? *

Facebook

5. Additional comment: *

Thank you

6. Name

Elizabeth

7. Affiliation

None

8. Address

9. Telephone

10. Email *

LizzysJunkMailAcct@mac.com

View results

Respondent

13

Anonymous

01:40

Time to complete

1. What project location is your primary point of interest? *

- ☒ Washington Avenue
- ☐ Amtrak Station
- ☐ W. North Avenue
- ☐ Pennsylvania Avenue
- ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location? *

Although noise levels in the Swissvale area are currently below the Surface Transportation Board threshold and would stay that way in any projected scenario, current noise levels are already above HUD & EPA recommendations. Residents along Woodstock Ave are often woken up in the middle of the night by horn blasts, and children have a hard time sleeping when they need sleep the most. What will you do to mitigate the impacts of noise on our community? Put a ban on sounding train horns at night, and decrease train traffic at night overall. If you're going to send taller trains, we need taller sound walls or other noise mitigation.

You say that there will be no significant impacts from increased air pollution, but there WILL be increased air pollution from more trains coming through Swissvale in either case. Any increase in air pollution at all leads to worse health outcomes for our community, especially growing children. The census tract along the rail line has been deemed an Environmental Justice Community of Concern by the EPA, which means residents there are already at higher risk for environmental-related health issues. Assuming you won't stop the increase of trains coming through our community in any case, what will you do to invest in the health of our children? Help bring community health services to Swissvale, invest in our schools, or help us establish a community center. (note: we can get trees elsewhere for free, so that's not what we want from you)

Take responsibility for the impacts you have on our community (noise, pollution, wear & tear on infrastructure), pay to replace the Washington Street Bridge, and continue investing in our community to maintain infrastructure near the tracks.

Replacing the Washington St Bridge is imperative, especially in light of the recent derailment in Ohio. Such an accident in Swissvale would be catastrophic.

NS needs to be proactive about ensuring local EMS units are trained to respond to emergencies involving trains. Bring your safety training railcar to Pittsburgh to train our EMS units on a regular basis.

3. What, if any, concerns do you have about the overall project? *

How much more noise is caused by the initial approach of a train (engine noise, horn, etc) compared to the average noise that was tested for? Is the noise from the initial approach of the engine through Swissvale above the safety threshold? How will double-stack trains affect this? What are the consequences of implementing the design modification for Alternative 3 at Washington St Bridge, which would lower the tracks to a minimum of 21'-9" instead of 22'? Does this reduced clearance lead to a higher risk of accidents or collisions?

4. How did you hear about the public open house? *

Since I live in the Community you are proposing air pollution in, I found it in a community group

5. Additional comment: *

Some analysis of the noise data from Appendix F linked above (most useful data is on Appendix F, page 11 – look at LT-21 and LT-22) it looks like the noise measurement at Park ave is currently below HUD's threshold for an unacceptable housing environment across the board, but the test site at the other end of Woodstock (McKim St) has a peak noise level above that threshold. Both sites are currently above the normally acceptable housing environment levels (65 dBA) and well above the EPA Ideal Residential Goal (44 dBA, see p. 3). Both the build and no-build scenarios appear to cause more noise, with the no-build scenario projected to cause a greater noise increase due to increased traffic. The "high growth" scenario will just barely avoid an exceedance of the Surface Transportation Board threshold (3 dB increase, see p. 5). So, we're going to have more noise no matter what. The report claims that air pollution changes would be negligible. Similar to noise impacts, they'd go up more if nothing is done (no build), and would still increase in the build scenario. (see Appendix E, p. 14) NS reps at the open house claimed that air pollution in our area may even decrease due to fewer trucks on 376 because trains are carrying goods instead. I am skeptical.

6. Name

7. Affiliation

8. Address

9. Telephone

10. Email *

no@aol.com

View results

Respondent

14

Anonymous

02:54

Time to complete

1. What project location is your primary point of interest? *

- ☒ Washington Avenue
- ☐ Amtrak Station
- ☐ W. North Avenue
- ☐ Pennsylvania Avenue
- ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location? *

You're going to poison our water supply and pollute our air and force everyone who lives in the community to die by not paying your workers enough or having proper upkeep on the trains and do the same thing that happened in East Palestine to happen in Swissvale. Get out

3. What, if any, concerns do you have about the overall project? *

That you are going to poison our water supply and pollute our air and force everyone who lives in the community to die by not paying your workers enough or having proper upkeep on the trains and do the same thing that happened in East Palestine to happen in Swissvale. No one wants you here.

4. How did you hear about the public open house? *

Community Action group who cares about the community because I actually live here

5. Additional comment: *

Pay your railworkers living wages so that they can do their jobs and don't accidentally cause a fire and poison the water supplies and don't pay people off for poisoning their lungs.

6. Name

7. Affiliation

8. Address

9. Telephone

10. Email *

patlkove@aol.com

View results

Respondent

15

Anonymous

13:37

Time to complete

1. What project location is your primary point of interest? *

- ☒ Washington Avenue
- ☐ Amtrak Station
- ☐ W. North Avenue
- ☐ Pennsylvania Avenue
- ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location? *

How can we have any confidence in anything NS does after the catastrophe in East Palestine?

3. What, if any, concerns do you have about the overall project? *

What is the safety record of double-stacked NS trains? Will any noise mitigation be done? If NS builds the bridge over the tracks but will bear no responsibility for maintaining it, how do we know it will be a well-designed and well-built bridge?

4. How did you hear about the public open house? *

From Council Member Salisbury

5. Additional comment: *

None

6. Name

Joel Rosenthal

7. Affiliation

Swissvale resident

8. Address

6918 McClure Avenue, 1st Fl., Pittsburgh, PA 15218

9. Telephone

10. Email *

Rjoeditor@gmail.com

View results

Respondent

16

Anonymous

05:52

Time to complete

1. What project location is your primary point of interest? *

- ☒ Washington Avenue
- ☐ Amtrak Station
- ☐ W. North Avenue
- ☐ Pennsylvania Avenue
- ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location? *

This bridge is a major part of the Swissvale community and having it closed for an extended period of time is really hurting the community.

3. What, if any, concerns do you have about the overall project? *

I'm concerned about lowering the tracks in this location because it means that the bridge will remain closed. This bridge needs to be replaced as soon as possible to restore our community.

4. How did you hear about the public open house? *

Swissvale Newsletter.

5. Additional comment: *

Please replace the bridge as soon as possible.

6. Name

7. Affiliation

8. Address

9. Telephone

10. Email *

krobot.nick@gmail.com

View results

Respondent

17

Anonymous

07:48

Time to complete

1. What project location is your primary point of interest? *

- ☒ Washington Avenue
- ☐ Amtrak Station
- ☐ W. North Avenue
- ☐ Pennsylvania Avenue
- ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location? *

NOTE REGARDING QUESTION 1. Your questionnaire doesn't provide the option to include ALL locations. I am concerned about the safety and well-being of people who live in ALL of these locations and Pittsburgh and Allegheny County in general. My primary point of interest is the safety of the the people who live in these areas in the event of a train derailment.

3. What, if any, concerns do you have about the overall project? *

See above.

4. How did you hear about the public open house? *

News media. I heard too little, too late.

5. Additional comment: *

Please send me email status updates about this project. I am also interested in learning what Norfolk Southern is doing to improve the quality of its existing infrastructure (e.g., bridges and track).

6. Name

Jill Diskin

7. Affiliation

citizen

8. Address

1243 Murdoch Road, Pittsburgh, Pa 15217

9. Telephone

412-523-4069

10. Email *

jill.diskin@gmail.com

View results

Respondent

18

Anonymous

05:12

Time to complete

1. What project location is your primary point of interest? *

- ☒ Washington Avenue
- ☐ Amtrak Station
- ☐ W. North Avenue
- ☐ Pennsylvania Avenue
- ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location? *

I honestly am wondering who's going to compensate me for the noise level increase from the increased frequency and volume of the trains. Quite honestly I also don't trust Norfolk Southern as far as I can throw you.

3. What, if any, concerns do you have about the overall project? *

Why should I have to take a financial hit to my home's resale value, my mental health, and little quite time I have to help you improve your revenue? I will throw in everything I have into fighting this project.

4. How did you hear about the public open house? *

A Facebook post from my local rep.

5. Additional comment: *

I've grown up around trains my entire life, in my last home on the same line you're currently operating in, there were train derailments near my house on a straight track. (Between Jeannette and green gate road). I doubt things will be up to snuff to stop that from happening here.

6. Name

Collin stinebiser

7. Affiliation

Swissvale owner/occupier

8. Address

7507 ormond street

9. Telephone

7249619375

10. Email *

C.stinebiser@gmail.com

View results

Respondent

19

Anonymous

60:18

Time to complete

1. What project location is your primary point of interest? *

- ☒ Washington Avenue
- ☐ Amtrak Station
- ☐ W. North Avenue
- ☐ Pennsylvania Avenue
- ☐ Columbus Avenue

2. What, if any, concerns do you have about the proposed work in this location? *

Norfolk Southern has proposed lowering the tracks under the Washington Ave bridge in order to accommodate double-stacked trains. Due to structural issues the bridge has been closed to automobile traffic, significantly impacting movement by car and bus in my neighborhood and limiting access to the MLK, Jr. busway, post office, and library. At the open house the representatives for the Washington Ave project said that the bridge could possibly be replaced and raised instead of lowering the tracks. I think the least Norfolk Southern could do would be to ideally replace or at minimum fix this important piece of our borough's infrastructure.

3. What, if any, concerns do you have about the overall project? *

I live in Swissvale about 300 feet from the Norfolk Southern railway. I attended the open house about the Vertical Clearance Project and I was not assured by the presentation's claim that there would be no significant impacts on noise pollution or air quality. Current noise levels are already above HUD & EPA recommendations and increasing the frequency of trains, double-stacked or not, will further impact air quality. The census tract along the rail line has been deemed an Environmental Justice Community of Concern by the EPA, which means residents there are already at higher risk for environmental-related health issues. And now, we've witnessed the catastrophic Norfolk Southern derailment in East Palestine. The railway that runs by my house is southwest PA's primary route for transporting hazardous materials and it's disturbing to know that this kind of disaster could happen in my own community.

How does Norfolk Southern plan to take responsibility for the impact that these proposed changes will have on our health, quality of life, and infrastructure? How will they invest in our community to make up for the detriment their operations cause? What is their plan to replace the Washington Ave bridge, the closure of which has significantly impacted access to the MLK, Jr. busway, library, and post office? What can Norfolk Southern do to ensure that the kind of disaster that happened in East Palestine won't happen here?

4. How did you hear about the public open house? *

my neighbor Seth

5. Additional comment: *

n/a

6. Name

Nikki Boudreau

7. Affiliation

Swissvale resident

8. Address

7518 Vernon St Swissvale 15218

9. Telephone

209-277-6997

10. Email *

nikkiboudreau@gmail.com

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Norfolk Southern holds final public open house of proposed \$28M double-stack train project



By Rich Pierce, WPXI-TV
January 18, 2023 at 11:16 pm EST

d \$28M double- stack train project



By **Rich Pierce,**
WPXI-TV

January 18, 2023 at
11:16 pm EST

ALLEGHENY COUNTY, Pa. — A rail project years in the making could be getting started in the next year.

Norfolk Southern held its final public open house of the proposed \$28 million project on Wednesday night.

The railroad wants to use double-stack trains. Essentially, it's just one container stacked on top of another. Currently, many of the bridges in the Pittsburgh area can't handle it.

“Our bridges through this area just do not have the vertical clearance to accommodate,” said David Becker, Chief Engineer of Design and Construction for Norfolk Southern.

The company has been working on the project for years. Pittsburgh City Council and community groups eventually agreed to allow double-stack trains.

Becker says the route “through downtown Pittsburgh” and surrounding areas can't handle the stacking. The trains use a detour and he says this project would increase efficiency.

Not everyone is on board.

“Pollution is a huge problem,” concerned citizen Larry Simms said. “But, the real problem is the condition of the infrastructure they’re working on.”

He’s also worried about derailments, citing multiple incidents with double-stacks in the area in the last handful of years.

“We have an accident there, even if it’s a derailment without an explosion, what’s going to happen when the cars fall into the river?” he said.

“I’m for the new bridge. I’m not excited about the double-stack trains, I’ll tell you that,” Abigail Salisbury said.

Salisbury is on Swissvale Council. Her borough is home to one of the affected bridges. Right now, it’s shut down by PennDOT due to safety concerns.

The project would build a new bridge, but it could be years.

“For us, it’s not soon enough. I’m told by our firefighters this bridge issue causes a five to 10 minute delay in responding,” she said.

Norfolk Southern is shooting for a completion date sometime in 2026.

[More information on the project can be found here.](#)

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Norfolk Southern is hosting the final public open house of the proposed \$28 million double-decker train project – WPXI

👤 Rachel Turner • January 19, 2023



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ALLEGHENY COUNTY, Pa. – A railroad project that was years in the making could start next year.

Norfolk Southern held its final public open house on the proposed \$28 million project Wednesday night.

The railway wants to use double-decker trains. Basically, it's just a container stacked on top of each other. Currently, many of the bridges in the Pittsburgh area cannot handle it.

"Our bridges through this area just don't have the required vertical clearance," said David Becker, Norfolk Southern's chief engineer of design and construction.

The company has been working on the project for years. The Pittsburgh City Council and community groups eventually agreed to allow double-deck trains.

Becker says the route "through downtown Pittsburgh" and surrounding areas cannot handle the stacking. Trains take a detour and he says this project will increase efficiency.

Also read: [A "sanctuary city" for abortion; Map of Library Refrigeration Centers; Double Decker SEPTA Car | Summary in the morning](#)

Not everyone is on board.

"Pollution is a huge problem," said concerned citizen Larry Simms. "But the real issue is the state of the infrastructure they're working on."

He's also worried about derailments, citing several double-stack incidents in the area in recent years.

"We have an accident there, even if it's a derailment without an explosion, what happens if the cars fall into the river?" he said.

"I'm for the new bridge. I'm not keen on the double-deck trains, I can tell you that," said Abigail Salisbury.

Salisbury is on the Swissvale Council. One of the affected bridges is in your district. It is currently being closed by PennDOT for security reasons.

The project would build a new bridge, but it could take years.

"It's not early enough for us. I've been told by our firefighters that this bridge issue is causing a five to 10 minute delay in response," she said.

Norfolk Southern is targeting a completion date of sometime in 2026.

Frequently Asked Questions

**Pittsburgh Vertical Clearance Projects
City of Pittsburgh and Borough of Swissvale
Allegheny County**

**FREQUENTLY ASKED QUESTIONS
Spring 2023**

1. Why must the double-stack trains be run on this line rather than around the city as they do today?

Federal and Commonwealth policy has supported double-stack trains to meet national freight rail demand, and much of the national rail system currently accommodates double-stack trains and their more-efficient transportation model, meeting national freight as well as energy and climate policy goals. The current Norfolk Southern double-stack train route through Pittsburgh is via the Port Perry Branch and the Monongahela (Mon) Line. This route is currently at capacity, and as a result, trains frequently face congestion issues. The infrastructure and geography of the Mon Line create challenges for efficiently handling the service-sensitive intermodal freight that uses it today. The Mon Line has a 3-mile, single-tracked segment that includes a tunnel and an adjacent bridge over the Monongahela River. This 3-mile segment is the largest chokepoint on Norfolk Southern's route between Chicago and the New York metropolitan area.

Aside from the capacity constraints on the Mon Line, the topography adjacent to the railroad right-of-way for much of the distance through Pittsburgh is susceptible to landslides from Mount Washington. The slope of Mount Washington continues to shift, and each time it does, the potential exists for soil and rock to be deposited on the railroad tracks making them unable to be traversed until the debris is removed and the slide area stabilized. Aside from the significant costs incurred for cleanup, the slides create potentially hazardous conditions and routinely cause hours of delay. These landslides range from moderate to severe in nature, and the timing of the incidents is unpredictable.

The landslide problem has been such an issue in the area that Allegheny County officials announced a "Landslide Task Force" on July 3, 2018. In July 2019, Allegheny County announced via a press release that the Landslide Task Force launched a Landslide Portal for municipal leaders. The portal can be found at <https://landslide-portal-alcoqis.opendata.arcgis.com/>.

2. What is the expected increase in frequency of train traffic after the projects are completed?

Frequency is determined by interstate freight rail demand and is subject to future freight capacity needs. However, the line can accommodate approximately 70 trains per day as it currently exists. In 2019, Norfolk Southern averaged 34 freight trains per day on the Fort Wayne Line through Pittsburgh's North Side neighborhoods and 19 freight trains per day on the Pittsburgh Line through Pittsburgh's Central Business District, East End neighborhoods, and eastern suburbs.

With the proposed projects, Norfolk Southern anticipates that it would operate approximately 56 freight trains per day through the North Side area, of which about 41 would move between the Central Business District and Braddock/North Braddock. It should be noted that the additional 22 trains are currently operating over the Mon Line through Pittsburgh's South Side.

3. Why are tax dollars being used to fund this project?

The Commonwealth of Pennsylvania has determined that reinforcing its transportation infrastructure is a key priority. In 2013, the legislature passed Act 89 (HB 1060), which, among other things, provides annual funding for projects in all modes of transportation, including railroads. The legislature determined that Act 89 had significant public benefits including job creation, improving roads and bridges, ensuring economic competitiveness with neighboring states, and avoiding crippling service cuts. By approving funding for these proposed projects, the Commonwealth has determined that it will advance steps it has already taken to improve the efficiency and reliability of the Commonwealth's surface transportation system at the regional and national level, as well as increase the Commonwealth's economic competitiveness. The Pittsburgh Vertical Clearance Projects will improve the connectivity between freight modes vital to national commerce by facilitating faster, more efficient, and safer freight movement. Additionally, the projects will complete the final segment of the public-private partnership that began in the mid-1990s between the Commonwealth of Pennsylvania and Conrail to create an efficient double-stack intermodal corridor, and support state and national freight rail transportation policy goals.

4. Pennsylvania Act 120 Process

The proposed projects are early in the PennDOT/Act 120 Transportation Program Development and Project Delivery Process (i.e., preliminary engineering and environmental review process). Per PennDOT guidance, for projects where there will be no Federal-aid funding (receiving only state funding in both design and construction), National Environmental Policy Act (NEPA) regulations do not apply. PennDOT is the lead agency for the Act 120 process and will ultimately make the determination of the level of environmental document to be prepared based in part on the anticipated effects of the projects including consideration of information from citizens, public officials, stakeholders, and others.

5. Public Involvement Process

An initial public open house was held on June 26, 2018, to introduce the project to the public. A second public open house was held on January 18, 2023, to present the preferred alternatives and preliminary studies for the projects and to gather public feedback. As part of the public involvement program for these projects, all comments will be considered and included into the project's technical file. Due to the complexity of the project development process, NS and PennDOT must weigh many factors in making their decisions and it must be understood that the comments provided are for consideration purposes only and do not constitute a vote or referendum on the process.

6. Please explain Norfolk Southern's, PennDOT's, PA SHPO's, consulting parties, and Michael Baker International's roles in the Pittsburgh Vertical Clearance Projects.

Norfolk Southern: Project sponsor.

PennDOT Multimodal Office: Funding agency

PennDOT Engineering District 11-0: Reviewing agency for Act 120 and Pennsylvania History Code compliance

Pennsylvania State Historic Preservation Office (PA SHPO): Consulting party under Pennsylvania History Code

Consulting Parties: Organizations, individuals, and governmental agencies and representatives determined to have an interest in historic properties who provide input throughout the consultation process on findings, determinations of National Register of Historic Places eligibility, the project's effects on historic properties, and measures to avoid, minimize, or mitigate any adverse effects of the project on historic properties.

Michael Baker International: Consultant to Norfolk Southern. Assists in preparation of assessments and documentation pursuant to Act 120 and Pennsylvania History Code for PennDOT review and facilitates the public involvement processes for the projects.

7. Why is Norfolk Southern holding "closed" consulting party meetings for these projects?

To be clear, consulting party meetings are held to only address potential effects of the project on historic properties. Under PennDOT guidance and a Memorandum of Understanding between PA SHPO and PennDOT, PennDOT fulfills its obligations for considering the effects of state-funded transportation projects on historic properties under the Pennsylvania History Code using the processes and procedures of Section 106 of the National Historic Preservation Act as outlined in 36 C.F.R. 800. The Section 106 regulations are specific regarding consulting parties and require that individuals and organizations must have a demonstrated interest in the project "due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking's effects on historic properties" (36 C.F.R. 800.2(c)(5)). PennDOT determines that demonstrated interest through an application process. Consulting parties meet to consult on the identification and evaluation of historic properties, the assessment of effects and the resolution of adverse effects on historic properties, and measures to avoid, minimize, and mitigate those effects on historic properties in meetings that are limited to those parties with demonstrated interest. Although the consultation sessions are limited to the consulting parties, all of the reports, comments, responses, and additional information provided as part of that consultation is available to the public at large on the Norfolk Southern project website: <http://www.nscorp.com/content/nscorp/en/in-your-community/pittsburgh-bridge-projects/learn-more-about-the-consulting-parties-process-for-pitts.html>

8. Is Norfolk Southern aware of the historic significance of Allegheny Commons Park?

Norfolk Southern and the project team are aware that Allegheny Commons Park is the oldest public park in Pittsburgh, is listed in the National Register of Historic Places, and is a City of Pittsburgh-designated historic district. The Act 120/Pennsylvania History Code process is considering impacts to historic properties in the environmental and historic property reviews it is undertaking for the projects and their preferred alternatives.

9. What are the anticipated noise impacts to the community? Is there a noise mitigation plan (e.g., provision of barrier walls, etc.)?

The noise analysis indicates that the proposed projects do not result in substantial increases in noise including noise related to temporary construction. Analysis was also performed to assess the potential for indirect effects relating to forecasted changes in rail traffic and effects of those changes. The results show that a noise mitigation plan and noise walls are not needed because noise levels would not increase to a level resulting in impacts at applicable thresholds. Additionally, under the preferred alternatives for the projects, auditory impacts would be less than under the No Build Alternative since more trains would be needed to carry the same amount of freight.

10. What are the expected effects on air quality from increased train traffic?

Qualitative air assessments have been performed. The projects were evaluated for emissions impacts, which were found to be below de minimis levels as defined under the general conformity rule and thus would not be subject to a conformity determination. Qualitatively, the projects will have a positive impact on regional emissions as the proposed route is shorter than the current alignment and will provide greater capacity and more reliability. Rail transport can move one ton of intermodal freight an average of 468 miles on a single gallon of fuel, and one intermodal double-stack train can remove up to 300 trucks off of congested highways. Federal regulations govern the locomotive emissions standards applicable to the locomotives in the United States; the intent of those regulations is to protect human health and the environment through emissions regulations. As regulations have been tightened over the years with the intention to reduce emissions over time as locomotives are purchased or upgraded, it is not expected that the proposed projects would lead to new or worsened air quality issues.

11. How will the Pittsburgh Vertical Clearance Projects impact the idling of Norfolk Southern trains within Allegheny Commons and the Manchester community?

The Pittsburgh Vertical Clearance Projects will have no impact on idling trains on the North Side. It should be noted, however, that with the relocation of signals in 2019 as part of the implementation of Positive Train Control in this area, the movement of trains through Allegheny Commons and Manchester is more fluid.

12. Is it possible for double-stack trains to run on non-diesel alternatives?

Freight railroads operate with diesel-electric locomotives that comply with USEPA emission standards. Non-diesel motive power with a capacity to effectively and efficiently propel and control freight trains of the type operated by Norfolk Southern in this corridor are not available

or operated by the Class I rail freight carriers on the national freight network at this time. Even if available, changing the type of motive power for brief line segments would require enormous investment in infrastructure and equipment and would cause substantial service disruption and delay to this segment of the national freight rail network.

13. Environmental Justice

While Environmental Justice (EJ) communities exist within the project area, the proposed project will not disproportionately impact EJ populations in accordance with PennDOT Publication No. 746 (Project Level Environmental Justice Guidance). Minority populations and/or low-income populations will not suffer effects due to noise or air pollution appreciably more severe or greater in magnitude than the non-minority and/or non-low-income populations. The proposed vehicular and pedestrian/bicyclist detours for the W. North Avenue and Pennsylvania Avenue bridge projects will result in the same impacts to all populations in the affected area and will not be predominantly borne by EJ populations.

14. What types of cargo will be on the double-stack trains?

A typical intermodal train carries primarily consumer products, such as clothing, food, and electronics. Less than 4 percent of the material on a typical intermodal train could be considered hazardous. These materials are often items that are typically found in retail products (e.g. paint, lubricants, etc.). The type of cargo transported in intermodal service will not change with the operation of double-stack intermodal cars.

The Pittsburgh line is an interstate freight rail line and Norfolk Southern is subject to federal common carrier obligations, federal law, and requirements applicable to freight rail in interstate commerce. Trains that currently operate over the Pittsburgh line carry hazardous materials in appropriate rail cars or tank cars, which is highly regulated under federal law. This project does not affect those types of hazardous materials transportation.

15. What precautions will be taken to mitigate the risk of derailment and other accidents?

Norfolk Southern invests more than a billion dollars annually to maintain and improve its infrastructure. This includes frequent track inspections in accordance with FRA regulations. Over the past ten years, NS has spent \$1.8 billion to install Positive Train Control, which is, among other things, designed to prevent train collisions and overspeed derailments. NS has installed PTC on this route. In addition, Norfolk Southern recently announced a six-point plan to immediately enhance the safety of its operations, including new/improved detection systems, advanced safety inspection technology, and other measures.

16. Will communities along the tracks be impacted by traffic disruptions due to construction?

How will continual emergency vehicle and public transportation access be ensured?

Construction will be temporary and a traffic plan has been developed in coordination with the City of Pittsburgh and PennDOT to provide detours to be utilized during construction to minimize traffic disruptions. These detours will be provided to emergency service providers to minimize or eliminate delays associated with construction activities. These projects will not affect or impair

access to public transportation. Any traffic disruptions will be approved by the City of Pittsburgh and PennDOT. All detours including the potential timeline for construction will be coordinated with the Police, Fire, EMS, Allegheny General, sports teams, and Pittsburgh Regional Transit so appropriate adjustments can be made for emergency and other vehicles. Ultimately, when bridges nearing end-of-life are replaced, the result is a net improvement to vehicular traffic and emergency vehicle and public transportation access.

17. Has there been any investigation into the effect of these projects on nearby property values?

Freight and passenger rail operations have existed in this area since 1851, and the number of trains per day has fluctuated over those years. The market value of real estate is a complex and ever-changing calculation that takes into account a wide range of conditions. Analysis of potential effects will be consistent with Act 120 guidance.

18. Will residents of the senior living center and other individuals with impaired mobility be able to easily navigate the new sidewalks and raised bridges?

Where the proposed projects contemplate modifying the walkways on bridge structures, Norfolk Southern will ensure ADA compliance as a part of the overall design process.

19. Will reduced sightlines along planned roadways decrease the safety of pedestrian crossings?

Pedestrian safety was a key concern as part of the responses to the June 26, 2018 Public Open House comment forms. All projects have been designed in accordance with the applicable AASHTO and PennDOT design manuals with the goal of improving pedestrian safety wherever possible.

20. Why has there been no collaboration with PWSA regarding the state of old pipelines beneath the tracks? Are the old pipes strong enough to withstand increased train load and frequency?

The team has identified locations of sewer, water, storm water and combined sewer in the vicinity of the proposed projects. The collaboration includes meetings and continued discussions with the City of Pittsburgh on these projects since December 2015. The team has met with and will continue to meet with PWSA and other utility companies that may be affected by the proposed projects or any alternatives, as well as other affected stakeholders, as part of the alternative selection process.

To the extent there are PWSA or other utilities under the current rail alignment, those utilities currently withstand the weight of a locomotive, which weighs around 240 tons. A loaded double-stack rail car weighs less than 100 tons, and has axle loading that is equal to, or lower than, other types of rail equipment currently and routinely operated on the route. While the frequency of loading may increase due to increased train volume, the point loadings imparted on the track and roadbed will not increase.

21. Why is lowering the tracks not being considered at all project locations?

The Alternatives Analysis assessed track lowering, bridge raising, and other reasonable and feasible alternatives for each of the project locations in accordance with Act 120 and PennDOT guidance. The adjustment to obtain the required minimum vertical clearance for interstate freight rail varies from 6 inches to 3 feet 9 inches depending on the specific project location. Several of these locations have infrastructure constraints, including retaining walls with adjacent sewers, parallel and perpendicular utility runs, and other adjacent building and bridge foundations, that would greatly complicate construction or even preclude track lowering.

The trough in which the railroad operates through the Allegheny Commons Park presents a particularly complex challenge in this regard for the W. North Avenue project. A track-lowering feasibility study was performed to analyze the potential effects of lowering the tracks in the trough through Allegheny Commons Park. The trough contains four active tracks, which are in daily use by both Norfolk Southern and Amtrak. Temporary (and potentially permanent) track removal would be required to facilitate any track lowering in this area and would present very real and ongoing operational challenges. Technically, the location presents significant challenges as the tracks in this area are immediately adjacent to the concrete and cut stone retaining walls and their foundations. Lowering the tracks would require the removal of up to an estimated 6 feet of existing roadbed and subgrade material adjacent to these walls and foundations, creating concerns for wall stability and increasing the potential exposure of the wall foundation to the detrimental effects of frost action.

Several major utility relocations would be required along with groundwater mitigation and abutment and wall reconstruction. The wall reconstruction would impact a large Pittsburgh Water and Sewer Authority sewer line, which would need to be relocated, resulting in temporary impacts to park property and permanent impacts to a significant number of mature trees within the park.

At several locations where track lowering presents technical or operational challenges, the overhead structures have also been deemed to be structurally deficient. It is important to note that with or without these projects, these structures will ultimately need to be replaced.

22. Why are the tracks proposed to be lowered at Washington Avenue instead of replacing the bridge?

The track lowering project at Washington Avenue is part of the Pittsburgh Vertical Clearance Projects. A bridge replacement is also being considered as a separately funded project. If it is determined that the bridge will be replaced as part of that separate project, the track lowering project at Washington Avenue will be removed from the Pittsburgh Vertical Clearance Projects.

23. Why can't all of the projects be designed to the same vertical clearance requirements?

The requirement for vertical clearance per the PUC in Pennsylvania is 22'-0". The minimum allowable vertical clearance for doublestack trains is 21'-0". The overall goal of the Pittsburgh

Vertical Clearance Projects is to satisfy the requirements of the PUC while giving consideration to adjacent infrastructure and resources. Each location was designed to provide the maximum clearance possible while minimizing impacts, so each location was evaluated based on those considerations. Most design manuals give a preferred height or width along with a minimum height or width, depending on the criteria. It is typical practice to design with a buffer, especially when approaching the minimum to allow for construction tolerances, future surfacing, etc. This will ensure that the minimum clearance is never violated.