

Zinn, Timothy

From: Glenn Olcerst <glennolcerst@gmail.com>
Sent: Thursday, April 9, 2020 11:18 AM
To: Zinn, Timothy
Cc: chnagle@pa.gov; frank@phlf.org; mfalcone@preservationpgh.org; arcarlino@riversofsteel.com; rbaraff@riversofsteel.com; Thomas.barbush@rrd.com; gkenderes@embarqmail.com; Connor.margaret.m@gmail.com; Sarah.quinn@pittsburghpa.gov; StephanieJoy.Everett@pittsburghpa.gov; Ricks, Karina; eric.setzler@pittsburghpa.gov; doneisha.myers@pittsburghpa.gov; bobby.wilson@pittsburghpa.gov; jwheatle@pahouse.net; carolemalakoff@hotmail.com; act1@pitt.edu; Mmcnamara815@gmail.com; pghlofts@gmail.com; Mitchell@smarterguys.com; Elaine.stone@smarterguys.com; Rick@QDevelopment.com; Doug@qdevelopment.com; areichert@gorealtyco.com; Yanders_family@msn.com; candeymanagement@msn.com; Mistermagoo232@gmail.com; Pgh.home@verizon.net; keatinga@yahoo.com; Barbara Talerico; johnrepgh@gmail.com; Mark Fatla (Mark@pittsburghnorthside.com)
Subject: EXTERNAL: Re: Pittsburgh Vertical Clearance Projects Consulting Party Documents

To be clear, RP3 submits that the current and projected future accident rate and increases in the volume of traffic on the W North Ave Bridge should result in a finding that raising that bridge further is a safety hazard.

On Apr 9, 2020, at 11:03 AM, Glenn Olcerst <glennolcerst@gmail.com> wrote:

Hi Tim

As requested, below is Rail Pollution Protection Pittsburgh's (RP3) Responses to Revised Historic Bridge Analysis Report, and Identification of Historic Properties Report

Rights of Way/Archaeological Methodology

The parties' March 19, 2018 Scoping Meeting Minutes indicate that PennDOT believed that raising the vertical profile of West North Avenue bridge would require ROW acquisition from adjacent historic resources. That work would trigger the need to conduct archaeological investigations.

In response, those Minutes indicate that a Norfolk Southern Representative maintained that a traffic study was under review, and that the four lanes section of Brighton Road may be reduced to three lanes.

As Rail Pollution Protection Pittsburgh (RP3) has maintained, it is now acknowledged that W. North Avenue is classified as a Neighborhood Collector and carries approximately 4,080 vehicles per day. Brighton Road is designated as a Community Collector and services approximately 10,480 vehicles per day. Truck traffic is 2 percent and 7 percent, respectively. Finally, that intersection has experienced ten reported crashes over the most recent five-year period.

Given the volume of vehicle/truck traffic outlined above, it is clear that Brighton Rd will remain at 4 lanes. That means that ROW must be acquired, and temporary construction easements will be

necessary. All of which necessitate following Archaeological Resources Methodology pursuant to the State History Code (Act 70, Title 37 PA Consolidated Statutes, and PennDOT Policy Procedures set forth in Publication 689: The Transportation Project Development Process Cultural Resources Handbook.)

The archaeological area of potential effect is defined as “all areas of proposed subsurface disturbance by project activities including the legal/existing right of way, acquired right of way, permanent easement, and temporary construction easements.”

None of the required actions outlined above are, as yet, mentioned in, or encompassed by your Report.

Moreover, the February 19, 2019 “Determination of Eligibility” email from District Environmental Manager Mark Young notes the following comment:

“The project description calls this a vertical clearance project but makes no mention (or conclusions) that there will be track lowerings ...There appears to be a foregone conclusion (no alternatives, no effort to identify ways to avoid or minimize a potential adverse effect) that these are the final project activities.”

It appears to the undersigned, and to any objective reader, that the outcome of this project has been predetermined, and that Norfolk Southern is just going through the motions and checking boxes.

On Mar 10, 2020, at 5:00 PM, Zinn, Timothy <Tzinn@mbakerintl.com> wrote:

As a consulting party for the Norfolk Southern Pittsburgh Vertical Clearance Projects, please be advised that the revised Historic Bridge Rehabilitation Analysis (HBRA) Report for the W. North Avenue Bridge is now available for your review and comment on the Norfolk Southern Project Website :

<http://www.nscorp.com/content/nscorp/en/in-your-community/the-pittsburgh-vertical-clearance-projects/cultural-res-studies-and-historic-rpt-pittsburgh-clearance-project.html>

If you have any comments on the HBRA, please submit those in writing to nspghverticleclearance@gmail.com by April 10, 2020.

Timothy Zinn | Senior Associate, Department Manager - Historic Preservation
100 Airside Drive, Airside Business Park | Moon Township, PA 15108 | [O] 412-269-4619

| [M] 412-260-7389 | [F] 412-375-3981
tzinn@mbakerintl.com | www.mbakertnl.com f t i in v

