

**Michael Baker**

**INTERNATIONAL**

# Consulting Parties Meeting #1

## Meeting Minutes, Sign-In Sheets, and Presentation

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Pittsburgh Vertical Clearance Projects



Date: November 2019



**Project:** Norfolk Southern Railway Company (Norfolk Southern) **Date:** Wednesday, November 20, 2019  
**Pittsburgh Vertical Clearance Projects**

**Subject:** Consulting Party Meeting 1 **Time:** 7:30 PM

**By:** Michael Baker International (Michael Baker) / Norfolk Southern **Place:** Calvary United Methodist Church  
971 Beech Avenue  
Pittsburgh, PA

**Attendees:** (See attached sign-in sheet, Attachment A)

Tim Zinn (Michael Baker) opened the meeting and welcomed attendees to the Pittsburgh Vertical Clearance Projects Consulting Party Meeting No. 1. He requested that the attendees sign in and obtain a copy of the meeting handout (process flowchart) and the Pennsylvania State Historic Preservation Office (PA SHPO) concurrence letter on identification of historic properties dated November 8, 2019. Following the welcome, Tim introduced the project team and consulting parties.

**Presentation:**

The following meeting notes record questions and comments from attendees and indicate at which point in the presentation they were received. For a summary of the meeting, please review the corresponding presentation included in Attachment B.

**Consulting Parties to Date**

- Barbara Talerico (RP3) asked if West Park Towers had been asked to be a consulting party. Tim Zinn (Michael Baker) responded that as a property owner they had been contacted and are also included as a project stakeholder and noted that the West Park Tower building is not historic. Cheryl Nagle (PA SHPO) clarified that individuals do not have to have an interest in historic properties to be a consulting party.

**Project Purpose and Need**

- Barbara Talerico (RP3) asked if next to “safety” the word “health” could be added to the Purpose and Need Statement. Amy Pinizzotto (Michael Baker) replied that the Purpose and Need Statement has already been approved, but we will look into it.

**Studies and Reports**

- Doug Duerr (Property Owner) inquired about how adverse effects to specific properties are resolved and if MOAs would be established at the property level. Cheryl Nagle (PA SHPO) responded that mitigation does not take the form of compensation to individual property owners, and that mitigation usually takes the form of broad programs that will benefit a large number of historic resources. It all depends on the adverse effect.
- Tim Zinn (Michael Baker) added that under avoidance and minimization efforts, tweaks to the project design can potentially be made that will eliminate or lessen effects on historic properties.

**Terms & Definitions--Historic Property**

- Cheryl Nagle (PA SHPO) clarified that National Register of Historic Places (NRHP)-listed or -eligible properties are treated the same way in the compliance process.



**Washington Avenue**

- No discussion

**Amtrak Station**

- Cheryl Nagle (PA SHPO) concurred (November 8, 2019, letter) that the Union Station train shed contributes to the railroad corridor historic district and is individually listed in the NRHP as part of the train station. The station’s period of significance should be revised to 1898-1958.

**W North Avenue**

**Contributing Features of the Pennsylvania Railroad: Mainline (Pittsburgh to Ohio State Line) project segment**

- Glenn Olcerst (RP3) noted that a contributing feature, the signal bridge next to the W. North Avenue Bridge, has been removed, as was a section of the decorative wrought-iron railing atop the retaining walls in the Allegheny Commons Historic District. The iron fence was replaced with chain-link fencing. Rudy Husband (Norfolk Southern) replied that the current fence is temporary and that an appropriate fence will be installed with this project.
- John DeSantis (Property Owner) questioned the APE for the W. North Avenue Project and averred that the project’s purpose of providing for double-stack clearance will result in increased vertical clearance/taller trains, increased rail traffic and noise, and will not be limited to just the area of Allegheny Commons noted within the APE but stretch all the way to Merchant Street Bridge. Mr. DeSantis asserted that PennDOT, for other transportation projects, specifically highway projects, considers impacts along an entire corridor when increases in traffic are anticipated, such as noise walls along sensitive properties. Mr. DeSantis believed all of Allegheny Commons should be included in the APE. Cheryl Nagle (PA SHPO) indicated that should mitigation efforts be required for an adverse effect on Allegheny Commons, the team would consider the entire NRHP boundary of the historic district and the mitigation efforts may address the entire affected area. Cheryl Nagle (PA SHPO) noted that mitigation can come in many forms as the consulting parties and the agency decide would be appropriate to mitigate adverse effects to historic properties.
- Glenn Olcerst (RP3) requested the JMT report and asserted that we need to consider the impact of the bridge in addition to the effects of the traffic, noise, and visual pollution.
- John DeSantis (Property Owner) asked that consulting parties be provided information on the alternatives for the specific project as well as alternatives specifically justifying the improvements on this line. Specifically, Mr. DeSantis requested:
  - Alternatives for track lowering
  - Alternatives for modifying structures on this line versus the other line through Pittsburgh
  - Access to the report(s) for alternatives Norfolk Southern and PennDOT prepared justifying the need for the bridge project at W. North Avenue, the need for other projects along the Pittsburgh line, and the need for the project in general.
  - Mr. DeSantis noted that the project team should consider all effects and modify the timetable to finalize reports and release for review.

Tim Zinn (Michael Baker) explained that the focus of this meeting was to discuss impact to historic properties and that alternatives for each of the bridge structures would be presented and discussed at the next consulting party meeting.

**Pennsylvania Avenue**

- No discussion

**Columbus Avenue**

- No discussion

## Ohio Connecting (OC) Bridge Flyovers

- No discussion

## Draft Historic Bridge Rehabilitation Analysis Report—W. North Avenue Bridge

### Discussion of Options A and B

- Tom Barbush (Allegheny West Civic Council) asked if Options A and B would change the line-of-sight by the same amount. Jesse Belfast (Michael Baker) confirmed that the line-of-sight would remain the same under both options as the difference between the two options only pertains to the surface treatment of the outside girders.
- Glenn Olcerst (RP3) quoted Jennie Granger (PennDOT) from an email indicating the sight lines would change if we raised the bridge 1'. He also suggested that traffic studies should be conducted because fire, police, and first responders were near the site.
- Glenn Olcerst (RP3) stated that in 2005 “the original rail was trenched to decrease the visibility of trains and increase the enjoyment of the park.”
- Tom Barbush (Allegheny West Civic Council) stated that pedestrian safety needs to be considered in the line-of-sight analysis.
- John DeSantis (Property Owner) believes the Pennsylvania History Code compliance process is progressing ahead of demonstrating that the project is needed and viable. Mr. DeSantis stated his view that the compliance process is flawed as the underlying need for this project has not been demonstrated.
- John DeSantis (Property Owner) also indicated that he feels both Options A and B are valid alternatives that meet the SOI Standards, and that Option A is preferable. He does not agree with the assessment that replacing 85% of the bridge with new steel does not comply with SOI Standards as long as the bridge’s general appearance is maintained, suggesting that the options retain the historic property, which is a goal of the SOI Standards for rehabilitation.
- Robert and Carole Malakoff (Property Owners) noted that raising the bridge by even six inches may create a more dangerous intersection than presently exists.

[**Follow up:** Link to SOI Standards to aid in the understanding of the W. North Avenue Bridge HBRA Report: <https://www.nps.gov/tps/standards/rehabilitation/rehab/stand.htm> ]

### Next Steps

Tim Zinn (Michael Baker) presented a tentative schedule for the compliance process. Following the meeting, the project team will prepare minutes to send to consulting parties. The team requests that consulting parties submit comments on the Identification of Historic Properties Report and the Draft HBRA Report by December 4.

Consulting Party Meeting #2 is planned for spring 2020, during which alternatives and anticipated effects on historic properties will be presented and discussed.

Consulting Party Meeting #3 will focus on the resolution of adverse effects on historic properties and the creation of a memorandum of agreement (MOA) as warranted.

### Contacts

Tim Zinn (Michael Baker) provided contact information for Rudy Husband (Norfolk Southern) and the project email for consulting parties to submit comments and questions. [NSPghVerticalClearance@gmail.com](mailto:NSPghVerticalClearance@gmail.com)

John DeSantis (Property Owner) asked at what point on the project calendar a decision would take place that the Pittsburgh Vertical Clearance Projects are needed. Mr. DeSantis also requested that a determination be made on whether the projects should proceed prior to asking consulting parties to comment on project reports. Mr. DeSantis asked that the consulting parties receive documentation 30 days in advance of comment due dates.



Doug Duerr (Property Owner) stated that he believes the schedule is too aggressive and stated that the potential impacts of the project on surrounding properties, including possible impacts to property values, warranted additional time for comments.

A comment was also made that revised dates should be added to the schedule indicating when documents will be supplied to consulting parties for review.

Glenn Olcerst (RP3) stated his supposition that all the previous bridge projects were paid for by Norfolk Southern and questioned why it is now using grant money.

*The information presented in these minutes represents the author's interpretation and understanding of the discussions during the meeting. Any clarifications or corrections to these minutes are to be provided to the author at [NSPghVerticalClearance@gmail.com](mailto:NSPghVerticalClearance@gmail.com) by December 11. No response implies that information presented is agreed to and recipients have no objection as written.*



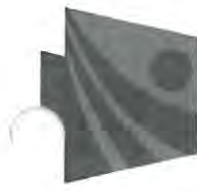
**ATTACHMENT A**  
**Consulting Party Meeting 1 Sign-In Sheets**





# Pittsburgh Vertical Clearance Projects Consulting Party Meeting #1

November 20, 2019



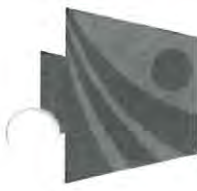
NAME	AFFILIATION	SIGNATURE
Frank Stroker	PHLF	
Matthew Falcone <i>on behalf of Melissa McSwigam</i>	Preservation Pittsburgh	
August Carlino	Rivers of Steel Heritage Corporation	
Ron Baraff	Rivers of Steel Heritage Corporation	
George Kenderes	Foster Square	
Tom Barbush	Allegheny West Civic Council	
Margaret Connor	Mexican War Streets Society	
Susan Rademacher	Pittsburgh Parks Conservancy	
Glenn Olcerst	Rail Pollution Protection Pittsburgh	
Barbara Talerico	Rail Pollution Protection Pittsburgh	
Sarah Quinn <i>Sharon Spore</i>	City of Pittsburgh—Planning	
Stephanie Joy Everette	City of Pittsburgh—Planning	
Karina Ricks	City of Pittsburgh—DOMI	
Darlene Harris	City of Pittsburgh—Council District 1	
Jake Wheatley, Jr.	PA House of Representatives, Dist 19	





# Pittsburgh Vertical Clearance Projects Consulting Party Meeting #1

November 20, 2019



NAME	AFFILIATION	SIGNATURE
Robert Malakoff	Property Owner	
Carole Malakoff	Property Owner	
John DeSantis	Property Owner	
Annette Trunzo	Property Owner	
Todd Palcic	Property Owner	
Margaret McNamara	Property Owner	
Mitchell Schwartz	Property Owner	
Elaine Stone	Property Owner	
Doug Duerr	Property Owner	
Rick Belloli	Property Owner	
Andrew Reichert	Property Owner	
Elise Yanders	Property Owner	
Charles Yanders	Property Owner	
Martin Warhola	Property Owner	





**ATTACHMENT B**  
**Consulting Party Meeting 1 Presentation**

# Norfolk Southern Pittsburgh Vertical Clearance Projects

Consulting Party Meeting 1  
November 20, 2019



## Purpose of Meeting

Seek comments on the identification of historic properties.

Seek comments on the draft Historic Bridge Rehabilitation Analysis (HBRA).

# Agenda

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Introductions

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Project Description

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Project Purpose and Need

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Pennsylvania History Code

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Section 106 Process

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Studies and Reports

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Who are Consulting Parties and What is their Role?

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Terms and Definitions

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Historic Properties Identified within the Areas of Potential Effects

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Discussion on Historic Properties

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Draft HBRA Report for W. North Avenue Bridge

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Discussion on Draft HBRA Report

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Next Steps



# INTRODUCTIONS

# Introductions

## Norfolk Southern Railway Company (Norfolk Southern)

- Rudy Husband, Resident Vice President

## Pennsylvania Department of Transportation (PennDOT)

- Mark Young, District 11-0 Environmental Planning Manager
- David Anthony, District 11-0 Historic Preservation Specialist

## Pennsylvania State Historic Preservation Office (PA SHPO)

- Cheryl Nagle, Historic Preservation Specialist/Reviewer (Western Region)

## Michael Baker International, Inc. (Michael Baker)

- Kirsten Bowen, Project Manager
- Amy Pinizzotto, NEPA Lead
- Clayton Fisher, Bridge Lead
- Jesse Belfast, Architectural Historian
- Timothy Zinn, Historic Preservation Lead



# Consulting Parties to Date

## Historic Preservation Organizations

- Pennsylvania State Historic Preservation Office, Cheryl Nagle
- Pittsburgh History and Landmarks Foundation, Frank Stroker
- Preservation Pittsburgh, Matthew Falcone
- Rivers of Steel Heritage Corporation, August Carlino, Ron Baraff

## Neighborhood Organizations

- Allegheny Towne Corporation (Foster Square), George Kenderes
- Allegheny West Civic Council, Thomas Barbush
- Mexican War Streets Society, Margaret Connor
- Pittsburgh Parks Conservancy, Susan Rademacher
- Rail Pollution Protection Pittsburgh (RP3), Glenn Olcerst, Barbara Talerico

## Local Government

- City of Pittsburgh, Department of City Planning, Sarah Quinn, Sharon Spooner, Stephanie Joy Everett
- City of Pittsburgh, Department of Mobility and Infrastructure, Karina Ricks
- Pittsburgh City Council, District 1, The Honorable Darlene Harris

# Consulting Parties to Date

## State Government

- Pennsylvania House of Representatives, District 19,  
The Honorable Jake Wheatley, Jr.

## Property Owners

- Robert and Carole Malakoff, 913 Brighton Road
- John DeSantis, 719 Brighton Road
- Annette Trunzo, 800 Beech Avenue
- Todd Palcic, SW corner Brighton Road/W. North Avenue
- Margaret McNamara, 814 Beech Avenue
- Mitchell Schwartz/Elaine Stone, 825-845 W. North Avenue
- Doug Duerr/Rick Belloli, 810, 828 W. North Avenue
- Andrew Reichert, 840 W. North Avenue
- Elise and Charles Yanders, 1214, 1216 Brighton Road
- Martin Warhola, 817-825 Pennsylvania Avenue

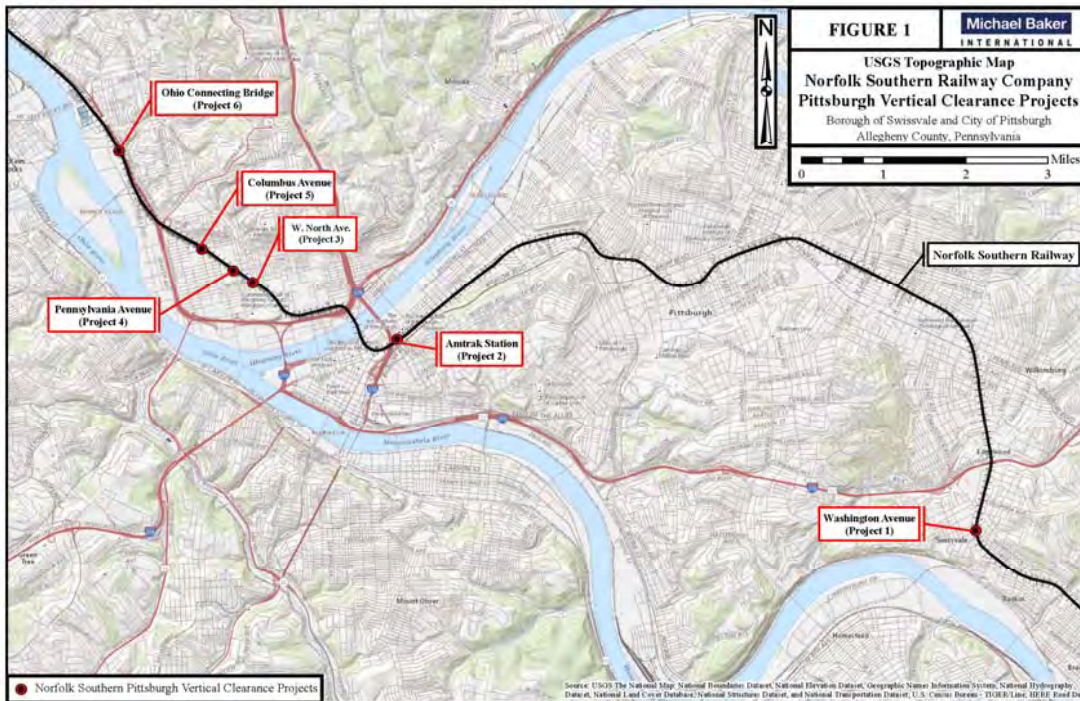


# PROJECT DESCRIPTION

## Description of Projects

Norfolk Southern, in cooperation with PennDOT, proposes to address six obstructions (the undertakings) that currently limit vertical clearance for double-stack rail traffic along the Pittsburgh Line in Allegheny County, Pennsylvania.

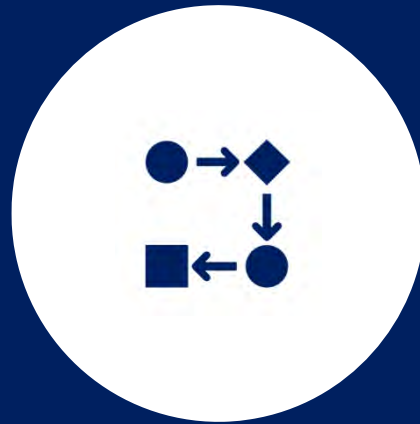
The undertakings involve track and railbed maintenance and improvement projects and/or bridge rehabilitation, reconstruction, or replacement within existing railroad right-of-way.



Individual project locations consist of the Washington Avenue Bridge in the Borough of Swissvale; the Amtrak Station in downtown Pittsburgh; and the W. North Avenue Bridge, the Pennsylvania Avenue Bridge, the Columbus Avenue Bridge, and the Ohio Connecting (OC) Bridge Flyover, all located in the North Side of the City of Pittsburgh.

No work as part of these projects is being done in the intervening track area between the six individual project locations.

## Description of Projects



# PROJECT PURPOSE AND NEED

# 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 [See US DOT, The Strategic Multimodal Analysis, Task 3: Chicago-New York City Corridor Analysis, Final Report (Apr. 2006) (<https://www.fhwa.dot.gov/policy/otps/sma/index.cfm>)].

# Project Need

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

Forecasted traffic demands;

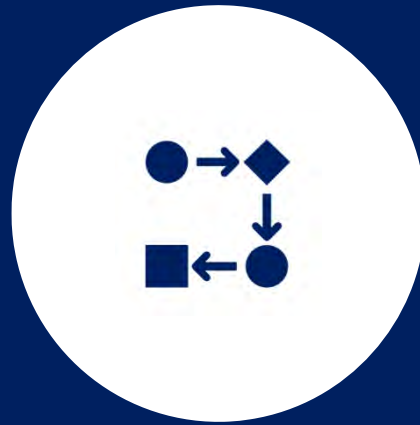
Vertical clearance constraints;

Operational safety and reliability;

Public safety; and

Facility Deficiencies.





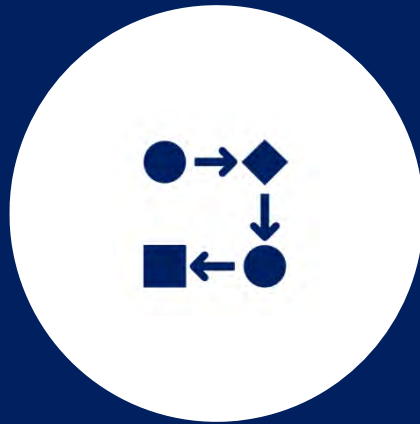
# PENNSYLVANIA HISTORY CODE

# Pennsylvania History Code

The Pennsylvania History Code (Commonwealth of Pennsylvania Act No. 1978-273 (as amended as Act No. 1988-72), as codified at Title 37 of the Pennsylvania Code, 37 Pa.C.S. § 101 et seq.) is the applicable state law and applies to the following types of projects:

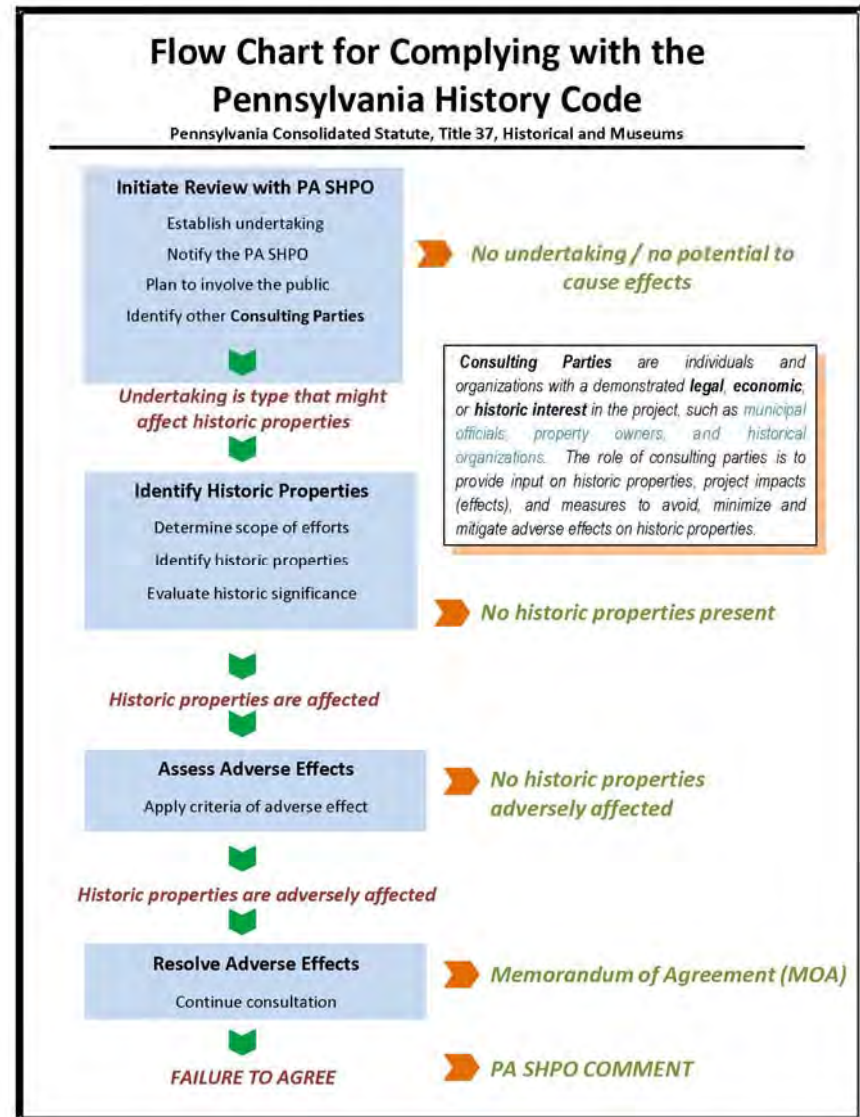
- Projects on Commonwealth land or involving Commonwealth property;
- Projects requiring state licensing or permitting or [financed in whole or in part using state funds]; or
- Projects being undertaken by Commonwealth agencies or instrumentalities of the state.

To ensure consistency for projects with both federal and state involvement, PA SHPO recommends following the Section 106 consultation process in the review of state actions. PennDOT and PA SHPO have a Memorandum of Understanding (2011) that requires PennDOT to fulfill its obligations under the Pennsylvania History Code by following similar procedures to what it uses to comply with Section 106 consultation for Federal Highway Administration (Federal-Aid) projects in Pennsylvania.



# SECTION 106 PROCESS

# Section 106/ Pennsylvania History Code Flow Chart





# STUDIES AND REPORTS

## Studies and Reports

PA SHPO Project Review Form and Determination of Area of Potential Effects, Identification of Previously Recorded Historic Resources, and Identification of Historic-Age Resources (Final, May 2018)

Identification of Historic Properties Report (Final, September 2019)

Historic Bridge Rehabilitation Analysis Report for the W. North Avenue Bridge (Final, January 2020)

Determination of Effect Report (Draft, Est. Spring 2020)

Memorandum of Agreement (Draft, Est. Summer 2020)



WHO ARE CONSULTING PARTIES?  
WHAT ARE THEIR ROLES?

# Consultation

Under Section 106, lead agencies are required to consider the effects of their undertakings on historic properties *in consultation with* historic preservation stakeholders.

The implementing regulations for Section 106 (36 CFR Part 800) define consultation as the process of “seeking, discussing, and considering the views of other participants, and where feasible, seeking agreement with them regarding matters arising in the Section 106 process” (36 CFR Part 800.16(f)).



# Participants in the Process

The implementing regulations identify participants in the Section 106 process as the **Agency Official (PennDOT)** and **Consulting Parties**, which include the following:

- **State Historic Preservation Officer (PA SHPO)**
- **Local Governments**—Representatives of the local government(s) with jurisdiction over the area(s) in which the effects of an undertaking may occur (**City of Pittsburgh**).
- **Applicants for Assistance, Permits, Licenses, and/or Other Approvals (Norfolk Southern)**



## Participants in the Process (Cont'd)

- ***Additional Consulting Parties***—certain individuals and organizations with a demonstrated interest in the undertaking 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.
- ***Public***—invited by the agency to be a consulting party.



# Roles of Consulting Parties

Consulting party status entitles the participant to share its views, receive and review pertinent information, offer ideas, and consider possible solutions together with the lead agency and other consulting parties.

By participating as a consulting party on a transportation project, your input will be considered early in the design process and may affect the treatment of historic properties. Consulting parties will be informed of steps in the Section 106 process and your comments will be considered during the project development process.

# Roles of Consulting Parties

## Provide input and comments on:

- Findings and determinations,

- NRHP eligible resources,

- Project's effects on historic properties,

- Measures to avoid, minimize, or mitigate adverse effects, and

- Memorandum of Agreement (MOA) may result if adverse effects cannot be avoided. Consulting parties may be invited to sign the MOA if tasked with specific mitigation commitments (required signatory) or to document participation in the process (optional signatory).

# Consulting Party Document Sharing System



Electronic postings of project documents on Norfolk Southern website.



30-day consulting party review period begins when documents are uploaded to website and notifications are sent to consulting parties.



Consulting parties may submit written comments electronically or by U.S. mail.



Consulting parties may request hard copies of documents.



# TERMS AND DEFINITIONS

## Area of Potential Effects (APE)

the APE is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking”

# Historic Resource

Historic district, site, building, structure, or object 50 years of age or older that has not been evaluated for the National Register of Historic Places (NRHP).



# Historic Property

Any prehistoric or historic district, site, building, structure, or object included in , or eligible for inclusion in, the NRHP.

National  
Register  
Eligibility =  
Significance +  
Integrity

## The National Register Criteria for Evaluation:

Criterion A: Properties that are associated with one or more events that have made a significant contribution to the broad patterns of our history.

Criterion B: Properties that are associated with individuals whose specific contributions to history can be identified and documented.

Criterion C: Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Criterion D: Properties that have yielded or may be likely to yield information important in history or prehistory.

# Integrity

## The National Register Aspects of Integrity:

Location,

Design,

Setting,

Materials,

Workmanship,

Feeling, and

Association



HISTORIC PROPERTIES IDENTIFIED  
WITHIN THE APES OF THE  
SIX PROJECTS

SEPTEMBER 2019

## Identification of Historic Properties Report



**Norfolk Southern Railway Company/  
Pennsylvania Department of Transportation  
Pittsburgh Vertical Clearance Projects**

Borough of Sawasake and the City of Pittsburgh  
Allegheny County, Pennsylvania



Prepared for  
Norfolk Southern Railway Company  
Atlanta, Georgia

Prepared by  
**Michael Baker**  
INTERNATIONAL  
Michael Baker International, Inc.  
Moon Township, Pennsylvania

# Historic Properties

The Identification of Historic Properties Report (Eligibility Report) is available on the Norfolk Southern website:

<http://www.nscorp.com/content/nscorp/en/in-your-community/the-pittsburgh-vertical-clearance-projects.html>



WASHINGTON AVENUE, SWISSVALE

# Project Description

The proposed undertaking will lower both main tracks 15" to create the appropriate vertical clearance under the Washington Avenue Bridge. An undercutter will lower approximately 3,000' of track. The 1907 Washington Avenue Bridge, its abutments, and the Palmer Street stone retaining wall with its iron fencing will remain unchanged.

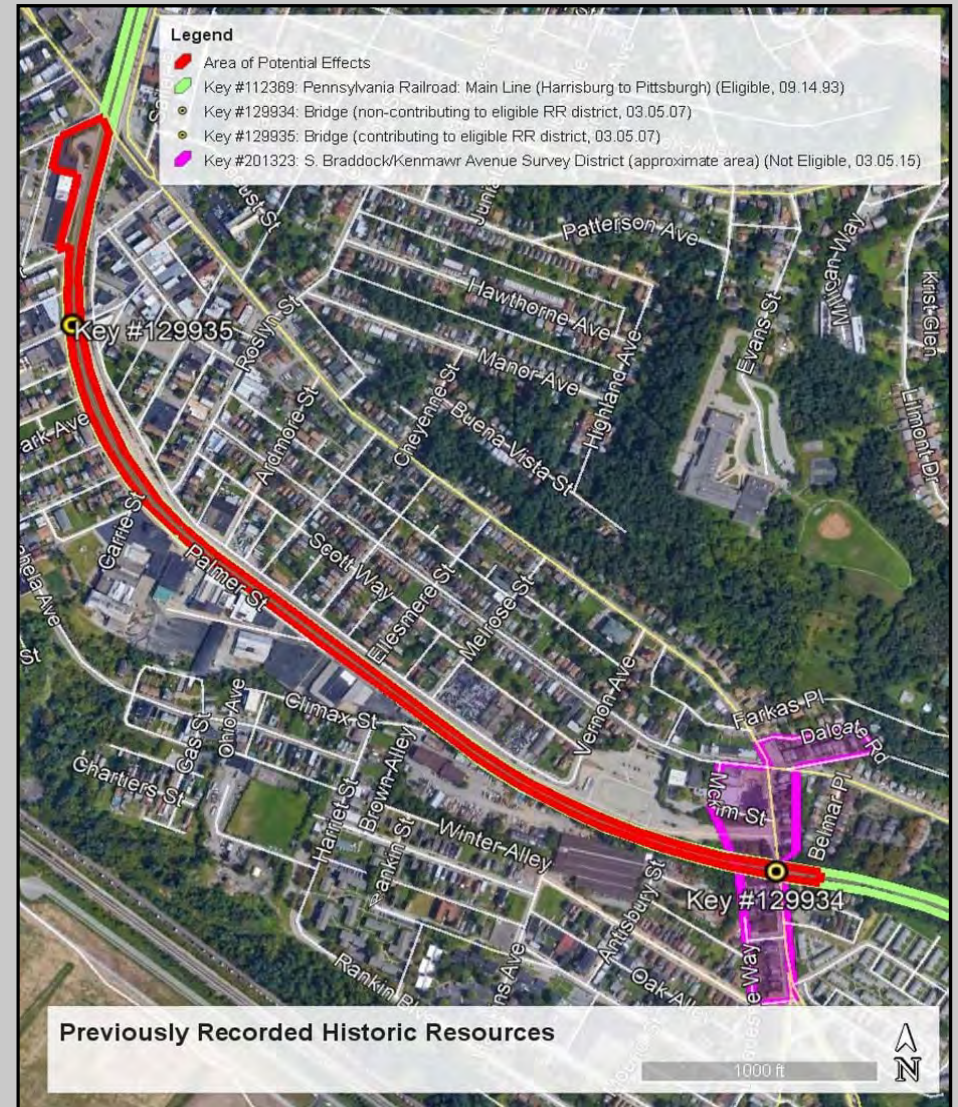
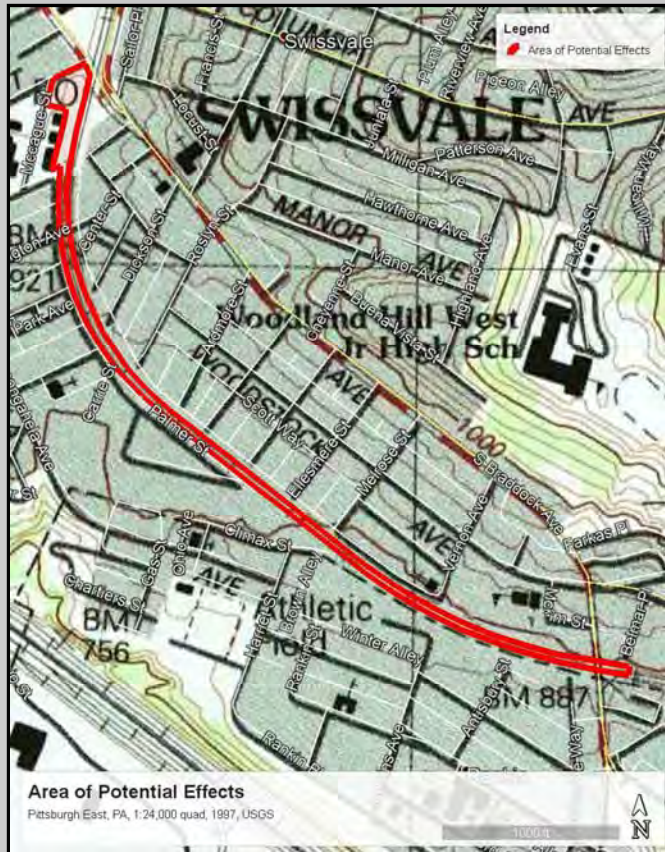




# WASHINGTON AVENUE APE







# Washington Avenue APE





HISTORIC PROPERTIES IDENTIFIED  
WITHIN THE  
WASHINGTON AVENUE APE

## Previously Recorded Historic Resources within the Washington Avenue Bridge Project APE

Resource Name	Location	CRGIS #	NRHP STATUS	
<b>Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh)</b>	Milepost PT-344.91	112369	Eligible (09-14-93)	
<b>Pennsylvania Railroad: Main Line (Swissvale to Rankin Segment)</b>		201322	Eligible (03-05-15) Contributes to Eligible RR district (Key #112369)	
<b>S. Braddock Avenue &amp; Kenmawr Avenue Survey District</b>	S. Braddock and Kenmawr avenues between 5 <sup>th</sup> Ave. and Woodstock.	201323	Not Eligible (03-05-15)	
<b>Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): S. Braddock/ Kenmawr Avenue Bridge (Swissvale/ Rankin)</b>	Carrying Braddock/ Kenmawr Avenue over railroad corridor	129934	Not individually eligible (03-05-07) Non-contributing to RR district (03-05-15)	
<b>Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Washington Avenue Bridge (Swissvale)</b>	Carrying Washington Avenue over railroad corridor	129935	Not Individually Eligible (03-05-07) Contributes to Eligible RR district (Key #112369)	

## Newly Identified Historic Resources within the Washington Avenue Project APE

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There were no newly identified historic resources  
identified within the Project APE.

Contributing  
Features of the  
Railroad Corridor  
Historic District  
Identified within  
the Washington  
Avenue Project  
APE

**CONTRIBUTING FEATURE**

**Washington Avenue Bridge**



**Stone Retaining Walls along Palmer Street**



**Decorative Wrought-Iron Fence**



SHPO Concurrence: Eligible 11-08-2019



DISCUSSION

OTHER HISTORIC PROPERTIES IN THE  
WASHINGTON AVENUE APE



AMTRAK STATION PROJECT,  
DOWNTOWN PITTSBURGH

# Project Description

The existing vertical clearance through Amtrak Station, housed within the ca. 1953-59 former Pennsylvania Railroad Station trainshed, will not allow for double-stack trains. The proposed undertaking will retrofit the beams of the northwest trainshed canopy over the freight line to obtain the desired vertical clearance.







# AMTRAK STATION APE

# Amtrak Station APE








# HISTORIC PROPERTIES IDENTIFIED WITHIN THE AMTRAK STATION APE

# Previously Recorded Historic Resources within the Amtrak Station Project APE

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Resource Name	Location	CRGIS #	NRHP STATUS	
<b>Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh)</b>	Milepost PT-353	112369	Eligible (09-14-93)	
<b>Pennsylvania Railroad: Station (Pittsburgh)</b>	1101 Liberty Avenue	001762	Listed (04-22-76)	
<b>Pennsylvania Railroad: Station Rotunda (Pittsburgh)</b>	1101 Liberty Avenue	001769	Listed (04-11-73)	

## Newly Identified Historic Resources within the Amtrak Station Project APE

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There were no newly identified historic resources  
identified within the Project APE.

Note: The NRHP nomination form for the Pennsylvania Railroad Station did not make mention of the 1953-1958 trainshed, likely because it was not 50 years of age at the time of the nomination; the trainshed was, however, included in the NRHP boundary. This study found the trainshed to be a contributing element of the Pennsylvania Railroad Station.

SHPO Concurrence: 11-08-2019 “The trainshed contributes to the Pennsylvania Railroad Station Key # 001762. The Period of Significance for the station should be amended to 1898-1958 as the station’s significance extends beyond its construction date.”

Contributing  
Features of the  
Railroad Corridor  
Historic District  
Identified within  
the Amtrak  
Station Project  
APE

**CONTRIBUTING FEATURE**

**Pennsylvania Railroad Station (Union  
Station)**



**Pennsylvania Railroad Station Rotunda**



**Pennsylvania Railroad Station Trainshed**



SHPO Concurrence: Eligible 11-08-2019



## DISCUSSION

OTHER HISTORIC PROPERTIES IN THE  
AMTRAK STATION APE



W. NORTH AVENUE BRIDGE PROJECT  
NORTH SIDE, PITTSBURGH



# Project Description

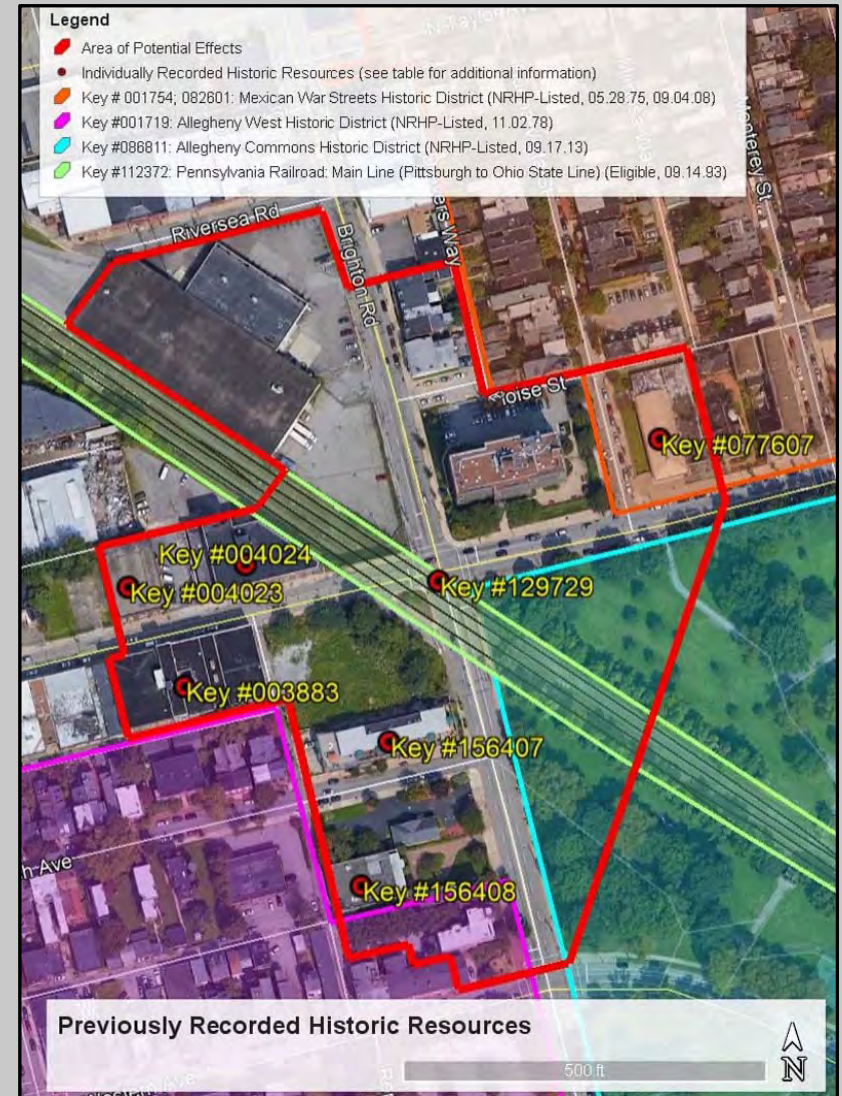
The proposed undertaking will replace or rehabilitate the W. North Avenue Bridge, which was constructed in 1929 and was raised in the late 1940s to its current elevation. The bridge carries W. North Avenue and Brighton Road over the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) rail corridor historic district. The bridge will be replaced with a new structure or rehabilitated in order to obtain the appropriate vertical clearance. Connecting and nearby streets may require grade changes to accommodate the height of the rehabilitated or new bridge. Potentially affected streets include Pennsylvania Avenue and Brighton Place. Driveways to private properties and garages and pedestrian entrances to individual buildings may also be affected.





# W. NORTH AVENUE BRIDGE APE

# W. North Avenue Bridge APE









HISTORIC PROPERTIES IDENTIFIED  
WITHIN THE  
W. NORTH AVENUE BRIDGE APE





## Previously Recorded Historic Resources within the W. North Avenue Bridge Project APE

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Resource Name	Location	CRGIS #	NRHP STATUS	
<b>Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line)</b>	Milepost PC-1.60	112372	Eligible (09-14-93)	
<b>Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): W. North Avenue Bridge (Pittsburgh)</b>	W. North Avenue and Brighton Road over railroad corridor	129729	Not individually Eligible (03-05-07) Contributes to Eligible railroad corridor historic district (Key #112372).	
<b>Allegheny Commons Historic District</b>	Roughly bounded by Brighton Rd., W. North Ave., Cedar Ave., South Commons, and Ridge Ave.	086811	Listed (09-17-13)	
<b>Allegheny West Historic District</b>	Roughly bounded by Brighton Road, Ridge Avenue, Allegheny Avenue, and W. North Avenue	001719	Listed (11-02-1978)	




## Previously Recorded Historic Resources within the W. North Avenue Bridge Project APE

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Resource Name	Location	CRGIS #	NRHP STATUS	
<b>Mexican War Streets Historic District</b>	Roughly bounded by W. North Ave., Drovers Way, Armandale St., and Sandusky St.	01754 082601 (increase)	Listed (05-28-75), (09-04-08)	
<b>917 Brighton Road</b>	917 Brighton Road	156408	Not Eligible (03-14-11)	
<b>800-814 Beech Avenue</b>	800-814 Brighton Road	156407	Not Eligible (03-14-11)	
<b>Trinity Lutheran Church</b>	622 W. North Avenue	077607	Not Eligible; Non-contributing element in a listed historic district (05-28-75)	

## Previously Recorded Historic Resources within the W. North Avenue Bridge Project APE

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Resource Name	Location	CRGIS #	NRHP STATUS	
Hipwell Manufacturing Company Buildings	831-845 W. North Avenue	003883	Undetermined	
International Harvester/Harry Guckert Company	810-822 W. North Avenue	004024	Undetermined	
Allegheny City Stables Building	836 W. North Avenue	004023	Eligible (09-23-16)	

# Newly Identified or Reevaluated Historic Resources within the W. North Avenue Bridge Project APE





Resource Name	Location	CRGIS #	NRHP STATUS	
Trinity Lutheran Church	622 W. North Avenue	077607	Not Individually Eligible; Does not contribute to a listed historic district <b>SHPO Concurrence: 11-08-2019</b>	
Mexican War Streets Historic District Western Boundary Increase	Roughly bounded by Brighton Road, N. Taylor Avenue, Drivers Way, and Eloise Street.	<i>To be assigned</i>	Eligible <b>SHPO Does Not Concur: Not Eligible 11-08-2019</b>	
Riggs Lounge & Restaurant	1204 Brighton Road	<i>To be assigned</i>	Not Individually Eligible; Contributes to a potential historic district <b>SHPO: No response on individual eligibility</b> <b>SHPO Does Not Concur: Does not contribute to a boundary increase of a listed historic district 11-08-2019</b>	
Volbrecht, Frederick House	1201 Brighton Road	<i>To be assigned</i>	Not Individually Eligible; Contributes to a potential historic district <b>SHPO: No response on individual eligibility</b> <b>SHPO Does Not Concur: Does not contribute to a boundary increase of a listed historic district 11-08-2019</b>	



# Newly Identified or Reevaluated Historic Resources within the W. North Avenue Bridge Project APE

Resource Name	Location	CRGIS #	NRHP STATUS	
Row Houses	1212-1218 Brighton Road	<i>To be assigned</i>	Not Individually Eligible; Contributes to boundary increase area of listed historic district <b>SHPO: No response on individual eligibility</b> <b>SHPO Does Not Concur: Does not contribute to a boundary increase of a listed historic district 11-08-2019</b>	
Allegheny Second Ward Industrial Historic District	Roughly bounded by Allegheny Ave., Pennsylvania Ave., RR tracks, and W. North Ave.	<i>To be assigned</i>	Eligible <b>SHPO Concurrence: 11-08-2019</b>	
Hipwell Manufacturing Company Buildings	831-845 W. North Avenue	003883	Individually Eligible Contributes to an eligible historic district <b>SHPO: May be individually eligible; more information requested</b> <b>SHPO Concurrence: Contributes to an eligible historic district 11-08-2019</b>	

# Newly Identified or Reevaluated Historic Resources within the W. North Avenue Bridge Project APE

Resource Name	Location	CRGIS #	NRHP STATUS	
International Harvester/Harry Guckert Company	810-822 W. North Avenue	004024	Individually Eligible Contributes to an eligible historic district SHPO: No response on individual eligibility SHPO Concurrence: Contributes to an eligible historic district 11-08-2019	
Katsafanas Coffee Company Building	828 W. North Avenue	To be assigned	Not Individually Eligible Contributes to an eligible historic district SHPO: No response on individual eligibility SHPO Concurrence: Contributes to an eligible historic district 11-08-2019	
Buncher Building	1201 Brighton Road	To be assigned	Not Individually Eligible; Does not contribute to a potential historic district SHPO Concurrence: 11-08-2019	
Keystone Plumbing Building	1215 Brighton Road	To be assigned	Not Individually Eligible; Does not contribute to a potential historic district SHPO Concurrence: 11-08-2019	

Contributing  
Features of the  
Railroad Corridor  
Historic District  
Identified within  
the W. North  
Avenue Bridge  
Project APE

**CONTRIBUTING FEATURE**

**Concrete Retaining Walls with Stone  
Coping**



**Signal Bridge**



**Decorative Wrought-Iron Fencing**



**Standard Railroad Safety Fencing**



**Elevated Railroad Siding**



SHPO Concurrence: 11-08-2019



## DISCUSSION

OTHER HISTORIC PROPERTIES IN THE  
W. NORTH AVENUE BRIDGE APE



PENNSYLVANIA AVENUE BRIDGE PROJECT  
NORTH SIDE, PITTSBURGH

# Project Description

The proposed undertaking will replace the ca. 1980 Pennsylvania Avenue Bridge in order to obtain the appropriate vertical clearance. The bridge carries Pennsylvania Avenue over the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) rail corridor with an existing clearance of 18'-3". Connecting and nearby streets may require grade changes to accommodate the increased height of the bridge. Potentially affected streets include Pennsylvania Avenue and Brighton Place. Driveways to private properties and garages and pedestrian entrances to individual buildings may also be affected.





# PENNSYLVANIA AVENUE BRIDGE APE

# Pennsylvania Avenue Bridge APE













HISTORIC PROPERTIES IDENTIFIED  
WITHIN THE  
PENNSYLVANIA AVENUE BRIDGE APE

## Previously Recorded Historic Resources within the Pennsylvania Avenue Bridge Project APE

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Resource Name	Location	CRGIS #	NRHP STATUS	
Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line)	Milepost PC-1.82	112372	Eligible (09-14-93)	

# Newly Identified or Reevaluated Historic Resources within the Pennsylvania Avenue Bridge Project APE

Resource Name	Location	CRGIS #	NRHP STATUS	
<b>Allegheny Second Ward Industrial Historic District</b>	Roughly bounded by Allegheny Ave., Pennsylvania Ave., RR tracks, and W. North Ave.	<i>To be assigned</i>	Eligible <b>SHPO Concurrence: 11-08-2019</b>	
<b>Renkin Pattern Works/Warhola Scrap Metal</b>	817 Pennsylvania Avenue	<i>To be assigned</i>	Not Individually Eligible Does not contribute to a potential historic district <b>SHPO Concurrence: 11-08-2019</b>	
<b>Frank and Ida Mandel Building/Warhola Scrap Metal</b>	825 Pennsylvania Avenue	<i>To be assigned</i>	Not Individually Eligible Does not contribute to a potential historic district <b>SHPO Concurrence: 11-08-2019</b>	
<b>Williams &amp; Company</b>	901 Pennsylvania Avenue	<i>To be assigned</i>	Not Individually Eligible Contributes to potential historic district <b>SHPO: No response on individual eligibility</b> <b>SHPO Concurrence: 11-08-2019</b>	
<b>Cruikshank Brothers Company Building</b>	850 Pennsylvania Avenue	<i>To be assigned</i>	Not Individually Eligible Contributes to potential historic district <b>SHPO: No response on individual eligibility</b> <b>SHPO Concurrence: 11-08-2019</b>	

Contributing  
Features of the  
Railroad Corridor  
Historic District  
Identified within  
the Pennsylvania  
Avenue Bridge  
Project APE

**CONTRIBUTING FEATURE**

**Concrete Retaining Walls with Stone  
Coping**



**Decorative Wrought-Iron Fencing**



**Standard Railroad Safety Fencing**



SHPO Concurrence: 11-08-2019



DISCUSSION

OTHER HISTORIC PROPERTIES IN THE  
PENNSYLVANIA AVENUE APE



COLUMBUS AVENUE BRIDGE PROJECT  
NORTH SIDE, PITTSBURGH

# Project Description

The proposed undertaking will lower both main tracks and the adjacent switchyard tracks 6" to create the appropriate minimum vertical clearance under the Columbus Avenue Bridge. The Columbus Avenue Bridge was constructed ca. 1906.

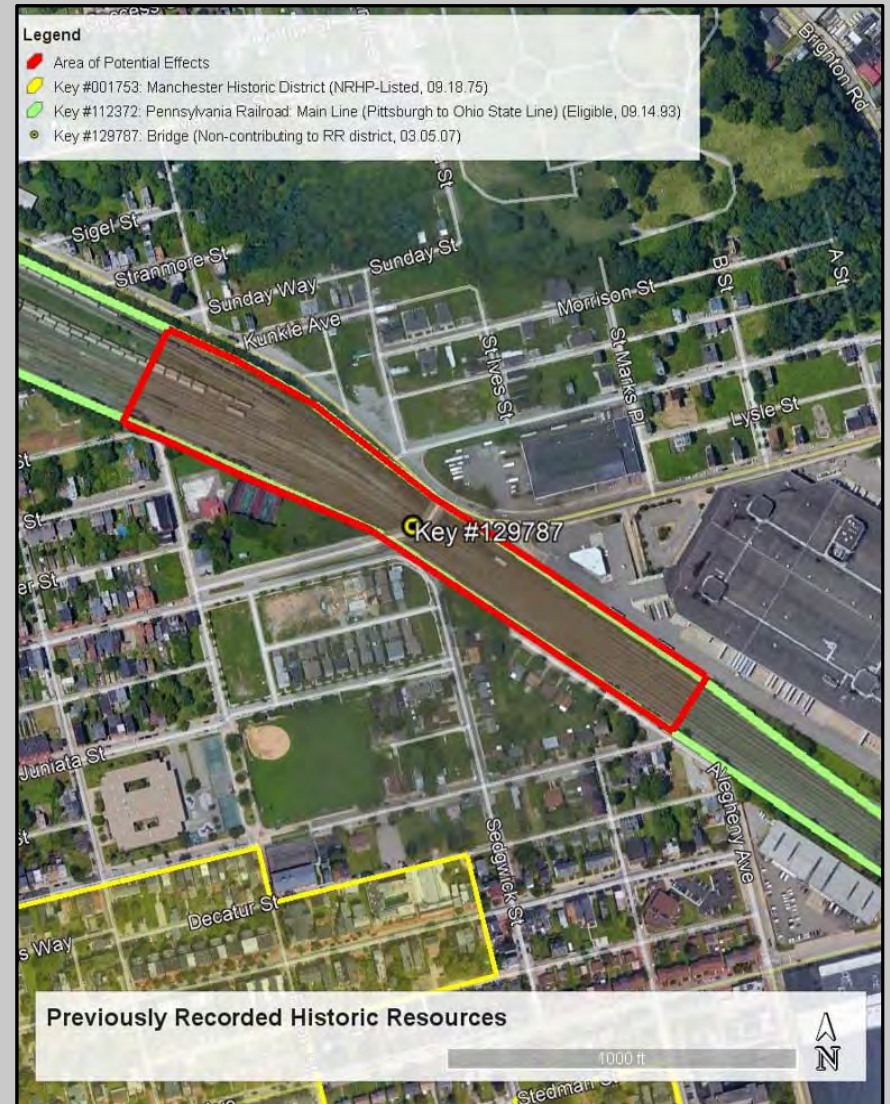




# COLUMBUS AVENUE BRIDGE APE



# Columbus Avenue Bridge APE







HISTORIC PROPERTIES IDENTIFIED  
WITHIN THE  
COLUMBUS AVENUE BRIDGE APE

## Previously Recorded Historic Resources within the Columbus Avenue Bridge Project APE

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Resource Name	Location	CRGIS #	NRHP STATUS	
<b>Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line)</b>	Milepost PC-2.17	112372	Eligible (09-14-93)	
<b>Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Columbus Avenue Bridge (Pittsburgh)*</b>	Carrying Columbus Avenue over the RR tracks.	129787	Not individually Eligible (03-05-07) Does not contribute to Eligible RR district (Key #112372).	

There are no newly identified historic resources  
identified within the Project APE.

Contributing  
Features of the  
Railroad Corridor  
Historic District  
Identified within  
the Columbus  
Avenue Bridge  
Project APE

**CONTRIBUTING FEATURE**

**Concrete Retaining Walls with Stone  
Coping**



**Decorative Wrought-Iron Fencing**



**Standard Railroad Safety Fencing**



SHPO Concurrence: 11-08-2019



## DISCUSSION

OTHER HISTORIC PROPERTIES IN THE  
COLUMBUS AVENUE BRIDGE APE



OHIO CONNECTING (O.C.) BRIDGE  
FLYOVERS PROJECT  
NORTH SIDE, PITTSBURGH

# Project Description

The proposed undertaking will remove overhead obstructions from an approach ramp structure associated with the Ohio Connecting Bridge over the Ohio River in order to gain the appropriate clearance over the Ft. Wayne No. 3 track and the Ft. Wayne No. 4 track. The flyover ramps were constructed ca. 1903.

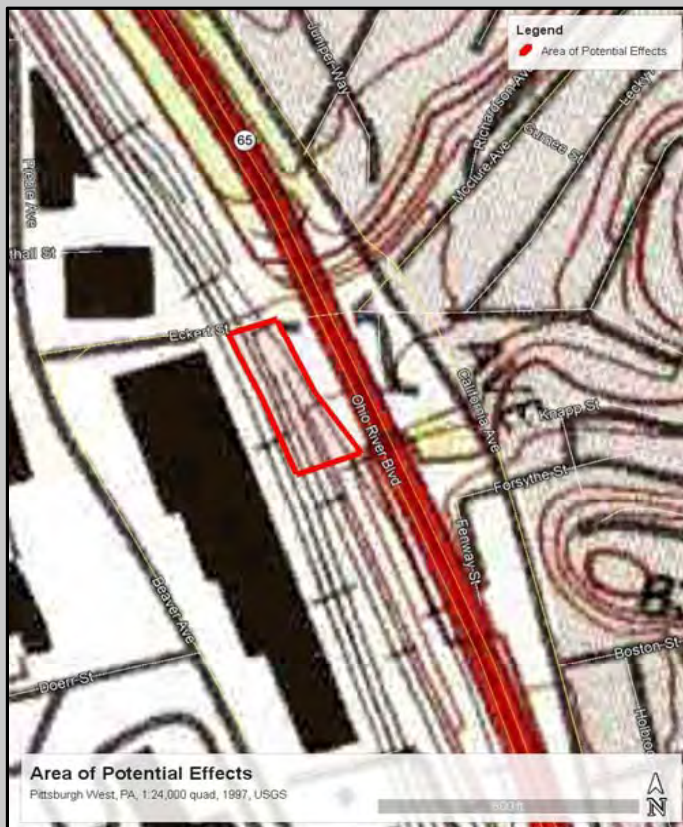




# O.C. BRIDGE FLYOVERS APE





# O.C. Bridge Flyovers APE






HISTORIC PROPERTIES IDENTIFIED  
WITHIN THE  
O.C. BRIDGE FLYOVERS APE

# Previously Recorded Historic Properties and Resources within the O.C. Bridge Flyovers Project APE




Resource Name	Location	CRGIS #	NRHP STATUS	
<b>Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line)</b>	Milepost ML-1.20	112372	Eligible (09-14-93)	
<b>Ohio Connecting Railway: Brunot's Island Bridge (Ohio River)</b>	Connects former Pennsylvania Railroad's Panhandle Division and Fort Wayne Division via Brunot's Island	007764	Undetermined	

# Newly Identified or Reevaluated Historic Resources within the O.C. Bridge Flyovers Project APE

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Resource Name	Location	CRGIS #	NRHP STATUS	
Ohio Connecting Railway: Brunot's Island Bridge (Ohio River)	Connects former Pennsylvania Railroad's Panhandle Division and Fort Wayne Division via Brunot's Island	007764	Eligible Contributes to eligible railroad corridor historic district SHPO: May be individually eligible; more information requested SHPO Concurrence: 11-08-2019	

Contributing  
Features of the  
Railroad Corridor  
Historic District  
Identified within  
the O.C. Bridge  
Flyovers Project  
APE

CONTRIBUTING FEATURE	
<b>O.C. Bridge Flyovers</b>	
<b>Eckert Street Under-Grade Bridges</b>	
<b>Concrete Retaining Walls with Stone Coping</b>	

SHPO Concurrence: 11-08-2019



## DISCUSSION

OTHER HISTORIC PROPERTIES IN THE  
O.C. BRIDGE FLYOVERS APE



DRAFT HBRA REPORT  
W. NORTH AVENUE BRIDGE

What is an  
HBRA?

**Goal is to avoid or minimize project effects to the W. North Avenue Bridge by considering whether the bridge can be made adequate through rehabilitation.**

**Key questions are whether rehabilitation can meet the project purpose and need and whether bridge rehabilitation can comply with the SOI Standards.**



Secretary of  
the Interior's  
(SOI) Standards  
for the  
Treatment of  
Historic  
Properties:  
Rehabilitation  
(abbreviated)

The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

Deteriorated historic features shall be repaired rather than replaced. Where severity of deterioration requires replacement of a distinctive feature, the new features shall match the old in design, color, texture, and other visual qualities and, where possible, materials.

New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.



W. North Avenue/Brighton Road Intersection, April 7, 1926

## Bridge History

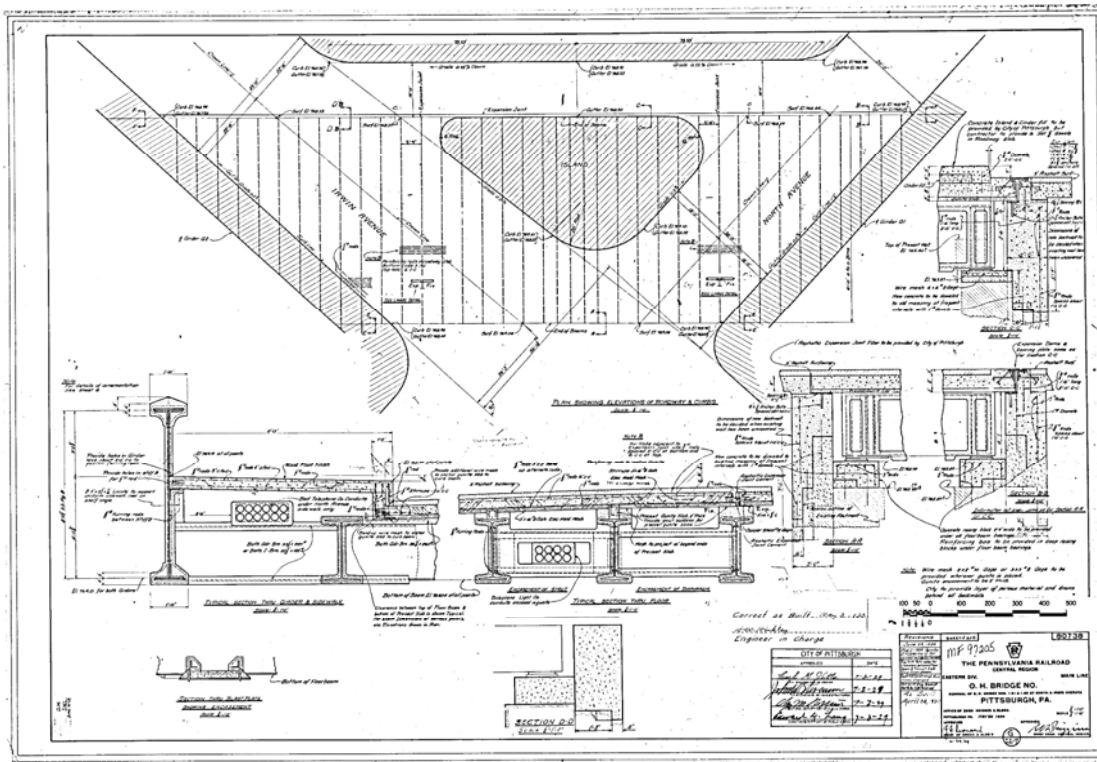
- Ca. 1900 to early 1910s the Pittsburgh, Ft. Wayne & Chicago Railway undertook a multimillion dollar grade-separation project at its termini in Allegheny City and Chicago.
- The construction of the first W. North Avenue Bridge and others as well as the track depression within the adjacent Allegheny Commons was part of this greater project.
- The grades of W. North Avenue and Brighton Road were raised 5 feet to allow for 16.25 feet of vertical clearance above the tracks, eliminating the dangerous at-grade crossings at the Brighton Road/W. North Avenue intersection.

Opening Day, W. North Avenue/Brighton Road Intersection January 10, 1930



## Bridge History

- In 1929, the PRR replaced the first W. North Avenue Bridge with the present structure.
- The replacement bridge was wider than the earlier bridge and the steel splayed through girders were fewer and much shallower than the earlier bridge's girders, allowing for improved motorist visibility.
- The widening of Brighton Road also took about 10' of right-of-way from Allegheny Commons.
- In the late 1940s, the PRR raised the W. North Avenue/Brighton Road Bridge 2.75' to obtain 18'-2" vertical clearance over the tracks; adjacent bridges were also raised at this time.



## Bridge Description

- The superstructure consists of two main steel splayed through girders along the exterior and steel rolled floorbeams along the interior that either frame into the through girders or span from abutment to abutment.
- The through girders are built-up, riveted steel members encased in concrete. The steel floorbeams and diaphragms are also encased in concrete.
- The bridge is 88' in length with a curb-to-curb roadway width of 36' plus 11'-wide sidewalks on each side of the bridge.
- The substructure consists of reinforced concrete abutments and wingwalls.
- The structure carries four lanes of traffic on Brighton Road and three lanes of traffic on W. North Avenue.



W. North Avenue, August 22, 1923

## Historic Significance

- The bridge is eligible as a contributing element of the NRHP-eligible Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) railroad corridor historic district.
- The bridge retains integrity, was constructed within the line's 1848-1958 period of significance.
- The bridge is significant for its association with the line's development and the PRR's efforts to improve the safety and efficiency by improving grade crossings.
- The bridge contributes to the significance of the railroad corridor historic district, which is significant under National Register Criteria A and C in the areas of transportation, economy, and the development of Pennsylvania's industries and communities.
- The bridge was determined to be not individually eligible for the NRHP for its engineering significance on March 5, 2007, as part of the Pennsylvania Historic Bridge Inventory and Evaluation.



## Character-Defining Features

- Character-defining features are prominent or distinctive aspects, qualities, or characteristics of a historic property that contribute significantly to its physical character.
- Such features may include materials, engineering design, and structural and decorative details.
- While the historic fabric, including all historic period materials and physical features of a bridge should be considered for preservation, character-defining features have the highest priority for preservation and are the most important components of the bridge to consider during rehabilitation activities.

# Character-Defining Features

- The primary and most visible character-defining features are:
  - the bridge's concrete-encased through girders along the east side of Brighton Road and along the north side of W. North Avenue.
- The bridge's secondary character-defining features are:
  - Iron railings;
  - Center median; and
  - Floorbeams (because they are primary structural members).



# Rehabilitation Evaluation

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- Option A – Bridge Rehabilitation with Floorbeam Replacement and Partial Superstructure Concrete Encasement
- Option B – Bridge Rehabilitation with Floorbeam Replacement without Superstructure Concrete Encasement





## Option A

# Bridge Condition and Recommended Treatment

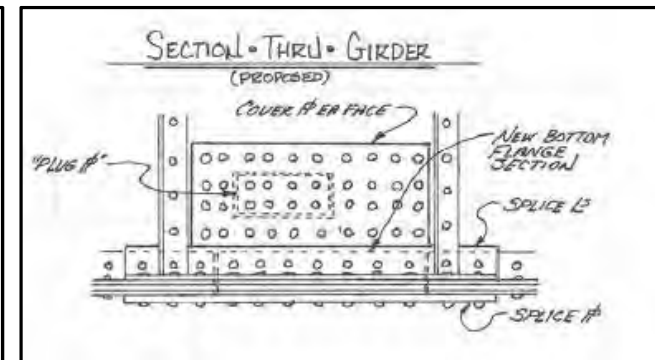
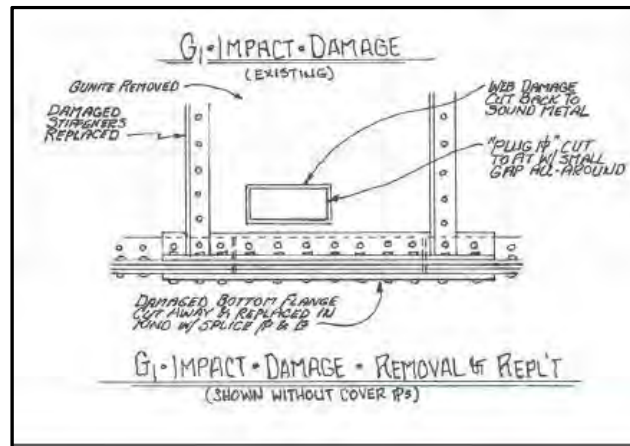
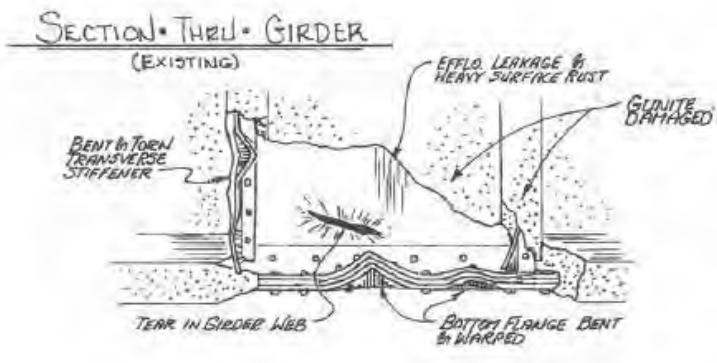
Bridge Component	Condition	Recommended Treatment
Concrete Abutments	Fair	<ul style="list-style-type: none"><li>Modify the existing concrete abutments by adding a concrete cap in order to increase the bearing seat elevations to achieve NSR's required 22'-0" vertical clearance. This would require significant superstructure jacking and falsework to support the superstructure (approximately 4') while the abutments are being modified</li></ul>



# Option A

## Bridge Condition and Recommended Treatment

Bridge Component	Condition	Recommended Treatment
Through Girders	Unsatisfactory	<ul style="list-style-type: none"> <li>Repair impact damage.</li> </ul>



# Option A

## Bridge Condition and Recommended Treatment

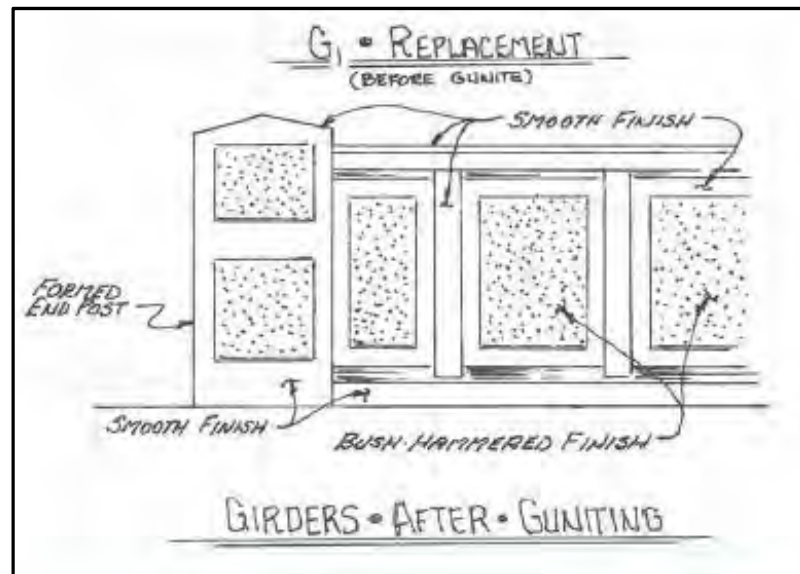
Bridge Component	Condition	Recommended Treatment
Through Girders	Unsatisfactory	<ul style="list-style-type: none"><li>Girder strengthening/repairs would be performed to restore the bent bottom flange in addition to any strengthening required due to corrosion that is hidden by the concrete encasement.</li><li>Transverse stiffeners would be added as necessary.</li></ul>



# Option A

## Bridge Condition and Recommended Treatment

Bridge Component	Condition	Recommended Treatment
Through Girders	Unsatisfactory	<ul style="list-style-type: none"> <li>After repairs have been completed and a protective paint coating is applied, concrete encasement would be reapplied to match the original design on the visible portion of the bridge.</li> </ul>



# Option A

## Bridge Condition and Recommended Treatment

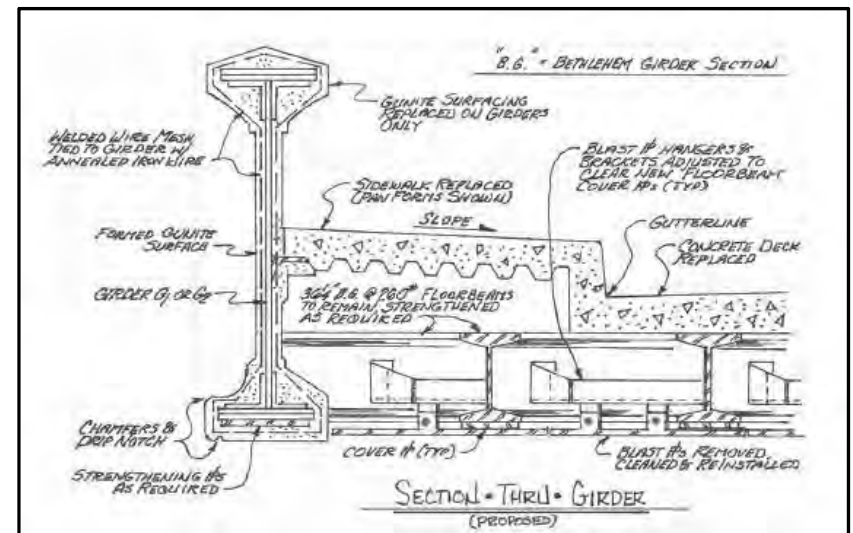
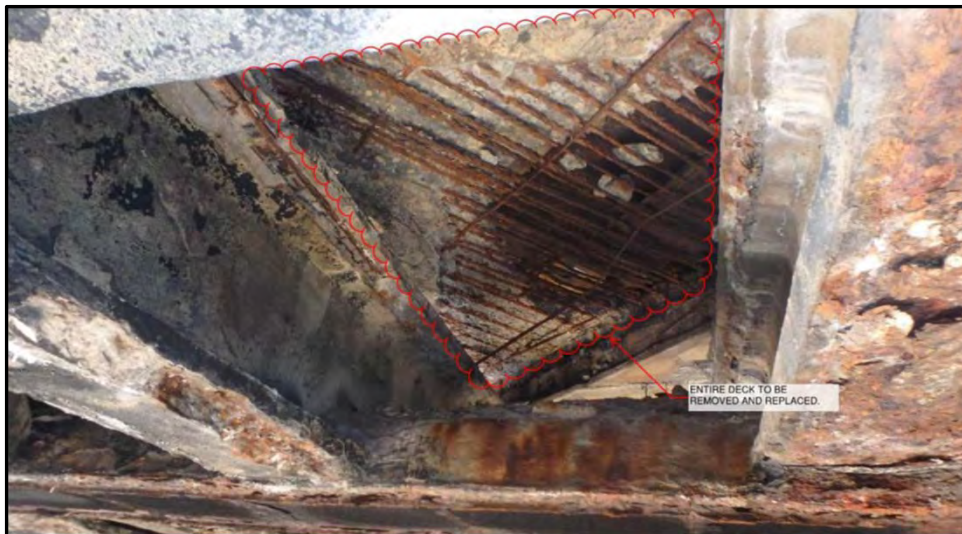
Bridge Component	Condition	Recommended Treatment
Floorbeams	Unsatisfactory -shows corrosion throughout and significant section loss in the bottom flanges.	<ul style="list-style-type: none"><li>• Replace all floorbeams with new, wide-flange, weathering steel beams. These modifications would add approximately 85 percent of new steel to the bridge</li><li>• Floorbeam rehabilitation was not considered because it would result in a bridge service life of as little as 25 years (compared to 40-50 years with floorbeam replacement) and increase the interval for spot/zone painting to 10-18 years (compared with 30-40 years for floorbeam replacement), causing an increase in rail traffic disruptions.</li></ul>



# Option A

## Bridge Condition and Recommended Treatment

Bridge Component	Condition	Recommended Treatment
Deck	Unsatisfactory/Poor (the deck has multiple holes in it that may create safety hazards and that require frequent maintenance; a pedestrian hazard has been created by placement of timber decking to cover holes in the sidewalk; and a steel plate is covering a hole in the deck and wearing surface along the eastern edge of pavement.)	<ul style="list-style-type: none"> <li>The existing deck and sidewalks would be removed and replaced in-kind at the raised profile in order to meet the 22'-0" vertical clearance.</li> </ul>



## Option B

Option B has many similarities with Option A. This option would only be carried forward if further analysis indicates that the cost of encasing the through girders results in an unreasonable increase in rehabilitation costs. Concrete encasement of the through girders serves no structural or protective function; it is suggested under Option A for aesthetic reasons in order to maintain the historic appearance of the bridge, in accordance with SOI Standards.

Under Option B, the superstructure would be repaired, the deck replaced, and the concrete gunite removed. The percentages of repairs remain the same in both options. A new three-coat paint system would be applied to the entire bridge.

# Rehabilitation Evaluation

## Integrity and SOI Standards

- Under Options A and B, all floorbeams would be replaced with wide-flange, weathering steel beams, resulting in 85 percent new material in the rehabilitated bridge.
- The loss of 85 percent of historic material (and complete loss of floorbeams, which are secondary character-defining members) does not comply with SOI Standards, as it reduces the bridge's integrity of materials, design, and workmanship and does not leave the structure with sufficient historic material to convey its historic significance as a feature of the railroad corridor historic district.



# Rehabilitation Evaluation

## Integrity and SOI Standards

- Under Option B, the concrete encasement of the existing through girders would be left un-encased. The removal of concrete encasement on the bridge's character-defining and most highly visible members does not meet SOI Standards as it would diminish the material and physical features of the bridge that contribute to the character of the railroad corridor historic district.

## Conclusion

Rehabilitation Options A and B both meet the project's purpose and need, but neither option complies with the SOI Standards.



DISCUSSION  
Draft HBRA Report  
W. North Avenue Bridge



NEXT STEPS

# Next Steps

Meeting	Topic	Date
Consulting Party Meeting 1 Follow-Up	<ul style="list-style-type: none"><li>• Consulting Party comments due on Identification of Historic Properties Report</li><li>• Submit comments on Draft W. North Avenue HBRA Report</li><li>• Post Consulting Party Meeting 1 minutes</li><li>• Submit Final W. North Avenue Bridge HBRA Report for comment and concurrence</li></ul>	<ul style="list-style-type: none"><li>• December 4</li><li>• December 4</li><li>• By or before Dec. 6</li><li>• Est. December 2019/January 2020</li></ul>
Consulting Party Meeting 2	<ul style="list-style-type: none"><li>• Follow up and response to questions and comments from November 20 meeting</li><li>• Discussion of alternatives analysis</li><li>• Discussion of any project effects on historic properties</li><li>• Discussion of measures to minimize adverse effects to historic properties, if any</li></ul>	Est. Spring 2020
Consulting Party Meeting 3	<ul style="list-style-type: none"><li>• Presentation of preferred alternative</li><li>• Discussion of measures to mitigate adverse effects on historic properties, if any</li><li>• Preparation of a Memorandum of Agreement</li></ul>	Est. Summer 2020

# Contacts

Consulting Parties may direct follow-up questions or comments by phone to Rudy Husband at 412-893-7041 or by email

[NSPghVerticalClearance@gmail.com](mailto:NSPghVerticalClearance@gmail.com)