

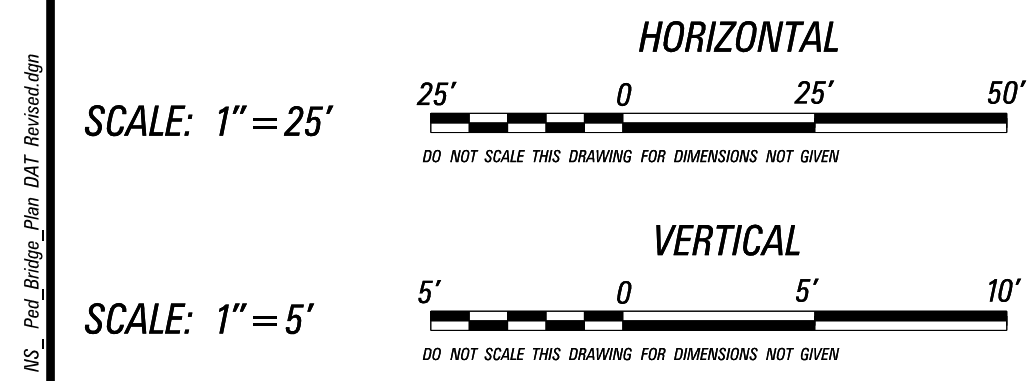
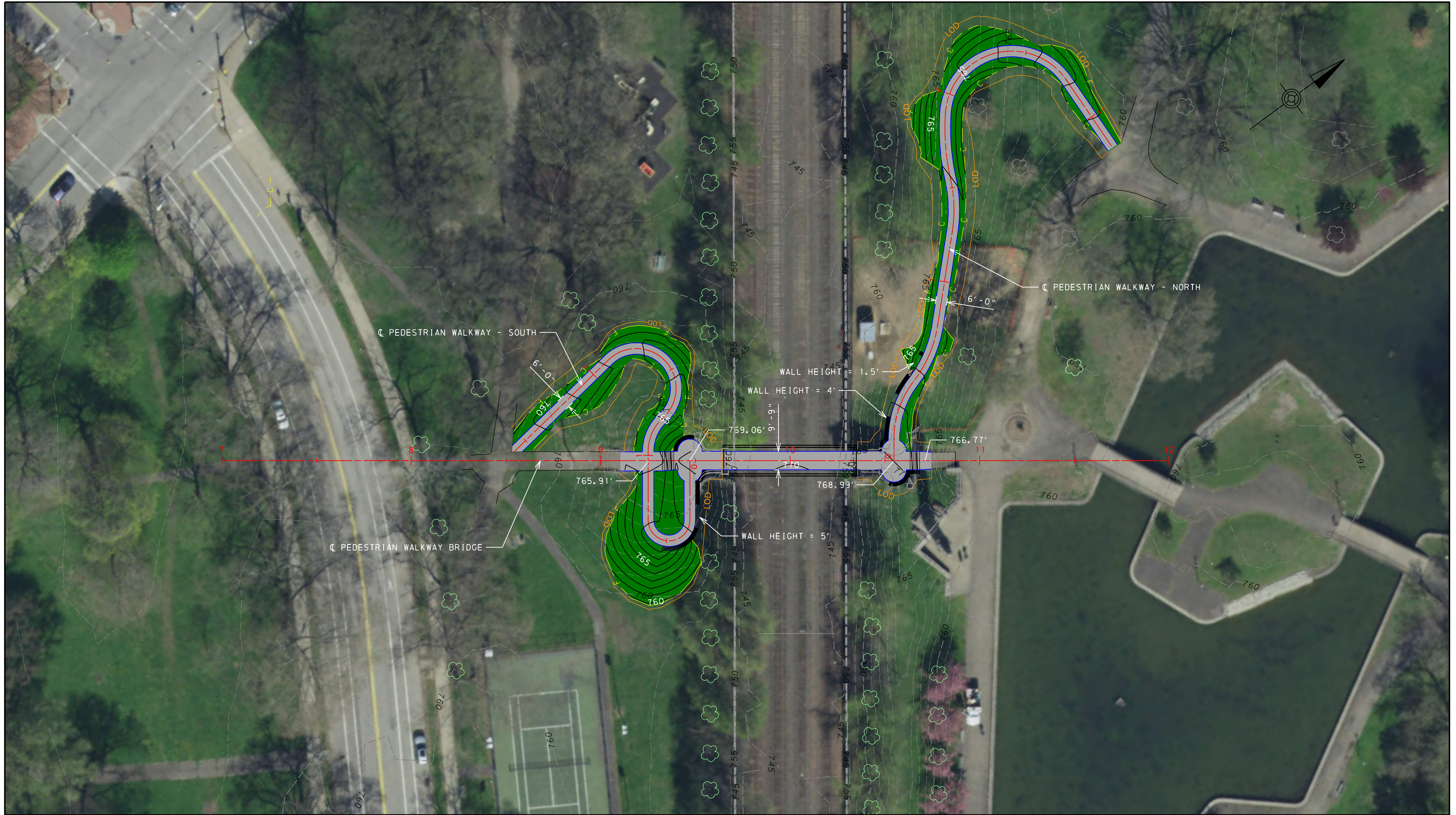
Norfolk Southern Railway Company
Pittsburgh Vertical Clearance Projects/W. North Avenue and AC Pedestrian Bridge
Design Advisory Technical Team Meetings - September 14, 2023, and October 23, 2023
Responses to Comments

Comment #	Document/Page #/ Section/Paragraph	Commenter	Comments	Responses
1	12/15/2023 PA SHPO Comments on Ped Bridge Design/ Page 1/ AC Pedestrian Bridge/ Paragraph 5	Emma Diehl/ Barbara Frederick	Please provide more detailed information as to why it is not possible to retain the approach stairs from the previous bridge.	<p>Multiple alternatives were investigated to retain the lower approach stairs from the previous bridge. These alternatives have more impacts to the park landscape, potentially more retaining walls, and higher retaining walls (see Att. 1 - Option 2B Alt 2). Due to the elevation constraint at the top of the existing stairs, a longer ADA accessible path is required which results in the proximity of the grading being closer to the trees and dripline which could potentially impact the 66" tree.</p> <p>In addition, due to the condition of the existing stairs an alternative was developed (see Att. 2 - Option 5A) that would replace the stairs, generally in the same location but with a lower elevation at the top, which would reduce the impacts to the park landscape, reduce the retaining wall heights, and move the grading further away from the trees and dripline and potentially not impact the 66" tree. This also allows the path alignment to follow the contours of the existing mound more closely thereby reducing the visible impact of the new paths. (This is very similar to the photo rendering [see Att. 3 - Option 2B] that was presented at the DAT Field Meeting on 8/29/2023.)</p> <p>Finally, conversations were referenced from meetings with community members of the DAT, including some SHPO staff, (PennDOT, NS and Michael Baker were not present at these meetings) that indicated a preference to save the trees rather than the stairs. As reported to Michael Baker, the consensus was that the stairs could be sacrificed in order to reduce impacts on other park features such as landscaping and trees. It should be noted that the stairs, which are in poor condition, are a remnant feature of the ca. 1905 bridge that is proposed to be replaced.</p>
2	12/15/2023 PA SHPO Comments on Ped Bridge Design/ Page 1/ AC Pedestrian Bridge/ Paragraph 5	Emma Diehl/ Barbara Frederick	As the 60% design process approaches, we would appreciate the development of renderings of the new Allegheny Commons bridge, especially the approach plazas being designed as part of Option 5a.	Renderings will be prepared for and provided prior to DAT Meeting #3.
3	12/15/2023 Rick Belloli, Q Development email/AC Pedestrian Bridge/Bullet 1	Community DAT Technical Team *	We would like confirmation that all the walkways are <5% grade, ensuring that they are both ADA accessible and that they will not require any railings or occasional landings as a result.	The paths proposed with the latest concept (Option 5A) are all ADA accessible (5% grade maximum) with only landings at the stair intersections. Railings are proposed on the retaining walls.
4	12/15/2023 Rick Belloli, Q Development email/AC Pedestrian Bridge/Bullet 2	Community DAT Technical Team *	Where there are retaining walls in the plan, we would like more clarification on the proposed materials, design elements, and landscaping plans around said walls.	As we progress the design to the 60% design level, we will have a better understanding of the limits and height of the proposed retaining walls. These types of details (proposed materials, design elements, and landscaping plans) will be discussed at DAT Meeting #3.

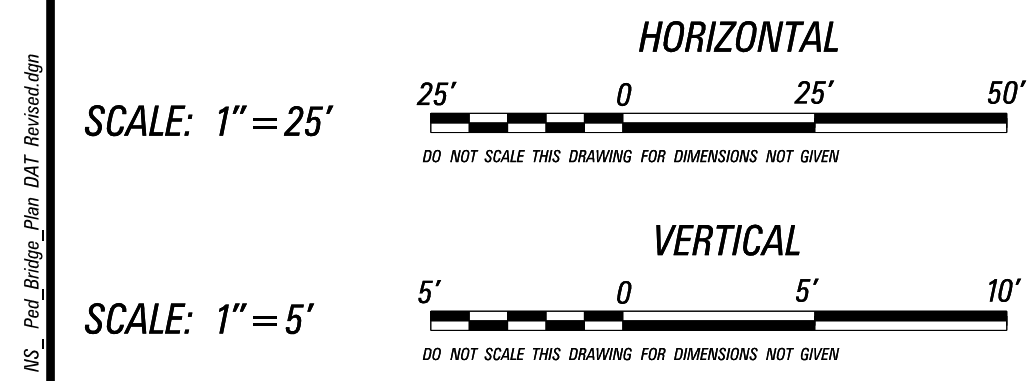
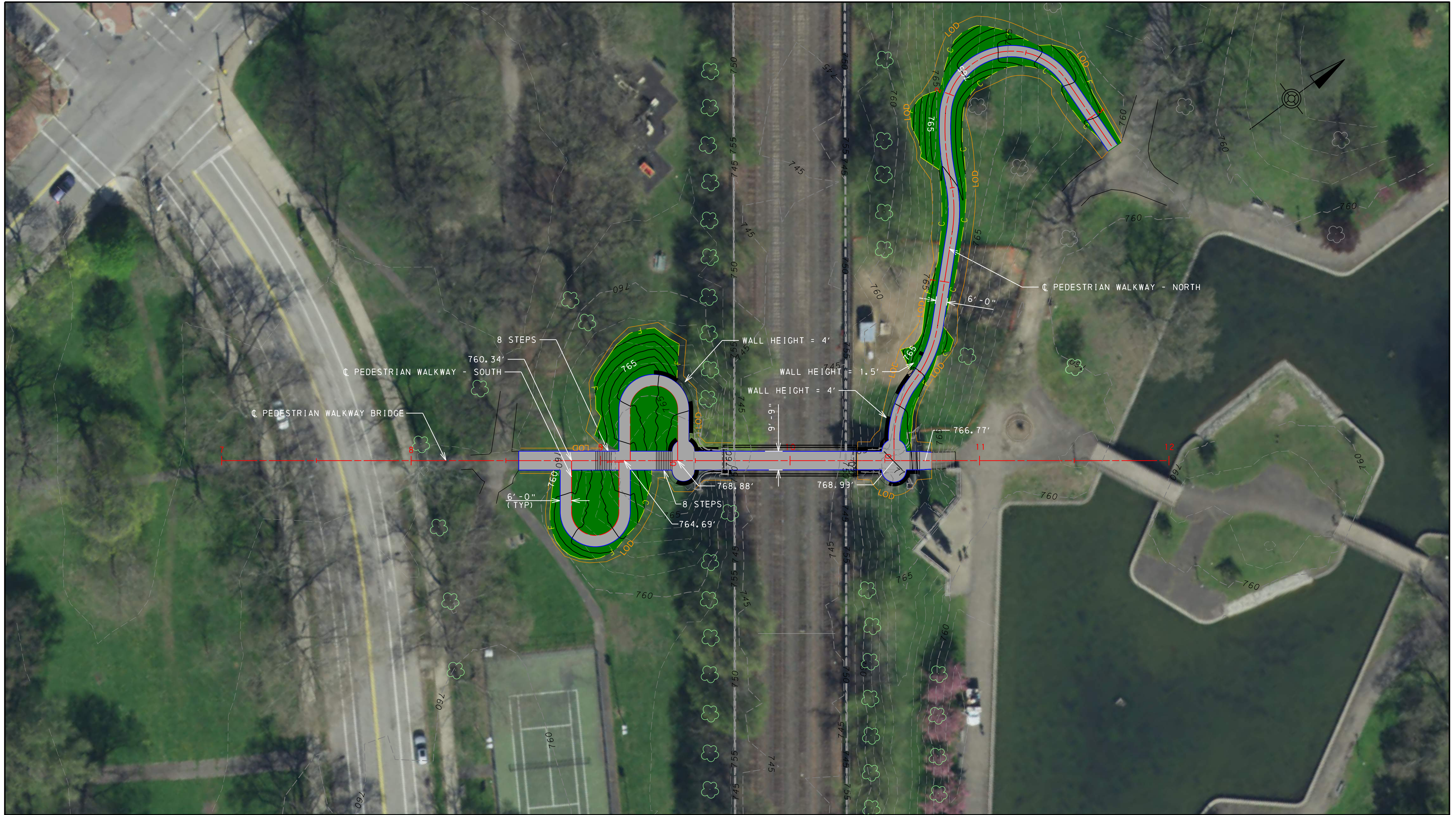
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5	12/15/2023 Rick Belloli, Q Development email/AC Pedestrian Bridge/Bullet 3	Community DAT Technical Team *	Which trees are being impacted by the latest plans? What is the overall tree protection plan? What is the grading near the trees and the dripline? Are any root aeration systems being proposed now, or have those been eliminated in this iteration?	The latest concept (Option 5A) does not impact any of the trees. As we progress the design to the 60% design level, we will have a better understanding of the proximity of the grading near the trees and the dripline and the overall tree protection plan if required. We will coordinate our efforts with the City of Pittsburgh DPW – Forestry Division.
6	12/15/2023 Rick Belloli, Q Development email/W. North Avenue Bridge/Bullet 1	Community DAT Technical Team *	The updated rendering (as noted) features 3' aiseways around all the planters.	Noted.
7	12/15/2023 Rick Belloli, Q Development email/W. North Avenue Bridge/Bullet 2	Community DAT Technical Team *	An updated cost estimate is coming from Streetlife for the planters in this plan. It will be forwarded as soon as received.	Noted.
8	12/15/2023 Rick Belloli, Q Development email/W. North Avenue Bridge/Bullet 3	Community DAT Technical Team *	Are the railings planned to be powder coated steel or something else? (Considering how best to complement the existing design aspect with the planters themselves.)	The railings will match the West Ohio Street Bridge which are steel – galvanized first then shop painted. See attached project specification for additional information (Att. 4 - Item 9000-0004 – Decorative Fence).
9	12/15/2023 Rick Belloli, Q Development email/W. North Avenue Bridge/Bullet 4	Community DAT Technical Team *	We agree, per the minutes of the meeting on 10.23 that the Greater Pittsburgh Arts Council should be engaged for the public art component of the plan. <ul style="list-style-type: none"> ○ I will be reaching out to Patrick at GPAC on this topic (as I've been having other discussions of late) just to give him a heads up that the organization has been penciled in for this role. ○ We also want to be sure that GPAC engages a community input process for the art, especially from the residents in the adjacent West Park Court senior high rise. 	Noted.
10	12/15/2023 Rick Belloli, Q Development email	Community DAT Technical Team *	Finally, to be able to ascertain these items and impacts for both the Pedestrian Bridge and the W North/Brighton Bridge, please pass along a link to download the *complete* set of plans, drawings, sections and elevations for the technical team to review.	A link to download the complete set of plans, drawings, sections, and elevations for the Pedestrian Bridge (60% Design Submission) and W. North/Brighton Bridge (90% Design Submission) will be provided prior to DAT Meeting #3.

* Rick Belloli (Q Development), Paul Tellers (PVT), Sara Thompson (Pashek+MTR), and Matthew Craig (Young Preservationist Association)

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10/2/2023



AC PARK PEDESTRIAN BRIDGE
OPTION 2B - Alt



AC PARK PEDESTRIAN BRIDGE
OPTION 5A



OPTION 2B
8/21/2023 | MICHAEL BAKER INTL

ITEM 9000-0004 – DECORATIVE FENCE

DESCRIPTION—This work is the detailing, fabrication, galvanizing, shop painting, supply and erection of new structural steel fence systems in accordance with Section 1050, 1060, and applicable portions of Section 1022 and as indicated.

MATERIAL –

- Structural Steel- Section 1105 and AASHTO M270, Grade 50 (ASTM A709, Grade 50), minimum, designation unless noted otherwise on the Contract Drawings.
- Bolts - High strength bolts conforming to AASHTO M 164 (ASTM A325) Type 3, with compatible nuts and washers.
- Galvanizing - Section 1105
- Caulking Compound - Section 705.8
- Anchor Bolts- ASTM A307 with compatible nuts and washers.
- Paint- In accordance with Section 1060, as indicated and as follows:
 - Paint applied over galvanized surfaces must be manufacturer certified as applicable for this application and must be compatible with paint specified for final field finish paint specified for structural steel.
 - Final finish paint shall be black in color. FS 17038.

CONSTRUCTION—Perform this work in accordance with Section 1060, Section 1105, and as indicated.

- Perform paint application in the fabrication shop
 - Prepare galvanized surface for painting and apply first coat of paint that is compatible with application over galvanized surfaces and compatible with the final finish paint of black in color. Apply final finish coat in the shop.
- Submit the proposed methods for erection of structural steel to the Representative for review.
- Shop Drawings - Prior to submitting shop drawings, visit the site and review all details of work. Review existing field conditions, as-built conditions and dimensions. Submit, including but not limited to, field set railing post anchor bolt locations. Submit site conditions preventing fabrication or installation of the structural steel railing system to the Representative for review. No additional payment will be allowed because of lack of knowledge of any existing conditions discernible from observation at the site.
- Submit shop drawings in accordance with the requirements of Section 105. Do not begin work until the shop drawings have been received and reviewed with no exceptions taken, and approved by the Representative.
- Railing fabrication and installation must comply with the ADAAG Standards, dated 2002.
- To prevent loosening/removal, field weld the railing anchor bolts after appropriately tightened.
- After the steel railings have been installed, the contractor shall inspect for, and repair paint system damage in accordance with 1060.2(b).

MEASUREMENT AND PAYMENT - Linear Feet of railing system complete in place including anchors, mounting details, handrail, and all necessary appurtenances.