Environmental Document

Pittsburgh Vertical Clearance Projects

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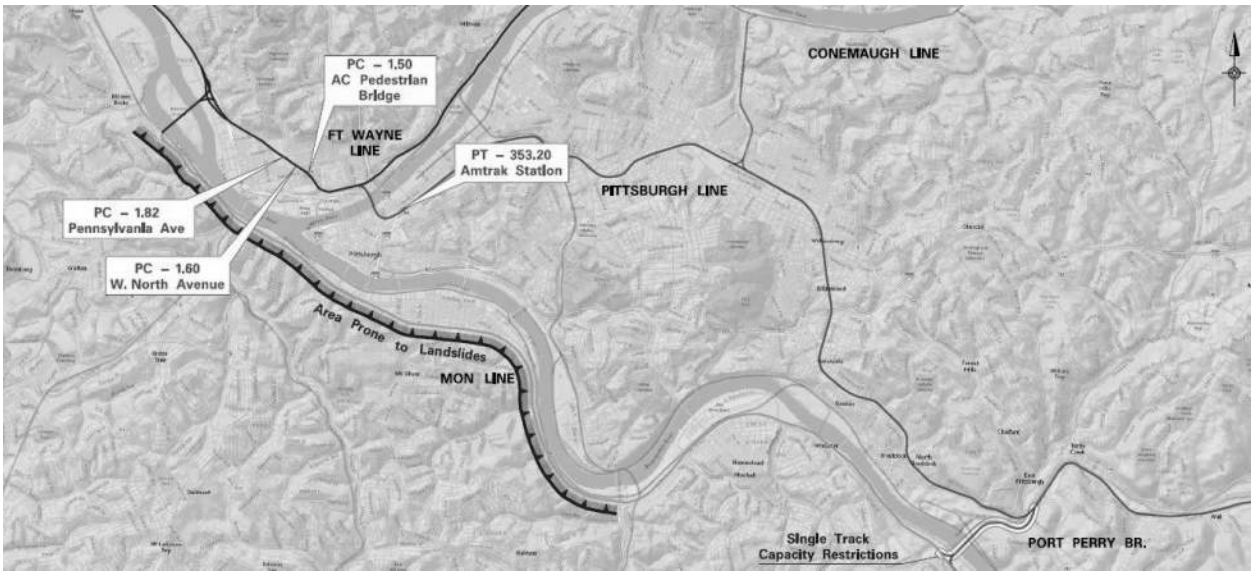
1.0 INTRODUCTION

Norfolk Southern Railway Company (NSR), in cooperation with the Pennsylvania Department of Transportation (PennDOT), proposes to address vertical clearance obstructions and structural deficiencies along NSR's Fort Wayne and Pittsburgh Lines in the City of Pittsburgh, Allegheny County, Pennsylvania. Two overhead bridge crossings [W. North Avenue Bridge (PC-1.60) and Pennsylvania Avenue Bridge (PC-1.82) and the Amtrak Station Canopy (PT-353.20)] have vertical obstructions along the Pittsburgh and Fort Wayne Lines that prevent efficient movement of freight, especially time-sensitive intermodal freight, by rail between Chicago and New York/New Jersey, and specifically through Pennsylvania. The fourth project, the replacement of the Allegheny Commons Pedestrian Bridge (PC-1.50), was added to the Pittsburgh Vertical Clearance Projects after coordination with project stakeholders. This structure was closed in 1998 due to safety concerns and the deck was removed in 2013, creating a mobility issue for pedestrians trying to access different portions of Allegheny Commons Park. The project locations are shown below.



The Pittsburgh Vertical Clearance Projects are part of a public-private partnership and have been designed to enhance the efficiency of freight rail movement by increasing the vertical clearance to allow for double-stacked trains moving through Pittsburgh and southwestern Pennsylvania. The projects are receiving funding from PennDOT's Rail Transportation Assistance Program (RTAP), with the remainder being private funding from NSR. No federal funding is being used for the project.

This Environmental Document is prepared in accordance with the requirements of the Commonwealth of Pennsylvania Act 120 of P.L. 356 (Act 120), amended Section 2002, as codified at Title 71 of the Pennsylvania Code, 71 Pa.C.S. § 512 (Section 2002 of Act 120). The Pittsburgh Vertical Clearance Projects will not result in significant individual or cumulative effects. An Alternatives Analysis Report (Michael Baker, 2022) was prepared for the Pittsburgh Vertical Clearance Projects and can be found on the project website: Pittsburgh Bridge Projects | Norfolk Southern. Potential effects have been minimized in accordance with Section 2002 of Act 120 through avoidance, minimization, or, where appropriate, mitigation. The proposed projects followed the assessment of feasible and prudent alternatives and impacts.

2.0 PURPOSE AND NEED STATEMENT

2.1 Project Purpose

The purpose of the Pittsburgh 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 some of the final remaining vertical clearance restrictions creating chokepoints and other hindrances to 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).

The Pittsburgh and Fort Wayne Lines compose one of two NSR mainline routes through Pittsburgh. The second mainline on the south side of the city is referred to as the Mon Line. The Mon Line is not being considered as a viable railway improvement project due to several major physical constraints and engineering factors. These factors include the fact that the Mon Line is prone to unpredictable landslides from adjacent properties, which cause hazardous conditions and substantial transportation interruption and reliability concerns for freight movement. In addition, although the Mon Line is cleared for double-stack freight movement, it has substantial capacity constraints due to a single-track line through a tunnel and a major river crossing, thus causing further delay and capacity issues for freight transit between Chicago and the east coast on that line.

Because of the constraints of the Mon Line, the Pittsburgh and Fort Wayne Lines currently are the primary route through the City of Pittsburgh for sensitive freight such as hazardous materials and would be the preferred route for time-dependent freight such as intermodal traffic, in large part because it avoids the hazardous conditions and delay experienced on the Mon Line. Furthermore, the Pittsburgh and Fort Wayne Lines are a shorter route between Chicago and the east coast and use of that route increases network fluidity while reducing transit time.

Although the double-track Pittsburgh and Fort Wayne Lines are the preferred freight route through the City of Pittsburgh, several bridges on that line limit the clearance for rail freight such that double-stack intermodal and automobile multilevel freight cannot move on that line. Rail capacity exists on the double-track Pittsburgh and Fort Wayne Lines and these proposed projects will allow the line to accommodate anticipated freight growth and double-stack intermodal traffic. In addition, the condition of the bridge over the railroad at W. North Avenue in Pittsburgh has safety deficiencies that pose risks to current rail traffic and forecasted rail traffic increases throughout the United States and within Pennsylvania in particular.

2.2 Project Need

The project needs for the railway improvement projects along the Pittsburgh and Fort Wayne Lines are to address:

A. Forecasted traffic demands
B. Vertical clearance constraints
C. Operational safety and reliability
D. Public safety
E. Facility deficiencies
F. Mobility

A. Forecasted traffic demands

Anticipated increases in freight capacity projections, especially in the intermodal market, indicate that double-stack utilization will increase over the next 30 years. Pennsylvania state and national rail plans have identified clearances restricting freight rail transportation as a major impediment to freight capacity, recommending reducing choke points restricting double-stack intermodal traffic [2015 Pennsylvania State Rail Plan (Dec. 2016); The Strategic Multimodal Analysis, Task 3: Chicago-New York City Corridor Analysis, Final Report (U.S. DOT, Apr. 2006); Pennsylvania Intercity Passenger and Freight Rail Plan (PennDOT 2010); 2003 Pennsylvania State Rail Plan (PennDOT 2003).] Intermodal shipment is a method of moving freight from origin to final destination using two or more transportation modes, without handling the freight itself when changing modes. This method improves efficiency by allowing for use of the most efficient transportation mode for each segment of a shipment of goods in a trailer or container (Congressional Research Service, 2003). In an intermodal transportation network, trains, trucks, ships, and aircraft are connected seamlessly to provide an efficient and flexible transportation system meeting the needs of the nation's consumers, carriers, and shippers (FHWA, 2009a).

The intermodal business is one way to achieve a long-term sustainable balance between business needs and the impact of railroad operations on the environment. In intermodal operations, containers often are loaded two high, called “double-stack,” to allow twice as many shipments to be moved on one intermodal train. Double-stack intermodal traffic increases capacity using the existing infrastructure, with appropriate clearance and without requiring new rail lines for additional trains. Double-stack rail traffic also reduces shipping costs and improves service, while at the same time providing new competitive rail alternatives and new economic development opportunities for customers and communities.

The need for improving freight transportation throughout the United States is driven by factors such as:

- Growing congestion on U.S. highways used for long-haul freight movement;
- Volatile or high fuel prices and the quest for energy-efficiency;
- The strain on the truck driver labor pool;
- Need for improvements in shipping services; and
- The national policy toward the reduction of greenhouse gas (GHG) emissions.

The Federal Highway Administration (FHWA) Freight Analysis Framework (FAF) forecasts that the tons of freight transported within the U.S. by rail will increase by more than 20 percent between 2015 and 2045, with a more than 80 percent increase in value of freight by rail over that same time frame. (https://www.bts.gov/newsroom/dot-releases-30-year-freight-projections; https://www.bts.gov/sites/bts.dot.gov/files/docs/FFF_2017_Full_June2018revision.pdf). FHWA’s FAF,

which compares relevant statistics from 2012 to 2045, also predicts that, with current infrastructure, highway congestion would increase dramatically because of the increase in freight and intermodal demand. It is infeasible to accommodate these anticipated increases in freight requirements by merely maintaining the current national rail infrastructure. Projects are needed to address the national need to enhance rail infrastructure as evidenced by the forecasted increase in demand and congestion.

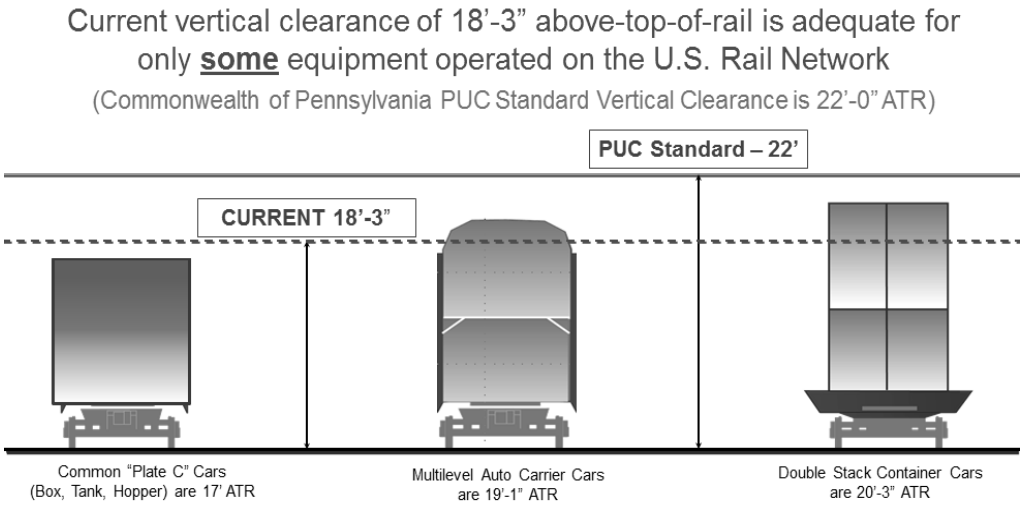
Pennsylvania ranks first in the country in the number of operating railroads (approximately 65) and ranks near the top in total track mileage (more than 5,600 miles). Each year, around 200 million tons of freight originate in, terminate in, or pass through Pennsylvania by rail, including more than 50 million tons of coal, steel, food, and other products mined or grown throughout the Commonwealth. The Commonwealth of Pennsylvania is expected to face substantial highway-truck traffic congestion as a result of the increase in demand and freight transportation. PennDOT predicts that within the Commonwealth of Pennsylvania, intermodal freight rail traffic will increase by 86.4 percent. The primary east-west Class I freight rail corridor in Pennsylvania is through Pittsburgh. The Pittsburgh-Allegheny County region in particular is expected to be highly congested in the absence of additional freight transportation planning.

To accommodate the expected increases in rail demand, as well as to support national goals relating to GHG emissions and fuel efficiency, the national freight rail system has been substantially modernized over the past decades to raise clearances, upgrade tunnels, and modify rail lines throughout much of America's 140,000-mile freight rail network to accommodate double-stack intermodal trains. (See https://www.aar.org/article/6-milestones-intermodal-growth/) Limitations for double-stack intermodal trains still impact freight transportation through Pennsylvania, however. The clearance projects represent the final obstacles for double-stack and automobile multilevel traffic along the Pittsburgh and Fort Wayne Lines and complement the clearance of 163 previously existing obstructions to double-stack container traffic in the 1990s through a Conrail/PennDOT partnership.

B. Vertical clearance constraints

The Pittsburgh and Fort Wayne Lines serve as an alternate route for the Mon Line but currently have limited vertical clearance at various locations that prevent the passage of double-stack trains or automobile multilevel traffic. The W. North Avenue and Pennsylvania Avenue bridges limit the height of freight railroad cars travelling along the Pittsburgh and Fort Wayne Lines. The structures do not provide sufficient vertical clearance between the bridge and the tracks. Additionally, Amtrak Station's shed canopy over the freight line is not tall enough to allow double-stack intermodal trains to travel underneath.

The current vertical clearance at the project locations varies along the corridor from 18'-3" to 20'-6". The PUC requirement for vertical clearance in Pennsylvania is 22'-0", absent a waiver.



C. Operational safety and reliability

The NSR line between Chicago and metropolitan New York City via Cleveland, Pittsburgh, and Harrisburg is referred to as the "Premier Corridor" and is the most critical freight artery on Norfolk Southern's 22-state network. NSR has two east-west freight routes through Pittsburgh, one of which is cleared for double-stacked intermodal trains and automobile multilevel trains. However, that double-stack route, known as the Port Perry Branch and the Mon Line (together, the Mon Line) is currently at or near capacity and, as a result, frequently faces congestion issues and service delays. In addition, the infrastructure and geography of the Mon Line create challenges for timely delivery of 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 NSR's route between Chicago and the New York metropolitan area. In addition to the choke point, and more importantly, the topography adjacent to the railroad right-of-way is susceptible to landslides from the adjacent 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. Besides the substantial costs incurred for cleanup, the unpredictable slides create hazardous conditions and cause hours of delay annually. These landslides range from moderate to severe in nature and the timing and severity of the incidents are unpredictable. Further, the landslides originate on property not owned or controlled by NSR, and as such NSR can merely react to landslides as they may occur. Each year, delay times resulting from these events, averaging approximately 32.9 hours, create substantial cost for the railroad, customers, and businesses. Delays on the Mon Line relating to landslides are projected to cause almost 4.3 million hours of closures over the next 30 years. Service-sensitive freight on this line and the additional capacity through southwest Pennsylvania anticipated in the future will need to be accommodated.

NSR's second mainline through Pittsburgh is the Pittsburgh and Fort Wayne Lines, which has double track throughout for more efficient operations. However, the current vertical clearance on this line is

inadequate for double-stack trains in several locations, and consequently the line constrains the capability to accommodate the projected increases in freight tons, and the anticipated increase in intermodal capacity, expected to be moving on the nation's transportation network. These limitations result in freight rail congestion and lead to less efficient intermodal transportation. An increase in intermodal traffic in order to keep trucks off highways needs to be accommodated for this major east-west artery. Under the current circumstances, adding more traffic to the Mon Line route to accommodate the forecasted increases in intermodal and other freight over the next many years would result in additional delays to train schedules and worsened congestion. In addition, NSR's dependence on the capacity- and geography-constrained Mon Line through Pittsburgh for its double-stack intermodal traffic, most of which has interstate commerce related time sensitivities, affects its ability to deliver quality service to customers and, ultimately, to compete with trucks. The structural risks adjacent to the current Mon Line route pose a threat to its long-term vitality, especially for this service-sensitive traffic. Considering that intermodal traffic through this part of Pennsylvania is expected to substantially increase in the coming years, it is crucial that investment be made in infrastructure improvement on the Pittsburgh and Fort Wayne Lines in the near-term for operational safety and reliability.

D. Public safety

Public safety is the primary operational focus of NSR, PennDOT, the City of Pittsburgh, Allegheny County, and Amtrak. The safety of citizens, employees, and operations are central to the goals of the Pittsburgh Vertical Clearance Projects. Additional rail capacity is beneficial to the safety of the motoring public by removing long-haul trucks from the highways of multiple states.

The Pittsburgh and Fort Wayne Lines (in the project area) have only three at-grade crossings, of which just one is a public at-grade crossing. Adding freight to the Pittsburgh and Fort Wayne Lines presents less risk of automobile/rail conflict for high-volume freight transportation. While at-grade crossing accidents have been greatly reduced through public education initiatives nationwide, projects like the Pittsburgh Vertical Clearance Projects boost these efforts by routing trains on heavily gated lines with pedestrian and motor vehicle crossing options.

E. Facility deficiencies

Structurally deficient structures become less effective and more expensive to maintain or repair as their conditions worsen. Facility deficiencies must be addressed for this key component of the rail network to help to minimize future maintenance and address existing structural deficiencies and traffic demands (e.g., rail, vehicular, pedestrian, and bicycle). The W. North Avenue Bridge, at the intersection of W. North Avenue and Brighton Road in Pittsburgh, is in poor condition. The current poor condition of the W. North Avenue Bridge has led to the partial closure of the structure and increased maintenance actions. These maintenance activities eventually will require more frequent interruptions on the Pittsburgh and Fort Wayne Lines to allow for more extensive maintenance repairs, thus causing significant disruption to interstate commerce in the busiest corridor between the Midwest and the East Coast. If the structural conditions are not addressed, the poor condition of this bridge will result in its full closure, resulting in the loss of connectivity over the NSR in this location for the traveling public.

F. Mobility

The Allegheny Commons Pedestrian Bridge over the NSR tracks was closed due to safety concerns in 1998 and the deck removed in 2013, creating a mobility issue for pedestrians trying to access the Lake Elizabeth area from West Commons. Currently, park visitors wishing to access Northwest Commons and Lake Elizabeth from West Commons must take a circuitous route from West Ohio Street to Brighton Road to the W. North Avenue Park entrance, resulting in a .32-mile pedestrian detour from one side of the former pedestrian bridge to the other. As the result, the replacement of this bridge was listed as a priority project in the 2022 Allegheny Common Master Plan and again in the Allegheny Commons 2018 Action Plan by the Pittsburgh Park Conservancy.

3.0 PUBLIC INVOLVEMENT

3.1 Public Officials and Public Meetings

Norfolk Southern and PennDOT held a public open house at the Children's Museum of Pittsburgh on June 26, 2018. A public officials' preview of the meeting materials was held prior to the open house for the general public. The format of the meeting was an open house plans display. It is estimated that 300-400 people attended the meeting. Over 90 comment forms were received at the meeting, with additional comments received subsequently via USPS or email.

A second public open house was held for the project on January 18, 2023, at the David L. Lawrence Convention Center, to present the preferred alternatives for the vertical clearance projects and to accept comments from the public. A public officials' preview of the meeting materials was held prior to the open house for the general public. Approximately 50 people attended the open house, and 24 comments were received at the meeting and via the online comment form posted on the Norfolk Southern project website.

A presentation for the Pittsburgh Vertical Clearance Projects was posted for comment on Norfolk Southern's project website from December 13, 2024, to January 31, 2025, to present the final designs. Two comments were received via email.

3.2 Consulting Party Meetings

On November 20, 2019, the first consulting parties meeting for the Pittsburgh Vertical Clearance projects was held at Calvary United Methodist Church, 971 Beech Avenue, Pittsburgh, Pennsylvania. Ten consulting party members attended the meeting. Topics discussed at the meeting included a general description of the project, the role of consulting parties, the project's area of potential effects for historic properties, the results of a historic resources survey and determination of NRHP eligibility study, and a preliminary review of the draft Historic Bridge Rehabilitation Analysis conducted for the W. North Avenue Bridge.

The second consulting parties meeting for the project was held on December 14, 2022, at the National Aviary, 700 Arch Street, Pittsburgh, Pennsylvania. Fourteen consulting party members participated in the meeting. The purposes of the second consulting party meeting were to present the preferred alternatives, seek comments on the assessment of effects on historic properties, and discuss potential minimization and mitigation measures.

On May 2, 2023, the third consulting parties meeting for the project was held at Nova Place, 100 S. Commons, Pittsburgh, Pennsylvania. Seven consulting party members attended the meeting. The purposes of Consulting Party Meeting #3 were to resolve adverse effects on historic properties and to discuss potential minimization and mitigation measures.

3.3 Design Advisory Team (DAT) Meetings

Norfolk Southern and PennDOT held DAT meetings on June 14, 2023; August 29, 2023; and March 26, 2024, to discuss design elements of the W. North Avenue Bridge and Allegheny Commons Pedestrian Bridge projects. In addition, supplemental meetings to refine designs were held with the DAT Technical Team on September 14, 2023, and October 23, 2023.

Additional information and documentation of all of the public meetings, consulting parties meetings, and DAT meetings held for the projects can be found at Pittsburgh Bridge Projects | Norfolk Southern.

4.0 AMTRAK STATION (PT 353.20)

4.1 PROJECT DESCRIPTION

The Amtrak Station Project is located southwest of the Pittsburgh's Strip District, between the Martin Luther King Junior (MLK Jr) East Busway and Liberty Avenue, in the City of Pittsburgh, Allegheny County, Pennsylvania (**Appendix A – Figure 4-1 and Figure 4-2**).

The proposed project would modify the existing trainshed of the Pittsburgh Amtrak Station/Union Station by lessening the bottom portion of the girders at designated areas to increase the clearance from the top of rail to the bottom of the girders supporting the canopy structure (**Appendix A – Figure 4-3**). The bottom flange and a portion of the web of the existing girder would be removed over Tracks 1 and 2. To maintain the structural capacity, angles and plates would be retrofitted to the bottom of the existing girder to create a built-up shape. With the removal of portions of the existing girders and structural retrofits, modifications to the exhaust chutes would be required. The existing asbestos exhaust chutes would be modified to address clearance issues, and the new designs would improve potential emissions effects over the existing conditions. This work would be performed over Track 1 and Track 2 and would involve the removal of designated sections of the exhaust chute along with the steel members that carry it.

Required work would include trimming the identified girders over both tracks in accordance with the plans to obtain a minimum clearance of 21'-0"; the installation of a new exhaust chute framing and panels; and the application of protective coatings to the girders and exposed steel over both tracks. This work would also involve the repair of two columns and the installation of foundations and new columns for two locations along both tracks.

The project would not require any existing utility adjustments. No underground work is anticipated outside of the two column foundations. No work is anticipated on the roof other than the replacement of the exhaust chutes. Abandoned utilities that may be encountered will be removed and capped off as necessary.

No required right-of-way (ROW) or temporary construction easements (TCEs) will be required for access. Railroad operations will remain in service throughout construction except for necessary short-term outages arranged in advance. Pedestrians will be detoured during the work along Track 1, anticipated to

be approximately 9 months (**Appendix A – Figure 4-4**). Project construction is anticipated to start in the summer/fall of 2025 and be completed during the winter/spring of 2027. The estimated construction cost is $10,150,000.

4.2 AQUATIC RESOURCES

Field investigations were conducted in December 2023 and reconfirmed in March 2025 to complement desktop research on previously mapped aquatic resources near the project area. The following resources are not present within or directly adjacent to the project area and, therefore, will not be impacted by the project:

A. Streams, Rivers, and Watercourses
B. Federal Wild & Scenic Rivers and Streams
C. State Scenic Rivers and Streams
D. Navigable Waterways
E. Other Surface Waters
F. Wetlands
G. Coastal Zone
H. Water Pollution
I. Floodplains

The following resources are present within the project area.

J. Groundwater Resources

Existing Conditions

According to the Pennsylvania Groundwater Information System (PAGWIS), 48 wells are located within about a quarter mile of the trainshed (none of which will be impacted by the project), including:

- Two commercial withdrawal wells ranging in depth from 80 to 85 feet;
- Twelve commercial wells (unknown usage) ranging in depth from 20 to 37 feet;
- Two industrial withdrawal wells ranging in depth from 70 to 73.5 feet;
- Seven industrial wells (unknown usage) ranging in depth from 27 to 40 feet;
- One 30-foot-deep industrial cooling well;
- Ten monitoring wells ranging in depth from 15 to 44 feet; and
- Fourteen abandoned wells (two partially removed and tremie-grouted, five grouted in place, four unused wells, and three otherwise abandoned).

Impacts

No excavation of soil will be necessary for the project, and it is not anticipated that significant quantities of groundwater (if any) will be encountered and/or need to be managed during construction. Furthermore, contaminated groundwater plumes from identified upgradient sources are unlikely to reach the project area based on available documentation associated with known spills.

Mitigation

The Amtrak Station project will not cause any known impacts to groundwater resources, and therefore, no mitigation is required. If groundwater is encountered during construction, it will be handled in accordance with applicable laws and regulations.

4.3 LAND RESOURCES

Field investigations were conducted in December 2023 and reconfirmed in March 2025 to complement desktop research on land resources. The following resources are not present within or directly adjacent to the project area and, therefore, will not be impacted by the project:

A. **Agricultural Resources**
B. **Geologic Resources**
C. **Multiple Use of Space**
D. **Forest and Gamelands**
E. **Wilderness, Natural, and Wild Areas**
F. **Natural Landmarks**
G. **Vegetation**
H. **Recreation and Parks**

The following resources are present within the project area.

I. Erosion and Sedimentation

Existing Conditions

The project is in an urban environment bordered by the MLK Jr East Busway to the south and Liberty Avenue to the north. Most surrounding surfaces are impervious asphalt or packed gravel. Pervious surfaces within the project area include sections of roadside vegetation. Inlets along the MLK Jr East Busway and Liberty Avenue manage stormwater runoff. Minor erosion (cracking and small potholes) of the asphalt on Liberty Avenue was observed during the site visits. No other signs of erosion were observed.

Impacts

The project proposes only structural modifications to steel members in the canopy, replacement of the exhaust chutes, repair of two columns, and replacement of two columns with foundations. No ground disturbance is anticipated.

Mitigation

No National Pollutant Discharge Elimination System (NPDES) permit or Erosion and Sedimentation (E&S) Control Plan will be required for this project.

J. Hazardous or Residual Waste Sites

Existing Conditions

A survey for asbestos-containing materials (ACM), lead-based paint (LBP), polychlorinated biphenyls (PCBs) in caulk, and universal waste was conducted from July 10 through July 12, 2018, by qualified professionals from WSP. A subsequent report was prepared for the project (WSP, 2018) and is included in the project technical file. Potential hazardous materials identified during the Hazardous Materials Survey conducted for the Amtrak Station Project are as follows:

- LBP is present on the structural steel girders, beams, columns, electrical conduits, and roof drainpipes.

- Flaking lead-based paint may have impacted shallow soil under the Amtrak Station canopies.
- ACM greater than the United States Environmental Protection Agency (USEPA) criteria level of 1% asbestos by weight has been identified in many areas of the trainshed and on the brick wall along Liberty Avenue. ACM cement (transite) panels are located throughout the trainshed in the exhaust areas. Wire insulation is on the inside pendant light fixtures at track level and the entire trainshed west and east sections.
- Historic fill (e.g., slag, cinders, and fly ash) may be present beneath the railroad ballast since these materials have been commonly used as fill in Allegheny County. These materials sometimes contain elevated concentrations of metals and/or polycyclic aromatic hydrocarbons.
- No PCBs containing equipment or caulk and no equipment containing chlorofluorocarbons (CFCs) were identified. As it is possible that additional hazardous materials, including ACM, LCP, and PCB-containing materials, may exist behind walls and other concealed spaces that were not accessible during WSP's sampling survey. Areas below the platform and track surface, as well as pipe trenches at the north side of the station along Liberty Avenue, will not be disturbed and were not included in WSP's scope of work.

Impacts

Due to the nature of the project, materials containing asbestos and LBP are likely to be unavoidable. The proposed project will also likely impact High-intensity Discharge (HID) light bulbs in the west and east sections of the trainshed. No excavation is associated with the proposed project; however, there is potential for historic fill beneath the railroad ballast.

Mitigation

Laboratory analytical data confirmed the presence of ACM and LBP throughout the inspected trainshed. In addition, potential universal waste materials were identified. Prior to commencing any demolition of the trainshed, WSP recommended that all ACM, LBP, and universal waste material removals be completed as follows.

ACM

Asbestos removals shall be performed by the Pennsylvania and Allegheny County licensed abatement Contractor, employing trained Pennsylvania-certified asbestos abatement personnel. In addition to the regulations listed above, abatement activities shall be performed in compliance with the requirements of the 29 CFR 1910.1001 and 29 CFR 1926. 1101, 40 CFR Part 763 (AHERA) and TSCA Title II. The following recommendations are proposed to ensure that asbestos abatement is performed correctly and effectively:

- Develop complete and concise abatement specifications and plans to manage the removal of ACM effectively; this specification should be developed to comply with all applicable federal, state, and local asbestos abatement regulations; the specification shall outline means and methods of segregation of the facility workers and passengers from the active abatement area.
- Develop and implement a schedule that outlines the time frame for removing ACM. The abatement activities shall be phased to accommodate the facility/owner. The abatement

contractor may be required to work off-hours/weekends to accommodate the facility/owner, and multiple mobilizations/demobilizations will be required.

- Retain a service of a Third Party Independent Environmental Consultant to perform quality assurance project monitoring and air quality air monitoring during the removal of ACM as required by the applicable federal, state, and local asbestos abatement regulations.
- The contractor will be required to follow all federal, state, and local regulations for the proper removal and disposal of all ACM.

LBP

Based on the proposed scope of work, demolition of the trainshed is subject to the regulatory requirements including, but not limited to, 29 CFR 1926.62, 29 CFR 1910.25 and 40 CFR parts 260 through 279 (RCRA).

The paint and/or primer on the metal components throughout the trainshed will be impacted by demolition activities (i.e., cutting, burning, welding, torching, etc.). They should be abated before performing such activities per the abovementioned regulations. Demolition work activities that create dust shall be controlled following safe work practices, good housekeeping activities, and best management practices to prohibit dust or fume migration. The contractor will be required to follow all federal, state, and local regulations for the proper removal and disposal of all LBP.

Universal Waste

HID light bulbs in the west and east sections of the trainshed will be managed under the presumption that mercury vapor may be present. All Universal Waste (i.e., HID lamps) shall be handled by properly trained personnel and disposed of in accordance with USEPA and Commonwealth of Pennsylvania hazardous waste regulations and guidelines. The contractor will be required to follow all federal, state, and local regulations for the proper removal and disposal of all universal waste.

Historic Fill

Historic fill (e.g., slag, cinders, and fly ash) may be present beneath the railroad ballast since these materials have been commonly used as fill in Allegheny County. If historic fill is encountered, it will need to be managed as Regulated Fill, if excavated, in accordance with the PADEP Management of Fill Policy because Historic Fill is excluded from the definition of Clean Fill. The remainder of the soils (unstained sand, gravel, and clay) can be managed as Clean Fill. Regulated fill can be reused on-site without a permit. No impacts are anticipated.

4.4 WILDLIFE

A. Wildlife and General Ecology of the Area

Existing Conditions

The project is located within an urban ecosystem. Wildlife observed during field investigations included arachnids (spiders), insects, rodents (squirrels), and passerines (songbirds). While not observed, it can be assumed that wildlife in this area is likely consistent with what is frequently seen throughout the city and may include: Virginia opossum (*Didelphis virginiana)*, white-tailed deer (*Odocoileus virginianus)*, eastern raccoon (*Procyon lotor lotor*), canids (coyotes, coywolves, and foxes), rodents (mice, rats, chipmunks, etc.), other birds (including raptors and columbids), lagomorphs (rabbits), and others.

Impacts

The project will not result in a significant effect on wildlife and the general ecology of the area. The project will not require earth disturbance. Temporary disturbance required during construction represents a minor and insignificant effect.

Mitigation

Given the temporary and minimal nature of impacts to this urban ecosystem, no mitigation is proposed for this project.

B. Threatened and Endangered Plants and Animals

Existing Conditions

A search of the Pennsylvania Department of Conservation and Natural Resources (DCNR's) Pennsylvania Natural Diversity Index (PNDI) Environmental Review tool was conducted on June 18, 2024. The final PNDI receipt (PNDI-816773) reported "Potential Impacts" to one species of special concern, the peregrine falcon (*Falco peregrinus*), from the Pennsylvania Game Commission (PGC). Follow-up coordination was received from the PGC on June 20, 2024, which stated there were "No Impacts Anticipated" to occur due to the project. No rare, threatened, or endangered species regulated by other reporting agencies were identified (**Attachment B**).

Impacts

No impacts on threatened and endangered plants and animals are anticipated.

Mitigation

No mitigation is required.

4.5 CULTURAL RESOURCES

A. Archaeology

Since all work will be completed within the existing right-of-way in previously disturbed soils or concrete surfaces and no additional excavation or ground disturbance will be required, the project is exempt from archaeological investigations.

B. Above-Ground Historic Properties and Landmarks

Existing Conditions

An Identification of Historic Properties Report was submitted to the Pennsylvania State Historic Preservation Office (PA SHPO) in September 2019 (Michael Baker International, Inc. 2019), which identified three historic properties: the Pennsylvania Railroad Station; the Rotunda of the Pennsylvania Railroad Station; and the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District within the Area of Potential Effects (APE) for the project.

The Pennsylvania Railroad Station, currently known as Union Station, was listed in the NRHP on April 22, 1976, under Criterion A for its association with rail transportation and under Criterion C for its architectural merit as an excellent example of the Beaux Arts architectural style and for its association with architect D.H. Burnham. The attached trainshed was replaced in the 1950s and had not been previously categorized as eligible or contributing because of its relatively recent age at the time of the 1976 NRHP listing. As part of this study, a Historic Resource Survey Form (HRSF) update form was

completed to provide additional information regarding the McKim, Mead, and White trainshed appended to the building in 1953-1958. As a result, it was determined that the trainshed is a contributing element of the Pennsylvania Railroad Station and should be included in the property's NRHP boundary, as well as the rotunda, the plaza area leading to Liberty Avenue, the undergrade bridge at Liberty Avenue, and the entire length of the train platform. It was also determined that the property's period of significance should be amended to 1898-1958 as the station's significance extends beyond its construction date.

The Rotunda of the Pennsylvania Railroad Station was listed in the NRHP on April 11, 1973, under Criterion A for its association with rail transportation and Criterion C for its architectural merit as an excellent example of the Beaux Arts architectural style.

The former Pennsylvania Railroad Main Line from Harrisburg to Pittsburgh was previously determined eligible for listing in the NRHP under Criteria A and C as a railroad corridor historic district for its state-wide significance in transportation, economy, and the development of Pennsylvania's industries and communities. The period of significance of the railroad corridor historic district is 1848-1958. As part of this study, an HRSF update form was completed to provide additional information regarding contributing features within the 1,800-foot surveyed segment of the railroad corridor historic district. The surveyed area contains two contributing elements: the 1898-1903 Pennsylvania Railroad Station (Key No. 001762) and the Rotunda of the Pennsylvania Railroad Station (Key No. 001739); both properties are individually listed in NRHP. The update to the HRSF for the Pennsylvania Railroad Station, also undertaken as part of this study, resulting in the determination that the 1953-1958 McKim, Mead, and White trainshed is a contributing element of the Pennsylvania Railroad Station and should be included in the property's NRHP boundary, as well as the rotunda, the plaza area leading to Liberty Avenue, and the full length of the train platform, which is, in part, supported by an undergrade bridge at Liberty Avenue. All the Pennsylvania Railroad Station's contributing elements are also recognized as contributing elements of the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

In a letter dated November 8, 2019 (**Appendix C – Cultural Resources Coordination**), the PA SHPO concurred with these NRPH eligibility recommendations.

Impacts

Project effects have been assessed in compliance with the Pennsylvania History Code (Michael Baker International, 2022). The project would retrofit the existing girders over Track 1 and Track 2 by removing the bottom flange and a portion of the web of the existing girders over Tracks 1 and 2 and adding angles and plates to the bottom of the existing girder to create a built-up shape. The asbestos exhaust chutes would also need to be modified. Modifying select girders and exhaust chutes would not result in substantial changes to the structural configuration of the trainshed. It was therefore determined that there would be No Adverse Effect on Pennsylvania Railroad Station, Rotunda of the Pennsylvania Railroad Station, or Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh).

There are no anticipated secondary, indirect, or cumulative effects on historic properties due to the Amtrack Station project. Reasonably foreseeable future actions include visual and audible impact resulting from increased future rail traffic consisting of double-stack trains along the east-west mainline rail corridor through Pittsburgh. These additional potential uses would not adversely affect the historic properties discussed in this environmental document.

In a letter dated January 13, 2023 (**Appendix C – Cultural Resources Coordination**), the PA SHPO has concurred that the Amtrak Station Project, as currently designed, will not result in direct or indirect effects, including visual effects, on any historic resources.

Mitigation

Based on the effects analysis, no mitigation is necessary for the Pennsylvania Railroad Station, Rotunda of the Pennsylvania Railroad Station, or Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) as there will be No Adverse Effect on these historic properties.

4.6 SECTION 2002 RESOURCES

Existing Conditions

The Pennsylvania Railroad Station (NRHP listed), Rotunda of the Pennsylvania Railroad Station (NRHP listed), and Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) (NRHP eligible) are considered Section 2002 resources.

Impacts

It was determined that there would be No Adverse Effect on and no required right-of-way or TCEs from Pennsylvania Railroad Station, Rotunda of the Pennsylvania Railroad Station, or Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh). The completed *Section 2002 Non-Applicability/No Use* document for the Pennsylvania Railroad Station, Rotunda of the Pennsylvania Railroad Station, and Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) is included in **Attachment D**. Additionally, no secondary, indirect, or cumulative effects on these resources are anticipated.

Mitigation

It was determined that there will be No Adverse Effect, and no property impacts on the Pennsylvania Railroad Station, Rotunda of the Pennsylvania Railroad Station, or Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh); therefore, no mitigation is required.

4.7 NOISE AND AIR QUALITY

A. Noise

Norfolk Southern conducted a corridor-wide noise study to evaluate secondary or indirect noise related effects. This study utilized Surface Transportation Board (STB) noise assessment guidelines. According to these guidelines, an adverse effect occurs when *both* of the following conditions occur: 1) increases of 3 decibels (dB) or greater occur at noise-sensitive receptors because of the project, and 2) sound levels increase to levels of 65 dBA L_{dn} or greater as a result of the project. The Noise and Vibration Technical Report (HMMH, 2024) is included in the project technical file.

Existing Conditions

Adjacent land uses and areas include open space, parking garages, parking lots, community and public facilities, and commercial development.

Impacts

There were no impacts on noise sensitive receptors identified above the STB noise impact threshold near the Amtrak Station. Therefore, no direct noise impacts are anticipated. Additionally, project implementation will result in no adverse direct or indirect effects along the project corridor.

Mitigation
No mitigation is required.

B. Air Quality

Norfolk Southern conducted a project-level air quality analysis for the Pittsburgh Vertical Clearance Projects corridor to evaluate secondary or indirect effects on air quality. The Air Quality Technical Memorandum (HMMH, 2024) is included in the project technical file.

Existing Conditions

The current National Ambient Air Quality Standard designations for the Pittsburgh area pollutants are:

- Marginal nonattainment for the 2008 Ozone standard
- Maintenance for the 1971 Carbon Monoxide standard
- Maintenance for the 2006 PM2.5 standard
- Moderate nonattainment for the 2012 PM2.5 standard
- Nonattainment for the 2010 SO2 standard
- Attainment for Lead
- Attainment for NO2

Impacts
A general conformity determination is not required since there is no federal action or federal money being used for the project. The proposed project proposes to remove and replace the existing canopy's exhaust chutes and increase vertical clearance to accommodate double-stack trains. This project will not have a direct effect on air quality except for minor construction related emissions, which would consist of construction equipment regulated under USEPA emission standards. The project would result in a slight net reduction in annual regional locomotive operational emissions in comparison to both existing and future 2045 No Build emissions levels, and therefore no significant adverse impacts would result with implementation of the project. It was determined that the more efficient double-stack trains would allow for fewer trains and lower locomotive emissions when compared to not implementing the project. Additionally, the new exhaust chute designs will improve overall performance.

Mitigation
No mitigation measures will be necessary to reduce any adverse air quality impacts to less-than-significant levels. However, best management practices will be implemented during construction to minimize construction related emissions.

4.8 SOCIOECONOMIC RESOURCES

The following resources are not present within or directly adjacent to the project area and therefore will not be impacted by the project:

A. Civil Defenses
B. Economic Activity
C. Property Values
D. Effect on the Local Tax Base and Social Service Costs
E. Education, including the Disruption of School District Operations
F. Displacement of Families and Businesses

G. Replacement Housing

H. Community Cohesion

I. Maintenance and Operating Costs of the Project and Related Facilities

The following resources are present within, or within proximity of, the project area.

J. Regional and Community Growth

The project is consistent with the Pennsylvania State Rail Plan and will not induce impacts on planned growth, secondary growth, land use, or development patterns for the area.

K. Religious Institutions

Existing Conditions

Old Saint Patrick's Church is located approximately 150 feet northwest of the existing railroad. Its entrance and parking lot are located on Spring Way, approximately 220 feet northwest of the existing railroad.

Impacts

Access to the church will not be limited or otherwise impacted by construction.

Mitigation

No mitigation is required.

L. Public Facilities and Services

Existing Conditions

Fire trucks, ambulances, police, and maintenance vehicles utilize Liberty Avenue, and Port Authority buses utilize the MLK Jr East Busway. The Pittsburgh Water & Sewer Authority building and the United Way of Southwestern Pennsylvania are located approximately 50 feet northwest of the existing canopy. The Allegheny County Medical Examiner's Office is located at the intersection of 16th Street and Liberty Avenue, approximately 50 feet northwest of the trainshed.

Impacts

Access to the Pittsburgh Water & Sewer Authority, United Way of Southwestern Pennsylvania, and the Allegheny County Medical Examiner's office will be maintained during construction. A temporary pedestrian detour is proposed. This detour will temporarily impact rail passengers and employees during Track 1 work; however, it should have minimal impacts on the accessibility to passenger services. No vehicular detours are anticipated.

Mitigation

No mitigation is required.

M. Employment

Existing Conditions

Several businesses and parking areas used by the David L. Lawrence Convention Center and Strip District are located near the project.

Impacts

Those who work in the project area will be temporarily impacted during construction and passengers will need to utilize a temporary detour during Track 1 work (**Appendix A - Figure 4-4**). This detour will be in

effect for approximately 9 months, which is less time than the anticipated construction period. There will be a temporary positive impact on employment during construction.

Mitigation
No mitigation is required.

N. Environmental Justice

An Environmental Justice (EJ) analysis was conducted for this project and is included in the project technical file. The proposed project will not disproportionately impact EJ populations in accordance with PennDOT Publication No. 746 (Project Level Environmental Justice Guidance).

O. Aesthetics and Other Values

Existing Conditions
The project is located in an urban environment southwest of the Pittsburgh's Strip District, between the Martin Luther King Junior (MLK Jr) East Busway and Liberty Avenue.

Impacts
The project will require the modification of girders over Tracks 1 and 2, including the removal of a bottom flange, the removal of a portion of the web, the addition of angles and plates to the bottom of the existing girder and replacement of the exhaust chutes. These minor alterations will not be visible on the exterior of the trainshed and will be only minimally visible from the building's interior and therefore were determined not to be visually intrusive to the surrounding environment. The canopy will remain similar in size, scale, and appearance. The project will also not result in joint development activities.

Mitigation
No mitigation is necessary.

4.9 PERMITS AND CONSISTENCY DETERMINATIONS

No permits are anticipated for this project. In addition, the following are not needed for the project as the resources are not located in the project area:

- PADEP Coastal Zone Management Plan
- DCNR/NPS Wild and Scenic River Management Plan
- FEMA Flood Map Revision

4.10 MITIGATION COMMITMENTS SUMMARY

Hazardous or Residual Waste Sites

- Develop complete and concise abatement specifications and plans to effectively manage the removal of ACM. This specification should be developed to comply with all applicable federal, state, and local asbestos abatement regulations. The specification shall outline means and methods of segregating facility workers and passengers from the active abatement area.
- Develop and implement a schedule that outlines the timeframe for removing ACM. The abatement activities shall be phased to accommodate the facility/owner. The abatement contractor may be required to work off-hours/weekends to accommodate the facility/owner, and multiple mobilizations/demobilizations will be required.

- Retain a service of a third-party independent environmental consultant to perform quality assurance project monitoring and air quality monitoring during the removal of ACM as required by the applicable federal, state, and local asbestos abatement regulations.
- The paint and/or primer on the metal components throughout the trainshed will be impacted by demolition activities (i.e., cutting, burning, welding, torching, etc.). Qualified persons should abate them before performing such activities in accordance with all pertinent local, state, and federal regulations. Demolition work activities that create dust shall be controlled following safe work practices, good housekeeping activities, and best management practices to prohibit dust or fume migration.
- All Universal Waste (i.e., HID lamps) shall be handled by properly trained personnel and disposed in accordance with USEPA and Commonwealth of Pennsylvania hazardous waste regulations.
- Consistent with the Occupational Safety and Health Administration (OSHA) Lead in Construction Standard, 29 CFR §1926.62, compliance with OSHA requirements will limit worker exposure to unacceptable airborne concentrations containing heavy metals. Painted components are to be handled, processed, and/or recycled in accordance with applicable federal law (including 29 CFR §1926.62) for protection of workers and 40 CFR Part 261 and state regulations (including Section 25 PA Code 260) for management/disposal.
- The contractor will be required to follow all federal, state, and local regulations for the proper removal and disposal of all ACM, LBP, and universal waste.

5.0 W. NORTH AVENUE BRIDGE (PC-1.60)

5.1 PROJECT DESCRIPTION

The W. North Avenue Bridge is located in the City of Pittsburgh, Allegheny County, Pennsylvania, and carries three lanes of W. North Avenue and four lanes of Brighton Road over four NSR tracks (**Appendix A – Figure 5-1 and Figure 5-2**). The W. North Avenue/Brighton Road superstructure consists of two main, splayed through girders along the exterior and riveted steel, built-up floor beams 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 floor beams 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 bridge’s substructure consists of reinforced concrete abutments and wingwalls. Adjacent sections of concrete retaining walls in the depressed railroad corridor have rock-faced, cut sandstone capstones.

The current poor condition of the W. North Avenue Bridge has led to the partial closure of the structure and increased maintenance actions. The bridge is in fair to poor condition based on a Bridge Inspection Report dated June 2023 and is currently posted for a 10-ton single vehicle and 19-ton combination vehicle weight restriction (Mackin Engineering Company 2023). The W. North Avenue Bridge superstructure is rated 4 or “poor condition” as the result of overall steel corrosion and collision damage to the bottom flange and web; the diaphragm at the location of the collision damage is bent as well. The bridge substructure is rated 5 or “fair condition”; all primary structural elements are sound but may have minor

section loss, cracking, and spalling. The fascia girders are through girders are fracture critical and may result in a collapse or partial collapse of the bridge if they were to fail. The areas where cracking is likely to develop is underneath the gunite coating, which cannot be visually inspected. This structure does not have a drainage system but drains along the curbs to the end of structure.

The W. North Avenue Bridge is a contributing element to the NRHP eligible Pennsylvania Railroad: Main Line (Pittsburgh to the Ohio State Line) Railroad Corridor historic district. Therefore, a Historic Bridge Rehabilitation Analysis (HBRA) (Michael Baker, 2020) was prepared for the W. North Avenue Bridge Project and is included in the project technical file. The results of that analysis indicated that due to the extensive repairs, modifications, and strengthening required, the rehabilitation would not meet the Secretary of the Interior's (SOI) Standards for Rehabilitation. Therefore, the replacement alternative was selected as the preferred alternative for the project.

The proposed project would replace the bridge to 21'-4" vertical clearance and would maintain the existing lane configuration and bike lanes (**Appendix A – Figure 5-3)**. The proposed superstructure is a single-span prestressed concrete spread box beam bridge. The reinforced concrete deck would be 8" thick and is supported by 33 concrete box beams. The box beams would be flared, ranging in spacing from 6'-0" center to center at Abutment 2 to 7'-9 7/8" (-) center to center at Abutment 1, with three beams along the centerline of the bridge at 7'-9 7/8" (-), as required by the configuration of roadway lanes on the bridge. The box beams would be 48" wide and 30" deep.

Roadway approach work along W. North Avenue would extend approximately 180' to the west and 240' to the east of the bridge. Roadway approach work along Brighton Road would extend approximately 210' to the south and 355' to the north of the bridge. Approach work would include roadway pavement and sidewalk reconstruction, including the construction of retaining walls and toe walls with pedestrian railings. Due to the profile change, side street adjustments would be required along Beech Avenue, Eloise Street, and the Buncher Company property driveway at 1201 Brighton Road.

The curb line and sidewalk along W. North Avenue will be adjusted to provide a far-side and in-line bus stop at the existing Pittsburgh Regional Transit (PRT) bus shelter location that will be reset on a reconstructed sidewalk. The bus stop location will provide queue space for two vehicles behind the bus without obstructing the pedestrian crosswalk across W. North Avenue. The additional sidewalk width will provide the minimum requirements for boarding area dimensions.

Utilities that would be impacted include utility poles along W. North Avenue west of the intersection and along Brighton Road north of the intersection. Verizon, Level 3, and Duquesne Light duct banks, as well as the Peoples Natural Gas 18" gas line that cross along the existing bridge, would be replaced and installed on the new bridge structure. The existing fire hydrant would need to be removed and reset. Existing water and gas valves would need to be grade adjusted at their existing locations.

Property impacts would include 0.81 acres of temporary construction impacts due to sidewalk and stair reconstruction, bus shelter and brick wall reconstruction, fence repair, roadway profile adjustments, and moment slab construction along several of the adjacent properties, along with permanent property acquisitions in all four bridge quadrants of approximately 0.05 acre for bridge widening and moment slab construction. Fill slopes in the adjacent Allegheny Commons would require both minor permanent property impacts and TCEs.

Both W. North Avenue and Brighton Road would be temporarily closed to traffic during bridge reconstruction. Brighton Road traffic would have a 0.80-mile detour along Pennsylvania Avenue, Allegheny Avenue, and Western Avenue. W. North Avenue traffic would have a 1.55-mile detour along Federal Street, Ridge Avenue, West Ohio Street, Western Avenue, Allegheny Avenue, and Pennsylvania Avenue. Brighton Road would be detoured for pedestrian traffic along Western Avenue, Allegheny Avenue, and Pennsylvania Avenue, resulting in an approximately 0.8-mile detour. Pedestrian traffic along W. North Avenue would be detoured through Allegheny Commons Park to West Ohio Street (**Appendix A – Figure 5-4**).

Project construction is anticipated to start in the summer of 2026 and be completed during the fall of 2027. The estimated construction cost is $14,448,603.

5.2 AQUATIC RESOURCES

Field investigations were conducted in December 2023 and reconfirmed in March 2025 to complement desktop research on previously mapped aquatic resources near the project area. The following resources are not present within or directly adjacent to the project area and, therefore, will not be impacted by the project:

A. Streams, Rivers, and Watercourses
B. Federal Wild & Scenic Rivers and Streams
C. State Scenic Rivers and Streams
D. Navigable Waterways
E. Other Surface Waters
F. Wetlands
G. Coastal Zone
H. Water Pollution
I. Floodplains

The following resources are present within the project area.

J. Groundwater Resources

Existing Conditions

According to the PAGWIS, three abandoned water wells and 12 monitoring wells are located within about a quarter mile of the project area (none of which will be impacted by the project), including:

- Three abandoned withdrawal wells ranging in depth from 20 to 25 feet; and
- Twelve monitoring wells ranging in depth from 18 to 29 feet.

Most of the wells are located south of Beech Avenue, with one active monitoring well located southeast of the railroad, approximately 80 feet east of Brighton Road. This well is beyond the project limits and is upgradient of the railroad. It will not be affected by the minor landscaping efforts proposed east of Brighton Road.

Impacts

Due to the proposed shallow nature and location of the project excavation, it is not anticipated that significant quantities of groundwater (if any) will be encountered and/or need to be managed during construction.

Mitigation

The W. North Avenue Bridge Project will not cause any known impacts to groundwater resources, and therefore, no mitigation is required. If groundwater is encountered during construction, it will be handled in accordance with applicable laws and regulations.

5.3 LAND RESOURCES

Field investigations were conducted in December 2023 and reconfirmed in March 2025 to complement desktop research on land resources. The following resources are not present within or directly adjacent to the project area and, therefore, will not be impacted by the project:

A. Agricultural Resources
B. Geologic Resources
C. Multiple Use of Space
D. Forest and Gamelands
E. Wilderness, Natural, and Wild Areas
F. Natural Landmarks

The following resources are present within the project area.

G. Vegetation

Existing Conditions

Vegetation within the southern quadrants of the project area consists of unmaintained trees and shrubs, roadside vegetation, landscaping (shrubs), and maintained lawn. In the northern quadrants, vegetation includes maintained lawn, roadside vegetation, and landscaping (trees and shrubs). No identifiable invasive vegetation was found during field investigations.

Impacts

Impacts to vegetation are expected to be minimal and will include clearing roadside vegetation, cutting low hanging tree branches, and trimming trees away from fencing and overhead utility lines. In addition, all trees along the retaining walls will be cut to their stumps, but the roots will remain so as to not compromise the integrity of the retaining walls. Landscaping improvements will take place in the southeast and southwest quadrants of the bridge. (See **Appendix A – Figure 5-3** for additional information.)

Mitigation

No mitigation is required.

H. Recreation and Parks

Existing Conditions

The project is adjacent to Allegheny Commons West Park, which is owned by the City of Pittsburgh. Allegheny Commons West Park is part of what is collectively known as the Allegheny Commons. Allegheny Commons is approximately 60 acres and has three main parts: West Park, North Park, and East Park. The West Park portion is the largest of the three, and it has housed the National Aviary since 1952. A non-profit organization, The Pittsburgh Parks Conservancy, maintains the park, acting as a liaison between it and the city through advocacy, fundraising, and project management. Allegheny Commons has not

received any federal or state recreation grants including Land and Water Conservation Funds, Project 70 funds, or Project 500 funds.

Impacts

The project has incorporated several minimization measures and therefore will have only minor temporary and permanent impacts on Allegheny Commons. Approximately 0.288 acres of TCEs will be required from within Allegheny Commons for temporary access to repair and replace the bus shelter and sidewalk, landscaping, brick wall reconstruction, and to repair the wrought-iron fencing. The area required for the TCEs is a grassy embankment and is not being used for active recreational purposes. Approximately 0.058 acres of permanent impacts will be required for the bridge widening from within the park.

Mitigation

- Coordination with the City of Pittsburgh and Pittsburgh Parks Conservancy regarding the temporary impacts will continue throughout construction.
- Any vegetation removed or otherwise impacted by construction activities within Allegheny Commons will be restored to pre-construction conditions.
- Temporary occupancy of the park is not to exceed 18 months during the 24-month construction duration.
- Access to the park and all park activities will be maintained during construction. The contractor is not permitted to use the park for staging or mobilizing or storing equipment or material.
- Replacement of the Allegheny Commons Pedestrian Bridge will be completed in accordance with the Design Advisory Team (DAT)-approved, context-sensitive design elements.
- A Notice-to-Contractor will be developed to inform the contractor of restrictions and related mitigation.

I. Erosion and Sedimentation

Existing Conditions

The project is in an urban environment bordered by Allegheny Commons and residential and commercial structures. Most surrounding surfaces are impervious asphalt or packed gravel. Pervious surfaces within the project area include sections of roadside vegetation and maintained lawns. Inlets along North Avenue and Brighton Road manage stormwater runoff. Minor erosion (cracking and small potholes) of the asphalt on North Avenue and Brighton Road were observed during the site visits. No other signs of erosion were observed.

Impacts

The project proposes permanent improvements and temporary E&S control best management practices to promote positive drainage through the area and to manage stormwater. The use of equipment required for general construction, tree clearing, boring, grouting, etc. may result in temporary earth disturbance.

Mitigation

No NPDES permit will be required for this project. In accordance with Pennsylvania Code Title 25 Chapter 102.4 (b), an approved E&S Plan will be followed during any earth-disturbance activities, as prescribed in

the Pennsylvania Department of Environmental Protection's (PADEP's) Erosion and Sediment Pollution Control Program Manual (363-2134-008) and these activities will be incorporated into the construction contract.[1] Best management practices will be implemented during construction and impacts are anticipated to be temporary and minimal. The use of native, non-invasive species for any plantings will be encouraged. The contractor will coordinate with the Allegheny County Conservation District at the end of construction to ensure a 70% cover is established and the site is stabilized.

J. Hazardous or Residual Waste Sites

Existing Conditions

A survey of the W. North Avenue Bridge for asbestos-containing materials and lead paint was conducted in September 2017 (Michael Baker 2017). None of the samples contained asbestos greater than the USEPA criteria level of 1% asbestos by weight. The paint chip samples contained low levels of arsenic and cadmium, and low to high levels of chromium and lead. The Asbestos and Lead Paint Assessment report is included in the project technical file.

A Phase I Environmental Site Assessment (ESA) report (Michael Baker 2020), following protocols of ASTM 1527 and PennDOT Publication 281, was prepared for the W. North Avenue Bridge Project in conjunction with two other nearby bridges. Recognized Environmental Conditions near the W. North Avenue Bridge included:

- A former gasoline filling station (Spur Dist. Co Gasoline & Oil Service/Scott's Oil Co gasoline station) was located at 1119 Brighton Road, near the proposed retaining walls on the west side of Brighton Road and north of W. North Avenue.
- Historic fill (e.g., slag, cinders, and foundry sand) may be present beneath the railroad ballast, adjacent to the bridge abutments and within the roadway right of way, since these materials have been commonly used as fill in Allegheny County.

Subsequently, seven geotechnical/environmental borings were drilled in support of the bridge design for the project and environmental testing was performed to verify if shallow fill materials were non-hazardous and could be managed as residual waste, if excavated. Soils encountered during drilling included historic fill that contained slag, black fill, and blue foundry sand. The non-hazardous classification was confirmed by the testing (Michael Baker 2023). The Soil Characterization Report is included in the project technical file.

Due to the proposed shallow nature of the excavation on W. North Avenue Bridge and the raised nature of the soils behind the bridge abutments, based upon boring information, it is not anticipated that significant quantities of groundwater (if any) will be encountered and/or need to be managed during construction.

[1] Certain state and local approvals and conflicting requirements are preempted as applied to rail facilities operating in interstate commerce under the Interstate Commerce Commission Termination Act of 1995 ("ICCTA"), 49 U.S.C. §10501, and/or Federal Railway Safety Act of 1970 ("FRSA"), 49 U.S.C. § 20101. NSR does not waive and expressly preserves any claims or defenses related to such ICCTA and/or FRSA preemption related to this project.

Impacts

Historic fill that contained slag, black fill, and/or blue foundry sand will need to be disposed at a non-hazardous residual waste landfill, if excavated. Painted bridge components will require special handling due to the presence of heavy metals.

Mitigation

Soils behind the W. North Avenue Bridge abutments and under roadway contain historic fill. Because there is no suitable on-site location for excavated material, the excavated historic fill will require off-site disposal at a permitted residual waste disposal facility. Additional testing will be performed during construction for the parameters required by the selected permitted facility, since landfills typically cannot use test data that is older a year. All contaminated material/historic fill will be handled, tested, stored, and disposed of in accordance with all local, state, and federal guidelines.

Bridge components containing heavy metals (including arsenic, cadmium, chromium, and lead) were identified during sampling. Consistent with the Occupational Health and Safety Administration (OSHA) Lead in Construction Standard, 29 CFR §1926.62, compliance with OSHA requirements will limit worker exposure to unacceptable airborne concentrations containing heavy metals. Painted components of the bridge are to be handled, processed, and/or recycled in accordance with applicable federal law (including 29 CFR §1926.62) for protection of workers and 40 CFR Part 261 and state regulations (including Section 25 PA Code 260) for management/disposal.

5.4 WILDLIFE

A. Wildlife and General Ecology of the Area

Existing Conditions

The project is located within an urban ecosystem. Wildlife observed during field investigations included evidence of arachnids (spiders) and insects, as well as rodents (squirrels) and passerines (songbirds). While not observed, it can be assumed that wildlife in this area is likely consistent with what is frequently seen throughout the city and may include: Virginia opossum (*Didelphis virginiana)*, white-tailed deer (*Odocoileus virginianus)*, eastern raccoon (*Procyon lotor lotor*), canids (coyotes, coywolves, and foxes), rodents (mice, rats, chipmunks, etc.), other birds (including raptors and columbids), lagomorphs (rabbits), and others.

Impacts

The project will not result in a significant effect on wildlife and the general ecology of the area. While the project will require the removal of a few trees, tree trimming, and removal of roadside vegetation, any impacts to wildlife and general ecology are anticipated to be temporary and minimal. Temporary disturbance required during construction represents a minor and insignificant effect.

Mitigation

Given the temporary and minimal nature of impacts to this urban ecosystem, no mitigation is required for this project.

B. Threatened and Endangered Plants and Animals

Existing Conditions

A search of the DCNR's PNDI Environmental Review tool was conducted on June 21, 2024. The final PNDI receipt (PNDI-817259) reported "No Known Impacts" from all reporting agencies. (**Attachment B**).

Impacts

No impacts on threatened and endangered plants and animals are anticipated.

Mitigation

No mitigation is required.

5.5 CULTURAL RESOURCES

A. Archaeology

The project is exempt from archaeological investigations due to the disturbed and urban nature of the project area.

B. Above-Ground Historic Properties and Landmarks

Existing Conditions

An Identification of Historic Properties Report was submitted to the PA SHPO in September 2019 (Michael Baker International, Inc. 2019), which identified five NRHP-listed or eligible historic districts within the APE for the W. North Avenue Bridge Project: the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District; the Allegheny Commons Historic District; the Allegheny Second Ward Industrial Historic District; Allegheny West Historic District; and Mexican War Streets Historic District. In addition, two historic properties, the NRHP-listed International Harvester Company Building and the NRHP-eligible Allegheny City Stables Building, are located within the APE for the project.

The former Pennsylvania Railroad: Main Line (Pittsburgh to the Ohio State Line) Railroad Corridor was previously determined eligible for listing in the NRHP under Criteria A and C for its state-wide significance in transportation, economy, and the development of Pennsylvania's industries and communities. Six historic-age features were determined to be contributing elements to the railroad historic district: the 1929 bridge carrying W. North Avenue and Brighton Road over the railroad corridor [Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): W. North Avenue Bridge (Pittsburgh); a signal bridge; decorative wrought-iron fencing; standard three-rail railroad safety fencing; an elevated out-of-service siding; and concrete retaining walls with stone coping. Since the initial survey, the signal bridge has been demolished.

Allegheny Commons was initially constructed between 1868 and 1876, with major alterations ca. 1935 and 1967. The park is significant under NRHP Criterion A in the area of Community Planning and Development and under Criterion C in the area of Landscape Architecture. Allegheny Commons is the oldest public park in Pittsburgh, the city's only formal urban park, and one of the first public parks developed west of the Allegheny Mountains. One contributing element, the decorative wrought iron fencing lining the railroad corridor, is within the W. North Avenue Bridge Project APE. The Allegheny Commons Historic District is listed in the NRHP and is designated a City of Pittsburgh Historic Site.

The Allegheny Second Ward Industrial Historic District is locally significant under Criterion A in the area of Industry. Because the district includes the previously listed International Harvester Company Building, it

also includes the criteria and areas of significance for which that property was listed: Criterion A for Commerce, Criterion B for its Association with a Significant Person, and Criterion C for Architecture. The district is notable for its cohesiveness, its tangible sense of feeling and association, and its ability to act as a physical timeline illustrating parts of Pittsburgh's industrial evolution. The district contains 39 contributing buildings, three contributing structures, three non-contributing buildings, seven non-contributing sites, and one contributing resource previously listed in the NHRP (the International Harvester Company Building).

The Allegheny West Historic District is listed in the NRHP. The 43-acre district contains 197 buildings, 93% of which contribute to the district's significance. Comprised primarily of residential properties, the district was listed for its significance in architecture and social history under Criteria A and C and is designated a City of Pittsburgh Historic Site.

The Mexican War Streets Historic District is listed in the NRHP under NRHP Criterion C for architecture. The initial NRHP district contained 119 buildings and encompassed 27 acres. In 2008, the historic district was expanded to include an additional 25.7 acres containing 288 contributing buildings and 29 non-contributing buildings, all of which lie outside of the project APE. A portion of the NRHP district was designated a City of Pittsburgh Historic Site.

The International Harvester Company Building is a 1902, four-story, brick, commercial building with Classical influenced stylistic details. The building is locally significant under Criterion C for Architecture as a high-integrity example of the warehouse building typology exhibiting Classical Revival stylistic influence. The building is individually eligible for listing on the NRHP under Criteria A and C in the areas of commerce and architecture, respectively. The resource is nationally significant under Criterion A for Commerce for 1) its association with the 1902 transition of the McCormick Harvesting Machine Company to the International Harvester Company and 2) as a representative example of the campaign for national expansion during the "Harvester Wars" by the McCormick Harvesting Machine Company in the late-nineteenth and very early-twentieth centuries. In addition, it is eligible as a contributing element of the Allegheny Second Ward Industrial Historic District.

The Allegheny City Stables Building is a three-story Romanesque Revival influenced building originally occupied by the Allegheny City (later Pittsburgh) Department of Public Works as a horse stable and equipment storage building. The building was determined eligible for the NRHP under Criterion A in the area of Politics/Government for its association with the bygone municipal government of the City of Allegheny, in particular its Public Works Department. It is one of a very small number of remaining municipal buildings constructed by and for Allegheny City. It is also associated with the government of the City of Pittsburgh, in particular its early-twentieth-century Division of Highways and Sewers and Bureau of Horses. Of the city-owned stable facilities known from the Bureau's records, a preliminary survey indicates that the former Allegheny City Stables is the only such building remaining. The Allegheny City Stables Building is also designated a City of Pittsburgh Historic Site.

In a letter dated November 8, 2019 (**Appendix C – Cultural Resources Coordination**), the PA SHPO concurred with these NRHP eligibility recommendations.

Impacts

Project effects have been assessed in compliance with the Pennsylvania History Code. It was determined that the project would have an Adverse Effect on the railroad corridor historic district since one of its contributing elements, the W. North Avenue Bridge, will be replaced with a new structure. The project would also alter or remove portions of the concrete retaining walls with stone coping, decorative wrought-iron fencing, and standard railroad safety railing due to the bridge replacement, which are contributing elements in this portion of the railroad corridor historic district. It was determined that there will be No Adverse Effect on the Allegheny Commons Historic District, Allegheny West Industrial Historic District, Allegheny West Historic District, Mexican War Streets Historic District, International Harvester Building, and Allegheny City Stables Building. Potential adverse effects on the International Harvester Building and the Allegheny Commons Historic District were reduced to a finding of No Adverse Effect through minimization methods vetted through the consultation process. Please see the Determination of Effects Report (Michael Baker International, 2022) and the Determination of Effects Addendum Report (Michael Baker International, 2024) included in the project technical file for additional information.

There are no anticipated secondary, indirect, or cumulative effects on historic properties discussed above as the result of the W. North Avenue Bridge Project.[2] The project would have no indirect or cumulative effects along the railroad corridor, as it would slightly decrease train traffic for the 2045 design year when compared with the No Build condition for 2045. Thus, the undertaking would cause no foreseeable degradation of character-defining features of the railroad corridor historic district.

The PA SHPO has concurred that the W. North Avenue Bridge Project, as currently designed, will not result in direct or indirect effects, including visual effects, on any historic resources except for the direct effects on the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District. Please refer to **Appendix C – Cultural Resources Coordination** for the PA SHPO coordination.

Mitigation

No mitigation is necessary for any of the historic properties and districts within the W. North Avenue Bridge Project APE except for the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District. Mitigation will consist of the following in accordance with the Memorandum of Understanding (MOU) prepared for the project:

- Replace the W. North Avenue Bridge in accordance with the DAT-approved context sensitive design elements associated with the bridge, walls and barriers, on-structure planters, and benches.
- Replace the missing brick garden wall along W. North Avenue and Brighton Road between the sidewalk and Allegheny Commons Historic District in accordance with SOI Standards.
- Repair and paint the wrought-iron fencing along the south side of the rail corridor within Allegheny Commons from W. North Avenue to the Allegheny Commons Pedestrian Bridge in accordance with SOI Standards.

The minimization measures that were incorporated into the project to minimize impacts to historic properties are included in the MOU found in **Appendix C – Cultural Resources Coordination**.

[2] As discussed in other sections of this Environmental Document, the W. North Avenue Bridge Project would result in no or only negligible impacts to the other Section 2002 resources. Accordingly, no secondary, indirect, or cumulative impacts to those resource are anticipated.

5.6 SECTION 2002 RESOURCES

Existing Conditions

The Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District, the Allegheny Commons Historic District/Park, the Allegheny Second Ward Industrial Historic District, Allegheny West Historic District, the Mexican War Streets Historic District, International Harvester Company Building, and Allegheny City Stables Building are considered Section 2002 resources.

Impacts

It was determined that there would be no adverse effect on, and no required right-of-way or TCEs from, Allegheny West Historic District, the Mexican War Streets Historic District, and Allegheny City Stables Building.

Approximately 0.089 acres of permanent and 0.001 acres of temporary impacts will be required from the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District for bridge widening and construction access. In addition, there will be an Adverse Effect on this resource due to the bridge replacement since W. North Avenue Bridge is a contributing element to the railroad corridor historic district. The project will also alter or remove portions of the concrete retaining walls with stone coping, decorative wrought-iron fencing, and standard railroad safety railing due to the bridge replacement, which are contributing elements in this portion of the railroad corridor historic district. The *Nationwide/Programmatic Section 4(f) Evaluation for Projects that Necessitate the Use of Historic Bridges* document has been completed for this resource.

Approximately 0.288 acres of TCEs will be required from within Allegheny Commons for temporary access to repair and replace the bus shelter and sidewalk, landscaping, brick wall reconstruction, and to repair the wrought-iron fencing. The areas required for the TCEs are grassy embankments that are not being used for active recreational purposes. Approximately 0.058 acres of permanent impacts will be required for the bridge widening for the project. There will be no Adverse Effect on this resource as the result of the W. North Avenue Bridge Project. Since Allegheny Commons is both a park and historic district, the Determination of *Section 4(f) De Minimis Use/Section 2002 No Adverse Use of Public Parks, Recreation Areas, Wildlife and/or Waterfowl Refuges, State Forest Land, and State Game Land* document has been completed for this resource.

Approximately 0.059 acre of permanent impacts to the properties located within the Allegheny Second Ward Industrial Historic District due bridge widening, sidewalk improvements, retaining wall, and moment slab installation. The approximately 0.021 acre of temporary impacts will include stair and sidewalk reconstruction due to the required profile adjustment. There will be No Adverse Effect on this resource. Since no contributing elements to this historic district will be impacted and the project will result in a No Adverse Effect, the *Determination of Section 4(f) De Minimis Use/Section 2002 No Adverse Use of Historic Properties* document has been completed for this resource.

Approximately 0.001 acre of permanent impacts will occur to the International Harvester Company Building property due to moment wall construction, and approximately 0.004 acre of temporary impacts will occur as the result of stair and sidewalk reconstruction due to the profile adjustment. There will be No Adverse Effect on this resource. The *Determination of Section 4(f) De Minimis Use/Section 2002 No Adverse Use of Historic Properties* document has been completed for this resource since it is a contributing element of the Allegheny Second Ward Industrial District.

See **Appendix D – Section 2002 Forms** for the completed documents.

Mitigation

- Pennsylvania Railroad: Main Line Railroad Corridor Historic District: See Section 5.5.B.
- Allegheny Commons: See Section 5.3.H.
- Allegheny Second Ward Industrial Historic District: The sidewalk fronting the International Harvester Company building will be narrowed and separated from the front of the building by a curb to avoid obscuring any of the first-floor display windows, and planter boxes will be placed in front of the display windows.

5.7 NOISE AND AIR QUALITY

A. Noise

Norfolk Southern conducted a corridor-wide noise study to evaluate secondary or indirect noise related effects. This study utilized STB noise assessment guidelines. According to these guidelines, an adverse effect occurs when *both* of the following conditions occur: 1) increases of 3 decibels (dB) or greater occur at noise-sensitive receptors because of the project, and 2) sound levels increase to levels of 65 dBA L_{dn} or greater as a result of the project. The Noise and Vibration Technical Report (HMMH, 2024) is included in the project technical file.

Existing Conditions

The project is in an urban environment bordered by Allegheny Commons and residential housing and residential and commercial structures.

Impacts

There were no impacts to noise sensitive receptors identified above the STB noise impact threshold near the W. North Avenue Bridge. Therefore, no direct noise impacts are anticipated. Additionally, project implementation will result in no adverse direct or indirect effects along the project corridor.

Mitigation

Best management practices will be implemented during construction to minimize construction related noise. No mitigation is required.

B. Air Quality

Norfolk Southern conducted a project-level air quality analysis for the Pittsburgh Vertical Clearance Projects corridor to evaluate secondary or indirect effects on air quality. The Air Quality Technical Memorandum (HMMH, 2024) is included in the project technical file.

Existing Conditions

The current National Ambient Air Quality Standard designations for the Pittsburgh area pollutants are:

- Marginal nonattainment for the 2008 Ozone standard
- Maintenance for the 1971 Carbon Monoxide standard
- Maintenance for the 2006 PM2.5 standard
- Moderate nonattainment for the 2012 PM2.5 standard
- Nonattainment for the 2010 SO2 standard
- Attainment for Lead
- Attainment for NO2

Impacts

A general conformity determination is not required since there is no federal action or federal money being used for the project. The proposed project proposes to remove and replace the existing canopy's exhaust chutes and increase vertical clearance to accommodate double-stack trains. This project will not have a direct effect on air quality except for minor construction related emissions, which would consist of construction equipment regulated under EPA emission standards. The project would result in a slight net reduction in annual regional locomotive operational emissions in comparison to both existing and future 2045 No Build emissions levels, and therefore no significant adverse impacts would result with implementation of the project. It was determined that the more efficient double-stack trains would allow for fewer trains and lower locomotive emissions when compared to not implementing the project.

Mitigation

Best management practices will be implemented during construction to minimize construction related emissions. No mitigation measures will be necessary to reduce any adverse air quality impacts to less-than-significant levels.

5.8 SOCIOECONOMIC RESOURCES

The following resources are not present within or directly adjacent to the project area and therefore will not be impacted by the project:

A. Civil Defenses
B. Economic Activity
C. Property Values
D. Effect on the Local Tax Base and Social Service Costs
E. Displacement of Families and Businesses
F. Replacement Housing
G. Community Cohesion
H. Maintenance and Operating Costs of the Project and Related Facilities

The following resources are present within, or within proximity of, the project area.

I. Regional and Community Growth

The project is consistent with the Pennsylvania State Rail Plan (2020) and will not induce impacts on planned growth, secondary growth, land use, or development patterns for the area.

J. Religious Institutions

Existing Conditions

Trinity Lutheran Church is located at 616 W. North Avenue, across from Allegheny Commons, within the project limits. Its entrance is located on W. North Avenue and parishioners park in the church-owned parking lot along Buena Vista Street or along the street. The Allegheny Unitarian Universalist Church at 416 W. North Avenue is outside of the project limits and will not be impacted by the project.

Impacts

Access to the Trinity Lutheran Church and its associated parking lot will not be limited or otherwise impacted by construction.

Mitigation
No mitigation is required.

K. Education, including the Disruption of School District Operations

Existing Conditions
There are several schools located in proximity to the project area:

- Allegheny Traditional Elementary Academy – 810 Arch Street
- Allegheny Traditional Middle School – 810 Arch Street
- Pittsburgh King PreK-8 – 50 Montgomery Place
- Community College of Allegheny County (CCAC) Allegheny Campus – 808 Ridge Avenue

Impacts
It is assumed that no impacts will occur to the CCAC Allegheny Campus as a result of the project. However, school buses and school walkers will need to utilize the detour routes shown in **Figure 5-4**.

Mitigation
Coordination with the Pittsburgh School District will continue through construction. No additional mitigation is required.

L. Public Facilities and Services

Existing Conditions
West Park Court, located at 710 W. North Avenue, is a 112-unit senior citizen apartment building within the project area. It is the first senior high rise in the country to be owned and managed by a community organization, the Allegheny City Central Association. There is also PRT bus shelter and bus stop along W. North Avenue near its intersection with Brighton Road. PRT buses, fire trucks, and ambulances utilize the project area streets to respond to calls in the neighborhood.

There are several other public facilities and services located in proximity to, but not within, the project area:

- Salvation Army's Harbor Light Ministries – 865 W. North Avenue
- YMCA – 600 W. North Avenue
- Hugh Lane Wellness Foundation – 925 Brighton Road
- Zone 1 Police Station – 1501 Brighton Road

Impacts
Access to all public facilities and services will be maintained during construction. However, users of these public facilities and services could be temporarily impacted during construction of the project and emergency service providers will have to follow the vehicular and pedestrian detours, as shown on **Figure 5-4**, for the project. The PRT bus shelter will be reconstructed and the bus stop will be impacted during construction. These temporary construction impacts are not expected to have a significant environmental effect, and the project, once completed, will have a positive impact on the area.

Mitigation
West Park Court, the PRT, and emergency service providers have been coordinated throughout the course of the project and coordination will continue through construction. No additional mitigation is required.

M. Employment

Existing Conditions
Several businesses are located in the project area.

Impacts
Those who work in the project area will be temporarily impacted during project construction and will need to utilize the detours shown on **Figure 5-4**. After construction is completed, traffic patterns will return to pre-construction conditions. Safety will be improved for pedestrians, bicyclists, and vehicles as a result of the project. There will also be a temporary positive impact on employment during construction of the project and a temporary positive impact on businesses surrounding W. North Avenue.

Mitigation
All of the adjacent business owners have been coordinated with throughout the course of the project and coordination will continue through construction. No additional mitigation is required.

N. Environmental Justice

An EJ analysis was conducted for this project and is included in the project technical file. The proposed project will not disproportionately impact EJ populations in accordance with PennDOT Publication No. 746 (Project Level Environmental Justice Guidance).

O. Aesthetics and Other Values

Existing Conditions
The project is located within or adjacent to several historic districts as discussed in Sections 5.5 and 5.6.

Impacts
Visual impacts to the surrounding environment have been limited as much as possible. To avoid and minimize visual effects, the W. North Avenue Bridge will only be raised to 21'-4" vertical clearance instead of to 22'-0" vertical clearance. Additionally, context-sensitive design elements for the replacement bridge and associated walls and barriers, on-structure and off-structure planters, and benches will be included in the project to minimize impacts. (See **Figure 5-3** for additional information.)

The project will not result in joint-development activities. However, the project will include multiple-use opportunities as it incorporates shared-use facilities for vehicles and bicycles.

Mitigation
No mitigation is necessary for the less-than-significant impacts to the neighborhood aesthetics.

5.9 PERMITS AND CONSISTENCY DETERMINATIONS

No permits are anticipated for this project. In addition, the following are not needed for the project as the resources are not located in the project area:

- PADEP Coastal Zone Management Plan
- DCNR/NPS Wild and Scenic River Management Plan
- FEMA Flood Map Revision

5.10 MITIGATION COMMITMENTS SUMMARY

A. Recreation and Parks

- Coordination with the City of Pittsburgh and Pittsburgh Parks Conservancy regarding the temporary impacts will continue throughout construction.
- Any vegetation removed or otherwise impacted by construction activities within Allegheny Commons will be restored to pre-construction conditions.
- Temporary occupancy of the park is not to exceed 18 months during the 24-month construction duration.
- Access to the park and all park activities will be maintained during construction. The contractor is not permitted to use the park for staging or mobilizing or storing equipment or material.
- Replacement of the Allegheny Commons Pedestrian Bridge will be completed in accordance with the DAT-approved, context-sensitive design elements.
- A Notice-to-Contractor will be developed to inform the contractor of restrictions and related mitigation.

B. Erosion and Sedimentation

- In accordance with Pennsylvania Code Title 25 Chapter 102.4(b), an approved E&S Plan will be followed during any earth disturbance activities, as prescribed in PADEP's Erosion and Sediment Pollution Control Program Manual (363-2134-008).

C. Hazardous or Residual Waste Sites

- Because there is no suitable on-site location for excavated material, excavated historic fill will require off-site disposal at a permitted residual waste disposal facility. Additional testing will be performed during construction for the parameters required by the selected permitted facility, since landfills typically cannot use test data that is older a year.
- All contaminated material/historic fill will be handled, tested, stored, and disposed in accordance with all local, state, and federal guidelines.
- Consistent with the OSHA Lead in Construction Standard, 29 CFR §1926.62, compliance with OSHA requirements will limit worker exposure to unacceptable airborne concentrations containing heavy metals.
- Painted components of the bridge are to be handled, processed, and/or recycled in accordance with applicable federal law (including 29 CFR §1926.62) for protection of workers and 40 CFR Part 261 and state regulations (including Section 25 PA Code 260) for management/disposal.

D. Above-Ground Historic Properties and Landmarks

- Replace the W. North Avenue Bridge in accordance with the DAT-approved context sensitive design elements associated with the bridge, walls and barriers, on-structure planters, and benches.

- Replace the missing brick garden wall along W. North Avenue and Brighton Road between the sidewalk and Allegheny Commons Historic District in accordance with SOI Standards.
- Repair and paint the wrought-iron fencing along the south side of the rail corridor within Allegheny Commons from W. North Avenue to the Allegheny Commons Pedestrian Bridge in accordance with SOI Standards.

E. Section 2002 Resources

- Pennsylvania Railroad: Main Line Railroad Corridor Historic District: See Section 5.9.D.
- Allegheny Commons: See Section 5.9.A.
- Allegheny Second Ward Industrial Historic District: The sidewalk fronting the International Harvester Company building will be narrowed and separated from the front of the building by a curb to avoid obscuring any of the first-floor display windows, and planter boxes will be placed in front of the display windows.

6.0 ALLEGHENY COMMON PEDESTRIAN BRIDGE (PC-1.50)

6.1 PROJECT DESCRIPTION

The Allegheny Commons Pedestrian Bridge project is located in the City of Pittsburgh, Allegheny County, Pennsylvania (**Appendix A – Figure 6-1 and Figure 6-2**). The former Allegheny Commons Pedestrian Bridge, constructed circa 1906, was located in Allegheny Commons Park and carried pedestrian traffic over the NSR until it was closed in 1999. The bridge connected the West Commons and Northwest Commons/Lake Elizabeth sections of the park located in the Allegheny Center neighborhood of the City of Pittsburgh. The bridge superstructure was demolished in November of 2013 and only the abutments remain.

The former bridge was a two-girder simple span cast-in-place concrete structure with a total length of approximately 69 feet. The superstructure consisted of two variable depth cast-in-place concrete beams with a minimum depth of 2’-6”. The cast-in-place floor beams were 6” wide by 10” deep and spaced at 9’-2” along the bridge. A 10’-wide walkway was supported by a variable 2 1/2 to 4” reinforced concrete composite deck with a 2” overlay. Cast concrete parapets flanked the walkway.

The proposed bridge would consist of two through girders, connected at even intervals by floor beams. The through girders would be built-up sections which follow the vertical curve to achieve the desired vertical clearance of 21’-4”. The floor beams would be rolled wide flange sections. The deck would be a continuous 7.5” reinforced concrete slab that spans between floor beams. The inner “pockets” of the through girder would be covered with removable cover plates, creating a continuous surface similar to a curb but also allow for inspection of the bolted connections. The outside of the through girders would be covered with façade panels to achieve the desired appearance. The façade panels would be attached to the girders with an engineered embed and a matching receptacle on the girder. Panels and girders would be tied together via a concrete cap which would also support the decorative fence. The superstructure would be supported by four elastomeric bearing pads (two for each CL of bearing), sitting directly underneath the through girders. The new superstructure would be built upon cantilever abutments with spread footings built to bear on the existing retaining walls and gravity concrete, after the historic abutments have been demolished down to an elevation equal to the top of the existing railroad retaining walls.

The existing typical section of the bridge prior to demolition consisted of a 10’ path with stairs leading to the bridge. To meet Americans with Disability Act (ADA) requirements, in addition to stairs, accessible paths are proposed to provide access to the crossing. Construction of new, ADA compliant, 6’-wide approach paths and new oval plaza areas at each end of the bridge matching the existing path widths are proposed (**Appendix A – Figure 6-3**). Concrete will be used on the bridge and its plazas, and asphalt pavement will be used on the approach paths.

The design would account for the 72" brick sewer that runs parallel to the retaining wall on the north side of the railway corridor. In addition, while it was previously proposed that the new signal cabinet located 60' to northwest of the existing structure would be relocated under the bridge as part of this project, it was determined to not be feasible due to the following logistical items:

- Complications involved in lowering the footing to accommodate the signal equipment to allow the cables to remain connected during relocation in order to maintain rail operation through the corridor. Any outage of the signal system essentially shuts down the tracks until the system is restored, tested, and put back into service. Given the amount of rail traffic through the corridor, eliminating outages is critical.
- Providing clearance around the box for ventilation and maintenance. Due to constraints with the lowering of the footing, only minimal clearance can be provided.
- Providing access to the City for future inspection and maintenance of the bridge.

Based on discussions with the City of Pittsburgh, the Department of Public Works, and the Pittsburgh Parks Conservancy, it was agreed that the signal equipment would not be relocated under the new structure, that it would remain in its current location, and landscaping and a utility wrap would be installed to camouflage the signal box as much as possible.

It is anticipated that the project would result in approximately 0.11 acre of permanent property impacts for the new walkways, pedestrian bridge, and retaining walls, as well as approximately 1.0 acre of temporary impacts for walkway construction, tree protection, and construction staging within Allegheny Commons. Additionally, approximately 0.02 acres of permanent impacts will occur as a result of the Norfolk Southern railroad property for the new pedestrian bridge.

Project construction is anticipated to start in the summer/fall of 2025 and be completed during the fall of 2026. The estimated construction cost is $3,313,705.

6.2 AQUATIC RESOURCES

Field investigations were conducted in December 2023 and reconfirmed in March 2025 to complement desktop research on previously mapped aquatic resources near the project area. The following resources are not present within or directly adjacent to the project area and, therefore, will not be impacted by the project:

A. Federal Wild & Scenic Rivers and Streams
B. State Scenic Rivers and Streams
C. Navigable Waterways
D. Other Surface Waters

E. Coastal Zone

F. Water Pollution

G. Floodplains

The following resources are present within the project area.

H. Wetlands

Existing Conditions

According to the U.S. Fish and Wildlife Service's (USFWS) National Wetlands Inventory mapping tool, one photo-interpreted palustrine unconsolidated bottom (PUBHx) wetland is within the project area. This feature is known as Lake Elizabeth.

Impacts

Due to the nature of the project and the location of the excavation, it is not anticipated that this impoundment will need to be drained or otherwise impacted.

Mitigation

The Allegheny Commons Pedestrian Bridge Project will not cause any anticipated impacts to Lake Elizabeth; therefore, no mitigation is required.

I. Streams, Rivers, and Watercourses

Existing Conditions

According to PADEP's eMapPA system and a review of aerial imagery, Lake Elizabeth is within the project area. Lake Elizabeth is an impoundment that was initially constructed as a pastoral element. This impoundment was then converted into a recreational lake. It was drained in 1930 to be used as a dumping site for scrap metal during World War II. It was redesigned and enlarged in the 1960s and is now a concrete-lined impoundment with a concrete bottom. According to historical mapping from 1835, this decorative feature may have historically received water from a small tributary to the Allegheny River. However, this tributary appears to have been buried or otherwise removed by 1906. The impoundment is unlikely to receive hydrology from any known Waters of the United States.

Impacts

Due to the nature of the project and the location of the excavation, it is not anticipated that this impoundment will need to be drained or otherwise impacted.

Mitigation

The Allegheny Commons Pedestrian Bridge Project will not cause any known impacts to Lake Elizabeth; therefore, no mitigation is required.

J. Groundwater Resources

Existing Conditions

According to the PAGWIS, abandoned water wells and monitoring wells are located within about a quarter mile of the project area (none of which will be impacted by the project), including:

- Three abandoned withdrawal wells ranging in depth from 20 to 25 feet; and
- Twelve monitoring wells ranging in depth from 18 to 29 feet.

Most wells are located south of Beech Avenue, with one active monitoring well located southeast of the railroad, approximately 80 feet east of Brighton Road. This well is beyond the project limits and is upgradient of the railroad. It will not be affected by the project.

Impacts

Due to the proposed shallow nature and location of the project excavation, it is not anticipated that significant quantities of groundwater (if any) will be encountered and/or need to be managed during construction.

Mitigation

The Allegheny Commons Pedestrian Bridge Project will not cause any known impacts to groundwater resources, and therefore, no mitigation is required. If groundwater is encountered during construction, it will be handled in accordance with applicable laws and regulations.

6.3 LAND RESOURCES

Field investigations were conducted in December 2023 and reconfirmed in March 2025 to complement desktop research on land resources. The following resources are not present within or directly adjacent to the project area and, therefore, will not be impacted by the project:

A. Agricultural Resources
B. Geologic Resources
C. Multiple Use of Space
D. Forest and Gamelands
E. Wilderness, Natural, and Wild Areas
F. Natural Landmarks

The following resources are present within the project area.

G. Vegetation

Existing Conditions

Vegetation within the project area consists of landscape trees and shrubs, maintained lawns, and small patches of unmaintained vegetation along the railroad corridor. No invasive vegetation was identified during field investigations.

Impacts

Impacts to vegetation are expected to be minimal and will include temporary disturbances to maintained lawns, clearing of unmaintained vegetation, and removal of a few trees or shrubs. Two trees, 18” and 12” diameter, and unmaintained vegetation will need to be removed to accommodate the construction of the bridge abutments and retaining walls. Extensive coordination with the city’s forestry department has taken place and they have approved the removal of these trees. (See **Appendix A – Figure 6-3** for additional information.)

Mitigation

No mitigation is required.

H. Recreation and Parks

Existing Conditions

The project is located within Allegheny Commons West Park, which is owned by the City of Pittsburgh. Allegheny Commons West Park is part of what is collectively known as the Allegheny Commons. Allegheny Commons is approximately 60 acres and has three main parts: West Park, North Park, and East Park. The West Park portion is the largest of the three, and it has housed the National Aviary since 1952. A non-profit organization, The Pittsburgh Parks Conservancy, maintains the park, acting as a liaison between it and the city through advocacy, fundraising, and project management. Allegheny Commons has not received any federal or state recreation grants including Land and Water Conservation Funds, Project 70 funds, or Project 500 funds.

Impacts

The project has incorporated several minimization measures and therefore will have only minor, temporary impacts on Allegheny Commons. Approximately 1.09 acres of temporary impacts to Allegheny Commons will occur for walkway and retaining wall construction and construction access.

As stated above, the pedestrian bridge over the Norfolk Southern Railroad has been closed to pedestrian traffic since 1999. There is currently metal fencing to keep pedestrians from accessing the area. The project will fence off the construction area further to keep pedestrians out of the work area but will maintain access on each side of the railroad as it exists today. Pedestrians on the southwest side of the railroad will still be able to access the tennis courts. Pedestrians on the northeast side of the railroad will still be able to access that part of the park on that side of the railroad. The access to the park across from Buena Vista will be closed, as that area will be used for construction vehicle and equipment access. However, all other access to the park along North Avenue, Arch Street, Ridge Avenue, and West Ohio Street will remain open. See **Appendix A – Figure 6-4** for additional information.

Mitigation

- Coordination with the City of Pittsburgh and Pittsburgh Parks Conservancy regarding the proposed temporary impacts within the park will continue throughout construction.
- Any vegetation removed or otherwise impacted by construction activities within Allegheny Commons will be restored to pre-construction conditions.
- Temporary occupancy of the park is not to exceed 18 months during the 24-month construction duration.
- Access to the park and all park activities will be maintained during construction. The contractor is not permitted to use the park for staging or mobilizing or storing equipment or material.
- Replacement of the Allegheny Commons Pedestrian Bridge will be completed in accordance with the Design Advisory Team (DAT)-approved, context-sensitive design elements.
- Railroad signal equipment will be screened with landscaping and a utility wrap will be installed to camouflage the signal box as much as possible.
- A Notice-to-Contractor will be developed to inform the contractor of restrictions and related mitigation.

I. Erosion and Sedimentation

Existing Conditions

The project is in a well-vegetated section of the Allegheny Commons Park West. The railroad corridor bisects the project. Most surrounding surfaces are pervious and well-vegetated maintained lawns; however, some impervious (asphalt) sidewalks are present. No signs of erosion were observed.

Impacts

The project proposes permanent improvements and temporary E&S control best management practices to promote positive drainage through the area and to manage stormwater. The use of equipment required for general construction, grading, excavation, tree clearing, boring, grouting, etc., may result in temporary earth disturbance. While greater than one acre of TCE is proposed, only 0.93 acres will be subject to earth disturbance. The remaining TCE will provide a buffer to protect park resources (e.g., trees, shrubs, and pedestrian sidewalks) and maintain site access for the project's duration.

Mitigation

No NPDES permit will be required for this project. In accordance with Pennsylvania Code Title 25 Chapter 102.4 (b), an approved E&S Plan will be followed during any earth-disturbance activities, as prescribed in the Pennsylvania Department of Environmental Protection's (PADEP's) Erosion and Sediment Pollution Control Program Manual (363-2134-008) and these activities will be incorporated into the construction contract.[3] Best management practices will be implemented during construction and impacts are anticipated to be temporary and minimal. The use of native, non-invasive species for any plantings will be encouraged. The contractor will coordinate with the Allegheny County Conservation District at the end of construction to ensure a 70% cover is established and the site is stabilized.

J. Hazardous or Residual Waste Sites

Existing Conditions

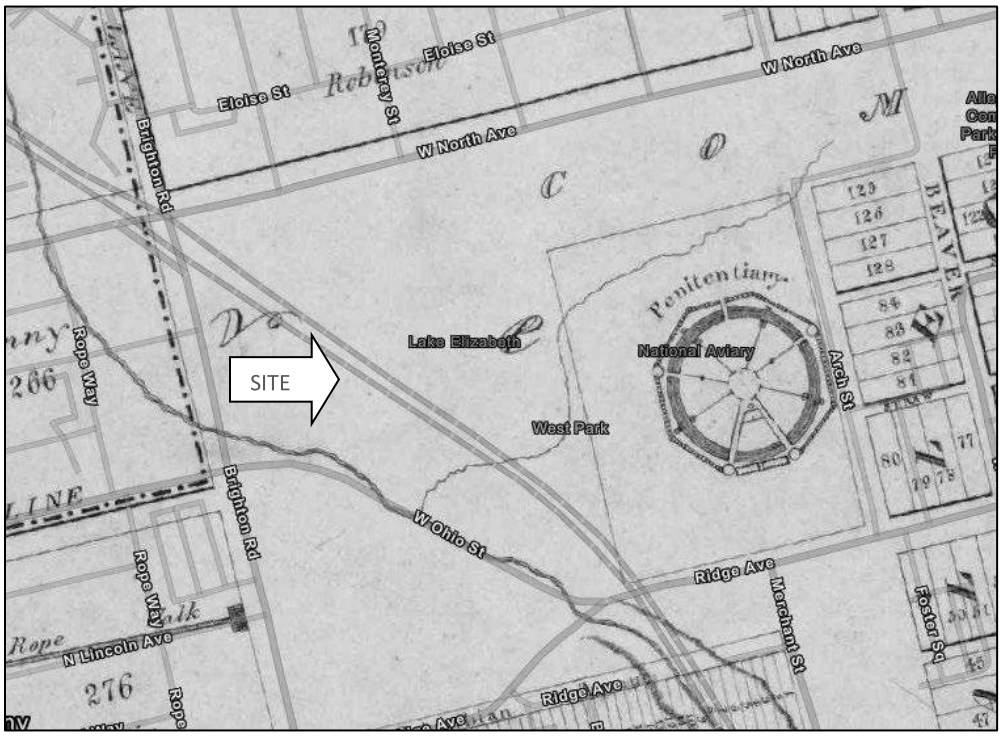
Because this area has been parkland since at least the late 1800s, and there is no evidence of commercial or industrial operations on-site other than the railroad, contamination of site soils in the vicinity of the existing abutments by past operations is not expected.

The 1835 map depicted a tributary to the Allegheny River located in the vicinity of present-day West Ohio Street (currently buried). Another small tributary flowed to the southwest through Allegheny Commons Park toward that larger tributary. Thus, groundwater flow at the bridge is likely toward that old, buried stream channel to the southwest of the site. Properties presumed to be upgradient (north and northeast) of the pedestrian bridge were (and are) parkland, residential, and theological properties. This type of development is not anticipated to result in a release that could impact groundwater at the site.

Additionally, a PADEP web search did not identify any sites of concern within a quarter mile of the presumed upgradient direction (north and northeast) of the site that might impact groundwater. Tank

[3] Certain state and local approvals and conflicting requirements are preempted as applied to rail facilities operating in interstate commerce under the Interstate Commerce Commission Termination Act of 1995 ("ICCTA"), 49 U.S.C. §10501, and/or Federal Railway Safety Act of 1970 ("FRSA"), 49 U.S.C. § 20101. NSR does not waive and expressly preserves any claims or defenses related to such ICCTA and/or FRSA preemption related to this project.

sites within a quarter mile of the site are presumed to be downgradient or side gradient from the site and are therefore not considered to be recognized environmental conditions (RECs) for the site. This finding was further substantiated during drilling since no evidence of contamination was observed at or below the water table in the borings (i.e., no sheen, staining, or chemical odor).



Map of Pittsburgh and Its Environs Excerpt (Johnston & Stockton, 1835)

Management of Fill Testing of Site Soils

Environmental sampling of soils was performed in conjunction with the geotechnical drilling program for the pedestrian bridge. Soil samples were only collected if evidence of contamination was observed and/or historic fill (e.g., slag, fly ash, foundry sand, or cinders) was encountered during drilling. No samples were collected of uncontaminated native soils or clean backfill (e.g., crushed rock, sand, or brick fragments). In general, soils encountered did not have evidence of historic fill or contamination and were reworked alluvium (i.e., varied amounts of brown clay, gravel, silt, sand, and trace brick fragments). However, shallow soils in boring PB-3 appeared dark grey to black and had an odor like rotting vegetation or sewage.

Two composite samples and one duplicate sample were collected from the suspect material encountered in boring PB-3. The boring was adjacent to a combined sewer line, which may be the source of the odor. The samples were tested for the full management of fill parameter list. All sample results were less than the clean fill concentration limits (CFCL) and the regulated fill concentration limits (RFCL). Based on the results of the investigation, soils excavated for the pedestrian bridge project can be managed as clean fill. Therefore, special provisions for waste management are not required. It is assumed that excavated soil can remain on-site as clean fill. However, some soils excavated in the vicinity of the combined sewer may need to be re-buried if nuisance odors are encountered and persist after excavation.

ACM and LBP

Remnant bridge components were inspected for ACM and LBP in May 2022. There were no painted surfaces present. The concrete and mortar were sampled and tested for ACM. The laboratory analyses of the material samples indicated that none of the sampled materials contained asbestos greater than the USEPA criteria level of 1% asbestos by weight and/or in accordance with USEPA NESHAP regulations. Therefore, no special handling for ACM or lead paint is anticipated.

Impacts

There are no impacts with respect to hazardous materials; however, some soils near the combined sewer may have an odor if excavated.

Mitigation

Soils that have a nuisance odor may need to be capped with clean fill if the odors persist after placement.

6.4 WILDLIFE

A. Wildlife and General Ecology of the Area

Existing Conditions

The project is located within an urban ecosystem. Wildlife observed during field investigations included evidence of arachnids (spiders) and insects, as well as rodents (squirrels) and passerines (songbirds). While not observed, it can be assumed that wildlife in this area is likely consistent with what is frequently seen throughout the city and may include: Virginia opossum (*Didelphis virginiana)*, white-tailed deer (*Odocoileus virginianus)*, eastern raccoon (*Procyon lotor lotor*), canids (coyotes, coywolves, and foxes), rodents (mice, rats, chipmunks, etc.), other birds (including raptors and columbids), rabbits (lagomorphs), and others.

Impacts

The project will not result in a significant effect on wildlife and the general ecology of the area. While the project will require the removal of two trees, removal of unmaintained vegetation, and removal of roadside vegetation, any impacts to wildlife and general ecology are anticipated to be temporary and minimal. Temporary disturbance required during construction represents a minor and insignificant effect.

Mitigation

Given the temporary and minimal nature of impacts to this urban ecosystem, no mitigation is required for this project.

B. Threatened and Endangered Plants and Animals

Existing Conditions

A search of DCNR's PNDI Environmental Review tool was conducted on June 21, 2024. The final PNDI receipt (PNDI-817264) reported "No Known Impacts" from all reporting agencies. (**Attachment B**).

Impacts

No impacts to threatened and endangered plants and animals are anticipated.

Mitigation
No mitigation is required.

6.5 CULTURAL RESOURCES

A. Archaeology

A Phase I archaeology survey was conducted for the project and no archaeological sites were identified during the investigation. Based on the negative results, it was recommended that no additional archaeological investigations are necessary for the Allegheny Commons Pedestrian Bridge Project. The PA SHPO concurred with the findings of the Negative Survey Form submitted for the project. Please refer to **Appendix C – Cultural Resources Coordination** for the PA SHPO coordination.

B. Above-Ground Historic Properties and Landmarks

Existing Conditions
Two previously recorded historic properties are within the Allegheny Commons Pedestrian Bridge APE: the NRHP-eligible Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District and the NRHP-listed Allegheny Commons Historic District.

The Pennsylvania Railroad: Main Line (Pittsburgh to the Ohio State Line) Railroad Corridor Historic District was previously determined to be eligible for listing in the NRHP under Criteria A and C for its state-wide significance in transportation, economy, and the development of Pennsylvania's industries and communities. Two historic-age railroad features were identified in the Allegheny Commons Pedestrian Bridge APE: decorative wrought-iron fencing and concrete retaining walls with stone coping.

Allegheny Commons was initially constructed between 1868 and 1876, with major alterations ca. 1935 and 1967. The park is significant under NRHP Criterion A in the area of Community Planning and Development and under Criterion C in the area of Landscape Architecture. One contributing element, the decorative wrought iron fencing lining the railroad corridor, is within the Allegheny Commons Pedestrian Bridge Project APE. The Allegheny Commons Historic District was previously listed in the NRHP and is designated a City of Pittsburgh Historic Site.

Impacts
Project effects have been assessed in compliance with the Pennsylvania History Code. It was determined that the project would have No Adverse Effect on the Pennsylvania Railroad: Main Line (Pittsburgh to the Ohio State Line) or Allegheny Commons Historic District. The project would not require any work on the concrete retaining walls with stone coping and any work required on the decorative wrought-iron fencing would be in-kind repairs or replacements. Please see the Determination of Effects Addendum Report (Michael Baker International, 2024) included in the project technical file for additional information.

There are no anticipated secondary, indirect, or cumulative effects on historic properties discussed above as the result of the Allegheny Commons Pedestrian Bridge Project.[4] The project would have no indirect or cumulative effects along the railroad corridor, as it would slightly decrease train traffic for the 2045

[4] As discussed in other sections of this Environmental Document, the W. North Avenue Bridge Project would result in no or only negligible impacts to the other Section 2002 resources. Accordingly, no secondary, indirect, or cumulative impacts to those resource are anticipated.

design year when compared with the No Build condition for 2045. Thus, the undertaking would cause no foreseeable degradation of character-defining features of the railroad corridor historic district.

The PA SHPO has concurred that the Allegheny Commons Pedestrian Bridge Project, as currently designed, will not result in direct or indirect effects, including visual effects, on any historic resources. Please refer to **Appendix C – Cultural Resources Coordination** for the PA SHPO coordination.

Mitigation
No mitigation is necessary for either of the historic districts within the Allegheny Commons Pedestrian Bridge Project APE.

The measures that were incorporated into the project to minimize impacts to historic properties are included in the MOU found in **Appendix C – Cultural Resources Coordination**.

6.6 SECTION 2002 RESOURCES

Existing Conditions
The Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District and the Allegheny Commons Historic District/Park are considered Section 2002 resources.

Impacts
Approximately 0.02 acre of permanent impacts will result to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District for the new pedestrian bridge, but no contributing elements will be affected. It was also determined that the project will result in No Adverse Effect on the railroad historic district. Therefore, the *Section 4(f) Non-Applicability/No Use* document has been completed for this resource.

Approximately 1.09 acres of temporary impacts will be required from within Allegheny Commons for walkway and retaining wall construction and construction access. There will be No Adverse Effect on the Allegheny Commons Historic District as the result of the project. The *Determination of Section 4(f) Applicability Involving Temporary Occupancy* document has been completed for this resource.

See **Appendix D – Section 2002 Forms** for the completed documents.

Mitigation
Pennsylvania Railroad: Main Line Railroad Corridor Historic District: No mitigation is required.

Allegheny Commons: See Section 6.3.H.

See the MOU in **Appendix C – Cultural Resources Coordination** for additional information on the minimization measures that were incorporated into the project design for Allegheny Commons.

6.7 NOISE AND AIR QUALITY

A. Noise

Norfolk Southern conducted a corridor-wide noise study to evaluate secondary or indirect noise related effects. This study utilized STB noise assessment guidelines. According to these guidelines, an adverse effect occurs when *both* of the following conditions occur: 1) increases of 3 decibels (dB) or greater occur at noise-sensitive receptors because of the project, and 2) sound levels increase to levels of 65 dBA L_{dn} or

greater as a result of the project. The Noise and Vibration Technical Report (HMMH, 2024) is included in the project technical file.

Existing Conditions
The project is in an urban environment within Allegheny Commons park, which is bordered by residential and commercial structures.

Impacts
There were no impacts to noise sensitive receptors identified above the STB noise impact threshold near Allegheny Commons. Therefore, no direct noise impacts are anticipated. Additionally, project implementation will result in no adverse direct or indirect effects along the project corridor.

Mitigation
Best management practices will be implemented during construction to minimize construction related noise. No mitigation is required.

B. Air Quality

Norfolk Southern conducted a project-level air quality analysis for the Pittsburgh Vertical Clearance Projects corridor to evaluate secondary or indirect effects on air quality. The Air Quality Technical Memorandum (HMMH, 2024) is included in the project technical file.

Existing Conditions
The current National Ambient Air Quality Standard designations for the Pittsburgh area pollutants are:

- Marginal nonattainment for the 2008 Ozone standard
- Maintenance for the 1971 Carbon Monoxide standard
- Maintenance for the 2006 PM2.5 standard
- Moderate nonattainment for the 2012 PM2.5 standard
- Nonattainment for the 2010 SO2 standard
- Attainment for Lead
- Attainment for NO2

Impacts
A general conformity determination is not required since there is no federal action or federal money being used for the project. This project will not have a direct effect on air quality except for minor construction related emissions, which would consist of construction equipment regulated under EPA emission standards. The project would result in a slight net reduction in annual regional locomotive operational emissions in comparison to both existing and future 2045 No Build emissions levels, and therefore no significant adverse impacts would result with implementation of the project. It was determined that the more efficient double-stack trains would allow for fewer trains and lower locomotive emissions when compared to not implementing the project.

Mitigation
Best management practices will be implemented during construction to minimize construction related emissions. No mitigation measures will be necessary to reduce any adverse air quality impacts to less-than-significant levels.

6.8 SOCIOECONOMIC RESOURCES

The following resources are not present within or directly adjacent to the project area and therefore will not be impacted by the project:

A. Civil Defenses
B. Economic Activity
C. Property Values
D. Effect on the Local Tax Base and Social Service Costs
E. Displacement of Families and Businesses
F. Replacement Housing
G. Community Cohesion
H. Maintenance and Operating Costs of the Project and Related Facilities

The following resources are present within, or within proximity of, the project area.

I. Regional and Community Growth

The project is consistent with the Pennsylvania State Rail Plan (2020) and will not induce impacts on planned growth, secondary growth, land use, or development patterns for the area.

J. Religious Institutions

Existing Conditions
Trinity Lutheran Church is located at 616 W. North Avenue, across from Allegheny Commons, but outside of the project limits. Its entrance is located on W. North Avenue and parishioners park in the church-owned parking lot along Buena Vista Street or along the street. The Allegheny Unitarian Universalist Church at 416 W. North Avenue is also outside of the project area and will not be impacted by the project.

Impacts
No impacts to religious institutions will result from the project.

Mitigation
No mitigation is required.

K. Education, including the Disruption of School District Operations

Existing Conditions
There are several schools located in proximity to the project area:

- Allegheny Traditional Elementary Academy – 810 Arch Street
- Allegheny Traditional Middle School – 810 Arch Street
- Pittsburgh King PreK-8 – 50 Montgomery Place
- CCAC Allegheny Campus – 808 Ridge Avenue

Impacts
No impacts to schools or school district operations will result from the project.

Mitigation
No mitigation is required.

L. Public Facilities and Services

Existing Conditions
West Park Court, located at 710 W. North Avenue, is a 112-unit senior citizen apartment building located across from Allegheny Commons but outside of the project limits. There is also PRT bus shelter and bus stop along W. North Avenue near its intersection with Brighton Road adjacent to Allegheny Commons. PRT buses, fire trucks, and ambulances utilize the streets bordering Allegheny Commons to respond to calls in the neighborhood.

There are several other public facilities and services located in proximity to, but not within, the project limits:

- Salvation Army's Harbor Light Ministries – 865 W. North Avenue
- YMCA – 600 W. North Avenue
- Hugh Lane Wellness Foundation – 925 Brighton Road
- Zone 1 Police Station – 1501 Brighton Road

Impacts
Access to all public facilities and services will be maintained during construction of the pedestrian bridge.

Mitigation
No mitigation is required.

M. Employment

Existing Conditions
Several businesses are located adjacent to, but not within, the project area.

Impacts
Safety will be improved for pedestrians and bicyclists accessing the local businesses as a result of the project.

Mitigation
No mitigation is required.

N. Environmental Justice

An EJ analysis was conducted for this project and is included in the project technical file. The proposed project will not disproportionately impact EJ populations in accordance with PennDOT Publication No. 746 (Project Level Environmental Justice Guidance).

O. Aesthetics and Other Values

Existing Conditions
The project is located within Allegheny Commons, a park and historic district.

Impacts
Multiple refinements to minimize aesthetic and other impacts to the park were incorporated into the project:

- Minimize retaining walls
- Minimize slopes (4:1 preferred for ease of maintenance)
- Maintain trees
- Re-use existing lower stairs where possible (upper stairs are in poor condition)
- Include oval plazas at bridge level (considered context-sensitive design)
- Keep landscaping minimal due to existing being minimal and to reduce future maintenance
- Screen railroad signal equipment with landscaping and install a utility wrap to camouflage the signal box as much as possible
- Use a steel through girder deck while still preserving the concrete panel system
- Reduce the minimum vertical clearance to 21'-4" to match W. North Ave.
- Match existing path widths

Additionally, by reducing the clearance and utilizing a through girder deck, the elevation difference from the existing park paths to the bridge crossing was reduced, thereby minimizing the length of the required ADA-accessible paths and impacts to the park. (See **Figure 6-3** for additional information.)

The project will not result in joint development activities.

Mitigation
No mitigation is necessary.

6.9 PERMITS AND CONSISTENCY DETERMINATIONS

No permits are anticipated for this project. In addition, the following are not needed for the project as the resources are not located in the project area:

- PADEP Coastal Zone Management Plan
- DCNR/NPS Wild and Scenic River Management Plan
- FEMA Flood Map Revision

6.10 MITIGATION COMMITMENTS SUMMARY

A. Recreation and Parks

- Coordination with the City of Pittsburgh and Pittsburgh Parks Conservancy regarding the proposed temporary impacts within the park will continue throughout construction.
- Any vegetation removed or otherwise impacted by construction activities within Allegheny Commons will be restored to pre-construction conditions.
- Temporary occupancy of the park is not to exceed 18 months during the 24-month construction duration.
- Access to the park and all park activities will be maintained during construction. The contractor is not permitted to use the park for staging or mobilizing or storing equipment or material.

- Replacement of the Allegheny Commons Pedestrian Bridge will be completed in accordance with the Design Advisory Team (DAT)-approved, context-sensitive design elements.
- Railroad signal equipment will be screened with landscaping and a utility wrap will be installed to camouflage the signal box as much as possible.
- A Notice-to-Contractor will be developed to inform the contractor of restrictions and related mitigation.

B. Erosion and Sedimentation

- In accordance with Pennsylvania Code Title 25 Chapter 102.4(b), an approved E&S Plan will be followed during any earth disturbance activities, as prescribed in PADEP's Erosion and Sediment Pollution Control Program Manual (363-2134-008).

C. Hazardous or Residual Waste Sites

- Soils that have a nuisance odor may need to be capped with clean fill if the odors persist after placement.

D. Section 2002 Resources

- Pennsylvania Railroad: Main Line Railroad Corridor Historic District: No mitigation is required.
- Allegheny Commons: Mitigation will be consistent with Section with Section 6.10.A.

7.0 PENNSYLVANIA AVENUE BRIDGE (PC-1.82)

7.1 PROJECT DESCRIPTION

The Pennsylvania Avenue Bridge is located in the City of Pittsburgh, Allegheny County, Pennsylvania, and carries two 10’ travel lanes, two 6’ bike lanes with buffers, and an 8’ parking lane over NSR tracks (**Appendix A – Figure 7-1 and Figure 7-2**). The existing bridge is a through-girder, simple-span bridge with a total length of approximately 153’. The roadway is supported by an 8” reinforced concrete composite deck with a 3” asphalt overlay, 32”-high safety shape parapets, and 5’-wide sidewalks on both sides of the bridge. The bridge’s substructure consists of reinforced concrete abutments and wingwalls. The reinforced concrete abutments are founded on steel HP piles. Adjacent sections of concrete retaining walls in the depressed railroad corridor date from the early-twentieth-century grade separation project and have rock-faced, cut sandstone capstones.

The overall condition of the substructure and superstructure is in fair condition. The primary structural elements are sound but may have minor section loss, cracking, and spalling. The top surface of the west abutment backwall is edge spalled and chipped along the expansion dam and approach slab for the full deck width. A few hairline cracks extend across the top and along the vertical face of the backwall, which are visible on the underside. The west seat is generally in good condition, except for the bearing pedestals where additional deterioration was noted. The west right pedestal is edge-cracked and spalled with exposed rebar and adjacent delamination 15" D x 19" H x up to 3' W, which is undermining the masonry plate up to 1-1/2". The center pedestal exhibits a hairline crack from the bottom left corner to the face of the stem. The west left pedestal is in good condition with no issues. The west stem has a few partial to full height minor hairline cracks present. One full height diagonal hairline crack is noted between

floorbeams 22 and 23. Full height hairline cracks exist under the center pedestal. The east left and right pedestals are edge spalled 5’ W x 1” H x 8” D with voids exposing the anchor bolts and grout pockets. The east stem contains several hairline to fine vertical cracks near the center of the stem. There are 17 locations of cracks in the floorbeam webs.

The proposed project would raise the bridge to achieve 21’-2” of vertical clearance over the railroad tracks (**Appendix A – Figure 7-3**) and would maintain the existing bike lanes. The proposed superstructure would be a single-span, steel structure supported by two pony trusses, one at each fascia. Steel floorbeams will span between the pony trusses at intervals of approximately 7’-3”. The pony trusses would have an 18’ truss height, and the floorbeams will be approximately 36” deep. The proposed span length of the new superstructure will be 145’-0” measured from centerline of bearings at Abutment 1 to centerline of bearings at Abutment 2. The abutments would be demolished and replaced.

Roadway approach work along Pennsylvania Avenue would extend approximately 125’ to the west and 150’ to the east of the bridge. The proposed vertical alignment would increase the profile grade to a maximum of 7.50% on the west approach to the bridge and 7.00% on the east approach to the bridge. Due to the profile change, a driveway adjustment would be needed for the eastern U.S. Postal Service (USPS) building entrance at 206+80 LT. Approach work would include roadway pavement and sidewalk reconstruction, including the construction of sidewalk moment slab in all quadrants. Sidewalk grades would follow the roadway profile, except for the sidewalk in the southwest quadrant. A bifurcated sidewalk in the southwest quadrant near Station 204+30 RT is required to maintain ADA-compliant access to the existing pedestrian entry door at 901 Pennsylvania Avenue. The bifurcated section of sidewalk is proposed to have a 28’-long and 4’-wide sidewalk ramp that is separated from the 4’-5” sidewalk along the roadway by a proposed pedestrian rail barrier.

Utilities that would be impacted include a Peoples Gas 12” steel gas main that crosses under the bridge and a PWSA 12” waterline in a 24” steel casing pipe. Both utilities would be replaced and installed on the new bridge structure. Peoples Gas intends to downsize the 12” gas line to 8”. In addition, the installation of the new abutments would require further utility design coordination to ensure that relocated gas and watermains routes are re-adjusted so as not to interfere with the proposed work. The existing waterline feed to Galveston Avenue would need to be routed to avoid conflict and/or integrate with the structure work. An existing Duquesne Light Company (DLC) vault with 23kv circuits is located within the excavation area for the western abutment and field verification with DLC would need to be conducted to ensure that the interior configuration does not extend too close to the abutment excavation. Initial discussion with DLC has indicated that moving this vault is not feasible, so a special provision would be developed to have the contractor shore/support the existing vault to ensure that excavation activities do not undermine the structure.

Temporary construction easements of 0.16 acre are anticipated for construction of sidewalks and sidewalk moment slabs, driveway adjustments, and temporary excavation support and protection during construction in all quadrants. Small, permanent sliver takes of 0.16 acre are anticipated for the bridge abutment replacement.

Pennsylvania Avenue would be temporarily closed during bridge reconstruction. Traffic (including vehicles, bikes, and pedestrians) would have a 0.57-mile detour along Allegheny Avenue, across the W. North Avenue Bridge, and along Brighton Road (**Appendix A – Figure 7-4)**.

Project construction is anticipated to start in the summer/fall of 2025 and be completed during the winter/spring of 2027. The estimated construction cost is $17,339,940.

7.2 AQUATIC RESOURCES

Field investigations were conducted in December 2023 and reconfirmed in March 2025 to complement desktop research on previously mapped aquatic resources near the project area. The following resources are not present within or directly adjacent to the project area and, therefore, will not be impacted by the project:

A. Streams, Rivers, and Watercourses
B. Federal Wild & Scenic Rivers and Streams
C. State Scenic Rivers and Streams
D. Navigable Waterways
E. Other Surface Waters
F. Wetlands
G. Coastal Zone
H. Water Pollution
I. Floodplains
J. Groundwater Resources

7.3 LAND RESOURCES

Field investigations were conducted in December 2023 and reconfirmed in March 2025 to complement desktop research on land resources. The following resources are not present within or directly adjacent to the project area and, therefore, will not be impacted by the project:

A. Agricultural Resources
B. Geologic Resources
C. Multiple Use of Space
D. Forest and Gamelands
E. Wilderness, Natural, and Wild Areas
F. Natural Landmarks
G. Recreation and Parks

The following resources are present within the project area.

H. Vegetation

Existing Conditions

Vegetation within the southern quadrants of the project area consists of roadside vegetation, maintained lawn, and landscaping (shrubs and trees). In the northern quadrants, vegetation includes roadside vegetation, maintained lawn, unmaintained trees and shrubs, and landscaping (shrubs and trees). No identifiable invasive vegetation was found during field investigations.

Impacts

Impacts to vegetation are expected to be minimal and will include clearing roadside vegetation, cutting low hanging tree branches, removal of several existing tree pits (only one is planted), and trimming trees away from fencing and overhead utility lines.

Mitigation

No mitigation is required.

I. Erosion and Sedimentation

Existing Conditions

The project is in an urban environment bordered by commercial, industrial, and residential structures. Most surrounding surfaces are impervious asphalt, concrete, or packed gravel. Pervious surfaces within the project area include sections of roadside vegetation and maintained lawns. Inlets along Pennsylvania Avenue manage stormwater runoff. Minor erosion (cracking and small potholes) of the asphalt on Pennsylvania Avenue were observed during site visits. No other signs of erosion were observed.

Impacts

The project proposes permanent improvements and temporary E&S control best management practices to promote positive drainage through the area and to manage stormwater. The use of equipment required for general construction, tree clearing, boring, grouting, etc. may result in temporary earth disturbance.

Mitigation

No NPDES permit will be required for this project. In accordance with Pennsylvania Code Title 25 Chapter 102.4 (b), an approved E&S Plan will be followed during any earth-disturbance activities, as prescribed in the PADEP's Erosion and Sediment Pollution Control Program Manual (363-2134-008) and these activities will be incorporated into the construction contract.[5] Best management practices will be implemented during construction and impacts are anticipated to be temporary and minimal. The use of native, non-invasive species for any plantings will be encouraged. The contractor will coordinate with the Allegheny County Conservation District at the end of construction to ensure a 70% cover is established and the site is stabilized.

J. Hazardous or Residual Waste Sites

Existing Conditions

A survey of the Pennsylvania Avenue Bridge for asbestos-containing materials and lead paint was conducted in October 2017 (Michael Baker 2017). None of the samples contained asbestos greater than the USEPA criteria level of 1% asbestos by weight. The paint chip samples contained low levels of arsenic, cadmium, chromium, and lead. The Asbestos and Lead Paint Assessment report is included in the project technical file.

[5] Certain state and local approvals and conflicting requirements are preempted as applied to rail facilities operating in interstate commerce under the Interstate Commerce Commission Termination Act of 1995 ("ICCTA"), 49 U.S.C. §10501, and/or Federal Railway Safety Act of 1970 ("FRSA"), 49 U.S.C. § 20101. NSR does not waive and expressly preserves any claims or defenses related to such ICCTA and/or FRSA preemption related to this project.

A Phase I ESA report (Michael Baker 2020), following protocols of ASTM 1527 and PennDOT Publication 281, was prepared for the Pennsylvania Avenue Bridge Project in conjunction with two other nearby bridges. Recognized Environmental Conditions near the Pennsylvania Avenue Bridge included:

- Historic fill (e.g., slag, cinders, and foundry sand) may be present beneath the railroad ballast, adjacent to the bridge abutments and within the roadway right of way, since these materials have been commonly used as fill in Allegheny County.

Subsequently, four geotechnical/environmental borings were drilled in support of the bridge design for the project and environmental testing was performed to verify if shallow fill materials were non-hazardous and could be managed as residual waste, if excavated. Soils encountered during drilling included historic fill that contained slag mixed with soil. The non-hazardous classification was confirmed by the testing (Michael Baker 2023). The Soil Characterization Report is included in the project technical file.

Due to the proposed shallow nature of the excavation on Pennsylvania Avenue Bridge and the raised nature of the soils behind the bridge abutments, based upon boring information, it is not anticipated that significant quantities of groundwater (if any) will be encountered and/or need to be managed during construction.

Impacts

Historic fill that contained slag will need to be disposed at a non-hazardous residual waste landfill, if excavated. Painted bridge components will require special handling due to the presence of heavy metals.

Mitigation

Soils behind the Pennsylvania Avenue Bridge abutments and under roadway contain historic fill. Because there is no suitable on-site location for excavated material, the excavated historic fill will require off-site disposal at a permitted residual waste disposal facility. Additional testing will be performed during construction for the parameters required by the selected permitted facility, since landfills typically cannot use test data that is older a year. All contaminated material/historic fill will be handled, tested, stored, and disposed in accordance with all local, state, and federal guidelines.

Bridge components containing heavy metals (including arsenic, cadmium, chromium, and lead) were identified during sampling. Consistent with the OSHA Lead in Construction Standard, 29 CFR §1926.62, compliance with OSHA requirements will limit worker exposure to unacceptable airborne concentrations containing heavy metals. Painted components of the bridge are to be handled, processed, and/or recycled in accordance with applicable federal law (including 29 CFR §1926.62) for protection of workers and 40 CFR Part 261 and state regulations (including Section 25 PA Code 260) for management/disposal.

7.4 WILDLIFE

A. Wildlife and General Ecology of the Area

Existing Conditions

The project is located within an urban ecosystem. Wildlife observed during field investigations included evidence of arachnids (spiders) and insects, as well as rodents (squirrels) and passerines (songbirds). While not observed, it can be assumed that wildlife in this area is likely consistent with what is frequently seen throughout the city and may include: Virginia opossum (*Didelphis virginiana)*, white-tailed deer (*Odocoileus virginianus)*, eastern raccoon (*Procyon lotor lotor*), canids (coyotes, coywolves, and foxes), rodents (mice, rats, chipmunks, etc.), other birds (including raptors and columbids), lagomorphs (rabbits), and others.

Impacts

The project will not result in a significant effect on wildlife and general ecology of the area. While the project will require the tree trimming and removal of roadside vegetation, any impacts to wildlife and general ecology are anticipated to be temporary and minimal. Temporary disturbance required during construction represents a minor and insignificant effect.

Mitigation

Given the temporary and minimal nature of impacts to this urban ecosystem, no mitigation is required for this project.

B. Threatened and Endangered Plants and Animals

Existing Conditions

A search of the Pennsylvania DCNR's PNDI Environmental Review tool was conducted on June 21, 2024. The final PNDI receipt (PNDI-817266) reported "No Known Impacts" from all reporting agencies. (**Attachment B**).

Impacts

No impacts on threatened and endangered plants and animals are anticipated.

Mitigation

No mitigation is required.

7.5 CULTURAL RESOURCES

A. Archaeology

The project is exempt from archaeological investigations due to the disturbed and urban nature of the project area.

B. Above-Ground Historic Properties and Landmarks

Existing Conditions

An Identification of Historic Properties Report was submitted to the PA SHPO in September 2019 (Michael Baker International, Inc. 2019), which identified two NRHP-listed or eligible historic districts within the APE for the Pennsylvania Avenue Bridge Project: the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District and the Allegheny Second Ward Industrial Historic District.

The Pennsylvania Railroad: Main Line (Pittsburgh to the Ohio State Line) Railroad Corridor Historic District was previously determined to be eligible for listing in the NRHP under Criteria A and C for its state-wide significance in transportation, economy, and the development of Pennsylvania's industries and communities. Three features dating to the district's 1848-1958 period of significance were identified in the project APE: concrete retaining walls along the southwest and northeast edges of the depressed section of the corridor, wrought-iron fencing, and standard railroad safety railings. The Pennsylvania Avenue Bridge was constructed ca. 1985-1986 (after the district's period of significance) and is therefore not a contributing element of the historic district.

The Allegheny Second Ward Industrial Historic District is locally significant under Criterion A in the area of Industry. Because the district includes the previously listed International Harvester Company Building, it also includes the criteria and areas of significance for which that property was listed: Criterion A for Commerce, Criterion B for its Association with a Significant Person, and Criterion C for Architecture. One contributing building, the House of Metal building, is within the Pennsylvania Avenue Bridge Project APE.

In a letter dated November 8, 2019 (**Appendix C – Cultural Resources Coordination**), the PA SHPO concurred with these NRHP eligibility recommendations.

Impacts

Project effects have been assessed in compliance with the Pennsylvania History Code. It was determined that the project would have No Adverse Effect on the Pennsylvania Railroad: Main Line (Pittsburgh to the Ohio State Line) Railroad Corridor Historic District and the Allegheny Second Ward Industrial Historic District. The project would not require any work on the concrete retaining walls with stone coping, the decorative wrought-iron fencing, or the standard railroad safety railing, which are contributing elements in this portion of the railroad corridor historic district. The project would raise the street and sidewalk along the House of Metal Building. All basement-level window openings on the Pennsylvania Avenue façade of the House of Metal Building are infilled with brick, so the raising of the sidewalk along the building would not affect character-defining features of the building, which contributes to the Allegheny Second Ward Industrial Historic District. A portion of the sidewalk would be bifurcated to accommodate a sidewalk ramp to avoid modifications to and to maintain ADA-compliant access at the building's existing entrance. It is not expected that the raising of the street and sidewalk grade and the bifurcation of modern sidewalks and alteration of recent landscape elements would result in a substantial visual change within the historic district.

There are no anticipated secondary, indirect, or cumulative effects on historic properties discussed above as the result of the Pennsylvania Avenue Bridge Project.[6] The project would have no indirect or cumulative effects along the railroad corridor, as it would slightly decrease train traffic for the 2045 design year when compared with the No Build condition for 2045. Thus, the undertaking would cause no foreseeable degradation of character-defining features of the railroad corridor historic district.

[6] As discussed in other sections of this Environmental Document, the Pennsylvania Avenue Bridge Project would result in no or only negligible impacts to the other Section 2002 resources. Accordingly, no secondary, indirect, or cumulative impacts to those resource are anticipated.

The PA SHPO has concurred that the Pennsylvania Avenue Project, as currently designed, will not result in direct or indirect effects, including visual effects, on any historic resources. Please refer to **Appendix C – Cultural Resources Coordination** for the PA SHPO coordination.

Mitigation
No mitigation is necessary for either of the historic districts within the Pennsylvania Avenue Bridge Project APE.

The minimization measures that were incorporated into the project to minimize impacts to historic properties are included in the MOU found in **Appendix C – Cultural Resources Coordination**.

7.6 SECTION 2002 RESOURCES

Existing Conditions
The Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District and the Allegheny Second Ward Industrial Historic District are considered Section 2002 resources.

Impacts
Approximately 0.007 acre of temporary and 0.009 acre of permanent impacts to the railroad corridor historic district would be required for the bridge abutment replacement and temporary excavation support and protection during construction. It was determined that there would be No Adverse Effect on the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District. Additionally, no secondary, indirect, or cumulative effects on these resources are anticipated. Therefore, a *Non-Applicability/No Use Section 2002* document has been completed for this resource.

Approximately 0.020 acre of temporary impacts to the properties located within the Allegheny Second Ward Industrial Historic District due to the bridge abutment replacement, temporary excavation support and protection, driveway and sidewalk reconstruction, and bridge elevation adjustments will occur as the result of the project. There will be No Adverse Effect to this historic district. Additionally, no secondary, indirect, or cumulative effects on these resources are anticipated. Therefore, a *Non-Applicability/No Use Section 2002* document has been completed for this resource.

See **Appendix D – Section 2002 Forms** for the completed documents.

Mitigation
No mitigation is required.

7.7 NOISE AND AIR QUALITY

A. Noise

Norfolk Southern conducted a corridor-wide noise study to evaluate secondary or indirect noise related effects. This study utilized STB noise assessment guidelines. According to these guidelines, an adverse effect occurs when *both* of the following conditions occur: 1) increases of 3 decibels (dB) or greater occur at noise-sensitive receptors because of the project, and 2) sound levels increase to levels of 65 dBA L_{dn} or greater as a result of the project. The Noise and Vibration Technical Report (HMMH, 2024) is included in the project technical file.

Existing Conditions
The project is in an urban environment bordered by commercial, industrial, and residential structures.

Impacts

There were no impacts to noise sensitive receptors identified above the STB noise impact threshold near the Pennsylvania Avenue Bridge. Therefore, no direct noise impacts are anticipated. Additionally, project implementation will result in no adverse direct or indirect effects along the project corridor.

Mitigation

Best management practices will be implemented during construction to minimize construction related noise. No mitigation is required.

B. Air Quality

Norfolk Southern conducted a project-level air quality analysis for the Pittsburgh Vertical Clearance Projects corridor to evaluate secondary or indirect effects on air quality. The Air Quality Technical Memorandum (HMMH, 2024) is included in the project technical file.

Existing Conditions

The current National Ambient Air Quality Standard designations for the Pittsburgh area pollutants are:

- Marginal nonattainment for the 2008 Ozone standard
- Maintenance for the 1971 Carbon Monoxide standard
- Maintenance for the 2006 PM2.5 standard
- Moderate nonattainment for the 2012 PM2.5 standard
- Nonattainment for the 2010 SO2 standard
- Attainment for Lead
- Attainment for NO2

Impacts

A general conformity determination is not required since there is no federal action or federal money being used for the project. The proposed project proposes to remove and replace the existing canopy's exhaust chutes and increase vertical clearance to accommodate double-stack trains. This project will not have a direct effect on air quality with the exception of minor construction related emissions, which would consist of construction equipment regulated under EPA emission standards. The project would result in a slight net reduction in annual regional locomotive operational emissions in comparison to both existing and future 2045 No Build emissions levels, and therefore no significant adverse impacts would result with implementation of the project. It was determined that the more efficient double-stack trains would allow for fewer trains and lower locomotive emissions when compared to not implementing the project.

Mitigation

Best management practices will be implemented during construction to minimize construction related emissions. No mitigation measures will be necessary to reduce any adverse air quality impacts to less-than-significant levels.

7.8 SOCIOECONOMIC RESOURCES

The following resources are not present within or directly adjacent to the project area and therefore will not be impacted by the project:

A. Civil Defenses

B. Economic Activity

C. Property Values
D. Effect on the Local Tax Base and Social Service Costs
E. Displacement of Families and Businesses
F. Replacement Housing
G. Community Cohesion
H. Maintenance and Operating Costs of the Project and Related Facilities

The following resources are present within, or within proximity of, the project area.

I. Regional and Community Growth

The project is consistent with the Pennsylvania State Rail Plan (2020) and will not induce impacts on planned growth, secondary growth, land use, or development patterns for the area.

J. Religious Institutions

Existing Conditions

Bidwell Presbyterian Church is located at 1025 Liverpool Street, approximately 750 feet to the northwest of the Pennsylvania Avenue Bridge, just outside of the project limits. Parishioners park in the church-owned parking lot, which is accessed from Liverpool Street, or along the street. The Tabernacle Baptist Church at 1240 Buena Vista Street is outside of the project limits and will not be impacted by the project.

Impacts

Access to Bidwell Presbyterian Church and its associated parking lot will not be limited or otherwise impacted by construction.

Mitigation

No mitigation is required.

K. Education, including the Disruption of School District Operations

Existing Conditions

Manchester Academic Charter School, located at 1214 Liverpool Street, and Propel Schools Northside, located at 1805 Buena Vista Street, are both within the vicinity of the project but outside of the project limits.

Impacts

It is assumed that no impacts will occur to these schools as the result of the project. However, school buses and walkers will need to utilize the detour routes shown in **Figure 7-4**.

Mitigation

Coordination with these schools will continue through construction. No additional mitigation is required.

L. Public Facilities and Services

Existing Conditions

Two USPS buildings are located within the project vicinity on either side of the NSR tracks. The smaller of the two buildings, the carrier facility, is located at 900 Pennsylvania Avenue. It is accessed from Pennsylvania and Allegheny avenues. The larger of the two buildings is the business center at 1001 California Avenue. There is public and truck access from California Avenue and truck access from Pennsylvania Avenue. The Allegheny County Children, Youth and Families: North Regional Office is located

in the House of Metal building at 901 Pennsylvania Avenue. There is also PRT bus stop along Pennsylvania Avenue near its intersection with Allegheny Avenue. Additionally, PRT buses, fire trucks, and ambulances utilize the project area streets to respond to calls in the neighborhood.

There are several other public facilities and services located in proximity to, but not within, the project area:

- Manchester Citizens Corporation – 1319 Allegheny Avenue
- Northside Common Ministries Food Pantry – 1601 Brighton Road
- Brother's Brother Foundation – 1200 Galveston Avenue

Impacts

Access to the USPS buildings from Pennsylvania Avenue will be prohibited during construction as the entrances will be used for construction staging and the driveways will be adjusted. However, trucks will still be able to use Allegheny Avenue to access the carrier facility. Trucks accessing the business center will be able to use the California Avenue entrance and public access to the business center will not be affected. Users of the above public facilities and services could be temporarily impacted during construction of the project and emergency service providers will have to follow the detours, as shown on **Figure 7-4**, for the project. The PRT bus stop will be impacted during construction. These temporary construction impacts are not expected to have a significant environmental effect and the project, once completed, will have a positive impact on the area.

Mitigation

The USPS, PRT, and emergency service providers have been coordinated with throughout the course of the project and coordination will continue through construction. No additional mitigation is required.

M. Employment

Existing Conditions

Several businesses are located in the project area including within the House of Metal Building at 901 Pennsylvania Avenue. Employees park in the lot located adjacent to the House of Metal Building, which is accessed via Galveston Avenue.

Impacts

The closest pedestrian entrance to the House of Metal building from the bridge will not be accessible during construction. A bifurcated sidewalk is required to maintain ADA-compliant access to the existing pedestrian entry door. Access will be maintained to the other entrances. There will be no impacts to the House of Metal parking lot. Those who work in the project area will be temporarily impacted during project construction and will need to utilize the vehicular and pedestrian detours shown on **Figure 7-4**. After construction is completed, traffic patterns will return to pre-construction conditions. Safety will be improved for pedestrians, bicyclists, and vehicles as a result of the project.

Mitigation

All of the local business owners have been coordinated with throughout the course of the project and coordination will continue through construction. No additional mitigation is required.

N. Environmental Justice

An EJ analysis was conducted for this project and is included in the project technical file. The proposed project will not disproportionately impact EJ populations in accordance with PennDOT Publication No. 746 (Project Level Environmental Justice Guidance).

O. Aesthetics and Other Values

Existing Conditions

The project is located within two historic districts and a commercial/industrial area with some sparse residential development.

Impacts

Visual impacts to the surrounding environment have been limited as much as possible. In an effort to avoid and minimize visual impacts to the community, the Pennsylvania Avenue Bridge will only be raised to 21'-2" vertical clearance instead of to 22'-0" vertical clearance. Additionally, the bridge design has incorporated a pony truss design to make it more of a visually appealing structure. All basement-level window openings on the Pennsylvania Avenue façade of the House of Metal Building, which is a contributing element of the Allegheny Second Ward Industrial Historic District, are infilled with brick, so the raising of the street and sidewalk grade and the bifurcation of modern sidewalks and alteration of recent landscape elements would not result in a substantial visual change within the historic district. (See **Figure 7-3** for additional information.)

The project will not result in joint development activities. However, the project will include multiple-use opportunities as it incorporates shared-use facilities for vehicles and bicycles.

Mitigation

No mitigation is necessary for the less-than-significant impacts to the neighborhood aesthetics.

7.9 PERMITS AND CONSISTENCY DETERMINATIONS

No permits are anticipated for this project. In addition, the following are not needed for the project as the resources are not located in the project area:

- PADEP Coastal Zone Management Plan
- DCNR/NPS Wild and Scenic River Management Plan
- FEMA Flood Map Revision

7.10 MITIGATION COMMITMENTS SUMMARY

A. Erosion and Sedimentation

- In accordance with Pennsylvania Code Title 25 Chapter 102.4(b), an approved E&S Plan will be followed during any earth disturbance activities, as prescribed in PADEP's Erosion and Sediment Pollution Control Program Manual (363-2134-008).

B. Hazardous or Residual Waste Sites

- Because there is no suitable on-site location for excavated material, excavated historic fill will require off-site disposal at a permitted residual waste disposal facility. Additional testing will be

performed during construction for the parameters required by the selected permitted facility, since landfills typically cannot use test data that is older a year.

- All contaminated material/historic fill will be handled, tested, stored, and disposed in accordance with all local, state, and federal guidelines.
- Consistent with the OSHA Lead in Construction Standard, 29 CFR §1926.62, compliance with OSHA requirements will limit worker exposure to unacceptable airborne concentrations containing heavy metals.
- Painted components of the bridge are to be handled, processed, and/or recycled in accordance with applicable federal law (including 29 CFR §1926.62) for protection of workers and 40 CFR Part 261 and state regulations (including Section 25 PA Code 260) for management/disposal.

Michael Baker
INTERNATIONAL

APPENDIX A

Figures

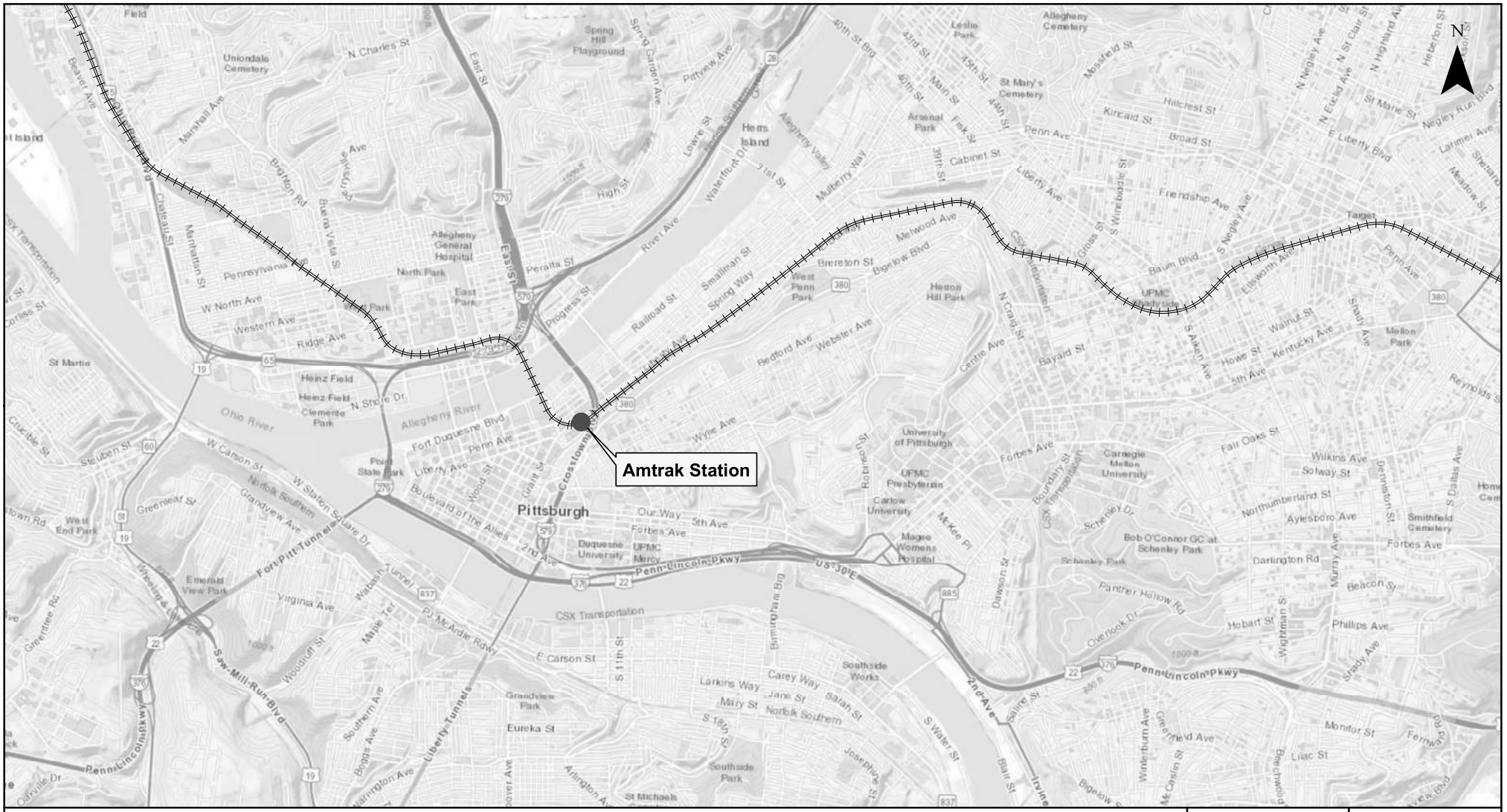
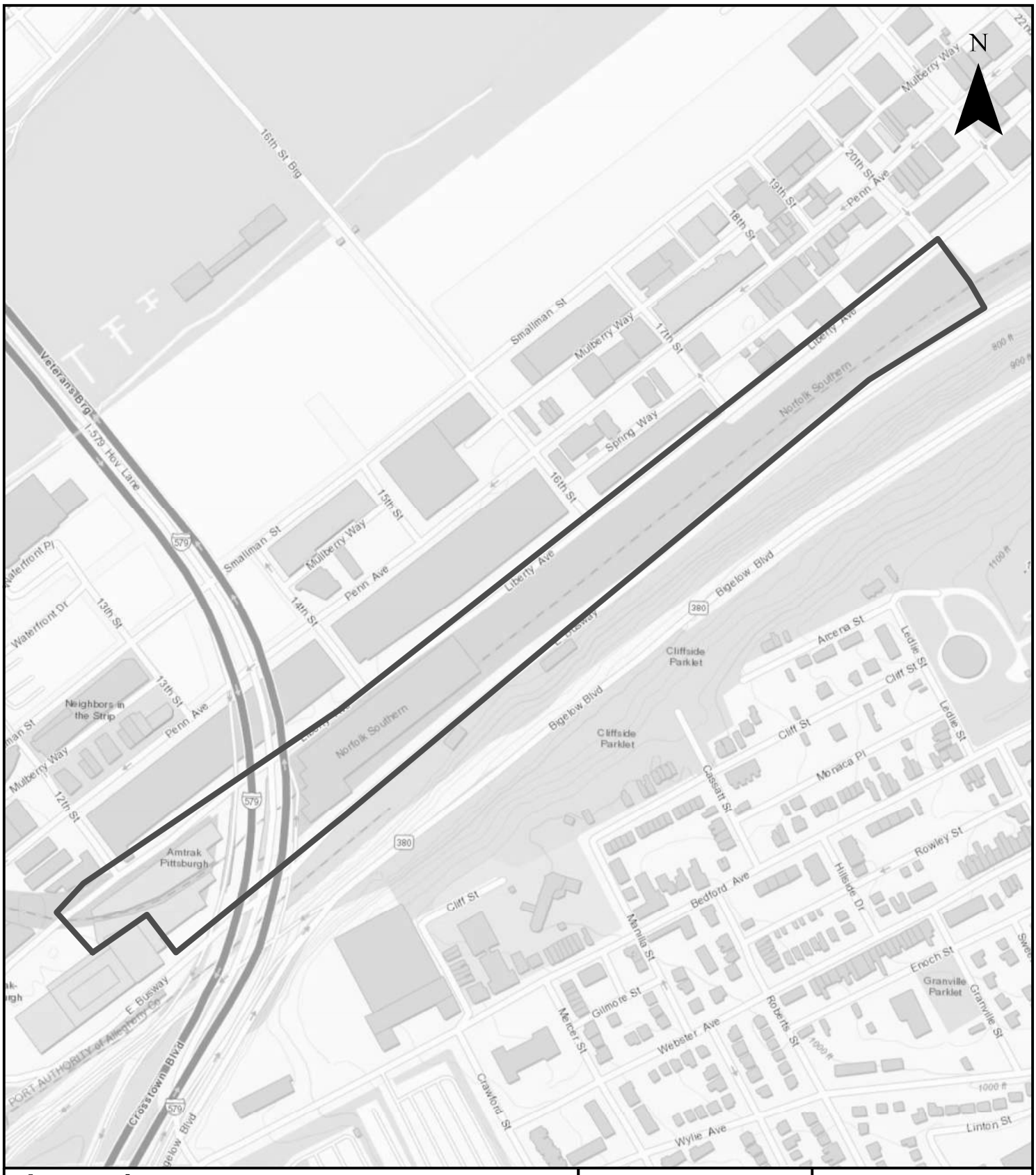


Figure 4-1

Michael Baker INTERNATIONAL

Project Location Map
Norfolk Southern Railroad Company
Amtrak Station
City of Pittsburgh
Allegheny County, Pennsylvania



Legend

Study Area

0 400 800 Feet

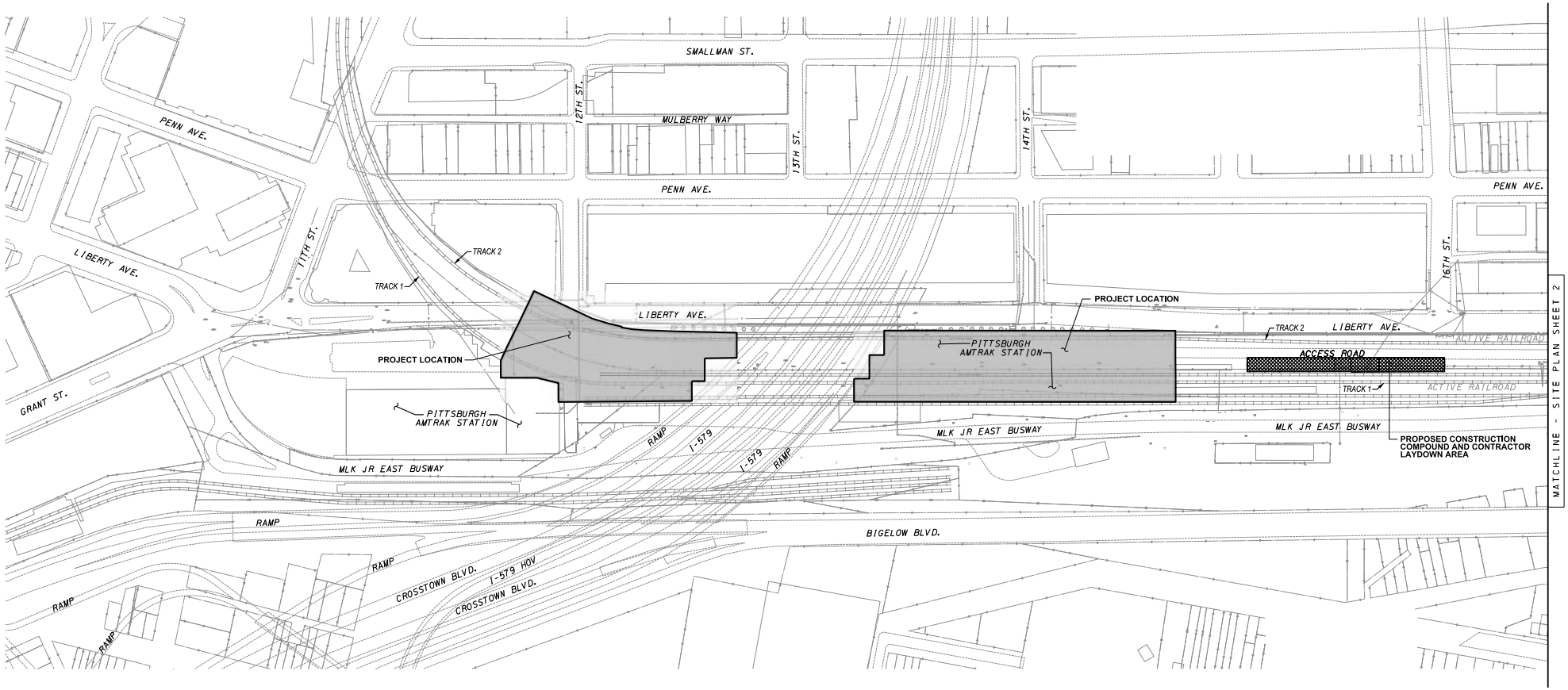
Figure 4-2

Michael Baker INTERNATIONAL

Study Area

Norfolk Southern Railroad Company
Amtrak Station

City of Pittsburgh
Allegheny County, Pennsylvania



1 PARTIAL SITE PLAN - SHEET 1 OF 2

SCALE: 1" = 100'-0"

CALL BEFORE YOU DIG !

PENNSYLVANIA LAW REQUIRES
3 WORKING DAYS NOTICE FOR CONSTRUCTION PHASE
AND 10 WORKING DAYS IN DESIGN STAGE
BEFORE YOU DIG CALL
THE PA ONE CALL SYSTEM TELEPHONE NUMBER.

1-800-242-1776

PA ONE CALL SERIAL NUMBER

KEYPLAN

1 2 3 4

0 8'-0" 16'-0" 32'-0"

SCALE: 1/16" = 1'-0"

NO.	DATE	REVISIONS

Michael Baker INTERNATIONAL

1818 MARKET STREET, SUITE 3110
PHILADELPHIA, PA 19103
(215) 568-8539

Figure 4-3 - Plans

NORFOLK SOUTHERN

OPERATING COMPANY: **NORFOLK SOUTHERN RAILWAY COMPANY**

PITTSBURGH DIVISION **PITTSBURGH** LINE

DESCRIPTION: **PITTSBURGH VERTICAL CLEARANCE AMTRAK STATION**

PARTIAL SITE PLAN

VALUATION PLAN: ——— MILE POST: **PT-353.20**

AUTHORITY NO.: ——— FILE NO.: ———

MADE BY: **EAR** DATE: **08-30-2021** CHECKED BY: ———

SCALE: **AS NOTED** DRAWING NO.: **AS-001**

30-AUG-2021
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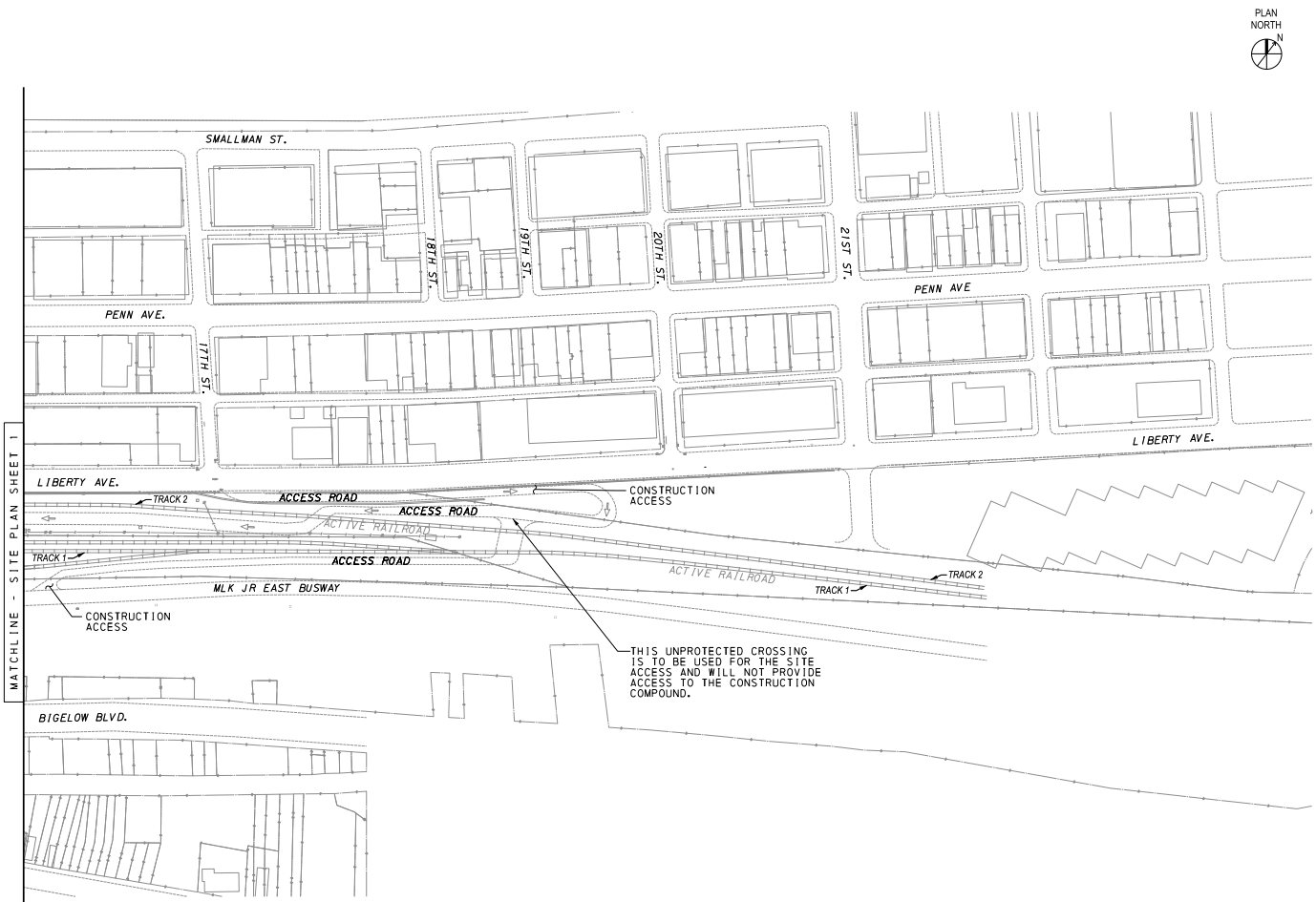

2 PARTIAL SITE PLAN - SHEET 2 OF 2

SCALE: 1" = 100'-0"

6'-0"

4'-0"

NORFOLK SOUTHERN RAILWAY COMPANY

PITTSBURGH VERTICAL CLEARANCE PROJECT

AMTRAK STATION 2021

NORFOLK SOUTHERN PROJECT SIGN

NOT TO SCALE

NOTE:

1. SIGN INFORMATION FOR SIGN POSTED AT ENTRANCE TO RAIL YARD. SIGN TO BE LOCATED BY NORFOLK SOUTHERN MANAGER ON SITE.

KEYPLAN

0 8'-0" 16'-0" 32'-0"

SCALE: 1/16" = 1'-0"

NO.	DATE	REVISIONS

Michael Baker INTERNATIONAL

1818 MARKET STREET, SUITE 3110
PHILADELPHIA, PA 19103
(215) 568-8539

NORFOLK SOUTHERN

OPERATING COMPANY: NORFOLK SOUTHERN RAILWAY COMPANY

PITTSBURGH DIVISION PITTSBURGH LINE

DESCRIPTION: PITTSBURGH VERTICAL CLEARANCE AMTRAK STATION

PARTIAL SITE PLAN

VALUATION PLAN: ——— MILE POST: PT-353.20

AUTHORITY NO.: ——— FILE NO.: ———

MADE BY: EAR DATE: 08-30-2021 CHECKED BY: ———

SCALE: AS NOTED DRAWING NO.: AS-002

30-AUG-2021
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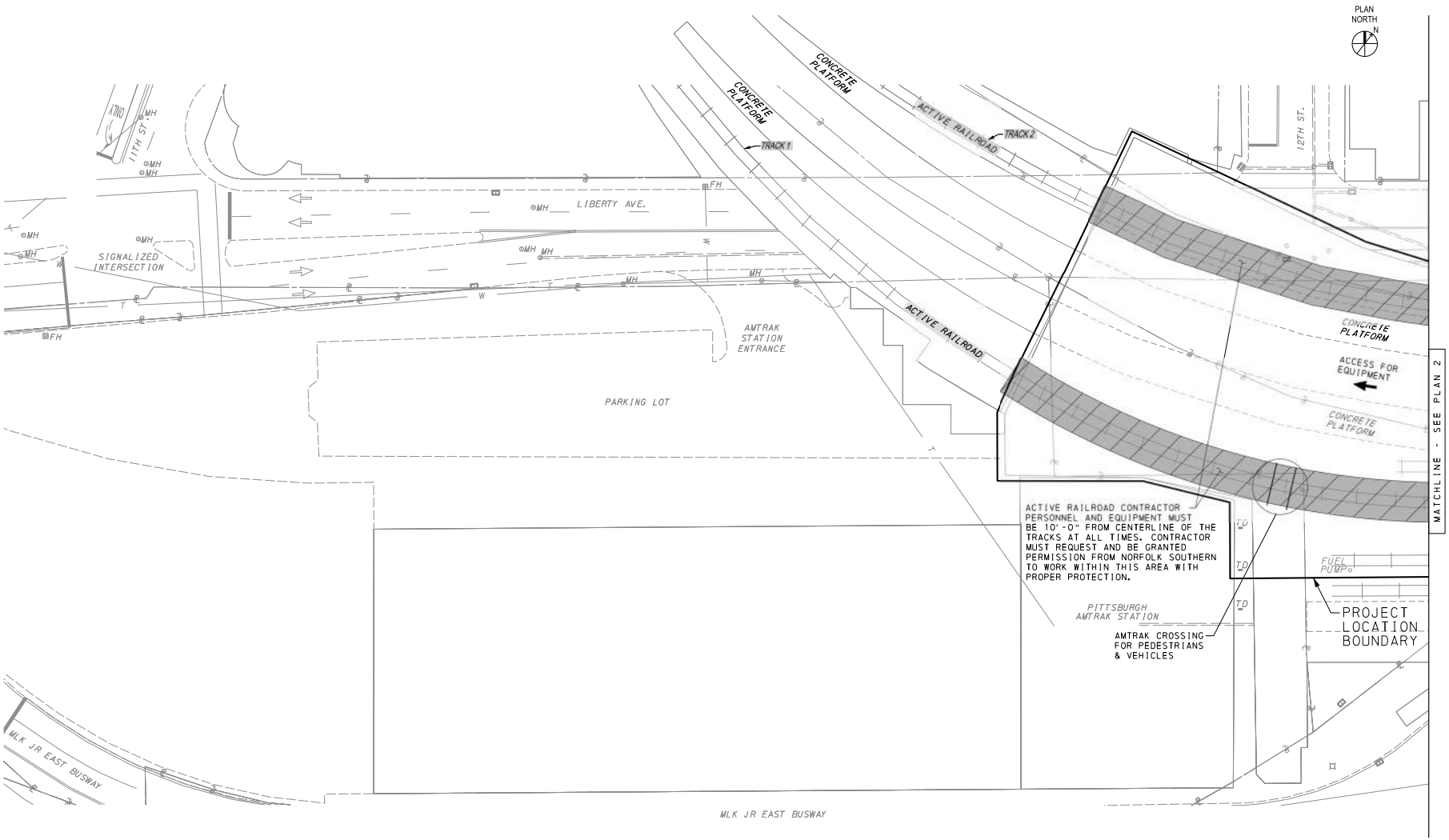

1 DETAIL SITE PLAN - 1
SCALE: 1" = 25'-0"

KEYPLAN

0 8'-0" 16'-0" 32'-0"
SCALE: 1/16" = 1'-0"

NO.	DATE	REVISIONS

Michael Baker INTERNATIONAL
1818 MARKET STREET, SUITE 3110
PHILADELPHIA, PA 19103
(215) 568-8539

NORFOLK SOUTHERN

OPERATING COMPANY: **NORFOLK SOUTHERN RAILWAY COMPANY**
PITTSBURGH DIVISION **PITTSBURGH** LINE
DESCRIPTION: **PITTSBURGH VERTICAL CLEARANCE AMTRAK STATION**
DETAIL SITE PLAN
VALUATION PLAN: ——
AUTHORITY NO.: ——
MILE POST: **PT-353.20**
FILE NO.: ——
MADE BY: **EAR** DATE: **08-30-2021** CHECKED BY: ——
SCALE: **AS NOTED** DRAWING NO.: **AS-003**

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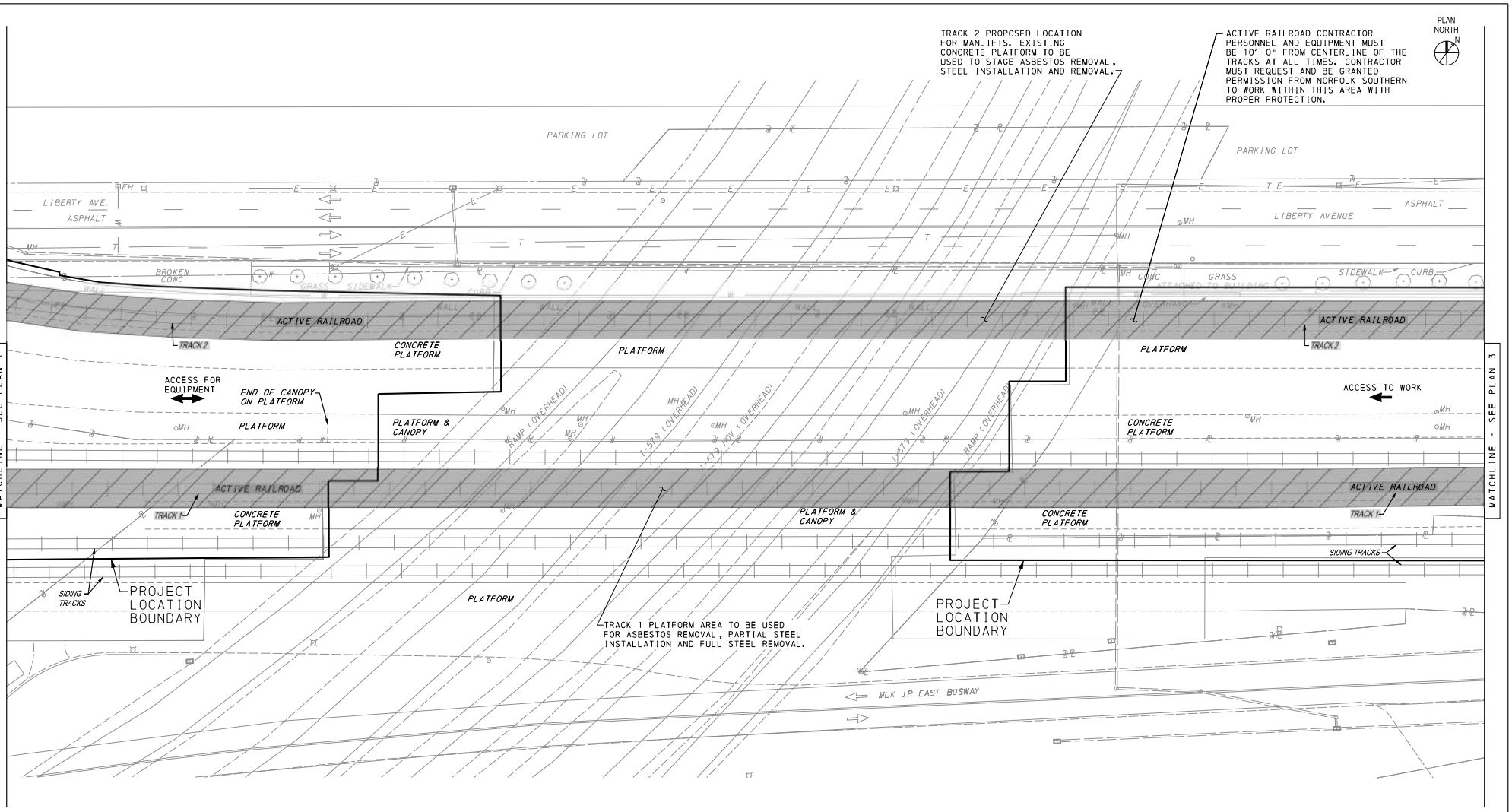

2 DETAIL SITE PLAN - 2

SCALE: 1" = 25'-0"

KEYPLAN

SCALE: 1/16" = 1'-0"

NO.	DATE	REVISIONS

Michael Baker INTERNATIONAL
1818 MARKET STREET, SUITE 3110
PHILADELPHIA, PA 19103
(215) 568-8539

NORFOLK SOUTHERN

OPERATING COMPANY: NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH DIVISION PITTSBURGH LINE
DESCRIPTION: PITTSBURGH VERTICAL CLEARANCE AMTRAK STATION
DETAIL SITE PLAN
VALUATION PLAN: MILE POST: PT-353.20
AUTHORITY NO.: FILE NO.:
MADE BY: EAR DATE: 08-30-2021 CHECKED BY:
SCALE: AS NOTED DRAWING NO.: AS-004

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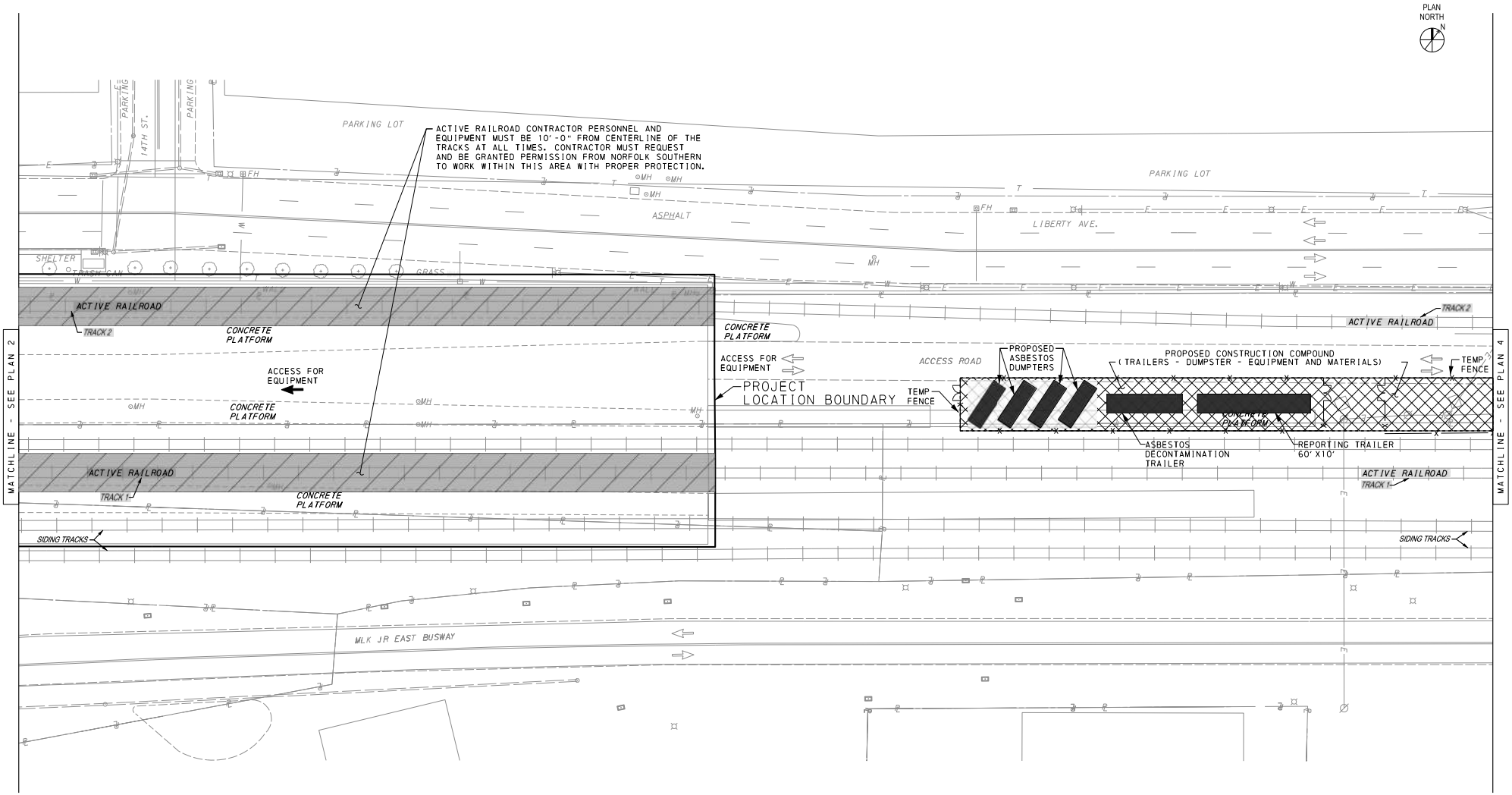

3 DETAIL SITE PLAN - 3
SCALE: 1" = 25'-0"

KEYPLAN

0 8'-0" 16'-0" 32'-0"
SCALE: 1/16" = 1'-0"

NO.	DATE	REVISIONS

Michael Baker INTERNATIONAL
1818 MARKET STREET, SUITE 3110
PHILADELPHIA, PA 19103
(215) 568-8539

NORFOLK SOUTHERN

OPERATING COMPANY: NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH DIVISION PITTSBURGH LINE
DESCRIPTION: PITTSBURGH VERTICAL CLEARANCE AMTRAK STATION
DETAIL SITE PLAN
VALUATION PLAN: MILE POST: PT-353.20
AUTHORITY NO.: FILE NO.:
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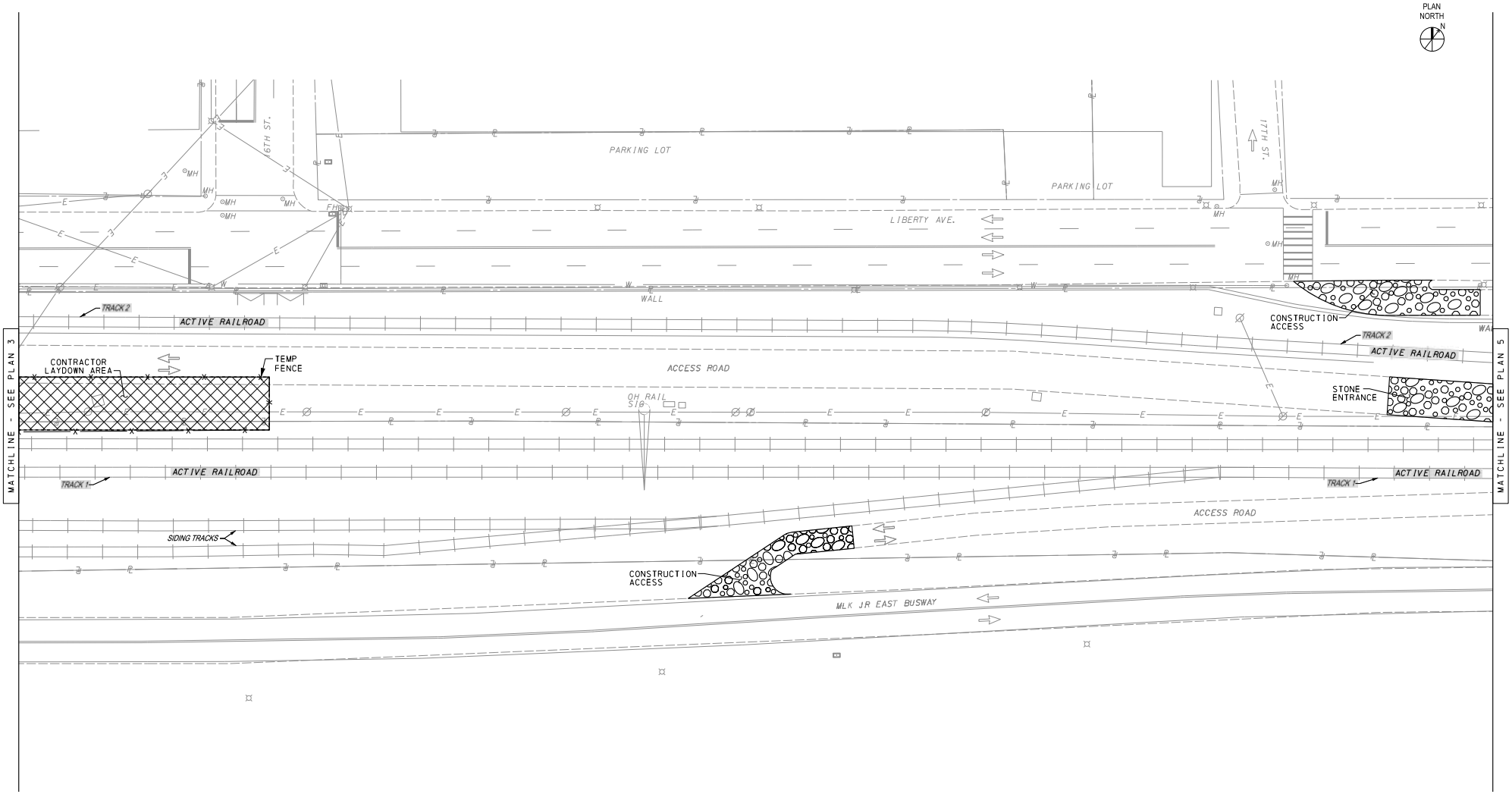

4 DETAIL SITE PLAN - 4
SCALE: 1" = 25'-0"

KEYPLAN

0 8'-0" 16'-0" 32'-0"
SCALE: 1/16" = 1'-0"

NO.	DATE	REVISIONS

Michael Baker INTERNATIONAL
1818 MARKET STREET, SUITE 3110
PHILADELPHIA, PA 19103
(215) 568-8539

NORFOLK SOUTHERN

OPERATING COMPANY: NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH DIVISION PITTSBURGH LINE
DESCRIPTION: PITTSBURGH VERTICAL CLEARANCE
AMTRAK STATION
DETAIL SITE PLAN
VALUATION PLAN: MILE POST: PT-353.20
AUTHORITY NO.: FILE NO.:
MADE BY: EAR DATE: 08-30-2021 CHECKED BY:
SCALE: AS NOTED DRAWING NO.: AS-006

30-AUG-2021
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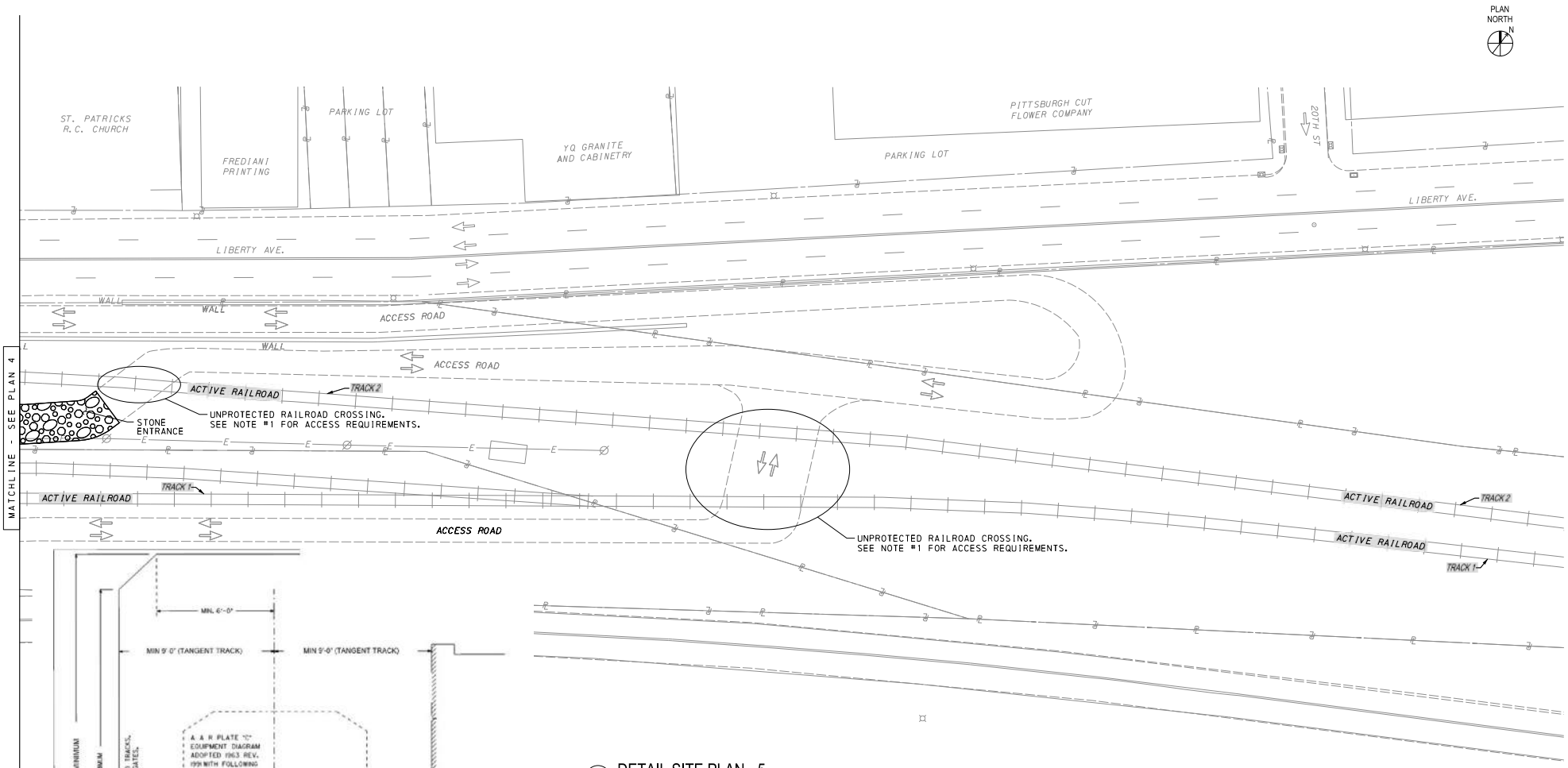
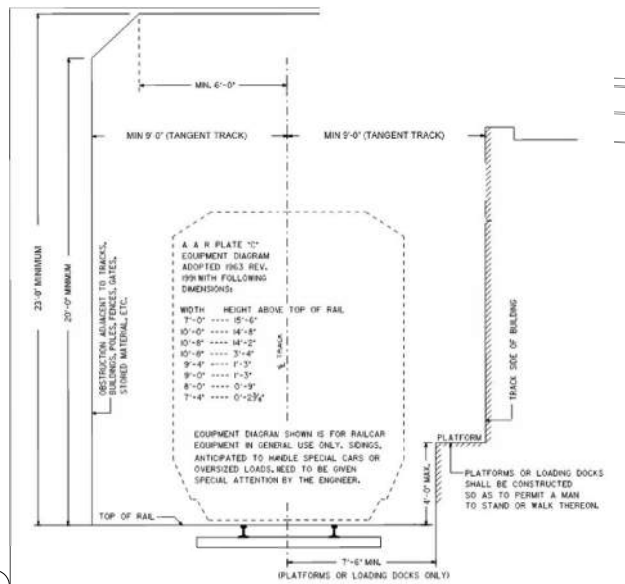


5 DETAIL SITE PLAN - 5
SCALE: 1" = 25'-0"



5A SCALE: 1" = 25'-0"

NOTE:

CONSTRUCTION COMPOUND AND EQUIPMENT ARE TO BE PLACED TO FOLLOW SPECIFICATION DIRECTION. COMPOUND FENCE AND ALL COMPOUND ACTIVITIES ARE TO BE PLACED TO REMAIN OUTSIDE OF CLEARANCE ELEMENT LIMITS IN DIAGRAM.

KEYPLAN

SCALE: 1/16" = 1' - 0"

NO.	DATE	REVISIONS

Michael Baker INTERNATIONAL
1818 MARKET STREET, SUITE 3110
PHILADELPHIA, PA 19103
(215) 568-8539

NORFOLK SOUTHERN

OPERATING COMPANY: NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH DIVISION PITTSBURGH LINE
DESCRIPTION: PITTSBURGH VERTICAL CLEARANCE AMTRAK STATION
DETAIL SITE PLAN
VALUATION PLAN: MILE POST: PT-353.20
AUTHORITY NO.: FILE NO.:
MADE BY: EAR DATE: 08-30-2021 CHECKED BY:
SCALE: AS NOTED DRAWING NO.: AS-007

30-AUG-2021
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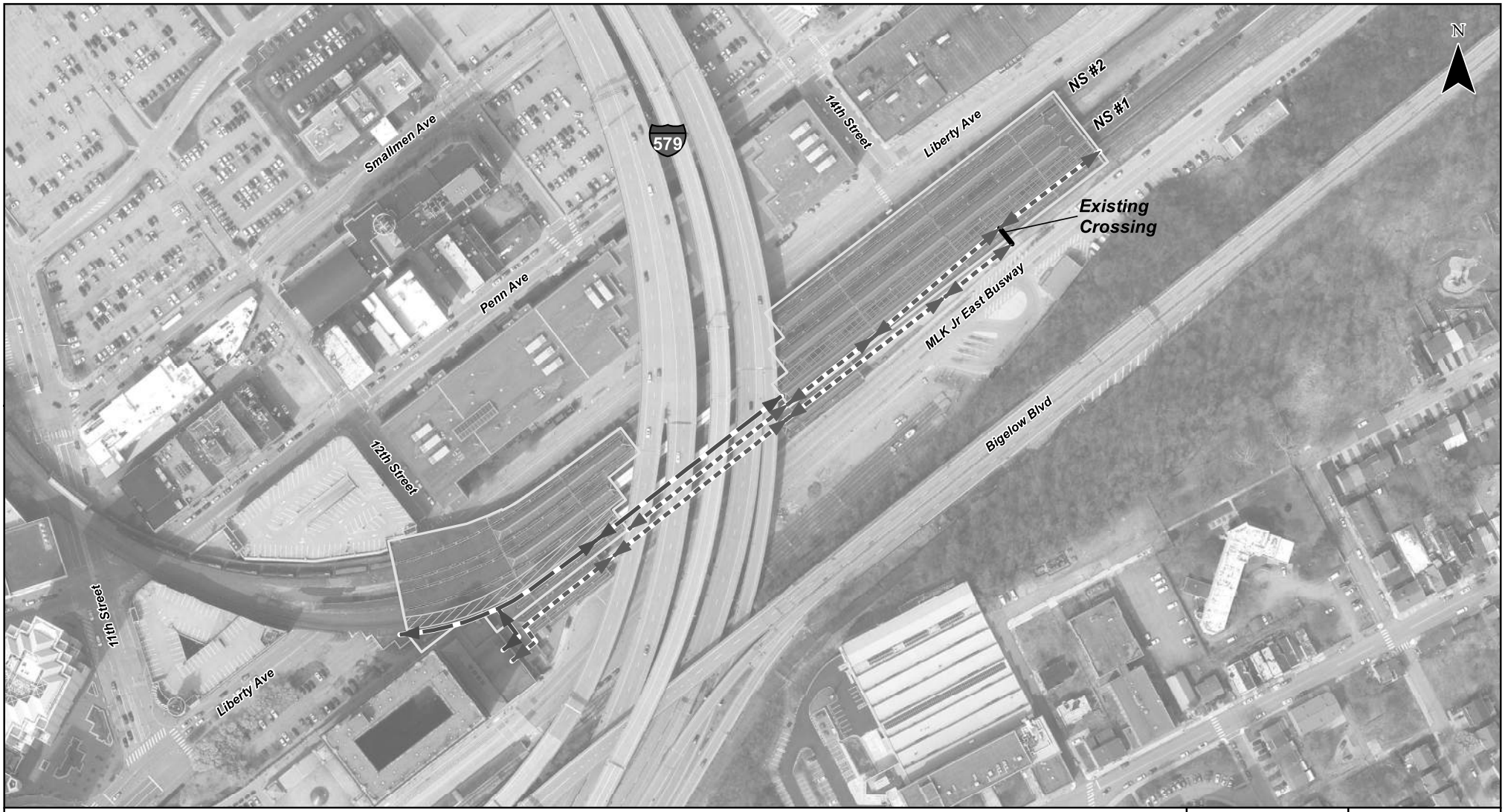


Legend

- Pedestrian Access for Amtrak when Working on Track 1 West
- Pedestrian Access for Amtrak when Working on Track 1 East
- Project Location Boundary
- Track 1 West Work Area
- Track 1 East Work Area

0 75 150 300 Feet

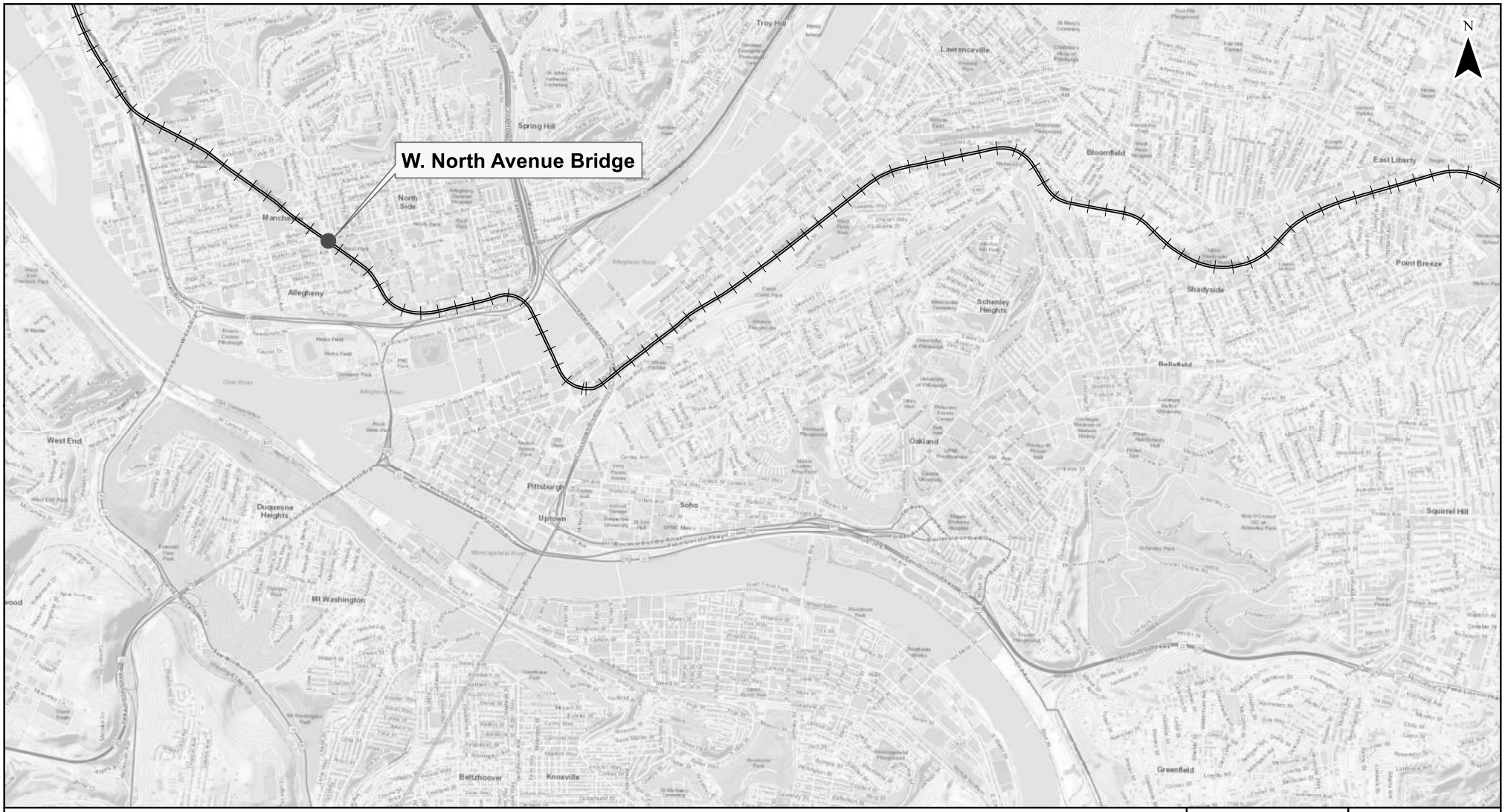
Figure 4-4

Michael Baker INTERNATIONAL

Detour Route
Norfolk Southern Railroad Company
Amtrak Station
City of Pittsburgh
Allegheny County, Pennsylvania

Michael Baker
INTERNATIONAL

W. North Avenue Bridge



LEGEND

Norfolk Southern Railway

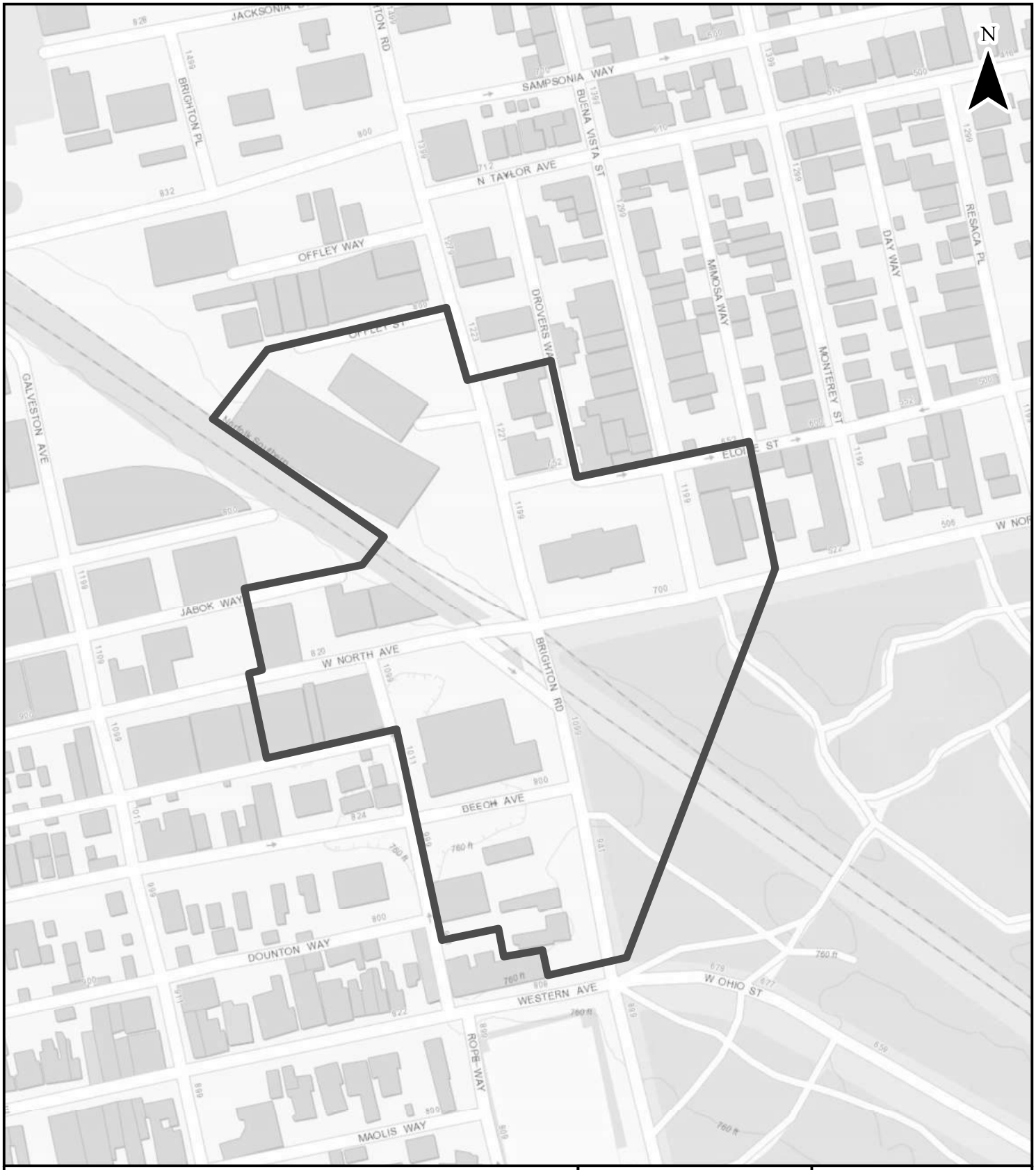
Project Location

0 0.5 1 2 Miles

Figure 5-1

Michael Baker INTERNATIONAL

Project Location Map
Norfolk Southern Railroad Company
W. North Avenue Bridge Project
City of Pittsburgh
Allegheny County, Pennsylvania



LEGEND

Study Area

0 250 500 Feet

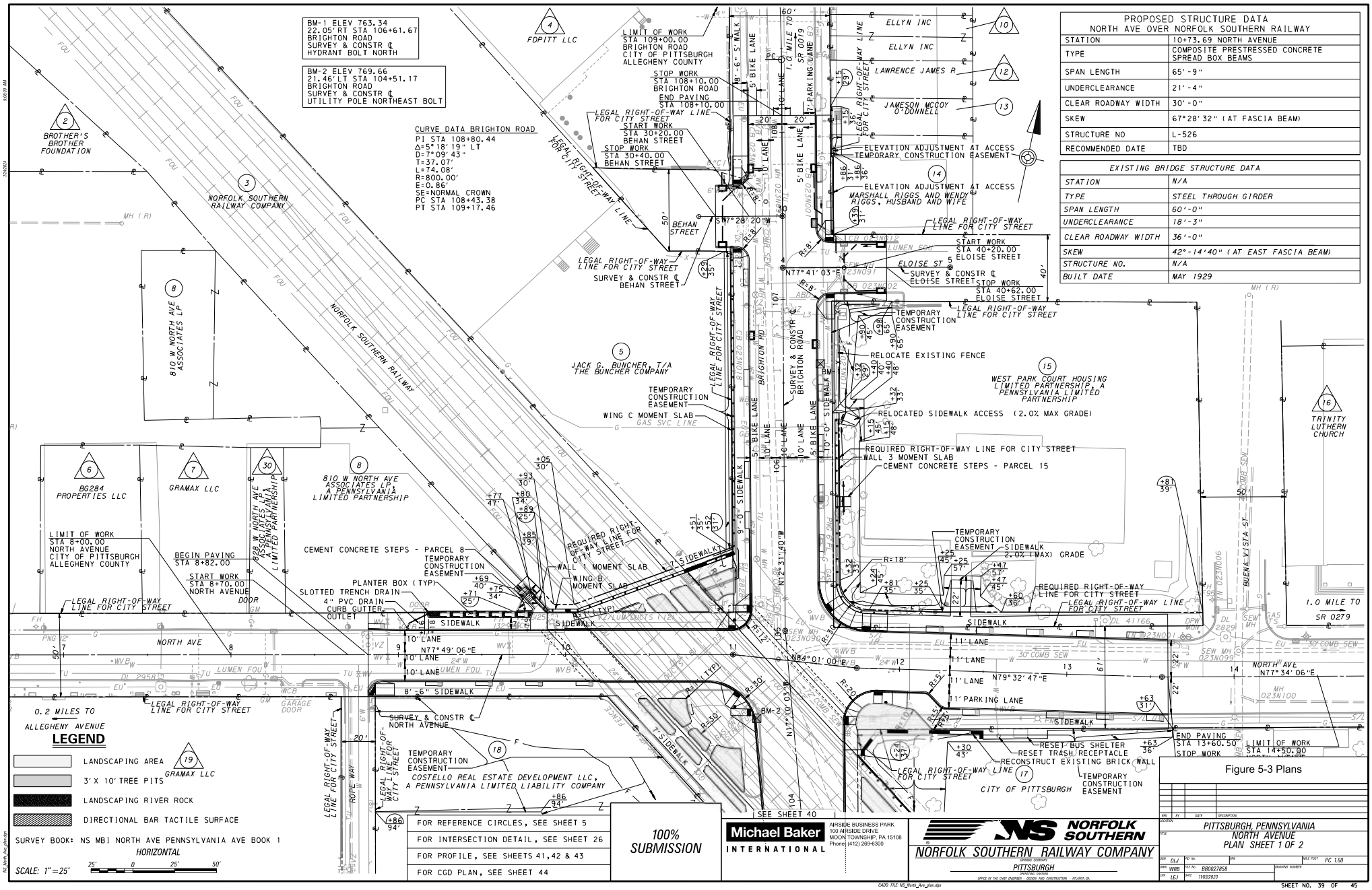
Figure 5-2

Michael Baker INTERNATIONAL

Study Area

Norfolk Southern Railroad Company
W. North Avenue Bridge Project

City of Pittsburgh
Allegheny County, Pennsylvania



PROPOSED STRUCTURE DATA NORTH AVE OVER NORFOLK SOUTHERN RAILWAY	
STATION	10+73.69 NORTH AVENUE
TYPE	COMPOSITE PRESTRESSED CONCRETE SPREAD BOX BEAMS
SPAN LENGTH	65'-9"
UNDERCLEARANCE	21'-4"
CLEAR ROADWAY WIDTH	30'-0"
SKEW	67°28'32" (AT FASCIA BEAM)
STRUCTURE NO	L-526
RECOMMENDED DATE	TBD

EXISTING BRIDGE STRUCTURE DATA	
STATION	N/A
TYPE	STEEL THROUGH GIRDER
SPAN LENGTH	60'-0"
UNDERCLEARANCE	18'-3"
CLEAR ROADWAY WIDTH	36'-0"
SKEW	42°-14'40" (AT EAST FASCIA BEAM)
STRUCTURE NO.	N/A
BUILT DATE	MAY 1929

Figure 5-3 Plans

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN
NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH

PITTSBURGH, PENNSYLVANIA
NORTH AVENUE
PLAN SHEET 1 OF 2

DLJ | WRB | LEJ | BR0027858 | 11032023

SHEET NO. 39 OF 45

PROPOSED STRUCTURE DATA NORTH AVE OVER NORFOLK SOUTHERN RAILWAY	
STATION	10+73.69 NORTH AVENUE
TYPE	COMPOSITE PRESTRESSED CONCRETE SPREAD BOX BEAMS
SPAN LENGTH	65'-9"
UNDERCLEARANCE	21'-4"
CLEAR ROADWAY WIDTH	30'-0"
SKEW	67°28'32" (AT FASCIA BEAM)
STRUCTURE NO	L-526
RECOMMENDED DATE	TBD

EXISTING BRIDGE STRUCTURE DATA	
STATION	*N/A*
TYPE	*STEEL THROUGH GIRDER*
SPAN LENGTH	*60'-0"*
UNDERCLEARANCE	*18'-3"*
CLEAR ROADWAY WIDTH	*36'-0"*
SKEW	*42°-14'40" (AT EAST FASCIA BEAM)*
STRUCTURE NO.	*N/A*
BUILT DATE	*MAY 1929*

BM-3 ELEV 766.71
23.78' LT STA 102+98.24
BRIGHTON ROAD
SURVEY & CONSTR ℄
UTILITY POLE NORTHEAST BOLT

CURVE DATA BRIGHTON ROAD
PI STA 103+50.00
Δ=4°34'53" LT
D=8°11'06"
T=28.00'
L=55.97'
R=700.00'
E=0.56
SE=NORMAL CROWN
PC STA 103+22.00
PT STA 103+77.97

LIST OF PROPERTY OWNERS

20 — J. ANDREW WOLFINGER
21 — JAMES P & MARGARET S MCNAMARA (W)
22 — JEANNE MARIE LASKAS
23 — CTI 1379, LLC
24 — BARRRY H. & DEBORAH BIER (W)
25 — JEFFERY & AMY SOLLARS (W)
26 — ANNETTE C. TRUNZO

LEGEND

LANDSCAPING AREA
3' X 10' TREE PITS
DIRECTIONAL BAR TACTILE SURFACE

SURVEY BOOK: NS MBI NORTH AVE PENNSYLVANIA AVE BOOK 1

SCALE: HORIZONTAL 25' 0 25' 50'

FOR PROFILE, SEE SHEETS 42 & 43
FOR CGD PLAN, SEE SHEET 45
FOR REFERENCE CIRCLES, SEE SHEET 5

100% SUBMISSION

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AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN
NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH
OPERATING DIVISION
OFFICE OF THE CHIEF ENGINEER – BRIDGE AND CONSTRUCTION – ATLANTA, GA.

PITTSBURGH, PENNSYLVANIA
NORTH AVENUE
PLAN SHEET 2 OF 2

DLJ | WRB | LEJ | BR0027858 | 10/12/2023 | PC 1.60

CADD FILE: NS_North_Ave_plan.dgn

SEE SHEET 39

LEGEND

- W. NORTH AVENUE DETOUR ROUTE
- BRIGHTON ROAD DETOUR ROUTE
- TYPE B LIGHT
- TRAFFIC FLOW
- (A) SIGN LOCATION (TYPE B POST)
- (A) TYPE III BARRICADE
- WORK AREA

BRIGHTON ROAD DETOUR LENGTH = 0.8 MILES

W. NORTH AVENUE DETOUR ROUTE = 1.55 MILES

NOT TO SCALE

90% SUBMISSION

Figure 5-4 Detour Routes

REV	BY	DATE	DESCRIPTION

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH
OFFICE OF THE CHIEF ENGINEER – BRIDGE AND CONSTRUCTION – ATLANTA, GA.

LOCATION: PITTSBURGH, PENNSYLVANIA
TITLE: NORTH AVENUE DETOUR PLAN

DSN	JPS	PCS No.		MAP		MILE POST	PC 1.60
DWN	LKE	FILE No.	BR0027858	DRAWING NUMBER			
CHK	JPS	DATE	11/03/2023				

CADD FILE: NS_North_Ave_Detour.dgn

SHEET NO. 2 OF 4

DETAIL A

NOT TO SCALE

LEGEND

- PEDESTRIAN DETOUR ROUTE
- SIGN LOCATION (TYPE B POST)
- TYPE III BARRICADE
- WORK AREA

BRIGHTON ROAD PEDESTRIAN DETOUR ROUTE = 0.8 MILES

90% SUBMISSION

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH
ENGINEERING DIVISION
OFFICE OF THE CHIEF ENGINEER – DESIGN AND CONSTRUCTION – ATLANTA, GA.

REV	BY	DATE	DESCRIPTION

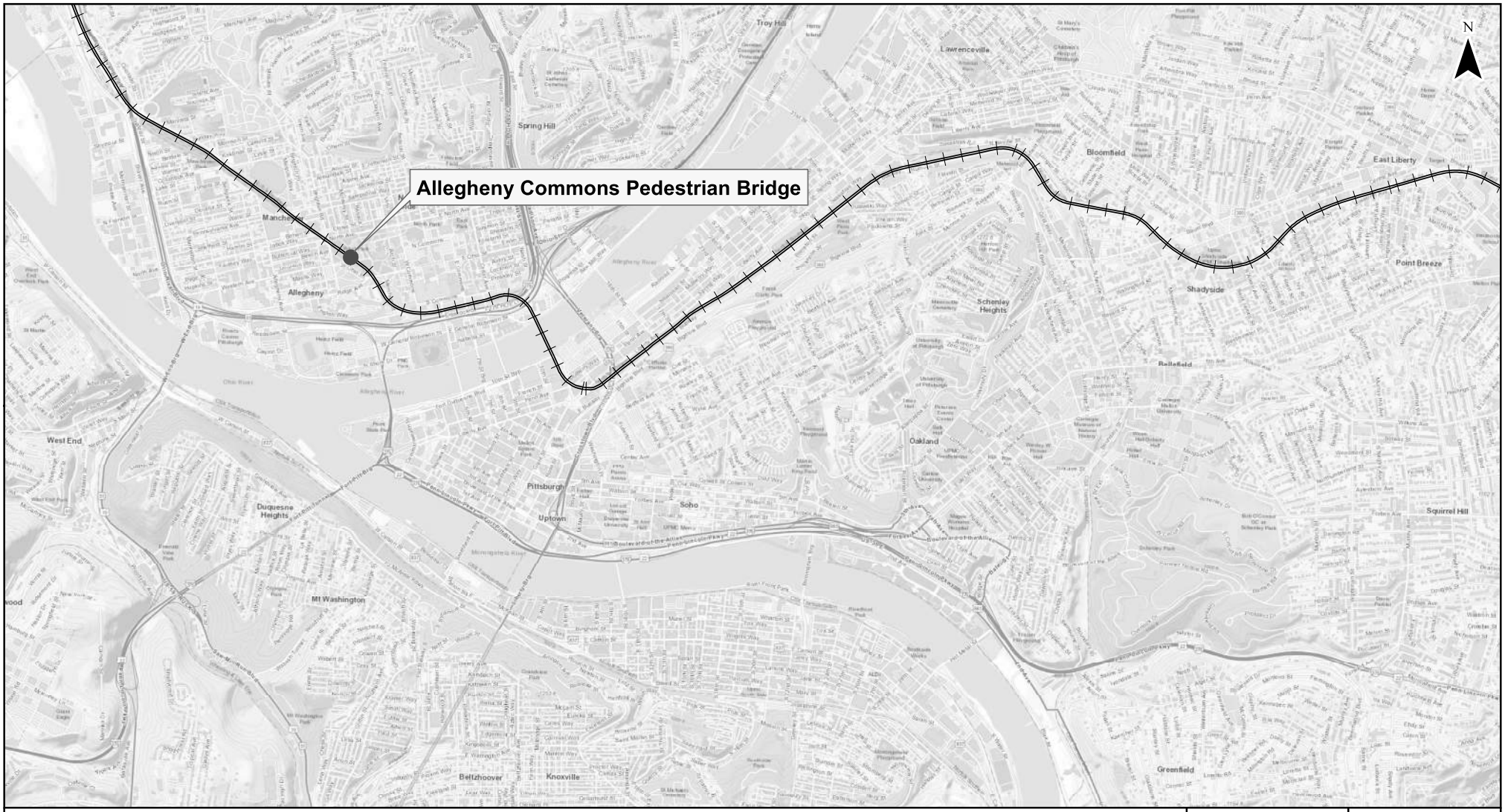
LOCATION: PITTSBURGH, PENNSYLVANIA
TITLE: NORTH AVENUE
PEDESTRIAN DETOUR PLAN

DES. JPS	POI No.	MN	MILE POST PC 1.60
DWN. LKE	FILE No. BR0027858		DRAWING NUMBER
CHK. JPS	DATE 11/03/2023		

CADD FILE: NS_North_Ave_Ped_Detour.dgn

Michael Baker
INTERNATIONAL

Allegheny Commons Pedestrian Bridge



LEGEND

Norfolk Southern Railway

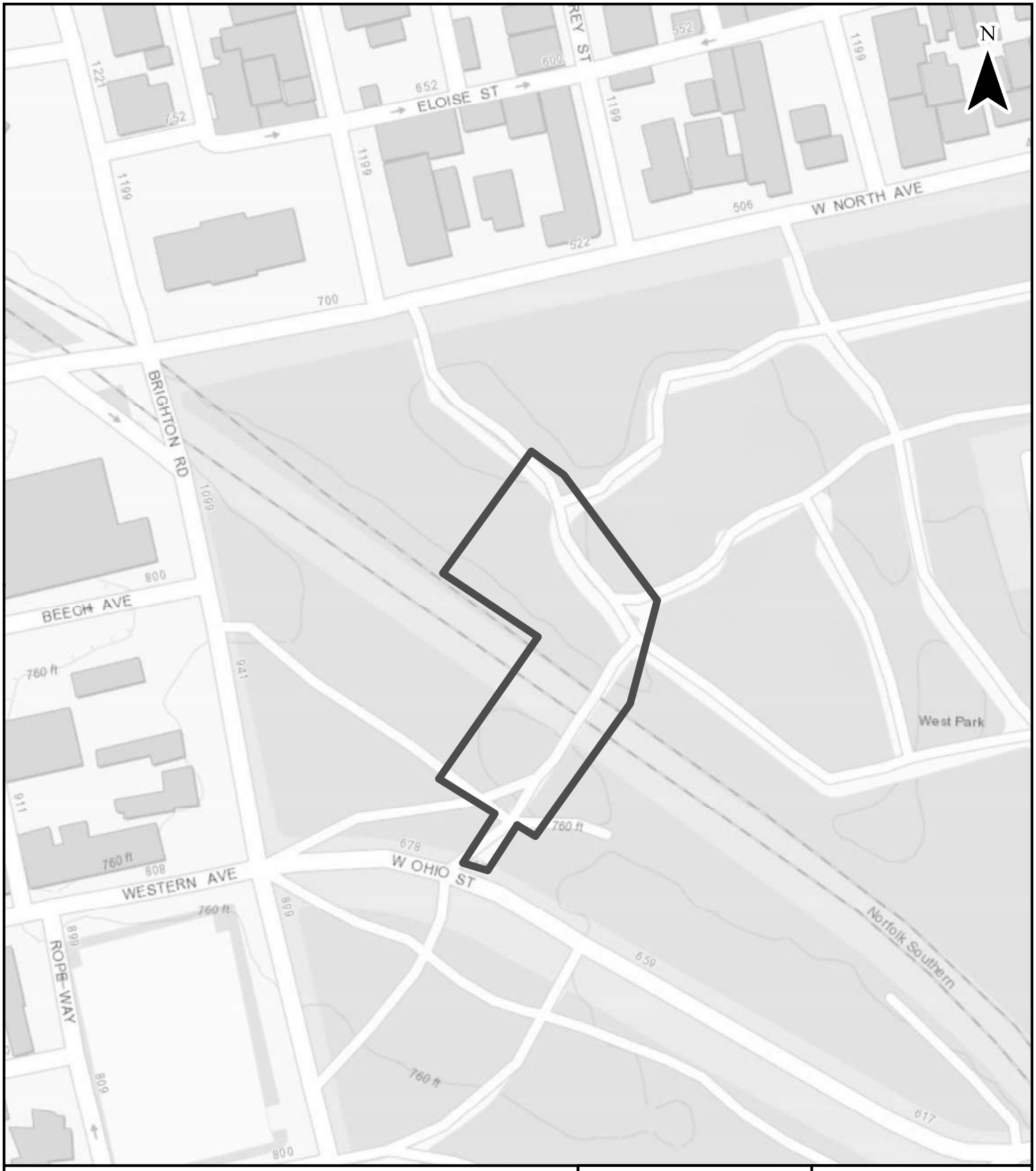
Project Location

0 0.5 1 2 Miles

Figure 6-1

Michael Baker INTERNATIONAL

Project Location Map
Norfolk Southern Railroad Company
Allegheny Commons Pedestrian Bridge
City of Pittsburgh
Allegheny County, Pennsylvania



LEGEND

Study Area

0 150 300 Feet

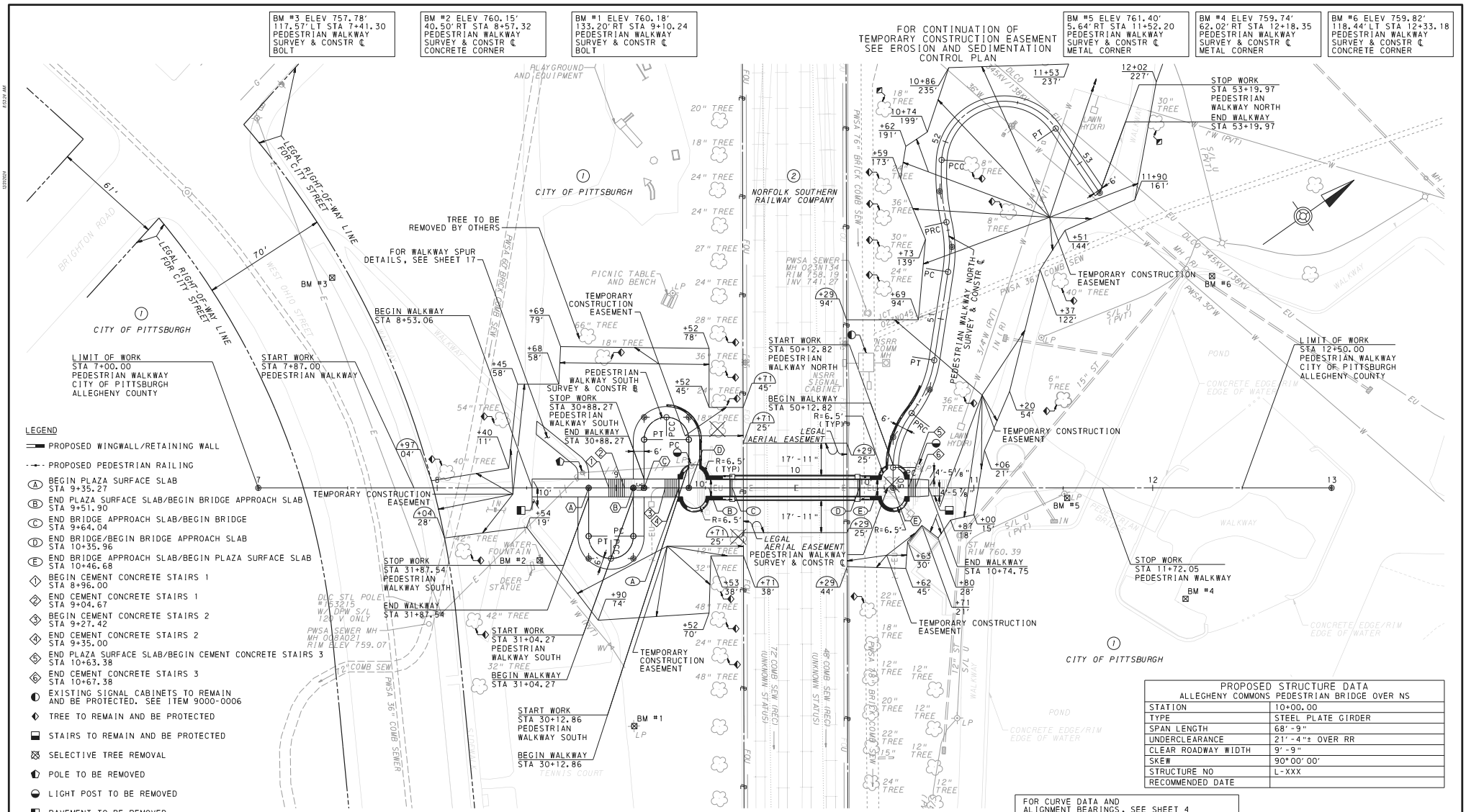
Figure 6-2

Michael Baker INTERNATIONAL

Study Area

Norfolk Southern Railroad Company
Allegheny Commons Pedestrian Bridge

City of Pittsburgh
Allegheny County, Pennsylvania


BM #3 ELEV 757.78'
117.67' LT STA 7+41.30
PEDESTRIAN WALKWAY
SURVEY & CONSTR ℄
BOLT
BM #2 ELEV 760.15'
40.50' RT STA 8+57.32
PEDESTRIAN WALKWAY
SURVEY & CONSTR ℄
CONCRETE CORNER
BM #1 ELEV 760.18'
133.20' RT STA 9+10.24
PEDESTRIAN WALKWAY
SURVEY & CONSTR ℄
BOLT
FOR CONTINUATION OF
TEMPORARY CONSTRUCTION EASEMENT
SEE EROSION AND SEDIMENTATION
CONTROL PLAN
BM #5 ELEV 761.40'
5.64' RT STA 11+52.20
PEDESTRIAN WALKWAY
SURVEY & CONSTR ℄
METAL CORNER
BM #4 ELEV 759.74'
62.02' RT STA 12+18.35
PEDESTRIAN WALKWAY
SURVEY & CONSTR ℄
METAL CORNER
BM #6 ELEV 759.82'
118.44' LT STA 12+33.18
PEDESTRIAN WALKWAY
SURVEY & CONSTR ℄
CONCRETE CORNER
LEGAL RIGHT-OF-WAY LINE FOR CITY STREET
CITY OF PITTSBURGH
NORFOLK SOUTHERN RAILWAY COMPANY
TREE TO BE REMOVED BY OTHERS
FOR WALKWAY SPUR DETAILS, SEE SHEET 17
BEGIN WALKWAY STA 8+53.06
LIMIT OF WORK STA 7+00.00 PEDESTRIAN WALKWAY CITY OF PITTSBURGH ALLEGHENY COUNTY
START WORK STA 7+87.00 PEDESTRIAN WALKWAY
TEMPORARY CONSTRUCTION EASEMENT
PEDESTRIAN WALKWAY SOUTH SURVEY & CONSTR ℄
STOP WORK STA 30+88.27 PEDESTRIAN WALKWAY SOUTH
END WALKWAY STA 30+88.27
START WORK STA 50+12.82 PEDESTRIAN WALKWAY NORTH
BEGIN WALKWAY STA 50+12.82
LEGAL AERIAL EASEMENT
PEDESTRIAN WALKWAY SURVEY & CONSTR ℄
STOP WORK STA 53+19.97 PEDESTRIAN WALKWAY NORTH END WALKWAY STA 53+19.97
LIMIT OF WORK STA 12+50.00 PEDESTRIAN WALKWAY CITY OF PITTSBURGH ALLEGHENY COUNTY
STOP WORK STA 31+87.54 PEDESTRIAN WALKWAY SOUTH
END WALKWAY STA 31+87.54
START WORK STA 31+04.27 PEDESTRIAN WALKWAY SOUTH
BEGIN WALKWAY STA 31+04.27
START WORK STA 30+12.86 PEDESTRIAN WALKWAY SOUTH
BEGIN WALKWAY STA 30+12.86
END WALKWAY STA 10+74.75
STOP WORK STA 11+72.05 PEDESTRIAN WALKWAY
LEGEND
PROPOSED WINGWALL/RETAINING WALL
PROPOSED PEDESTRIAN RAILING
Ⓐ BEGIN PLAZA SURFACE SLAB STA 9+35.27
Ⓑ END PLAZA SURFACE SLAB/BEGIN BRIDGE APPROACH SLAB STA 9+51.90
Ⓒ END BRIDGE APPROACH SLAB/BEGIN BRIDGE STA 9+64.04
Ⓓ END BRIDGE/BEGIN BRIDGE APPROACH SLAB STA 10+35.96
Ⓔ END BRIDGE APPROACH SLAB/BEGIN PLAZA SURFACE SLAB STA 10+46.68
① BEGIN CEMENT CONCRETE STAIRS 1 STA 8+96.00
② END CEMENT CONCRETE STAIRS 1 STA 9+04.67
③ BEGIN CEMENT CONCRETE STAIRS 2 STA 9+27.42
④ END CEMENT CONCRETE STAIRS 2 STA 9+35.00
⑤ END PLAZA SURFACE SLAB/BEGIN CEMENT CONCRETE STAIRS 3 STA 10+63.38
⑥ END CEMENT CONCRETE STAIRS 3 STA 10+67.38
EXISTING SIGNAL CABINETS TO REMAIN AND BE PROTECTED. SEE ITEM 9000-0006
TREE TO REMAIN AND BE PROTECTED
STAIRS TO REMAIN AND BE PROTECTED
SELECTIVE TREE REMOVAL
POLE TO BE REMOVED
LIGHT POST TO BE REMOVED
PAVEMENT TO BE REMOVED
TABULATION OF STATION TIES
Ⓐ POT STA 8+84.68 PEDESTRIAN WALKWAY SURVEY & CONSTR ℄ = POT STA 31+92.54 PEDESTRIAN WALKWAY SOUTH SURVEY & CONSTR ℄
Ⓑ POT STA 9+09.68 PEDESTRIAN WALKWAY SURVEY & CONSTR ℄ = POT STA 30+99.27 PEDESTRIAN WALKWAY SOUTH SURVEY & CONSTR ℄
Ⓒ POT STA 9+15.68 PEDESTRIAN WALKWAY SURVEY & CONSTR ℄ = POT STA 30+93.27 PEDESTRIAN WALKWAY SOUTH SURVEY & CONSTR ℄
Ⓓ POT STA 9+40.68 PEDESTRIAN WALKWAY SURVEY & CONSTR ℄ = POT STA 30+00.00 PEDESTRIAN WALKWAY SOUTH SURVEY & CONSTR ℄
Ⓔ POT STA 10+54.88 PEDESTRIAN WALKWAY SURVEY & CONSTR ℄ = POT STA 50+00.00 PEDESTRIAN WALKWAY NORTH SURVEY & CONSTR ℄
NOTE:
ALL TREES TO REMAIN UNLESS OTHERWISE NOTED.
SCALE: 1"=25'
25' 0 25' 50'
DO NOT SCALE THIS DRAWING FOR DIMENSIONS NOT GIVEN
PROPOSED STRUCTURE DATA
ALLEGHENY COMMONS PEDESTRIAN BRIDGE OVER NS
STATION 10+00.00
TYPE STEEL PLATE GIRDER
SPAN LENGTH 68'-9"
UNDERCLEARANCE 21'-4"± OVER RR
CLEAR ROADWAY WIDTH 9'-9"
SKEW 90°00'00"
STRUCTURE NO L-XXX
RECOMMENDED DATE
FOR CURVE DATA AND ALIGNMENT BEARINGS, SEE SHEET 4
FOR SURVEY REFERENCES, SEE SHEET 5
FOR PROFILE, SEE SHEETS 27 & 28
FOR CONTOUR GRADING PLAN, SEE SHEET 29
NOT FOR CONSTRUCTION
SURVEY BOOK NO NS MBI PED BRIDGE 1
Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300
NORFOLK SOUTHERN
NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH
ENGINEERING DIVISION
OFFICE OF THE CHIEF ENGINEER – DESIGN AND CONSTRUCTION – ATLANTA, GA.
Figure 6-3 Plans
PITTSBURGH, PENNSYLVANIA
ALLEGHENY COMMONS PARK PEDESTRIAN BRIDGE
PLAN
DSN JAH PO No. D2122 WBS 1290818-0H77 SHEET POST PC 1.50
DWN WRB REF No. BR0027857 DRAWING NUMBER PC-1.50 24 26
CHK CJS DATE 12/31/2024
CADD FILE: NS_Ped_Bridge_Plan.dgn
SHEET NO. 26 OF 29

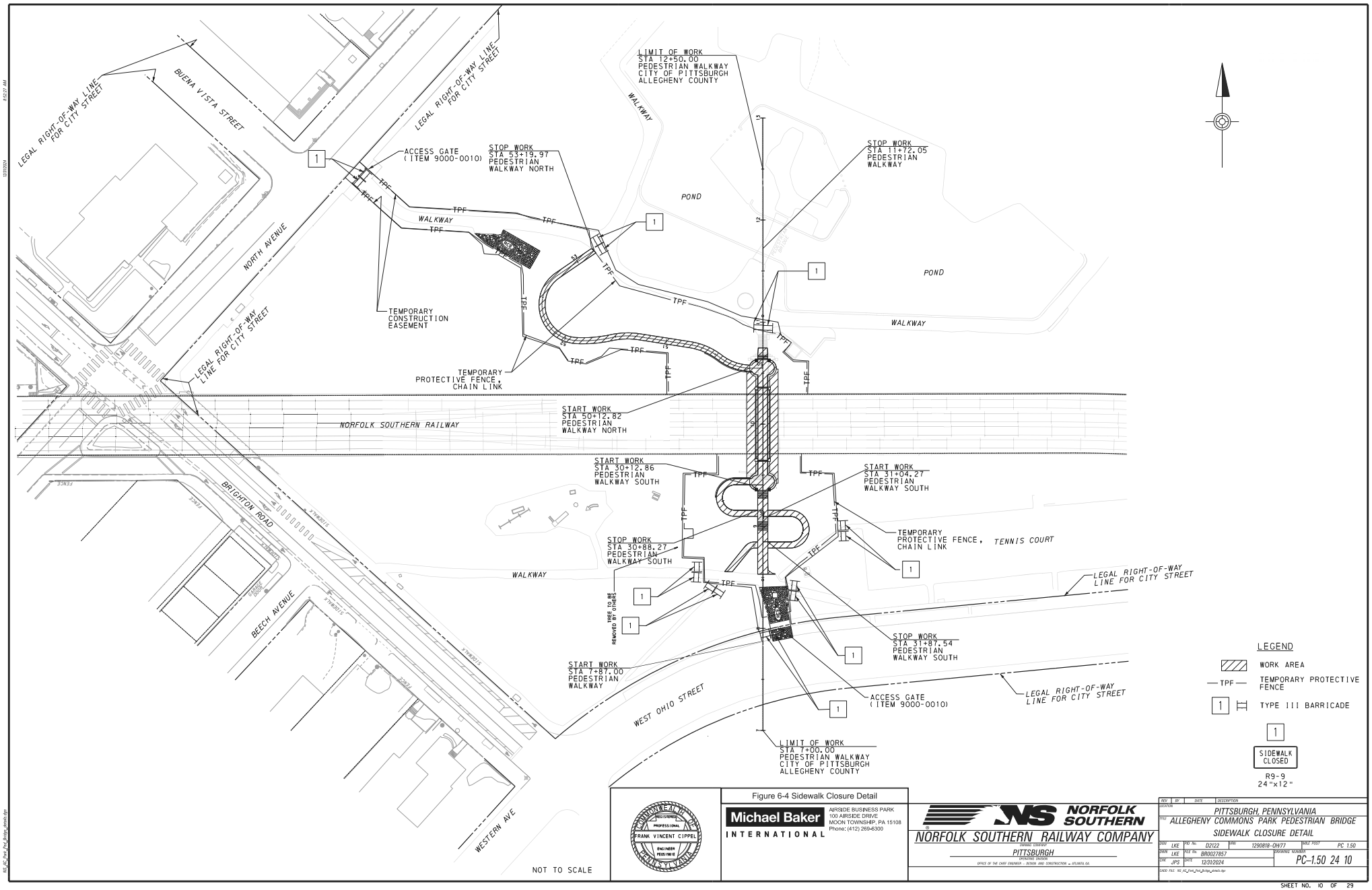


Figure 6-4 Sidewalk Closure Detail

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AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

FRANK VINCENT CIPPEL
COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ENGINEER
PE037811

NORFOLK SOUTHERN RAILWAY COMPANY
ENGINEERING DIVISION
PITTSBURGH
OFFICE OF THE CHIEF ENGINEER – DESIGN AND CONSTRUCTION – ATLANTA, GA.

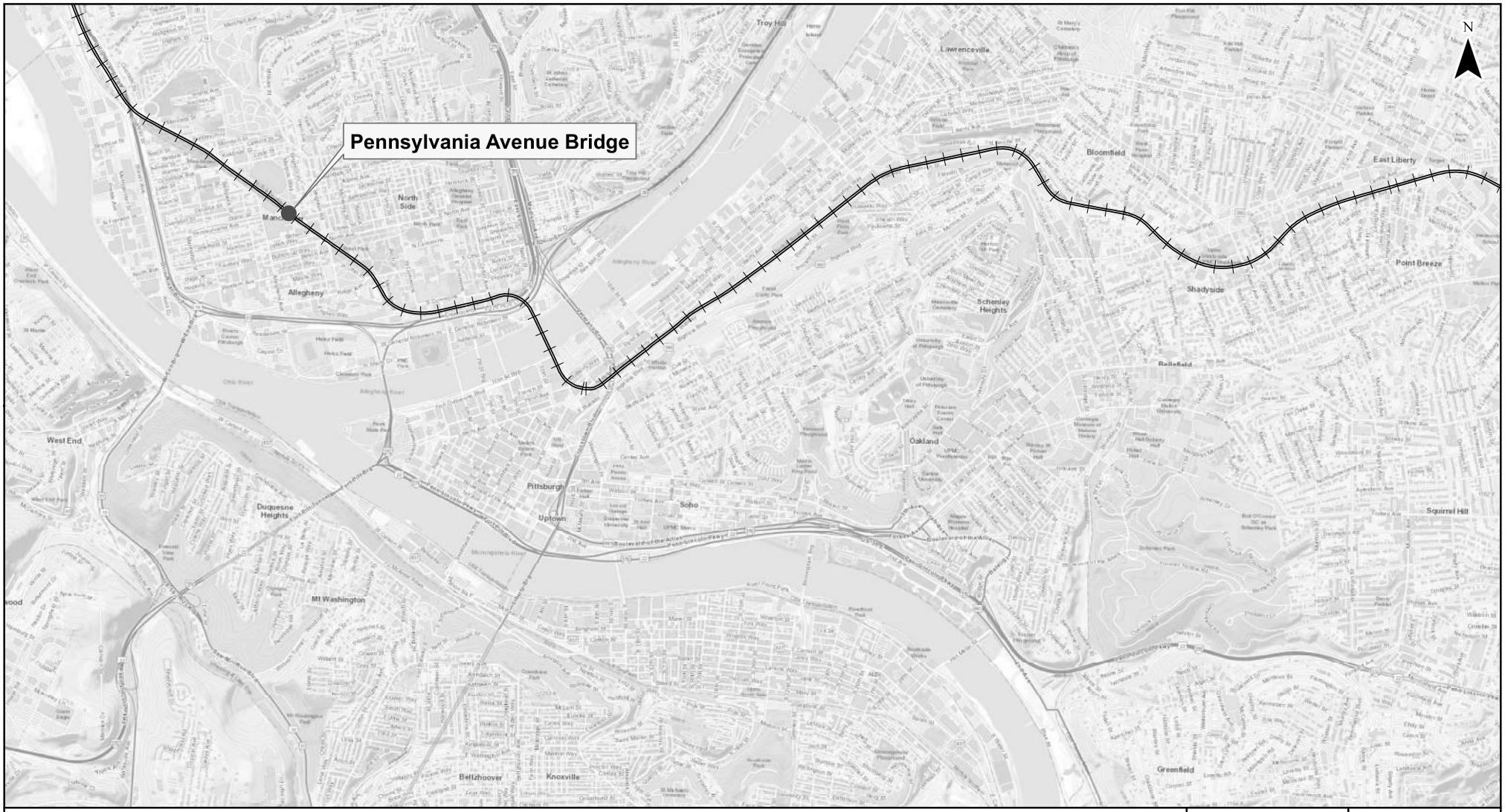
REV.	BY	DATE	DESCRIPTION
000000			

PITTSBURGH, PENNSYLVANIA
ALLEGHENY COMMONS PARK PEDESTRIAN BRIDGE
SIDEWALK CLOSURE DETAIL

DSN	LKE	PID No.	D2122	MW	1290818-0H77
DWN	LKE	FILE No.	BR0027857		
CHK	JPS	DATE	12/31/2024		

SCALE FOOT PC 1.50
DRAWING NUMBER PC-1.50 24 10

CADD FILE: 90_PC_Ped_Brdg_details.dgn



LEGEND

Norfolk Southern Railway

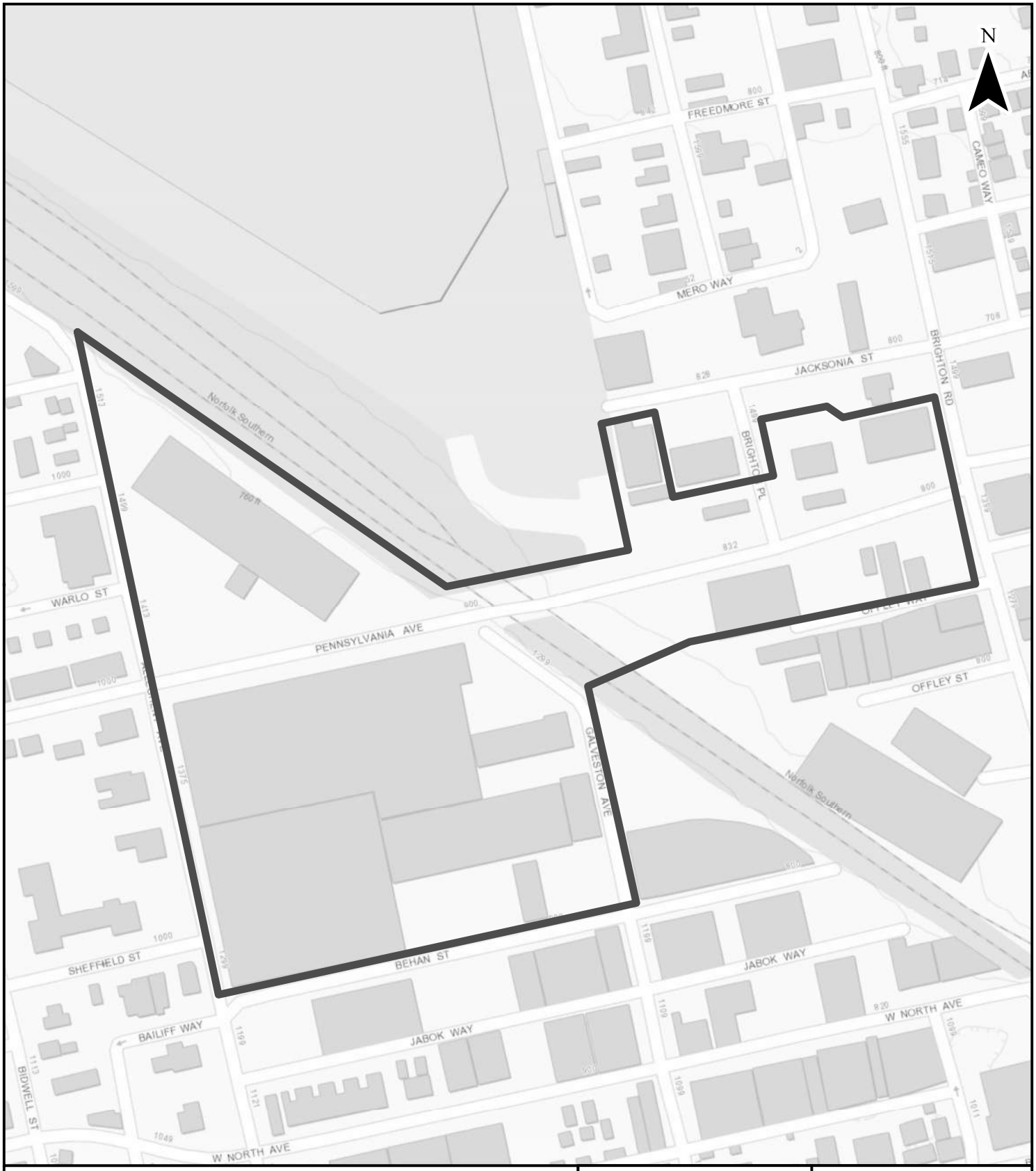
Project Location

0 0.5 1 2 Miles

Figure 7-1

Michael Baker INTERNATIONAL

Project Location Map
Norfolk Southern Railroad Company
Pennsylvania Avenue Bridge Project
City of Pittsburgh
Allegheny County, Pennsylvania



LEGEND

Study Area

0 250 500 Feet

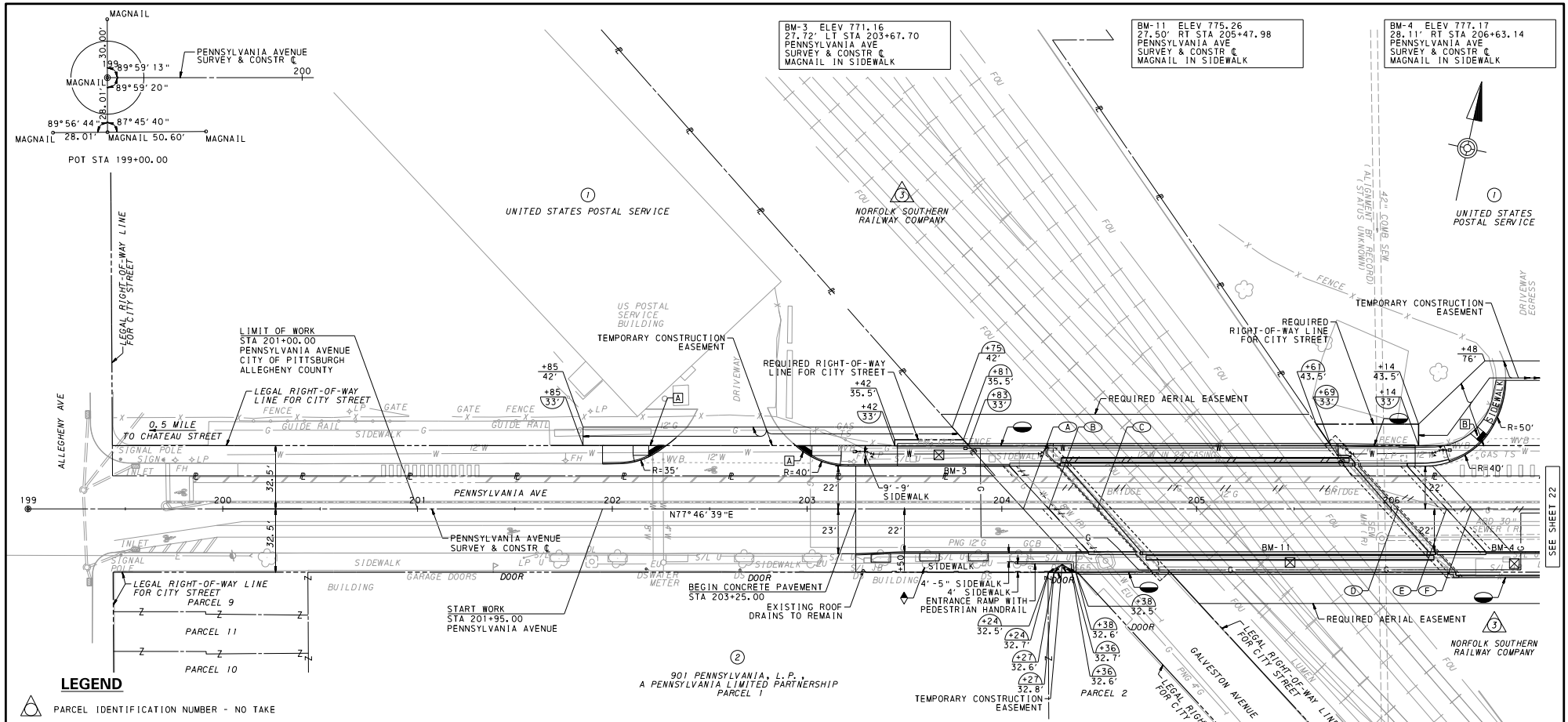
Figure 7-2

Michael Baker INTERNATIONAL

Study Area

Norfolk Southern Railroad Company
Pennsylvania Avenue Bridge Project

City of Pittsburgh
Allegheny County, Pennsylvania



LEGEND

- PARCEL IDENTIFICATION NUMBER - NO TAKE
- PARCEL IDENTIFICATION NUMBER - PROPERTY ACQUISITION OR EASEMENT WILL BE REQUIRED
- SIDEWALK MOMENT SLAB (STRUCTURE ITEM)
- TREE TO BE REMAIN AND BE PROTECTED
- —G— PROPOSED RELOCATED GAS LINE
- —W— PROPOSED RELOCATED WATER LINE
- [A] TYPE 1A CURB RAMP
- [B] TYPE 2 CURB RAMP
- (A) END CONCRETE PAVEMENT/BEGIN PAVEMENT RELIEF JOINT STA 204+24.31
- (B) END PAVEMENT RELIEF JOINT/BEGIN APPROACH SLAB STA 204+24.31
- (C) END APPROACH SLAB/BEGIN STRUCTURE STA 204+49.31
- (D) END STRUCTURE/BEGIN APPROACH SLAB STA 206+03.32
- (E) END APPROACH SLAB/BEGIN PAVEMENT RELIEF JOINT STA 206+28.32
- (F) END PAVEMENT RELIEF JOINT/BEGIN CONCRETE PAVEMENT STA 206+45.98

HORIZONTAL
SCALE: 1"=25'
25' 0 25' 50'

PROPOSED STRUCTURE DATA PENNSYLVANIA AVE OVER NORFOLK SOUTHERN RAILWAY	
STATION	205+26.19
TYPE	STEEL PONY TRUSS
SPAN LENGTH	1 SPAN 145'-0"
UNDERCLEARANCE	21'-2" OVER RR
CLEAR ROADWAY WIDTH	44'-0"
SKEW	48°58'36"
STRUCTURE NO	L-XXXXX
RECOMMENDED DATE	TBD

EXISTING BRIDGE STRUCTURE DATA	
STATION	8+26.42
TYPE	STEEL BOX GIRDER
SPAN LENGTH	1 SPAN 143'-9 1/8"
UNDERCLEARANCE	19'-8 5/8" OVER RR
CLEAR ROADWAY WIDTH	46'-0"
SKEW	47°22'06"
STRUCTURE NO.	N/A
BUILT DATE	1986

FOR INTERSECTION DETAIL, SEE SHEET 15
FOR PROFILE, SEE SHEET 23
FOR CONTOUR, GRADING AND DRAINAGE PLAN, SEE SHEET 25

SURVEY BOOK NS MBI NORTH AVE PENNSYLVANIA AVE BOOK 1

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN RAILWAY COMPANY
ENGINEERING DIVISION
PITTSBURGH
OFFICE OF THE CHIEF ENGINEER – DESIGN AND CONSTRUCTION – ATLANTA, GA.

Figure 7-3 Plans

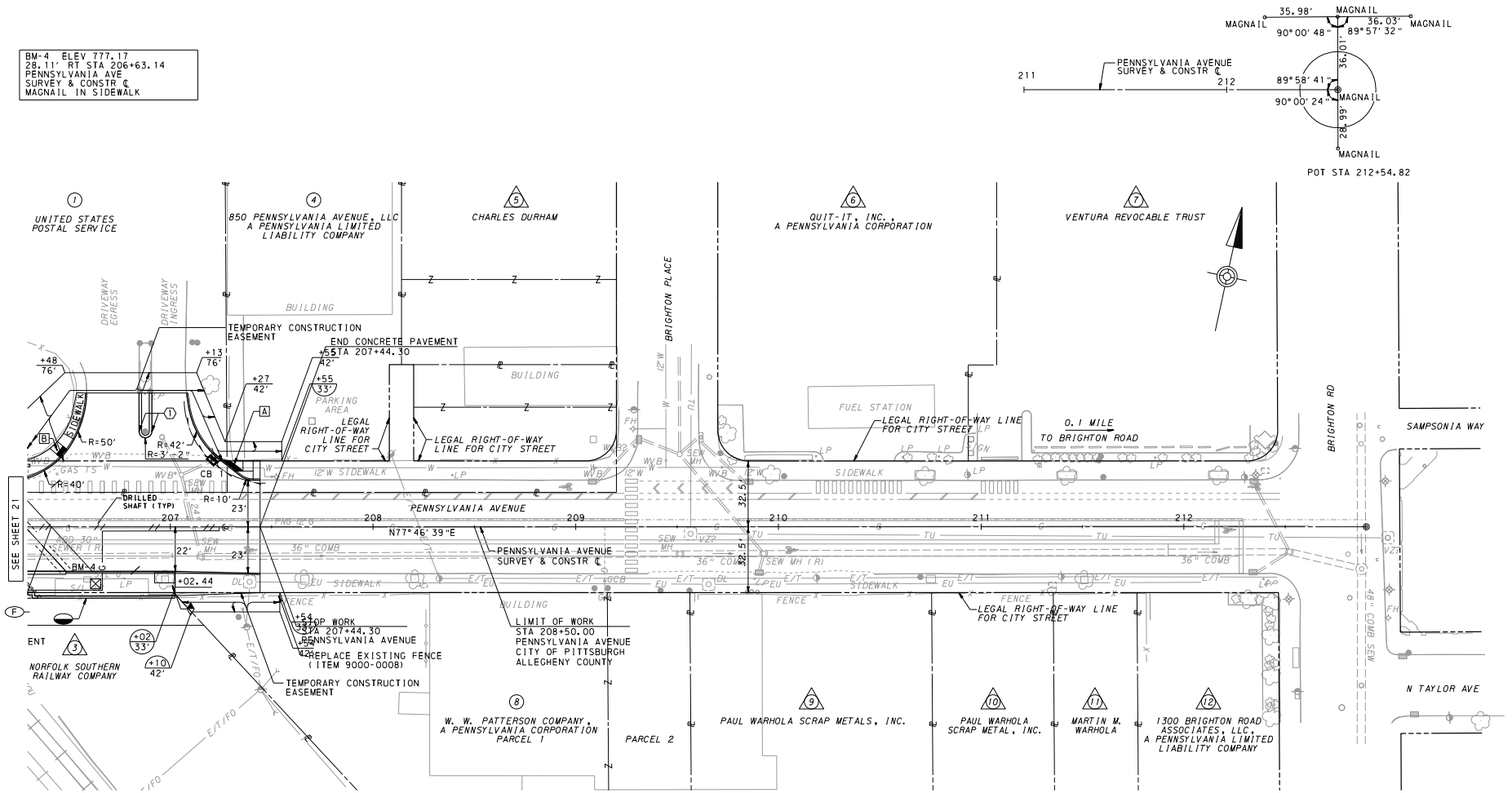
REV.	BY	DATE	DESCRIPTION

DIVISION: PITTSBURGH, PENNSYLVANIA
TITLE: PENNSYLVANIA AVENUE OHB
PLAN

DSN	JAH	PID No.	D2122	DRN	1290818-OH77	SHEET POST	PC 1.82
CHK	WRB	FILE No.	BR0027859	DRAWING NUMBER			
DSN	CAB	DATE	1/28/2025			PC-1.82 25 21	

CADD FILE: BC_Pennsyl_Ave_plan.dgn

CADD FILE: NS_Pennsyl_Ave_plan.dgn



LEGEND

- PARCEL IDENTIFICATION NUMBER - NO TAKE
- PARCEL IDENTIFICATION NUMBER - PROPERTY ACQUISITION OR EASEMENT WILL BE REQUIRED
- SIDEWALK MOMENT SLAB (STRUCTURE ITEM)
- TREE TO BE REMAIN AND BE PROTECTED
- —G— PROPOSED RELOCATED GAS LINE
- [A] TYPE 1A CURB RAMP
- [B] TYPE 2 CURB RAMP
- (1) PLAIN CONCRETE MOUNTABLE CURB, TYPE B
- (F) END PAVEMENT RELIEF JOINT/BEGIN CONCRETE PAVEMENT STA 206+45.98

HORIZONTAL

SCALE: 1"=25' 25' 0 25' 50'

FOR INTERSECTION DETAIL, SEE SHEET 15
FOR PROFILE, SEE SHEET 24
FOR CONTOUR, GRADING AND DRAINAGE PLAN, SEE SHEET 26

SURVEY BOOK NS MBI NORTH AVE PENNSYLVANIA AVE BOOK 1

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH
OPERATING DIVISION
OFFICE OF THE CHIEF ENGINEER – DESIGN AND CONSTRUCTION – ATLANTA, GA.

Figure 7-3 Plans

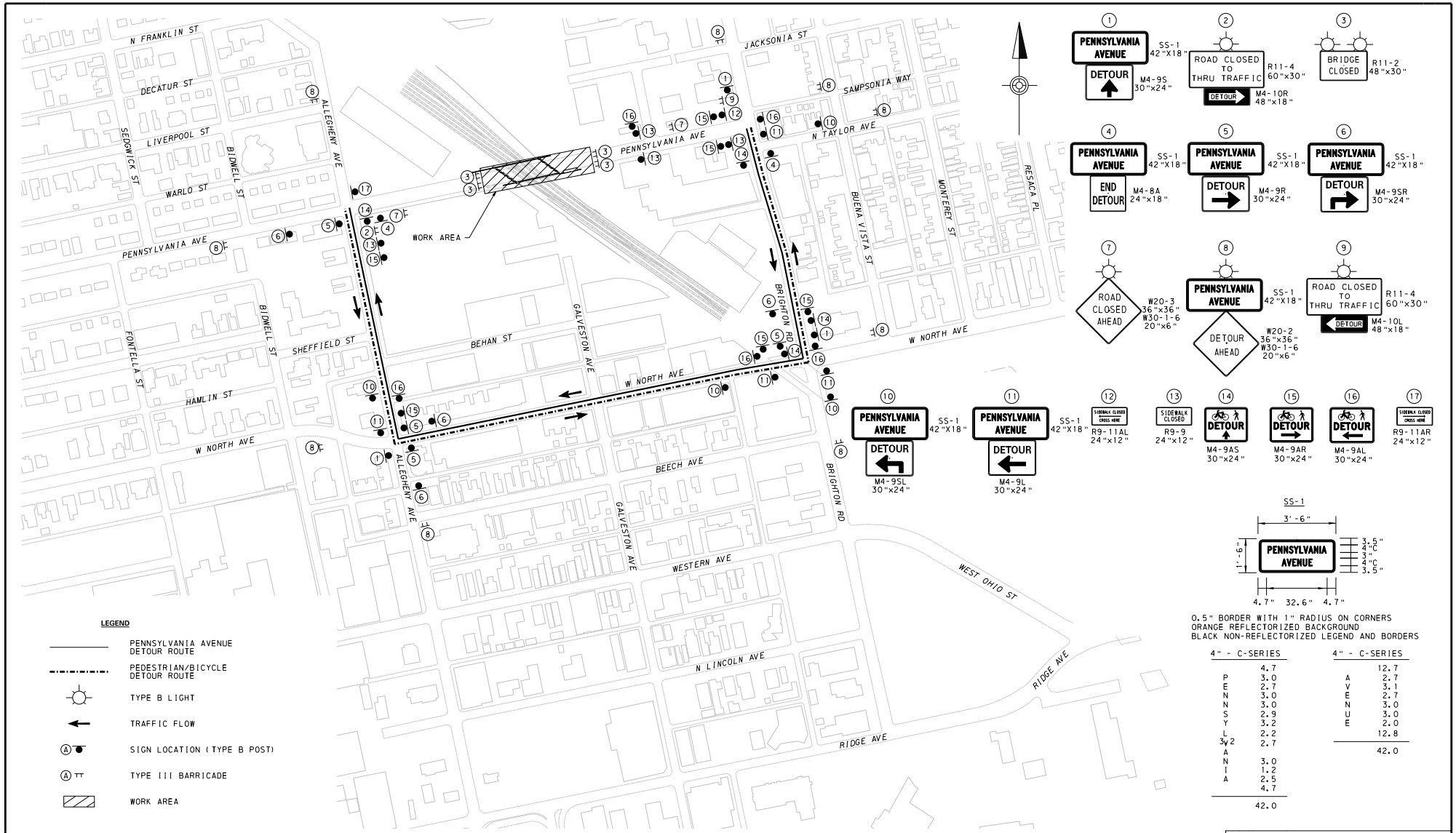
REV.	BY	DATE	DESCRIPTION
000000			

PITTSBURGH, PENNSYLVANIA
PENNSYLVANIA AVENUE OHB
PLAN

DSN JAH	PID No. D2122	WBS 1290818-OH77	SHEET POST	PC 1.82	
DWN WRB	FILE No. BR0027859	DRAWING NUMBER	PC-1.82 25 22		
CHK CAB	DATE 1/28/2025				

CADD FILE: BR_Pennsyl_Ave_plan.dgn

CADD FILE: NS_Pennsyl_Ave_plan.dgn



LEGEND

- PENNSYLVANIA AVENUE DETOUR ROUTE
- PEDESTRIAN/BICYCLE DETOUR ROUTE
- TYPE B LIGHT
- TRAFFIC FLOW
- SIGN LOCATION (TYPE B POST)
- TYPE III BARRICADE
- WORK AREA

SS-1

0.5" BORDER WITH 1" RADIUS ON CORNERS
ORANGE REFLECTORIZED BACKGROUND
BLACK NON-REFLECTORIZED LEGEND AND BORDERS

4" - C-SERIES	
	4.7
P	3.0
E	2.7
N	3.0
N	3.0
S	2.9
Y	3.2
L	2.2
V 2	2.7
A	
N	3.0
I	1.2
A	2.5
	4.7
	42.0

4" - C-SERIES	
	12.7
A	2.7
V	3.1
E	2.7
N	3.0
U	3.0
E	2.0
	12.8
	42.0

PENNSYLVANIA AVENUE DETOUR LENGTH = 0.57 MILES

NOT TO SCALE

60% SUBMISSION

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH
OPERATING DIVISION
OFFICE OF THE CHIEF ENGINEER – DESIGN AND CONSTRUCTION – ATLANTA, GA.

Figure 7-4 Detours

REV.	BY	DATE	DESCRIPTION

LOCATION: PITTSBURGH, PENNSYLVANIA
TITLE: PENNSYLVANIA AVENUE TRAFFIC CONTROL PLAN

DSN	JPS	PID No.	D2122	WBS	1290818-0H77	MILE POST	PC 1.82
DWN	AS	FILE No.	BR0027859	DRAWING NUMBER			
CHK	JPS	DATE	03/27/2024		PC-1.82 23 02		

CADD FILE: pennsylvania_ave_detour.dgn

CADD FILE: pennsylvania_ave_detour.dgn

Michael Baker
INTERNATIONAL

APPENDIX B

PNDI Coordination

1. PROJECT INFORMATION

Project Name: **Pittsburgh Vertical Clearance Projects - Amtrak Station (PT-353.20)**
Date of Review: **6/18/2024 04:51:12 PM**
Project Category: **Transportation, Railroads (track, bridge, roadway crossing – new, maintenance, removal)**
Project Area: **18.25 acres**
County(s): **Allegheny**
Township/Municipality(s): **PITTSBURGH**
ZIP Code:
Quadrangle Name(s): **PITTSBURGH EAST**
Watersheds HUC 8: **Lower Allegheny**
Watersheds HUC 12: **Allegheny River-Ohio River**
Decimal Degrees: **40.447361, -79.987763**
Degrees Minutes Seconds: **40° 26' 50.4981" N, 79° 59' 15.9450" W**

2. SEARCH RESULTS

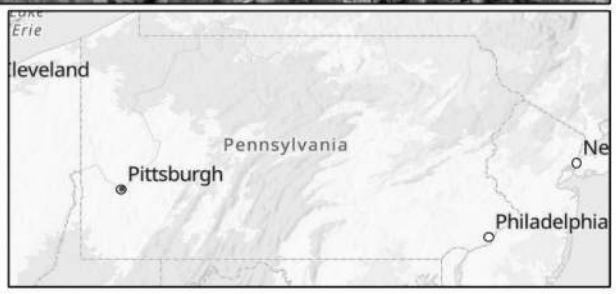
Agency	Results	Response
PA Game Commission	**Potential Impact**	**FURTHER REVIEW IS REQUIRED, See Agency Response**
PA Department of Conservation and Natural Resources	No Known Impact	No Further Review Required
PA Fish and Boat Commission	No Known Impact	No Further Review Required
U.S. Fish and Wildlife Service	No Known Impact	No Further Review Required

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate there may be potential impacts to threatened and endangered and/or special concern species and resources within the project area. If the response above indicates "No Further Review Required" no additional communication with the respective agency is required. If the response is "Further Review Required" or "See Agency Response," refer to the appropriate agency comments below. Please see the DEP Information Section of this receipt if a PA Department of Environmental Protection Permit is required.

Pittsburgh Vertical Clearance Projects - Amtrak Station (PT-353.20)

Buffered Project Boundary

Project Boundary



Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

Pittsburgh Vertical Clearance Projects - Amtrak Station (PT-353.20)

Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

RESPONSE TO QUESTION(S) ASKED

Q1: The proposed project is in the range of the Indiana bat. Describe how the project will affect bat habitat (forests, woodlots and trees) and indicate what measures will be taken in consideration of this. Round acreages up to the nearest acre (e.g., 0.2 acres = 1 acre).
Your answer is: No forests, woodlots or trees will be affected by the project.

Q2: Is tree removal, tree cutting or forest clearing of 40 acres or more necessary to implement all aspects of this project?
Your answer is: No

3. AGENCY COMMENTS

Regardless of whether a DEP permit is necessary for this proposed project, any potential impacts to threatened and endangered species and/or special concern species and resources must be resolved with the appropriate jurisdictional agency. In some cases, a permit or authorization from the jurisdictional agency may be needed if adverse impacts to these species and habitats cannot be avoided.

These agency determinations and responses are **valid for two years** (from the date of the review), and are based on the project information that was provided, including the exact project location; the project type, description, and features; and any responses to questions that were generated during this search. If any of the following change: 1) project location, 2) project size or configuration, 3) project type, or 4) responses to the questions that were asked during the online review, the results of this review are not valid, and the review must be searched again via the PNDI Environmental Review Tool and resubmitted to the jurisdictional agencies. The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer impacts than what is listed on this PNDI receipt. The jursidictional agencies **strongly advise against** conducting surveys for the species listed on the receipt prior to consultation with the agencies.

PA Game Commission
RESPONSE:

Further review of this project is necessary to resolve the potential impact(s). Please send project information to this agency for review (see WHAT TO SEND).

PGC Species: (Note: The Pennsylvania Conservation Explorer tool is a primary screening tool, and a desktop review may reveal more or fewer species than what is listed below.)

Scientific Name	Common Name	Current Status
Falco peregrinus	Peregrine Falcon	Special Concern Species*

PA Department of Conservation and Natural Resources
RESPONSE:

No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

PA Fish and Boat Commission
RESPONSE:

No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

U.S. Fish and Wildlife Service
RESPONSE:

No impacts to **federally** listed or proposed species are anticipated. Therefore, no further consultation/coordination under the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq. is required. Because no take of federally listed species is anticipated, none is authorized. This response does not reflect potential Fish and Wildlife Service concerns under the Fish and Wildlife Coordination Act or other authorities.

* Special Concern Species or Resource - Plant or animal species classified as rare, tentatively undetermined or candidate as well as other taxa of conservation concern, significant natural communities, special concern populations (plants or animals) and unique geologic features.
** Sensitive Species - Species identified by the jurisdictional agency as collectible, having economic value, or being susceptible to decline as a result of visitation.

WHAT TO SEND TO JURISDICTIONAL AGENCIES

If project information was requested by one or more of the agencies above, upload* or email the following information to the agency(s) (see AGENCY CONTACT INFORMATION). Instructions for uploading project materials can be found here. This option provides the applicant with the convenience of sending project materials to a single location accessible to all three state agencies (but not USFWS).
*If information was requested by USFWS, applicants must email, or mail, project information to IR1_ESPenn@fws.gov to initiate a review. USFWS will not accept uploaded project materials.

Check-list of Minimum Materials to be submitted:
_X__Project narrative with a description of the overall project, the work to be performed, current physical characteristics of the site and acreage to be impacted.
_X__A map with the project boundary and/or a basic site plan(particularly showing the relationship of the project to the physical features such as wetlands, streams, ponds, rock outcrops, etc.)
In addition to the materials listed above, USFWS REQUIRES the following
_X__**SIGNED** copy of a Final Project Environmental Review Receipt

The inclusion of the following information may expedite the review process.
____Color photos keyed to the basic site plan (i.e. showing on the site plan where and in what direction each photo was taken and the date of the photos)
____Information about the presence and location of wetlands in the project area, and how this was determined (e.g., by a qualified wetlands biologist), if wetlands are present in the project area, provide project plans showing the location of all project features, as well as wetlands and streams.

4. DEP INFORMATION

The Pa Department of Environmental Protection (DEP) requires that a signed copy of this receipt, along with any required documentation from jurisdictional agencies concerning resolution of potential impacts, be submitted with applications for permits requiring PNDI review. Two review options are available to permit applicants for handling PNDI coordination in conjunction with DEP's permit review process involving either T&E Species or species of special concern. Under sequential review, the permit applicant performs a PNDI screening and completes all coordination with the appropriate jurisdictional agencies prior to submitting the permit application. The applicant will include with its application, both a PNDI receipt and/or a clearance letter from the jurisdictional agency if the PNDI Receipt shows a Potential Impact to a species or the applicant chooses to obtain letters directly from the jurisdictional agencies. Under concurrent review, DEP, where feasible, will allow technical review of the permit to occur concurrently with the T&E species consultation with the jurisdictional agency. The applicant must still supply a copy of the PNDI Receipt with its permit application. The PNDI Receipt should also be submitted to the appropriate agency according to directions on the PNDI Receipt. The applicant and the jurisdictional agency will work together to resolve the potential impact(s). See the DEP PNDI policy at https://conservationexplorer.dcnr.pa.gov/content/resources.

5. ADDITIONAL INFORMATION

The PNDI environmental review website is a preliminary screening tool. There are often delays in updating species status classifications. Because the proposed status represents the best available information regarding the conservation status of the species, state jurisdictional agency staff give the proposed statuses at least the same consideration as the current legal status. If surveys or further information reveal that a threatened and endangered and/or special concern species and resources exist in your project area, contact the appropriate jurisdictional agency/agencies immediately to identify and resolve any impacts.

For a list of species known to occur in the county where your project is located, please see the species lists by county found on the PA Natural Heritage Program (PNHP) home page (www.naturalheritage.state.pa.us). Also note that the PNDI Environmental Review Tool only contains information about species occurrences that have actually been reported to the PNHP.

6. AGENCY CONTACT INFORMATION

PA Department of Conservation and Natural Resources
Bureau of Forestry, Ecological Services Section
400 Market Street, PO Box 8552
Harrisburg, PA 17105-8552
Email: RA-HeritageReview@pa.gov

U.S. Fish and Wildlife Service
Pennsylvania Field Office
Endangered Species Section
110 Radnor Rd; Suite 101
State College, PA 16801
Email: IR1_ESPenn@fws.gov
NO Faxes Please

PA Fish and Boat Commission
Division of Environmental Services
595 E. Rolling Ridge Dr., Bellefonte, PA 16823
Email: RA-FBPACENOTIFY@pa.gov

PA Game Commission
Bureau of Wildlife Management
Division of Environmental Review
2001 Elmerton Avenue, Harrisburg, PA 17110-9797
Email: RA-PGC_PNDI@pa.gov
NO Faxes Please

7. PROJECT CONTACT INFORMATION

Name: Crystal Roemer
Company/Business Name: Michael Baker International, Inc.
Address: 100 Airside Drive
City, State, Zip: Moon Township, PA 15108
Phone: (412) 375-3037 Fax: ( )
Email: crystal.roemer@mbakerintl.com

8. CERTIFICATION

I certify that ALL of the project information contained in this receipt (including project location, project size/configuration, project type, answers to questions) is true, accurate and complete. In addition, if the project type, location, size or configuration changes, or if the answers to any questions that were asked during this online review change, I agree to re-do the online environmental review.

applicant/project proponent signature

June 18, 2024
date

PENNSYLVANIA GAME COMMISSION
BUREAU OF WILDLIFE MANAGEMENT
2001 ELMERTON AVENUE HARRISBURG, PA 17110-9797 | (717) 787-5529

June 20, 2024

Crystal Roemer
Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108
crystal.roemer@mbakerintl.com

PNDI Receipt File: *project_receipt_pittsburgh_vertical_clear_816773_FINAL_1.pdf*
Re: Pittsburgh Vertical Clearance Projects - Amtrak Station (PT-353.20)
City of Pittsburgh, Allegheny County, Pennsylvania

Dear Crystal Roemer,

Thank you for submitting Pennsylvania Natural Diversity Inventory (PNDI) Environmental Review Receipt *project_receipt_pittsburgh_vertical_clear_816773_FINAL_1.pdf* for review. The Pennsylvania Game Commission (PGC) screened this project for potential impacts to species and resources of concern under PGC responsibility, which includes birds and mammals only.

No Impact Anticipated – PNDI Species

PNDI records indicate species or resources of concern are located within the vicinity of the project. However, based on the information you submitted concerning the nature of the project, the immediate location, and our detailed resource information, the PGC has determined that no impact is likely. Therefore, no further PNDI coordination with the PGC will be necessary for this project at this time.

This response represents the most up-to-date summary of the PNDI data files and is valid for two (2) years from the date of this letter. An absence of recorded information does not necessarily imply actual conditions on site. Should project plans change or additional information on listed or proposed species become available, this determination may be reconsidered.

Should the proposed work continue beyond the period covered by this letter, please resubmit the project to this agency as an "Update" (including an updated PNDI receipt, project narrative and accurate map). If the proposed work has not changed and no additional information concerning listed species is found, the project will be cleared for PNDI requirements under this agency for two additional years.

This finding applies to impacts to birds and mammals only. To complete your review of state and federally-listed threatened and endangered species and species of special concern, please be sure that the U.S. Fish and Wildlife Service, the PA Department of Conservation and Natural Resources, and/or the PA Fish and Boat Commission have been contacted regarding this project as directed by the online PNDI ER Tool found at www.naturalheritage.state.pa.us.

Sincerely,

Sue Guers
Environmental Review Lead
Bureau of Wildlife Management
Phone: 717-787-4250, Extension 73412
Fax: 717-787-6957
E-mail: suguers@pa.gov

A PNHP Partner

SLG/slg

Michael Baker
INTERNATIONAL

W. North Avenue Bridge

1. PROJECT INFORMATION

Project Name: **Pittsburgh Vertical Clearance Projects - W. North Avenue Bridge**
Date of Review: **6/21/2024 04:27:24 PM**
Project Category: **Transportation, Railroads (track, bridge, roadway crossing – new, maintenance, removal)**
Project Area: **45.21 acres**
County(s): **Allegheny**
Township/Municipality(s): **PITTSBURGH**
ZIP Code:
Quadrangle Name(s): **PITTSBURGH WEST**
Watersheds HUC 8: **Lower Allegheny; Upper Ohio**
Watersheds HUC 12: **Allegheny River-Ohio River; Kilbuck Run-Ohio River**
Decimal Degrees: **40.453887, -80.014642**
Degrees Minutes Seconds: **40° 27' 13.9916" N, 80° 0' 52.7106" W**

2. SEARCH RESULTS

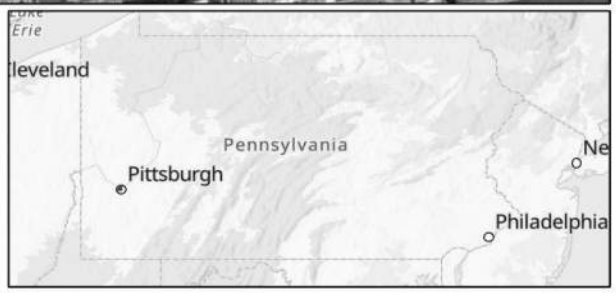
Agency	Results	Response
PA Game Commission	No Known Impact	No Further Review Required
PA Department of Conservation and Natural Resources	No Known Impact	No Further Review Required
PA Fish and Boat Commission	No Known Impact	No Further Review Required
U.S. Fish and Wildlife Service	No Known Impact	No Further Review Required

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate no known impacts to threatened and endangered species and/or special concern species and resources within the project area. Therefore, based on the information you provided, no further coordination is required with the jurisdictional agencies. This response does not reflect potential agency concerns regarding impacts to other ecological resources, such as wetlands.

Pittsburgh Vertical Clearance Projects - W. North Avenue Bridge

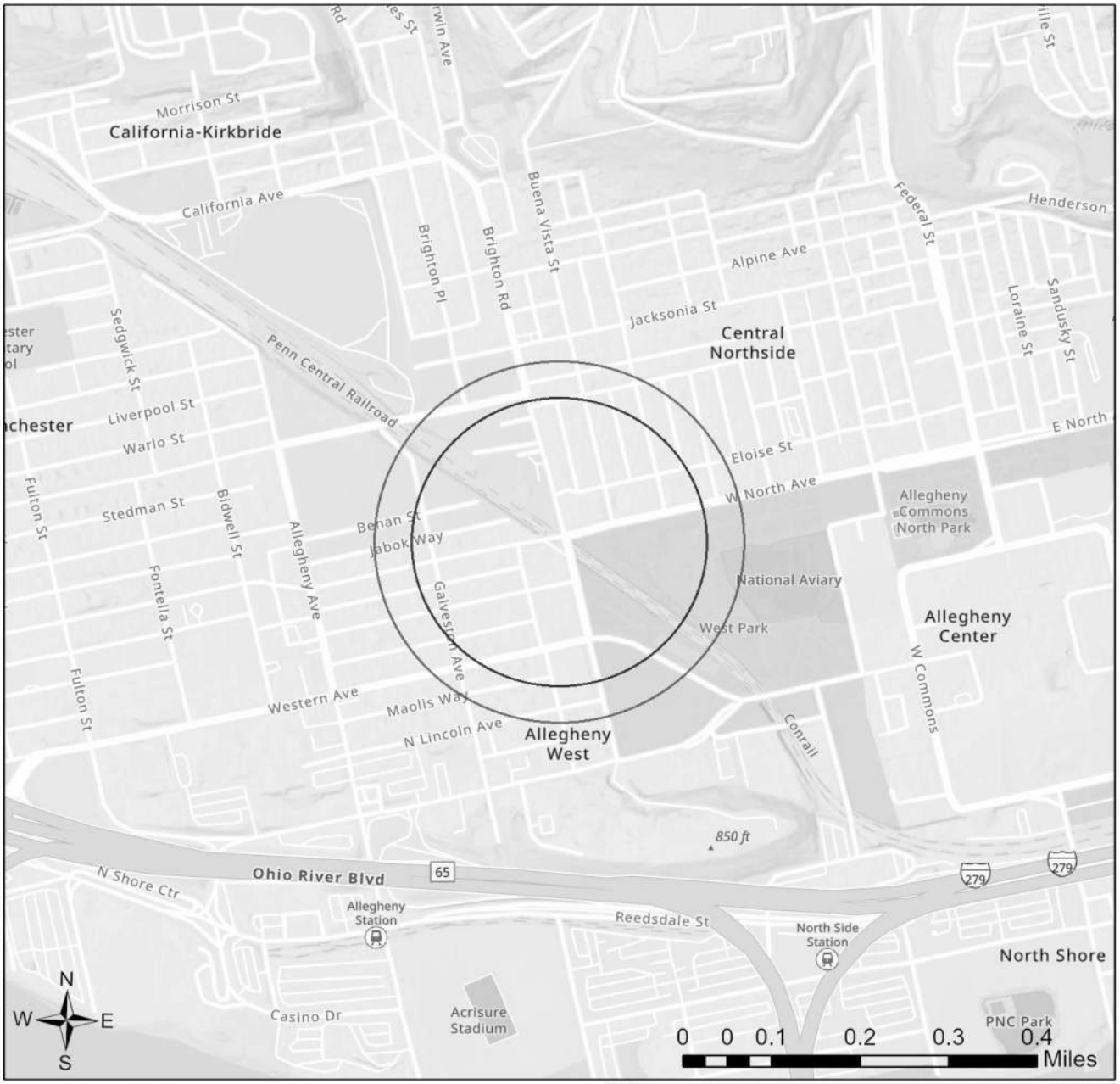
Buffered Project Boundary

Project Boundary



Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

Pittsburgh Vertical Clearance Projects - W. North Avenue Bridge



Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

RESPONSE TO QUESTION(S) ASKED

Q1: The proposed project is in the range of the Indiana bat. Describe how the project will affect bat habitat (forests, woodlots and trees) and indicate what measures will be taken in consideration of this. Round acreages up to the nearest acre (e.g., 0.2 acres = 1 acre).
Your answer is: No forests, woodlots or trees will be affected by the project.

Q2: Is tree removal, tree cutting or forest clearing of 40 acres or more necessary to implement all aspects of this project?
Your answer is: No

3. AGENCY COMMENTS

Regardless of whether a DEP permit is necessary for this proposed project, any potential impacts to threatened and endangered species and/or special concern species and resources must be resolved with the appropriate jurisdictional agency. In some cases, a permit or authorization from the jurisdictional agency may be needed if adverse impacts to these species and habitats cannot be avoided.

These agency determinations and responses are **valid for two years** (from the date of the review), and are based on the project information that was provided, including the exact project location; the project type, description, and features; and any responses to questions that were generated during this search. If any of the following change: 1) project location, 2) project size or configuration, 3) project type, or 4) responses to the questions that were asked during the online review, the results of this review are not valid, and the review must be searched again via the PNDI Environmental Review Tool and resubmitted to the jurisdictional agencies. The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer impacts than what is listed on this PNDI receipt. The jursidictional agencies **strongly advise against** conducting surveys for the species listed on the receipt prior to consultation with the agencies.

PA Game Commission
RESPONSE:
No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

PA Department of Conservation and Natural Resources
RESPONSE:
No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

PA Fish and Boat Commission
RESPONSE:
No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

U.S. Fish and Wildlife Service
RESPONSE:
No impacts to **federally** listed or proposed species are anticipated. Therefore, no further consultation/coordination under the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq. is required. Because no take of federally listed species is anticipated, none is authorized. This response does not reflect potential Fish and Wildlife Service concerns under the Fish and Wildlife Coordination Act or other authorities.

4. DEP INFORMATION

The Pa Department of Environmental Protection (DEP) requires that a signed copy of this receipt, along with any required documentation from jurisdictional agencies concerning resolution of potential impacts, be submitted with applications for permits requiring PNDI review. Two review options are available to permit applicants for handling PNDI coordination in conjunction with DEP's permit review process involving either T&E Species or species of special concern. Under sequential review, the permit applicant performs a PNDI screening and completes all coordination with the appropriate jurisdictional agencies prior to submitting the permit application. The applicant will include with its application, both a PNDI receipt and/or a clearance letter from the jurisdictional agency if the PNDI Receipt shows a Potential Impact to a species or the applicant chooses to obtain letters directly from the jurisdictional agencies. Under concurrent review, DEP, where feasible, will allow technical review of the permit to occur concurrently with the T&E species consultation with the jurisdictional agency. The applicant must still supply a copy of the PNDI Receipt with its permit application. The PNDI Receipt should also be submitted to the appropriate agency according to directions on the PNDI Receipt. The applicant and the jurisdictional agency will work together to resolve the potential impact(s). See the DEP PNDI policy at https://conservationexplorer.dcnr.pa.gov/content/resources.

5. ADDITIONAL INFORMATION

The PNDI environmental review website is a preliminary screening tool. There are often delays in updating species status classifications. Because the proposed status represents the best available information regarding the conservation status of the species, state jurisdictional agency staff give the proposed statuses at least the same consideration as the current legal status. If surveys or further information reveal that a threatened and endangered and/or special concern species and resources exist in your project area, contact the appropriate jurisdictional agency/agencies immediately to identify and resolve any impacts.

For a list of species known to occur in the county where your project is located, please see the species lists by county found on the PA Natural Heritage Program (PNHP) home page (www.naturalheritage.state.pa.us). Also note that the PNDI Environmental Review Tool only contains information about species occurrences that have actually been reported to the PNHP.

6. AGENCY CONTACT INFORMATION

PA Department of Conservation and Natural Resources
Bureau of Forestry, Ecological Services Section
400 Market Street, PO Box 8552
Harrisburg, PA 17105-8552
Email: RA-HeritageReview@pa.gov

U.S. Fish and Wildlife Service
Pennsylvania Field Office
Endangered Species Section
110 Radnor Rd; Suite 101
State College, PA 16801
Email: IR1_ESPenn@fws.gov
NO Faxes Please

PA Fish and Boat Commission
Division of Environmental Services
595 E. Rolling Ridge Dr., Bellefonte, PA 16823
Email: RA-FBPACENOTIFY@pa.gov

PA Game Commission
Bureau of Wildlife Management
Division of Environmental Review
2001 Elmerton Avenue, Harrisburg, PA 17110-9797
Email: RA-PGC_PNDI@pa.gov
NO Faxes Please

7. PROJECT CONTACT INFORMATION

Name: Crystal Roemer
Company/Business Name: Michael Baker International, Inc.
Address: 100 Airside Drive
City, State, Zip: Moon Township, PA 15108
Phone:(412) 375-3037 Fax:( )
Email: crystal.roemer@mbakerintl.com

8. CERTIFICATION

I certify that ALL of the project information contained in this receipt (including project location, project size/configuration, project type, answers to questions) is true, accurate and complete. In addition, if the project type, location, size or configuration changes, or if the answers to any questions that were asked during this online review change, I agree to re-do the online environmental review.

applicant/project proponent signature

June 21, 2024
date

Michael Baker
INTERNATIONAL

Allegheny Commons Pedestrian Bridge

1. PROJECT INFORMATION

Project Name: **Pittsburgh Vertical Clearance Project - Allegheny Commons Pedestrian Bridge**
Date of Review: **6/21/2024 04:39:12 PM**
Project Category: **Transportation, Railroads (track, bridge, roadway crossing – new, maintenance, removal)**
Project Area: **20.09 acres**
County(s): **Allegheny**
Township/Municipality(s): **PITTSBURGH**
ZIP Code:
Quadrangle Name(s): **PITTSBURGH WEST**
Watersheds HUC 8: **Lower Allegheny**
Watersheds HUC 12: **Allegheny River-Ohio River**
Decimal Degrees: **40.452962, -80.012755**
Degrees Minutes Seconds: **40° 27' 10.6649" N, 80° 0' 45.9180" W**

2. SEARCH RESULTS

Agency	Results	Response
PA Game Commission	No Known Impact	No Further Review Required
PA Department of Conservation and Natural Resources	No Known Impact	No Further Review Required
PA Fish and Boat Commission	No Known Impact	No Further Review Required
U.S. Fish and Wildlife Service	No Known Impact	No Further Review Required

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate no known impacts to threatened and endangered species and/or special concern species and resources within the project area. Therefore, based on the information you provided, no further coordination is required with the jurisdictional agencies. This response does not reflect potential agency concerns regarding impacts to other ecological resources, such as wetlands.

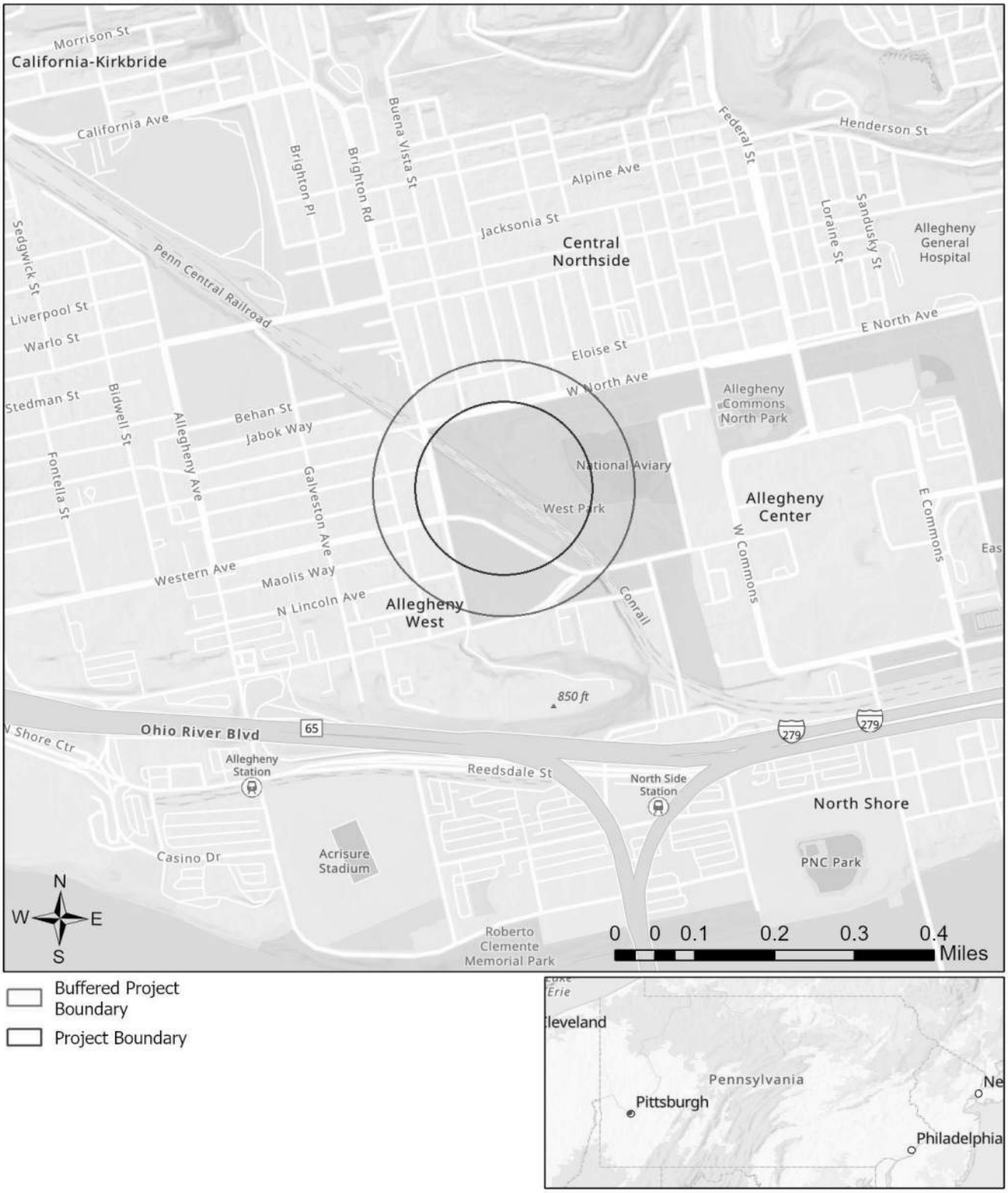
Pittsburgh Vertical Clearance Project - Allegheny Commons Pedestrian Bridge

Buffered Project Boundary

Project Boundary

Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

Pittsburgh Vertical Clearance Project - Allegheny Commons Pedestrian Bridge



Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

RESPONSE TO QUESTION(S) ASKED

Q1: The proposed project is in the range of the Indiana bat. Describe how the project will affect bat habitat (forests, woodlots and trees) and indicate what measures will be taken in consideration of this. Round acreages up to the nearest acre (e.g., 0.2 acres = 1 acre).
Your answer is: The project will affect 1 to 39 acres of forests, woodlots and trees.

Q2: Is tree removal, tree cutting or forest clearing of 40 acres or more necessary to implement all aspects of this project?
Your answer is: No

3. AGENCY COMMENTS

Regardless of whether a DEP permit is necessary for this proposed project, any potential impacts to threatened and endangered species and/or special concern species and resources must be resolved with the appropriate jurisdictional agency. In some cases, a permit or authorization from the jurisdictional agency may be needed if adverse impacts to these species and habitats cannot be avoided.

These agency determinations and responses are **valid for two years** (from the date of the review), and are based on the project information that was provided, including the exact project location; the project type, description, and features; and any responses to questions that were generated during this search. If any of the following change: 1) project location, 2) project size or configuration, 3) project type, or 4) responses to the questions that were asked during the online review, the results of this review are not valid, and the review must be searched again via the PNDI Environmental Review Tool and resubmitted to the jurisdictional agencies. The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer impacts than what is listed on this PNDI receipt. The jursidictional agencies **strongly advise against** conducting surveys for the species listed on the receipt prior to consultation with the agencies.

PA Game Commission
RESPONSE:
No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

PA Department of Conservation and Natural Resources
RESPONSE:
No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

PA Fish and Boat Commission
RESPONSE:
No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

U.S. Fish and Wildlife Service
RESPONSE:
No impacts to **federally** listed or proposed species are anticipated. Therefore, no further consultation/coordination under the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq. is required. Because no take of federally listed species is anticipated, none is authorized. This response does not reflect potential Fish and Wildlife Service concerns under the Fish and Wildlife Coordination Act or other authorities.

4. DEP INFORMATION

The Pa Department of Environmental Protection (DEP) requires that a signed copy of this receipt, along with any required documentation from jurisdictional agencies concerning resolution of potential impacts, be submitted with applications for permits requiring PNDI review. Two review options are available to permit applicants for handling PNDI coordination in conjunction with DEP's permit review process involving either T&E Species or species of special concern. Under sequential review, the permit applicant performs a PNDI screening and completes all coordination with the appropriate jurisdictional agencies prior to submitting the permit application. The applicant will include with its application, both a PNDI receipt and/or a clearance letter from the jurisdictional agency if the PNDI Receipt shows a Potential Impact to a species or the applicant chooses to obtain letters directly from the jurisdictional agencies. Under concurrent review, DEP, where feasible, will allow technical review of the permit to occur concurrently with the T&E species consultation with the jurisdictional agency. The applicant must still supply a copy of the PNDI Receipt with its permit application. The PNDI Receipt should also be submitted to the appropriate agency according to directions on the PNDI Receipt. The applicant and the jurisdictional agency will work together to resolve the potential impact(s). See the DEP PNDI policy at https://conservationexplorer.dcnr.pa.gov/content/resources.

5. ADDITIONAL INFORMATION

The PNDI environmental review website is a preliminary screening tool. There are often delays in updating species status classifications. Because the proposed status represents the best available information regarding the conservation status of the species, state jurisdictional agency staff give the proposed statuses at least the same consideration as the current legal status. If surveys or further information reveal that a threatened and endangered and/or special concern species and resources exist in your project area, contact the appropriate jurisdictional agency/agencies immediately to identify and resolve any impacts.

For a list of species known to occur in the county where your project is located, please see the species lists by county found on the PA Natural Heritage Program (PNHP) home page (www.naturalheritage.state.pa.us). Also note that the PNDI Environmental Review Tool only contains information about species occurrences that have actually been reported to the PNHP.

6. AGENCY CONTACT INFORMATION

PA Department of Conservation and Natural Resources
Bureau of Forestry, Ecological Services Section
400 Market Street, PO Box 8552
Harrisburg, PA 17105-8552
Email: RA-HeritageReview@pa.gov

U.S. Fish and Wildlife Service
Pennsylvania Field Office
Endangered Species Section
110 Radnor Rd; Suite 101
State College, PA 16801
Email: IR1_ESPenn@fws.gov
NO Faxes Please

PA Fish and Boat Commission
Division of Environmental Services
595 E. Rolling Ridge Dr., Bellefonte, PA 16823
Email: RA-FBPACENOTIFY@pa.gov

PA Game Commission
Bureau of Wildlife Management
Division of Environmental Review
2001 Elmerton Avenue, Harrisburg, PA 17110-9797
Email: RA-PGC_PNDI@pa.gov
NO Faxes Please

7. PROJECT CONTACT INFORMATION

Name: Crystal Roemer
Company/Business Name: Michael Baker International, Inc.
Address: 100 Airside Drive
City, State, Zip: Moon Township, PA 15108
Phone: (412) 375-3037 Fax: ( )
Email: crystal.roemer@mbakerintl.com

8. CERTIFICATION

I certify that ALL of the project information contained in this receipt (including project location, project size/configuration, project type, answers to questions) is true, accurate and complete. In addition, if the project type, location, size or configuration changes, or if the answers to any questions that were asked during this online review change, I agree to re-do the online environmental review.

applicant/project proponent signature

June 21, 2024
date

1. PROJECT INFORMATION

Project Name: **Pittsburgh Vertical Clearance Project - Pennsylvania Avenue Bridge**
Date of Review: **6/21/2024 04:39:32 PM**
Project Category: **Transportation, Railroads (track, bridge, roadway crossing – new, maintenance, removal)**
Project Area: **45.21 acres**
County(s): **Allegheny**
Township/Municipality(s): **PITTSBURGH**
ZIP Code:
Quadrangle Name(s): **PITTSBURGH WEST**
Watersheds HUC 8: **Lower Allegheny; Upper Ohio**
Watersheds HUC 12: **Allegheny River-Ohio River; Kilbuck Run-Ohio River**
Decimal Degrees: **40.455640, -80.017979**
Degrees Minutes Seconds: **40° 27' 20.3032" N, 80° 1' 4.7253" W**

2. SEARCH RESULTS

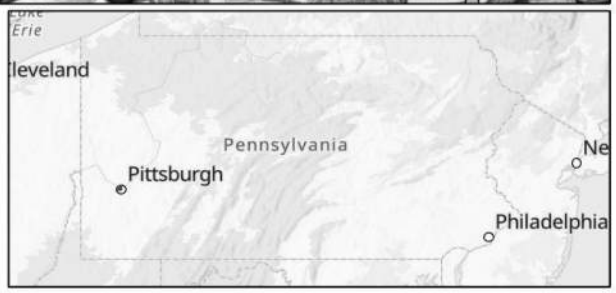
Agency	Results	Response
PA Game Commission	No Known Impact	No Further Review Required
PA Department of Conservation and Natural Resources	No Known Impact	No Further Review Required
PA Fish and Boat Commission	No Known Impact	No Further Review Required
U.S. Fish and Wildlife Service	No Known Impact	No Further Review Required

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate no known impacts to threatened and endangered species and/or special concern species and resources within the project area. Therefore, based on the information you provided, no further coordination is required with the jurisdictional agencies. This response does not reflect potential agency concerns regarding impacts to other ecological resources, such as wetlands.

Pittsburgh Vertical Clearance Project - Pennsylvania Avenue Bridge

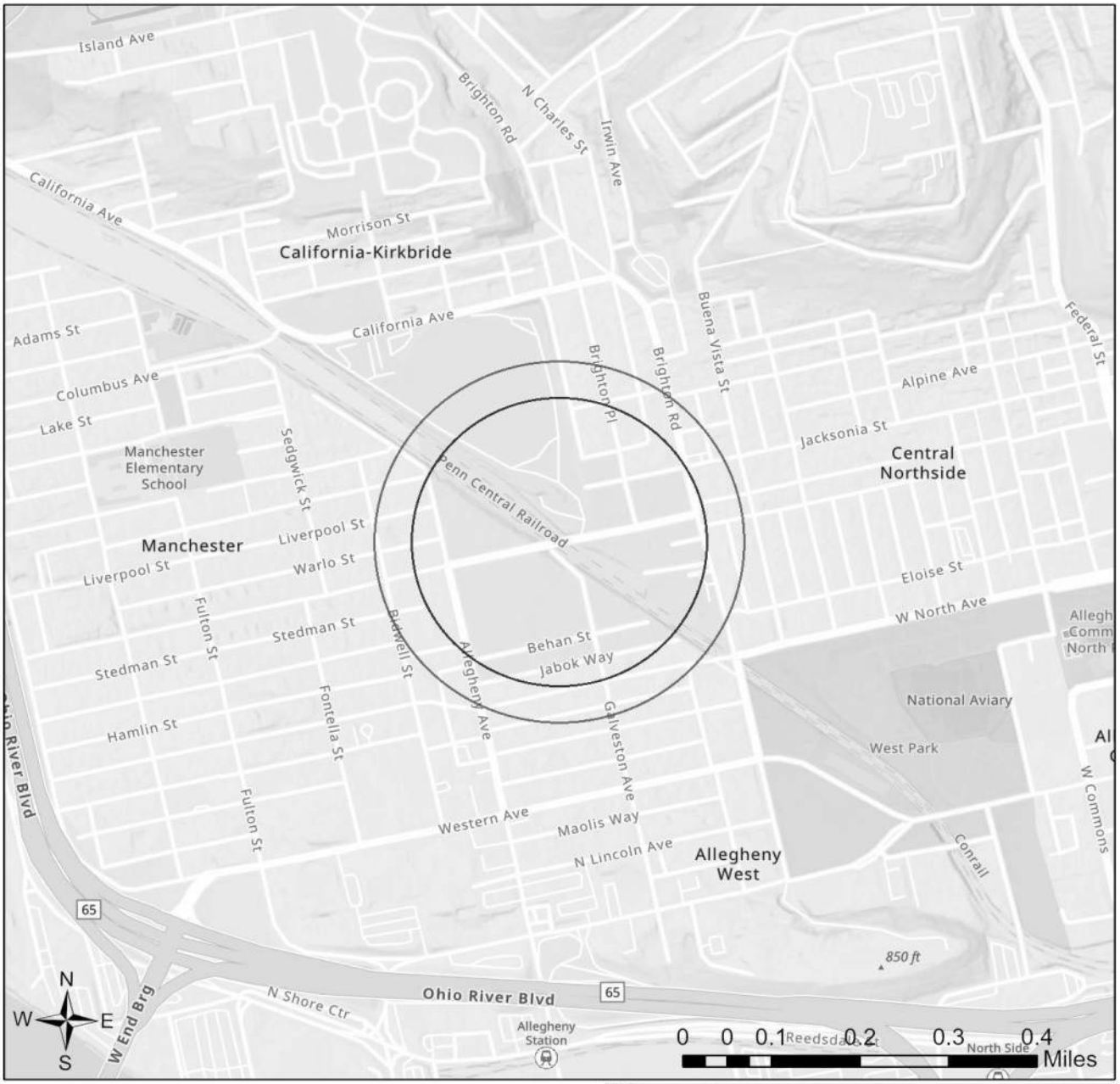
Buffered Project Boundary

Project Boundary



Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

Pittsburgh Vertical Clearance Project - Pennsylvania Avenue Bridge



Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

RESPONSE TO QUESTION(S) ASKED

Q1: The proposed project is in the range of the Indiana bat. Describe how the project will affect bat habitat (forests, woodlots and trees) and indicate what measures will be taken in consideration of this. Round acreages up to the nearest acre (e.g., 0.2 acres = 1 acre).
Your answer is: No forests, woodlots or trees will be affected by the project.

Q2: Is tree removal, tree cutting or forest clearing of 40 acres or more necessary to implement all aspects of this project?
Your answer is: No

3. AGENCY COMMENTS

Regardless of whether a DEP permit is necessary for this proposed project, any potential impacts to threatened and endangered species and/or special concern species and resources must be resolved with the appropriate jurisdictional agency. In some cases, a permit or authorization from the jurisdictional agency may be needed if adverse impacts to these species and habitats cannot be avoided.

These agency determinations and responses are **valid for two years** (from the date of the review), and are based on the project information that was provided, including the exact project location; the project type, description, and features; and any responses to questions that were generated during this search. If any of the following change: 1) project location, 2) project size or configuration, 3) project type, or 4) responses to the questions that were asked during the online review, the results of this review are not valid, and the review must be searched again via the PNDI Environmental Review Tool and resubmitted to the jurisdictional agencies. The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer impacts than what is listed on this PNDI receipt. The jursidictional agencies **strongly advise against** conducting surveys for the species listed on the receipt prior to consultation with the agencies.

PA Game Commission
RESPONSE:
No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

PA Department of Conservation and Natural Resources
RESPONSE:
No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

PA Fish and Boat Commission
RESPONSE:
No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

U.S. Fish and Wildlife Service
RESPONSE:
No impacts to **federally** listed or proposed species are anticipated. Therefore, no further consultation/coordination under the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq. is required. Because no take of federally listed species is anticipated, none is authorized. This response does not reflect potential Fish and Wildlife Service concerns under the Fish and Wildlife Coordination Act or other authorities.

4. DEP INFORMATION

The Pa Department of Environmental Protection (DEP) requires that a signed copy of this receipt, along with any required documentation from jurisdictional agencies concerning resolution of potential impacts, be submitted with applications for permits requiring PNDI review. Two review options are available to permit applicants for handling PNDI coordination in conjunction with DEP's permit review process involving either T&E Species or species of special concern. Under sequential review, the permit applicant performs a PNDI screening and completes all coordination with the appropriate jurisdictional agencies prior to submitting the permit application. The applicant will include with its application, both a PNDI receipt and/or a clearance letter from the jurisdictional agency if the PNDI Receipt shows a Potential Impact to a species or the applicant chooses to obtain letters directly from the jurisdictional agencies. Under concurrent review, DEP, where feasible, will allow technical review of the permit to occur concurrently with the T&E species consultation with the jurisdictional agency. The applicant must still supply a copy of the PNDI Receipt with its permit application. The PNDI Receipt should also be submitted to the appropriate agency according to directions on the PNDI Receipt. The applicant and the jurisdictional agency will work together to resolve the potential impact(s). See the DEP PNDI policy at https://conservationexplorer.dcnr.pa.gov/content/resources.

5. ADDITIONAL INFORMATION

The PNDI environmental review website is a preliminary screening tool. There are often delays in updating species status classifications. Because the proposed status represents the best available information regarding the conservation status of the species, state jurisdictional agency staff give the proposed statuses at least the same consideration as the current legal status. If surveys or further information reveal that a threatened and endangered and/or special concern species and resources exist in your project area, contact the appropriate jurisdictional agency/agencies immediately to identify and resolve any impacts.

For a list of species known to occur in the county where your project is located, please see the species lists by county found on the PA Natural Heritage Program (PNHP) home page (www.naturalheritage.state.pa.us). Also note that the PNDI Environmental Review Tool only contains information about species occurrences that have actually been reported to the PNHP.

6. AGENCY CONTACT INFORMATION

PA Department of Conservation and Natural Resources
Bureau of Forestry, Ecological Services Section
400 Market Street, PO Box 8552
Harrisburg, PA 17105-8552
Email: RA-HeritageReview@pa.gov

U.S. Fish and Wildlife Service
Pennsylvania Field Office
Endangered Species Section
110 Radnor Rd; Suite 101
State College, PA 16801
Email: IR1_ESPenn@fws.gov
NO Faxes Please

PA Fish and Boat Commission
Division of Environmental Services
595 E. Rolling Ridge Dr., Bellefonte, PA 16823
Email: RA-FBPACENOTIFY@pa.gov

PA Game Commission
Bureau of Wildlife Management
Division of Environmental Review
2001 Elmerton Avenue, Harrisburg, PA 17110-9797
Email: RA-PGC_PNDI@pa.gov
NO Faxes Please

7. PROJECT CONTACT INFORMATION

Name: Crystal Roemer
Company/Business Name: Michael Baker International, Inc.
Address: 100 Airside Drive
City, State, Zip: Moon Township, PA 15108
Phone: (412) 375-3037 Fax: ( )
Email: crystal.roemer@mbakerintl.com

8. CERTIFICATION

I certify that ALL of the project information contained in this receipt (including project location, project size/configuration, project type, answers to questions) is true, accurate and complete. In addition, if the project type, location, size or configuration changes, or if the answers to any questions that were asked during this online review change, I agree to re-do the online environmental review.

applicant/project proponent signature

June 21, 2024
date

Michael Baker
INTERNATIONAL

APPENDIX C

Cultural Resources Coordination

November 8, 2019

Timothy Zinn
Michael Baker International
100 Airside Drive, Airside Business park
Moon Township PA 15108

ER 2018-1595-003-E: PennDOT Multimodal, Norfolk Southern Railway Company Pittsburgh Vertical Clearance Projects, Swissvale and City of Pittsburgh, Allegheny County, Identification of Historic Properties Reports

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution, and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources
Identification of Historic Properties
We have received Norfolk Southern's objection to the inclusion of its property on state or federal historic registers. We would note that Norfolk Southern's objection is not relevant to and does not affect the duties of state or federal agencies under Section 106 or the State History Code. The SHPO will perform all of its required consultation with regards to eligibility for the federal and state historic registers.

Prior National Register of Historic Places (NRHP) Eligibility for Railroad Resources

The following railroad resources within the APE have been previously evaluated for National Register eligibility or listed in the National Register of Historic Places:

- *Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372* (Determined Eligible 9/14/1993).
- *Pennsylvania Railroad: Station Rotunda (Pittsburgh), Key # 001769* (Listed 04/11/1973)
- *Pennsylvania Railroad Station, Key # 001762* (Listed 04/22/1976)
- *Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Columbus Avenue Bridge (Pittsburgh), Key # 129787* (Not Individually Eligible 3/5/2007 and 4/01/2018; Does Not Contribute to PRR Fort Wayne Division 2007*)*
- *Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): S. Braddock/Kenmawr Avenue Bridge, Key # 129934* (Not Individually Eligible 03/05/2007; Does Not Contribute to the Eligible Pennsylvania Main Line (Swissvale to Rankin), Key # 201322 03/05/2015)
- *Pennsylvania Railroad Main Line (Harrisburg to Pittsburgh) Key # 112369 (*Determined Eligible 9/14/1993*)*

SHPO Concurs: Eligible
Based on the information received and available in our files, we concur with the findings of the agency that the following properties are eligible for listing in the National Register of Historic Places:

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Bridge (Merchant Street) and APE corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): W. North Avenue Bridge (Pittsburgh), Key # 129729 and APE corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372 and Fort Wayne Division/Western Pennsylvania Railroad (Pittsburgh to Freeport), Key 097496)

Ohio Connecting Railway: Brunot's Island Bridge (Ohio River), Key # 007764 and Ohio Connecting Bridge flyover ramps, the Eckert Street undergrade bridge (consisting of four steel plate girder bridges, and corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key 112372. Note: The Ohio Connecting Railway Bridge may also be individually eligible. More information would be needed to establish individual eligibility. Contributing status is sufficient for identification of historic properties within the APE.

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Pittsburgh City Segment corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key 112372. Note: The Washington Avenue Bridge does not contribute to the Main Line as it was built circa 1980.

Pennsylvania Railroad: Station (Pittsburgh) – The Pennsylvania Trainshed contributes to the Pennsylvania Railroad Station Key # 001762. *The Pennsylvania Trainshed* also contributes to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh), Key #112369. The Period of Significance for the station should be amended to 1898-1958 as the station's significance extends beyond its construction date. This new Period of Significance will be consistent with the POS for the PRR Main Line Harrisburg to Pittsburgh. Also, the boundary should include the plaza area southwest of the rotunda and the full length of the train platform as shown on the site plan within the HRSF. The trainshed is individually Not Eligible under Criterion A, B or C.

Allegheny Second Ward Industrial Historic District, Key # TBD, is eligible under Criterion A in the areas of Industry and Commerce for its role in metallurgy in the twentieth century and Criterion C in the area of Architecture, with a Period of Significance of circa 1849, the year construction began, to 1951, the date of construction of several of the latest buildings in the district. We concur with the proposed boundary as demarcated on Figure 2 (Location Map) in the HRSF and the list of non-contributing and contributing buildings. Note: The Hipwell Row, Key # 003883, may be individually eligible. More information would be needed to establish individual eligibility. Contributing status is sufficient for identification of historic properties within the APE.

The Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Washington Avenue Bridge, Key # 129935, and the corridor (and associated resources dating to the Period of Significance of the Main Line of 1847-1958 and that retain integrity) contribute to the Pennsylvania Railroad: Main Line. Note: The Washington Avenue Bridge is not individually eligible (it was incorrectly data entered in CRGIS as individually eligible and that will be revised).

SHPO Concurs: Not Eligible
We concur with the findings of the agency that the following properties are not eligible for listing in the National Register of Historic Places due to a lack of integrity and/or significance:

- *Renkin Pattern Works/Paul Warhola Scrap Metal, Key # TBD, 817 Pennsylvania Avenue*
- *Frank and Ida Mandel Building/Paul Warhola Scrap Metal, Key # TBD, 825 Pennsylvania Avenue*
- *Buncher Building, Key # TBD, 1201 Brighton Road*
- *Keystone Plumbing, Key # TBD, 1215 Brighton Road*
- *Trinity Lutheran Church, Key # 077607*

SHPO Does Not Concur
Based on the information received and available in our files, we disagree with the finding of the agency; it is the opinion of the Pennsylvania State Historic Preservation Officer that the proposed *Mexican War Streets Western Boundary Increase, Key # TBD* is *not eligible* for listing in the National Register of Historic Places due to a lack of integrity and/or significance. The former Union Hotel has suffered significant loss of historic material and the character of the block is different from the nearby residential neighborhood of the listed Mexican War Historic District.

The above listed resources have not been evaluated for archaeological potential. We concur the scope and level of effort utilized to identify historic properties for this project is appropriate. Our evaluation is based upon the information provided and available in our files for review. If National Register listing for this property is sought in the future, additional documentation of the property's significance and integrity may be required to both verify this evaluation and satisfy the requirements of the National Park Service (36 CFR Part 60). Thus, the outcome of the National Register listing process cannot be assured by this evaluation.

If you need further information in this matter, please contact Cheryl L. Nagle at chnagle@pa.gov or (717) 772-4519.

Sincerely,

Douglas C. McLearen, Chief
Division of Environmental Review

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

January 13, 2023

Tim Zinn
Michael Baker International, Inc.
100 Airside Drive
Moon Township, PA 151080000

RE: ER Project # 2018PR13984.022, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation.

Above Ground Resources
We request a written response to our questions regarding the Determination of Effect Report outlined in our letter of December 13, 2022. In addition, we offer the following comments, for consideration and response, regarding the December 14, 2022 Consulting Party Meeting, Alternatives Analysis Report, and the January 11, 2023 letter from Q Development.

December 14, 2022 Consulting Party Meeting

At the December 14, 2022 consulting party meeting, the specific clearances at each of the five obstruction locations identified in the report was briefly discussed. While the project's purpose and need indicates the PUC requirement for vertical clearances is 22'-0", with waivers, the specific level of vertical clearance required at each of the five locations is unclear. The clearances proposed for the preferred alternatives presented in the Alternatives Analysis and Effect Reports are as follows, ordered from least to greatest amounts: 21'-0" at the Amtrak Station; 21-1" at Columbus Avenue Bridge; 21-2" at the Pennsylvania Avenue Bridge; 21'-4" at the West North Avenue Bridge; and 21'-9" at the Washington Avenue Bridge. As outlined in our letter of December 13, 2022, we require more detailed information on the specific requirements of each of the five obstruction locations. Given lower clearances at other obstruction locations, can the height clearances of the preferred alternatives for those locations where there is the potential for an adverse effect (West North Avenue Bridge and Pennsylvania Avenue Bridge) be reduced to minimize impacts to the adjacent historic properties?

Also at the December consulting party meeting, there was discussion of construction of a pedestrian bridge that would connect the two sides of Allegheny Commons, now separated by the railroad. We understand the pedestrian bridge is to be constructed before work at the obstruction locations. To date we have received no information on this part of the project and request consultation including: a purpose and need statement, mapping of the proposed project and Area of Potential Effect (APE), photographs of the APE, plans or specifications, including proposed design and materials. In addition, what are the potential effects of this bridge project on the National Register of Historic Places (National Register)-listed Allegheny Commons Historic District? Has there been any public

feedback on the proposed pedestrian bridge and its potential to affect Allegheny Commons? What efforts have been made to minimize effects of the pedestrian bridge on historic properties?

Alternatives Analysis Report and Assessment of Effect

Washington Avenue Bridge

Of the alternatives considered, we agree that the preferred alternative (alternative 3 with design modifications) best minimizes effects to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District as this alternative would not require work that might affect buildings or driveway entrances on Washington Avenue. (This area was not previously identified as a historic district, but the Alternatives Analysis report indicates there may be the potential for a district at this location). Contributing features that will be affected by the preferred alternative include the superstructure and substructure of the Washington Avenue Bridge, adjacent stone retaining walls along Palmer Street and Washington Avenue, and decorative wrought iron fencing. If the plans and specifications provide for protection of these contributing features during exposure and construction as well as commit to restoration of the affected portions of the features to match the old in size, scale, design, color, finishes, materials, and construction techniques, we agree the project should not adversely affect the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

Amtrak Station

Of the alternatives considered, we agree that the preferred alternative (alternative 3) best minimizes effects to the Pennsylvania Railroad Station and the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District. Alternative 3 accommodates historic preservation concerns alongside the project purpose and need by accommodating vertical clearance needs through limited modifications to the girders and exhaust shoots at Tracks 1 and 2 of the trainshed rather than removal of entire portions of the trainshed (alternative 2). The changes will be compatible with existing materials and features, and the original construction techniques and craftsmanship will be visible elsewhere within the structure. Therefore, we agree the preferred alternative should not adversely affect the Pennsylvania Railroad Station and the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

We agree the preferred alternative does not have the potential to affect The Rotunda of the Pennsylvania Railroad Station.

West North Avenue Bridge

The preferred alternative (alternative 2 with design modifications) proposes removal of the entire superstructure, replacement with a single-span prestressed concrete spread box beam of greater width, an increase in the height and length of abutments, and an increased vertical grade at both the bridge and its approaches to accommodate a height of 21’-4”. Alternative 3, which had lesser impacts to historic properties, was dismissed in the Alternatives Analysis Report as it would reduce the number of tracks through the area from four to three. While we understand replacement of the bridge is needed and there will be an adverse effect to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District, it is necessary to ensure adequate consideration of alternatives that avoid or minimize potential adverse effects to historic properties.

Within the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District, alternative 2 with design modifications would affect the bridge superstructure,

substructure, retaining walls, and fencing as well as an out-of-service railroad siding, all contributing features. As outlined in our letter of December 13, 2022, please provide more information on the proposed replacement structure, plans for the reconstruction or restoration of contributing features, and a discussion of potential effects to the railroad siding.

Within the Allegheny Commons Historic District, alternative 2 with design modifications has the potential to adversely affect the park through the introduction of new features including a new bridge, sidewalk replacement and toe wall construction, changes to the bus shelter, and replacement of the existing retaining wall and railing along the east side of Brighton Road. Please provide further detail on consideration of minimization of the effects of the design on these and other contributing features in the park. Please include a more detailed discussion of the potential for cumulative visual effects on the park including renderings showing the proposed new features in the setting of the historic district.

To accommodate the increased grade, alternative 2 with design modifications proposes changes to the International Harvester Building, individually listed in the National Register and a contributing feature to the National Register-eligible Allegheny Second Ward Industrial Historic District. The windows and water table are character-defining features of the International Harvester Building, and alterations to the openings and appearance of the front elevation as part of the preferred alternative have the potential to affect integrity and adversely affect the resource and district. The loading dock adjacent to the railroad siding is also a character defining feature that has the potential to be affected by the current design. In addition, we are concerned about the introduction of new features (elevated sidewalk, ramps, railings, and a retaining wall) at the primary façade.

Further documentation and consideration of alternatives that limit changes to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District, the Allegheny Commons Historic District, the International Harvester Building, and the Allegheny Second Ward Industrial District is required. This should include reconsideration of the amount of vertical clearance needed at this obstruction location, a clear understanding of the pedestrian and ADA accessibility requirements adjacent to the International Harvester Building, and consideration of alternative designs that accommodate the increased vertical grade of the bridge approaches.

Pennsylvania Avenue Bridge

Of the alternatives considered, alternatives 2 with design modifications (preferred) and 4 best minimize effects to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District as they do not require buttressing of the concrete retaining walls that line the railroad historic district (alternative 3).

The bridge superstructure and substructure do not contribute to the significance of the railroad district as they were replaced after the period of significance of the railroad. To minimize changes to the railroad district, a steel pony truss similar in scale and configuration to the original ca. 1905 pony truss bridge is proposed. Contributing features that will be affected include the concrete retaining walls with stone coping, safety railings, and decorative wrought iron fencing. If the plans and specifications provide for protection of these contributing features during construction as well as commit to restoration of the affected walls and fencing to match the old in size, scale, design, color, finishes, materials, and construction techniques, we agree the project should not adversely affect the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

Both alternative 2 with design modification (preferred) and alternative 4 would require modifications to the bridge approaches resulting in the introduction of new features into the setting

of 901 Pennsylvania Avenue, a contributing feature in the Allegheny Second Ward Industrial Historic District. These new features will include a bifurcated sidewalk with handicap ramp and handrail. As currently designed, to accommodate the ramp, it will be necessary to cover over a portion of the brick side wall (up to 11" high) of 901 Pennsylvania Avenue. Further information is required before we can comment on the potential for the project to adversely affect the Allegheny Second Ward Industrial District. Please provide specifications for the pedestrian and ADA accessibility requirements adjacent to 901 Pennsylvania Avenue and discuss efforts made to minimize effects to 901 Pennsylvania Avenue.

Columbus Avenue Bridge

Of the alternatives considered, we agree that the preferred alternatives (3A with design modification or 3B with design modification) best minimize effects to the Pennsylvania Railroad: Main Line
(Harrisburg to Pittsburgh) Railroad Corridor Historic District. The 1907 superstructure has lost integrity of design and workmanship and does not contribute to the district. While work to contributing features of the district (bridge substructure, retaining walls, and iron fencing) is proposed, the preferred alternatives eliminate the need for work along Columbus Avenue and potential impacts to the 1907 Columbus Avenue approach ramp, another contributing feature to the district. If the project plans and specification provide for protection for the substructure, adjacent concrete retaining walls and fencing during construction as well as commit to restoration of those features that are affected during construction by matching the old in size, scale, design, color, finishes, materials, and construction techniques, we agree the project should not adversely affect the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

January 11, 2023 Q Development Response Letter

We have reviewed the comments on the Determination of Effect Report provided by Q Development on January 11, 2023. For the West North Avenue Bridge Project, we echo their concerns about the potential adverse effect to the International Harvester Building as the alterations to the building are not in keeping with the Secretary of the Interior's Standards. At this time, it is unclear if these changes would jeopardize the $2.5 million in Rehabilitation Investment Tax Credits approved by the National Park Service in August of 2022. We would also like to request consideration of alternative sidewalk designs to minimize effects to the International Harvester Building, including those provided by Q Development in their response letter.

Regarding the noise wall requested by Q Development, please note, we have concerns about the potential visual effects as it will introduce new features into the setting of several historic properties.

In conclusion, this letter should not preclude consideration of any comments provided by local consulting parties. Please share our comments with the local consulting parties and continue to provide copies of any comments from other consulting parties to our office. We look forward to additional consultation to avoid, minimize, and mitigate for adverse effects to historic properties.

For questions concerning this review, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

Emma Diehl

Emma Diehl
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

April 13, 2023

Timothy Zinn
Michael Baker International, Inc.
100 Airside Drive
Moon Township PA 151080000

RE: ER Project # 2018PR13984.023, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources

We are in receipt of the Response to Comments document provided in response to the Effect Report, Alternative Analysis Report, and the December 14, 2022 Consulting Party Meeting. We offer the following comments for consideration as well as discussion at the upcoming consulting party meeting scheduled for May 2, 2023.

<u>West North Avenue Bridge</u>

International Harvester Building
The Response to Comments indicates the following about the sidewalk designs at Washington Avenue Bridge: need to comply with Norfolk Southern, City of Pittsburgh, PennDOT, and ADA guidelines; need to meet with the approval of the Department of Mobility and Infrastructure (DOMI); additional coordination with DOMI on acceptable sidewalk alternatives is ongoing; and the design team is committed to finding a mutually agreeable solution through ongoing meetings. A mutually agreeable solution is defined as one that would "not result in an adverse effect on the property [the International Harvester Building], would meet the SOI Standards, and that would be accepted by DOMI." As noted in our January letter, we would like a clear understanding of the pedestrian and ADA accessibility requirements being used in DOMI's review process. We offer the following comments on the current design with regards to adverse effects and the Secretary of the Interior's Standards.

The Standards for the Treatment of Historic Properties, specifically the Rehabilitation Treatment Standards (Standards), are used as a measure for determining the appropriateness of work to historic properties as part of federal, state, and local historic preservation programs. They are utilized in review of state and federal projects in the assessment of potential adverse effects on historic properties. They are also used to determine if rehabilitation work qualifies as a certified rehabilitation for state and federal tax incentive programs.

The International Harvester Building is currently undergoing rehabilitation as part of the Allegheny Branch House Lofts project, a certified rehabilitation project under construction that qualified for $2.5 million in federal tax credits and $.5 million in state tax credits in 2022. The PA SHPO certified the rehabilitation plans for the state tax credit and reviewed the rehabilitation plans for the federal tax credit before providing them to the National Park Service (NPS) for review, comment, and certification. The PA SHPO was also actively involved in resolution of NPS comments, which included multiple considerations on the windows and window openings at the façade of the International Harvester Building.

As currently designed, it is the opinion of the PA SHPO that the proposed sidewalk improvements associated with the West Avenue Bridge, adjacent to the International Harvester Building would meet the definition of an adverse effect, as found in 36 CFR Part 800.5(2)ii. "Alteration of a property . . . that is not consistent with the Secretary Standards for the Treatment of Historic Properties and applicable guidelines." The National Register of Historic Places (National Register)-listed International Harvester Building was listed in the National Register under Criterion A for Commerce, Criterion B for its association with Branch Manager Emil Louis Mayer, and Criterion C for Architecture. The windows of the façade and water table, which are all considered character-defining features, will be altered in a manner not consistent with the Standards, affecting the architectural significance of the building.

The sidewalk plans, as currently designed, do not meet the Standards for Rehabilitation, specifically standards 2, 5, and 9, as outlined below.

Standard 2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

> The project, as currently designed, will result in raising the limestone water table and sills, character-defining features of the building, to accommodate the increased vertical alignment of the sidewalk. Changes to the sidewalk will also affect the integrity of the street scape adjacent to the building.

> *Standard 5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.*

> The project as currently designed will result in changes to the window openings and sills and the limestone water table, distinctive features and finishes at the façade.

Standard 9. 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.

> The proposed changes to the windows and water table will destroy historic materials that characterize the property.

If the proposed sidewalk cannot be redesigned to accommodate DOMI's needs alongside the Standards, the state and federal tax credits for the Allegheny Branch House Lofts project could be jeopardized. The project is already under construction. To avoid threats to the state and federal tax credits, we urge rapid action to find a mutually agreeable solution. We are willing to make PA SHPO staff available for in-person discussions to assist in these discussions.

Allegheny Commons Historic District
The Allegheny Commons Historic District was listed in the National Register under Criterion A for Community Planning and Development and under Criterion C for Landscape Architecture. The document indicates the fencing along the railroad will be replaced to match the decorative fencing along the rail corridor; no mature trees will be affected; a retaining wall will be replaced and there will be grading changes. Two sections of a low brick retaining wall from the Simonds & Simonds mid 1960s redesign will be impacted and a permanent right of way totaling .09 acre will be required. The sidewalk will be replaced in-kind. Given the number of changes to landscape features within the National Register-listed Allegheny Commons Historic District, there is the potential for an adverse effect. The PA SHPO would like documentation of consultation with the Pittsburgh Parks Conservancy regarding efforts to minimize impacts to the district. This can be presented at the upcoming May 2, 2023 consulting party meeting and as an addendum to the effect report.

Allegheny Second Ward Industrial District
The Allegheny Second Ward Industrial Historic District is eligible for the National Register under Criterion A in the areas of Industry and Commerce and under Criterion C as a significant and distinguishable entity whose components who lack individual distinction. (*Note: This is a correction to the Determination of Eligibility (DOE) letter that was issued in November of 2019 which stated the district was eligible under Criterion C in the area of Architecture*.) The proposed new bridge, alterations to the International Harvester Building, and changes to sidewalks and grades, will not affect the ability of the district to convey its industrial and commercial significance. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Allegheny Second Ward Industrial District.

Allegheny City Stables Building
The Allegheny City Stables Building is eligible for listing in the National Register under Criterion A in the area of Politics/Government. The new bridge and elevated street and sidewalk grades along West North Avenue do not have the potential to affect the significance of the district. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Allegheny City Stables Building.

Mexican War Streets Historic District
The Mexican War Streets Historic District was listed in the National Register under Criterion A for Social/Humanitarianism and Urban Planning and Criterion C for Architecture. The project will introduce new visual elements into the setting of the district, including the bridge and elevated street and sidewalk grades along Brighton Road and West North Avenue. These changes will not affect the significance of the district. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Mexican War Street Historic District.

Allegheny West Historic District
The Allegheny West Historic District was listed in the National Register under Criterion A for Social History and Criterion C for Architecture. The project will introduce new visual elements including a new bridge and elevated street and sidewalk grades. These changes will not affect the significance of the district. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Allegheny West Historic District.

Pennsylvania Avenue Bridge

Allegheny Second Ward Industrial District
The proposed new Pennsylvania Avenue bridge, alterations to 901 Pennsylvania Avenue, and changes to sidewalks will not affect the ability of the district to convey its industrial and commercial significance. Therefore, in our opinion, based on the information received and available within our files, the Pennsylvania Avenue Bridge Project will not adversely affect the Allegheny Second Ward Industrial District.

Pedestrian Bridge

We remain concerned about the potential of the proposed pedestrian bridge to affect the National Register-listed Allegheny Commons Historic District as it will result in physical impacts and introduce a new feature in the setting of the district. As outlined in our letter of January 13, 2023, the pedestrian bridge should be addressed as part of the project undertaking. We require more information on location, excerpts from the Allegheny Commons Master Plan that indicate the purpose and need, photographs of area, and any preliminary plans. This can be provided at the upcoming May 2, 2023 consulting party meeting and as an addendum to the effect report.

Minimization

As outlined in our letter of December 13, 2022, the purpose of minimization is to lessen the potential effects of a project on historic properties. Minimization measures can be commemorated in the project agreement but should not be misconstrued as mitigation. We note the following minimization measures have been identified for the project.

- Consultation on the design of the West North Avenue Bridge, adjacent features, and landscaping (including the low brick wall) in the Allegheny Commons Historic District.

- Consultation on the design of the new pedestrian bridge in the Allegheny Commons Historic District.

- Consultation on the design of the sidewalk, landscaping and related features adjacent to the International Harvester Building.

- Consultation on protection for/repairs to contributing features within the Pennsylvania Railroad: Main Line (Harrisburg and Pittsburgh) Railroad Corridor Historic District including bridge abutments, retaining walls and decorative fencing.

Mitigation

As stated in our response letter of January 13, 2023, the proposed project will adversely affect the Pennsylvania Railroad: Main Line (Harrisburg and Pittsburgh) Railroad Corridor Historic District due to the replacement of the West North Avenue Bridge, a contributing feature. The project also has the potential to affect the International Harvester Building and the Allegheny Commons Historic District, depending on the results of continued consultation to avoid adverse effects to these historic properties.

Mitigation involves compensation for the loss or diminishment of the integrity of a historic property. As noted in past correspondence, the PA SHPO maintains Criteria for Meaningful Mitigation: https://www.phmc.pa.gov/Preservation/About/Documents/Criteria%20for%20Determining%20Mea

ningful%20Mitigation.pdf for use in development and assessing the appropriateness of mitigation. Guidance published by the Advisory Council on Historic Preservation (ACHP) indicates mitigation should be in the public interest, address concerns or interests of the consulting parties, and enhance the preservation and management of National Register-listed or eligible resources: https://www.achp.gov/Section_106_Archaeology_Guidance/Questions%20and%20Answers/Reaching%20agreement%20on%20Appropriate%20Treatment.

In addition, the mitigation should be identified as part of a consultative process that involves an active exchange of information between the PA SHPO and all the consulting parties. By its very nature, the consultative component of the review process presents opportunities for the development of creative and innovative measures for the resolution of adverse effects. To date, there have been no consulting party meetings/collective discussions at which mitigation was presented and discussed. We understand the reconstruction of a pedestrian bridge over the railroad was developed as part of a mediation process ordered by the Public Utility Commission (PUC), separate from the Pennsylvania History Code process. The identification of the pedestrian bridge as a potential mitigation option should not preclude consideration of other mitigation ideas.

We look forward to continued consultation on the project. For questions concerning this review and/or for future consultation, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

Emma Diehl

Emma Diehl
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

July 25, 2024

Sent Via PA-SHARE

RE: ER Project # 2018PR13984.034, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Submitter,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Archaeological Resources
No Archaeological Concerns - Environmental Review - Negative Survey Report/Negative Survey Form

This report meets our standards and specifications as outlined in Guidelines for Archaeological Investigations in Pennsylvania (SHPO 2021) and the Secretary of the Interior's Guidelines for Archaeological Documentation. We agree with the recommendations of this report, and in our opinion, no further archaeological work is necessary for this project. If project plans should change and/or you should be made aware of historic property concerns, please reinitiate consultation with our office using PA-SHARE.

For questions concerning archaeological resources, please contact Kristen Walczesky at kwalczesky@pa.gov.

Sincerely,

Emma Diehl
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

October 2, 2024

Tim Zinn
Michael Baker International, Inc.
100 Airside Drive
Moon Township, PA 151080000

RE: ER Project # 2018PR13984.036, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Tim Zinn,

Thank you for the Determination of Effects Report Addendum for the above listed project. This addresses changes that have been made to the project designs, including removal of the Washington Avenue Bridge and the Columbus Avenue Bridge projects and changes to designs for the Allegheny Commons Pedestrian Bridge and the West North Avenue Bridge projects. Our office commented on the potential effects of the various projects in previous response letters.

Above Ground Resources
Assessment of Effect
The following historic properties will not be adversely affected by the above listed projects due extensive coordination with local preservation interests and efforts made to minimize adverse effects: Allegheny Commons Historic District (Resource # 1999RE00182); Allegheny Second Ward Industrial Historic District (Resource # 2019RE06933); and the International Harvester Company of America: Pittsburg Branch House (Resource #2020RE00935). We agree that the project has the potential to adversely affect historic properties, specifically the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) (Resource # 1993RE01080), due to the removal of the West North Avenue Bridge, a contributing feature. Therefore, an overall project finding of **Historic Properties Adversely Affected** is appropriate. It is our opinion there has been adequate consideration of alternatives to avoid and minimize effects to the railroad district through the Design Advisory Team meetings and other consultation. We agree with the proposed minimization measures and request they be commemorated in the mitigation agreement for the project.

Resolution of Adverse Effect
Regarding mitigation, we have received your proposal to repair and paint the wrought-iron fencings along the south side of the rail corridor within the Allegheny Commons Historic District between the West North Avenue and Allegheny Commons Pedestrian Bridge. Our letter of June 13, 2023, notes the following as an identified minimization measure: “Protection for/repairs to contributing features within the Pennsylvania Railroad district including bridge abutments, retaining walls, and decorative fencing.” Were repairs to the fencing, which is a contributing feature within the railroad district, part of the larger project, or is this an item that is being added to offset the loss of the West North Avenue Bridge, also a contributing resource to the Pennsylvania Railroad district?

Additional mitigation ideas have been presented over the course of the consultation for the project. Please provide documentation of consideration of these ideas and any other suggested by consulting parties to the project:

- Placement of public art (murals) within the railroad corridor
- Restoration of stone building near the tennis courts

- Additional ideas outlined in the plan for Allegheny Commons Park

Continued Consultation
The local preservation interests have until October 12, 2024 to provide their comments on the Determination of Effect Report. Please provide a copy of any comments received to our office.

For questions concerning above ground resources, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

Barbara Frederick
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

November 14, 2024

Sent Via PA-SHARE

RE: ER Project # 2018PR13984.037, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Submitter,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources
SHPO Sends Comments - Environmental Review - SHPO Sends Above Ground Comments

We are in agreement with the proposed minimization and mitigation measures for the above listed project, as outlined in your letter of October 24, 2024. Provided no additional consulting parties to this project have comments or concerns about the proposed minimization and mitigation measures, we request you prepare a draft agreement outlining the identified commitments.

For questions concerning above ground resources, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

Barbara Frederick
Environmental Review Division Manager

MITIGATION AGREEMENT

This mitigation agreement is between the Pennsylvania Department of Transportation ("PennDOT"), the Pennsylvania Historical and Museum Commission ("PHMC") through its State Historic Preservation Office ("SHPO"), and Norfolk Southern Railway Company ("Norfolk Southern").

PennDOT proposes to provide financial assistance to Norfolk Southern for the Pittsburgh Vertical Clearance Projects in the City of Pittsburgh, Allegheny County ("Projects"). PennDOT has determined, in consultation with the SHPO, that the Projects will have an adverse effect on the on the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District, which is eligible for inclusion in the National Register of Historic Places.

PennDOT has consulted on measures to avoid, minimize, and mitigate the Project impacts to these historic resources with the SHPO and the following individuals and organizations: Norfolk Southern; Pittsburgh History and Landmarks Foundation; Preservation Pittsburgh; Young Preservationists Association of Pittsburgh; Rivers of Steel Heritage Corporation; Allegheny Commons Initiative; Allegheny Towne Corporation; Allegheny West Civic Council; Mexican War Streets Society, Northside Leadership Conference; Pittsburgh Parks Conservancy; City of Pittsburgh Department of City Planning; City of Pittsburgh Department of Mobility and Infrastructure; City of Pittsburgh Department of Public Works; City of Pittsburgh Forestry Division, Pittsburgh City Councilman Bobby Wilson; Robert and Carole Malakoff; Annette C. Trunzo; Margarete S. McNamara; Costello Real Estate Development LLC; Gramax LLC; BG284 Properties LLC; Q Development LLC; Ellyn, Inc.; North Side Scrap Metals, Inc.; and Pittsburghers for Public Transit.

PennDOT created a Design Advisory Team ("DAT") including consulting parties, Allegheny Commons Park stakeholders, and the PHMC to assist in the development of context-sensitive design solutions for the W. North Avenue Bridge and the Allegheny Commons Pedestrian Bridge and to minimize physical impacts to the landscape of the Allegheny Commons Historic District in conformance with the *Master Plan for Allegheny Commons*.

The parties, intending to be legally bound, agree as follows:

1. Minimization and Mitigation. The execution of this agreement by the parties and implementation of its terms evidences that PennDOT and Norfolk Southern have satisfied their responsibilities under the Pennsylvania History Code for the Projects and have consulted with, and sought the advice of, PHMC. This agreement sets forth all the minimization and mitigation measures that PennDOT and Norfolk Southern will perform to comply with the Pennsylvania History Code for the Projects.

2. Norfolk Southern Obligations.

    a. In the contract to construct the Projects and during project construction, Norfolk Southern shall require the selected contractor to do the following:

        (i) The sidewalk fronting the International Harvester Company of America: Pittsburgh Branch House will be narrowed and separated from the front of the building by a curb to avoid obscuring any of the first-floor display windows, and planter boxes will be placed in front of the display windows

in accordance with Sheet 1 of the North Avenue Plan Sheet 100% Submission (Exhibit B).

(ii) Replacement of the W. North Avenue Bridge will be completed in accordance with the DAT-approved context-sensitive design elements contained in the 100% Plans for the bridge, associated walls and barriers, on-structure and off-structure planters, and benches (Exhibit C).

(iii) Replacement of the missing brick garden wall along W. North Avenue and Brighton Road between the sidewalk and Allegheny Commons Historic District will be completed in accordance with the SOI Standards and as detailed in the Project Specifications: Reconstruction of Missing Brick Garden Wall in Allegheny Commons Historic District (Exhibit D).

(iv) Replacement of the Allegheny Commons Pedestrian Bridge will be completed in accordance with the DAT-approved, context-sensitive design elements contained in the 90% Plans (Exhibit E).

(v) Repair and paint the wrought iron fencing along the south side of the rail corridor within Allegheny Commons Park from W. North Avenue to the Allegheny Commons Pedestrian Bridge in accordance with the SOI Standards and as detailed in the Project Specifications: Decorative Fence Repair and Painting (Exhibit F).

b. Environmental Commitments. Norfolk Southern shall perform, or ensure that its contractor performs, the environmental commitments in the Level 2 Environmental Document for the Projects. The Level 2 Environmental Document is found in PennDOT's technical files for the Project.

2. Administrative Stipulations.

a. Personnel Qualifications. Norfolk Southern shall ensure that all archaeological work carried out pursuant to this agreement is carried out by, or under the direct supervision of, a person or persons meeting, at a minimum, the Secretary of the Interior's Professional Qualifications Standards for Archaeologists, and that all historic preservation work is carried out by, or under the direct supervision of, a person or persons meeting, at a minimum, the Secretary of the Interior's Professional Qualification Standards for Architectural Historian Professionals.

b. Late Discoveries. If any unanticipated discoveries of historic properties or archaeological sites are encountered during the implementation of this undertaking, Norfolk Southern shall suspend work in the area of the discovery, and Norfolk Southern shall immediately notify PennDOT and the SHPO. PennDOT shall notify, within 24 hours, the SHPO, and, if applicable, federally recognized Tribes or Nations that attach religious or cultural significance to the affected property. The SHPO, PennDOT, Norfolk Southern and tribal representatives, as appropriate, may conduct a joint field view within 72 hours of the notification. PennDOT, in consultation with the

appropriate parties, will determine an appropriate treatment of the discovery prior to the resumption of construction activities in the area of the discovery. Norfolk Southern shall implement the treatment of the discovery.

3. General Provisions.

   a. Commonwealth Standard Provisions. Norfolk Southern shall comply with the Commonwealth provisions attached as Exhibit A. The term "Contractor" when used in Exhibit A refers to Norfolk Southern.

   b. Amendments and Modifications. No alterations or variations to this agreement are valid unless made in writing and signed by the parties. Amendments to this agreement must be accomplished through a formal written document signed by the parties with the same formality as the original agreement, except that any of the time periods specified in this agreement may be modified by letter signed by the points of contact for each party and approved for form and legality by PennDOT's Office of Chief Counsel.

   c. Reservation of Rights. The parties reserve any rights they may have relating to the listing or identification of historic properties or operations or use of their properties for roadway or rail transportation purposes. Norfolk Southern reserves all rights under 54 U.S.C. §302105.

   d. Points of Contact. The points of contact for the parties are as follows:

      (i) For PennDOT: Deputy Secretary for Multimodal Transportation, Pennsylvania Department of Transportation, P.O. Box 3151, 400 North Street, Harrisburg, PA 17120, Telephone Number: (717) 787-3310.

      (ii) For SHPO: Deputy SHPO, 400 North Street, 2nd Floor, Harrisburg, PA 17120, Telephone Number: (717) 787-4215.

      (iii) For Norfolk Southern: Chief Engineer of Design & Construction, Norfolk Southern Corporation, 650 West Peachtree Street, NW, Atlanta, GA 30308, Telephone Number: (404) 213-5055.

      Any party may change its point of contact by providing written notice to all other parties.

   e. Assignment. This agreement may not be assigned, either in whole or in part, without written consent from all parties.

   f. Term. The term of this agreement will commence on the date of the last signature and will remain in effect for five years thereafter. All work on the Projects shall conform to this agreement even if the work is started before the term commences.

   g. Entire Understanding. This agreement represents the entire understanding between the parties. No other prior or contemporaneous oral or written understandings exist with regards to this relationship.

h. Counterparts. This agreement may be executed in counterparts, each of which are deemed an original and have the full force and effect as an original but all of which constitute one and the same instrument.

[SIGNATURE PAGES FOLLOWS.]

The parties, through their authorized representatives, have signed this agreement below.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

Meredith Biggica 03/19/2025

Meredith Biggica Date
Deputy Secretary for Multimodal Transportation

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

Andrea L. MacDonald
Digitally signed by Andrea L. MacDonald
Date: 2025.03.12 09:43:42 -04'00'

Andrea MacDonald Date
Director, State Historic Preservation Office

APPROVED AS TO FORM AND LEGALITY:

Catherine N. Lantzy
Digitally signed by Catherine N. Lantzy
Date: 2025.03.12 09:54:13 -04'00'

Office of Chief Counsel PHMC Date

Digitally signed by Neal Thomas Brofee
Date: 2025.03.21 13:08:37 -04'00'

Office of Chief Counsel PennDOT Date

kellysmith
Digitally signed by kellysmith
DN: dc=LCL, dc=PA, ou=CWOPA, ou=GC, ou=OGC, ou=USERS, cn=kellysmith
Date: 2025.04.09 21:05:15 -04'00'

Deputy General Counsel Date
Office of General Counsel

Katherine P. Zimmermann
Digitally signed by Katherine P. Zimmermann
DN: cn=Katherine P. Zimmermann, o=Pennsylvania Office of Attorney General, ou=Legal Review Section, email=kzimmermann@attorneygeneral.gov, c=US
Date: 2025.04.23 10:01:13 -04'00'

Deputy Attorney General Date
Office of Attorney General

NORFOLK SOUTHERN RAILWAY COMPANY

3/10/25

Alan Johnson Date
Chief Engineer of Design & Construction

APPROVED AS TO FORM AND LEGALITY:

3/10/25

Matthew Gernand Date
General Counsel – Environmental

Michael Baker INTERNATIONAL 85 YEARS 1940 2025 HFF

We Make a Difference

May 8, 2025

Ms. Barbara Frederick
Pennsylvania State Historic Preservation Office
Commonwealth Keystone Building, Second Floor
400 North Street
Harrisburg, PA 17120

RE: ER Project # 2018PR13984, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Ms. Frederick:

On behalf of Norfolk Southern and PennDOT, I am writing to inform you of some minor revisions to the plans for the Pennsylvania Avenue replacement bridge that will require adjustments to the temporary construction easements and small permanent sliver takes from the USPS parcel, which differ from the amounts reported in the 2022 Determination of Effects Report. The additional easements and acquisitions are resulting from the decision to replace the existing bridge abutments dating from 1985-1986 when the Pennsylvania Avenue Bridge was last replaced. The two historic properties within the Pennsylvania Avenue Bridge Project area of potential effects are the Pennsylvania Railroad: Mainline (Pittsburgh to Ohio State Line) Railroad Corridor Historic District and the Allegheny Second Ward Industrial Historic district.

The project will result in approximately 0.009 acres of permanent and 0.007 acres of temporary impacts to the railroad corridor historic district but will not impact the qualifying characteristics that make the district eligible for the NRHP. The impacts are needed to replace the bridge abutments and for temporary excavation support and protection during construction. The bridge abutments were not determined to be contributing elements to the historic district. No character-defining features of the Pennsylvania Railroad: Mainline (Pittsburgh to Ohio State Line), including the poured concrete retaining wall with stone coping, decorative wrought iron fencing, or standard railroad safety fencing will be altered with the addition of the new abutments.

The project will result in approximately 0.020 acres of permanent and 0.049 acres of temporary impacts from within the Allegheny Second Ward Industrial Historic District but will not impact the qualifying characteristics that make the district eligible for the NRHP. The impacts are needed to replace the bridge abutments and for temporary excavation support and protection during construction. Other temporary impacts consist of sidewalk and driveway reconstruction

and elevation adjustments along Pennsylvania Avenue. The nearest contributing building of the historic district is the House of Metal Building at 901 Pennsylvania Avenue. No additional impacts other than the changes to sidewalks detailed in the 2022 Determination of Effects Report will result from the construction of the new bridge abutments.

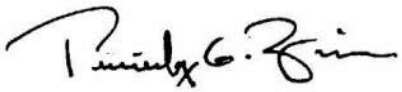
These minor changes in scope will not result in a higher level of effect on historic properties and will not necessitate changes to the mitigation agreement. Because of this, we are not requesting comment or concurrence.

Attached for your reference are updated plan sheets (Attachment 1).

Should you have any questions on the attached information, please contact me at your convenience.

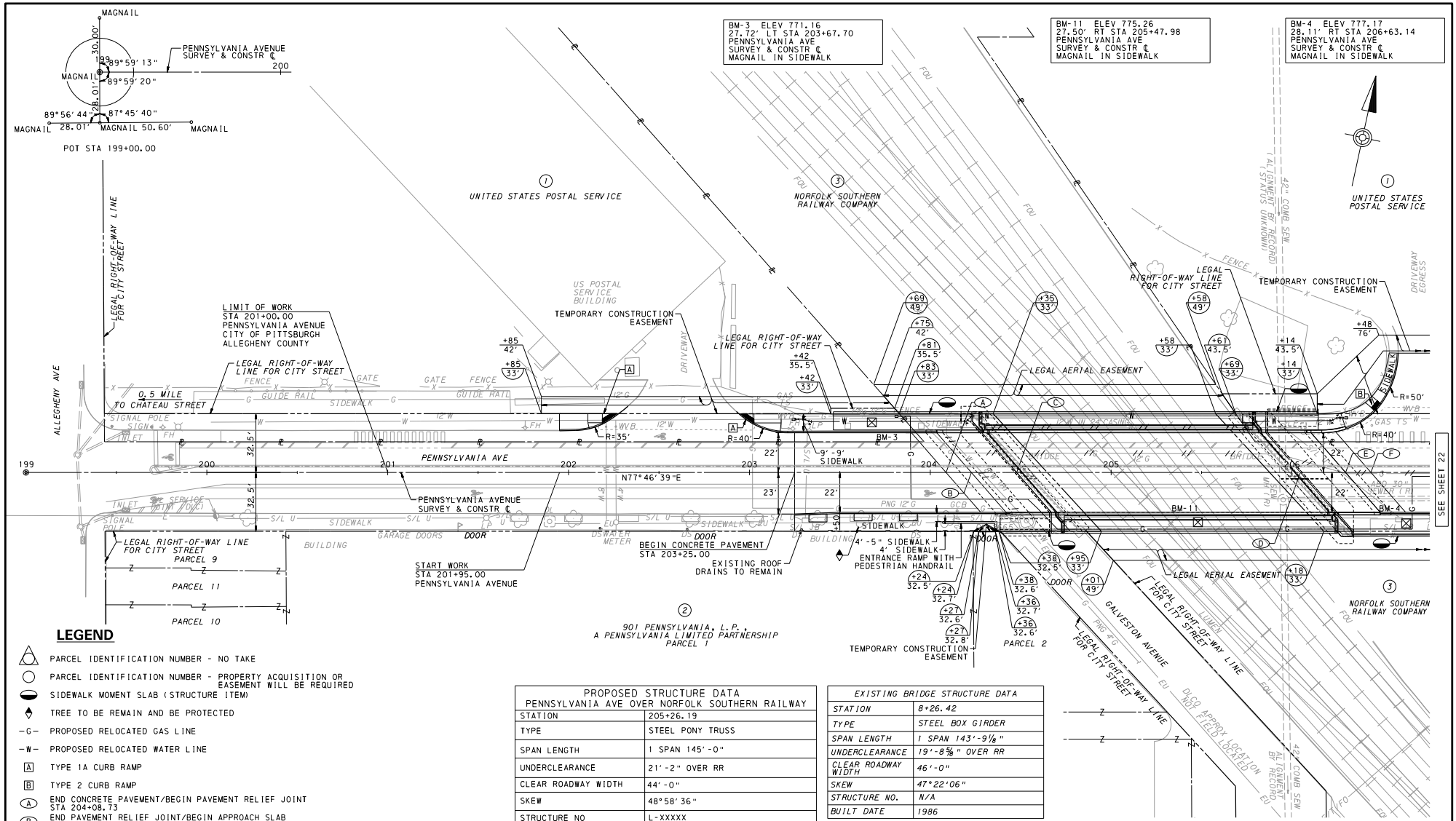
Sincerely,

MICHAEL BAKER INTERNATIONAL, INC.



Timothy G. Zinn | Senior Associate, Department Manager - Historic Preservation

Attachment 1—Project Plans



LEGEND

- PARCEL IDENTIFICATION NUMBER - NO TAKE
- PARCEL IDENTIFICATION NUMBER - PROPERTY ACQUISITION OR EASEMENT WILL BE REQUIRED
- SIDEWALK MOMENT SLAB (STRUCTURE ITEM)
- TREE TO BE REMAIN AND BE PROTECTED
- —G— PROPOSED RELOCATED GAS LINE
- —W— PROPOSED RELOCATED WATER LINE
- [A] TYPE 1A CURB RAMP
- [B] TYPE 2 CURB RAMP
- (A) END CONCRETE PAVEMENT/BEGIN PAVEMENT RELIEF JOINT STA 204+08.73
- (B) END PAVEMENT RELIEF JOINT/BEGIN APPROACH SLAB STA 204+22.73
- (C) END APPROACH SLAB/BEGIN STRUCTURE STA 204+47.73
- (D) END STRUCTURE/BEGIN APPROACH SLAB STA 206+04.66
- (E) END APPROACH SLAB/BEGIN PAVEMENT RELIEF JOINT STA 206+29.66
- (F) END PAVEMENT RELIEF JOINT/BEGIN CONCRETE PAVEMENT STA 206+43.66

HORIZONTAL
SCALE: 1"=25'
25' 0 25' 50'

PROPOSED STRUCTURE DATA PENNSYLVANIA AVE OVER NORFOLK SOUTHERN RAILWAY	
STATION	205+26.19
TYPE	STEEL PONY TRUSS
SPAN LENGTH	1 SPAN 145'-0"
UNDERCLEARANCE	21'-2" OVER RR
CLEAR ROADWAY WIDTH	44'-0"
SKEW	48°58'36"
STRUCTURE NO	L-XXXXX
RECOMMENDED DATE	TBD

EXISTING BRIDGE STRUCTURE DATA	
STATION	8+26.42
TYPE	STEEL BOX GIRDER
SPAN LENGTH	1 SPAN 143'-9 1/8"
UNDERCLEARANCE	19'-8 5/8" OVER RR
CLEAR ROADWAY WIDTH	46'-0"
SKEW	47°22'06"
STRUCTURE NO.	N/A
BUILT DATE	1986

FOR INTERSECTION DETAIL, SEE SHEET 15
FOR PROFILE, SEE SHEET 23
FOR CONTOUR, GRADING AND DRAINAGE PLAN, SEE SHEET 25

SURVEY BOOK NS MBI NORTH AVE PENNSYLVANIA AVE BOOK 1

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN RAILWAY COMPANY
ENGINEERING DEPARTMENT
PITTSBURGH
OPERATING DIVISION
OFFICE OF THE CHIEF ENGINEER – DESIGN AND CONSTRUCTION – ATLANTA, GA.

REV.	BY	DATE	DESCRIPTION

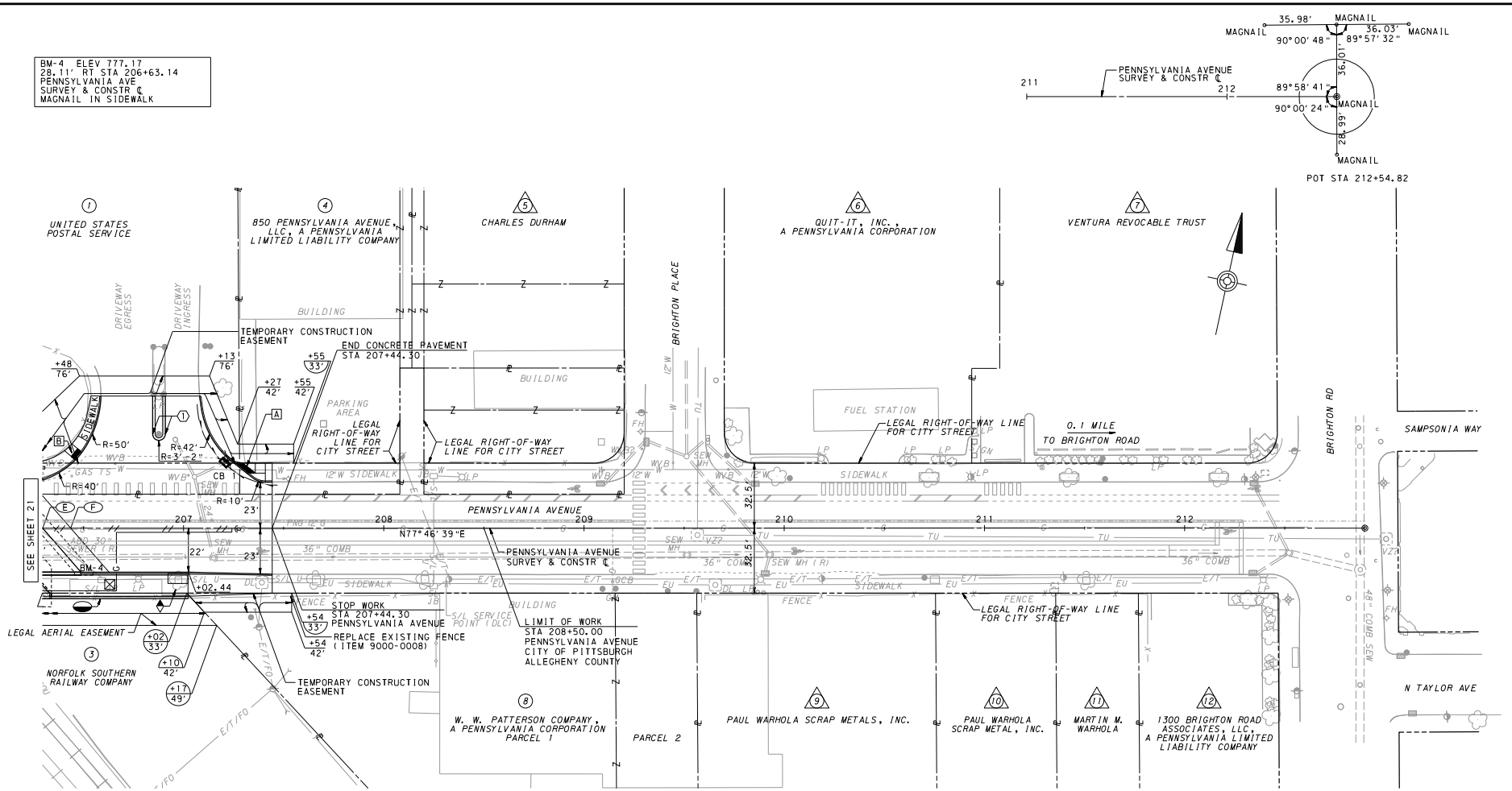
PROJECT: PITTSBURGH, PENNSYLVANIA
TITLE: PENNSYLVANIA AVENUE OHB
PLAN

DSN	JAH	PID No.	D2122	WBS	1290818-0H77
DWN	WRB	FILE No.	BR0027859		
CHK	CAB	DATE	4/2/2025		

SCALE FOOT: PC 1.82
DRAWING NUMBER: PC-1.82 25 21

CADD FILE: BR_Pennsyl_Ave_plan.dgn

CADD FILE: NS_Pennsyl_Ave_plan.dgn



LEGEND

- PARCEL IDENTIFICATION NUMBER - NO TAKE
- PARCEL IDENTIFICATION NUMBER - PROPERTY ACQUISITION OR EASEMENT WILL BE REQUIRED
- SIDEWALK MOMENT SLAB (STRUCTURE ITEM)
- TREE TO BE REMAIN AND BE PROTECTED
- -G- PROPOSED RELOCATED GAS LINE
- [A] TYPE 1A CURB RAMP
- [B] TYPE 2 CURB RAMP
- (1) PLAIN CONCRETE MOUNTABLE CURB, TYPE B
- (F) END PAVEMENT RELIEF JOINT/BEGIN CONCRETE PAVEMENT STA 206+43.66

HORIZONTAL

SCALE: 1"=25' (25' 0 25' 50')

FOR INTERSECTION DETAIL, SEE SHEET 15
FOR PROFILE, SEE SHEET 24
FOR CONTOUR, GRADING AND DRAINAGE PLAN, SEE SHEET 26

SURVEY BOOK NS MBI NORTH AVE PENNSYLVANIA AVE BOOK 1

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH
OPERATING DIVISION
OFFICE OF THE CHIEF ENGINEER – DESIGN AND CONSTRUCTION – ATLANTA, GA.

REV	BY	DATE	DESCRIPTION
000000			

TITLE: PITTSBURGH, PENNSYLVANIA
PENNSYLVANIA AVENUE OHB
PLAN

DSN	JAH	PID No.	D2122	WBS	1290818-OH77
DWN	WRB	FILE No.	BR0027859		
CHK	CAB	DATE	4/2/2025		

SCALE FOOT: PC 1.82
DRAWING NUMBER: PC-1.82 25 22
CADD FILE: BR_Pennsyl_Ave_plan.dgn

CADD FILE: NS_Pennsyl_Ave_plan.dgn

Michael Baker
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APPENDIX D

Section 2002 Forms

pennsylvania
DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Section 4(f) Non-Applicability/No Use

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Amtrak Station Project	**FPN:**	N/A	**MPMS:**	N/A

SELECT ONE: ☐ **EIS** ☐ **EA** ☐ **CE** ☐ **EER** ☒ **ED**

PROJECT DESCRIPTION:
(Provide a concise but thorough description of the proposed action.)

The Amtrak Station Project is located in the City of Pittsburgh, Allegheny County, Pennsylvania (**Attachment A - Figure 1**). The proposed project would modify the existing trainshed by lessening the bottom portion of the girders at designated areas to increase the clearance from the top of rail to the bottom of the girders supporting the canopy structure. The bottom flange and a portion of the web of the existing girder would be removed over Tracks 1 and 2. To maintain the structural capacity, angles and plates would be retrofitted to the bottom of the existing girder to create a built-up shape. The project would not require any existing utility adjustments. No underground work is anticipated outside of the two column foundations. No work is anticipated on the roof other than the replacement of the exhaust chutes. Abandoned utilities that may be encountered will be removed and capped off as necessary).

IDENTIFICATION OF SECTION 4(f) PROPERTY:
(List the property and provide a description of the property as per Chapter 6 of the *Section 4(f)/Section 2002 Handbook*. Attach a map, photo(s), etc. as appropriate.)

Pennsylvania Railroad Station (Attachment A – Figure 2): Currently known as Union Station, this station was listed in the National Register of Historic Places (NRHP) on April 22, 1976, under Criterion A for its association with rail transportation and under Criterion C for its architectural merit as an excellent example of the Beaux Arts architectural style and for its association with architect D.H. Burnham. The attached trainshed was replaced in the 1950s and is a contributing element of the Pennsylvania Railroad Station boundary, as well as the rotunda, the plaza area leading to Liberty Avenue, the undergrade bridge at Liberty Avenue, and the entire length of the train platform (**Attachment B – Photographs 1-3**).

Rotunda of the Pennsylvania Railroad Station (Attachment A – Figure 2): The rotunda was listed in the NRHP on April 11, 1973, under Criterion A for its association with rail transportation and Criterion C for its architectural merit as an excellent example of the Beaux Arts architectural style (**Attachment B – Photograph 1**).

Pennsylvania Railroad Main Line from Harrisburg to Pittsburgh Railroad Corridor District (Attachment A – Figure 2): The railroad was previously determined eligible for

pennsylvania DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Section 4(f) Non-Applicability/No Use

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Amtrak Station Project	**FPN:**	N/A	**MPMS:**	N/A

listing in the NRHP under Criteria A and C as a railroad corridor historic district for its state-wide significance in transportation, economy, and the development of Pennsylvania's industries and communities. The project area contains the following contributing elements to the railroad corridor historic district: the Pennsylvania Railroad Station and the Rotunda; trainshed; the plaza area leading to Liberty Avenue; and the full length of the train platform, which is, in part, supported by an undergrade bridge at Liberty Avenue (**Attachment B – Photographs 1-3**).

OFFICIAL WITH JURISDICTION OVER SECTION 4(f) PROPERTY:

1. Identify agency with jurisdiction:
   Pennsylvania Historical and Museum Commission (PHMC)

2. Name and title of contact person at agency:
   Andrea MacDonald, Bureau Director/Deputy State Historic Preservation Officer

DETERMINATION OF NON-APPLICABILITY:

PennDOT has the autonomy to decide the applicability of Section 4(f) protection. However, per the *Section 4(f)/Section 2002 Handbook*, PennDOT is advised to consult with FHWA with questionable circumstances by completing the appropriate forms or through other means of correspondence.

Indicate which of the following apply (More than one may be applicable, indicate all that apply):
*(*Requires concurrence by the official with jurisdiction over the Section 4(f) property.) Provide additional information regarding each checked item.*

☒ 1. The project area includes a Section 4(f) property but results in no permanent incorporation or conversion of land into a transportation facility, no temporary occupancy, or does not result in a constructive use as determined by FHWA.

All work will be conducted inside the existing station. No required right-of-way or temporary easements will be required for access (**Attachment A – Figure 3**). Additionally, there would be no adverse effect on the **Pennsylvania Railroad Station, Rotunda of the Pennsylvania Railroad Station, and Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District** as the result of the project. Therefore, there will be no constructive use.

☐ *2. The project is a bike or walkway project sponsored by the officials with jurisdiction over the Section 4(f) property [Negative Declaration applies]. (***Note:*** does not require FHWA signature).

pennsylvania
DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Section 4(f) Non-Applicability/No Use

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Amtrak Station Project	**FPN:**	N/A	**MPMS:**	N/A

☐ *3. The project involves permanent acquisition of land within the boundaries of a historic district, but the land to be used does not contribute to the characteristics that make the district eligible for the *National Register* or has been determined to be part of a non-contributing element.

☐ *4. The project involves a multiple-use facility (state, federal, National Forest, large municipal-owned land, etc.) but does not impact an area that is managed for/functions specifically as a Section 4(f) property.

☐ *5. The project involves an aerial crossing of a Section 4(f) property, but it does not impact the qualifying characteristics of the property, or it does not result in the conversion of land into a transportation facility, such as placement of a bridge over a historic railroad yard.

☐ *6. The project involves activities within the existing transportation right-of-way and would not result in proximity impacts that would substantially impair the features, activities, or attributes that make the property eligible for protection under Section 4(f).

☐ *7. The project involves underground activities such as tie-backs, horizontal borings, etc. and does not impact the qualifying characteristics of the Section 4(f) property or involve archaeology that warrants preservation in place.

☐ *8. The project involves the restoration, rehabilitation, or maintenance of transportation facilities that are on or eligible for the *National Register* and would not adversely affect the historic qualities of the facility that caused it to be on or eligible for listing.

☐ *9. The project involves a transportation enhancement or is a mitigation project where the use of the Section 4(f) property is solely for the purpose of preserving or enhancing the activities, features, or attributes that qualify the property for Section 4(f) protection.

☐ *10. The project involves improvements to the interstate system, but does not require the use of any

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On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Section 4(f) Non-Applicability/No Use

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Amtrak Station Project	**FPN:**	N/A	**MPMS:**	N/A

interstate elements formally designated by FHWA for Section 4(f) protection on the basis of national or exceptional historic significance.

☐ *11. The project involves certain trails, paths, bikeways, and sidewalks where (1) the trail-related project is funded under the Recreational Trails Program (23 U.S.C. 206(h)(2); (2) the trail is a national historic trail designated under the National Trails System Act (with the exception of segments that are historic sites) (16 U.S.C. 1241-1251); (3) the trail/path/bikeway/sidewalk occupies a transportation facility right-of-way and can be maintained somewhere within that right-of-way; or (4) the trail/path/bikeway/sidewalk is part of the local transportation system and functions primarily for transportation.

Provide additional information regarding each checked item:

N/A

SUMMARY AND DETERMINATION:

The proposed action will not involve temporary or permanent incorporation or conversion of Section 4(f) land into a transportation facility, including construction easements and/or staging, therefore the proposed action does not constitute a use within the meaning of Section 4(f).

Section 4(f) Property: **Pennsylvania Railroad Station, Rotunda of the Pennsylvania Railroad Station Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District**

Official with Jurisdiction: **PHMC** Date:

(Optional: other documentation such as attached letters or meeting minutes may be used in replacement of signing this page)
Other documentation is included in the following Attachment:
Attachment C

Name and Organization of Preparer: Amy Pinizzotto, Michael Baker International Date: 2/14/2025

Project Manager: Dina A. Salemi Digitally signed by Dina A. Salemi Date: 2025.06.06 09:45:29 -04'00' Date:

Environmental Manager: markyoung Digitally signed by markyoung Date: 2025.06.03 16:03:28 -04'00' Date:

pennsylvania
DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Section 4(f) Non-Applicability/No Use

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Amtrak Station Project	**FPN:**	N/A	**MPMS:**	N/A

PennDOT, BOPD: Meredith Biggica Date: 06/09/2025

FHWA: Date:

List Section 4(f) environmental commitments associated with this non-applicability/no use that are part of this project:

N/A

Typical attachments for this form include, but are not limited to:

- Project location map
- Map of affected Section 4(f) property and other Section 4(f) property(ies) in the project vicinity
- Photographs of the Section 4(f) property
- Project plan sheet
- Correspondence with the official with jurisdiction
- Public involvement information

Michael Baker
INTERNATIONAL

ATTACHMENT A

Figures

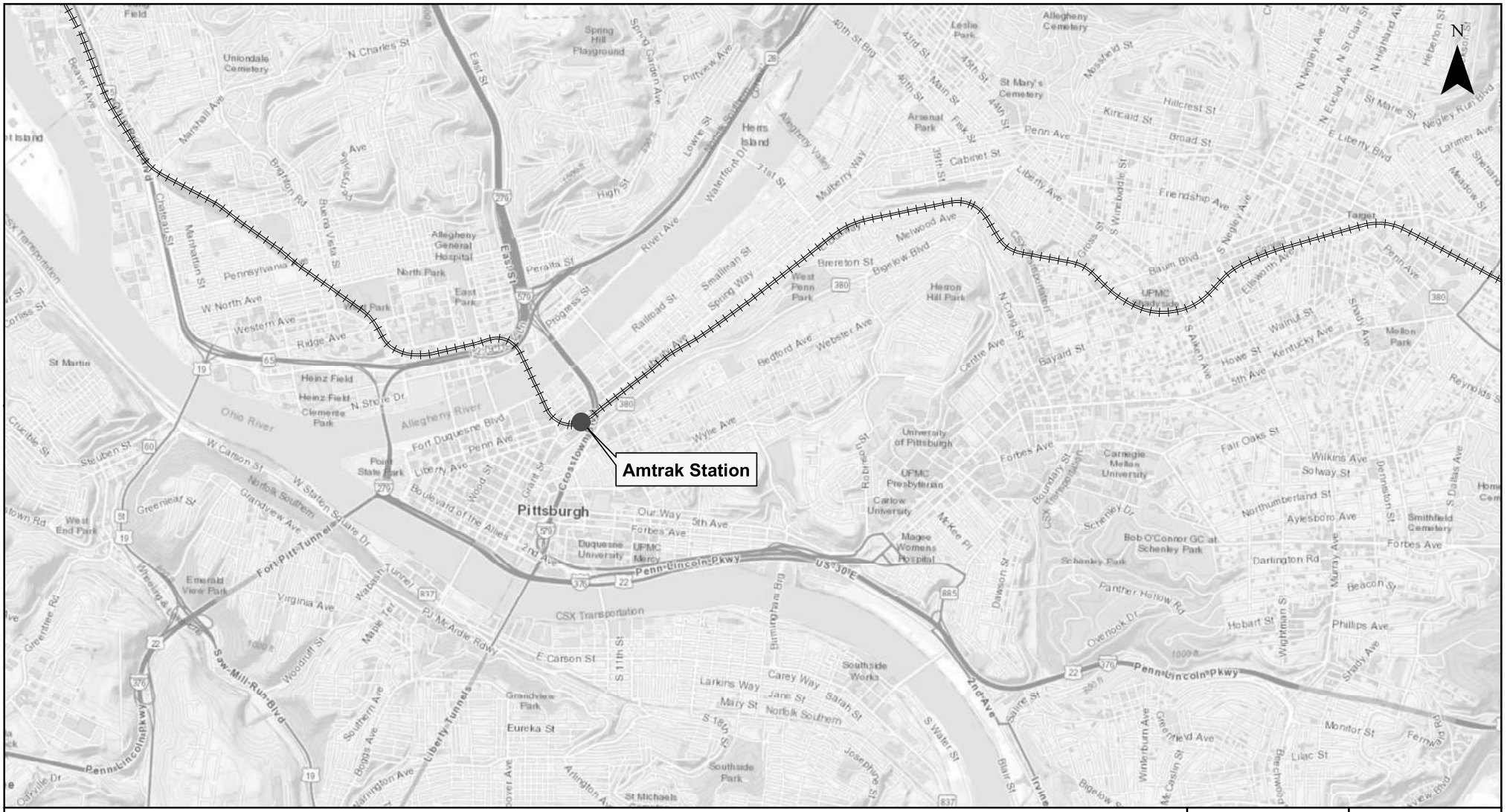


Figure 1

Michael Baker INTERNATIONAL

Project Location Map
Norfolk Southern Railroad Company
Amtrak Station
City of Pittsburgh
Allegheny County, Pennsylvania

Legend

- Pennsylvania Railroad Station (Pittsburgh)
- Rotunda of the Pennsylvania Railroad Station
- Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh)

0 100 200 400 Feet

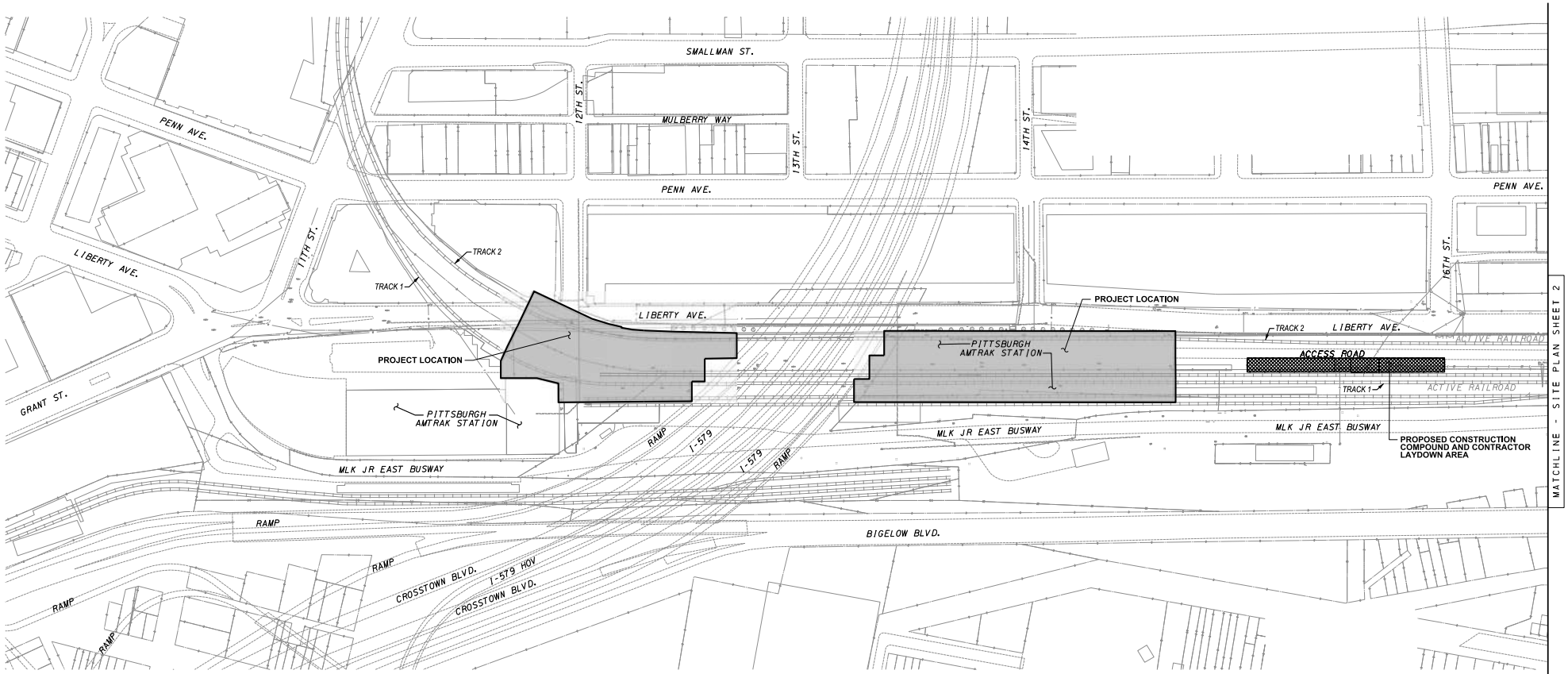
Figure 2

Michael Baker INTERNATIONAL

Section 2002 Resources

Norfolk Southern Railroad Company
Amtrak Station

City of Pittsburgh
Allegheny County, Pennsylvania



1 PARTIAL SITE PLAN - SHEET 1 OF 2

SCALE: 1" = 100'-0"

CALL BEFORE YOU DIG !

PENNSYLVANIA LAW REQUIRES
3 WORKING DAYS NOTICE FOR CONSTRUCTION PHASE
AND 10 WORKING DAYS IN DESIGN STAGE
BEFORE YOU DIG CALL
THE PA ONE CALL SYSTEM TELEPHONE NUMBER.

1-800-242-1776

PA ONE CALL SERIAL NUMBER

KEYPLAN

SCALE: 1/16" = 1'-0"

NO.	DATE	REVISIONS

Michael Baker INTERNATIONAL

1818 MARKET STREET, SUITE 3110
PHILADELPHIA, PA 19103
(215) 568-8539

Figure 3 - Plans

NORFOLK SOUTHERN

OPERATING COMPANY: **NORFOLK SOUTHERN RAILWAY COMPANY**

PITTSBURGH DIVISION **PITTSBURGH** LINE

DESCRIPTION: **PITTSBURGH VERTICAL CLEARANCE AMTRAK STATION**

PARTIAL SITE PLAN

VALUATION PLAN: ——— MILE POST: **PT-353.20**

AUTHORITY NO.: ——— FILE NO.: ———

MADE BY: **EAR** DATE: **08-30-2021** CHECKED BY: ———

SCALE: **AS NOTED** DRAWING NO.: **AS-001**

30-AUG-2021
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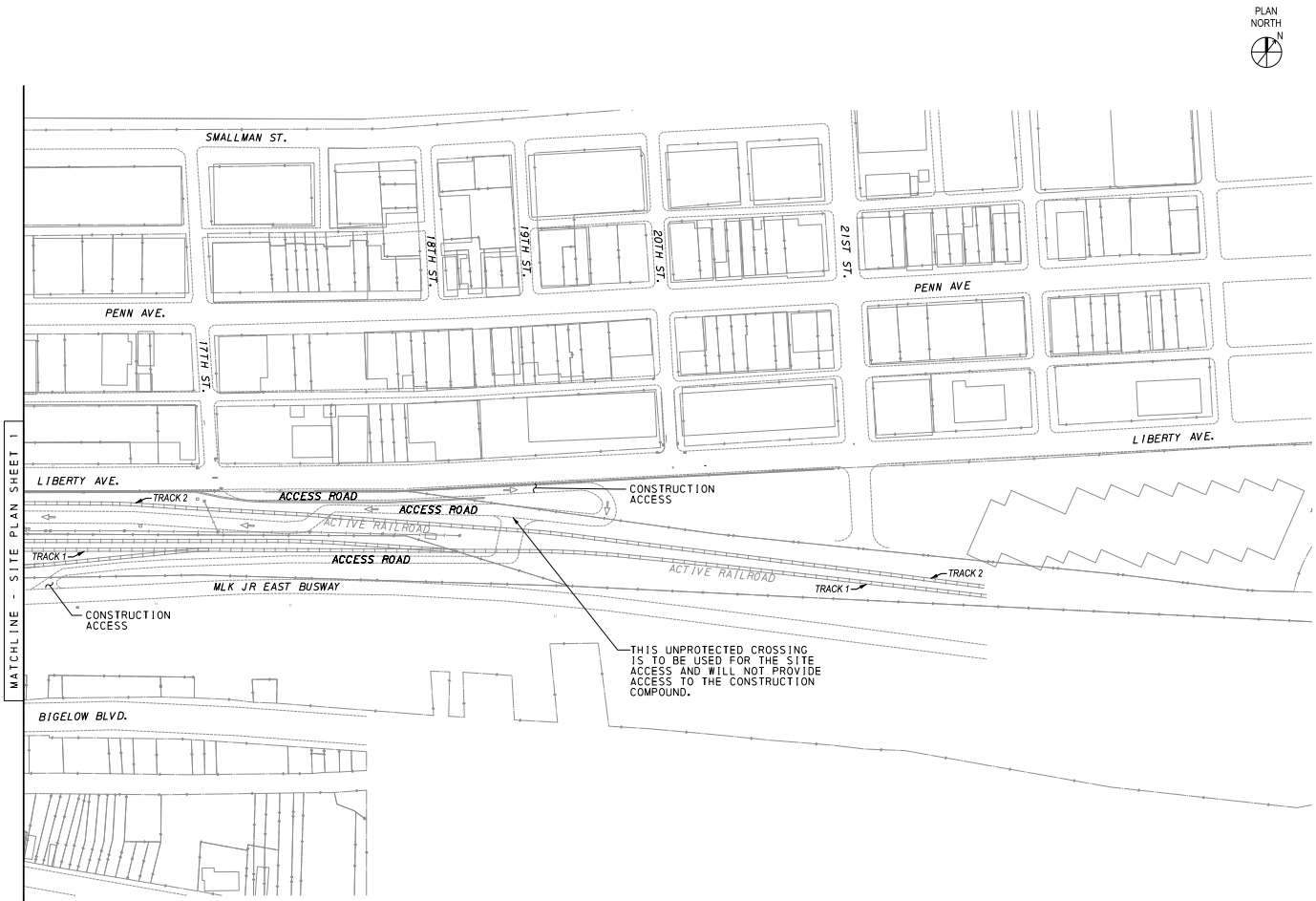

2 PARTIAL SITE PLAN - SHEET 2 OF 2

SCALE: 1" = 100'-0"

6'-0"

4'-0"

NORFOLK SOUTHERN RAILWAY COMPANY

PITTSBURGH VERTICAL CLEARANCE PROJECT

AMTRAK STATION 2021

NORFOLK SOUTHERN PROJECT SIGN

NOT TO SCALE

NOTE:

1. SIGN INFORMATION FOR SIGN POSTED AT ENTRANCE TO RAIL YARD. SIGN TO BE LOCATED BY NORFOLK SOUTHERN MANAGER ON SITE.

KEYPLAN

0 8'-0" 16'-0" 32'-0"

SCALE: 1/16" = 1'-0"

NO.	DATE	REVISIONS

Michael Baker INTERNATIONAL

1818 MARKET STREET, SUITE 3110
PHILADELPHIA, PA 19103
(215) 568-8539

NORFOLK SOUTHERN

OPERATING COMPANY: NORFOLK SOUTHERN RAILWAY COMPANY

PITTSBURGH DIVISION PITTSBURGH LINE

DESCRIPTION: PITTSBURGH VERTICAL CLEARANCE AMTRAK STATION

PARTIAL SITE PLAN

VALUATION PLAN: ——— MILE POST: PT-353.20

AUTHORITY NO.: ——— FILE NO.: ———

MADE BY: EAR DATE: 08-30-2021 CHECKED BY: ———

SCALE: AS NOTED DRAWING NO.: AS-002

30-AUG-2021

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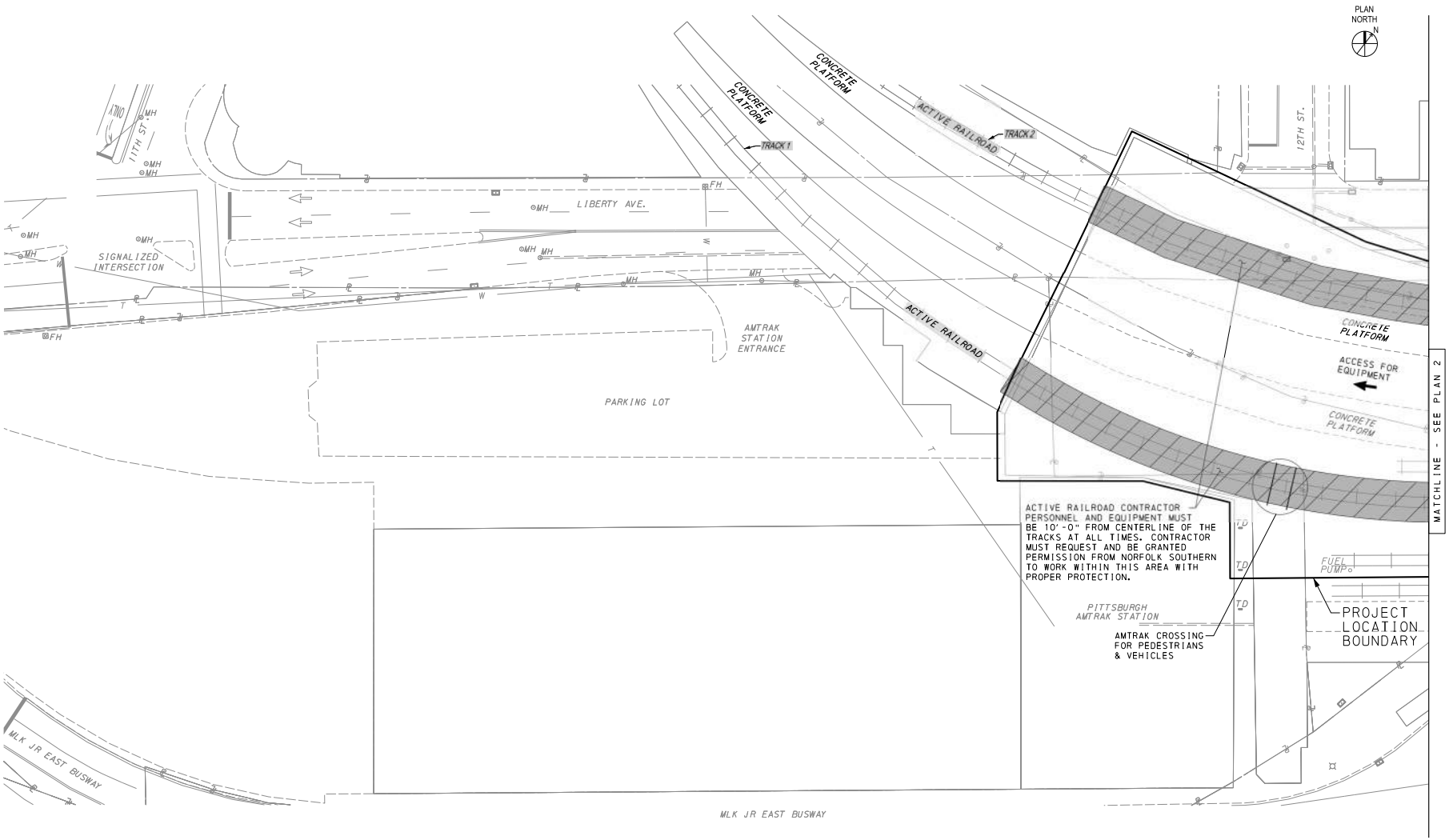

1 DETAIL SITE PLAN - 1
SCALE: 1" = 25'-0"

KEYPLAN

0 8'-0" 16'-0" 32'-0"
SCALE: 1/16" = 1'-0"

NO.	DATE	REVISIONS

Michael Baker INTERNATIONAL
1818 MARKET STREET, SUITE 3110
PHILADELPHIA, PA 19103
(215) 568-8539

NORFOLK SOUTHERN

OPERATING COMPANY: NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH DIVISION PITTSBURGH LINE
DESCRIPTION: PITTSBURGH VERTICAL CLEARANCE AMTRAK STATION
DETAIL SITE PLAN
VALUATION PLAN: MILE POST: PT-353.20
AUTHORITY NO.: FILE NO.:
MADE BY: EAR DATE: 08-30-2021 CHECKED BY:
SCALE: AS NOTED DRAWING NO.: AS-003

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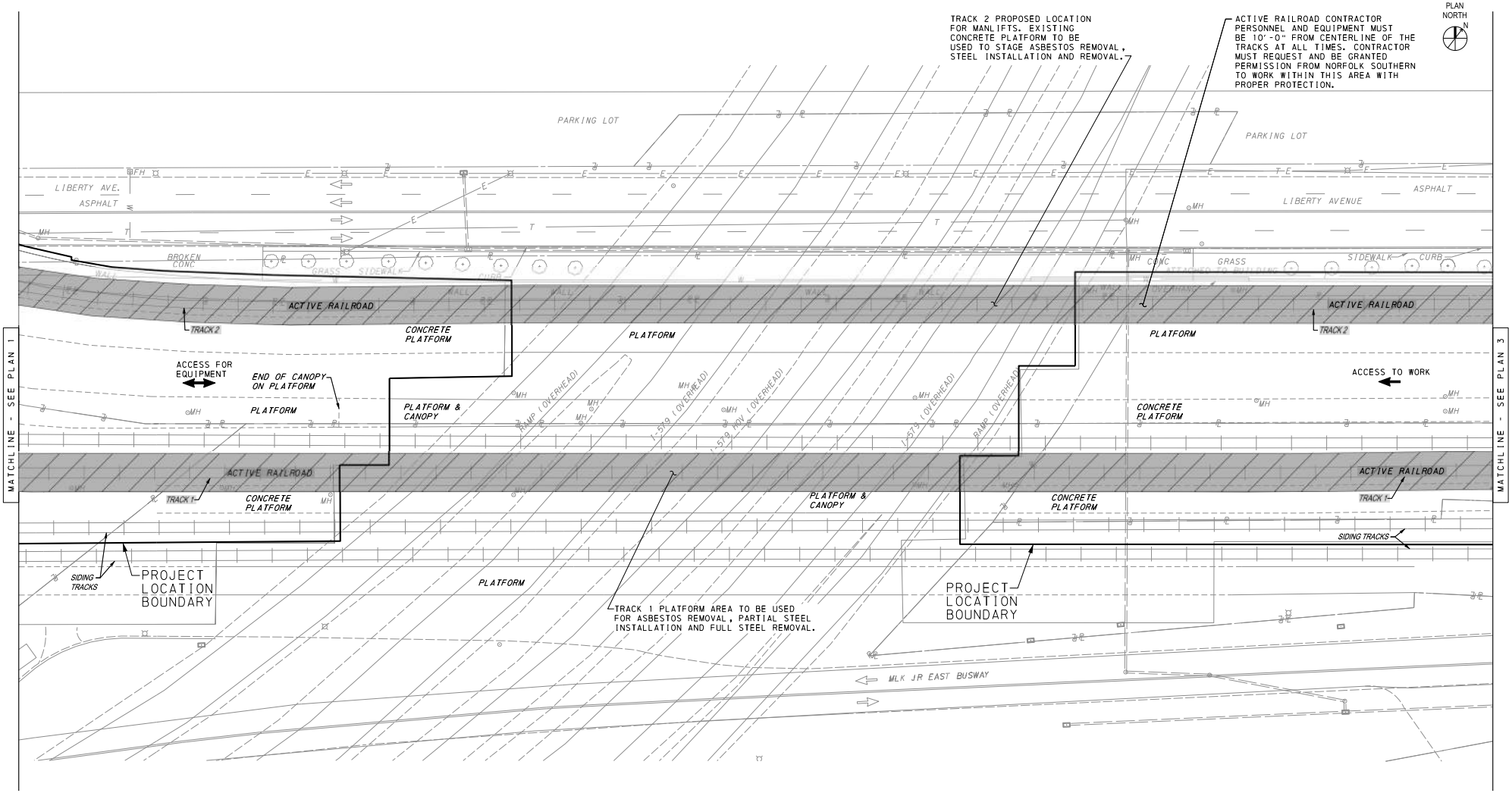

2 DETAIL SITE PLAN - 2

SCALE: 1" = 25'-0"

KEYPLAN

SCALE: 1/16" = 1'-0"

NO.	DATE	REVISIONS

Michael Baker INTERNATIONAL
1818 MARKET STREET, SUITE 3110
PHILADELPHIA, PA 19103
(215) 568-8539

NORFOLK SOUTHERN

OPERATING COMPANY: NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH DIVISION PITTSBURGH LINE
DESCRIPTION: PITTSBURGH VERTICAL CLEARANCE AMTRAK STATION
DETAIL SITE PLAN
VALUATION PLAN: MILE POST: PT-353.20
AUTHORITY NO.: FILE NO.:
MADE BY: EAR DATE: 08-30-2021 CHECKED BY:
SCALE: AS NOTED DRAWING NO.: AS-004

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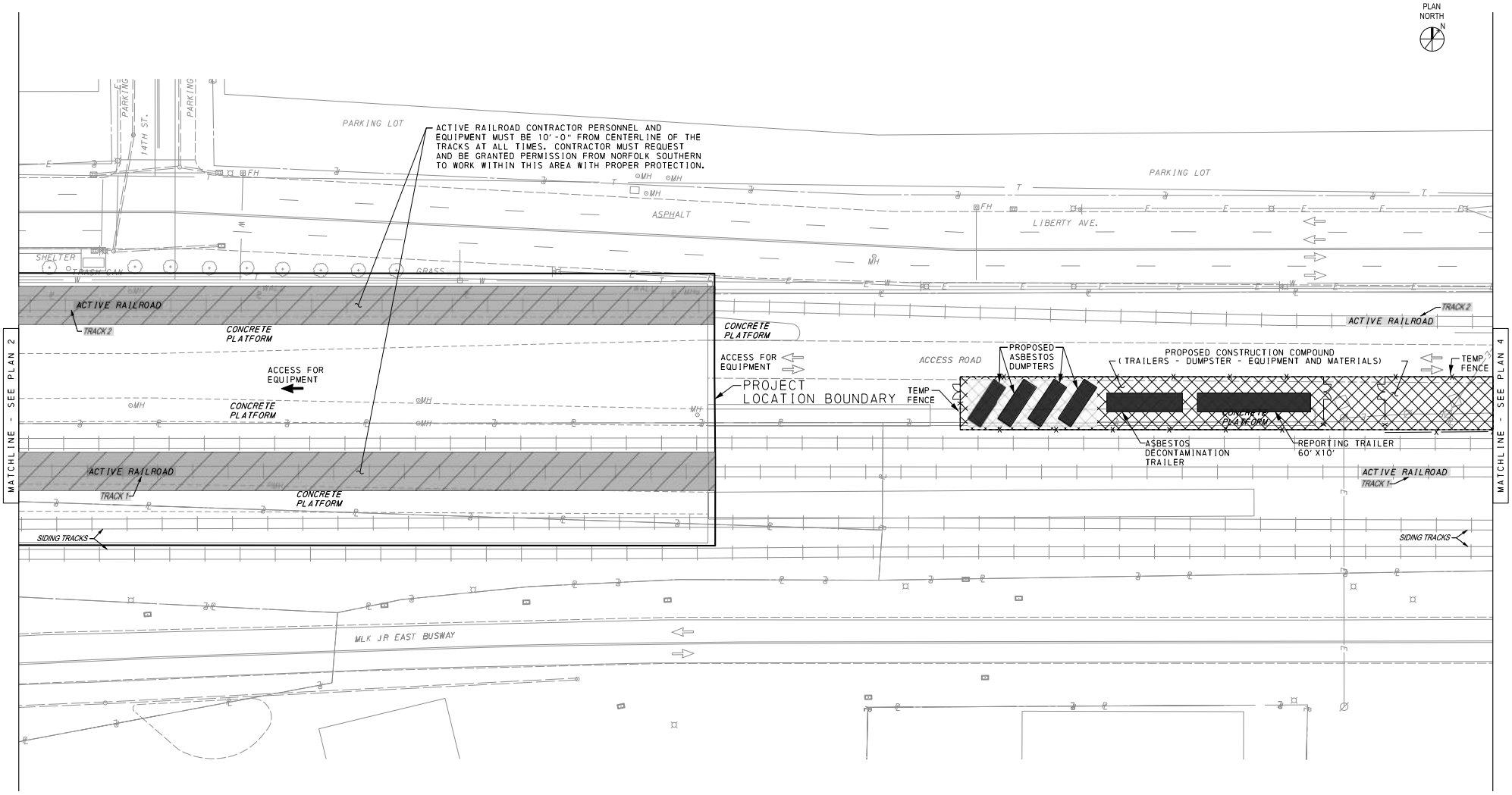

3 DETAIL SITE PLAN - 3
SCALE: 1" = 25'-0"

KEYPLAN

0 8'-0" 16'-0" 32'-0"
SCALE: 1/16" = 1'-0"

NO.	DATE	REVISIONS

Michael Baker INTERNATIONAL
1818 MARKET STREET, SUITE 3110
PHILADELPHIA, PA 19103
(215) 568-8539

NORFOLK SOUTHERN

OPERATING COMPANY: NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH DIVISION PITTSBURGH LINE
DESCRIPTION: PITTSBURGH VERTICAL CLEARANCE AMTRAK STATION
DETAIL SITE PLAN
VALUATION PLAN: MILE POST: PT-353.20
AUTHORITY NO.: FILE NO.:
MADE BY: EAR DATE: 08-30-2021 CHECKED BY:
SCALE: AS NOTED DRAWING NO.: AS-005

30-AUG-2021
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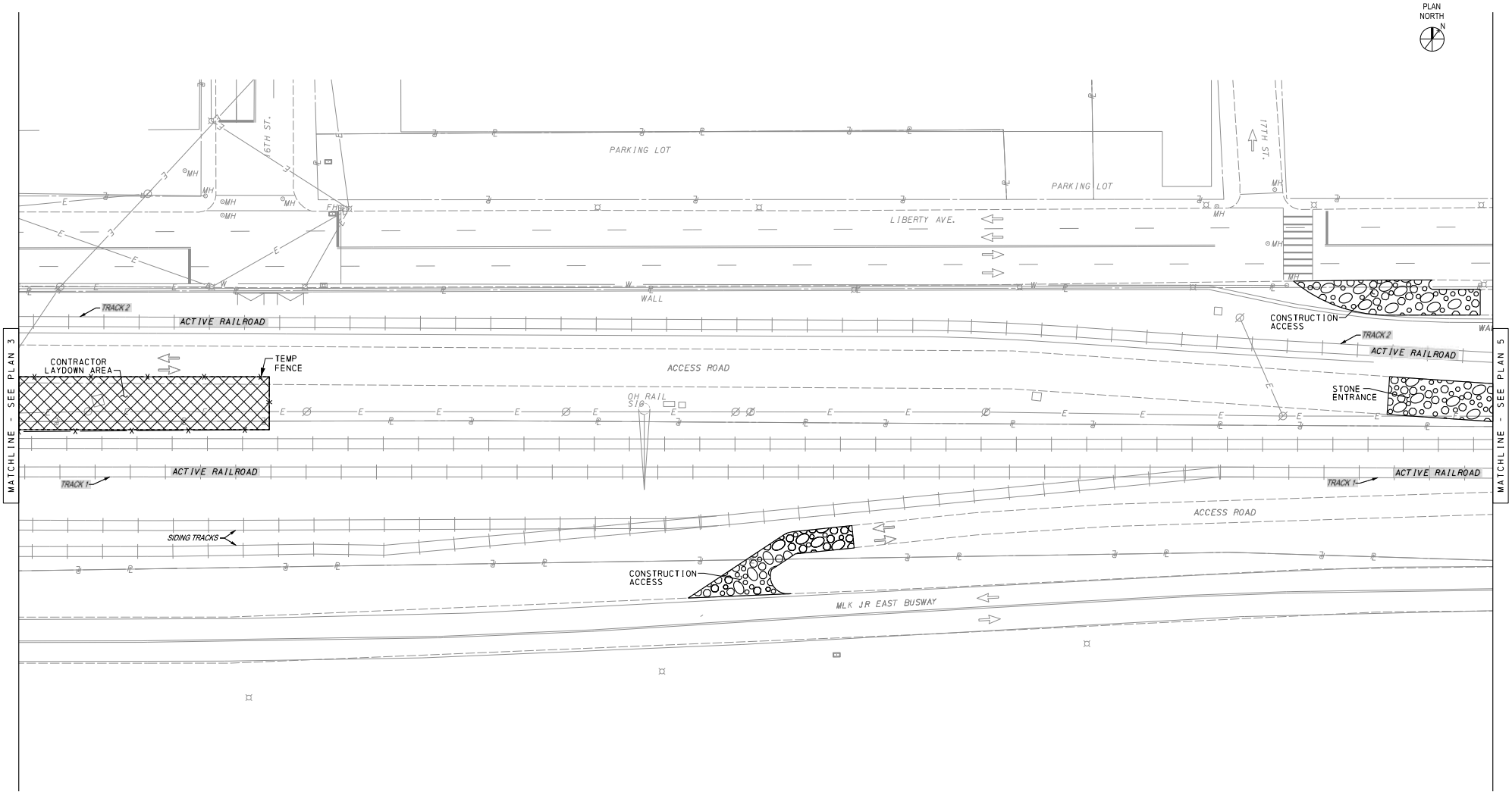

4 DETAIL SITE PLAN - 4
SCALE: 1" = 25'-0"

KEYPLAN

0 8'-0" 16'-0" 32'-0"
SCALE: 1/16" = 1'-0"

NO.	DATE	REVISIONS

Michael Baker INTERNATIONAL
1818 MARKET STREET, SUITE 3110
PHILADELPHIA, PA 19103
(215) 568-8539

NORFOLK SOUTHERN

OPERATING COMPANY: NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH DIVISION PITTSBURGH LINE
DESCRIPTION: PITTSBURGH VERTICAL CLEARANCE
AMTRAK STATION
DETAIL SITE PLAN
VALUATION PLAN: MILE POST: PT-353.20
AUTHORITY NO.: FILE NO.:
MADE BY: EAR DATE: 08-30-2021 CHECKED BY:
SCALE: AS NOTED DRAWING NO.: AS-006

30-AUG-2021
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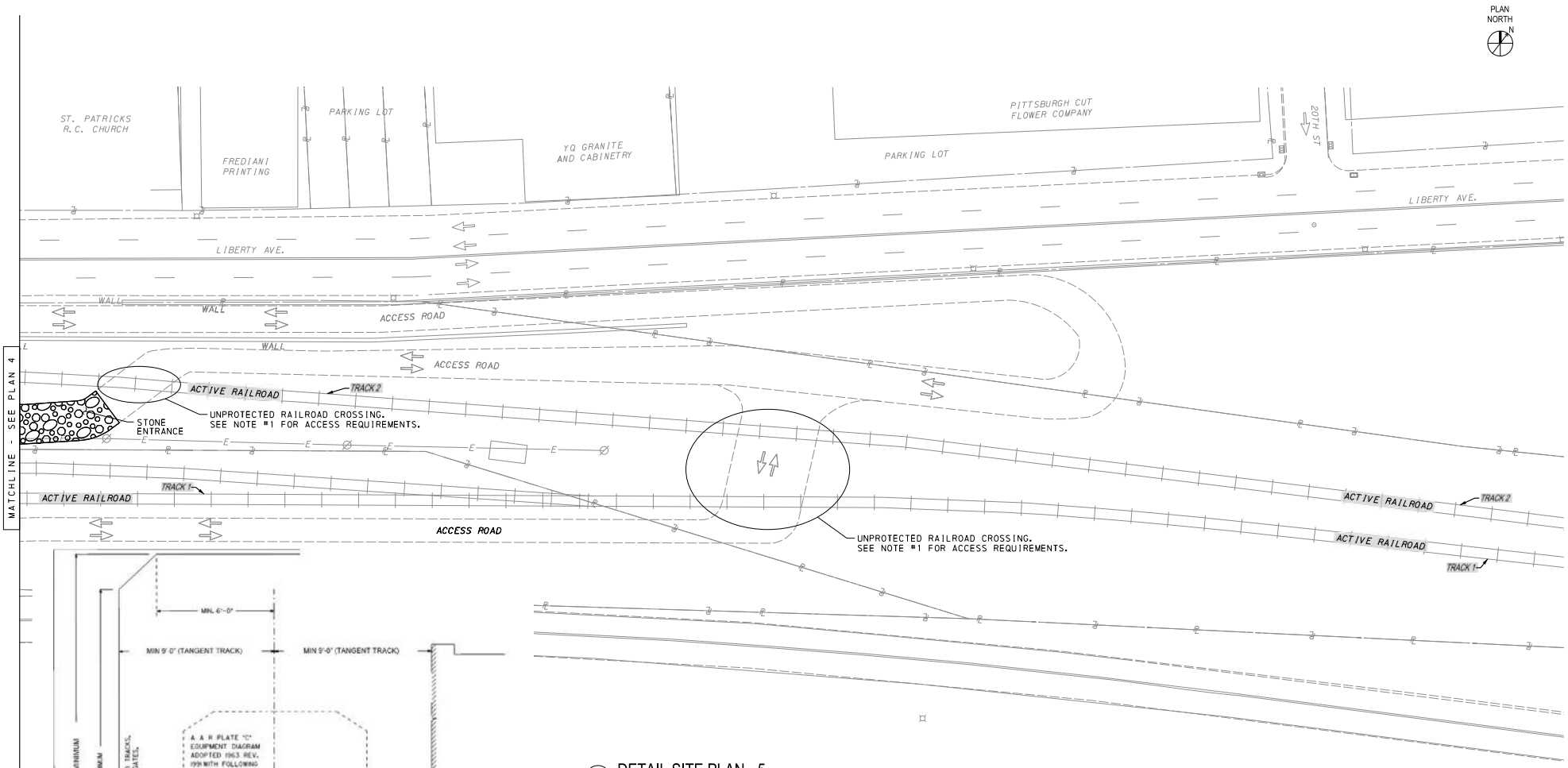
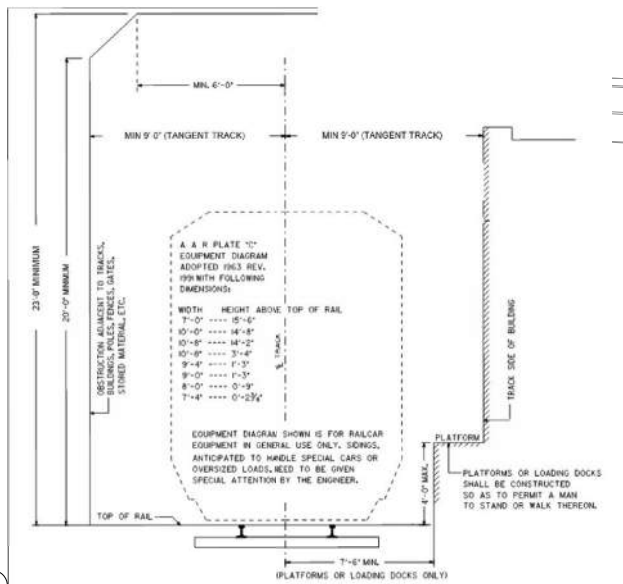


5 DETAIL SITE PLAN - 5
SCALE: 1" = 25'-0"



5A SCALE: 1" = 25'-0"

NOTE:

CONSTRUCTION COMPOUND AND EQUIPMENT ARE TO BE PLACED TO FOLLOW SPECIFICATION DIRECTION. COMPOUND FENCE AND ALL COMPOUND ACTIVITIES ARE TO BE PLACED TO REMAIN OUTSIDE OF CLEARANCE ELEMENT LIMITS IN DIAGRAM.

KEYPLAN

0 8'-0" 16'-0" 32'-0"
SCALE: 1/16" = 1'-0"

NO.	DATE	REVISIONS

Michael Baker INTERNATIONAL
1818 MARKET STREET, SUITE 3110
PHILADELPHIA, PA 19103
(215) 568-8539

NORFOLK SOUTHERN

OPERATING COMPANY: NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH DIVISION PITTSBURGH LINE
DESCRIPTION: PITTSBURGH VERTICAL CLEARANCE AMTRAK STATION
DETAIL SITE PLAN
VALUATION PLAN: —— MILE POST: PT-353.20
AUTHORITY NO.: —— FILE NO.: ——
MADE BY: EAR DATE: 08-30-2021 CHECKED BY: ——
SCALE: AS NOTED DRAWING NO.: AS-007

30-AUG-2021
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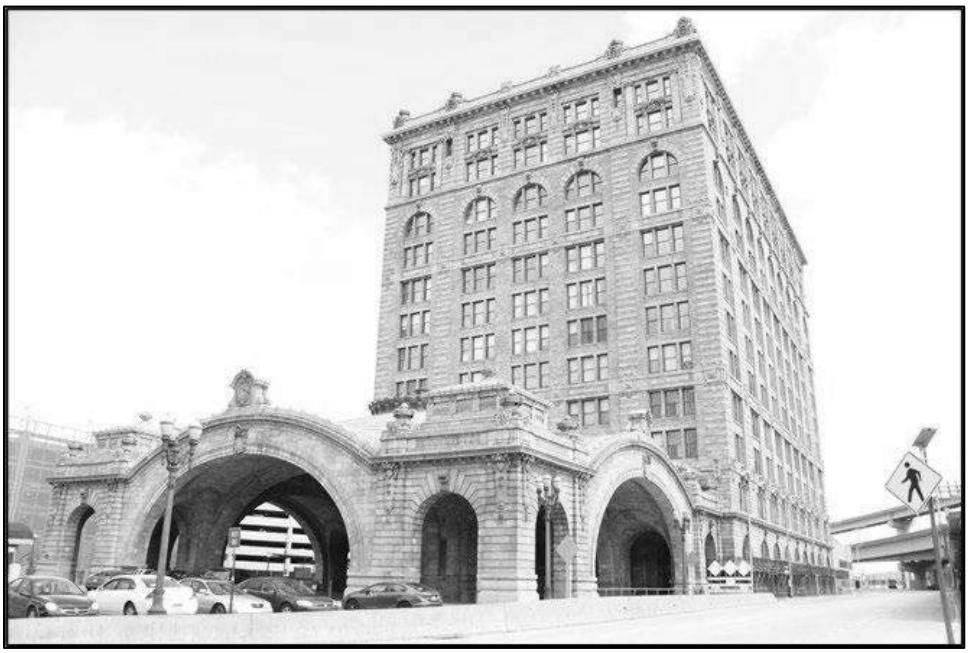
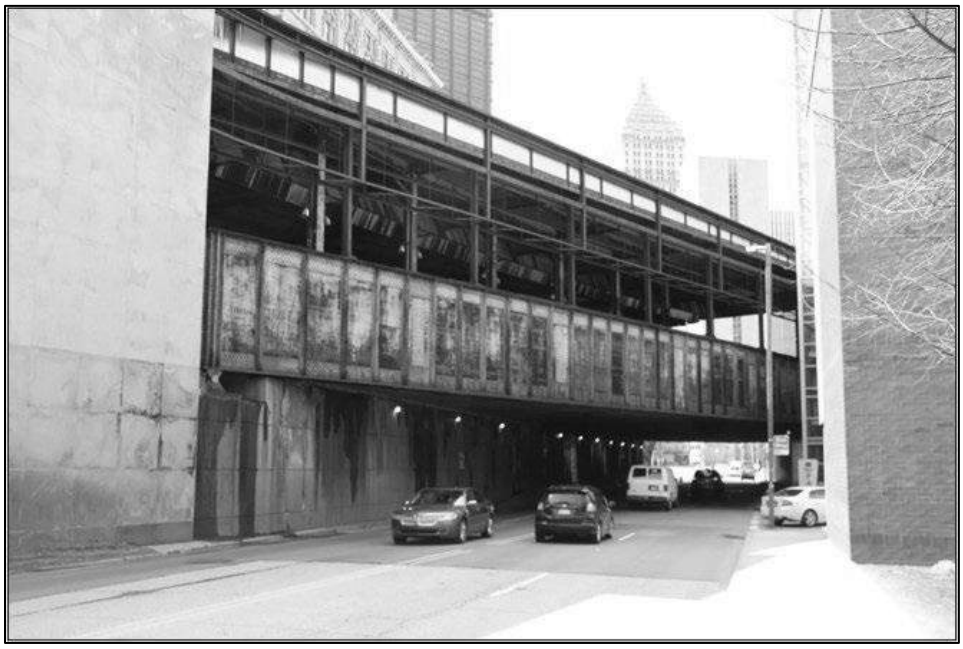
Michael Baker
INTERNATIONAL

ATTACHMENT B

Photographs



Photograph 1 – Overview of the Pennsylvania Station showing station building and contributing rotunda.



Photograph 2 – Contributing undergrade plate girder bridge at Liberty Avenue in relation to Pennsylvania Station. Section of trainshed built atop bridge.

Photograph 3 – View of contributing portion of railyard showing trainshed with umbrella sheds covering Platforms 2 and 3, assistant rail master office, and observation towers (visible in the foreground and background).

Michael Baker
INTERNATIONAL

ATTACHMENT C

SHPO Coordination

November 8, 2019

Timothy Zinn
Michael Baker International
100 Airside Drive, Airside Business park
Moon Township PA 15108

ER 2018-1595-003-E: PennDOT Multimodal, Norfolk Southern Railway Company Pittsburgh Vertical Clearance Projects, Swissvale and City of Pittsburgh, Allegheny County, Identification of Historic Properties Reports

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution, and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources
Identification of Historic Properties
We have received Norfolk Southern's objection to the inclusion of its property on state or federal historic registers. We would note that Norfolk Southern's objection is not relevant to and does not affect the duties of state or federal agencies under Section 106 or the State History Code. The SHPO will perform all of its required consultation with regards to eligibility for the federal and state historic registers.

Prior National Register of Historic Places (NRHP) Eligibility for Railroad Resources

The following railroad resources within the APE have been previously evaluated for National Register eligibility or listed in the National Register of Historic Places:

- *Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372* (Determined Eligible 9/14/1993).
- *Pennsylvania Railroad: Station Rotunda (Pittsburgh), Key # 001769* (Listed 04/11/1973)
- *Pennsylvania Railroad Station, Key # 001762* (Listed 04/22/1976)
- *Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Columbus Avenue Bridge (Pittsburgh), Key # 129787* (Not Individually Eligible 3/5/2007 and 4/01/2018; Does Not Contribute to PRR Fort Wayne Division 2007*)*
- *Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): S. Braddock/Kenmawr Avenue Bridge, Key # 129934* (Not Individually Eligible 03/05/2007; Does Not Contribute to the Eligible Pennsylvania Main Line (Swissvale to Rankin), Key # 201322 03/05/2015)
- *Pennsylvania Railroad Main Line (Harrisburg to Pittsburgh) Key # 112369 (*Determined Eligible 9/14/1993*)*

SHPO Concurs: Eligible
Based on the information received and available in our files, we concur with the findings of the agency that the following properties are eligible for listing in the National Register of Historic Places:

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Bridge (Merchant Street) and APE corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): W. North Avenue Bridge (Pittsburgh), Key # 129729 and APE corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372 and Fort Wayne Division/Western Pennsylvania Railroad (Pittsburgh to Freeport), Key 097496)

Ohio Connecting Railway: Brunot's Island Bridge (Ohio River), Key # 007764 and Ohio Connecting Bridge flyover ramps, the Eckert Street undergrade bridge (consisting of four steel plate girder bridges, and corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key 112372. Note: The Ohio Connecting Railway Bridge may also be individually eligible. More information would be needed to establish individual eligibility. Contributing status is sufficient for identification of historic properties within the APE.

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Pittsburgh City Segment corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key 112372. Note: The Washington Avenue Bridge does not contribute to the Main Line as it was built circa 1980.

Pennsylvania Railroad: Station (Pittsburgh) – The Pennsylvania Trainshed contributes to the Pennsylvania Railroad Station Key # 001762. *The Pennsylvania Trainshed* also contributes to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh), Key #112369. The Period of Significance for the station should be amended to 1898-1958 as the station's significance extends beyond its construction date. This new Period of Significance will be consistent with the POS for the PRR Main Line Harrisburg to Pittsburgh. Also, the boundary should include the plaza area southwest of the rotunda and the full length of the train platform as shown on the site plan within the HRSF. The trainshed is individually Not Eligible under Criterion A, B or C.

Allegheny Second Ward Industrial Historic District, Key # TBD, is eligible under Criterion A in the areas of Industry and Commerce for its role in metallurgy in the twentieth century and Criterion C in the area of Architecture, with a Period of Significance of circa 1849, the year construction began, to 1951, the date of construction of several of the latest buildings in the district. We concur with the proposed boundary as demarcated on Figure 2 (Location Map) in the HRSF and the list of non-contributing and contributing buildings. Note: The Hipwell Row, Key # 003883, may be individually eligible. More information would be needed to establish individual eligibility. Contributing status is sufficient for identification of historic properties within the APE.

The Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Washington Avenue Bridge, Key # 129935, and the corridor (and associated resources dating to the Period of Significance of the Main Line of 1847-1958 and that retain integrity) contribute to the Pennsylvania Railroad: Main Line. Note: The Washington Avenue Bridge is not individually eligible (it was incorrectly data entered in CRGIS as individually eligible and that will be revised).

SHPO Concurs: Not Eligible
We concur with the findings of the agency that the following properties are not eligible for listing in the National Register of Historic Places due to a lack of integrity and/or significance:

- *Renkin Pattern Works/Paul Warhola Scrap Metal, Key # TBD, 817 Pennsylvania Avenue*
- *Frank and Ida Mandel Building/Paul Warhola Scrap Metal, Key # TBD, 825 Pennsylvania Avenue*
- *Buncher Building, Key # TBD, 1201 Brighton Road*
- *Keystone Plumbing, Key # TBD, 1215 Brighton Road*
- *Trinity Lutheran Church, Key # 077607*

SHPO Does Not Concur
Based on the information received and available in our files, we disagree with the finding of the agency; it is the opinion of the Pennsylvania State Historic Preservation Officer that the proposed *Mexican War Streets Western Boundary Increase, Key # TBD* is *not eligible* for listing in the National Register of Historic Places due to a lack of integrity and/or significance. The former Union Hotel has suffered significant loss of historic material and the character of the block is different from the nearby residential neighborhood of the listed Mexican War Historic District.

The above listed resources have not been evaluated for archaeological potential. We concur the scope and level of effort utilized to identify historic properties for this project is appropriate. Our evaluation is based upon the information provided and available in our files for review. If National Register listing for this property is sought in the future, additional documentation of the property's significance and integrity may be required to both verify this evaluation and satisfy the requirements of the National Park Service (36 CFR Part 60). Thus, the outcome of the National Register listing process cannot be assured by this evaluation.

If you need further information in this matter, please contact Cheryl L. Nagle at chnagle@pa.gov or (717) 772-4519.

Sincerely,

Douglas C. McLearen, Chief
Division of Environmental Review

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

January 13, 2023

Tim Zinn
Michael Baker International, Inc.
100 Airside Drive
Moon Township, PA 151080000

RE: ER Project # 2018PR13984.022, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation.

Above Ground Resources
We request a written response to our questions regarding the Determination of Effect Report outlined in our letter of December 13, 2022. In addition, we offer the following comments, for consideration and response, regarding the December 14, 2022 Consulting Party Meeting, Alternatives Analysis Report, and the January 11, 2023 letter from Q Development.

December 14, 2022 Consulting Party Meeting

At the December 14, 2022 consulting party meeting, the specific clearances at each of the five obstruction locations identified in the report was briefly discussed. While the project's purpose and need indicates the PUC requirement for vertical clearances is 22'-0", with waivers, the specific level of vertical clearance required at each of the five locations is unclear. The clearances proposed for the preferred alternatives presented in the Alternatives Analysis and Effect Reports are as follows, ordered from least to greatest amounts: 21'-0" at the Amtrak Station; 21-1" at Columbus Avenue Bridge; 21-2" at the Pennsylvania Avenue Bridge; 21'-4" at the West North Avenue Bridge; and 21'-9" at the Washington Avenue Bridge. As outlined in our letter of December 13, 2022, we require more detailed information on the specific requirements of each of the five obstruction locations. Given lower clearances at other obstruction locations, can the height clearances of the preferred alternatives for those locations where there is the potential for an adverse effect (West North Avenue Bridge and Pennsylvania Avenue Bridge) be reduced to minimize impacts to the adjacent historic properties?

Also at the December consulting party meeting, there was discussion of construction of a pedestrian bridge that would connect the two sides of Allegheny Commons, now separated by the railroad. We understand the pedestrian bridge is to be constructed before work at the obstruction locations. To date we have received no information on this part of the project and request consultation including: a purpose and need statement, mapping of the proposed project and Area of Potential Effect (APE), photographs of the APE, plans or specifications, including proposed design and materials. In addition, what are the potential effects of this bridge project on the National Register of Historic Places (National Register)-listed Allegheny Commons Historic District? Has there been any public

feedback on the proposed pedestrian bridge and its potential to affect Allegheny Commons? What efforts have been made to minimize effects of the pedestrian bridge on historic properties?

Alternatives Analysis Report and Assessment of Effect

Washington Avenue Bridge

Of the alternatives considered, we agree that the preferred alternative (alternative 3 with design modifications) best minimizes effects to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District as this alternative would not require work that might affect buildings or driveway entrances on Washington Avenue. (This area was not previously identified as a historic district, but the Alternatives Analysis report indicates there may be the potential for a district at this location). Contributing features that will be affected by the preferred alternative include the superstructure and substructure of the Washington Avenue Bridge, adjacent stone retaining walls along Palmer Street and Washington Avenue, and decorative wrought iron fencing. If the plans and specifications provide for protection of these contributing features during exposure and construction as well as commit to restoration of the affected portions of the features to match the old in size, scale, design, color, finishes, materials, and construction techniques, we agree the project should not adversely affect the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

Amtrak Station

Of the alternatives considered, we agree that the preferred alternative (alternative 3) best minimizes effects to the Pennsylvania Railroad Station and the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District. Alternative 3 accommodates historic preservation concerns alongside the project purpose and need by accommodating vertical clearance needs through limited modifications to the girders and exhaust shoots at Tracks 1 and 2 of the trainshed rather than removal of entire portions of the trainshed (alternative 2). The changes will be compatible with existing materials and features, and the original construction techniques and craftsmanship will be visible elsewhere within the structure. Therefore, we agree the preferred alternative should not adversely affect the Pennsylvania Railroad Station and the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

We agree the preferred alternative does not have the potential to affect The Rotunda of the Pennsylvania Railroad Station.

West North Avenue Bridge

The preferred alternative (alternative 2 with design modifications) proposes removal of the entire superstructure, replacement with a single-span prestressed concrete spread box beam of greater width, an increase in the height and length of abutments, and an increased vertical grade at both the bridge and its approaches to accommodate a height of 21’-4”. Alternative 3, which had lesser impacts to historic properties, was dismissed in the Alternatives Analysis Report as it would reduce the number of tracks through the area from four to three. While we understand replacement of the bridge is needed and there will be an adverse effect to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District, it is necessary to ensure adequate consideration of alternatives that avoid or minimize potential adverse effects to historic properties.

Within the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District, alternative 2 with design modifications would affect the bridge superstructure,

substructure, retaining walls, and fencing as well as an out-of-service railroad siding, all contributing features. As outlined in our letter of December 13, 2022, please provide more information on the proposed replacement structure, plans for the reconstruction or restoration of contributing features, and a discussion of potential effects to the railroad siding.

Within the Allegheny Commons Historic District, alternative 2 with design modifications has the potential to adversely affect the park through the introduction of new features including a new bridge, sidewalk replacement and toe wall construction, changes to the bus shelter, and replacement of the existing retaining wall and railing along the east side of Brighton Road. Please provide further detail on consideration of minimization of the effects of the design on these and other contributing features in the park. Please include a more detailed discussion of the potential for cumulative visual effects on the park including renderings showing the proposed new features in the setting of the historic district.

To accommodate the increased grade, alternative 2 with design modifications proposes changes to the International Harvester Building, individually listed in the National Register and a contributing feature to the National Register-eligible Allegheny Second Ward Industrial Historic District. The windows and water table are character-defining features of the International Harvester Building, and alterations to the openings and appearance of the front elevation as part of the preferred alternative have the potential to affect integrity and adversely affect the resource and district. The loading dock adjacent to the railroad siding is also a character defining feature that has the potential to be affected by the current design. In addition, we are concerned about the introduction of new features (elevated sidewalk, ramps, railings, and a retaining wall) at the primary façade.

Further documentation and consideration of alternatives that limit changes to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District, the Allegheny Commons Historic District, the International Harvester Building, and the Allegheny Second Ward Industrial District is required. This should include reconsideration of the amount of vertical clearance needed at this obstruction location, a clear understanding of the pedestrian and ADA accessibility requirements adjacent to the International Harvester Building, and consideration of alternative designs that accommodate the increased vertical grade of the bridge approaches.

Pennsylvania Avenue Bridge

Of the alternatives considered, alternatives 2 with design modifications (preferred) and 4 best minimize effects to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District as they do not require buttressing of the concrete retaining walls that line the railroad historic district (alternative 3).

The bridge superstructure and substructure do not contribute to the significance of the railroad district as they were replaced after the period of significance of the railroad. To minimize changes to the railroad district, a steel pony truss similar in scale and configuration to the original ca. 1905 pony truss bridge is proposed. Contributing features that will be affected include the concrete retaining walls with stone coping, safety railings, and decorative wrought iron fencing. If the plans and specifications provide for protection of these contributing features during construction as well as commit to restoration of the affected walls and fencing to match the old in size, scale, design, color, finishes, materials, and construction techniques, we agree the project should not adversely affect the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

Both alternative 2 with design modification (preferred) and alternative 4 would require modifications to the bridge approaches resulting in the introduction of new features into the setting

of 901 Pennsylvania Avenue, a contributing feature in the Allegheny Second Ward Industrial Historic District. These new features will include a bifurcated sidewalk with handicap ramp and handrail. As currently designed, to accommodate the ramp, it will be necessary to cover over a portion of the brick side wall (up to 11" high) of 901 Pennsylvania Avenue. Further information is required before we can comment on the potential for the project to adversely affect the Allegheny Second Ward Industrial District. Please provide specifications for the pedestrian and ADA accessibility requirements adjacent to 901 Pennsylvania Avenue and discuss efforts made to minimize effects to 901 Pennsylvania Avenue.

Columbus Avenue Bridge

Of the alternatives considered, we agree that the preferred alternatives (3A with design modification or 3B with design modification) best minimize effects to the Pennsylvania Railroad: Main Line
(Harrisburg to Pittsburgh) Railroad Corridor Historic District. The 1907 superstructure has lost integrity of design and workmanship and does not contribute to the district. While work to contributing features of the district (bridge substructure, retaining walls, and iron fencing) is proposed, the preferred alternatives eliminate the need for work along Columbus Avenue and potential impacts to the 1907 Columbus Avenue approach ramp, another contributing feature to the district. If the project plans and specification provide for protection for the substructure, adjacent concrete retaining walls and fencing during construction as well as commit to restoration of those features that are affected during construction by matching the old in size, scale, design, color, finishes, materials, and construction techniques, we agree the project should not adversely affect the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

January 11, 2023 Q Development Response Letter

We have reviewed the comments on the Determination of Effect Report provided by Q Development on January 11, 2023. For the West North Avenue Bridge Project, we echo their concerns about the potential adverse effect to the International Harvester Building as the alterations to the building are not in keeping with the Secretary of the Interior's Standards. At this time, it is unclear if these changes would jeopardize the $2.5 million in Rehabilitation Investment Tax Credits approved by the National Park Service in August of 2022. We would also like to request consideration of alternative sidewalk designs to minimize effects to the International Harvester Building, including those provided by Q Development in their response letter.

Regarding the noise wall requested by Q Development, please note, we have concerns about the potential visual effects as it will introduce new features into the setting of several historic properties.

In conclusion, this letter should not preclude consideration of any comments provided by local consulting parties. Please share our comments with the local consulting parties and continue to provide copies of any comments from other consulting parties to our office. We look forward to additional consultation to avoid, minimize, and mitigate for adverse effects to historic properties.

For questions concerning this review, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

Emma Diehl
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

April 13, 2023

Timothy Zinn
Michael Baker International, Inc.
100 Airside Drive
Moon Township PA 151080000

RE: ER Project # 2018PR13984.023, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources

We are in receipt of the Response to Comments document provided in response to the Effect Report, Alternative Analysis Report, and the December 14, 2022 Consulting Party Meeting. We offer the following comments for consideration as well as discussion at the upcoming consulting party meeting scheduled for May 2, 2023.

<u>West North Avenue Bridge</u>

International Harvester Building
The Response to Comments indicates the following about the sidewalk designs at Washington Avenue Bridge: need to comply with Norfolk Southern, City of Pittsburgh, PennDOT, and ADA guidelines; need to meet with the approval of the Department of Mobility and Infrastructure (DOMI); additional coordination with DOMI on acceptable sidewalk alternatives is ongoing; and the design team is committed to finding a mutually agreeable solution through ongoing meetings. A mutually agreeable solution is defined as one that would "not result in an adverse effect on the property [the International Harvester Building], would meet the SOI Standards, and that would be accepted by DOMI." As noted in our January letter, we would like a clear understanding of the pedestrian and ADA accessibility requirements being used in DOMI's review process. We offer the following comments on the current design with regards to adverse effects and the Secretary of the Interior's Standards.

The Standards for the Treatment of Historic Properties, specifically the Rehabilitation Treatment Standards (Standards), are used as a measure for determining the appropriateness of work to historic properties as part of federal, state, and local historic preservation programs. They are utilized in review of state and federal projects in the assessment of potential adverse effects on historic properties. They are also used to determine if rehabilitation work qualifies as a certified rehabilitation for state and federal tax incentive programs.

The International Harvester Building is currently undergoing rehabilitation as part of the Allegheny Branch House Lofts project, a certified rehabilitation project under construction that qualified for $2.5 million in federal tax credits and $.5 million in state tax credits in 2022. The PA SHPO certified the rehabilitation plans for the state tax credit and reviewed the rehabilitation plans for the federal tax credit before providing them to the National Park Service (NPS) for review, comment, and certification. The PA SHPO was also actively involved in resolution of NPS comments, which included multiple considerations on the windows and window openings at the façade of the International Harvester Building.

As currently designed, it is the opinion of the PA SHPO that the proposed sidewalk improvements associated with the West Avenue Bridge, adjacent to the International Harvester Building would meet the definition of an adverse effect, as found in 36 CFR Part 800.5(2)ii. "Alteration of a property . . . that is not consistent with the Secretary Standards for the Treatment of Historic Properties and applicable guidelines." The National Register of Historic Places (National Register)-listed International Harvester Building was listed in the National Register under Criterion A for Commerce, Criterion B for its association with Branch Manager Emil Louis Mayer, and Criterion C for Architecture. The windows of the façade and water table, which are all considered character-defining features, will be altered in a manner not consistent with the Standards, affecting the architectural significance of the building.

The sidewalk plans, as currently designed, do not meet the Standards for Rehabilitation, specifically standards 2, 5, and 9, as outlined below.

Standard 2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

> The project, as currently designed, will result in raising the limestone water table and sills, character-defining features of the building, to accommodate the increased vertical alignment of the sidewalk. Changes to the sidewalk will also affect the integrity of the street scape adjacent to the building.

> *Standard 5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.*

> The project as currently designed will result in changes to the window openings and sills and the limestone water table, distinctive features and finishes at the façade.

Standard 9. 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.

> The proposed changes to the windows and water table will destroy historic materials that characterize the property.

If the proposed sidewalk cannot be redesigned to accommodate DOMI's needs alongside the Standards, the state and federal tax credits for the Allegheny Branch House Lofts project could be jeopardized. The project is already under construction. To avoid threats to the state and federal tax credits, we urge rapid action to find a mutually agreeable solution. We are willing to make PA SHPO staff available for in-person discussions to assist in these discussions.

Allegheny Commons Historic District
The Allegheny Commons Historic District was listed in the National Register under Criterion A for Community Planning and Development and under Criterion C for Landscape Architecture. The document indicates the fencing along the railroad will be replaced to match the decorative fencing along the rail corridor; no mature trees will be affected; a retaining wall will be replaced and there will be grading changes. Two sections of a low brick retaining wall from the Simonds & Simonds mid 1960s redesign will be impacted and a permanent right of way totaling .09 acre will be required. The sidewalk will be replaced in-kind. Given the number of changes to landscape features within the National Register-listed Allegheny Commons Historic District, there is the potential for an adverse effect. The PA SHPO would like documentation of consultation with the Pittsburgh Parks Conservancy regarding efforts to minimize impacts to the district. This can be presented at the upcoming May 2, 2023 consulting party meeting and as an addendum to the effect report.

Allegheny Second Ward Industrial District
The Allegheny Second Ward Industrial Historic District is eligible for the National Register under Criterion A in the areas of Industry and Commerce and under Criterion C as a significant and distinguishable entity whose components who lack individual distinction. (*Note: This is a correction to the Determination of Eligibility (DOE) letter that was issued in November of 2019 which stated the district was eligible under Criterion C in the area of Architecture*.) The proposed new bridge, alterations to the International Harvester Building, and changes to sidewalks and grades, will not affect the ability of the district to convey its industrial and commercial significance. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Allegheny Second Ward Industrial District.

Allegheny City Stables Building
The Allegheny City Stables Building is eligible for listing in the National Register under Criterion A in the area of Politics/Government. The new bridge and elevated street and sidewalk grades along West North Avenue do not have the potential to affect the significance of the district. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Allegheny City Stables Building.

Mexican War Streets Historic District
The Mexican War Streets Historic District was listed in the National Register under Criterion A for Social/Humanitarianism and Urban Planning and Criterion C for Architecture. The project will introduce new visual elements into the setting of the district, including the bridge and elevated street and sidewalk grades along Brighton Road and West North Avenue. These changes will not affect the significance of the district. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Mexican War Street Historic District.

Allegheny West Historic District
The Allegheny West Historic District was listed in the National Register under Criterion A for Social History and Criterion C for Architecture. The project will introduce new visual elements including a new bridge and elevated street and sidewalk grades. These changes will not affect the significance of the district. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Allegheny West Historic District.

Pennsylvania Avenue Bridge

Allegheny Second Ward Industrial District
The proposed new Pennsylvania Avenue bridge, alterations to 901 Pennsylvania Avenue, and changes to sidewalks will not affect the ability of the district to convey its industrial and commercial significance. Therefore, in our opinion, based on the information received and available within our files, the Pennsylvania Avenue Bridge Project will not adversely affect the Allegheny Second Ward Industrial District.

Pedestrian Bridge

We remain concerned about the potential of the proposed pedestrian bridge to affect the National Register-listed Allegheny Commons Historic District as it will result in physical impacts and introduce a new feature in the setting of the district. As outlined in our letter of January 13, 2023, the pedestrian bridge should be addressed as part of the project undertaking. We require more information on location, excerpts from the Allegheny Commons Master Plan that indicate the purpose and need, photographs of area, and any preliminary plans. This can be provided at the upcoming May 2, 2023 consulting party meeting and as an addendum to the effect report.

Minimization

As outlined in our letter of December 13, 2022, the purpose of minimization is to lessen the potential effects of a project on historic properties. Minimization measures can be commemorated in the project agreement but should not be misconstrued as mitigation. We note the following minimization measures have been identified for the project.

- Consultation on the design of the West North Avenue Bridge, adjacent features, and landscaping (including the low brick wall) in the Allegheny Commons Historic District.

- Consultation on the design of the new pedestrian bridge in the Allegheny Commons Historic District.

- Consultation on the design of the sidewalk, landscaping and related features adjacent to the International Harvester Building.

- Consultation on protection for/repairs to contributing features within the Pennsylvania Railroad: Main Line (Harrisburg and Pittsburgh) Railroad Corridor Historic District including bridge abutments, retaining walls and decorative fencing.

Mitigation

As stated in our response letter of January 13, 2023, the proposed project will adversely affect the Pennsylvania Railroad: Main Line (Harrisburg and Pittsburgh) Railroad Corridor Historic District due to the replacement of the West North Avenue Bridge, a contributing feature. The project also has the potential to affect the International Harvester Building and the Allegheny Commons Historic District, depending on the results of continued consultation to avoid adverse effects to these historic properties.

Mitigation involves compensation for the loss or diminishment of the integrity of a historic property. As noted in past correspondence, the PA SHPO maintains Criteria for Meaningful Mitigation: https://www.phmc.pa.gov/Preservation/About/Documents/Criteria%20for%20Determining%20Mea

ningful%20Mitigation.pdf for use in development and assessing the appropriateness of mitigation. Guidance published by the Advisory Council on Historic Preservation (ACHP) indicates mitigation should be in the public interest, address concerns or interests of the consulting parties, and enhance the preservation and management of National Register-listed or eligible resources: https://www.achp.gov/Section_106_Archaeology_Guidance/Questions%20and%20Answers/Reaching%20agreement%20on%20Appropriate%20Treatment.

In addition, the mitigation should be identified as part of a consultative process that involves an active exchange of information between the PA SHPO and all the consulting parties. By its very nature, the consultative component of the review process presents opportunities for the development of creative and innovative measures for the resolution of adverse effects. To date, there have been no consulting party meetings/collective discussions at which mitigation was presented and discussed. We understand the reconstruction of a pedestrian bridge over the railroad was developed as part of a mediation process ordered by the Public Utility Commission (PUC), separate from the Pennsylvania History Code process. The identification of the pedestrian bridge as a potential mitigation option should not preclude consideration of other mitigation ideas.

We look forward to continued consultation on the project. For questions concerning this review and/or for future consultation, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

Emma Diehl

Emma Diehl
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

July 25, 2024

Sent Via PA-SHARE

RE: ER Project # 2018PR13984.034, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Submitter,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Archaeological Resources
No Archaeological Concerns - Environmental Review - Negative Survey Report/Negative Survey Form

This report meets our standards and specifications as outlined in Guidelines for Archaeological Investigations in Pennsylvania (SHPO 2021) and the Secretary of the Interior's Guidelines for Archaeological Documentation. We agree with the recommendations of this report, and in our opinion, no further archaeological work is necessary for this project. If project plans should change and/or you should be made aware of historic property concerns, please reinitiate consultation with our office using PA-SHARE.

For questions concerning archaeological resources, please contact Kristen Walczesky at kwalczesky@pa.gov.

Sincerely,

Emma Diehl
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

October 2, 2024

Tim Zinn
Michael Baker International, Inc.
100 Airside Drive
Moon Township, PA 151080000

RE: ER Project # 2018PR13984.036, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Tim Zinn,

Thank you for the Determination of Effects Report Addendum for the above listed project. This addresses changes that have been made to the project designs, including removal of the Washington Avenue Bridge and the Columbus Avenue Bridge projects and changes to designs for the Allegheny Commons Pedestrian Bridge and the West North Avenue Bridge projects. Our office commented on the potential effects of the various projects in previous response letters.

Above Ground Resources
Assessment of Effect
The following historic properties will not be adversely affected by the above listed projects due extensive coordination with local preservation interests and efforts made to minimize adverse effects: Allegheny Commons Historic District (Resource # 1999RE00182); Allegheny Second Ward Industrial Historic District (Resource # 2019RE06933); and the International Harvester Company of America: Pittsburg Branch House (Resource #2020RE00935). We agree that the project has the potential to adversely affect historic properties, specifically the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) (Resource # 1993RE01080), due to the removal of the West North Avenue Bridge, a contributing feature. Therefore, an overall project finding of **Historic Properties Adversely Affected** is appropriate. It is our opinion there has been adequate consideration of alternatives to avoid and minimize effects to the railroad district through the Design Advisory Team meetings and other consultation. We agree with the proposed minimization measures and request they be commemorated in the mitigation agreement for the project.

Resolution of Adverse Effect
Regarding mitigation, we have received your proposal to repair and paint the wrought-iron fencings along the south side of the rail corridor within the Allegheny Commons Historic District between the West North Avenue and Allegheny Commons Pedestrian Bridge. Our letter of June 13, 2023, notes the following as an identified minimization measure: “Protection for/repairs to contributing features within the Pennsylvania Railroad district including bridge abutments, retaining walls, and decorative fencing.” Were repairs to the fencing, which is a contributing feature within the railroad district, part of the larger project, or is this an item that is being added to offset the loss of the West North Avenue Bridge, also a contributing resource to the Pennsylvania Railroad district?

Additional mitigation ideas have been presented over the course of the consultation for the project. Please provide documentation of consideration of these ideas and any other suggested by consulting parties to the project:

- Placement of public art (murals) within the railroad corridor
- Restoration of stone building near the tennis courts

- Additional ideas outlined in the plan for Allegheny Commons Park

Continued Consultation
The local preservation interests have until October 12, 2024 to provide their comments on the Determination of Effect Report. Please provide a copy of any comments received to our office.

For questions concerning above ground resources, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

Barbara Frederick
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

November 14, 2024

Sent Via PA-SHARE

RE: ER Project # 2018PR13984.037, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Submitter,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources
SHPO Sends Comments - Environmental Review - SHPO Sends Above Ground Comments

We are in agreement with the proposed minimization and mitigation measures for the above listed project, as outlined in your letter of October 24, 2024. Provided no additional consulting parties to this project have comments or concerns about the proposed minimization and mitigation measures, we request you prepare a draft agreement outlining the identified commitments.

For questions concerning above ground resources, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

B. Frederick

Barbara Frederick
Environmental Review Division Manager

Michael Baker
INTERNATIONAL

W. North Avenue Bridge

pennsylvania
DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Determination of Section 4(f) *De Minimis* Use
Section 2002 No Adverse Use
Historic Properties

August 2017 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

SELECT ONE: ☐ **EIS** ☐ **EA** ☐ **CE** ☐ **EER** ☒ **ED**

PROJECT DESCRIPTION:
(Provide a concise but thorough description of the proposed action.)

The project will consist of the replacement of the W. North Avenue Bridge carrying W. North Avenue and Brighton Road over the Norfolk Southern Railroad tracks in the City of Pittsburgh, Allegheny County, Pennsylvania (**Attachment A – Figure 1; Attachment B – Photograph 1**). The proposed project would replace the bridge, on-alignment, to provide a vertical clearance above the railroad of 21'-4" and would maintain the existing lane configuration and bike lanes. Roadway approach work along W. North Avenue would extend approximately 180' to the west and 240' to the east of the bridge. Roadway approach work along Brighton Road would extend approximately 210' to the south and 355' to the north of the bridge. Approach work would include roadway pavement and sidewalk reconstruction, including the construction of retaining walls and toe walls with pedestrian railings. Due to the profile change, side street adjustments would be required along Beech Avenue, Eloise Street, and the Buncher Company property driveway at 1201 Brighton Road.

IDENTIFICATION OF SECTION 4(f)/SECTION 2002 PROPERTY:
(List the property and provide a description of the property as per Chapter 6 of the *Section 4(f)/Section 2002 Handbook.* Attach a map, photo(s), etc. as appropriate.)

Allegheny Second Ward Industrial Historic District (**Attachment A – Figure 2**)**:** This resource is locally significant for the National Register of Historic Places (NRHP) under Criterion A in the area of Industry. Because the district includes the previously listed International Harvester Company Building, it also includes the criteria and areas of significance for which that property was listed: Criterion A for Commerce, Criterion B for Association with a Significant Person, and Criterion C for Architecture. The district is notable for its cohesiveness, its tangible sense of feeling and association, and its ability to act as a physical timeline illustrating parts of Pittsburgh's industrial evolution. The district contains 39 contributing buildings, three contributing structures, three non-contributing buildings, seven non-contributing sites, and one contributing resource previously listed in the NHRP (the **International Harvester Company Building**) (**Attachment B – Photographs 2-3).**

International Harvester Company Building (**Attachment A – Figure 2**)**:** This building is a 1902, four-story, brick, commercial building with Classical influenced stylistic details.

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

The building is locally significant under Criterion C for Architecture as a high-integrity example of the warehouse building typology exhibiting Classical Revival stylistic influence. The building is individually eligible for listing on the NRHP under Criteria A and C in the areas of commerce and architecture, respectively. The resource is nationally significant under Criterion A for Commerce for: 1.) its association with the 1902 transition of the McCormick Harvesting Machine Company to the International Harvester Company and 2.) as a representative example of the campaign for national expansion during the "Harvester Wars" by the McCormick Harvesting Machine Company in the late-nineteenth and very early-twentieth centuries. In addition, it is eligible as a contributing element of the **Allegheny Second Ward Industrial Historic District** (**Attachment B – Photograph 4**).

OFFICIAL WITH JURISDICTION OVER SECTION 4(f)/SECTION 2002 PROPERTY:

1. Identify agency with jurisdiction:
   Pennsylvania Historical and Museum Commission (PHMC)

2. Name and title of contact person at agency:
   Andrea MacDonald, Bureau Director/Deputy State Historic Preservation Officer

APPLICABILITY DETERMINATION:

1. Does the project result in a "no adverse effect" or a "no historic properties affected" determination on the historic property as defined by Section 106 of the National Historic Preservation Act and its regulations? **(If NO, *de minimis*/no adverse use does not apply.)** ☒ YES ☐ NO

   Identify the effects determination for the resource: No Adverse Effect

   Describe the use of land from the property (identify amount of the property to be used, including temporary and permanent acquisition). Include a description of any mitigation included when making the determination regarding effects to the resource:

   The project will result in approximately 0.021 acres of temporary and 0.059 acres of permanent impacts to the **Allegheny Second Ward Industrial Historic District**, and approximately 0.004 acres of temporary and 0.001 acres of permanent impacts to the **International Harvester Building** property (**Attachment A – Figure 3**). These impacts are required due to the increased width of the proposed bridge, changes to sidewalk and stair profile elevations, and sidewalk and retaining wall construction. The affected areas consist of sidewalks, parking areas, and driveways (**Attachment A – Figure 4**).

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

The proposed sidewalk grades follow the roadway profile except for the sidewalk segment fronting the **International Harvester Building**, which has been narrowed and separated from the front of the building by a curb sidewalk east of the building's main entrance. This will minimize the amount of foundation wall and storefront windows obscured by the sidewalk grade change.

No additional minimization or mitigation measures were necessary or proposed for the **Allegheny Second Ward Industrial Historic District**.

☒ YES

2. Has the SHPO concurred in writing with the effects determination?

☐ CONCURRENCE NOT REQUIRED AS PER SECTION 106 DELEGATION PA

☐ NO

If YES, identify date of concurrence: 10/2/2024

If NO Response, identify specified time with no response from PHMC: N/A

*(**Note:** Receipt of the SHPO's concurrence with the FHWA's finding, or a non-response after the specified time qualifies as the necessary correspondence from the official with jurisdiction over Section 106 properties. In agreement of an FHWA letter dated March 24, 2017, PHMC documented their written understanding on March 27, 2017 that PennDOT will make a de minimis finding for historic resources where a Section 106 effects determination of no adverse effect or no historic properties affected is made. Therefore, individual notices of the intent to apply the de minimis finding for historic resources are no longer required in Pennsylvania if the SHPO is the official with jurisdiction, and the SHPO has agreed that when a no adverse effect or no historic properties affected determination is made, that the de minimis use is appropriate.)*

Written correspondence is included in the following Attachment:
Attachment C.

3. The views of the consulting parties participating in the Section 106 consultation have been considered. (Attach relevant correspondence and any necessary responses to consulting party comments) ☒ YES

Coordination with the PHMC and consulting parties has occurred throughout the course of the project. Measures to mitigate the adverse effects of this project were identified in

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

consultation with the PHMC and the consulting parties. The agreed-upon mitigation measures for the undertaking have been included in an agreement document between PennDOT, PHMC, and Norfolk Southern (see **Attachment C**).

4. The project does not involve any uses that would require an individual Section 4(f) evaluation. (It is acceptable if there are other Section 4(f) uses that are covered by one of the nationwide programmatic Section 4(f) evaluations or meet temporary occupancy criteria.) ☒ YES

If there are other Section 4(f) properties used, list them here, briefly describe the use, and identify which form(s) will be completed to address the use:

The **Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District (Attachment A – Figure 2)** was previously determined eligible for listing in the NRHP under Criteria A and C for its state-wide significance in transportation, economy, and the development of Pennsylvania's industries and communities. The W. North Avenue Bridge is a contributing resource to the historic district, resulting in an adverse effect to the railroad corridor historic district. A *Projects that Necessitate the Use of Historic Bridges* form has been prepared for this resource.

Allegheny Commons (Attachment A – Figure 2) is the oldest public park in Pittsburgh, the city's only formal urban park, and one of the first public parks developed west of the Allegheny Mountains. Allegheny Commons is listed in the NRHP under NRHP Criterion A in the area of Community Planning and Development and under Criterion C in the area of Landscape Architecture and is designated a City of Pittsburgh Historic District. A *Determination of Section 2002 No Adverse Use form for Public Parks, Recreation Areas, Wildlife and/or Waterfowl Refuges, State Forest Land, and State Gamelands* has been completed for this resource.

ALTERNATIVES ANALYSIS:

In accordance with PA Act 120 Section 2002 requirements, briefly summarize the impacts to other Section 2002 areas of concern that would occur if the use of the historic site was avoided. Other Section 2002 areas of concern to be discussed could include the following:

(1) residential and neighborhood character and location, (2) conservation including air, erosion, sedimentation, wildlife and general ecology of area, (3) noise, and air and water pollution, (4) multiple use of space, (5) replacement housing, (6) displacement of families and business, (7) aesthetics, (8) public health and safety, (9) fast, safe and efficient transportation, (10) civil defenses, (11) economic activity, (12) employment, (13) fire protection, (14) public utilities, (15) religious institutions, (16) conduct and

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

financing of government including the effect on the local tax base and social service costs, (17) property values, (18) education, including the disruption of school district operations, (19) engineering, right-of-way and construction costs of the project and related facilities, (20) maintenance and operating costs of the project and related facilities, and (21) operation and use of existing transportation routes and programs during construction and after completion.

The current poor condition of the W. North Avenue Bridge has led to the partial closure of the structure and increased maintenance actions. The bridge is in fair to poor condition based on a Bridge Inspection Report dated June 2023 and is currently posted for a 10-ton single vehicle and 19-ton combination vehicle weight restriction. A Historic Bridge Rehabilitation Analysis was prepared for the W. North Avenue Bridge Project. The results of that analysis indicated that due to the extensive repairs, modifications, and strengthening required, the rehabilitation alternative would not meet the Secretary of the Interior's Standards for Rehabilitation. However, if the bridge is not replaced, it will need to be completely closed in the near future due to its deteriorating condition. This would severely impact residents, emergency services, bus routes, school district operations, and religious institutions in the project area. Therefore, the replacement alternative was selected as the preferred alternative for the project. The replacement alternative has incorporated several measures to minimize harm to Section 2002 resources.

Include any additional information related to the historic property that is relevant to the determination of *de minimis*/no adverse use:

N/A

SUMMARY AND DETERMINATION:

The project involves a *de minimis/no adverse use* on the Section 4(f)/Section 2002 property as evidenced by a no adverse effect or no historic properties affected finding from the SHPO and/or as a result of mitigation to or avoidance of impacts to the qualifying characteristics and/or the functions/values of the resource. Based on the scope of the undertaking; the fact that the undertaking does not adversely affect the function/qualities of the Section 4(f)/Section 2002 property on a permanent or temporary basis; and with agreement from the official with jurisdiction (SHPO), the proposed action constitutes a *de minimis*/no adverse use; and therefore, no analysis of avoidance alternatives is required.

pennsylvania
DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Determination of Section 4(f) *De Minimis* Use Section 2002 No Adverse Use Historic Properties

August 2017 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

Name and Organization of Preparer: Amy L. Pinizzotto, Michael Baker International Date: 2/14/2025

Project Manager: Dina A. Salemi Digitally signed by Dina A. Salemi Date: 2025.06.06 09:54:56 -04'00' Date:

Environmental Manager: markyoung Digitally signed by markyoung Date: 2025.06.03 16:22:22 -04'00' Date:

PennDOT, BOPD: Meredith Biggica Date: 06/09/2025

FHWA: Date:

List Section 4(f) mitigation measures associated with this *de minimis* use that are part of this project:

The following mitigation measure has been incorporated into the W. North Avenue Bridge Project to avoid an adverse effect on the **International Harvester Company Building**:

The sidewalk fronting the International Harvester Company of America: Pittsburgh Branch House will be narrowed and separated from the front of the building by a curb to avoid obscuring any of the first-floor display windows, and planter boxes will be placed in front of the display windows.

Typical attachments for this form include, but are not limited to:

- Project location map
- Map of affected Section 4(f) property and other Section 4(f) property(ies) in the project vicinity

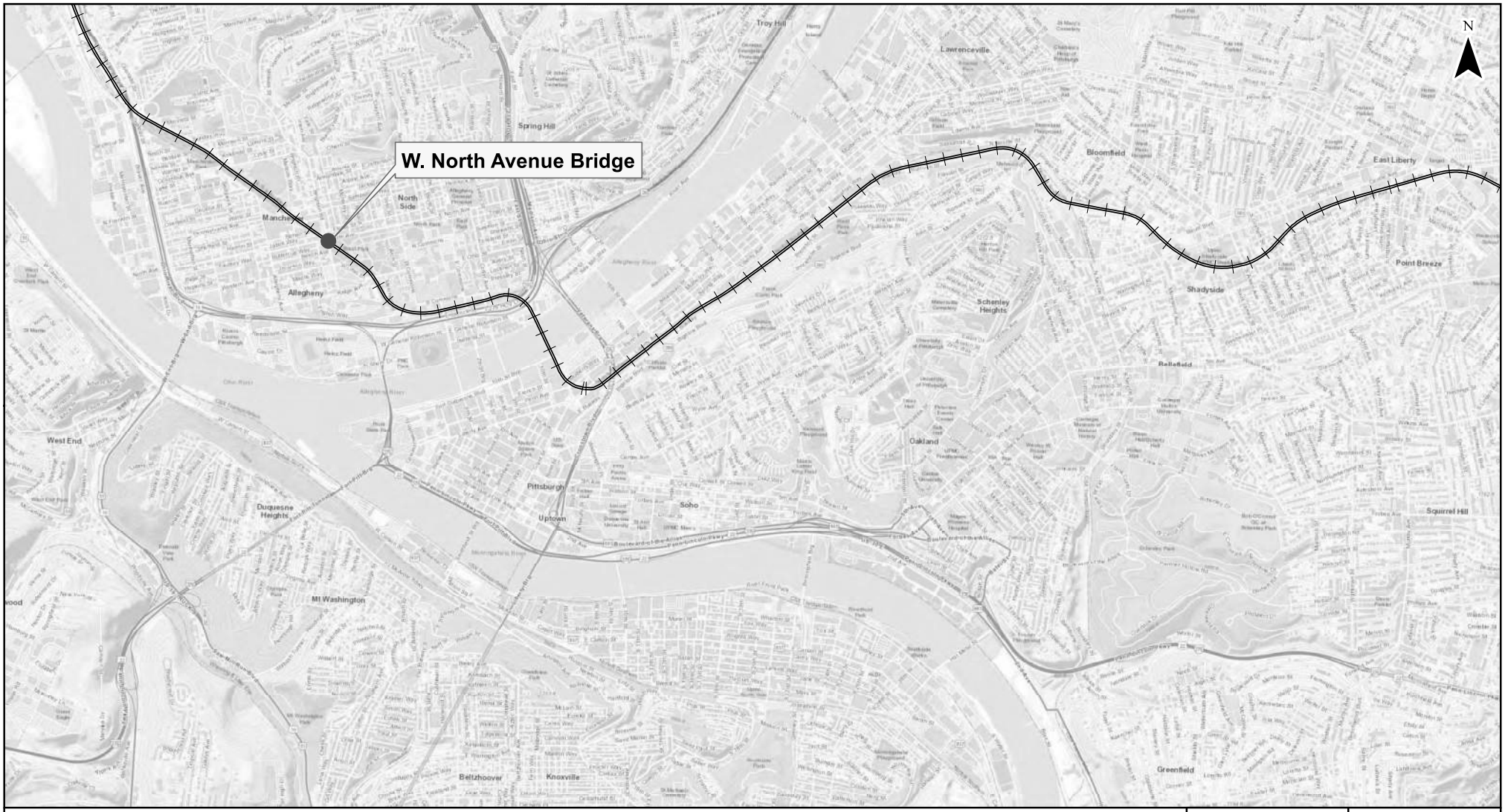
County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

- Photographs of the Section 4(f) property
- Project plan sheet to show impacts
- Correspondence with the official with jurisdiction
- Consulting party correspondence

Michael Baker
INTERNATIONAL

ATTACHMENT A

Figures



LEGEND

Norfolk Southern Railway

Project Location

0 0.5 1 2 Miles

Figure 1

Michael Baker INTERNATIONAL

Project Location Map
Norfolk Southern Railroad Company
W. North Avenue Bridge Project
City of Pittsburgh
Allegheny County, Pennsylvania

Figure 2

Michael Baker INTERNATIONAL

Section 2002 Resources

Norfolk Southern Railroad Company
W. North Avenue Bridge Project
City of Pittsburgh
Allegheny County, Pennsylvania

Legend

Historic Resources

- Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line)
- Allegheny Second Ward Industrial Historic District
- Allegheny Commons / Historic District
- International Harvester Co. Building
- Temporary Impact - International Harvester Building (0.004 Acres)
- Permanent Impact - International Harvester Building (0.001 Acres)
- Temporary Impact - Allegheny Second Ward Industrial Historic District (0.021 Acres)
- Permanent Impact - Allegheny Second Ward Industrial Historic District (0.059 Acres)

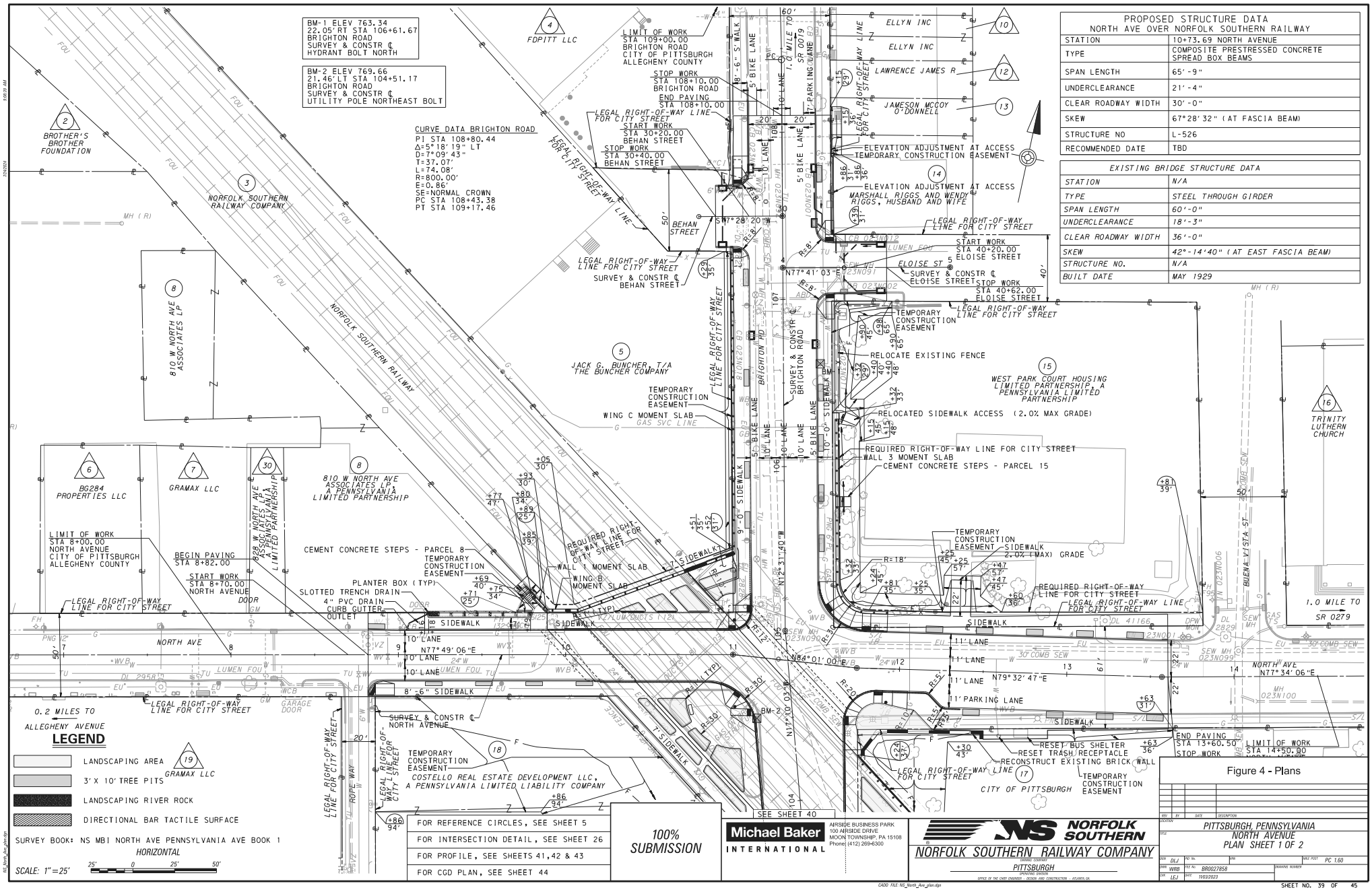
0 80 160 Feet

Figure 3

Michael Baker INTERNATIONAL

Section 2002 Resources and Impacts

Norfolk Southern Railroad Company
W. North Avenue Bridge Project
City of Pittsburgh
Allegheny County, Pennsylvania



PROPOSED STRUCTURE DATA NORTH AVE OVER NORFOLK SOUTHERN RAILWAY	
STATION	10+73.69 NORTH AVENUE
TYPE	COMPOSITE PRESTRESSED CONCRETE SPREAD BOX BEAMS
SPAN LENGTH	65'-9"
UNDERCLEARANCE	21'-4"
CLEAR ROADWAY WIDTH	30'-0"
SKEW	67°28'32" (AT FASCIA BEAM)
STRUCTURE NO	L-526
RECOMMENDED DATE	TBD

EXISTING BRIDGE STRUCTURE DATA	
STATION	N/A
TYPE	STEEL THROUGH GIRDER
SPAN LENGTH	60'-0"
UNDERCLEARANCE	18'-3"
CLEAR ROADWAY WIDTH	36'-0"
SKEW	42°-14'40" (AT EAST FASCIA BEAM)
STRUCTURE NO.	N/A
BUILT DATE	MAY 1929

Figure 4 - Plans

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN
NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH

PITTSBURGH, PENNSYLVANIA
NORTH AVENUE
PLAN SHEET 1 OF 2

DLJ | WRB | LEJ | BR0027858 | 11032023 | PC 1.60

CADD FILE: NS_North_Ave_plan.dgn

SHEET NO. 39 OF 45

PROPOSED STRUCTURE DATA NORTH AVE OVER NORFOLK SOUTHERN RAILWAY	
STATION	10+73.69 NORTH AVENUE
TYPE	COMPOSITE PRESTRESSED CONCRETE SPREAD BOX BEAMS
SPAN LENGTH	65'-9"
UNDERCLEARANCE	21'-4"
CLEAR ROADWAY WIDTH	30'-0"
SKEW	67°28'32" (AT FASCIA BEAM)
STRUCTURE NO	L-526
RECOMMENDED DATE	TBD

EXISTING BRIDGE STRUCTURE DATA	
STATION	*N/A*
TYPE	*STEEL THROUGH GIRDER*
SPAN LENGTH	*60'-0"*
UNDERCLEARANCE	*18'-3"*
CLEAR ROADWAY WIDTH	*36'-0"*
SKEW	*42°-14'40" (AT EAST FASCIA BEAM)*
STRUCTURE NO.	*N/A*
BUILT DATE	*MAY 1929*

BM-3 ELEV 766.71
23.78' LT STA 102+98.24
BRIGHTON ROAD
SURVEY & CONSTR ℄
UTILITY POLE NORTHEAST BOLT

CURVE DATA BRIGHTON ROAD
PI STA 103+50.00
Δ=4°34'53" LT
D=8°11'06"
T=28.00'
L=55.97'
R=700.00'
E=0.56
SE=NORMAL CROWN
PC STA 103+22.00
PT STA 103+77.97

LIST OF PROPERTY OWNERS

20 — J. ANDREW WOLFINGER
21 — JAMES P & MARGARET S MCNAMARA (W)
22 — JEANNE MARIE LASKAS
23 — CTI 1379, LLC
24 — BARRRY H. & DEBORAH BIER (W)
25 — JEFFERY & AMY SOLLARS (W)
26 — ANNETTE C. TRUNZO

LEGEND

LANDSCAPING AREA
3' X 10' TREE PITS
DIRECTIONAL BAR TACTILE SURFACE

SURVEY BOOK: NS MBI NORTH AVE PENNSYLVANIA AVE BOOK 1

SCALE: HORIZONTAL 25' 0 25' 50'

FOR PROFILE, SEE SHEETS 42 & 43
FOR CGD PLAN, SEE SHEET 45
FOR REFERENCE CIRCLES, SEE SHEET 5

100% SUBMISSION

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN
NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH
ENGINEERING DIVISION
OFFICE OF THE CHIEF ENGINEER – NORTH AND CONSTRUCTION – ATLANTA, GA.

Figure 4 - Plans

NO	BY	DATE	DESCRIPTION

PITTSBURGH, PENNSYLVANIA
NORTH AVENUE
PLAN SHEET 2 OF 2

DLJ			PC 1.60
WRB	BR0027858		
LEJ	10/2/2023		

CADD FILE: NS_North_Ave_plan.dgn

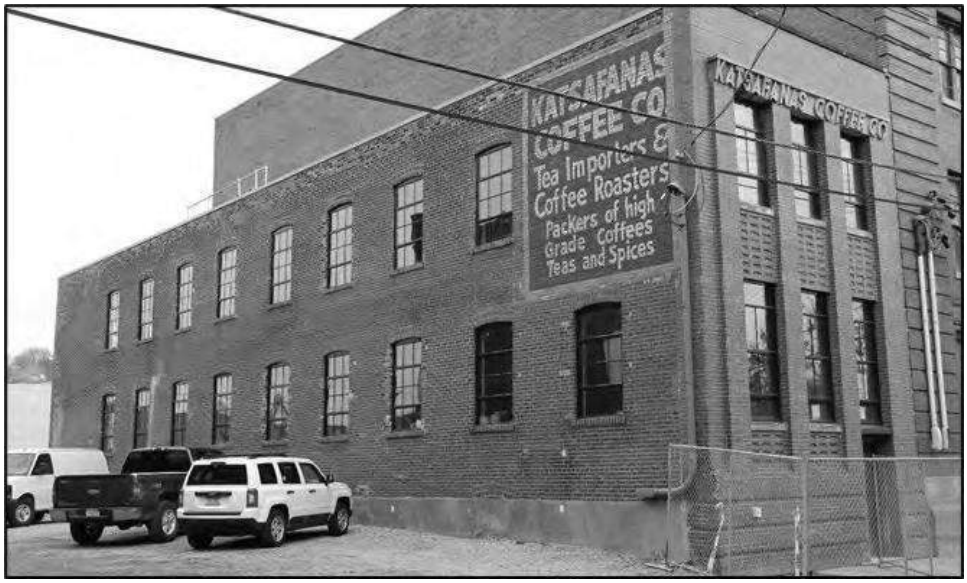
Michael Baker
INTERNATIONAL

ATTACHMENT B

Photographs

Photograph 1 - Existing W. North Avenue Bridge over the Norfolk Southern Railroad.

Photograph 2 – View of the Hipwell Manufacturing Company complex in the Allegheny Second Ward Industrial Historic District.



Photograph 3 – View of the Katsafanas Coffee Company Building in the Allegheny Second Ward Industrial Historic District.

Photograph 4 – View of the International Harvester Company Building in the Allegheny Second Ward Industrial Historic District.

Michael Baker
INTERNATIONAL

ATTACHMENT C

SHPO Coordination

November 8, 2019

Timothy Zinn
Michael Baker International
100 Airside Drive, Airside Business park
Moon Township PA 15108

ER 2018-1595-003-E: PennDOT Multimodal, Norfolk Southern Railway Company Pittsburgh Vertical Clearance Projects, Swissvale and City of Pittsburgh, Allegheny County, Identification of Historic Properties Reports

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution, and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources
Identification of Historic Properties
We have received Norfolk Southern's objection to the inclusion of its property on state or federal historic registers. We would note that Norfolk Southern's objection is not relevant to and does not affect the duties of state or federal agencies under Section 106 or the State History Code. The SHPO will perform all of its required consultation with regards to eligibility for the federal and state historic registers.

Prior National Register of Historic Places (NRHP) Eligibility for Railroad Resources

The following railroad resources within the APE have been previously evaluated for National Register eligibility or listed in the National Register of Historic Places:

- *Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372* (Determined Eligible 9/14/1993).
- *Pennsylvania Railroad: Station Rotunda (Pittsburgh), Key # 001769* (Listed 04/11/1973)
- *Pennsylvania Railroad Station, Key # 001762* (Listed 04/22/1976)
- *Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Columbus Avenue Bridge (Pittsburgh), Key # 129787* (Not Individually Eligible 3/5/2007 and 4/01/2018; Does Not Contribute to PRR Fort Wayne Division 2007*)*
- *Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): S. Braddock/Kenmawr Avenue Bridge, Key # 129934* (Not Individually Eligible 03/05/2007; Does Not Contribute to the Eligible Pennsylvania Main Line (Swissvale to Rankin), Key # 201322 03/05/2015)
- *Pennsylvania Railroad Main Line (Harrisburg to Pittsburgh) Key # 112369 (*Determined Eligible 9/14/1993*)*

SHPO Concurs: Eligible
Based on the information received and available in our files, we concur with the findings of the agency that the following properties are eligible for listing in the National Register of Historic Places:

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Bridge (Merchant Street) and APE corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): W. North Avenue Bridge (Pittsburgh), Key # 129729 and APE corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372 and Fort Wayne Division/Western Pennsylvania Railroad (Pittsburgh to Freeport), Key 097496)

Ohio Connecting Railway: Brunot's Island Bridge (Ohio River), Key # 007764 and Ohio Connecting Bridge flyover ramps, the Eckert Street undergrade bridge (consisting of four steel plate girder bridges, and corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key 112372. Note: The Ohio Connecting Railway Bridge may also be individually eligible. More information would be needed to establish individual eligibility. Contributing status is sufficient for identification of historic properties within the APE.

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Pittsburgh City Segment corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key 112372. Note: The Washington Avenue Bridge does not contribute to the Main Line as it was built circa 1980.

Pennsylvania Railroad: Station (Pittsburgh) – The Pennsylvania Trainshed contributes to the Pennsylvania Railroad Station Key # 001762. *The Pennsylvania Trainshed* also contributes to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh), Key #112369. The Period of Significance for the station should be amended to 1898-1958 as the station's significance extends beyond its construction date. This new Period of Significance will be consistent with the POS for the PRR Main Line Harrisburg to Pittsburgh. Also, the boundary should include the plaza area southwest of the rotunda and the full length of the train platform as shown on the site plan within the HRSF. The trainshed is individually Not Eligible under Criterion A, B or C.

Allegheny Second Ward Industrial Historic District, Key # TBD, is eligible under Criterion A in the areas of Industry and Commerce for its role in metallurgy in the twentieth century and Criterion C in the area of Architecture, with a Period of Significance of circa 1849, the year construction began, to 1951, the date of construction of several of the latest buildings in the district. We concur with the proposed boundary as demarcated on Figure 2 (Location Map) in the HRSF and the list of non-contributing and contributing buildings. Note: The Hipwell Row, Key # 003883, may be individually eligible. More information would be needed to establish individual eligibility. Contributing status is sufficient for identification of historic properties within the APE.

The Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Washington Avenue Bridge, Key # 129935, and the corridor (and associated resources dating to the Period of Significance of the Main Line of 1847-1958 and that retain integrity) contribute to the Pennsylvania Railroad: Main Line. Note: The Washington Avenue Bridge is not individually eligible (it was incorrectly data entered in CRGIS as individually eligible and that will be revised).

SHPO Concurs: Not Eligible
We concur with the findings of the agency that the following properties are not eligible for listing in the National Register of Historic Places due to a lack of integrity and/or significance:

- *Renkin Pattern Works/Paul Warhola Scrap Metal, Key # TBD, 817 Pennsylvania Avenue*
- *Frank and Ida Mandel Building/Paul Warhola Scrap Metal, Key # TBD, 825 Pennsylvania Avenue*
- *Buncher Building, Key # TBD, 1201 Brighton Road*
- *Keystone Plumbing, Key # TBD, 1215 Brighton Road*
- *Trinity Lutheran Church, Key # 077607*

SHPO Does Not Concur
Based on the information received and available in our files, we disagree with the finding of the agency; it is the opinion of the Pennsylvania State Historic Preservation Officer that the proposed *Mexican War Streets Western Boundary Increase, Key # TBD* is *not eligible* for listing in the National Register of Historic Places due to a lack of integrity and/or significance. The former Union Hotel has suffered significant loss of historic material and the character of the block is different from the nearby residential neighborhood of the listed Mexican War Historic District.

The above listed resources have not been evaluated for archaeological potential. We concur the scope and level of effort utilized to identify historic properties for this project is appropriate. Our evaluation is based upon the information provided and available in our files for review. If National Register listing for this property is sought in the future, additional documentation of the property's significance and integrity may be required to both verify this evaluation and satisfy the requirements of the National Park Service (36 CFR Part 60). Thus, the outcome of the National Register listing process cannot be assured by this evaluation.

If you need further information in this matter, please contact Cheryl L. Nagle at chnagle@pa.gov or (717) 772-4519.

Sincerely,

Douglas C. McLearen, Chief
Division of Environmental Review

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

January 13, 2023

Tim Zinn
Michael Baker International, Inc.
100 Airside Drive
Moon Township, PA 151080000

RE: ER Project # 2018PR13984.022, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation.

Above Ground Resources
We request a written response to our questions regarding the Determination of Effect Report outlined in our letter of December 13, 2022. In addition, we offer the following comments, for consideration and response, regarding the December 14, 2022 Consulting Party Meeting, Alternatives Analysis Report, and the January 11, 2023 letter from Q Development.

December 14, 2022 Consulting Party Meeting

At the December 14, 2022 consulting party meeting, the specific clearances at each of the five obstruction locations identified in the report was briefly discussed. While the project's purpose and need indicates the PUC requirement for vertical clearances is 22'-0", with waivers, the specific level of vertical clearance required at each of the five locations is unclear. The clearances proposed for the preferred alternatives presented in the Alternatives Analysis and Effect Reports are as follows, ordered from least to greatest amounts: 21'-0" at the Amtrak Station; 21-1" at Columbus Avenue Bridge; 21-2" at the Pennsylvania Avenue Bridge; 21'-4" at the West North Avenue Bridge; and 21'-9" at the Washington Avenue Bridge. As outlined in our letter of December 13, 2022, we require more detailed information on the specific requirements of each of the five obstruction locations. Given lower clearances at other obstruction locations, can the height clearances of the preferred alternatives for those locations where there is the potential for an adverse effect (West North Avenue Bridge and Pennsylvania Avenue Bridge) be reduced to minimize impacts to the adjacent historic properties?

Also at the December consulting party meeting, there was discussion of construction of a pedestrian bridge that would connect the two sides of Allegheny Commons, now separated by the railroad. We understand the pedestrian bridge is to be constructed before work at the obstruction locations. To date we have received no information on this part of the project and request consultation including: a purpose and need statement, mapping of the proposed project and Area of Potential Effect (APE), photographs of the APE, plans or specifications, including proposed design and materials. In addition, what are the potential effects of this bridge project on the National Register of Historic Places (National Register)-listed Allegheny Commons Historic District? Has there been any public

feedback on the proposed pedestrian bridge and its potential to affect Allegheny Commons? What efforts have been made to minimize effects of the pedestrian bridge on historic properties?

Alternatives Analysis Report and Assessment of Effect

Washington Avenue Bridge

Of the alternatives considered, we agree that the preferred alternative (alternative 3 with design modifications) best minimizes effects to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District as this alternative would not require work that might affect buildings or driveway entrances on Washington Avenue. (This area was not previously identified as a historic district, but the Alternatives Analysis report indicates there may be the potential for a district at this location). Contributing features that will be affected by the preferred alternative include the superstructure and substructure of the Washington Avenue Bridge, adjacent stone retaining walls along Palmer Street and Washington Avenue, and decorative wrought iron fencing. If the plans and specifications provide for protection of these contributing features during exposure and construction as well as commit to restoration of the affected portions of the features to match the old in size, scale, design, color, finishes, materials, and construction techniques, we agree the project should not adversely affect the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

Amtrak Station

Of the alternatives considered, we agree that the preferred alternative (alternative 3) best minimizes effects to the Pennsylvania Railroad Station and the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District. Alternative 3 accommodates historic preservation concerns alongside the project purpose and need by accommodating vertical clearance needs through limited modifications to the girders and exhaust shoots at Tracks 1 and 2 of the trainshed rather than removal of entire portions of the trainshed (alternative 2). The changes will be compatible with existing materials and features, and the original construction techniques and craftsmanship will be visible elsewhere within the structure. Therefore, we agree the preferred alternative should not adversely affect the Pennsylvania Railroad Station and the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

We agree the preferred alternative does not have the potential to affect The Rotunda of the Pennsylvania Railroad Station.

West North Avenue Bridge

The preferred alternative (alternative 2 with design modifications) proposes removal of the entire superstructure, replacement with a single-span prestressed concrete spread box beam of greater width, an increase in the height and length of abutments, and an increased vertical grade at both the bridge and its approaches to accommodate a height of 21’-4”. Alternative 3, which had lesser impacts to historic properties, was dismissed in the Alternatives Analysis Report as it would reduce the number of tracks through the area from four to three. While we understand replacement of the bridge is needed and there will be an adverse effect to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District, it is necessary to ensure adequate consideration of alternatives that avoid or minimize potential adverse effects to historic properties.

Within the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District, alternative 2 with design modifications would affect the bridge superstructure,

substructure, retaining walls, and fencing as well as an out-of-service railroad siding, all contributing features. As outlined in our letter of December 13, 2022, please provide more information on the proposed replacement structure, plans for the reconstruction or restoration of contributing features, and a discussion of potential effects to the railroad siding.

Within the Allegheny Commons Historic District, alternative 2 with design modifications has the potential to adversely affect the park through the introduction of new features including a new bridge, sidewalk replacement and toe wall construction, changes to the bus shelter, and replacement of the existing retaining wall and railing along the east side of Brighton Road. Please provide further detail on consideration of minimization of the effects of the design on these and other contributing features in the park. Please include a more detailed discussion of the potential for cumulative visual effects on the park including renderings showing the proposed new features in the setting of the historic district.

To accommodate the increased grade, alternative 2 with design modifications proposes changes to the International Harvester Building, individually listed in the National Register and a contributing feature to the National Register-eligible Allegheny Second Ward Industrial Historic District. The windows and water table are character-defining features of the International Harvester Building, and alterations to the openings and appearance of the front elevation as part of the preferred alternative have the potential to affect integrity and adversely affect the resource and district. The loading dock adjacent to the railroad siding is also a character defining feature that has the potential to be affected by the current design. In addition, we are concerned about the introduction of new features (elevated sidewalk, ramps, railings, and a retaining wall) at the primary façade.

Further documentation and consideration of alternatives that limit changes to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District, the Allegheny Commons Historic District, the International Harvester Building, and the Allegheny Second Ward Industrial District is required. This should include reconsideration of the amount of vertical clearance needed at this obstruction location, a clear understanding of the pedestrian and ADA accessibility requirements adjacent to the International Harvester Building, and consideration of alternative designs that accommodate the increased vertical grade of the bridge approaches.

Pennsylvania Avenue Bridge

Of the alternatives considered, alternatives 2 with design modifications (preferred) and 4 best minimize effects to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District as they do not require buttressing of the concrete retaining walls that line the railroad historic district (alternative 3).

The bridge superstructure and substructure do not contribute to the significance of the railroad district as they were replaced after the period of significance of the railroad. To minimize changes to the railroad district, a steel pony truss similar in scale and configuration to the original ca. 1905 pony truss bridge is proposed. Contributing features that will be affected include the concrete retaining walls with stone coping, safety railings, and decorative wrought iron fencing. If the plans and specifications provide for protection of these contributing features during construction as well as commit to restoration of the affected walls and fencing to match the old in size, scale, design, color, finishes, materials, and construction techniques, we agree the project should not adversely affect the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

Both alternative 2 with design modification (preferred) and alternative 4 would require modifications to the bridge approaches resulting in the introduction of new features into the setting

of 901 Pennsylvania Avenue, a contributing feature in the Allegheny Second Ward Industrial Historic District. These new features will include a bifurcated sidewalk with handicap ramp and handrail. As currently designed, to accommodate the ramp, it will be necessary to cover over a portion of the brick side wall (up to 11" high) of 901 Pennsylvania Avenue. Further information is required before we can comment on the potential for the project to adversely affect the Allegheny Second Ward Industrial District. Please provide specifications for the pedestrian and ADA accessibility requirements adjacent to 901 Pennsylvania Avenue and discuss efforts made to minimize effects to 901 Pennsylvania Avenue.

Columbus Avenue Bridge

Of the alternatives considered, we agree that the preferred alternatives (3A with design modification or 3B with design modification) best minimize effects to the Pennsylvania Railroad: Main Line
(Harrisburg to Pittsburgh) Railroad Corridor Historic District. The 1907 superstructure has lost integrity of design and workmanship and does not contribute to the district. While work to contributing features of the district (bridge substructure, retaining walls, and iron fencing) is proposed, the preferred alternatives eliminate the need for work along Columbus Avenue and potential impacts to the 1907 Columbus Avenue approach ramp, another contributing feature to the district. If the project plans and specification provide for protection for the substructure, adjacent concrete retaining walls and fencing during construction as well as commit to restoration of those features that are affected during construction by matching the old in size, scale, design, color, finishes, materials, and construction techniques, we agree the project should not adversely affect the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

January 11, 2023 Q Development Response Letter

We have reviewed the comments on the Determination of Effect Report provided by Q Development on January 11, 2023. For the West North Avenue Bridge Project, we echo their concerns about the potential adverse effect to the International Harvester Building as the alterations to the building are not in keeping with the Secretary of the Interior's Standards. At this time, it is unclear if these changes would jeopardize the $2.5 million in Rehabilitation Investment Tax Credits approved by the National Park Service in August of 2022. We would also like to request consideration of alternative sidewalk designs to minimize effects to the International Harvester Building, including those provided by Q Development in their response letter.

Regarding the noise wall requested by Q Development, please note, we have concerns about the potential visual effects as it will introduce new features into the setting of several historic properties.

In conclusion, this letter should not preclude consideration of any comments provided by local consulting parties. Please share our comments with the local consulting parties and continue to provide copies of any comments from other consulting parties to our office. We look forward to additional consultation to avoid, minimize, and mitigate for adverse effects to historic properties.

For questions concerning this review, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

Emma Diehl
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

April 13, 2023

Timothy Zinn
Michael Baker International, Inc.
100 Airside Drive
Moon Township PA 151080000

RE: ER Project # 2018PR13984.023, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources

We are in receipt of the Response to Comments document provided in response to the Effect Report, Alternative Analysis Report, and the December 14, 2022 Consulting Party Meeting. We offer the following comments for consideration as well as discussion at the upcoming consulting party meeting scheduled for May 2, 2023.

<u>West North Avenue Bridge</u>

International Harvester Building
The Response to Comments indicates the following about the sidewalk designs at Washington Avenue Bridge: need to comply with Norfolk Southern, City of Pittsburgh, PennDOT, and ADA guidelines; need to meet with the approval of the Department of Mobility and Infrastructure (DOMI); additional coordination with DOMI on acceptable sidewalk alternatives is ongoing; and the design team is committed to finding a mutually agreeable solution through ongoing meetings. A mutually agreeable solution is defined as one that would "not result in an adverse effect on the property [the International Harvester Building], would meet the SOI Standards, and that would be accepted by DOMI." As noted in our January letter, we would like a clear understanding of the pedestrian and ADA accessibility requirements being used in DOMI's review process. We offer the following comments on the current design with regards to adverse effects and the Secretary of the Interior's Standards.

The Standards for the Treatment of Historic Properties, specifically the Rehabilitation Treatment Standards (Standards), are used as a measure for determining the appropriateness of work to historic properties as part of federal, state, and local historic preservation programs. They are utilized in review of state and federal projects in the assessment of potential adverse effects on historic properties. They are also used to determine if rehabilitation work qualifies as a certified rehabilitation for state and federal tax incentive programs.

The International Harvester Building is currently undergoing rehabilitation as part of the Allegheny Branch House Lofts project, a certified rehabilitation project under construction that qualified for $2.5 million in federal tax credits and $.5 million in state tax credits in 2022. The PA SHPO certified the rehabilitation plans for the state tax credit and reviewed the rehabilitation plans for the federal tax credit before providing them to the National Park Service (NPS) for review, comment, and certification. The PA SHPO was also actively involved in resolution of NPS comments, which included multiple considerations on the windows and window openings at the façade of the International Harvester Building.

As currently designed, it is the opinion of the PA SHPO that the proposed sidewalk improvements associated with the West Avenue Bridge, adjacent to the International Harvester Building would meet the definition of an adverse effect, as found in 36 CFR Part 800.5(2)ii. "Alteration of a property . . . that is not consistent with the Secretary Standards for the Treatment of Historic Properties and applicable guidelines." The National Register of Historic Places (National Register)-listed International Harvester Building was listed in the National Register under Criterion A for Commerce, Criterion B for its association with Branch Manager Emil Louis Mayer, and Criterion C for Architecture. The windows of the façade and water table, which are all considered character-defining features, will be altered in a manner not consistent with the Standards, affecting the architectural significance of the building.

The sidewalk plans, as currently designed, do not meet the Standards for Rehabilitation, specifically standards 2, 5, and 9, as outlined below.

Standard 2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

> The project, as currently designed, will result in raising the limestone water table and sills, character-defining features of the building, to accommodate the increased vertical alignment of the sidewalk. Changes to the sidewalk will also affect the integrity of the street scape adjacent to the building.

> *Standard 5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.*

> The project as currently designed will result in changes to the window openings and sills and the limestone water table, distinctive features and finishes at the façade.

Standard 9. 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.

> The proposed changes to the windows and water table will destroy historic materials that characterize the property.

If the proposed sidewalk cannot be redesigned to accommodate DOMI's needs alongside the Standards, the state and federal tax credits for the Allegheny Branch House Lofts project could be jeopardized. The project is already under construction. To avoid threats to the state and federal tax credits, we urge rapid action to find a mutually agreeable solution. We are willing to make PA SHPO staff available for in-person discussions to assist in these discussions.

Allegheny Commons Historic District
The Allegheny Commons Historic District was listed in the National Register under Criterion A for Community Planning and Development and under Criterion C for Landscape Architecture. The document indicates the fencing along the railroad will be replaced to match the decorative fencing along the rail corridor; no mature trees will be affected; a retaining wall will be replaced and there will be grading changes. Two sections of a low brick retaining wall from the Simonds & Simonds mid 1960s redesign will be impacted and a permanent right of way totaling .09 acre will be required. The sidewalk will be replaced in-kind. Given the number of changes to landscape features within the National Register-listed Allegheny Commons Historic District, there is the potential for an adverse effect. The PA SHPO would like documentation of consultation with the Pittsburgh Parks Conservancy regarding efforts to minimize impacts to the district. This can be presented at the upcoming May 2, 2023 consulting party meeting and as an addendum to the effect report.

Allegheny Second Ward Industrial District
The Allegheny Second Ward Industrial Historic District is eligible for the National Register under Criterion A in the areas of Industry and Commerce and under Criterion C as a significant and distinguishable entity whose components who lack individual distinction. (*Note: This is a correction to the Determination of Eligibility (DOE) letter that was issued in November of 2019 which stated the district was eligible under Criterion C in the area of Architecture*.) The proposed new bridge, alterations to the International Harvester Building, and changes to sidewalks and grades, will not affect the ability of the district to convey its industrial and commercial significance. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Allegheny Second Ward Industrial District.

Allegheny City Stables Building
The Allegheny City Stables Building is eligible for listing in the National Register under Criterion A in the area of Politics/Government. The new bridge and elevated street and sidewalk grades along West North Avenue do not have the potential to affect the significance of the district. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Allegheny City Stables Building.

Mexican War Streets Historic District
The Mexican War Streets Historic District was listed in the National Register under Criterion A for Social/Humanitarianism and Urban Planning and Criterion C for Architecture. The project will introduce new visual elements into the setting of the district, including the bridge and elevated street and sidewalk grades along Brighton Road and West North Avenue. These changes will not affect the significance of the district. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Mexican War Street Historic District.

Allegheny West Historic District
The Allegheny West Historic District was listed in the National Register under Criterion A for Social History and Criterion C for Architecture. The project will introduce new visual elements including a new bridge and elevated street and sidewalk grades. These changes will not affect the significance of the district. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Allegheny West Historic District.

Pennsylvania Avenue Bridge

Allegheny Second Ward Industrial District
The proposed new Pennsylvania Avenue bridge, alterations to 901 Pennsylvania Avenue, and changes to sidewalks will not affect the ability of the district to convey its industrial and commercial significance. Therefore, in our opinion, based on the information received and available within our files, the Pennsylvania Avenue Bridge Project will not adversely affect the Allegheny Second Ward Industrial District.

Pedestrian Bridge

We remain concerned about the potential of the proposed pedestrian bridge to affect the National Register-listed Allegheny Commons Historic District as it will result in physical impacts and introduce a new feature in the setting of the district. As outlined in our letter of January 13, 2023, the pedestrian bridge should be addressed as part of the project undertaking. We require more information on location, excerpts from the Allegheny Commons Master Plan that indicate the purpose and need, photographs of area, and any preliminary plans. This can be provided at the upcoming May 2, 2023 consulting party meeting and as an addendum to the effect report.

Minimization

As outlined in our letter of December 13, 2022, the purpose of minimization is to lessen the potential effects of a project on historic properties. Minimization measures can be commemorated in the project agreement but should not be misconstrued as mitigation. We note the following minimization measures have been identified for the project.

- Consultation on the design of the West North Avenue Bridge, adjacent features, and landscaping (including the low brick wall) in the Allegheny Commons Historic District.

- Consultation on the design of the new pedestrian bridge in the Allegheny Commons Historic District.

- Consultation on the design of the sidewalk, landscaping and related features adjacent to the International Harvester Building.

- Consultation on protection for/repairs to contributing features within the Pennsylvania Railroad: Main Line (Harrisburg and Pittsburgh) Railroad Corridor Historic District including bridge abutments, retaining walls and decorative fencing.

Mitigation

As stated in our response letter of January 13, 2023, the proposed project will adversely affect the Pennsylvania Railroad: Main Line (Harrisburg and Pittsburgh) Railroad Corridor Historic District due to the replacement of the West North Avenue Bridge, a contributing feature. The project also has the potential to affect the International Harvester Building and the Allegheny Commons Historic District, depending on the results of continued consultation to avoid adverse effects to these historic properties.

Mitigation involves compensation for the loss or diminishment of the integrity of a historic property. As noted in past correspondence, the PA SHPO maintains Criteria for Meaningful Mitigation: https://www.phmc.pa.gov/Preservation/About/Documents/Criteria%20for%20Determining%20Mea

ningful%20Mitigation.pdf for use in development and assessing the appropriateness of mitigation. Guidance published by the Advisory Council on Historic Preservation (ACHP) indicates mitigation should be in the public interest, address concerns or interests of the consulting parties, and enhance the preservation and management of National Register-listed or eligible resources: https://www.achp.gov/Section_106_Archaeology_Guidance/Questions%20and%20Answers/Reaching%20agreement%20on%20Appropriate%20Treatment.

In addition, the mitigation should be identified as part of a consultative process that involves an active exchange of information between the PA SHPO and all the consulting parties. By its very nature, the consultative component of the review process presents opportunities for the development of creative and innovative measures for the resolution of adverse effects. To date, there have been no consulting party meetings/collective discussions at which mitigation was presented and discussed. We understand the reconstruction of a pedestrian bridge over the railroad was developed as part of a mediation process ordered by the Public Utility Commission (PUC), separate from the Pennsylvania History Code process. The identification of the pedestrian bridge as a potential mitigation option should not preclude consideration of other mitigation ideas.

We look forward to continued consultation on the project. For questions concerning this review and/or for future consultation, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

Emma Diehl

Emma Diehl
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

July 25, 2024

Sent Via PA-SHARE

RE: ER Project # 2018PR13984.034, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Submitter,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Archaeological Resources
No Archaeological Concerns - Environmental Review - Negative Survey Report/Negative Survey Form

This report meets our standards and specifications as outlined in Guidelines for Archaeological Investigations in Pennsylvania (SHPO 2021) and the Secretary of the Interior's Guidelines for Archaeological Documentation. We agree with the recommendations of this report, and in our opinion, no further archaeological work is necessary for this project. If project plans should change and/or you should be made aware of historic property concerns, please reinitiate consultation with our office using PA-SHARE.

For questions concerning archaeological resources, please contact Kristen Walczesky at kwalczesky@pa.gov.

Sincerely,

Emma Diehl
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

October 2, 2024

Tim Zinn
Michael Baker International, Inc.
100 Airside Drive
Moon Township, PA 151080000

RE: ER Project # 2018PR13984.036, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Tim Zinn,

Thank you for the Determination of Effects Report Addendum for the above listed project. This addresses changes that have been made to the project designs, including removal of the Washington Avenue Bridge and the Columbus Avenue Bridge projects and changes to designs for the Allegheny Commons Pedestrian Bridge and the West North Avenue Bridge projects. Our office commented on the potential effects of the various projects in previous response letters.

Above Ground Resources
Assessment of Effect
The following historic properties will not be adversely affected by the above listed projects due extensive coordination with local preservation interests and efforts made to minimize adverse effects: Allegheny Commons Historic District (Resource # 1999RE00182); Allegheny Second Ward Industrial Historic District (Resource # 2019RE06933); and the International Harvester Company of America: Pittsburg Branch House (Resource #2020RE00935). We agree that the project has the potential to adversely affect historic properties, specifically the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) (Resource # 1993RE01080), due to the removal of the West North Avenue Bridge, a contributing feature. Therefore, an overall project finding of **Historic Properties Adversely Affected** is appropriate. It is our opinion there has been adequate consideration of alternatives to avoid and minimize effects to the railroad district through the Design Advisory Team meetings and other consultation. We agree with the proposed minimization measures and request they be commemorated in the mitigation agreement for the project.

Resolution of Adverse Effect
Regarding mitigation, we have received your proposal to repair and paint the wrought-iron fencings along the south side of the rail corridor within the Allegheny Commons Historic District between the West North Avenue and Allegheny Commons Pedestrian Bridge. Our letter of June 13, 2023, notes the following as an identified minimization measure: “Protection for/repairs to contributing features within the Pennsylvania Railroad district including bridge abutments, retaining walls, and decorative fencing.” Were repairs to the fencing, which is a contributing feature within the railroad district, part of the larger project, or is this an item that is being added to offset the loss of the West North Avenue Bridge, also a contributing resource to the Pennsylvania Railroad district?

Additional mitigation ideas have been presented over the course of the consultation for the project. Please provide documentation of consideration of these ideas and any other suggested by consulting parties to the project:

- Placement of public art (murals) within the railroad corridor
- Restoration of stone building near the tennis courts

- Additional ideas outlined in the plan for Allegheny Commons Park

Continued Consultation
The local preservation interests have until October 12, 2024 to provide their comments on the Determination of Effect Report. Please provide a copy of any comments received to our office.

For questions concerning above ground resources, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

Barbara Frederick
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

November 14, 2024

Sent Via PA-SHARE

RE: ER Project # 2018PR13984.037, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Submitter,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources
SHPO Sends Comments - Environmental Review - SHPO Sends Above Ground Comments

We are in agreement with the proposed minimization and mitigation measures for the above listed project, as outlined in your letter of October 24, 2024. Provided no additional consulting parties to this project have comments or concerns about the proposed minimization and mitigation measures, we request you prepare a draft agreement outlining the identified commitments.

For questions concerning above ground resources, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

B. Frederick

Barbara Frederick
Environmental Review Division Manager

MITIGATION AGREEMENT

This mitigation agreement is between the Pennsylvania Department of Transportation ("PennDOT"), the Pennsylvania Historical and Museum Commission ("PHMC") through its State Historic Preservation Office ("SHPO"), and Norfolk Southern Railway Company ("Norfolk Southern").

PennDOT proposes to provide financial assistance to Norfolk Southern for the Pittsburgh Vertical Clearance Projects in the City of Pittsburgh, Allegheny County ("Projects"). PennDOT has determined, in consultation with the SHPO, that the Projects will have an adverse effect on the on the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District, which is eligible for inclusion in the National Register of Historic Places.

PennDOT has consulted on measures to avoid, minimize, and mitigate the Project impacts to these historic resources with the SHPO and the following individuals and organizations: Norfolk Southern; Pittsburgh History and Landmarks Foundation; Preservation Pittsburgh; Young Preservationists Association of Pittsburgh; Rivers of Steel Heritage Corporation; Allegheny Commons Initiative; Allegheny Towne Corporation; Allegheny West Civic Council; Mexican War Streets Society, Northside Leadership Conference; Pittsburgh Parks Conservancy; City of Pittsburgh Department of City Planning; City of Pittsburgh Department of Mobility and Infrastructure; City of Pittsburgh Department of Public Works; City of Pittsburgh Forestry Division, Pittsburgh City Councilman Bobby Wilson; Robert and Carole Malakoff; Annette C. Trunzo; Margarete S. McNamara; Costello Real Estate Development LLC; Gramax LLC; BG284 Properties LLC; Q Development LLC; Ellyn, Inc.; North Side Scrap Metals, Inc.; and Pittsburghers for Public Transit.

PennDOT created a Design Advisory Team ("DAT") including consulting parties, Allegheny Commons Park stakeholders, and the PHMC to assist in the development of context-sensitive design solutions for the W. North Avenue Bridge and the Allegheny Commons Pedestrian Bridge and to minimize physical impacts to the landscape of the Allegheny Commons Historic District in conformance with the *Master Plan for Allegheny Commons*.

The parties, intending to be legally bound, agree as follows:

1. Minimization and Mitigation. The execution of this agreement by the parties and implementation of its terms evidences that PennDOT and Norfolk Southern have satisfied their responsibilities under the Pennsylvania History Code for the Projects and have consulted with, and sought the advice of, PHMC. This agreement sets forth all the minimization and mitigation measures that PennDOT and Norfolk Southern will perform to comply with the Pennsylvania History Code for the Projects.

2. Norfolk Southern Obligations.

    a. In the contract to construct the Projects and during project construction, Norfolk Southern shall require the selected contractor to do the following:

        (i) The sidewalk fronting the International Harvester Company of America: Pittsburgh Branch House will be narrowed and separated from the front of the building by a curb to avoid obscuring any of the first-floor display windows, and planter boxes will be placed in front of the display windows

in accordance with Sheet 1 of the North Avenue Plan Sheet 100% Submission (Exhibit B).

(ii) Replacement of the W. North Avenue Bridge will be completed in accordance with the DAT-approved context-sensitive design elements contained in the 100% Plans for the bridge, associated walls and barriers, on-structure and off-structure planters, and benches (Exhibit C).

(iii) Replacement of the missing brick garden wall along W. North Avenue and Brighton Road between the sidewalk and Allegheny Commons Historic District will be completed in accordance with the SOI Standards and as detailed in the Project Specifications: Reconstruction of Missing Brick Garden Wall in Allegheny Commons Historic District (Exhibit D).

(iv) Replacement of the Allegheny Commons Pedestrian Bridge will be completed in accordance with the DAT-approved, context-sensitive design elements contained in the 90% Plans (Exhibit E).

(v) Repair and paint the wrought iron fencing along the south side of the rail corridor within Allegheny Commons Park from W. North Avenue to the Allegheny Commons Pedestrian Bridge in accordance with the SOI Standards and as detailed in the Project Specifications: Decorative Fence Repair and Painting (Exhibit F).

b. Environmental Commitments. Norfolk Southern shall perform, or ensure that its contractor performs, the environmental commitments in the Level 2 Environmental Document for the Projects. The Level 2 Environmental Document is found in PennDOT's technical files for the Project.

2. Administrative Stipulations.

a. Personnel Qualifications. Norfolk Southern shall ensure that all archaeological work carried out pursuant to this agreement is carried out by, or under the direct supervision of, a person or persons meeting, at a minimum, the Secretary of the Interior's Professional Qualifications Standards for Archaeologists, and that all historic preservation work is carried out by, or under the direct supervision of, a person or persons meeting, at a minimum, the Secretary of the Interior's Professional Qualification Standards for Architectural Historian Professionals.

b. Late Discoveries. If any unanticipated discoveries of historic properties or archaeological sites are encountered during the implementation of this undertaking, Norfolk Southern shall suspend work in the area of the discovery, and Norfolk Southern shall immediately notify PennDOT and the SHPO. PennDOT shall notify, within 24 hours, the SHPO, and, if applicable, federally recognized Tribes or Nations that attach religious or cultural significance to the affected property. The SHPO, PennDOT, Norfolk Southern and tribal representatives, as appropriate, may conduct a joint field view within 72 hours of the notification. PennDOT, in consultation with the

appropriate parties, will determine an appropriate treatment of the discovery prior to the resumption of construction activities in the area of the discovery. Norfolk Southern shall implement the treatment of the discovery.

3. General Provisions.

   a. Commonwealth Standard Provisions. Norfolk Southern shall comply with the Commonwealth provisions attached as Exhibit A. The term "Contractor" when used in Exhibit A refers to Norfolk Southern.

   b. Amendments and Modifications. No alterations or variations to this agreement are valid unless made in writing and signed by the parties. Amendments to this agreement must be accomplished through a formal written document signed by the parties with the same formality as the original agreement, except that any of the time periods specified in this agreement may be modified by letter signed by the points of contact for each party and approved for form and legality by PennDOT's Office of Chief Counsel.

   c. Reservation of Rights. The parties reserve any rights they may have relating to the listing or identification of historic properties or operations or use of their properties for roadway or rail transportation purposes. Norfolk Southern reserves all rights under 54 U.S.C. §302105.

   d. Points of Contact. The points of contact for the parties are as follows:

      (i) For PennDOT: Deputy Secretary for Multimodal Transportation, Pennsylvania Department of Transportation, P.O. Box 3151, 400 North Street, Harrisburg, PA 17120, Telephone Number: (717) 787-3310.

      (ii) For SHPO: Deputy SHPO, 400 North Street, 2nd Floor, Harrisburg, PA 17120, Telephone Number: (717) 787-4215.

      (iii) For Norfolk Southern: Chief Engineer of Design & Construction, Norfolk Southern Corporation, 650 West Peachtree Street, NW, Atlanta, GA 30308, Telephone Number: (404) 213-5055.

      Any party may change its point of contact by providing written notice to all other parties.

   e. Assignment. This agreement may not be assigned, either in whole or in part, without written consent from all parties.

   f. Term. The term of this agreement will commence on the date of the last signature and will remain in effect for five years thereafter. All work on the Projects shall conform to this agreement even if the work is started before the term commences.

   g. Entire Understanding. This agreement represents the entire understanding between the parties. No other prior or contemporaneous oral or written understandings exist with regards to this relationship.

h. Counterparts. This agreement may be executed in counterparts, each of which are deemed an original and have the full force and effect as an original but all of which constitute one and the same instrument.

[SIGNATURE PAGES FOLLOWS.]

The parties, through their authorized representatives, have signed this agreement below.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

Meredith Biggica 03/19/2025

Meredith Biggica Date
Deputy Secretary for Multimodal Transportation

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

Andrea L. MacDonald Digitally signed by Andrea L. MacDonald Date: 2025.03.12 09:43:42 -04'00'

Andrea MacDonald Date
Director, State Historic Preservation Office

APPROVED AS TO FORM AND LEGALITY:

Catherine N. Lantzy Digitally signed by Catherine N. Lantzy Date: 2025.03.12 09:54:13 -04'00'

Office of Chief Counsel PHMC Date

Digitally signed by Neal Thomas Brofee Date: 2025.03.21 13:08:37 -04'00'

Office of Chief Counsel PennDOT Date

kellysmith Digitally signed by kellysmith DN: dc=LCL, dc=PA, ou=CWOPA, ou=GC, ou=OGC, ou=USERS, cn=kellysmith Date: 2025.04.09 21:05:15 -04'00'

Deputy General Counsel Date
Office of General Counsel

Katherine P. Zimmermann Digitally signed by Katherine P. Zimmermann DN: cn=Katherine P. Zimmermann, o=Pennsylvania Office of Attorney General, ou=Legal Review Section, email=kzimmermann@attorneygeneral.gov, c=US Date: 2025.04.23 10:01:13 -04'00'

Deputy Attorney General Date
Office of Attorney General

NORFOLK SOUTHERN RAILWAY COMPANY

3/10/25

Alan Johnson Date
Chief Engineer of Design & Construction

APPROVED AS TO FORM AND LEGALITY:

3/10/25

Matthew Gernand Date
General Counsel – Environmental

pennsylvania DEPARTMENT OF TRANSPORTATION On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Nationwide/Programmatic Section 4(f) Evaluation for Projects that Necessitate the Use of Historic Bridges

Applicable for Section 2002 Resources

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

SELECT ONE: ☐ **EIS** ☐ **EA** ☐ **CE** ☐ **EER** ☒ **ED**

PROJECT DESCRIPTION:
(Provide a concise but thorough description of the proposed action.)

The project will consist of the replacement of the W. North Avenue Bridge carrying W. North Avenue and Brighton Road over the Norfolk Southern Railroad tracks in the City of Pittsburgh, Allegheny County, Pennsylvania (**Attachment A – Figure 1; Attachment B – Photograph 1**). The proposed project will replace the bridge, on-alignment, to provide a vertical clearance above the railroad of 21'-4" and would maintain the existing lane configuration and bike lanes. Roadway approach work along W. North Avenue would extend approximately 180' to the west and 240' to the east of the bridge. Roadway approach work along Brighton Road would extend approximately 210' to the south and 355' to the north of the bridge. Approach work will include roadway pavement and sidewalk reconstruction, including the construction of retaining walls and toe walls with pedestrian railings. Due to the profile change, side street adjustments will be required along Beech Avenue, Eloise Street, and the Buncher Company property driveway.

PROJECT PURPOSE AND NEEDS:
(Include the project's purpose and need(s), which are the same as those included in the project's NEPA documentation. Needs are problem statements, not solutions.)

Project Purpose:

1.) Promote the efficient transportation of goods between Chicago and the New York/New Jersey commercial markets.
2.) Improve mobility and safety for freight traffic through Pittsburgh.
3.) Remove the final remaining vertical clearance restrictions preventing efficient flow of intermodal rail traffic.
4.) Support truck/rail intermodal facilities along the important rail corridor by allowing for double-stack intermodal traffic, which is a PennDOT goal under the Commonwealth's State Rail Plan.

Project Needs:

1.) Forecasted traffic demands
2.) Vertical clearance constraints

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

3.) Operational safety and reliability
4.) Public safety
5.) Facility deficiencies
6.) Mobility

IDENTIFICATION OF SECTION 4(f) PROPERTY:

(List the property (bridge name and bridge key) and provide a description of the property as per Chapter 6 of the *Section 4(f)/Section 2002 Handbook*. Attach a map, photo(s), etc. as appropriate.)

The **Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District (Attachment A – Figure 2):** The Pennsylvania Railroad: Main Line (Pittsburgh to the Ohio State Line) Railroad Corridor Historic District was previously determined eligible for listing in the NRHP under Criteria A and C for its state-wide significance in transportation, economy, and the development of Pennsylvania's industries and communities. Six historic-age features were determined to be contributing elements to the railroad historic district: the 1929 bridge carrying W. North Avenue and Brighton Road over the railroad corridor (Pennsylvania Railroad: Main Line [Pittsburgh to Ohio State Line]: W. North Avenue Bridge [Pittsburgh] (**Attachment B – Photograph 1**); a signal bridge (which is no longer extant) (**Attachment B – Photograph 2**); decorative wrought-iron fencing (**Attachment B – Photograph 3**); standard three-rail railroad safety fencing (**Attachment B – Photograph 4**); an elevated out-of-service siding (**Attachment B – Photograph 5**); and concrete retaining walls with stone coping (see **Attachment B – Photograph 1**).

APPLICABILITY DETERMINATION:

1. The bridge will be replaced or rehabilitated. ☒ YES

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

2. The project requires the use of a historic bridge structure which is eligible for listing or listed on the *National Register of Historic Places* (including contributing elements to a historic district). ☒ YES

3. The bridge has not been determined to be a National Historic Landmark (NHL) (If the bridge is a NHL, this programmatic Section 4(f) evaluation does not apply). ☒ YES

4. A Memorandum of Agreement (MOA)/Programmatic Agreement (PA)/Letter of Agreement (LOA) has been executed pursuant to 36 CFR 800.6. ☒ YES

5. The project does not involve any uses that would require an individual Section 4(f) Evaluation. (It is acceptable if there are other Section 4(f) uses that are *de minimis* or covered by one of the other nationwide programmatic Section 4(f) evaluations or meet temporary occupancy criteria). ☒ YES

6. If there are other Section 4(f) properties used, list them here, briefly describe the use, and identify which form(s) will be completed to address the use.

Allegheny Commons (**Attachment A – Figure 2**): This park is the oldest public park in Pittsburgh, the city's only formal urban park, and one of the first public parks developed west of the Allegheny Mountains. Allegheny Commons is listed in the NRHP under Criterion A in the area of Community Planning and Development and under Criterion C in the area of Landscape Architecture and is designated a City of Pittsburgh Historic District. The project will require property takes from this resource but will not result in an adverse effect. A *Determination of Section 2002 No Adverse Use form for Public Parks, Recreation Areas, Wildlife and/or Waterfowl Refuges, State Forest Land, and State Gamelands* has been prepared for this resource.

Allegheny Second Ward Industrial Historic District (**Attachment A – Figure 2**)**:** This resource is locally significant for the NRHP under Criterion A in the area of Industry. Because the district includes the previously listed **International Harvester Company Building**, it also includes the criteria and areas of significance for which that property was listed: Criterion A for Commerce, Criterion B for Association with a Significant Person, and Criterion C for Architecture. The project will require property takes from this historic district but will not result in an adverse effect. A *Determination of Section 2002 No Adverse Use for Historic Properties* form has been prepared for this resource.

International Harvester Company Building (**Attachment A – Figure 2**)**:** This building is a 1902, four-story, brick, commercial building with Classical influenced stylistic details.

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

The building is locally significant under Criterion C for Architecture as a high-integrity example of the warehouse building typology exhibiting Classical Revival stylistic influence. The building is individually eligible for listing on the NRHP under Criteria A and C in the areas of commerce and architecture, respectively. In addition, it is eligible as a contributing element of the **Allegheny Second Ward Industrial Historic District.** The project will require property takes from this resource but will not result in an adverse effect. A *Determination of Section 2002 No Adverse Use for Historic Properties* form has been prepared for this resource.

7. Are there Section 4(f) properties in the project area that will NOT be used by the undertaking? ☒ YES ☐ NO

List the properties and attach a map showing their location(s) in relation to the proposed project.

Allegheny West Historic District, Mexican War Streets Historic District, and Allegheny City Stables Building (**Figure 4 - Plans)**.

ALTERNATIVES CONSIDERED/FINDINGS:

1. Verify that the **Do Nothing Alternative** has been examined, and document why it has been determined to ignore the basic transportation need and not be feasible and prudent (Indicate all that apply. A minimum of one must be selected for this programmatic Section 4(f) evaluation to be applicable):

☒ **Maintenance** – The Do Nothing Alternative does not correct the situation that causes the bridge to be considered structurally deficient or deteriorated. These deficiencies can lead to sudden collapse and potential injury or loss of life. Normal maintenance is not considered adequate to address the situation.

Explain (Provide the facts that support this conclusion):

The current poor condition of the W. North Avenue Bridge has led to the partial closure of the structure since August 2023 and increased maintenance actions. The bridge is in fair to poor condition based on a Bridge Inspection Report dated June 2023 and is currently posted for a 10-ton single vehicle and 19-ton combination vehicle weight restriction. The W. North Avenue Bridge superstructure is rated 4 or "poor condition" as the result of overall steel corrosion and collision damage to the bottom flange and web;

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

the diaphragm at the location of the collision damage is bent as well. The bridge substructure is rated 5 or "fair condition"; all primary structural elements have minor section loss, cracking, and spalling. The fascia girders are through girders, which are fracture critical, and may result in a collapse or partial collapse of the bridge if they were to fail. The areas where cracking is likely to develop is underneath the gunite coating, which cannot be visually inspected. If the bridge is not replaced, it will need to be completely closed in the immediate future due to its deteriorating condition. Additionally, several holes have developed in the sidewalks along the bridge and they have had to be covered for pedestrian use. This will continue to happen if the bridge were to be left in place, resulting in an unsafe condition for residents.

☐ **Safety** – The Do Nothing Alternative does not correct the situation that causes the bridge to be considered deficient. Because of these deficiencies, the bridge poses serious and unacceptable safety hazards to the traveling public or places intolerable restriction on transport and travel.

Explain (Provide the facts that support this conclusion):

☐ **Other**:

Explain (Provide the facts that support this conclusion):

2. Investigations must be conducted to **construct a bridge on a new location/alignment or parallel to the old bridge** to determine if the alternative would be feasible and prudent. Document below why building on new location/alignment without using the old bridge is not feasible and prudent. **(Indicate all that apply. A minimum of one must be selected for this programmatic Section 4(f) evaluation to be applicable**):

☒ **Terrain** – A new bridge at another site will result in extraordinary bridge and approach engineering and construction difficulty, or cost, or extraordinary disruption to established traffic patterns.

☒ **Adverse Social, Economic, or Environmental Effects** – A new bridge away from the present site would result in social or environmental impact of extraordinary magnitude.

☐ **Engineering and Economy** – Cost and engineering difficulties reach extraordinary magnitude. Factors supporting this conclusion include significantly increased roadway and structure costs,

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

serious foundation problems, or extreme difficulty in reaching the new site with construction equipment. Additional design and safety factors considered include minimum design standards or requirements of various permits such as involved with navigation, pollution, and the environment.

☐ **Preservation of Old Bridge** – It is not feasible and prudent to preserve the existing bridge at the existing location or a new location. This could occur when the bridge is beyond rehabilitation for a transportation or an (non-motorized) alternative use, or when no responsible party can be located to maintain and preserve the bridge through the Bridge Marketing Plan, or when a permitting authority requires removal[1] or demolition of the old bridge. (Note: Moving a historic bridge to a new location with rehabilitation may constitute a no use.)

Explain (For each checkbox above, provide thorough and specific evidence/explanation that supports checking the box):

The bridge is located in a tight, urban environment. Replacing the bridge beside the current bridge would result in several property impacts. Replacing the bridge in a new location and closing the current bridge would severely impact local traffic patterns for residents, emergency services, bus routes, school district operations, and religious institutions.

3. Investigations must be conducted to determine if **rehabilitation of the existing** bridge, without affecting the historic integrity of the bridge, would be feasible and prudent. Document below why the rehabilitation alternative is not feasible and prudent. **(Indicate all that apply. A minimum of one must be selected for this programmatic Section 4(f) evaluation to be applicable):**

☒ **Structurally Deficient** – The bridge is so structurally deficient that it cannot be rehabilitated to meet minimum acceptable load requirements without affecting the historic integrity of the bridge.

☒ **Geometrically Deficient** – The bridge is seriously deficient geometrically and cannot be widened (horizontally and/or vertically) to meet the minimum required capacity of the highway system on which it is located without affecting the historic integrity of the bridge.

☐ **Approach(es) Geometrically Deficient** – The approach(es) is seriously deficient due to horizontal or vertical curves that do not meet the minimum design criteria.

Explain (For each checkbox above, provide thorough and specific evidence/explanation that supports checking the box. Note that flexibility in the application of AASHTO standards should be exercised during the analysis of this alternative. It is important that project needs

[1] Note that if a permitting authority requires removal of a historic bridge, it still may be usable at another location rehabilitated.

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

be specific for a location and this discussion should focus on whether the rehabilitation alternative is feasible and prudent for the project location and needs.):

The existing vertical clearance is 18'-2" above the tracks and does not meet minimum design requirements or the purpose and needs of the project to remove the remaining vertical clearance restraints for intermodal double-stack rail traffic. A Historic Bridge Rehabilitation Analysis was prepared for the W. North Avenue Bridge Project. The results of that analysis indicated that due to the extensive repairs, modifications, and strengthening required, the rehabilitation alternative would not meet the Secretary of the Interior's (SOI) Standards for Rehabilitation. Therefore, the replacement alternative was selected as the preferred alternative for the project. The replacement alternative has incorporated several measures to minimize harm to the surrounding Section 2002 resources.

MEASURES TO MINIMIZE HARM:

1. Verify that the project includes all possible planning to minimize harm. **(Indicate all that apply. A minimum of one must be selected for this programmatic Section 4(f) evaluation to be applicable):**

☐ For bridges that are to be **rehabilitated**, the historic integrity of the bridge will be preserved, to the greatest extent possible, consistent with unavoidable transportation needs, safety, and load requirements.

☐ For bridges that are to be **rehabilitated** to the point that the historic integrity is affected or that are to be **replaced**, adequate records will be made of the bridge through Historic American Engineering Record (HAER) standards, or other suitable means developed through consultation.

☐ For bridges that are to be **replaced**, the existing bridge will be made available for alternative use (ie PennDOT's Historic Bridge Marketing program), provided a responsible party agrees to maintain and preserve the bridge.

☒ Other: The following minimization measure has been incorporated into the project.

Explain (For each checkbox above, provide thorough and specific evidence/explanation that supports checking the box):

Replacement of the W. North Avenue Bridge will be completed in accordance

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

with the Design Advisory Team (DAT)-approved context-sensitive design elements associated with the bridge, walls and barriers, on-structure and off-structure planters, and benches.

2. Verify that the measures to minimize harm from the Section 106 MOA/PA/LOA have been incorporated into the project or are included as environmental commitments. ☒

   The executed MOA/PA/LOA can be found in the following Attachment:
   Attachment C

DETERMINATION OF APPLICABILITY:

The applicability of this Programmatic Section 4(f) has been based on the contents of this form and other supporting documentation, as necessary, including field view(s) conducted on N/A

Field view(s) documentation can be found in the CEES: N/A (link to package)

SUMMARY AND APPROVAL:

The subject project meets all of the applicability criteria set forth in this Programmatic Section 4(f) Evaluation issued on August 22, 1983. All alternatives set forth in the subject programmatic have been fully evaluated and the findings made are clearly applicable to this project. There are no feasible and prudent alternatives to the use of the historic bridge.

The project includes all possible planning to minimize harm. FHWA will assure that the measures to minimize harm are incorporated into the project through its oversight of the federal-aid highway program. PennDOT will include the measures to minimize harm as environmental commitments in the applicable NEPA document and Environmental Commitments and Mitigation Tracking System (ECMTS) for the project. PennDOT will also provide a copy of this evaluation to other parties upon request.

All supporting documentation is attached or referenced.

The project, and its use of the historic bridge, fall within and satisfy all of the criteria as set forth in the Department of Transportation, Federal Highway Administration – Nationwide/Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges, dated August 22, 1983.

pennsylvania DEPARTMENT OF TRANSPORTATION On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Nationwide/Programmatic Section 4(f) Evaluation for Projects that Necessitate the Use of Historic Bridges

Applicable for Section 2002 Resources
May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

Name and Organization of Preparer: Amy Pinizzotto, Michael Baker International — Date: 2/14/2025

Project Manager: Dina A. Salemi — Digitally signed by Dina A. Salemi Date: 2025.06.06 09:53:54 -04'00' — Date:

Environmental Manager: markyoung — Digitally signed by markyoung Date: 2025.06.03 16:24:53 -04'00' — Date:

PennDOT, BOPD: Meredith Biggica — Date: 06/09/2025

FHWA : — Date:

List Section 4(f) mitigation measures associated with this use that are part of this project:

The following minimization/mitigation measure will be incorporated into the W. North Avenue Bridge project:

- Replace the W. North Avenue Bridge in accordance with the DAT-approved context-sensitive design elements associated with the bridge, walls and barriers, on-structure and off-structure planters, and benches.
- Replace the missing brick garden wall along W. North Avenue and Brighton Road between the sidewalk and Allegheny Commons Historic District in accordance with the SOI Standards.
- Repair and paint the wrought-iron fencing along the south side of the rail corridor within Allegheny Commons from W. North Avenue to the Allegheny Commons Pedestrian Bridge in accordance with SOI Standards.

pennsylvania DEPARTMENT OF TRANSPORTATION On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Nationwide/Programmatic Section 4(f) Evaluation for Projects that Necessitate the Use of Historic Bridges

Applicable for Section 2002 Resources

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

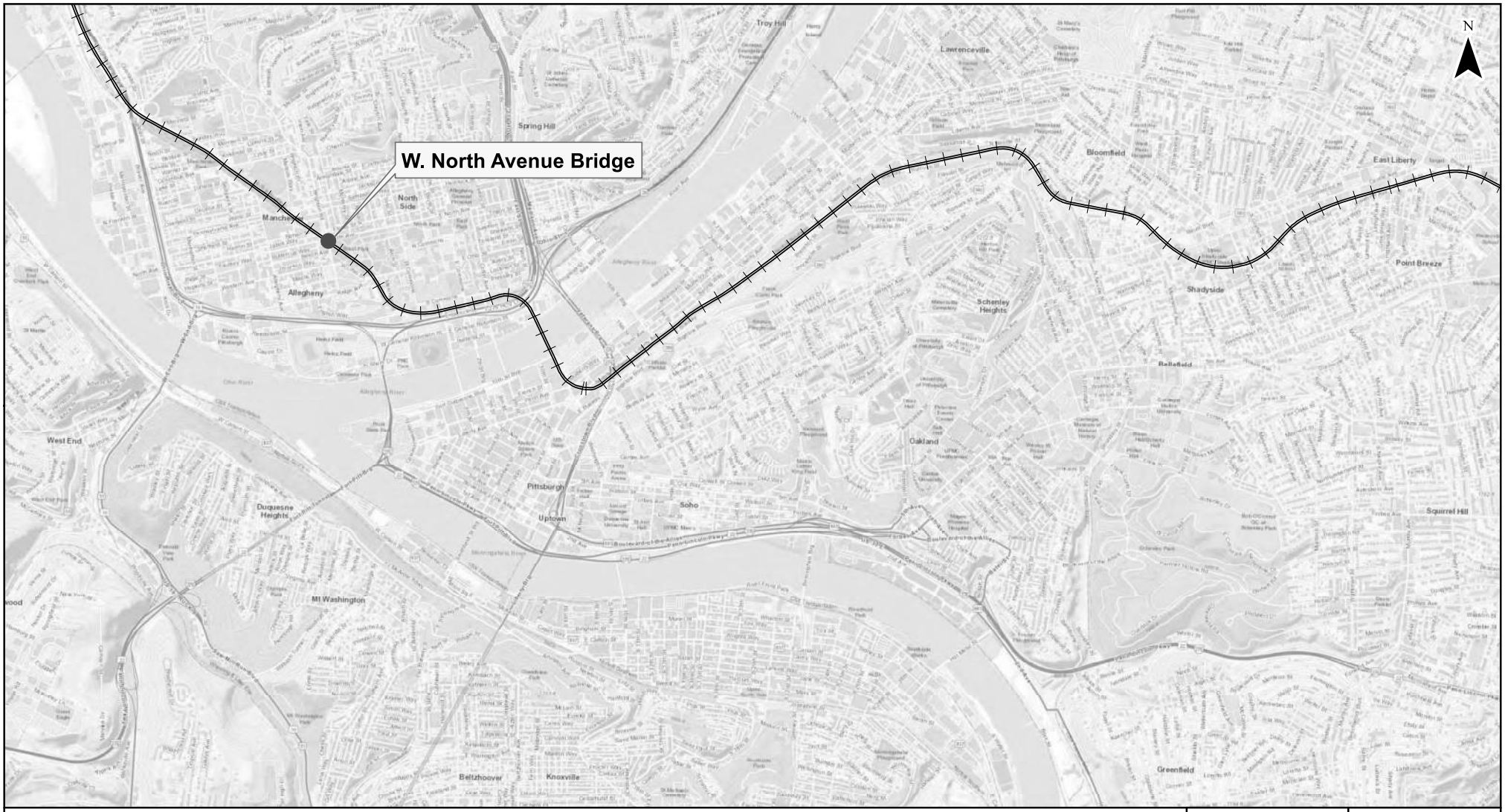
Typical attachments for this form include, but are not limited to:

- Project location map
- Map of affected Section 4(f) property and other Section 4(f) property(ies) in the project vicinity
- Photograph(s) of the Section 4(f) property
- Project plan sheet to show impacts
- Individual assessment and/or feasibility analysis prepared for Section 106 consultation
- SHPO (PHMC) correspondence regarding effects
- Executed MOA/PA/LOA
- Field view minutes

Michael Baker
INTERNATIONAL

ATTACHMENT A

Figures



LEGEND

Norfolk Southern Railway

Project Location

0 0.5 1 2 Miles

Figure 1

Michael Baker INTERNATIONAL

Project Location Map
Norfolk Southern Railroad Company
W. North Avenue Bridge Project
City of Pittsburgh
Allegheny County, Pennsylvania

Figure 2

Michael Baker INTERNATIONAL

Section 2002 Resources

Norfolk Southern Railroad Company
W. North Avenue Bridge Project
City of Pittsburgh
Allegheny County, Pennsylvania

Legend

Historic Resources

- Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line)
- Allegheny Second Ward Industrial Historic District
- Allegheny Commons / Historic District
- International Harvester Company Building

- Permanent Impact - Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) (0.089 Acres)
- Temporary Impact - Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) (0.001 Acres)

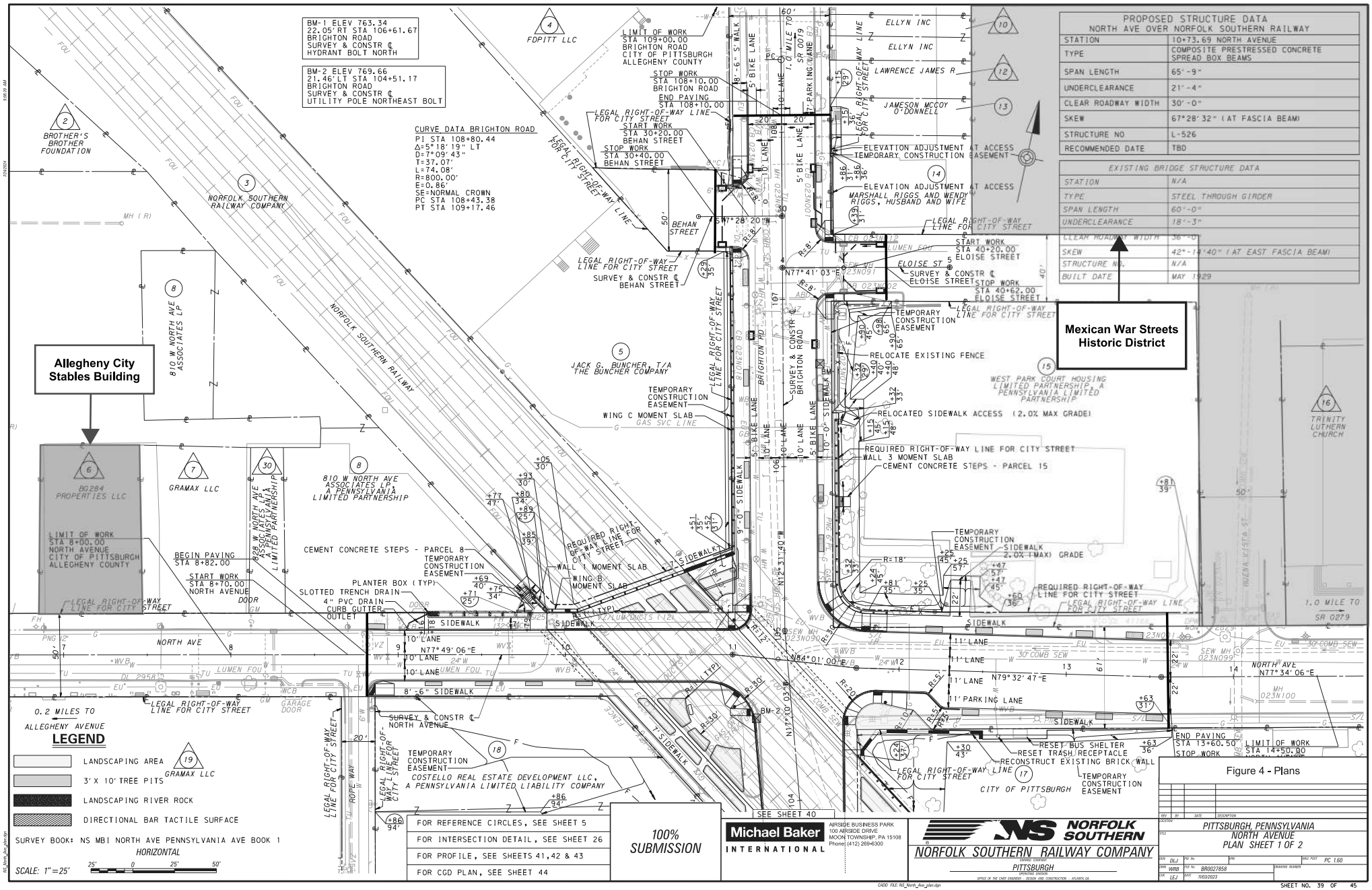
0 80 160 Feet

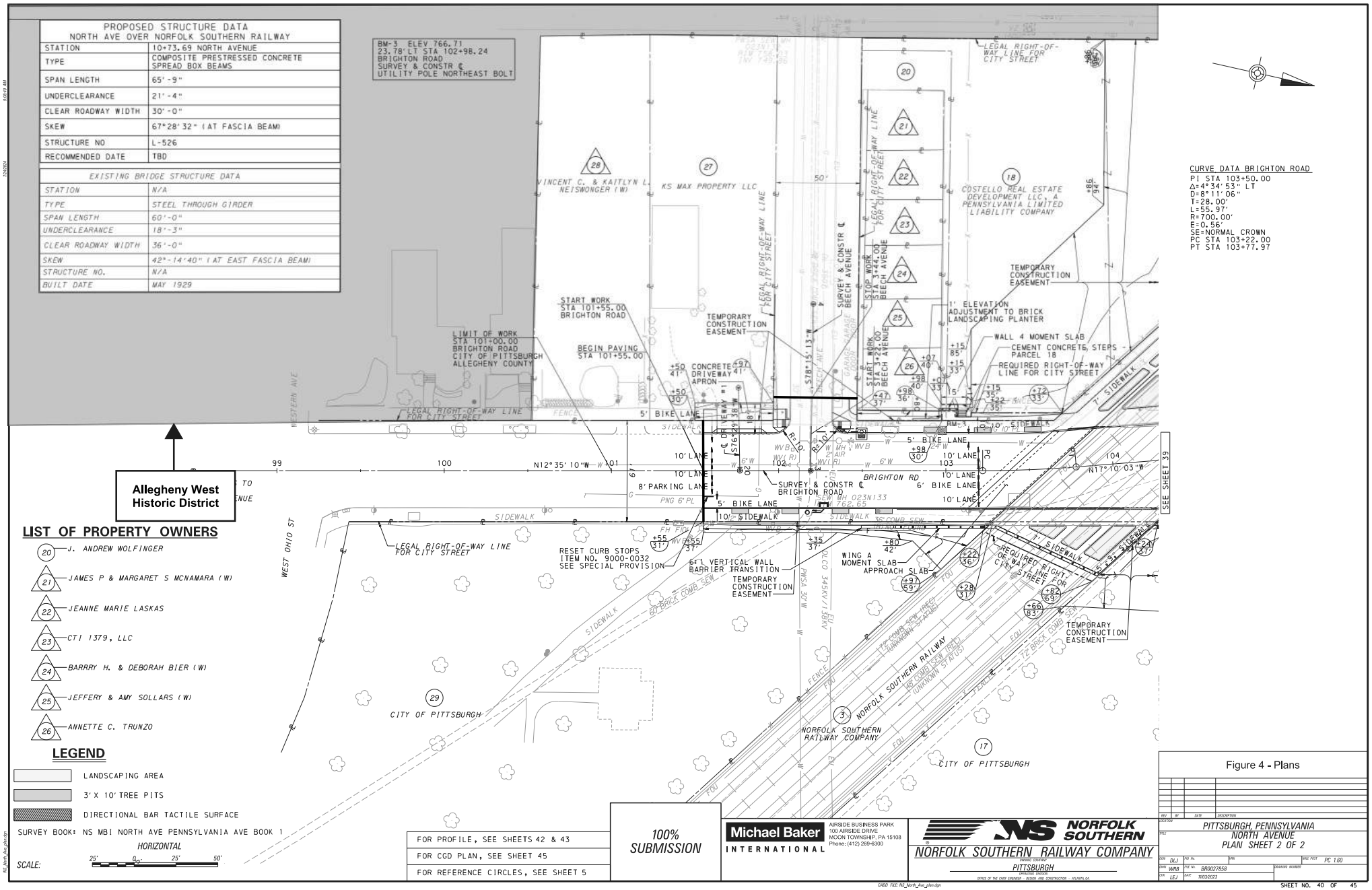
Figure 3

Michael Baker INTERNATIONAL

Section 2002 Resources and Impacts

Norfolk Southern Railroad Company
Pennsylvania Avenue Bridge Project
City of Pittsburgh
Allegheny County, Pennsylvania


BM-1 ELEV 763.34
22.05' RT STA 106+61.67
BRIGHTON ROAD
SURVEY & CONSTR ℄
HYDRANT BOLT NORTH
BM-2 ELEV 769.66
21.46' LT STA 104+51.17
BRIGHTON ROAD
SURVEY & CONSTR ℄
UTILITY POLE NORTHEAST BOLT
CURVE DATA BRIGHTON ROAD
PI STA 108+80.44
Δ=5°18'19" LT
D=7°09'43"
T=37.07'
L=74.08'
R=800.00'
E=0.86'
SE=NORMAL CROWN
PC STA 108+43.38
PT STA 109+17.46
PROPOSED STRUCTURE DATA
NORTH AVE OVER NORFOLK SOUTHERN RAILWAY
STATION 10+73.69 NORTH AVENUE
TYPE COMPOSITE PRESTRESSED CONCRETE SPREAD BOX BEAMS
SPAN LENGTH 65'-9"
UNDERCLEARANCE 21'-4"
CLEAR ROADWAY WIDTH 30'-0"
SKEW 67°28'32" (AT FASCIA BEAM)
STRUCTURE NO. L-526
RECOMMENDED DATE TBD
EXISTING BRIDGE STRUCTURE DATA
STATION N/A
TYPE STEEL THROUGH GIRDER
SPAN LENGTH 60'-0"
UNDERCLEARANCE 18'-3"
CLEAR ROADWAY WIDTH 36'-0"
SKEW 42°-14'-40" (AT EAST FASCIA BEAM)
STRUCTURE NO. N/A
BUILT DATE MAY 1929
Allegheny City Stables Building
Mexican War Streets Historic District
LIMIT OF WORK STA 8+00.00 NORTH AVENUE CITY OF PITTSBURGH ALLEGHENY COUNTY
BEGIN PAVING STA 8+82.00
START WORK STA 8+70.00 NORTH AVENUE
LIMIT OF WORK STA 109+00.00 BRIGHTON ROAD CITY OF PITTSBURGH ALLEGHENY COUNTY
STOP WORK STA 108+10.00 BRIGHTON ROAD
END PAVING STA 108+10.00
START WORK STA 30+20.00 BEHAN STREET
STOP WORK STA 30+40.00 BEHAN STREET
START WORK STA 40+20.00 ELOISE STREET
STOP WORK STA 40+62.00 ELOISE STREET
END PAVING STA 13+60.50
LIMIT OF WORK STA 14+50.80
STOP WORK STA 14+30.80
CEMENT CONCRETE STEPS - PARCEL 8
CEMENT CONCRETE STEPS - PARCEL 15
WALL 1 MOMENT SLAB
WING B MOMENT SLAB
WING C MOMENT SLAB
WALL 3 MOMENT SLAB
RELOCATE EXISTING FENCE
RELOCATED SIDEWALK ACCESS (2.0% MAX GRADE)
SIDEWALK 2.0% (MAX) GRADE
REQUIRED RIGHT-OF-WAY LINE FOR CITY STREET
TEMPORARY CONSTRUCTION EASEMENT
PLANTER BOX (TYP)
SLOTTED TRENCH DRAIN
4" PVC DRAIN
CURB GUTTER
OUTLET
RESET BUS SHELTER
RESET TRASH RECEPTACLE
RECONSTRUCT EXISTING BRICK WALL
ELEVATION ADJUSTMENT AT ACCESS
SURVEY & CONSTR ℄ NORTH AVENUE
SURVEY & CONSTR ℄ BEHAN STREET
SURVEY & CONSTR ℄ ELOISE STREET
SURVEY & CONSTR ℄ BRIGHTON ROAD
LEGAL RIGHT-OF-WAY LINE FOR CITY STREET
NORFOLK SOUTHERN RAILWAY
NORFOLK SOUTHERN RAILWAY COMPANY
BROTHER'S BROTHER FOUNDATION
BG284 PROPERTIES LLC
GRAMAX LLC
810 W NORTH AVE ASSOCIATES LP
828 W NORTH AVE ASSOCIATES, A PENNSYLVANIA LIMITED PARTNERSHIP
JACK G. BUNCHER T/A THE BUNCHER COMPANY
FDPITT LLC
ELLYN INC
LAWRENCE JAMES R
JAMESON MCCOY O'DONNELL
MARSHALL RIGGS AND WENDY RIGGS, HUSBAND AND WIFE
WEST PARK COURT HOUSING LIMITED PARTNERSHIP, A PENNSYLVANIA LIMITED PARTNERSHIP
TRINITY LUTHERN CHURCH
COSTELLO REAL ESTATE DEVELOPMENT LLC, A PENNSYLVANIA LIMITED LIABILITY COMPANY
CITY OF PITTSBURGH
1.0 MILE TO SR 0279
0.2 MILES TO ALLEGHENY AVENUE
NORTH AVE
ELOISE ST
BRIGHTON RD
BEHAN ST
BUENA VISTA ST
LEGEND
LANDSCAPING AREA
3' X 10' TREE PITS
LANDSCAPING RIVER ROCK
DIRECTIONAL BAR TACTILE SURFACE
SURVEY BOOK: NS MBI NORTH AVE PENNSYLVANIA AVE BOOK 1
HORIZONTAL
SCALE: 1"=25'
FOR REFERENCE CIRCLES, SEE SHEET 5
FOR INTERSECTION DETAIL, SEE SHEET 26
FOR PROFILE, SEE SHEETS 41,42 & 43
FOR CGD PLAN, SEE SHEET 44
SEE SHEET 40
100% SUBMISSION
Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK 100 AIRSIDE DRIVE MOON TOWNSHIP, PA 15108 Phone: (412) 269-6300
NORFOLK SOUTHERN
NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH
PITTSBURGH, PENNSYLVANIA
NORTH AVENUE
PLAN SHEET 1 OF 2
Figure 4 - Plans
DLJ
WRB
LEJ
BR0027858
11032023
PC 1.60
SHEET NO. 39 OF 45



FOR PROFILE, SEE SHEETS 42 & 43

FOR CGD PLAN, SEE SHEET 45

FOR REFERENCE CIRCLES, SEE SHEET 5

100% SUBMISSION

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH
ENGINEERING DIVISION
OFFICE OF THE CHIEF ENGINEER – BRIDGE AND STRUCTURES – ATLANTA, GA.

CADD FILE: NS_North_Ave_plan.dgn

Figure 4 - Plans

NO.	BY	DATE	DESCRIPTION

LOCATION: PITTSBURGH, PENNSYLVANIA
TITLE: NORTH AVENUE PLAN SHEET 2 OF 2

DES.	DLJ	FED. No.	STATE	SHEET POST	PC 1.60
DWN.	WRB	FILE No.	BR0027858	DRAWING NUMBER	
CHK.	LEJ	DATE	10/2023		

SHEET NO. 40 OF 45

Michael Baker
INTERNATIONAL

ATTACHMENT B

Photographs

Photograph 1 - Existing W. North Avenue Bridge and concrete and stone retaining wall, which are both contributing elements to the Norfolk Southern Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District.

Photograph 2 – View of the former signal bridge, which was a contributing element of the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District.

Photograph 3 – View of the decorative wrought-iron fencing, a contributing element to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District.

Photograph 4 – View of the standard railroad safety fencing atop the W. North Avenue Bridge. The fencing is a contributing element to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District.

Photograph 5 – View of out-of-service elevated rail siding, a contributing element to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District.

Michael Baker
INTERNATIONAL

ATTACHMENT C

SHPO Coordination

November 8, 2019

Timothy Zinn
Michael Baker International
100 Airside Drive, Airside Business park
Moon Township PA 15108

ER 2018-1595-003-E: PennDOT Multimodal, Norfolk Southern Railway Company Pittsburgh Vertical Clearance Projects, Swissvale and City of Pittsburgh, Allegheny County, Identification of Historic Properties Reports

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution, and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources
Identification of Historic Properties
We have received Norfolk Southern's objection to the inclusion of its property on state or federal historic registers. We would note that Norfolk Southern's objection is not relevant to and does not affect the duties of state or federal agencies under Section 106 or the State History Code. The SHPO will perform all of its required consultation with regards to eligibility for the federal and state historic registers.

Prior National Register of Historic Places (NRHP) Eligibility for Railroad Resources

The following railroad resources within the APE have been previously evaluated for National Register eligibility or listed in the National Register of Historic Places:

- *Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372* (Determined Eligible 9/14/1993).
- *Pennsylvania Railroad: Station Rotunda (Pittsburgh), Key # 001769* (Listed 04/11/1973)
- *Pennsylvania Railroad Station, Key # 001762* (Listed 04/22/1976)
- *Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Columbus Avenue Bridge (Pittsburgh), Key # 129787* (Not Individually Eligible 3/5/2007 and 4/01/2018; Does Not Contribute to PRR Fort Wayne Division 2007*)*
- *Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): S. Braddock/Kenmawr Avenue Bridge, Key # 129934* (Not Individually Eligible 03/05/2007; Does Not Contribute to the Eligible Pennsylvania Main Line (Swissvale to Rankin), Key # 201322 03/05/2015)
- *Pennsylvania Railroad Main Line (Harrisburg to Pittsburgh) Key # 112369 (*Determined Eligible 9/14/1993*)*

SHPO Concurs: Eligible
Based on the information received and available in our files, we concur with the findings of the agency that the following properties are eligible for listing in the National Register of Historic Places:

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Bridge (Merchant Street) and APE corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): W. North Avenue Bridge (Pittsburgh), Key # 129729 and APE corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372 and Fort Wayne Division/Western Pennsylvania Railroad (Pittsburgh to Freeport), Key 097496)

Ohio Connecting Railway: Brunot's Island Bridge (Ohio River), Key # 007764 and Ohio Connecting Bridge flyover ramps, the Eckert Street undergrade bridge (consisting of four steel plate girder bridges, and corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key 112372. Note: The Ohio Connecting Railway Bridge may also be individually eligible. More information would be needed to establish individual eligibility. Contributing status is sufficient for identification of historic properties within the APE.

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Pittsburgh City Segment corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key 112372. Note: The Washington Avenue Bridge does not contribute to the Main Line as it was built circa 1980.

Pennsylvania Railroad: Station (Pittsburgh) – The Pennsylvania Trainshed contributes to the Pennsylvania Railroad Station Key # 001762. *The Pennsylvania Trainshed* also contributes to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh), Key #112369. The Period of Significance for the station should be amended to 1898-1958 as the station's significance extends beyond its construction date. This new Period of Significance will be consistent with the POS for the PRR Main Line Harrisburg to Pittsburgh. Also, the boundary should include the plaza area southwest of the rotunda and the full length of the train platform as shown on the site plan within the HRSF. The trainshed is individually Not Eligible under Criterion A, B or C.

Allegheny Second Ward Industrial Historic District, Key # TBD, is eligible under Criterion A in the areas of Industry and Commerce for its role in metallurgy in the twentieth century and Criterion C in the area of Architecture, with a Period of Significance of circa 1849, the year construction began, to 1951, the date of construction of several of the latest buildings in the district. We concur with the proposed boundary as demarcated on Figure 2 (Location Map) in the HRSF and the list of non-contributing and contributing buildings. Note: The Hipwell Row, Key # 003883, may be individually eligible. More information would be needed to establish individual eligibility. Contributing status is sufficient for identification of historic properties within the APE.

The Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Washington Avenue Bridge, Key # 129935, and the corridor (and associated resources dating to the Period of Significance of the Main Line of 1847-1958 and that retain integrity) contribute to the Pennsylvania Railroad: Main Line. Note: The Washington Avenue Bridge is not individually eligible (it was incorrectly data entered in CRGIS as individually eligible and that will be revised).

SHPO Concurs: Not Eligible
We concur with the findings of the agency that the following properties are not eligible for listing in the National Register of Historic Places due to a lack of integrity and/or significance:

- *Renkin Pattern Works/Paul Warhola Scrap Metal, Key # TBD, 817 Pennsylvania Avenue*
- *Frank and Ida Mandel Building/Paul Warhola Scrap Metal, Key # TBD, 825 Pennsylvania Avenue*
- *Buncher Building, Key # TBD, 1201 Brighton Road*
- *Keystone Plumbing, Key # TBD, 1215 Brighton Road*
- *Trinity Lutheran Church, Key # 077607*

SHPO Does Not Concur
Based on the information received and available in our files, we disagree with the finding of the agency; it is the opinion of the Pennsylvania State Historic Preservation Officer that the proposed *Mexican War Streets Western Boundary Increase, Key # TBD* is *not eligible* for listing in the National Register of Historic Places due to a lack of integrity and/or significance. The former Union Hotel has suffered significant loss of historic material and the character of the block is different from the nearby residential neighborhood of the listed Mexican War Historic District.

The above listed resources have not been evaluated for archaeological potential. We concur the scope and level of effort utilized to identify historic properties for this project is appropriate. Our evaluation is based upon the information provided and available in our files for review. If National Register listing for this property is sought in the future, additional documentation of the property's significance and integrity may be required to both verify this evaluation and satisfy the requirements of the National Park Service (36 CFR Part 60). Thus, the outcome of the National Register listing process cannot be assured by this evaluation.

If you need further information in this matter, please contact Cheryl L. Nagle at chnagle@pa.gov or (717) 772-4519.

Sincerely,

Douglas C. McLearen, Chief
Division of Environmental Review

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

January 13, 2023

Tim Zinn
Michael Baker International, Inc.
100 Airside Drive
Moon Township, PA 151080000

RE: ER Project # 2018PR13984.022, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation.

Above Ground Resources
We request a written response to our questions regarding the Determination of Effect Report outlined in our letter of December 13, 2022. In addition, we offer the following comments, for consideration and response, regarding the December 14, 2022 Consulting Party Meeting, Alternatives Analysis Report, and the January 11, 2023 letter from Q Development.

December 14, 2022 Consulting Party Meeting

At the December 14, 2022 consulting party meeting, the specific clearances at each of the five obstruction locations identified in the report was briefly discussed. While the project's purpose and need indicates the PUC requirement for vertical clearances is 22'-0", with waivers, the specific level of vertical clearance required at each of the five locations is unclear. The clearances proposed for the preferred alternatives presented in the Alternatives Analysis and Effect Reports are as follows, ordered from least to greatest amounts: 21'-0" at the Amtrak Station; 21-1" at Columbus Avenue Bridge; 21-2" at the Pennsylvania Avenue Bridge; 21'-4" at the West North Avenue Bridge; and 21'-9" at the Washington Avenue Bridge. As outlined in our letter of December 13, 2022, we require more detailed information on the specific requirements of each of the five obstruction locations. Given lower clearances at other obstruction locations, can the height clearances of the preferred alternatives for those locations where there is the potential for an adverse effect (West North Avenue Bridge and Pennsylvania Avenue Bridge) be reduced to minimize impacts to the adjacent historic properties?

Also at the December consulting party meeting, there was discussion of construction of a pedestrian bridge that would connect the two sides of Allegheny Commons, now separated by the railroad. We understand the pedestrian bridge is to be constructed before work at the obstruction locations. To date we have received no information on this part of the project and request consultation including: a purpose and need statement, mapping of the proposed project and Area of Potential Effect (APE), photographs of the APE, plans or specifications, including proposed design and materials. In addition, what are the potential effects of this bridge project on the National Register of Historic Places (National Register)-listed Allegheny Commons Historic District? Has there been any public

feedback on the proposed pedestrian bridge and its potential to affect Allegheny Commons? What efforts have been made to minimize effects of the pedestrian bridge on historic properties?

Alternatives Analysis Report and Assessment of Effect

Washington Avenue Bridge

Of the alternatives considered, we agree that the preferred alternative (alternative 3 with design modifications) best minimizes effects to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District as this alternative would not require work that might affect buildings or driveway entrances on Washington Avenue. (This area was not previously identified as a historic district, but the Alternatives Analysis report indicates there may be the potential for a district at this location). Contributing features that will be affected by the preferred alternative include the superstructure and substructure of the Washington Avenue Bridge, adjacent stone retaining walls along Palmer Street and Washington Avenue, and decorative wrought iron fencing. If the plans and specifications provide for protection of these contributing features during exposure and construction as well as commit to restoration of the affected portions of the features to match the old in size, scale, design, color, finishes, materials, and construction techniques, we agree the project should not adversely affect the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

Amtrak Station

Of the alternatives considered, we agree that the preferred alternative (alternative 3) best minimizes effects to the Pennsylvania Railroad Station and the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District. Alternative 3 accommodates historic preservation concerns alongside the project purpose and need by accommodating vertical clearance needs through limited modifications to the girders and exhaust shoots at Tracks 1 and 2 of the trainshed rather than removal of entire portions of the trainshed (alternative 2). The changes will be compatible with existing materials and features, and the original construction techniques and craftsmanship will be visible elsewhere within the structure. Therefore, we agree the preferred alternative should not adversely affect the Pennsylvania Railroad Station and the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

We agree the preferred alternative does not have the potential to affect The Rotunda of the Pennsylvania Railroad Station.

West North Avenue Bridge

The preferred alternative (alternative 2 with design modifications) proposes removal of the entire superstructure, replacement with a single-span prestressed concrete spread box beam of greater width, an increase in the height and length of abutments, and an increased vertical grade at both the bridge and its approaches to accommodate a height of 21’-4”. Alternative 3, which had lesser impacts to historic properties, was dismissed in the Alternatives Analysis Report as it would reduce the number of tracks through the area from four to three. While we understand replacement of the bridge is needed and there will be an adverse effect to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District, it is necessary to ensure adequate consideration of alternatives that avoid or minimize potential adverse effects to historic properties.

Within the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District, alternative 2 with design modifications would affect the bridge superstructure,

substructure, retaining walls, and fencing as well as an out-of-service railroad siding, all contributing features. As outlined in our letter of December 13, 2022, please provide more information on the proposed replacement structure, plans for the reconstruction or restoration of contributing features, and a discussion of potential effects to the railroad siding.

Within the Allegheny Commons Historic District, alternative 2 with design modifications has the potential to adversely affect the park through the introduction of new features including a new bridge, sidewalk replacement and toe wall construction, changes to the bus shelter, and replacement of the existing retaining wall and railing along the east side of Brighton Road. Please provide further detail on consideration of minimization of the effects of the design on these and other contributing features in the park. Please include a more detailed discussion of the potential for cumulative visual effects on the park including renderings showing the proposed new features in the setting of the historic district.

To accommodate the increased grade, alternative 2 with design modifications proposes changes to the International Harvester Building, individually listed in the National Register and a contributing feature to the National Register-eligible Allegheny Second Ward Industrial Historic District. The windows and water table are character-defining features of the International Harvester Building, and alterations to the openings and appearance of the front elevation as part of the preferred alternative have the potential to affect integrity and adversely affect the resource and district. The loading dock adjacent to the railroad siding is also a character defining feature that has the potential to be affected by the current design. In addition, we are concerned about the introduction of new features (elevated sidewalk, ramps, railings, and a retaining wall) at the primary façade.

Further documentation and consideration of alternatives that limit changes to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District, the Allegheny Commons Historic District, the International Harvester Building, and the Allegheny Second Ward Industrial District is required. This should include reconsideration of the amount of vertical clearance needed at this obstruction location, a clear understanding of the pedestrian and ADA accessibility requirements adjacent to the International Harvester Building, and consideration of alternative designs that accommodate the increased vertical grade of the bridge approaches.

Pennsylvania Avenue Bridge

Of the alternatives considered, alternatives 2 with design modifications (preferred) and 4 best minimize effects to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District as they do not require buttressing of the concrete retaining walls that line the railroad historic district (alternative 3).

The bridge superstructure and substructure do not contribute to the significance of the railroad district as they were replaced after the period of significance of the railroad. To minimize changes to the railroad district, a steel pony truss similar in scale and configuration to the original ca. 1905 pony truss bridge is proposed. Contributing features that will be affected include the concrete retaining walls with stone coping, safety railings, and decorative wrought iron fencing. If the plans and specifications provide for protection of these contributing features during construction as well as commit to restoration of the affected walls and fencing to match the old in size, scale, design, color, finishes, materials, and construction techniques, we agree the project should not adversely affect the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

Both alternative 2 with design modification (preferred) and alternative 4 would require modifications to the bridge approaches resulting in the introduction of new features into the setting

of 901 Pennsylvania Avenue, a contributing feature in the Allegheny Second Ward Industrial Historic District. These new features will include a bifurcated sidewalk with handicap ramp and handrail. As currently designed, to accommodate the ramp, it will be necessary to cover over a portion of the brick side wall (up to 11" high) of 901 Pennsylvania Avenue. Further information is required before we can comment on the potential for the project to adversely affect the Allegheny Second Ward Industrial District. Please provide specifications for the pedestrian and ADA accessibility requirements adjacent to 901 Pennsylvania Avenue and discuss efforts made to minimize effects to 901 Pennsylvania Avenue.

Columbus Avenue Bridge

Of the alternatives considered, we agree that the preferred alternatives (3A with design modification or 3B with design modification) best minimize effects to the Pennsylvania Railroad: Main Line
(Harrisburg to Pittsburgh) Railroad Corridor Historic District. The 1907 superstructure has lost integrity of design and workmanship and does not contribute to the district. While work to contributing features of the district (bridge substructure, retaining walls, and iron fencing) is proposed, the preferred alternatives eliminate the need for work along Columbus Avenue and potential impacts to the 1907 Columbus Avenue approach ramp, another contributing feature to the district. If the project plans and specification provide for protection for the substructure, adjacent concrete retaining walls and fencing during construction as well as commit to restoration of those features that are affected during construction by matching the old in size, scale, design, color, finishes, materials, and construction techniques, we agree the project should not adversely affect the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

January 11, 2023 Q Development Response Letter

We have reviewed the comments on the Determination of Effect Report provided by Q Development on January 11, 2023. For the West North Avenue Bridge Project, we echo their concerns about the potential adverse effect to the International Harvester Building as the alterations to the building are not in keeping with the Secretary of the Interior's Standards. At this time, it is unclear if these changes would jeopardize the $2.5 million in Rehabilitation Investment Tax Credits approved by the National Park Service in August of 2022. We would also like to request consideration of alternative sidewalk designs to minimize effects to the International Harvester Building, including those provided by Q Development in their response letter.

Regarding the noise wall requested by Q Development, please note, we have concerns about the potential visual effects as it will introduce new features into the setting of several historic properties.

In conclusion, this letter should not preclude consideration of any comments provided by local consulting parties. Please share our comments with the local consulting parties and continue to provide copies of any comments from other consulting parties to our office. We look forward to additional consultation to avoid, minimize, and mitigate for adverse effects to historic properties.

For questions concerning this review, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

Emma Diehl
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

April 13, 2023

Timothy Zinn
Michael Baker International, Inc.
100 Airside Drive
Moon Township PA 151080000

RE: ER Project # 2018PR13984.023, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources

We are in receipt of the Response to Comments document provided in response to the Effect Report, Alternative Analysis Report, and the December 14, 2022 Consulting Party Meeting. We offer the following comments for consideration as well as discussion at the upcoming consulting party meeting scheduled for May 2, 2023.

<u>West North Avenue Bridge</u>

International Harvester Building
The Response to Comments indicates the following about the sidewalk designs at Washington Avenue Bridge: need to comply with Norfolk Southern, City of Pittsburgh, PennDOT, and ADA guidelines; need to meet with the approval of the Department of Mobility and Infrastructure (DOMI); additional coordination with DOMI on acceptable sidewalk alternatives is ongoing; and the design team is committed to finding a mutually agreeable solution through ongoing meetings. A mutually agreeable solution is defined as one that would "not result in an adverse effect on the property [the International Harvester Building], would meet the SOI Standards, and that would be accepted by DOMI." As noted in our January letter, we would like a clear understanding of the pedestrian and ADA accessibility requirements being used in DOMI's review process. We offer the following comments on the current design with regards to adverse effects and the Secretary of the Interior's Standards.

The Standards for the Treatment of Historic Properties, specifically the Rehabilitation Treatment Standards (Standards), are used as a measure for determining the appropriateness of work to historic properties as part of federal, state, and local historic preservation programs. They are utilized in review of state and federal projects in the assessment of potential adverse effects on historic properties. They are also used to determine if rehabilitation work qualifies as a certified rehabilitation for state and federal tax incentive programs.

The International Harvester Building is currently undergoing rehabilitation as part of the Allegheny Branch House Lofts project, a certified rehabilitation project under construction that qualified for $2.5 million in federal tax credits and $.5 million in state tax credits in 2022. The PA SHPO certified the rehabilitation plans for the state tax credit and reviewed the rehabilitation plans for the federal tax credit before providing them to the National Park Service (NPS) for review, comment, and certification. The PA SHPO was also actively involved in resolution of NPS comments, which included multiple considerations on the windows and window openings at the façade of the International Harvester Building.

As currently designed, it is the opinion of the PA SHPO that the proposed sidewalk improvements associated with the West Avenue Bridge, adjacent to the International Harvester Building would meet the definition of an adverse effect, as found in 36 CFR Part 800.5(2)ii. "Alteration of a property . . . that is not consistent with the Secretary Standards for the Treatment of Historic Properties and applicable guidelines." The National Register of Historic Places (National Register)-listed International Harvester Building was listed in the National Register under Criterion A for Commerce, Criterion B for its association with Branch Manager Emil Louis Mayer, and Criterion C for Architecture. The windows of the façade and water table, which are all considered character-defining features, will be altered in a manner not consistent with the Standards, affecting the architectural significance of the building.

The sidewalk plans, as currently designed, do not meet the Standards for Rehabilitation, specifically standards 2, 5, and 9, as outlined below.

Standard 2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

> The project, as currently designed, will result in raising the limestone water table and sills, character-defining features of the building, to accommodate the increased vertical alignment of the sidewalk. Changes to the sidewalk will also affect the integrity of the street scape adjacent to the building.

> *Standard 5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.*

> The project as currently designed will result in changes to the window openings and sills and the limestone water table, distinctive features and finishes at the façade.

Standard 9. 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.

> The proposed changes to the windows and water table will destroy historic materials that characterize the property.

If the proposed sidewalk cannot be redesigned to accommodate DOMI's needs alongside the Standards, the state and federal tax credits for the Allegheny Branch House Lofts project could be jeopardized. The project is already under construction. To avoid threats to the state and federal tax credits, we urge rapid action to find a mutually agreeable solution. We are willing to make PA SHPO staff available for in-person discussions to assist in these discussions.

Allegheny Commons Historic District
The Allegheny Commons Historic District was listed in the National Register under Criterion A for Community Planning and Development and under Criterion C for Landscape Architecture. The document indicates the fencing along the railroad will be replaced to match the decorative fencing along the rail corridor; no mature trees will be affected; a retaining wall will be replaced and there will be grading changes. Two sections of a low brick retaining wall from the Simonds & Simonds mid 1960s redesign will be impacted and a permanent right of way totaling .09 acre will be required. The sidewalk will be replaced in-kind. Given the number of changes to landscape features within the National Register-listed Allegheny Commons Historic District, there is the potential for an adverse effect. The PA SHPO would like documentation of consultation with the Pittsburgh Parks Conservancy regarding efforts to minimize impacts to the district. This can be presented at the upcoming May 2, 2023 consulting party meeting and as an addendum to the effect report.

Allegheny Second Ward Industrial District
The Allegheny Second Ward Industrial Historic District is eligible for the National Register under Criterion A in the areas of Industry and Commerce and under Criterion C as a significant and distinguishable entity whose components who lack individual distinction. (*Note: This is a correction to the Determination of Eligibility (DOE) letter that was issued in November of 2019 which stated the district was eligible under Criterion C in the area of Architecture*.) The proposed new bridge, alterations to the International Harvester Building, and changes to sidewalks and grades, will not affect the ability of the district to convey its industrial and commercial significance. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Allegheny Second Ward Industrial District.

Allegheny City Stables Building
The Allegheny City Stables Building is eligible for listing in the National Register under Criterion A in the area of Politics/Government. The new bridge and elevated street and sidewalk grades along West North Avenue do not have the potential to affect the significance of the district. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Allegheny City Stables Building.

Mexican War Streets Historic District
The Mexican War Streets Historic District was listed in the National Register under Criterion A for Social/Humanitarianism and Urban Planning and Criterion C for Architecture. The project will introduce new visual elements into the setting of the district, including the bridge and elevated street and sidewalk grades along Brighton Road and West North Avenue. These changes will not affect the significance of the district. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Mexican War Street Historic District.

Allegheny West Historic District
The Allegheny West Historic District was listed in the National Register under Criterion A for Social History and Criterion C for Architecture. The project will introduce new visual elements including a new bridge and elevated street and sidewalk grades. These changes will not affect the significance of the district. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Allegheny West Historic District.

Pennsylvania Avenue Bridge

Allegheny Second Ward Industrial District
The proposed new Pennsylvania Avenue bridge, alterations to 901 Pennsylvania Avenue, and changes to sidewalks will not affect the ability of the district to convey its industrial and commercial significance. Therefore, in our opinion, based on the information received and available within our files, the Pennsylvania Avenue Bridge Project will not adversely affect the Allegheny Second Ward Industrial District.

Pedestrian Bridge

We remain concerned about the potential of the proposed pedestrian bridge to affect the National Register-listed Allegheny Commons Historic District as it will result in physical impacts and introduce a new feature in the setting of the district. As outlined in our letter of January 13, 2023, the pedestrian bridge should be addressed as part of the project undertaking. We require more information on location, excerpts from the Allegheny Commons Master Plan that indicate the purpose and need, photographs of area, and any preliminary plans. This can be provided at the upcoming May 2, 2023 consulting party meeting and as an addendum to the effect report.

Minimization

As outlined in our letter of December 13, 2022, the purpose of minimization is to lessen the potential effects of a project on historic properties. Minimization measures can be commemorated in the project agreement but should not be misconstrued as mitigation. We note the following minimization measures have been identified for the project.

- Consultation on the design of the West North Avenue Bridge, adjacent features, and landscaping (including the low brick wall) in the Allegheny Commons Historic District.

- Consultation on the design of the new pedestrian bridge in the Allegheny Commons Historic District.

- Consultation on the design of the sidewalk, landscaping and related features adjacent to the International Harvester Building.

- Consultation on protection for/repairs to contributing features within the Pennsylvania Railroad: Main Line (Harrisburg and Pittsburgh) Railroad Corridor Historic District including bridge abutments, retaining walls and decorative fencing.

Mitigation

As stated in our response letter of January 13, 2023, the proposed project will adversely affect the Pennsylvania Railroad: Main Line (Harrisburg and Pittsburgh) Railroad Corridor Historic District due to the replacement of the West North Avenue Bridge, a contributing feature. The project also has the potential to affect the International Harvester Building and the Allegheny Commons Historic District, depending on the results of continued consultation to avoid adverse effects to these historic properties.

Mitigation involves compensation for the loss or diminishment of the integrity of a historic property. As noted in past correspondence, the PA SHPO maintains Criteria for Meaningful Mitigation: https://www.phmc.pa.gov/Preservation/About/Documents/Criteria%20for%20Determining%20Mea

ningful%20Mitigation.pdf for use in development and assessing the appropriateness of mitigation. Guidance published by the Advisory Council on Historic Preservation (ACHP) indicates mitigation should be in the public interest, address concerns or interests of the consulting parties, and enhance the preservation and management of National Register-listed or eligible resources: https://www.achp.gov/Section_106_Archaeology_Guidance/Questions%20and%20Answers/Reaching%20agreement%20on%20Appropriate%20Treatment.

In addition, the mitigation should be identified as part of a consultative process that involves an active exchange of information between the PA SHPO and all the consulting parties. By its very nature, the consultative component of the review process presents opportunities for the development of creative and innovative measures for the resolution of adverse effects. To date, there have been no consulting party meetings/collective discussions at which mitigation was presented and discussed. We understand the reconstruction of a pedestrian bridge over the railroad was developed as part of a mediation process ordered by the Public Utility Commission (PUC), separate from the Pennsylvania History Code process. The identification of the pedestrian bridge as a potential mitigation option should not preclude consideration of other mitigation ideas.

We look forward to continued consultation on the project. For questions concerning this review and/or for future consultation, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

Emma Diehl

Emma Diehl
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

July 25, 2024

Sent Via PA-SHARE

RE: ER Project # 2018PR13984.034, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Submitter,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Archaeological Resources
No Archaeological Concerns - Environmental Review - Negative Survey Report/Negative Survey Form

This report meets our standards and specifications as outlined in Guidelines for Archaeological Investigations in Pennsylvania (SHPO 2021) and the Secretary of the Interior's Guidelines for Archaeological Documentation. We agree with the recommendations of this report, and in our opinion, no further archaeological work is necessary for this project. If project plans should change and/or you should be made aware of historic property concerns, please reinitiate consultation with our office using PA-SHARE.

For questions concerning archaeological resources, please contact Kristen Walczesky at kwalczesky@pa.gov.

Sincerely,

Emma Diehl
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

October 2, 2024

Tim Zinn
Michael Baker International, Inc.
100 Airside Drive
Moon Township, PA 151080000

RE: ER Project # 2018PR13984.036, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Tim Zinn,

Thank you for the Determination of Effects Report Addendum for the above listed project. This addresses changes that have been made to the project designs, including removal of the Washington Avenue Bridge and the Columbus Avenue Bridge projects and changes to designs for the Allegheny Commons Pedestrian Bridge and the West North Avenue Bridge projects. Our office commented on the potential effects of the various projects in previous response letters.

Above Ground Resources
Assessment of Effect
The following historic properties will not be adversely affected by the above listed projects due extensive coordination with local preservation interests and efforts made to minimize adverse effects: Allegheny Commons Historic District (Resource # 1999RE00182); Allegheny Second Ward Industrial Historic District (Resource # 2019RE06933); and the International Harvester Company of America: Pittsburg Branch House (Resource #2020RE00935). We agree that the project has the potential to adversely affect historic properties, specifically the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) (Resource # 1993RE01080), due to the removal of the West North Avenue Bridge, a contributing feature. Therefore, an overall project finding of **Historic Properties Adversely Affected** is appropriate. It is our opinion there has been adequate consideration of alternatives to avoid and minimize effects to the railroad district through the Design Advisory Team meetings and other consultation. We agree with the proposed minimization measures and request they be commemorated in the mitigation agreement for the project.

Resolution of Adverse Effect
Regarding mitigation, we have received your proposal to repair and paint the wrought-iron fencings along the south side of the rail corridor within the Allegheny Commons Historic District between the West North Avenue and Allegheny Commons Pedestrian Bridge. Our letter of June 13, 2023, notes the following as an identified minimization measure: “Protection for/repairs to contributing features within the Pennsylvania Railroad district including bridge abutments, retaining walls, and decorative fencing.” Were repairs to the fencing, which is a contributing feature within the railroad district, part of the larger project, or is this an item that is being added to offset the loss of the West North Avenue Bridge, also a contributing resource to the Pennsylvania Railroad district?

Additional mitigation ideas have been presented over the course of the consultation for the project. Please provide documentation of consideration of these ideas and any other suggested by consulting parties to the project:

- Placement of public art (murals) within the railroad corridor
- Restoration of stone building near the tennis courts

- Additional ideas outlined in the plan for Allegheny Commons Park

Continued Consultation
The local preservation interests have until October 12, 2024 to provide their comments on the Determination of Effect Report. Please provide a copy of any comments received to our office.

For questions concerning above ground resources, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

Barbara Frederick
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

November 14, 2024

Sent Via PA-SHARE

RE: ER Project # 2018PR13984.037, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Submitter,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources
SHPO Sends Comments - Environmental Review - SHPO Sends Above Ground Comments

We are in agreement with the proposed minimization and mitigation measures for the above listed project, as outlined in your letter of October 24, 2024. Provided no additional consulting parties to this project have comments or concerns about the proposed minimization and mitigation measures, we request you prepare a draft agreement outlining the identified commitments.

For questions concerning above ground resources, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

B. Frederick

Barbara Frederick
Environmental Review Division Manager

MITIGATION AGREEMENT

This mitigation agreement is between the Pennsylvania Department of Transportation ("PennDOT"), the Pennsylvania Historical and Museum Commission ("PHMC") through its State Historic Preservation Office ("SHPO"), and Norfolk Southern Railway Company ("Norfolk Southern").

PennDOT proposes to provide financial assistance to Norfolk Southern for the Pittsburgh Vertical Clearance Projects in the City of Pittsburgh, Allegheny County ("Projects"). PennDOT has determined, in consultation with the SHPO, that the Projects will have an adverse effect on the on the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District, which is eligible for inclusion in the National Register of Historic Places.

PennDOT has consulted on measures to avoid, minimize, and mitigate the Project impacts to these historic resources with the SHPO and the following individuals and organizations: Norfolk Southern; Pittsburgh History and Landmarks Foundation; Preservation Pittsburgh; Young Preservationists Association of Pittsburgh; Rivers of Steel Heritage Corporation; Allegheny Commons Initiative; Allegheny Towne Corporation; Allegheny West Civic Council; Mexican War Streets Society, Northside Leadership Conference; Pittsburgh Parks Conservancy; City of Pittsburgh Department of City Planning; City of Pittsburgh Department of Mobility and Infrastructure; City of Pittsburgh Department of Public Works; City of Pittsburgh Forestry Division, Pittsburgh City Councilman Bobby Wilson; Robert and Carole Malakoff; Annette C. Trunzo; Margarete S. McNamara; Costello Real Estate Development LLC; Gramax LLC; BG284 Properties LLC; Q Development LLC; Ellyn, Inc.; North Side Scrap Metals, Inc.; and Pittsburghers for Public Transit.

PennDOT created a Design Advisory Team ("DAT") including consulting parties, Allegheny Commons Park stakeholders, and the PHMC to assist in the development of context-sensitive design solutions for the W. North Avenue Bridge and the Allegheny Commons Pedestrian Bridge and to minimize physical impacts to the landscape of the Allegheny Commons Historic District in conformance with the *Master Plan for Allegheny Commons*.

The parties, intending to be legally bound, agree as follows:

1. Minimization and Mitigation. The execution of this agreement by the parties and implementation of its terms evidences that PennDOT and Norfolk Southern have satisfied their responsibilities under the Pennsylvania History Code for the Projects and have consulted with, and sought the advice of, PHMC. This agreement sets forth all the minimization and mitigation measures that PennDOT and Norfolk Southern will perform to comply with the Pennsylvania History Code for the Projects.

2. Norfolk Southern Obligations.

    a. In the contract to construct the Projects and during project construction, Norfolk Southern shall require the selected contractor to do the following:

        (i) The sidewalk fronting the International Harvester Company of America: Pittsburgh Branch House will be narrowed and separated from the front of the building by a curb to avoid obscuring any of the first-floor display windows, and planter boxes will be placed in front of the display windows

in accordance with Sheet 1 of the North Avenue Plan Sheet 100% Submission (Exhibit B).

(ii) Replacement of the W. North Avenue Bridge will be completed in accordance with the DAT-approved context-sensitive design elements contained in the 100% Plans for the bridge, associated walls and barriers, on-structure and off-structure planters, and benches (Exhibit C).

(iii) Replacement of the missing brick garden wall along W. North Avenue and Brighton Road between the sidewalk and Allegheny Commons Historic District will be completed in accordance with the SOI Standards and as detailed in the Project Specifications: Reconstruction of Missing Brick Garden Wall in Allegheny Commons Historic District (Exhibit D).

(iv) Replacement of the Allegheny Commons Pedestrian Bridge will be completed in accordance with the DAT-approved, context-sensitive design elements contained in the 90% Plans (Exhibit E).

(v) Repair and paint the wrought iron fencing along the south side of the rail corridor within Allegheny Commons Park from W. North Avenue to the Allegheny Commons Pedestrian Bridge in accordance with the SOI Standards and as detailed in the Project Specifications: Decorative Fence Repair and Painting (Exhibit F).

b. Environmental Commitments. Norfolk Southern shall perform, or ensure that its contractor performs, the environmental commitments in the Level 2 Environmental Document for the Projects. The Level 2 Environmental Document is found in PennDOT's technical files for the Project.

2. Administrative Stipulations.

a. Personnel Qualifications. Norfolk Southern shall ensure that all archaeological work carried out pursuant to this agreement is carried out by, or under the direct supervision of, a person or persons meeting, at a minimum, the Secretary of the Interior's Professional Qualifications Standards for Archaeologists, and that all historic preservation work is carried out by, or under the direct supervision of, a person or persons meeting, at a minimum, the Secretary of the Interior's Professional Qualification Standards for Architectural Historian Professionals.

b. Late Discoveries. If any unanticipated discoveries of historic properties or archaeological sites are encountered during the implementation of this undertaking, Norfolk Southern shall suspend work in the area of the discovery, and Norfolk Southern shall immediately notify PennDOT and the SHPO. PennDOT shall notify, within 24 hours, the SHPO, and, if applicable, federally recognized Tribes or Nations that attach religious or cultural significance to the affected property. The SHPO, PennDOT, Norfolk Southern and tribal representatives, as appropriate, may conduct a joint field view within 72 hours of the notification. PennDOT, in consultation with the

appropriate parties, will determine an appropriate treatment of the discovery prior to the resumption of construction activities in the area of the discovery. Norfolk Southern shall implement the treatment of the discovery.

3. General Provisions.

   a. Commonwealth Standard Provisions. Norfolk Southern shall comply with the Commonwealth provisions attached as Exhibit A. The term "Contractor" when used in Exhibit A refers to Norfolk Southern.

   b. Amendments and Modifications. No alterations or variations to this agreement are valid unless made in writing and signed by the parties. Amendments to this agreement must be accomplished through a formal written document signed by the parties with the same formality as the original agreement, except that any of the time periods specified in this agreement may be modified by letter signed by the points of contact for each party and approved for form and legality by PennDOT's Office of Chief Counsel.

   c. Reservation of Rights. The parties reserve any rights they may have relating to the listing or identification of historic properties or operations or use of their properties for roadway or rail transportation purposes. Norfolk Southern reserves all rights under 54 U.S.C. §302105.

   d. Points of Contact. The points of contact for the parties are as follows:

      (i) For PennDOT: Deputy Secretary for Multimodal Transportation, Pennsylvania Department of Transportation, P.O. Box 3151, 400 North Street, Harrisburg, PA 17120, Telephone Number: (717) 787-3310.

      (ii) For SHPO: Deputy SHPO, 400 North Street, 2nd Floor, Harrisburg, PA 17120, Telephone Number: (717) 787-4215.

      (iii) For Norfolk Southern: Chief Engineer of Design & Construction, Norfolk Southern Corporation, 650 West Peachtree Street, NW, Atlanta, GA 30308, Telephone Number: (404) 213-5055.

      Any party may change its point of contact by providing written notice to all other parties.

   e. Assignment. This agreement may not be assigned, either in whole or in part, without written consent from all parties.

   f. Term. The term of this agreement will commence on the date of the last signature and will remain in effect for five years thereafter. All work on the Projects shall conform to this agreement even if the work is started before the term commences.

   g. Entire Understanding. This agreement represents the entire understanding between the parties. No other prior or contemporaneous oral or written understandings exist with regards to this relationship.

h. Counterparts. This agreement may be executed in counterparts, each of which are deemed an original and have the full force and effect as an original but all of which constitute one and the same instrument.

[SIGNATURE PAGES FOLLOWS.]

The parties, through their authorized representatives, have signed this agreement below.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

Meredith Biggica 03/19/2025

Meredith Biggica Date
Deputy Secretary for Multimodal Transportation

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

Andrea L. MacDonald Digitally signed by Andrea L. MacDonald Date: 2025.03.12 09:43:42 -04'00'

Andrea MacDonald Date
Director, State Historic Preservation Office

APPROVED AS TO FORM AND LEGALITY:

Catherine N. Lantzy Digitally signed by Catherine N. Lantzy Date: 2025.03.12 09:54:13 -04'00'

Office of Chief Counsel PHMC Date

Digitally signed by Neal Thomas Brofee Date: 2025.03.21 13:08:37 -04'00'

Office of Chief Counsel PennDOT Date

kellysmith Digitally signed by kellysmith DN: dc=LCL, dc=PA, ou=CWOPA, ou=GC, ou=OGC, ou=USERS, cn=kellysmith Date: 2025.04.09 21:05:15 -04'00'

Deputy General Counsel Date
Office of General Counsel

Katherine P. Zimmermann Digitally signed by Katherine P. Zimmermann DN: cn=Katherine P. Zimmermann, o=Pennsylvania Office of Attorney General, ou=Legal Review Section, email=kzimmermann@attorneygeneral.gov, c=US Date: 2025.04.23 10:01:13 -04'00'

Deputy Attorney General Date
Office of Attorney General

NORFOLK SOUTHERN RAILWAY COMPANY

3/10/25

Alan Johnson Date
Chief Engineer of Design & Construction

APPROVED AS TO FORM AND LEGALITY:

3/10/25

Matthew Gernand Date
General Counsel – Environmental

pennsylvania
DEPARTMENT OF TRANSPORTATION

On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Determination of Section 4(f) *De Minimis* Use
Section 2002 No Adverse Use
Public Parks, Recreation Areas, Wildlife and/or Waterfowl Refuges, State Forest Land, and State Game Land
May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

SELECT ONE: ☐ **EIS** ☐ **EA** ☐ **CE** ☐ **EER** ☒ **ED**

PROJECT DESCRIPTION:
(Provide a concise but thorough description of the proposed action.)

The project will consist of the replacement of the W. North Avenue Bridge carrying W. North Avenue and Brighton Road over the Norfolk Southern Railroad tracks in the City of Pittsburgh, Allegheny County, Pennsylvania (**Attachment A – Figure 1; Attachment B – Photograph 1**). The proposed project will replace the bridge, on-alignment, to provide a vertical clearance above the railroad of 21'-4" and would maintain the existing lane configuration and bike lanes. Roadway approach work along W. North Avenue would extend approximately 180' to the west and 240' to the east of the bridge. Roadway approach work along Brighton Road would extend approximately 210' to the south and 355' to the north of the bridge. Approach work will include roadway pavement and sidewalk reconstruction, including the construction of retaining walls and toe walls with pedestrian railings. Due to the profile change, side street adjustments will be required along Beech Avenue, Eloise Street, and the Buncher Company property driveway.

IDENTIFICATION OF SECTION 4(f)/SECTION 2002 PROPERTY:
*(*List the property and provide a description of the property as per Chapter 6 of the *Section 4(f)/Section 2002 Handbook.* Attach a map, photo(s), etc. as appropriate.)

Allegheny Commons (**Attachment A – Figure 2)**: The project is located adjacent to Allegheny Commons, which is owned and maintained by the City of Pittsburgh. A partnership between the city and a non-profit organization, The Pittsburgh Parks Conservancy, exists, acting as a liaison between the general public and the city through advocacy, fundraising, and project management. Allegheny Commons park is approximately 60 acres and has three main parts: West Park, North Park, and East Park. The West Park portion is the largest of the three, and it has housed the National Aviary since 1952. Other park amenities include Lake Elizabeth, tennis courts, pedestrian bridges, walking paths, and basketball courts (**Attachment B – Photographs 2 and 3)**.

Allegheny Commons was initially constructed between 1868 and 1876, with major alterations ca. 1935 and 1967. Allegheny Commons is the oldest public park in Pittsburgh, the city's only formal urban park, and one of the first public parks developed west of the Allegheny Mountains. Allegheny Commons is listed in the National Register of Historic

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

Places (NRHP) and is designated a City of Pittsburgh Historic District. The park is significant under NRHP Criterion A in the area of Community Planning and Development and under Criterion C in the area of Landscape Architecture. Contributing features include the decorative wrought-iron fencing lining the railroad corridor (**Attachment B – Photograph 4**).

FOR PARKS, IDENTIFY KEY COMPONENTS OF ANY EXISTING MANAGEMENT PLAN (if it exists):

The Allegheny Commons Master Plan (August 2002) identifies the following goals and objectives:

1.) Promote stewardship of Allegheny Commons.
2.) Preserve and respect the historic landscape, as well as the continuum of that landscape.
3.) Enhance public safety and improve universal accessibility and circulation.
4.) Minimize alterations and additions to historic fabric while recognizing current community priorities and needs.
5.) Provide a framework for on-going management and maintenance.
6.) Enhance visitor services and use of the Commons.
7.) Respect and enhance ecological vitality and integrity of the Commons.

OFFICIAL WITH JURISDICTION OVER SECTION 4(f)/SECTION 2002 PROPERTY:

1. Identify agency with jurisdiction:
City of Pittsburgh

2. Name and title of contact person at agency:
Chris Hornstein, RLA, Director, Public Works

APPLICABILITY DETERMINATION:

1. Provide the total acreage of the property: 61.9

Describe the use of land from the property (identify amount of the property to be used, including temporary and permanent acquisition):

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

Approximately 0.288 acres of Allegheny Commons will be temporarily impacted and 0.058 will be permanently impacted by the project (**Attachment A – Figure 3)**. The temporary impacts are needed for access to repair and replace the bus shelter and sidewalk, landscaping, brick wall reconstruction, and to repair the wrought-iron fencing. The permanent impacts are the result of the wider replacement bridge (**Attachment A – Figure 4**). The affected areas consist of grass, sidewalk, and the bus stop area (**Attachment B – Photographs 5-6**).

2. The project **does not** adversely affect the activities, features, and attributes of the resource that qualify it for protection under Section 4(f) or Section 2002. **(If this statement cannot be verified as true, *de minimis*/no adverse use does not apply.)** ☒ YES

Describe the effect to the qualities, activities, features, or attributes of the resource that qualify it for protection. Include a description of any mitigation included when making the determination regarding effects to the resource:

The use of the park will remain the same. The sidewalks will be reconstructed with a slight elevation increase; however, they will be designed to be ADA-compliant. While the new bridge conveying Brighton Road and W. North Avenue over the railroad will be wider, the current use of the park will remain the same and several improvements will be made within the park such as landscaping, brick wall reconstruction, and wrought-iron fencing repairs as the result of the project.

3. The public was afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the resource. ☒ YES

Identify the opportunity(ies) for public comment and describe the input received (provide attachments as appropriate to document the public involvement activity):

On June 26, 2018, Norfolk Southern held a combined open house for the Pittsburgh Vertical Clearance Projects to introduce the public to the projects. An estimated 300 to 400 people attended, including North Side residents and local government leaders. NS received more than 90 written comments at the meeting, with additional comments received by email or postal mail.

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

A second public open house was held for the project on January 18, 2023, to present the preferred alternatives for the vertical clearance projects and to accept comments from the public. Approximately 50 people attended the open house and 24 comments were received at the meeting and via the online comment form posted on the project website.

A presentation for the Pittsburgh Vertical Clearance Projects was posted on the project website from December 13, 2024 to January 31, 2025 to present the proposed designs. Two comments were received via email.

The Open House Summaries are available in **Attachment C**. Additional information and documentation of public involvement can also be found at Pittsburgh Bridge Projects | Norfolk Southern.

4. The official with jurisdiction over the property was informed of FHWA's and/or PennDOT's intent to make a *de minimis*/no adverse use finding. ☒ YES

Identify the method used to notify the official with jurisdiction, and attach appropriate correspondence.

Written correspondence.

Correspondence documenting notification of the official with jurisdiction is included in the following Attachment: **Attachment D**

5. The official with jurisdiction over the property concurred in writing with FHWA's and/or PennDOT's determination that the project will not adversely affect the property. (NOTE: Public input must be received and considered prior to the official with jurisdiction making a final determination.) ☒ YES

Identify the official with jurisdiction and date of concurrence and attach written concurrence:

Chris Hornstein, RLA, Director, City of Pittsburgh Public Works

Written concurrence from the official with jurisdiction is included in the following Attachment: **Attachment D**

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

6. If the Section 4(f)/Section 2002 use involves State Game Land, verify that the use is considered *de minimis* in accordance with the *Cooperative Interagency Agreement for Interdepartmental Land Transfer of State Game Lands.* (Describe and obtain PA Game Commission concurrence signature below for use of a State Game Land Bank and/or Interdepartmental Land Transfer.) ☐ YES

   ☐ **State Game Land Bank**

   Debiting (acres)

   From SGL bank

   PGC Signature: Date:

   ☐ **Interdepartmental Land Transfer**
   PGC Signature: Date:

7. Have Federal or State funds [LWCF 6(f)/Project 70/Project 500/other recreation grants] been used in the acquisition of, or for any improvements to, the Section 4(f) property? ☐ YES ☒ NO

   If Yes, the appropriate Federal agency has been coordinated with and is in agreement with the land conversion or transfer. ☐ YES

   Provide more information regarding the Section 6(f)/Project 70/Project 500/other recreation grants coordination:

8. The project does not involve any uses that would require an individual Section 4(f) evaluation. (It is acceptable if there are other Section 4(f) uses that are covered by one of the nationwide programmatic Section 4(f) evaluations or meet temporary occupancy criteria.) ☒ YES

   If there are other Section 4(f) properties used, list them here, briefly describe the use, and identify which form(s) will be completed to address the use:

   The **Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District** was previously determined eligible for listing in the NRHP under Criteria A and C for its state-wide significance in transportation, economy, and the

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

development of Pennsylvania's industries and communities. The W. North Avenue Bridge is a contributing resource to the historic district, resulting in an adverse effect to the railroad corridor historic district. A *Projects that Necessitate the Use of Historic Bridges* form has been prepared for this resource.

Allegheny Second Ward Industrial Historic District (Attachment A – Figure 2): This resource is locally significant for the NRHP under Criterion A in the area of Industry. Because the district includes the previously listed **International Harvester Company Building**, it also includes the criteria and areas of significance for which that property was listed: Criterion A for Commerce, Criterion B for Association with a Significant Person, and Criterion C for Architecture. The project will result in property takes from this historic district but will not result in an adverse effect. A *Determination of Section 2002 No Adverse Use for Historic Properties* form has been prepared for this resource.

International Harvester Company Building (Attachment A – Figure 2): This building is a 1902, four-story, brick, commercial building with Classical influenced stylistic details. The building is locally significant under Criterion C for Architecture as a high-integrity example of the warehouse building typology exhibiting Classical Revival stylistic influence. The building is individually eligible for listing on the NRHP under Criteria A and C in the areas of commerce and architecture, respectively. In addition, it is eligible as a contributing element of the **Allegheny Second Ward Industrial Historic District.** The project will result in property takes from this property but will not result in an adverse effect. A *Determination of Section 2002 No Adverse Use for Historic Properties* form has been prepared for this resource.

In accordance with PA Act 120 Section 2002 requirements, briefly summarize the impacts to other Section 2002 areas of concern that would occur if the use of the public park, recreation area, or wildlife or waterfowl refuge was avoided. Other Section 2002 areas of concern to be discussed could include the following:

(1) residential and neighborhood character and location, (2) conservation including air, erosion, sedimentation, wildlife and general ecology of area, (3) noise, and air and water pollution, (4) multiple use of space, (5) replacement housing, (6) displacement of families and business, (7) aesthetics, (8) public health and safety, (9) fast, safe and efficient transportation, (10) civil defenses, (11) economic activity, (12) employment, (13) fire protection, (14) public utilities, (15) religious institutions, (16) conduct and financing of government including the effect on the local tax base and social service costs, (17) property values, (18) education, including the disruption of school district operations, (19) engineering, right-of-way and construction costs of the project and related facilities, (20) maintenance and operating costs of the

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

project and related facilities, and (21) operation and use of existing transportation routes and programs during construction and after completion.

The current poor condition of the W. North Avenue Bridge has led to the partial closure of the structure and increased maintenance actions. The bridge is in fair to poor condition based on a Bridge Inspection Report from June 2023 and is currently posted for a 10-ton single vehicle and 19-ton combination vehicle weight restriction. A Historic Bridge Rehabilitation Analysis was prepared for the W. North Avenue Bridge Project. The results of that analysis indicated that due to the extensive repairs, modifications, and strengthening required, the rehabilitation alternative would not meet the Secretary of the Interior's Standards for Rehabilitation. However, if the bridge is not replaced, it will need to be completely closed in the near future due to its deteriorating condition. This would severely impact residents, emergency services, bus routes, school district operations, and religious institutions in the project area. Therefore, the replacement alternative was selected as the preferred alternative for the project. The replacement alternative has incorporated several measures to minimize harm to Section 2002 resources.

Include any additional information related to the park impact that is relevant to the determination of *de minimis*/no adverse use:

N/A

SUMMARY AND DETERMINATION:

The project involves a *de minimis*/no adverse use on the Section 4(f)/Section 2002 property as evidenced through the minimization of harm to a public park, recreation land, or wildlife and waterfowl refuge as a result of mitigation to or avoidance of impacts to the qualifying characteristics and/or the functions of the resource. Based on the scope of the undertaking; the fact that the undertaking does not adversely affect the function/qualities of the Section 4(f)/Section 2002 property on a permanent or temporary basis; and with agreement from the official with jurisdiction, the proposed action constitutes a *de minimis*/no adverse use; and therefore, no analysis of avoidance alternatives is required.

Name and Organization of Preparer: Amy Pinizzotto, Michael Baker International Date: 5/12/2025

Project Manager: Dina A. Salemi Digitally signed by Dina A. Salemi Date: 2025.06.06 09:56:46 -04'00' Date:

Environmental Manager: markyoung Digitally signed by markyoung Date: 2025.06.03 16:29:23 -04'00' Date:

pennsylvania
DEPARTMENT OF TRANSPORTATION

On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Determination of Section 4(f) *De Minimis* Use
Section 2002 No Adverse Use
Public Parks, Recreation Areas, Wildlife and/or Waterfowl Refuges, State Forest Land, and State Game Land
May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	W. North Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

PennDOT, BOPD: Meredith Biggica Date: 06/09/2025

FHWA: Date:

List Section 4(f) mitigation measures associated with this use that are part of this project:

The following mitigation measures will be incorporated into the Allegheny Commons Bridge Project:

- Coordination with the City of Pittsburgh and Pittsburgh Parks Conservancy regarding the proposed temporary impacts will continue throughout construction.
- Any vegetation removed or otherwise impacted by construction activities within Allegheny Commons will be restored to pre-construction conditions.
- Temporary occupancy of the park is not to exceed 18 months during the 24-month construction duration.
- Access to the park and all park activities will be maintained during construction. The contractor is not permitted to use the park for staging or mobilizing or storing equipment or material.
- Replacement of the Allegheny Commons Pedestrian Bridge will be completed in accordance with the Design Advisory Team (DAT)-approved, context-sensitive design elements.
- A Notice-to-Contractor will be developed to inform the contractor of restrictions and related mitigation.

Typical attachments for this form include, but are not limited to:

- Project location map
- Map of affected Section 4(f) property and other Section 4(f) property(ies) in the project vicinity
- Photographs of the Section 4(f) property
- Project plan sheet to show impacts
- Correspondence with the official with jurisdiction
- Public involvement information

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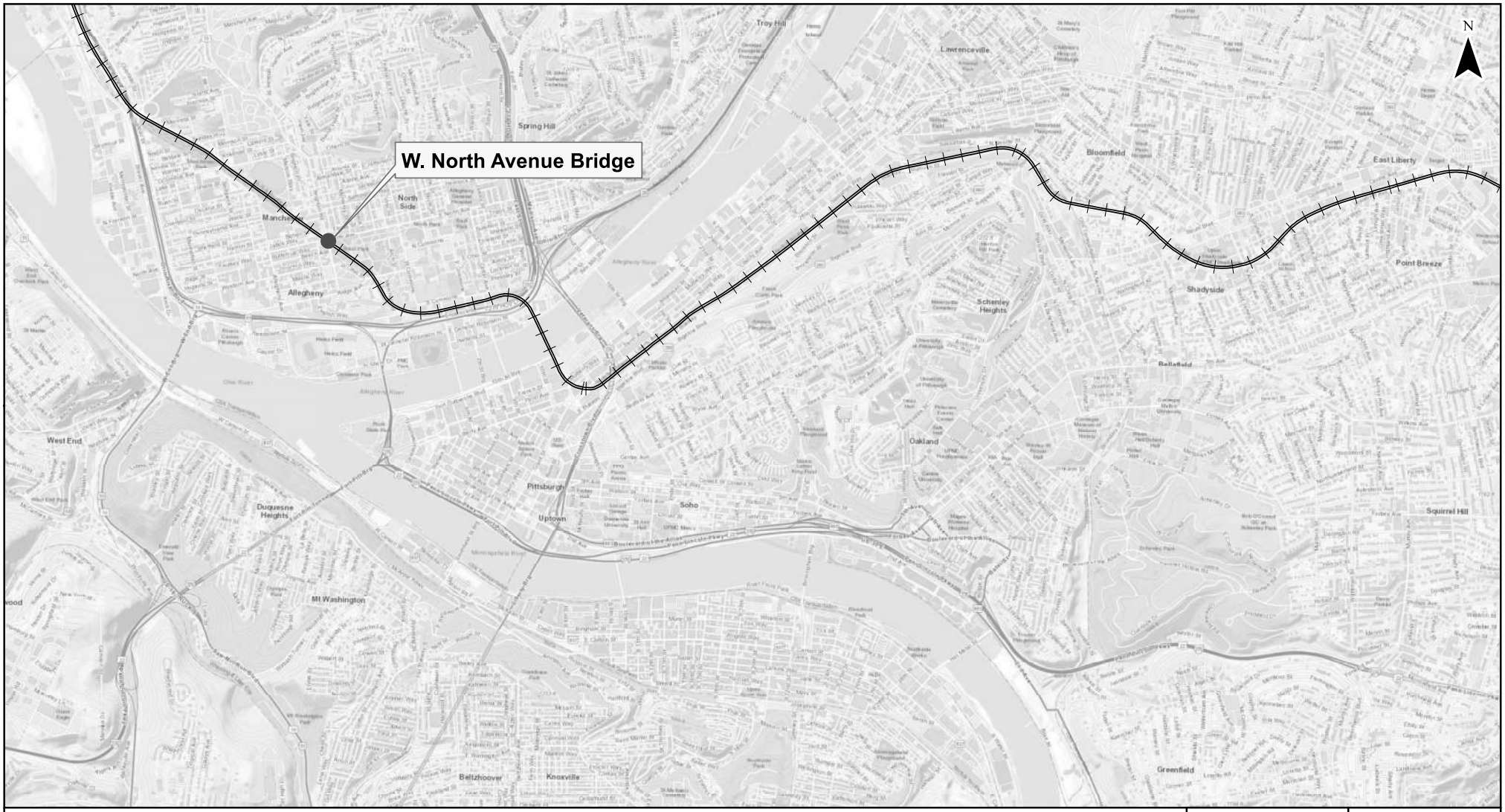
INTERNATIONAL

ATTACHMENT A

Figures



LEGEND

Norfolk Southern Railway

Project Location

0 0.5 1 2 Miles

Figure 1

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Project Location Map
Norfolk Southern Railroad Company
W. North Avenue Bridge Project
City of Pittsburgh
Allegheny County, Pennsylvania

Figure 2

Michael Baker INTERNATIONAL

Section 2002 Resources

Norfolk Southern Railroad Company
W. North Avenue Bridge Project
City of Pittsburgh
Allegheny County, Pennsylvania

Legend

Historic Resources

- Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) No Use
- Allegheny Second Ward Industrial Historic District
- Allegheny Commons / Historic District
- International Harvester Building
- Temporary Impact - Allegheny Commons / Historic District (0.288 Acres)
- Permanent Impact - Allegheny Commons / Historic District (0.058 Acres)

0 100 200 Feet

Figure 3

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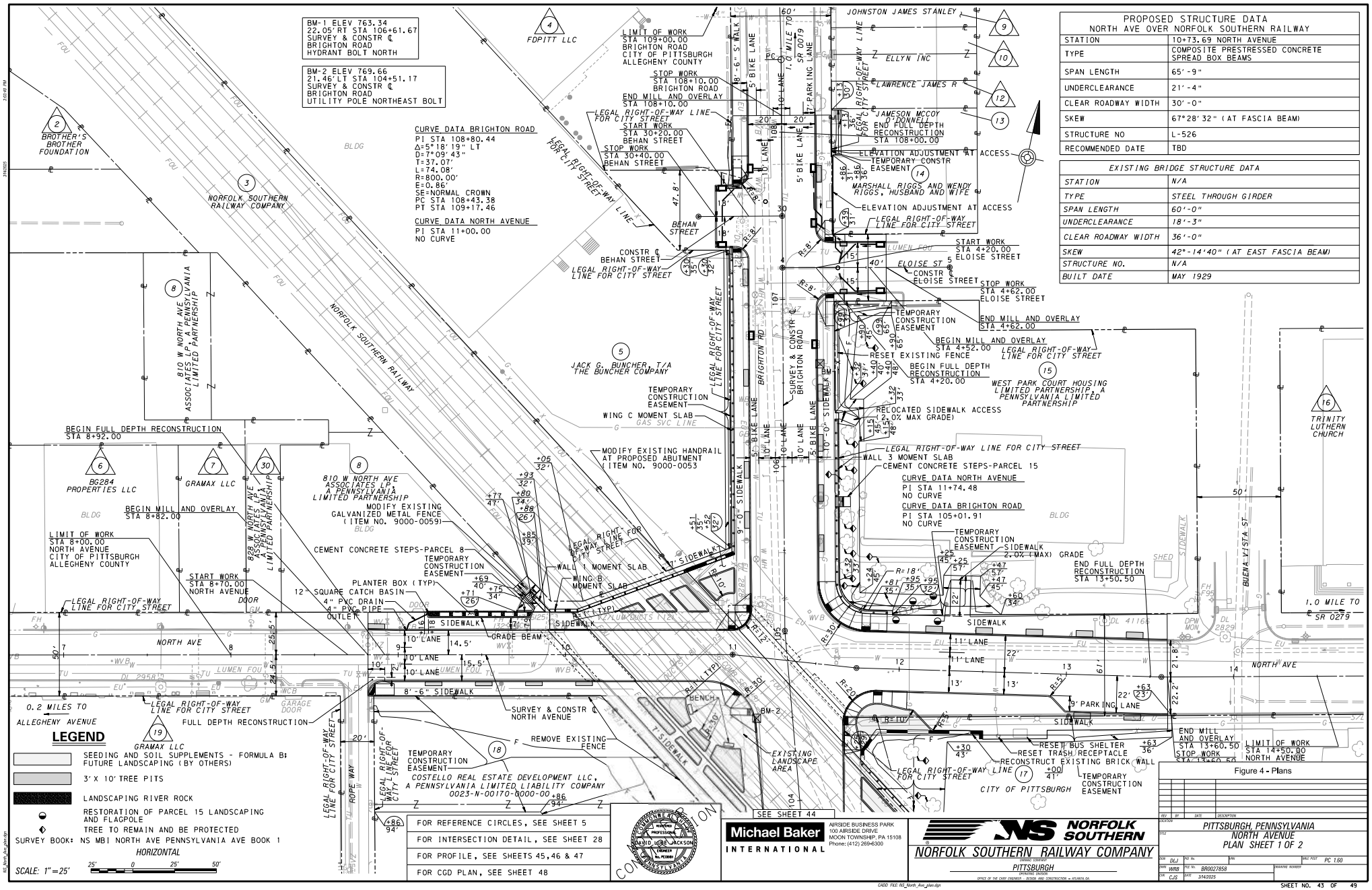
Section 2002 Resources and Impacts

Norfolk Southern Railroad Company
W. North Avenue Bridge Project
City of Pittsburgh
Allegheny County, Pennsylvania



PROPOSED STRUCTURE DATA NORTH AVE OVER NORFOLK SOUTHERN RAILWAY	
STATION	10+73.69 NORTH AVENUE
TYPE	COMPOSITE PRESTRESSED CONCRETE SPREAD BOX BEAMS
SPAN LENGTH	65'-9"
UNDERCLEARANCE	21'-4"
CLEAR ROADWAY WIDTH	30'-0"
SKEW	67°28'32" (AT FASCIA BEAM)
STRUCTURE NO	L-526
RECOMMENDED DATE	TBD

EXISTING BRIDGE STRUCTURE DATA	
STATION	N/A
TYPE	STEEL THROUGH GIRDER
SPAN LENGTH	60'-0"
UNDERCLEARANCE	18'-3"
CLEAR ROADWAY WIDTH	36'-0"
SKEW	42°-14'40" (AT EAST FASCIA BEAM)
STRUCTURE NO.	N/A
BUILT DATE	MAY 1929

Figure 4 - Plans

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN
NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH

PITTSBURGH, PENNSYLVANIA
NORTH AVENUE
PLAN SHEET 1 OF 2

DLJ | WRB | BR0027858 | CJS | 3/14/2025 | PC 1.60

SHEET NO. 43 OF 49

PROPOSED STRUCTURE DATA NORTH AVE OVER NORFOLK SOUTHERN RAILWAY	
STATION	10+73.69 NORTH AVENUE
TYPE	COMPOSITE PRESTRESSED CONCRETE SPREAD BOX BEAMS
SPAN LENGTH	65'-9"
UNDERCLEARANCE	21'-4"
CLEAR ROADWAY WIDTH	30'-0"
SKEW	67°28'32" (AT FASCIA BEAM)
STRUCTURE NO	L-526
RECOMMENDED DATE	TBD

EXISTING BRIDGE STRUCTURE DATA	
STATION	*N/A*
TYPE	*STEEL THROUGH GIRDER*
SPAN LENGTH	*60'-0"*
UNDERCLEARANCE	*18'-3"*
CLEAR ROADWAY WIDTH	*36'-0"*
SKEW	*42°-14'40" (AT EAST FASCIA BEAM)*
STRUCTURE NO.	*N/A*
BUILT DATE	*MAY 1929*

BM-3 ELEV 766.71
23.78' LT STA 102+98.24
SURVEY & CONSTR
BRIGHTON ROAD
UTILITY POLE NORTHEAST BOLT

CURVE DATA BRIGHTON ROAD
PI STA 103+50.00
Δ=4°34'53" LT
D=8°11'06"
T=28.00'
L=55.97'
R=700.00'
E=0.56
SE=NORMAL CROWN
PC STA 103+22.00
PT STA 103+77.97

LIST OF PROPERTY OWNERS

20 J. ANDREW WOLFINGER
21 JAMES P & MARGARET S MCNAMARA (W)
22 JEANNE MARIE LASKAS
23 CTI 1379, LLC
24 BARRY H. & DEBORAH BIER (W)
25 JEFFERY & AMY SOLLARS (W)
26 ANNETTE C. TRUNZO

LEGEND

SEEDING AND SOIL SUPPLEMENTS - FORMULA B: FUTURE LANDSCAPING (BY OTHERS)

3' X 10' TREE PITS

TREE TO REMAIN AND BE PROTECTED

SURVEY BOOK: NS MBI NORTH AVE PENNSYLVANIA AVE BOOK 1

HORIZONTAL

SCALE: 1"=25' (25' 0 25' 50')

FOR PROFILE, SEE SHEETS 46 & 47

FOR CGD PLAN, SEE SHEET 49

FOR REFERENCE CIRCLES, SEE SHEET 5

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN
NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH
OPERATING DIVISION
OFFICE OF THE CHIEF ENGINEER – BRIDGE AND CONSTRUCTION – ATLANTA, GA.

Figure 4 - Plans

DES	BY	DATE	DESCRIPTION

LOCATION: PITTSBURGH, PENNSYLVANIA
TITLE: NORTH AVENUE
PLAN SHEET 2 OF 2

DES	DLJ	PO No.		SALE POST	PC 1.60
DWN	WRB	FILE No.	BR0027858	DRAWING NUMBER	
CHK	CJS	DATE	3/4/2025		

SHEET NO. 44 OF 49

CADD FILE: NS_North_Ave_plan.dgn

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INTERNATIONAL

ATTACHMENT B

Photographs

Photograph 1 - Existing W. North Avenue Bridge over the Norfolk Southern Railroad.

Photograph 2 – View of Lake Elizabeth within Allegheny Commons / Historic District.

Photograph 3 – View within Allegheny Commons / Historic District.

Photograph 4 – View of wrought-iron fencing along the railroad corridor in Allegheny Commons / Historic District. This fencing will be repaired, as need, by the project.

Photograph 5 – View of the proposed landscaping area within Allegheny Commons / Historic District.

Photograph 6 – View of the bus shelter to be rehabilitated and the brick wall to be reconstructed within Allegheny Commons / Historic District.

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INTERNATIONAL

ATTACHMENT C

Public Involvement

Pittsburgh Vertical Clearance Project
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock
Allegheny County
Public Open House #1

SUMMARY

Meeting held Tuesday, June 26, 2018
Children's Museum of Pittsburgh - 10 Children's Way,
Pittsburgh, PA 15212
5:00-8:00 PM

OVERVIEW

A public open house was held at the Children's Museum of Pittsburgh between the hours of 5:00 PM and 8:00 PM on June 26, 2018. A Public Officials' preview of the meeting materials was held from 5:00 PM to 5:30 PM and the doors were open for public participation 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 and was approved by PennDOT and the City of Pittsburgh. The purpose of the open house was to introduce the public to a set of projects involving modifications at nine (9) locations along the Norfolk Southern Railway Company railroad corridor. The public was invited to comment concerning alternatives and potential resources for evaluation arising from the project alternatives. Information gained during this open house will be used for scoping and development of the appropriate environmental analysis of effects and documentation under State History Code and Section 2002/Commonwealth of Pennsylvania Act 120, and related regulations.

The public open house was advertised in two (2) different publications – the Northside Chronicle and the Pittsburgh Post-Gazette. In addition, the Northside community published information on various neighborhood Facebook pages and sent multiple email blasts. Letters were sent to public officials and community members in the project area (see complete list in this packet).

Present were representatives from Norfolk Southern Railway Company (NSRC) and its consultants (Michael Baker International [Michael Baker], Urban Engineers, and WSP) and outside counsel (Earth and Water Group); Pennsylvania Department of Transportation (PennDOT) and its consultant (JMT); and the City of Pittsburgh.

NORFOLK SOUTHERN	MICHAEL BAKER	PENNDOT
Rudy Husband	Kirsten Bowen	Cheryl Moon-Sirianni
Mike Wigley	Tim Zinn	Mark Young
Todd Willoughby	Justin Greenawalt	David Conrad
Neal Brown	Jesse Belfast	David Anthony
Shawn Starling	Joe Passmore	**JMT**
Kevin Hauschildt	Ted Coffey	Jen Granger
Jonathan Hocker	Dennis Plitt	Lisa Cooper
Ben Taggart	Greg Cerminara	
Jonathan Glass	Wendy Berrill	**CITY OF PITTSBURGH**
WSP	Justin Bouscher	Karina Ricks
Doug Lang	Clayton Fisher	Michael Panzitta
Urban Engineers	Joe Hall	Robert Michalko
Greg May		
NSRC Outside Counsel - David Moore, Earth and Water Group		

MATERIALS & SIGN-IN

Informational packets were handed out including an NSRC Pennsylvania Operations Fact Sheet and a comment form with a map of the projects and a brief description of the purpose of the projects.

The public open house displayed 26 boards that included:

- Welcome board
- Overall map of the projects
- Explanation of double stack train requirements
- 2 boards for PA History Code and process flow chart
- 9 boards showing areas of potential effects (APE) for the project locations
- 10 boards showing the various project locations using an aerial map
- 2 boards with preliminary alternatives for 2 of the project locations

The public was encouraged to sign in as they entered the open house. Upon sign-in, the attendees were provided with the packets of informational materials on the projects and invited to review the project display boards and ask questions or discuss with the company representatives. There was some confusion with the sign-in process, as there was an organized group of individuals with petitions at the entrance of the venue. As a result, many attendees believed this was the registration table, and it is possible we were unable to obtain names of all the attendees. It is estimated that 300-400 people attended the meeting. Most attendees were in and out of the meeting in the first 90 minutes, and so the allotted two hours for the public portion of the open house appears to have been adequate.

SUMMARY OF COMMENTS RECEIVED

Over 90 comment forms were received at the meeting, with additional comments received subsequently via USPS or email. The comments received to date are summarized in this packet. A list of frequently asked questions (FAQ) will be developed to clarify misinformation and answer common questions.

ATTACHMENTS

- Newspaper 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 form summary
- Completed comment forms, letters, and emails
- Newspaper articles after the open house
- Frequently asked questions

Copies of Sign-In Sheets
Public Officials

INFORMATION GATHERING and PUBLIC SCOPING OPEN HOUSE
Pittsburgh Vertical Clearance Projects
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock
Allegheny County, Pennsylvania
JUNE 26, 2018

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Mike Panzitta	City DoMI	
VINCE PALLUS	REP. ADAM RAVENSTAHL	VPALLUS@PAHOUSE.NET
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INFORMATION GATHERING and PUBLIC SCOPING OPEN HOUSE
Pittsburgh Vertical Clearance Projects
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock
Allegheny County, Pennsylvania
JUNE 26, 2018

Public Officials

NAME (PLEASE PRINT)	AFFILIATION / ADDRESS	Email
KARINA RICKS	CITY OF PITTSBURGH	

Copies of Sign-In Sheets
Public

INFORMATION GATHERING and PUBLIC SCOPING OPEN HOUSE
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City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock
Allegheny County, Pennsylvania
JUNE 26, 2018

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Allegheny County, Pennsylvania
JUNE 26, 2018

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Public

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INFORMATION GATHERING and PUBLIC SCOPING OPEN HOUSE
Pittsburgh Vertical Clearance Projects
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock
Allegheny County, Pennsylvania
JUNE 26, 2018

Public

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INFORMATION GATHERING and PUBLIC SCOPING OPEN HOUSE
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City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock
Allegheny County, Pennsylvania
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Allegheny County, Pennsylvania
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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

PUBLIC OFFICALS BRIEFING

Sign-In Sheet

Michael Baker
INTERNATIONAL

Pittsburgh Vertical Clearance Projects
Public Officials Briefing
January 18, 2023

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Michael Baker INTERNATIONAL

Pittsburgh Vertical Clearance Projects

Public Open House

January 18, 2023

PUBLIC OPEN HOUSE

Sign-In Sheet

Michael Baker
INTERNATIONAL

Pittsburgh Vertical Clearance Projects
Public Open House
January 18, 2023

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Michael Baker
INTERNATIONAL

Pittsburgh Vertical Clearance Projects
Public Open House
January 18, 2023

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Rick Pivec	WPXI	
Paul Zelkus	WPXI	

Michael Baker INTERNATIONAL

Pittsburgh Vertical Clearance Projects
Public Open House
January 18, 2023

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Chris Wheelock	RESIDENT	
DAVID CHARLTON	402 W NORTH	
Nada Wheelock	1238 Monterey	

Michael Baker
INTERNATIONAL

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

Michael Baker
INTERNATIONAL

ATTACHMENT D

Official with Jurisdiction Coordination

April 9, 2025

Chris Hornstein, Director
Public Works
City of Pittsburgh
City-County Buidling
414 Grant Street
Pittsburgh, PA 15219

RE: Norfolk Southern Pittsburgh Vertical Clearance Projects
W. North Avenue Bridge Project
City of Pittsburgh, Allegheny County
Section 4(f)/Section 2002 – De Minimis Use

Dear Chris Hornstein:

We are transmitting this letter to inform you of our intent to make a de minimis/no adverse finding associated with the Norfolk Southern Pittsburgh Vertical Clearance Projects. We are also seeking your concurrence with our determination that the project will not adversely affect Allegheny Commons.

Norfolk Southern Railway Company (NSR), in cooperation with the Pennsylvania Department of Transportation (PennDOT), proposes to address vertical clearance obstructions and structural deficiencies along NSR's Fort Wayne and Pittsburgh Lines in the City of Pittsburgh, Allegheny County, Pennsylvania. Two overhead bridge crossings [W. North Avenue Bridge (PC-1.60) and Pennsylvania Avenue Bridge (PC-1.82) and the Amtrak Station Canopy (PT-353.20)] have vertical obstructions along the Pittsburgh and Fort Wayne Lines that prevent efficient movement of freight, especially time-sensitive intermodal freight, by rail between Chicago and New York/New Jersey, and specifically through Pennsylvania. The fourth project, the replacement of the Allegheny Commons Pedestrian Bridge (PC-1.50), was added to the Pittsburgh Vertical Clearance Projects after coordination with project stakeholders. This structure was closed in 1998 due to safety concerns and the deck was removed in 2013, creating a mobility issue for pedestrians trying to access different portions of Allegheny Commons.

Approximately 0.288 acres of Allegheny Commons will be temporarily impacted and 0.058 will be permanently impacted by the W. North Avenue Bridge Project. The temporary impacts are needed for access to repair and replace the bus shelter and sidewalk, landscaping, brick wall reconstruction, and to repair the wrought-iron fencing. The affected areas consist of grass, sidewalk, and the bus stop area. Temporary occupancy of the park will not exceed 18 months during the 24-month construction duration. The permanent impacts are the result of the wider replacement bridge. The property will still be owned by the City of Pittsburgh but will change from recreational use to transportation use.

Attached for your review is a project location map and project plan sheet showing the park impacts. Additionally, we have attached a concurrence letter template. If you concur with our determination that the proposed project will have a de minimis/no adverse effect on Allegheny Commons, please utilize this template placed on your letterhead, sign, date, and return it to **Amy Pinizzotto at Amy.Pinizzotto@mbakerintl.com**.

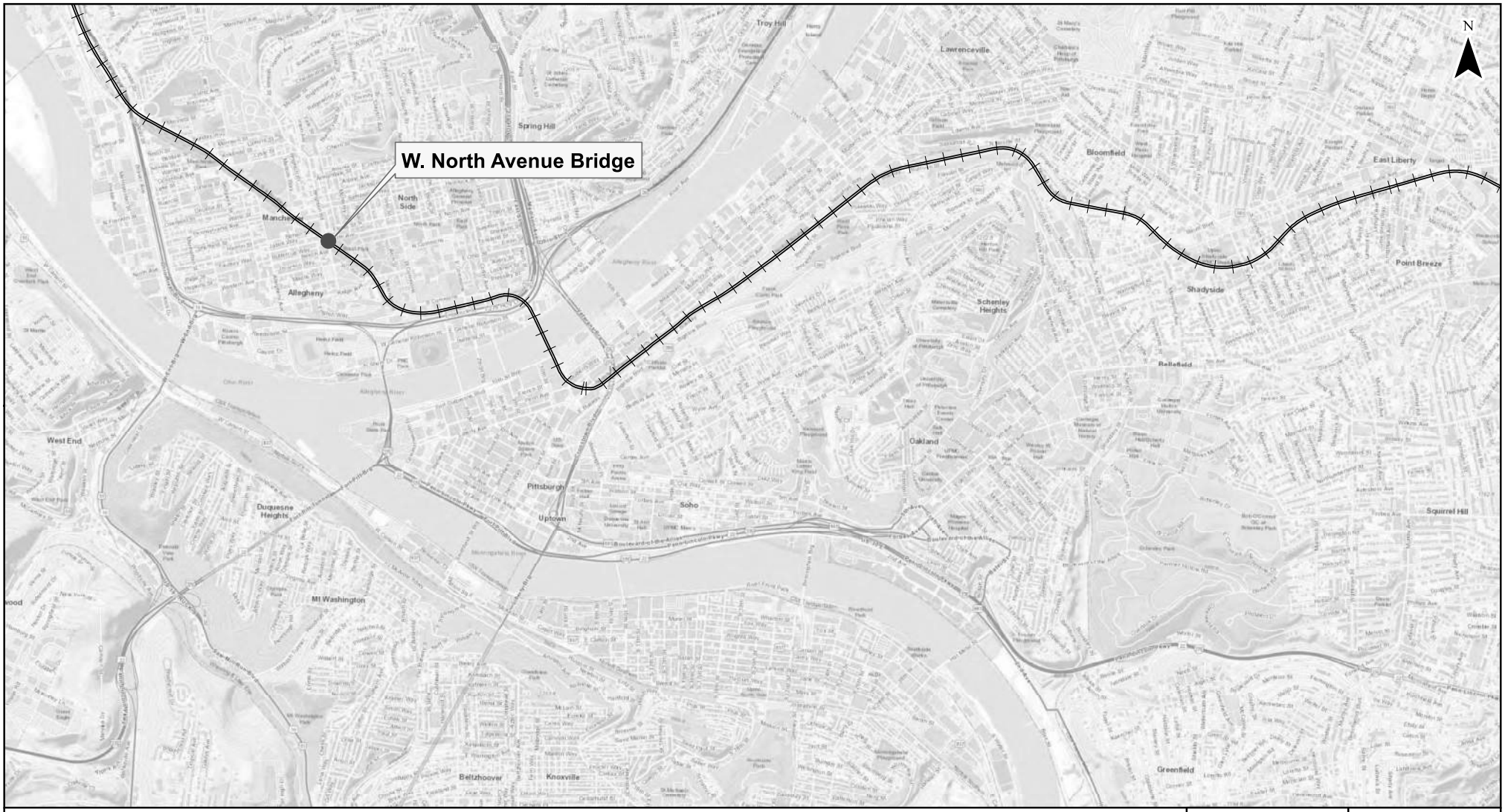
If you have any questions, comments, or concerns about the project or our determination of de minimis/no adverse effect, please contact me or Amy Pinizzotto.

Sincerely,

NORFOLK SOUTHERN RAILWAY COMPANY

Christoper Cawley
Regional Engineer – Structures

Enclosures: Project Location Map
Project Plan Sheets
Concurrence Letter Template



LEGEND

Norfolk Southern Railway

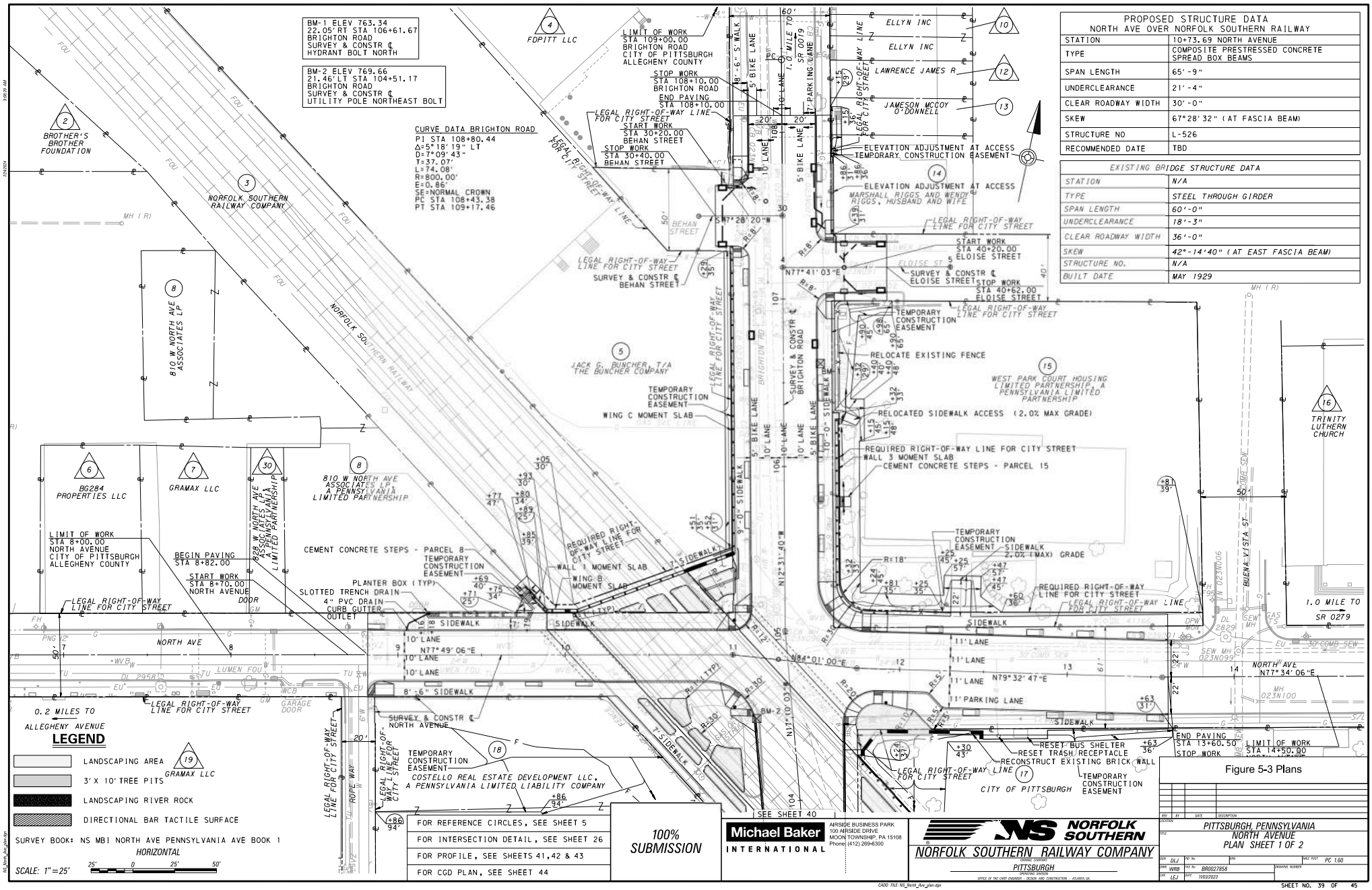
Project Location

0 0.5 1 2 Miles

Figure 1

Michael Baker INTERNATIONAL

Project Location Map
Norfolk Southern Railroad Company
W. North Avenue Bridge Project
City of Pittsburgh
Allegheny County, Pennsylvania



PROPOSED STRUCTURE DATA NORTH AVE OVER NORFOLK SOUTHERN RAILWAY	
STATION	10+73.69 NORTH AVENUE
TYPE	COMPOSITE PRESTRESSED CONCRETE SPREAD BOX BEAMS
SPAN LENGTH	65'-9"
UNDERCLEARANCE	21'-4"
CLEAR ROADWAY WIDTH	30'-0"
SKEW	67°28'32" (AT FASCIA BEAM)
STRUCTURE NO	L-526
RECOMMENDED DATE	TBD

EXISTING BRIDGE STRUCTURE DATA	
STATION	N/A
TYPE	STEEL THROUGH GIRDER
SPAN LENGTH	60'-0"
UNDERCLEARANCE	18'-3"
CLEAR ROADWAY WIDTH	36'-0"
SKEW	42°-14'40" (AT EAST FASCIA BEAM)
STRUCTURE NO.	N/A
BUILT DATE	MAY 1929

100% SUBMISSION

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN
NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH

Figure 5-3 Plans

PITTSBURGH, PENNSYLVANIA
NORTH AVENUE
PLAN SHEET 1 OF 2

DLJ | WRB | LEJ | BR0027858 | 11032023 | PC 1.60

SHEET NO. 39 OF 45

PROPOSED STRUCTURE DATA NORTH AVE OVER NORFOLK SOUTHERN RAILWAY	
STATION	10+73.69 NORTH AVENUE
TYPE	COMPOSITE PRESTRESSED CONCRETE SPREAD BOX BEAMS
SPAN LENGTH	65'-9"
UNDERCLEARANCE	21'-4"
CLEAR ROADWAY WIDTH	30'-0"
SKEW	67°28'32" (AT FASCIA BEAM)
STRUCTURE NO	L-526
RECOMMENDED DATE	TBD

EXISTING BRIDGE STRUCTURE DATA	
STATION	*N/A*
TYPE	*STEEL THROUGH GIRDER*
SPAN LENGTH	*60'-0"*
UNDERCLEARANCE	*18'-3"*
CLEAR ROADWAY WIDTH	*36'-0"*
SKEW	*42°-14'40" (AT EAST FASCIA BEAM)*
STRUCTURE NO.	*N/A*
BUILT DATE	*MAY 1929*

BM-3 ELEV 766.71
23.78' LT STA 102+98.24
BRIGHTON ROAD
SURVEY & CONSTR ℄
UTILITY POLE NORTHEAST BOLT

CURVE DATA BRIGHTON ROAD
PI STA 103+50.00
Δ=4°34'53" LT
D=8°11'06"
T=28.00'
L=55.97'
R=700.00'
E=0.56
SE=NORMAL CROWN
PC STA 103+22.00
PT STA 103+77.97

LIST OF PROPERTY OWNERS

20 — J. ANDREW WOLFINGER
21 — JAMES P & MARGARET S MCNAMARA (W)
22 — JEANNE MARIE LASKAS
23 — CTI 1379, LLC
24 — BARRRY H. & DEBORAH BIER (W)
25 — JEFFERY & AMY SOLLARS (W)
26 — ANNETTE C. TRUNZO

LEGEND

LANDSCAPING AREA
3' X 10' TREE PITS
DIRECTIONAL BAR TACTILE SURFACE

SURVEY BOOK: NS MBI NORTH AVE PENNSYLVANIA AVE BOOK 1

SCALE: HORIZONTAL 25' 0 25' 50'

FOR PROFILE, SEE SHEETS 42 & 43
FOR CGD PLAN, SEE SHEET 45
FOR REFERENCE CIRCLES, SEE SHEET 5

100% SUBMISSION

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN
NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH
OPERATING DIVISION
OFFICE OF THE CHIEF ENGINEER – BRIDGE AND CONSTRUCTION – ATLANTA, GA.

PITTSBURGH, PENNSYLVANIA
NORTH AVENUE
PLAN SHEET 2 OF 2

DLJ | WRB | LEJ | BR0027858 | 10/2/2023 | PC 1.60

CADD FILE: NS_North_Ave_plan.dgn

SHEET NO. 40 OF 45

ED GAINEY
MAYOR

CHRIS HORNSTEIN
DIRECTOR

CITY OF PITTSBURGH
DEPARTMENT OF PUBLIC WORKS
CITY-COUNTY BUILDING

May 6, 2025

Re: Letter of Support for Pittsburgh Vertical Clearance Projects.

To Whom It May Concern,

This letter is in support of the Norfolk Southern Pittsburgh Vertical Clearance Projects in the City of Pittsburgh, Allegheny County. The projects are being funded by Norfolk Southern Railway Company (NSR) and the Pennsylvania Department of Transportation (PennDOT) to address vertical clearance obstructions and structural deficiencies along NSR's Fort Wayne and Pittsburgh Lines.

Two overhead bridge crossings [W. North Avenue Bridge (PC-1.60) and Pennsylvania Avenue Bridge (PC-1.82) and the Amtrak Station Canopy (PT-353.20)] have vertical obstructions along the Pittsburgh and Fort Wayne Lines that prevent efficient movement of freight, especially time-sensitive intermodal freight, by rail between Chicago and New York/New Jersey, and specifically through Pennsylvania. The fourth project, the replacement of the Allegheny Commons Pedestrian Bridge (PC-1.50), was added to the Pittsburgh Vertical Clearance Projects after coordination with project stakeholders. This structure was closed in 1998 due to safety concerns and the deck was removed in 2013, creating a mobility issue for pedestrians trying to access different portions of Allegheny Commons.

Approximately 0.288 acres of Allegheny Commons will be temporarily impacted and 0.058 will be permanently impacted by the W. North Avenue Bridge Project. The temporary impacts are needed for access to repair and replace the bus shelter and sidewalk, landscaping, brick wall reconstruction, and to repair the wrought-iron fencing. The affected areas consist of grass, sidewalk, and the bus stop area. Temporary occupancy of the park will not exceed 18 months during the 24-month construction duration. The permanent impacts are the result of the wider replacement bridge. The property will still be owned by the City of Pittsburgh but will change from recreational use to transportation use.

The granting of the right-of-way, as summarized above, does not adversely affect the activities, features, or attributes that qualifies Allegheny Commons for protection under Section 4(f) or Section 2002. The City of Pittsburgh concurs that granting of this right-of-way will result in no adverse effect on this resource.

Sincerely,

Chris Hornstein
Department Director

CH/

Michael Baker
INTERNATIONAL

Allegheny Commons Pedestrian Bridge

pennsylvania
DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Determination of Section 4(f) Applicability Involving Temporary Occupancy

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Allegheny Commons Pedestrian Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

SELECT ONE: ☐ **EIS** ☐ **EA** ☐ **CE** ☐ **EER** ☒ **ED**

PROJECT DESCRIPTION:
(Provide a concise but thorough description of the proposed action.)

The Allegheny Commons Pedestrian Bridge Project is located in the City of Pittsburgh, Allegheny County, Pennsylvania (**Attachment A - Figure 1**). The former Allegheny Commons Pedestrian Bridge, constructed circa 1906, was located in Allegheny Commons Park and carried pedestrian traffic over the NSR until it was closed in 1999. The bridge connected the West Commons and Northwest Commons/Lake Elizabeth sections of the park located in the Allegheny Center neighborhood of the City of Pittsburgh. The bridge superstructure was demolished in November of 2013 and only the abutments remain (**Attachment B – Photograph 1**).

The Allegheny Commons Pedestrian Bridge Project will replace the former pedestrian bridge in the same location with a steel girder bridge to achieve 21'-4" vertical clearance. The proposed bridge would consist of two through girders, connected at even intervals by floor beams. The through girders would be built-up sections which follow the vertical curve to achieve the desired vertical clearance. The floor beams would be rolled wide flange sections. The deck would be a continuous 8.5" reinforced concrete slab that spans between floor beams. The inner "pockets" of the through girder would be covered with a steel plate to prevent debris accumulation. The outside of the through girders would be covered with façade panels to achieve the desired appearance. The project also includes new, ADA compliant, 6'-wide approach paths and new oval plaza areas at each end of the bridge matching the existing path widths and a new pedestrian walkway.

IDENTIFICATION OF SECTION 4(f) PROPERTY:
(List the property and provide a description of the property as per Chapter 6 of the *Section 4(f)/Section 2002 Handbook*. Attach a map, photo(s), etc. as appropriate.)

Allegheny Commons (**Attachment A – Figure 2)**: The project is within Allegheny Commons, which is owned and maintained by the City of Pittsburgh. A partnership between the city and a non-profit organization, The Pittsburgh Parks Conservancy, exists, acting as a liaison between the general public and the city through advocacy, fundraising, and project management. Allegheny Commons is approximately 60 acres and has three main parts: West Park, North Park, and East Park. The West Park portion is the largest of the three, and it has housed the National Aviary since 1952. Other park amenities include Lake Elizabeth,

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Allegheny Commons Pedestrian Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

tennis courts, pedestrian bridges, walking paths, and basketball courts (**Attachment B – Photograph 2)**.

Allegheny Commons was initially constructed between 1868 and 1876, with major alterations ca. 1935 and 1967. Allegheny Commons is the oldest public park in Pittsburgh, the city's only formal urban park, and one of the first public parks developed west of the Allegheny Mountains. Allegheny Commons is listed in the National Register of Historic Places (NRHP) and is designated a City of Pittsburgh Historic District. The park is significant under NRHP Criterion A in the area of Community Planning and Development and under Criterion C in the area of Landscape Architecture. Contributing features include the decorative wrought iron fencing and historic abutments along the former Pennsylvania Railroad Mainline (**Attachment B – Photographs 1 and 3**).

BRIEF DESCRIPTION OF THE TEMPORARY USE:
(Describe the temporary occupancy including size, location, activity, duration, etc. including temporary construction easements (TCEs) as per Chapter 6 of the *Section 4(f)/Section 2002 Handbook*.)

Approximately 1.09 acres (47,593 sq.ft) of temporary construction easement (TCE) will be required for access to construct the pedestrian bridge, walkway, and retaining walls within Allegheny Commons (**Attachment A – Figures 3 and 4)**. The TCE is generally located within grassy areas adjacent to the existing walkway **(Attachment B – Photographs 3 and 4)**. While the pedestrian bridge and new walkway will be permanent, the use will be temporary in duration; there will be no anticipated permanent adverse physical impacts; nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis; and there will be no change in ownership of the property.

OFFICIAL WITH JURISDICTION OVER SECTION 4(f) PROPERTY:
*(**Note:** historic sites fall to the jurisdiction of PHMC, BHP)*

1. Identify agency with jurisdiction:
   City of Pittsburgh

2. Name and title of contact person at agency:
   Chris Hornstein, RLA, Director, Public Works

pennsylvania
DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Determination of Section 4(f) Applicability Involving Temporary Occupancy

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Allegheny Commons Pedestrian Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

APPLICABILITY DETERMINATION:

1. Based on adequate documentation, including mapping, verify that all of the following are true. **(If any of the items below are not true, the project would result in an actual use, and this form cannot be used.):**

   ☒ The project involves no permanent right-of-way acquisition or other change in ownership or result in the retention of long-term or indefinite interests in the land for transportation purposes.

   ☒ Be of temporary duration; i.e. less than the time needed for construction of the project.

   ☒ Not result in any permanent adverse physical impacts or interfere with the protected activities, features, or attributes which are important to the purposes or functions that qualify the property for protection under Section 4(f) on a temporary or permanent basis.

   ☒ Be minor in that the nature and magnitude of the changes to the Section 4(f) property will be minimal.

   ☒ Be fully restored to a condition at least as good as that which existed prior to the project.

2. The official with jurisdiction over the Section 4(f) property agrees that the temporary occupancy would meet all of the above criteria. ☒

   (Either by signature of this checklist or agreement documentation in the following Attachment: See signature page.)

3. Does the temporary occupancy involve a water trail designated by the PA Fish and Boat Commission, a federal wild and scenic river that qualifies as a Section 4(f) property, and/or a national recreational trail that is a water trail? ☐ YES ☒ NO

   If Yes, will a temporary causeway be constructed, and/or will the path of the water trail be affected (temporarily closed, altered, etc.)? ☐ YES ☐ NO

   If Yes, has coordination with the official with jurisdiction been conducted regarding the need for an Aid to Navigation (ATON) Plan? ☐ YES ☐ NO

   Explain. Appropriate correspondence and an ATON (if one is needed) is included in the following Attachment:

pennsylvania DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Determination of Section 4(f) Applicability Involving Temporary Occupancy

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Allegheny Commons Pedestrian Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

4. The project does not involve any uses that would require an individual Section 4(f) evaluation. (It is acceptable if there are other Section 4(f) uses that are *de minimis* or covered by one of the nationwide programmatic Section 4(f) evaluations.) ☒ YES

   If there are other Section 4(f) properties used, list them here, briefly describe the use, and identify which form(s) will be completed to address the use:

   The **Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District** was previously determined eligible for listing in the NRHP under Criteria A and C for its state-wide significance in transportation, economy, and the development of Pennsylvania's industries and communities (**Attachment A – Figure 2**). There will be no temporary or permanent use of this resource as the result of the project and therefore a *Section 4(f) Non-Applicability/No Use* form has been completed for the railroad corridor historic district.

SUMMARY AND DETERMINATION:

PennDOT will provide a copy of this evaluation to the official with jurisdiction over the Section 4(f) property and to other parties, as requested, and maintain this documentation with the project files.

The temporary occupancy of Section 4(f) property does not constitute a use within the meaning of Section 4(f).

Concurrence by official with jurisdiction over the Section 4(f) property: **Chris Hornstein, RLA, City of Pittsburgh, Director, Public Works**

Official with Jurisdiction: Chris Hornstein Date: 05/08/2025

(Optional: other documentation such as attached letters or meeting minutes may be used in replacement of signing this page[1]) Check here if other documentation is attached. ☐

06/09/2025

Name and Organization of Preparer: Amy Pinizzotto, Michael Baker International Date: 2/14/2025

Project Manager: Dina A. Salemi Digitally signed by Dina A. Salemi Date: 2025.06.09 07:47:48 -04'00' Date:

Environmental Manager: markyoung Digitally signed by markyoung Date: 2025.06.05 08:12:21 -04'00' Date:

PennDOT, BOPD: Meredith Biggica Date: 06/09/2025

FHWA: Date:

pennsylvania
DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Determination of Section 4(f) Applicability Involving Temporary Occupancy

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Allegheny Commons Pedestrian Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

[1]Documentation of the SHPO's (PHMC's) concurrence is acceptable with the no effect or no adverse effect finding as long as the temporary occupancy was described in the effects submission. **If the temporary occupancy was not specified, then separate SHPO written agreement is required.**

List Section 4(f) mitigation measures associated with this temporary occupancy that are part of this project:

The following mitigation measures will be associated with the temporary occupancy of Allegheny Commons:

- Coordination with the City of Pittsburgh and Pittsburgh Parks Conservancy regarding the proposed temporary impacts will continue throughout construction.
- Any vegetation removed or otherwise impacted by construction activities within Allegheny Commons will be restored to pre-construction conditions.
- Temporary occupancy of the park is not to exceed 18 months during the 24-month construction duration.
- Access to the park and all park activities will be maintained during construction. The contractor is not permitted to use the park for staging or mobilizing or storing equipment or material.
- Replacement of the Allegheny Commons Pedestrian Bridge will be completed in accordance with the Design Advisory Team (DAT)-approved, context-sensitive design elements.
- Railroad signal equipment will be screened with landscaping and a utility wrap will be installed to camouflage the signal box as much as possible.
- A Notice-to-Contractor will be developed to inform the contractor of restrictions and related mitigation.

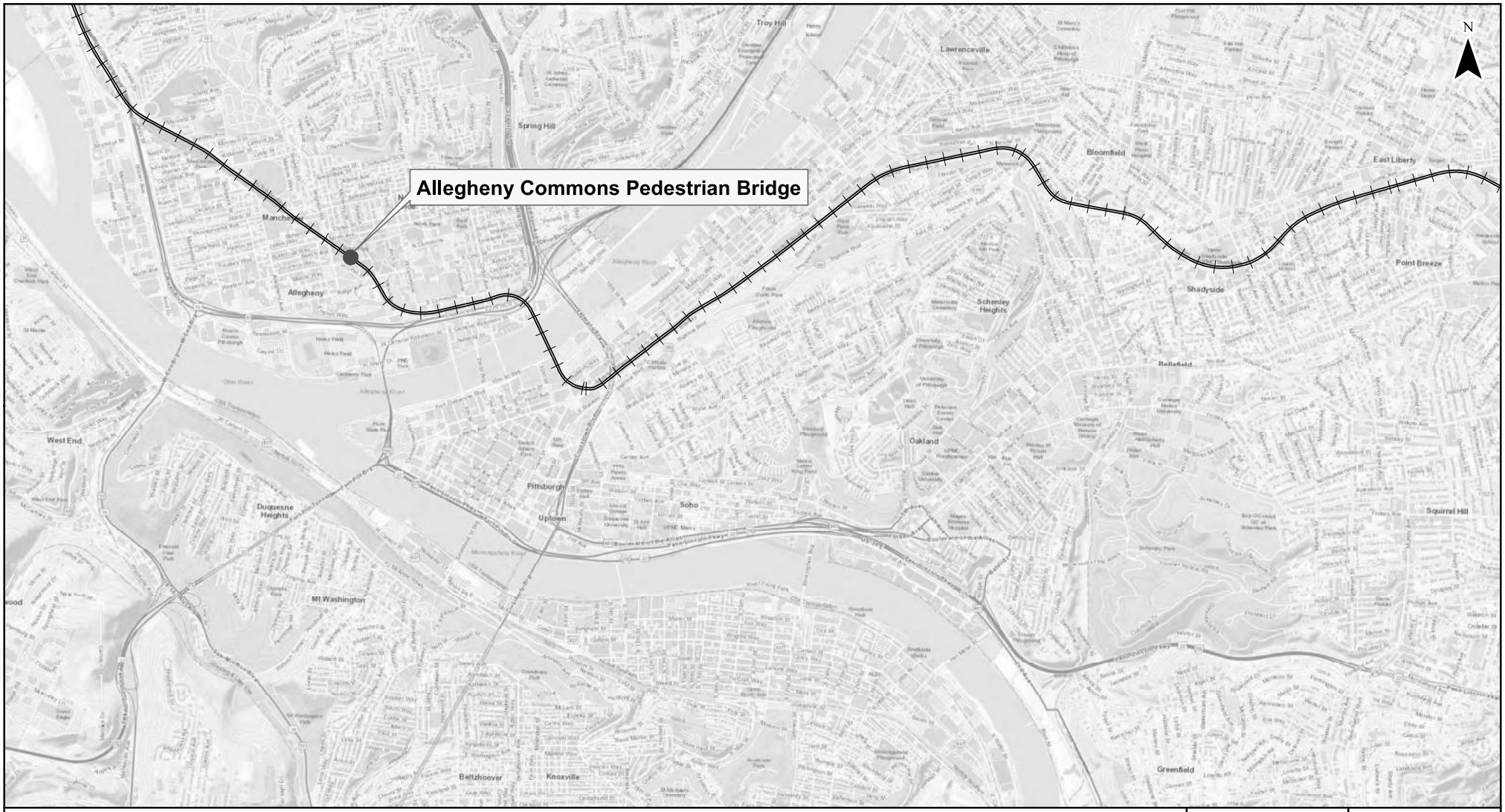
Typical attachments for this form include, but are not limited to:

- Project location map
- Map of affected Section 4(f) property and other Section 4(f) property(ies) in the project vicinity
- Photographs of the Section 4(f) property
- Project plan sheet to show impacts
- Correspondence with the official with jurisdiction
- ATON plan, if applicable

Michael Baker
INTERNATIONAL

ATTACHMENT A

Figures



LEGEND

Norfolk Southern Railway

Project Location

0 0.5 1 2 Miles

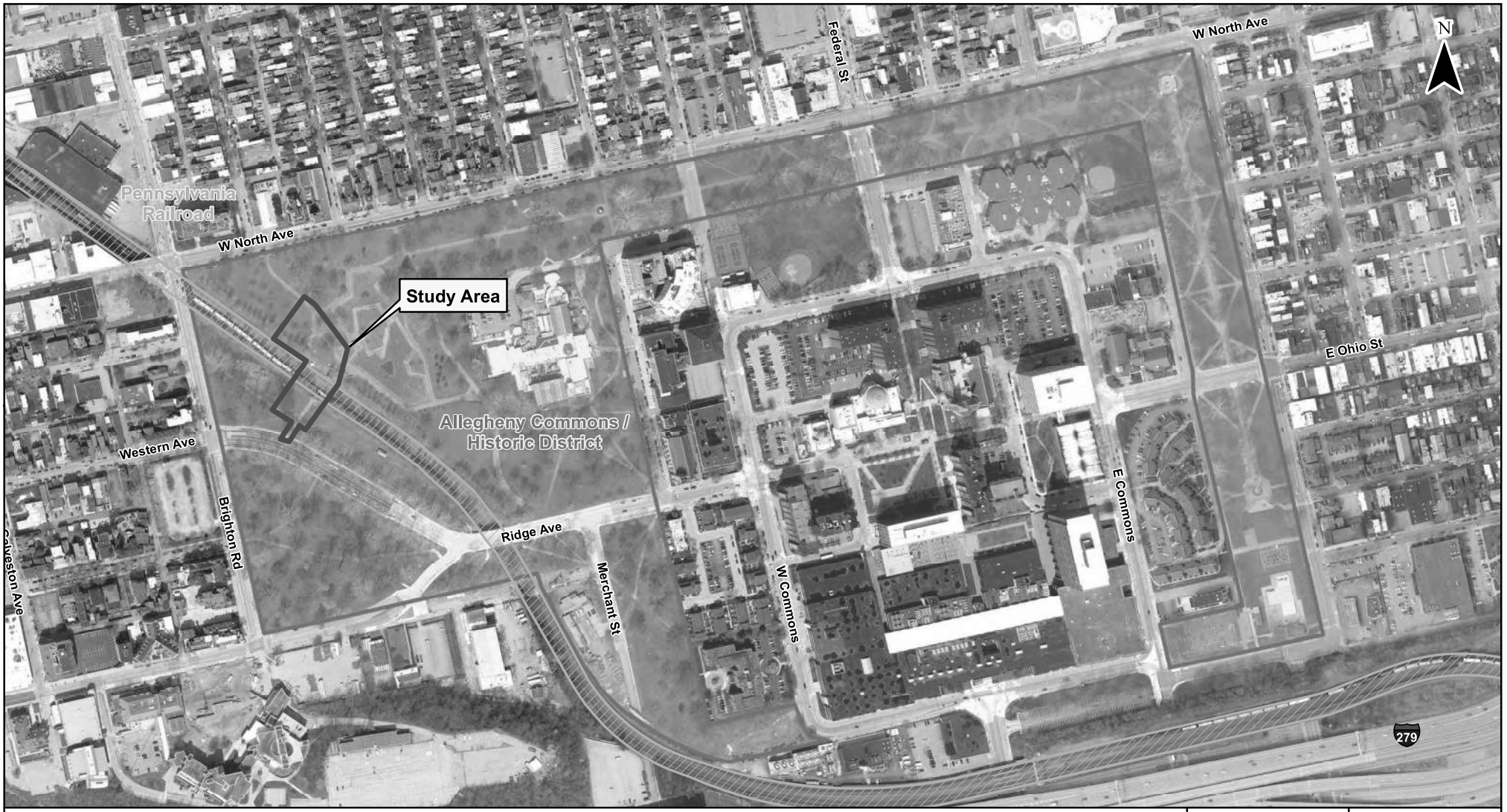
Figure 1

Michael Baker INTERNATIONAL

Project Location Map

Norfolk Southern Railroad Company
Allegheny Commons Pedestrian Bridge

City of Pittsburgh
Allegheny County, Pennsylvania



Legend

Study Area

Historic Resources

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line)

Allegheny Commons / Historic District

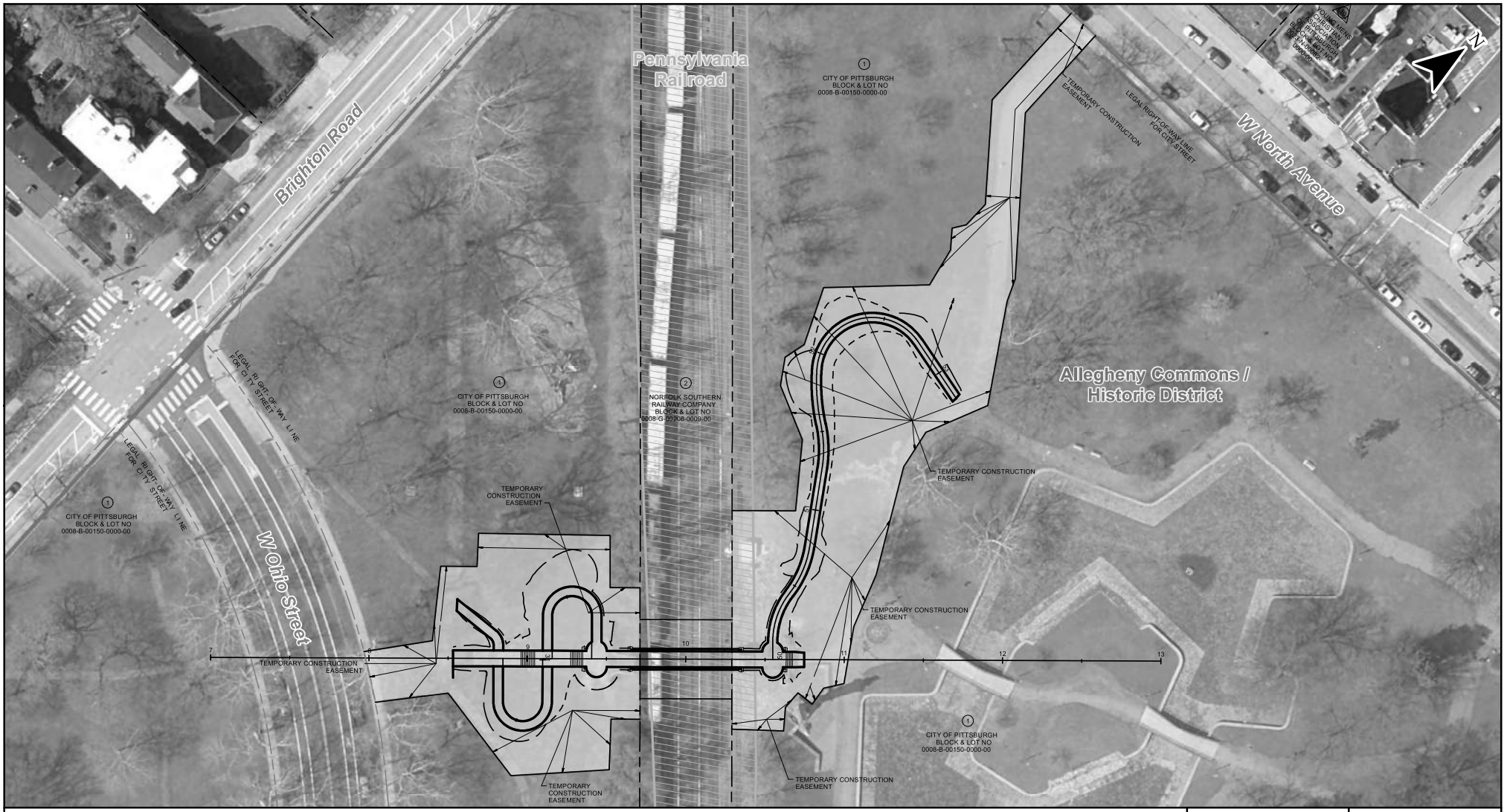
0 300 600 900 Feet

Figure 2

Michael Baker INTERNATIONAL

Section 2002 Resources

Norfolk Southern Railroad Company
Allegheny Commons Pedestrian Bridge
City of Pittsburgh
Allegheny County, Pennsylvania



Legend

Historic Resources

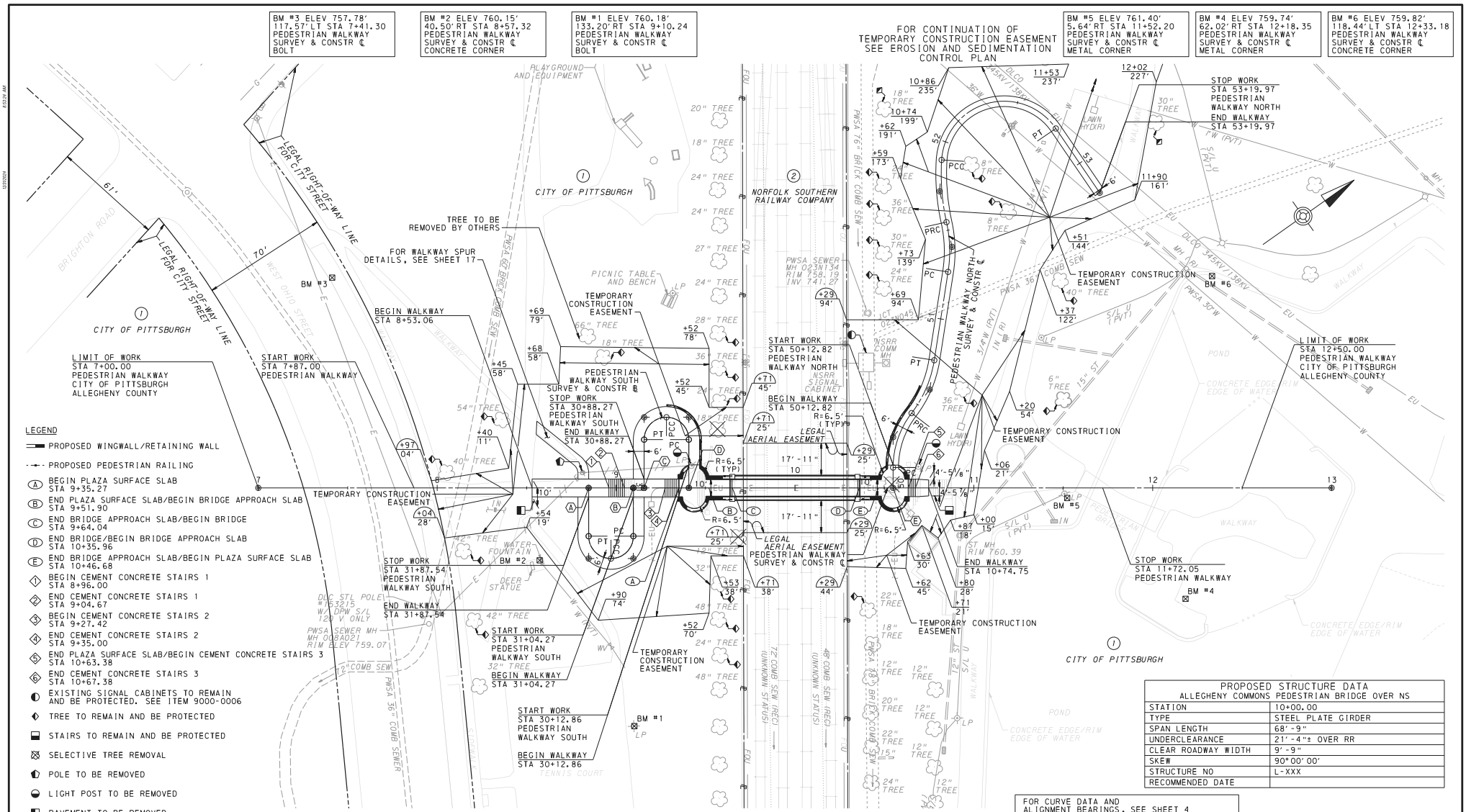
- Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line)
- Allegheny Commons / Historic District (Temporary Usage - 1.09 Acres)
- Allegheny Commons / Historic District

Figure 3

Michael Baker INTERNATIONAL

Section 2002 Resources and Impacts

Norfolk Southern Railroad Company
Allegheny Commons Pedestrian Bridge
City of Pittsburgh
Allegheny County, Pennsylvania



LEGEND

- PROPOSED WINGWALL/RETAINING WALL
- PROPOSED PEDESTRIAN RAILING
- (A) BEGIN PLAZA SURFACE SLAB STA 9+35.27
- (B) END PLAZA SURFACE SLAB/BEGIN BRIDGE APPROACH SLAB STA 9+51.90
- (C) END BRIDGE APPROACH SLAB/BEGIN BRIDGE STA 9+64.04
- (D) END BRIDGE/BEGIN BRIDGE APPROACH SLAB STA 10+35.96
- (E) END BRIDGE APPROACH SLAB/BEGIN PLAZA SURFACE SLAB STA 10+46.68
- (1) BEGIN CEMENT CONCRETE STAIRS 1 STA 8+96.00
- (2) END CEMENT CONCRETE STAIRS 1 STA 9+04.67
- (3) BEGIN CEMENT CONCRETE STAIRS 2 STA 9+27.42
- (4) END CEMENT CONCRETE STAIRS 2 STA 9+35.00
- (5) END PLAZA SURFACE SLAB/BEGIN CEMENT CONCRETE STAIRS 3 STA 10+63.38
- (6) END CEMENT CONCRETE STAIRS 3 STA 10+67.38
- EXISTING SIGNAL CABINETS TO REMAIN AND BE PROTECTED. SEE ITEM 9000-0006
- TREE TO REMAIN AND BE PROTECTED
- STAIRS TO REMAIN AND BE PROTECTED
- SELECTIVE TREE REMOVAL
- POLE TO BE REMOVED
- LIGHT POST TO BE REMOVED
- PAVEMENT TO BE REMOVED

TABULATION OF STATION TIES

- (A) POT STA 8+84.68 PEDESTRIAN WALKWAY SURVEY & CONSTR ℄ = POT STA 31+92.54 PEDESTRIAN WALKWAY SOUTH SURVEY & CONSTR ℄
- (B) POT STA 9+09.68 PEDESTRIAN WALKWAY SURVEY & CONSTR ℄ = POT STA 30+99.27 PEDESTRIAN WALKWAY SOUTH SURVEY & CONSTR ℄
- (C) POT STA 9+15.68 PEDESTRIAN WALKWAY SURVEY & CONSTR ℄ = POT STA 30+93.27 PEDESTRIAN WALKWAY SOUTH SURVEY & CONSTR ℄
- (D) POT STA 9+40.68 PEDESTRIAN WALKWAY SURVEY & CONSTR ℄ = POT STA 30+00.00 PEDESTRIAN WALKWAY SOUTH SURVEY & CONSTR ℄
- (E) POT STA 10+54.88 PEDESTRIAN WALKWAY SURVEY & CONSTR ℄ = POT STA 50+00.00 PEDESTRIAN WALKWAY NORTH SURVEY & CONSTR ℄

NOTE:

ALL TREES TO REMAIN UNLESS OTHERWISE NOTED.

SURVEY BOOK NO NS MBI PED BRIDGE 1

SCALE: 1"=25'

25' 0 25' 50'

DO NOT SCALE THIS DRAWING FOR DIMENSIONS NOT GIVEN

PROPOSED STRUCTURE DATA
ALLEGHENY COMMONS PEDESTRIAN BRIDGE OVER NS

STATION	10+00.00
TYPE	STEEL PLATE GIRDER
SPAN LENGTH	68'-9"
UNDERCLEARANCE	21'-4"± OVER RR
CLEAR ROADWAY WIDTH	9'-9"
SKEW	90°00'00"
STRUCTURE NO	L-XXX
RECOMMENDED DATE	

FOR CURVE DATA AND ALIGNMENT BEARINGS, SEE SHEET 4
FOR SURVEY REFERENCES, SEE SHEET 5
FOR PROFILE, SEE SHEETS 27 & 28
FOR CONTOUR GRADING PLAN, SEE SHEET 29

NOT FOR CONSTRUCTION

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH
ENGINEERING DIVISION
OFFICE OF THE CHIEF ENGINEER – DESIGN AND CONSTRUCTION – ATLANTA, GA.

Figure 4 - Plans

REV.	BY	DATE	DESCRIPTION
000000			

PITTSBURGH, PENNSYLVANIA
ALLEGHENY COMMONS PARK PEDESTRIAN BRIDGE
PLAN

DSN	JAH	PID No.	D2122	DRW	1290818-DH77
DWN	WRB	PDF No.	BR0027857		
CHK	CJS	DATE	12/31/2024		

DRAWING NUMBER
PC-1.50 24 26

CADD FILE: NS_Ped_Bridge_Plan.dgn

SHEET NO. 26 OF 29

Michael Baker
INTERNATIONAL

ATTACHMENT B

Photographs

Photograph 1 – View of the location of the previous and proposed pedestrian bridge.

Photograph 2 – View of Lake Elizabeth within Allegheny Commons / Historic District.

Photograph 3 – View of temporary use area within Allegheny Commons / Historic District. A pedestrian walkway is proposed in this area.

Photograph 4 – View of an existing walkway and temporary use area within Allegheny Commons / Historic District.

pennsylvania DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Section 4(f) Non-Applicability/No Use

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Allegheny Commons Pedestrian Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

SELECT ONE: ☐ **EIS** ☐ **EA** ☐ **CE** ☐ **EER** ☒ **ED**

PROJECT DESCRIPTION:
(Provide a concise but thorough description of the proposed action.)

The Allegheny Commons Pedestrian Bridge Project is located in the City of Pittsburgh, Allegheny County, Pennsylvania (**Attachment A - Figure 1**). The former Allegheny Commons Pedestrian Bridge, constructed circa 1906, was located in Allegheny Commons Park and carried pedestrian traffic over the NSR until it was closed in 1999. The bridge connected the West Commons and Northwest Commons/Lake Elizabeth sections of the park located in the Allegheny Center neighborhood of the City of Pittsburgh. The bridge superstructure was demolished in November of 2013 and only the abutments remain (**Attachment B – Photograph 1**).

The Allegheny Commons Pedestrian Bridge Project will replace the former pedestrian bridge in the same location with a steel girder bridge to achieve 21'-4" vertical clearance. The proposed bridge would consist of two through girders, connected at even intervals by floor beams. The through girders would be built-up sections which follow the vertical curve to achieve the desired vertical clearance. The floor beams would be rolled wide flange sections. The deck would be a continuous 8.5" reinforced concrete slab that spans between floor beams. The inner "pockets" of the through girder would be covered with a steel plate to prevent debris accumulation. The outside of the through girders would be covered with façade panels to achieve the desired appearance. The project also includes new, ADA compliant, 6'-wide approach paths and new oval plaza areas at each end of the bridge matching the existing path widths and a new pedestrian walkway.

IDENTIFICATION OF SECTION 4(f) PROPERTY:
(List the property and provide a description of the property as per Chapter 6 of the *Section 4(f)/Section 2002 Handbook*. Attach a map, photo(s), etc. as appropriate.)

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District (Attachment A – Figure 2). This resource was previously determined eligible for listing in the National Register of Historic Places (NRHP) under Criteria A and C for its state-wide significance in transportation, economy, and the development of Pennsylvania's industries and communities (**Attachment C**). Two contributing elements of

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Allegheny Commons Pedestrian Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

the railroad corridor historic district are within the area of potential effects (APE) for the project: decorative wrought-iron fencing and concrete retaining walls with stone coping (**Attachment B – Photographs 2 and 3**). Both historic-age features identified within the APE were found to be NRHP eligible as contributing elements as being functional and/or decorative components that were constructed during the district's period of significance and that retain historic integrity.

OFFICIAL WITH JURISDICTION OVER SECTION 4(f) PROPERTY:

1. Identify agency with jurisdiction:
   Pennsylvania Historical and Museum Commission (PHMC)

2. Name and title of contact person at agency:
   Andrea MacDonald, Bureau Director/Deputy State Historic Preservation Officer

DETERMINATION OF NON-APPLICABILITY:

PennDOT has the autonomy to decide the applicability of Section 4(f) protection. However, per the *Section 4(f)/Section 2002 Handbook*, PennDOT is advised to consult with FHWA with questionable circumstances by completing the appropriate forms or through other means of correspondence.

Indicate which of the following apply (More than one may be applicable, indicate all that apply):
*(*Requires concurrence by the official with jurisdiction over the Section 4(f) property.) Provide additional information regarding each checked item.*

☐ 1. The project area includes a Section 4(f) property but results in no permanent incorporation or conversion of land into a transportation facility, no temporary occupancy, or does not result in a constructive use as determined by FHWA.

☐ *2. The project is a bike or walkway project sponsored by the officials with jurisdiction over the Section 4(f) property [Negative Declaration applies]. (***Note:*** does not require FHWA signature).

☐ *3. The project involves permanent acquisition of land within the boundaries of a historic district, but the land to be used does not contribute to the characteristics that make the district eligible for the *National Register* or has been determined to be part of a non-contributing element.

pennsylvania DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Section 4(f) Non-Applicability/No Use

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Allegheny Commons Pedestrian Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

☐ *4. The project involves a multiple-use facility (state, federal, National Forest, large municipal-owned land, etc.) but does not impact an area that is managed for/functions specifically as a Section 4(f) property.

☒ *5. The project involves an aerial crossing of a Section 4(f) property, but it does not impact the qualifying characteristics of the property, or it does not result in the conversion of land into a transportation facility, such as placement of a bridge over a historic railroad yard.

The project will require an aerial easement to account for the pedestrian bridge, but will not impact the qualifying characteristics of the **Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District**, result in the conversion of land into a transportation facility (**Attachment A – Figure 3**), nor will it result in a constructive use as there is no adverse effect on this resource in accordance with the Pennsylvania History Code (**Attachment C**).

☒ *6. The project involves activities within the existing transportation right-of-way and would not result in proximity impacts that would substantially impair the features, activities, or attributes that make the property eligible for protection under Section 4(f).

The project occurs within an existing railroad right-of-way. While the project will require an aerial easement for the bridge, it will not impact or impair the features, activities, or attributes that make the property eligible for protection under Section 4(f).

☐ *7. The project involves underground activities such as tie-backs, horizontal borings, etc. and does not impact the qualifying characteristics of the Section 4(f) property or involve archaeology that warrants preservation in place.

☐ *8. The project involves the restoration, rehabilitation, or maintenance of transportation facilities that are on or eligible for the *National Register* and would not adversely affect the historic qualities of the facility that caused it to be on or eligible for listing.

☐ *9. The project involves a transportation enhancement or is a mitigation project where the use of the

pennsylvania DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Section 4(f) Non-Applicability/No Use

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Allegheny Commons Pedestrian Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

Section 4(f) property is solely for the purpose of preserving or enhancing the activities, features, or attributes that qualify the property for Section 4(f) protection.

☐ *10. The project involves improvements to the interstate system, but does not require the use of any interstate elements formally designated by FHWA for Section 4(f) protection on the basis of national or exceptional historic significance.

☐ *11. The project involves certain trails, paths, bikeways, and sidewalks where (1) the trail-related project is funded under the Recreational Trails Program (23 U.S.C. 206(h)(2); (2) the trail is a national historic trail designated under the National Trails System Act (with the exception of segments that are historic sites) (16 U.S.C. 1241-1251); (3) the trail/path/bikeway/sidewalk occupies a transportation facility right-of-way and can be maintained somewhere within that right-of-way; or (4) the trail/path/bikeway/sidewalk is part of the local transportation system and functions primarily for transportation.

Provide additional information regarding each checked item:

N/A

SUMMARY AND DETERMINATION:

The proposed action will not involve temporary or permanent incorporation or conversion of Section 4(f) land into a transportation facility, including construction easements and/or staging, therefore the proposed action does not constitute a use within the meaning of Section 4(f).

Section 4(f) Property: **Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District**

Official with Jurisdiction: **PHMC** Date:

(Optional: other documentation such as attached letters or meeting minutes may be used in replacement of signing this page)
Other documentation is included in the following Attachment:
Attachment C

pennsylvania DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Section 4(f) Non-Applicability/No Use

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Allegheny Commons Pedestrian Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

Name and Organization of Preparer: Amy Pinizzotto, Michael Baker International Date: 2/14/2025

Project Manager: Dina A. Salemi Digitally signed by Dina A. Salemi Date: 2025.06.06 09:41:39 -04'00' Date:

Environmental Manager: markyoung Digitally signed by markyoung Date: 2025.06.03 16:13:53 -04'00' Date:

PennDOT, BOPD: Meredith Biggica Date: 06/09/2025

FHWA: Date:

List Section 4(f) environmental commitments associated with this non-applicability/no use that are part of this project:

N/A

Typical attachments for this form include, but are not limited to:

- Project location map
- Map of affected Section 4(f) property and other Section 4(f) property(ies) in the project vicinity

pennsylvania
DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Section 4(f) Non-Applicability/No Use

May 2014 Version

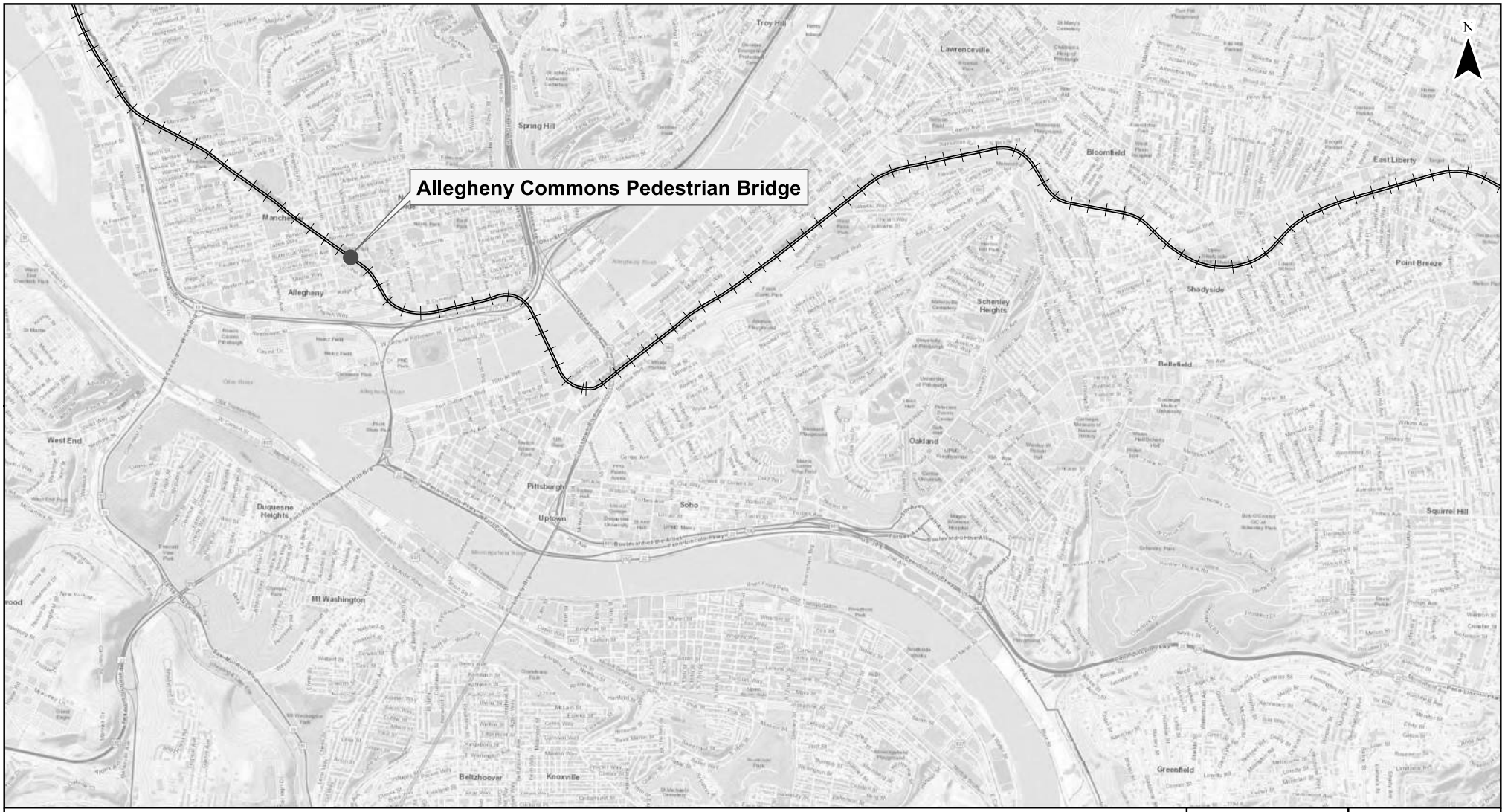
County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Allegheny Commons Pedestrian Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

- Photographs of the Section 4(f) property
- Project plan sheet
- Correspondence with the official with jurisdiction
- Public involvement information

Michael Baker
INTERNATIONAL

ATTACHMENT A

Figures



LEGEND

Norfolk Southern Railway

Project Location

0 0.5 1 2 Miles

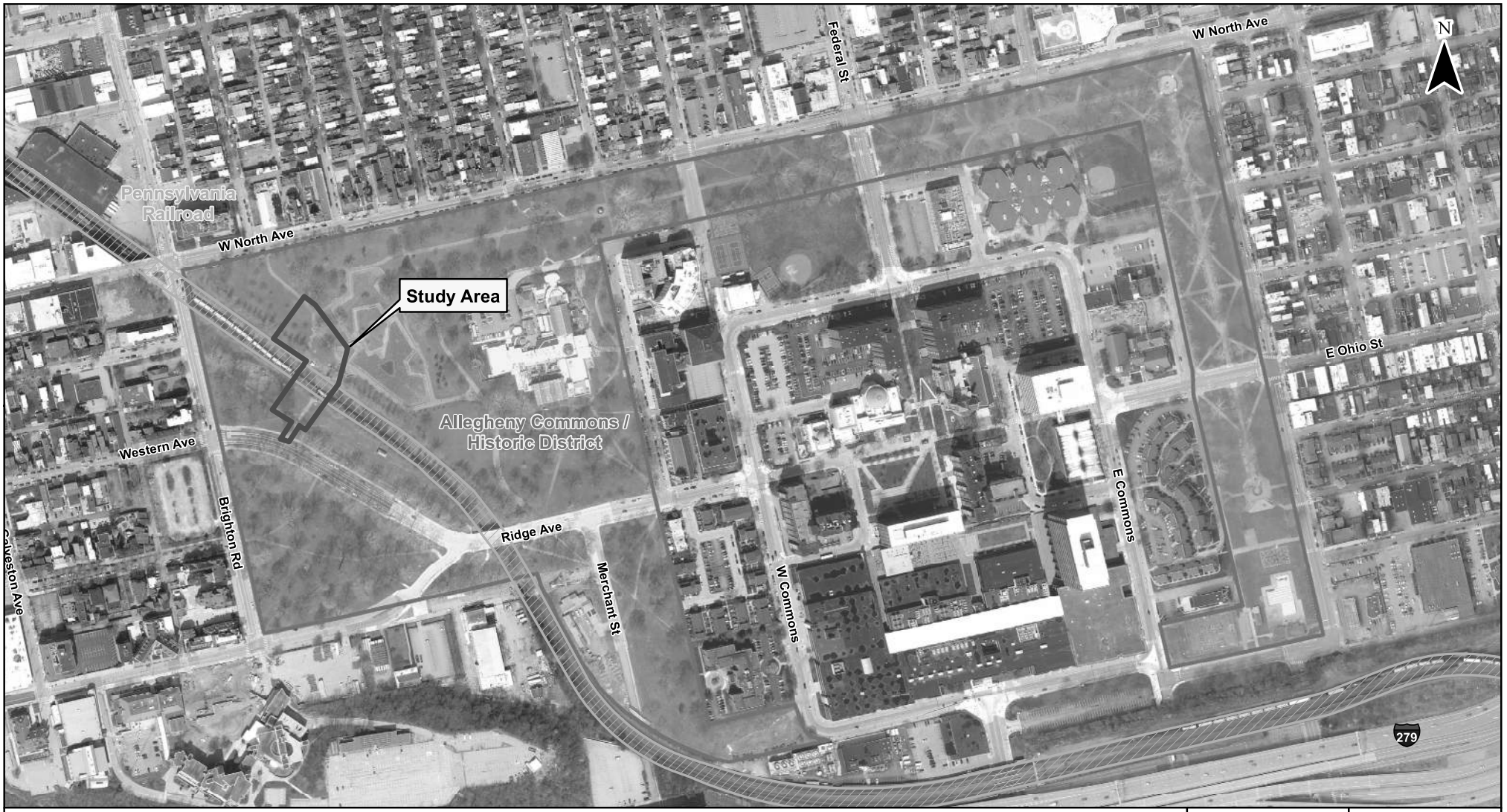
Figure 1

Michael Baker INTERNATIONAL

Project Location Map

Norfolk Southern Railroad Company
Allegheny Commons Pedestrian Bridge

City of Pittsburgh
Allegheny County, Pennsylvania



Legend

Study Area

Historic Resources

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line)

Allegheny Commons / Historic District

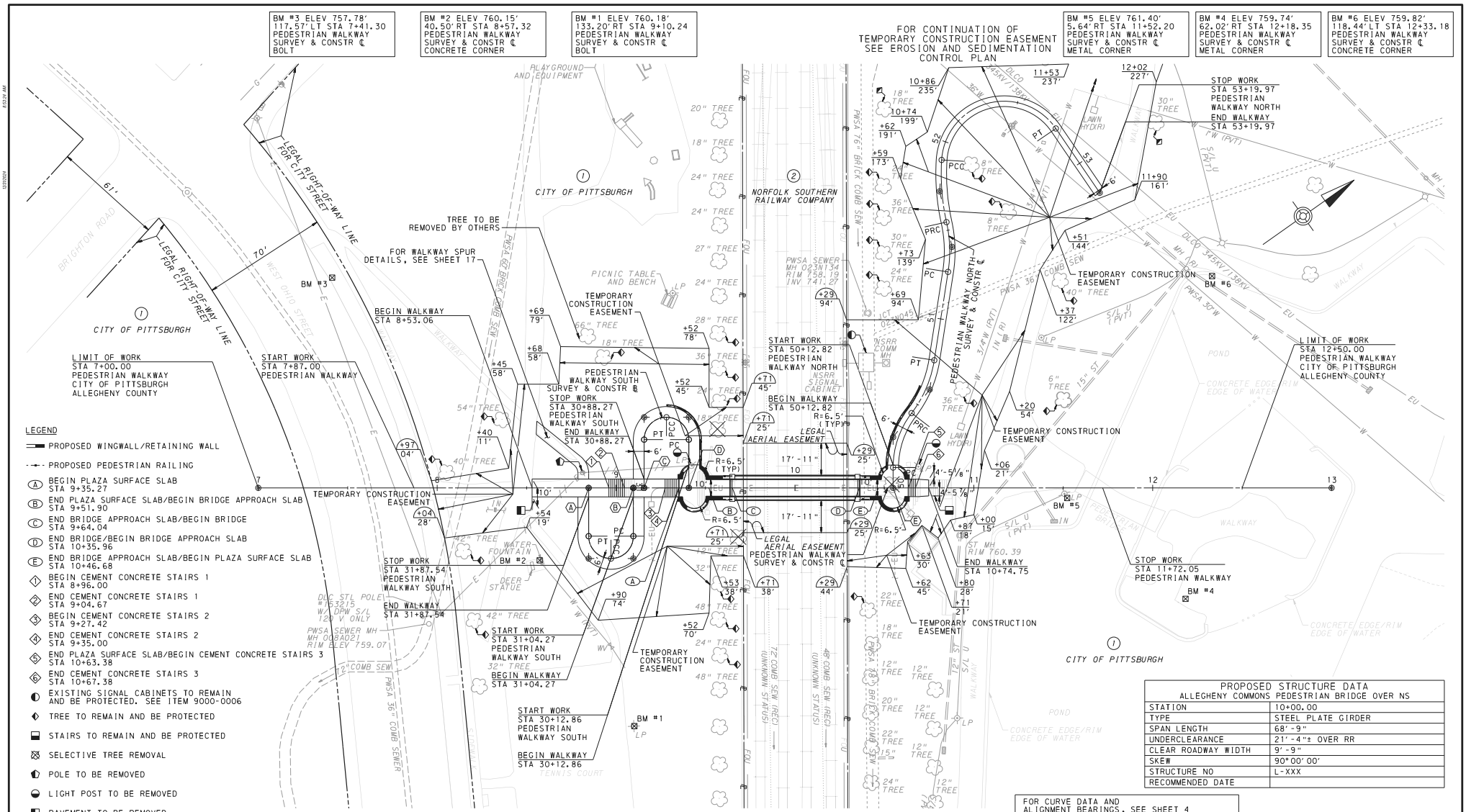
0 300 600 900 Feet

Figure 2

Michael Baker INTERNATIONAL

Section 2002 Resources

Norfolk Southern Railroad Company
Allegheny Commons Pedestrian Bridge
City of Pittsburgh
Allegheny County, Pennsylvania



PROPOSED STRUCTURE DATA
ALLEGHENY COMMONS PEDESTRIAN BRIDGE OVER NS

STATION	10+00.00
TYPE	STEEL PLATE GIRDER
SPAN LENGTH	68'-9"
UNDERCLEARANCE	21'-4"± OVER RR
CLEAR ROADWAY WIDTH	9'-9"
SKEW	90°00'00"
STRUCTURE NO	L-XXX
RECOMMENDED DATE	

FOR CURVE DATA AND ALIGNMENT BEARINGS, SEE SHEET 4
FOR SURVEY REFERENCES, SEE SHEET 5
FOR PROFILE, SEE SHEETS 27 & 28
FOR CONTOUR GRADING PLAN, SEE SHEET 29

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH
ENGINEERING DIVISION
OFFICE OF THE CHIEF ENGINEER – DESIGN AND CONSTRUCTION – ATLANTA, GA.

Figure 3 - Plans

REV.	BY	DATE	DESCRIPTION
000000			

PITTSBURGH, PENNSYLVANIA
ALLEGHENY COMMONS PARK PEDESTRIAN BRIDGE
PLAN

DSN JAH	PID No. D2122	DRW	1290818-OH77	SHEET POST	PC 1.50
DWN WRB	REF No. BR0027857			DRAWING NUMBER	PC-1.50 24 26
CHK CJS	DATE 12/31/2024				

CADD FILE: NS_Ped_Bridge_Plan.dgn

Michael Baker
INTERNATIONAL

ATTACHMENT B

Photographs

Photograph 1 – View of the location of the previous and proposed pedestrian bridge over the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio Line) Railroad Corridor Historic District.

Photograph 2 – View of wrought-iron fencing, a contributing element to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio Line) Railroad Corridor Historic District.

Photograph 3 – View of a concrete retaining wall, a contributing element to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio Line) Railroad Corridor Historic District.

Michael Baker
INTERNATIONAL

ATTACHMENT C

SHPO Coordination

November 8, 2019

Timothy Zinn
Michael Baker International
100 Airside Drive, Airside Business park
Moon Township PA 15108

ER 2018-1595-003-E: PennDOT Multimodal, Norfolk Southern Railway Company Pittsburgh Vertical Clearance Projects, Swissvale and City of Pittsburgh, Allegheny County, Identification of Historic Properties Reports

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution, and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources
Identification of Historic Properties
We have received Norfolk Southern's objection to the inclusion of its property on state or federal historic registers. We would note that Norfolk Southern's objection is not relevant to and does not affect the duties of state or federal agencies under Section 106 or the State History Code. The SHPO will perform all of its required consultation with regards to eligibility for the federal and state historic registers.

Prior National Register of Historic Places (NRHP) Eligibility for Railroad Resources

The following railroad resources within the APE have been previously evaluated for National Register eligibility or listed in the National Register of Historic Places:

- *Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372* (Determined Eligible 9/14/1993).
- *Pennsylvania Railroad: Station Rotunda (Pittsburgh), Key # 001769* (Listed 04/11/1973)
- *Pennsylvania Railroad Station, Key # 001762* (Listed 04/22/1976)
- *Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Columbus Avenue Bridge (Pittsburgh), Key # 129787* (Not Individually Eligible 3/5/2007 and 4/01/2018; Does Not Contribute to PRR Fort Wayne Division 2007*)*
- *Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): S. Braddock/Kenmawr Avenue Bridge, Key # 129934* (Not Individually Eligible 03/05/2007; Does Not Contribute to the Eligible Pennsylvania Main Line (Swissvale to Rankin), Key # 201322 03/05/2015)
- *Pennsylvania Railroad Main Line (Harrisburg to Pittsburgh) Key # 112369 (*Determined Eligible 9/14/1993*)*

SHPO Concurs: Eligible
Based on the information received and available in our files, we concur with the findings of the agency that the following properties are eligible for listing in the National Register of Historic Places:

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Bridge (Merchant Street) and APE corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): W. North Avenue Bridge (Pittsburgh), Key # 129729 and APE corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372 and Fort Wayne Division/Western Pennsylvania Railroad (Pittsburgh to Freeport), Key 097496)

Ohio Connecting Railway: Brunot's Island Bridge (Ohio River), Key # 007764 and Ohio Connecting Bridge flyover ramps, the Eckert Street undergrade bridge (consisting of four steel plate girder bridges, and corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key 112372. Note: The Ohio Connecting Railway Bridge may also be individually eligible. More information would be needed to establish individual eligibility. Contributing status is sufficient for identification of historic properties within the APE.

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Pittsburgh City Segment corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key 112372. Note: The Washington Avenue Bridge does not contribute to the Main Line as it was built circa 1980.

Pennsylvania Railroad: Station (Pittsburgh) – The Pennsylvania Trainshed contributes to the Pennsylvania Railroad Station Key # 001762. *The Pennsylvania Trainshed* also contributes to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh), Key #112369. The Period of Significance for the station should be amended to 1898-1958 as the station's significance extends beyond its construction date. This new Period of Significance will be consistent with the POS for the PRR Main Line Harrisburg to Pittsburgh. Also, the boundary should include the plaza area southwest of the rotunda and the full length of the train platform as shown on the site plan within the HRSF. The trainshed is individually Not Eligible under Criterion A, B or C.

Allegheny Second Ward Industrial Historic District, Key # TBD, is eligible under Criterion A in the areas of Industry and Commerce for its role in metallurgy in the twentieth century and Criterion C in the area of Architecture, with a Period of Significance of circa 1849, the year construction began, to 1951, the date of construction of several of the latest buildings in the district. We concur with the proposed boundary as demarcated on Figure 2 (Location Map) in the HRSF and the list of non-contributing and contributing buildings. Note: The Hipwell Row, Key # 003883, may be individually eligible. More information would be needed to establish individual eligibility. Contributing status is sufficient for identification of historic properties within the APE.

The Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Washington Avenue Bridge, Key # 129935, and the corridor (and associated resources dating to the Period of Significance of the Main Line of 1847-1958 and that retain integrity) contribute to the Pennsylvania Railroad: Main Line. Note: The Washington Avenue Bridge is not individually eligible (it was incorrectly data entered in CRGIS as individually eligible and that will be revised).

SHPO Concurs: Not Eligible
We concur with the findings of the agency that the following properties are not eligible for listing in the National Register of Historic Places due to a lack of integrity and/or significance:

- *Renkin Pattern Works/Paul Warhola Scrap Metal, Key # TBD, 817 Pennsylvania Avenue*
- *Frank and Ida Mandel Building/Paul Warhola Scrap Metal, Key # TBD, 825 Pennsylvania Avenue*
- *Buncher Building, Key # TBD, 1201 Brighton Road*
- *Keystone Plumbing, Key # TBD, 1215 Brighton Road*
- *Trinity Lutheran Church, Key # 077607*

SHPO Does Not Concur
Based on the information received and available in our files, we disagree with the finding of the agency; it is the opinion of the Pennsylvania State Historic Preservation Officer that the proposed *Mexican War Streets Western Boundary Increase, Key # TBD* is *not eligible* for listing in the National Register of Historic Places due to a lack of integrity and/or significance. The former Union Hotel has suffered significant loss of historic material and the character of the block is different from the nearby residential neighborhood of the listed Mexican War Historic District.

The above listed resources have not been evaluated for archaeological potential. We concur the scope and level of effort utilized to identify historic properties for this project is appropriate. Our evaluation is based upon the information provided and available in our files for review. If National Register listing for this property is sought in the future, additional documentation of the property's significance and integrity may be required to both verify this evaluation and satisfy the requirements of the National Park Service (36 CFR Part 60). Thus, the outcome of the National Register listing process cannot be assured by this evaluation.

If you need further information in this matter, please contact Cheryl L. Nagle at chnagle@pa.gov or (717) 772-4519.

Sincerely,

Douglas C. McLearen, Chief
Division of Environmental Review

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

January 13, 2023

Tim Zinn
Michael Baker International, Inc.
100 Airside Drive
Moon Township, PA 151080000

RE: ER Project # 2018PR13984.022, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation.

Above Ground Resources
We request a written response to our questions regarding the Determination of Effect Report outlined in our letter of December 13, 2022. In addition, we offer the following comments, for consideration and response, regarding the December 14, 2022 Consulting Party Meeting, Alternatives Analysis Report, and the January 11, 2023 letter from Q Development.

December 14, 2022 Consulting Party Meeting

At the December 14, 2022 consulting party meeting, the specific clearances at each of the five obstruction locations identified in the report was briefly discussed. While the project's purpose and need indicates the PUC requirement for vertical clearances is 22'-0", with waivers, the specific level of vertical clearance required at each of the five locations is unclear. The clearances proposed for the preferred alternatives presented in the Alternatives Analysis and Effect Reports are as follows, ordered from least to greatest amounts: 21'-0" at the Amtrak Station; 21-1" at Columbus Avenue Bridge; 21-2" at the Pennsylvania Avenue Bridge; 21'-4" at the West North Avenue Bridge; and 21'-9" at the Washington Avenue Bridge. As outlined in our letter of December 13, 2022, we require more detailed information on the specific requirements of each of the five obstruction locations. Given lower clearances at other obstruction locations, can the height clearances of the preferred alternatives for those locations where there is the potential for an adverse effect (West North Avenue Bridge and Pennsylvania Avenue Bridge) be reduced to minimize impacts to the adjacent historic properties?

Also at the December consulting party meeting, there was discussion of construction of a pedestrian bridge that would connect the two sides of Allegheny Commons, now separated by the railroad. We understand the pedestrian bridge is to be constructed before work at the obstruction locations. To date we have received no information on this part of the project and request consultation including: a purpose and need statement, mapping of the proposed project and Area of Potential Effect (APE), photographs of the APE, plans or specifications, including proposed design and materials. In addition, what are the potential effects of this bridge project on the National Register of Historic Places (National Register)-listed Allegheny Commons Historic District? Has there been any public

feedback on the proposed pedestrian bridge and its potential to affect Allegheny Commons? What efforts have been made to minimize effects of the pedestrian bridge on historic properties?

Alternatives Analysis Report and Assessment of Effect

Washington Avenue Bridge

Of the alternatives considered, we agree that the preferred alternative (alternative 3 with design modifications) best minimizes effects to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District as this alternative would not require work that might affect buildings or driveway entrances on Washington Avenue. (This area was not previously identified as a historic district, but the Alternatives Analysis report indicates there may be the potential for a district at this location). Contributing features that will be affected by the preferred alternative include the superstructure and substructure of the Washington Avenue Bridge, adjacent stone retaining walls along Palmer Street and Washington Avenue, and decorative wrought iron fencing. If the plans and specifications provide for protection of these contributing features during exposure and construction as well as commit to restoration of the affected portions of the features to match the old in size, scale, design, color, finishes, materials, and construction techniques, we agree the project should not adversely affect the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

Amtrak Station

Of the alternatives considered, we agree that the preferred alternative (alternative 3) best minimizes effects to the Pennsylvania Railroad Station and the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District. Alternative 3 accommodates historic preservation concerns alongside the project purpose and need by accommodating vertical clearance needs through limited modifications to the girders and exhaust shoots at Tracks 1 and 2 of the trainshed rather than removal of entire portions of the trainshed (alternative 2). The changes will be compatible with existing materials and features, and the original construction techniques and craftsmanship will be visible elsewhere within the structure. Therefore, we agree the preferred alternative should not adversely affect the Pennsylvania Railroad Station and the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

We agree the preferred alternative does not have the potential to affect The Rotunda of the Pennsylvania Railroad Station.

West North Avenue Bridge

The preferred alternative (alternative 2 with design modifications) proposes removal of the entire superstructure, replacement with a single-span prestressed concrete spread box beam of greater width, an increase in the height and length of abutments, and an increased vertical grade at both the bridge and its approaches to accommodate a height of 21’-4”. Alternative 3, which had lesser impacts to historic properties, was dismissed in the Alternatives Analysis Report as it would reduce the number of tracks through the area from four to three. While we understand replacement of the bridge is needed and there will be an adverse effect to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District, it is necessary to ensure adequate consideration of alternatives that avoid or minimize potential adverse effects to historic properties.

Within the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District, alternative 2 with design modifications would affect the bridge superstructure,

substructure, retaining walls, and fencing as well as an out-of-service railroad siding, all contributing features. As outlined in our letter of December 13, 2022, please provide more information on the proposed replacement structure, plans for the reconstruction or restoration of contributing features, and a discussion of potential effects to the railroad siding.

Within the Allegheny Commons Historic District, alternative 2 with design modifications has the potential to adversely affect the park through the introduction of new features including a new bridge, sidewalk replacement and toe wall construction, changes to the bus shelter, and replacement of the existing retaining wall and railing along the east side of Brighton Road. Please provide further detail on consideration of minimization of the effects of the design on these and other contributing features in the park. Please include a more detailed discussion of the potential for cumulative visual effects on the park including renderings showing the proposed new features in the setting of the historic district.

To accommodate the increased grade, alternative 2 with design modifications proposes changes to the International Harvester Building, individually listed in the National Register and a contributing feature to the National Register-eligible Allegheny Second Ward Industrial Historic District. The windows and water table are character-defining features of the International Harvester Building, and alterations to the openings and appearance of the front elevation as part of the preferred alternative have the potential to affect integrity and adversely affect the resource and district. The loading dock adjacent to the railroad siding is also a character defining feature that has the potential to be affected by the current design. In addition, we are concerned about the introduction of new features (elevated sidewalk, ramps, railings, and a retaining wall) at the primary façade.

Further documentation and consideration of alternatives that limit changes to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District, the Allegheny Commons Historic District, the International Harvester Building, and the Allegheny Second Ward Industrial District is required. This should include reconsideration of the amount of vertical clearance needed at this obstruction location, a clear understanding of the pedestrian and ADA accessibility requirements adjacent to the International Harvester Building, and consideration of alternative designs that accommodate the increased vertical grade of the bridge approaches.

Pennsylvania Avenue Bridge

Of the alternatives considered, alternatives 2 with design modifications (preferred) and 4 best minimize effects to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District as they do not require buttressing of the concrete retaining walls that line the railroad historic district (alternative 3).

The bridge superstructure and substructure do not contribute to the significance of the railroad district as they were replaced after the period of significance of the railroad. To minimize changes to the railroad district, a steel pony truss similar in scale and configuration to the original ca. 1905 pony truss bridge is proposed. Contributing features that will be affected include the concrete retaining walls with stone coping, safety railings, and decorative wrought iron fencing. If the plans and specifications provide for protection of these contributing features during construction as well as commit to restoration of the affected walls and fencing to match the old in size, scale, design, color, finishes, materials, and construction techniques, we agree the project should not adversely affect the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

Both alternative 2 with design modification (preferred) and alternative 4 would require modifications to the bridge approaches resulting in the introduction of new features into the setting

of 901 Pennsylvania Avenue, a contributing feature in the Allegheny Second Ward Industrial Historic District. These new features will include a bifurcated sidewalk with handicap ramp and handrail. As currently designed, to accommodate the ramp, it will be necessary to cover over a portion of the brick side wall (up to 11" high) of 901 Pennsylvania Avenue. Further information is required before we can comment on the potential for the project to adversely affect the Allegheny Second Ward Industrial District. Please provide specifications for the pedestrian and ADA accessibility requirements adjacent to 901 Pennsylvania Avenue and discuss efforts made to minimize effects to 901 Pennsylvania Avenue.

Columbus Avenue Bridge

Of the alternatives considered, we agree that the preferred alternatives (3A with design modification or 3B with design modification) best minimize effects to the Pennsylvania Railroad: Main Line
(Harrisburg to Pittsburgh) Railroad Corridor Historic District. The 1907 superstructure has lost integrity of design and workmanship and does not contribute to the district. While work to contributing features of the district (bridge substructure, retaining walls, and iron fencing) is proposed, the preferred alternatives eliminate the need for work along Columbus Avenue and potential impacts to the 1907 Columbus Avenue approach ramp, another contributing feature to the district. If the project plans and specification provide for protection for the substructure, adjacent concrete retaining walls and fencing during construction as well as commit to restoration of those features that are affected during construction by matching the old in size, scale, design, color, finishes, materials, and construction techniques, we agree the project should not adversely affect the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

January 11, 2023 Q Development Response Letter

We have reviewed the comments on the Determination of Effect Report provided by Q Development on January 11, 2023. For the West North Avenue Bridge Project, we echo their concerns about the potential adverse effect to the International Harvester Building as the alterations to the building are not in keeping with the Secretary of the Interior's Standards. At this time, it is unclear if these changes would jeopardize the $2.5 million in Rehabilitation Investment Tax Credits approved by the National Park Service in August of 2022. We would also like to request consideration of alternative sidewalk designs to minimize effects to the International Harvester Building, including those provided by Q Development in their response letter.

Regarding the noise wall requested by Q Development, please note, we have concerns about the potential visual effects as it will introduce new features into the setting of several historic properties.

In conclusion, this letter should not preclude consideration of any comments provided by local consulting parties. Please share our comments with the local consulting parties and continue to provide copies of any comments from other consulting parties to our office. We look forward to additional consultation to avoid, minimize, and mitigate for adverse effects to historic properties.

For questions concerning this review, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

Emma Diehl
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

April 13, 2023

Timothy Zinn
Michael Baker International, Inc.
100 Airside Drive
Moon Township PA 151080000

RE: ER Project # 2018PR13984.023, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources

We are in receipt of the Response to Comments document provided in response to the Effect Report, Alternative Analysis Report, and the December 14, 2022 Consulting Party Meeting. We offer the following comments for consideration as well as discussion at the upcoming consulting party meeting scheduled for May 2, 2023.

<u>West North Avenue Bridge</u>

International Harvester Building
The Response to Comments indicates the following about the sidewalk designs at Washington Avenue Bridge: need to comply with Norfolk Southern, City of Pittsburgh, PennDOT, and ADA guidelines; need to meet with the approval of the Department of Mobility and Infrastructure (DOMI); additional coordination with DOMI on acceptable sidewalk alternatives is ongoing; and the design team is committed to finding a mutually agreeable solution through ongoing meetings. A mutually agreeable solution is defined as one that would "not result in an adverse effect on the property [the International Harvester Building], would meet the SOI Standards, and that would be accepted by DOMI." As noted in our January letter, we would like a clear understanding of the pedestrian and ADA accessibility requirements being used in DOMI's review process. We offer the following comments on the current design with regards to adverse effects and the Secretary of the Interior's Standards.

The Standards for the Treatment of Historic Properties, specifically the Rehabilitation Treatment Standards (Standards), are used as a measure for determining the appropriateness of work to historic properties as part of federal, state, and local historic preservation programs. They are utilized in review of state and federal projects in the assessment of potential adverse effects on historic properties. They are also used to determine if rehabilitation work qualifies as a certified rehabilitation for state and federal tax incentive programs.

The International Harvester Building is currently undergoing rehabilitation as part of the Allegheny Branch House Lofts project, a certified rehabilitation project under construction that qualified for $2.5 million in federal tax credits and $.5 million in state tax credits in 2022. The PA SHPO certified the rehabilitation plans for the state tax credit and reviewed the rehabilitation plans for the federal tax credit before providing them to the National Park Service (NPS) for review, comment, and certification. The PA SHPO was also actively involved in resolution of NPS comments, which included multiple considerations on the windows and window openings at the façade of the International Harvester Building.

As currently designed, it is the opinion of the PA SHPO that the proposed sidewalk improvements associated with the West Avenue Bridge, adjacent to the International Harvester Building would meet the definition of an adverse effect, as found in 36 CFR Part 800.5(2)ii. "Alteration of a property . . . that is not consistent with the Secretary Standards for the Treatment of Historic Properties and applicable guidelines." The National Register of Historic Places (National Register)-listed International Harvester Building was listed in the National Register under Criterion A for Commerce, Criterion B for its association with Branch Manager Emil Louis Mayer, and Criterion C for Architecture. The windows of the façade and water table, which are all considered character-defining features, will be altered in a manner not consistent with the Standards, affecting the architectural significance of the building.

The sidewalk plans, as currently designed, do not meet the Standards for Rehabilitation, specifically standards 2, 5, and 9, as outlined below.

Standard 2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

> The project, as currently designed, will result in raising the limestone water table and sills, character-defining features of the building, to accommodate the increased vertical alignment of the sidewalk. Changes to the sidewalk will also affect the integrity of the street scape adjacent to the building.

> *Standard 5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.*

> The project as currently designed will result in changes to the window openings and sills and the limestone water table, distinctive features and finishes at the façade.

Standard 9. 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.

> The proposed changes to the windows and water table will destroy historic materials that characterize the property.

If the proposed sidewalk cannot be redesigned to accommodate DOMI's needs alongside the Standards, the state and federal tax credits for the Allegheny Branch House Lofts project could be jeopardized. The project is already under construction. To avoid threats to the state and federal tax credits, we urge rapid action to find a mutually agreeable solution. We are willing to make PA SHPO staff available for in-person discussions to assist in these discussions.

Allegheny Commons Historic District
The Allegheny Commons Historic District was listed in the National Register under Criterion A for Community Planning and Development and under Criterion C for Landscape Architecture. The document indicates the fencing along the railroad will be replaced to match the decorative fencing along the rail corridor; no mature trees will be affected; a retaining wall will be replaced and there will be grading changes. Two sections of a low brick retaining wall from the Simonds & Simonds mid 1960s redesign will be impacted and a permanent right of way totaling .09 acre will be required. The sidewalk will be replaced in-kind. Given the number of changes to landscape features within the National Register-listed Allegheny Commons Historic District, there is the potential for an adverse effect. The PA SHPO would like documentation of consultation with the Pittsburgh Parks Conservancy regarding efforts to minimize impacts to the district. This can be presented at the upcoming May 2, 2023 consulting party meeting and as an addendum to the effect report.

Allegheny Second Ward Industrial District
The Allegheny Second Ward Industrial Historic District is eligible for the National Register under Criterion A in the areas of Industry and Commerce and under Criterion C as a significant and distinguishable entity whose components who lack individual distinction. (*Note: This is a correction to the Determination of Eligibility (DOE) letter that was issued in November of 2019 which stated the district was eligible under Criterion C in the area of Architecture*.) The proposed new bridge, alterations to the International Harvester Building, and changes to sidewalks and grades, will not affect the ability of the district to convey its industrial and commercial significance. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Allegheny Second Ward Industrial District.

Allegheny City Stables Building
The Allegheny City Stables Building is eligible for listing in the National Register under Criterion A in the area of Politics/Government. The new bridge and elevated street and sidewalk grades along West North Avenue do not have the potential to affect the significance of the district. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Allegheny City Stables Building.

Mexican War Streets Historic District
The Mexican War Streets Historic District was listed in the National Register under Criterion A for Social/Humanitarianism and Urban Planning and Criterion C for Architecture. The project will introduce new visual elements into the setting of the district, including the bridge and elevated street and sidewalk grades along Brighton Road and West North Avenue. These changes will not affect the significance of the district. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Mexican War Street Historic District.

Allegheny West Historic District
The Allegheny West Historic District was listed in the National Register under Criterion A for Social History and Criterion C for Architecture. The project will introduce new visual elements including a new bridge and elevated street and sidewalk grades. These changes will not affect the significance of the district. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Allegheny West Historic District.

Pennsylvania Avenue Bridge

Allegheny Second Ward Industrial District
The proposed new Pennsylvania Avenue bridge, alterations to 901 Pennsylvania Avenue, and changes to sidewalks will not affect the ability of the district to convey its industrial and commercial significance. Therefore, in our opinion, based on the information received and available within our files, the Pennsylvania Avenue Bridge Project will not adversely affect the Allegheny Second Ward Industrial District.

Pedestrian Bridge

We remain concerned about the potential of the proposed pedestrian bridge to affect the National Register-listed Allegheny Commons Historic District as it will result in physical impacts and introduce a new feature in the setting of the district. As outlined in our letter of January 13, 2023, the pedestrian bridge should be addressed as part of the project undertaking. We require more information on location, excerpts from the Allegheny Commons Master Plan that indicate the purpose and need, photographs of area, and any preliminary plans. This can be provided at the upcoming May 2, 2023 consulting party meeting and as an addendum to the effect report.

Minimization

As outlined in our letter of December 13, 2022, the purpose of minimization is to lessen the potential effects of a project on historic properties. Minimization measures can be commemorated in the project agreement but should not be misconstrued as mitigation. We note the following minimization measures have been identified for the project.

- Consultation on the design of the West North Avenue Bridge, adjacent features, and landscaping (including the low brick wall) in the Allegheny Commons Historic District.

- Consultation on the design of the new pedestrian bridge in the Allegheny Commons Historic District.

- Consultation on the design of the sidewalk, landscaping and related features adjacent to the International Harvester Building.

- Consultation on protection for/repairs to contributing features within the Pennsylvania Railroad: Main Line (Harrisburg and Pittsburgh) Railroad Corridor Historic District including bridge abutments, retaining walls and decorative fencing.

Mitigation

As stated in our response letter of January 13, 2023, the proposed project will adversely affect the Pennsylvania Railroad: Main Line (Harrisburg and Pittsburgh) Railroad Corridor Historic District due to the replacement of the West North Avenue Bridge, a contributing feature. The project also has the potential to affect the International Harvester Building and the Allegheny Commons Historic District, depending on the results of continued consultation to avoid adverse effects to these historic properties.

Mitigation involves compensation for the loss or diminishment of the integrity of a historic property. As noted in past correspondence, the PA SHPO maintains Criteria for Meaningful Mitigation: https://www.phmc.pa.gov/Preservation/About/Documents/Criteria%20for%20Determining%20Mea

ningful%20Mitigation.pdf for use in development and assessing the appropriateness of mitigation. Guidance published by the Advisory Council on Historic Preservation (ACHP) indicates mitigation should be in the public interest, address concerns or interests of the consulting parties, and enhance the preservation and management of National Register-listed or eligible resources: https://www.achp.gov/Section_106_Archaeology_Guidance/Questions%20and%20Answers/Reaching%20agreement%20on%20Appropriate%20Treatment.

In addition, the mitigation should be identified as part of a consultative process that involves an active exchange of information between the PA SHPO and all the consulting parties. By its very nature, the consultative component of the review process presents opportunities for the development of creative and innovative measures for the resolution of adverse effects. To date, there have been no consulting party meetings/collective discussions at which mitigation was presented and discussed. We understand the reconstruction of a pedestrian bridge over the railroad was developed as part of a mediation process ordered by the Public Utility Commission (PUC), separate from the Pennsylvania History Code process. The identification of the pedestrian bridge as a potential mitigation option should not preclude consideration of other mitigation ideas.

We look forward to continued consultation on the project. For questions concerning this review and/or for future consultation, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

Emma Diehl

Emma Diehl
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

July 25, 2024

Sent Via PA-SHARE

RE: ER Project # 2018PR13984.034, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Submitter,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Archaeological Resources
No Archaeological Concerns - Environmental Review - Negative Survey Report/Negative Survey Form

This report meets our standards and specifications as outlined in Guidelines for Archaeological Investigations in Pennsylvania (SHPO 2021) and the Secretary of the Interior's Guidelines for Archaeological Documentation. We agree with the recommendations of this report, and in our opinion, no further archaeological work is necessary for this project. If project plans should change and/or you should be made aware of historic property concerns, please reinitiate consultation with our office using PA-SHARE.

For questions concerning archaeological resources, please contact Kristen Walczesky at kwalczesky@pa.gov.

Sincerely,

Emma Diehl
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

October 2, 2024

Tim Zinn
Michael Baker International, Inc.
100 Airside Drive
Moon Township, PA 151080000

RE: ER Project # 2018PR13984.036, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Tim Zinn,

Thank you for the Determination of Effects Report Addendum for the above listed project. This addresses changes that have been made to the project designs, including removal of the Washington Avenue Bridge and the Columbus Avenue Bridge projects and changes to designs for the Allegheny Commons Pedestrian Bridge and the West North Avenue Bridge projects. Our office commented on the potential effects of the various projects in previous response letters.

Above Ground Resources
Assessment of Effect
The following historic properties will not be adversely affected by the above listed projects due extensive coordination with local preservation interests and efforts made to minimize adverse effects: Allegheny Commons Historic District (Resource # 1999RE00182); Allegheny Second Ward Industrial Historic District (Resource # 2019RE06933); and the International Harvester Company of America: Pittsburg Branch House (Resource #2020RE00935). We agree that the project has the potential to adversely affect historic properties, specifically the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) (Resource # 1993RE01080), due to the removal of the West North Avenue Bridge, a contributing feature. Therefore, an overall project finding of **Historic Properties Adversely Affected** is appropriate. It is our opinion there has been adequate consideration of alternatives to avoid and minimize effects to the railroad district through the Design Advisory Team meetings and other consultation. We agree with the proposed minimization measures and request they be commemorated in the mitigation agreement for the project.

Resolution of Adverse Effect
Regarding mitigation, we have received your proposal to repair and paint the wrought-iron fencings along the south side of the rail corridor within the Allegheny Commons Historic District between the West North Avenue and Allegheny Commons Pedestrian Bridge. Our letter of June 13, 2023, notes the following as an identified minimization measure: “Protection for/repairs to contributing features within the Pennsylvania Railroad district including bridge abutments, retaining walls, and decorative fencing.” Were repairs to the fencing, which is a contributing feature within the railroad district, part of the larger project, or is this an item that is being added to offset the loss of the West North Avenue Bridge, also a contributing resource to the Pennsylvania Railroad district?

Additional mitigation ideas have been presented over the course of the consultation for the project. Please provide documentation of consideration of these ideas and any other suggested by consulting parties to the project:

- Placement of public art (murals) within the railroad corridor
- Restoration of stone building near the tennis courts

- Additional ideas outlined in the plan for Allegheny Commons Park

Continued Consultation
The local preservation interests have until October 12, 2024 to provide their comments on the Determination of Effect Report. Please provide a copy of any comments received to our office.

For questions concerning above ground resources, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

Barbara Frederick
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

November 14, 2024

Sent Via PA-SHARE

RE: ER Project # 2018PR13984.037, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Submitter,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources
SHPO Sends Comments - Environmental Review - SHPO Sends Above Ground Comments

We are in agreement with the proposed minimization and mitigation measures for the above listed project, as outlined in your letter of October 24, 2024. Provided no additional consulting parties to this project have comments or concerns about the proposed minimization and mitigation measures, we request you prepare a draft agreement outlining the identified commitments.

For questions concerning above ground resources, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

B. Frederick

Barbara Frederick
Environmental Review Division Manager

MITIGATION AGREEMENT

This mitigation agreement is between the Pennsylvania Department of Transportation ("PennDOT"), the Pennsylvania Historical and Museum Commission ("PHMC") through its State Historic Preservation Office ("SHPO"), and Norfolk Southern Railway Company ("Norfolk Southern").

PennDOT proposes to provide financial assistance to Norfolk Southern for the Pittsburgh Vertical Clearance Projects in the City of Pittsburgh, Allegheny County ("Projects"). PennDOT has determined, in consultation with the SHPO, that the Projects will have an adverse effect on the on the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District, which is eligible for inclusion in the National Register of Historic Places.

PennDOT has consulted on measures to avoid, minimize, and mitigate the Project impacts to these historic resources with the SHPO and the following individuals and organizations: Norfolk Southern; Pittsburgh History and Landmarks Foundation; Preservation Pittsburgh; Young Preservationists Association of Pittsburgh; Rivers of Steel Heritage Corporation; Allegheny Commons Initiative; Allegheny Towne Corporation; Allegheny West Civic Council; Mexican War Streets Society, Northside Leadership Conference; Pittsburgh Parks Conservancy; City of Pittsburgh Department of City Planning; City of Pittsburgh Department of Mobility and Infrastructure; City of Pittsburgh Department of Public Works; City of Pittsburgh Forestry Division, Pittsburgh City Councilman Bobby Wilson; Robert and Carole Malakoff; Annette C. Trunzo; Margarete S. McNamara; Costello Real Estate Development LLC; Gramax LLC; BG284 Properties LLC; Q Development LLC; Ellyn, Inc.; North Side Scrap Metals, Inc.; and Pittsburghers for Public Transit.

PennDOT created a Design Advisory Team ("DAT") including consulting parties, Allegheny Commons Park stakeholders, and the PHMC to assist in the development of context-sensitive design solutions for the W. North Avenue Bridge and the Allegheny Commons Pedestrian Bridge and to minimize physical impacts to the landscape of the Allegheny Commons Historic District in conformance with the *Master Plan for Allegheny Commons*.

The parties, intending to be legally bound, agree as follows:

1. Minimization and Mitigation. The execution of this agreement by the parties and implementation of its terms evidences that PennDOT and Norfolk Southern have satisfied their responsibilities under the Pennsylvania History Code for the Projects and have consulted with, and sought the advice of, PHMC. This agreement sets forth all the minimization and mitigation measures that PennDOT and Norfolk Southern will perform to comply with the Pennsylvania History Code for the Projects.

2. Norfolk Southern Obligations.

    a. In the contract to construct the Projects and during project construction, Norfolk Southern shall require the selected contractor to do the following:

        (i) The sidewalk fronting the International Harvester Company of America: Pittsburgh Branch House will be narrowed and separated from the front of the building by a curb to avoid obscuring any of the first-floor display windows, and planter boxes will be placed in front of the display windows

in accordance with Sheet 1 of the North Avenue Plan Sheet 100% Submission (Exhibit B).

(ii) Replacement of the W. North Avenue Bridge will be completed in accordance with the DAT-approved context-sensitive design elements contained in the 100% Plans for the bridge, associated walls and barriers, on-structure and off-structure planters, and benches (Exhibit C).

(iii) Replacement of the missing brick garden wall along W. North Avenue and Brighton Road between the sidewalk and Allegheny Commons Historic District will be completed in accordance with the SOI Standards and as detailed in the Project Specifications: Reconstruction of Missing Brick Garden Wall in Allegheny Commons Historic District (Exhibit D).

(iv) Replacement of the Allegheny Commons Pedestrian Bridge will be completed in accordance with the DAT-approved, context-sensitive design elements contained in the 90% Plans (Exhibit E).

(v) Repair and paint the wrought iron fencing along the south side of the rail corridor within Allegheny Commons Park from W. North Avenue to the Allegheny Commons Pedestrian Bridge in accordance with the SOI Standards and as detailed in the Project Specifications: Decorative Fence Repair and Painting (Exhibit F).

b. Environmental Commitments. Norfolk Southern shall perform, or ensure that its contractor performs, the environmental commitments in the Level 2 Environmental Document for the Projects. The Level 2 Environmental Document is found in PennDOT's technical files for the Project.

2. Administrative Stipulations.

a. Personnel Qualifications. Norfolk Southern shall ensure that all archaeological work carried out pursuant to this agreement is carried out by, or under the direct supervision of, a person or persons meeting, at a minimum, the Secretary of the Interior's Professional Qualifications Standards for Archaeologists, and that all historic preservation work is carried out by, or under the direct supervision of, a person or persons meeting, at a minimum, the Secretary of the Interior's Professional Qualification Standards for Architectural Historian Professionals.

b. Late Discoveries. If any unanticipated discoveries of historic properties or archaeological sites are encountered during the implementation of this undertaking, Norfolk Southern shall suspend work in the area of the discovery, and Norfolk Southern shall immediately notify PennDOT and the SHPO. PennDOT shall notify, within 24 hours, the SHPO, and, if applicable, federally recognized Tribes or Nations that attach religious or cultural significance to the affected property. The SHPO, PennDOT, Norfolk Southern and tribal representatives, as appropriate, may conduct a joint field view within 72 hours of the notification. PennDOT, in consultation with the

appropriate parties, will determine an appropriate treatment of the discovery prior to the resumption of construction activities in the area of the discovery. Norfolk Southern shall implement the treatment of the discovery.

3. General Provisions.

   a. Commonwealth Standard Provisions. Norfolk Southern shall comply with the Commonwealth provisions attached as Exhibit A. The term "Contractor" when used in Exhibit A refers to Norfolk Southern.

   b. Amendments and Modifications. No alterations or variations to this agreement are valid unless made in writing and signed by the parties. Amendments to this agreement must be accomplished through a formal written document signed by the parties with the same formality as the original agreement, except that any of the time periods specified in this agreement may be modified by letter signed by the points of contact for each party and approved for form and legality by PennDOT's Office of Chief Counsel.

   c. Reservation of Rights. The parties reserve any rights they may have relating to the listing or identification of historic properties or operations or use of their properties for roadway or rail transportation purposes. Norfolk Southern reserves all rights under 54 U.S.C. §302105.

   d. Points of Contact. The points of contact for the parties are as follows:

      (i) For PennDOT: Deputy Secretary for Multimodal Transportation, Pennsylvania Department of Transportation, P.O. Box 3151, 400 North Street, Harrisburg, PA 17120, Telephone Number: (717) 787-3310.

      (ii) For SHPO: Deputy SHPO, 400 North Street, 2nd Floor, Harrisburg, PA 17120, Telephone Number: (717) 787-4215.

      (iii) For Norfolk Southern: Chief Engineer of Design & Construction, Norfolk Southern Corporation, 650 West Peachtree Street, NW, Atlanta, GA 30308, Telephone Number: (404) 213-5055.

      Any party may change its point of contact by providing written notice to all other parties.

   e. Assignment. This agreement may not be assigned, either in whole or in part, without written consent from all parties.

   f. Term. The term of this agreement will commence on the date of the last signature and will remain in effect for five years thereafter. All work on the Projects shall conform to this agreement even if the work is started before the term commences.

   g. Entire Understanding. This agreement represents the entire understanding between the parties. No other prior or contemporaneous oral or written understandings exist with regards to this relationship.

h. Counterparts. This agreement may be executed in counterparts, each of which are deemed an original and have the full force and effect as an original but all of which constitute one and the same instrument.

[SIGNATURE PAGES FOLLOWS.]

The parties, through their authorized representatives, have signed this agreement below.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

Meredith Biggica 03/19/2025

Meredith Biggica Date
Deputy Secretary for Multimodal Transportation

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

Andrea L. MacDonald Digitally signed by Andrea L. MacDonald Date: 2025.03.12 09:43:42 -04'00'

Andrea MacDonald Date
Director, State Historic Preservation Office

APPROVED AS TO FORM AND LEGALITY:

Catherine N. Lantzy Digitally signed by Catherine N. Lantzy Date: 2025.03.12 09:54:13 -04'00'

Office of Chief Counsel PHMC Date

Digitally signed by Neal Thomas Brofee Date: 2025.03.21 13:08:37 -04'00'

Office of Chief Counsel PennDOT Date

kellysmith Digitally signed by kellysmith DN: dc=LCL, dc=PA, ou=CWOPA, ou=GC, ou=OGC, ou=USERS, cn=kellysmith Date: 2025.04.09 21:05:15 -04'00'

Deputy General Counsel Date
Office of General Counsel

Katherine P. Zimmermann Digitally signed by Katherine P. Zimmermann DN: cn=Katherine P. Zimmermann, o=Pennsylvania Office of Attorney General, ou=Legal Review Section, email=kzimmermann@attorneygeneral.gov, c=US Date: 2025.04.23 10:01:13 -04'00'

Deputy Attorney General Date
Office of Attorney General

NORFOLK SOUTHERN RAILWAY COMPANY

3/10/25

Alan Johnson Date
Chief Engineer of Design & Construction

APPROVED AS TO FORM AND LEGALITY:

3/10/25

Matthew Gernand Date
General Counsel – Environmental

pennsylvania DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Section 4(f) Non-Applicability/No Use

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Pennsylvania Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

SELECT ONE: ☐ **EIS** ☐ **EA** ☐ **CE** ☐ **EER** ☒ **ED**

PROJECT DESCRIPTION:
(Provide a concise but thorough description of the proposed action.)

The Pennsylvania Avenue Bridge Project is located in the City of Pittsburgh, Allegheny County, Pennsylvania (**Attachment A - Figure 1**). The Pennsylvania Avenue Bridge carries two 10' travel lanes, two 6' bike lanes with buffers, and an 8' parking lane over Norfolk Southern Railroad tracks (**Attachment B - Photograph 1**). The proposed project will raise the bridge to achieve 21'-2" of vertical clearance over the railroad tracks. The proposed superstructure will be an on-alignment single-span, steel structure supported by two pony trusses, one at each fascia. The project also includes approach work including pavement and sidewalk reconstruction. Sidewalk reconstruction includes a new, Americans with Disabilities Act (ADA) -compliant, bifurcated sidewalk in the southwestern portion of the site. This project will also replace utility lines attached to the existing bridge.

IDENTIFICATION OF SECTION 4(f) PROPERTY:
(List the property and provide a description of the property as per Chapter 6 of the *Section 4(f)/Section 2002 Handbook*. Attach a map, photo(s), etc. as appropriate.)

Allegheny Second Ward Industrial Historic District (Attachment A – Figure 2): The Allegheny Second Ward Industrial Historic District is locally significant for the National Register of Historic Places (NRHP) under Criterion A in the area of Industry. Because the district includes the previously listed International Harvester Company Building, it also includes the criteria and areas of significance for which that property was listed: Criterion A for Commerce, Criterion B for Association with a Significant Person, and Criterion C for Architecture. The district is notable for its cohesiveness, its tangible sense of feeling and association, and its ability to act as a physical timeline illustrating parts of Pittsburgh's industrial evolution. The district contains 39 contributing buildings, three contributing structures, three non-contributing buildings, seven non-contributing sites, and one contributing resource previously listed in the NHRP (the International Harvester Company Building). One contributing building, the House of Metal building, is within the Pennsylvania Avenue Bridge Project area of potential effects (**Attachment B – Photograph 2)**.

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On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Section 4(f) Non-Applicability/No Use

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Pennsylvania Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

OFFICIAL WITH JURISDICTION OVER SECTION 4(f) PROPERTY:

1. Identify agency with jurisdiction:
   Pennsylvania Historical and Museum Commission (PHMC)

2. Name and title of contact person at agency:
   Andrea MacDonald, Bureau Director/Deputy State Historic Preservation Officer

DETERMINATION OF NON-APPLICABILITY:

PennDOT has the autonomy to decide the applicability of Section 4(f) protection. However, per the *Section 4(f)/Section 2002 Handbook*, PennDOT is advised to consult with FHWA with questionable circumstances by completing the appropriate forms or through other means of correspondence.

Indicate which of the following apply (More than one may be applicable, indicate all that apply):
*(*Requires concurrence by the official with jurisdiction over the Section 4(f) property.) Provide additional information regarding each checked item.*

☐ 1. The project area includes a Section 4(f) property but results in no permanent incorporation or conversion of land into a transportation facility, no temporary occupancy, or does not result in a constructive use as determined by FHWA.

☐ *2. The project is a bike or walkway project sponsored by the officials with jurisdiction over the Section 4(f) property [Negative Declaration applies]. (***Note:*** does not require FHWA signature).

☒ *3. The project involves permanent acquisition of land within the boundaries of a historic district, but the land to be used does not contribute to the characteristics that make the district eligible for the *National Register* or has been determined to be part of a non-contributing element.

The project will result in approximately 0.020 acres of permanent and 0.049 acres of temporary impacts from within the **Allegheny Second Ward Industrial Historic District** but will not impact the qualifying characteristics that make the district eligible for the NRHP (**Attachment C**). The impacts are needed to replace the bridge abutments and for temporary excavation support and protection during construction. Other temporary impacts consist of sidewalk and driveway reconstruction and elevation adjustments along

pennsylvania DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Section 4(f) Non-Applicability/No Use

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Pennsylvania Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

Pennsylvania Avenue (**Attachment B – Photographs 3-4; Attachment A – Figure 3**).

☐ *4. The project involves a multiple-use facility (state, federal, National Forest, large municipal-owned land, etc.) but does not impact an area that is managed for/functions specifically as a Section 4(f) property.

☐ *5. The project involves an aerial crossing of a Section 4(f) property, but it does not impact the qualifying characteristics of the property, or it does not result in the conversion of land into a transportation facility, such as placement of a bridge over a historic railroad yard.

☐ *6. The project involves activities within the existing transportation right-of-way and would not result in proximity impacts that would substantially impair the features, activities, or attributes that make the property eligible for protection under Section 4(f).

☐ *7. The project involves underground activities such as tie-backs, horizontal borings, etc. and does not impact the qualifying characteristics of the Section 4(f) property or involve archaeology that warrants preservation in place.

☐ *8. The project involves the restoration, rehabilitation, or maintenance of transportation facilities that are on or eligible for the *National Register* and would not adversely affect the historic qualities of the facility that caused it to be on or eligible for listing.

☐ *9. The project involves a transportation enhancement or is a mitigation project where the use of the Section 4(f) property is solely for the purpose of preserving or enhancing the activities, features, or attributes that qualify the property for Section 4(f) protection.

☐ *10. The project involves improvements to the interstate system, but does not require the use of any interstate elements formally designated by FHWA for Section 4(f) protection on the basis of national or exceptional historic significance.

pennsylvania DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Section 4(f) Non-Applicability/No Use

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Pennsylvania Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

☐ *11. The project involves certain trails, paths, bikeways, and sidewalks where (1) the trail-related project is funded under the Recreational Trails Program (23 U.S.C. 206(h)(2); (2) the trail is a national historic trail designated under the National Trails System Act (with the exception of segments that are historic sites) (16 U.S.C. 1241-1251); (3) the trail/path/bikeway/sidewalk occupies a transportation facility right-of-way and can be maintained somewhere within that right-of-way; or (4) the trail/path/bikeway/sidewalk is part of the local transportation system and functions primarily for transportation.

Provide additional information regarding each checked item:

N/A

SUMMARY AND DETERMINATION:

The proposed action will not involve temporary or permanent incorporation or conversion of Section 4(f) land into a transportation facility, including construction easements and/or staging, therefore the proposed action does not constitute a use within the meaning of Section 4(f).

Section 4(f) Property: **Allegheny Second Ward Industrial Historic District**

Official with Jurisdiction: **PHMC** Date:

(Optional: other documentation such as attached letters or meeting minutes may be used in replacement of signing this page)
Other documentation is included in the following Attachment:
Attachment C

Name and Organization of Preparer: Amy Pinizzotto, Michael Baker International Date: 5/12/2025

Project Manager: Dina A. Salemi Digitally signed by Dina A. Salemi Date: 2025.06.06 09:47:31 -04'00' Date:

Environmental Manager: markyoung Digitally signed by markyoung Date: 2025.06.03 16:16:11 -04'00' Date:

PennDOT, BOPD: Meredith Biggica Date: 06/09/2025

FHWA: Date:

pennsylvania
DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Section 4(f) Non-Applicability/No Use

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Pennsylvania Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

List Section 4(f) environmental commitments associated with this non-applicability/no use that are part of this project:

N/A

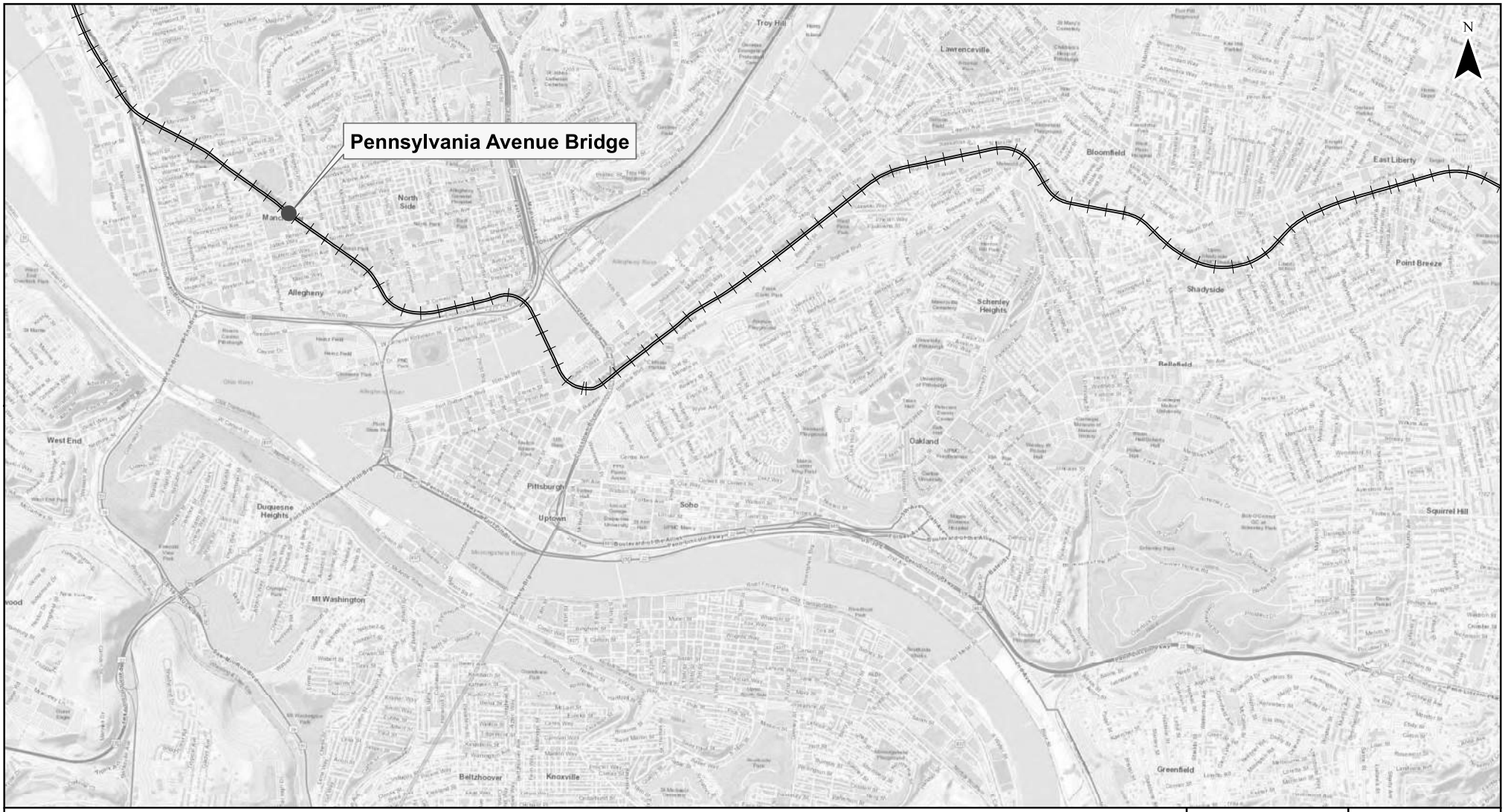
Typical attachments for this form include, but are not limited to:

- Project location map
- Map of affected Section 4(f) property and other Section 4(f) property(ies) in the project vicinity
- Photographs of the Section 4(f) property
- Project plan sheet
- Correspondence with the official with jurisdiction
- Public involvement information

Michael Baker
INTERNATIONAL

ATTACHMENT A

Figures



LEGEND

Norfolk Southern Railway

Project Location

0 0.5 1 2 Miles

Figure 1

Michael Baker INTERNATIONAL

Project Location Map

Norfolk Southern Railroad Company
Pennsylvania Avenue Bridge Project

City of Pittsburgh
Allegheny County, Pennsylvania

Legend

Study Area

Historic Resources

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line)

Allegheny Second Ward Industrial Historic District

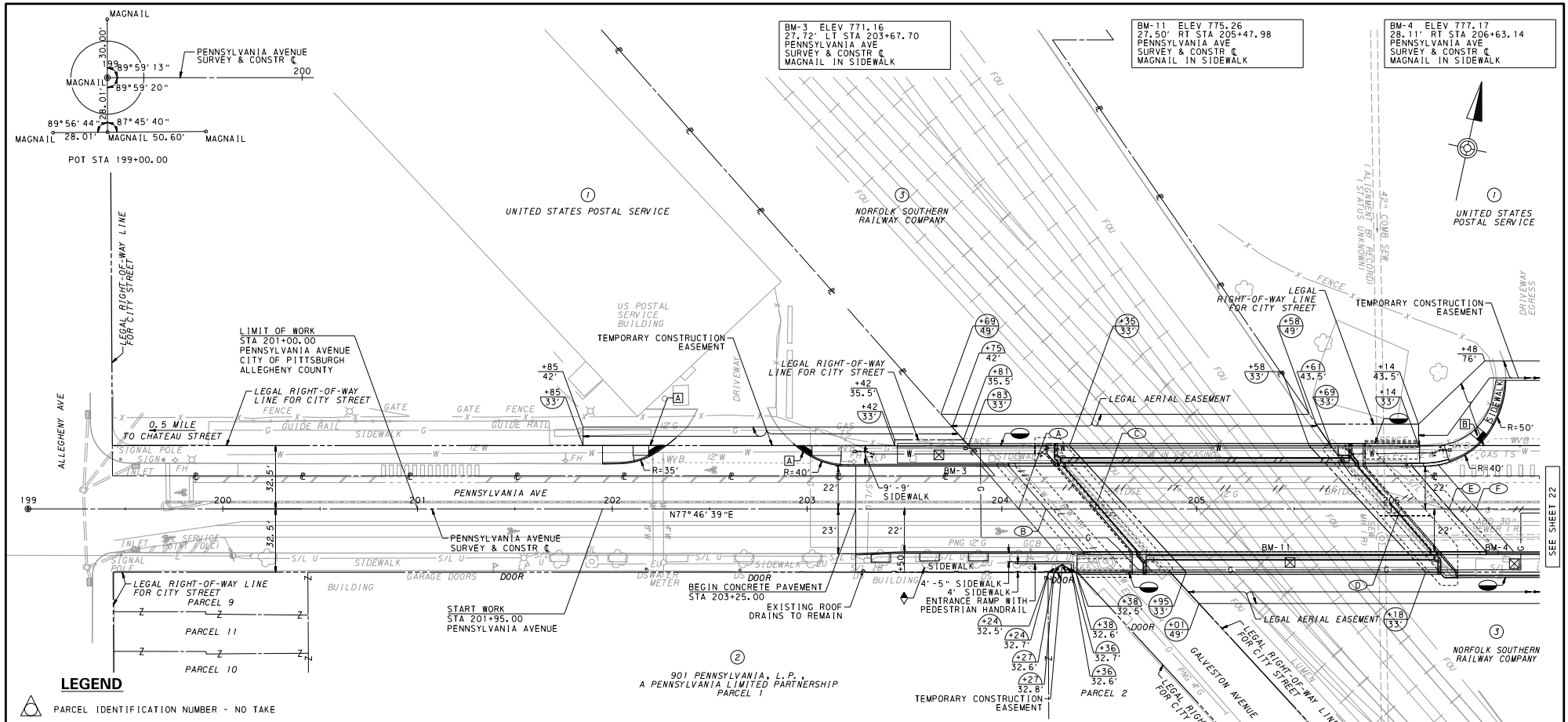
0 100 200 300 400 Feet

Figure 2

Michael Baker INTERNATIONAL

Section 2002 Resources

Norfolk Southern Railroad Company
Pennsylvania Avenue Bridge Project
City of Pittsburgh
Allegheny County, Pennsylvania



LEGEND

- PARCEL IDENTIFICATION NUMBER - NO TAKE
- PARCEL IDENTIFICATION NUMBER - PROPERTY ACQUISITION OR EASEMENT WILL BE REQUIRED
- SIDEWALK MOMENT SLAB (STRUCTURE ITEM)
- TREE TO BE REMAIN AND BE PROTECTED
- —G— PROPOSED RELOCATED GAS LINE
- —W— PROPOSED RELOCATED WATER LINE
- [A] TYPE 1A CURB RAMP
- [B] TYPE 2 CURB RAMP
- (A) END CONCRETE PAVEMENT/BEGIN PAVEMENT RELIEF JOINT STA 204+08.73
- (B) END PAVEMENT RELIEF JOINT/BEGIN APPROACH SLAB STA 204+22.73
- (C) END APPROACH SLAB/BEGIN STRUCTURE STA 204+47.73
- (D) END STRUCTURE/BEGIN APPROACH SLAB STA 206+04.66
- (E) END APPROACH SLAB/BEGIN PAVEMENT RELIEF JOINT STA 206+29.66
- (F) END PAVEMENT RELIEF JOINT/BEGIN CONCRETE PAVEMENT STA 206+43.66

HORIZONTAL
SCALE: 1"=25'
25' 0 25' 50'

PROPOSED STRUCTURE DATA PENNSYLVANIA AVE OVER NORFOLK SOUTHERN RAILWAY	
STATION	205+26.19
TYPE	STEEL PONY TRUSS
SPAN LENGTH	1 SPAN 145'-0"
UNDERCLEARANCE	21'-2" OVER RR
CLEAR ROADWAY WIDTH	44'-0"
SKEW	48°58'36"
STRUCTURE NO	L-XXXXX
RECOMMENDED DATE	TBD

EXISTING BRIDGE STRUCTURE DATA	
STATION	8+26.42
TYPE	STEEL BOX GIRDER
SPAN LENGTH	1 SPAN 143'-9 1/8"
UNDERCLEARANCE	19'-8 5/8" OVER RR
CLEAR ROADWAY WIDTH	46'-0"
SKEW	47°22'06"
STRUCTURE NO.	N/A
BUILT DATE	1986

FOR INTERSECTION DETAIL, SEE SHEET 15
FOR PROFILE, SEE SHEET 23
FOR CONTOUR, GRADING AND DRAINAGE PLAN, SEE SHEET 25

SURVEY BOOK NS MBI NORTH AVE PENNSYLVANIA AVE BOOK 1

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH
OPERATING DIVISION
OFFICE OF THE CHIEF ENGINEER – DESIGN AND CONSTRUCTION – ATLANTA, GA.

Figure 3 - Plans

REV.	BY	DATE	DESCRIPTION

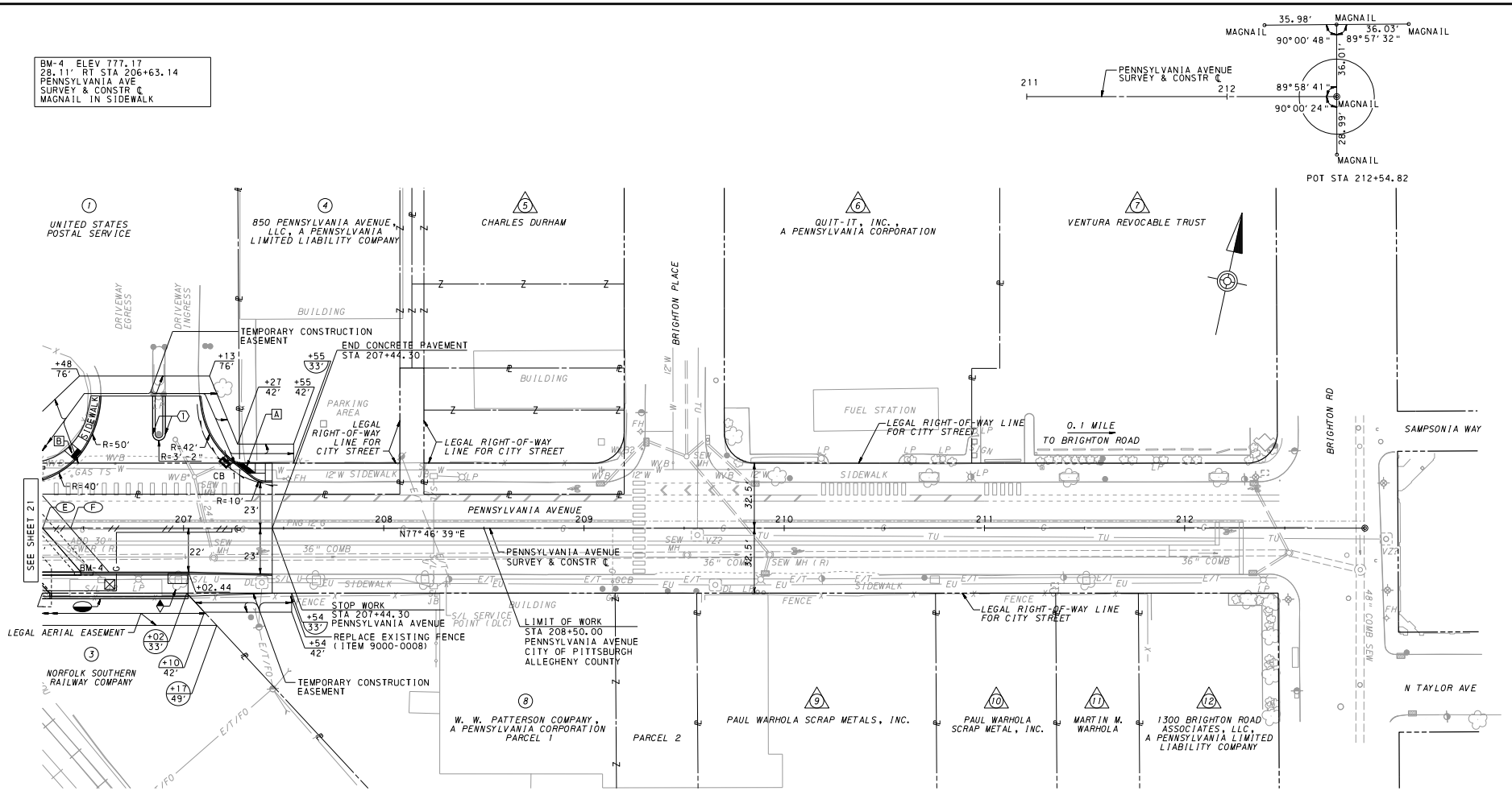
DESIGN: PITTSBURGH, PENNSYLVANIA
TITLE: PENNSYLVANIA AVENUE OHB
PLAN

DSN	JAH	PID No.	D2122	WBS	1290818-OH77
DWN	WRB	FILE No.	BR0027859		
CHK	CAB	DATE	4/2/2025		

SCALE FACT. PC 1.82
DRAWING NUMBER: PC-1.82 25 21

CADD FILE: BC_Pennsyl_Ave_plan.dgn

CADD FILE: NS_Pennsyl_Ave_plan.dgn



LEGEND

- PARCEL IDENTIFICATION NUMBER - NO TAKE
- PARCEL IDENTIFICATION NUMBER - PROPERTY ACQUISITION OR EASEMENT WILL BE REQUIRED
- SIDEWALK MOMENT SLAB (STRUCTURE ITEM)
- TREE TO BE REMAIN AND BE PROTECTED
- -G- PROPOSED RELOCATED GAS LINE
- [A] TYPE 1A CURB RAMP
- [B] TYPE 2 CURB RAMP
- (1) PLAIN CONCRETE MOUNTABLE CURB, TYPE B
- (F) END PAVEMENT RELIEF JOINT/BEGIN CONCRETE PAVEMENT STA 206+43.66

HORIZONTAL

SCALE: 1"=25' (25' 0 25' 50')

FOR INTERSECTION DETAIL, SEE SHEET 15
FOR PROFILE, SEE SHEET 24
FOR CONTOUR, GRADING AND DRAINAGE PLAN, SEE SHEET 26

SURVEY BOOK NS MBI NORTH AVE PENNSYLVANIA AVE BOOK 1

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH
OPERATING DIVISION
OFFICE OF THE CHIEF ENGINEER – DESIGN AND CONSTRUCTION – ATLANTA, GA.

REV.	BY	DATE	DESCRIPTION
000000			

TITLE: PITTSBURGH, PENNSYLVANIA
PENNSYLVANIA AVENUE OHB
PLAN

DSN	JAH	PID No.	D2122	WBS	1290818-OH77
DWN	WRB	FILE No.	BR0027859	DRAWING NUMBER	PC-1.82 25 22
CHK	CAB	DATE	4/2/2025		

SCALE FACTOR: PC | RAIL: 1.82

CADD FILE: NS_Pennsyl_Ave_plan.dgn

Michael Baker
INTERNATIONAL

ATTACHMENT B

Photographs

Photograph 1 – View of the Pennsylvania Avenue Bridge crossing over the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor.

Photograph 2 – View of the House of Metal, a contributing element of the Allegheny Second Ward Industrial Historic District.

Photograph 3 – View of an area requiring temporary impacts within the Allegheny Second Ward Industrial Historic District.

Photograph 4 – View of an area requiring temporary impacts within the Allegheny Second Ward Industrial Historic District.

Michael Baker
INTERNATIONAL

ATTACHMENT C

SHPO Coordination

November 8, 2019

Timothy Zinn
Michael Baker International
100 Airside Drive, Airside Business park
Moon Township PA 15108

ER 2018-1595-003-E: PennDOT Multimodal, Norfolk Southern Railway Company Pittsburgh Vertical Clearance Projects, Swissvale and City of Pittsburgh, Allegheny County, Identification of Historic Properties Reports

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution, and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources
Identification of Historic Properties
We have received Norfolk Southern's objection to the inclusion of its property on state or federal historic registers. We would note that Norfolk Southern's objection is not relevant to and does not affect the duties of state or federal agencies under Section 106 or the State History Code. The SHPO will perform all of its required consultation with regards to eligibility for the federal and state historic registers.

Prior National Register of Historic Places (NRHP) Eligibility for Railroad Resources

The following railroad resources within the APE have been previously evaluated for National Register eligibility or listed in the National Register of Historic Places:

- *Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372* (Determined Eligible 9/14/1993).
- *Pennsylvania Railroad: Station Rotunda (Pittsburgh), Key # 001769* (Listed 04/11/1973)
- *Pennsylvania Railroad Station, Key # 001762* (Listed 04/22/1976)
- *Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Columbus Avenue Bridge (Pittsburgh), Key # 129787* (Not Individually Eligible 3/5/2007 and 4/01/2018; Does Not Contribute to PRR Fort Wayne Division 2007*)*
- *Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): S. Braddock/Kenmawr Avenue Bridge, Key # 129934* (Not Individually Eligible 03/05/2007; Does Not Contribute to the Eligible Pennsylvania Main Line (Swissvale to Rankin), Key # 201322 03/05/2015)
- *Pennsylvania Railroad Main Line (Harrisburg to Pittsburgh) Key # 112369 (*Determined Eligible 9/14/1993*)*

SHPO Concurs: Eligible
Based on the information received and available in our files, we concur with the findings of the agency that the following properties are eligible for listing in the National Register of Historic Places:

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Bridge (Merchant Street) and APE corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): W. North Avenue Bridge (Pittsburgh), Key # 129729 and APE corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372 and Fort Wayne Division/Western Pennsylvania Railroad (Pittsburgh to Freeport), Key 097496)

Ohio Connecting Railway: Brunot's Island Bridge (Ohio River), Key # 007764 and Ohio Connecting Bridge flyover ramps, the Eckert Street undergrade bridge (consisting of four steel plate girder bridges, and corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key 112372. Note: The Ohio Connecting Railway Bridge may also be individually eligible. More information would be needed to establish individual eligibility. Contributing status is sufficient for identification of historic properties within the APE.

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Pittsburgh City Segment corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key 112372. Note: The Washington Avenue Bridge does not contribute to the Main Line as it was built circa 1980.

Pennsylvania Railroad: Station (Pittsburgh) – The Pennsylvania Trainshed contributes to the Pennsylvania Railroad Station Key # 001762. *The Pennsylvania Trainshed* also contributes to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh), Key #112369. The Period of Significance for the station should be amended to 1898-1958 as the station's significance extends beyond its construction date. This new Period of Significance will be consistent with the POS for the PRR Main Line Harrisburg to Pittsburgh. Also, the boundary should include the plaza area southwest of the rotunda and the full length of the train platform as shown on the site plan within the HRSF. The trainshed is individually Not Eligible under Criterion A, B or C.

Allegheny Second Ward Industrial Historic District, Key # TBD, is eligible under Criterion A in the areas of Industry and Commerce for its role in metallurgy in the twentieth century and Criterion C in the area of Architecture, with a Period of Significance of circa 1849, the year construction began, to 1951, the date of construction of several of the latest buildings in the district. We concur with the proposed boundary as demarcated on Figure 2 (Location Map) in the HRSF and the list of non-contributing and contributing buildings. Note: The Hipwell Row, Key # 003883, may be individually eligible. More information would be needed to establish individual eligibility. Contributing status is sufficient for identification of historic properties within the APE.

The Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Washington Avenue Bridge, Key # 129935, and the corridor (and associated resources dating to the Period of Significance of the Main Line of 1847-1958 and that retain integrity) contribute to the Pennsylvania Railroad: Main Line. Note: The Washington Avenue Bridge is not individually eligible (it was incorrectly data entered in CRGIS as individually eligible and that will be revised).

SHPO Concurs: Not Eligible
We concur with the findings of the agency that the following properties are not eligible for listing in the National Register of Historic Places due to a lack of integrity and/or significance:

- *Renkin Pattern Works/Paul Warhola Scrap Metal, Key # TBD, 817 Pennsylvania Avenue*
- *Frank and Ida Mandel Building/Paul Warhola Scrap Metal, Key # TBD, 825 Pennsylvania Avenue*
- *Buncher Building, Key # TBD, 1201 Brighton Road*
- *Keystone Plumbing, Key # TBD, 1215 Brighton Road*
- *Trinity Lutheran Church, Key # 077607*

SHPO Does Not Concur
Based on the information received and available in our files, we disagree with the finding of the agency; it is the opinion of the Pennsylvania State Historic Preservation Officer that the proposed *Mexican War Streets Western Boundary Increase, Key # TBD* is *not eligible* for listing in the National Register of Historic Places due to a lack of integrity and/or significance. The former Union Hotel has suffered significant loss of historic material and the character of the block is different from the nearby residential neighborhood of the listed Mexican War Historic District.

The above listed resources have not been evaluated for archaeological potential. We concur the scope and level of effort utilized to identify historic properties for this project is appropriate. Our evaluation is based upon the information provided and available in our files for review. If National Register listing for this property is sought in the future, additional documentation of the property's significance and integrity may be required to both verify this evaluation and satisfy the requirements of the National Park Service (36 CFR Part 60). Thus, the outcome of the National Register listing process cannot be assured by this evaluation.

If you need further information in this matter, please contact Cheryl L. Nagle at chnagle@pa.gov or (717) 772-4519.

Sincerely,

Douglas C. McLearen, Chief
Division of Environmental Review

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

January 13, 2023

Tim Zinn
Michael Baker International, Inc.
100 Airside Drive
Moon Township, PA 151080000

RE: ER Project # 2018PR13984.022, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation.

Above Ground Resources
We request a written response to our questions regarding the Determination of Effect Report outlined in our letter of December 13, 2022. In addition, we offer the following comments, for consideration and response, regarding the December 14, 2022 Consulting Party Meeting, Alternatives Analysis Report, and the January 11, 2023 letter from Q Development.

December 14, 2022 Consulting Party Meeting

At the December 14, 2022 consulting party meeting, the specific clearances at each of the five obstruction locations identified in the report was briefly discussed. While the project's purpose and need indicates the PUC requirement for vertical clearances is 22'-0", with waivers, the specific level of vertical clearance required at each of the five locations is unclear. The clearances proposed for the preferred alternatives presented in the Alternatives Analysis and Effect Reports are as follows, ordered from least to greatest amounts: 21'-0" at the Amtrak Station; 21-1" at Columbus Avenue Bridge; 21-2" at the Pennsylvania Avenue Bridge; 21'-4" at the West North Avenue Bridge; and 21'-9" at the Washington Avenue Bridge. As outlined in our letter of December 13, 2022, we require more detailed information on the specific requirements of each of the five obstruction locations. Given lower clearances at other obstruction locations, can the height clearances of the preferred alternatives for those locations where there is the potential for an adverse effect (West North Avenue Bridge and Pennsylvania Avenue Bridge) be reduced to minimize impacts to the adjacent historic properties?

Also at the December consulting party meeting, there was discussion of construction of a pedestrian bridge that would connect the two sides of Allegheny Commons, now separated by the railroad. We understand the pedestrian bridge is to be constructed before work at the obstruction locations. To date we have received no information on this part of the project and request consultation including: a purpose and need statement, mapping of the proposed project and Area of Potential Effect (APE), photographs of the APE, plans or specifications, including proposed design and materials. In addition, what are the potential effects of this bridge project on the National Register of Historic Places (National Register)-listed Allegheny Commons Historic District? Has there been any public

feedback on the proposed pedestrian bridge and its potential to affect Allegheny Commons? What efforts have been made to minimize effects of the pedestrian bridge on historic properties?

Alternatives Analysis Report and Assessment of Effect

Washington Avenue Bridge

Of the alternatives considered, we agree that the preferred alternative (alternative 3 with design modifications) best minimizes effects to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District as this alternative would not require work that might affect buildings or driveway entrances on Washington Avenue. (This area was not previously identified as a historic district, but the Alternatives Analysis report indicates there may be the potential for a district at this location). Contributing features that will be affected by the preferred alternative include the superstructure and substructure of the Washington Avenue Bridge, adjacent stone retaining walls along Palmer Street and Washington Avenue, and decorative wrought iron fencing. If the plans and specifications provide for protection of these contributing features during exposure and construction as well as commit to restoration of the affected portions of the features to match the old in size, scale, design, color, finishes, materials, and construction techniques, we agree the project should not adversely affect the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

Amtrak Station

Of the alternatives considered, we agree that the preferred alternative (alternative 3) best minimizes effects to the Pennsylvania Railroad Station and the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District. Alternative 3 accommodates historic preservation concerns alongside the project purpose and need by accommodating vertical clearance needs through limited modifications to the girders and exhaust shoots at Tracks 1 and 2 of the trainshed rather than removal of entire portions of the trainshed (alternative 2). The changes will be compatible with existing materials and features, and the original construction techniques and craftsmanship will be visible elsewhere within the structure. Therefore, we agree the preferred alternative should not adversely affect the Pennsylvania Railroad Station and the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

We agree the preferred alternative does not have the potential to affect The Rotunda of the Pennsylvania Railroad Station.

West North Avenue Bridge

The preferred alternative (alternative 2 with design modifications) proposes removal of the entire superstructure, replacement with a single-span prestressed concrete spread box beam of greater width, an increase in the height and length of abutments, and an increased vertical grade at both the bridge and its approaches to accommodate a height of 21’-4”. Alternative 3, which had lesser impacts to historic properties, was dismissed in the Alternatives Analysis Report as it would reduce the number of tracks through the area from four to three. While we understand replacement of the bridge is needed and there will be an adverse effect to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District, it is necessary to ensure adequate consideration of alternatives that avoid or minimize potential adverse effects to historic properties.

Within the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District, alternative 2 with design modifications would affect the bridge superstructure,

substructure, retaining walls, and fencing as well as an out-of-service railroad siding, all contributing features. As outlined in our letter of December 13, 2022, please provide more information on the proposed replacement structure, plans for the reconstruction or restoration of contributing features, and a discussion of potential effects to the railroad siding.

Within the Allegheny Commons Historic District, alternative 2 with design modifications has the potential to adversely affect the park through the introduction of new features including a new bridge, sidewalk replacement and toe wall construction, changes to the bus shelter, and replacement of the existing retaining wall and railing along the east side of Brighton Road. Please provide further detail on consideration of minimization of the effects of the design on these and other contributing features in the park. Please include a more detailed discussion of the potential for cumulative visual effects on the park including renderings showing the proposed new features in the setting of the historic district.

To accommodate the increased grade, alternative 2 with design modifications proposes changes to the International Harvester Building, individually listed in the National Register and a contributing feature to the National Register-eligible Allegheny Second Ward Industrial Historic District. The windows and water table are character-defining features of the International Harvester Building, and alterations to the openings and appearance of the front elevation as part of the preferred alternative have the potential to affect integrity and adversely affect the resource and district. The loading dock adjacent to the railroad siding is also a character defining feature that has the potential to be affected by the current design. In addition, we are concerned about the introduction of new features (elevated sidewalk, ramps, railings, and a retaining wall) at the primary façade.

Further documentation and consideration of alternatives that limit changes to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District, the Allegheny Commons Historic District, the International Harvester Building, and the Allegheny Second Ward Industrial District is required. This should include reconsideration of the amount of vertical clearance needed at this obstruction location, a clear understanding of the pedestrian and ADA accessibility requirements adjacent to the International Harvester Building, and consideration of alternative designs that accommodate the increased vertical grade of the bridge approaches.

Pennsylvania Avenue Bridge

Of the alternatives considered, alternatives 2 with design modifications (preferred) and 4 best minimize effects to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District as they do not require buttressing of the concrete retaining walls that line the railroad historic district (alternative 3).

The bridge superstructure and substructure do not contribute to the significance of the railroad district as they were replaced after the period of significance of the railroad. To minimize changes to the railroad district, a steel pony truss similar in scale and configuration to the original ca. 1905 pony truss bridge is proposed. Contributing features that will be affected include the concrete retaining walls with stone coping, safety railings, and decorative wrought iron fencing. If the plans and specifications provide for protection of these contributing features during construction as well as commit to restoration of the affected walls and fencing to match the old in size, scale, design, color, finishes, materials, and construction techniques, we agree the project should not adversely affect the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

Both alternative 2 with design modification (preferred) and alternative 4 would require modifications to the bridge approaches resulting in the introduction of new features into the setting

of 901 Pennsylvania Avenue, a contributing feature in the Allegheny Second Ward Industrial Historic District. These new features will include a bifurcated sidewalk with handicap ramp and handrail. As currently designed, to accommodate the ramp, it will be necessary to cover over a portion of the brick side wall (up to 11" high) of 901 Pennsylvania Avenue. Further information is required before we can comment on the potential for the project to adversely affect the Allegheny Second Ward Industrial District. Please provide specifications for the pedestrian and ADA accessibility requirements adjacent to 901 Pennsylvania Avenue and discuss efforts made to minimize effects to 901 Pennsylvania Avenue.

Columbus Avenue Bridge

Of the alternatives considered, we agree that the preferred alternatives (3A with design modification or 3B with design modification) best minimize effects to the Pennsylvania Railroad: Main Line
(Harrisburg to Pittsburgh) Railroad Corridor Historic District. The 1907 superstructure has lost integrity of design and workmanship and does not contribute to the district. While work to contributing features of the district (bridge substructure, retaining walls, and iron fencing) is proposed, the preferred alternatives eliminate the need for work along Columbus Avenue and potential impacts to the 1907 Columbus Avenue approach ramp, another contributing feature to the district. If the project plans and specification provide for protection for the substructure, adjacent concrete retaining walls and fencing during construction as well as commit to restoration of those features that are affected during construction by matching the old in size, scale, design, color, finishes, materials, and construction techniques, we agree the project should not adversely affect the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

January 11, 2023 Q Development Response Letter

We have reviewed the comments on the Determination of Effect Report provided by Q Development on January 11, 2023. For the West North Avenue Bridge Project, we echo their concerns about the potential adverse effect to the International Harvester Building as the alterations to the building are not in keeping with the Secretary of the Interior's Standards. At this time, it is unclear if these changes would jeopardize the $2.5 million in Rehabilitation Investment Tax Credits approved by the National Park Service in August of 2022. We would also like to request consideration of alternative sidewalk designs to minimize effects to the International Harvester Building, including those provided by Q Development in their response letter.

Regarding the noise wall requested by Q Development, please note, we have concerns about the potential visual effects as it will introduce new features into the setting of several historic properties.

In conclusion, this letter should not preclude consideration of any comments provided by local consulting parties. Please share our comments with the local consulting parties and continue to provide copies of any comments from other consulting parties to our office. We look forward to additional consultation to avoid, minimize, and mitigate for adverse effects to historic properties.

For questions concerning this review, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

Emma Diehl
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

April 13, 2023

Timothy Zinn
Michael Baker International, Inc.
100 Airside Drive
Moon Township PA 151080000

RE: ER Project # 2018PR13984.023, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources

We are in receipt of the Response to Comments document provided in response to the Effect Report, Alternative Analysis Report, and the December 14, 2022 Consulting Party Meeting. We offer the following comments for consideration as well as discussion at the upcoming consulting party meeting scheduled for May 2, 2023.

<u>West North Avenue Bridge</u>

International Harvester Building
The Response to Comments indicates the following about the sidewalk designs at Washington Avenue Bridge: need to comply with Norfolk Southern, City of Pittsburgh, PennDOT, and ADA guidelines; need to meet with the approval of the Department of Mobility and Infrastructure (DOMI); additional coordination with DOMI on acceptable sidewalk alternatives is ongoing; and the design team is committed to finding a mutually agreeable solution through ongoing meetings. A mutually agreeable solution is defined as one that would "not result in an adverse effect on the property [the International Harvester Building], would meet the SOI Standards, and that would be accepted by DOMI." As noted in our January letter, we would like a clear understanding of the pedestrian and ADA accessibility requirements being used in DOMI's review process. We offer the following comments on the current design with regards to adverse effects and the Secretary of the Interior's Standards.

The Standards for the Treatment of Historic Properties, specifically the Rehabilitation Treatment Standards (Standards), are used as a measure for determining the appropriateness of work to historic properties as part of federal, state, and local historic preservation programs. They are utilized in review of state and federal projects in the assessment of potential adverse effects on historic properties. They are also used to determine if rehabilitation work qualifies as a certified rehabilitation for state and federal tax incentive programs.

The International Harvester Building is currently undergoing rehabilitation as part of the Allegheny Branch House Lofts project, a certified rehabilitation project under construction that qualified for $2.5 million in federal tax credits and $.5 million in state tax credits in 2022. The PA SHPO certified the rehabilitation plans for the state tax credit and reviewed the rehabilitation plans for the federal tax credit before providing them to the National Park Service (NPS) for review, comment, and certification. The PA SHPO was also actively involved in resolution of NPS comments, which included multiple considerations on the windows and window openings at the façade of the International Harvester Building.

As currently designed, it is the opinion of the PA SHPO that the proposed sidewalk improvements associated with the West Avenue Bridge, adjacent to the International Harvester Building would meet the definition of an adverse effect, as found in 36 CFR Part 800.5(2)ii. "Alteration of a property . . . that is not consistent with the Secretary Standards for the Treatment of Historic Properties and applicable guidelines." The National Register of Historic Places (National Register)-listed International Harvester Building was listed in the National Register under Criterion A for Commerce, Criterion B for its association with Branch Manager Emil Louis Mayer, and Criterion C for Architecture. The windows of the façade and water table, which are all considered character-defining features, will be altered in a manner not consistent with the Standards, affecting the architectural significance of the building.

The sidewalk plans, as currently designed, do not meet the Standards for Rehabilitation, specifically standards 2, 5, and 9, as outlined below.

Standard 2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

> The project, as currently designed, will result in raising the limestone water table and sills, character-defining features of the building, to accommodate the increased vertical alignment of the sidewalk. Changes to the sidewalk will also affect the integrity of the street scape adjacent to the building.

> *Standard 5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.*

> The project as currently designed will result in changes to the window openings and sills and the limestone water table, distinctive features and finishes at the façade.

Standard 9. 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.

> The proposed changes to the windows and water table will destroy historic materials that characterize the property.

If the proposed sidewalk cannot be redesigned to accommodate DOMI's needs alongside the Standards, the state and federal tax credits for the Allegheny Branch House Lofts project could be jeopardized. The project is already under construction. To avoid threats to the state and federal tax credits, we urge rapid action to find a mutually agreeable solution. We are willing to make PA SHPO staff available for in-person discussions to assist in these discussions.

Allegheny Commons Historic District
The Allegheny Commons Historic District was listed in the National Register under Criterion A for Community Planning and Development and under Criterion C for Landscape Architecture. The document indicates the fencing along the railroad will be replaced to match the decorative fencing along the rail corridor; no mature trees will be affected; a retaining wall will be replaced and there will be grading changes. Two sections of a low brick retaining wall from the Simonds & Simonds mid 1960s redesign will be impacted and a permanent right of way totaling .09 acre will be required. The sidewalk will be replaced in-kind. Given the number of changes to landscape features within the National Register-listed Allegheny Commons Historic District, there is the potential for an adverse effect. The PA SHPO would like documentation of consultation with the Pittsburgh Parks Conservancy regarding efforts to minimize impacts to the district. This can be presented at the upcoming May 2, 2023 consulting party meeting and as an addendum to the effect report.

Allegheny Second Ward Industrial District
The Allegheny Second Ward Industrial Historic District is eligible for the National Register under Criterion A in the areas of Industry and Commerce and under Criterion C as a significant and distinguishable entity whose components who lack individual distinction. (*Note: This is a correction to the Determination of Eligibility (DOE) letter that was issued in November of 2019 which stated the district was eligible under Criterion C in the area of Architecture*.) The proposed new bridge, alterations to the International Harvester Building, and changes to sidewalks and grades, will not affect the ability of the district to convey its industrial and commercial significance. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Allegheny Second Ward Industrial District.

Allegheny City Stables Building
The Allegheny City Stables Building is eligible for listing in the National Register under Criterion A in the area of Politics/Government. The new bridge and elevated street and sidewalk grades along West North Avenue do not have the potential to affect the significance of the district. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Allegheny City Stables Building.

Mexican War Streets Historic District
The Mexican War Streets Historic District was listed in the National Register under Criterion A for Social/Humanitarianism and Urban Planning and Criterion C for Architecture. The project will introduce new visual elements into the setting of the district, including the bridge and elevated street and sidewalk grades along Brighton Road and West North Avenue. These changes will not affect the significance of the district. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Mexican War Street Historic District.

Allegheny West Historic District
The Allegheny West Historic District was listed in the National Register under Criterion A for Social History and Criterion C for Architecture. The project will introduce new visual elements including a new bridge and elevated street and sidewalk grades. These changes will not affect the significance of the district. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Allegheny West Historic District.

Pennsylvania Avenue Bridge

Allegheny Second Ward Industrial District
The proposed new Pennsylvania Avenue bridge, alterations to 901 Pennsylvania Avenue, and changes to sidewalks will not affect the ability of the district to convey its industrial and commercial significance. Therefore, in our opinion, based on the information received and available within our files, the Pennsylvania Avenue Bridge Project will not adversely affect the Allegheny Second Ward Industrial District.

Pedestrian Bridge

We remain concerned about the potential of the proposed pedestrian bridge to affect the National Register-listed Allegheny Commons Historic District as it will result in physical impacts and introduce a new feature in the setting of the district. As outlined in our letter of January 13, 2023, the pedestrian bridge should be addressed as part of the project undertaking. We require more information on location, excerpts from the Allegheny Commons Master Plan that indicate the purpose and need, photographs of area, and any preliminary plans. This can be provided at the upcoming May 2, 2023 consulting party meeting and as an addendum to the effect report.

Minimization

As outlined in our letter of December 13, 2022, the purpose of minimization is to lessen the potential effects of a project on historic properties. Minimization measures can be commemorated in the project agreement but should not be misconstrued as mitigation. We note the following minimization measures have been identified for the project.

- Consultation on the design of the West North Avenue Bridge, adjacent features, and landscaping (including the low brick wall) in the Allegheny Commons Historic District.

- Consultation on the design of the new pedestrian bridge in the Allegheny Commons Historic District.

- Consultation on the design of the sidewalk, landscaping and related features adjacent to the International Harvester Building.

- Consultation on protection for/repairs to contributing features within the Pennsylvania Railroad: Main Line (Harrisburg and Pittsburgh) Railroad Corridor Historic District including bridge abutments, retaining walls and decorative fencing.

Mitigation

As stated in our response letter of January 13, 2023, the proposed project will adversely affect the Pennsylvania Railroad: Main Line (Harrisburg and Pittsburgh) Railroad Corridor Historic District due to the replacement of the West North Avenue Bridge, a contributing feature. The project also has the potential to affect the International Harvester Building and the Allegheny Commons Historic District, depending on the results of continued consultation to avoid adverse effects to these historic properties.

Mitigation involves compensation for the loss or diminishment of the integrity of a historic property. As noted in past correspondence, the PA SHPO maintains Criteria for Meaningful Mitigation: https://www.phmc.pa.gov/Preservation/About/Documents/Criteria%20for%20Determining%20Mea

ningful%20Mitigation.pdf for use in development and assessing the appropriateness of mitigation. Guidance published by the Advisory Council on Historic Preservation (ACHP) indicates mitigation should be in the public interest, address concerns or interests of the consulting parties, and enhance the preservation and management of National Register-listed or eligible resources: https://www.achp.gov/Section_106_Archaeology_Guidance/Questions%20and%20Answers/Reaching%20agreement%20on%20Appropriate%20Treatment.

In addition, the mitigation should be identified as part of a consultative process that involves an active exchange of information between the PA SHPO and all the consulting parties. By its very nature, the consultative component of the review process presents opportunities for the development of creative and innovative measures for the resolution of adverse effects. To date, there have been no consulting party meetings/collective discussions at which mitigation was presented and discussed. We understand the reconstruction of a pedestrian bridge over the railroad was developed as part of a mediation process ordered by the Public Utility Commission (PUC), separate from the Pennsylvania History Code process. The identification of the pedestrian bridge as a potential mitigation option should not preclude consideration of other mitigation ideas.

We look forward to continued consultation on the project. For questions concerning this review and/or for future consultation, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

Emma Diehl

Emma Diehl
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

July 25, 2024

Sent Via PA-SHARE

RE: ER Project # 2018PR13984.034, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Submitter,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Archaeological Resources
No Archaeological Concerns - Environmental Review - Negative Survey Report/Negative Survey Form

This report meets our standards and specifications as outlined in Guidelines for Archaeological Investigations in Pennsylvania (SHPO 2021) and the Secretary of the Interior's Guidelines for Archaeological Documentation. We agree with the recommendations of this report, and in our opinion, no further archaeological work is necessary for this project. If project plans should change and/or you should be made aware of historic property concerns, please reinitiate consultation with our office using PA-SHARE.

For questions concerning archaeological resources, please contact Kristen Walczesky at kwalczesky@pa.gov.

Sincerely,

Emma Diehl
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

October 2, 2024

Tim Zinn
Michael Baker International, Inc.
100 Airside Drive
Moon Township, PA 151080000

RE: ER Project # 2018PR13984.036, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Tim Zinn,

Thank you for the Determination of Effects Report Addendum for the above listed project. This addresses changes that have been made to the project designs, including removal of the Washington Avenue Bridge and the Columbus Avenue Bridge projects and changes to designs for the Allegheny Commons Pedestrian Bridge and the West North Avenue Bridge projects. Our office commented on the potential effects of the various projects in previous response letters.

Above Ground Resources
Assessment of Effect
The following historic properties will not be adversely affected by the above listed projects due extensive coordination with local preservation interests and efforts made to minimize adverse effects: Allegheny Commons Historic District (Resource # 1999RE00182); Allegheny Second Ward Industrial Historic District (Resource # 2019RE06933); and the International Harvester Company of America: Pittsburg Branch House (Resource #2020RE00935). We agree that the project has the potential to adversely affect historic properties, specifically the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) (Resource # 1993RE01080), due to the removal of the West North Avenue Bridge, a contributing feature. Therefore, an overall project finding of **Historic Properties Adversely Affected** is appropriate. It is our opinion there has been adequate consideration of alternatives to avoid and minimize effects to the railroad district through the Design Advisory Team meetings and other consultation. We agree with the proposed minimization measures and request they be commemorated in the mitigation agreement for the project.

Resolution of Adverse Effect
Regarding mitigation, we have received your proposal to repair and paint the wrought-iron fencings along the south side of the rail corridor within the Allegheny Commons Historic District between the West North Avenue and Allegheny Commons Pedestrian Bridge. Our letter of June 13, 2023, notes the following as an identified minimization measure: “Protection for/repairs to contributing features within the Pennsylvania Railroad district including bridge abutments, retaining walls, and decorative fencing.” Were repairs to the fencing, which is a contributing feature within the railroad district, part of the larger project, or is this an item that is being added to offset the loss of the West North Avenue Bridge, also a contributing resource to the Pennsylvania Railroad district?

Additional mitigation ideas have been presented over the course of the consultation for the project. Please provide documentation of consideration of these ideas and any other suggested by consulting parties to the project:

- Placement of public art (murals) within the railroad corridor
- Restoration of stone building near the tennis courts

- Additional ideas outlined in the plan for Allegheny Commons Park

Continued Consultation
The local preservation interests have until October 12, 2024 to provide their comments on the Determination of Effect Report. Please provide a copy of any comments received to our office.

For questions concerning above ground resources, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

Barbara Frederick
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

November 14, 2024

Sent Via PA-SHARE

RE: ER Project # 2018PR13984.037, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Submitter,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources
SHPO Sends Comments - Environmental Review - SHPO Sends Above Ground Comments

We are in agreement with the proposed minimization and mitigation measures for the above listed project, as outlined in your letter of October 24, 2024. Provided no additional consulting parties to this project have comments or concerns about the proposed minimization and mitigation measures, we request you prepare a draft agreement outlining the identified commitments.

For questions concerning above ground resources, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

B. Frederick

Barbara Frederick
Environmental Review Division Manager

Michael Baker INTERNATIONAL 85 YEARS 1940 2025 HFF

We Make a Difference

May 8, 2025

Ms. Barbara Frederick
Pennsylvania State Historic Preservation Office
Commonwealth Keystone Building, Second Floor
400 North Street
Harrisburg, PA 17120

RE: ER Project # 2018PR13984, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Ms. Frederick:

On behalf of Norfolk Southern and PennDOT, I am writing to inform you of some minor revisions to the plans for the Pennsylvania Avenue replacement bridge that will require adjustments to the temporary construction easements and small permanent sliver takes from the USPS parcel, which differ from the amounts reported in the 2022 Determination of Effects Report. The additional easements and acquisitions are resulting from the decision to replace the existing bridge abutments dating from 1985-1986 when the Pennsylvania Avenue Bridge was last replaced. The two historic properties within the Pennsylvania Avenue Bridge Project area of potential effects are the Pennsylvania Railroad: Mainline (Pittsburgh to Ohio State Line) Railroad Corridor Historic District and the Allegheny Second Ward Industrial Historic district.

The project will result in approximately 0.009 acres of permanent and 0.007 acres of temporary impacts to the railroad corridor historic district but will not impact the qualifying characteristics that make the district eligible for the NRHP. The impacts are needed to replace the bridge abutments and for temporary excavation support and protection during construction. The bridge abutments were not determined to be contributing elements to the historic district. No character-defining features of the Pennsylvania Railroad: Mainline (Pittsburgh to Ohio State Line), including the poured concrete retaining wall with stone coping, decorative wrought iron fencing, or standard railroad safety fencing will be altered with the addition of the new abutments.

The project will result in approximately 0.020 acres of permanent and 0.049 acres of temporary impacts from within the Allegheny Second Ward Industrial Historic District but will not impact the qualifying characteristics that make the district eligible for the NRHP. The impacts are needed to replace the bridge abutments and for temporary excavation support and protection during construction. Other temporary impacts consist of sidewalk and driveway reconstruction

and elevation adjustments along Pennsylvania Avenue. The nearest contributing building of the historic district is the House of Metal Building at 901 Pennsylvania Avenue. No additional impacts other than the changes to sidewalks detailed in the 2022 Determination of Effects Report will result from the construction of the new bridge abutments.

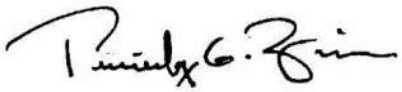
These minor changes in scope will not result in a higher level of effect on historic properties and will not necessitate changes to the mitigation agreement. Because of this, we are not requesting comment or concurrence.

Attached for your reference are updated plan sheets (Attachment 1).

Should you have any questions on the attached information, please contact me at your convenience.

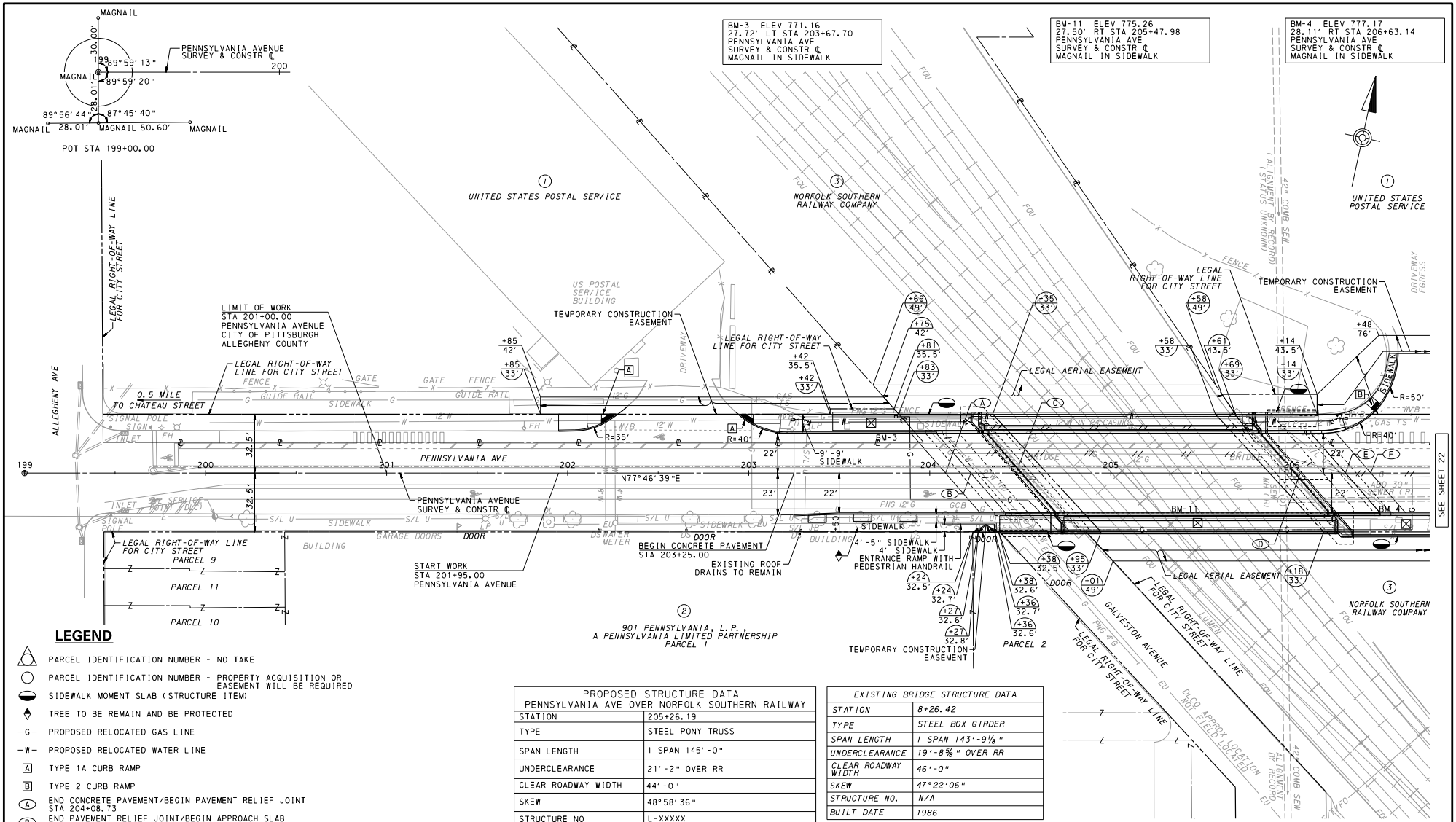
Sincerely,

MICHAEL BAKER INTERNATIONAL, INC.



Timothy G. Zinn | Senior Associate, Department Manager - Historic Preservation

Attachment 1—Project Plans



LEGEND

- PARCEL IDENTIFICATION NUMBER - NO TAKE
- PARCEL IDENTIFICATION NUMBER - PROPERTY ACQUISITION OR EASEMENT WILL BE REQUIRED
- SIDEWALK MOMENT SLAB (STRUCTURE ITEM)
- TREE TO BE REMAIN AND BE PROTECTED
- —G— PROPOSED RELOCATED GAS LINE
- —W— PROPOSED RELOCATED WATER LINE
- [A] TYPE 1A CURB RAMP
- [B] TYPE 2 CURB RAMP
- (A) END CONCRETE PAVEMENT/BEGIN PAVEMENT RELIEF JOINT STA 204+08.73
- (B) END PAVEMENT RELIEF JOINT/BEGIN APPROACH SLAB STA 204+22.73
- (C) END APPROACH SLAB/BEGIN STRUCTURE STA 204+47.73
- (D) END STRUCTURE/BEGIN APPROACH SLAB STA 206+04.66
- (E) END APPROACH SLAB/BEGIN PAVEMENT RELIEF JOINT STA 206+29.66
- (F) END PAVEMENT RELIEF JOINT/BEGIN CONCRETE PAVEMENT STA 206+43.66

HORIZONTAL
SCALE: 1"=25'
25' 0 25' 50'

PROPOSED STRUCTURE DATA PENNSYLVANIA AVE OVER NORFOLK SOUTHERN RAILWAY	
STATION	205+26.19
TYPE	STEEL PONY TRUSS
SPAN LENGTH	1 SPAN 145'-0"
UNDERCLEARANCE	21'-2" OVER RR
CLEAR ROADWAY WIDTH	44'-0"
SKEW	48°58'36"
STRUCTURE NO	L-XXXXX
RECOMMENDED DATE	TBD

EXISTING BRIDGE STRUCTURE DATA	
STATION	8+26.42
TYPE	STEEL BOX GIRDER
SPAN LENGTH	1 SPAN 143'-9 1/8"
UNDERCLEARANCE	19'-8 5/8" OVER RR
CLEAR ROADWAY WIDTH	46'-0"
SKEW	47°22'06"
STRUCTURE NO.	N/A
BUILT DATE	1986

FOR INTERSECTION DETAIL, SEE SHEET 15
FOR PROFILE, SEE SHEET 23
FOR CONTOUR, GRADING AND DRAINAGE PLAN, SEE SHEET 25

SURVEY BOOK NS MBI NORTH AVE PENNSYLVANIA AVE BOOK 1

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH
OPERATING DIVISION
OFFICE OF THE CHIEF ENGINEER – DESIGN AND CONSTRUCTION – ATLANTA, GA.

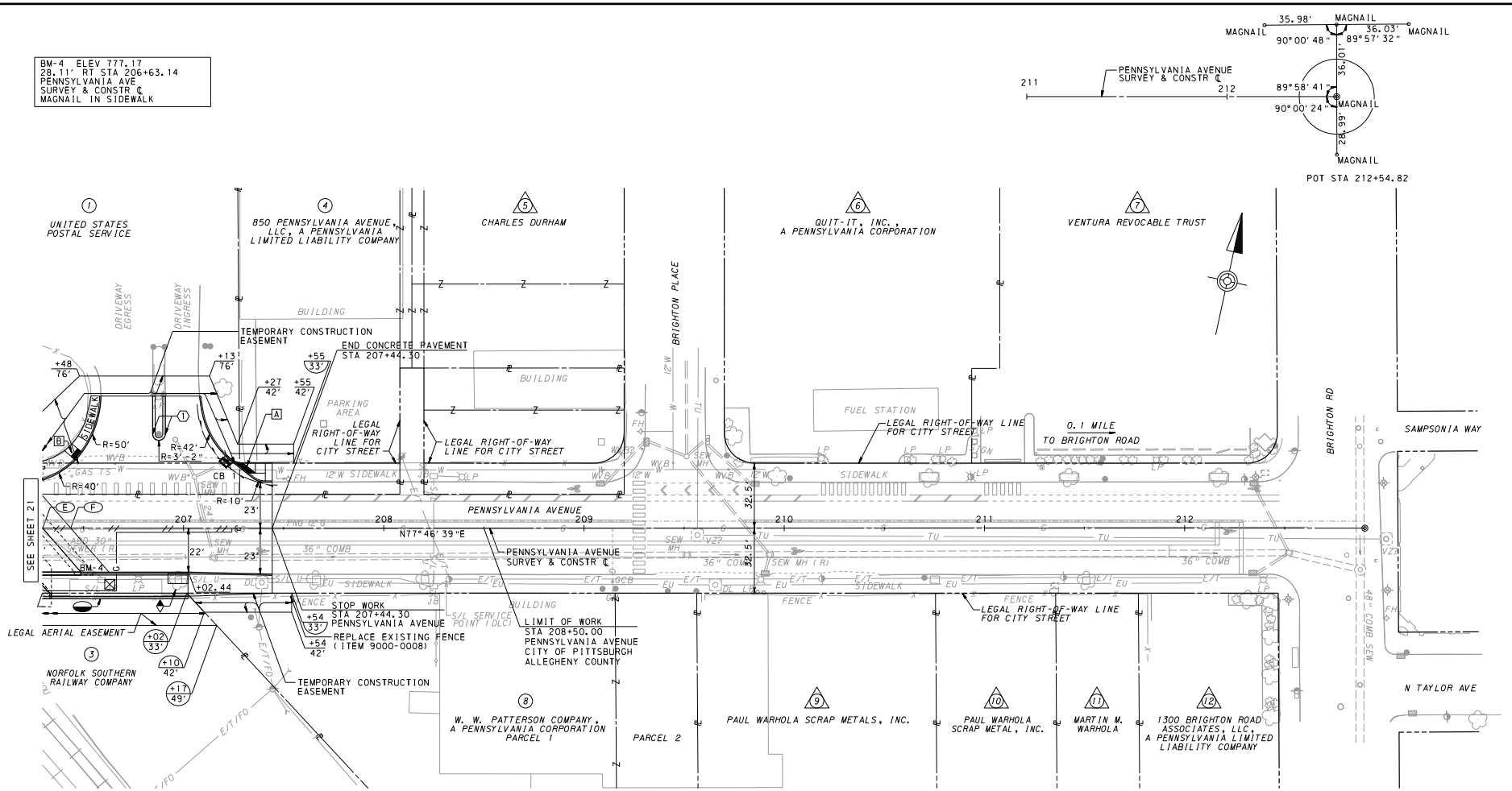
REV	BY	DATE	DESCRIPTION

DIVISION: PITTSBURGH, PENNSYLVANIA
TITLE: PENNSYLVANIA AVENUE OHB
PLAN

DSN	JAH	PID No.	D2122	WBS	1290818-OH77
DWN	WRB	FILE No.	BR0027859		
CHK	CAB	DATE	4/2/2025		

SCALE FOOT: PC 1.82
DRAWING NUMBER: PC-1.82 25 21

CADD FILE: BR_Pennsyl_Ave_plan.dgn



LEGEND

- PARCEL IDENTIFICATION NUMBER - NO TAKE
- PARCEL IDENTIFICATION NUMBER - PROPERTY ACQUISITION OR EASEMENT WILL BE REQUIRED
- SIDEWALK MOMENT SLAB (STRUCTURE ITEM)
- TREE TO BE REMAIN AND BE PROTECTED
- -G- PROPOSED RELOCATED GAS LINE
- [A] TYPE 1A CURB RAMP
- [B] TYPE 2 CURB RAMP
- (1) PLAIN CONCRETE MOUNTABLE CURB, TYPE B
- (F) END PAVEMENT RELIEF JOINT/BEGIN CONCRETE PAVEMENT STA 206+43.66

HORIZONTAL

SCALE: 1"=25' (25' 0 25' 50')

FOR INTERSECTION DETAIL, SEE SHEET 15
FOR PROFILE, SEE SHEET 24
FOR CONTOUR, GRADING AND DRAINAGE PLAN, SEE SHEET 26

SURVEY BOOK NS MBI NORTH AVE PENNSYLVANIA AVE BOOK 1

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PITTSBURGH
OPERATING DIVISION
OFFICE OF THE CHIEF ENGINEER – DESIGN AND CONSTRUCTION – ATLANTA, GA.

REV.	BY	DATE	DESCRIPTION
000000			

TITLE: PITTSBURGH, PENNSYLVANIA
PENNSYLVANIA AVENUE OHB
PLAN

DSN	JAH	PID No.	D2122	WBS	1290818-OH77
DWN	WRB	FILE No.	BR0027859	DRAWING NUMBER	PC-1.82 25 22
CHK	CAB	DATE	4/2/2025		

SCALE FACTOR: PC | RAIL: 1.82

CADD FILE: NS_Pennsyl_Ave_plan.dgn

pennsylvania
DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Section 4(f) Non-Applicability/No Use

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Pennsylvania Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

SELECT ONE: ☐ **EIS** ☐ **EA** ☐ **CE** ☐ **EER** ☒ **ED**

PROJECT DESCRIPTION:
(Provide a concise but thorough description of the proposed action.)

The Pennsylvania Avenue Bridge Project is located in the City of Pittsburgh, Allegheny County, Pennsylvania (**Attachment A - Figure 1**). The Pennsylvania Avenue Bridge carries two 10' travel lanes, two 6' bike lanes with buffers, and an 8' parking lane over Norfolk Southern Railroad tracks (**Attachment B - Photograph 1**). The proposed project will raise the bridge to achieve 21'-2" of vertical clearance over the railroad tracks. The proposed superstructure will be an on-alignment single-span, steel structure supported by two pony trusses, one at each fascia. The project also includes approach work including pavement and sidewalk reconstruction. Sidewalk reconstruction includes a new, Americans with Disabilities Act (ADA) -compliant, bifurcated sidewalk in the southwestern portion of the site. This project will also replace utility lines attached to the existing bridge.

IDENTIFICATION OF SECTION 4(f) PROPERTY:
(List the property and provide a description of the property as per Chapter 6 of the *Section 4(f)/Section 2002 Handbook*. Attach a map, photo(s), etc. as appropriate.)

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District (Attachment A – Figure 2): This resource was previously determined eligible for listing in the National Register of Historic Places (NRHP) under Criteria A and C for its state-wide significance in transportation, economy, and the development of Pennsylvania's industries and communities (**Attachment C**). Three contributing elements of the railroad corridor historic district are within the area of potential effects (APE) for the project: concrete retaining walls along the southwest and northeast edges of the depressed section of the corridor (**Attachment B – Photograph 2)**, wrought-iron fencing (**Attachment B – Photograph 3**), and standard railroad safety railings (**Attachment B – Photograph 4**). The Pennsylvania Avenue Bridge was constructed ca. 1985-1986 (after the district's period of significance) and is therefore not a contributing element of the historic district.

OFFICIAL WITH JURISDICTION OVER SECTION 4(f) PROPERTY:

1. Identify agency with jurisdiction:
   Pennsylvania Historical and Museum Commission (PHMC)

pennsylvania DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Section 4(f) Non-Applicability/No Use

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Pennsylvania Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

2. Name and title of contact person at agency:
   Andrea MacDonald, Bureau Director/Deputy State Historic Preservation Officer

DETERMINATION OF NON-APPLICABILITY:

PennDOT has the autonomy to decide the applicability of Section 4(f) protection. However, per the *Section 4(f)/Section 2002 Handbook*, PennDOT is advised to consult with FHWA with questionable circumstances by completing the appropriate forms or through other means of correspondence.

Indicate which of the following apply (More than one may be applicable, indicate all that apply):
*(*Requires concurrence by the official with jurisdiction over the Section 4(f) property.) Provide additional information regarding each checked item.*

☐ 1. The project area includes a Section 4(f) property but results in no permanent incorporation or conversion of land into a transportation facility, no temporary occupancy, or does not result in a constructive use as determined by FHWA.

☐ *2. The project is a bike or walkway project sponsored by the officials with jurisdiction over the Section 4(f) property [Negative Declaration applies]. (***Note:** does not require FHWA signature).

☒ *3. The project involves permanent acquisition of land within the boundaries of a historic district, but the land to be used does not contribute to the characteristics that make the district eligible for the *National Register* or has been determined to be part of a non-contributing element.

The project will result in approximately 0.009 acres of permanent and 0.007 acres of temporary impacts to the railroad corridor historic district but will not impact the qualifying characteristics that make the district eligible for the NRHP. The impacts are needed to replace the bridge abutments and for temporary excavation support and protection during construction (**Attachment A – Figure 3**). The bridge abutments were not determined to be contributing elements to the historic district.

☐ *4. The project involves a multiple-use facility (state, federal, National Forest, large municipal-owned land, etc.) but does not impact an area that is managed for/functions specifically as a Section 4(f) property.

pennsylvania DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Section 4(f) Non-Applicability/No Use

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Pennsylvania Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

☒ *5. The project involves an aerial crossing of a Section 4(f) property, but it does not impact the qualifying characteristics of the property, or it does not result in the conversion of land into a transportation facility, such as placement of a bridge over a historic railroad yard.

The project will require an aerial easement to account for the new bridge, but it will not impact the qualifying characteristics of the railroad corridor historic district or result in the conversion of land into a transportation facility (**Attachment A – Figure 3**).

☒ *6. The project involves activities within the existing transportation right-of-way and would not result in proximity impacts that would substantially impair the features, activities, or attributes that make the property eligible for protection under Section 4(f).

The project will occur within an existing railroad right-of-way. While the project will require an aerial easement for a wider bridge and permanent and temporary impacts due to the bridge abutment replacements, it will not impact or impair the features, activities, or attributes that make the railroad corridor historic district eligible for protection under Section 4(f)/2002. The project will have no adverse effect on the railroad corridor historic district (**Attachment C**).

☐ *7. The project involves underground activities such as tie-backs, horizontal borings, etc. and does not impact the qualifying characteristics of the Section 4(f) property or involve archaeology that warrants preservation in place.

☐ *8. The project involves the restoration, rehabilitation, or maintenance of transportation facilities that are on or eligible for the *National Register* and would not adversely affect the historic qualities of the facility that caused it to be on or eligible for listing.

☐ *9. The project involves a transportation enhancement or is a mitigation project where the use of the Section 4(f) property is solely for the purpose of preserving or enhancing the activities, features, or attributes that qualify the property for Section 4(f) protection.

☐ *10. The project involves improvements to the interstate system, but does not require the use of any interstate elements formally designated by FHWA for Section 4(f) protection on the basis of national or exceptional historic significance.

pennsylvania DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Section 4(f) Non-Applicability/No Use

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Pennsylvania Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

☐ *11. The project involves certain trails, paths, bikeways, and sidewalks where (1) the trail-related project is funded under the Recreational Trails Program (23 U.S.C. 206(h)(2); (2) the trail is a national historic trail designated under the National Trails System Act (with the exception of segments that are historic sites) (16 U.S.C. 1241-1251); (3) the trail/path/bikeway/sidewalk occupies a transportation facility right-of-way and can be maintained somewhere within that right-of-way; or (4) the trail/path/bikeway/sidewalk is part of the local transportation system and functions primarily for transportation.

Provide additional information regarding each checked item:

N/A

SUMMARY AND DETERMINATION:

The proposed action will not involve temporary or permanent incorporation or conversion of Section 4(f) land into a transportation facility, including construction easements and/or staging, therefore the proposed action does not constitute a use within the meaning of Section 4(f).

Section 4(f) Property: **Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District**

Official with Jurisdiction: **PHMC** Date:

(Optional: other documentation such as attached letters or meeting minutes may be used in replacement of signing this page)
Other documentation is included in the following Attachment:
Attachment C

Name and Organization of Preparer: Amy Pinizzotto, Michael Baker International Date: 5/12/2025

Project Manager: Dina A. Salemi Digitally signed by Dina A. Salemi Date: 2025.06.06 09:49:37 -04'00' Date:

Environmental Manager: markyoung Digitally signed by markyoung Date: 2025.06.03 16:19:07 -04'00' Date:

PennDOT, BOPD: Meredith Biggica Date: 06/12/2025

pennsylvania
DEPARTMENT OF TRANSPORTATION
On Behalf of the Federal Highway Administration–Pennsylvania Division Office

Section 4(f) Non-Applicability/No Use

May 2014 Version

County:	Allegheny	**State Route:**	N/A	**Section:**	N/A
Project Name:	Pennsylvania Avenue Bridge Project	**FPN:**	N/A	**MPMS:**	N/A

FHWA: Date:

List Section 4(f) environmental commitments associated with this non-applicability/no use that are part of this project:

N/A

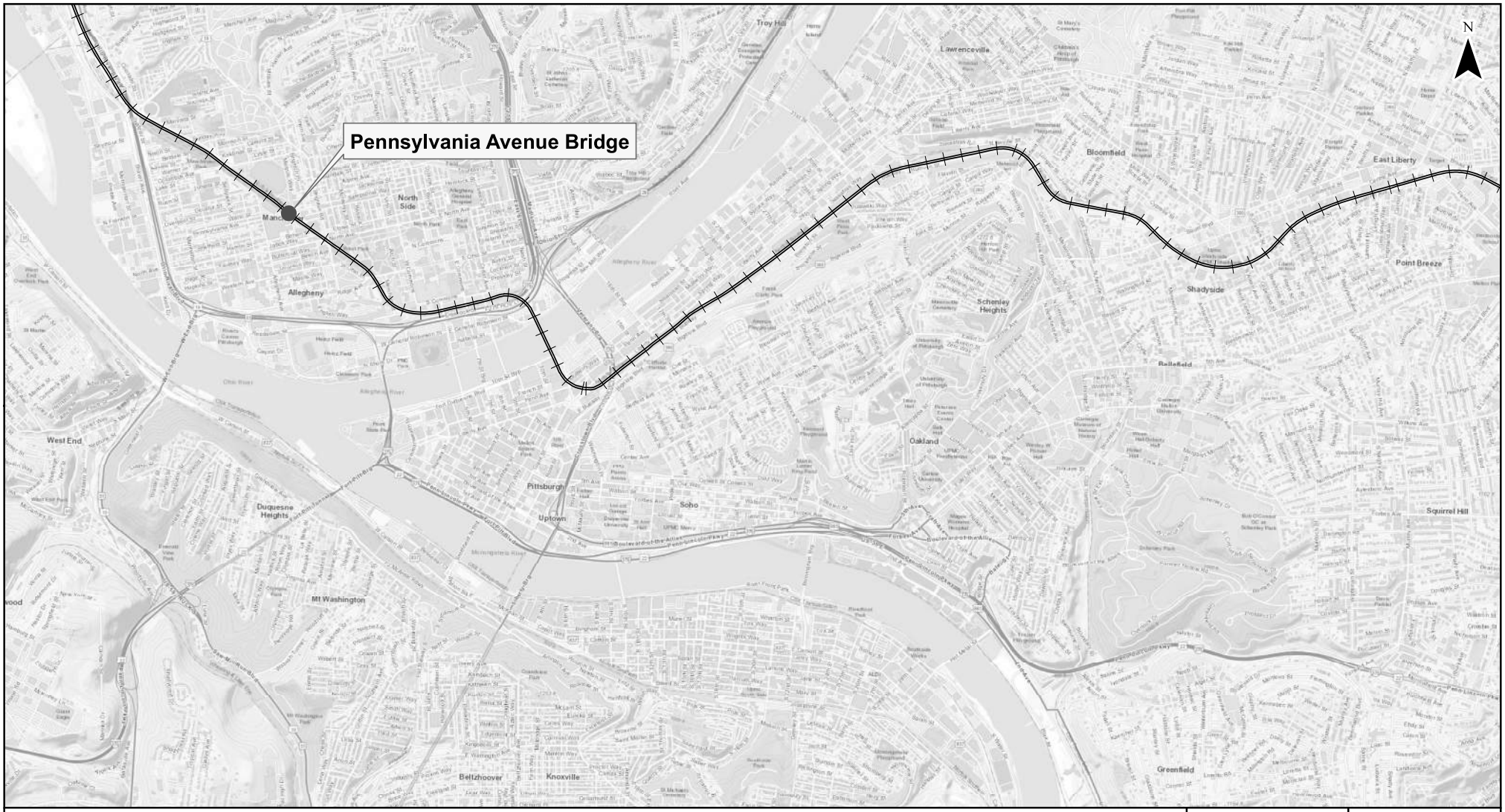
Typical attachments for this form include, but are not limited to:

- Project location map
- Map of affected Section 4(f) property and other Section 4(f) property(ies) in the project vicinity
- Photographs of the Section 4(f) property
- Project plan sheet
- Correspondence with the official with jurisdiction
- Public involvement information

Michael Baker
INTERNATIONAL

ATTACHMENT A

Figures



LEGEND

Norfolk Southern Railway

Project Location

0 0.5 1 2 Miles

Figure 1

Michael Baker INTERNATIONAL

Project Location Map

Norfolk Southern Railroad Company
Pennsylvania Avenue Bridge Project

City of Pittsburgh
Allegheny County, Pennsylvania

Legend

Study Area

Historic Resources

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line)

Allegheny Second Ward Industrial Historic District

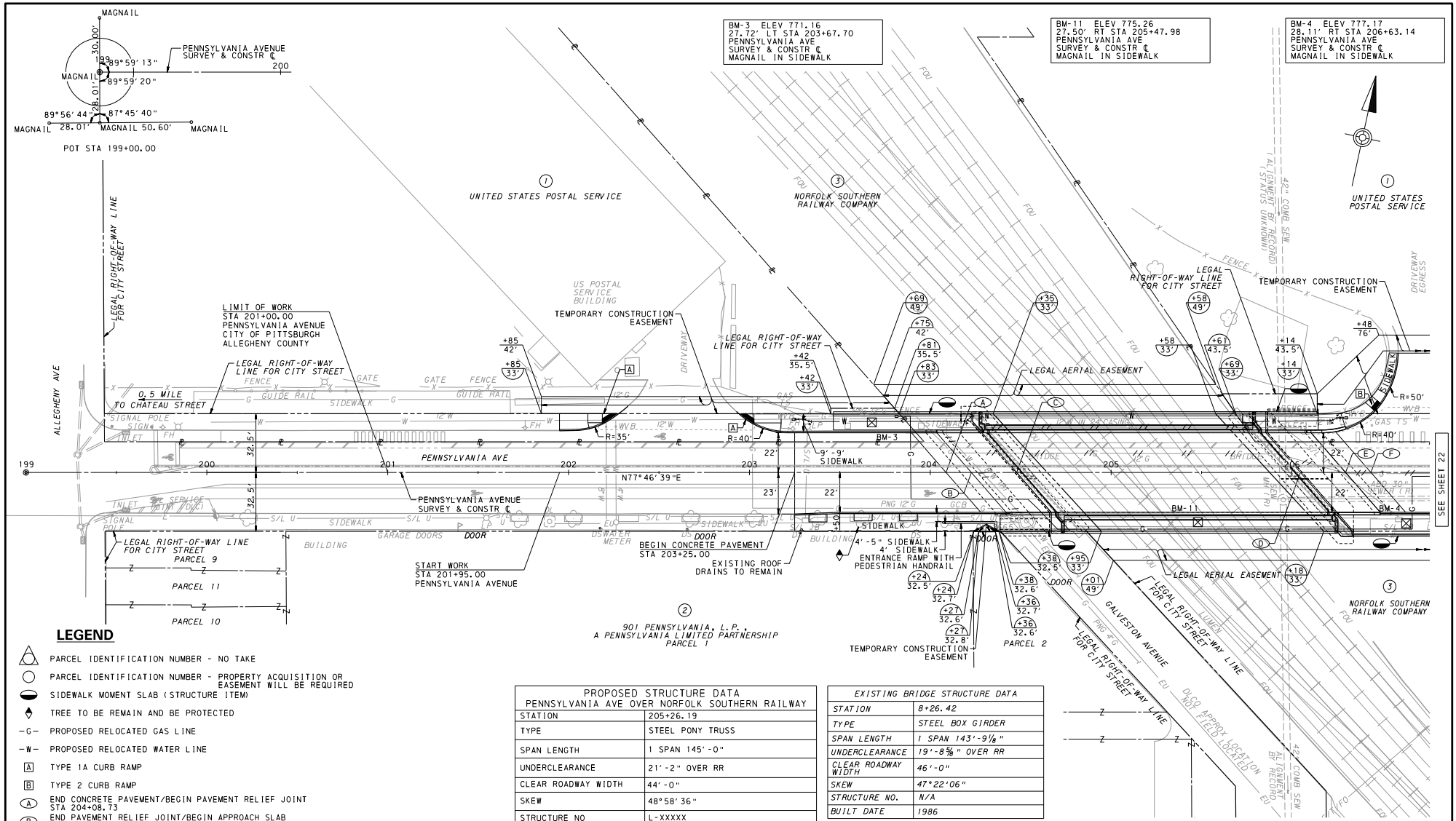
0 100 200 300 400 Feet

Figure 2

Michael Baker INTERNATIONAL

Section 2002 Resources

Norfolk Southern Railroad Company
Pennsylvania Avenue Bridge Project
City of Pittsburgh
Allegheny County, Pennsylvania



LEGEND

- PARCEL IDENTIFICATION NUMBER - NO TAKE
- PARCEL IDENTIFICATION NUMBER - PROPERTY ACQUISITION OR EASEMENT WILL BE REQUIRED
- SIDEWALK MOMENT SLAB (STRUCTURE ITEM)
- TREE TO BE REMAIN AND BE PROTECTED
- —G— PROPOSED RELOCATED GAS LINE
- —W— PROPOSED RELOCATED WATER LINE
- [A] TYPE 1A CURB RAMP
- [B] TYPE 2 CURB RAMP
- (A) END CONCRETE PAVEMENT/BEGIN PAVEMENT RELIEF JOINT STA 204+08.73
- (B) END PAVEMENT RELIEF JOINT/BEGIN APPROACH SLAB STA 204+22.73
- (C) END APPROACH SLAB/BEGIN STRUCTURE STA 204+47.73
- (D) END STRUCTURE/BEGIN APPROACH SLAB STA 206+04.66
- (E) END APPROACH SLAB/BEGIN PAVEMENT RELIEF JOINT STA 206+29.66
- (F) END PAVEMENT RELIEF JOINT/BEGIN CONCRETE PAVEMENT STA 206+43.66

HORIZONTAL
SCALE: 1"=25'
25' 0 25' 50'

PROPOSED STRUCTURE DATA PENNSYLVANIA AVE OVER NORFOLK SOUTHERN RAILWAY	
STATION	205+26.19
TYPE	STEEL PONY TRUSS
SPAN LENGTH	1 SPAN 145'-0"
UNDERCLEARANCE	21'-2" OVER RR
CLEAR ROADWAY WIDTH	44'-0"
SKEW	48°58'36"
STRUCTURE NO	L-XXXXX
RECOMMENDED DATE	TBD

EXISTING BRIDGE STRUCTURE DATA	
STATION	8+26.42
TYPE	STEEL BOX GIRDER
SPAN LENGTH	1 SPAN 143'-9 1/8"
UNDERCLEARANCE	19'-8 5/8" OVER RR
CLEAR ROADWAY WIDTH	46'-0"
SKEW	47°22'06"
STRUCTURE NO.	N/A
BUILT DATE	1986

FOR INTERSECTION DETAIL, SEE SHEET 15
FOR PROFILE, SEE SHEET 23
FOR CONTOUR, GRADING AND DRAINAGE PLAN, SEE SHEET 25

SURVEY BOOK NS MBI NORTH AVE PENNSYLVANIA AVE BOOK 1

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH
OPERATING DIVISION
OFFICE OF THE CHIEF ENGINEER – DESIGN AND CONSTRUCTION – ATLANTA, GA.

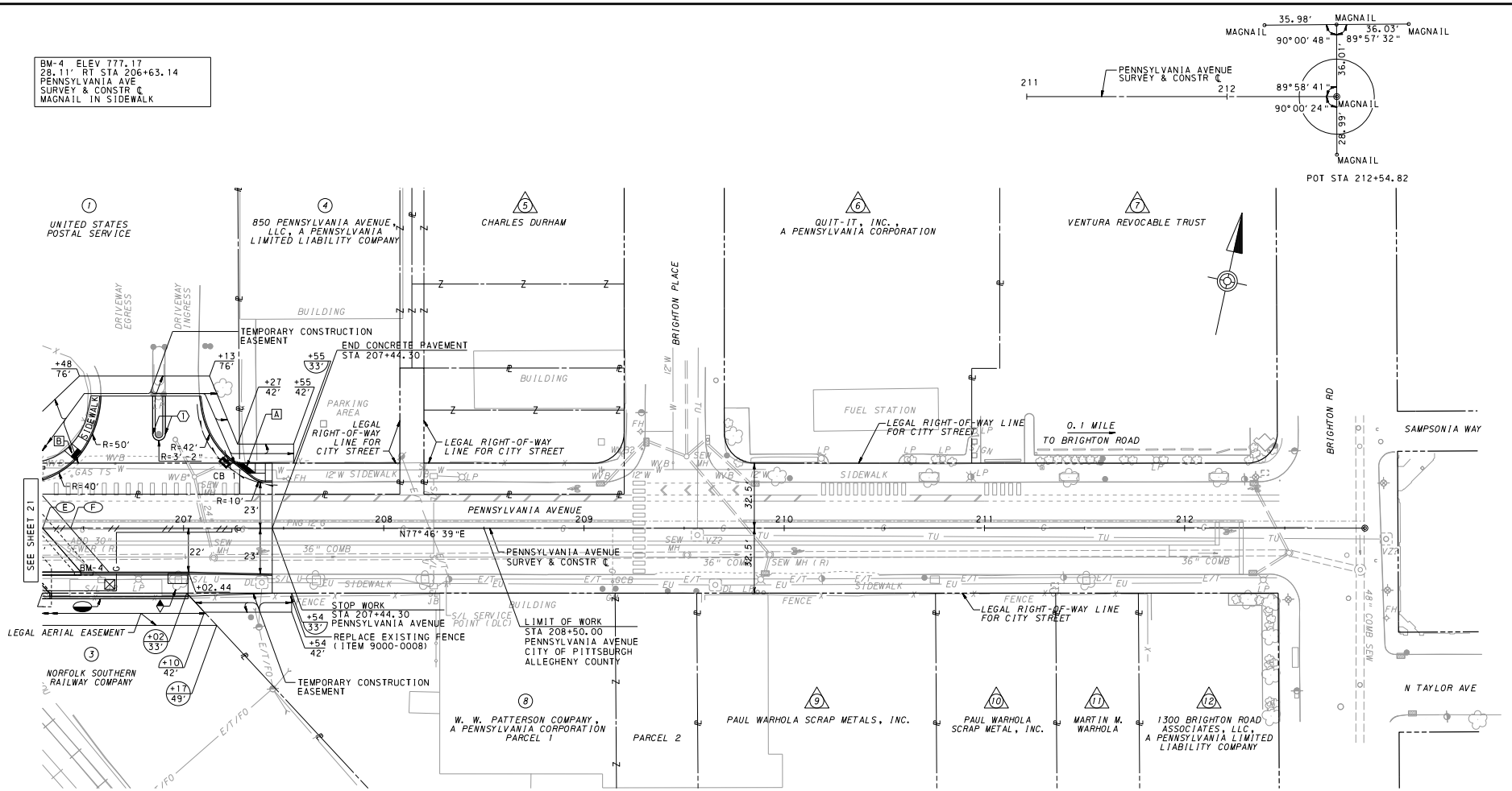
Figure 3 - Plans

REV.	BY	DATE	DESCRIPTION

PITTSBURGH, PENNSYLVANIA
PENNSYLVANIA AVENUE OHB
PLAN

DSN	JAH	PID No.	D2122	WBS	1290818-OH77	RAILROAD	PC 1.82
DWN	WRB	FILE No.	BR0027859	DRAWING NUMBER			
CHK	CAB	DATE	4/2/2025		PC-1.82 25 21		

CADD FILE: NS_Pennsyl_Ave_plan.dgn



LEGEND

- PARCEL IDENTIFICATION NUMBER - NO TAKE
- PARCEL IDENTIFICATION NUMBER - PROPERTY ACQUISITION OR EASEMENT WILL BE REQUIRED
- SIDEWALK MOMENT SLAB (STRUCTURE ITEM)
- TREE TO BE REMAIN AND BE PROTECTED
- -G- PROPOSED RELOCATED GAS LINE
- [A] TYPE 1A CURB RAMP
- [B] TYPE 2 CURB RAMP
- (1) PLAIN CONCRETE MOUNTABLE CURB, TYPE B
- (F) END PAVEMENT RELIEF JOINT/BEGIN CONCRETE PAVEMENT STA 206+43.66

HORIZONTAL

SCALE: 1"=25' (25' 0 25' 50')

FOR INTERSECTION DETAIL, SEE SHEET 15
FOR PROFILE, SEE SHEET 24
FOR CONTOUR, GRADING AND DRAINAGE PLAN, SEE SHEET 26

SURVEY BOOK NS MBI NORTH AVE PENNSYLVANIA AVE BOOK 1

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH
OPERATING DIVISION
OFFICE OF THE CHIEF ENGINEER – DESIGN AND CONSTRUCTION – ATLANTA, GA.

REV.	BY	DATE	DESCRIPTION
000000			

TITLE: PITTSBURGH, PENNSYLVANIA
PENNSYLVANIA AVENUE OHB
PLAN

DSN	JAH	PID No.	D2122	WBS	1290818-OH77
DWN	WRB	FILE No.	BR0027859	DRAWING NUMBER	PC-1.82 25 22
CHK	CAB	DATE	4/2/2025		

SCALE FACTOR: PC | RAIL: 1.82

CADD FILE: NS_Pennsyl_Ave_plan.dgn

Michael Baker
INTERNATIONAL

ATTACHMENT B

Photographs

Photograph 1 – View of the Pennsylvania Avenue Bridge crossing over the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor. This bridge was not determined to be a contributing element to the railroad.

Photograph 2 – View of the concrete retaining walls, a contributing element to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District.

Photograph 3 – View of the wrought iron fencing, a contributing element to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District.

Photograph 4 – View of the standard railroad safety railing, a contributing element to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District.

Michael Baker
INTERNATIONAL

ATTACHMENT C

SHPO Coordination

November 8, 2019

Timothy Zinn
Michael Baker International
100 Airside Drive, Airside Business park
Moon Township PA 15108

ER 2018-1595-003-E: PennDOT Multimodal, Norfolk Southern Railway Company Pittsburgh Vertical Clearance Projects, Swissvale and City of Pittsburgh, Allegheny County, Identification of Historic Properties Reports

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution, and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources
Identification of Historic Properties
We have received Norfolk Southern's objection to the inclusion of its property on state or federal historic registers. We would note that Norfolk Southern's objection is not relevant to and does not affect the duties of state or federal agencies under Section 106 or the State History Code. The SHPO will perform all of its required consultation with regards to eligibility for the federal and state historic registers.

Prior National Register of Historic Places (NRHP) Eligibility for Railroad Resources

The following railroad resources within the APE have been previously evaluated for National Register eligibility or listed in the National Register of Historic Places:

- *Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372* (Determined Eligible 9/14/1993).
- *Pennsylvania Railroad: Station Rotunda (Pittsburgh), Key # 001769* (Listed 04/11/1973)
- *Pennsylvania Railroad Station, Key # 001762* (Listed 04/22/1976)
- *Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Columbus Avenue Bridge (Pittsburgh), Key # 129787* (Not Individually Eligible 3/5/2007 and 4/01/2018; Does Not Contribute to PRR Fort Wayne Division 2007*)*
- *Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): S. Braddock/Kenmawr Avenue Bridge, Key # 129934* (Not Individually Eligible 03/05/2007; Does Not Contribute to the Eligible Pennsylvania Main Line (Swissvale to Rankin), Key # 201322 03/05/2015)
- *Pennsylvania Railroad Main Line (Harrisburg to Pittsburgh) Key # 112369 (*Determined Eligible 9/14/1993*)*

SHPO Concurs: Eligible
Based on the information received and available in our files, we concur with the findings of the agency that the following properties are eligible for listing in the National Register of Historic Places:

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Bridge (Merchant Street) and APE corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): W. North Avenue Bridge (Pittsburgh), Key # 129729 and APE corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key # 112372 and Fort Wayne Division/Western Pennsylvania Railroad (Pittsburgh to Freeport), Key 097496)

Ohio Connecting Railway: Brunot's Island Bridge (Ohio River), Key # 007764 and Ohio Connecting Bridge flyover ramps, the Eckert Street undergrade bridge (consisting of four steel plate girder bridges, and corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key 112372. Note: The Ohio Connecting Railway Bridge may also be individually eligible. More information would be needed to establish individual eligibility. Contributing status is sufficient for identification of historic properties within the APE.

Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Pittsburgh City Segment corridor (and associated resources dating to the Period of Significance of the Main Line of 1848-1958 and that retain integrity) contributes to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), Key 112372. Note: The Washington Avenue Bridge does not contribute to the Main Line as it was built circa 1980.

Pennsylvania Railroad: Station (Pittsburgh) – The Pennsylvania Trainshed contributes to the Pennsylvania Railroad Station Key # 001762. *The Pennsylvania Trainshed* also contributes to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh), Key #112369. The Period of Significance for the station should be amended to 1898-1958 as the station's significance extends beyond its construction date. This new Period of Significance will be consistent with the POS for the PRR Main Line Harrisburg to Pittsburgh. Also, the boundary should include the plaza area southwest of the rotunda and the full length of the train platform as shown on the site plan within the HRSF. The trainshed is individually Not Eligible under Criterion A, B or C.

Allegheny Second Ward Industrial Historic District, Key # TBD, is eligible under Criterion A in the areas of Industry and Commerce for its role in metallurgy in the twentieth century and Criterion C in the area of Architecture, with a Period of Significance of circa 1849, the year construction began, to 1951, the date of construction of several of the latest buildings in the district. We concur with the proposed boundary as demarcated on Figure 2 (Location Map) in the HRSF and the list of non-contributing and contributing buildings. Note: The Hipwell Row, Key # 003883, may be individually eligible. More information would be needed to establish individual eligibility. Contributing status is sufficient for identification of historic properties within the APE.

The Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Washington Avenue Bridge, Key # 129935, and the corridor (and associated resources dating to the Period of Significance of the Main Line of 1847-1958 and that retain integrity) contribute to the Pennsylvania Railroad: Main Line. Note: The Washington Avenue Bridge is not individually eligible (it was incorrectly data entered in CRGIS as individually eligible and that will be revised).

SHPO Concurs: Not Eligible
We concur with the findings of the agency that the following properties are not eligible for listing in the National Register of Historic Places due to a lack of integrity and/or significance:

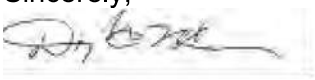
- *Renkin Pattern Works/Paul Warhola Scrap Metal, Key # TBD, 817 Pennsylvania Avenue*
- *Frank and Ida Mandel Building/Paul Warhola Scrap Metal, Key # TBD, 825 Pennsylvania Avenue*
- *Buncher Building, Key # TBD, 1201 Brighton Road*
- *Keystone Plumbing, Key # TBD, 1215 Brighton Road*
- *Trinity Lutheran Church, Key # 077607*

SHPO Does Not Concur
Based on the information received and available in our files, we disagree with the finding of the agency; it is the opinion of the Pennsylvania State Historic Preservation Officer that the proposed *Mexican War Streets Western Boundary Increase, Key # TBD* is *not eligible* for listing in the National Register of Historic Places due to a lack of integrity and/or significance. The former Union Hotel has suffered significant loss of historic material and the character of the block is different from the nearby residential neighborhood of the listed Mexican War Historic District.

The above listed resources have not been evaluated for archaeological potential. We concur the scope and level of effort utilized to identify historic properties for this project is appropriate. Our evaluation is based upon the information provided and available in our files for review. If National Register listing for this property is sought in the future, additional documentation of the property's significance and integrity may be required to both verify this evaluation and satisfy the requirements of the National Park Service (36 CFR Part 60). Thus, the outcome of the National Register listing process cannot be assured by this evaluation.

If you need further information in this matter, please contact Cheryl L. Nagle at chnagle@pa.gov or (717) 772-4519.

Sincerely,



Douglas C. McLearen, Chief
Division of Environmental Review

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

January 13, 2023

Tim Zinn
Michael Baker International, Inc.
100 Airside Drive
Moon Township, PA 151080000

RE: ER Project # 2018PR13984.022, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation.

Above Ground Resources
We request a written response to our questions regarding the Determination of Effect Report outlined in our letter of December 13, 2022. In addition, we offer the following comments, for consideration and response, regarding the December 14, 2022 Consulting Party Meeting, Alternatives Analysis Report, and the January 11, 2023 letter from Q Development.

December 14, 2022 Consulting Party Meeting

At the December 14, 2022 consulting party meeting, the specific clearances at each of the five obstruction locations identified in the report was briefly discussed. While the project's purpose and need indicates the PUC requirement for vertical clearances is 22'-0", with waivers, the specific level of vertical clearance required at each of the five locations is unclear. The clearances proposed for the preferred alternatives presented in the Alternatives Analysis and Effect Reports are as follows, ordered from least to greatest amounts: 21'-0" at the Amtrak Station; 21-1" at Columbus Avenue Bridge; 21-2" at the Pennsylvania Avenue Bridge; 21'-4" at the West North Avenue Bridge; and 21'-9" at the Washington Avenue Bridge. As outlined in our letter of December 13, 2022, we require more detailed information on the specific requirements of each of the five obstruction locations. Given lower clearances at other obstruction locations, can the height clearances of the preferred alternatives for those locations where there is the potential for an adverse effect (West North Avenue Bridge and Pennsylvania Avenue Bridge) be reduced to minimize impacts to the adjacent historic properties?

Also at the December consulting party meeting, there was discussion of construction of a pedestrian bridge that would connect the two sides of Allegheny Commons, now separated by the railroad. We understand the pedestrian bridge is to be constructed before work at the obstruction locations. To date we have received no information on this part of the project and request consultation including: a purpose and need statement, mapping of the proposed project and Area of Potential Effect (APE), photographs of the APE, plans or specifications, including proposed design and materials. In addition, what are the potential effects of this bridge project on the National Register of Historic Places (National Register)-listed Allegheny Commons Historic District? Has there been any public

feedback on the proposed pedestrian bridge and its potential to affect Allegheny Commons? What efforts have been made to minimize effects of the pedestrian bridge on historic properties?

Alternatives Analysis Report and Assessment of Effect

Washington Avenue Bridge

Of the alternatives considered, we agree that the preferred alternative (alternative 3 with design modifications) best minimizes effects to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District as this alternative would not require work that might affect buildings or driveway entrances on Washington Avenue. (This area was not previously identified as a historic district, but the Alternatives Analysis report indicates there may be the potential for a district at this location). Contributing features that will be affected by the preferred alternative include the superstructure and substructure of the Washington Avenue Bridge, adjacent stone retaining walls along Palmer Street and Washington Avenue, and decorative wrought iron fencing. If the plans and specifications provide for protection of these contributing features during exposure and construction as well as commit to restoration of the affected portions of the features to match the old in size, scale, design, color, finishes, materials, and construction techniques, we agree the project should not adversely affect the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

Amtrak Station

Of the alternatives considered, we agree that the preferred alternative (alternative 3) best minimizes effects to the Pennsylvania Railroad Station and the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District. Alternative 3 accommodates historic preservation concerns alongside the project purpose and need by accommodating vertical clearance needs through limited modifications to the girders and exhaust shoots at Tracks 1 and 2 of the trainshed rather than removal of entire portions of the trainshed (alternative 2). The changes will be compatible with existing materials and features, and the original construction techniques and craftsmanship will be visible elsewhere within the structure. Therefore, we agree the preferred alternative should not adversely affect the Pennsylvania Railroad Station and the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

We agree the preferred alternative does not have the potential to affect The Rotunda of the Pennsylvania Railroad Station.

West North Avenue Bridge

The preferred alternative (alternative 2 with design modifications) proposes removal of the entire superstructure, replacement with a single-span prestressed concrete spread box beam of greater width, an increase in the height and length of abutments, and an increased vertical grade at both the bridge and its approaches to accommodate a height of 21’-4”. Alternative 3, which had lesser impacts to historic properties, was dismissed in the Alternatives Analysis Report as it would reduce the number of tracks through the area from four to three. While we understand replacement of the bridge is needed and there will be an adverse effect to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District, it is necessary to ensure adequate consideration of alternatives that avoid or minimize potential adverse effects to historic properties.

Within the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District, alternative 2 with design modifications would affect the bridge superstructure,

substructure, retaining walls, and fencing as well as an out-of-service railroad siding, all contributing features. As outlined in our letter of December 13, 2022, please provide more information on the proposed replacement structure, plans for the reconstruction or restoration of contributing features, and a discussion of potential effects to the railroad siding.

Within the Allegheny Commons Historic District, alternative 2 with design modifications has the potential to adversely affect the park through the introduction of new features including a new bridge, sidewalk replacement and toe wall construction, changes to the bus shelter, and replacement of the existing retaining wall and railing along the east side of Brighton Road. Please provide further detail on consideration of minimization of the effects of the design on these and other contributing features in the park. Please include a more detailed discussion of the potential for cumulative visual effects on the park including renderings showing the proposed new features in the setting of the historic district.

To accommodate the increased grade, alternative 2 with design modifications proposes changes to the International Harvester Building, individually listed in the National Register and a contributing feature to the National Register-eligible Allegheny Second Ward Industrial Historic District. The windows and water table are character-defining features of the International Harvester Building, and alterations to the openings and appearance of the front elevation as part of the preferred alternative have the potential to affect integrity and adversely affect the resource and district. The loading dock adjacent to the railroad siding is also a character defining feature that has the potential to be affected by the current design. In addition, we are concerned about the introduction of new features (elevated sidewalk, ramps, railings, and a retaining wall) at the primary façade.

Further documentation and consideration of alternatives that limit changes to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District, the Allegheny Commons Historic District, the International Harvester Building, and the Allegheny Second Ward Industrial District is required. This should include reconsideration of the amount of vertical clearance needed at this obstruction location, a clear understanding of the pedestrian and ADA accessibility requirements adjacent to the International Harvester Building, and consideration of alternative designs that accommodate the increased vertical grade of the bridge approaches.

Pennsylvania Avenue Bridge

Of the alternatives considered, alternatives 2 with design modifications (preferred) and 4 best minimize effects to the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District as they do not require buttressing of the concrete retaining walls that line the railroad historic district (alternative 3).

The bridge superstructure and substructure do not contribute to the significance of the railroad district as they were replaced after the period of significance of the railroad. To minimize changes to the railroad district, a steel pony truss similar in scale and configuration to the original ca. 1905 pony truss bridge is proposed. Contributing features that will be affected include the concrete retaining walls with stone coping, safety railings, and decorative wrought iron fencing. If the plans and specifications provide for protection of these contributing features during construction as well as commit to restoration of the affected walls and fencing to match the old in size, scale, design, color, finishes, materials, and construction techniques, we agree the project should not adversely affect the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

Both alternative 2 with design modification (preferred) and alternative 4 would require modifications to the bridge approaches resulting in the introduction of new features into the setting

of 901 Pennsylvania Avenue, a contributing feature in the Allegheny Second Ward Industrial Historic District. These new features will include a bifurcated sidewalk with handicap ramp and handrail. As currently designed, to accommodate the ramp, it will be necessary to cover over a portion of the brick side wall (up to 11" high) of 901 Pennsylvania Avenue. Further information is required before we can comment on the potential for the project to adversely affect the Allegheny Second Ward Industrial District. Please provide specifications for the pedestrian and ADA accessibility requirements adjacent to 901 Pennsylvania Avenue and discuss efforts made to minimize effects to 901 Pennsylvania Avenue.

Columbus Avenue Bridge

Of the alternatives considered, we agree that the preferred alternatives (3A with design modification or 3B with design modification) best minimize effects to the Pennsylvania Railroad: Main Line
(Harrisburg to Pittsburgh) Railroad Corridor Historic District. The 1907 superstructure has lost integrity of design and workmanship and does not contribute to the district. While work to contributing features of the district (bridge substructure, retaining walls, and iron fencing) is proposed, the preferred alternatives eliminate the need for work along Columbus Avenue and potential impacts to the 1907 Columbus Avenue approach ramp, another contributing feature to the district. If the project plans and specification provide for protection for the substructure, adjacent concrete retaining walls and fencing during construction as well as commit to restoration of those features that are affected during construction by matching the old in size, scale, design, color, finishes, materials, and construction techniques, we agree the project should not adversely affect the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) Railroad Corridor Historic District.

January 11, 2023 Q Development Response Letter

We have reviewed the comments on the Determination of Effect Report provided by Q Development on January 11, 2023. For the West North Avenue Bridge Project, we echo their concerns about the potential adverse effect to the International Harvester Building as the alterations to the building are not in keeping with the Secretary of the Interior's Standards. At this time, it is unclear if these changes would jeopardize the $2.5 million in Rehabilitation Investment Tax Credits approved by the National Park Service in August of 2022. We would also like to request consideration of alternative sidewalk designs to minimize effects to the International Harvester Building, including those provided by Q Development in their response letter.

Regarding the noise wall requested by Q Development, please note, we have concerns about the potential visual effects as it will introduce new features into the setting of several historic properties.

In conclusion, this letter should not preclude consideration of any comments provided by local consulting parties. Please share our comments with the local consulting parties and continue to provide copies of any comments from other consulting parties to our office. We look forward to additional consultation to avoid, minimize, and mitigate for adverse effects to historic properties.

For questions concerning this review, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

Emma Diehl
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

April 13, 2023

Timothy Zinn
Michael Baker International, Inc.
100 Airside Drive
Moon Township PA 151080000

RE: ER Project # 2018PR13984.023, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources

We are in receipt of the Response to Comments document provided in response to the Effect Report, Alternative Analysis Report, and the December 14, 2022 Consulting Party Meeting. We offer the following comments for consideration as well as discussion at the upcoming consulting party meeting scheduled for May 2, 2023.

<u>West North Avenue Bridge</u>

International Harvester Building
The Response to Comments indicates the following about the sidewalk designs at Washington Avenue Bridge: need to comply with Norfolk Southern, City of Pittsburgh, PennDOT, and ADA guidelines; need to meet with the approval of the Department of Mobility and Infrastructure (DOMI); additional coordination with DOMI on acceptable sidewalk alternatives is ongoing; and the design team is committed to finding a mutually agreeable solution through ongoing meetings. A mutually agreeable solution is defined as one that would "not result in an adverse effect on the property [the International Harvester Building], would meet the SOI Standards, and that would be accepted by DOMI." As noted in our January letter, we would like a clear understanding of the pedestrian and ADA accessibility requirements being used in DOMI's review process. We offer the following comments on the current design with regards to adverse effects and the Secretary of the Interior's Standards.

The Standards for the Treatment of Historic Properties, specifically the Rehabilitation Treatment Standards (Standards), are used as a measure for determining the appropriateness of work to historic properties as part of federal, state, and local historic preservation programs. They are utilized in review of state and federal projects in the assessment of potential adverse effects on historic properties. They are also used to determine if rehabilitation work qualifies as a certified rehabilitation for state and federal tax incentive programs.

The International Harvester Building is currently undergoing rehabilitation as part of the Allegheny Branch House Lofts project, a certified rehabilitation project under construction that qualified for $2.5 million in federal tax credits and $.5 million in state tax credits in 2022. The PA SHPO certified the rehabilitation plans for the state tax credit and reviewed the rehabilitation plans for the federal tax credit before providing them to the National Park Service (NPS) for review, comment, and certification. The PA SHPO was also actively involved in resolution of NPS comments, which included multiple considerations on the windows and window openings at the façade of the International Harvester Building.

As currently designed, it is the opinion of the PA SHPO that the proposed sidewalk improvements associated with the West Avenue Bridge, adjacent to the International Harvester Building would meet the definition of an adverse effect, as found in 36 CFR Part 800.5(2)ii. "Alteration of a property . . . that is not consistent with the Secretary Standards for the Treatment of Historic Properties and applicable guidelines." The National Register of Historic Places (National Register)-listed International Harvester Building was listed in the National Register under Criterion A for Commerce, Criterion B for its association with Branch Manager Emil Louis Mayer, and Criterion C for Architecture. The windows of the façade and water table, which are all considered character-defining features, will be altered in a manner not consistent with the Standards, affecting the architectural significance of the building.

The sidewalk plans, as currently designed, do not meet the Standards for Rehabilitation, specifically standards 2, 5, and 9, as outlined below.

Standard 2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

> The project, as currently designed, will result in raising the limestone water table and sills, character-defining features of the building, to accommodate the increased vertical alignment of the sidewalk. Changes to the sidewalk will also affect the integrity of the street scape adjacent to the building.

> *Standard 5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.*

> The project as currently designed will result in changes to the window openings and sills and the limestone water table, distinctive features and finishes at the façade.

Standard 9. 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.

> The proposed changes to the windows and water table will destroy historic materials that characterize the property.

If the proposed sidewalk cannot be redesigned to accommodate DOMI's needs alongside the Standards, the state and federal tax credits for the Allegheny Branch House Lofts project could be jeopardized. The project is already under construction. To avoid threats to the state and federal tax credits, we urge rapid action to find a mutually agreeable solution. We are willing to make PA SHPO staff available for in-person discussions to assist in these discussions.

Allegheny Commons Historic District
The Allegheny Commons Historic District was listed in the National Register under Criterion A for Community Planning and Development and under Criterion C for Landscape Architecture. The document indicates the fencing along the railroad will be replaced to match the decorative fencing along the rail corridor; no mature trees will be affected; a retaining wall will be replaced and there will be grading changes. Two sections of a low brick retaining wall from the Simonds & Simonds mid 1960s redesign will be impacted and a permanent right of way totaling .09 acre will be required. The sidewalk will be replaced in-kind. Given the number of changes to landscape features within the National Register-listed Allegheny Commons Historic District, there is the potential for an adverse effect. The PA SHPO would like documentation of consultation with the Pittsburgh Parks Conservancy regarding efforts to minimize impacts to the district. This can be presented at the upcoming May 2, 2023 consulting party meeting and as an addendum to the effect report.

Allegheny Second Ward Industrial District
The Allegheny Second Ward Industrial Historic District is eligible for the National Register under Criterion A in the areas of Industry and Commerce and under Criterion C as a significant and distinguishable entity whose components who lack individual distinction. (*Note: This is a correction to the Determination of Eligibility (DOE) letter that was issued in November of 2019 which stated the district was eligible under Criterion C in the area of Architecture*.) The proposed new bridge, alterations to the International Harvester Building, and changes to sidewalks and grades, will not affect the ability of the district to convey its industrial and commercial significance. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Allegheny Second Ward Industrial District.

Allegheny City Stables Building
The Allegheny City Stables Building is eligible for listing in the National Register under Criterion A in the area of Politics/Government. The new bridge and elevated street and sidewalk grades along West North Avenue do not have the potential to affect the significance of the district. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Allegheny City Stables Building.

Mexican War Streets Historic District
The Mexican War Streets Historic District was listed in the National Register under Criterion A for Social/Humanitarianism and Urban Planning and Criterion C for Architecture. The project will introduce new visual elements into the setting of the district, including the bridge and elevated street and sidewalk grades along Brighton Road and West North Avenue. These changes will not affect the significance of the district. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Mexican War Street Historic District.

Allegheny West Historic District
The Allegheny West Historic District was listed in the National Register under Criterion A for Social History and Criterion C for Architecture. The project will introduce new visual elements including a new bridge and elevated street and sidewalk grades. These changes will not affect the significance of the district. Therefore, in our opinion, based on the information received and available within our files, the West North Avenue Bridge Project will not adversely affect the Allegheny West Historic District.

Pennsylvania Avenue Bridge

Allegheny Second Ward Industrial District
The proposed new Pennsylvania Avenue bridge, alterations to 901 Pennsylvania Avenue, and changes to sidewalks will not affect the ability of the district to convey its industrial and commercial significance. Therefore, in our opinion, based on the information received and available within our files, the Pennsylvania Avenue Bridge Project will not adversely affect the Allegheny Second Ward Industrial District.

Pedestrian Bridge

We remain concerned about the potential of the proposed pedestrian bridge to affect the National Register-listed Allegheny Commons Historic District as it will result in physical impacts and introduce a new feature in the setting of the district. As outlined in our letter of January 13, 2023, the pedestrian bridge should be addressed as part of the project undertaking. We require more information on location, excerpts from the Allegheny Commons Master Plan that indicate the purpose and need, photographs of area, and any preliminary plans. This can be provided at the upcoming May 2, 2023 consulting party meeting and as an addendum to the effect report.

Minimization

As outlined in our letter of December 13, 2022, the purpose of minimization is to lessen the potential effects of a project on historic properties. Minimization measures can be commemorated in the project agreement but should not be misconstrued as mitigation. We note the following minimization measures have been identified for the project.

- Consultation on the design of the West North Avenue Bridge, adjacent features, and landscaping (including the low brick wall) in the Allegheny Commons Historic District.

- Consultation on the design of the new pedestrian bridge in the Allegheny Commons Historic District.

- Consultation on the design of the sidewalk, landscaping and related features adjacent to the International Harvester Building.

- Consultation on protection for/repairs to contributing features within the Pennsylvania Railroad: Main Line (Harrisburg and Pittsburgh) Railroad Corridor Historic District including bridge abutments, retaining walls and decorative fencing.

Mitigation

As stated in our response letter of January 13, 2023, the proposed project will adversely affect the Pennsylvania Railroad: Main Line (Harrisburg and Pittsburgh) Railroad Corridor Historic District due to the replacement of the West North Avenue Bridge, a contributing feature. The project also has the potential to affect the International Harvester Building and the Allegheny Commons Historic District, depending on the results of continued consultation to avoid adverse effects to these historic properties.

Mitigation involves compensation for the loss or diminishment of the integrity of a historic property. As noted in past correspondence, the PA SHPO maintains Criteria for Meaningful Mitigation: https://www.phmc.pa.gov/Preservation/About/Documents/Criteria%20for%20Determining%20Mea

ningful%20Mitigation.pdf for use in development and assessing the appropriateness of mitigation. Guidance published by the Advisory Council on Historic Preservation (ACHP) indicates mitigation should be in the public interest, address concerns or interests of the consulting parties, and enhance the preservation and management of National Register-listed or eligible resources: https://www.achp.gov/Section_106_Archaeology_Guidance/Questions%20and%20Answers/Reaching%20agreement%20on%20Appropriate%20Treatment.

In addition, the mitigation should be identified as part of a consultative process that involves an active exchange of information between the PA SHPO and all the consulting parties. By its very nature, the consultative component of the review process presents opportunities for the development of creative and innovative measures for the resolution of adverse effects. To date, there have been no consulting party meetings/collective discussions at which mitigation was presented and discussed. We understand the reconstruction of a pedestrian bridge over the railroad was developed as part of a mediation process ordered by the Public Utility Commission (PUC), separate from the Pennsylvania History Code process. The identification of the pedestrian bridge as a potential mitigation option should not preclude consideration of other mitigation ideas.

We look forward to continued consultation on the project. For questions concerning this review and/or for future consultation, please contact Barbara Frederick at bafrederic@pa.gov.

Sincerely,

Emma Diehl

Emma Diehl
Environmental Review Division Manager

Michael Baker INTERNATIONAL 85 YEARS 1940 2025 HFF

We Make a Difference

May 8, 2025

Ms. Barbara Frederick
Pennsylvania State Historic Preservation Office
Commonwealth Keystone Building, Second Floor
400 North Street
Harrisburg, PA 17120

RE: ER Project # 2018PR13984, NORFOLK SOUTHERN PITTSBURGH VERTICAL CLEARANCE, Department of Transportation (PennDOT), Pittsburgh City, Allegheny County

Dear Ms. Frederick:

On behalf of Norfolk Southern and PennDOT, I am writing to inform you of some minor revisions to the plans for the Pennsylvania Avenue replacement bridge that will require adjustments to the temporary construction easements and small permanent sliver takes from the USPS parcel, which differ from the amounts reported in the 2022 Determination of Effects Report. The additional easements and acquisitions are resulting from the decision to replace the existing bridge abutments dating from 1985-1986 when the Pennsylvania Avenue Bridge was last replaced. The two historic properties within the Pennsylvania Avenue Bridge Project area of potential effects are the Pennsylvania Railroad: Mainline (Pittsburgh to Ohio State Line) Railroad Corridor Historic District and the Allegheny Second Ward Industrial Historic district.

The project will result in approximately 0.009 acres of permanent and 0.007 acres of temporary impacts to the railroad corridor historic district but will not impact the qualifying characteristics that make the district eligible for the NRHP. The impacts are needed to replace the bridge abutments and for temporary excavation support and protection during construction. The bridge abutments were not determined to be contributing elements to the historic district. No character-defining features of the Pennsylvania Railroad: Mainline (Pittsburgh to Ohio State Line), including the poured concrete retaining wall with stone coping, decorative wrought iron fencing, or standard railroad safety fencing will be altered with the addition of the new abutments.

The project will result in approximately 0.020 acres of permanent and 0.049 acres of temporary impacts from within the Allegheny Second Ward Industrial Historic District but will not impact the qualifying characteristics that make the district eligible for the NRHP. The impacts are needed to replace the bridge abutments and for temporary excavation support and protection during construction. Other temporary impacts consist of sidewalk and driveway reconstruction

and elevation adjustments along Pennsylvania Avenue. The nearest contributing building of the historic district is the House of Metal Building at 901 Pennsylvania Avenue. No additional impacts other than the changes to sidewalks detailed in the 2022 Determination of Effects Report will result from the construction of the new bridge abutments.

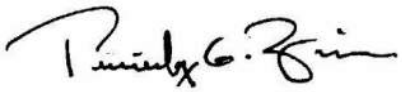
These minor changes in scope will not result in a higher level of effect on historic properties and will not necessitate changes to the mitigation agreement. Because of this, we are not requesting comment or concurrence.

Attached for your reference are updated plan sheets (Attachment 1).

Should you have any questions on the attached information, please contact me at your convenience.

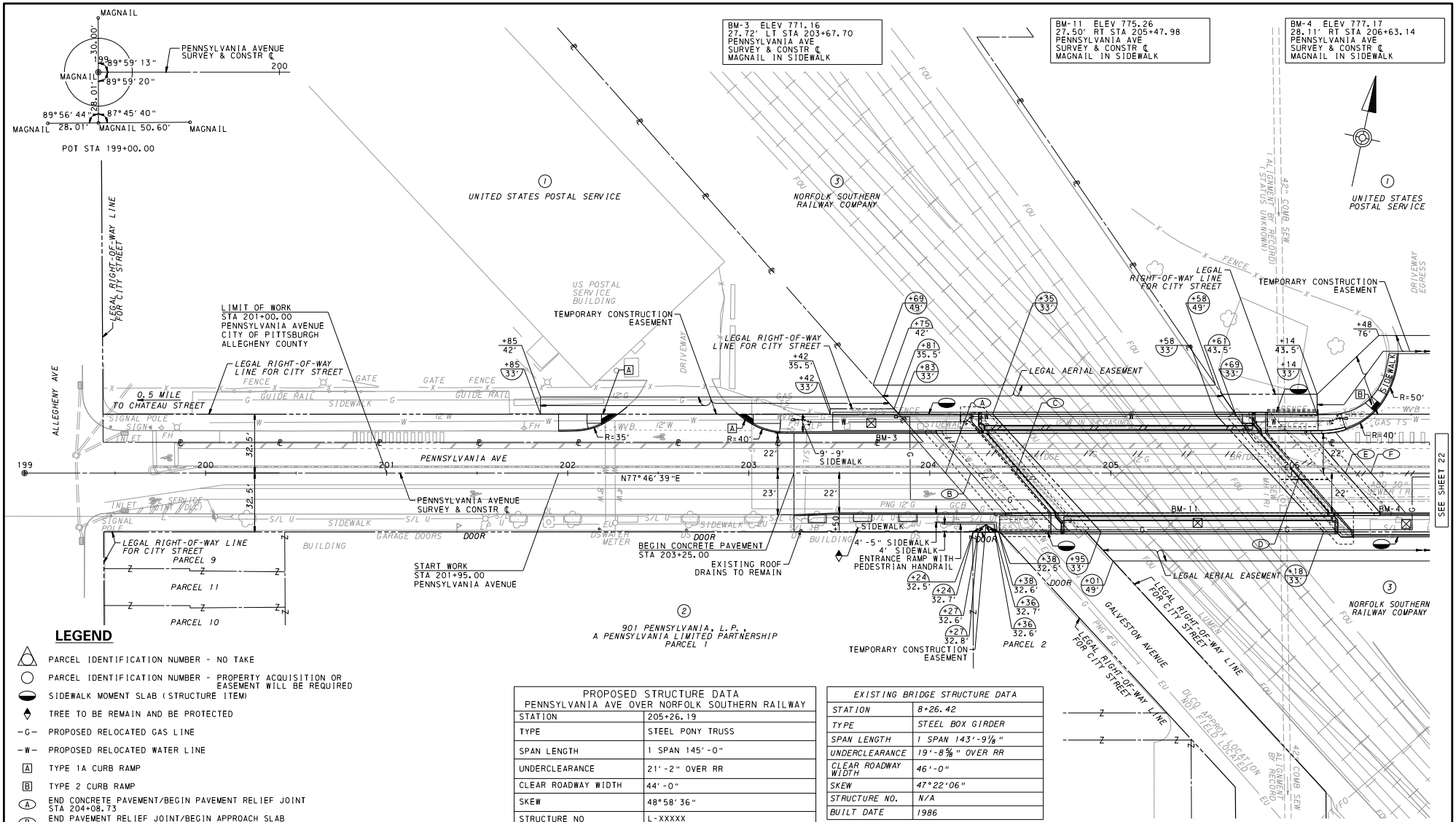
Sincerely,

MICHAEL BAKER INTERNATIONAL, INC.



Timothy G. Zinn | Senior Associate, Department Manager - Historic Preservation

Attachment 1—Project Plans



LEGEND

- PARCEL IDENTIFICATION NUMBER - NO TAKE
- PARCEL IDENTIFICATION NUMBER - PROPERTY ACQUISITION OR EASEMENT WILL BE REQUIRED
- SIDEWALK MOMENT SLAB (STRUCTURE ITEM)
- TREE TO BE REMAIN AND BE PROTECTED
- —G— PROPOSED RELOCATED GAS LINE
- —W— PROPOSED RELOCATED WATER LINE
- [A] TYPE 1A CURB RAMP
- [B] TYPE 2 CURB RAMP
- (A) END CONCRETE PAVEMENT/BEGIN PAVEMENT RELIEF JOINT STA 204+08.73
- (B) END PAVEMENT RELIEF JOINT/BEGIN APPROACH SLAB STA 204+22.73
- (C) END APPROACH SLAB/BEGIN STRUCTURE STA 204+47.73
- (D) END STRUCTURE/BEGIN APPROACH SLAB STA 206+04.66
- (E) END APPROACH SLAB/BEGIN PAVEMENT RELIEF JOINT STA 206+29.66
- (F) END PAVEMENT RELIEF JOINT/BEGIN CONCRETE PAVEMENT STA 206+43.66

HORIZONTAL
SCALE: 1"=25'
25' 0 25' 50'

PROPOSED STRUCTURE DATA PENNSYLVANIA AVE OVER NORFOLK SOUTHERN RAILWAY	
STATION	205+26.19
TYPE	STEEL PONY TRUSS
SPAN LENGTH	1 SPAN 145'-0"
UNDERCLEARANCE	21'-2" OVER RR
CLEAR ROADWAY WIDTH	44'-0"
SKEW	48°58'36"
STRUCTURE NO	L-XXXXX
RECOMMENDED DATE	TBD

EXISTING BRIDGE STRUCTURE DATA	
STATION	8+26.42
TYPE	STEEL BOX GIRDER
SPAN LENGTH	1 SPAN 143'-9 1/8"
UNDERCLEARANCE	19'-8 5/8" OVER RR
CLEAR ROADWAY WIDTH	46'-0"
SKEW	47°22'06"
STRUCTURE NO.	N/A
BUILT DATE	1986

FOR INTERSECTION DETAIL, SEE SHEET 15
FOR PROFILE, SEE SHEET 23
FOR CONTOUR, GRADING AND DRAINAGE PLAN, SEE SHEET 25

SURVEY BOOK NS MBI NORTH AVE PENNSYLVANIA AVE BOOK 1

Michael Baker INTERNATIONAL
AIRSIDE BUSINESS PARK
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA 15108
Phone: (412) 269-6300

NORFOLK SOUTHERN RAILWAY COMPANY
PITTSBURGH
OPERATING DIVISION
OFFICE OF THE CHIEF ENGINEER – DESIGN AND CONSTRUCTION – ATLANTA, GA.

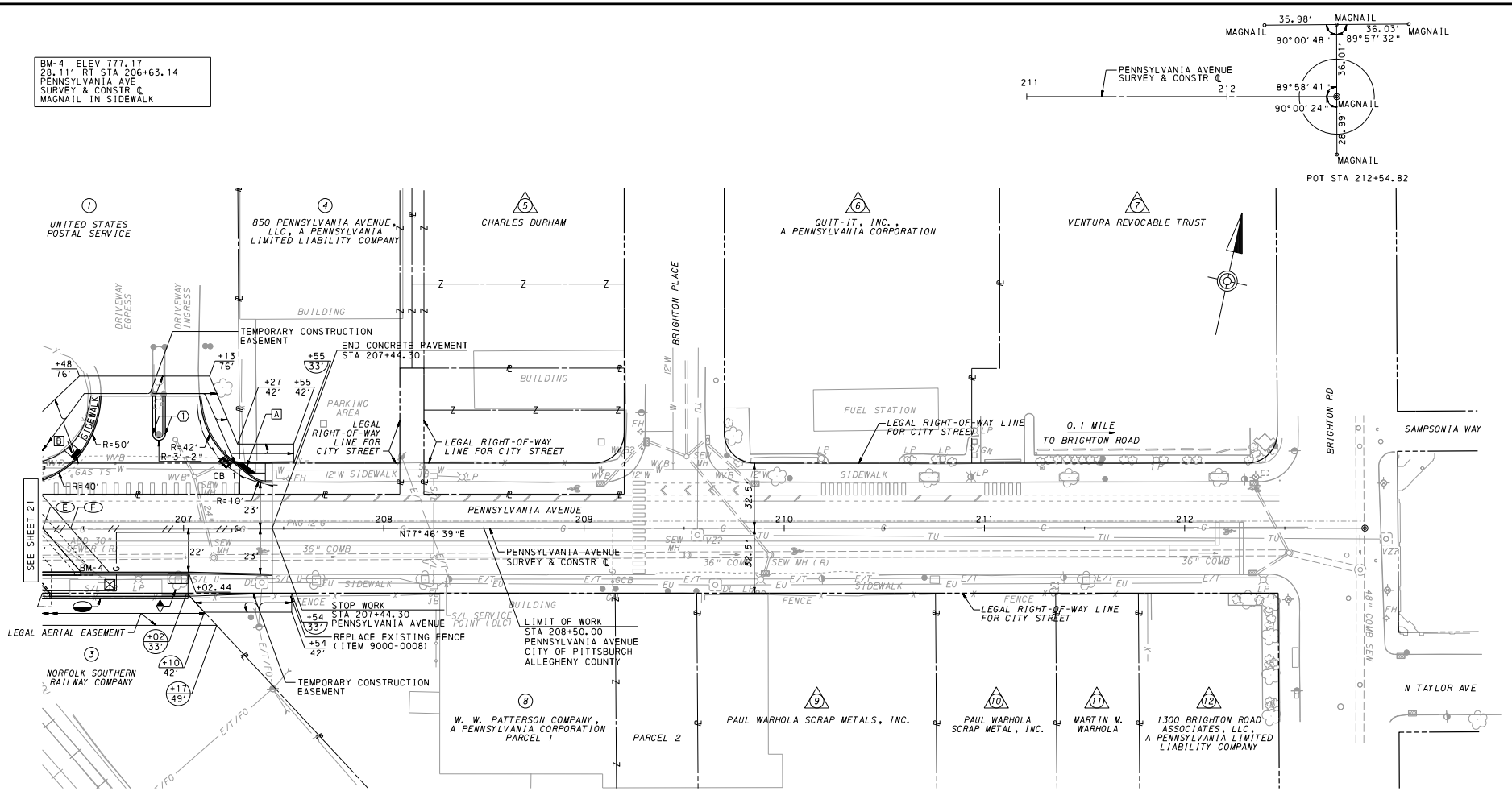
REV	BY	DATE	DESCRIPTION

DIVISION: PITTSBURGH, PENNSYLVANIA
TITLE: PENNSYLVANIA AVENUE OHB
PLAN

DSN	JAH	PID No.	D2122	WBS	1290818-OH77
DWN	WRB	FILE No.	BR0027859		
CHK	CAB	DATE	4/2/2025		

SCALE FOOT: PC 1.82
DRAWING NUMBER: PC-1.82 25 21

CADD FILE: BR_Pennsyl_Ave_plan.dgn



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- TREE TO BE REMAIN AND BE PROTECTED
- -G- PROPOSED RELOCATED GAS LINE
- [A] TYPE 1A CURB RAMP
- [B] TYPE 2 CURB RAMP
- (1) PLAIN CONCRETE MOUNTABLE CURB, TYPE B
- (F) END PAVEMENT RELIEF JOINT/BEGIN CONCRETE PAVEMENT STA 206+43.66

HORIZONTAL

SCALE: 1"=25' (25' 0 25' 50')

FOR INTERSECTION DETAIL, SEE SHEET 15
FOR PROFILE, SEE SHEET 24
FOR CONTOUR, GRADING AND DRAINAGE PLAN, SEE SHEET 26

SURVEY BOOK NS MBI NORTH AVE PENNSYLVANIA AVE BOOK 1

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REV.	BY	DATE	DESCRIPTION
000000			

TITLE: PITTSBURGH, PENNSYLVANIA
PENNSYLVANIA AVENUE OHB
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DSN	JAH	PID No.	D2122	WBS	1290818-OH77
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SCALE FACTOR: PC | RAIL: 1.82

CADD FILE: NS_Pennsyl_Ave_plan.dgn