



Project: Norfolk Southern Railway Company (Norfolk Southern) **Date:** Wednesday, April 22, 2020
Merchant Street Bridge Project

Subject: Consulting Party Meeting #2 **Time:** 7:00 PM

By: Michael Baker International (Michael Baker) / Norfolk Southern **Place:** Video Conference

Attendees:

Consulting Parties

- Cheryl Nagle, Pennsylvania State Historic Preservation Office (PA SHPO)
- Frank Stroker, Pittsburgh History and Landmarks Foundation (PHLF)
- Dana Cress, Preservation Pittsburgh
- Melissa McSwigan, Preservation Pittsburgh
- Mark Fatla, North Side Leadership Conference (NSLC)
- Susan Rademacher, Pittsburgh Parks Conservancy (PPC)
- Alison Keating, Pittsburghers for Public Transit
- Glenn Olcerst, Rail Pollution Protection Pittsburgh (RP3)
- Barbara Talerico, RP3
- Stephanie Joy Everette, City of Pittsburgh, Department of City Planning (DCP)
- Eric Setzler, City of Pittsburgh, Department of Mobility and Infrastructure (DOMI)
- Bobby Wilson, Pittsburgh City Council District 1
- Mohammed Burny, representing Bobby Wilson, Pittsburgh City Council District 1
- Lynne Leher, D.L. Clark Building (DLCB)
- Lacey Russell, DLCB
- John DeSantis, 719 Brighton Road (Property Owner)

Norfolk Southern (NS)

- Rudy Husband, Vice President

Pennsylvania Department of Transportation (PennDOT)

- Mark Young, Environmental Manager
- David Anthony, Historic Preservation Specialist
- Hannah Stiller, Public Relations Specialist

Michael Baker, International, Inc. (Michael Baker)

- Kirsten Bowen, Project Manger
- Amy Pinizzotto, NEPA Lead
- Wendy Berrill, Engineering Design Lead
- Clayton Fisher, Bridge Lead
- Jesse Belfast, Architectural Historian
- Timothy Zinn, Historic Preservation Lead

Purpose of the Project:

The purpose of the Merchant Street Bridge project is to maintain safe interstate freight rail operations along the Pittsburgh Line to continue the efficient transportation of goods between Chicago and the New York/New Jersey commercial markets. The bridge structure has reached the end of its useful life and engineering inspections have identified a need to address these problems in order to maintain safe interstate rail transportation along the Pittsburgh Line. The bridge carrying the Pittsburgh Line over Merchant Street has safety deficiencies that pose risks to current and forecasted rail traffic increases throughout the United States and within Pennsylvania in particular.

Purpose of the Meeting:

The purpose of the Merchant Street Bridge Project Consulting Party Meeting #2 was to seek comments on the assessment of effects on historic properties and discuss potential mitigation measures.

Because of the mandatory stay-at-home order, the meeting was held as a video conference. Kirsten Bowen (Michael Baker) opened the meeting and welcomed attendees to the Merchant Street Bridge Project Consulting Party Meeting #2. She thanked everyone for their flexibility with the virtual format of the meeting and explained the features of the video conference for speaking and submitting comments. Following the welcome, Tim Zinn (Michael Baker) introduced the project team and consulting parties.

Presentation:

Tim Zinn and Jesse Belfast (Michael Baker) presented the slides in the attached presentation. The following meeting notes record questions and comments from attendees and indicate at which point in the presentation they were received.

Questions, Comments, and Discussion:**Pennsylvania History Code Consultation (using Section 106 procedures)**

- No questions.

Historic Bridge Rehabilitation Analysis (HBRA) Report and Selection of Preferred Alternative

- No questions.

Determination of Effects Report

- Cheryl Nagle (PA SHPO): Technically the adverse effect is on the Railroad Corridor Historic District resulting from the demolition of a contributing resource, the Merchant Street Bridge.
- Susan Rademacher (PPC): What will the bridge design look like?
- Jesse Belfast (Michael Baker): Very similar to existing bridge, size and scale similar, bridge appearance will be generally the same. Visual differences will result from how the new bridge is fabricated using modern fabrication techniques. There will be no trough floor system, rather a series of modern rolled beams. The new bridge will not use riveted built up members but will use welded and bolted connections.
- Glenn Olcerst (RP3): Regarding PA SHPO's comment letter on the HBRA Report, the reviewer asked what was the load posting of this bridge and what's the anticipated loading increase for the project? NS statement of need, anticipates an increase in train volume by 2040. Is the proposed new bridge going to be able to carry the 2040 anticipated load capacity? What will the new bridge capacity be?
- Rudy Husband (NS): You are not understanding how railroad bridges are designed. Volume of traffic over the bridge has nothing to do with load capacity. There are currently four tracks on the Merchant Street Bridge that can carry four trains simultaneously. The weight of double-stacked intermodal trains is less than coal trains.
- Glenn Olcerst (RP3): Norfolk Southern has never had four trains crossing this bridge simultaneously.
- Rudy Husband (NS): Rail bridges are designed to the standards needed to carry rail traffic.
- Glen Olcerst (RP3): I am confused about why the historic reviewer was asking if the loading will be increased by 2040 if we aren't concerned with the loading then.
- Mark Fatla (NSLC): Why did the historic reviewer inquire about the load and whether it can be increased?

- Cheryl Nagle (PA SHPO): I wrote that letter that Glenn is referring to and I was asking for a clarification of the report, not the load capacity of the bridge in 2040. Note: Cheryl indicated that she would review the letter and provide clarification on what she was originally asking.
- Rudy Husband (NS): We are not going to design and construct a bridge that is not able to meet future needs. The replacement bridge will be designed to last 100 years.
- Cheryl Nagle (PA SHPO): Because there is an adverse effect, the consultation process provides the consulting parties with the opportunity to provide comments on the proposed bridge design.
- Mark Fatla (NSLC): This assumes the structure is on the existing abutments and the same height/same track elevations?
- Jesse Belfast (Michael Baker): Yes, those observations are correct. The replacement bridge is essentially a superstructure replacement using existing abutments on the existing alignment.
- Mark Fatla (NSLC): To that point, if the bridge were lowered as part of the larger project [Pittsburgh Vertical Clearance Projects] in order to gain 6" or a foot of track lowering to reduce the height of the W. North Avenue Bridge, aren't we premature here?
- Tim Zinn (Michael Baker): There are constraints to changing the elevation of the Merchant Street Bridge with the Federal Street Bridge being to the east and the W. Ohio Street Bridge to the west.
- Kirsten Bowen (Michael Baker): The clearance from the roadway to underneath bridge is only a little over 9'. We're studying lowering the roadway to accommodate taller vehicles as per a request from the City. There is a very large-diameter combined sewer as well as other utilities that will prevent lowering Merchant Street by more than a few feet.
- Mark Fatla (NSLC): That assumes Merchant Street would remain open. Putting this in larger context, if we lower Merchant by a foot to enable us to have a crossing at W. North Avenue that was better, the community would want to close Merchant to vehicular traffic. There are enough other routes around the railroad for bus traffic that Merchant Street could be sacrificed if it provided a better crossing for W. North Avenue.
- John DeSantis (Property Owner): It is difficult to say how we move forward with Merchant Street Bridge until we have an agreed-upon solution for the North Avenue Bridge. What's the situation with that?
- Rudy Husband (NS): That is in PUC-initiated mediation with a few community groups. The first session was a month ago; the next session will be in July.
- John DeSantis (Property Owner): The W. North Avenue Bridge will not be able to be raised after the mediation session, and the tracks will have to be lowered to clear under the existing bridge. If that happens, and it's almost a certainty to avoid creating dangerous approaches on all four sides of the intersection at W. North Avenue. We will then have to lower Merchant Street.
- Rudy Husband (NS): The initial plans for the W. North Avenue Bridge had no increases to the approach slopes, but the City rejected that design.
- John DeSantis (Property Owner): That's because the road profile changes would extend for a quarter of a mile.
- Rudy Husband (NS): That is not accurate.
- Mark Fatla (NSLC): At the first mediation session, Norfolk Southern committed to providing more information by the next session in July. We should be delaying this process until after that mediation session to determine if the outcome of that meeting will have any impacts on the Merchant Street Bridge. I would like to point out that four consulting parties on the call have agreed that making any decisions on Merchant Street was premature at this time.
- Rudy Husband (NS): The information requested at the first mediation session will be provided prior to the second mediation session.
- Glen Olcerst (RP3): Mediation aside, we're not able to come to an agreement on Merchant Street. We are being told there are utilities under the road and bridge that preclude any other options. An email to the City from July 2018 requesting information on the location, age, depth, and condition of all of that

subsurface infrastructure is still unanswered. How can we determine what the Merchant Street Bridge is going to look like without all of that information? It is not possible.

- Susan Rademacher (PPC): Will there be coordination with DOMI on pedestrian and bike path design under the bridge?
- Kirsten Bowen (Micheal Baker): Yes, there has been coordination with DOMI. Wendy, would you like to explain more?
- Wendy Berrill (Michael Baker): Yes, there has been coordination with DOMI on this. We are proposing to use “advisory” bike lanes where there will be a center shared lane for vehicles and flanking lanes for bicycles. An advisory bicycle lane is a roadway striping configuration which provides for two-way motor vehicle and non-motorized traffic using a center lane and “advisory” or edge lanes on either side. The center lane is dedicated to, and shared by, motorists traveling in both directions. Cyclists have right-of-way in the edge lanes but motorists can use the edge lanes, after yielding to the cyclists, to pass other vehicles. It is an FHWA experimentation.
- Mark Fatla (NSLC): There needs to be a conversation with the neighborhoods. I don’t see the comparison here between parking to calm traffic and bike lanes to calm traffic. The North Side doesn’t want to be the subject of this experiment. Perhaps the Merchant Street Bridge should be lowered and eliminate vehicular traffic altogether, then you end up with a beautiful trail/bike lane. Forget about lowering the roadbed and lower bridge instead.
- Eric Setzler (DOMI): There are many streets in the City that operate similarly. The outside bike lanes are similar to on-street parking, but instead of parked cars, there will be dashed line on either side of the street.
- Glen Olcerst (RP3): The City wants clearance for first responder vehicles. The current Merchant Street Bridge with its center pier bent along the sidewalk protects pedestrians.
- Mark Fatla (NSLC): I don’t understand how that’s going to fly with the neighborhoods.
- Susan Rademacher (PPC): I agree that proximate bridges should be handled in a coordinated way and with Mark Fatla’s point about pausing until July’s W. North Avenue bridge mediation session.
- Lynne Lehrer (DLCB): Has the information Glenn is requesting been studied? Why can’t that be shared with the group?
- Glenn Olcerst (PR3): Information needs to be provided in order to reach a decision. Information from the mediation session is confidential, but everyone here should be able to have the information necessary to make decisions.
- Rudy Husband (NS): Norfolk Southern has not received a request for information from Glenn regarding the Merchant Street Bridge.
- Glenn Olcerst (RP3): I requested information years ago about utilities and subsurface infrastructure throughout the corridor and we still don’t have it. This information needs to be provided.
- Mark Fatla (NSLC): We should wrap up now and reconvene after the mediation after July.
- Rudy Husband (NS): We will continue with the meeting.
- John DeSantis (Property Owner): If the situation changes as a result of the mediation session, will we have to start over after July?
- Mark Young (PennDOT): We would pick up where we left off and keep going in July, not start over. If the alternative selected is to lower the tracks, are we still able to design Merchant Street to a lowered alignment? Would we still be able to lower Merchant Street if needed?
- Mark Fatla (NSLC): We need the engineering information before we can make any decision on the design at Merchant Street.
- John DeSantis (Property Owner): Does anyone know the elevation difference between W. North Avenue and Merchant Street?
- Rudy Husband (NS): Any lowering of the tracks at W. North Avenue will have impacts on structures from close to West Ohio to W. North to Columbus.

- Mark Fatla (NSLC): Rudy just made my point that this is premature to move forward with this; we need more information; we need to know the impacts.
- Glenn Olcerst (RP3): We can't say that there will be no adverse effect on the park. You could impact trees and need temporary construction easements from within the park.
- Wendy Berrill (Michael Baker): Currently, we anticipate no impacts to the park. If any temporary construction easements are needed within the park, it will be returned to its current condition.

Preliminary Discussion of Mitigation Measures

- Tim Zinn (Michael Baker): We will now move on to mitigation discussions and table this discussion until the next CP meeting. There are individuals in this consulting party meeting that are also involved in a separate mediation session, and the information from those sessions is confidential and cannot be shared with other consulting parties.
- Mark Fatla (NSLC): These are not individuals; these are grassroots organizations that represent 40,000 people and cover 1/5 of the City.
- Tim Zinn (Michael Baker): To clarify, I meant individuals present who are representatives of their organizations.
- Glenn Olcerst: We can't make the conclusion that there are no effects on Allegheny Commons if this project happens as it is outlined now.
- Wendy Berrill (Michael Baker): The project as it stands now would not have any permanent impacts to the park or other properties.
- Jesse Belfast (Michael Baker): If there are any further comments on structure type, please give us that feedback as well.
- John DeSantis (Property Owner): Independent of construction type or materials, it would be easy enough to replicate the side panels of the bridge girders currently on the north and south approach, specifically the flat panels that have raised structural members. These members could be replicated to appear to be riveted. This would maintain the visual elements visible from of the park that currently exist.
- Clayton Fisher (Michael Baker): The current plan is to have welded stiffeners. The riveting, however, would not be duplicated, but it may be possible to use button head bolts on the intermediate stiffener to appear similar to rivets. Bolted vertical shear stiffeners are an acceptable but non-preferred alternative to welded stiffeners, but they are not the most modern detail and for efficient fabrication and reduced maintenance we now use welded stiffeners. We do still use bolted stiffeners for rehab of existing structures.
- Glenn Olcerst (RP3): Quoting from the PA SPHO review letter, the reviewer was asking if the web strengthening plates could be placed on the inside instead of the outside of the girder to still allow the same strengthening.
- Tim Zinn (Michael Baker): That comment was pertaining to the bridge rehabilitation alternative, which has been dismissed.
- Glenn Olcerst (RP3): I am worried about the Allegheny Commons and the inextricably intertwined connection of the other bridges. If theoretically we come to an agreement where the W. North Avenue Bridge is raised a little and the tracks lowered a little, maybe the height of the retaining walls through the park could be raised so the visual impact of the double-stacked trains is lessened. Can that be added here as a mitigation measure?
- Tim Zinn (Michael Baker): We will note your comment here, but it is more pertinent to the discussion of the Pittsburgh Vertical Clearance Projects than the Merchant Street Bridge Project, which is an online bridge replacement project.
- Susan Rademacher (PPC): We would like to see historic fencing repaired from the Post Office property to the western edge of APE. I suggest new plantings adjacent to the bridge that would provide screening and continuity of the Allegheny Commons landscape character.
- Jesse Belfast (Michael Baker): Susan, could you clarify if the plantings are to be within the Commons?

- Susan Rademacher (PPC): I think there should be a planting plan for the bridge abutments and along Merchant Street as well as along park edges.
- Frank Stroker (PHLF): I agree with Susan about the existing railing as this would mitigate some of the loss of the bridge and enhance the rail corridor.
- Glenn Olcerst (RP3): I suggest that Norfolk Southern provide a capital and maintenance endowment for Allegheny Commons.
- Cheryl Nagle (PA SHPO): I agree about context sensitive design. However, the suggested plantings and increase in wall height could result in an adverse effect on the park. The resource being adversely affected is the railroad, so the mitigation should be related to the railroad, not about maintenance items. Maintenance is the responsibility of the railroad since it's their property. Appropriate mitigation for the adverse effect on the railroad could be such things as interpretive signage on the history of the railroad.
- Glenn Olcerst (RP3): Regarding the removal of vegetation on railroad property, it should be replanted with nicer landscaping.
- John DeSantis (Property Owner): The bridge is being replaced to bring more rail traffic so the mitigation should be designed to mitigate for that traffic increase. The only historic district of interest is Allegheny Commons.
- Tim Zinn (Michael Baker): The project is to address a structurally deficient bridge. Replacing the Merchant Street Bridge will not automatically cause an increase in rail traffic.
- Mark Fatla (NSLC): The Commons will be impacted so it is not unreasonable to suggest mitigation within the park.
- Cheryl Nagle (PA SHPO): Mitigation ideas should be related to the history of the railroad.
- Mark Fatla (NSLC): The real impact is not on the railroad but on the park. That's what everyone is concerned about.
- Susan Rademacher (PPC): It would be great to provide an interpretive sign, using park standards, that tells the story of the railroad and its changes over the years. [In response to Cheryl Nagle's statement about the plantings]: Screen plantings are going to mitigate visual impacts on the park, protect plant communities within the park, and mitigate erosion within the railroad corridor. Also, a densely planted border will help to mitigate increased noise and air pollution.
- Eric Setzler (DOMI): Since the removal of the Merchant Street Bridge will have an adverse effect on the historic rail corridor, there are mutual mitigation benefits from some of the suggested mitigation measures that benefit both the park and the railroad corridor such as the railing and the wall improvements.
- Tim Zinn (Michael Baker): That is correct Eric, some of the elements we are discussing are contributing elements to both the park and the railroad corridor historic districts, so they do serve a dual purpose.
- Mark Fatla (NSCL): Regarding maintenance, the railroad hasn't done any maintenance of its corridor resulting in overgrowth that leads to homeless encampments. This should not be considered mitigation but should just be a part of Norfolk Southern's general maintenance of its property. Also, the existing bridge pier under the bridge currently separates the travel lanes from pedestrians will be removed. There needs to be better pedestrian safety incorporated into the replacement bridge design. As we know, there will be finite resources for mitigation. We should put this money towards lowering the tracks and improving the design of the W. North Avenue Bridge rather than waste it on small mitigation measures related to the Merchant Street Bridge.
- Tim Zinn (Michael Baker): We still have to comply with the Pennsylvania History Code and provide some mitigation for the adverse effect on a historic property resulting from the demolition of the Merchant Street Bridge.
- Mark Fatla (NSLC): We need to take the time to understand the impacts to the larger corridor.
- John DeSantis (Property Owner): Will there be another round of discussion with a proposed design or plan with these mitigation measures? Will we have a chance to review and offer comment on that?

- Tim Zinn (Michael Baker): Yes, tonight's discussion was to generate possible mitigation ideas. This discussion will continue during Consulting Party Meeting #3, when we will refine our ideas and commit to them in a Memorandum of Agreement. The third consulting party meeting has not been scheduled at this time but will likely be late spring or early summer, hopefully in a face-to-face meeting.
- Glenn Olcerst (RP3): The state process is supposed to follow and mirror the 106 process [quoting from Section 110 of the National Historic Preservation Act, Guidelines for Federal Agency Activities] "Full consideration of historic properties includes consideration of all kinds of effects on those properties: direct effects, indirect or secondary effects, and cumulative effects. Effects may be visual, audible, or atmospheric. Beyond the effects from physical alteration of the resource itself, effects on historic properties may result from changes in such things as local or regional traffic patterns, land use, and living patterns." Your view of your obligations is much too narrow and should include visual, audible, and atmospheric impacts from increased traffic and double-stack trains. There will be a huge impact on the Allegheny Commons, and this will result in an indirect taking of Allegheny Commons.
- Tim Zinn (Michael Baker): We're confusing the effects of the Merchant Street Bridge Project with the perceived effects of the Pittsburgh Vertical Clearance Projects.
- Mark Fatla (NSLC): No, we're not. We didn't reach any consensus. It's too early to make any conclusions. We will not agree to anything until after the next mediation session.
- John DeSantis (Property Owner): Another element needs to be considered—the increased rail traffic that the project is going to cause. This bridge is only being considered for replacement because of the double stack trains, otherwise it would be ignored for another 25 years.
- Mark Fatla (NSLC): I concur with John's comments.
- Tim Zinn (Michael Baker): I will point out that a structurally deficient bridge needs to be replaced or rehabilitated regardless of whether there is an increase in rail traffic.
- John DeSantis (Property Owner): Norfolk Southern owns plenty of structurally deficient bridges.
- Rudy Husband (NS): I disagree with John's statement.
- Mark Fatla (NSLC): The only reason this bridge is being replaced is because Norfolk Southern wants to run double-stack trains over it.
- Glenn Olcerst (RP3): There is a finite amount of money available for mitigation; I heard that Norfolk Southern has \$5 million reserved for mitigation. That's a starting point. This is the most important route from oil refineries to Chicago, saving 2-3 hours per train. That's a great deal of profit. They have more than enough money to get this done and make everyone, including the park, whole.
- Glenn Olcerst (RP3): Does Norfolk Southern have an agreement with the City regarding the under clearance at the Merchant Street Bridge?
- Rudy Husband (NS): Norfolk Southern and the City are working to address the clearance matters at Merchant Street, but the focus of this meeting is on compliance with the Pennsylvania History Code.

Next Steps

Tim Zinn (Michael Baker) presented a tentative schedule for the compliance process. Following the meeting, the project team will prepare minutes to send to the consulting parties. The team requests that the consulting parties submit comments on the Determination of Effects Report by May 22, 2020.

Consulting Meeting #3 is planned for late spring or early summer 2020, which will focus on the resolution of adverse effects on historic properties and the creation of a Memorandum of Agreement as warranted. Note: the timing of the meeting will be determined at a later date as it is the preference to have an in person meeting and we will need to comply with the latest guidance from the CDC and state of Pennsylvania.

Contacts

Tim Zinn (Michael Baker) provided contact information for Rudy Husband (NS) and the project email for CPs to submit additional comments and questions. NSPghMerchant@gmail.com



The information presented in these minutes represents the author's interpretation and understanding of the discussions during the meeting. Any clarifications or corrections to these minutes are to be provided to the author at NSPghMerchant@gmail.com by May 13, 2020. No response implies that information presented is an accurate representation of the meeting proceedings and recipients have no objection as written.



ATTACHMENT A
Consulting Party Meeting #2 Presentation

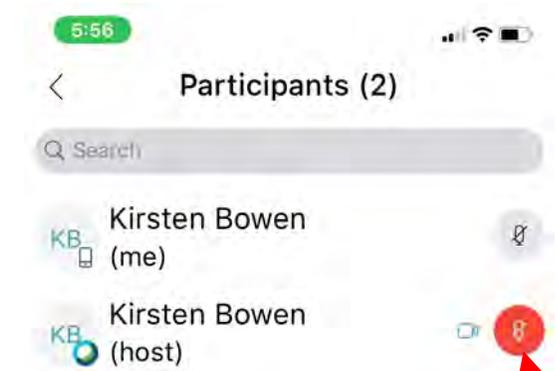
Norfolk Southern Merchant Street Bridge Project

Consulting Party Meeting #2
April 22, 2020



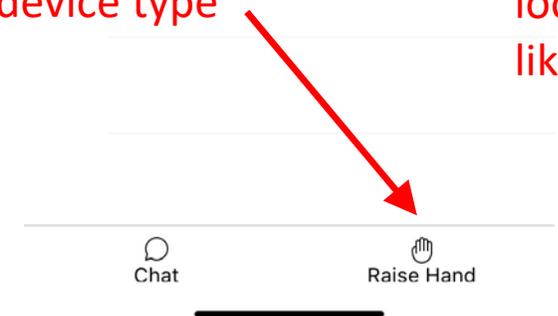
Instructions

- Moderator will mute participants' microphones during the presentation to avoid background noise.
- Please use "raise hand" button if you have an immediate concern that cannot be addressed during the open discussion period.
- During the open discussion period, please keep your phone on mute if you do not have a question or comment.



"Hand" will look like this but may be in a different location depending on device type

"Mute" button will look like this



Ground Rules

- Save your questions until the end of the presentation, or you can type them into the chat feature and they will be read during the open discussion period.
- State your name and organization every time before speaking.
- Be courteous during open discussion and try to wait for others to finish their statements.
- Keep discussion relevant to the topics of effects on historic properties and potential mitigation measures.

Purpose of Meeting

Presentation of Preferred Alternative.

Seek comments on the assessment of effects on historic properties.

Discuss potential mitigation measures.

Agenda

Introductions

Review of Section 106 Process for compliance with Pennsylvania History Code

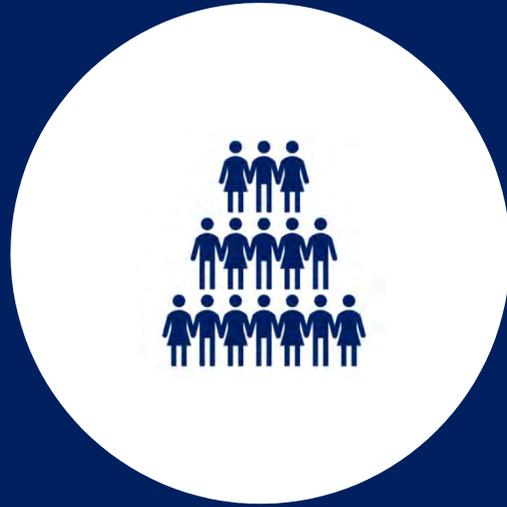
Review of Studies and Reports

Statement of Preferred Alternative

Determination of Effects Report

Preliminary Discussion of Mitigation Measures

Next Steps



INTRODUCTIONS

Introductions

Norfolk Southern Railway Company (Norfolk Southern)

- Rudy Husband, Resident Vice President

Pennsylvania Department of Transportation (PennDOT)

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

Pennsylvania State Historic Preservation Office (PA SHPO)

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

Michael Baker International, Inc. (Michael Baker)

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

Consulting Parties to Date

Historic Preservation Organizations

- Pennsylvania State Historic Preservation Office, Cheryl Nagle
- Pittsburgh History and Landmarks Foundation, Frank Stroker
- Preservation Pittsburgh, Matthew Falcone

Neighborhood Organizations

- Allegheny Towne Corporation (Foster Square), George Kenderes
- Allegheny West Civic Council, Thomas Barbush
- North Side Leadership Conference, Mark Fatla
- Pittsburgh Parks Conservancy, Susan Rademacher
- Pittsburghers for Public Transit, Alison Keating
- Rail Pollution Protection Pittsburgh (RP3), Glenn Olcerst, Barbara Talerico

Consulting Parties to Date

Local Government

- City of Pittsburgh, Department of City Planning, Sarah Quinn, Sharon Spooner, Stephanie Joy Everette
- City of Pittsburgh, Department of Mobility and Infrastructure, Karina Ricks, Eric Setzler, Doneisha Myers
- Pittsburgh City Council, District 1, The Honorable Bobby Wilson

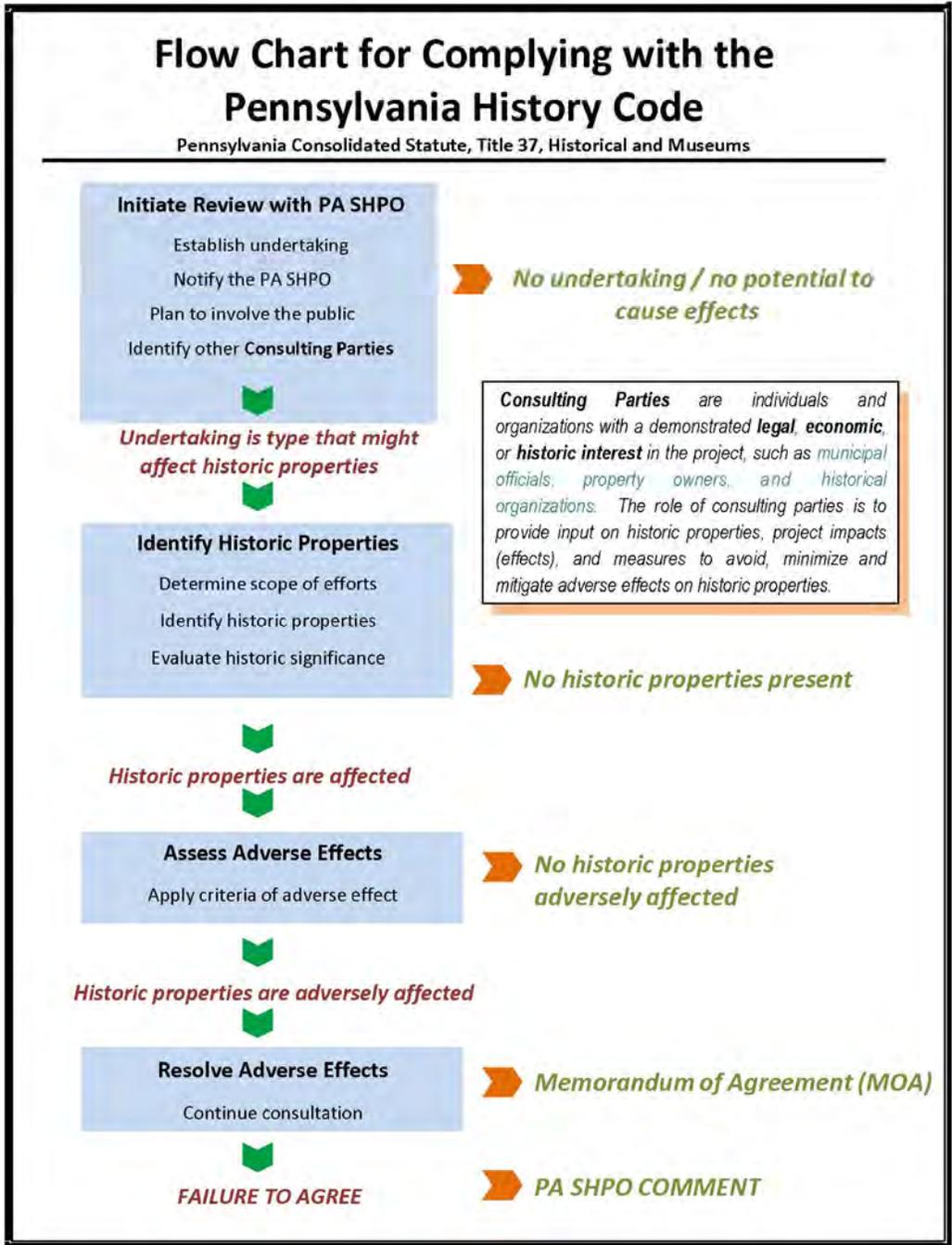
State Government

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

Property Owners

- Lynne S. Leher, Lacey Russell, 501 Martindale Associates, LP (D.L. Clark Building)
- John DeSantis, 719 Brighton Road

Pennsylvania History Code Flow Chart





REVIEW OF STUDIES AND REPORTS

Studies and Reports



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

Identification of Historic Properties Report (Final, September 2019)

Historic Bridge Rehabilitation Analysis Report for the Merchant Street Bridge (Final, January 2020)

Determination of Effects Report (March 2020)

Memorandum of Agreement (Draft, Est. Spring 2020)



SELECTION OF PREFERRED ALTERNATIVE

Selection of Preferred Alternative

PA SHPO concurred with findings of HBRA report on February 24, 2020.

No additional consulting party comments were received on the HBRA report.

The Preferred Alternative is bridge replacement.



DETERMINATION OF EFFECTS

Merchant Street Bridge APE



Historic
Properties in
the APE.

Pennsylvania Railroad: Main
Line (Pittsburgh to Ohio
State Line) Railroad Corridor
Historic District

Allegheny Commons Historic
District

What is an effect?

- An *Effect* is defined as an alteration to the characteristics of a historic property that qualify it for inclusion in, or eligibility for, the NRHP (36 C.F.R. § 800.16 (i)).

What is an adverse effect?

- An *Adverse Effect* is found when an undertaking may alter, directly or indirectly, the characteristics of a historic property that qualify the [historic] property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association (36 C.F.R. § 800.5 (1)).

Railroad Corridor Historic District

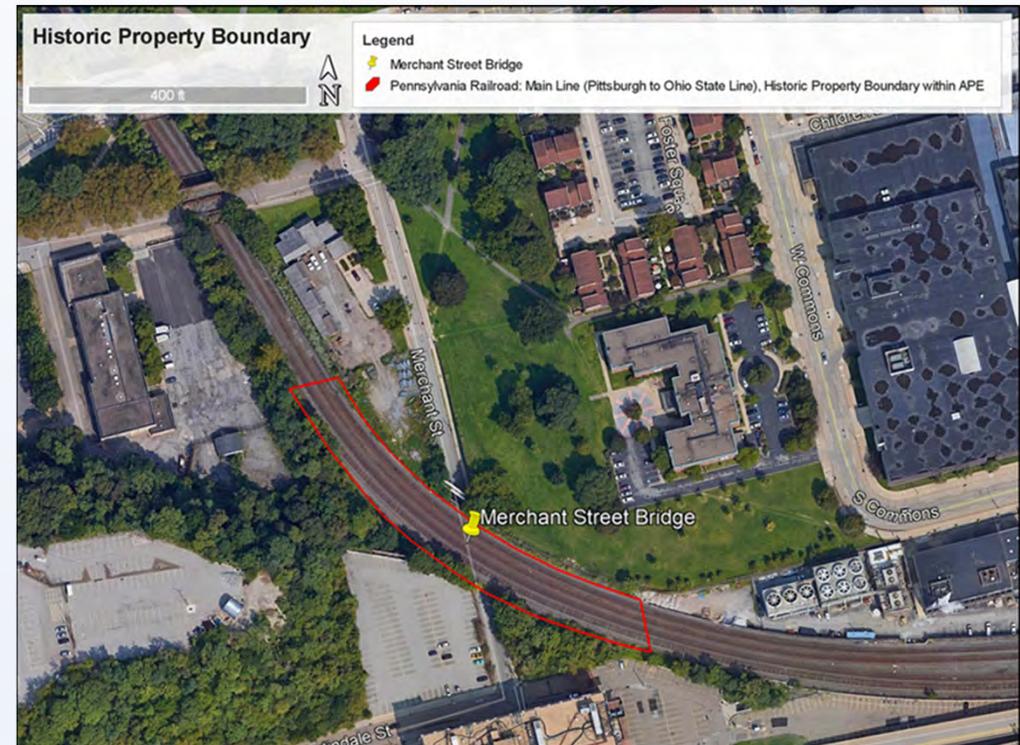
- **Significance**

The Pennsylvania Railroad: Main Line (Pittsburgh to the Ohio State Line) 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.

Railroad Corridor Historic District

- Historic Property Boundary

The historic property boundary for the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) includes the entirety of the surveyed segment of railroad within the APE, which consists of an approximately 600-foot segment of the corridor centered at the Merchant Street Bridge.



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

CONTRIBUTING FEATURE	
Merchant Street Bridge	 A photograph of a stone bridge with a wooden deck, spanning a road. A car is visible on the road below the bridge.
Sandstone Retaining Walls	 A photograph of a long, narrow road flanked by high, textured sandstone retaining walls.
Decorative Wrought-Iron Fence	 A photograph of a decorative wrought-iron fence with circular patterns, set against a background of trees and a building.
Concrete and Stone Retaining Walls along Rail Corridor	 A photograph of a railroad track with concrete and stone retaining walls on either side, set in a wooded area.

SHPO Concurrence: NRHP Eligible 11-08-2019

Railroad Corridor Historic District

- Effect Evaluation

The Preferred Alternative will affect the historic property by removing a contributing element, the Merchant Street Bridge.

- Application of the Criteria of Adverse Effect

Project activities that have the potential to affect contributing or character-defining features of the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District include the demolition and replacement of the Merchant Street Bridge. Therefore, the proposed Merchant Street Bridge Project, under the Preferred Alternative, constitutes an adverse effect to the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) Railroad Corridor Historic District.

Allegheny Commons Historic District

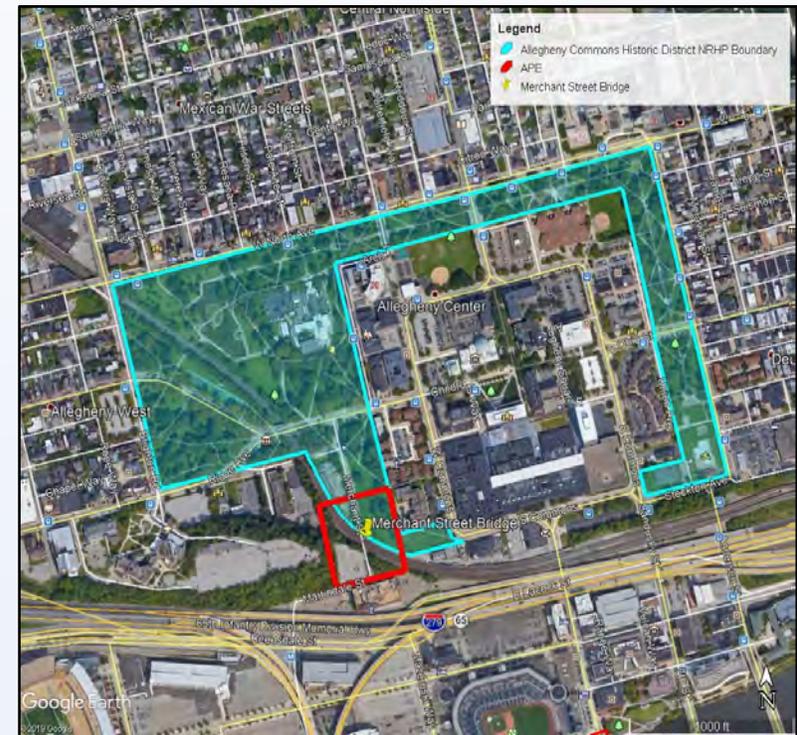
- **Significance**

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. Allegheny Commons was designated a City of Pittsburgh Historic Site on November 26, 1990.

Allegheny Commons Historic District

- **NRHP Boundary**

The district is roughly bounded by W. North Avenue, Cedar Avenue, Stockton Street, the railroad tracks, Ridge Avenue, and Brighton Road. The interior, non-park section of the polygon is not included in the district. The boundary encompasses approximately 62 acres.



Contributing
Features of the
Allegheny
Commons
Historic District
Identified
within the
Project APE

CONTRIBUTING FEATURE

Sandstone Retaining Walls



Decorative Wrought-Iron Fence



Allegheny Commons Historic District

- Effect Evaluation

The Preferred Alternative has the potential to affect the historic district by replacing an existing railroad bridge (the Merchant Street Bridge) adjacent to its southern NRHP boundary. The bridge is not a contributing element of the Allegheny Commons Historic District, being just outside of its NRHP boundary.

Allegheny Commons Historic District

- Application of the Criteria of Adverse Effect

Project activities that have the potential to affect contributing or character-defining features of the Allegheny Commons Historic District include the potential repairs of stone retaining walls and decorative wrought iron fencing. Required repairs to retaining walls and wrought iron fencing will follow the Secretary of the Interior's Standards for Rehabilitation (SOI Standards). No alteration to the stone faces of the retaining walls is proposed, and if new sections of fencing are required to tie into the new bridge, the design will replicate that of adjacent historic fencing. Therefore, the proposed Merchant Street Bridge Project, under the Preferred Alternative, constitutes no adverse effect to the Allegheny Commons Historic District.

Conclusion

Application of the Definition of Effect and Criteria of Adverse Effect indicates that the proposed project under the Preferred Alternative will have an **ADVERSE EFFECT** on one (1) historic property. The Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) will be adversely affected by the replacement of the Merchant Street Bridge, a contributing element of the railroad corridor historic district.



QUESTIONS



PRELIMINARY DISCUSSION OF MITIGATION MEASURES

Guidelines for Mitigating Adverse Effects

- Mitigation of adverse effects should have a nexus to the cause of the effect, such as connections between locations, type of historic resource, or type of impact with the proposed mitigation measure.
- Mitigation should be proportional to the adverse effect. Minor effects can result in lesser levels of mitigation, while greater effects should result in larger levels of mitigation.
- Mitigation should have a benefit to the impacted parties and/or historic properties, and/or a benefit to the larger public (e.g. improve understanding or education; provide new opportunities for preservation results; improve preservation systems to avoid future conflicts or losses).
- The goal is to develop measures relevant to each site to understand, protect, and celebrate its unique history, and to preserve the unique characteristics and significance for the current users and future generations.

Discussion of Potential Mitigation Measures

Incorporate context-sensitive design elements into the proposed replacement bridge.

Clean and re-point sandstone retaining walls between Merchant Street and Allegheny Commons Historic District.

Clean and reset stone end post (pylon) between Merchant Street and Allegheny Commons Park.

Repair damaged portions of wrought-iron fencing between Merchant Street and Allegheny Commons Park and along Railroad Corridor Historic District from the Allegheny Center Steam Plant to the western edge of the APE.

Cosmetic clean-up of railroad right-of-way around Merchant Street Bridge (removal of vegetation within the right-of-way) during bridge construction.

Improve lighting under bridge and along Merchant Street.

Other ideas?



NEXT STEPS

Next Steps

Action	Topic	Date
Consulting Party Meeting 2 Follow-Up	<ul style="list-style-type: none">• Post Consulting Party Meeting #2 minutes• Consulting Party comments due on Determination of Effects Report	<ul style="list-style-type: none">• April 30, 2020
Consulting Party Meeting 3	<ul style="list-style-type: none">• Discussion of measures to mitigate adverse effects on historic properties• Preparation of a Memorandum of Agreement	<ul style="list-style-type: none">• Spring 2020• Summer 2020



QUESTIONS

Contacts

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