



pennsylvania

DEPARTMENT OF TRANSPORTATION

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March 31, 2014

Mr. Thomas P. Ryser, Jr., P.E.
Sports & Exhibition Authority
171 10th Street, 2nd Floor
Pittsburgh, PA 15222

RE: Allegheny County
City of Pittsburgh
Sports & Exhibition Authority
Lower Hill Infrastructure Redevelopment Project
Scoping Field View Minutes

Dear Mr. Ryser:

The District has reviewed and concurs with the Scoping Field View Meeting Minutes (revision dated March 17, 2014) for the Lower Hill Infrastructure Redevelopment Project located in the City of Pittsburgh, Allegheny County. The Scoping Field View for the project was held on January 28, 2014.

If you have any other questions regarding this approval, please contact Bob Collins, P.E., Senior Project Manager, at (412) 429-4928.

Sincerely yours,
PENNDOT District 11

A handwritten signature in black ink, appearing to read "SMA".

Cheryl Moon-Sirianni, P.E.
Assistant District Executive, Design Division

Mr. Thomas P. Ryser, Jr., P.E.
March 31, 2014
Page 2

1100/RMC/pbd

cc: Vic DeFazio, P.E., Design Services Engineer
Justin Smith, P.E., Michael Baker Jr., Inc.
Jeff Bucher, P.E., Central Office - Highway Design Technology Section
File

Lower Hill Infrastructure Project Meeting Minutes

SUBJECT: Scoping Field View

MEETING DATE: January 28, 2014
(Revised 3-17-14 to address comments received from R. Collins, J. Bucher)

MEETING TIME: 9:00 AM

LOCATION: PennDOT District 11-0 – Room 112

ATTENDANCE:

NAME	ORGANIZATION	PHONE	EMAIL
Rich Yakupkovic	PennDOT – Design	412-429-4908	ryakupkovi@pa.gov
Jacqueline Evans	PennDOT – ROW	412-429-4853	jaevans@pa.gov
Dan Bliss	PennDOT – Geotech	412-429-4943	dbliss@pa.gov
Jason Zang	PennDOT – Design	412-429-4912	jzang@pa.gov
Tom Adams	PennDOT – CET	724-699-1409	thomaadams@pa.gov
Bill Dipner	PennDOT – Maintenance	412-429-3814	wdipner@pa.gov
Jason Molinero	PennDOT – Maintenance	412-429-4879	jmolinero@pa.gov
Nick Krobot	PennDOT – Environmental	412-429-5084	nikrobot@pa.gov
Victor DeFazio	PennDOT – Design	412-429-4859	vdefazio@pa.gov
Bob Collins	PennDOT – Design/PM	412-429-4928	robecollin@pa.gov
Clint Beck	FHWA	717-221-3718	clint.beck@dot.gov
Malek Francis	PennDOT – Utility	412-429-4949	mfrancis@pa.gov
Cheryl Moon-Sirianni	PennDOT – Design	412-429-5005	csirianni@pa.gov
Todd Kravits	PennDOT – Traffic	412-429-4975	tkravits@pa.gov
Ray Maginness	Baker – Environmental	412-269-2749	rmaginness@mbakercorp.com
Justin Smith	Baker – PM	412-269-6431	jsmith@mbakercorp.com
Ed Telega	Baker – Highways	412-269-2064	etelega@mbakercorp.com
Doug Straley	SEA – Project Executive	412-393-0207	straleyd@pgh-sea.com
Tom Ryser	SEA Rep – PM	412-201-7344	tryser@pgh-sea.com
Craig Dunham	Dunham reGroup - Penguins Rep	412-231-6449	craig@dunhamregroup.com

Discussion

1. Project Overview

Tom Ryser representing the Sports and Exhibition Authority (SEA) gave a project overview. The purpose of this project is to establish the infrastructure associated with redevelopment of the former Civic Arena site. In addition to establishing the street

grid system internal to the site bounded by Crawford Street to the east, Washington Place to the west, Bedford Avenue to the north and Centre Avenue to the south, the project will establish the right-of-way associated with each of the developable parcels created by the street grid system as well as the improvements of the perimeter roadways associated with the site. The project is located entirely within the City of Pittsburgh, Allegheny County.

This project is considered Moderately Complex. The topography of the site changes significantly, and the streets are laid out to work with the challenging grades while providing reasonable development blocks. The street types range in function which is reflected in the widths of both the roadways, sidewalks and landscape conditions to promote the intended street character. All streets will be two-way traffic with on-street parking.

The project consists of 5 "interior" streets, and 4 "exterior" streets. All the streets are classified as Community Collectors with the exception of Street No. 3 and Street No. 4; they are classified as Local Roads. The first phase of final design and construction will be the internal streets east of and including Street No. 2.

Currently there are no federal dollars allocated to this project. Until funding is in place, FHWA will not review any submissions. It is anticipated that some federal dollars will be acquired which may include through a Tiger Grant. Clint Beck indicated that the new Tiger Grant money could be used for the local roads as well. Bob Collins asked Clint Beck if PennDOT could do an advance review of the Design Field View even though it is without Federal money at this time. It was determined throughout the meeting that PennDOT would review the Design Field View Submission, Design Exception Request, Perform a Safety Review & meeting and attend a public meeting. A Final Design Office Meeting (FDOM) may be required subject to the type of funding.

2. Design Exceptions

There is one design exception anticipated related to the community collectors. All potential Design exception will be submitted and go through the proper Department and FHWA approval process.

The minimum design speed for collector and local roads are 25 MPH and 20 MPH respectively as per DM-2.

The proposed roads need to fit within the existing topography and to meet the commitment of connecting Wylie from the Hill District through the site to Washington Place to re-create a grid system similar to what existed before construction of the Civic Arena. The adjacent streets, Bedford Avenue, Crawford Street, and Centre Avenue have vertical grades of 11.75%, 10.40% and 7.60% respectively. As per PennDOT design values, the maximum vertical grade is 14%, the maximum vertical grade on the project is 13.94% on the eastern portion of Street 5. The new internal intersections will need to be "tabled" at 2.00% maximum so the crosswalks meet

current ADA requirements. A combination of “tabling” the intersections and the existing topography may eliminate the ability to meet a design speed of 25 MPH on every vertical curve.

3. Environmental / NEPA Clearance

NEPA clearance discussions, led by Nick Krobot, indicated that the Environmental Document is anticipated to be a CEE Level 1b. If there is public controversy or unforeseen environmental impacts that environmental document may be elevated to a CEE level 2 or Environmental Assessment. The community involvement program to date including the 11-year planning process culminating in the Pittsburgh Area District Master Development Plan (2/2010) and the State Historic Code consultation process (including 1 stakeholder meeting, 8 Interested Party meetings, and 2 Public Meetings) where, apart from opponents focused on preserving the former arena, the redevelopment of the 28-acre Lower Hill site was widely supported. Project opposition is not anticipated.

The interior and exterior roads have also been placed on the Southwestern Pennsylvania Transportation Improvement Program. During the process, a public meeting was held and it was approved at a public meeting by the Southwest Planning Commission Board.

An Environmental Document (ED) has been drafted in a letter CEE format with the infrastructure improvements as the primary project. The ED also addresses the reasonably foreseeable future full site development under the secondary and cumulative impact section of the ED. Nick Krobot suggested that an additional public meeting be held to provide opportunity for community input on the preliminary design phase of the infrastructure project including the anticipated ED findings of no significant impact. Nick Krobot said that he would be willing to attend the public meeting and to review and comment on the ED, but that PennDOT would not be able to approve the ED until officially involved in the project through a related funding source or other means.

Nick Krobot asked if a noise study had been conducted. Ray Maginness from Baker responded that it was completed. Baker would forward the study to Nick (copy attached).

4. Utilities

New utility lines for gas, electric and communications will be placed in coordination with the internal street grid system. The project will include storm, sanitary, and water for the internal streets. In addition to completing a D-4181 and D-419 an “Incorporation Agreement” is required for the federally funded roads.

The proposed tree wells on the perimeter sidewalks necessitate the relocation of a 16" Pittsburgh Water and Sewer Authority (PWSA) water line and 10" Equitable Gas

Company high pressure gas line on both Bedford Avenue and Crawford Street.

Construction of an 8" sanitary sewer on Crawford Street will be required by PWSA to separate the existing combined sewer. All inlets on Bedford Avenue would be pulled from the combined line and connected to the separated storm. The combined line on Crawford Street would be converted to storm and redirected to the new Centre Avenue storm.

An independent project administered by PWSA is currently advertised that separates the combination storm sewer line along Centre Avenue. The internal streets storm and sewer system will be designed to connect to the new system on Centre Avenue.

5. Right-of-Way

Two property owners are involved within the project area: the SEA and the Urban Redevelopment Authority (URA). The existing exterior streets are owned by the City of Pittsburgh.

Right-of-way for the city streets will be established as part of this project and will be located at the back edge of the sidewalk. As shown on the design plans, the ADA ramps, traffic signal poles and signing are located within the sidewalk, therefore additional ROW at the intersections will not be required. An acceptance of ROW resolution has been passed by City Council that depicts these limits. Tom Ryser will forward a copy of the resolution to Jackie Evans.

The SEA owns the property to the west (lower lot) of an existing retaining wall and a natural buffer dividing the parking lots into an upper lot and lower lot. The upper most parking lot that is adjacent to Crawford Street (Melody Tent site) is owned by the URA. See attached drawing.

The SEA is an authority of the City; therefore any construction within the City ROW will not be an issue.

Cheryl Moon-Sirianni asked whether the SEA can hold the construction contract for this project. Clint Beck stated that he did not find a reference stating that owner must hold the construction contract for the project. Clint Beck will provide a response. SEA would like to hold the contracts similar to previous federal projects completed on the North Shore and Convention Center.

6. Traffic Signals

The intersection of Street No. 1 and Centre Avenue and the intersection of Street No. 2 and Centre Avenue are identified as meeting traffic signal warrants. The existing traffic signal at the intersection of the existing Lemieux Place and Bedford Avenue will be upgraded and relocated to match the new alignment of Street No. 1.

Stop signs will be placed on the minor road approach of the new unsignalized intersections of Street No. 2/Bedford Avenue, Street No. 2/Street No. 4, Street No. 2/Street No. 3, Street No. 5/Crawford Street, Street No. 3/Center Avenue and Street No. 5/Washington Place. The internal intersections of Street No. 5/Street No. 1 and Street No. 5/Street No.2 will be four-way stop controlled.

7. ADA

All the new internal intersections are "tabled" at 2.00% maximum to meet current ADA requirements. Some ADA ramps where the proposed streets tie to the existing streets may require Technically Infeasible Forms because of the existing grades.

8. Pavement Design

A pavement design will be needed or documentation provided justifying the typical 10" concrete city standard concrete pavement section will be required. Jason Molinero stated that the project is not large enough to justify a life cycle cost analysis. Baker will provide a pavement design report.

The information presented in these minutes represents the author's interpretation and understanding of the discussions and decisions that occurred during the meeting. Any clarifications, corrections, or additions to these minutes are to be provided to the author within fifteen (15) days of the date issued. No response implies that information presented is agreed to be correct as written.