



ATTACHMENT 5

Maintenance of Traffic Plans

Maintenance of Traffic

J&L Tunnel Site – Pittsburgh, PA – PLY 1.96, PLY 2.00, PLY 2.37

Existing Conditions

The J&L Tunnel passes directly underneath the newly developed South Side Works located between South 26th Street and Hot Metal Street on the City of Pittsburgh's South Side. This area has been recently transformed, becoming a major trip destination and traffic generator due to the development occurring on this site that includes new restaurants, specialty shops, American Eagle corporate headquarters, parking garages and a movie theatre.

The tunnel project site encompasses a three block area bounded by Hot Metal Street to the east, South 26th Street to the west, Tunnel Boulevard/Cinema Drive to the south and South Water Street to the north. Parallel north and south side streets South 28th, South 27th go over the tunnel proper. South of the tunnel, Sidney Street and East Carson Street (SR 0837) run east and west and help provide for vehicular circulation. Traffic data was not available for any of the streets surrounding the project site with exception of East Carson Street (SR 837). The current Average Daily Traffic volume (ADT) obtained for SR 0837 is 17,000 vehicles per day.

Maintenance of Traffic During Construction

Traffic restrictions caused by the impending project will be relatively minor given the multiple available options to motorists moving about the project site. For the estimated 20 month duration of construction, it is anticipated that the only road closure necessary for the project will occur between South 26th Street and Tunnel Boulevard. Vehicles traveling on South 26th Street destined for Tunnel Boulevard can be easily detoured using Sidney Street to South 27th Street back to Tunnel Boulevard. It is anticipated that all other streets crossing over the tunnel (i.e. South 27th and South 28th Streets) may only require short-term closures to move material and equipment. Before the traffic restriction is imposed, CSX's Contractor must obtain the appropriate traffic restriction and roadway occupation permits from the City of Pittsburgh permit office. No additional traffic analysis, counts or modeling will be required. Construction activities will only mildly inconvenience the public in terms of additional travel distance.

During construction, access will be maintained to all residences, businesses and services in the project area. Maintenance and control of vehicular and pedestrian traffic will be undertaken in accordance with Pennsylvania Department of Transportation regulations. A public notification process, as required by local requirements, will be adhered to including, minimally, notification of the following: local police, fire, emergency services and public transportation service (if applicable) of the project, detours, lane closures, and sidewalk closures.



Figure 1: Street Grid near J&L Tunnel, Pittsburgh, PA

Maintenance of Traffic

Church Street Site – Garrett, PA – BF 200.00

Existing Conditions

The main traffic routes into the City of Garrett, Somerset County Pennsylvania are US 219 located on the east side of the town and Jackson Street (SR 653) that intersects US 219 on the east side and passes directly through Garrett continuing to points west (Figure 1). The current Average Daily Traffic (ADT) traveling on US 219 is 4,270 vehicles per day. The current ADT traveling on Jackson Street through Garrett is 4,230 vehicles per day.

The local streets network within Garrett is connected as part of a grid system with the grid being divided by the CSX line. Residential areas are located both to the north and south of the CSX line. There are two local cross-streets connecting these residential areas, Church Street (SR 2037) on the west side of town, and Walker Street on the east side of town. Access across the tracks at Church Street is by overhead bridge and at Walker Street by a narrow underpass with 14'-6" of vertical clearance.

Maintenance of Traffic During Construction

During the approximately six (6) month construction period, Church Street will be closed between Jefferson Street and Jackson Street. The conceptual maintenance of traffic plan includes the use of Walker Street as a detour route for local traffic across the railroad corridor during construction. Specifically, motorists and pedestrians using Church Street would be directed by signage along Jefferson and Jackson Streets to the Walker Street crossing. Based on the existing traffic volumes, the major traffic movement in Garrett is along Jackson Street. Jackson, Jefferson and Walker Streets have adequate capacity to accommodate temporary detour traffic volumes without creating an adverse operational condition. No additional traffic analysis, counts or modeling will be required. The short distance between Church Street and Walker Street, approximately 0.2 mile, will only be mildly inconvenience in terms of additional travel distance.

Further investigation will be undertaken to determine if the Walker Street detour route can accommodate truck turning and safe vehicle passage until Church Street can be reopened. Use of Walker Street as the potential local and/or truck traffic detour route will be coordinated with the local City officials and emergency responders. Since Walker Street is not a state route, CSX's Contractor would have to obtain permission from the City of Garrett to use this route as a detour. If it is determined that Walker Street cannot be utilized as a detour route, further investigation will be undertaken to find an alternative detour route outside of the City of Garrett.

During construction, access will be maintained to all residences, businesses and services in the project area. Maintenance and control of vehicular and pedestrian traffic will be undertaken in accordance with Pennsylvania Department of Transportation regulations. A public notification process as required by local requirements will be adhered to including minimally, notification of the following local police, fire, emergency services and public transportation service(if applicable) of the project, detours, lane closures, and sidewalk closures.



Figure 1: Street Grid Along CSX Corridor, Garrett, PA