



APPENDIX e

Pennsylvania



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
HARRISBURG, PENNSYLVANIA 17120

OFFICE OF
SECRETARY OF TRANSPORTATION

July 20, 2010

Matt Dietrich
Executive Director
Ohio Rail Development Commission
1980 West Broad Street
Columbus, Ohio 43223

RE: Pennsylvania Review of National Gateway Clearance Initiative Documentation

Dear Mr. Dietrich:

The Commonwealth of Pennsylvania has reviewed the following documents:

Draft Environmental Assessment Phase I National Gateway Clearance Initiative

Draft Pennsylvania Appendix National Environmental Policy Act (NEPA) Document

We support the documents, concur with the findings and actions taken in these documents, and consider the documents appropriate for public comment. We recommend the Ohio Rail Development Commission, on behalf of the coalition of states supporting the National Gateway TIGER Grant, submit the documents to the Federal Railway Administration / Federal Highway Administration for review and to initiate the public review process. This will maintain the current schedule and ultimate goal to begin construction in November 2010.

Thank you for your assistance with this critical infrastructure project for the region and the country. Please do not hesitate to call me at 717-783-2026, with any questions.

Sincerely,

Eric G. Madden
Deputy Secretary for Aviation and Rail Freight

Package Document

Phase I CSX Transportation, Inc. National Gateway Clearance Initiative, Pennsylvania

Funding			
Federal Funding?	Yes TIGER Funds	Federal Oversight? Federal Railroad Administration and Federal Highway Administration	Federal Oversight Agreement

Type

Is this project being documented as an emergency project? Yes No

Is there a formal Emergency Declaration by either the President of the United States or the Governor of PA? Yes No

In accordance with 23 CFR 771.117(c), actions that qualify as an emergency repair under 23 USC 125 can be documented as a Level 1a CE under item #9.

Which type of repair does this project involve? Emergency Permanent

For emergency (not permanent) repairs, use the [Add Appendix](#) button to attach the DIR (Damage Inspection Report), if available.

Phase: Evaluation

Classification:

CE Level:

CE Action: 01 02 03 04 05 06 07
 08 09 10 11 12 13 Other (See list below)

CE Level 1b & 2 Actions

- 01 Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).
- 02 Highway safety, truck escape ramps or traffic operations improvement projects including the installation of ramp metering control devices and lighting.
- 03 Bridge rehabilitation, reconstruction, or replacement, the construction of grade separation to replace existing at grade railroad crossings, or the removal of existing railroad grade separation structures.
- 04 Transportation corridor fringe parking facilities.
- 05 Construction of new truck weigh stations, rest areas, or tourist information facilities.
- 06 Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use

does not have significant adverse impacts.

- 07** Approvals for changes in access control.

- 08** Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.

- 09** Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.

- 10** Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks, and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.

- 11** Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.

- 12** Acquisition of land for hardship or protective purposes; advance land acquisition loans under section 3(b) of the UMT Act. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.

- 13** Construction of replacement wetlands.

- Other** Any action which meets the CE criteria in 23 CFR 771.117(a) may be classified as a CE even though it does not appear on the list of examples in Section 771.117(d). The actions on the list should be used as a guide to identify other actions that may be processed as CEs. The documentation to be submitted to the FHWA must demonstrate that the proposed project will not result in significant environmental impacts. The classification should be documented as a part of the individual project submissions.

Describe the action in the Remarks section of Part B, Section F: Scoping Field View.

Projects

Pennsylvania DOT Project Manager: Eric Madden, Pennsylvania DOT

Federal Project Number:

County: Allegheny, Bedford, Somerset

District: 11 and 09

CE Level:

CE Action:

Created:

Submitted: August 25, 2010

Approved:

Scoping Field View Part A General Project Identification & Description

Project Identification

Part A Prepared By:

Originating Office:

August 19, 1010

Federal Project Number:

Township/Municipality: Multiple

Local Name: N/A

Limits of Work (Segment/Offset)

Construction Stations

Start: See Project Description

End: See Proposed Action Description

Start: See Project Description

End: See Proposed Action Description

Total Length: See Project Description for Individual Proposed Action Lengths

Program:

Funding: \$98M

Federal TIGER

State -\$35 Million

local

Are the estimated construction costs reflected on a current fiscally constrained transportation plan? Yes No TBD

Remarks [Refer to guidelines for Coordinating Environmental Approvals and Fiscally Constrained Transportation Plans and Programs.](#)

Has the project been right-sized? Yes No

Have context sensitive solutions and/or smart transportation strategies been integrated into the project? Yes No

Remarks

Date of First Federal Authorization for Preliminary Engineering:

Date of Federal Authorization Time Extension(s) for Preliminary Engineering (if applicable):

Proposed Action Description

The Federal Railroad Administration (FRA) and the Federal Highway Administration (FHWA) on behalf of the United States Department of Transportation (U.S. DOT) is proposing to use Transportation Investment Generating Economic Recovery (TIGER) funding for the Phase I of the National Gateway Clearance Initiative in Pennsylvania, a rail improvement project. The proposed action is intended to provide increased vertical clearance to accommodate double-stacked trains as a part of the National Gateway Clearance Initiative.

National Gateway Clearance Initiative is an initiative to achieve a minimum of 21 feet of clearance along CSX's rail corridor so that double-stacked intermodal railcars can be transported between the Mid-Atlantic United States and its ports to Midwest markets.

To obtain the vertical clearance required to allow use of double-stacked trains three bridges will be removed; two bridges will be modified; two bridges will be raised; one bridge will be replaced; tracks will be lowered at two obstructions, and seven tunnels will undergo modifications. To support the work, three excess material placement areas, under CSX ownership, will be used for permanent placement of removed material (total of 17 obstructions, plus three excess material placement areas). Figure 1 provides the National Gateway corridor in Pennsylvania. Location maps for the obstructions are provided as Attachment 1. The obstruction's detail map including conservative limits of disturbance is provided as Attachment 2. Design plans for each obstruction are provided as Attachment 3; photographs are provided as Attachment 4.

Allegheny County, Overhead Walkway, Coraopolis, PLE 10.25, Overhead Walkway Removal – Walkway currently closed to pedestrian access; borough desires structure to be removed. Walkway determined not eligible for inclusion on the National Register of Historic Places (NRHP) or contributing to rail line.

Allegheny County, Ohio Central Railroad Bridge, McKees Rocks, PLE 3.79, Raise Bridge/ Track Lowering – Design and alternative analysis for this obstruction are ongoing. Two options are being considered. Work limits for the bridge raising are 1,900 feet along the track, for a total disturbed area of 3.84 acres. Work limits for the track lowering are 3,100 feet along the tracks with a maximum width of 120 feet, for a total disturbed area of 8.63 acres. Bridge is individually eligible for inclusion on the NRHP.

Allegheny County, Chartiers Creek Bridge, Pittsburgh, PLE 3.36, Existing Bridge Modification –The steel through truss bridge was constructed in 1913. Work will be to the superstructure only. Sway bracing diagonal members will be removed, and other areas will be strengthened or added to provide lateral support. Bridge is individually eligible for inclusion on the NRHP and contributes to rail line; however, undertaking creates no adverse effect.

Allegheny County, Smithfield Street Bridge, Pittsburgh, PLY 0.09, Lower Tracks – Work limits are 2,000 feet along the tracks with a maximum width of 100 feet, for a total disturbed area of 7.84 acres. Bridge is individually eligible for inclusion on the NRHP; bridge is also a National Historic Landmark and National Engineering Landmark; however, the proposed action creates no effect to the resource.

Allegheny County, J&L Tunnel, Pittsburgh, PLY 1.96- Remove Existing Bridge Superstructure, 2.00- Raise/Replace Tunnel Roof Slab, and 2.37- Remove Portions of Existing Bridge – Work limits for the three obstructions are 2,000 feet along the tracks with a maximum width of 105 feet, for a total disturbed area of 4.95 acres. A Memorandum of Understanding (MOU) between CSX and the Urban Redevelopment Authority who controls the area over the tunnel has been completed. None of the obstructions are individually eligible for inclusion on the NRHP; the tunnel contributes to rail line; the proposed action will not result in adverse effect to tunnel.

Allegheny County, Walnut Street (SR 0048) Bridge (Boston Bridge), McKeesport, BF 309.70, Lower Tracks – Work limits are 1,200 feet along the tracks with a maximum width of 80 feet, for a total disturbed area of 1.89 acres. Bridge is individually eligible for inclusion on the NRHP; however, proposed action creates no effect to the resource.

Somerset County, Benford Tunnel, Confluence, BFJ 5.00, Open Cut Tunnel – Work limits are 1,800 feet along the tracks with a maximum width of 180 feet, for a total disturbed area of 5.97 acres. Tunnel is NRHP eligible as a contributing resource to rail line.

Somerset County, Confluence Excess Material Placement Area, BFJ 243.00, Confluence – Inadequate storage areas are available in the vicinity of the tunnels. The Confluence excess material placement area, under CSX ownership, will be used to facilitate construction activities at the tunnels. Materials extracted from the tunnels will be placed in the Confluence excess material placement area for permanent staging. The obstruction's work limits are 800 feet along the tracks with a maximum width of 250 feet at the center, creating a total disturbed area of 2.91 acres.

Somerset County, Brook Tunnel, Confluence, BF 239.70, Total Arch Liner Replacement – Work limits are 800 feet along the tracks and 800 feet within the tunnel, for a total disturbed area of 1.88 acres, with remaining work inside the tunnel. Tunnel is NRHP eligible as a contributing resource to rail line.

Somerset County, Shoo Fly Tunnel, Confluence, BF 236.80, Open Cut Tunnel –Work limits are 2,000 feet along the tracks with a maximum width of 185 feet, for a total disturbed area of 5.08 acres. Tunnel is NRHP eligible as a contributing resource to rail line.

Somerset County, Pinkerton Tunnel, Pinkerton, BF 235.40, Open Cut or Total Arch Liner Replacement/ Mining of Sidewall – Design and alternative analysis for this obstruction are ongoing. Two options are being considered. Work limits for the arch liner replacement are 1,500 feet along the tracks

and 800 feet within the tunnel, for a total disturbed area of 1.43 acres with remaining work inside the tunnel. Work limits for the open cut are 12.35 acres. Tunnel is NRHP eligible as a contributing resource to rail line.

Somerset County, Rockwood (Black Township) Excess Material Placement Area, BF 226.00, Black Township – Inadequate storage facilities are available in the vicinity of the tunnels. The Rockwood (Black Township) excess material placement area, under CSX ownership, will be used to facilitate construction activities at the tunnels. Materials extracted from the tunnels will be placed in the Rockwood (Black Township) excess material placement area for permanent staging. The obstruction's work limits are 1,600 feet along the tracks with a maximum width of 400 feet at the center, creating a total disturbed area of 8.7 acres.

Somerset County, Church Street Bridge, Garrett, BF 220.00, Replace Existing Bridge – Work limits are 140 feet along the tracks with a maximum width of 350 feet, for a total disturbed area of 0.98 acre. The bridge currently has a weight restriction and contains substandard lane widths to accommodate bi-directional traffic. A Memorandum of Agreement that will detail final ownership and maintenance of the replaced structure is being completed between CSX and the Pennsylvania Department of Transportation (DOT). Bridge is not NRHP eligible.

Somerset County, Blue Lick Truss, Sand Patch, BF 212.83, Raise Bridge Superstructure – Work limits are 140 feet along the tracks with a maximum width of 300 feet, for a total disturbed area of 0.95 acre. Bridge currently used for bicycle and pedestrian traffic as part of the Somerset County Rails to Trails Path (Allegheny Highland Trail, Keystone Viaduct). The bike path will not be shut down during construction. An MOU that will detail the construction agreement and final restoration of the bike path is being completed between CSX and Somerset County for the temporary occupancy of the resource.

Somerset County, Sand Patch Tunnel, Sand Patch, BF 210.60, Liner Notching/ Portal Caps – Work limits are 500 feet along the tracks and 1,200 feet within the tunnel for a total disturbed area of 5.74 acres (1.90 within the tunnel). Tunnel is NRHP eligible as a contributing resource to rail line.

Somerset County, Sand Patch Excess Material Placement Area, BF 211.35, Sand Patch – The Sand Patch Excess Material Placement Area is in Larimer Township. The work limits are 2,620 feet along the tracks with a maximum width of 975 feet, creating a total disturbed area of 15.4 acres. Inadequate storage facilities are available in the vicinity of the tunnels. The Sand Patch excess material placement area, under CSX ownership, will be used to facilitate construction activities for the tunnel locations. Materials extracted from the tunnels will be placed in the excess material placement area for permanent staging.

Somerset County, Falls Cut Tunnel, Fairhope, BF 198.40, Total Arch Liner Replacement – Work limits are 700 feet along the tracks and 517 feet within the tunnel, for a total disturbed area of 5.64 acres (1.87 within the tunnel). Tunnel is NRHP eligible as a contributing resource to rail line.

Bedford County, Railroad Bridge, Hyndman, BF 191.92, Existing Bridge Modification – The steel through truss bridge was constructed in 1913. Work will be to the superstructure only. Sway bracing diagonal members will be removed, and other areas will be strengthened or added to provide lateral support. Bridge is NRHP eligible as a contributing resource to rail line; however, the proposed action creates no adverse effect to the resource.

Project Purpose and Need

The purpose and need of the Phase I National Gateway Initiative Clearance is provided in Section 2.0 of the Environmental Assessment.

Project Setting and Distinct Project Features

To achieve these benefits for the Commonwealth of Pennsylvania, seventeen (17) obstructions require work to obtain the minimum 21-foot vertical clearance required to allow use of double-stacked train. The proposed action setting and distinct features for these obstructions is provided below. All are deficient in providing the minimum clearance required to allow double-stacked railcars to pass below.

Overhead Walkway, Coraopolis, PLE 10.25, Overhead Walkway Removal – Land use in the vicinity of the proposed action is generally urban and a mix of residential and commercial, with a vacant lot supporting an old field habitat on the south side of the bridge and a public road (3rd Avenue) at the base of the bridge to the north. The walkway is abandoned, ownership unknown, and the Borough would like it removed.

Ohio Central RR Bridge, McKees Rocks, PLE 3.79, Raise Bridge – Land use in the vicinity of the proposed action is generally urban and commercial. The ROW is narrow along the proposed action length. The Monongahela River is approximately 500 to 2,800 feet east of the tracks.

Chartiers Creek Bridge, Pittsburgh, PLE 3.36, Existing Bridge Modification – Land use in the vicinity of the proposed action is generally urban and commercial. The bridge crosses over Chartiers Creek, approximately 300 feet west of its confluence with the Monongahela River. No subsurface work is required to complete the bridge modification.

Smithfield Street Bridge, Pittsburgh, PLY 0.09, Lower Tracks – Land use within the vicinity of the proposed action is generally urban and commercial. The Monongahela River is adjacent to the tracks to the north. The proposed track improvements will cross under the Smithfield Street Bridge (SR 3027), Liberty Bridge (SR 3069), and a railroad bridge.

J&L Tunnel, Pittsburgh, PLY 1.96- Remove Existing Bridge Superstructure, 2.00- Raise/Replace Tunnel Roof Slab, and 2.37- Remove Portions of Existing Bridge – Land uses in the vicinity of the tunnel and bridges are generally urban with a mixture of commercial, residential, and open space within 0.25 mile of the obstruction. A walking and bicycling trail is north of the tunnel. The tunnel crosses under South 26th, 27th, 28th, and Hot Metal streets. South Water Street and Tunnel Boulevard/Cinema Drive run parallel above either side of the tunnel.

Walnut Street (SR 0048) Bridge, McKeesport, BF 309.70, Lower Tracks – Land use within the vicinity of the proposed action is generally urban and a mix of residential and commercial. The Youghiogheny River is adjacent to the tracks to the south, and 1st Street and Yough Street are adjacent to the tracks to the north.

Benford Tunnel, Confluence, BFJ 5.00, Open Cut Tunnel – The area surrounding the tunnel is generally undeveloped and hilly; land use is forested, primarily deciduous, outside of the ROW and within 0.25 mile of the obstruction. The Casselman River is north and east of the tunnel within 500 feet of the obstruction but more than 200 feet from both tunnel portals. There is at least 30 feet of elevation between the river and the railroad.

Confluence Excess Material Placement Area, BFJ 243.00, Confluence – Land use within the vicinity of the proposed action is a mix of residential and commercial. Laurel Hill Creek, east of its confluence with the Casselman River, is north of the staging area. Wetlands have been delineated on this CSX-owned property and will be protected from material placement.

Brook Tunnel, Confluence, BF 239.70, Total Arch Liner Replacement – The areas surrounding the tunnel portals are generally undeveloped and hilly; land use within 0.25 mile of the obstruction is a mixture of deciduous forest, scrub-shrub, pasture/hayfield, and rural residential. The Casselman River is east of the east portal, within 500 feet of the East portal, but at least 30 feet below the elevation of the railroad.

Shoo Fly Tunnel, Confluence, BF 236.80, Open Cut Tunnel – The area surrounding the tunnel is generally undeveloped and hilly; land use is forest, primarily deciduous, outside the ROW and within 0.25 mile of the obstruction. The Casselman River is south and east of the tunnel, within 500 feet of the obstruction, but 200 feet or more from both tunnel portals, with at least 30 feet of elevation between the river and the railroad.

Pinkerton Tunnel, Pinkerton, BF 235.40, Open Cut or Total Arch Liner Replacement/ Mining of Sidewall – The areas surrounding the tunnel entrances are generally undeveloped and hilly; land use is forest, primarily deciduous, outside the ROW and within 0.25 mile of the obstruction. Ohler Road runs parallel to the tracks, turning into a CSX access drive east of the east portal. A rails to trails path is south of the tracks, outside the limits of disturbance. The Casselman River is within 200 feet of the East portal, with approximately 10 feet of elevation between the river and the railroad. The West portal is within 500 feet of the Casselman River, but with at least 30 feet of elevation between the river and the railroad.

Rockwood (Black Township) Excess Material Placement Area, BF 226.00, Black Township – Land use within the vicinity of the staging area is generally rural, undeveloped. The Casselman River is south of the staging area. Wetlands have been delineated on this CSX-owned property and will be protected from material placement.

Church Street Bridge, Garrett, BF 220.00, Replace Existing Bridge – Land use in the proposed action area is primarily residential, with commercial land present northeast of the bridge. The north end of the bridge is built upon a steep bedrock outcrop. The south end extends over a steep hillside that supports a young forest of deciduous trees. This bridge is just south of the intersection of Jackson Street and Church Street and carries State Route 2037 over the CSX tracks.

Blue Lick Truss, Sand Patch, BF 212.83, Raise Bridge Superstructure – Land use within the vicinity of the project is generally rural undeveloped. Approaches to the Blue Lick Truss crosses over Glade City Road (listed state route), and is currently used as for the Somerset County Rails to Trails Path.

Sand Patch Tunnel, Sand Patch, BF 210.60, Liner Notching/ Portal Caps – The areas surrounding the tunnel portals are generally undeveloped and hilly; land use within 0.25 mile of the obstruction is a mixture of deciduous forest, scrub-shrub, and rural residential. An unnamed stream crosses the tracks from north to south in a box culvert within 500 to 1,000 feet of the east portal, merges with the ditch and continues to flow in an easterly direction. The tunnel crosses under Glade City Road (listed state route) and Cumberland Highway (SR 160).

Sand Patch Excess Material Placement Area, BF 211.35, Sand Patch - The area is generally undeveloped and hilly. A few large (greater than 14-inch diameter at chest height) cherry trees were observed in narrow riparian corridor; this area will not be used for material placement. Furthermore, the wetlands identified within the area will also be protected. The property is CSX-owned and has historically been used for rail purposes.

Falls Cut Tunnel, Fairhope, BF 198.40, Total Arch Liner Replacement – The areas surrounding the tunnel entrances are generally undeveloped and hilly; land use is forest, primarily deciduous, outside the ROW and within 0.25 mile of the obstruction. Wills Creek passes under bridges within approximately 200 feet of both tunnel portals.

Railroad Bridge, Hyndman, BF 191.92, Existing Bridge Modification - This obstruction is adjacent to residential and light industrial areas. The bridge spans Wills Creek, which was recently modified by stabilizing the banks with rock and cement and installing flap gates and drain valves to drain residential properties west of the bridge. The area east of the bridge along the north bank was recently disturbed and contains new dirt/gravel access roads. The area east of the bridge along the south bank supports a young forest of deciduous trees. No subsurface work is required to complete the bridge modification.

How many right-of-way parcels must be acquired for this project?

Work will be completed within existing CSX- or publically owned ROWs. Except for the following:

J&L Tunnel, Pittsburgh, PLY 1.96- Remove Existing Bridge Superstructure, 2.00- Raise/Replace Tunnel Roof Slab, and 2.37- Remove Portions of Existing Bridge- A temporary construction easement is required.

Church Street Bridge, Garrett, BF 220.00, Replace Existing Bridge - Permanent ROW is required for the bridge approach.

Blue Lick Truss, Sand Patch, BF 212.83, Raise Bridge Superstructure - A temporary construction easement is required.

Benford Tunnel, Confluence, BFJ 5.00, Open Cut Tunnel - ROW easements are being researched for the tunnel open cuts and will be dependent on the extent of excavation needed to maintain stable slopes.

Shoo Fly Tunnel, Confluence, BF 236.80, Open Cut Tunnel - ROW easements are being researched for the tunnel open cuts and will be dependent on the extent of excavation needed to maintain stable slopes.

Pinkerton Tunnel, Pinkerton, BF 235.40, Open Cut or Total Arch Liner Replacement/ Mining of Sidewall - ROW easements are being researched for the tunnel open cuts and will be dependent on the extent of excavation needed to maintain stable slopes.

Describe extent and locations of acquisitions.

See above.

Describe the involvement with utilities with this project.

Utility coordination is ongoing. All impacted utilities will have the opportunity to review and provide comment on the final design of each obstruction.

Describe the involvement with any railroad (active or inactive) including all rail lines, crossings, bridges, or signals.

Sponsor is a railroad (CSX). One obstruction is the Ohio Central Railroad Bridge; CSX is working with Ohio Central Railroad to minimize disruptions.

Ten (10) of the obstruction locations carry Amtrak passenger service (BF 309.70, BFJ 5.00, BF 239.70, BF 236.80, BF 235.40, BF 220.00, BF 212.83, BF 210.60, BF 198.40, and BF 191.92). Based on the current schedule, Amtrak provides two passenger trains per day past these locations daily. The Amtrak train using this section of track is the Capitol Limited. The work entailed at these obstructions will be coordinated and scheduled in a manner to provide uninterrupted service to Amtrak as with normal construction projects along the rail corridor. Several obstructions (BFJ 5.00, BF 239.70, BF 236.80, BF 235.40, BF 210.60, and BF 198.40) will require an operational track through the construction zone. To not interrupt service, operation and advance notice through this single track area will be accommodated as with normal operations through regularly scheduled track maintenance work performed by CSX. CSX will advise Amtrak of the construction work in normal manners to ensure that Amtrak is aware of the work.

Additional Information

Remarks, Footnotes, Supplemental Data

Attachments 1-14

CE Evaluation Part A

Engineering Information

Design Criteria for Project

Functional Classification: Local Urban Rural

Current ADT: 20-30

Design Year No-Build / Build ADT, as well as Current / Future Build LOS, is only necessary when PM2.5 analysis is required.

If PM2.5 analysis is not needed (see the exempt project list in Air Quality Handbook, Pub #321), "N/A" can be entered for these values.

Design Year No-Build ADT: N/A Current LOS: N/A

Design Year Build ADT: N/A Future Build LOS: N/A

DHV: N/A Truck %: N/A D (Directional Distribution) %: N/A

Typical Rail Traffic: Freight
Current Number of Trains: 28-30 Per day
Freight Speed: 50 miles per hour

Track Design:
Existing Proposed
Number of Tracks: 2 No Changes
Alignment: Tangent No Changes
Minimum Vertical Clearance: 18'-95"- 21' 1.5" 21'
Spacing between tracks: 13'-11" No Changes
Minimum Horizontal Clearance: 13'-3" No Changes

Church Street ADT:
State Route 2037 Segment 0030
ADT = 689 (both directions)
Trucks = 9%
Year = 2006

Pinkerton Tunnel will be constructed to allow for a potential double track. Shoo Fly Tunnel will be open cut in a width sufficient for a potential second track. There will be no other changes to the widths of the tunnels.

Design Exception Required? Yes No TBD

If "Yes", explain.

Setting: Urban Suburban Rural

Topography: Level Rolling Mountainous

Traffic Control Measures

The following traffic control measures will be implemented:

- Temporary Bridge(s)
- Temporary Roadway
- Detour
- Ramp Closure
- Other (specify)
- None

Other Description:

Provisions for access by local traffic will be made and so posted.

True False

Through-traffic dependent business will not be adversely affected.

True False

There will be no interference with any local special event or festival.

True False

There will be no substantial environmental consequences associated with the traffic control measure(s).

True False

There is no substantial controversy associated with the traffic control measure(s).

True False

There are no substantial impacts to bicycle or pedestrian routes.

True False

If the answer to any of the above questions was "False", please explain.

A detour will be used for the following projects:

J&L Tunnel, Pittsburgh, PLY 1.96, 2.00 and 2.37: Remove Existing Bridge Superstructure: Raise/Replace Tunnel Roof Slab: Remove Portions of Existing Bridge

Church Street Bridge, Garrett, BF 220.00: Replace Existing Bridge

Approximate length of planned detour: Attached as Attachment 5.

Traffic detours for construction at these two locations will be of short duration. 26th Street over J&L Tunnel will be detoured for over a year.

The duration for the Church Street detour is expected to be 4 months.

Make the selection that best describes the planned detour:

- Detour will use local roads with no improvements.
- Detour will involve improvements to local roads with no resulting impacts on safety or the environment.
- Detour will involve improvements to local roads and will impact safety and/or the environment.
- Detour will use only state owned roads.

Describe impacts

No adverse impacts anticipated as a result of the detours. Temporary traffic impacts during construction for these proposed actions will be minor. For individual obstructions having the potential to affect road or pedestrian traffic, temporary maintenance of traffic plans (e.g., detours and traffic management measures) have been developed. Vehicular and pedestrian traffic will be detoured during the construction of the new structures. During construction, access will be maintained to all residences, businesses, and services in the proposed action area. Maintenance and control of vehicular and pedestrian traffic will be undertaken in accordance with Pennsylvania DOT regulations. A public notification process will be adhered to.

Estimated Costs

Engineering: \$

Right-of-Way: \$

Construction:

Utilities: \$

Breakdown of costs provided as Attachment 6.

Additional Information

Remarks, Footnotes, Supplemental Data

Attachments

Evaluation Part A Roadway

No roadways included with this project

Roadway Description

	Existing	Proposed
Number of Lanes:	1-2	2
Pavement Width:	Varies (ft)	10-foot lanes
Shoulder Width:	Varies (ft)	Varies 2 feet to 5 feet
Median Width:	N/A	N/A
Sidewalk Width:	N/A	N/A
Clear Zone:	N/A	N/A

Additional Information

Affected Roadways at J&L Tunnel

The following are curb-to-curb widths for all City of Pittsburgh-owned streets within the limits of disturbance that may be partially affected:

Cinema Drive 24 feet
S. Water Street 24 feet
26th Street 24 feet
27th Street 24 feet
28th Street 24 feet
Hot Metal Street 44 feet

These streets will remain partially or fully functional during construction except for 26th Street. A temporary detour will be used at 26th Street. All streets will remain or be put back in-kind.

Church Street Roadway Cross Sections

Existing Bridge Section

Travel Way: 15.5 feet Shoulders: 0 foot Sidewalk: 5.5 feet

Proposed Bridge Section

Travel Way: 20 feet (2 to 10-foot lanes) Shoulders: 2 feet (right) and 5 feet (left)

Existing Approach Section

Travel Way: 20 feet to 15.5 feet

Shoulders: 2.5 feet to 0 foot

Proposed Approach Section

Travel Way: 20 feet (2 to 10-foot lanes) Shoulders 2 feet (right) 2 to 5 feet (left)

In the proposed configuration, the standard 2-foot shoulder is present on the right side. On the left, there is a 5-foot shoulder in lieu of a sidewalk. This was done at the request of the Pennsylvania DOT District 9-0. The different shoulder widths comply with Pennsylvania DOT's request.

CE Evaluation Part A Structure

No structures included with this project

BMS Number:

Smithfield Street Bridge (SR 3027) – 02302700200000

Walnut Street (SR 0048) – 02004801300203

Church Street (SR 2037) – 55203700502526

Description:

Church Street bridge over CSX tracks

	Existing	Proposed
Structure Type:	Through Girder	Concrete Deck on Steel Girder
Weight Restrictions:	YES	none
Height Restrictions:	N/A	N/A
Curb to Curb Width:	Varies	27 feet
Shoulder Width:	Varies	5 feet (north), 2 feet (south)
Under Clearance:	20 feet to 3.5 inches	21 feet to 2 inches
Lateral Clearance:	m (ft)	m (ft)
Structure Length:	m (ft)	m (ft)

Additional Information

Remarks, Footnotes, Supplemental Data

CE Evaluation Part B, Section A-1

Environmental Evaluation Subject Areas (Aquatic Resources)

Federal Project Number: TBD

1. AQUATIC RESOURCES

	PRESENCE	IMPACTS ^{2,3}
STREAMS, RIVERS & WATERCOURSES¹	<input type="radio"/> Not Present <input checked="" type="radio"/> Present <input type="radio"/> TBD	
Intermittent (streams only)	<input type="radio"/> Not Present <input checked="" type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes
Perennial	<input type="radio"/> Not Present <input checked="" type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes
Wild trout streams	<input type="radio"/> Not Present <input checked="" type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes
Stocked trout streams	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes

Identify all streams and their classifications per Chapter 93 of 25 PA Code (e.g. CWF, WWF, HQ, EV):

ARCADIS has completed an ecological assessment, including stream assessments and wetland delineations where required, of all proposed action areas. Water Quality Network Habitat Assessments of streams within or proximal to the obstruction's limits of disturbance were completed. If waterways were identified in the proposed action area, the design was modified to the extent possible to avoid these resources.

The following obstructions are proximal to waterways that will be protected:

Chartiers Creek Bridge, Pittsburgh, PLE 3.36, Existing Bridge Modification – Chartiers Creek (WWF)

Confluence Excess Material Placement Area, BFJ 243.00, Confluence – Laurel Hill Creek (HQ-CWF, wild trout stream)

Brook Tunnel, Confluence, BF 239.70, Total Arch Liner Replacement – Unnamed tributary to Laurel Hill Creek (No Classification)

Rockwood (Black Township) Excess Material Placement Area, BF 226.00, Black Township – Casselman River (WWF)

Sand Patch Tunnel, Sand Patch, BF 210.60, Liner Notching/ Portal Caps – Unnamed tributary to unnamed tributary to Flaugherty Creek (No Classification)

Sand Patch Excess Material Placement Area, BF 211.35 – Flaugherty Creek (CWF)

Falls Cut Tunnel, Fairhope, BF 198.40, Total Arch Liner Replacement – Wills Creek (CWF)

Railroad Bridge, Hyndman, BF 191.92, Existing Bridge Modification – Wills Creek (CWF)

Linear feet of stream impact: 0 feet

Section 404(b)(1) of the Clean Water Act (33 United States Code 1344) guidelines require the consideration of alternatives to avoid and minimize impacts to *Waters of the United States*. These avoidance and minimization measures were implemented during the planning. Where streams or other watercourses were proximal to obstructions, the design was modified to avoid any work in or close to the waterway. By modifying the design, no waterway permits are required under

Section 401/404 of the Clean Water Act.

The designs have eliminated the discharging of dredged or fill material into waters. For projects requiring over 1 acre of land disturbance, a National Pollutant Discharge Elimination System (NPDES) construction stormwater general permit, verified by the Pennsylvania Department of Environmental Protection (PADEP), will be included with the contract plans for adherence during construction. All conditions of the permit (erosion sediment control/best management practices) will be adhered to throughout construction. For projects requiring an NPDES permit, a Storm Water Pollution Prevention Plan (SWPPP) will be implemented during construction to reduce the potential for erosion and sediment runoff during construction activities.

Best management practices for erosion control during construction will be implemented at all obstructions to minimize pollutants entering waterways. According to best management plans, contract provisions require the use of temporary erosion control measures that will be shown on the construction plans and/or deemed necessary during construction to reduce runoff from leaving the obstruction area. These temporary measures may include the use of berms, dikes, dams, sediment basins, fiber mats, netting, gravel, mulches, grasses, slope drains, and other erosion control features, insofar as practical to ensure economical, effective, and continuous erosion control throughout the construction and post-construction periods and to ensure compliance with the Federal-Aid Policy Guide, Part 650, Subpart B. Further minimization is provided through the implementation of best management practices and compliance with the NPDES permit.

All fill will be suitable (free of toxic contaminants in other than trace/ background quantities, tires, or asphalt). No material will be stored or stockpiled in wetlands. Stockpiled materials will be staged in upland locations, with sediment and erosion control used to prevent and minimize runoff. Excavating equipment will not be placed in any surface water.

Amount should be consistent with the linear feet of impact indicated on Part B Section E.

Remarks:

Stream mapping and field forms are provided in Attachment 7.

	PRESENCE	IMPACTS ^{2,3}
FEDERAL WILD & SCENIC RIVERS & STREAMS	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD

Documentation⁴

- National Parks Service Coordination Letter
- U.S. Forest Service Coordination Letter

Remarks:

	PRESENCE	IMPACTS ^{2,3}
STATE SCENIC RIVERS & STREAMS¹	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD

Documentation⁴

- DCNR Coordination Letter

Remarks:

	PRESENCE	IMPACTS ^{2,3}
NAVIGABLE WATERWAYS¹	<input type="radio"/> Not Present <input checked="" type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD

Documentation⁴

Coast Guard Coordination

Remarks:

	PRESENCE	IMPACTS^{2,3}
OTHER SURFACE WATERS¹	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	
Reservoirs	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Lakes	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Farm ponds	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Detention basins	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Stormwater Management Facilities	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Others (describe in remarks)	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD

Remarks:

	PRESENCE	IMPACTS^{2,3}
GROUNDWATER RESOURCES¹	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	
State, County, Municipal or Local Public Supply Wells	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Residential Well	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Well Head Protection Area	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Springs, Seeps	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Potable Water Source	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Sole Source and/or Exceptional Value Aquifers	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD

Remarks:

A review of available Pennsylvania Ground Water Information System mapping indicated no drinking water sources are within the construction limits. There are no community/non-community wells, surface water protection areas, or drinking water reservoirs within the construction limits. The project is not adding any new capacity, rail, or crossings and will not adversely impact any drinking water sources. Aquifer mapping is provided as Attachment 8.

	PRESENCE	IMPACTS ^{2,3}
WETLANDS¹	<input type="radio"/> Not Present <input checked="" type="radio"/> Present <input type="radio"/> TBD	
Open Water	<input type="radio"/> Not Present <input checked="" type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Vegetated		
Emergent	<input type="radio"/> Not Present <input checked="" type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Scrub Shrub	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Forested	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Exceptional Value	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD

Documentation⁴

- Wetland Identification and Delineation Report
- Conceptual Mitigation Plan
- 404 (b)(1) Alternative Analysis (ATTACH TO THE CEE.)
- Jurisdictional Determination (ATTACH JD LETTER TO THE CEE.)
- Functional Assessment Analysis

Methodology:

Wetlands and/or Waters of the United States have been qualitatively and quantitatively assessed in the field to determine location and proximity to the National Gateway Clearance Initiative. If wetlands and waterways were identified in the proposed action area, the design was modified to the extent possible to avoid these resources. All wetlands were delineated by ARCADIS Field Biologists. Complete Routine Wetland Determination forms are provided as Attachment 9.

Options/design modifications were investigated to avoid impacts to wetlands: Yes No TBD N/A

All three of the excess material placement areas have wetlands. The boundaries for placement of material have been designed to avoid placing fill in any of these resources.

There are no practicable alternatives to construction within the wetlands: Yes No TBD N/A

The alternative chosen (proposed project) includes all practicable measures to minimize harm to wetlands: Yes No TBD N/A

If the answer to any of the above three questions is No, provide an explanation in the Remarks Section below.

Executive Order 11990 Compliance

Number of wetlands impacted: 0

Acreage of wetlands impacted: 0.0 acres Amount should be consistent with the acreage indicated on Part B Section E.

Remarks:

The following wetlands are outside the limits of disturbance and will be protected:

Falls Cut Tunnel, Fairhope, BF 198.40, Total Arch Liner Replacement

Wetland 15 (Emergent) – 0.018 acre

Wetland 17 (Emergent) – 0.086 acre

Wetland 20 (Emergent) – 0.106 acre

Sand Patch Tunnel, Sand Patch, BF 210.60, Liner Notching/ Portal Caps

Wetland 13 (Emergent) – 0.032 acre

Wetland 14 (Emergent) – 0.162 acre

National Wetland Inventory Maps, wetland maps, and field forms are provided in Attachment 9.

	PRESENCE	IMPACTS ^{2,3}
COASTAL ZONE¹	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Documentation⁴		
<input type="checkbox"/>		
Remarks		

	PRESENCE	IMPACTS ^{2,3}
FLOODPLAINS¹	<input type="radio"/> Not Present <input checked="" type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
<input checked="" type="checkbox"/> No significant floodplain encroachment would occur.		
Remarks:		

Based on a review of the National Flood Insurance Program Mapping, the following obstructions are within the 100-year floodplain. Many of these obstructions are track lowering or bridge modifications, no additional fill will be added to the floodplains, and the project will not result in an adverse impact to the floodplains. Local coordination with the community floodway administrator will be completed as necessary.

Ohio Central RR Bridge, McKees Rocks, PLE 3.79, Raise Bridge – The obstruction lies within the 100-year flood boundary of the Ohio River. No additional fill will be added to the floodplains, and the proposed action will not result in an adverse impact to the floodplains.

Chartiers Creek Bridge, Pittsburgh, PLE 3.36, Existing Bridge Modification – The obstruction lies within the 100-year flood boundary of the Ohio River/Chartiers Creek. All work will be completed above the 100-year flood elevation, work is to superstructure only.

Smithfield Street Bridge, Pittsburgh, PLY 0.09, Lower Tracks – The obstruction lies within the 100-year flood boundary of the Monongahela River. No additional fill will be added to the floodplains, and the proposed action will not result in an adverse impact to the floodplains.

J&L Tunnel, Pittsburgh, PLY 1.96 - Remove Existing Bridge Superstructure; 2.00 - Raise/Replace Tunnel Roof Slab; and 2.37 - Remove Portions of Existing Bridge – The obstruction lies within the 100-year flood boundary of the Monongahela River. No additional fill will be added to the floodplains, and the proposed action will not result in an adverse impact to the floodplains.

Walnut Street (SR 0048) Bridge, McKeesport, BF 309.70, Lower Tracks – The obstruction lies within the 100-year flood boundary of the Youghiogheny River. No additional fill will be added to the floodplains, and the proposed action will not result in an adverse impact to the floodplains.

Confluence Excess Material Placement Area, BFJ 243.00, Confluence – The obstruction lies within the 100-year flood boundary of the Casselman River/ Laurel Hill Creek. All material will be placed at least 50 feet from the ordinary high water mark so there is no impact to the regulated floodway.

Rockwood (Black Township) Excess Material Placement Area, BF 226.00, Black Township – The obstruction lies within the 100-year flood boundary of the Casselman River. All material will be placed at least 50 feet from the ordinary high water mark, so there is no impact to the regulated floodway.

Sand Patch Excess Material Placement Area, BF 211.35, Sand Patch– The obstruction lies within the 100-year flood boundary of Flaugherly Creek River. All material will be placed at least 50 feet from the ordinary high water mark so there is no impact to the regulated floodway.

Falls Cut Tunnel, Fairhope, BF 198.40, Total Arch Liner Replacement – Tunnel is outside the 100-year flood boundary of Wills Creek; tracks are west of tunnel within the floodplain. All work will be completed above the 100-year flood elevation.

Railroad Bridge, Hyndman, BF 191.92, Existing Bridge Modification – The obstruction lies within the 100-year flood boundary of Wills Creek. All work will be completed above the 100-year flood elevation.

Floodplain mapping is provided as Attachment 10.

SOIL EROSION & SEDIMENTATION¹

Are there effects due to construction activities? No Yes TBD

Documentation⁴

- E&S Control Plan
- Coordination w/County Conservation District
- NPDES Stormwater Construction Permit

Remarks:

All obstructions with over 1 acre of planned land disturbance will have an NPDES permit, which includes development of a written Stormwater Pollution Control Plan or Erosion and Sediment Control Plan, commitment to installation and maintenance of stormwater control measures, and submittal of a Notice of Intent. CSX has been coordinating this process through PADEP.

-
- 1 If the resource is not present, do not complete the remainder of this subject area.
 - 2 If the resource is present but no impacts are anticipated, describe in Remarks or on attached sheet(s) why there will be no impact.
 - 3 Describe impacts in Remarks or attached sheet(s).
 - 4 Unless otherwise noted, documentation for subject areas should be maintained in the project's Technical Support Data and does not need to be submitted with the CEE.
-

Additional Information

Remarks, Footnotes, Supplemental Data
Attachments

**CE Evaluation Part B, Section A-2
Environmental Evaluation Subject Areas (Land)**

2. LAND

	PRESENCE	IMPACTS^{2,3}
AGRICULTURAL RESOURCES¹	<input type="radio"/> Not Present <input checked="" type="radio"/> Present <input type="radio"/> TBD	
Productive Agricultural Land	<input type="radio"/> Not Present <input checked="" type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Agricultural Security Areas	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Prime Agricultural Land	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Agricultural Conservation Easements	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Farmland Enrolled in Preferential Tax Assessments	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Agricultural Zoning	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Soil Capability Classes I, II, III, IV	<input type="radio"/> Not Present <input checked="" type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Prime or Unique Soil	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Statewide or Locally Important Soils	<input type="radio"/> Not Present <input checked="" type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD

Documentation⁴

- Farmland Assessment Report
- ALCAB Approval
- Agricultural Land Preservation Policy Conformance Statement
- Form AD-1006 - Farmland Conversion Impact Rating
- Coordination with County Tax Assessor

Remarks

The soils information was compiled from surveys of each project area generated from the United States Department of Agriculture (USDA) Natural Resources Conservation Service online Web Soil Survey at <http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>, as well as coordination with individual counties.

Allegheny County

Based on the Allegheny County Comprehensive Plan Agriculture Map, none of the proposed actions in Allegheny County are in agricultural easements or agricultural security areas. The land within the proposed action areas in Allegheny County is urban with a soil capability class of 8s. None of the land identified in the proposed action areas is prime farmland or farmland of statewide importance.

Somerset County

Based on discussions with the Somerset County Planning Commission, none of the proposed action areas are within Somerset County agricultural zoning. Based on the Somerset County Tax Department, no railroad property is enrolled in preferential tax assessments.

Benford Tunnel, Confluence, BFJ 5.00, Open Cut Tunnel – The majority of land in the proposed action area is Philo silt loam, which has a soil capability class of 2w. All land in this class is prime farmland or farmland of statewide importance. The area is currently tree covered and not farmed; there will be no impact to agricultural production.

Brook Tunnel, Confluence, BF 239.70, Total Arch Liner Replacement – This proposed action area consists of Rayne-Gilpin channery silt loams (3 to 8% slope), Rayne-Gilpn channery silt loams (8 to 15% slope), and Rayne-Gilpn channery silt loams (15 to 25% slope), which have soil capability classes of 2e, 3e, and 4e respectively. The land in Rayne-Gilpin channery silt loams (3 to 8% slope) is prime farmland. The land in Rayne-Gilpn channery silt loams (8 to 15% slope) is farmland of statewide importance. The land in Rayne-Gilpn channery silt loams (15 to 25% slope) is not prime farmland or farmland of statewide importance.

Confluence Excess Material Placement Area, BFJ 243.00 – The land in this proposed action area consists of Chavies silt loam (0 to 3%) and Monongahela silt loam (0 to 3%), which are classified as prime farmland, with soil capability classes of 1 and 2w, respectively. The area is owned by CSX and not used for farming.

Rockwood (Black Township) Excess Material Placement Area, BF 226.00 – The land in this proposed action area consists of Pope fine sandy loam, which is classified as prime farmland and has a soil capability class of 1. The area is owned by CSX and not used for farming.

Church Street Bridge, Garrett, BF 220.00, Replace Existing Bridge – Portions of this proposed action area consists of Berks-Weikert channery silt loams, which has a soil capability class of 3e. This is not prime farmland or farmland of statewide importance.

Sand Patch Tunnel, Sand Patch, BF 210.60, Liner Notching/ Portal Caps/ Sand Patch Excess Material Placement Area, BF 211.35 – The land in this proposed action area consists of Albrights silt loam, Leck kill channery silt loam (3 to 8%), Leck kill channery silt loam (8 to 15%), Leck kill channery silt loam (15 to 25%), and Nolo loam, which have soil capability classes of 3e, 2e, 3e, 4e, and 4w, respectively. Albrights silt loam and Leck kill channery silt loam (8 to 15%) are considered farmland of statewide importance. There will be no farmland soil disturbance as part of the tunnel notching.

Bedford County

The Bedford County Agricultural Land Preservation Easement Program identifies the proposed action area for Hyndman as productive agricultural land and within an agricultural security area. The proposed action area is not within an agricultural conservation easement. There is not agricultural zoning in the Borough of Hyndman.

Railroad Bridge, Hyndman, BF 191.92, Existing Bridge Modification – The land within the proposed action area consists of Basher and Birdsboro, which have soil capability classes of 2w and 1, respectively. All land in these classes is prime farmland or farmland of statewide importance. No soil will be disturbed as part of the bridge modifications.

VEGETATION ¹	PRESENCE	IMPACTS ^{2,3}
Landscaped	<input type="radio"/> Not Present <input checked="" type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Agricultural	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Forest Land	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Rangeland	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Other (describe in remarks)	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD

Invasive Non-Native Plants are Present

Are measures being taken to minimize movement of invasive plant parts (roots, tubers, seeds)? Yes No

Will native plants be used in project landscaping or mitigation? Yes No **If Yes, describe in Remarks.**

Young deciduous trees (having diameters at chest height less than 14 inches) and scrub/shrub vegetation are present over the Benford Tunnel open cut obstruction. The area above the Shoo Fly Tunnel open cut has a mixture of hickory, oak, and tulip poplar trees, a few with diameters greater than 14 inches and at chest height (shagbark hickory and dead trees). Removal of these trees within the proposed action limits of disturbance has been coordinated with the U.S. Fish and Wildlife Service (USFWS). Any additional tree clearing will be coordinated with the USFWS. These stipulations are in accordance with correspondence received from the USFWS Pennsylvania Field Office, dated March 4, 2010.

UNIQUE GEOLOGIC RESOURCES ¹	PRESENCE	IMPACTS ^{2,3}
Remarks	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD

PARKS & RECREATION FACILITIES ¹	PRESENCE	IMPACTS ^{2,3}
National	<input type="radio"/> Not Present <input checked="" type="radio"/> Present <input type="radio"/> TBD	<input type="radio"/> No <input checked="" type="radio"/> Yes <input type="radio"/> TBD
State	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Local	<input type="radio"/> Not Present <input checked="" type="radio"/> Present <input type="radio"/> TBD	<input type="radio"/> No <input checked="" type="radio"/> Yes <input type="radio"/> TBD-temporary
Other (describe in remarks)	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD

Were any of the impacted properties acquired through the use of Land and Water Conservation or Project 70 funds? Yes No

Documentation⁴

- Section 6(f) (ATTACH DOCUMENT)
- Coordination with NPS/DCNR (LWCF)
- Coordination with PA General Assembly/DCNR (Project 70)

Remarks

Above the J&L Tunnel is open space. Coordination is ongoing with the Urban Redevelopment Authority of Pittsburgh. A Memorandum of Agreement between CSX and the Urban Redevelopment Authority has been completed regarding temporary impacts to the open space.

The Blue Lick Truss is located in Somerset County, Pennsylvania. The truss and associated Keystone Viaduct, carry the Great Allegheny Passage, a 150-mile system of biking and hiking trails that connect Cumberland, Maryland and Pittsburgh, Pennsylvania, over the Flaugherly Creek and the CSX mainline. The Great Allegheny Passage is one segment of the larger Potomac Heritage National Scenic Trail. Coordination with the NPS for this resource has been initiated and will be ongoing through the duration of this undertaking.

The Great Allegheny Passage is a rails to trails conversion and consists of an approximately 10-foot wide trail of primarily smooth crushed gravel. The Blue Lick Truss and Keystone Viaduct have been refurbished for the multi-use trail and support an approximately 10-foot wide concrete path. The northern end of the truss terminates at an approximately 15-foot by 30-foot fenced landing that adjoins the gravel hiking trail. The southern end of the truss is connected to the Keystone Viaduct. This proposed action will elevate the Blue Lick Truss approximately 12 inches to provide sufficient vertical clearance for double-stacked intermodal freight trains. Construction work to elevate the Blue Lick Truss will be conducted primarily

underneath the truss from the CSX ROW. The construction will be completed in roughly five phases:

- Phase 1 will consist of preliminary construction work to release the bridge from its abutments and to install the temporary hydraulic jacks that will be utilized to raise the bridge. This phase of the work will be completed primarily from the CSX ROW beneath the bridge.
- Phase 2 will consist of closing one-half of the 10-foot wide multi-use trail (Side A). Construction fencing will be utilized to direct all trail traffic to the open side of the bridge (Side B). The trail will be signed to direct all bikers to dismount and walk their bikes through the construction zone. New concrete ramps, to the higher bridge elevation, will be constructed on the closed half of the trail (Side A).
- Phase 3 will consist of raising the bridge. It is anticipated that one overnight closure of the trail will be needed to jack the truss the necessary 12 inches. Once the bridge is at the higher elevation, bolsters will be placed at the top of the abutments and the bridge will be lowered and reattached.
- Phase 4 will consist of switching the open and closed side of the multi-use trail. Side A, with the new ramps at the higher elevation, will be opened and Side B will now be closed. Again, construction fencing will be utilized to direct all trail traffic to the open side of the bridge (Side A). The trail will be signed to direct all bikers to dismount and walk their bikes through the construction zone. New concrete ramps will be constructed on the now closed side of the trail (Side B).
- Phase 5 will consist of completion of construction and opening of the full width of the trail over the bridge.

The landing on the north end of the truss will also be renovated to meet the new elevation of the truss. The new ramps and landing will be constructed from concrete and the red coloring will match the existing concrete of the truss and viaduct trail. Construction activities are estimated to last 10 to 12 weeks but that the temporary trail constriction will be required for less than one month. It is anticipated that one overnight closure of the trail will be needed to jack the truss the necessary 12 inches. The closure and temporary constriction have been coordinated with Somerset County, the owner of this section of the trail.

Impacts to the bicycle/pedestrian path will be temporary and of short duration, the resource will be fully restored at completion of the project and these stipulations have been fully coordinated with the official having jurisdiction over the resources. The FRA/FHWA will make the final determination of use under Section 4(f) the Department of Transportation Act of 1966, as amended. The MOU with Somerset County the agency over the resource is included in Appendix H of the Environmental Assessment.

	PRESENCE	IMPACTS^{2,3}
FOREST & GAMELANDS¹	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	
National Forests	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
State Forests	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
State Gamelands	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Remarks		

	PRESENCE	IMPACTS^{2,3}
WILDERNESS, NATURAL & WILD AREAS¹	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	
Federal Wilderness Areas	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Federal Natural or Wild Areas	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
State Natural or Wild Areas	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Private Natural Areas	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Remarks		

	PRESENCE	IMPACTS^{2,3}
NATIONAL NATURAL LANDMARKS¹	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Documentation⁴		
<input type="checkbox"/> National Park Service Coordination Letter		
Remarks		

HAZARDOUS OR RESIDUAL WASTE SITES¹

PRESENCE

Not

Present

Present

TBD

IMPACTS^{2,3}

No Yes TBD

Documentation⁴

- Phase I
- Phase II
- Phase III
- Other
- No Documentation Required

Is remediation required? Yes No Unknown at this time

If "Yes" or "Unknown at this time", describe:

Remarks

Under the preferred alternative, no hazardous materials are anticipated to be encountered during construction activities. The majority of the obstructions are contained within the CSX ROW. The ROW has been actively used for the movement of freight for decades. Excess soils generated from CSX property during the track lowering activities will be beneficially reused on CSX-owned property. Any material from the track lowerings, or other obstruction locations, that cannot be beneficially reused on CSX property will be managed appropriately in accordance with all applicable federal, state, and local laws, ordinances, and regulations. Materials excavated during construction are expected to be nonhazardous waste.

Inspections for asbestos-containing material by a Pennsylvania Certified Asbestos inspector have been completed at all tunnel and bridge locations. Lead-based paint inspections have been completed on the bridge removal structures.

-
- 1 If the resource is not present, do not complete the remainder of this subject area.
 - 2 If the resource is present but no impacts are anticipated, describe in Remarks or on attached sheet(s) why there will be no impact.
 - 3 Describe impacts in Remarks or attached sheet(s).
 - 4 Unless otherwise noted, documentation for subject areas should be maintained in the project's Technical Support Data and does not need to be submitted with the CEE.
-

Additional Information

Remarks, Footnotes, Supplemental Data Attachments

CE Evaluation Part B, Section A-3

Environmental Evaluation Subject Areas (Wildlife)

3. WILDLIFE

	PRESENCE	IMPACTS ^{2,3}
WILDLIFE & HABITAT¹	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	
Sanctuaries/Refuges	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD
Resources Meriting Compensation	<input checked="" type="radio"/> Not Present <input type="radio"/> Present <input type="radio"/> TBD	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> TBD

If any Impacts are "Yes", a Section 4(f) Evaluation may be needed.

Documentation⁴

Remarks

There were no records of unique ecological sites, geologic features, breeding or non-breeding animal concentrations, champion trees, forests or wildlife areas, or protected rivers identified through the Pennsylvania Natural Diversity Inventory for any of the obstructions in Pennsylvania. The Pennsylvania obstructions are within the known range of these sensitive species:

Indiana bat (*Myotis sodalis*) is federally listed as endangered. Species nest in summer months under loose bark of exfoliating trees or in tree hollows and hibernate in caves during winter months (Counties of Current, Recent, and Possible Distribution - Bedford and Somerset).

Northeastern bulrush (*Scirpus ancistrochaetus*) is federally listed as an endangered species and grows on the edges of seasonal pools and wet depressions (Counties of Current, Recent, and Possible Distribution - Bedford).

Sheepnose Mussel (*Plethobasus cyphus*) is federally listed as a candidate species (Counties of Current, Recent, and Possible Distribution - Allegheny).

Indiana bat suitable trees (living or standing dead trees or snags with exfoliating, peeling or loose bark, split trunks and/or branches, or cavities) have been identified in the proposed action area. Removal of these trees within the proposed action limits of disturbance has been coordinated with the USFWS. There will be no in-stream or wetland impacts in Pennsylvania. These stipulations are in accordance with correspondence received from the USFWS Pennsylvania Field Office, dated March 4, 2010.

The linear aspects of the open cuts could create travel barriers to less mobile species such as certain invertebrates, amphibians, reptiles, and small mammals. During the design of the obstructions, modifications were made to avoid other sensitive habitats that wildlife might use for nesting or foraging habitat, such as wetlands and streams. Research results are provided as Attachment 11.

**THREATENED & ENDANGERED
PLANTS & ANIMALS¹**

PRESENCE

- Not Present
- Present
- No Coordination Needed
- TBD

IMPACTS^{2,3}

- No Potential Impacts
- Potential Impacts with Avoidance Measures
- Potential Impacts with Conservation Measures
- Potential Impacts
- TBD

Reviews, concurrences and approvals for Threatened and Endangered Species searches/coordination are time sensitive. If the coordination is greater than one-year old, a new coordination effort will be required with the commenting/review agency(s).

Describe avoidance measures: Tree clearing will be protective of Indiana bat.

Will the suggested conservation measures be implemented?

- Yes No

Documentation

- PNDI ER Receipt (Attach to the CEE)

Agency Documentation

- PFBC Correspondence (Attach to the CEE)
- PGC Correspondence (Attach to the CEE)
- DCNR Correspondence (Attach to the CEE)
- USFWS Correspondence (Attach to the CEE)

Remarks

The following obstructions received a notice of a potential impact from the Pennsylvania Natural Diversity Inventory. After further review of submitted documentation, the Department of Conservation and Natural Resources (DCNR) determined no impact was anticipated for these obstructions:

Confluence Excess Material Placement Area, BFJ 243.00, Confluence

Shoo Fly Tunnel, Confluence, BF 236.80, Open Cut Tunnel

Rockwood (Black Township) Excess Material Placement Area, BF 226.00, Black Township

Church Street Bridge, Garrett, BF 220.00, Replace Existing Bridge

Railroad Bridge, Hyndman, BF 191.92, Existing Bridge Modification

-
- 1 If the resource is not present, do not complete the remainder of this subject area.
 - 2 If the resource is present but no impacts are anticipated, describe in Remarks or on attached sheet(s) why there will be no impact.
 - 3 Describe impacts in Remarks or attached sheet(s).
 - 4 Unless otherwise noted, documentation for subject areas should be maintained in the project's Technical Support Data and does not need to be submitted with the CEE.

Additional Information

Remarks, Footnotes, Supplemental Data
Attachments

Evaluation Part B, Section A-4

Environmental Evaluation Subject Areas (Cultural Resources)

4. CULTURAL RESOURCES

Is there enough information at this time to determine the presence of resources and effects? Yes No

For projects exempted from further Section 106 review under Stipulation C or eligible for Department delegated review under Stipulation D, determine whether eligible resources are present for application of Section 4 (f).

Is the project exempted from further review by application of Stipulation C of the "Programmatic Agreement among the FHWA, Penn DOT, the PA SHPO and the ACHP Regarding Implementation of Minor Transportation Projects"? Yes No

If activity is exempted from review by application of Stipulation C, list the applicable Stipulation C subsection with the appropriate activity e.g. (C.1.a., C.2.d.), the name of the individual making the exemption, and the date it was made in the spaces below.

Stipulation C Activity:

Individual Making Exemption:

Date of Exemption:

Is the project eligible for delegated review under Stipulation D of the "Programmatic Agreement among the FHWA, Penn DOT, the PA SHPO and the ACHP Regarding Implementation of Minor Transportation Projects"? Yes No

If the project is delegated for expedited review under Stipulation D attach the "Qualified Professionals Finding under Stipulation D".

	<u>PRESENCE</u>				<u>LEVEL OF EFFECTS</u>		
	Not Present	Potentially Eligible Resource Present	Eligible Resource Present	Listed Resource Present	No Historic Properties Affected	No Adverse Effect	Adverse Effect
CULTURAL RESOURCES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Prehistoric Archaeology	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Historic Archaeology	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Historic Structure	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Historic District	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Historic Transportation Corridor****	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Documentation

One of the first five document types **MUST** be checked and attached to show that Section 106 coordination has been completed.

Other types of documentation should be checked and attached when appropriate.

- Executed MOA / Programmatic Agreement (Project Specific) Pending
- Stipulation D.2 or D.3 Submittal Form
- Section 106 Concurrence Letter
- PCRRF
- TE Project Field Assessment and Finding Checklist
- Historic Structures Survey/Determination of Eligibility Report
- Phase I A Archaeological Background Research Report
- Geomorphological Survey Report
- Phase I Archaeology Survey
- Phase II Archaeology Survey
- Phase III Archaeology Work Plan
- Abbreviated Determination of Effect Report
- Determination of Effect Documentation (No Historic Properties Affected)
- Determination of Effect Report (No Adverse Effect)
- Determination of Effect Report (Adverse Effect)

Include Section 106 Public Involvement in Part B, Section C, Public Involvement.

Remarks

Coordination has been conducted with the Pennsylvania Historical and Museum Commission (PHMC). An Eligibility Report and Effects Report have been completed and concurred with by the PHMC. PHMC required that the historic resources be evaluated on a corridor basis. Two historic corridors are included in the project, Pittsburgh and Lake Erie (P&LE) Railroad and the former Baltimore and Ohio (B&O) Railroad Pittsburgh Division that have been determined eligible for inclusion on the NRHP. The project is in the immediate vicinity of three historic bridges of national significance: Smithfield Street Bridge (National Engineering Landmark), Pittsburgh, Pennsylvania; Walnut Street (SR 0048) Bridge (Boston Bridge), McKeesport, Pennsylvania; and Blue Lick Truss, Sand Patch, Pennsylvania. A total of five resources are within the P&LE corridor, and nine resources are within the B&O corridor. It was determined that there will be no Adverse Effect to the P&LE corridor. There is an Adverse Effect to the B&O corridor. The Adverse Effect is related to the impact to the six tunnels within the B&O corridor.

Several meetings with PHMC have been conducted since the determination of Adverse Effect to discuss mitigation activities. Mitigation has been agreed to and will include salvaging name and date plaques where possible, completion of recordation of all contributing resources, and development of a web-based public outreach program.

Additionally, archaeological investigations were conducted at all obstructions where earth disturbance is expected. These obstructions primarily include the open cut tunnel obstructions and excess material placement areas. Background research and field investigations were conducted. Based on the studies completed, impacts to archaeological resources are not expected. Coordination of these efforts has been conducted with PHMC, and a report has been submitted for its records.

Refer to Attachment 12 for copies of the agency correspondence documenting the Section 106 process.

****** Includes Historic Railroads, Canals, and Highways.**

Additional Information

Remarks, Footnotes, Supplemental Data

Attachments

CE Evaluation Part B, Section A-5
Environmental Evaluation Subject Areas (Section 4(f) Resources)

5. SECTION 4(f) RESOURCES

SECTION 4(f) RESOURCES **PRESENCE** **USE^{1,2}**
 Not Present Present TBD No Yes TBD

Documentation³

- Individual Section 4(f) Eval. (ATTACH APPROVED DOCUMENT)
- Programmatic Section 4(f) Eval. (ATTACH DOCUMENT)
- Section 2002 Evaluation (ATTACH APPROVED DOCUMENT)
- De Minimis Use/No Adverse Use Checklist (ATTACH DOCUMENT)
- Non-Applicability/No Use Checklist
- Temporary Use Checklist
- FHWA Coordination Documents (ATTACH DOCUMENT)

Remarks

The Section 4(f) analysis has been prepared for the Phase I National Gateway corridor using a net benefit programmatic approach. Section 4(f) approval will be concurrent with the National Environmental Policy Act (NEPA) documentation review process.

Will temporary easements during construction be necessary for potential Section 4(f) resources? Yes No TBD

If "Yes" or unknown at this time, provide description.

-
- 1 If the resource is present but no use is anticipated, describe in Remarks or on attached sheet(s) why there will be no use.
 - 2 Describe the use in Remarks or attached sheet(s).
 - 3 Unless otherwise noted, documentation for subject areas should be maintained in the project's Technical Support Data and does not need to be submitted with the CEE.

Additional Information

Remarks, Footnotes, Supplemental Data

Attachments

CE Evaluation Part B, Section A-6
Environmental Evaluation Subject Areas (Air Quality and Noise)

6. AIR QUALITY AND NOISE

AIR QUALITY

Is the project exempt from regional ozone conformity analysis and a CO, PM10 & PM2.5 Hot-Spot analysis? Yes No TBD

See exempt project list in Air Quality Handbook, Pub #321.

If Yes, skip the remainder of this section.

Is the project in an air quality nonattainment or maintenance area? Yes No TBD

If No, skip Regional Conformity section and go to Project Level Impacts for CO.

If Yes, for what pollutant? Applies only to projects in Allegheny County

Ozone CO PM10 PM2.5

[Refer to PADEP's Bureau of Air Quality Attainment Status maps](#)

Regional Conformity

Is the project exempt from a regional conformity air quality analysis? Yes No TBD

See exempt project list in Air Quality Handbook, Pub #321.

If Yes, go to Project Level Impacts for CO and PM2.5/PM10 sections.

If No, was it included in the most recent regional conformity air quality analysis? Yes No TBD

If Yes, go to Project Level Impacts for CO and PM2.5/PM10 sections.

If No, consult with District Air Quality Coordinator.

Project Level Impacts for Carbon Monoxide (CO)

Are there any sensitive receptors located within the project area? Yes No TBD

Sensitive Receptors = Schools, Churches, Residences, Apartments, Hospitals, etc.

If No, skip the remainder of this section.

Projects in Allegheny County are in an urban area with a mix of residential and commercial properties.

Based on similar projects in similar settings, will there be any negative air quality impacts? Yes No TBD

If Yes, complete a Quantitative or Qualitative Analysis of air quality impacts.

Use currently approved Air Quality model.

Quantitative Analysis
 Qualitative Analysis

Project Level Impacts for Particulate Matter (PM2.5 or PM10)

Is the project of air quality concern? No - Based on Penn DOT Screening Document
 No - Based on Interagency Consultation
 Yes - Based on Interagency Consultation
 TBD

If Yes, has a Qualitative Hot-Spot Analysis been completed for the project? Yes No N/A TBD

If Yes, has the Qualitative Hot-Spot Analysis undergone public review? Yes No N/A TBD

Remarks:

GENERAL CONFORMITY ANALYSIS

REGULATORY BACKGROUND

Section 176(c) of the Federal Clean Air Act (CAA) provides that Federal agencies cannot engage, support, or provide financial assistance for licensing, permitting, or approving any project unless the project conforms to the applicable State Implementation Plan (SIP). A SIP is a compilation of a state's air quality control plans and rules, approved by the United States Environmental Protection Agency (USEPA). The State and USEPA's goals are to eliminate or reduce the severity and number of violations of the National Ambient Air Quality Standards (NAAQS) and to achieve expeditious attainment of these standards.

Pursuant to CAA Section 176(c) requirements, the USEPA promulgated Title 40 of the Code of Federal Regulations Part 51 (40 CFR 51) Subpart W and 40 CFR 93 Subpart B, "Determining Conformity of General Federal Actions to State or Federal Implementation Plans" (see Volume 58 of the Federal Register [FR], November 30, 1993 (58 FR 63214)). On April 5, 2010, EPA revised the General Conformity regulation (75 FR 17253). These regulations, commonly referred to as the General Conformity Rule, apply to all Federal actions except for those Federal actions which are excluded from review (e.g., stationary source emissions) or related to transportation plans, programs, and projects under Title 23 U.S. Code or the Federal Transit Act, which are subject to Transportation Conformity. The general conformity rule applies to all federal actions not addressed by the transportation conformity rule.

40 CFR 51 Subpart W applies in states where the state has an approved SIP revision adopting General Conformity regulations; 40 CFR 93 Subpart B applies in states where the state does not have an approved SIP revision adopting General Conformity regulations.

The General Conformity Rule is used to determine if Federal actions meet the requirements of the CAA and the applicable SIP by ensuring that air emissions related to the action do not:

- Cause or contribute to new violations of a NAAQS;
- Increase the frequency or severity of any existing violation of a NAAQS; or
- Delay timely attainment of a NAAQS or interim emission reduction.

A conformity determination under the General Conformity Rule is required if the federal agency determines: the action will occur in a nonattainment or maintenance area; that one or more specific exemptions do not apply to the action; the action is not included in the federal agency's "presumed to conform" list, the emissions from the proposed action are not within the approved emissions budget for an applicable facility; and the total direct and indirect emissions of a pollutant (or its precursors), are at or above the *de minimis* levels established in the General Conformity regulations (75 FR 17255).

Conformity regulatory criteria are listed in 40 CFR 93.158. An action will be determined to conform to the applicable SIP if, for each pollutant that exceeds the *de minimis* emissions level in 40 CFR 93.153(b), or otherwise requires a conformity determination due to the total of direct and indirect emissions from the action, the action meets the requirements of paragraph (c) of 93.158.

EVALUATION

The general conformity rule first involves a conformity evaluation to determine if the proposed action requires a conformity determination based on the criteria listed above. Since the projects are not classified as "exempt" activities, a "presumed to conform" list does not exist for FRA, and there is no applicable facility budget, the last remaining test is the *de minimis* test. For this test, the quantity of the nonattainment or maintenance area pollutant from the project during the highest emission year is compared to the *de minimis* emissions level for that pollutant. If the emissions level is exceeded, further analysis and a conformity determination are required. The analyses must consider the construction emissions and include the total direct as well as indirect emissions as a result of the proposed action. Some of the proposed projects will be located in designated nonattainment or maintenance areas for particulate matter less than or equal to 2.5 microns in diameter (PM2.5) and ozone. A few of the proposed projects are located within a mile or less of designated maintenance areas for CO, SO2 and PM10. Because of their close proximity to those areas, they were assumed to be in those designated maintenance areas for the sake of this evaluation.

Therefore, in accordance with 40 CFR 93.153 and 93.158, emissions of the following pollutants and precursors are assessed: ozone precursor compounds nitrogen oxide (NOx) and volatile organic compounds (VOCs), SO2, CO, PM10, PM2.5 (direct) and PM2.5 precursor compounds (SO2 and NOx) are analyzed in a General Conformity analysis. The *de minimis* thresholds for this analysis (all areas) are as follows:

General Conformity De Minimis Thresholds

40 CFR 93 § 153 defines DE MINIMIS levels, that is, the minimum threshold for which a conformity determination must be performed, for the criteria pollutants found for various criteria pollutants in various areas. The information for the project area is summarized here:

General Conformity Rule De Minimis Emissions Levels Summary

Pollutant	Area Type	Tons/Year
Ozone (NOx)	Maintenance	100
Ozone (VOC)	Maintenance within an ozone transport region	50
	Maintenance outside an ozone transport region	100
Carbon monoxide, SO2 and NO2	All nonattainment & maintenance	100
PM-10	Moderate nonattainment and maintenance	100
PM2.5 - direct, SO2, and NOx	All nonattainment and maintenance	100

CONSTRUCTION EMISSIONS

Construction-related emissions are not covered by Pennsylvania's nonattainment New Source Review (NSR) program (i.e., subject to offset requirements) and are therefore evaluated under the General Conformity Rule.

Construction-related emissions occur in calendar years prior to commencement of operations. No other project-related emissions will occur simultaneously with construction-related emissions. Specific obstructions (listed as projects below) are located in areas that are in or near nonattainment or maintenance for ozone, PM10, SO2, CO, and PM2.5, as described in the following table.

Obstructions Location and Associated Nonattainment/Maintenance Status

M = maintenance; NA = nonattainment

Project Name	City	State	ID	Activity	Pollutant
Overhead Walkway	Coraopolis	PA	PLE 10.25	Remove Bridge	1997 8-hr ozone (NA) PM 2.5 ¹ (NA)
Ohio Central Railroad	McKees Rocks	PA	PLE 3.79	Lower Track/ Raise Bridge	1997 8-hr ozone (NA) PM 2.5 (NA)
Chartiers Creek	Pittsburgh	PA	PLE 3.36	Bridge Modification	1997 8-hr ozone (NA) PM 2.5 (NA)
Smithfield Street	Pittsburgh	PA	PLY 0.09	Lower Track	1997 8-hr ozone (NA) PM 2.5 (NA) CO (M)
West End of J&L Tunnel ²	Pittsburgh	PA	PLY 1.96	Remove Bridge	1997 8-hr ozone (NA) PM 2.5 (NA) SO2 (M)

Project Name	City	State	ID	Activity	Pollutant
J&L Tunnel	Pittsburgh	PA	PLY 2.00	Raise Tunnel Roof	1997 8-hr ozone (NA) PM 2.5 (NA) SO2 (M)
East End of J&L Tunnel	Pittsburgh	PA	PLY 2.37	Bridge Modification/Remove Portion of Bridge	1997 8-hr ozone (NA) PM 2.5 (NA) SO2 (M)
Walnut Street	McKeesport	PA	BF 309.70	Lower Track	1997 8-hr ozone (NA) PM10 (Mod-M) PM 2.5 (NA)

¹ All PM 2.5 areas are nonattainment under both 1997 and 2006 standards.

² West End of J&L Tunnel, J&L Tunnel, and East End of J&L Tunnel were calculated as one construction project.

For each of the projects, emissions from the construction activities were calculated and are in Appendix J of the Environmental Assessment. The main construction activities for the projects within nonattainment (NA) and maintenance (M) areas are listed below:

- o Equipment and Site mobilization and demobilization
- o Concrete/Asphalt Activities
- o Grinding, sanding, abrasive blasting activities
- o Welding Operations:
- o Open Cutting Activities
- o Coatings Usage
- o Earth Moving Activities
- o Onsite equipment
 - Generators
 - Compressors
 - Boilers
- o Landscaping
- o Fugitive Dust
- o Utility crew activities

CONCLUSION

The worst case for emissions is expected to be the first year of operation. The estimated releases of CO, PM10, PM2.5, NOx, SO2, and VOCs are given in Appendix J of the Environmental Assessment. These emissions are below the general conformity *de minimis* emissions levels; therefore, no further action is required.

NOISE

1. Is the project a:

Reference Penn DOT Publication #24 for additional information on Type I, Type II and Other projects.

A. Type I Project?

Yes No TBD

Indicate the applicable construction type:

Highway on new alignment

Through lanes that increase capacity

Significant change in the horizontal or vertical alignment

Other

Other description:

B. Type II Project?

Yes No TBD

C. Other?

Yes No TBD

Other Description:

If 1C is Yes, enter the type of project on the blank line above, answer question 2, skip question 3 and provide any additional comments in the Remarks section. The Remarks section should discuss the scope of work and how it relates to the existing and future noise environment, as well as the potential noise impacts. Potential types of projects that may be listed as "other" include but are not limited to rehabilitation of an existing highway, in place bridge replacement/rehabilitation, etc.)

A. Are sensitive receptors present?

Yes No TBD

If No, skip questions 2B and 3, and provide any additional comments in the Remarks section.

If Yes, how many noise sensitive receptors are within the project area?

If Yes, what type(s) of sensitive receptors are present?

B. What Land Use Activity Category is present in the project area as defined by PennDOT Publication #24? (Due to potential mixed land uses, there could be several categories.)

A B C D E

3. **A. Do the predicted noise levels approach or exceed FHWA/Penn DOT Noise Abatement Criteria for the Land Use Activity Category(s) identified in 2B?** Yes No TBD

B. Will there be a substantial increase of 10 dB(A) over existing level? Yes No TBD

If both 3A and 3B are No, provide a qualitative (narrative) analysis in the Remarks section.

Qualitative Analysis
 Quantitative Analysis

If 3A or 3B is Yes, attach the appropriate quantitative (screening or detailed) analysis as discussed in Penn DOT Publication #24.

Noise Remarks

The proposed National Gateway Clearance Initiative does not include new track on new track alignment; significant alterations to track alignment; or changes in vehicle speed. The proposed action will not cause an increase in traffic noise levels because it will not provide additional mainline

tracks on new alignment, will not change the maximum operating speed of the track, and will not substantially change the shielding effects of the surrounding area. The proposed action do not move traffic closer to receptors and are capacity neutral (train or vehicular). Completion of the proposed action will allow more freight to be moved on any given train. In conclusion, there will be no additional noise created by the proposed action; and therefore, no additional noise analyses are warranted.

Additional Information

Remarks, Footnotes, Supplemental Data

Attachments

CE Evaluation Part B, Section A-7

Environmental Evaluation Subject Areas (Socioeconomic Areas)

REGIONAL & COMMUNITY GROWTH

Will the project induce impacts (positive and negative) on planned growth, land use, or development patterns for the area? Yes No TBD

If Yes, explain.

The National Gateway Clearance Initiative will not provide new access points and public at-grade crossings and will not increase the number of trains. This project complies with development patterns and sustainability initiatives outlined by the federal government. The undertaking will not change the cohesion of the neighborhoods in the undertaking's states or specific communities along the route. The number of trains on the route of the National Gateway Initiative Clearance undertaking creates more efficient movement of goods within communities along the route.

Is the project consistent with planned growth? Yes No TBD

Basis of this determination:

The National Gateway Clearance Initiative undertaking will promote growth by increasing port capacity and our nation's ability to distribute goods, making rail transportation more competitive in the global economy; by developing larger rail served inland distribution centers, which encourage more efficient movement of goods and frees more capacity at ports; and by increasing the volume and speed of inland heavy freight so inland distribution points are able to expand into larger, national service hubs, promoting economic growth.

Will the project induce secondary growth? Yes No TBD

If Yes, explain.

Construction of a new intermodal terminal is planned for the Pittsburgh, Pennsylvania area and CSX will privately fund the construction of the terminal. The intermodal terminal will complement the existing National Gateway corridor and will not be constructed until after completion of the clearance projects.

PUBLIC FACILITIES & SERVICES

Will the project induce negative impacts on health and educational facilities; public utilities; fire, police and emergency services; civil defense; religious institutions; or public transportation? Yes No TBD

If Yes, explain.

Does the project incorporate bicycle or pedestrian facilities into the overall design or operations? Yes No TBD

Explain. (attach the bicycle/pedestrian checklist if completed for this project)

Will the project have a positive impact to the public facilities and services listed above? Yes No TBD

If Yes, explain.

COMMUNITY COHESION

Will the project induce impacts to community cohesion?

Yes No TBD

If Yes, explain.

Will the project induce impacts to the local tax base or property values?

Yes No TBD

If Yes, explain.

ENVIRONMENTAL JUSTICE

Will the project induce disproportionately high and adverse impacts to minority, low income, or special groups? Yes No TBD

The proposed action will not have any disproportionately high or adverse human health or environmental effects on minority and low-income populations. No environmental justice issues were raised during the public involvement activities conducted for this proposed action. U.S. Census information for the obstructions is provided as Attachment13.

If Yes, explain.

DISPLACEMENT OF PEOPLE, BUSINESSES or FARMS

Will the project require the relocation of people, businesses or farms?

Yes No TBD

If Yes, indicate number: 0 Residential 0 Commercial 0 Farms

If there are residential displacements, attach a brief discussion of replacement housing availability.

Conceptual Stage Survey Report (ATTACH TO THE CEE.)

Will the project induce impacts to economic activity, including employment gains and losses?

Yes No TBD

If Yes, explain.

Job creation has been estimated using metrics established by the White House Council of Economic Advisors (CEA) in which \$92,136 of government spending creates one job-year. By the end of 2012, the National Gateway Clearance Initiative undertaking will create more than 3,600 jobs, including nearly 1,200 jobs in economically distressed areas.

CSX has estimated that 978 construction jobs will accrue to Pennsylvania for the clearance projects. These jobs require specialized labor because of the nature of the work, including working over or adjacent to an active railroad, utility relocation, structure demolition/erection, and the necessary protective services and inspections.

MAINTENANCE AND OPERATING COSTS OF THE PROJECT AND RELATED FACILITIES

Will the project induce increases of operating or maintenance costs?

Yes No TBD

If Yes, is the cost justified? Please explain:

The sustainable source of funding from CSX uniquely positions the National Gateway Clearance Initiative as a solid investment with a one-time commitment of public funds that will continue to accrue public benefits for years to come.

PUBLIC CONTROVERSY ON ENVIRONMENTAL GROUNDS

Will the project involve substantial controversy concerning social, cultural, or natural resource impacts? Yes No TBD

If Yes, explain.

AESTHETIC AND OTHER VALUES

Will the project be visually intrusive to the surrounding environment?

Yes No TBD

If Yes, explain.

Will the project include "multiple use" opportunities? ¹

Yes No TBD

If Yes, explain.

Will the project involve "joint development" activities? ²

Yes No TBD

If Yes, explain.

- ¹ Examples of "multiple use" may include historical monuments, parking areas, bikeways, pedestrian paths, and other shared-use facilities on highway right-of-way.
 - ² "Joint development" involves compatible development in conjunction with the highway. Examples could include construction of highway facilities such as highways, turning lanes, interchanges, or lane widening in conjunction with planned residential, shopping, commercial, or industrial facilities.
-

Additional Information

Remarks, Footnotes, Supplemental Data

Attachments

CE Evaluation Part B, Section A-8
Environmental Evaluation Subject Areas (Temporary Impacts)

8. TEMPORARY IMPACTS

TEMPORARY IMPACTS TO RESOURCES

Air Quality No Yes TBD
Noise levels No Yes TBD
Water Quality No Yes TBD
Soil Erosion & Sedimentation No Yes TBD

IMPACTS

Wetlands No Yes TBD
Agricultural Resources No Yes TBD
Other No Yes TBD

IMPACTS

Remarks:

Additional Information

Remarks, Footnotes, Supplemental Data
Attachments

Scoping Field View Part B, Section B
Consistency Determinations

If the project is not consistent with established guidelines, describe the mitigation measures.

DEP Coastal Zone Management Plan: Not Applicable Consistent Not Consistent
DCNR/NPS Wild and Scenic River Management Plan: Not Applicable Consistent Not Consistent
FEMA Flood Map: Not Applicable Consistent Not Consistent
Other (describe in remarks): Not Applicable Consistent Not Consistent

Remarks

Mitigation Measures

Additional Information

Remarks, Footnotes, Supplemental Data
Attachments

CE Evaluation Part B, Section C

Public Involvement

Document all public involvement efforts, including but not limited to, meetings, intent to enter letters, and displays. Indicate number of events when applicable.

	#	Comments
<input type="checkbox"/> Plans Display		
<input checked="" type="checkbox"/> Public Officials Meetings		
<input checked="" type="checkbox"/> Public Meetings		
<input type="checkbox"/> Public Hearing		
<input type="checkbox"/> Special Purpose Meetings (specify)		
<input type="checkbox"/> Section 106 Public Involvement / Consulting Parties (specify)		
<input checked="" type="checkbox"/> Section 106 Tribal Consultation (specify Tribe(s) contacted and Tribal response)		
<input type="checkbox"/> Environmental Justice Community Involvement (if applicable)		
<input checked="" type="checkbox"/> Other information dissemination activities (specify)		

Remarks

Throughout the course of proposed action, public access to information has been provided through a public website:

<http://www.nationalgateway.org/>

Furthermore, CSX has had numerous meetings with federal, state, and local government officials who are stakeholders in the National Gateway Initiative, or who have clearance obstructions in their jurisdiction along the rail corridor. These meetings have involved the FHWA, FRA, PADEP, Pennsylvania DOT, City of Pittsburgh, The Urban Redevelopment Authority of Pittsburgh, Allegheny County, Bedford County, and Somerset County.

Two open houses were completed in Pennsylvania, in Somerset and Pittsburgh, Pennsylvania. The meetings were scheduled for February 9 and 10, 2010, but were rescheduled because of heavy snow conditions. The meetings were rescheduled on February 25, and March 9, 2010. A media advisory was submitted to 18 print contacts in the area. Notification letters were sent to local interested parties and local, county, state, and federal officials. This letter notified the recipient of the date, time, and location of the meeting, as well as solicited feedback for interested consulting parties under Section 106. The format of the meeting was an informal open house, and the room was arranged by county, with information on each of the obstructions. Handouts were prepared providing obstruction information. Over seven representatives from CSX and consulting firms were present to address questions on a one-on-one basis. A total of 21 participants attended the meeting in Pittsburgh, many of whom were representing construction firms interested in the work. A total of 31 attended the Somerset meeting. Four public comments, exclusive of requests to bid on the projects, were received. Copies of the public comments and responses made are provided as Attachment 14.

When consulting parties responded, those entities have been apprised of cultural resource coordination, including receiving copies of submitted reports. As consulting parties provide comment, the team is working through their concerns with the SHPOs. Coordination with Native American nations and tribes has been conducted as part of the Section 106 process. A list of nations and tribes contacted regarding this proposed action, as well as a summary of responses is included in Section 1.5, and the letter from FRA/FHWA is included in Appendix C of the Environmental Assessment.

Additional Information

Remarks, Footnotes, Supplemental Data

Attachments

Scoping Field View Part B, Section D
Permits Checklist

Check all permits required for permanent and temporary actions.

- No Permits Required**
 - Army Corps of Engineers Section 404 and/or Section 10 Permit**
 - Individual Nationwide PASPGP
- DEP Waterway Encroachment (105) Permit**
 - Standard Small Project General Other
- DEP 401 Water Quality Certification**
- Coast Guard Permit**
- NPDES Permit**
 - General Individual Exempt
- Other Permits**

Other Permits Information

Additional Information

Remarks, Footnotes, Supplemental Data
Attachments

CE Evaluation Part B, Section E

Resources To Be Avoided and Mitigation Measures

Specify and define mitigation measures that will become a part of the proposed project. Provide a general description of resources which exist within the limits of work or are adjacent to the project that are to be avoided during construction. Note the approximate location of these resources. Attach additional sheets if necessary. The mitigation measures stated in this section should be incorporated into the project's design documents. In order to track and transfer mitigation commitments through the project development process, the Mitigation Memorandum in Appendix D of the CE Handbook must be prepared and submitted to the appropriate channels, including the Contract Management Unit, as the project moves through Final Design and Construction.

Mitigation measures are COMMITMENTS of both the Department and FHWA and are agreed to and approved by the District Executive for Level 1 CEEs and by the Division Administrator of FHWA for Level 2 CEEs.

Impact and mitigation commitments are based on Preliminary Design and may change as the project moves through Final Design and Construction.

1. Impacts

Wetlands: 0.0 acres

Streams: 0.0 linear feet This data should be consistent with related information on Part B, Sections A-1 and A-2.

State Gamelands: 0.0 acres

Remarks:

2. Specific Mitigation Commitments

	Project Specific	Advanced Compensation
Wetlands Replacement/Construction:	0 acres	0 acres
Wetlands Preservation:	0 acres	0 acres
Stream Channel Restoration/Enhancement:	0 linear feet	0 linear feet
State Gameland Replacement/Enhancement:	0 acres	0 acres

Remarks:

3. Other Mitigation Commitments

A Memorandum of Agreement has been completed with PHMC, Pennsylvania DOT, FHWA/FRA, and consulting parties for mitigation of the NRHP-eligible structures. All stipulations agreed upon in the Memorandum of Agreement will be followed. A copy of the fully executed multi-State Memorandum of Agreement is provided in Appendix C of the Environmental Assessment.

Additional Information

Remarks, Footnotes, Supplemental Data

Attachments

CE Evaluation Part B, Section F
Scoping Field View

Date of Scoping Field View:

Attendee List (Name, Organization)

Anticipated NEPA Documentation

Remarks

Provide a brief description of NEPA documentation requirements agreed to at the field view.

Scoping Field View Documentation Concurrences

Print this page, gather signatures, scan and attach to this document.

County: SR/Sec: MPMS: Project:

<hr/>	<hr/>	<hr/>	<hr/>
District Environmental Manager	Date	District Project Manager	Date

<hr/>	<hr/>	<hr/>	<hr/>
Asst. District Executive - Design	Date	BOD Project Dev. Engineer	Date

<hr/>	<hr/>	<hr/>	<hr/>
Authorized FHWA Representative	Date	Authorized FHWA Representative	Date

Additional Information

Remarks, Footnotes, Supplemental Data

Attachments

