

CHARLES ANDERSON MEMORIAL BRIDGE PROJECT UPDATE April 2023









Project Overview

The City of Pittsburgh, in cooperation with the Federal Highway Administration (FHWA) and Pennsylvania Department of Transportation (PennDOT), is advancing the Charles Anderson Memorial Bridge project.

The bridge is a critical link on the Boulevard of the Allies, a roadway connecting Pittsburgh's Oakland and Squirrel Hill neighborhoods with downtown. The bridge serves as a key entrance to Schenley Park and carries the Boulevard of the Allies over the CSX/Allegheny Valley Railroad and the Junction Hollow and Upper Panther Hollow trails (within Schenley Park).

The existing continuous, three-span, steel structure (built in 1939) is individually eligible for listing in the National Register of Historic Places (NRHP) under Criterion C for its engineering significance as a Wichert Truss bridge. The structure is also a contributing element of the NRHP-listed Schenley Park Historic District.







_احاداله فالمناهد

Project Location



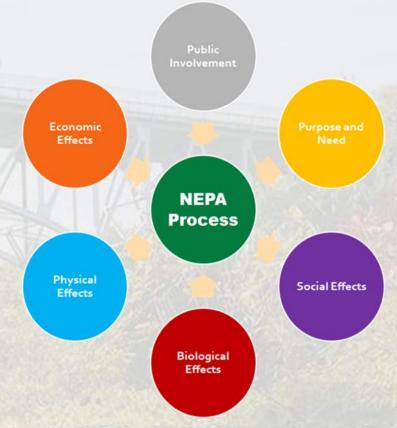






The project must adhere to the National Environmental Policy Act (NEPA), which:

- Requires agencies to integrate
 environmental values into their
 decision-making processes by
 considering the environmental impacts
 of their proposed actions and
 reasonable alternatives to those
 actions.
- Includes public involvement activities and gathering feedback from the public.



This PowerPoint presentation is part of the project's coordination with the public to obtain feedback and to meet NEPA requirements.









Public Outreach & Feedback

Focus Groups (Interested Stakeholders, **Adjacent Property** Section 106 Owners, Community Consulting Groups, and **Project Update Parties** Oakland Task Force) Presentation Meeting Summer 2023 Fall 2019 Winter 2022 **Spring 2023** Fall 2019 Fall 2021 Presentation of the Online and Phone Final Design Preferred Bridge Survey of **Public Meeting** Alternative Stakeholders (Rehabilitation)

- Due to the required existing bridge repairs, the bridge will be closed during construction. The project is anticipated to take two full construction seasons with the possibility of extending into a third construction season. Disruptions to all trail and roadway users will be minimized whenever possible.
- Access to the Junction Hollow Trail will be maintained during construction with the possibility of intermittent stoppages of trail usage during construction, as needed, for the safety of trail users. The Bridle Trail will be closed during construction. Trail users will be directed to the Anderson Playground pedestrian tunnel a short distance away.
- Construction activities will be coordinated with many projects in the area.







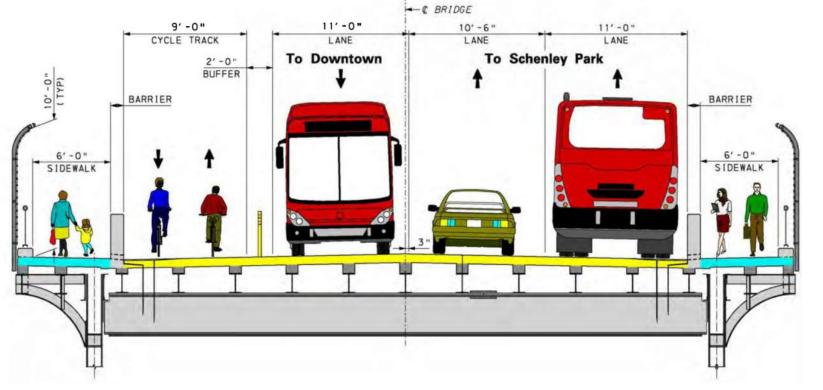
المنافقين

Preferred Bridge Alternative (Rehabilitation)



Existing Condition

- 2 lanes in each direction
- Sidewalks on each side



Final Condition

- 2 lanes outbound
- 1 lane inbound
- Cycle track on north
- Sidewalks on each side
- Replace concrete deck
- Strengthen steel members
- Substructure repairs
- Reuse ornamental handrailings
- Repaint bridge and railings









Advantages of Bridge Rehabilitation



- + Meets Project Purpose & Need
- + Meets Secretary of Interior's Standards for Rehabilitation for historic bridges
- + Compatible with all modes of transportation
- Less roadway network modification
- + Improved lane configuration for Port Authority buses
- + Separate, protected lanes for bikes, pedestrians, and traffic (i.e., bikes are separated from pedestrians and traffic)
- + Less right-of-way impacts
- Less impact to Schenley Park
- Less earthwork disturbance

Secretary of Interior's Standards for Rehabilitation

Rehabilitation acknowledges the need to alter or add to a historic property to meet continuing or changing uses while retaining the property's historic character.

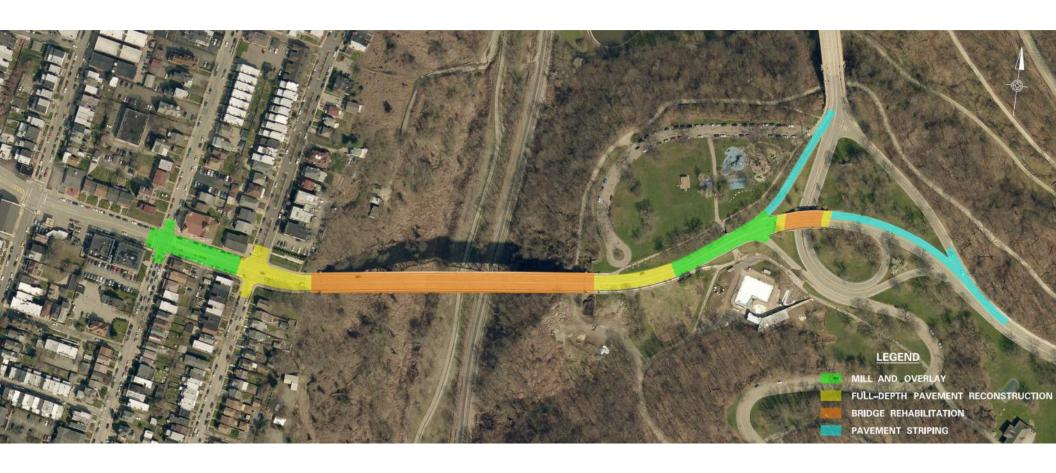








Project Limits & Elements







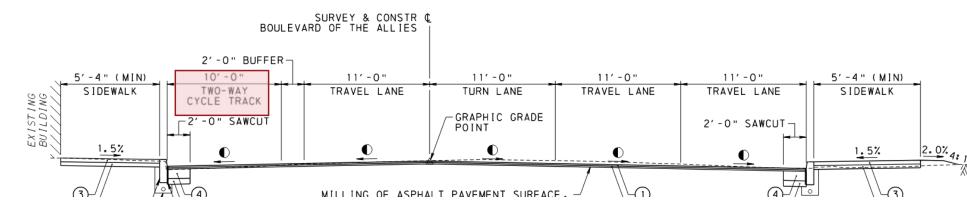




Preferred Alternative



Existing Dawson St Intersection (Looking East) – Start Cycle Track



Proposed Blvd of Allies Typical Section – East of Dawson St Intersection





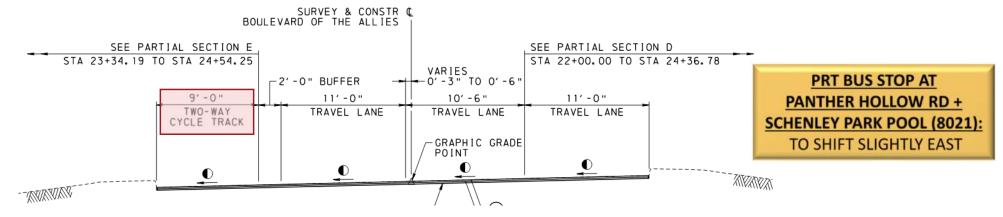




Preferred Alternative



Existing Blvd of Allies East of Bridge - Looking East



Proposed Blvd of Allies Typical Section East of Bridge



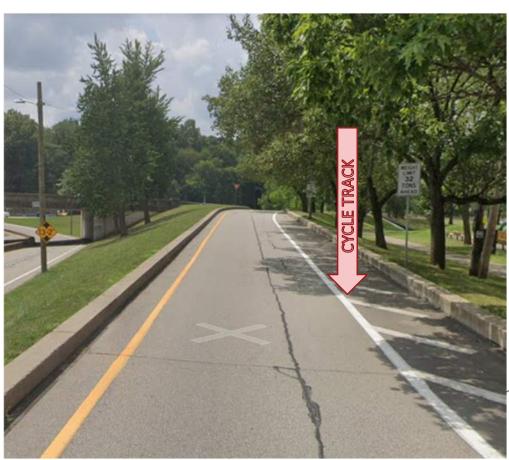












SURVEY & CONSTR & NORTH WEST CONNECTION

VARIES

3' TO 6' SHOULDER

VARIES

13'-6" TO 15'-0"

21'-8"

2'-0"

BUFFER

11'-0"

RAMP LANE

TWO-WAY

CYCLE TRACK

21'-8"

Existing Northwest Connection Ramp - Looking Southwest

Proposed Northwest Connection Ramp









Section 4(f) Resources

Section 4(f) resources include publicly owned parks and recreation areas and historic properties listed or eligible for listing on the NRHP.

The following Section 4(f) resources are located within the project limits:

Historic Section 4(f) Resources

- Charles Anderson Memorial Bridge
- Schenley Park Historic District
- Pittsburgh Junction Railroad (currently Allegheny Valley Railroad)
- St. George Antiochian Orthodox Cathedral
- Boulevard of the Allies

Recreational Section 4(f) Resources

Schenley Park (including the Bridle and Junction Hollow trails)

The Preferred Alternative will result in approximately 1.79 acres of temporary impacts to Schenley Park/Historic District. All temporarily impacted areas will be restored to preconstruction conditions upon project completion.









Proposed Vehicular Detour



Detour will utilize:

Bates Street, I-376 (Parkway East), Forward Avenue, and Murray Avenue

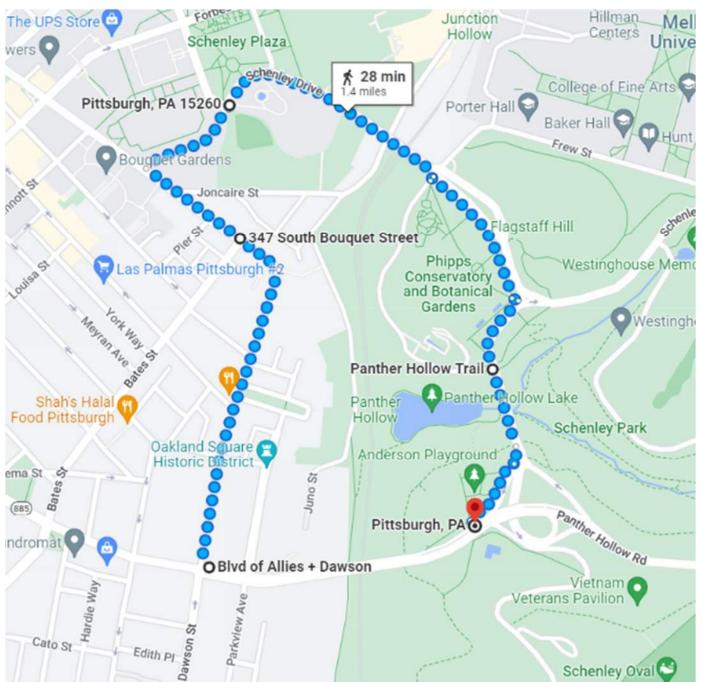






_احاداله فالمتعدد

Proposed Pedestrian & Bicycle Detours



Detours will utilize:

Pedestrians: Panther Hollow Road, Schenley Drive, Roberto Clemente Drive, South Bouquet Street, and Dawson Street

Bicycles: Cycle track along Panther Hollow Road and Schenley Drive, bike lane along South Bouquet Street, Roberto Clemente Drive, portions of South Bouquet Street, and Dawson Street







Proposed Bridle Trail Detour



Imagery @2022 Google, Imagery @2022 CNES / Airbus, Maxer Technologies, Sanborn, U.S. Geological Survey, USD A/FPAC/GEO, Map data @2022 100ft |

LEGEND:

BRIDLE TRAIL

BRIDLE TRAIL DETOUR











Next Steps

