

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).

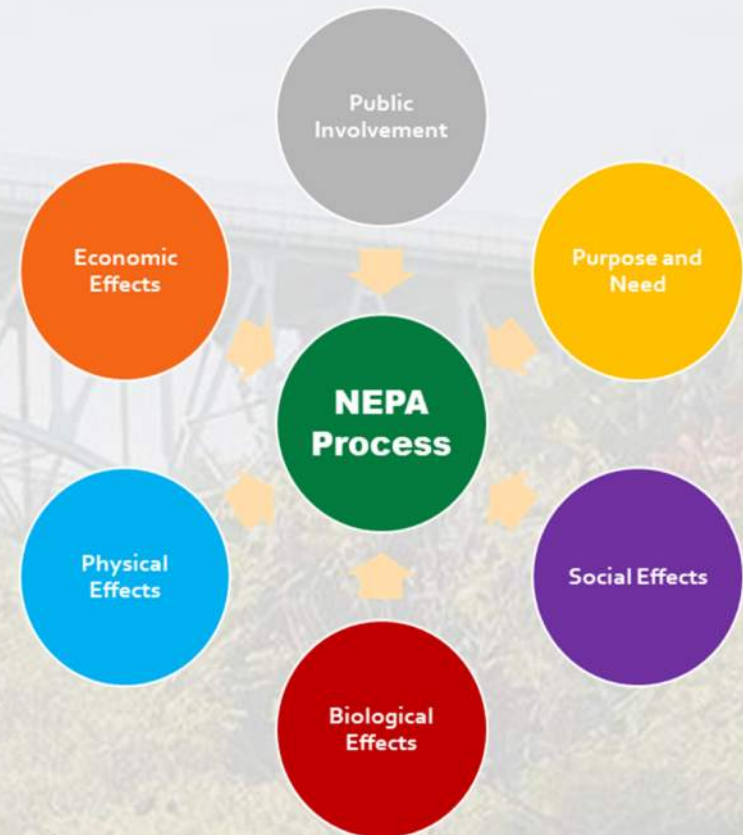
The existing continuous, three-span, steel structure (built in 1939) is individually eligible for listing in the National Register of Historic Places (NRHP) under Criterion C for its engineering significance as a Wichert Truss bridge. The structure is also a contributing element of the NRHP-listed Schenley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

Project Location



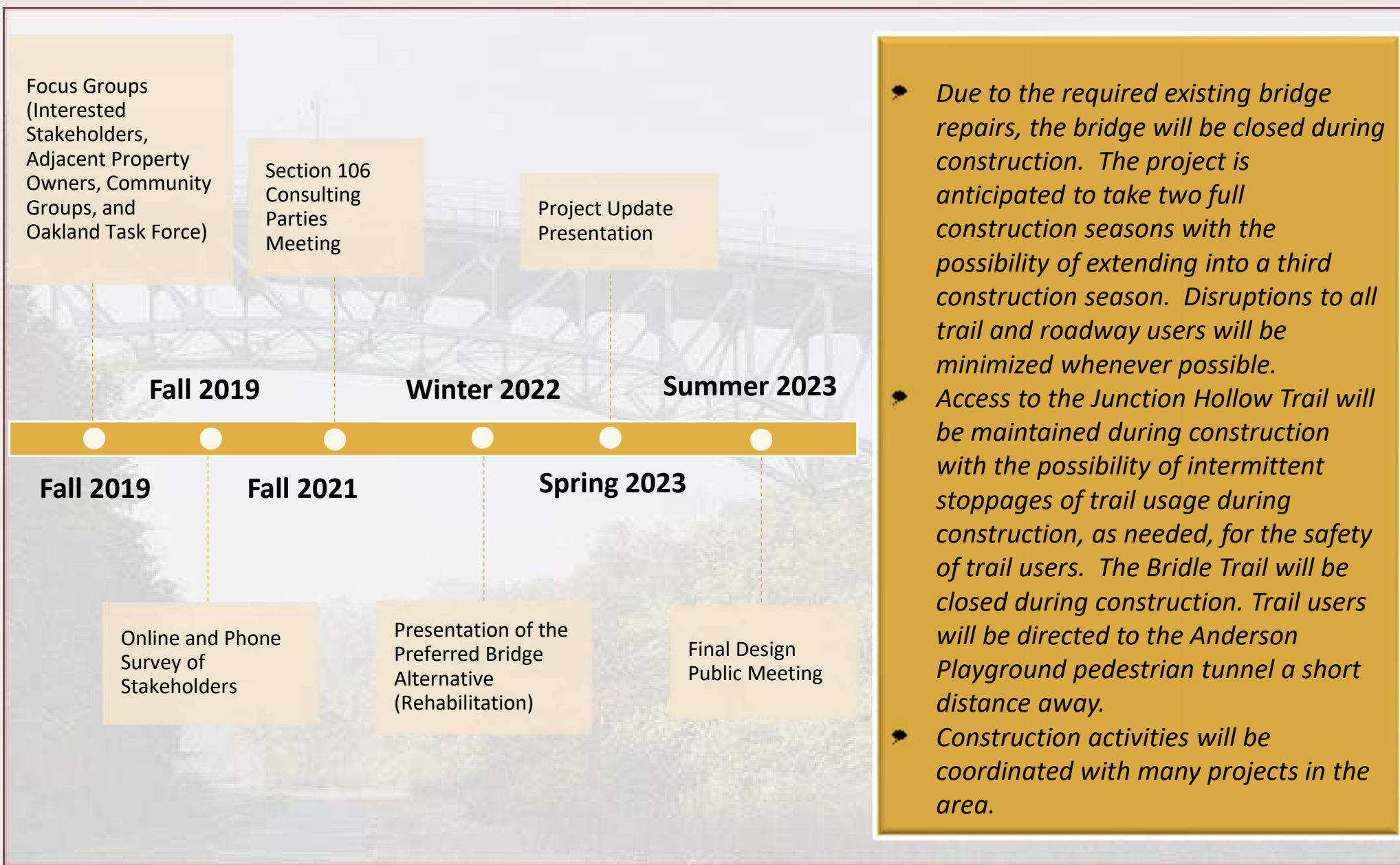
The project must adhere to the National Environmental Policy Act (NEPA), which:

- 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



Preferred Bridge Alternative (Rehabilitation)

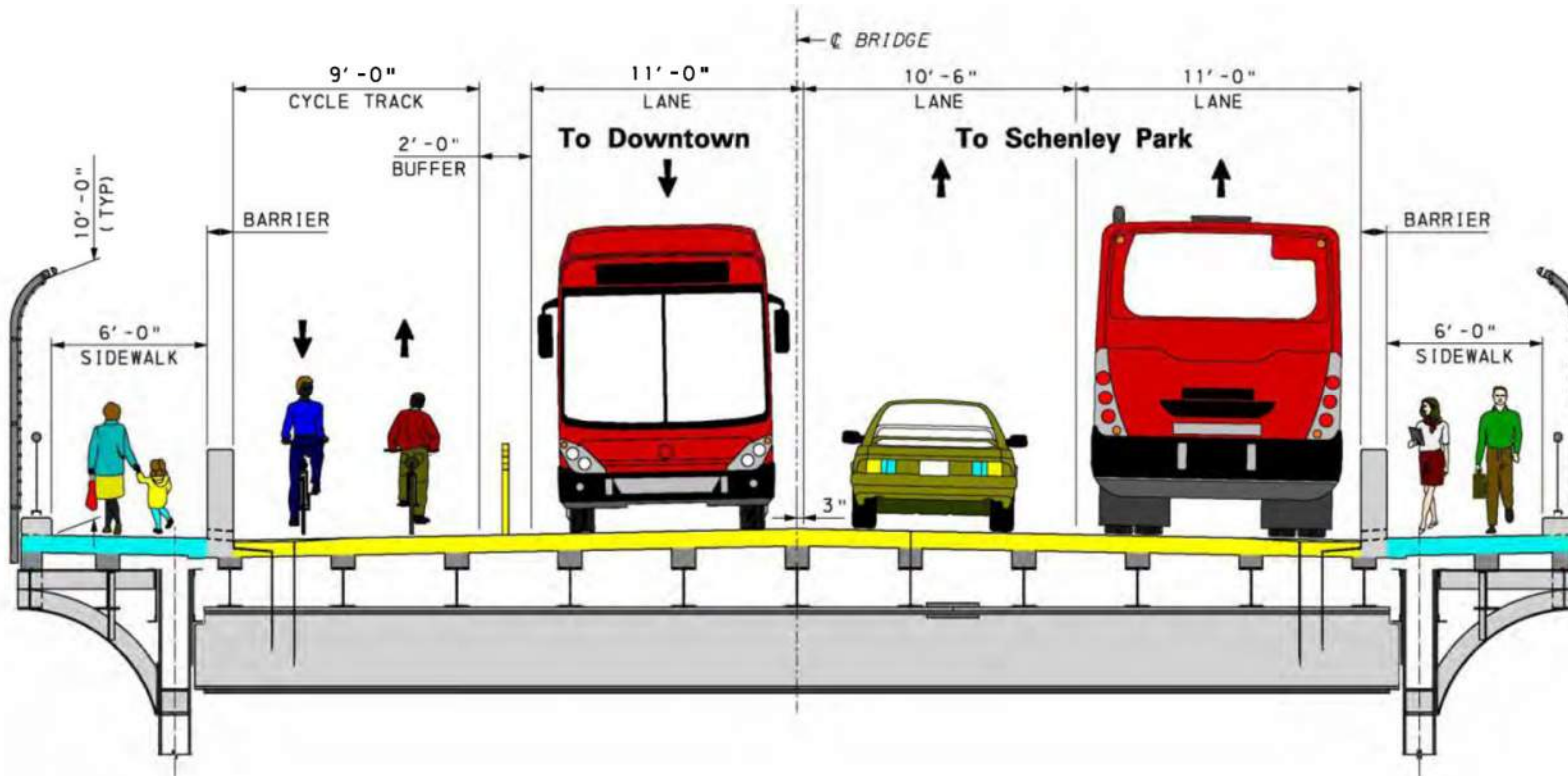


Existing Condition

- 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

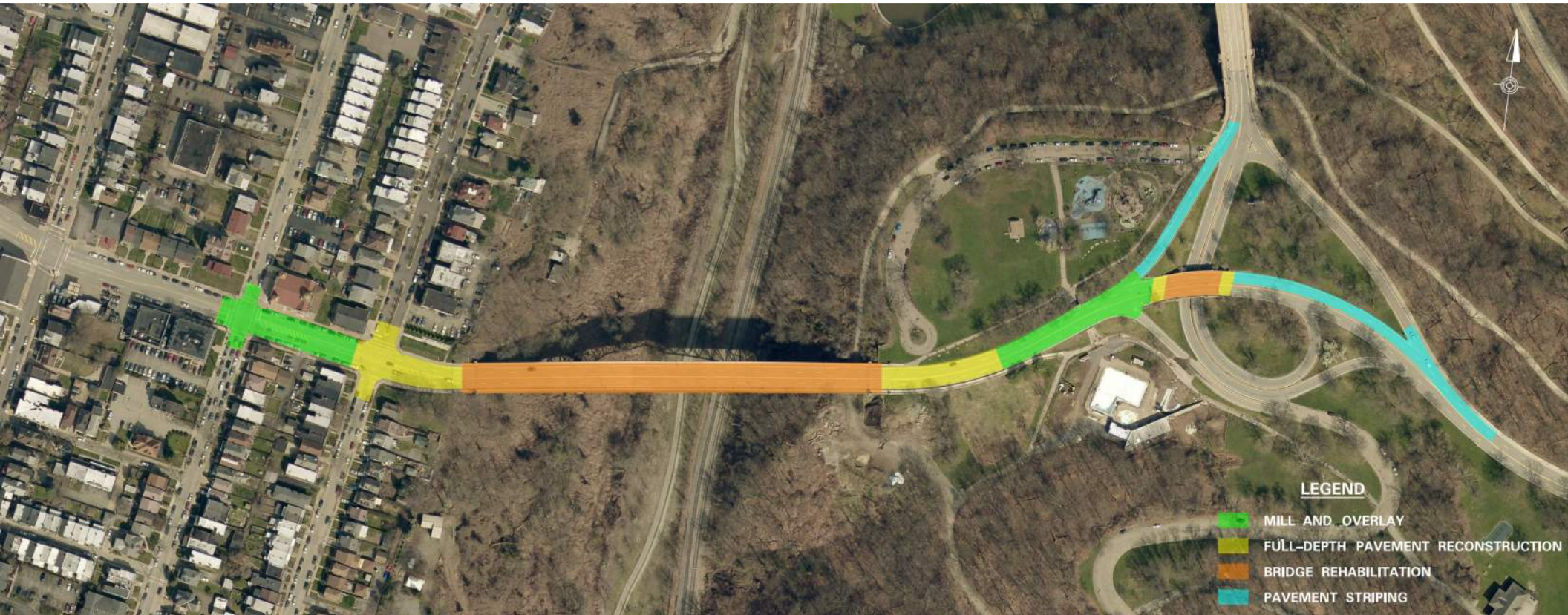


- + Meets Project Purpose & Need
- + Meets Secretary of Interior's Standards for Rehabilitation for historic bridges
- + Compatible with all modes of transportation
- + Less roadway network modification
- + Improved lane configuration for Port Authority buses
- + Separate, protected lanes for bikes, 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.

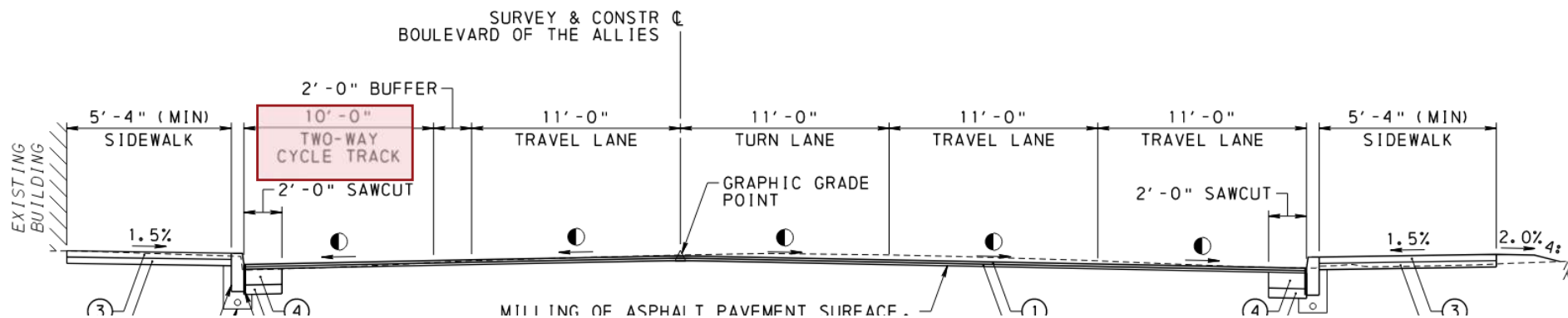
Project Limits & Elements



Preferred Alternative



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

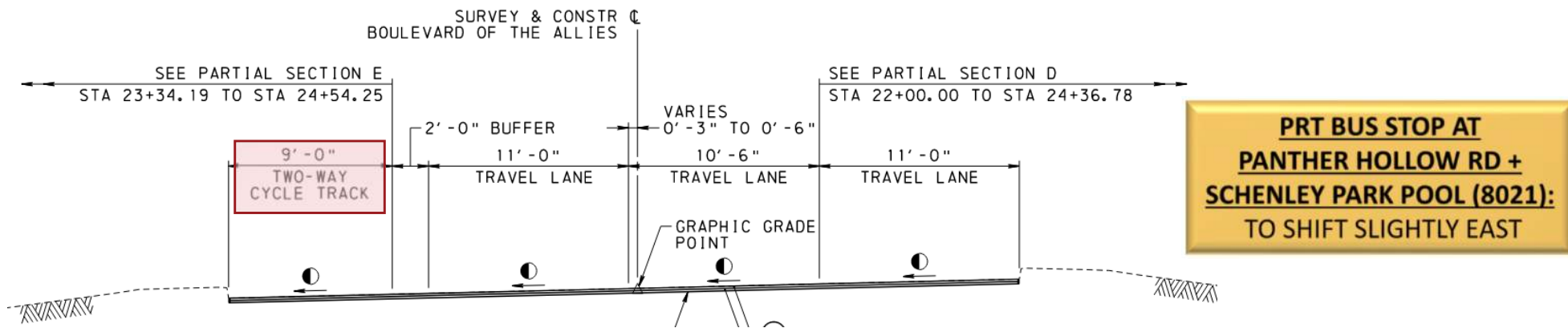


Proposed Blvd of Allies Typical Section – East of Dawson St Intersection

Preferred Alternative

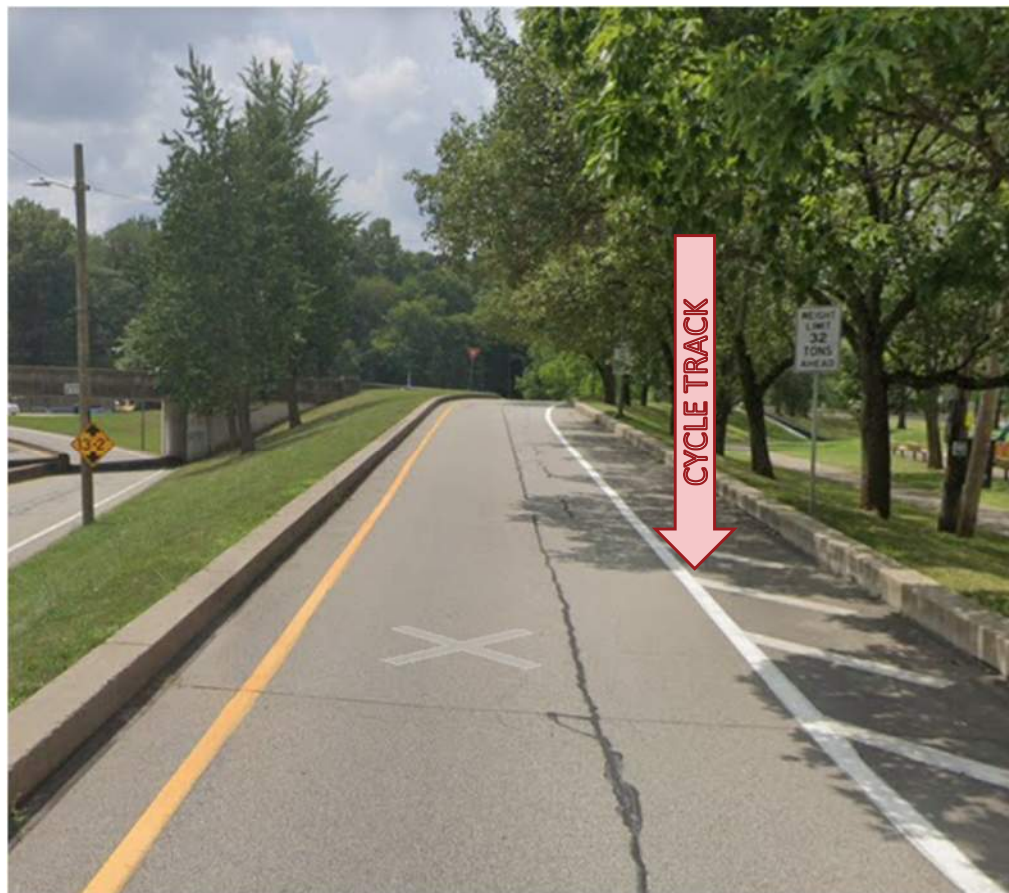


Existing Blvd of Allies East of Bridge – Looking East

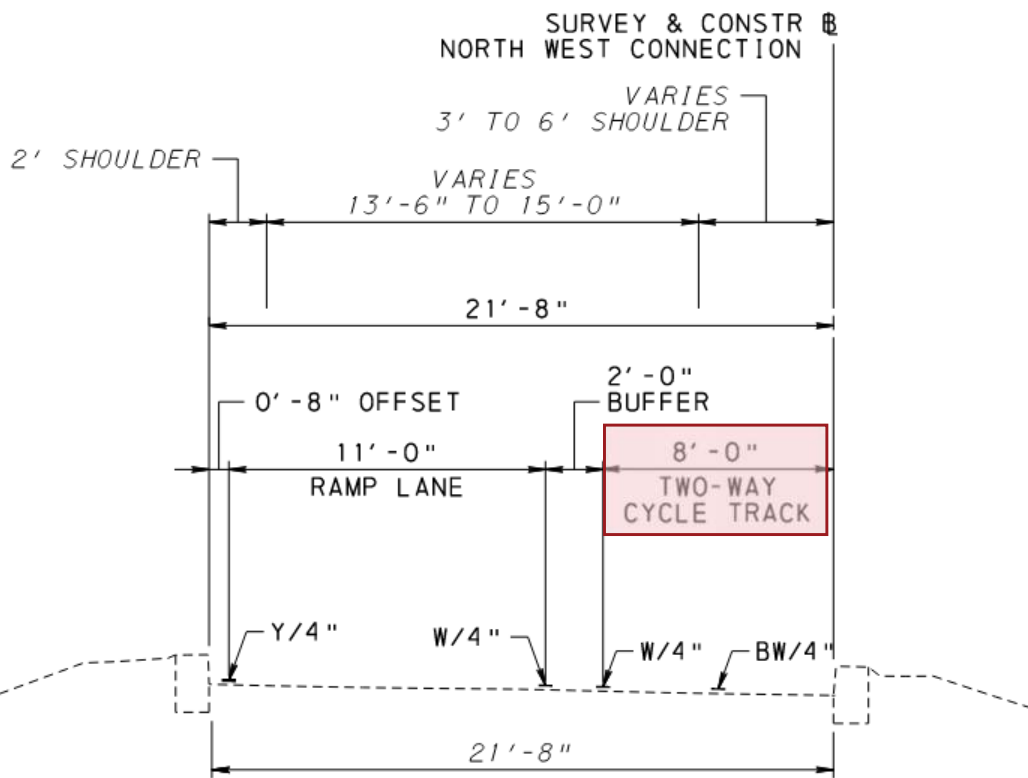


Proposed Blvd of Allies Typical Section East of Bridge


Preferred Alternative



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

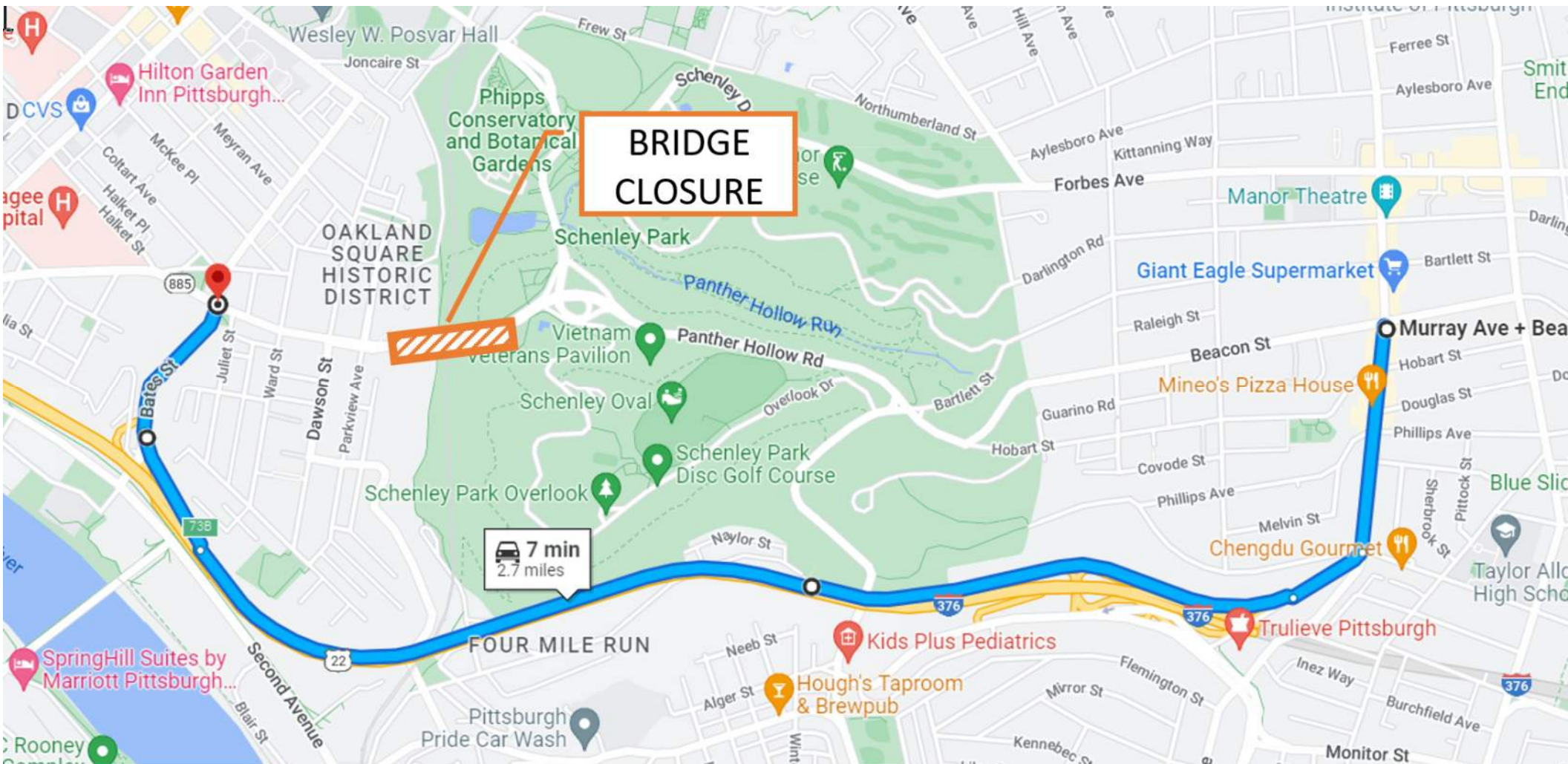
- ❖ Charles Anderson Memorial Bridge
- ❖ Schenley Park Historic District
- ❖ Pittsburgh Junction Railroad (currently Allegheny Valley Railroad)
- ❖ St. George Antiochian Orthodox Cathedral
- ❖ Boulevard of the Allies

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 pre-construction conditions upon project completion.

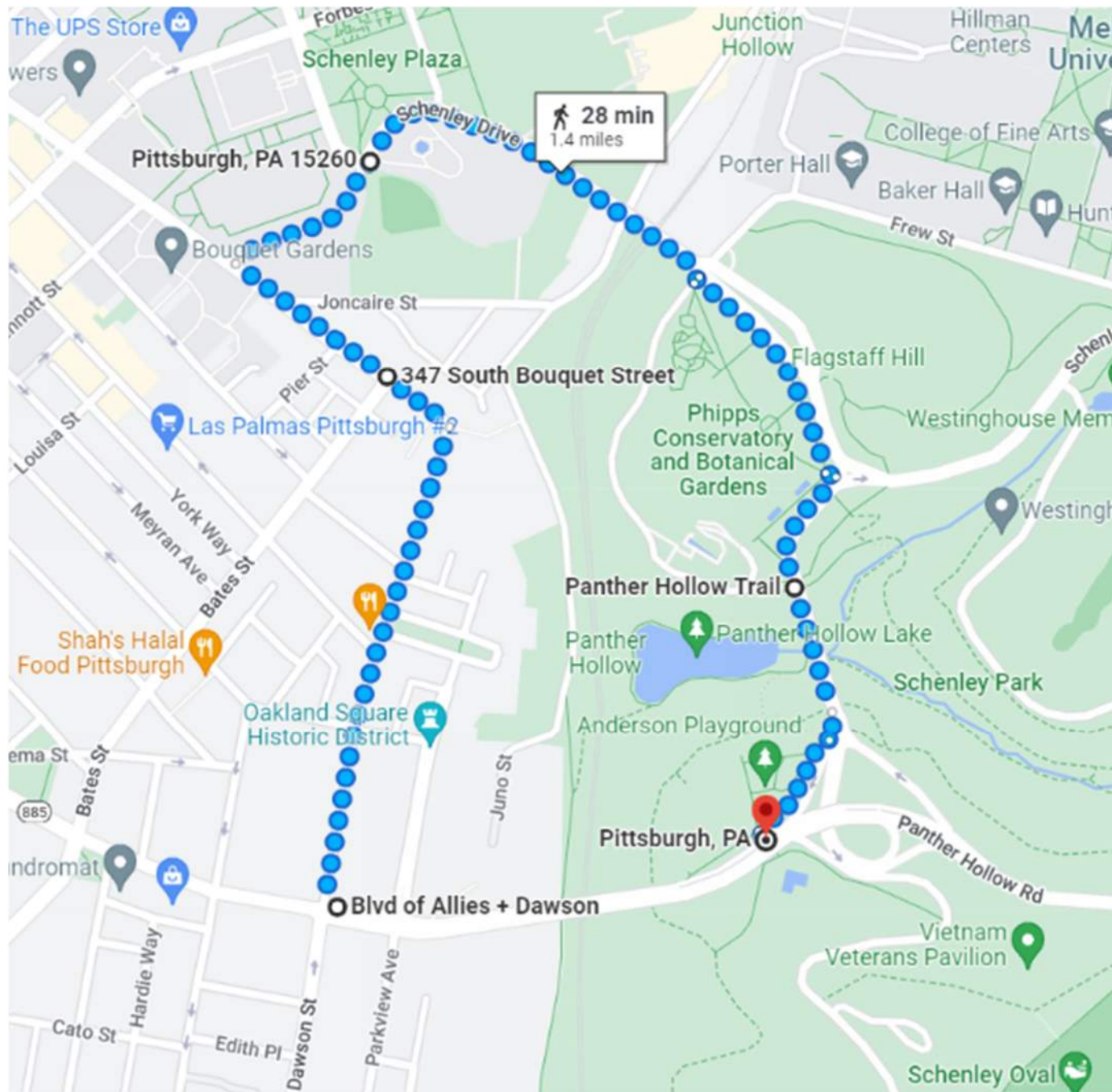
Proposed Vehicular Detour



Detour will utilize:

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

Proposed Pedestrian & Bicycle Detours

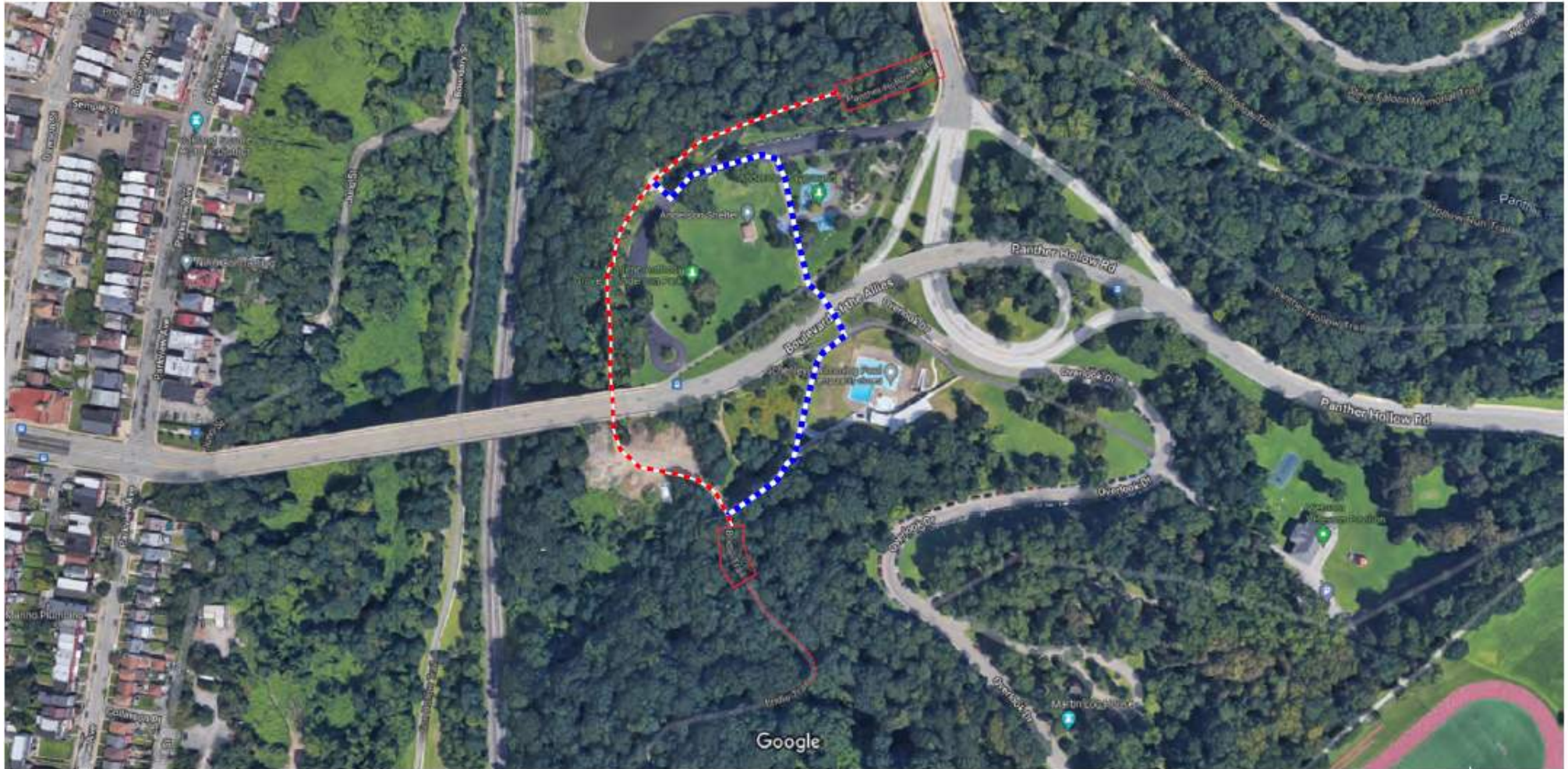


Detours will utilize:

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



LEGEND:

- BRIDLE TRAIL
- BRIDLE TRAIL DETOUR



Next Steps

Preliminary Engineering (Preferred Alternative)

Begin Final Design

Anticipated Start of Construction



Environmental Clearance/End Preliminary Engineering

Right-of-Way Acquisition/ Advertise Project