

Norfolk Southern Railway Company
Pittsburgh Vertical Clearance Projects

Project Purpose and Need Statements

August 2018

Purpose and Need Summary:

The principal purpose of the Pittsburgh Vertical Clearance projects is to enhance the existing rail infrastructure on the main line through Pittsburgh and in southwest Pennsylvania in order to provide more efficient movement of freight from New York/New Jersey to Chicago and specifically through Pennsylvania. Federal and state freight rail transportation studies predict a substantial increase in freight and intermodal demand through 2045. To accommodate the increase in rail demand, as well as support national goals relating to greenhouse gas emissions and fuel efficiency, the national freight rail system has been substantially modernized over the past decades to raise clearances, upgrade tunnels and modify rail lines throughout most of America's 140,000-mile freight rail network to accommodate double-stacked intermodal trains. <https://www.aar.org/article/6-milestones-intermodal-growth/>.

Rail service through Pittsburgh, especially as related to the service of sensitive intermodal freight, is currently constrained by the capacity and external disruptions on the Monongahela line (the Mon Line) and the clearance limitations on the Pittsburgh Line. The primary purposes of these clearance projects are to provide elevation clearances along Norfolk Southern Railway Company (NSR)'s Pittsburgh Line and Fort Wayne Line to facilitate a safe and reliable system of transportation and modernize the Pittsburgh Line and Fort Wayne Line to accommodate integration of modes of transportation (intermodal), and improve clearance, safety, transportation optimization, and efficiency to meet modern interstate freight rail traffic requirements, including double-stack intermodal trains. Specifically, these projects will improve both the rail and roadway networks in the City of Pittsburgh and Allegheny County by addressing infrastructure deficiencies and system reliability to allow sufficient clearance for double-stack intermodal freight trains, which will create a safer, more reliable and environmentally beneficial transportation network for both NSR and surrounding communities. These clearance projects are necessary to sustain and improve service for long term growth; enhance competition, safety, and reliability; and strengthen and increase efficiency along the east-west mainline through southwest Pennsylvania.

National Need to Improve Freight Transportation

These projects will advance steps the Commonwealth has already taken to improve the efficiency and reliability of its surface transportation system at the regional and national level as well as increase the Commonwealth's economic competitiveness. This project will improve the connectivity between freight modes vital to the national energy security, facilitate freight movement across land border crossings, and address the impact of population growth on the movement of people and freight. The Pittsburgh Vertical Clearance projects will complete the final segment of the public-private partnership that began in the mid-1990s between the Commonwealth of Pennsylvania and Conrail to create a high-speed double-stack intermodal corridor. The Pittsburgh Vertical Clearance projects present the opportunity to eliminate the

In addition to the overriding purpose and need set forth above, additional purpose and need for each of the individual projects follows:

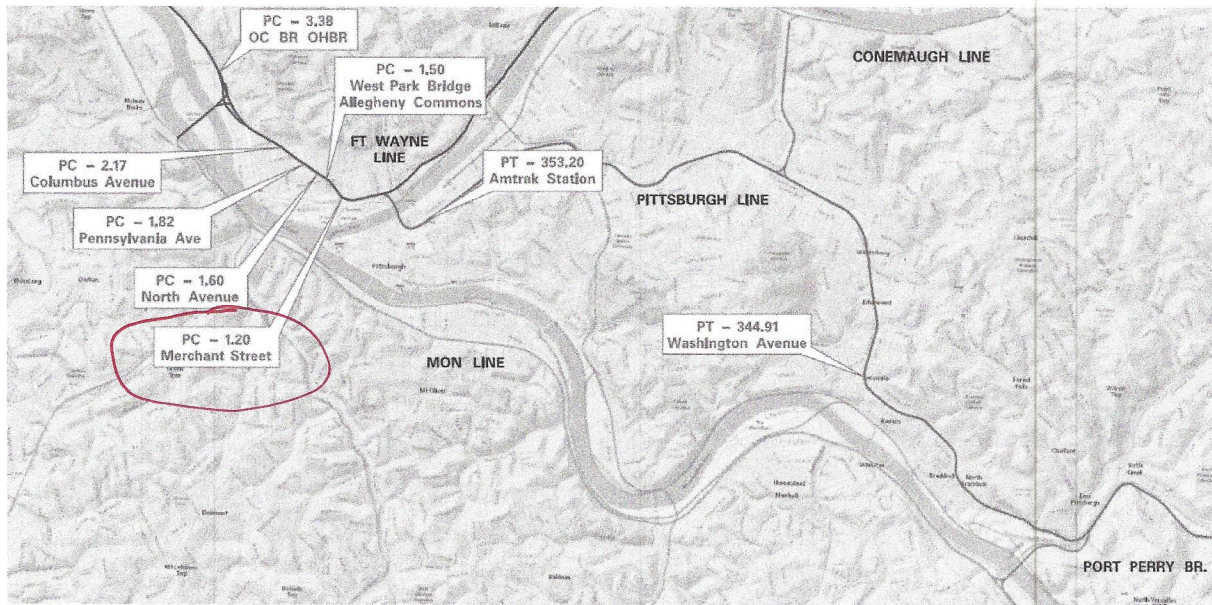
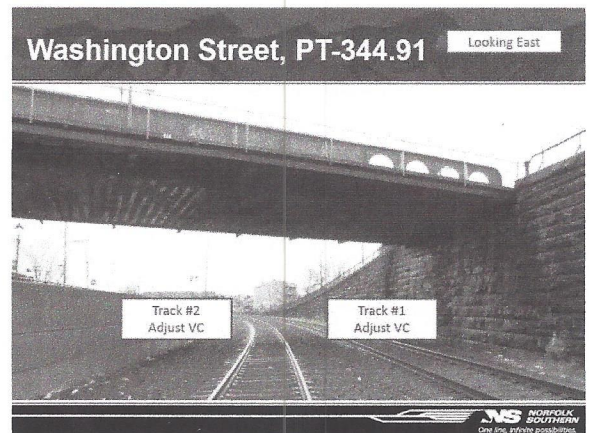
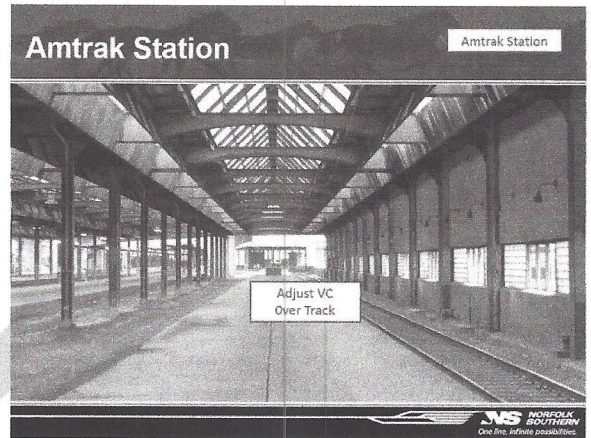


Figure 13: Map of Project Locations showing Port Perry Bridge, Mon Line, Pittsburgh Line and Fort Wayne Line

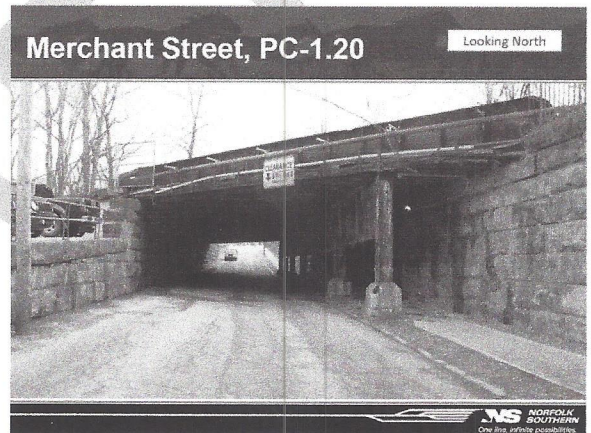
1. Washington Street over NS (PT-344.91), Borough of Swissvale, Allegheny County
 - Existing vertical clearance does not meet minimum



2. Amtrak Station (PT-353.20), City of Pittsburgh, Allegheny County.
 - Existing vertical clearance does not meet minimum



- ➔ 3. NS over Merchant Street (PC-1.20), City of Pittsburgh, Allegheny County
 - Structure rehabilitation



4. North Avenue Over NS (PC-1.60), City of Pittsburgh, Allegheny County
 - Existing vertical clearance does not meet minimum

