Project Description and Cost Share

NS has three east-west freight routes through Pittsburgh. The Mon Line is the double-stacked route, but it frequently suffers congestion issues and service delays. The infrastructure and geography of the Mon Line is inadequate to handle service-sensitive freight. It has a 3-mile single-tracked segment that includes a tunnel and an adjacent bridge over the Monongahela River, which is the largest chokepoint on the NS Premier route between North Jersey and Chicago. Moreover, the topography adjacent to the right-of-way is susceptible to landslides.

In addition, Norfolk Southern's ability to convert truck traffic to containers would be severely handicapped, as would its ability to deliver quality service to customers. Ultimately, the structural risks on the current Mon Line route pose a threat to its long-term viability. Considering that intermodal traffic through this stretch of track is expected to increase in the coming years, it is crucial that the public and private industries collaborate to invest in an infrastructure improvement on the Pittsburgh Line in the near-term.

Clearing this route would be the operationally preferred solution, as it would completely re-route intermodal traffic from the Mon Line to the Pittsburgh Line, allowing the Mon Line to serve as the route for coal and general merchandise freight. All this would result in shorter run times and freed capacity. Overall, 14 bridges, including the Amtrak Station Platform and the significant maintenance program on Merchant's Street Bridge, will be altered to accommodate double-stacked traffic.

The following projects would complete the final segment of the Pennsylvania Clearance Project that began two and half decades ago. The benefits would include: eliminating conflicts with the higher speed intermodal trains, NS coal, and merchandise trains; reduce delays in moving time sensitive intermodal trains and increase the ability to effectively compete with motor carriers.
With the ability to effectively compete with trucks, the project would benefit the public by reducing truck traffic, improving air quality, and reducing travel times for the public.

The following figures below lay out the proposed RTAP cost share and the proposed cost share for NSR:

PA Share of clearances: $17M
PA Share of maintenance: $ 3M (10% of project total)
TOTAL PA GRANT: $20M

NS Share of Clearances: $5 M
NS Share of Maintenance: $5.5M
TOTAL NS MATCH: $10.5 M

66% PA: $20 M
34% NS: $10.5 M
TOTAL PROJECT: $30.5M

Appendix ___ of the application is an excel spreadsheet that proposes a budget for the Pittsburgh Clearances project. Our project total slightly exceeds $30.4M, but the percentage split and maintenance cap is 66 percent RTAP and 34 percent NSR.

Milepost Location Preferred Option
MERCHANT'S STREET MAINTENANCE

PC-1.20 Merchants Street- Replace Bridge: Cost $7,800,000
(NS Cost: $3,460,000 or 44%; PA Cost: $4,340,000 or 56%)

PC-0.33 – Maintenance Replace Span 4 Bearings: Cost - $250,000
(NS Cost $162,000 or 65%; PA Cost $88,000 or 35%)

PC-0.33 Maintenance Floorbeam Repairs: Cost - $120,000
(NS Cost $76,000 or 63%; PA Cost $44,000 or 37%)

PC-0.51 Column Repairs: Cost - $250,000
(NS Cost $162,000 or 65%; PA Cost $88,000 or 35%)
Total: $8,420,000 for Merchant's Street Maintenance

OTHER ITEMS OF THE PITTSBURGH CLEARANCES PROJECTS

C-1.33-PC AND P- 1.35 Ridge Ave and Ohio OHBR Replace Bridge: Cost - $650,000
(NS Cost $195,000 or 30%; PA Cost $455,000 or 70%)

PC1.50 Pedestrian OHBR Replace Pedestrian Bridge: Cost - $1,500,000
(NS Cost $450,000 or 30%; PA Cost $1,050,000 or 70%)

PC-1.60 North Avenue/Brighton Rd OHBR Raise Bridge: Cost - $5,600,000
(NS Cost $1,680,000 or 30%; PA Cost $3,920,000 or 70%)

PC-1.82 Pennsylvania Avenue OHBR Raise Bridge: Cost - $3,400,000
(NS Cost $1,020,000 or 30%; PA Cost $2,380,000 or 70%)

PC-2.17 Columbus Avenue OHBR Lower Tracks 3&4 6': Cost - $1,232,000
(NS Cost $369,300 or 30%; PA Cost $862,400 or 70%)

PC-3.38 OC NS Mon Line Branch OHBR Modify Bridge: Cost - $200,000
(NS Cost $60,000 or 30%; PA Cost $140,000 or 70%)

PC-349.0 South Negly Avenue OHRR Bridge Replacement: Cost - $500,000
(NS Cost $150,000 or 30%; PA Cost $350,000 or 70%)

PT-342.73 Pedestrian OHBR Raise Bridge to 22': Cost - $670,000
(NS Cost $201,000 or 30%; PA Cost $469,000 or 70%)

PT-343.65 Overland St. OHBR Lower Two Tracks 12-18": Cost - $2,360,000
(NS Cost $708,000 or 30%; PA Cost $1,652,000 or 70%)

PT-344.12 Braddock Ave. OHBR Replace by PennDOT: Cost - $875,000
(NS Cost $262,500 or 30%; PA Cost $612,500 or 70%)

PT-344.91 Washington St. OHBR Lower 2 Tracks 11": Cost - $1,583,000
(NS Cost $474,900 or 30%; PA Cost $1,108,100 or 70%)

PT-353.00 Amtrak Station Concourse Modify Platform & Canopy: Cost - $3,609,000
(NS Cost $1,082,700 or 30%; PA Cost $2,526,300 or 70%)

$10,513,700 or 34% NSR
$20,085,300 or 66% PA (RTAP)

Total **$30,599,000**