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West Newton Bridge Rehabilitation

ECMS #E03885

BMS # 64-0136-0050-1938

SR 0136 over Youghiogheny River in West Newton Borough, Westmoreland County, PA

Public Officials Meeting Minutes

Date/Time: September 5, 2018 / 4:00 PM

Place: West Newton Senior Center, 103 Main Street, West Newton, PA 15089

Author: Brian Krul, TranSystems Project Manager
Robert Pitassi, TranSystems Bridge

Attendees:

Barry Lyons	PennDOT D-12 PM
Liberty Hill	PennDOT D-12
Ryan Kenner	PennDOT D-12
Angela Saunders	PennDOT D-12
Brian Krul	TranSystems PM
Robert Pitassi	TranSystems
Todd Libengood	TranSystems
Steve Wiedemer	AD Marble
Trish Slovinac	AD Marble
Mary Popovich	West Newton Mayor
Charlie Popovich	West Newton Council
Charles Krashevich	West Newton Council
Pam Humenik	West Newton Borough
Richard Dietz	West Newton Volunteer Fire Company
Joe Sandin	West Newton Volunteer Fire Company
Paul Williams	West Newton Emergency Management
Joyce Dahlstrom	Student Transportation of America, Inc.
Dana Hoffman	Yough School District
Justin Walsh	PA State Representative

Discussion:

- The Public Officials Meeting was held on Wednesday, September 5, 2018 from 4:00 – 6:00 PM. The purpose of this meeting was to inform and educate the public officials of the current status of the project and provide details of the project scope and upcoming project tasks as well as gathering feedback. Handouts, which consisted of approved Purpose and Need and official scoping field view minutes were made available to attendees.
- Introductions were made and Barry Lyons gave a brief project overview. Barry mentioned some of the top questions typically asked at these meetings include project schedule, construction detour and bridge design options. Barry stated that we are currently not far enough along to answer all of these questions, but wanted to hold the meeting so that public officials know what we are doing on

the project and the entire process, especially the environmental process given that this bridge is an historic truss bridge (eligible for listing in the National Register of Historic Places). Barry also mentioned the goal of the District is to rehabilitate the bridge.

- Trish Slovinac discussed area of potential effect (APE). It can be a direct or indirect impact. Identified 19 potential consulting parties for historic structures. These individuals ensure there is enough public feedback on historic properties. The above ground APE is bigger than that for archaeology. There were seven historic properties identified and detailed on poster boards. Underground will be limited to where earth disturbance would occur. Since rehabilitating this bridge, next step involves assessing adverse effects for the project. If adverse effect, memorandum of agreement will outline how to mitigate that adverse effect.
- Brian Krul presented the attached agenda and opened the meeting for questions and comments:
 - Barry Lyons asked how long the Section 106 process would take and what mitigations would be required if the project was found to have an adverse effect. Trish Slovinac responded that this portion of the environmental process could take up to 18 months, though she believes this project would not take that long if a rehabilitation is found to be feasible with no adverse effects. She mentioned that one possible method for mitigation if the project would have an adverse effect could be interpretative panels [i.e. indoor exhibits (artifacts, art, dioramas, text, and three-dimensional maps), exterior exhibits and signs].
 - Mary Popovich asked if the existing bridge could not be rehabilitated, would the existing truss be saved. Trish Slovinac responded that the bridge could be sold and relocated elsewhere for reuse or that the new proposed bridge could attempt to mimic some of the elements of the existing bridge. We would not want to create false history by replacing with an exact copy of the existing bridge. Angela Saunders also noted that the party receiving the bridge (or part of the bridge) would be responsible for the future upkeep and maintenance of the relocated bridge.
 - A question was asked if the bridge would last until the rehabilitation. Barry Lyons responded that the bridge is currently safe and that it should. Although it is not expected, a future inspection could reveal an issue which would require a closure. TranSystems will be inspecting the bridge on an annual basis (every spring) and part of this inspection is searching for fatal structural issues. They recently inspected the bridge in the spring of 2018 and found no major issues worthy of closing the bridge.
 - Richard Dietz and Joe Sandin, representing the fire company, stated that many large vehicles cross the bridge daily, including gas well trucks, tractor trailers (for deliveries to Arc Welding and Nutrition), tanker trucks and fire ladder trucks. They indicated many trucks do not follow the 10 ton road posting along SR 0136 to the east of the bridge. One in particular is a 32,000 pound tanker truck in Collinsburg that crosses the bridge a handful of times per month. As a result, there is a desire for the weight limit posting to be removed as part of this project. It was suggested that we follow up with a couple of these businesses to discuss the type of trucks used for these specific deliveries and where they come from.
 - They also stated that the West Newton VFD responds to approximately 300 calls per year with 1/3 being located on the other side of the bridge. During the 1980's rehab, a substation was established on the western side of the bridge (by Rite-Aid).

- Mary Popovich asked whether additional work was anticipated that would require closures before the project is completed. Barry Lyons responded that the bridge will continue to be inspected and that it would require temporary lane closures for bridge inspection similar to those during the spring 2018 inspection. The public will also notice surveying crews and other field personnel from time to time in and around the bridge vicinity.
- Regarding the detour routes, it was discussed that due to the narrow bridge width, a detour would be the most likely option and that the team would explore some construction methods that could limit the overall construction time. Several routes were discussed and further displayed on the poster boards for the public officials to review and comment. The big question was "when would a detour take place?"; Brian Krul mentioned that as of now the construction date was set for 2024, although pending further engineering and analysis, that could very likely change given if the bridge can be rehabilitated and what alternative would be ultimately selected.
- Barry Lyons asked Trish Slovinac whether the bridge would need to be restored to its original color and if updating the lighting would cause an adverse effect. Trish Slovinac responded that the Consulting Parties would be more interested in the design than in the color, provided the color chosen is within reason. Barry noted that any selection of paint color would involve Borough. Also, updating the lighting may be acceptable. More discussion will be taking place at an upcoming Consulting Party Meeting tentatively scheduled for end of September. *(Note: Based on coordination with David Anthony on 9/12/18, it was determined the upcoming CP could be canceled because the direction with the project is a rehabilitation. Once alternative analysis is complete, we will hold CP meeting to discuss any adverse effects.)*
- Paul Williams inquired about the possibility of installing a USGS river gage as part of the project and remove the old river gage painted on pier. He said there was a project in the past that looked at three different options but funding fell through. Paul to forward information on to design team. Barry Lyons responded that this would need to be discussed internally within the District. Paul was to provide more information to Brian at TranSystems.
- Paul Williams asked whether the sidewalk would be painted with a dividing line. Brian and Barry Lyons stated it would depend on what option is selected and if there would be enough width to allow the division.
- Mary Popovich stated that a gateway sign in advance of the bridge or attached to bridge and ribbon on the pedestrian railing was planned. This ribbon, which would be attached to the pedestrian railing would present the history of the West Newton Borough and the bridge. Grant funding was never secured and District Bridge had concerns with these being attached to the bridge so no further action occurred. Angela Saunders stated that the District bridge unit would need to review and approve items to be attached to the bridge. Angela stated that the District could work with the borough if it wanted to receive better pricing by including the items with the bridge project. Angela stated that the District would assist with letting the borough know when to apply for grants.
- Trish mentioned that if federal money was not utilized, the borough did not have to comply with the Section 106 process. However, if they piggybacked work with the West Newton



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Bridge project, that they would likely have to comply with the Section 106 process and it would need to be determined whether the gateway and pedestrian ribbon was an adverse effect.

- Rotary Club was investigating the installation of an LED sign in Simeral Square Park. Direction provided was that they can pursue the LED sign and if impacted by the project then it will be handled through the right-of-way process in design.
- Mary Popovich indicated there was a desire for better lighting on the bridge and that sidewalk is dark at night.

I believe these minutes accurately reflect the items discussed at the subject meeting. If there are any revisions or corrections to these minutes, please contact the undersigned within ten (10) days of receipt of these minutes. If no revisions or corrections are requested, the minutes will stand approved as submitted.

A handwritten signature in blue ink that reads "Brian A. Krul".

Brian A. Krul, PE, PTOE

PUBLIC OFFICIALS MEETING AGENDA
WEST NEWTON BRIDGE
SR 0136 OVER YOUGHIOGHENY RIVER
WEST NEWTON BOROUGH, WESTMORELAND COUNTY, PA

- Project Team
 - Owner – PennDOT District 12-0
 - Prime Consultant Engineer – TranSystems
 - Subconsultants – AD Marble – environmental studies and NEPA clearance; French Engineering – traffic engineering; Gannett Fleming – structural support; KTA-Tator – asbestos and coatings analysis; Lehigh University – materials testing; Monaloh Basin Engineers – survey and right-of-way support
- Funding
 - Project is currently 100% federal funded with the remaining phases at 100% state. FHWA will be notified and informed on the project throughout the process; they will also be reviewing certain aspects of the project. Cultural resources coordination will be completed under the Federal Guidelines (Section 106).
- Project Introduction
 - The West Newton Bridge is currently being studied to explore if the bridge can be rehabilitated and what rehabilitation alternatives exist to address the poor bridge condition and geometric restrictions of the historic structure.
 - The West Newton Bridge is a state owned bridge located in West Newton Borough, Westmoreland County, PA and carries SR 0136 Main Street over the Youghiogheny River.
- Project Background and Information
 - West Newton Bridge is listed as eligible on the National Register of Historic Bridges and is 1 of 8 pin connected Parker through trusses in PA.
 - Structure is posted for 36 tons (40 tons combination) due to current structural deficiencies.
 - Bridge built in 1907; rehabilitated in the 1957 and 1984; preservation effort in 2010 (under closure and detour).
 - The current layout of the bridge is narrow with 23'-0" curb-to-curb width and a 6'-0" clear sidewalk width.
 - Current average annual daily traffic (ADT) is 8,120 vehicles per day with 4% trucks; SR 3025 Vernon Drive averages 1,460 vehicles per day.
- Project Purpose and Need
 - Purpose and Need Statement – Official approval on 8-8-2018
 - Purpose Statement: The purpose of the West Newton Bridge Project is to address the advanced structural deterioration in order to provide safe and efficient access over the Youghiogheny River in West Newton Borough for all modes of transportation and emergency services.
 - Project Needs:
 - Structural Conditions: The West Newton Bridge is in overall poor condition. Alternatives will be studied in order to determine the feasibility of rehabilitation versus replacement. If rehabilitation is determined to be feasible, methods to preserve, repair or rehabilitate the structure for the safety of the traveling public will be investigated.
 - Roadway Conditions: The West Newton Bridge exhibits geometric deficiencies including a lack of adequate pedestrian ADA facilities. As part of the bridge alternatives, consideration is needed for: sidewalk improvements (repairs, new or widened sidewalks, or an alternate sidewalk route for the safety of pedestrians); improvements to the guide rail and bridge railing on the bridge; and the addition of ADA facilities to meet current design standards.
 - Transportation Connectivity: Maintain safe connectivity of the existing transportation network for public transportation, school buses, emergency services, pedestrians and bicycles while further investigating alternatives to limit the overall construction timeframe. Consideration is also needed for the implementation of safety enhancements and/or improvements for pedestrian and bicycle crossings along SR 136 and Collinsburg Road.

➤ Project Scope of Work Items

- Survey and Right-of-Way – completed in summer of 2018 [TranSystems discussion]
- Utility Coordination and Verification – ongoing [TranSystems discussion]
- Environmental Tasks [AD Marble discussion]
 - Area of Potential Effect (APE)
 - Section 106 Process
 - Public Involvement and Consulting Parties
- Scoping Field View Meeting – held on 5-2-2018
- Bridge Inspection – bridge inspection report submitted 6-29-18 [TranSystems discussion]
- Coatings Analysis and Asbestos Survey Report – submitted 5-7-2018 [TranSystems discussion]
- Historic Bridge Rehabilitation Analysis Report (HBRAR) – submitted 8-22-18; provides an approach to determine if the bridge can be rehabilitated and meet the project needs without impacting the historical integrity of the bridge and the character defining features.
- Bridge Rehabilitation Alternatives Report – December 2018; includes the following rehabilitation options:
 - Rehabilitation to maintain existing load posting
 - Rehabilitation to increase load capacity to current PennDOT legal loads
 - Rehabilitation to increase load capacity to current PennDOT legal loads and widen sidewalk
 - Potential to be determined rehabilitation option based on upcoming meeting with consulting parties
 Life cycle costs will also be part of the rehabilitation alternatives.
- Consulting Party Meeting #1 – 9-25-2018 (tentative)
- Traffic Data Collection – spring 2018; 100 total bicycle and pedestrian trips on a typical weekday; 125 total bicycle and pedestrian trips on a typical Saturday crossing the existing West Newton Bridge sidewalk. For the Gap trail crossing at SR 136, 200 total bicycle and pedestrian trips on a typical weekday and 550 total bicycle and pedestrian trips on a typical Saturday. Below are the peak periods as well school bus crossings on the bridge:

Date	Day of Week	Hours	School Buses Crossing Bridge	Peds Crossing Bridge	Bikes Crossing Bridge	Peds on Trail	Bikes on Trail
May 15, 2018	Tuesday	6 AM to 6 PM	23	51	37	74	120
June 16, 2018	Saturday	12 PM to 3 PM	--	29	19	47	144

- Roadway Tasks include geometrics, typical sections, trail crossing with respect to the alternatives.
- Traffic Detour - to be determined pending the rehabilitation alternative and construction methods; anticipated detour is Route 136 to Route 31 to I-70 to PA 51 to Route 201 (approximately 15 miles); there is another route of approx. 12 miles however it utilizes 4-digit state routes including SR 3025 which has a current 10-ton weight limit.

➤ Project Schedule

- Notice-to-Proceed for Work Order #1 was on 1-4-2018
- Letting date originally set at 3-7-2024 however pending on feasibility of rehabilitation, project scheduled to be revised near the conclusion of first Work Order assignment.

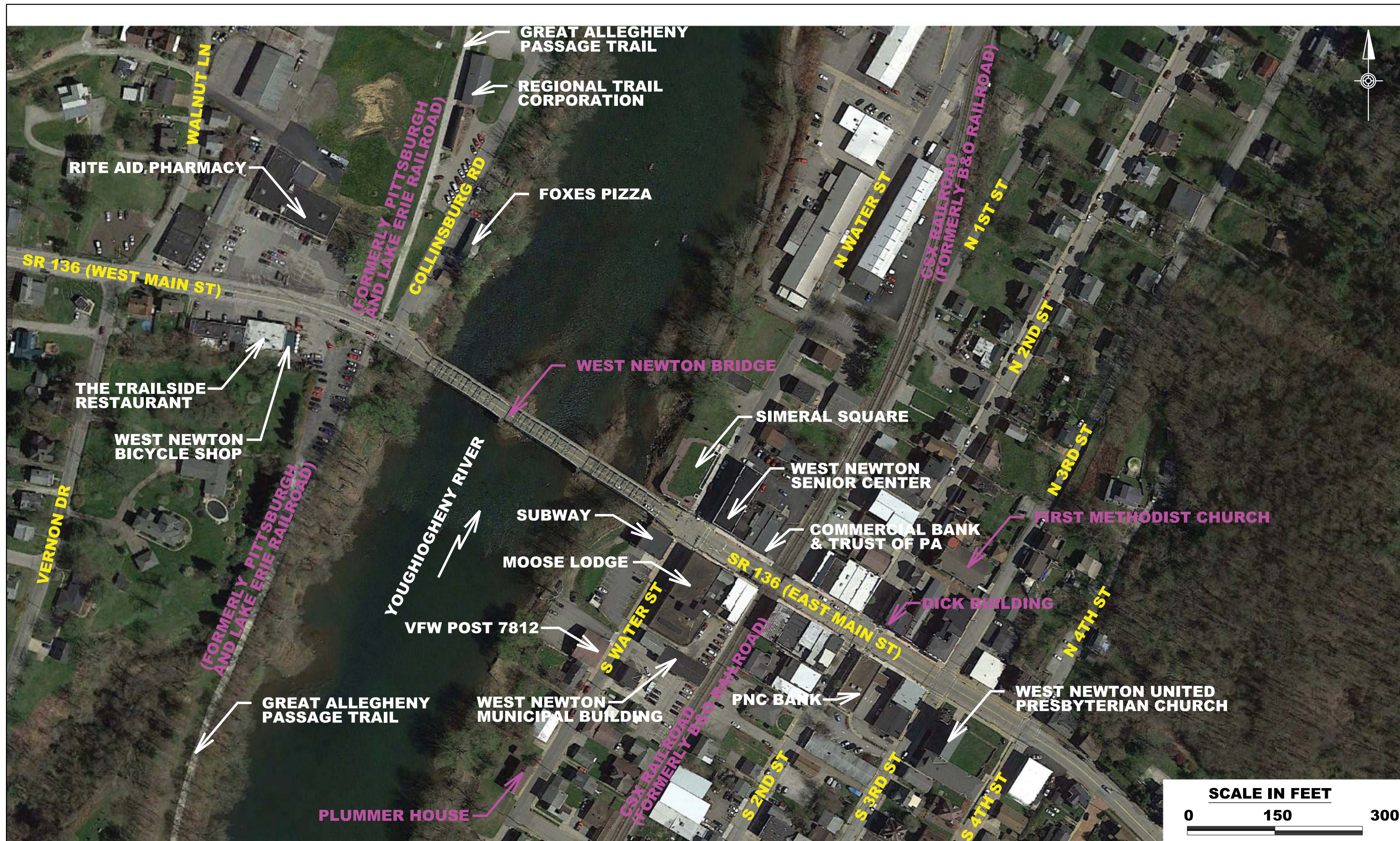
➤ PennDOT Connects Meeting

- Held on 3-13-2018 with PennDOT and West Newton Borough; issues included:
 - Improved lighting on bridge
 - Better visibility for GAP trail crossing
 - Better skid resistance on surfaces for road and trail
 - Special projects such as gateway sign and ribbon on pedestrian railing
 - Maintain star on bridge
 - Bicycle safe grates
 - Kiosk with location maps (way finding)
 - ADA ramps not compliant

Meeting Attendees

Name	Organization	Phone Number	E-mail Address
Mayor Mary Povich	West Newton Boro	724 972 3779	marypovich@gmail.com
Charlie Povich	West Newton Boro Councilman	724 323 2514	chuckr52@gmail.com
Todd Libergood	TranSystems	412-402-4804	tlibergood@transystems.com
Ross Prassi	TranSystems	412-402-4817	repitassi@transystems.com
Trish Slovinac	A.D. Marble	717-971-1905	pslovinac@admarble.com
Brian Lyons	PennDOT	724 439-7336	bl Lyons@PA.gov
Richard Dietz	WNVFC	724 288 0527	RTDStar82@gmail.com
Joe Sandia	WNVFC	724 757 9269	sandiajoseph82@gmail.com
Liberty Hill	PennDOT	724-429-7237	liberty libhill@pa.gov
Steve Wieland	A.D. Marble	412-926-3224	swieland@admarble.com
Danny Carpenter	Westmorland County	724-830-3788	drayson1@co.westmorland.pa.us
Ryan Kenner	PennDOT	724-439-7455	rykenner@pa.gov
Joyce Dahlstrom	STA	724-872-5490	JDahlstrom@PA-DESTA.com
PAUL WILLIAMS	West Newton Borough Emergency Management	724-323-4409	unbemdirector39@comcast.net

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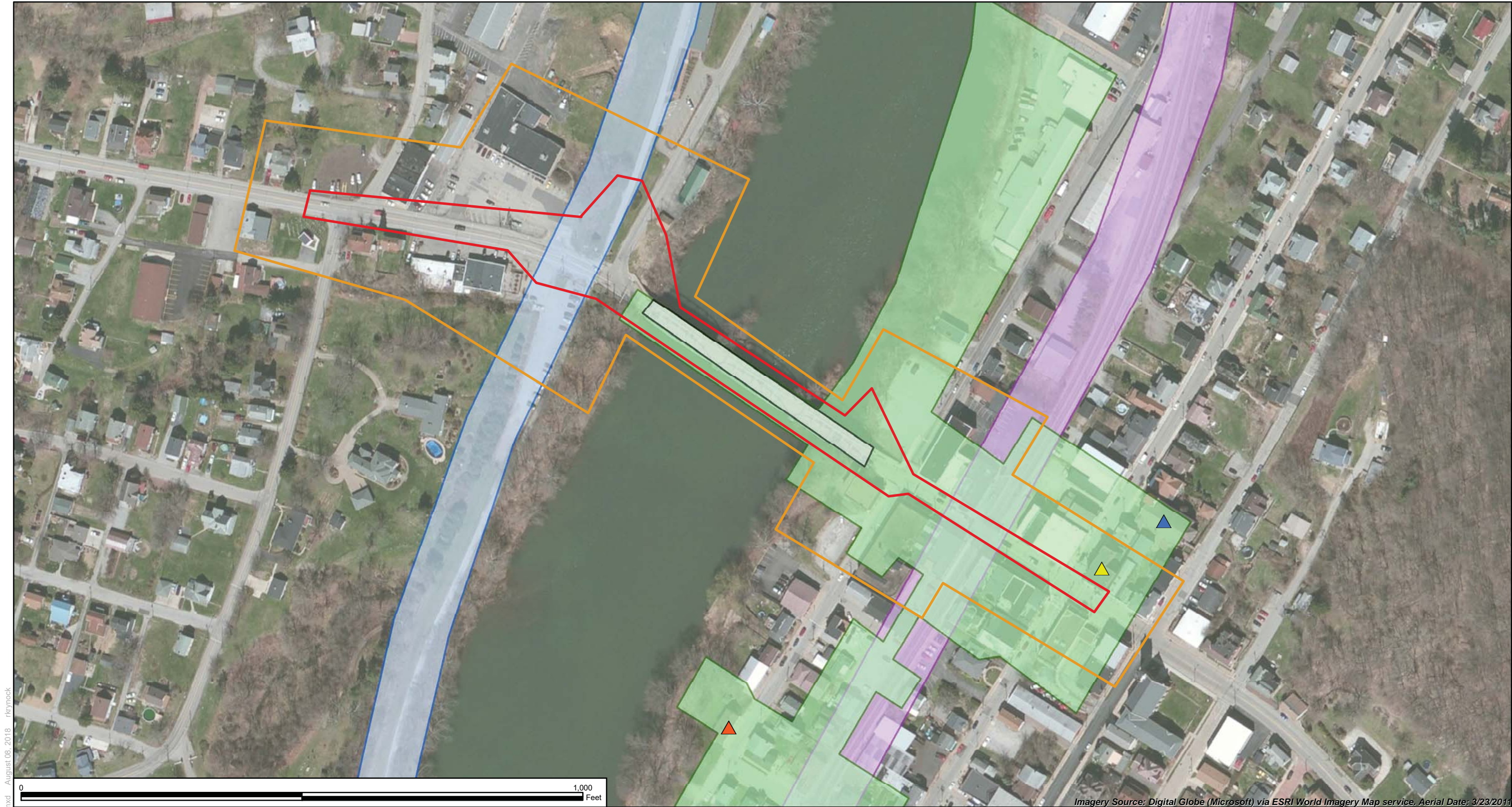
- HISTORICAL RESOURCES
- STREETS/ ROADS
- POINTS OF INTEREST



WEST NEWTON BRIDGE PROJECT
S.R. 0136 OVER YOUGHIOGHENY RIVER
WEST NEWTON BOROUGH, WESTMORELAND COUNTY, PA
LOCATION MAP







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Legend

Historic Structures APE

Archaeology APE

Plumer House (Key No. 001139; NR Listed)

Dick Building (Key No. 115938; NR Listed)

First Methodist Church (Key No. 101689; NR Eligible)

West Newton Bridge (Key No. 100350; NR Eligible)

West Newton Downtown Historic District (Key No. 156724; NR Listed)

Baltimore and Ohio Railroad (Key No. 107870; NR Eligible)

Pittsburgh and Lake Erie Railroad (Key No. 116800; NR Eligible)

Imagery Source: Digital Globe (Microsoft) via ESRI World Imagery Map service, Aerial Date: 3/23/2011

West Newton Bridge Project Area of Potential Effect Map

S.R. 0136 over Youghiogheny River
West Newton Borough, Westmoreland County, Pennsylvania

THE SECTION 106 PROCESS

How Archaeological Resources and Historic Architectural Properties are Treated Within the Section 106 Process

What is the Section 106 process?

The Section 106 standard review process is outlined in the Federal regulations issued by the Advisory Council on Historic Preservation (ACHP). The ACHP is an independent Federal agency responsible for the administration of public review and consultation of Section 106. The regulations, as well as guidance documents, can be found through the ACHP internet website (www.achp.gov). The steps required to carry out the Section 106 process are outlined below.

INITIATE SECTION 106 PROCESS

- Establish Undertaking (i.e., determine whether a Federal agency is involved with the project)
- Coordinate Compliance
- Identify Appropriate SHPO/THPO
- Plan to Involve the Public
- Identify Other Consulting Parties

**No Undertaking/
No Potential to
Cause Effects**

**Undertaking Might Affect
Cultural Resources**

IDENTIFY CULTURAL RESOURCES

- Determine Scope of Study
- Identify Cultural Resources
- Evaluate Cultural Resources

**No Cultural
Resources
Affected**

**Cultural Resources Are or
May Be Affected**

ASSESS ADVERSE EFFECTS

- Apply Criteria of Adverse Effect

**No Cultural
Resources
Adversely
Affected**

**Cultural Resources Are
Adversely Affected**

RESOLVE ADVERSE EFFECTS

- Continue Consultation

**Memorandum
of Agreement**

Failure to Agree → **ACHP Comment**

What qualifies as a historic property?

Section 106 of the National Historic Preservation Act (NHPA) of 1966 requires that all Federal projects take into account the potential impacts of the associated improvements on historic properties. A historic property is a resource listed in or determined to be eligible for listing in the National Register of Historic Places (NRHP). Historic properties can include buildings, districts, archaeological sites, objects, structures, and landscapes. In order for a property to be declared historic, it must be 50 years of age (with some exceptions), be associated with a significant event or person, be significant for its design or construction, and/or have yielded or be likely to yield important information in prehistory or history (typically an archaeological site), and retain integrity of those features that enable it to convey its historic significance.



Who is involved in the Section 106 process?

Participants in the Section 106 process include:

The applicant, usually the Federal agency undertaking the activity (e.g., the Federal Highway Administration [FHWA] or the U.S. Army Corps of Engineers [USACE]).

The State agency delegated with legal responsibility for compliance by the Federal agency (e.g., State Department of Transportation).

The State Historic Preservation Office (SHPO) and/or the Tribal Historic Preservation Office (THPO).

The consulting parties who have a demonstrated interest in the project.

The Advisory Council on Historic Preservation (ACHP); and the public, if necessary.

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