



Pennsylvania Division Route Slip Federal Highway Administration

DATE: July 3, 2013

TO: Heather Heslop – PennDOT Bureau of Planning & Research
Transportation Planning Division
6th Floor - East Wing Keystone Bldg

EC: Kevin McCullough, Chuck DiPietro, Matt Smoker, Clint Beck

Heather:

This memo is in response to PennDOT's May 31, 2013, request to FHWA to add 0.623 miles to the Federal-aid System:

- Logan Street (Sta 90+31.55 to Sta 100+72.65 Length 1041.10 Ft (0.197 Mi));
- Mario Lemieux Place (Sta 80+32.17 to Sta 89+15.00 Length 882.83 Ft (0.167)); and,
- Wylie Avenue (Sta 40+43.77 to Sta 54+08.93 Length 1365.16 Ft (0.259 Mi)).

These three existing local roads were requested to be added to the Federal-aid System as Urban Collectors, in the City of Pittsburgh, Allegheny County.

Based on FHWA's engineering and planning review of the information submitted with the Department's request, FHWA approves the addition of these three local roads as Urban Collectors to the Federal-aid System based on the functional usage of the existing road and planned industrial development in this area.

Please provide me with two updated functional classification maps for Allegheny County at your earliest convenience for up-to-date planning and engineering review purposes.

I appreciate your coordination of these requests to revise the Federal-aid System in the Commonwealth, and please contact me if you have questions.

Sincerely,

Christian

A handwritten signature in black ink, appearing to read 'Christian Christoffers', is written over the printed name.

FROM: Christian Christoffers
FHWA – Pennsylvania Division
228 Walnut Street, 5th Floor
Harrisburg, PA 17101-1720

Phone: 717.221.4406
FAX: 717.221.3494
E-mail: christian.christoffers@dot.gov



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
HARRISBURG, PENNSYLVANIA

OFFICE OF
SECRETARY OF TRANSPORTATION

May 31, 2013

Ms. Renee Sigel
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
228 Walnut St., Room 508
Harrisburg, Pennsylvania 17101-1720

Dear Ms. Sigel:

The Southwestern Pennsylvania Commission (SPC) is requesting the addition of Logan Street, Mario Lemieux Place and a portion of Wylie Avenue, to the Federal Aid Highway System. These roads are located in the City of Pittsburgh, Allegheny County.

SPC's requests, along with three maps showing the proposed Urban Major Collectors, shaded in purple, are enclosed. This proposal will add .623 miles to the Federal Aid Highway System.

Your approval of the following additions to the Federal-Aid Highway System is requested:

ADDITIONS

STREETS:

Wylie Avenue, (existing local street, add as an Urban Major Collector)

Logan Street, (existing local street, add as an Urban Major Collector)

Mario Lemieux Place, (existing local street, add as an Urban Major Collector)

LIMITS:

Wylie Avenue is an existing locally owned street. The portion to be added begins at Crawford Street and ends at Washington Place. The total length to be added is .259 miles.

Logan Street is an existing locally owned street. The portion to be added begins at Centre Avenue and ends at Bedford Avenue. The total length to be added is .197 miles.

Ms. Renee Sigel
Page 2
May 31, 2013

Mario Lemieux Place is an existing locally owned street. The portion to be added begins at Centre Avenue and ends at Bedford Avenue. The total length to be added is .167 miles.

JUSTIFICATION:

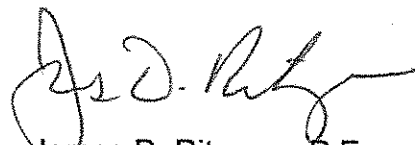
Wylie Avenue will be extended from Crawford Street to Washington Place. Wylie Avenue will provide two (2) lanes for vehicular traffic eastbound and westbound. This will allow improved mobility between the rest of Wylie Avenue, which is local, Crawford Street, a minor arterial, and Washington Place, a major collector.

Logan Street will provide one (1) lane in each direction for vehicular traffic northbound and southbound. Logan Street will intersect with Wylie Avenue to create a new 4-way stop controlled intersection. The intersection of Logan Street with Centre Avenue will be controlled with a traffic signal. The intersection of Logan Street with Bedford Avenue is under evaluation for installation of a traffic signal. Logan Street will help to alleviate the congestion on Bedford Avenue and Centre Avenue and allow traffic to flow freely through the area.

Mario Lemieux Place will be relocated and extend from Bedford Avenue to Centre Avenue and provide two (2) lanes for vehicular traffic northbound and southbound. The relocation of Mario Lemieux Place will help to alleviate the congestion on Bedford Avenue and Centre Avenue and allow traffic to flow freely through the area. It will intersect with Wylie Avenue to create a new four-legged intersection. In addition, the proposed intersections of Marion Lemieux Place with both Bedford and Centre Avenues will be controlled by traffic signals.

Should you have any questions or require additional information, please contact Heather Heslop at 717.787.1840.

Sincerely,



James D. Ritzman, P.E.
Deputy Secretary for Planning

Enclosures

Ms. Renee Sigel

Page 2

May 31, 2013

cc: Mr. Laine Heltebride, Bureau of Planning and Research
Mr. Larry Shifflet, Center for Program Development and Management
Mr. Kevin McCullough, Center for Program Development and Management
Ms. Andrea Bahoric, Bureau of Planning and Research
Ms. Joni Sharp, Bureau of Planning and Research
Ms. Karen Heath, Office of the Deputy Secretary for Planning

Ms. Renee Sigel
Page 3
May 31, 2013

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W:\Bureau of Planning & Research\Transportation Planning\Functional Class\Pittsburgh
City Arena Project Federal Aid Request.docx

bcc: Ms. Heather Heslop, Bureau of Planning and Research



Southwestern
Pennsylvania
Commission

Officers:

Indiana County
Rodney Ruddock
Chairman

Lawrence County
Steve Craig
Vice-Chairman

Westmoreland County
Charles W. Anderson
Secretary-Treasurer

Executive Committee:

Allegheny County
Rich Fitzgerald

Armstrong County
David Battaglia

Beaver County
Joseph Spanik

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City of Pittsburgh
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Washington County
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Westmoreland County
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Lynn Heckman

Governor's Office
Mary Ann Eisenreich

PA Dept. of Community and
Economic Development
Albert D'Alessandro

PA Dept. of Transportation
James D. Ritzman

Executive Director
James R. Hassinger

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112 Washington Place
Pittsburgh, PA 15219-3451
Telephone: 412.391.5590
Fax: 412.391.9160
E-Mail: comments@spcregion.org
www.spcregion.org

May 20, 2013

Mr. James D. Ritzman, Deputy Secretary for Planning
Pennsylvania Department of Transportation
P.O. Box 3643
Harrisburg, PA 17105-3643

Dear Jim:

On January 28, 2013, the Southwestern Pennsylvania Commission approved three additions to the federal-aid functional classification network in the City of Pittsburgh, Allegheny County. These additions include Wylie Avenue, Logan Street and Lemieux Place, which are new streets being planned for the area formerly occupied by the Mellon Arena. These roads will provide an improved grid system for moving traffic associated with the new Consol Energy Center and will provide important connections between the local neighborhood and the surrounding higher functional classification roads, including the Parkway North HOV lanes. These streets will be owned and maintained by the City of Pittsburgh.

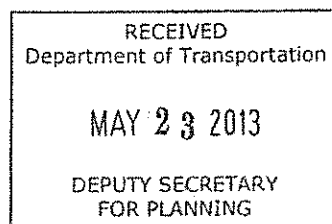
Documentation of the Commission's January 28th action is enclosed and includes SPC Resolution 3-13, mapping and other supporting documentation from the City of Pittsburgh, and three copies of the Functional Classification Map for the proposed changes with the Urban Collector additions highlighted in purple. Note that these proposed changes were submitted on February 1st as part of a larger package of changes to the federal-aid system, but we have subsequently been instructed by your staff to submit these system additions as a separate request.

If you have further questions on this matter, please contact Doug Smith of my staff at 412-391-5590, extension 327.

Sincerely,

James R. Hassinger, Ph.D., AICP
Executive Director

Enclosures



SOUTHWESTERN PENNSYLVANIA COMMISSION

RESOLUTION NO. 3-13

A RESOLUTION OF THE SOUTHWESTERN PENNSYLVANIA COMMISSION to revise Urban Boundaries and Highway Functional Classification.

WHEREAS, the 2010 Census has redefined the urbanized area boundaries for the Pittsburgh, Monessen, and Uniontown/Connellsville Urbanized Areas; and,

WHEREAS, the 2010 Census has defined other Urban Clusters; and,

WHEREAS, the Federal Highway Administration, under provisions of the Moving Ahead for Progress in the 21st Century (MAP-21) Act, continues to mandate Highway Functional Classification in urban and rural areas; and

WHEREAS the Southwestern Pennsylvania Commission, as the region's Metropolitan Planning Organization, with the concurrence of the state, is responsible for defining revised urban boundaries that serve as limits for various federal-aid highway and transit programs, and is also responsible for maintaining the functional classification of the region's highway system; and

WHEREAS, SPC's review work considered initial input from the U.S. Census Bureau resulting from Census 2010, along with a review of recent development by working cooperatively with representatives of the SPC Member Planning Departments and PennDOT in redefining the region's revised urban boundaries; and

WHEREAS, SPC has worked cooperatively with the SPC Member Planning Departments, and PennDOT representatives to review the current functional classification of the region's highway system, and as necessary, recommended changes based on these revised urban boundaries and consistent with FHWA guidelines;

NOW, THEREFORE, BE IT RESOLVED that the Southwestern Pennsylvania Commission approves the region's revised urban area boundaries and revisions to the functional classification system and authorizes the Executive Director to transmit maps showing these revisions to PennDOT in accordance with federal regulations.

I, Rodney Ruddock, HEREBY CERTIFY that I am Chairman of the SOUTHWESTERN PENNSYLVANIA COMMISSION: that the foregoing resolution was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the 28th day of January 2013, a quorum being present and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Chairman.



Chairman



FUNCTIONAL CLASS SYSTEM UPDATE CHECKLIST

Road Name: Lower Hill Redevelopment Infrastructure Roadway-
Wylie Avenue, Lemieux Place, and Logan Street

Location (Municipality & County): Pittsburgh, Allegheny County

Owner of Roadway: City of Pittsburgh

Termini / Limits: Wylie Avenue Sta 40+43.77 to Sta 54+08.93 Length 1365.16 Ft (0.259 Mi)
Lemieux Place Sta 80+32.17 to Sta 89+15.00 Length 882.83 Ft (0.167 Mi)
Logan Street Sta 90+31.55 to Sta 100+72.65 Length 1041.10 Ft (0.197 Mi)

Mileage: 0.623 Miles

Existing Road

Planned Road

If Planned Road, Opening Day: To Be Determined

Add road to the Federal Aid Highway System

Remove road from the Federal Aid Highway System

Modify the classification of road already on the Federal Aid Highway System

Project Location Map Attached

Detailed Project Map Attached

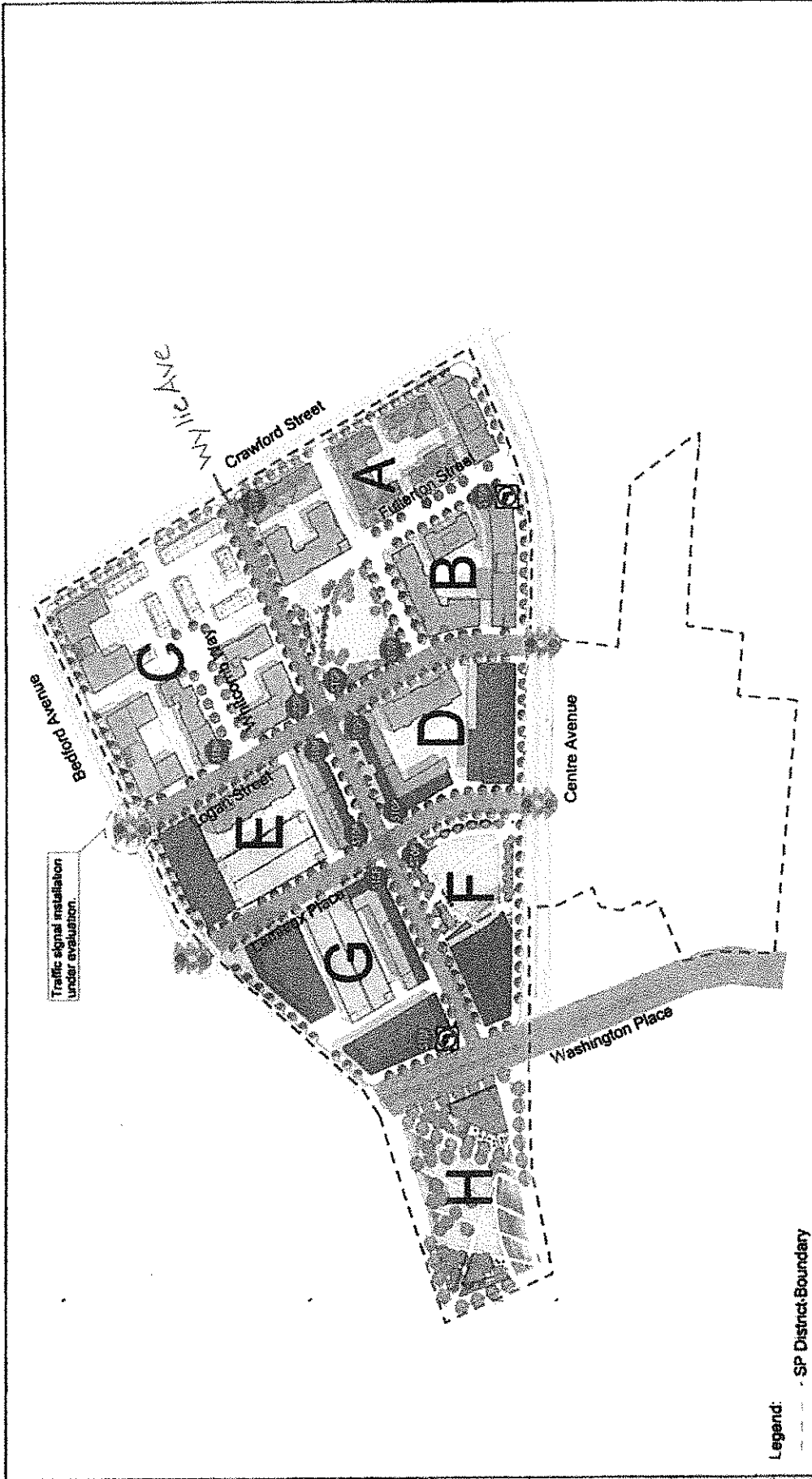
Request Letter Attached

Project Description/Justification Attached

Submitted By: Patrick F. Hassett

Agency: City of Pittsburgh

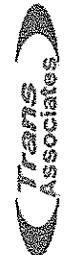

Date: December 7 2012



Legend:

- SP District Boundary
- Urban Collector
- Arterial

Source: Functional Classification of Existing Roadways provided by SPC

 Trans Associates <small>Transportation Solutions for Today and Tomorrow 4000 South 24th Street, Suite 200, Phoenix, AZ 85034 Phone: 602.998.8888 Fax: 602.998.8889</small>	PROJECT NO. RW4529 - 0711 PROJECT Lower Hill Redevelopment Site Transportation Study	SHEET 1
	TITLE Roadway Functional Classification	
 SCALE: N.T.S.	DATE: 10/10/07	DESIGNED BY: JAC CHECKED BY: JAC REVISED BY: JAC



December 7, 2012

Mr. Doug Straley
Sports and Exhibition Authority
171 10th Street, 2nd Floor
Pittsburgh, PA 15222

Michael Baker Jr., Inc.
A Unit of Michael Baker Corporation

Airside Business Park
100 Airside Drive
Moon Township, PA 15108

(412) 269-6300
FAX (412) 375-3994

Subject: Lower Hill District Infrastructure Redevelopment

Dear Mr. Straley:

Baker has completed a review of the Draft Transportation Study for the former Civic Arena Site (Lower Hill District Infrastructure Redevelopment) prepared by Trans Associates, as well as the Draft Preliminary Land Development Plan prepared by Urban Design Associates. Based on this review, we concur with the Trans Associates determination that the anticipated functional classification for Lemieux Way, Logan Street and Wylie Avenue appears to most closely match the Urban Collector classification. This classification is based on the following operational characteristics:

- The proposed roadways service both residential and commercial neighborhoods and funnel traffic to higher classifications of roadways.
- The traffic associated with events at Consol Energy Center and the cross connectivity of the proposed grid network providing access the Parkway North HOV lanes.
- The new roadways provide direct access to the urban arterial system.

Lower classifications of roadway (i.e. urban local streets) are defined as providing direct access to abutting properties and the AASHTO Green Book states "service to through-traffic movement usually is deliberately discouraged". The through traffic connectivity of the proposed network does not support the lower local street classification.

If you have any questions, please call me at 412-269-6431.

Sincerely,

MICHAEL BAKER JR., INC.

Justin A. Smith, P.E.
Project Manager

JAS:law

**LOWER HILL REDEVELOPMENT
MEMORANDUM OF ROADWAY CLASSIFICATION**

Trans Associates (TA) has evaluated the proposed roadway classifications of the new on-site roadways. This evaluation is documented in the Master Plan Traffic and Parking Study as Section 3.3.1.2, which is shown below in its entirety.

3.3.1.2 Future Area Roadway Systems

The proposed Illustrative Master Plan project consists of incorporating seven (7) new city blocks bounded by Centre Avenue, Bedford Avenue, Washington Place, and Crawford Street. These roadways together form a "ring road" around the master plan site, as shown in the attached Figure 1. An additional block of proposed park area is bounded by Washington Place, Centre Avenue, and the Crosstown Boulevard.

The existing "ring road" roadways are classified in the functional classification system in the Southwestern Pennsylvania Commission (SPC) as follows:

- Centre Avenue – urban arterial
- Crawford Street – urban arterial
- Bedford Avenue – urban arterial
- Washington Place – urban collector

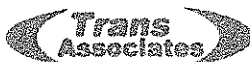
The existing functional classifications of these roadways are shown in Figure 1.

The on-site internal roadways have been compared to the roadway functional classification criteria provided in PennDOT's Design Manual 2, Chapter 1, Figure 1.1. Functional Classification System Service Characteristics. For an urban area system, the criteria for urban collector roadways, as shown in this reference, include:

- Provides both land access services and traffic circulation
- Distributions trips from arterials through residential neighborhoods to ultimate destination
- Collects traffic from local streets and channels to arterials

These criteria accurately describe the anticipated functions of the internal roadways for the site. Based on these criteria, the internal roadways on the site should be classified as urban collector roadways. These roadways include:

- Wylie Avenue
- Mario Lemieux Place
- Logan Street



The proposed on-site urban collector roadways presented in the Illustrative Master Plan are further detailed below.

Existing Wylie Avenue will be extended from Crawford Street to Washington Place. Wylie Avenue will provide two (2) lanes for vehicular traffic eastbound and westbound, with on-street parking on both sides of the roadway.

Mario Lemieux Place will be relocated and extend from Bedford Avenue to Centre Avenue and will provide two (2) lanes for vehicular traffic northbound and southbound. On-street parking is proposed along the western side of Mario Lemieux Place, from Bedford Avenue to Wylie Avenue, and on the eastern side of Mario Lemieux Place, from Centre Avenue to Wylie Avenue. Limited on-street parking will be provided on the southerly end of the east side of the block. On-street parking will not be provided on the western side of Mario Lemieux Place from Wylie Avenue to Centre Avenue in order to accommodate the proposed two-lane approach on Mario Lemieux Place at its intersection with both Bedford Avenue and Centre Avenue. Parking on Mario Lemieux Place will be prohibited during major events, to allow Mario Lemieux Place to function with 2 lanes in each direction.

Mario Lemieux Place will intersect with Wylie Avenue to create a new four-legged intersection. The intersection will be 4-way stop controlled. In addition, the proposed intersections of Mario Lemieux Place with both Bedford Avenue and Centre Avenue will be controlled by traffic signals.

Logan Street will extend from Bedford Avenue to Centre Avenue and will provide one (1) lane in each direction for vehicular traffic northbound and southbound, and on-street parking on both sides of the roadway. Logan Street will intersect with Wylie Avenue to create a new 4-way stop controlled intersection. In addition, the proposed intersection of Logan Street with Bedford Avenue is under evaluation for installation of a traffic signal. The proposed intersection of Logan Street with Centre Avenue will be controlled with a traffic signal. Parking on Logan Street will be prohibited during major events, to allow Logan Street to function with 2 lanes in each direction.

In addition, concrete median will be constructed along Centre Avenue from Mario Lemieux Place to Crawford Street, permitting a median break at the Centre Avenue intersection with Logan Street. An additional concrete median will be located along Washington Place from Bedford Avenue to Centre Avenue.

It should be noted that the proposed future roadway names are intended names and the actual names of such roadways have not been determined by the City of Pittsburgh as of the date of this report.