

Determination of Effects Report ER# 2021-8002-003

I-376, Parkway East Active Transportation Management System Project

City of Pittsburgh, Penn Hills Township, Wilkins Township, Braddock Hills Borough, Churchill Borough, Edgewood Borough, Monroeville Borough, Swissvale Borough, Wilkesburg Borough, Allegheny County, PA



Prepared for:



District 11-0
45 Thoms Run Road
Bridgeville PA 15017

Prepared by:



11 Stanwix Street
Pittsburgh, PA 15222

and



1000 Omega Drive, Suite 1550
Pittsburgh, PA 15205

November 2020

Rev. 1

Determination of Effects Report ER# 2021-8002-003

I-376, Parkway East Active Transportation Management System Project

City of Pittsburgh, Penn Hills Township, Wilkins Township, Braddock Hills Borough, Churchill Borough, Edgewood Borough, Monroeville Borough, Swissvale Borough, Wilkesburg Borough, Allegheny County, PA



ABSTRACT

This *Determination of Effects Report* documents and evaluates the potential impacts of the proposed I-376, Parkway East Parkway East Active Traffic Management System (ATMS) Project on National Register of Historic Places (NRHP) listed or eligible resources within the Area of Potential Effects (APE). The project consists of the implementation of additional sign structures for overhead lane control, and variable speed limits, as well as additional Variable Message Signs (VMS) along a 14.5-mile corridor from the Fort Pitt Bridge in Downtown Pittsburgh to US Route 22 in Monroeville.

The cultural resources work for the project study area was conducted in keeping with federal and state laws that protect significant cultural resources, including historical and archaeological sites. Federal and state mandates for cultural resources protection include: the Federal Highway Act of 1966, as amended 1968; the National Environmental Policy Act of 1969; the National Historic Preservation Act of 1966 (as amended); Executive Order 11593; and the Commonwealth of Pennsylvania Act. No. 1978-273, amended as Act No. 1988-72. In addition, Section 2002 of Commonwealth of Pennsylvania Act No. 120-1970 provides for the protection of historic sites and Section 4(f) of the Department of Transportation Act of 1966 provides for the protection of historic resources of national, state, and local significance. This legislation requires that the effect of any federally assisted undertaking on historically significant buildings, structures, objects, or sites be taken into consideration during project planning. Significant sites are those listed, or eligible for listing, in the NRHP. All work was performed in accordance with the Advisory Council on Historic Preservation's 36 CFR 800 revised regulations, and the Pennsylvania Historical and Museum Commission's (PHMC) "Guidelines for Architectural Investigations in Pennsylvania" (2014).

Table of Contents

Abstract	i
Table of Contents	ii
Appendices	ii
Figures	ii
Tables	iii
Plates	iii
Photographs	iii, Appendix A
1. Introduction	1
2. Project Description	3
2.1 Project Purpose	3
2.2 Project Need	4
3. Area of Potential Effects (APE)	6
4. Efforts to Identify Historic Properties	9
4.1 Previous Historic Resource Studies	9
4.2 Archaeology	9
5. Description of Historic Properties	17
6. Effects Evaluation - Penn-Lincoln Parkway East (Key No. 157111)	19
6.1 Application of the Definition of Effect	19
6.2 Application of the Criteria of Adverse Effect	20
7. Public Involvement	22
8. Summary	23

Appendices

Appendix A: Photographs

Figures

Figure 1: Project Location	2
Figure 2A: Area of Potential Effects (APE) Map	7
Figure 2B: Area of Potential Effects (APE) Map	8
Figure 3A: Site Location Map	10

Figure 3B: Site Location Map 11
 Figure 3C: Site Location Map 12
 Figure 3D: Site Location Map 13
 Figure 3E: Site Location Map..... 14
 Figure 3F: Site Location Map 15
 Figure 3G: Site Location Map 16
 Figure 3H: Site Location Map 17

Tables

Table 1: Previously Identified Resources 8
 Table 2: Application of Definition of Effect: Penn-Lincoln Parkway East..... 19
 Table 3: Application of the Criteria of Adverse Effect: Penn-Lincoln Parkway East20

Plates

Plate 1: Rendering of typical overhead signal5

Photographs

Photograph 1: View looking northwest along I-376, near the eastern terminus of the NRHP eligible
 Penn-Lincoln Parkway East (Key No. 157111) A1
 Photograph 2: View looking east along I-376, near Exit 79B A1
 Photograph 3: View looking southwest along I-376 toward the SR 130 overpass A2
 Photograph 4: View looking southwest along I-376 A2
 Photograph 5: View looking southwest along I-376 toward the Greensburg Pike overpass in Churchill
 Borough A3
 Photograph 6: View looking northeast along I-376 in Churchill Borough..... A3
 Photograph 7: View looking southwest along I-376 just east of the Ardmore Boulevard exit..... A4
 Photograph 8: View looking southwest along I-376 near the Edgewood/Swissvale exit..... A4
 Photograph 9: View looking northeast along I-376 toward the Ardmore Boulevard onramp to I-376
 eastbound A5
 Photograph 10: View looking southwest along I-376 toward the Maple Avenue Bridge A5
 Photograph 11: View looking southwest along I-376, just west of Maple Avenue in Edgewood
 Borough A6

Photograph 12: View looking west along I-376 in Edgewood Borough..... A6

Photograph 13: View looking west along I-376 toward the Chestnut Street Bridge in Edgewood
 Borough A7

Photograph 14: View looking southwest along I-376 in Edgewood Borough..... A7

Photograph 15: View looking southwest along I-376 toward the Edgewood Avenue Bridge A8

Photograph 16: View looking southwest along I-376 from Exit 77 to S. Braddock Avenue A8

Photograph 17: View looking southwest along I-376 toward the bridge over S. Braddock Avenue.... A9

Photograph 18: View looking west along I-376 toward the bridge over Commercial Street A9

Photograph 19: View looking west toward the Squirrel Hill Tunnel entrance A10

Photograph 20: View of the interior of the Squirrel Hill Tunnel, a contributing element of the Penn-
 Lincoln Parkway East A10

Photograph 21: View looking east along I-376 toward the west portal of the Squirrel Hill Tunnel... A11

Photograph 22: View looking west along I-376, with Schenley Park, to the right A11

Photograph 23: View looking southeast along I-376 toward the Greenfield Road Bridge A12

Photograph 24: View looking west along I-376 A12

Photograph 25: View looking east along I-376 A13

Photograph 26: View looking southwest along I-376 toward the location of proposed ATMS activities
 A13

Photograph 27: View looking east along I-376 toward the Frazier Street Bridge, a contributing element
 of the Penn-Lincoln Parkway East A14

Photograph 28: View looking west along I-376 A14

Photograph 29: View looking southeast along I-376 A15

Photograph 30: View looking northwest along I-376 toward Exit 73 A and B A15

Photograph 31: View looking northwest along I-376 toward the Bates Street Interchange..... A16

1. INTRODUCTION

The Pennsylvania Department of Transportation (PennDOT) District 11-0 has requested the completion of a Determination of Effects Report as part of the I-376, Parkway East Active Traffic Management System (ATMS) Project (**See Figure 1**). The effects analysis was conducted in order to identify and assess the potential effects of the I-376, Parkway East ATMS Project on National Register of Historic Places (NRHP) listed or eligible resources within the Area of Potential Effects (APE). Field investigations and research were conducted in order to provide sufficient documentation to allow for the determination of effects that would be required for the project's compliance with Section 106 of the National Historic Preservation Act of 1966 (as amended).

The cultural resources work for the project study area was conducted in keeping with federal and state laws that protect significant cultural resources, including historical and archaeological sites. Federal and state mandates for cultural resources protection include: the Federal Highway Act of 1966, as amended 1968; the National Environmental Policy Act of 1969; the National Historic Preservation Act of 1966 (as amended); Executive Order 11593; and the Commonwealth of Pennsylvania Act. No. 1978-273, amended as Act No. 1988-72. In addition, Section 2002 of Commonwealth of Pennsylvania Act No. 120-1970 provides for the protection of historic sites and Section 4(f) of the Department of Transportation Act of 1966 provides for the protection of historic resources of national, state, and local significance. This legislation requires that the effect of any federally assisted undertaking on historically significant buildings, structures, objects, or sites be taken into consideration during project planning. Significant sites are those listed, or eligible for listing, in the NRHP.

The research and field work for this report was undertaken by McCormick Taylor, Inc. during September 2020. The work was performed by McCormick Taylor, Inc. staff Charles Richmond and Joseph Jasinski. This document was completed for PennDOT Engineering District 11-0.

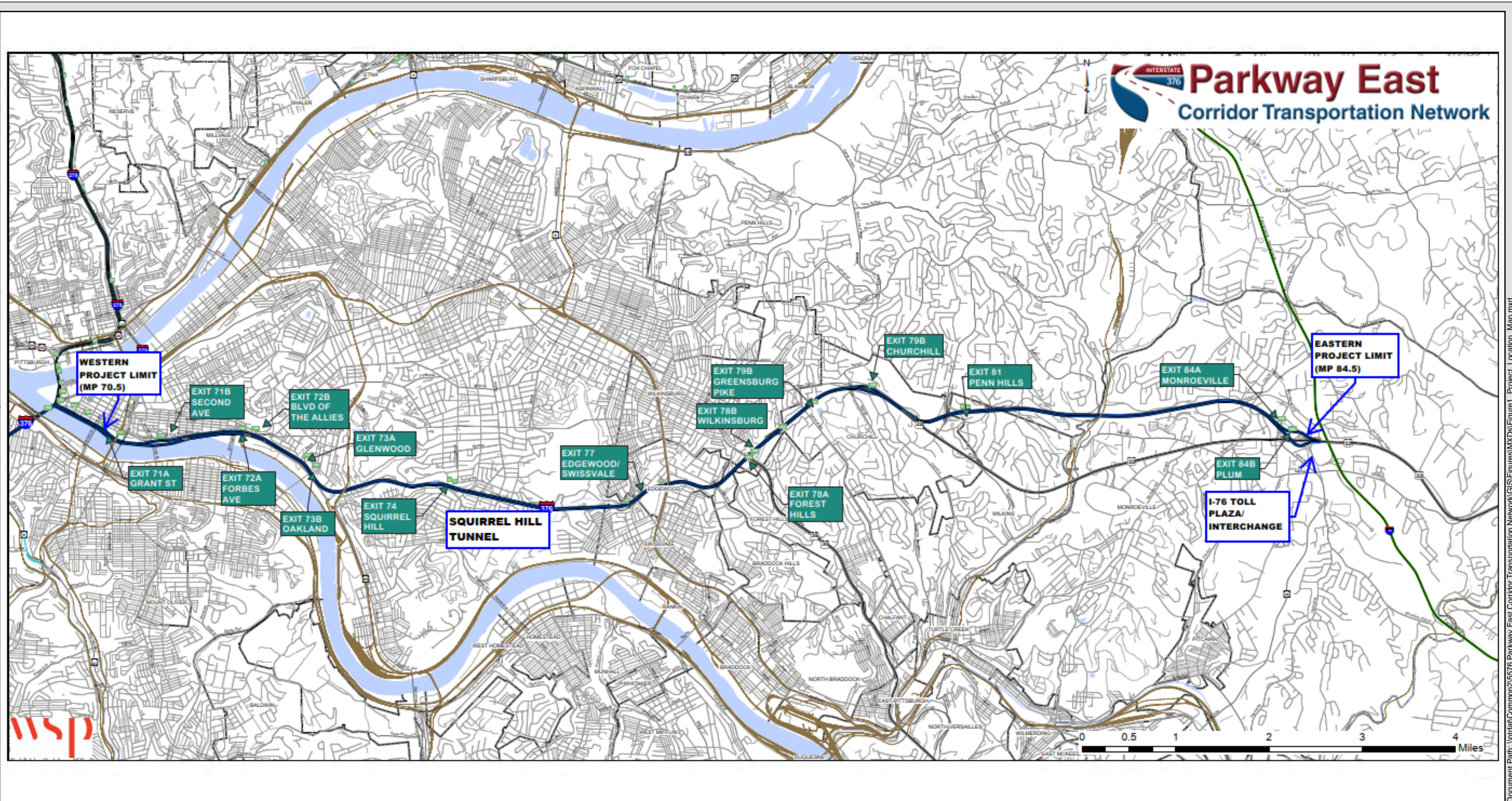
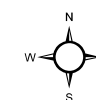


Figure 1 - Project Location Map
 Parkway East Active Traffic Management System (ATMS) Project

City of Pittsburgh, Penn Hills Twp, Wilkins Twp, Braddock Hills Boro,
 Churchill Boro, Edgewood Boro, Monroeville Boro, Swissvale Boro,
 Wilksburg Boro, and Allegheny County, Pennsylvania



Document Path: \\pdat\Common2\6576 Parkway East Corridor Transportation Network\GIS\Figures\MXD\Figure1_Project_Location_Map.mxd

2. PROJECT DESCRIPTION

The Parkway East ATMS is an intelligent transportation system (ITS) intended to improve traffic safety and operations on portions of I-376 in Allegheny County, Pennsylvania. The limits of the project extend 14.5 miles from the Grant Street interchange (MP 70.5) and the eastern terminus of I-376 at the Pennsylvania Turnpike and US-22 (MP 84.5).

The physical hardware of the proposed ATM system is described below. The exact physical locations of proposed devices and infrastructure have not yet been determined, but will be in final design per PennDOT's approval. The currently proposed hardware and infrastructure is located entirely within existing PennDOT right of way.

Additional Dynamic Message signs are proposed at interchanges throughout the corridor to provide motorists roadway information prior to entering the Parkway East. The dynamic message signs will be located within existing right of way. CCTV devices will be added throughout the corridor to provide complete static coverage of the corridor. The cameras will enable automated video incident detection and allow ATM system operators to verify real time signs and signal operations. CCTV may be mounted on new or existing overhead structures or existing poles.

Overhead lane use control signals are proposed every $\frac{1}{2}$ - $\frac{1}{4}$ mile throughout the corridor. The lane use control signals may be attached over each lane on full or half span gantries throughout the corridor. The gantries may also support variable speed limit signs, queue detection (microwave vehicle detectors), and queue warning devices. Conceptual ramp management devices such as manual or automated gates that may close on ramps during an emergency situation would be installed within existing PennDOT right of way.

Wrong way detection systems and components may be installed along I-376 off ramps within existing PennDOT right of way. Wrong way detection systems may be comprised of vehicle detectors, cameras, and signs with flashing signs. Intelligent real-time traveler information systems such as park and ride information, parking lot capacity, transit information may be integrated with existing or proposed dynamic message signs throughout the corridor.

Any work on traffic signal systems on arterials and intersections adjacent to the Parkway East corridor would most likely be controller changes, timing optimization, or setting up traffic signal communication which would not require a physical footprint.

2.1 Project Purpose

The Parkway East ATMS Project was identified for advancement as part of the I-376 Parkway East Corridor Transportation Network Study completed in 2018. The anticipated ATMS is a hybrid of several elements that were initially analyzed separately during the study including: managed lane infrastructure, lane use control signals, additional dynamic message signage, variable speed limit signs, and incident-related ramp management and junction control. These ATMS conceptual and recommended strategies will apply traffic control modes with respect to

normal operations, incidents, maintenance, weather related circumstances and other special events that may impact the Parkway East Corridor Transportation Network (**See Plate 1: Rendering of typical overhead signal**). During the project stakeholders' interviews, discussion topics may identify additional regional needs for secondary corridor responses and coordination processes during incidents to help reduce impacts on emergency services, traveling public demands and transit/freight operations. This project is also developing a high-level cost estimate for implementing ATMS along the Parkway East corridor and within the City of Pittsburgh.

Initial ATMS conceptual planning activities are focused on improving operations and congestion during incidents and closures of the Parkway East corridor including:

- Implementing ATMS technologies and system strategies that will support enhanced real-time monitoring, automated traffic control plans and internal and external agency communication.
- Supporting proactive Parkway and secondary arterial roadway coordination and operation strategies.
- Informing motorists of current Parkway conditions through a variety of means of technology to support pre-route decision making and current traveler route decisions.

2.2 Project Need

The Parkway East is heavily congested and is widely known as one of the most significant traffic bottlenecks in the region. Both the eastbound and westbound approaches to the Squirrel Hill Tunnel are oversaturated for 12 or more hours of the day. During some periods, this oversaturation is represented by short queues approaching the tunnels. During the peak periods, lasting about four hours in both the AM and PM, these queues become extensive and severely impede traffic flow. In the AM peak period on a typical weekday, westbound queues extend as far as 4.91 miles back from the Squirrel Hill Tunnel, while in the PM peak period, eastbound queues can extend as far as 2.66 miles from the tunnel. Longer queues are observed on occasion, and queues can form unexpectedly at other times of the day.

Aside from the tunnels, bottlenecks and congestion points are observed at locations including: PA Route 48 exit, Business 22 exit, the eastbound lane drop at Churchill, Wilkinsburg entrance ramp, Edgewood/Swissvale entrance ramp, the Squirrel Hill Tunnel, the Squirrel Hill entrance ramp, Bates Street, Glenwood exit ramps, Boulevard of the Allies exit, the underpass area Downtown, and the Fort Duquesne/Fort Pitt Bridge ramps.

Comments from the stakeholders and the public noted that recurring peak-period congestion poses a barrier between the eastern suburbs and the remainder of the region. Limited availability of real-time traffic information contributes to the impacts.

The following have been identified as project needs for the Parkway East corridor:

- Alternate Routes are congested

- Crash rates are above average
- The Parkway East does not meet current design standards
- Parkway East travel times are unreliable
- Multimodal transportation options are limited



Plate 1: Rendering of typical overhead signal.

3. AREA OF POTENTIAL EFFECTS

The Area of Potential Effects (APE) is defined as the “geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist” [36 CFR 800.16(d)]. The above ground historic resources APE for the I-376, Parkway East ATMS Project was drawn in consideration of both direct and indirect effects, including potential visual and audible effects. The Parkway East ATMS Project extends 14.5 miles from the Fort Pitt Bridge in Downtown Pittsburgh to US Route 22 in Monroeville. The project will include additional sign structures for overhead lane control, and variable speed limits as well as additional Variable Message Signs (VMS). Based upon the project activities, the APE was limited to the current right-of-way of I-376 between the proposed project limits (**See Figures 2A and 2B**).

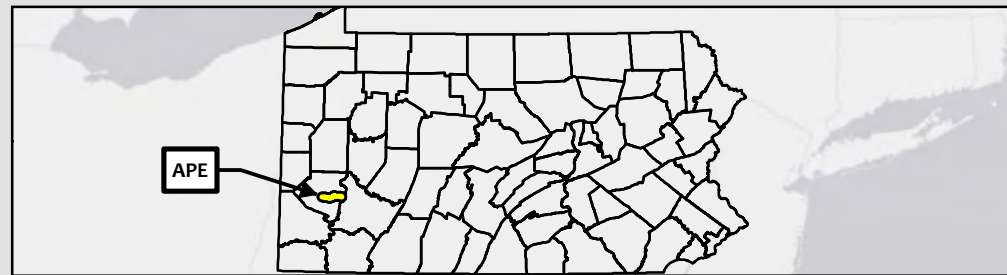
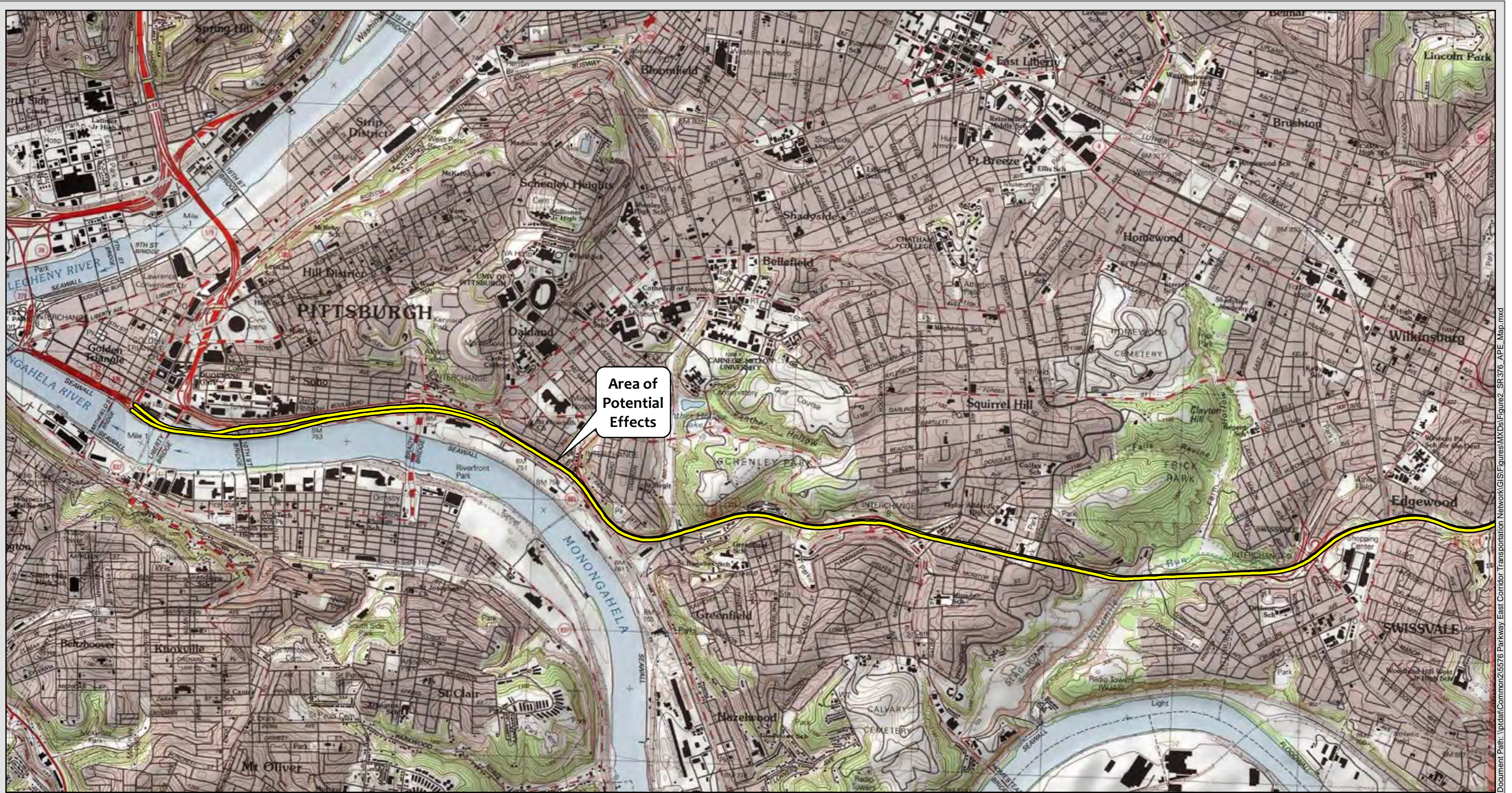


Figure 2A - Area of Potential Effects Map
Parkway East Active Traffic Management System (ATMS) Project

City of Pittsburgh, Penn Hills Twp, Wilkins Twp, Braddock Hills Boro, Churchill Boro, Edgewood Boro, Monroeville Boro, Swissvale Boro, Wilkesburg Boro, and Allegheny County, Pennsylvania

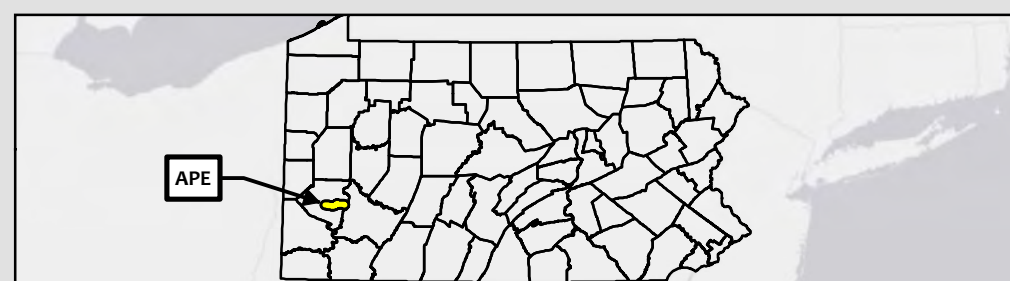
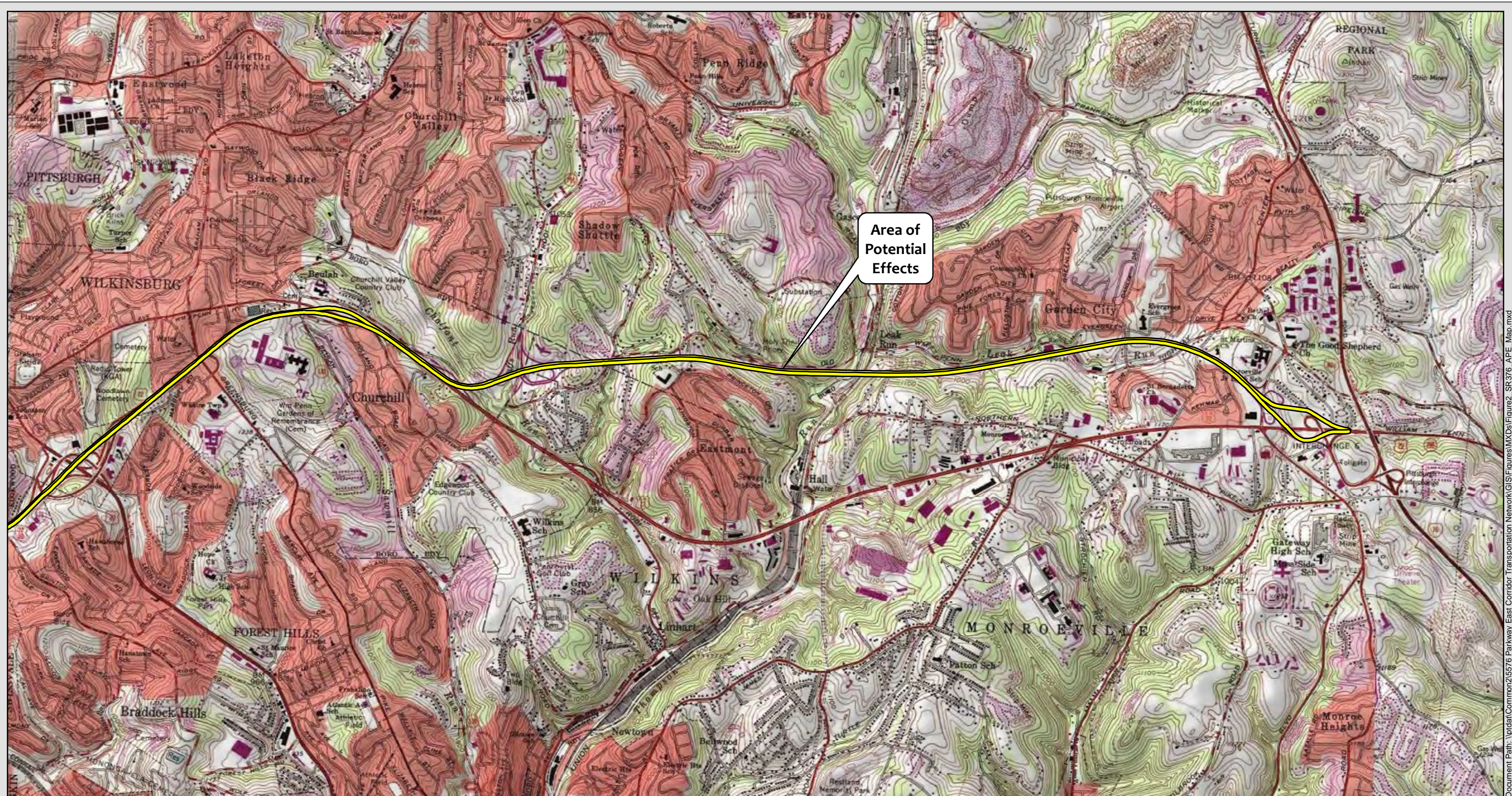
Page 7

Source: USGS Pittsburgh West, Pittsburgh East, and Braddock Quadrangles, 2019

Area of Potential Effects

0 2,400 4,800 Feet

Document Path: \\pdat\COMMON\26576 Parkway East Corridor Transportation Network\GIS\Figures\MXD\Figure2_SR376_APE_Map.mxd




 Area of Potential Effects

Figure 2B - Area of Potential Effects Map
Parkway East Active Traffic Management System (ATMS) Project

City of Pittsburgh, Penn Hills Twp, Wilkins Twp, Braddock Hills Boro,
 Churchill Boro, Edgewood Boro, Monroeville Boro, Swissvale Boro,
 Wilkinsburg Boro, and Allegheny County, Pennsylvania

Page 8

Source: USGS Pittsburgh West, Pittsburgh East, and Braddock Quadrangles, 2019





4. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

4.1 Previous Historic Resource Studies

Prior to field investigations the Pennsylvania State Historic Preservation Office’s (PA SHPO) Cultural Resource Geographic Information System (CR GIS) was reviewed to identify any previously surveyed resources within the APE. The NRHP eligible Penn-Lincoln Parkway East (Key No. 157111) is located within the APE established for the proposed project.

In addition, a total of six (6) NRHP listed/eligible properties are located adjacent to the proposed project or extend over the Parkway East (**See Figures 3A – 3H**). The properties include the NRHP listed Frick Park (Key No. 115408) and Schenley Park (Key No. 009350), and the NRHP eligible Penn Lincoln Parkway Viaduct (Key No. 118293), St. Philomena's School and Rectory (Key No. 009408), Baltimore & Ohio Railroad: Pittsburgh Division (Maryland line to City of Pittsburgh) (Key No. 107870), and Frazier Street Bridge (Key No. 129775). While these properties are within the project’s APE, there is no potential for the project’s activities to impact the resources based on the project description. As a result, it was determined by the Pennsylvania Department of Transportation’s Cultural Resource Professional (CRP) that these resources would not require any assessment of the project’s potential affects.

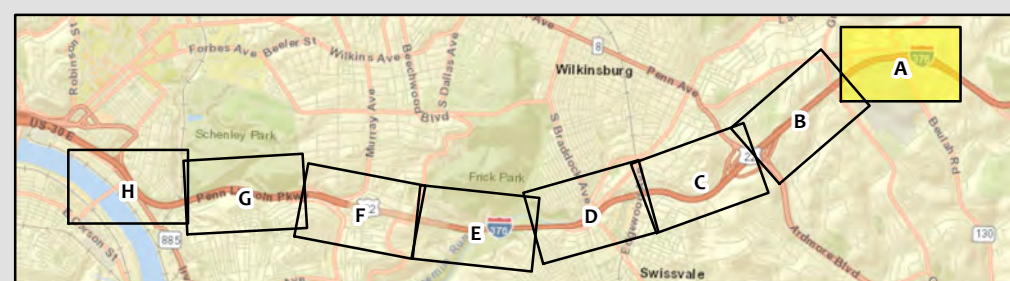
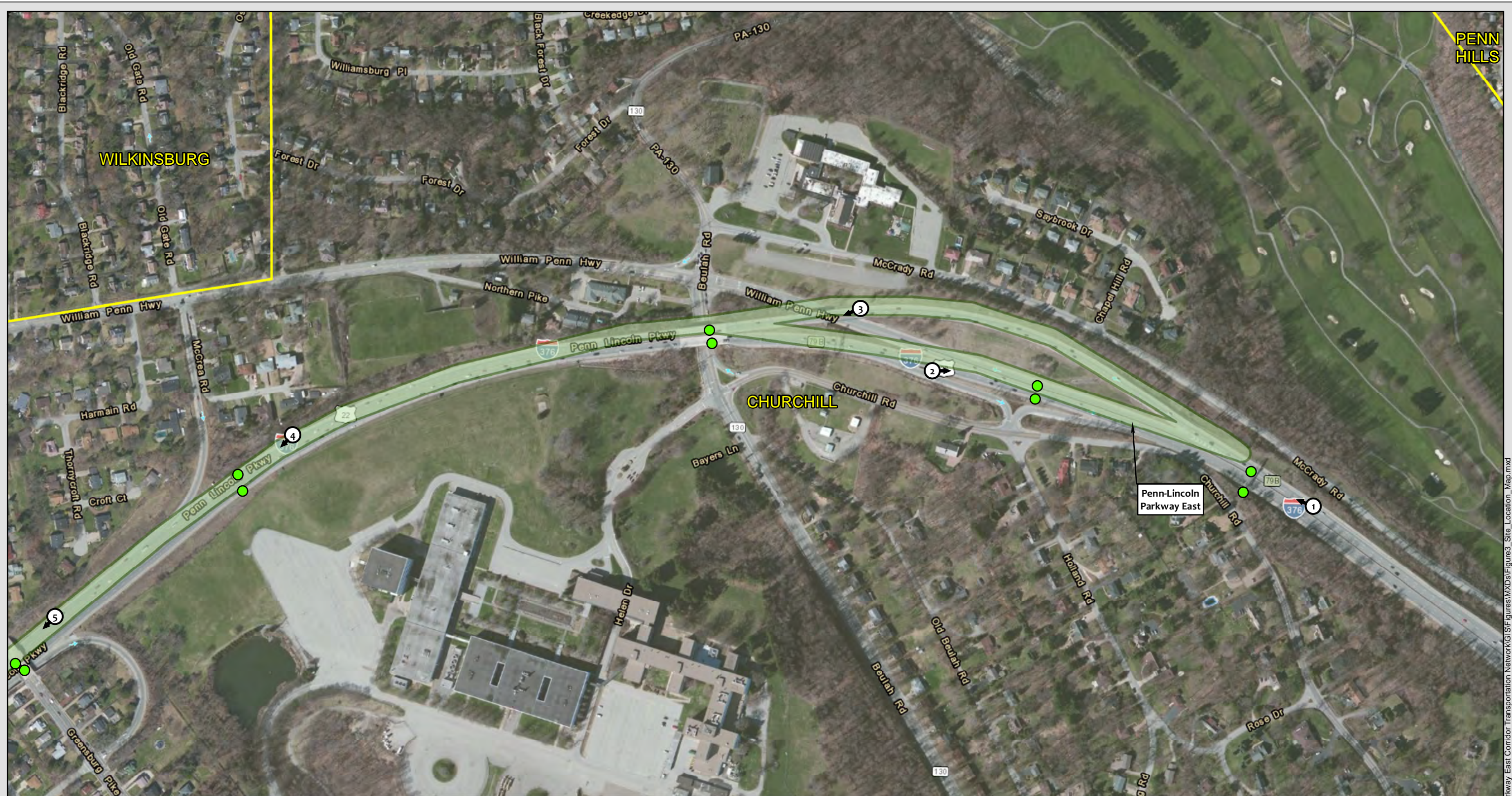
As a result, one (1) NRHP eligible property is located within the APE for the proposed project.

Table 1
Previously Identified Resources

Resource Name/ Key Number	Location	Historic Function	Architectural Style	Built Date	NR Status
Penn-Lincoln Parkway East (Key No. 157111)	I-376 from Bates Street to PA Turnpike, Monroeville	Transportation	N/A	1956	Eligible

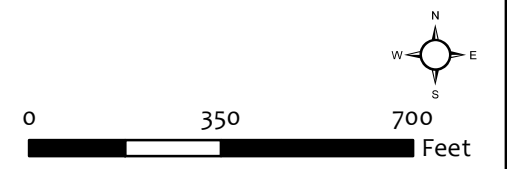
4.2 Archaeology

Identification of and assessment of effects to archaeological properties will be completed as part of a Combined Effect Finding and posted to PATH.

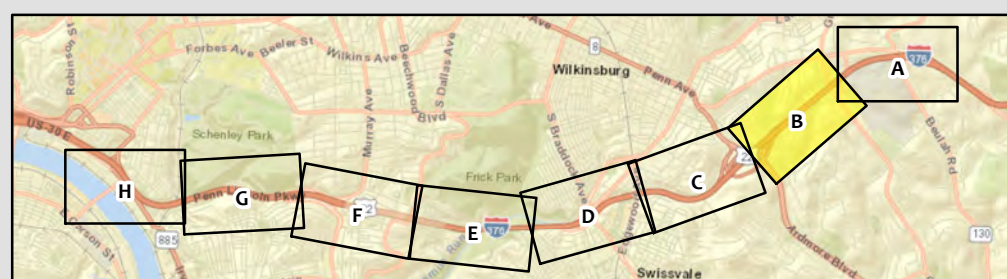


- ① Photo Location
- Signal Location
- VMS Location
- NRHP Eligible Resource
- NRHP Listed Resource
- Municipality

Figure 3A - Site Location Map
Parkway East Active Traffic Management System (ATMS) Project
 City of Pittsburgh, Penn Hills Twp, Wilkins Twp, Braddock Hills Boro,
 Churchill Boro, Edgewood Boro, Monroeville Boro, Swissvale Boro,
 Wilkinsburg Boro, and Allegheny County, Pennsylvania

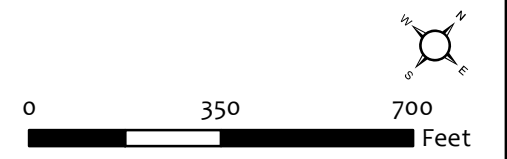


Document Path: \\p1data1\COMMON\215576 Parkway East Corridor Transportation Network\GIS\Figures\Xb\Figure3_Site_Location_Map.mxd

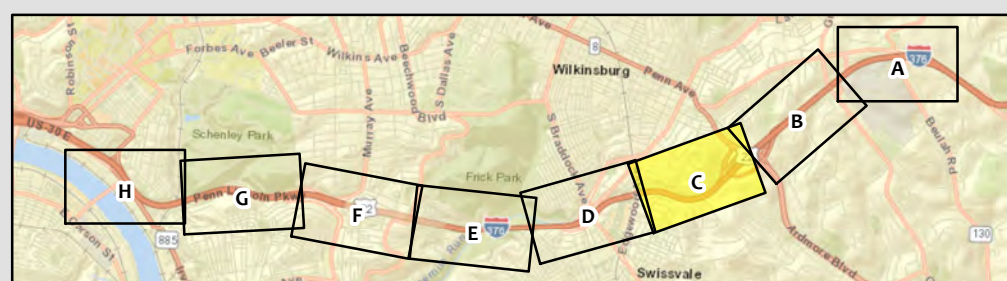
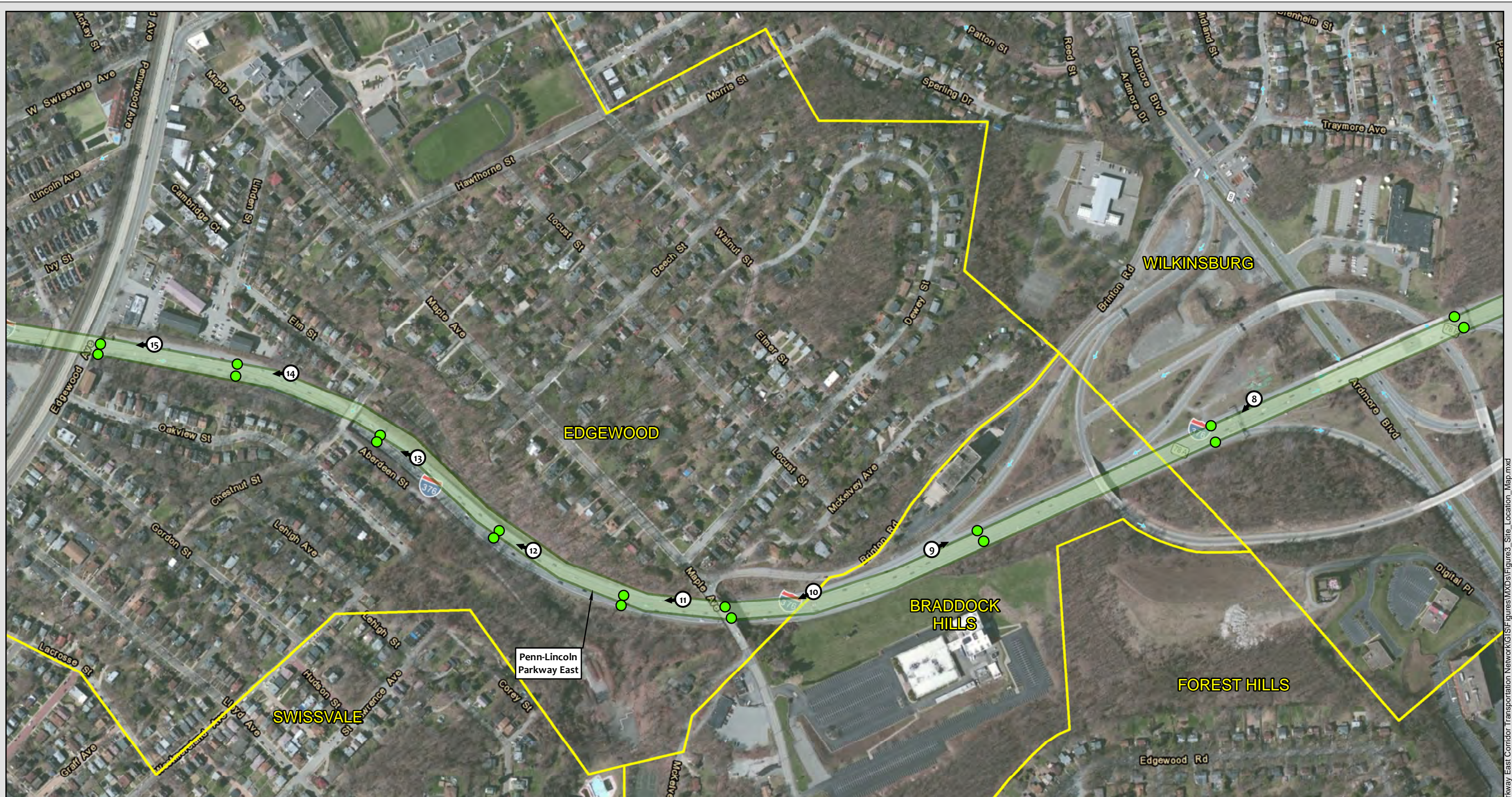


- Photo Location
- Signal Location
- VMS Location
- NRHP Eligible Resource
- NRHP Listed Resource
- Municipality

Figure 3B - Site Location Map
Parkway East Active Traffic Management System (ATMS) Project
 City of Pittsburgh, Penn Hills Twp, Wilkins Twp, Braddock Hills Boro,
 Churchill Boro, Edgewood Boro, Monroeville Boro, Swissvale Boro,
 Wilkinsburg Boro, and Allegheny County, Pennsylvania

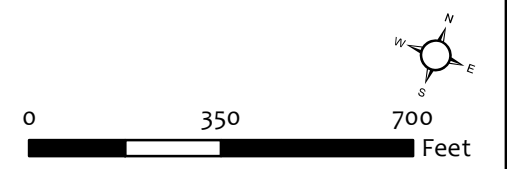


Document Path: \\p1data1\COMMON\215776 Parkway East Transportation Network\GIS\Figures\MXD\Site_Location_Map.mxd

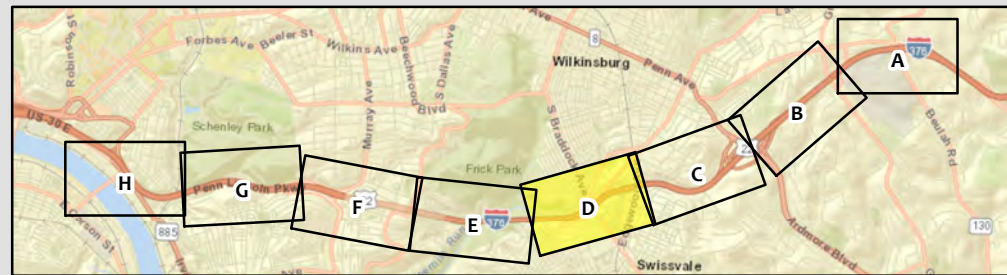


- Photo Location
- Signal Location
- VMS Location
- NRHP Eligible Resource
- NRHP Listed Resource
- Municipality

Figure 3C - Site Location Map
Parkway East Active Traffic Management System (ATMS) Project
 City of Pittsburgh, Penn Hills Twp, Wilkins Twp, Braddock Hills Boro,
 Churchill Boro, Edgewood Boro, Monroeville Boro, Swissvale Boro,
 Wilkinsburg Boro, and Allegheny County, Pennsylvania

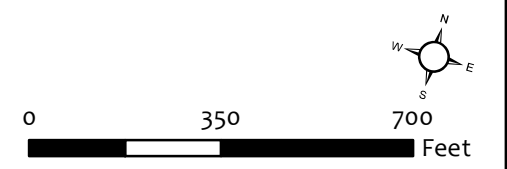


Document Path: \\p1dat1\COMMON\215776 Parkway East Corridor Transportation Network\GIS\Figures\MXD\Site_Location_Map.mxd

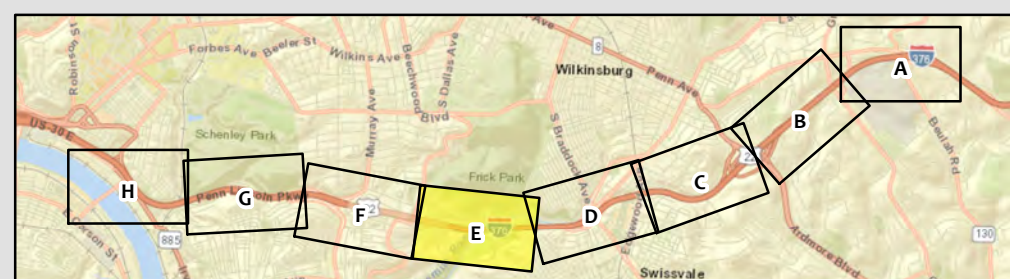
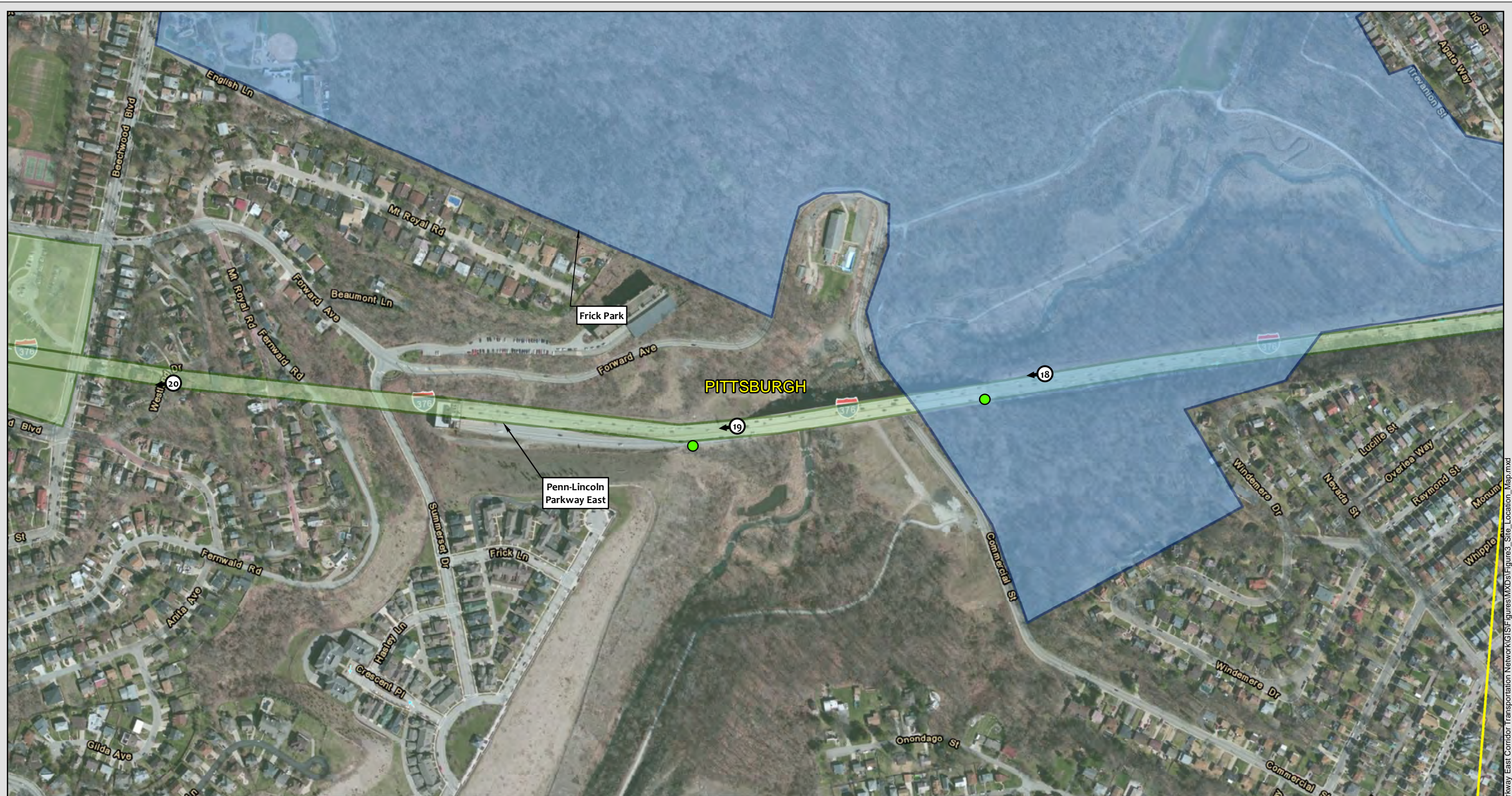


- Photo Location
- Signal Location
- VMS Location
- NRHP Eligible Resource
- NRHP Listed Resource
- Municipality

Figure 3D - Site Location Map
Parkway East Active Traffic Management System (ATMS) Project
 City of Pittsburgh, Penn Hills Twp, Wilkins Twp, Braddock Hills Boro, Churchill Boro, Edgewood Boro, Monroeville Boro, Swissvale Boro, Wilkinsburg Boro, and Allegheny County, Pennsylvania

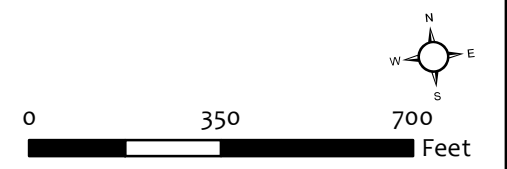


Document Path: \\p1data1\COMMON\215716 Parkway East Corridor Transportation Network\GIS\Figures\MXD\Figure3_Site_Location_Map.mxd

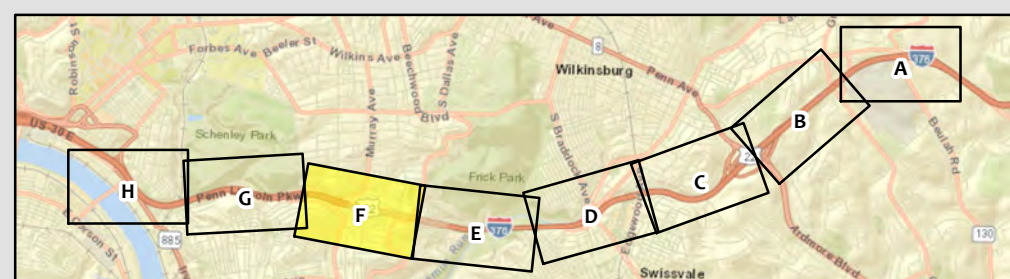
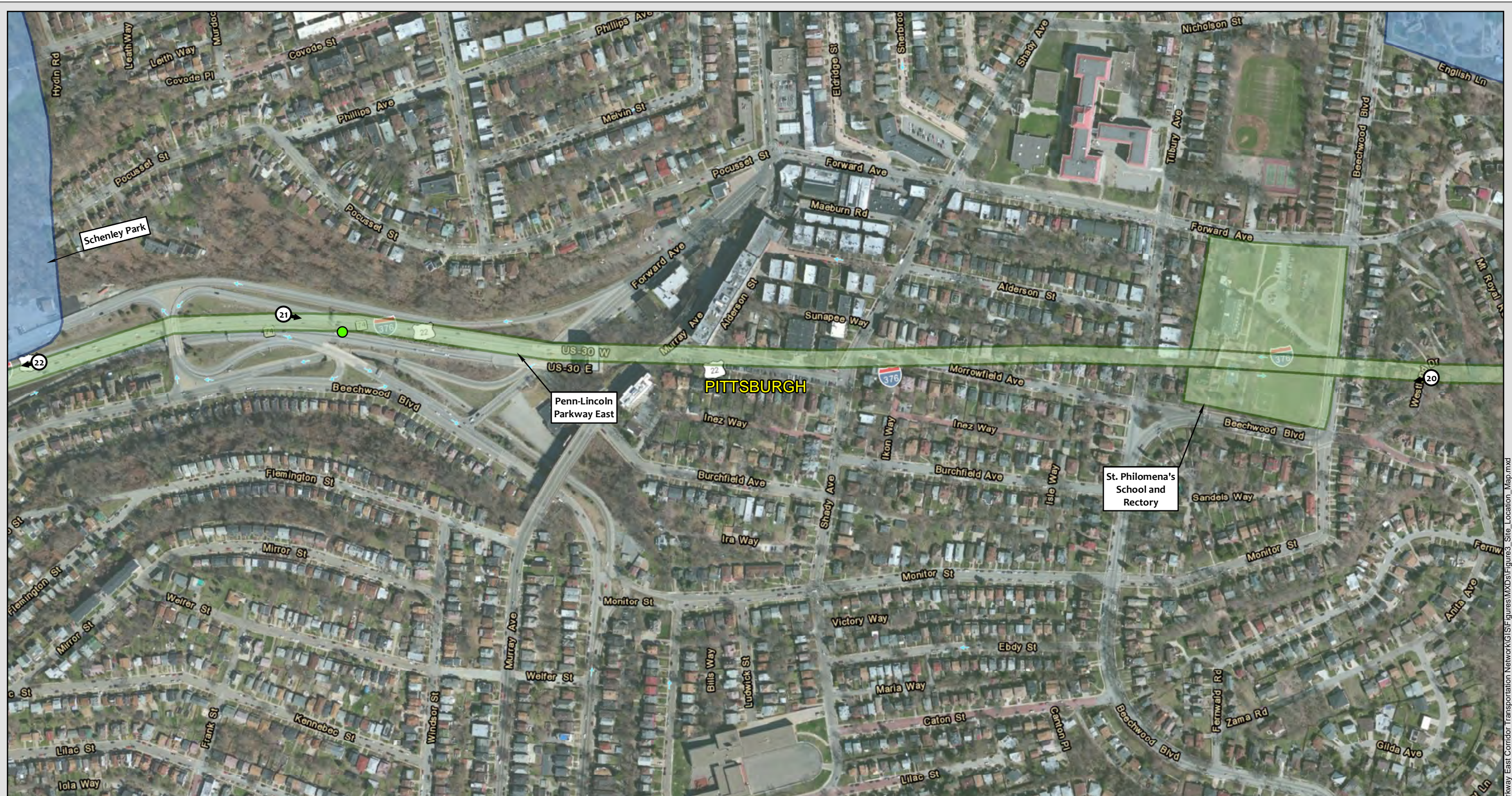


- Photo Location
- Signal Location
- VMS Location
- NRHP Eligible Resource
- NRHP Listed Resource
- Municipality

Figure 3E - Site Location Map
Parkway East Active Traffic Management System (ATMS) Project
 City of Pittsburgh, Penn Hills Twp, Wilkins Twp, Braddock Hills Boro,
 Churchill Boro, Edgewood Boro, Monroeville Boro, Swissvale Boro,
 Wilkinsburg Boro, and Allegheny County, Pennsylvania

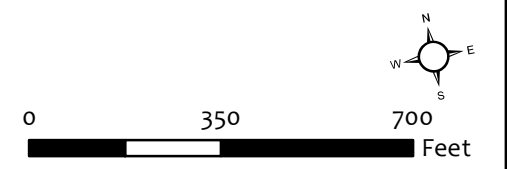


Document Path: \\p1data1\COMMON\215776 Parkway East Corridor Transportation Network\GIS\Figures\MXD\Site\Figure3_Site_Location_Map.mxd

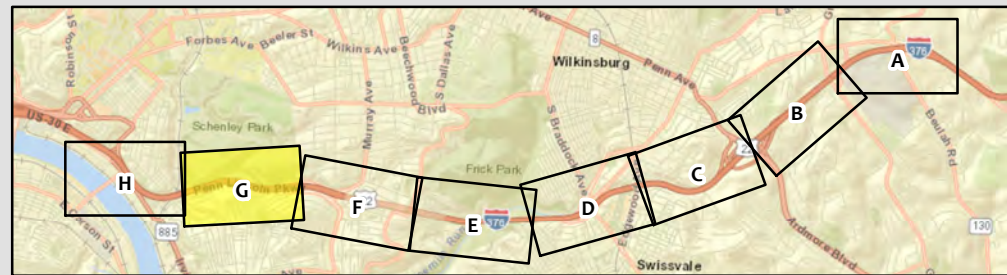


- Photo Location
- Signal Location
- VMS Location
- NRHP Eligible Resource
- NRHP Listed Resource
- Municipality

Figure 3F - Site Location Map
Parkway East Active Traffic Management System (ATMS) Project
 City of Pittsburgh, Penn Hills Twp, Wilkins Twp, Braddock Hills Boro,
 Churchill Boro, Edgewood Boro, Monroeville Boro, Swissvale Boro,
 Wilkinsburg Boro, and Allegheny County, Pennsylvania

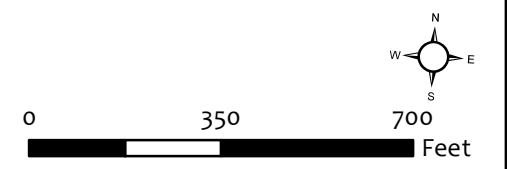


Document Path: \\p1data\COMMON\21576 Parkway East Transportation Network\GIS\Figures\MXD\Figure3_Site_Location_Map.mxd

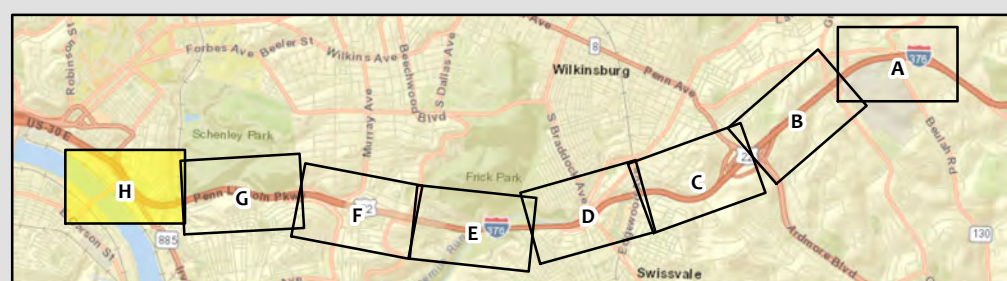


- Photo Location
- Signal Location
- VMS Location
- NRHP Eligible Resource
- NRHP Listed Resource
- Municipality

Figure 3G - Site Location Map
Parkway East Active Traffic Management System (ATMS) Project
 City of Pittsburgh, Penn Hills Twp, Wilkins Twp, Braddock Hills Boro,
 Churchill Boro, Edgewood Boro, Monroeville Boro, Swissvale Boro,
 Wilkinsburg Boro, and Allegheny County, Pennsylvania

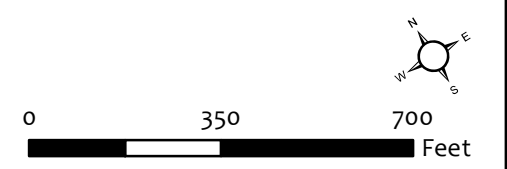


Document Path: \\p1data1\COMMON\215716 Parkway East Corridor Transportation Network\GIS\Figures\MXD\Site\Figure3_Site_Location_Map.mxd



- Photo Location
- Signal Location
- VMS Location
- NRHP Eligible Resource
- NRHP Listed Resource
- Municipality

Figure 3H - Site Location Map
Parkway East Active Traffic Management System (ATMS) Project
 City of Pittsburgh, Penn Hills Twp, Wilkins Twp, Braddock Hills Boro,
 Churchill Boro, Edgewood Boro, Monroeville Boro, Swissvale Boro,
 Wilkinsburg Boro, and Allegheny County, Pennsylvania



Document Path: \\p1data1\COMMON\215716 Parkway East Transportation Network\GIS\Figures\MXD\Figure3_Site_Location_Map.mxd

5. DESCRIPTION OF HISTORIC PROPERTIES

Penn-Lincoln Parkway East (Key No. 157111)

The Penn-Lincoln Parkway East, from the Bates Street Interchange to the Churchill Interchange, was determined eligible for the NRHP in 2006. Its' eligibility was determined as a result of consultation between the FHWA, State Departments of Transportation, and State Historic Preservation Offices as part of the development of the "Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System." The list highlights elements of the interstate highway system that are subject to consideration under the Section 106 and Section 4(f) processes.

The Penn-Lincoln Parkway East was determined eligible under Criterion A for its significance in the areas of transportation and community planning during the post-World War II era. The Penn-Lincoln Parkway East is a 7.3-mile expressway. The Penn-Lincoln Parkway East was the first modern expressway in the Pittsburgh area and retains its integrity of location and design. The location of the present Parkway East was chosen to integrate it into the existing transportation systems and to minimize the dislocation of the existing industrial, commercial, and residential developments. The highway continues to be in its original location with no changes in alignment having occurred since it opened. The design of the highway meanders through the existing topography, minimizing its visual impact to the overall landscape. The Penn-Lincoln Parkway East is composed of the expressway, six interchanges, and 30 bridges. In addition, one tunnel (Squirrel Hill) is part of the expressway. The NRHP boundary for the Penn-Lincoln Parkway East corresponds to the existing legal right-of-way and extends between the Churchill Interchange, in Monroeville, to the Bates Street Interchange, in Pittsburgh. The period of significance established for the resource is 1945 to 1960 and corresponds to the period between the initial construction and the expressway's completion.

6. EFFECT EVALUATION - Penn-Lincoln Parkway East (Key No. 157111)

6.1 Application of the Definition of Effect

The Penn-Lincoln Parkway East (Key No. 157111) was determined eligible for listing in the NRHP in 2018 under Criterion A, for its significance in the areas of transportation and community planning during the post-World War II era. The proposed project consists of the introduction of a variety of ATMS technologies and system strategies that will support enhanced real-time monitoring, automated traffic control plans, as well as internal and external agency communication. The project activities will include the introduction of ATMS signs at various locations along the Parkway East between the Bates Street Interchange and the Churchill Interchange. In general, the introduction of signage will occur at or near the location of existing overhead signs along the corridor. As a result, the proposed project has the potential to affect the NRHP eligible Penn-Lincoln Parkway East (See Table 2).

TABLE 2

**APPLICATION OF DEFINITION OF EFFECT
 Penn-Lincoln Parkway East**

Definition of Effect	Evaluation
An effect may occur when there is an alteration to the characteristics of a historic property qualifying it for inclusion in or eligible for the National Register as defined in Section 800.16 (i).	The Penn-Lincoln Parkway East has been determined eligible for listing in the NRHP under Criterion A. The proposed I-376, Parkway East Corridor Transportation Network Project, through the introduction of ATMS within the NRHP boundaries for the Penn-Lincoln Parkway East, has the potential to alter the property’s significant NRHP historical characteristics and attributes that make it significant under Criterion A.
Finding:	<i>The proposed project will have an Effect on the National Register eligible Penn-Lincoln Parkway East.</i>

6.2 APPLICATION OF THE CRITERIA OF ADVERSE EFFECT - Penn-Lincoln Parkway East (Key No. 157111)

According to regulations of the Advisory Council on Historic Preservation [36 CFR §800.5], it must be determined whether the effect of an undertaking will adversely impact any NRHP listed or eligible resources. Under 36 CFR 800.5, an undertaking is considered to have an adverse effect on a historic property when it “may alter, directly or indirectly, any of the characteristics of a historic property that qualify that property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, or association.” The proposed project consists of the introduction of ATMS activities within the existing right-of-way of the Penn-Lincoln Parkway East and the Application of the Criteria of Adverse Effect to the transportation resource is described above and in *Table 3*.

TABLE 3
APPLICATION OF CRITERIA OF ADVERSE EFFECT
Penn-Lincoln Parkway East

Criteria of Adverse Effect	
<p>An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property’s eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.</p>	
Examples of Adverse Effects, pursuant to Section 800.5 (a)(2)	Evaluation
<p>Adverse effects on historic properties include, but are not limited to:</p>	
<p>1) Physical destruction or damage to all or part of the property;</p>	<p>The proposed project will not result in physical destruction or damage to any part of the historic roadway or any contributing elements of the Penn-Lincoln Parkway East.</p>
<p>2) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous</p>	<p>The project will not result in any alterations to the Penn-Lincoln Parkway East that would not be consistent with the Secretary’s</p>

material remediation, and provision of handicapped access that is not consistent with 36 CFR 68;	Standards for the Treatment of Historic Properties (36CFR68) and applicable guidelines. The character defining elements of the Penn-Lincoln Parkway East will not be diminished by the introduction of the proposed new ATMS solutions within the property's boundaries. In many instances, modern overhead signage is currently located in the vicinity of proposed activities.
3) Removal of the property from its historic location;	The removal of the property from its current location will not occur as a result of this proposed project.
4) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;	The character of the property's physical setting and its use will not be significantly altered by the introduction of ATMS activities.
5) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;	The proposed project will include the introduction of new ATMS features, including new overhead light signals and signage. While these activities will introduce new features, these features will not diminish the integrity of the resource.
6) Neglect of property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance;	Neglect of the Penn-Lincoln Parkway East will not occur as a result of the proposed project.
7) Transfer, lease, or sale of a property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long term preservation of the property's historic significance.	The Penn-Lincoln Parkway East will not be transferred, leased or sold from its current owner.
OTHER:	There will be no other effects associated with this project.
Determination:	<i>The project will have a No Adverse Effect on the Penn-Lincoln Parkway East.</i>

7. PUBLIC INVOLVEMENT

Section 106 of the National Historic Preservation Act requires Federal agencies to take into consideration the effects of projects on historic and archaeological resources. The Section 106 Process seeks to accommodate historic preservation concerns with the needs of Federal projects through consultation among parties with an interest in the effects of the project on historic and archaeological resources. Certain individuals and organizations with a demonstrated interest in the project may participate as a consulting party due to the nature of their legal or economic relation to the project or affected properties, or their concern with the project's effects on historic properties. These can include property owners, neighborhood associations, and local, state, or nationwide historic preservation societies. Consulting parties are responsible for, among others, reviewing pertinent information and reports, helping to convey an understanding of how the project could affect historic properties and providing relevant and sound advice on how best to resolve adverse effects in the public interest.

PennDOT held two public meetings for the I-376 Corridor Transportation Network Study, consisting of an open house public information display and a formal presentation. The purpose of the meetings was to introduce the project and study team, share results of recent traffic studies, present the results of public outreach efforts to date, identify the project's next steps and gather feedback. The meeting included an informational board on the Section 106 review process. Public meetings were held on May 12, 2014, in Monroeville, and May 15, 2014, in Pittsburgh.

The Study also consisted of several Stakeholder/Public Officials Meetings. The participating stakeholders represented a diverse group of organizations, and agencies to ensure the following interests were considered: Local access, alternate transportation modes, public facilities management, regional economic development and planning, transportation planning and management, and congestion management. Several stakeholder meetings have been held.

On September 28, 2017, a Stakeholder/Public Officials Meeting was held at the Churchill Borough Building in Churchill, PA. The ATMS concept was presented at the meeting and was recommended for advancement. Overall, the feedback received from stakeholders previously about this concept was positive. It is anticipated that additional public outreach will be undertaken as the project advances.

8. SUMMARY

This document evaluated the effects of the I-376 Parkway East Corridor Transportation Network Project on NRHP eligible resources located within the project's Area of Potential Effects (APE). The Penn-Lincoln Parkway East was the only NRHP eligible resource that had potential to be affected by the proposed project. The Application of Definition of Effect indicated that the proposed project would have an **Effect** upon the Penn-Lincoln Parkway East. The Application of the Criteria of Adverse Effect concluded that the project would result in a finding of **No Adverse Effect** on the Penn-Lincoln Parkway East.

Therefore, it is recommended that the proposed project will have a **No Adverse Effect** on above ground historic properties.

APPENDIX A

Photographs



Photograph 1: View looking northwest along I-376, near the eastern terminus of the NRHP eligible Penn-Lincoln Parkway East (Key No. 157111).



Photograph 2: View looking east along I-376, near Exit 79B.



Photograph 3: View looking southwest along I-376 toward the SR 130 overpass.



Photograph 4: View looking southwest along I-376.



Photograph 5: View looking southwest along I-376 toward the Greensburg Pike overpass in Churchill Borough.



Photograph 6: View looking northeast along I-376 in Churchill Borough.



Photograph 7: View looking southwest along I-376 just east of the Ardmore Boulevard exit.



Photograph 8: View looking southwest along I-376 near the Edgewood/Swissvale exit.



Photograph 9: View looking northeast along I-376 toward the Ardmore Boulevard onramp to I-376 eastbound.



Photograph 10: View looking southwest along I-376 toward the Maple Avenue Bridge.



Photograph 11: View looking southwest along I-376, just west of Maple Avenue in Edgewood Borough.



Photograph 12: View looking west along I-376 in Edgewood Borough.



Photograph 13: View looking west along I-376 toward the Chestnut Street Bridge in Edgewood Borough.



Photograph 14: View looking southwest along I-376 in Edgewood Borough.



Photograph 15: View looking southwest along I-376 toward the Edgewood Avenue Bridge.



Photograph 16: View looking southwest along I-376 from Exit 77 to S. Braddock Avenue.



Photograph 17: View looking southwest along I-376 toward the bridge over S. Braddock Avenue.



Photograph 18: View looking west along I-376 toward the bridge over Commercial Street.



Photograph 19: View looking west toward the Squirrel Hill Tunnel entrance.



Photograph 20: View of the interior of the Squirrel Hill Tunnel, a contributing element of the Penn-Lincoln Parkway East.



Photograph 21: View looking east along I-376 toward the west portal of the Squirrel Hill Tunnel.



Photograph 22: View looking west along I-376, with Schenley Park, to the right.



Photograph 23: View looking southeast along I-376 toward the Greenfield Road Bridge.



Photograph 24: View looking west along I-376.



Photograph 25: View looking east along I-376.



Photograph 26: View looking southwest along I-376 toward the location of proposed ATMS activities.



Photograph 27: View looking east along I-376 toward the Frazier Street Bridge, a contributing element of the Penn-Lincoln Parkway East.



Photograph 28: View looking west along I-376.



Photograph 29: View looking southeast along I-376.



Photograph 30: View looking northwest along I-376 toward Exit 73 A and B.



Photograph 31: View looking northwest along I-376 toward the Bates Street Interchange.