

B&P TUNNEL REPLACEMENT PROGRAM PROJECT CHANGE TRANSMITTAL #2

TO: Section 106 Programmatic Agreement Signatories and Other Consulting Parties, B&P Tunnel Replacement Program

FROM: Nancy L. Zerbe, ARCH², Inc., a subcontractor to Parsons Brinckerhoff/Parsons JV, on behalf of Amtrak

CC: Christeen Taniguchi, FRA
Laura Shick, FRA
Shreyas Bhatnagar, FRA

Mark Milton, Amtrak
LaToya Genwright, Amtrak
Johnette Davies, Amtrak

DATE: January 6, 2023

SUBJECT: Notification of Design Change to the Bridge Carrying the B&P / Philadelphia, Baltimore and Washington Railroad over North Franklinton Road (UG 98.95)



View looking northwest (above) at the bridge carrying the B&P / Philadelphia, Baltimore and Washington Railroad over North Franklinton Road. View showing the underside of the bridge (right) with the steel girders supported by riveted steel columns and the concrete abutments.

In accordance with the Programmatic Agreement (PA) for the Baltimore & Potomac (B&P) Tunnel Replacement Program (Program), executed under Section 106 of the National Historic Preservation Act, Amtrak is providing to Signatories and other Consulting Parties this second notice of a project change (Stipulation VII). A change may occur for a variety of reasons, including as a result of advancement of the project design, response to new conditions in the field, or identification of new historic properties that could be affected by the Program.

Description of Project Change and Need

As originally planned, the B&P Tunnel Replacement Program included significant alterations to the bridge carrying the B&P / Philadelphia, Baltimore and Washington Railroad over North Franklinton Road (UG 98.95). The proposed work to the bridge, which is a contributing feature to the B&P Railroad / Philadelphia, Baltimore and Washington Railroad (B-5164), included demolition of both the upper part of the bridge (the “superstructure”) and the bridge’s support

steel columns. The concrete abutments and wingwalls on either side of the bridge underpass were to remain, with minor modifications to the abutments.

Due to recent design changes, these significant alterations to the North Franklinton Road Bridge are no longer needed. All existing components of the bridge, including the steel superstructure and support columns, will remain. However, in order to accommodate the ongoing construction, the bridge will be used for interim routing of utilities, which will remain on the bridge until the new tunnel is placed into service. The installation will require temporarily running utilities underneath the north end of the bridge, running parallel to and above one of the sidewalks. The utilities will be placed inside a sheet metal trough that will be approximately 24" wide and 18" high, painted black to blend with the bridge superstructure. The trough will be installed on supports that will be mounted to the concrete abutment structure and will protrude approximately 3" beyond the trough. In addition to the trough, there will be 30"-high by 48"-wide junction boxes that will be installed on top of the east and west ends of the north abutment and extend the width of the abutment (see elevation view details in Attachment 1 and rendering in Attachment 2). Mounting hardware for the trough and junction boxes is expected to be ½" expansion anchor bolts with a 4" embedment.

Section 106 Analysis

The bridge carrying the rail line over North Franklinton Road is within the previously defined Area of Potential Effects (APE) for Architectural History; therefore, the APE does not need to be revised. The original evaluation of effects determined that the demolition of significant portions of the bridge would have an adverse effect on the historic B&P Railroad / Philadelphia, Baltimore and Washington Railroad. The current plan will avoid that adverse effect because all components of the historic bridge will be preserved.

The installation of the conduits has been designed in accordance with the *Secretary of the Interior's Standards for Rehabilitation* and will therefore not have an adverse effect on the National Register eligible railroad line. All portions of the installation that will be visible to the public will be painted black to blend with the steel bridge components. When the new tunnel is placed into service, all elements associated with this work (i.e., the trough, junction boxes, mounting hardware, and expansion anchor bolts) will be removed and the small, approximately 1" diameter bolt holes will be filled with grout, leaving no obvious evidence of the interim trough and junction boxes. The color of the grout will be matched to the color and texture of the existing concrete. There will be no ground disturbance associated with the installation of the trough and junction boxes.

As part of the PA for the B&P Tunnel Replacement Program, FRA and Amtrak committed to mitigate the adverse effect to the bridge over North Franklinton Road by preparing Historic American Engineering Record (HAER) documentation for the bridge (Stipulation V.E). Although the current plans eliminate the adverse effect, the preparation of HAER documentation is significantly advanced. Therefore, FRA and Amtrak will complete the documentation as originally planned.

Request for Comments

In accordance with Stipulation XI (Document Review) of the PA, Amtrak requests that you submit your written comments within 30 calendar days from the date of your receipt of this transmittal. Amtrak will consider all comments received within the allotted timeframe.

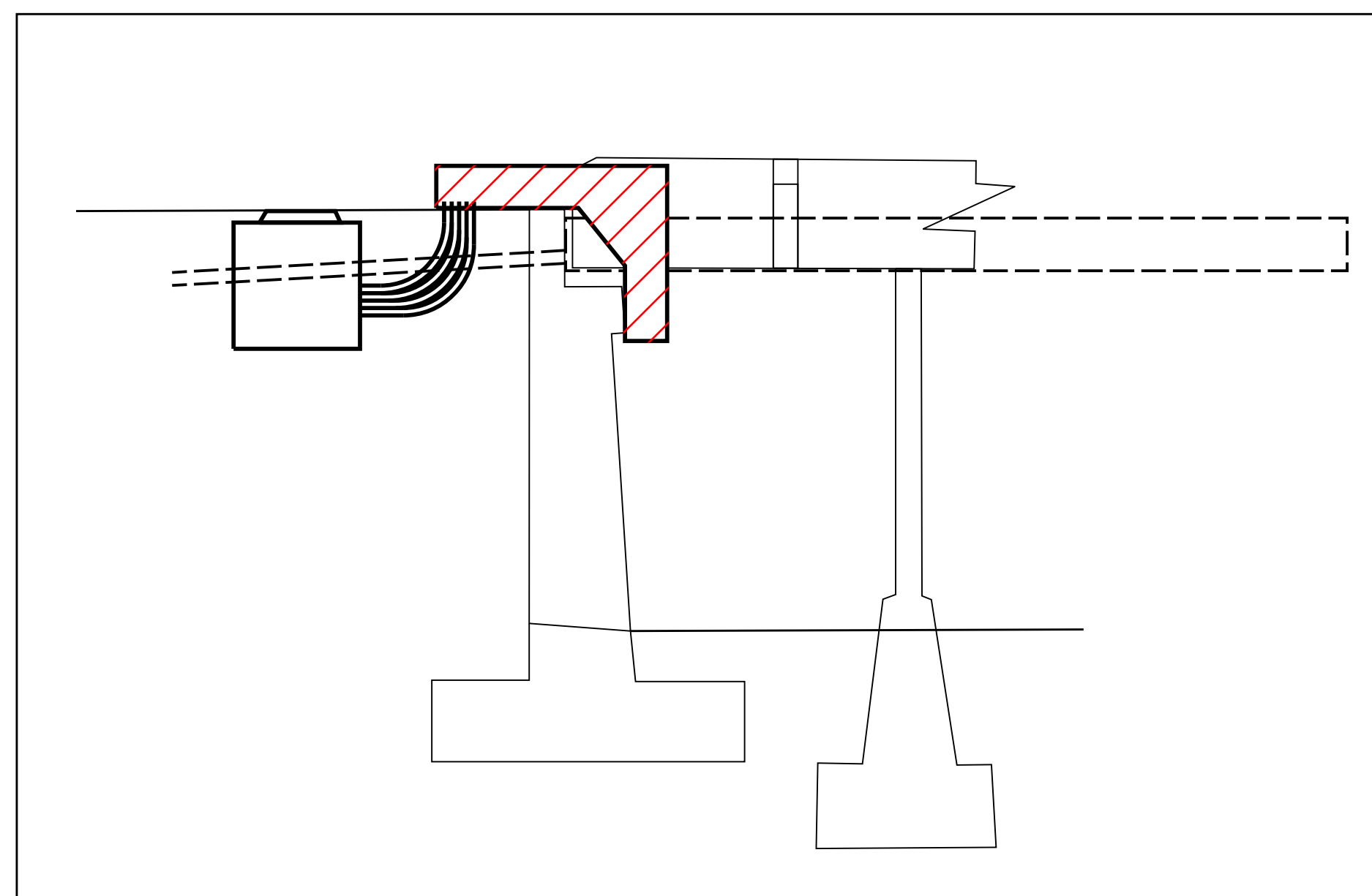
If you have any questions, please contact me at: Nancy Zerbe, ARCH², Inc., (908) 208-1288 or nzerbe@arch2inc.com.

Enclosures:

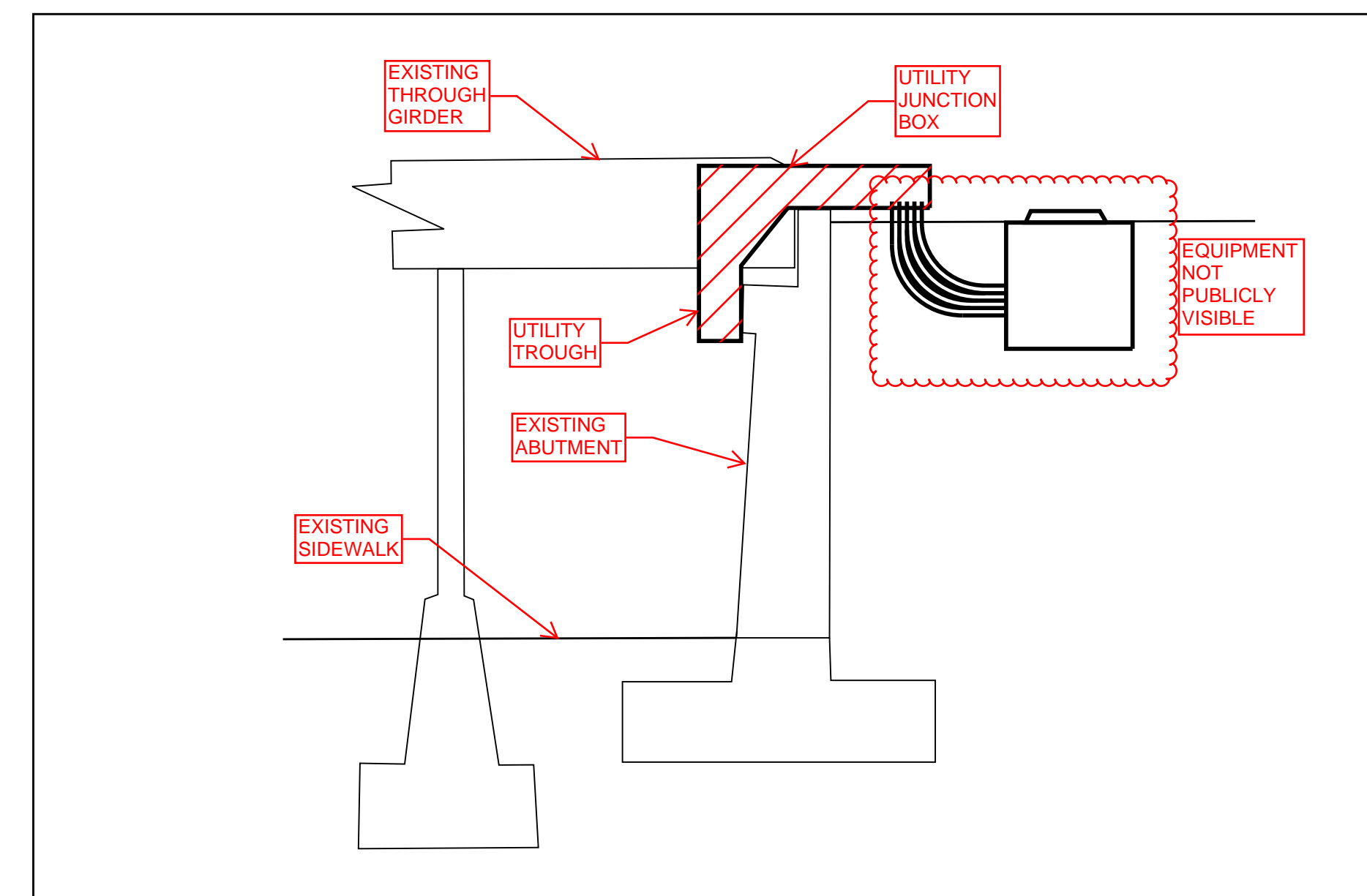
Attachment 1: Plan Sheet, Elevation View Details, 4/7/2022. (Note: The title block on the plan sheet includes the name “North Warwick Replacement” project. This is due to the fact that the proposed conduit work at North Franklinton Road is being undertaken in conjunction with the North Warwick Avenue Bridge Replacement.)

Attachment 2: Rendering of the Utility Trough and Junction Box Mounted on the North Abutment of the North Franklinton Road Bridge Carrying the B&P / Philadelphia, Baltimore and Washington Railroad over North Franklinton Road (UG 98.95), view looking north.

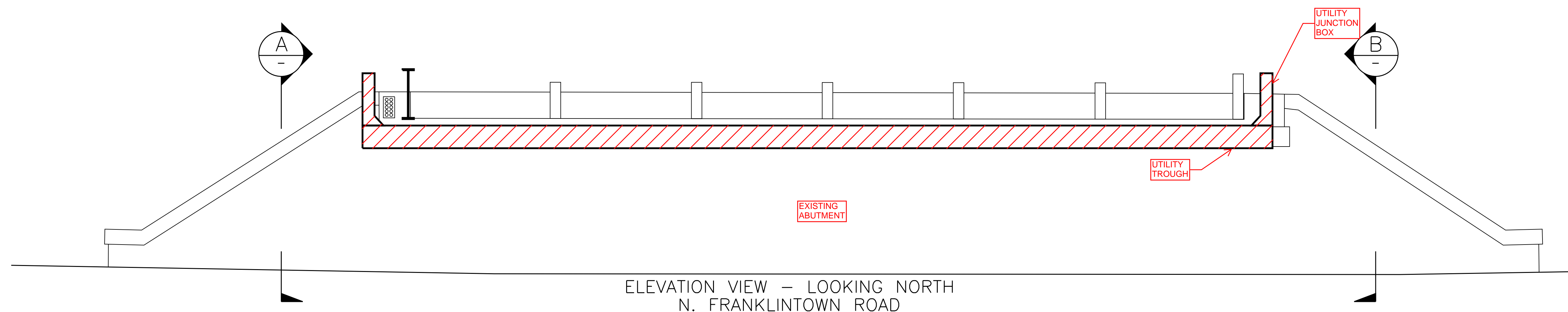
B&P Tunnel Replacement Program
Project Change Transmittal #2



SECTION A



SECTION B



ELEVATION VIEW - LOOKING NORTH
N. FRANKLINTOWN ROAD

DATE: 8/1/2022
FILE NAME: C:\Users\paw\app-data\local\0\Temp\2513\BP-Sheet-A-CM-301.dgn

No.	Revisions	Date	By



Office of Engineering

National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date

90% DESIGN
SUBMISSION -
NOT FOR
CONSTRUCTION



A Parsons Brinckerhoff/Parsons Joint Venture

NORTH WARWICK BRIDGE REPLACEMENT	
BALTIMORE, MD	MP99-MP98
B&P TUNNEL - UG BRIDGE	98.69
Project No:	C.EN.201278
file name:	XXXXX
Sheet No.	000 OF XX
Design No.	BPTR-A
Drawn No.	CM-301
Designed	NWL
Drawn	ATP
Checked	TSG
Date	04/07/2022

Attachment 2
B&P Tunnel Replacement Program
Project Change Transmittal #2



Rendering of the Utility Trough and Junction Box Mounted on the North Abutment of the North Franklinton Road Bridge Carrying the B&P / Philadelphia, Baltimore and Washington Railroad over North Franklinton Road (UG 98.95), view looking north.