

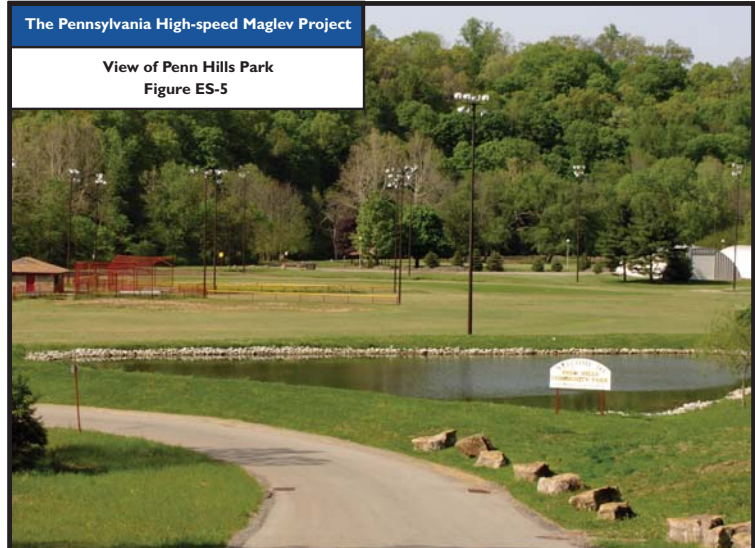
A detailed draft Section 4(f) Evaluation is included in the DEIS (See Chapter 5.0).

ES-5.1 Use of Section 4(f) Resources

Alternative Alignment A5-North would acquire property from two historic sites, the Oil Extraction Facility #2 and the P&LE Railroad Complex. Alternative Alignment A5-South would also acquire property from the same two historic sites.

Alternative Alignments B4-East and B4-West would displace the East Railroad Community Park, and acquire property from Highland Park and Penn Hills Community Park (see Figure ES-5).

Alternative Alignment C2-Mod would acquire property from Cottonwood Park and the Valley Sports Fields. Alternative Alignment C5 would acquire property from Cottonwood Park, Valley Sports Fields, the historic Lauffer/Radakovich Farm, and the historic Lauffer/Blank Farm. Alternative Alignment C6 would acquire property from Cottonwood Park and Valley Sports Fields.



ES-5.2 Avoidance, Minimization, and Least Harm

Avoidance alternatives for each of the project sections were evaluated. However, due to the high density of park, recreation, and historic resources within the project area, a total avoidance alternative was not feasible for the Project.

Instead, for each alternative, all possible planning has been used to design alignments that minimize harm to 4(f)-protected properties. The least harm alternative appears to consist of Alternative Alignment A5-South, Alternative Alignment B4 (East or West), and Alternative Alignment C6. This combination appears to use the least amount of, and have the least harm to, resources protected by Section 4(f).

ES-6.0 COMMENTS AND COORDINATION

A public involvement plan was developed in September 2001, shortly after the Notice-to-Proceed was issued. Early coordination built on the public outreach that was conducted as part of previous studies for the project and consisted of determining the details and timeline of a comprehensive public and agency participation plan focused on involving the general public, regulatory and resource agencies, and a wide range of project stakeholders in the process. The ultimate goal of the public and agency involvement efforts was to provide input and aid in the development/refinement of alternative alignments and station locations.