

North Shore Connector Facts

Project Description

The North Shore Connector project will extend Port Authority's Light Rail Transit system, the T, 1.2 miles from the Gateway Subway Station underneath Stanwix Street and the Allegheny River – in twin bored tunnels below the river – to the North Shore. While remaining underground along the North Shore, the alignment will travel adjacent to Bill Mazerowski Way accessing a station near PNC Park. Continuing below grade adjacent to Reedsdale Street, the alignment will transition to an elevated alignment near Art Rooney Avenue to a station along Allegheny Avenue near Heinz Field before terminating near the West End Bridge.

The North Shore Connector is a significant regional investment that will support the revitalized Downtown Pittsburgh and North Shore's residential areas, business districts, educational institutions, entertainment developments and cultural venues in addition to enhancing development opportunities. It will effectively link the many restaurants, hotels, entertainment complexes, cultural attractions, employment centers and residential developments in Downtown Pittsburgh, Station Square and North Shore.

The North Shore Connector will also set the stage for future extensions of the T to other destinations within Allegheny County, should community, political and financial support warrant such initiatives.

Frequently Asked Questions

How Many Stations Will the North Shore Connector Have?

Three new stations will be constructed, including a relocated Gateway Subway Station. Two stations will be located on the North Shore: a subway station underneath the North Shore Garage and an aerial station along Allegheny Avenue near the Carnegie Science Center and Heinz Field.

Who Will The North Shore Connector Serve?

It will serve development between PNC Park (1.75 million annual baseball fans) and Heinz Field (500,000 football fans in addition to other special events and concerts); (DeMonte headquarters (600 employees); Equitable Resources (450 employees); Spring Hill Suites Marriott Hotel (198 rooms); a riverfront park and proposed amphitheater; Carnegie Science Center (nearly 700,000 visitors

annually); Andy Warhol Museum (92,000 visitors in 2007); Community College of Allegheny County (7,200 students); and other North Shore attractions such as restaurants and nightspots.

What Are The Project Benefits?

Among the project's many benefits, the North Shore Connector positions Port Authority to accommodate the thousands of people who will live, attend school, work, shop and spend leisure time on the North Shore in coming years while providing a new option for thousands who already travel there – all without adding traffic congestion. Also, the North Shore Connector directly links the North Shore, Downtown, Station Square and South Hills employment, business, residential, entertainment and retail centers and enables future expansion of the T.

How is The North Shore Connector Funded?

The North Shore Connector is funded 80% with federal funds, 16 2/3 state funds and 3 1/3 county funds.

During A Budget Crisis, Why is Port Authority Constructing This Project?

The North Shore Connector is being advanced with capital funding designated specifically for the project by federal, state and local governments. Public transportation funding regulations prohibit these capital dollars from being allocated for operating expenditures.

Why is Port Authority Building Tunnels Under The Allegheny River?

Use of existing bridges, construction of new bridges and various tunnel alignments were analyzed in the project's planning stages. The tunnels underneath the Allegheny River provide the most effective connection between the Golden Triangle and the North Shore while minimizing impacts to existing and proposed development and traffic flow. The costs of constructing a new or reconstructing an existing bridge are comparable to tunnel construction costs, without the impacts to North Shore and North Side neighborhoods.

Why Do We Need to Extend The T?

The North Shore Connector is a significant regional investment that will support the revitalized Downtown Pittsburgh and North Shore's residential areas, business districts, educational institutions, entertainment developments and cultural venues in addition to enhancing development opportunities. It will effectively link the many restaurants, hotels, entertainment complexes, cultural attractions, employment centers and residential developments in Downtown Pittsburgh, Station Square and North Shore. The North Shore Connector will also set the stage for future extensions of the T to other destinations within Allegheny County, should community, political and financial support warrant such initiatives

In addition, the Connector will reduce traffic in the Golden Triangle by locating the North Side Station under the new Sports and Exhibition Authority Garage, making it possible for those destined for Downtown Pittsburgh to use the fringe parking on the North Shore.

How Did The North Shore Connector Get Started?

In the late 1990s, the City of Pittsburgh developed a plan that envisioned a revitalized downtown, which included expansion to the North Shore. The plan called for a new rapid transit line linking the Golden Triangle and the North Shore. In 1997, the City and Southwestern Pennsylvania Commission

initiated a study that warranted additional study of a rapid transit link between Downtown and the North Shore. In 1999, Port Authority assumed responsibility for the project when it began the North Shore Connector DEIS.

Was The Public Involved In The Planning Process?

During the DEIS and FEIS (1999-2002). Port Authority hosted 275 meetings with local, state and federal planning agencies; neighborhood groups; major employers; regional civic, environmental and transportation organizations; property owners; and other stakeholders (sports teams, The Carnegie Science Center and Community College of Allegheny County).

When Did Construction Begin And When Is It Scheduled To End?

Preliminary construction began in 2006. The tunnel boring machine began mining the first tunnel under the Allegheny River in January 2008. The first tunnel was completed in July 2008 with completion of the second tunnel scheduled for early 2009. The North Shore Connector is scheduled to be open to revenue service in 2011.

Where Can I Get More Information About The North Shore Connector?

Information regarding the North Shore Connector is available on this web site and on www.boretotheshore.com. Both sites contain project overviews, construction information, station renderings and frequently asked questions. The boretotheshore.com site also contains interactive games and fun facts that will help educate you about the project in a fun and light-hearted manner. To receive project newsletters and updates, email Public Relations Specialist David Whipkey at dwhipkey@portauthority.org.

Basic Facts

- A 1.2-mile extension to the current 25-mile light rail transit system.
- Will serve rapidly-developing North Shore, including DelMonte headquarters, PNC Park, Heinz Field, Marriott Springhill Suites, Carnegie Science Center, Community College of Allegheny County and other cultural, business and residential destinations.
- Will serve the approximately \$1 billion of new development that has been completed or is planned for the North Shore.
- Positions Port Authority to accommodate thousands of people who will live, work, shop and spend leisure time on the North Shore in coming years while providing a new option for thousands of others who already travel there – all without adding traffic congestion.
- Directly links the North Shore, Downtown, Station Square and South Hills employment, business, residential, entertainment and retail centers.
- Residents and visitors alike will have a fast, convenient way to travel between hotels, restaurants, sporting events and cultural activities in Station Square, the Golden Triangle and the North Side.
- Improves access to the T for North Side residents.

- Reduces traffic in the Golden Triangle by locating the North Side Station under the planned Sports and Exhibition Authority parking garage, making it possible for those destined for Downtown Pittsburgh to use fringe parking on the North Shore and then light rail service to easily circulate their destination.
- Will improve the overall operation and efficiency of the T and North Hills buses.
- T service will be faster more convenient and have greater capacity to move large crowds after major North Shore events.
- Will enable future expansion of the T to the Airport Corridor, the North Hills, Strip District and other areas within Allegheny County.
- Total length of each tunnel is 2,240 linear feet.
- The length of the under the river portion of the Gateway alignment is approximately 867 feet per tunnel.
- Depth of the Allegheny River in the vicinity of the tunnel is approximately 25 feet.
- The buffer zone underneath the river bed for the tunnels is approximately 21 feet.
- Grade of the tunnel alignment is approximately seven percent.
- Diameter of each tunnel is 21 feet, 10 inches.

Tunnel Boring Machine Facts

- The primary projector tunnel contractor is North Shore Constructors, a joint venture of Obayashi Corporation and West Mifflin-based Trumbull Corporation.
- The Tunnel Boring Machine (TBM) weighs approximately 500 tons and is 200 linear-feet long.
- Diameter of the machine is approximately 22 feet.
- It takes between five to eight people to operate the machine.
- Approximately 700 TBMs have been used around the globe.
- The TBM will advance between 30-40 feet per day. It will take approximately one calendar year to bore both tunnels.

Approximately 61,600 cubic yards of soil and rock will be excavated when the project is completed, enough to cover 10 football fields.