

# 30<sup>TH</sup> STREET BRIDGE & RIVER AVENUE VIADUCT PRESERVATION

**CITY OF PITTSBURGH  
ALLEGHENY COUNTY**

DECEMBER 08, 2021



# PROJECT TEAM

## City of Pittsburgh

- Department of Mobility & Infrastructure (DOMI)
  - Zachary Workman, P.E. - Project Manager at 412.719.4338  
City of Pittsburgh, Project Manager  
414 Grant Street | Pittsburgh, PA 15219  
or [Zachary.workman@pittsburghpa.gov](mailto:Zachary.workman@pittsburghpa.gov)
  - Eric Setzler, P.E. – Chief Engineer
  - William Siess, P.E. – SAI Consulting Engineers, Inc.
- Press Office
  - Molly Onufer – Community Affairs Manager

## Pennsylvania Department of Transportation (PennDOT)

- Design Division
  - Shaun Werner – Project Manager at 412.429.4860  
Engineering District 11-0 | Project Delivery Unit,  
45 Thoms Run Road | Bridgeville, PA 15017  
or [SHWERNER@pa.gov](mailto:SHWERNER@pa.gov)
  - Mark J. Young – District Environmental Planning Manager
  - Nicholas Krobot, P.E. – Assistant Environmental Manager
- Press Office
  - Steve Cowan - District Press Officer



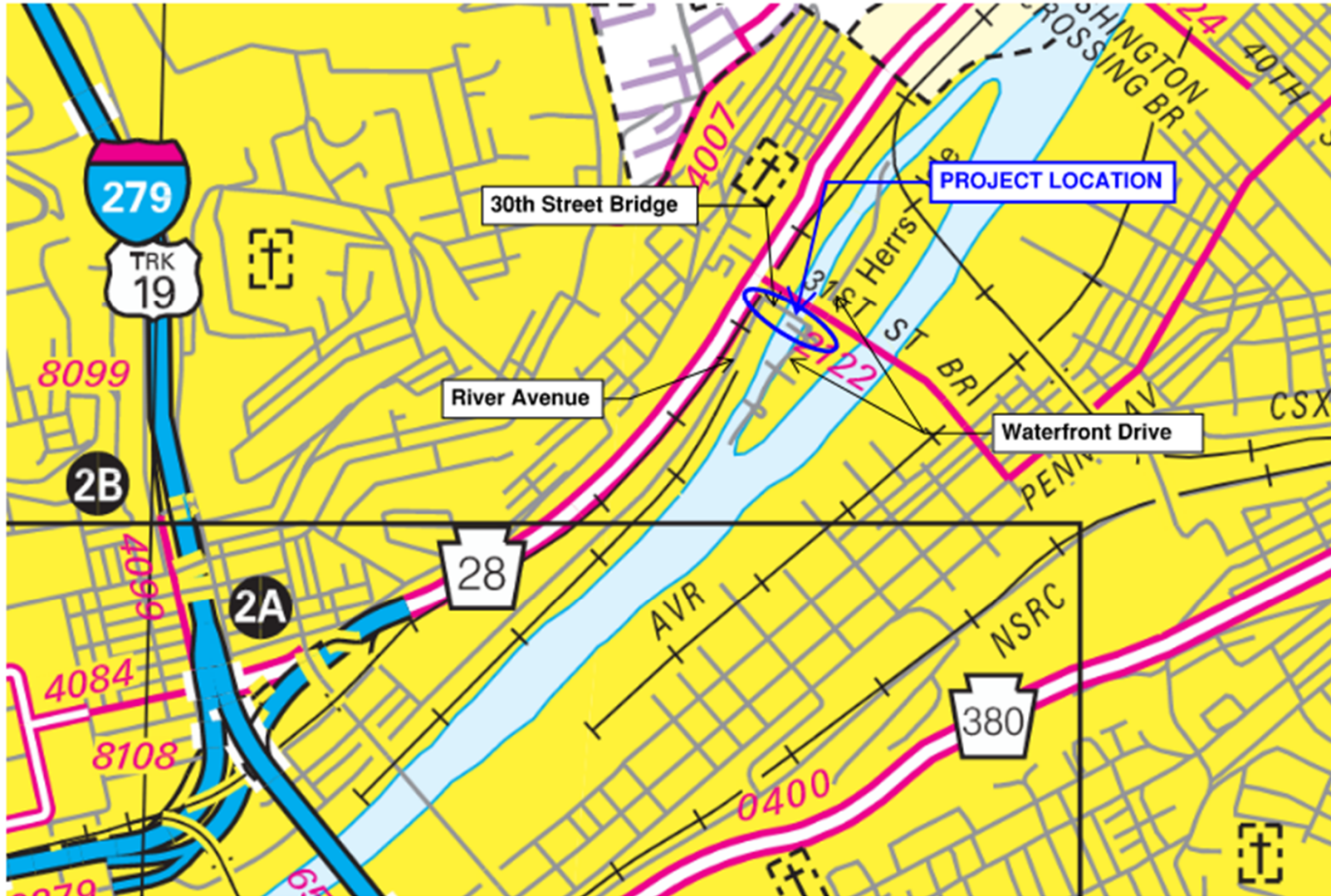
# PURPOSE OF PRESENTATION & PROJECT INTRODUCTION

- The purpose of this presentation is to introduce the project to the public, gather feedback, and present the proposed traffic control.
- The overall purpose of this project is to maintain a sustainable crossing over the back channel of the Allegheny River and Three Rivers Heritage Trail to Washington's Landing (Herr's Island) and pedestrian services provided by the 30<sup>th</sup> Street Bridge and River Avenue.





# PROJECT LOCATION





# PROPOSED PROJECT IMPROVEMENTS

- Bridge Preservation Project
  - Replacing/Repairing bridge sidewalk
  - Repairing deck spalls
  - Barrier spall repairs/Replacements
  - Replacing expansion dams
  - Replacing pavement relief joints
  - LMC (Latex Modified Concrete) Overlay (30<sup>th</sup> Street Bridge)
  - Replacing streetlights (30<sup>th</sup> Street Bridge)





# PROPOSED PROJECT SCHEDULE / PHASING

Work will primarily occur during daytime hours. Some controlled, non excavation related work nighttime work is anticipated for expansion dam installation and LMC overlay placement. Advance notice of nighttime work will be provided.

- Estimated cost of Construction is \$2,100,000.00
- Construction is anticipated to begin in Spring 2023 with anticipated completion in Fall 2023 (approximate duration is 6 months).
- Access to Herr's Island will be maintained on the 30<sup>th</sup> Street Bridge during construction. The project will be completed in four major (4) phases
  - Phase 1 – North side of the 30th St. Bridge
  - Phase 2 – South side of the 30th St. Bridge
  - Phase 3 – River Avenue Viaduct
  - Phase 4 – Misc. Items/Pavement markings/signing & delineators
- All work will be done within existing Legal Right-of-Way.





# PROPOSED TRAFFIC CONTROL PHASE 1

- Portable Temporary Traffic Signals will be used to maintain alternating two-way traffic in the eastbound lane across the 30<sup>th</sup> Street Bridge.
- The portion of River Avenue between the 30<sup>th</sup> Street Bridge and the 31<sup>st</sup> Street Bridge is closed for the duration of the project.
- Bicyclists are restricted from crossing the 30<sup>th</sup> Street Bridge with traffic.
- Pedestrians and Bicycles using the 30<sup>th</sup> Street Bridge will be detoured to the Heritage Trail via the Herr's Island pedestrian bridge located at the south end of the island. See Pedestrian/Bicyclist Detour Phase 1.

Phase 1A – Work is occurring in the westbound lane and the sidewalk of the 30<sup>th</sup> Street Bridge and in the closed portion of River Avenue.

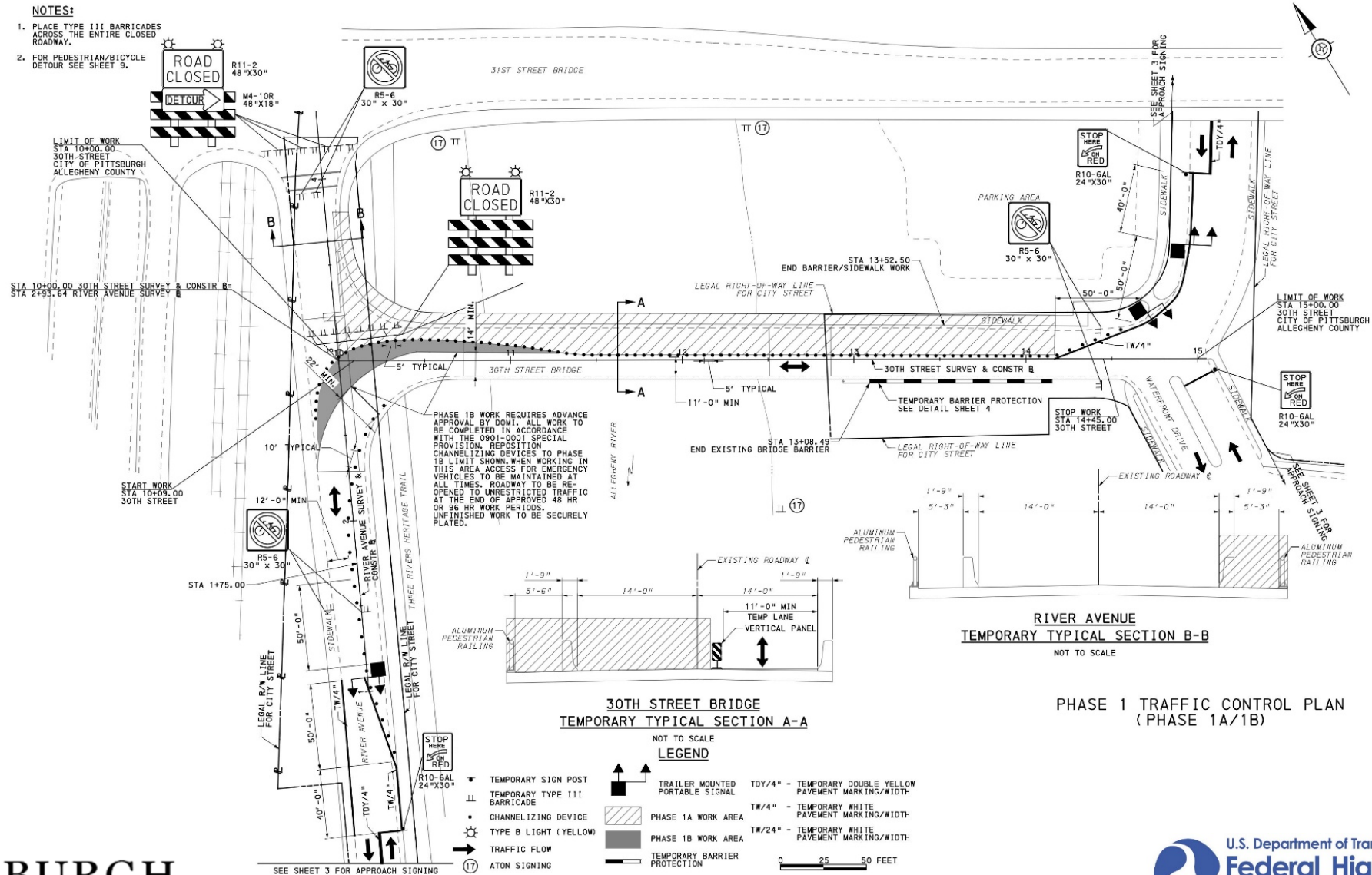
Phase 1B – Work at the intersection with River Avenue requires the need to restrict WB-67 (tractor trailers) and other large vehicles for one 48-hour period and one 96-hour period to complete work involved with the replacement of the expansion dams and the installation of the LMC overlay. *A two-week advance notice of when the restrictions will take place will be provided.*



# PROPOSED TRAFFIC CONTROL PHASE 1

## NOTES:

1. PLACE TYPE III BARRICADES ACROSS THE ENTIRE CLOSED ROADWAY.
2. FOR PEDESTRIAN/BICYCLE DETOUR SEE SHEET 9.





# PROPOSED TRAFFIC CONTROL PHASE 2

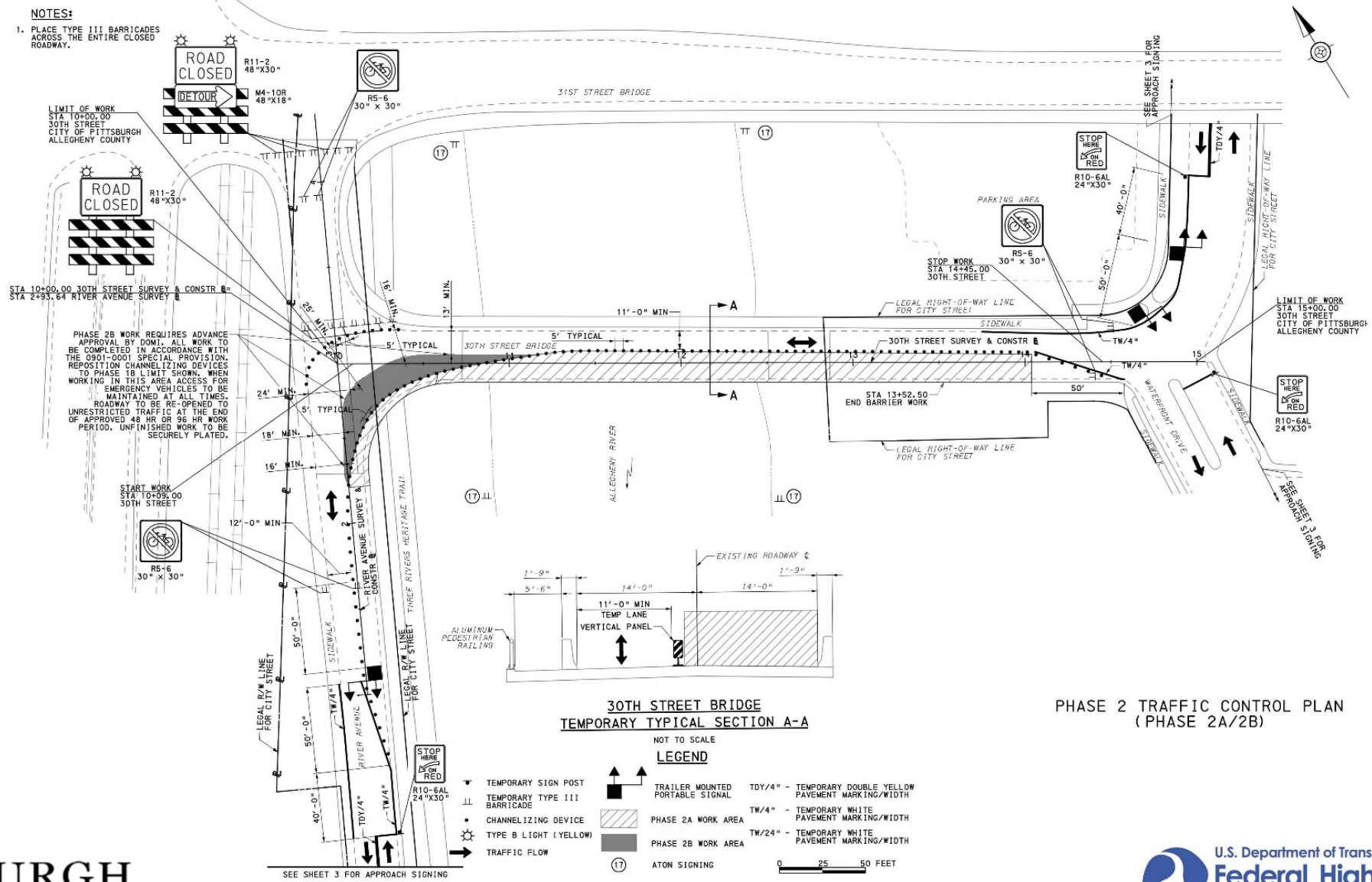
- Portable Temporary Traffic Signals will be used to maintain alternating two-way traffic in the westbound lane across the 30<sup>th</sup> Street Bridge.
- The portion of River Avenue between 30<sup>th</sup> Street Bridge and the 31<sup>st</sup> Street Bridge continues to be closed.
- Bicyclists continue to be restricted from crossing the 30<sup>th</sup> Street Bridge with traffic.
- The sidewalk on the 30<sup>th</sup> Street Bridge will be open for Pedestrians and Bicyclists to use.

Phase 2A – Work is occurring in the eastbound lane of the 30<sup>th</sup> Street Bridge and in the closed portion of River Avenue.

Phase 2B – Work at the intersection with River Avenue requires the need to restrict WB-67 (tractor trailers) and other large vehicles for one 48-hour period and one 96-hour period to complete work involved with the replacement of the expansion dams and the installation of the LMC overlay. *A two-week advance notice of when the restrictions will take place will be provided.*



# PROPOSED TRAFFIC CONTROL PHASE 2





# PROPOSED TRAFFIC CONTROL PHASE 3

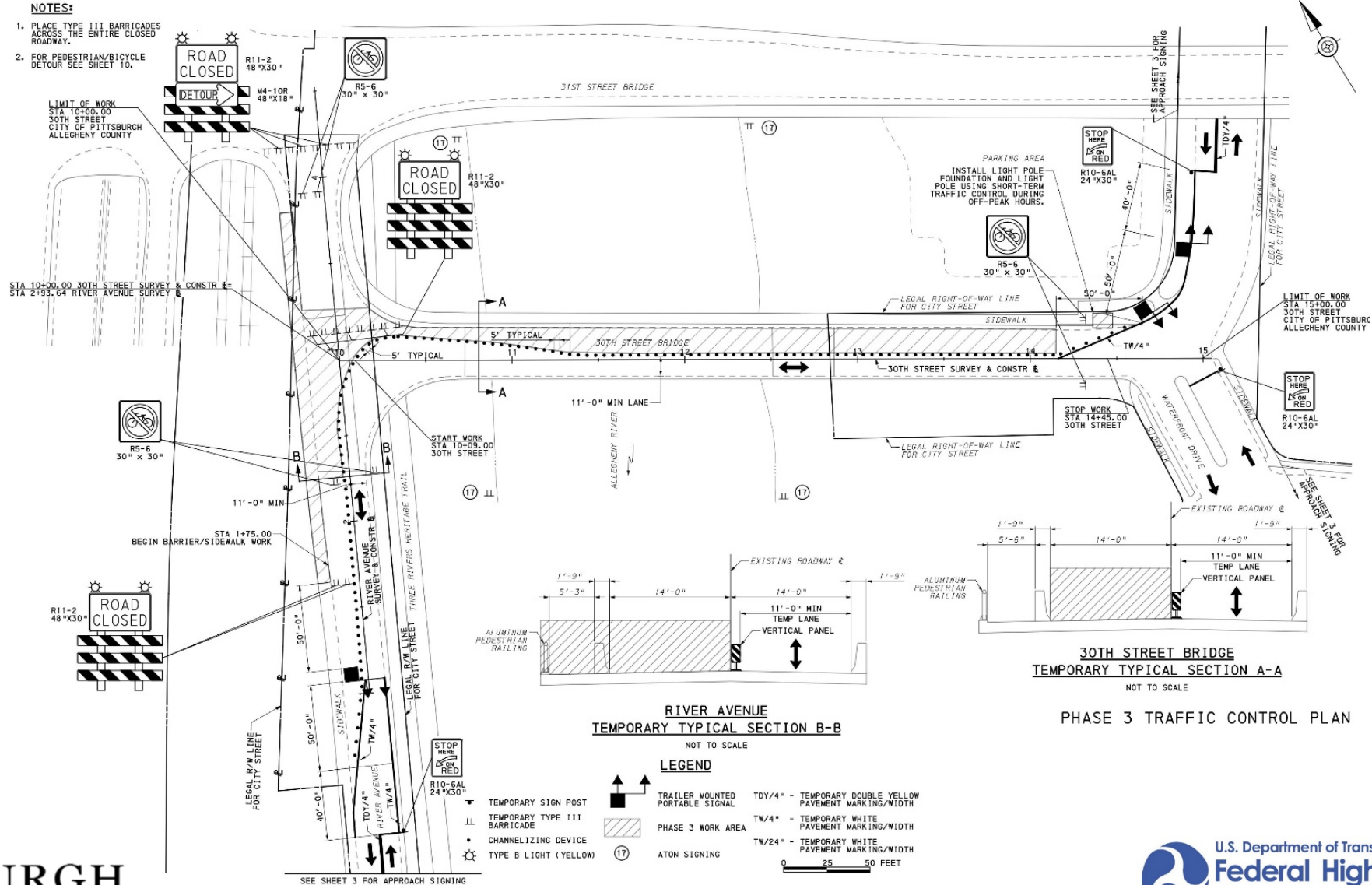
- Portable Temporary Traffic Signals will be used to maintain alternating two-way traffic in the eastbound lane across the 30<sup>th</sup> Street Bridge.
- The portion of River Avenue between 30<sup>th</sup> Street Bridge and the 31<sup>st</sup> Street Bridge continues to be closed.
- Bicyclists continue to be restricted from crossing the 30<sup>th</sup> Street Bridge with traffic.
- Pedestrians and Bicycles using the River Avenue sidewalk will be detoured to the 30<sup>th</sup> Street Bridge sidewalk and the Heritage Trail via the Herr's Island pedestrian bridge located at the south end of the island. See Pedestrian/Bicyclist Detour Phase 3.



# PROPOSED TRAFFIC CONTROL PHASE 3

## NOTES:

1. PLACE TYPE III BARRICADES ACROSS THE ENTIRE CLOSED ROADWAY.
2. FOR PEDESTRIAN/BICYCLE DETOUR SEE SHEET 10.



THE CITY OF  
**PITTSBURGH**





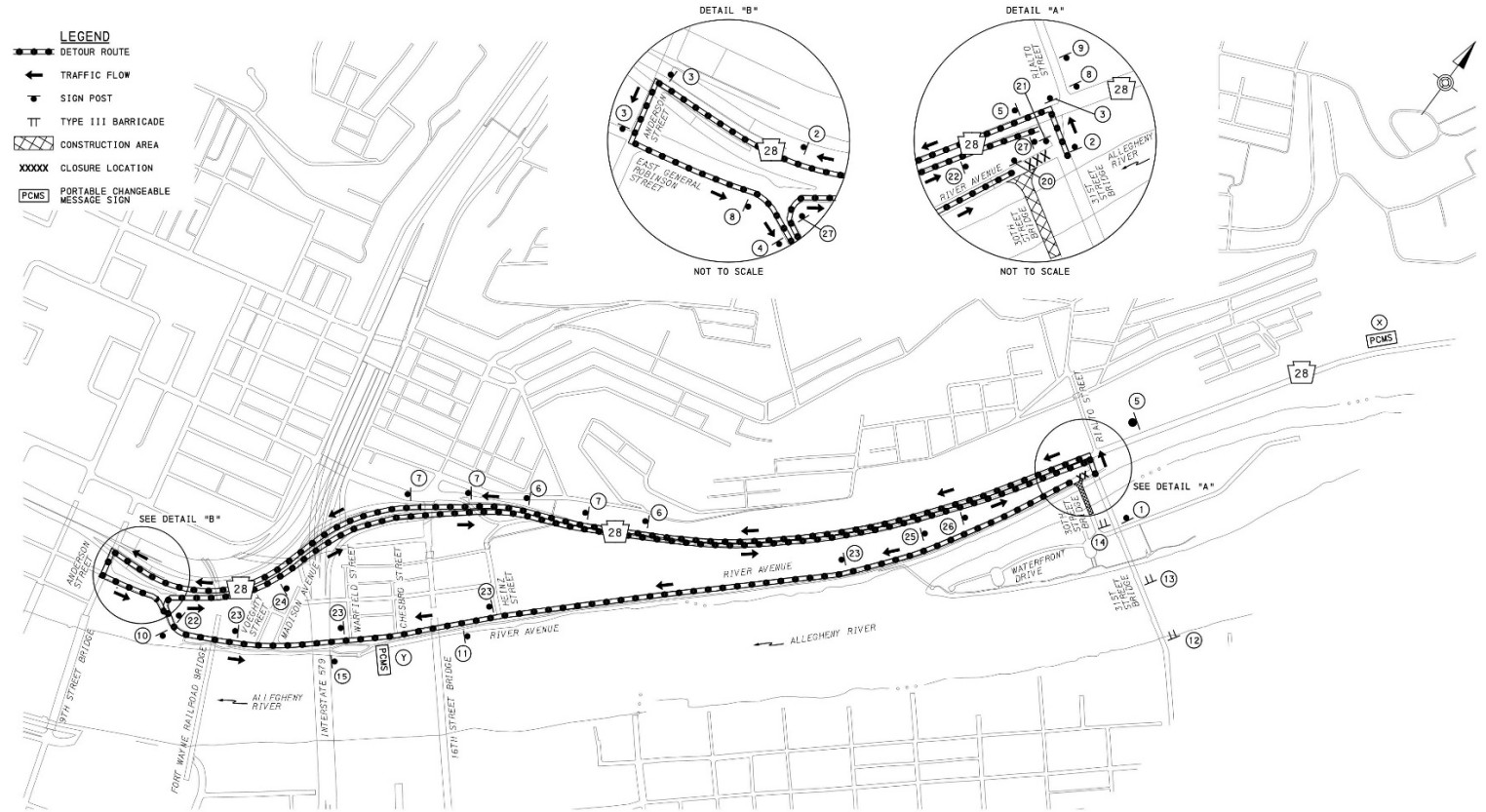
# PROPOSED TRAFFIC CONTROL PHASE 4

- Portable Temporary Traffic Signals are removed and the 30<sup>th</sup> Street Bridge is open to two-way traffic.
- Short-term daylight traffic control is used to control traffic to complete necessary tasks. The 30<sup>th</sup> Street Bridge is open to unrestricted traffic during all non-working hours.
- The portion of River Avenue between 31<sup>st</sup> Street Bridge and the 30<sup>th</sup> Street Bridge continues to be closed during this phase. Upon the completion of Phase 4, the closed portion of River Avenue will be open to all traffic.
- Pedestrians and Bicyclists are no longer being detoured.



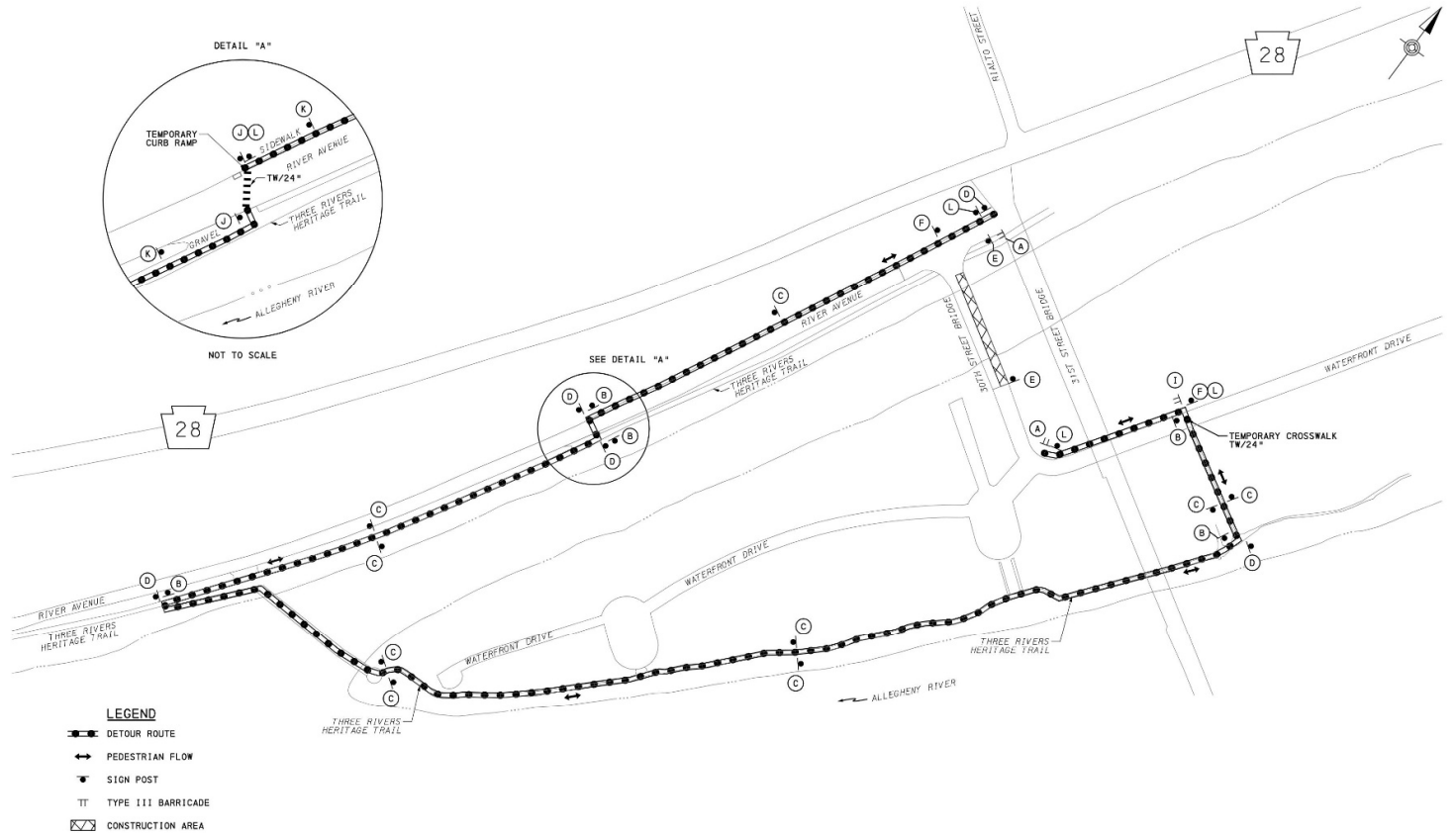
# PROPOSED TRAFFIC CONTROL RIVER AVENUE DETOUR

- The River Avenue detour will be in effect for the entire duration of the project.
- Traffic that would normally access River Avenue from the 31<sup>st</sup> Bridge will be detoured along SR 28 to Anderson Street, to East General Robinson Street and back to River Avenue to access the 30<sup>th</sup> Street Bridge.
- Traffic that would normally access the 31<sup>st</sup> Bridge from River Avenue will be detoured along River Avenue to SR 28 to the 31<sup>st</sup> Street Bridge.



# PROPOSED TRAFFIC CONTROL PEDESTRIAN / BICYCLIST DETOUR – PHASE 1

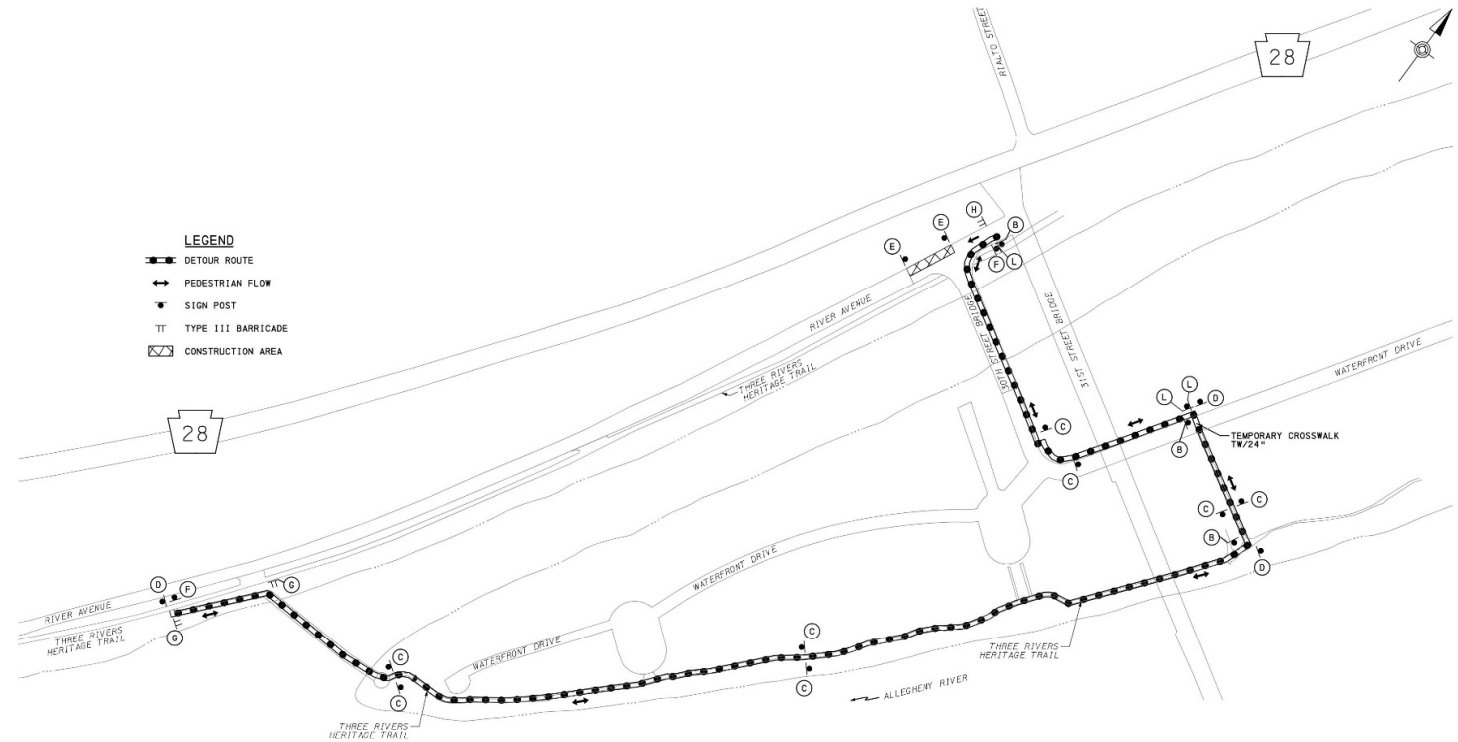
- Pedestrians and Bicyclists will be detoured away from the construction on the 30<sup>th</sup> Street Bridge to the Heritage Trail to River Avenue
- The detour length is approximately 1.0 mile.
- Bicyclists will be required to dismount and walk their bike on the sidewalk portions of the detour route.





# PROPOSED TRAFFIC CONTROL PEDESTRIAN / BICYCLIST DETOUR – PHASE 3

- Pedestrians and Bicyclists will be detoured away from the construction on River Avenue to the 30<sup>th</sup> Street Bridge and the Heritage Trail .
- The detour length is approximately 0.8 mile.
- Bicyclists will be required to dismount and walk their bike on the sidewalk portions of the detour route.



# National Environmental Policy Act (NEPA)

Public outreach begins with PennDOT Connects and extends into the **NEPA** (National Environmental Policy Act) process:

- PennDOT Connects is a project planning and development approach that engages local and planning partners by collaborating with stakeholders before project scopes are developed.
- NEPA requires agencies to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions
- NEPA also includes public involvement activities and gathering feedback from the public
- This PowerPoint presentation is part of District 11-0's coordination with the public to obtain feedback on the project and to meet NEPA requirements.

## National Environmental Policy Act



- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
- Section 4(f) of USDOT Act (49 USC 303)
- Clean Air Act
- Safe Water Drinking Act
- Farmland Protection Policy Act
- Solid Waste Disposal Act
- Resource Conservation and Recovery Act of 1976 (RCRA)
- Title VI of Civil Rights Act of 1964
- Americans with Disabilities Act
- Executive Order 12898 (Environmental Justice)

- Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)
- Emergency Planning and Community Right to Know Act of 1986
- National Historic Preservation Act
- Economic, Social and Environmental Effects of Highways and Transit
- Highway Noise Standards
- Public Hearing Requirements
- Archaeological and Historic Preservation Act
- Archaeological Resources Protection Act
- AND MORE...



# PROJECT QUESTIONS/COMMENTS

PLEASE PROVIDE YOUR COMMENTS ON THE PROJECT AND  
THE PRESENTATION.

QUESTIONS AND COMMENTS CAN BE INPUT INTO THE Q&A  
SECTION FOUND NEAR THE BOTTOM OF THE CITY'S WEBSITE  
FOR THIS PROJECT.

