

Background

In 1999, the Allegheny Trail Alliance, Urban Redevelopment Authority of Pittsburgh (URA), and the City of Pittsburgh formed a union to complete the Hot Metal Bridge. Prior to 1999, the URA completed some pre-design, site work, and constructed the northern abutment. Working in collaboration with interested parties, the next logical progression was to understand the structure's condition to solidify decisions related to deck type and width. The URA contracted with Parsons Brinckerhoff (PB) to prepare contract documents, and a demolition contract was let in October 2000. The selective demolition work included removal of the u-shaped deck pan and the Y-span on the south side. The removal of the u-shaped deck pan allowed PB to inspect the bridge and suggest deck options.

One of the key components to the success of the Hot Metal Bridge was its connectivity with the Eliza Furnace Trail. Several stakeholders had strong opinions about the optimal connection. The URA extended PB's contract to determine an optimal solution. In October 2001, PB's matrix indicated the best solution was a direct connection spanning over Second Avenue and terminating with ramping structures onto the Eliza Furnace Trail.

The URA, through 2002 and 2003, worked on the funding strategy and submitted several applications: Federal Enhancement, PADCNr, Rivers of Steel Grants, and the DCED. Furthermore, the URA and the Department of City Planning (DCP) worked on programming federal funds for construction. With the design funding gap narrowing, a technical request for proposals was issued in accordance with the City's PADOT approved procurement procedure.

Design Status

In October 2003, PB was selected and contracted to complete the environmental document and preliminary design. The preliminary design work is 99% complete, and environmental document should be issued by the end of July 2004. In May 2004, the URA requested a final design proposal from PB and is currently reconciling the costs. The ATA's continued support is shown in Table 1.

Future – Design and Construction

Despite an initial optimistic projection, there is a design funding shortfall, refer to Table 2. The URA applied for the Rivers of Steel Grant and did not receive an award. Additionally, the URA received less than the request with respect to the DCNR grant. If the design funding is secured, then the URA is prepared to contract with PB to complete the final construction documents. The construction duration is projected to be one year. Construction sources are programmed, with the exception of an identified local match.

Table 1. ATA and URA Contracts

	Amounts
Contract 1 - Demolition	\$325,000
Contract 2 - Feasibility	\$61,112
Contract 3 - Design	<u>\$389,000</u>
	\$775,112
Spent to date (6.28.04)	\$448,765
Amount Remaining (6.28.04)	\$326,347

Table 2. Design Sources and Uses

Design Sources	
URA	\$75,000
City of Pittsburgh	\$225,000
Rivers of Steel Grant	\$0
ATA	\$389,000
DCNR	\$250,000
	\$939,000
Design Uses¹	\$1,189,000
Design Shortfall	\$250,000

1. Dependent upon PB's final design proposal.