



**FOR IMMEDIATE RELEASE**  
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## **Officials Celebrate Re-Opening of Homeville Viaduct Bridge in West Mifflin**

**PITTSBURGH** – County Executive Rich Fitzgerald, Senator Jim Brewster, Representative Bill Kortz and Council Member Bob Macey today celebrated the re-opening of the Homeville Viaduct Bridge in West Mifflin with a ribbon cutting in advance of the bridge’s formal opening. Originally expected to open tomorrow, the contractor was able to complete all of the bridge work early due to the local weather this past week.

“This is an exciting day for the many residents and business that rely upon the Homeville Viaduct Bridge for access and travel. I know that many have been waiting for this day for quite some time and I thank all of our partners for their efforts to open a day earlier, and on budget, when all was said and done,” said Fitzgerald. “We accomplish so much when we work together and this project is just one more example of how our federal, state, county and local officials work cooperatively to improve our community.”

The \$10 million Department of Public Works project was done with the assistance of the Federal Highway Administration (FHWA), the Pennsylvania Department of Transportation (PennDOT), ms consultants, Michael Baker International and Mosites Construction Company. The project included the restoration of the Homeville Viaduct and extended its functional life for decades.

Brewster said today, “I am pleased that this project was completed on-budget and ahead of schedule and that West Mifflin again has access to this bridge that gives people better access to jobs and schools.”

The 781-foot-long Homeville Viaduct Bridge is located in West Mifflin Borough and owned by Allegheny County. It serves as a vital connection between businesses, residents and schools. Originally constructed by the county in the mid-1950s, the bridge carries two lanes of traffic and pedestrians over Lower Bull Run, Thompson Run Creek, the Union Railroad and Grant Avenue Extension. The bridge was last rehabilitated in 1981. It serves approximately 10,000 vehicles per day including emergency vehicles, school buses and 400 commercial vehicles.

“I’m so glad to see this project completed for residents. Not only is it a relief for those who live and work here, but public safety officials are glad to see the bridge reopened,” said Kortz.

The design-bid-rebuild rehabilitation included replacement and widening of the concrete deck from 26 to 29 feet, a five-foot wide sidewalk, replacement of the existing hand rail with an 8’ protective fence, new barriers, expansion dams, bearings, highway lighting, structural steel repairs and re-painting of the entire structure. Several expansion dams were also eliminated as part of this project by the installation of a continuity detail. The elimination of these joints decreases the amount of water the concrete piers and steel structure are exposed to, and helps extend their life.

“This project is evidence of the impact that Act 89 funding has had in our county,” said Macey. “That investment, along with the \$5 registration fee for local infrastructure, has allowed us to make a significant impact on our region’s transportation systems. The residents and businesses who use the Homeville Viaduct Bridge are grateful to see this project completed and are excited to use it now.”

Additionally, the approach roadways to the bridge were reconstructed to include drainage improvements, new guiderail systems and bituminous pavement. Through close coordination among the county, FHWA, PennDOT, the design and construction engineering teams and the contractor, the project team completed the project within the \$10,107,777 amount budgeted. Although it was necessary to detour vehicular traffic during construction, pedestrian traffic was accommodated by providing a daily shuttle service.

The designer for the project was ms consultants. Michael Baker International served as the construction manager and Mosites Construction Company was the contractor.

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