

NORTH SHORE CONNECTOR PITTSBURGH, PENNSYLVANIA		YEAR COMPLETED
		PROFESSIONAL SERVICES June 2007 – October 2009
PROJECT OWNER'S INFORMATION		
a. PROJECT OWNER Port Authority of Pittsburgh / North Shore Constructors	b. POINT OF CONTACT NAME Mr. Dan Schwarz	c. POINT OF CONTACT TELEPHONE NUMBER (412) 246-0318

RIZZO Associates, working as a sub-consultant to both GEOCOMP Corporation and North Shore Constructors (the general contractor Joint Venture of Obayashi and Trumbull), has a key role in monitoring existing facilities and reporting results to the Owner.

The North Shore Connector project extended 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 travels adjacent to Bill Mazerowski Way, accessing a station near PNC Park. Continuing below grade adjacent to Reedsdale Street, the alignment transitions to an elevated alignment near Art Rooney Avenue to a station along Allegheny Avenue near Heinz Field, before terminating near the West End Bridge.

Specific work included:

- Pre- and post-construction inspection of adjacent PennDOT fracture critical bridges (S.R. 65 and Interstate 279);
- Instrumentation installation oversight of:
 - Extensometers (8ea),
 - Inclinometers (2,827LF),
 - Deformation Monitoring Points (345ea),
 - Utility Monitoring Points (179LF),
 - Deep Settlement Points (1300LF),
 - Observation Wells (692LF), and
 - Deep Bench Marks (391LF), and
 - Crack Monitors (150ea).
- Monitoring of the following:
 - Inclinometers (41ea),
 - Convergence Gage Anchor Points (72ea),
 - Crack Monitors (150ea), and
 - Additional support as-needed.
- Pile Inspections – RIZZO inspected three exposed pile groups which supported the steel bents of the S.R. 65 structure prior to underpinning of those bents by the contractor.

