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OHIO DEPARTMENT OF TRANSPORTATION

IN RE:)	
)	
PRE-BID MEETING)	
)	
Project: 230175)	
Summit-8-1.75)	
(PID 91710))	TRANSCRIPT OF PROCEEDINGS
)	

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Transcript of Proceedings taken by the undersigned,
Susan M. Petro, a Professional Reporter and Notary
Public in and for the State of Ohio, at the offices of
Ohio Department of Transportation, 2088 South Arlington
Street, Akron, Ohio, on Wednesday, the 22nd day of March
at 10:00 a.m.

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APPEARANCES:

- Laura Beese
- Josh Smith
- Morgan Hornyak
- Mike Simpkins
- Rob Lang
- Matthew Steele
- Sean Riffle, PE
- Dale Arnold, PE
- Gary Gardner, PE
- Steve Hague, PE (Via Videoconference)
- Matt Regan, PE
- Cole Marburger, PE

1 MS. BESSE: So welcome, everybody. This
2 is the Summit-8-1.75 mandatory pre-bid
3 meeting for Project 230175.

4 Just in the interest of time, we're not
5 going to be doing introductions today. So as
6 I said, please make sure you sign the sign-in
7 sheet and you put the company you're with on
8 that sign-in sheet if you haven't done so
9 already, that's important so that we know
10 that you're here and fulfill the mandatory
11 attendance requirement.

12 If you guys don't know me, I'm Laura
13 Beese; I am the project manager on the design
14 side throughout the development of this
15 project. That's not to say that there
16 weren't many other ODOT staff involved
17 throughout the development of this project,
18 just who you see up on the screen is just
19 closest to the project right now and/or has a
20 speaking role today.

21 Josh Smith, he's going to be our ODOT
22 construction project manager; Morgan Hornyak
23 is our area engineer for the project; Mike
24 Simpkins is the DCE; Rob Lang is our
25 environmental specialist that'll be talking

1 about the environmental commitments today;
2 and then Matt Steele is our utility
3 coordinator.

4 So I just want to give a little update
5 before I turn it over to Sean because we do
6 have a lot of ground to cover today. Keep
7 submitting the good pre-bid questions that
8 have been coming in, we're answering those as
9 quickly as we can. Addendum 2 was submitted
10 today. So if it wasn't posted yet, it should
11 be posted here shortly. Just an FYI, an
12 update on the status of where the pre-bid
13 questions are right now. So, again, keep
14 those coming in and we'll answer them as
15 quickly as we can.

16 So with that, I will turn it over to Sean
17 Riffle, he is the project manager for
18 ms consultants and he's going to introduce
19 the consulting team.

20 MR. RIFFLE: Thanks, Laura. And good
21 morning, everybody.

22 So as Laura had mentioned, I'm Sean
23 Riffle with ms consultants, project manager.
24 And also here with us today we have Dale
25 Arnold who's our lead bridge engineer; also

1 with us is Gary Gardner, he served as project
2 manager while he was at ms consultants and he
3 will be continuing on the team as a bridge
4 specialist with Compass Infrastructure; with
5 HNTB we have Steve Hague who is attending
6 virtually for launching investigation and
7 constructability; and also Matt Regan who
8 will be talking today about the maintenance
9 of traffic; and from Gannett Fleming -- they
10 were designers for bridge piers/noise walls
11 as well as our geotechnical engineer -- we
12 have Cole Marburger here actually today who
13 will be presenting some information on the
14 geotech side.

15 This is a general outline of the topics
16 that will be covered today, and we will try
17 to cruise through these pretty quick just to
18 try to leave some ample time, so I do ask
19 that you hold any questions, if possible,
20 until the end. And if you do have any
21 questions, we ask that you state your full
22 name and then the company that you're with
23 for the documentation and recording purposes.

24 So with that, just a quick project
25 overview. The project is located on State

1 Route 8 between Akron and Cuyahoga Falls.

2 This is an aerial view looking from north
3 to south of the project corridor. Obviously
4 includes brick replacement as well as
5 improvements to State Route 8 and the Perkins
6 Street interchange.

7 Another view of the 70-year-old truss
8 bridge rising about 180 feet above the
9 valley.

10 Project limits are outlined in red on
11 this aerial view. We wanted to point out
12 that all buildings have been removed already
13 except for this building at 459 Blinn.
14 Utilities have been disconnected, but the
15 contractor will be required to demolish the
16 structure.

17 High-level view of the proposed
18 construction. A new bridge will be
19 constructed west of the existing bridge while
20 six lanes of traffic are maintained on the
21 existing structure. Once the new bridge is
22 completed, all six lanes will be shifted to
23 the new structure which will allow for the
24 existing bridge to be demolished and a second
25 bridge that will ultimately carry the

1 northbound lanes constructed in its place.

2 Cross-section view of the proposed
3 construction, again just showing three
4 northbound lanes, three southbound lanes on
5 the existing structure while the new bridge
6 is built to the west. All six lanes move to
7 the new structure, and then the final
8 condition carrying four lanes in each
9 direction.

10 So with that, I'll turn it over to Matt
11 Regan with HNTB who will talk about the
12 maintenance of traffic report.

13 MR. REGAN: All right. Thank you.

14 Good morning. Matt Regan from HNTB.
15 I'll just give a brief overview of the
16 maintenance of traffic. Everything we
17 present here is in the plans, I just want to
18 point out the highlights here.

19 As Sean pointed out, we are maintaining
20 three lanes of traffic in each direction.
21 The design we did looked to potentially
22 reduce that to two and went to MOTEC and that
23 was not accepted, so just be aware of that.

24 In the plans, you'll see there is a full
25 closure of State Route 8 permitted in there

1 with a three hour max, that will be on Sunday
2 mornings, Sunday morning only, and that's
3 intended for if explosive demolition is used
4 on the existing structure. There's
5 definitely advanced coordination required on
6 that, and there's more detail in the plans
7 for that.

8 You'll see the interim completion date
9 for the northbound lanes, which is intended
10 to be the last phase, is September -- end of
11 September 2027, and our final completion date
12 is set for June 30th of '28.

13 Just some highlights on ramp closures.
14 Two interchanges. The first at the south
15 end, Perkins Street, obviously main access
16 into downtown, U of A, Stark State College.
17 Summa Health Hospital there is a Level 1
18 trauma center so we look to maintain access
19 to that at all times, it's extremely
20 critical.

21 As far as the ramps at that interchange,
22 the southbound exit we're looking to maintain
23 at all times with part width construction,
24 same as the southbound entrance ramp is
25 maintained at all times with part width

1 construction. The northbound entrance ramp
2 we are going to be part width construction,
3 but are going to permit a 14-day closure to
4 complete the pavement near the intersection
5 with Perkins Street itself. The detours are
6 highlighted there for that at Buchtel Avenue
7 and is in the plans.

8 Moving north to the Glenwood interchange.
9 This one we have some more extensive closures
10 due to the bridge construction and launching
11 pits there. You can see that the northbound
12 exit we're permitting a 730-day closure for
13 that one to do the northbound bridge. And on
14 the southbound, we have a 60-day closure that
15 for the most part we can maintain with part
16 width, but there are some phases that it gets
17 tight so we have a shorter-term closure
18 there.

19 The various side street restrictions
20 permitted in there, there's more detail on
21 those included in the notes in the plans.

22 The Freedom Trail, which crosses
23 underneath the southern end of the bridge, we
24 are looking to maintain that at all times
25 other than two 180-day closure periods that

1 are to be non-consecutive for the different
2 bridge construction aspects of that. There
3 are some off-peak closures you can use on
4 that that are defined in the notes -- you
5 know, if you needed to do like overnight
6 stuff in those areas -- and there is a detour
7 route for that when it's closed provided in
8 the plans.

9 As far as your access, they'll talk about
10 some access roads to do construction. But as
11 far as getting the height barriers and stuff
12 off of State Route 8, we don't define a set
13 access point, rather we leave that to the --
14 there's many options, so we leave that to the
15 contractor to develop what works for them,
16 but also submit that for approval at each
17 phase.

18 There are some lump sum repair items
19 included for repair of detour routes.

20 And as far as adjacent and nearby
21 projects, we just wanted to make you aware of
22 the Akron Beltway that still will likely be
23 wrapping up at the time that this one starts,
24 but just to make you aware that it's going to
25 be in construction.

1 MS. BEESE: That one will be wrapping up.

2 MR. REGAN: Okay. My mistake.

3 And with that, I am turning it over to
4 Rob Lang for the environmental.

5 MR. LANG: Good morning. Rob Lang,
6 District 4 Environmental. I'm going to talk
7 to you today about the environmental
8 commitments in this project.

9 They are located on Sheet 12. There's
10 21 different notes that contain environmental
11 commitments, there's another one regarding
12 the Freedom Trail. And on Sheet 16, there's
13 a contaminated soil note. This note was just
14 updated with Addendum 2 by the way.

15 So just about environmental commitments.
16 They are required to comply with federal and
17 state laws, these are agreements that we have
18 with the agencies to make this project run
19 smoothly. So if we don't go through with
20 them, we could lose our approvals and permits
21 and result in project delays or worse.
22 Nobody is going to jail though.

23 So the commitments are really just
24 notification requirements, there's a lot of
25 those. And then there's a bridge inspection

1 for bats, which is just a visual inspection
2 from the ground. We want to minimize
3 clearing vegetation near streams. And then
4 if any debris falls into streams, just to
5 remove it quickly.

6 Regarding the Little Cuyahoga River,
7 there's instream fill restrictions between
8 April 15th and June 30th. And then there's a
9 requirement to remove any debris from those
10 streams from the demolition within 72 hours.

11 We have a waterway permit for the
12 project, it's in the special provisions. It
13 does expire in October of '24, but ODOT will
14 handle getting the reauthorization of that
15 permit.

16 You have some protections for three
17 different parks that are in the project area
18 there: Lookout Park, a little neighborhood
19 park; and then Adams Park, it's also a little
20 neighborhood park; and Freedom Trail which
21 goes under the existing bridge.

22 There's some limited access restrictions
23 as previously mentioned and staging
24 restrictions in these parks, and then a
25 requirement to restore any disturbed areas.

1 There's an unregulated landfill in the
2 area that we have a permit to do that work.
3 That's another one that expires that we will
4 take care of getting that renewed. These
5 requirements for the landfill are all handled
6 in the contaminated soils note, and they
7 involve the construction of Access Road 5A
8 and Southbound Pier 5.

9 For the most part, there's restrictions
10 on excavation and borings. And then there's
11 some methods described of how to dispose of
12 the landfill waste that you may encounter.

13 Tree clearing. There's no tree clearing
14 between April 1st and September 30th in at
15 least the red area that's shown on that slide
16 right there. However, some of the trees have
17 been removed for utilities and other kind of
18 reasons, so you may see in your site
19 investigation that some trees have already
20 been removed. But otherwise, all of the
21 clearing must happen between October and
22 March. Stumps can be removed anytime needed
23 for access. So we're talking more about tree
24 cutting, which is tree trimming.

25 I'm going to hand it over to Sean for

1 site constraints.

2 MR. RIFFLE: All right. This graphic
3 shows the various site constraints near the
4 bridge. Just real quick looking south to
5 north or left to right across the slide here
6 shows the location of the Freedom Trail, the
7 eight sets of railroad tracks, the paper
8 plant toward the topside -- the topside of
9 the aerial graphic, the overhead
10 transmission, Little Cuyahoga River, the
11 Akron bus facility -- I wanted to point out
12 that area utilities on North Street have been
13 relocated on the ground, we'll touch on that
14 a little bit more in this presentation -- the
15 location of the unregulated landfill. And
16 also I wanted to point out that there is a
17 new digital billboard installation in the
18 northeast quadrant, I'll show the approximate
19 location of that in a few slides.

20 So with the given site constraints and
21 access issues, you know, that really played
22 an important part in the plan development and
23 the design of the bridge, the design and
24 construction of the bridge that you see in
25 the plans, and Gary will talk about that a

1 little bit more once we get into the bridge
2 launching portion of the presentation.

3 So this is a schematic showing the access
4 roads that were laid out to allow for
5 construction around the various site
6 constraints. And I also wanted to mention
7 that right-of-way for the access roads is
8 acquired and cleared.

9 So given the site constraints, we did
10 look at, during the design, both traditional
11 erection and launching methods and considered
12 those within the design and plan development
13 with respects to the sizes of equipment for
14 the bridge construction as well as slope
15 stability and then for retaining walls along
16 those access roads.

17 So I'll just go through each access road
18 quickly with some plan-view graphics. Again
19 we'll work from south to north. The Access
20 Road 1, this is along the existing Freedom
21 Trail, this is for access to the rear
22 abutment and Existing Pier 1. And the
23 inactive Akron Metro RTA railroad track is in
24 between the Freedom Trail and the pier.

25 Access Road 3A is for access to Proposed

1 Pier 1 and Existing Pier 2. This is between
2 the Wheeling and Lake Erie railroad tracks.
3 This utilizes the paper plant property. The
4 paper plant structure is shaded in yellow
5 there. And also some street-view images on
6 the left side are the front of the building
7 and the parking lot area where their trailers
8 are stored. And then the street-view image
9 on the right is along the south side of the
10 building that will be used for access along
11 this route.

12 Access Road 2A is to get to Existing
13 Pier 3 for demolition, and this is between
14 the Wheeling and Lake Erie railroad and the
15 active Metro RTA railroad track. It accesses
16 from Furnace Street.

17 Access Road 8 is off of North Street, and
18 this is for access to Proposed Pier 2 and
19 Existing Pier 4. This is between the active
20 Metro RTA railroad track and the Little
21 Cuyahoga River. And highlighted on the
22 screen are, you know, some of the other
23 constraints: A street-view image of existing
24 concrete retaining wall along the south side
25 of the access road as well as the location of

1 the high power transmission line with the
2 guidewire and a concrete barrier installation
3 to protect that guidewire.

4 Access Road 5A is for Proposed Pier 5 and
5 Existing Pier 6 and 7, and access is from
6 North Street and Harris Street.

7 Access Road 6A and 6B for the forward
8 abutment. Access is off of State Route 8.
9 And the highlight on this is to show the
10 location of the new digital billboard, but
11 that is outside of the project limits and it
12 should not be impacted by construction or by
13 this access road.

14 With that, I'll turn it over to Gary
15 Gardner with Compass Infrastructure to talk
16 about the bridge launch.

17 MR. GARDNER: All right. Thank you,
18 Sean.

19 All right. Let's talk about the bridge.

20 So I just kind of wanted to walk through
21 very quickly how we got to where we are. And
22 so we did look originally in the type study
23 at conventional steel erection and just kind
24 of some of the issues we got into, which is
25 needing a very large crane, a lot of

1 different positions and a lot different
2 places you couldn't get to, multiple
3 mobilizations as well as a large number of
4 temporary supports, you know, some of which
5 have to be angel winged off of the pier sort
6 of thing, so it got very difficult. And, you
7 know, we looked at a -- we looked at the
8 largest crane we could find that did not have
9 an external counterweight and just, you know,
10 found that, you know, between the number of
11 temporary supports, the increased size of the
12 access routes and the constraints of that
13 started running into bigger leveling pads,
14 some concerns with some of the slopes,
15 especially the unregulated landfill area, and
16 some of the difficulty with getting in
17 between the rail corridors ultimately led us
18 to the conclusion that launching was the
19 right way to build this bridge.

20 So, you know, why launch a bridge? You
21 know, the potential for cost savings,
22 schedule -- possible schedule advantages, but
23 the big things here, access constraints,
24 environmental impacts, impact on existing
25 infrastructure. So these were all -- you

1 know, some of the considerations that went
2 into this. And then not to mention, you
3 know, just improved safety of, you know,
4 working in a pit and low to the ground as
5 opposed to 150 feet in the air.

6 Just kind of give a few overview photos
7 and discuss some of the details you'll see in
8 the plans for launching. You know, the
9 girders were assembled in a launching pit and
10 pushed forward span by span similar to what
11 you see in some of these example photos.
12 Some of the components of this include a
13 jacking system. There's different ways to do
14 this -- it's been done a number of times in
15 the past -- and would encourage you to look
16 at, you know, how you're best suited to do
17 this. But, you know, basically it boils down
18 to two ways, pull it or push it.

19 So you see on the left there's a system
20 that was designed to pull the bridge from a
21 thrust block. What you'll see in our plans
22 is more similar to the right-hand photo,
23 which is a jacking system that pushes the
24 bridge along a rail.

25 Just a couple of snips from the plans

1 here. You see we use a very stiff launching
2 tail at the end of the girder. Push-behind
3 girders 2 and 5 along the rail system.

4 And so, you know, ultimately what's the
5 tail, what's the jacking system designed for?
6 Well, one is, you know, to maintain geometric
7 control of the bridge, you need to design it
8 to overcome friction and grade. And then you
9 know, one little asterisk in there is that,
10 you know, the design team and owner would
11 like the system to also have a way to be
12 retracted in the event of, you know, an
13 emergency. Some sort of -- you know, some
14 sort of failure of the launching system, you
15 want to be able to retract it back to where
16 you started.

17 So as the girders pass over the supports,
18 there's a roller system, you know, to allow
19 them to move over the supports. Again, a
20 number of ways to do this. We showed a way
21 in the plans, but you can see some -- you
22 know, some different systems that have been
23 used in the past here. You know, this system
24 has got to be designed for the girder
25 rotations that are experienced throughout the

1 launch, clear wheel path obviously. And then
2 looking at, you know, the pressure exerted on
3 the girder, you know, distributed support
4 versus a point support, and then also the
5 need for lateral guidance to again make sure
6 the bridge ends up in the right place and
7 traveling along the right path.

8 This is the detail that's in the plans,
9 is basically an articulated foam and roller
10 type system, somewhat similar to the photo on
11 the left. And the reason we selected this
12 system for our suggested design in the plans
13 is that, you know, it's capable of
14 accommodating a longitudinal grade and
15 rotations and everything through the pin
16 supports. And then the double foam and
17 roller articulated system there can also
18 accommodate, you know, the height transitions
19 as we've got the tapered plates at the peel
20 splices so it can accommodate that readily as
21 well.

22 Lateral guides are specified at the
23 substructures. You can see a snip from the
24 plans of the system that we designed. Again,
25 there's a number of ways to do this, but

1 basically, you know, in essence, geometric
2 control and wind loads are what this -- what
3 this is supporting.

4 In the lead span of the bridge, you'll
5 see a lot of bracing details. The center --
6 take advantage of my pointer here. The
7 center bay has permanent bracing in the
8 center bay. Everything that you see in the
9 lead span ahead of the launching kingpost is
10 temporary bracing and is to be removed. You
11 know, the reason that's there is to stiffen
12 the cantilever. As you're extending out from
13 one pier to the other that's over 300 feet
14 away, you don't want it waving in the wind
15 basically.

16 You know, the lead span obviously, as I
17 just mentioned, is going to have a long
18 cantilever so it needs to be designed for
19 deflection control and stress control,
20 basically to make sure it arrives at the next
21 pier, lands at that pier, and was not
22 overstressed along the way.

23 So the suggested design in the plans uses
24 a combination of two traditional approaches.
25 The first is the launching nose, which is the

1 tapered -- you know, tapered member at the
2 beginning of the lead span, which is, you
3 know, lighter than the bridge itself and also
4 tapered so that it will land at the next
5 roller with the girder being deflected. And
6 then we also use a kingpost -- kingpost and
7 stay system to control that to elevation as
8 well.

9 So both of those in combination gave us a
10 design that we could launch 300 to 340 feet
11 and still be able to land at the next pier
12 without having to, you know, overstiffen.
13 You know, basically create a much, much, much
14 stiffer girder than what you would actually
15 need for the final bridge design.

16 Just a couple more example photos here of
17 the launching nose and the kingpost and stay
18 system from some previous projects.

19 Once the bridge is completely launched
20 from one end to the other, there's a process
21 to remove the rollers and lower the bridge
22 onto bearings. The rollers are anticipated
23 to be taller than the pot bearings
24 themselves. So, you know, there needs to be
25 a process to jack the bridge, remove the

1 rollers, and then, you know, lower it to the
2 pot bearings without creating a large
3 differential between adjacent substructures
4 basically. So that, you know, if you're
5 2 feet higher than the bearings, you can't
6 just lower one bearing at a time and have a
7 very large differential deflection basically.

8 So just kind of some bullets about the
9 launching design criteria. You know, keep
10 the girder within the elastic stress range.
11 You know, we designed it and specified the
12 design for LRFD strength combinations.
13 5 percent friction is kind of the feedback
14 that we got from roller manufacturers about
15 what the design -- as the design friction for
16 resisting the launch forces.

17 Wind loading. Short-term wind loading
18 design is per that FHWA guide there,
19 structural Stability in Bridge Construction.
20 So during the launch process itself,
21 basically the notes are going to instruct you
22 not to do it during high winds. Once you've
23 actually landed at the next girder, obviously
24 you can't control what happens in between so
25 there's -- you know, that was designed for a

1 short duration -- you know, short duration
2 wind load per that manual. Launching is from
3 north to south.

4 And I just wanted -- I skipped over
5 there -- shear-axial moment interaction is
6 something you don't see typically in the
7 AASHTO bridge manual. That's a combination
8 of all three forces and you see that through
9 the launch process because the axial
10 forces -- there's an FHWA manual that's going
11 to govern that design.

12 And then CSX. It's like any CSX project,
13 23-foot vertical clearance and 1.5 safety
14 factor on, you know, anything that's crossing
15 over CSX's track.

16 I'm just pointing out where some of this
17 information can be found. You probably have
18 found a lot of it already. But suggested
19 launching sequence and details, you can see
20 the plan sheets there. Launching and
21 receiving pit details are in the plans.

22 Special provisions. There's special
23 provision for structural steel erection and a
24 special provision for structure monitoring
25 during incremental launching.

1 So again, to boil it down, what's
2 prescribed and what's not prescribed? So
3 what is prescribed is launching and not
4 conventional erection, I think there was
5 already a pretty big question to that effect.
6 What's prescribed is the permanent bridge
7 details -- the rear abutment to forward
8 abutment, the girder, et cetera, you know,
9 everything in between the abutments. Unless
10 your erection scheme requires that something
11 be modified in that design, which is a
12 possibility, in which case the contractor is
13 going to be responsible for increasing plate
14 sizes or, you know, whatever is necessary for
15 that to be accommodated.

16 What's a contractor design? The
17 launching equipment, the sequence, you know,
18 everything that is -- that's, you know,
19 traditionally considered a means and methods
20 item.

21 The structure monitoring. The minimum
22 requirements for structure monitoring are in
23 the special provision, that's -- that's on
24 the contractor to provide a qualified team to
25 do the structure monitoring and then to, you

1 know, propose what all the final details of
2 that look like based on the special
3 provision. And then any temporary
4 structures, you know, shoring walls,
5 temporary supports, et cetera -- and
6 structures for launching only, which would be
7 the tail, the nose, the kingpost, et cetera.
8 If it gets removed from the bridge, it's a
9 suggested design in the plans basically, and
10 the contractor is free to change those
11 details provided that they can provide an
12 acceptable design.

13 Structure monitoring. I'm not going to
14 read every single one of these bullets, but
15 basically the minimum requirements are you're
16 going to monitor -- basically monitor
17 deflections, monitoring critical stresses,
18 look at the pier deflections, make sure we're
19 not overstressing the pier as we're pushing
20 the bridge forward. So those are the -- you
21 know, those are kind of the key elements that
22 we're looking at. You know, independent firm
23 hired by the contractor with structure
24 monitoring experience is what we're looking
25 for. Provide continuous monitoring

1 throughout the launch. And then there are
2 some predetermined threshold values in the
3 special provision, but those can be refined
4 based on the processes that -- you know, that
5 are -- that the contractor chooses to
6 implement. And that independent monitoring
7 firm needs to have the ability to stop the
8 launch basically once those thresholds have
9 been reached.

10 I just want to point out a couple of
11 details that are a little bit unusual for
12 this bridge and just to bring your attention
13 to them. One is the hollow pier columns for
14 some of the taller piers. You know, not that
15 unusual, but I'm just pointing that out.

16 But the upper left, the variable haunches
17 and variable web depths, the reason that was
18 done is because we've got superelevation
19 transitions on the bridge, unfortunately,
20 thanks to the roadway criteria, but -- so
21 that was done basically to facilitate a
22 launchable profile. So we wanted to keep the
23 bottom core tangent that could be launched,
24 not have, you know, superelevations that were
25 not launchable. So all of the variation

1 happens in the web depth in the top flange in
2 the variable launches, so that's the reason
3 that that was done.

4 Then there's, you know, for Ohio, an
5 unusual expansion joint for the modular
6 expansion joint that places the joint over a
7 drain trough behind the back wall rather than
8 its traditional location in front of the back
9 wall. That's something we're trying for this
10 project for improved durability.

11 Demolition. We've got a couple of slides
12 about demolition. There's basically two
13 options. The first option is blasting. Just
14 some notes on that. As Matt mentioned,
15 3-hour closure window on Sunday morning for
16 blasting, a lot of advanced coordination with
17 ODOT on that. You know, just refer to the
18 notes on that. No blasting over the
19 railroad. And then the waterway, there's
20 instream restrictions for the waterway. So
21 if you are blasting and debris is falling in
22 the water and it's not between those dates,
23 then the waterway permit requires 72 hours
24 max to remove debris. You know, if you're
25 dropping bridge elements, you know, protect

1 North Street, protect utilities, and don't
2 damage things.

3 The water line on North Street, that
4 water line is very, very old, probably over
5 100 years old. That's required to be
6 replaced prior to bridge demolition, so
7 that's covered in the plan notes.

8 Option 2 is just, you know, conventional
9 deconstruction of the bridge. It requires
10 some temporary bents. There's a suggested
11 scheme in the plans. The contractor is free
12 to develop their own demolition scheme using
13 the second method, but, you know, we're
14 looking at the need for temporary bents for
15 the piece-by-piece disassembly.

16 And I want to have a good view of this
17 project from my office in Columbus so there's
18 a construction camera specified here, so
19 you'll see the notes for the contractor
20 required to provide the construction camera.
21 Remote and live viewing online is part of
22 that, and the interface managed by the
23 vendor, and then production of a time-lapse
24 video at the end of the project.

25 With that, I will turn it over to Cole

1 Marburger from Gannet Flemming to talk about
2 the foundations and geotechnical issues.

3 MR. MARBURGER: Thank you, Gary.

4 Good morning. I'm just going to give a
5 quick overview on some of the key
6 geotechnical aspects of the project.

7 First, be aware that -- and please review
8 the extensive SFE report, which includes all
9 info relating to the geophysical recon and
10 the 98 project borings.

11 A variety of rock is prevalent throughout
12 the project specifically at the rear abutment
13 and Piers 1 through 4. The soil was mostly
14 granular with an undocumented landfill near
15 Pier 5, which has already been discussed.

16 The rock -- the top of rock encountered
17 varies between northbound and southbound
18 bridges with Pier 1 being the largest
19 variation as you can see by the varying shaft
20 lengths in the planned elevation images here.
21 It is also anticipated that Pier 1 northbound
22 will require some rock excavation, and that
23 has been quantified accordingly.

24 As previously noted, there is an
25 undocumented landfill near southbound Pier 5.

1 For this reason, we've pursued the footings to
2 limit the excavation and extensive shoring
3 that a varied footing would require.

4 Sheeting and higher strength LSM will be
5 utilized to build a platform from the perch
6 footing. Additionally, thicker piles will be
7 utilized to account for the possibility of
8 future degradation due to potentially
9 corrosive landfill soils and materials.

10 And now I will turn it over to Matt
11 Steele to discuss some stakeholder
12 coordination.

13 MR. STEELE: Thank you.

14 Starting from the south side and working
15 north. When performing any site visits in
16 the next couple of weeks, you will notice
17 there are still some poles that need to be
18 relocated. They are currently out there
19 discussing them with the power and
20 communication companies. These will be
21 completed by July 1st.

22 Work our way to under the bridge. You
23 probably noticed the First Energy
24 transmission line. ODOT has discussed this
25 with the owner and there are multiple outages

1 shown in the plans in the utility note. You
2 must provide a one-year notification to the
3 owner so they can schedule it in their
4 system, and the contact is in the utility
5 note and his name is Ryan Grady. During your
6 scheduling work, if these do need to change,
7 you need to notify them immediately so they
8 can adjust their outages.

9 Under North Street, as previously said,
10 these aerial utilities have been relocated
11 underground on the south side of North
12 Street, and there is also water, sanitary
13 sewer, and a gas line.

14 The Akron water supply. The state's
15 highway contractor shall perform all work as
16 described and detailed in the plans and
17 contract documents. And the water line needs
18 to be relocated prior to demolition of the
19 bridge.

20 There is also work for the City of Akron
21 sewer. The state's highway contractor shall
22 perform all work as described and detailed in
23 the plan and contract documents.

24 For Access Road 8, you will still see
25 aerial lines to the entrance. These will be

1 relocated prior to July 1st of this year.

2 And Access Road 5A, or Harris Street, the
3 poles shown in the plans and aerial lines
4 have been removed at this time.

5 Working to the north side of the
6 abutment. There's still Ohio Edison aerial
7 lines over the pit; these will be removed and
8 relocated to the north of the pit by July 1st
9 of this year. Upon finalization, the utility
10 note will be revised and updated for a future
11 addendum.

12 Now I will turn this over to Laura Beese
13 to discuss the railroads.

14 MS. BESSE: Okay. So the next four
15 stakeholders I'm going to go over definitely
16 add levels of coordination for the project.

17 I'm going to start on the south side.
18 The first Track 1, as previously mentioned,
19 is the Akron Metro RTA rail line which is
20 abandoned and is now occupied by the Freedom
21 Trail, which is being leased by the Summit
22 Metro Parks. Track 2 and 3 are CSX with an
23 estimated 27 trains per day at 35 miles per
24 hour; these tracks will require flagging.
25 Tracks 4 and 5 and 6 and 7 are Wheeling and

1 Lake Erie with six trains per day between all
2 the tracks at 25 miles per hour; these tracks
3 will also require flagging.

4 Track 8 is an inactive portion of Metro
5 RTA and could be used by the Cuyahoga Scenic
6 Valley Railway in the future, but we don't
7 know of any plans of that, just be mindful
8 that we're not anticipating railroad flagging
9 for that set of tracks at this time.

10 Submittals to the railroads include, but
11 are not limited to, liability insurance, work
12 plans including general means and methods,
13 hoisting operations, demolition procedure,
14 erection procedure, temporary excavation and
15 shoring and track monitoring, and flagging.
16 And as previously stated, we're not allowed
17 to blast over the railroads.

18 Note the work within the construction
19 limits has been coordinated and approved.
20 Any work outside the construction limits
21 would take separate coordination, agreement,
22 and rights of entry.

23 Also, if you're planning to visit the
24 site, you should do so along the Freedom
25 Trail. If you want to access railroad

1 right-of-way, you do need a right of entry to
2 get onto their property to access the site.

3 Railroad submittals being done in a
4 timely manner are going to be a key component
5 to this project, so we want to make sure that
6 railroad submittals are done early to give
7 the railroads enough time for approval. And
8 then just please make sure you review the
9 railroad clauses for each railroad that's
10 included in the bid package and note the
11 minimum horizontal and vertical clearance
12 requirements for each of those railroads.

13 So moving on to -- the second stakeholder
14 is the paper plant that was previously
15 mentioned. I just want to highlight we did
16 get temporary right-of-way to access their
17 property, but there are commitments required
18 that are on Sheet 330 that basically limits
19 material and equipment delivery to off-peak
20 hours so daily workers can get in and out
21 while the paper plant is operating, but we're
22 trying to limit and make sure that we don't
23 impact their operations with our project as
24 much as we can.

25 The next stakeholder we did a lot of

1 coordination and worked closely with the
2 Akron School Bus Garage. Communication with
3 the bus garage through our project team is
4 going to be critical, that's a commitment we
5 made to them to again make sure that they can
6 operate. They do operate year-round so --
7 even during summer.

8 The east drive, that's kind of on the
9 bottom of the screen here, that has to remain
10 open at all times, but there are provisions
11 to close the west drive that's under the
12 bridge during certain times, and that's on --
13 in the plan on Sheets 18 and 512. We're also
14 widening that drive.

15 Just another thing to highlight is just
16 any advanced notice that can impact that bus
17 garage such as the North Street closure.
18 Early communication with our project team
19 again is going to be critical for keeping the
20 bus garage informed.

21 And then just the last stakeholder that
22 I'm going to review today is the City of
23 Akron. They own the traffic signals up at
24 Perkins that we are impacting with the
25 project, and then also just any road closures

1 especially down on North Street and then any
2 of those side roads that we may be impacting.

3 So just be aware and make sure that we
4 communicate and have advanced notice with
5 those stakeholders on all things that may
6 impact them throughout the duration of the
7 project.

8 So with that, I'm going to hand it over
9 to Sean and he's going to, I think, wrap this
10 up. He's going to hit some aesthetic stuff
11 and then go over questions.

12 MR. RIFFLE: Okay. Yeah, again, just to
13 wrap things up, just a couple of more slides.
14 I just wanted to show some of the aesthetic
15 features side by side with some of the plan
16 elements.

17 This is a view of the pier detail next to
18 our artistic rendering of what those
19 aesthetic details will look like. And just
20 want to note there is an aesthetic treatment
21 special provision with a requirement in there
22 for some hand staining to get the natural
23 stone pattern appearance on the bridge
24 elements.

25 This is the rendering of the plaza area

1 on the Freedom Trail next to the text
2 patterns that are located on the south
3 abutment underneath the monument feature
4 there.

5 And finally, the rendering of the lit
6 monument feature next to some of the planned
7 elements, nighttime view of the lit Akron
8 sign with color-changing lights on the
9 structural element next to the sign.

10 That's it. Open it up to questions.

11 MR. MYERS: It's anticipated for the --

12 THE NOTARY: I'm sorry. I can't hear
13 you.

14 MR. MYERS: My name is Mark Myers with
15 Ruhlin Company.

16 What's the anticipated restoration for
17 the haul roads?

18 MS. BEESE: I can answer that.

19 MR. RIFFLE: Yeah. I know there was a
20 pre-bid.

21 MS. BEESE: Yeah. So we got temporary
22 right-of-way for the haul roads so we're
23 going to want to try to restore those and see
24 those as best we can.

25 MR. MYERS: In particular, Haul Road 2

1 has the Ohio Canal structure on it. It was
2 cast and placed canal structure walls there
3 that look to be impacted greatly by Haul
4 Road 2. Are those anticipated to be rebuilt?

5 MS. BEESE: I wouldn't anticipate
6 rebuilding those, so we'll look into that.
7 If you want to submit a pre-bid question on
8 that, we can give you an official response.

9 MR. RIFFLE: Any other questions?

10 MR. LICITRI: This is Alex Licitri with
11 the Ruhlin Company.

12 Has -- is ODOT still holding the
13 141 million dollar budget on this?

14 Usually they've been updating them
15 lately, I just want to know what the current
16 budget is for the project.

17 MR. RIFFLE: Yeah, there's no changes in
18 the cost estimate to date. I don't know
19 if -- I don't think that's something we need
20 to --

21 MS. BEESE: Yeah, no. I mean, we looked
22 at inflation and -- yeah.

23 MR. RIFFLE: Any others?

24 Laura, I don't know if you had anything
25 else.

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MS. BEESE: No. I just want to make sure everybody signed the sign-in sheet, that's very important, I think I said that three times now.

Thank you for your interest in this project. And like I said, we'll keep answering pre-bid questions as we can.

Thank you for your time today.

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(The proceedings were concluded at 10:50 a.m.)

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