

November 9, 2022

State Route 8 Bridge Replacement Project in Akron

Construction Scheduled for Summer 2023

AKRON - The Ohio Department of Transportation (ODOT) is moving forward with a major project vital to Akron's transportation system. The State Route 8 Bridge Replacement Project (SUM-8-1.75, PID 91710) proposes to replace the existing 1,500-foot long, 180-foot high, blue-painted steel bridge carrying SR-8 over various railroads, North Street, and the Little Cuyahoga River. Two new side-by-side bridges will replace the one existing bridge. Construction of the \$150 million project is expected to start in Summer 2023 and end in 2028.

The existing bridge has three lanes in each direction. It was constructed in 1953 to provide a grade separation for the Akron Expressway (now SR-8) as it crossed over the Little Cuyahoga River, five railroad corridors, the Pennsylvania and Ohio Canal, and East North Street.

The new bridges will have four lanes in each direction to improve traffic flow. For SR-8 north, the northbound entrance ramp from Perkins Street will essentially be extended across the bridge to become the exit ramp for the Glenwood Avenue interchange.

For SR-8 south, the southbound entrance ramp from Glenwood Avenue will extend across the bridge to the exit ramp for the Perkins Street interchange.

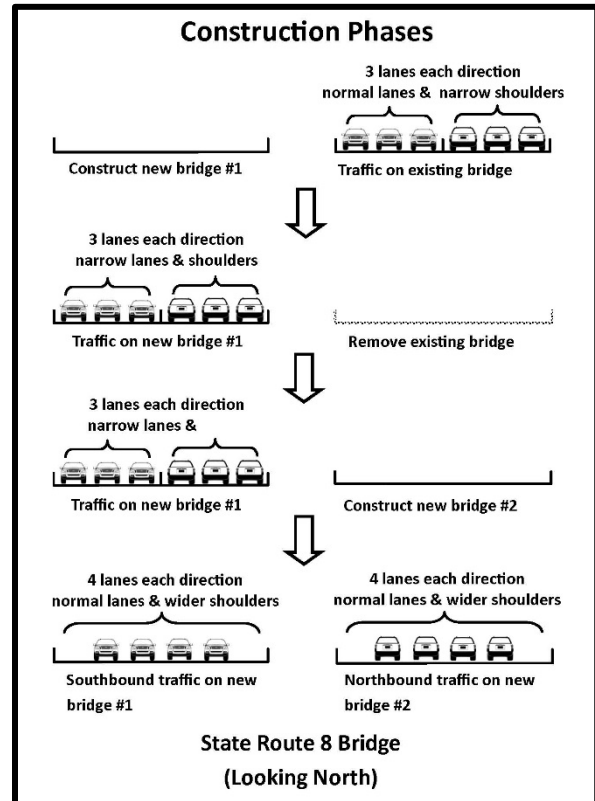


The replacement bridge construction plan procedures will require phased incremental launched installation of the structural steel framing system for the left and right bridges. Structural steel launching reduces the risks associated with valley accessibility and railroad coordination; traditional span-by-span "stick" building is prohibited. The structural steel framing system shall be field assembled in a launching pit constructed behind the forward abutment and launched in a span-by-span increments. Launching will require constructing

detailed launching pits, acquisition and installation of launching equipment, construction of abutments, piers, and any other construction needed to complete the project. The construction plans will include a suggested launching sequence, procedure, and equipment for the erection of the framing system.

The services of a registered professional engineer experienced in difficult steel erection procedures will be required to develop a detailed structural steel erection and launching sequence plan (DSSELS). The DSSELS will be required to include a three-dimensional finite element model to simulate the contractor's proposed bridge launching sequence and verify the design of the structural steel framing system, launching components and temporary bracing.

The Contractor shall also retain an Independent Monitoring Firm (IMF) responsible for the acquisition, installation, maintenance, and removal of a structure monitoring system. The structure monitoring system shall immediately report any key stresses, strains, geometry control, or other project measurable exceeding allowable tolerances during structural steel launching.



SR 8 traffic will continue to travel on the existing bridge while the first new bridge is built to the west. All six lanes of SR 8 traffic will then be shifted onto the new bridge. The existing SR 8 bridge will be removed, and the second new bridge will be constructed in the same location.

Interested bidders must attend a MANDATORY prebid meeting; date is forthcoming.