

Ohio Department of Transportation

MONTGOMERY IR-75 RECONSTRUCTION

PROJECT MANAGEMENT PLAN

For

MOT-75-12.10 (PID 22357) PE

MOT-75-13.11 (PID 75927) Phase 1A

MOT-75-11.01 (PID 77245) Phase 1B

MOT-75-12.00 (PID 77247) Phase 2

**Montgomery County
and City of Dayton, Ohio**

Ohio Department of Transportation
District 7
1001 St. Marys Avenue
Sidney, OH 45365





THE OHIO DEPARTMENT OF TRANSPORTATION
CENTRAL OFFICE, 1980 WEST BROAD STREET, COLUMBUS, OH 43223

Montgomery Interstate Route 75 Reconstruction Project Initial Management Plan


LETTER OF CERTIFICATION

The Ohio Department of Transportation (ODOT) and Federal Highway Administration (FHWA) have developed a comprehensive Management Plan for the Montgomery Interstate Route (IR) 75 Reconstruction Project in accordance with the requirements of Section 106, Title 23, and the Management Plan Guidance issued by the Federal Highway Administration. The plan provides detailed management processes and policies related to design, right of way and plan preparation, along with construction to complete a quality project within schedule, scope, and budget.

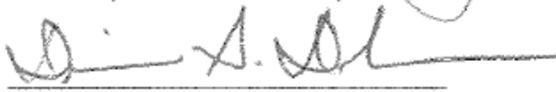
The data, processes and policies in the Management Plan provide an accurate accounting of realistic estimates and commitment to ensure the design, purchase of real estate, movement of utilities and ultimate physical highway construction, follows all pertaining laws and regulations and focuses on the completion of this major reconstruction project within scope, schedule and budget.

The Management Plan is a living document. ODOT and FHWA believe it provides an accurate basis upon which to design, schedule and construct the Montgomery IR 75 Reconstruction Project. ODOT and FHWA will review and update the Management Plan on an annual basis. In order to maximize our effectiveness in managing the project and meet project goals, the Project Management Plan will be continuously evaluated and revised as the project progresses.

To the best of our knowledge, the Management Plan as herein submitted, fairly and accurately presents our commitment to design and construct the Montgomery IR 75 Reconstruction Project. We believe that the assumptions which underlie the Management Plan are reasonable and appropriate. Further, ODOT and FHWA have made available all significant information relevant to the Management Plan. To the best of our knowledge, the documents and records supporting the assumptions are appropriate.


James G. Beasley, P.E., P.S.
Director
Ohio Department of Transportation

9/17/07
Date


Dennis Decker
Division Administrator
FHWA

9/17/07
Date



DOCUMENT HISTORY

Version	Issued	Comments
1	09/17/2007	Initial Document Approved by FHWA
2	12/12/2008	Annual Update coordinated with FHWA
3	12/23/2009	Annual Update coordinated with FHWA
4	12/22/2010	Annual Update coordinated with FHWA
5	12/20/2011	Annual Update coordinated with FHWA



WEB SITE LISTING

- North South Transportation Initiative (Section 1.0)
www.oki.org/transportation/northsouth.html
- Level 4 Categorical Exclusion Document (Section 1.0)
<http://www.dot.state.oh.us/districts/D07/Projects/Documents/MOT-75-12.10CE.pdf>
- Dodge Report (Section 5.0)
<http://fwdodge.com/>
- ODOT Project Development Process (Section 8.B)
<http://www.dot.state.oh.us/Divisions/Engineering/Production/pdp/Pages/pdp.aspx>
- Public Involvement Guide Manual (Section 8.B)
http://www.dot.state.oh.us/Divisions/Planning/Environment/NEPA_policy_issues/PUBLIC_INVOLVEMENT/Pages/MANUALSANDFORMS.aspx
- Dispute Resolution Process (Section 9.A)
http://www.dot.state.oh.us/Divisions/ConstructionMgt/SpecificationFiles/PN109_04182008_for_2005.PDF
- Dispute Resolution Flow Chart (Section 9.A)
[http://www.dot.state.oh.us/Divisions/ConstructionMgt/Specs and Notes for 2005/PN109 Flow Chart.pdf](http://www.dot.state.oh.us/Divisions/ConstructionMgt/Specs_and_Notes_for_2005/PN109_Flow_Chart.pdf)
- Dispute Review Board (Section 9.A)
[http://www.dot.state.oh.us/Divisions/ConstructionMgt/Specs and Notes for 2005/PN108_01202006_for_2005.PDF](http://www.dot.state.oh.us/Divisions/ConstructionMgt/Specs_and_Notes_for_2005/PN108_01202006_for_2005.PDF)
- CM&S Section 108.02 (Section 9.C)
<http://www.dot.state.oh.us/divisions/constructionmgt/onlinedocs/specifications/2005cms/100/108.htm>
- ODOT Proposal Note PN-107 (Section 9.C)
http://www.dot.state.oh.us/Divisions/ConstructionMgt/Specification%20Files/PN107_07162010%20for%202010.PDF
- Innovative Contracting Manual (Section 9.F)
<http://www.dot.state.oh.us/Divisions/ConstructionMgt/Admin/InnovativeContracting/InnovativeContractingManual04102006.pdf>
- Proposal Note 123 – Lump Sum Minus (Section 9.F)
[http://www.dot.state.oh.us/Divisions/ConstructionMgt/Specs and Notes for 2005/PN123_10192007_for_2005.pdf](http://www.dot.state.oh.us/Divisions/ConstructionMgt/Specs_and_Notes_for_2005/PN123_10192007_for_2005.pdf)
- Value Engineering Change Proposal (Section 9.G)
<http://portal.dot.state.oh.us/Groups/policies/Procedures/510-008%28SP%29.pdf>



Project Partnering (Section 9.I)

[http://www.dot.state.oh.us/policy/PoliciesandSOPs/Policies/510-003\(sp\).pdf](http://www.dot.state.oh.us/policy/PoliciesandSOPs/Policies/510-003(sp).pdf)

Change Order Policy (Section 9.J)

[http://www.dot.state.oh.us/Divisions/ConstructionMgt/OnlineDocs/Construction%20Policies/512-004\(P\)_09291998.pdf](http://www.dot.state.oh.us/Divisions/ConstructionMgt/OnlineDocs/Construction%20Policies/512-004(P)_09291998.pdf)

Contract Administration Manual (Section 9.J)

<http://www.dot.state.oh.us/divisions/prodmgt/consultant/consultdocs/contract%20administration%20manual.pdf>

Design Reference Resource Center (Section 10.0E)

<http://www.dot.state.oh.us/drrc/>

2005 State of Ohio Department of Transportation Construction and Material Specifications (Section 11.0)

<http://www.dot.state.oh.us/Divisions/ConstructionMgt/OnlineDocs/Pages/2005CMS.aspx>

2008 State of Ohio Department of Transportation Construction and Material Specifications (Section 11.0)

<http://www.dot.state.oh.us/Divisions/ConstructionMgt/OnlineDocs/Pages/2008OnlineSpecBook.aspx>

2010 State of Ohio Department of Transportation Construction and Material Specifications (Section 11.0)

<http://www.dot.state.oh.us/Divisions/ConstructionMgt/OnlineDocs/Pages/2010CMS.aspx>

Manual of Procedures for Construction Inspection 2006 (Section 11.0)

http://www.dot.state.oh.us/Divisions/ConstructionMgt/Admin/SpecBook and Manuals/Manuals/2006_MOP/2006_MOP_5.pdf

Manual of Procedures for Construction Inspection 2009 (Section 11.0)

<http://www.dot.state.oh.us/Divisions/ConstructionMgt/OnlineDocs/Pages/2009MOP.aspx>

Standardized Construction Manuals (Section 11.0)

<http://www.dot.state.oh.us/Divisions/ConstructionMgt/Admin/Pages/Manuals.aspx>

Office of Materials Management (Section 11.0)

<http://www.dot.state.oh.us/Divisions/ConstructionMgt/Materials/Pages/default.aspx>

Right of Way Manuals (Section 13.0)

<http://www.dot.state.oh.us/Divisions/Engineering/RealEstate/Pages/Manuals.aspx>

Lane Closure Policy (Section 15.A)

<http://plcm.dot.state.oh.us/>

Buckeye Traffic (Section 15.B)

<http://www.buckeyetraffic.org/>

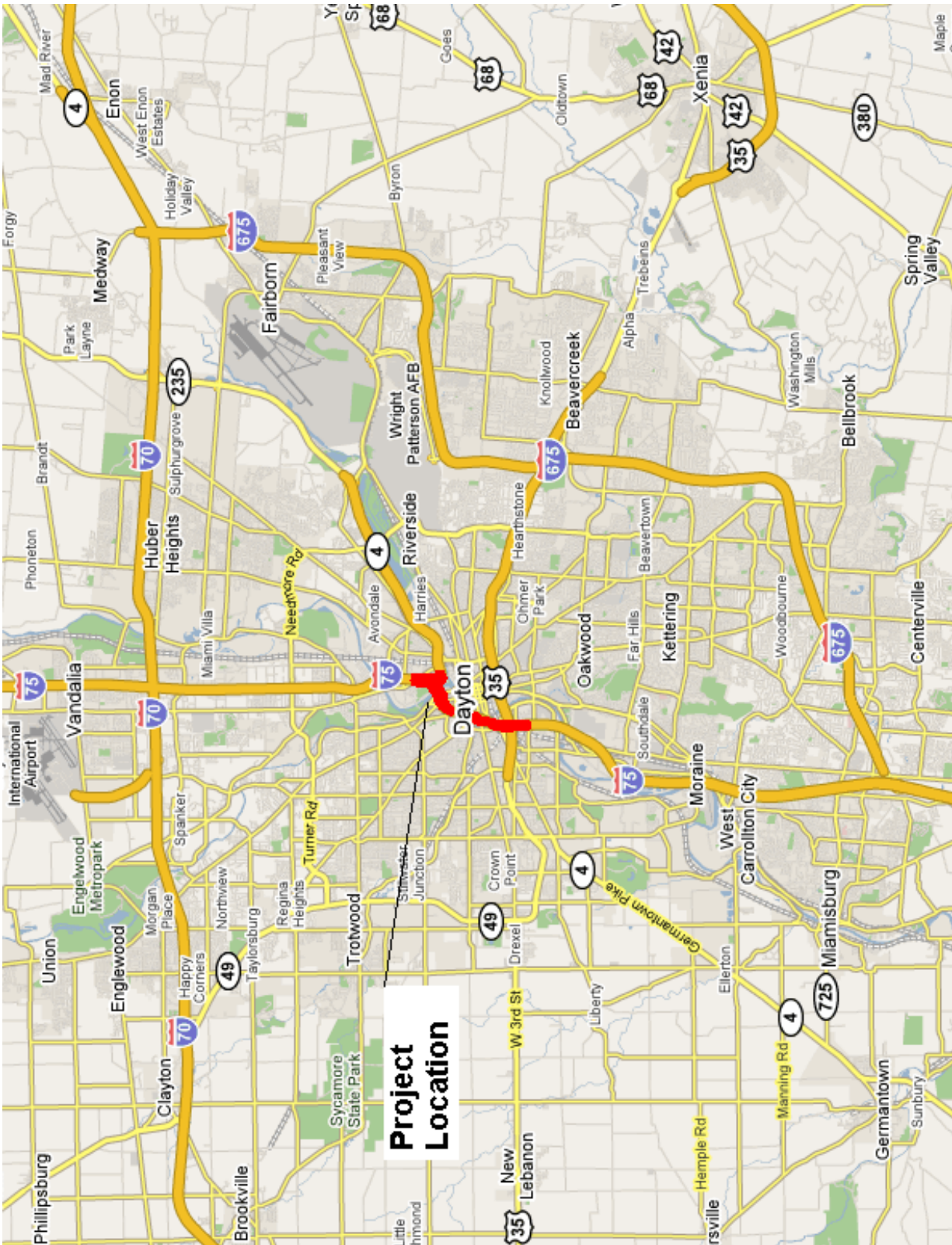


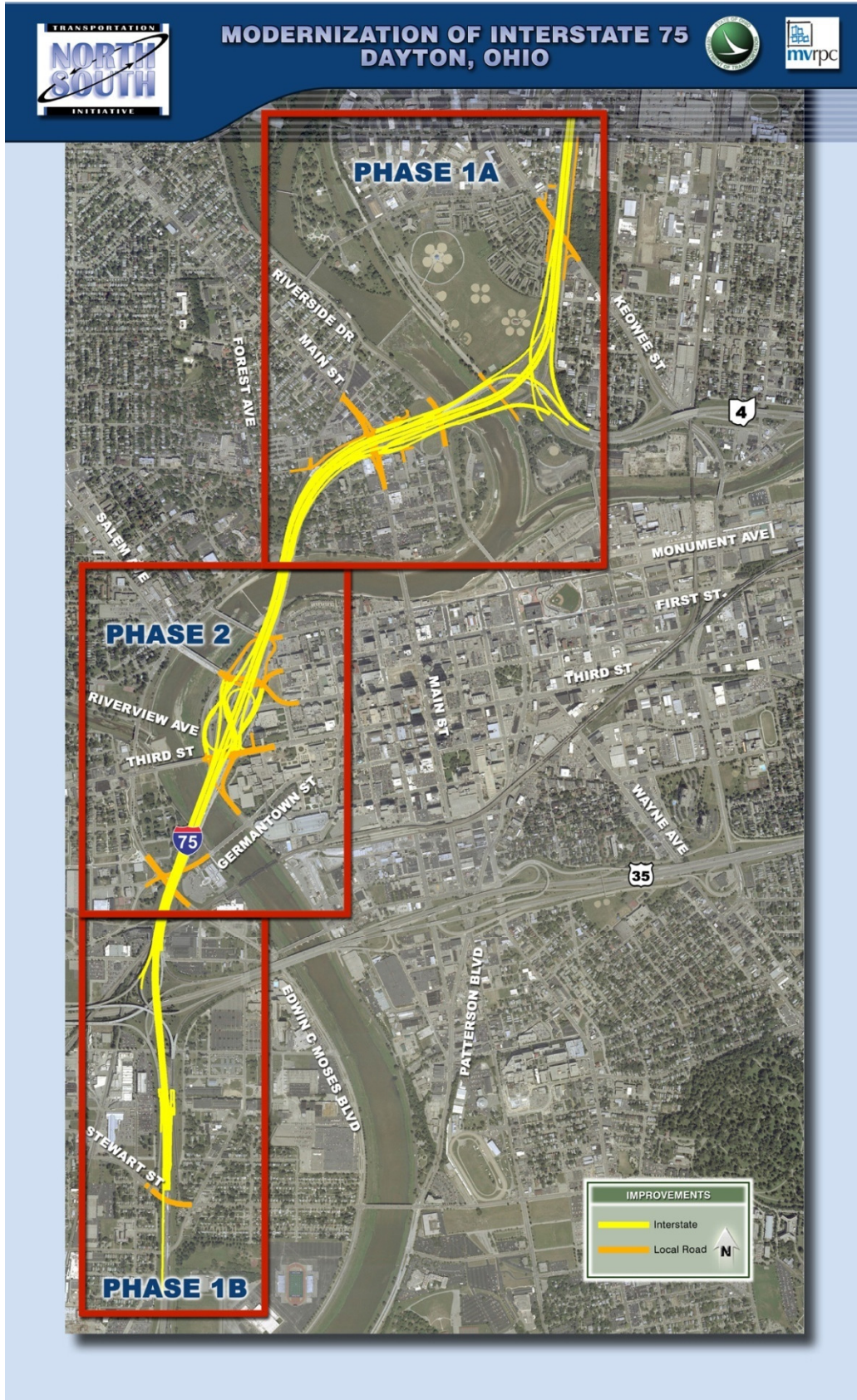
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1.0 Project Descriptions and Scope of Work

In 2000, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) undertook a major planning effort known as the [North South Transportation Initiative](#) (Initiative). As part of this Major Investment Study, the Interstate 75 (I-75) corridor from Northern Kentucky to Piqua, Ohio was studied to identify transportation issues and potential solutions related to safety, efficiency and reliability of the system.

In addition to the scope defined by the initiative, the MVRPC and ODOT requested a more detailed and focused study of improvement alternatives in the downtown Dayton area. The result was the *Dayton Subcorridor Feasibility Analysis* which focused on highway access to and through the downtown core. Three working groups (Technical, Economic Development, and Neighborhood/Public Involvement) provided guidance during the development of alternatives. The *Dayton Subcorridor Interchange Modification Report*, produced in January 2004 by Parsons Brinckerhoff Ohio, Inc., documents the findings of the subcorridor study and presented a preferred alternative-reconstruction of the existing alignment - for Federal Highway Administration (FHWA) approval. A [Level 4 Categorical Exclusion Document](#) produced by ODOT was approved by FHWA in September 2004. (This PMP includes only the base document without attachments).

This Project Management Plan (PMP) establishes the framework for administering the project from detail design through construction and project closure. It formulates the project's general management methodology and organization and provides guidelines for the orderly interaction of the multiple parties that are involved in the successful completion of the project. This PMP will be updated as needed throughout the life of the project.

The Reconstruction of Interstate 75 (I-75) is one of the highest priorities undertaken by the Ohio Department of Transportation (ODOT) and Miami Valley Regional Planning Commission (MVRPC). Collectively, both agencies have defined effective and feasible solutions to a section of this major corridor in the Dayton area that will meet the needs of the motoring public now and into the future. Extensive public involvement, including neighborhood groups, economic development members, and technical groups have been participants in selecting solutions for this project.

As the current interstate system exists through the Dayton area, it is heavily congested, confusing to motorists, and has a high accident rate. Several left-hand entrance and exit ramps are in this section along with ramp spacing that is not adequate. In addition, drivers are often confused because there is only one continuous lane through downtown Dayton. The North/South Transportation Initiative Study (NSTI) of I-75 resulted in identifying this location as an improvement project.



The current Average Daily Traffic at this location is 127,200 vehicles per day. The design (2025) Average Daily Traffic at this location is 148,500. Recent congestion and traffic crash data for the years 2003-2005 indicate the southern portion of the project area on I-75 ranks #41 in the State of Ohio with 413 crashes. The northern portion of the project area ranks #6 in the State of Ohio with 752 crashes. Overall, on I-75 through the Dayton area, congestion ranks #2 in the State of Ohio and has seen 3,084 crashes along 17 miles of I-75.

The conceptual line, grade, typical sections and geometrics resulting from the "IR-75 Dayton Subcorridor Study" provide the functional plans that serve as the framework for all three phases of the I-75/ Dayton reconstruction. These plans were accepted in January 2004.

This project consists of three reconstruction phases on I-75 in Dayton, Ohio. The NEPA Categorical Exclusion Level 4 document was approved in September 2004 under the following identifiers:

Preliminary Engineering: MOT-75-12.10, PID 22357

As described in more detail in the previous paragraphs, this project identifier covered the preliminary engineering in concert with the North South Transportation Initiative (NSTI) that was administered by OKI and MVRPC. The deliverables were the interchange modification study, NEPA decision, and functional plans for the Dayton Downtown Sub-Corridor which became the foundation for the project development for the three construction phases – 1A, 1B, and 2. The construction phases are described below.

**Phase 1A: MOT-75-13.11, PID 75927;
Award Date – October 4, 2007**

The scope of Phase 1A reconstruction limits are from Riverview Drive to Leo Street. There are eleven (11) bridges, 1.52 miles of urban interstate and 0.53 miles of local roads within the project limits. The following work is to be undertaken:

- Reconstruct the SR-4 (Dayton-Expressway) interchange to allow three continuous lanes of traffic on I-75 through this area.
- Improve the existing horizontal curve on northbound I-75 at SR-4 to a design speed of 60 MPH.
- Connections to and from I-75 and SR-4 are to be reconstructed to merge and diverge from the right.
- Widen Main Street (SR-48) and improve the entrance and exit ramps.
- Provide access to Main Street (SR-48) from southbound SR-4.
- Combine the Grand Avenue ramps with the improved Main Street (SR-48) ramps.
- Eliminate left-hand ramps and replace them with right hand exits and entrances.



- Consolidate local access to the interstate by closing the access points to Keowee, Leo, and Grand Streets and improving the Main Street interchange to I-75.

**Phase 1B: MOT-75-11.01, PID 77245;
Award Date – December 28, 2009**

This phase involves the reconstruction of the I-75 mainline through the US Route 35 interchange to provide three continuous through lanes in each direction of travel. ODOT intends to salvage as much of the existing infrastructure as possible and will not fully reconstruct the I-75/US-35 interchange on this project.

Construction of the third through lane along I-75 requires the closing of the half-diamond interchange at I-75 and Albany Street and reducing the paved shoulder widths in the US-35 interchange. The project scope makes provisions for the following major items of work:

- Closure of the northbound entrance ramp and the southbound exit ramp at Albany Street.
- Improvement of 1.21 miles of I-75 by adding an additional through lane in each direction.
- Replacement of the structures over Stewart Street, Albany Street, Washington Street, the CSX and Norfolk Southern railroads, Edwin C. Moses Boulevard and Germantown Street.
- Partial replacement of the structures over Cincinnati Street and over US-35.
- The removal of the bridge over the abandoned Conrail Railroad.

**Phase 2: MOT-75-12.00, PID 77247;
Award Date – August 30, 2012**

This phase of the project will reconstruct I-75 between the Phase 1A and Phase 1B projects from Fifth Street to Riverview Avenue. ODOT intends to consolidate ramps into a centrally located interchange that will serve the downtown Dayton area. Major items of work for this phase of the project are as follows:

- Removal of all left-hand entrance and exit ramps.
- Reduce direct freeway access to downtown and provide one entrance and exit ramp in each direction to and from I-75.
- Provide sufficient intersection capacity at First Street, Second Street, Third Street, Salem Avenue and Monument Avenue to accommodate off-system traffic.
- Construction of three continuous through travel lanes in each direction on I-75.
- Replacement and widening of two bridges over the Great Miami River at the north and south ends of the project.



2.0 Goals and Objectives

The goal of this project is the reconstruction of I-75 through realistic, effective, and economically sound resolutions to this outdated system.

Measures of Success

Schedule:

Goal - Meet interim & final completion dates

Measure - No delay of critical items that would extend the project into another construction year

Budget:

Goal - Deliver the project within \$595,000,000
(\$680,000,000 in version 1)

Measure - Allow acceptable increases not to exceed 5%

Quality:

Goal - Provide a quality product that produces a long lasting, modern transportation facility

Measure - The material incorporated into the project meets all specifications. ODOT will monitor all warranty material work.

Safety:

Goal - To improve safety for the long term and minimize work zone crashes during construction.

Measure – Maintain work zone accidents below state wide averages and no fatalities in the work zone.

Goal - Problem areas related to safety are handled expeditiously.

Measure – Initiate resolution action immediately upon notification.

Scope Control:

Goal – All proposed changes to project scope must be coordinated with the appropriate management level. Any changes above \$250,000 are reviewed by the executive Oversight Committee

Measure – Maintain total scope changes within 1%

Public Trust & Confidence:

Goal – Minimize and mitigate construction impacts to customers through construction staging and communication efforts (publish newsletters every two weeks, timely information to the public of traffic changes).

Measure – ODOT provides communication to the public one week prior to traffic impacts.

Federal Requirements:

Goal - Comply with all Federal requirements and State policies

Measure – No documented violations



3.0 Project Organizational Chart, Roles, and Responsibilities

The management of the project will consist of several levels. The **Plan Development Administration** is responsible for preliminary engineering through final design plan preparation and right of way acquisition.

The **Construction Project Administration** level will be directly involved with the everyday activities and decision making responsibilities of managing the construction projects. The Construction Project Administration will also coordinate technical issues with the appropriate specialists within ODOT or FHWA.

The **District Construction Administration** level will serve as support staff to the Project Administration team, providing guidance and direction as needed.

The **District Administration** level will review the progress and issues of the project. This team will be responsible for monitoring the project for changes in scope, and perform risk assessment.

The **Executive Oversight Committee** level will provide regional oversight for the project. Specific problems that will jeopardize the goals listed in Section 2.0, will require immediate notification of this committee. This committee will act as the final authority on major revisions that may need to be incorporated into the project.

The project issues will be escalated from the project level staff (Plan Development Administration and Construction Project Administration) when there is a change to the scope of the project, the cost of the project, or the schedule of the project. The level of escalation of the issue will depend on the magnitude and complexity of the change. The issue will be escalated to the Executive Oversight Committee when the goals established in Section 2.0 of this Project Management Plan are not able to be met.

Escalation of conflicts within the construction portions of the project will involve the Executive Oversight committee, and also if required, follow the Dispute Resolution Process outlined in Section 9.A.

<p style="text-align: center;">Plan Development Administration</p>
<p>Matt Parrill, P.E. – District Planning & Engineering Administrator</p>
<p>Sherry Wampler-Ley, P.E. – Project Manager Wayne Callahan – Right of Way Administrator</p>
<p style="text-align: center;">Construction Project Administration</p>
<p>Scott LeBlanc, P.E. – Project Manager Josh Bowman, P.E. – Project Engineer</p>



Jeff Price – Transportation Manager Joe Sapp – Transportation Engineer Todd Schafer – Transportation Engineer Scott Hootman – Engineering Clerk Highway Technician 4 Highway Technician 3 Highway Technician 2
District Construction Administration
David Ley, P.E. – District Construction Engineer Steven Kremer, P.E., P.S. – Assistant District Construction Engineer Gregory Collier, P.S. – Schedules and Claims Tom Rossman, P.E. – Materials Management Phil Stormer, P.E. – District Workzone Traffic Manager
District Administration
Randy Chevalley P.E., P.S. – District Deputy Director Matt Parrill, P.E. – District Planning & Engineering Administrator Scott Kasler, P.E. – District Highway Management Administrator
Executive Oversight Committee
Randy Chevalley, P.E., P.S. – District Deputy Director Megan Blackford O’Callaghan, P.E. – Deputy Director ODOT Construction Mark VonderEmbse, P.E. – FHWA Jennifer Townley – ODOT Major New Financial Coordinator Steve Finke, P.E. – Public Works Administrator, City of Dayton

Table showing onsite project management & staffing

Management & Staffing Matrix	Staff person	Function Needed to Reside On-Site (Yes/No)
Project Management Team		
<i>Project Management</i>		
ODOT Project Manager for Construction	Scott LeBlanc, P.E.	Yes
<i>Construction/Contract Administration</i>		
EEO/DBE/PW	Rhonda Voisard	No
Change Order Administrator	Mindy Pipke	No
Scheduling	Greg Collier, P.S.	No
Claims Administrator	Greg Collier, P.S.	No
Project Support Staff		
<i>Clerical</i>	Scott Hootman	Yes
<i>Utilities Coordinator</i>	Rosemary Donart	No
<i>Public Information Officer</i>	Mandi Abner	No



<i>Construction Technical Expertise</i>		
Foundations	Peter Narsavage, P.E.	No
Structural	Jim Weltner, P.E.	No
Geotechnical	Peter Narsavage, P.E.	No
Traffic Control/MOT	Dan Groh, P.E.	No
Pavement	Julie Miller, P.E.	No
Claims	Pam Clawson, P.E.	No
Legal	Thomas Pannett, P.E., Esq.	No
Hydraulics	Ron Trivisonno, P.E.	No
Electrical/Lighting	John Binns, P.E.	No
Painting	Scott LeBlanc, P.E.	No
<i>IT Support</i>		
<i>Designer Technical Expertise</i>		
Foundations	Yes	No
Structural	Lee Eilerman, P.E.	No
Geotechnical	Dan Grilliot, P.E.	No
Traffic Control/MOT	Phil Stormer, P.E.	No
Pavement	Tony Bensman	No
Claims	Greg Collier, P.S.	No
<i>Maintenance of Traffic Coordinator</i>		
<i>Safety Coordinator</i>		
<i>Railroad Coordinator</i>		
<i>Right of Way Coordinator</i>		
Materials Management Team		
<i>Materials Coordinator</i>		
<i>Materials Technical Support</i>		
<i>Quality Assurance</i>		
Asphalt Monitor	Dennis Gross	No
Concrete Monitor	Joey Garwood	No
Aggregate Coordinator	Patrick Petty	No
Field Staff		
<i>Engineering</i>		
Senior Project Engineer	Josh Bowman, P.E.	Yes
Project Engineers	Todd Schafer, Joe Sapp	Yes
<i>Technicians</i>		
Transportation Managers	Jeff Price	Yes
<i>Inspection</i>		
Soils & Foundations	Keith Harrison	Yes
Structural	Yes	Yes
Traffic Control/MOT	Yes	Yes
Pavement	Yes	Yes
Hydraulics	Yes	Yes
Electrical/Lighting	Yes	Yes
Painting	Blake Simpson	Yes
<i>Survey</i>		
Survey Staff	W. Scott Fultz, P.S.	No



4.0 Project Phases

Due to funding constraints, ODOT proposed that the improvements be phased over a period of twenty years. CH2M Hill, Inc. and Parsons Brinckerhoff, Inc. prepared conceptual plans showing line, grade and typical sections and a phasing strategy which separated the Dayton subcorridor improvements into three separate phases. Section 1.0 of the PMP document gives a breakdown for each phase. The reason the first two phases have been identified as 1A and 1B is once these two phases are completed, Interstate 75 will have three (3) continuous lanes of traffic through Dayton. This eliminates the two existing pinch points at United States Route 35 and State Route 4. These two locations were considered primary safety locations that needed to be addressed first. Phase 2, at times referred to as the island section between Great Miami River crossings, is between phases 1A and 1B. In Section 6.0, the included table shows milestones and costs of each phase.

Phase 1A: MOT-75-13.11, PID 75927; Project Status:

Kokosing Construction Company (KCC) completed its fourth and final full construction season at the end of 2011. Since the start of work in October 2007, KCC has completed all of the new alignment construction on the Interstate, ramps, and Main Street has been widened and replaced. There is punch list work to be done when the weather allows.

This project has had 1 formal dispute (coping) that was escalated to the DRB. The decision of the DRB was that ODOT pay for the additional coping at a cost of \$903,402.

There have been three VECP's on the project. They are:

Piling to replace the as designed 60" drilled shafts for pier 2 thru pier 7 with 14" cast in place reinforced concrete piles for MOT-75-1367W bridge spanning the Great Miami River, Riverside Drive, and Northbend Boulevard. This is covered under change orders 4 thru 6 with a savings of \$311,652.

Piling to replace the as designed 96" drilled shafts for piers 1 and 2 at MOT-75-1393 with 16" cast in place reinforced concrete piles. In addition this VE proposal also includes substituting the as designed 60" drilled shafts at MOT-75-1367 with 14" cast in place reinforced concrete piles at piers 3 thru 7. This is covered under change orders 10 thru 12 with a savings of \$528,764.

A proposal was accepted to Non-perform Soldier Pile Lagging wall number 1, by proposing at geometric revision to realign ramps E4 and E5. This is covered under change orders 58 thru 60 with a savings of \$338,895.



This project has an 8% DBE goal. To date, the contractor has met 7.2% of the DBE contract requirement. As the final quantities are finished, it is anticipated the 8% goal will be met.

Schedule: The construction schedule at this time shows a completion date of February 17, 2012, which is later than the original contract completion date of June 30, 2011. This is due to a light pole that was designed too short, and we required the contractor to order a pole of the correct height.

Budget: The original contract amount for the project was \$121,873,847. We have seen a net change of \$2,776,736, or 2.2% increase bringing the total to \$124,650,583. Progress payments in the amount of \$123,203,039 have been made to KCC representing approximately 99% of the current contract amount. At this time, \$3,100,000 in incentive payments have been made as of the end of the 2011 construction season.

Quality: There have been three items that have warranted deductions to the payments because of quality issues. They are:

A deduction in the amount of \$20,000 was assessed through change order 81 for MSE wall panels that were out of plumb on wall number 11. The wall was analyzed by Central Office to ensure its' structural stability and they deemed it structurally acceptable.

There have been a couple of asphalt deductions on the project that were addressed in change orders 53 (\$1,044) and 128 (\$1,996). After considering the facts, it was agreed that no element or intentional breach of contract is involved; the material is serving the intended purpose, and that the non-approved material may remain in place.

Safety: Our District Safety Review Team reported there have been no traffic fatalities on the project. In this past year, we have recorded accidents each month as listed below.

Dec 2010	1 accidents	June 2011	4 accidents
Jan 2011	1 accidents	July 2011	5 accidents
Feb 2011	0 accidents	Aug 2011	4 accidents
Mar 2011	8 accidents	Sept 2011	2 accidents
Apr 2011	3 accidents	Oct 2011	0 accidents
May 2011	6 accidents	Nov 2011	1 accidents



The project had a total of 35 crashes for the last 12 months. There were no fatalities reported. We did a before and after comparison for the crashes and the project and found that the crash rate for the 2002 - 2006 was averaged at 2.78 MVMT, and during the project 2010 - 2011 the crash rate is 0.22 MVMT. This is about a 2.65% decrease in crash rate. An increase of less than 5% is considered good. Furthermore, injury crash rate before 0.83 and after 0.80; which reflects a reduction in injury crashes. The average frequency before the project was 181 crashes/yr. The average frequency during the project is 160 crashes/yr. The ADT in the section prior to the project was 115,141. The ADT during the project is 94,975. Crash trends are at or below normal averages.

Scope Control: At the bridges over Leo Street, the approach slabs and backwalls were in poor condition and needed to be replaced. This work was added to the project scope by Change Orders 93, 116, 120 and 122 at a cost of \$183,616.

Adjoining this project on the north end was the Stanley Avenue project. The close proximity to each other required coordination of the Maintenance of Traffic for both. At the very beginning of Phase 1a, prior to the Stanley Avenue project selling, it was necessary to extend the MOT of Phase 1a to the north into that project as it sold late. This work was added by Change Order 3 at a cost of \$41,799.

Public Trust and Confidence: The contractor has complied with the contract requirements notifying the public through ODOT. We feel the lack of complaints received through our website and the overall positive press in regards to the project are indicators we have gained the trust of the public. The local MPO, MVRPC, has made available a survey on their website asking for comments on the overall impact the project had to the public. Several compliments about the overall progress and flow of traffic through the area have been received.

Federal Requirements: The project has met all Federal Requirements.

Phase 1B: MOT-75-11.01, PID 77245; Project Status:

This project was sold December 17, 2009 to the successful bidder, The Ruhlin Company. Work on the project began in March 2010 with the temporary widening of the existing northbound Interstate 75 roadway. This widening activity continued through the first full construction season allowing traffic to be switched to the northbound side in mid-September 2010. Southbound demolition began earlier than the plans required and is continuing through the winter.

The project has had no formal disputes to date.



There has been one VECP on the project. It is:

Eliminate the as per plan manhole D26A and replace it with a standard No. 3 manhole. This also included reroute some of the drainage pipes in the area. This is covered under change orders 12 thru 14 with a \$38,905 savings.

This project has a 7% DBE goal. To date, the contractor has met 3.4% of the DBE contract requirement.

Schedule: The construction schedule at this time shows a completion date of August 22, 2013, which is earlier than the extended contract completion date of September 9, 2013. The original completion date of the project was June 15, 2013. The completion date has been extended due to the extremely wet spring of 2011. The proposal note for this project included a clause that prevented the contractor from showing work in November of each year. This month was reserved by ODOT as a method of mitigating delays each year. With this note, utility delays during the first construction season were successfully mitigated to keep the project on schedule.

Budget: The original contract amount for the project was \$57,591,731. We have seen a net change of \$636,878 (\$209,602 of this was due to the single issue of maintaining lighting), or 1.1% increase bringing the total to \$58,228,609. Progress payments in the amount of \$35,927,462 have been made to The Ruhlin Company representing approximately 62% of the current contract amount. In September 2010 the contractor earned \$300,000 as the first incentive for the project. The second incentive of \$400,000 was pushed later in the year, and has not yet been earned.

Quality: No out of spec material has been left in place.

Safety: There was one fatal traffic accident on the project. In this past year, we have recorded accidents each month as listed below.

Dec 2010	7 accidents	June 2011	8 accidents
Jan 2011	4 accidents	July 2011	8 accidents
Feb 2011	5 accidents	Aug 2011	9 accidents
Mar 2011	7 accidents	Sept 2011	4 accidents
Apr 2011	16 accidents	Oct 2011	1 accident
May 2011	8 accidents	Nov 2011	0 accidents

The project had a total of 77 crashes for the last 12 months of the project. There was one fatality reported. So far during the project, the crash



frequency is higher than average of 64/yr (2005-2009). We will continue to monitor the crashes for the project.,

Scope Control: There has been no change to the scope of the contract.

Public Trust and Confidence: On site visits were made to many businesses and neighborhood groups to explain the work prior to construction starting. The contractor has complied with the contract requirements notifying the public through ODOT. We have gained the public trust by the lack of complaints received through our website and the positive press in regards to the project.

Federal Requirements: The project has met all Federal Requirements.

Phase 2: MOT-75-12.00, PID 77247; Project Status:

As of November 2011, the Stage 3 plans were submitted by the consultant on schedule. A review meeting was held November 29, 2011. HNTB received most of the comments at this time. They are waiting on the City of Dayton's comments and the District's structure comments.

Final R/W plans have been submitted and acquisition of the parcels has begun on this project.

Specific to the PMP Section 2.0 GOALS AND OBJECTIVES and our MEASURES OF SUCCESS we report the following:

Schedule: The design of this phase is proceeding per the revised schedule and the award of the construction contract remains tentatively scheduled for August, 2012.

Budget: The estimated project cost is \$269 million (total cost including construction engineering) and is a decrease of \$11 million from the last Financial Plan Report. This decrease is due to a new construction estimate along with updated design fees. The Department's funding approvals for this project being via the State's (TRAC) Transportation Review Advisory Council has moved the construction allocation from two separate fiscal years to one year, FY 2013, and it remains as a Tier I project. The Design fees are at \$18.4 million with a 260,000 +/- modification under review.

Quality: No known quality concerns at this time.

Safety: This phase is still in design. All field work is being completed with required safety measures in place.



Scope Control: Two scope issues were resolved with Modification #3 for the amount of \$313,236. They were an Aesthetics' Workbook and the Retaining Walls at Ramp C4 and Maxwell Drive. This year, there are another two scope issues that are being discussed as contract modifications. They are the realignment of C1 Street and the revision to the structure plans to incorporate the final aesthetic plan.

Public Trust and Confidence: As for all phases of the Montgomery I-75 Reconstruction project, ODOT continues to update its website with current information for Phase 2 as it becomes available.

Federal Requirements: There have been no documented violations of Federal requirements or State policies during this reporting period. Per our Environmental Document 4(f) mitigative monitoring, the tennis courts are to remain in their present location and will be realigned and resurfaced as part of this project.

In addition to the three major construction projects, the following associated projects have been completed.

**MOT-Kettering Fields; PID 79222;
Awarded Nov 2, 2005**

Due to the need to construct a new ramp from southbound I-75 to Main Street (State Route 48) and northbound State Route 4, a strip of land was acquired from the City of Dayton Parks Department that was occupied by two baseball diamonds. ODOT retained Woolpert Consultants of Dayton to design lighting for the remaining ball fields in the park to allow for nighttime play. This action was specified in the Environmental Document as an environmental mitigation. The City of Dayton contracted with Bansal Construction, Inc. to install the lighting. This project is complete.

**MOT-IR75/SR48 Demo; PID 81817;
Awarded June 8, 2007**

This project is to remove building structures prior to the construction of the major projects and includes asbestos removal of buildings. The project was awarded to Charles Jurgens Construction, Inc. and is complete.

**MOT-ITS Early Deployment; PID 82712;
Award Date October 4, 2007**

This project installed Dynamic Message Signs, Camera's and Highway Advisory Radios to provide advanced information to the public in general and specifically the traveling public. Although this project is for the long term and is part of the overall Intelligent Transportation System Architecture developed by FHWA, ODOT, Clark County Springfield Transportation Committee and Miami Valley Regional Planning



Commission, this project will be useful during the construction of projects in the area, including those specifically identified in this PMP.

Construction of this project was completed in 2008. The system has been in operation during 2009 and continues to provide travel times on the Dynamic Message Signs and Highway Advisory Radios as default messages. ODOT has used this system to assist with both incident management and special construction messages during construction of the Phase 1A portion of the project.

5.0 Procurement and Contract Management

Construction contract limits for Phases 1A, 1B, and 2 were selected based primarily on geographic conditions associated with the multiple crossings of the Great Miami River. The river crossings serve as nodes with the sections of I-75 as manageable links within the contexts of community impacts and constructability. The contracts will be administered in accordance with ODOT's standard procedures to include how the contractor's performance will be documented, payments scheduled, claims administered, records managed, and the contract closed out. See Section 9.0 of this document for further details.

Project schedules, specifically the award dates and construction timelines, have been and will continue to be reviewed with the City of Dayton and Montgomery County Engineering staffs to eliminate and/or coordinate other projects in the area. Each project phase will be advertised for a period of not less than 12 weeks. The advertising will consist of a notice posted on ODOT's web-site listing a description of the project, the pre-bid meeting date, (if applicable), time and location, directions for ordering bid documents, and the sale date. The pre-bid meeting for Phase 1A was held August 9, 2007 and included out of state bidders. Furthermore, three weeks prior to the sale date, the Office of Contracts will advertise the project in the Dayton Daily News. The entire set of bid documents will also be posted on the ODOT web-site. ODOT's normal process for informing out of state potential bidders of ODOT projects includes listing these projects in the [Dodge Report](#) which is a nationally published document. The set includes the proposal, any addenda issued, specifications, supplemental specifications, special provisions, general and detailed plans, plan notes, standard construction drawings identified in the plans, contractor notices, and any other document designated by the Department as a bid document.

On-line bids will be accepted by BidX.com through the time of the letting. The bids will be uploaded on the sale date and immediately posted on the ODOT web-site. Approximately one week after the sale date, the Department's Director and members of his staff (the Award Committee) will meet to decide on awarding the project. During that same week, the Offices of Estimating and Contracts will review the submitted bids to determine if any irregularities exist. The results of each office's findings, along with comments from the ODOT



District personnel, will be submitted to the Award Committee for consideration.

If the project's lowest responsive and responsible bid is within an awardable range, then the Award Committee, after receiving concurrence from FHWA, may decide to award the project. If the project is awarded, a contract will be issued to the awarded bidder within one day of the decision. The contract should be signed and returned to the Department within 10 days of receipt by the contractor. The Department will encumber the funds and execute the contract. A copy of the contract will be sent to the district and the project's pre-construction meeting will be scheduled.

Post construction meetings and contractor ratings C-85 procedures are discussed in Section 18.0 of this Project Management Plan.

6.0 Cost Budget and Schedule

Details for project costs are broken down into major elements and can be found in the Project Financial Plan included in [Appendix A](#) of this Project Management Plan (PMP). Pre-award activities such as preliminary and detailed design, along with right of way project costs are reviewed and updated in Ellis following review from our Major New Financial Coordinator (Jennifer Townley). Post award cost controls are reviewed at the District Update meetings and further explained in Section 7.B.2 of this PMP.

This PMP covers projects that have funding approved by the Transportation Review Advisory Council (TRAC). The Financial Plan, which was approved by FHWA in July 2007, will be updated annually.

As key project milestones are reached, we have a cost estimate and schedule assessment review. The consultant will submit, and the District, along with FHWA, will review. In addition, to this review, Central office is involved in an independent review and validation of the submittal by persons as listed:

Cost and Schedule	Central Office Review
Engineering	Office of Contracts (Jim Prosch)
Real Estate	Office of Real Estate (Jim Viau)
Construction	Office of Estimating (Jeff Hisem) Construction Administration (Gary Angles)



Below is a table of the proposed, and existing, project start & finish milestone dates along with costs for each section of work:

	DESIGN		RIGHT OF WAY & UTILITIES		CONSTRUCTION <i>* Includes C.E. costs</i>	
	Begin	End	Begin	End	Begin	End
PID 22357 MOT-75-12.10 Preliminary study	5/16/2001 (5/16/2001)	1/15/2004 (1/15/2004)	N/A	N/A	N/A	N/A
	\$1,749,242 (\$1,749,242)		N/A		N/A	
PID 79222 MOT-Kettering Fields	2/2/2004 (2/2/2004)	7/12/2005 (7/12/2005)	N/A	N/A	Begin 11/2/2005 (11/2/2005)	End 6/1/2006 (6/1/2006)
	\$20,794 (\$20,794)		N/A		\$482,375 (\$482,375)	
PID 81817 MOT-75/48 Demo	9/22/2006 (9/22/2006)	12/4/2006 (12/4/2006)	Begin 2/23/2005 (2/23/2005)	End 9/22/2006 (9/22/2006)	Begin 8/13/2007 (8/13/2007)	End 9/30/2007 (9/30/2007)
	\$0 (\$0)		\$0 (\$0)		\$878,373 (\$878,373)	
*PID 75927 MOT-75-13.11 Phase 1A	2/2/2004 (2/2/2004)	2/26/2007 (2/26/2007)	Begin 2/23/2005 (2/23/2005)	End 4/2/2007 (4/2/2007)	Begin 10/19/2007 (10/19/07)	End 9/27/2011 (10/22/2011)
	\$12,236,634 (\$12,236,634)		\$10,378,936 (\$10,378,936)		\$136,153,133 (\$136,153,133)	
PID 82712 MOT-ITS-EDP	4/3/2007 (4/3/2007)	7/2/2007 (7/2/2007)	N/A	N/A	Begin 10/4/2007 (10/4/2007)	End 11/1/2008 (11/1/2008)
	\$219,038 (\$219,038)		N/A		\$1,955,217 (\$1,955,217)	
*PID 77245 MOT-75-11.01 Phase 1B	4/18/2005 (4/18/2005)	6/17/09 (6/17/09)	Begin 2/13/2007 (2/13/2007)	End 6/29/2009 (3/20/2009)	Begin 1/1/2010 (1/1/2010)	End 9/9/2013 (11/1/2012)
	\$5,676,045 (\$5,676,045)		\$1,502,303 (\$1,062,395)		\$63,472,605 (\$63,472,605)	
*PID 77247 MOT-75-12.00 Phase 2	6/30/2006 (6/30/2006)	12/13/2011 (7/5/2010)	Begin 9/13/2010 (2/23/2009)	End 1/20/2012 (6/7/2010)	Begin 10/1/2012 (11/1/2012)	End 11/1/2015 (11/1/2015)
	\$18,480,118 (\$18,162,736)		\$2,025,300 (\$2,001,000)		\$248,033,592 (\$259,403,537)	

***Bold represents major construction projects.**

Note: Figures in parenthesis are the values from the previous update.

The \$539 million that is needed to complete the Montgomery IR-75 Reconstruction Project will be financed with a combination of federal and state funds. ODOT has received a commitment for all funds.

7.0 Project Reporting and Tracking

The Ohio Department of Transportation uses its' own proprietary software, Ellis, to track projects through preliminary engineering, detailed design, plan file, sale, and award. Major milestones, funding, funding sources, work category, etc. are all tracked inside of Ellis.

At time of construction, ODOT will use their proprietary software, Construction



Management System (CMS), to track and monitor the construction phase of the work. This program monitors all construction milestones (Sale, award, extensions, completion, etc.), financial funding and encumbrances, pay estimates, material approvals, daily diary comments, etc.

For the later phases of this project (Phase 1B and Phase 2), ODOT will use their new Construction Management software, SiteManager to track and monitor the construction phase of the work. As CMS did, this program monitors all construction milestones (sale, award, extensions, completion, etc), financial funding and encumbrances, pay estimates, material approvals, daily diary comments, etc.

All of these programs are databases from which reports can be generated using existing standard queries, or custom queries for specific information. Information obtained from those reports is the basis for the regular project reporting, described in the following sections.

ODOT will follow two distinct reporting processes for each phase of the I-75 reconstruction. The first (as detailed in Section 7.A) is for phases which are still in the design stages and have yet to be awarded to a contractor (pre-award). At this time, all three phases are classified as pre-award. The second process (as detailed in Section 7.B) is for phases which are currently under construction contract (post-award). Every two months a comprehensive Executive Summary report will be completed and submitted to FHWA that combines both design and construction updates into one document. This executive summary will focus on the goals and objectives as stated in Section 2.0 of this PMP. This comprehensive report will address Project Activities & Deliverables, Action Items/Outstanding Issues, Project Schedule, Project Cost, and Project Quality, with the inclusion of minutes from all meetings that have been completed during the reporting period. This will include any meetings of the teams identified in Section 3.0 along with meetings more fully described later in this Section.

7.A Pre-Award Reporting and Tracking

ODOT conducts two basic meetings for phases in pre-award status, as needed – Monthly Progress meetings and Major Project Video Conferences.

7.A.1 Progress Meetings

Progress meetings are conducted as needed. The ODOT Project Manager the design consultant, representatives from local governmental agencies, FHWA and ODOT departments (District and Central Office) are the attended audience. The meetings are conducted by the design consultant.

The objective of these meetings is to give the participants an update on the current status of the design, with an emphasis on



scope, schedule and budget. Topics include, but are not limited to:

- Work beyond current scope
- Status of pending contract modifications
- Percentage of design work completed
- Schedule of design submissions
- Right of way acquisition status
- Current cost estimates for construction and right of way
- Related contract status
- Upcoming work and deliverables
- Disposition of action items from previous meetings
- Media or Congressional inquiries

Additionally, the meeting is an opportunity to resolve technical problems and questions that arose during the preceding month. Opportunities are afforded to all participants to ask questions or express concerns. When significant issues arise the Executive Oversight Committee is notified immediately.

7.A.2 Major Project Video Conferences

As needed, a Major Project Video Conference is held between ODOT Central Office and District to discuss major project status. Senior management from the following ODOT divisions and departments usually attend these meetings:

-
- Division of Highway Operations
- Division of Production Management
- District 7 Deputy Director
-
- District 7 Planning and Engineering Administration
- Design Consultants

Additionally, specialists such as the District 7 Design Engineer and the District Real Estate Administrator are routinely in attendance and additional personnel with specialized knowledge may be invited as needed. FHWA is also represented.

These meetings accomplish two objectives. First, the District updates ODOT Leadership with the latest scope, schedule and budget issues for each phase. Second, this meeting also allows the District to draw upon Central Office expertise and assistance with issues that require senior leadership involvement and coordinated solutions.

The ODOT Project Manager for each phase establishes, prepares and distributes the agenda to all participants prior to the meeting.



Action items are assigned and recorded and dispositions for action items from previous meetings are reviewed.

7.B Post-Award Reporting and Tracking

With the award of a construction contract, ODOT will conduct three regularly scheduled meetings to facilitate reporting and tracking through phase completion.

7.B.1 Progress Meetings

Progress meetings will be conducted monthly while each phase is under construction. The meetings will be held at the construction field office in close proximity to the work.

All project stakeholders that have direct involvement or interest will be invited to attend and participate in these meetings. These stakeholders include, but are not limited to the following:

- ODOT Project Management
- ODOT District Construction Personnel
- ODOT Central Office Construction Personnel
- ODOT District Public Information
- Contractor Project personnel
- FHWA
- City of Dayton Public Works
- City of Dayton Police Department
- Montgomery County Sheriff
- Montgomery County Engineer
- Miami Conservancy District
- Five Rivers MetroParks
- Ohio State Highway Patrol
- Utility Companies

The list of invited stakeholders will be adjusted as required as construction progresses.

The purpose of these meetings is to update all attendees on construction progress and address problems in a proactive manner. Additionally, work planned for the next two week period is discussed. The following items are examples of topics that will be discussed in detail at each meeting:

- Right of Way (acquisition status)
- Utilities (relocations, interference)
- Materials (sampling, testing and approvals)
- Maintenance of Traffic (work zones) / safety
- Environmental compliance



-
- Quality issues
 - CPM schedule
 - Interference and delays
 - Changed conditions
 - Estimate status
 - Change orders
 - EEO
 - Requests for Information (RFI) status
 - Federal requirements

Issues brought forth in these meetings will be documented in the meeting minutes and assigned to a responsible person for resolution as an action item. All resolution responses will be in writing, and assigned action items will be reviewed in subsequent meetings. Many of the issues and resolutions discussed in the meetings will also be topics in the monthly District Update meetings described in the following section. When significant issues arise the Executive Oversight Committee is notified immediately.

7.B.2 District Update Meetings

The ODOT Project Manager will produce a written monthly update and hold a meeting every month to brief the following personnel:

- District Deputy Director
- Highway Management Administrator
- Planning and Engineering Administrator
- Construction Engineer
- Design Engineer
- Project Manager
- Public Information Officer
- FHWA
- City of Dayton

The focus of this meeting will be on scope, schedule and budget issues. At a minimum, the Project Manager will summarize the status of the following elements:

- Cost (original contract amount, current contract amount, payments to date, overruns)
- Schedule (original completion date, current completion date, added days to the contract, work in progress, upcoming work, delays)
- Pending change orders
- Potential change orders
- Quality issues
- Claims
- Staffing levels



- Media or Congressional inquiries
- Security & safety concerns

These meetings accomplish two objectives. First, the Project Manager updates District executive management with the latest scope, schedule and budget issues for each phase. Second, this meeting also allows the Project Manager to draw upon District expertise and assistance with issues that require senior leadership involvement and coordinated solutions.

The ODOT Project Manager for each phase establishes, prepares and distributes the agenda to all participants prior to the meeting.

7.B.3 Executive Oversight Committee Briefing

The Executive Oversight Committee (see Section 3.0) will be updated via the Executive Summary report and the District update report by the ODOT Project Managers.

Should project events dictate the need for Executive Oversight Committee involvement, the committee may be called together for a special meeting to address major issues in a timely manner.

8.0 Internal and Stakeholder Communications

ODOT recognizes that timely, clear, and efficient communications are essential to the success of each phase of the I-75 reconstruction project. This section discusses formal and informal communication processes between internal project team members and stakeholders who maintain an interest in the successful completion of each phase of the project. This process applies to both pre-award and post award phases of the projects.

8.A Internal Communications

Internal project team members include ODOT personnel and its design Consultants, service providers, and construction contractors. These entities are responsible for the day-to-day management and delivery of each completed phase of the project. For informal communication purposes, internal team members rely heavily on the usual tools of daily business communications including telephone, email, facsimile, media advisory notices, newsletters, and internal office memorandums for routine information sharing. Electronic methods such as web based file sharing and attachments to emails are used to the maximum possible extent in the interest of saving time. Internal team members conduct meetings on an “as needed” basis and may include any personnel with the knowledge or expertise needed to address a particular topic under discussion. These meetings are conducted on a face-to-face basis or by the use of video or telephone conferencing to save time and travel.



Formal communications among internal team members include attendance and participation in the meetings, conferences, and briefings described in Sections 7.A and 7.B of this document. Additionally, communications pertaining to subjects that require documentation include internal office memorandums, letters and technical reports. The Project Manager maintains a file that contains copies of these documents.

8.B Stakeholder Communications

For the purposes of this section, Stakeholders are defined as individuals, groups, or agencies that are affected or have an interest in the outcomes of each phase of the I-75 reconstruction project and exclude the internal project team members described in the preceding section.

State and federal regulations specify agencies, populations or groups who must be included in public involvement activities during planning, project development and delivery. The [ODOT Project Development Process \(PDP\)](#) for major projects prescribes when to engage stakeholders and the level of public involvement required at each step of project development.

ODOT will meet or surpass minimum public involvement requirements for all phases of the I-75 reconstruction project. All three phases of the I-75 reconstruction project followed the PDP with respect to involvement.

The [Public Involvement Plan](#) produced in conjunction with the NSTI is shown in [Appendix B](#). Public involvement activities relative to the NSTI are documented in the Categorical Exclusion Level 4 document and in Appendix A of the [North South Transportation Initiative Technical Report](#).

ODOT has developed a [Public Involvement Guide Manual](#) for conducting Stakeholder involvement for its projects. This manual is used as guidance during project development.

Post Award communications are detailed further in Section 16.0 of this PMP. Formal Stakeholder communications on a large scale are conducted via public meetings, public hearings, neighborhood meetings, media outlets (radio, television, newspaper, etc.) and open houses. One-on-one or small scale communications may involve documented meetings or written correspondence. Informal communications utilize methods similar to those used by internal project team members for daily communications: telephone, email, meetings, etc. ODOT makes every effort to address Stakeholder issues as quickly as possible.



9.0 Project Management Controls

As with any project, communication and resource allocation is a key to informing stakeholders of issues and project progress. The management and communication of information and resources, particularly human resources, is paramount to resolving potential conflicts in a timely manner. The following sections highlight important and critical management control topics that provide information and the tools to the various functional teams to properly evaluate issues and make decisions. The goal is to keep the project within cost, scope and schedule.

9.A Risk Management Plan

The [Project Development Process](#) (PDP) is a 14 step project management and decision-making process which begins just after project selection and ends with the completion of construction. The PDP was created as a means to reduce risk by improving communication within the various disciplines while developing and constructing each project. The PDP encourages a seamless transition between project development phases while providing effective and efficient project management. Additionally, it encourages open communications and results in informed decisions during all stages of project development. Briefly, the benefits provided are as follows:

- Improved communications for all stakeholders and disciplines
- Control of scope, schedule and budget
- Early collection and documentation of available information
- Eliminates duplication of work
- Provides a smooth transition between development phases
- Reduces project development time
- Produces well informed decisions and the best solutions
- Delivers quality plans
- Minimizes cost overruns

The PDP allows ODOT to identify, estimate, and control risk in a continuous and ongoing manner from the beginning of project development through construction. Through early identification of potential “red flag” issues, ODOT can direct its resources in an effort to develop efficient and effective solutions. The PDP requires early and ongoing communication between disciplines allowing for informed decisions based on all available information. Project decisions are documented and subject to repeated review during development to insure solutions remain applicable based on the most current information.

ODOT will use the tracking and reporting procedures described in Section 7.0 as a means to identify risk for the I-75 Reconstruction project.



During construction, the process to resolve issues, make early decisions, and to minimize risk is the [Dispute Resolution Process](#). As issues cannot be resolved, issues will be escalated, as shown in the [Dispute Resolution Flow Chart](#), to the [Dispute Review Board \(Proposal Note PN-108\)](#) during the construction phases of the project. This ODOT and Contractor selected board, will monitor issues as reported to them by the project, management, and administration teams during the construction process. Use of the Dispute Resolution Process, and Dispute Review Board reduces claims and saves time.

A successful effort ODOT has employed on other projects is “on-going” design services (geo-tech, plans, etc.) to allow quick responses to issues. By retaining the design firm through the construction phase, this provides a seamless method of resolving design questions for the project.

The Critical Path Schedule will be analyzed each month and used to mitigate delays. This process allows “what-if” scenarios to be performed thereby providing a reasonable solution to project issues that may affect the project duration.

Several areas of risk have been identified for this project such as unanticipated environmental discoveries, plan discrepancies, unusual or unanticipated field conditions, or material shortages.

9.B Scope Management Plan

The process for scope changes from design through construction requires a recommendation with project impacts and measures against the projects purpose and need from the Executive Oversight Committee to the Director of Transportation. Scope changes in general, relate to project cost increases and potential scheduling conflicts. This project has the various transportation disciplines reviewing and commenting at various stages, from bridge, pavement, traffic, maintenance to signage engineers, with the tendency for each discipline to add necessary items. The process that involves the Executive Oversight Committee and ultimately the Director of Transportation for approving scope changes assures the maximum usage of available dollars to address the State’s priorities to its highest effectiveness.

At all stages of review, from design submittals to construction progress meetings, the milestones, achievements and past accomplishments are verified and compared to the project’s scope of work.

The District Construction Administration team will monitor proposed change orders, for changes in scope. Significant changes in the project’s scope will be critically reviewed and analyzed by the District Administration team with recommendations to the Executive Oversight



Committee for their review and decision.

9.C Scheduling Software

The Ohio Department of Transportation uses proprietary software, Ellis, to track project schedules and cost for preliminary engineering, detailed design, right of way and utility, plan file, sale, and award. Major milestones, funding sources, work category, etc. are all tracked inside of Ellis. In addition to Ellis, our design consultants are required to use Microsoft Projects to monitor the progress of the project. This software tracks critical activities throughout the design life of the project. The project schedules are reviewed monthly by ODOT's design consultants and validated by ODOT's project manager.

At the time the project is awarded for construction, the Contractor must generate a CPM schedule using either SureTrak Project Manager, P3 Project Planner by Primavera Systems Inc., or P6 Project Management, which will show the plan for constructing the project on time.

The Contractor must submit a monthly progress schedule, pursuant to [Section 108.02 of the CM&S](#) and [ODOT Proposal Note PN107](#). This schedule must show the contractor's plan to carry out the work, the dates which the contractor and subcontractor will start the critical work, including the procurement of materials and equipment, ordering special manufactured articles, working drawings and the planned dates of critical project milestones.

The progress schedule is the responsibility of the contractor. If the schedule logic is flawed, the District must ask for clarification. A revision of the details in question is required prior to acceptance.

When reviewing the Contractor's schedule, ODOT will ensure the contractor has considered and accounted for the following before accepting the schedule:

- Project and phases identified
- Schedule graphically depicts the work
- Sufficient detail to truly describe the work
- Sequences and activity durations are reasonable
- Critical deliveries are shown
- Consideration for winter months
- Accounted for special ODOT requirements from plan notes or special provisions



-
- Schedule fits within the duration allowed by contract
 - Relationships between activities clearly shown

The progress schedule is the main tool the owner can monitor the progress of the contract, and determine at an instant the status of work. Monitoring the progress schedule is very important in determining “fault” or responsibility for project delays. Section 108.06 of the CM&S, Date for Completion, allows the Director to grant requests for an extension of time if the work was delayed.

9.D Cost Tracking Software

ODOT does not use cost tracking software for initial planning estimates or to track consultant fees of the project. Comparisons are made by the project manager between the design schedule and the invoiced amount of work to determine validity of the charges. Construction estimates during detailed design, utilize software titled Estimator 2.3a. To validate cost estimates, the software has periodic updates to account for inflation factors and market changes.

The Ohio Department of Transportation uses its’ own proprietary Construction Management System (CMS) which includes cost tracking of each bid item. Payment estimates are generated twice a month, or as needed, during the life of the project. These estimates are reviewed by the Project Engineer and the District Office for approval of payment.

For the later phases of this project (Phase 1B and Phase 2), ODOT will use their new Construction Management software, SiteManager which includes cost tracking of each bid item. Payment estimates are generated twice a month, or as needed, during the life of the project. These estimates are reviewed by the Project Engineer and the District Office for approval of payment.

9.E Project Metrics

The success of the project will be evaluated based on the Goals and Objectives as stated in Section 2.0 which are: Schedule, Budget, Quality, Safety, Scope Control, Public Trust & Confidence, and meeting Federal Requirements.

These metrics will be reported in the Executive Summary of the monthly project report.

9.F New and Innovative Contracting Strategies

ODOT intends to use standard design and construction methods, for the roadway and bridge work. No new experimental materials or techniques will be utilized, at this time.



ODOT has also taken advantage of its partnership with the City of Dayton to reduce right of way costs for all three phases of the I-75 Reconstruction project. Construction of this project requires acquisition of numerous parcels owned by the City of Dayton. The City has agreed to donate the required parcels in exchange for any excess land that may exist after construction. This will reduce right of way costs for ODOT and provide the City with land for future development.

In one instance, ODOT entered into an agreement to acquire and demolish a former industrial site that is currently owned by the City of Dayton. ODOT requires portions of the land for the construction of the Phase 1B portion of the project and the City wants to use the remaining land for future economic development purposes. The agreement specified that the City will assist with the preparation of demolition plans, perform asbestos testing and abatement, and donate the right of way needed for the highway project. In turn, ODOT will bear the cost of building demolition and minimize the right of way needed by constructing a retaining wall. Without this agreement, ODOT would be responsible for the entire cost of property acquisition, asbestos testing and abatement, demolition plan preparation and demolition. The estimated savings for ODOT due to this agreement is \$4.5 million. Furthermore, the agreement preserves viable land for the City of Dayton—a major stakeholder.

On this project, ODOT will use their [Innovative Contracting Manual](#) as guidance in determining the most appropriate methods, if any, to use in the administration of the project.

ODOT has already reviewed and selected an Innovative Contracting Method for Phase 1A of this project. ODOT will use [Proposal Note 123 - Lump Sum Minus](#) as an innovative contracting strategy.

The Contractor on Phase 1A will be paid Lump Sum Incentives by achieving specific project milestone goals as designated in the Lump Sum Minus Incentive Contract Table shown below. The status of these important completion milestones will be discussed at each project progress meeting, and included in the monthly project report.



Description or Location of Critical Work and Traffic Pattern Requirements	Date	Lump Sum Incentive	Disincentive per Calendar Day
Completion of all work shown on sheet 68 identified as "Construction Critical to Next Traffic Phase" for Stage 1 Construction	October 31, 2008	\$1,000,000	\$50,000
Completion of all work shown on sheets 69 and 70 identified as "Construction Critical to Next Traffic Phase" for Stage 2 Construction	September 30, 2009	\$1,000,000	\$50,000
Completion of all work shown on sheets 71 and 72 identified as "Construction Critical to Next Traffic Phase" for Stage 3 Construction	October 31, 2010	\$1,000,000	\$50,000
Completion of final wearing surface and safety delineation on all roadways	June 30, 2011	\$100,000	\$5,000

The Contractor on Phase 1B will be paid Lump Sum Incentives by achieving specific project milestone goals as designated in the Lump Sum Minus Incentive Contract Table shown below. The status of these important completion milestones will be discussed at each project progress meeting, and included in the monthly project report.

Description or Location of Critical Work and Traffic Pattern Requirements	Date	Lump Sum Incentive	Disincentive per Calendar Day
Completion of all Stage 1 Construction work identified on sheets 58 and 59 as "Construction Critical..." for subsequent stages or phases. Traffic placed in Maintenance of Traffic Stage 2 Phase 1 pattern as shown on sheets 119 through 124.	October 31, 2010	\$300,000	\$30,000
Completion of all Stage 2 Construction work identified on sheets 59 and 60 as "Construction Critical..." for subsequent stages or phases. Traffic placed in Maintenance of Traffic Stage 3 Phase 1 pattern as shown on sheets 170 through 177.	June 2, 2012	\$400,000	\$40,000



Description or Location of Critical Work and Traffic Pattern Requirements	Date	Lump Sum Incentive	Disincentive per Calendar Day
Project completion except for asphalt surface course and permanent pavement markings. All traffic onto final alignment.	July 19, 2013	\$300,000	\$30,000

Disincentives will be charged to the contractor if project milestone dates are missed.

Phase 2 is in early design, and at this time, no innovative ideas or methods have been identified.

9.G Value Engineering, Value Analysis, and Constructability Reviews

In March, 2003 ODOT conducted a Value Engineering review of the functional plans referred to in Section 1.0 of this Project Management Plan. This review was facilitated by Lewis & Zimmerman Associates and included all aspects of the functional plans, the Dayton Subcorridor Study and all environmental information available at the time.

In March, 2005 ODOT completed another Value Engineering Study which specifically addressed the Phase 1A portion of the project. This study took place subsequent to Stage 1 plan submission when the preliminary design was made available. While no significant cost savings were identified, the study yielded several design suggestions which were eventually used during phase development. Examples include:

- Expedited right of way acquisition to obtain difficult parcels on schedule.
- Use of concrete pavement in lieu of asphalt at ramp ends to eliminate pavement shoving.
- Anticipate long lead times for structural steel and design accordingly.
- Expedite construction by including completion incentives, allowing contractor to use double shifts and the use of critical path schedules to facilitate logical construction procedures.

ODOT is very receptive to new ideas that provide a cost savings, while maintaining quality of the project. The [Value Engineering Change Proposal](#) note in construction allows the Contractor to submit Value Engineering Change Proposals which lower the project cost or offer a time savings in construction without altering the essential functions and



characteristics of the project. If the proposal is less than \$50,000 Central Office review is not necessary, but as has been the past practice, the District will consult with Central Office experts of the discipline involved for their concurrence. If the proposal is accepted by the Department, the Contractor and Department share equally in the savings.

The Ohio Department of Transportation and their design consultant for the project, CH2M Hill, enlisted the services of The National Constructor's Group to provide a suitable CPM project schedule to determine feasibility of the project design, construction methods, and timetable to construct the project.

9.H Contractor Outreach Meetings

To date, Phases 1A and 1B have had no official contractor outreach meetings. However, the consultants during their design have utilized construction experts on their team.

- For the Phase 2 portion of the project ODOT and HNTB conducted a Contractor Outreach meeting at the offices of the Ohio Contractors Association on November 21, 2006. The meeting was attended by several of the larger contractors in Ohio along with HNTB design team members, ODOT process owners from District 7 and Central Office, and FHWA. The purpose of the meeting was to obtain contractor input on cost, schedule, and constructability issues at the early stages of the design process. Topics discussed included Maintenance of Traffic, construction sequencing, constructability, environmental considerations, geotechnical considerations, structure types, work zones, and schedule.

Due to the size and complexity of this project, ODOT has taken additional steps early in the estimating and contract preparation process to enhance contractor understanding of the plan requirements. In advance of the normal project advertising date, ODOT provided an advance copy of the plans in electronic format to the contracting community. This action will provide almost three months of additional plan review time for potential bidders to perform a thorough review of the plan requirements. Additionally, due to the complex nature of the project phasing and maintenance of traffic, ODOT has also made available enlarged and color-coded drawings for contractor review prior to the advertising date. These drawings are not actual bid documents but are provided for information only.

9.I Partnering

The Ohio Department of Transportation embraces the concept of [Project Partnering](#) with all stakeholders involved to outline responsibility, lines of communication and a commitment to the shared expectation of success



by all. To successfully accomplish the department's aggressive schedule for project commitments and to better serve ODOT's customers, our new way of doing business is inclusive, professional, and holds individuals accountable. Individuals closest to the issues will be responsible for making decisions.

Prior to construction, ODOT management will conduct a partnering meeting with the designer, prime contractor, sub-contractors, local agencies, and utilities. This meeting is facilitated by an outside party to provide an unbiased method to provide the best possible communication and understanding.

9.J Change Order and Extra Work Order Procedures

The Ohio Department of Transportation has established a comprehensive [Change Order Policy](#) for use on projects. To ensure project completion within budgeted limits, The Ohio Department of Transportation District 7 office utilizes a Change Order Review Team that consists of personnel from Construction, Planning, Production, Finance, along with field engineers who meet every two weeks. This team reviews and determines the validity of change orders on all construction projects. This team is comprised of employees from various departments, and use experts from the applicable disciplines when needed. All change requests will be evaluated to ensure that the request is aligned with the Project Scope and Goals. [Appendix C](#) contains a flow chart of this process. Change order approval in the District office is the responsibility of the District Construction Engineer, David C. Ley, P.E., and the District Design Engineer Paul Nartker, P.E., P.S.

The process for determining design consultant liability with respect to errors and omissions can be found in Chapter 11 of ODOT's [Contract Administration Manual](#).

Change orders will include a description of the scope of work, a narrative describing the justification for the change, a cost estimate, an analysis of the impact of any delay, and other supporting documentation as necessary.

When significant change orders occur, ODOT shall consult with FHWA on approval of any change orders that may be near or exceed the legal limits as allowed by contract, as is consistent with the [Change Order Policy](#). At this time, that amount is \$250,000 or, greater than 10% of the contract amount.

9.K Claims Management Procedure

Claims shall follow the guidance as noted in Section 9.A of this document. This project will use the [Dispute Review Board \(Proposal Note PN-108\)](#) on



Phase 1A to manage claims for this project. This Board consists of a three (3) members. One member is selected by the Department and approved by the Contractor and one member is selected by the Contractor and approved by the Department. These first two members will mutually select and agree on the third member who will complement the construction and contract administration experience of the first two members and act as the Chair for all DRB activities.

Members of the DRB shall have at least ten years of experience with the type of construction involved on this project, construction contract administration principles, and dispute resolution.

Claims status will be included in the monthly report for the project.

Phase 1B and Phase 2 will follow Section 104.05 of the Construction and Material Specifications book. This process consists of three steps; On-Site Determination, District Dispute Resolution Committee, and the Director's Claims Board Hearing or Alternative Dispute Resolution.

9.L Other Programs

There are no other programs such as Owner Controlled Insurance Programs (OCIPs) or the Transportation Infrastructure Finance and Innovation Act (TIFIA) included at this time.

10.0 Design Quality Assurance/Quality Control (QA/QC)

To ensure proper technical oversight of the design contract and to provide continuity and consistency, ODOT designated Scott Kasler, P.E., as the exclusive Project Manager for each of the three phases of the Dayton I-75 reconstruction project. Mr. Kasler drew upon all available ODOT District and Central Office resources, and local agencies, to assist in decision making and technical review. In August 2010 the Department assigned Sherry Wampler-Ley, P.E. as Project Manager. Mr. Kasler will be available for consultation. Since this project consists of (3) three separate design contracts, each consultant for the individual phases developed their own QA/QC plan. Throughout the design process, project update meetings with ODOT Executive Leadership and FHWA for ODOT Major Projects were conducted to discuss critical issues with an emphasis on scope, schedule and budget reporting. In addition, these update meetings provided a regular forum for discussion and resolution of issues requiring assistance at the executive level. ODOT has a Consultant Rating System (CRS) that scores the performance of the design consultant with respect to timeliness, project management and plan quality along with their interaction skills with all stakeholders. At this time, the ratings for the consultant is underway, but not yet completed for Phase 1A.



10.A Design Firms

Consultant design teams have been selected for all three phases of the I-75 Reconstruction project and are shown below.

Phase 1A	CH2M Hill (Prime Consultant) Advanced Engineering Consultants (AEC) Balke American BBC&M Engineering, Inc. Columbus Engineering Consultants DLZ Ohio, Inc. LJB, Inc. National Constructors Group Transystems Corporation of Ohio.
Phase 1B	American Structurepoint (Prime Consultant) CTL Engineering Advanced Engineering
Phase 2	HNTB (Prime Consultant) Transystems Corporation of Ohio LJB, Inc. Prime Engineering Advanced Engineering DMJM Harris MAN Mapping National Constructors Group TesTech, Inc.

10.B Design Consultant Leadership and Key Personnel

[Appendix D](#) contains the design consultant leadership and key personnel along with a summary of their qualifications for CH2M Hill, [Appendix E](#) contains the design consultant leadership and key personnel along with a summary of their qualifications for American Structure Point, and [Appendix F](#) contains the design consultant leadership and key personnel along with a summary of their qualifications for HNTB.

10.C Project Quality Plan

Delivery of a quality project requires a unified commitment from the consultant team. Each consultant has prepared their individual Project Quality Plan (PQP) describing the quality-related activities pertaining to the final design. [Appendix G](#) contains the plan for CH2M Hill, [Appendix H](#) contains the plan for American Structure Point, and [Appendix I](#) contains the plan for HNTB.



10.D ODOT and Agency Plan and Submission Reviews

In addition to QA/QC measures implemented by ODOT's consultant, the design team utilized ODOT's [Project Development Process](#) (PDP) for major projects. This process provides for plan and submission review by project stakeholders that ensures compliance with design requirements. Also, there are scheduled monthly progress design meetings (See Section 7.A.1) and when warranted, unscheduled meetings may be held to address specific technical topics, as required.

The following is a list of agencies which participated in reviews of design submissions:

Federal Highway Administration (FHWA)
Ohio Environmental Protection Agency (OEPA)
Federal Aviation Administration (FAA)
City of Dayton, Ohio
Five Rivers Metroparks
Miami Valley Regional Planning Commission (MVRPC)
Montgomery County Engineers Office
The Miami Conservancy District (MCD)
United States Army Corps of Engineers (USACE)

To date, for phase 1A we required additional review and ultimately redesign of a highly skewed bridge which is not a specialized design, but did require special attention. All bridge submissions from our prime consultant and the sub consultants require independent reviews by utilizing a statewide bridge review task order. This review, by an ODOT qualified consultant, will reduce our risk with the goal of having no design errors being found during construction but more importantly it provides the contractor with information that must be followed during erection and deck pouring sequences.

Permits required for the project are coordinated through the Project Manager with specific interaction with ODOT's Railroad and Utility Coordinators and the permitting agency. The procedures for assurance of obtaining the required permits is discussed in our Project Development Process (PDP) manual along with each disciplines written standard operating procedures and policies.

In summary, the Project Manager documents all submissions and follows the Project Development Process's (PDP) listed reviews to reduce risk and ensure that the QA/QC procedures have been followed as outlined in the Consultants Project Quality Plan (PQP).



10.E ODOT Design Standards

Since this project consists of standard, past proven designs in the highway and bridge construction industries, the consultant team adhered to current ODOT design manuals, specifications and standard drawings during plan development and productions. ODOT maintains a website called the [Design Reference Resource Center](#) which contains links to the commonly used reference materials.

11.0 Construction Quality Assurance/Quality Control (QA/QC)

- The Department of Transportation District Office will utilize for Phase 1a the [2005 State of Ohio Department of Transportation Construction and Material Specifications, Manual of Procedures for Construction Inspection 2006](#), along with additional [Standardized Manuals](#), and information available at [ODOT's Office of Materials Management](#), to insure proper compliance with accepted construction methods within the State of Ohio and the Federal Highway Administration.
- The Department of Transportation District Office will utilize for Phase 1b the [2008 State of Ohio Department of Transportation Construction and Material Specifications, Manual of Procedures for Construction Inspection 2009](#), along with additional [Standardized Manuals](#), and information available at [ODOT's Office of Materials Management](#), to insure proper compliance with accepted construction methods within the State of Ohio and the Federal Highway Administration.
- The contractor is responsible for Quality Control of the concrete, aggregate, and asphalt. The ODOT District 7 Office and Central Office Test Lab will perform the Quality Assurance for the same items. The results are documented in compliance with the manuals listed above.
- The Ohio Department of Transportation will coordinate partnering and progress meetings. A partnering meeting will be held prior to beginning each phase of construction. Local, State, and Federal agency stakeholders will be invited and encouraged to attend this meeting. In addition, the prime contractor, sub-contractors, utility companies, law enforcement agencies, etc. will be invited to attend. Progress meetings will be held monthly at the project field office. This meeting is open to all interested internal stakeholders (FHWA, ODOT, MVRPC, City, County, and Law Enforcement/EMS) for the project, and comments and involvement is invited from all attending the meeting.
- The Ohio Department of Transportation will coordinate with the utility companies within the project limits through the District 7 Utility Coordinator, Rosemary Donart. Railroad involvement will be coordinated through the District 7 Railroad Coordinator, Mike McKnight.
- The Ohio Department of Transportation District 7 Office will staff the project with an adequate level of qualified construction engineers and



inspectors that will provide frequent daily review of the contractor's progress each day.

- Auditing of inspection and materials control techniques will be performed by the District Testing and Construction staff, in cooperation with Central Office laboratory and construction personnel.
- ODOT Central Office annually performs a Quality Assurance Review to identify and correct any deficiencies in the project construction.
- The project will be managed by one Project Engineer under the direct supervision of David C. Ley, P.E., District Construction Engineer. The Project Engineer will have an Engineering Clerk to manage the office functions, and a Management Analyst to coordinate the field staff. The field staff will consist of lower level engineers and inspectors with levels of training commensurate with the work they are inspecting. In addition, the project will have resources available from the District Office and Central Office as needed.
- Every inspector is required to submit a daily diary of the work they have inspected with detailed information of their findings of the contractor's work, the amount of materials used, and any issues encountered.

12.0 Environmental Monitoring

Environmental commitments for all phases of the I-75 Downtown Dayton Subcorridor Project were identified in the Categorical Exclusion Level 4 document completed for the MOT-IR 75-12.10 (PID 22357) project. This document was approved in September, 2004.

The bulk of these commitments have been, or will be, incorporated into the project plans. In general, compliance monitoring relating to such commitments will be undertaken as part of the construction monitoring process by ODOT's on-site Construction Project Administration Office.

For each phase, an Environmental Consultation Form will be prepared as part of the plan file process. This document summarizes the environmental commitments applicable to the specific project phase and details the status of those commitments.

Subsequent to approval of the environmental document, cultural resources for additional right of way parcels and a pedestrian walkway on an existing I-75 bridge were evaluated as design of the Phase 1A portion of the project progressed. Results of these evaluations and their dispositions are documented in the project files. In October, 2005, the FHWA approved a Categorical Exclusion Level 4 Reevaluation for minor waterway impact changes in the Great Miami River.

As plans are developed for each of the following project phases, Environmental reviews will be performed to verify that the Categorical Exclusion, Level 4



document remains valid. Environmental re-evaluations of the document will be performed if additional impacts are discovered or if the work limits are expanded beyond those cleared in the original document. Upon completion of the re-evaluations, any new Environmental Commitments will be applied to the project as necessary.

Environmental monitoring for those commitments relating to sensitive environmental issues and those commitments requiring on-going environmental coordination are detailed in 12.C.

12.A Environmental Considerations During Project Development

Appropriate studies and surveys were undertaken as part of the environmental review process to identify and delineate the various environmental resources within the project area. The project team worked with federal, state and local agencies, interested local organizations, and the public to address concerns relating to potential environmental effects. Throughout design, consideration was given for the avoidance, minimization, or mitigation of effects to environmental resources.

An Environmental Site Assessment (ESA) screening was completed in 2003 to determine the likelihood of hazardous substances being present in the project area. The screening recommended additional evaluation of 11 parcels. A Phase 1 ESA was completed in 2004 for each parcel and it was determined that four of these parcels required additional assessment. In 2005, a Phase 2 ESA was conducted on two of those parcels and recommendations were made for hazardous materials as follows:

1. White-Allen Property, Parcel 434, 817 North Main Street: After acquisition is completed, ODOT will remove or abandon the underground storage tank in accordance with BUSTR regulations. Soil borings will be installed adjacent to the in-ground hydraulic lifts.
2. BP Property, Parcel 418, 740 North Main Street: Underground storage tanks and dispenser islands were removed in accordance with BUSTR regulations.

Two of the four parcels identified for further assessment in the Phase 1 ESA will be the subject of a Phase 2 ESA once final right of way requirements for the Phase 1B portion of the project are determined.

The following is a summary of the environmental commitments implemented to reduce environmental effects:

- **Recreational Facilities:**

1. Construction will be scheduled so as to ensure that access between



-
- Kettering Fields and Deeds Park is maintained throughout the National Policeman's Softball Tournament, held annually in July.
2. Project design has minimized to the extent prudent impacts to recreational 4(f) resources. The effects to 4(f) resources have been mitigated through monetary compensation and improvements to the 4(f) facility.
 3. Signed detours will be provided during the necessary closure of short segments of the Great Miami Recreational Trail.
 4. The basketball courts at the southern end of Kettering Field will be preserved due to the use of MSE retaining walls.
 5. Three tennis courts located in McKinley Park will be relocated within the park due to widening of the Great Miami River crossing bridge during the Phase 2 portion of the project. The relocation of the tennis courts has been incorporated in to the Phase 2 design. As requested by area residents, the court layout has been modified, to minimize the court stagger.
- **Cultural Facilities:**
 1. Project design has avoided all use of any sites listed or eligible for the National Register of Historic Places.
 2. In the event the project extends beyond the original construction limits at McKinley Park, an archaeological survey will be undertaken to survey deposits related to the former 19th century industrial complex at that location.
 - **Property Owners/Residents:**
 1. Noise barriers have been incorporated into the project as appropriate based on project effects and as desired by the community.
 2. Design for right-of-way acquisition was coordinated with affected property owners to ensure that access appropriate to the land use would be in place following construction.
 - **Ecological Resources:**
 1. Instream work will be restricted from April 15 to June 15, during the fish spawning period.
 2. Mussels will be relocated prior to instream work on the Great Miami River. Follow-up monitoring of the mussel beds will be undertaken.
 3. Trees suitable as habitat for the Indiana bat will not be removed from April 1 to September 30, the roost season of the Indiana bat.
 - **Water Resources:**
 1. A Stormwater Pollution Prevention Plan will be developed for each construction phase, as required under the NPDES permit for construction activities. Best Management Practices for erosion control and all conditions in the waterway permits will be undertaken. The City of Dayton Water Department is the local agency to monitor the stormwater outfalls to the river and streams.
 2. Provision for control and clean up of spills of petroleum products/hazardous materials has been incorporated into the plans,



- due to the project's location over a designated sole source aquifer.
3. ODOT has obtained a flood plain permit from the local flood plain coordinator, the City of Dayton.

12.B Roles and Responsibilities

Construction Project Administration Office – Unless otherwise noted, the environmental commitments have been incorporated into the project plans. ODOT's on-site Construction Project Administration Office will monitor the project for compliance with the project plans, including items incorporated into the plans as a result of the environmental commitments.

Environmental Coordinator – The District 7 Environmental Coordinator, Tricia Bishop, and Carmen Stemen from Central Office Environmental Services, will work with the ODOT construction engineer to ensure compliance. These issues are detailed in 12.C.

Response to Non-Compliance – When construction activities are determined to not be in compliance with an environmental commitment, Construction Project Administration Office will notify the contractor's project manager immediately of the non-compliant activity and require compliance with the environmental commitment. If necessary, construction activity will be halted to allow for correction of the error. As provided in 105.01 of the ODOT Construction and Materials Specifications, the Engineer may suspend all or part of the Work due to failure to comply with Contract Documents or Engineer's orders.

Incidents of non-compliance with environmental commitments will be evaluated by the District Environmental Coordinator to determine the effect of the non-compliance on environmental resources. If necessary, the District Environmental Coordinator and ODOT Office of Environmental Services will coordinate with the appropriate federal or state agency to identify any necessary mitigation to address the environmental effect.

12.C Monitoring of Sensitive or Outstanding Environmental Commitments

The following environmental commitments require additional action by the District Environmental Coordinator or on-going monitoring by the District Environmental Coordinator:

Waterway Permit Coordination – Waterway permits will be obtained for each phase prior sale. Waterway permit conditions will be incorporated into the project plans for each phase.

The Phase 1A project (MOT-IR 75-13.11, PID 75927) project was authorized



under Nationwide Permit (NWP) 23 on September 1, 2005, with OEPA Water Quality Certification (WQC) on February 2, 2006. A re-verification of the waterway permit was obtained from the USACE on October 1, 2007.

Per ODOT's design consultant, American Structurepoint Inc., and the ODOT Project Manager, Sherry Wampler-Ley P.E., no work will take place in a designated waterway on the Phase 1B project (MOT-75-11.01, PID 77245.) Knowing this, the ODOT Office of Environmental Services, Waterway Permits Unit, has determined that no waterway permits will be required from the USACE for the project. The contractor will be restricted from entering any waterway on the project.

Permit coordination is in process for the four bridge replacements over the Great Miami River under Phase 2. All necessary permits will be obtained prior to the start of construction.

Waterway Permit Compliance – During the period of instream work, the District Environmental Coordinator will undertake spot checks to verify compliance with the waterway permit conditions, specifically conditions relating to temporary fill limits and materials, linear impacts, and erosion and sediment control. During the summer of 2008, the U.S. Army Corps of Engineers visited the site and had no findings or comments.

Waterway Permit Mitigation – The District Environmental Coordinator shall obtain confirmation that the necessary credits (minimum of 600) have been deducted from the Great Miami River/Lost Creek Pooled Stream Mitigation Area for work under Phase 1A (MOT-IR 75-13.11, 75927).

If mitigation is required under waterway permits for the remaining project phases, the District Environmental Coordinator shall obtain confirmation of compliance with the mitigation requirements.

Waterway Permit Compliance Certification – Upon completion of the work under each waterway permit, the Project Engineer shall sign the Compliance Certification and submit the Certification to USACOE. A copy is to be provided to the District 7 Environmental Office.

Instream Work Restriction – The project is prohibited from instream work between April 15 and June 15 of each year. The District Environmental Coordinator will undertake spot checks to verify compliance with the instream work restriction during this period. During the spring of 2008, ODNR provided a waiver to this restriction that allowed work to stabilize the river bed that was impacted by scour, as discussed in Section 4.0.

Mussel Survey – Following project award of each phase, the District



Environmental Coordinator will consult with the selected contractor regarding the anticipated timing of bridge replacements over the Great Miami River. If the bridge replacement will begin during the summer months, the mussel relocation will be scheduled not more than two months prior to the initiation of the work. If the bridge replacement will occur during the winter months, the mussel relocation will be scheduled during the preceding fall.

13.0 Right of Way

The required real estate (right of way) needed for all phases of this project was obtained in accordance with the specific code of federal regulations (CFR), sections 23 and 49. These describe the uniform act requirements. In addition to these laws ODOT follows the Ohio Revised Code and Administrative code with respect to eminent domain, real estate appraisal, acquisition and relocation. ODOT follows the [Real Estate Manual](#) and other departmental manuals that have incorporated both Federal and State laws. There are specific manuals related to acquisition, appraisals and appraisal reviews in addition to a manual on the relocation process.

With respect to monitoring costs, schedules and budgets; project personnel engage in two different meetings. One meeting consists of monthly project status meetings with all disciplines present. The other meeting is a bi-monthly meeting that focuses specifically with real estate professionals tracking each parcel and determining what action items are needed to complete the acquisition process. In addition to these meetings there were numerous phone calls, site visits and follow up conversations.

At this time, the summary of required parcels for each phase is as follows:

- Phase 1A - 49 parcels
- Phase 1B - 31 parcels
- Phase 2 - 82 parcels

Phase 2 final R/W plans have been submitted and acquisition has begun on the project. In previous Project Management Plans the number of parcels listed for Phase 2 was actually the number of ownerships, not individual parcels.

For phase 1A, all needed parcels have been acquired and all structure demolitions have been completed.

For Phase 1B, all parcels have been acquired. There was only one structure associated with this phase that needed to be acquired. This structure was demolished as part of the separate demolition contract, MOT-75-11.93/MOT-48-13.53.

The utilities are to be relocated within the same rights of way as the highway



construction. Some of the utilities will be relocated prior to the beginning of construction and some will overlap into construction.

Prior to the award of the project all real estate will be cleared and available. The Department maintains detailed files on each parcel in the District.

14.0 Safety and Security

The Ohio Department of Transportation has Safety Policies, Rules, and Regulations for its employees and requires the elements be followed by all personnel. Elements that are included, but are not limited to, are the following:

- General Safety Responsibilities and duties for all employees
- Incident reporting
- Personal protective equipment and safety devices
- Operation of Vehicles and Equipment
- Availability of First-Aid kits

The project personnel from the Ohio Department of Transportation and the construction contractor will be required to follow the list of safety and security procedures below:

- All employees for ODOT and the Contractor must follow established OSHA requirements. Standards from either the owner or contractor, that exceed OSHA requirements, will be enforced.
- Safety supervisors from both ODOT and the Contractor will monitor work methods and report infractions immediately.
- The Contractor will share with ODOT any approved safety manual and insure their current and new employees are familiar with it.
- The Contractor shall conduct periodic safety meetings with their employees and also conduct periodic on-site safety inspections.
- The Contractor shall insure the work site is drug free by conducting periodic drug screenings.
- The Contractor will be responsible to maintain the work area in a clean and safe manner to minimize accidents.
- The current phase is using security cameras on the site. Future field office locations may incorporate cameras and a security fence, due to some minor occurrences of theft and vandalism during this phase. Any danger areas shall be barricaded to prevent entrance by un-authorized persons.
- An emergency phone list of contact persons shall be maintained by both the Contractor and ODOT.
- Future field offices will be inside securely fenced areas and the buildings shall have security alarms that report intrusion to a monitoring agency.
- Security awareness will be discussed at the partnering meeting.
- Project staff will continually monitor the projects to identify any vulnerable



areas of concern.

The Contractor and ODOT shall meet prior to the beginning of construction and review the safety policies of each and determine which items shall control safety procedures on the project. As an example, if the Contractor has a stricter safety requirement than ODOT, then that requirement will also apply to ODOT's employees. If ODOT has a stricter requirement than the Contractor, then that shall apply to the Contractor. In summary, the stricter (safer) requirement of either's policy will govern.

15.0 Traffic Management

ODOT considers the safe and efficient Maintenance of Traffic (MOT) operations to be of primary importance on this project. The construction phasing will be designed to balance the need for timely completion of the project with minimal delays to motorists. At all times, operations will be conducted in compliance with Federal and State temporary traffic control requirements.

The ODOT Project Development Process (PDP) requires the design consultants to submit a Maintenance of Traffic Alternatives Analysis (MOTAA) as feasible alternatives are being developed for the project. The purpose of the MOTAA is twofold. First, it provides information to ODOT for determining if a part-width construction or crossover construction is better for a given work zone. Secondly, it identifies potential problems; i.e., "constraints" with the various scenarios and allows ODOT to make an informed decision on how to address these problems prior to the detailed design of the plans.

15.A Requirements

For each phase of the I-75 Reconstruction project, the following traffic management requirements will apply:

- A minimum of two "through" lanes on I-75 will be available to motorists at all times.
- The Contractor is required to follow ODOT's [Lane Closure Policy](#) which specifies the number of available lanes according to the day of the week and time of day. See the MOT plan notes for each phase of the project for other specific details.
- Access to businesses and residences will be maintained at all times
- Significant construction elements requiring ramp closures or traffic diversions are not permitted during holiday weekends or other major local events. The construction contract also limits the duration of these activities by applying liquidated damages if time constraints are exceeded.
- Short-term total closures, if required, will be limited to 15 minutes and



will only occur during late night hours. Traffic will be monitored and backups will be allowed to clear before resuming work.

- A minimum of seven calendar days notice is required prior to any lane closures or traffic shifts.
- The limited access right of way will not be used for staging, equipment storage, or office space.
- The Contractor may submit alternate MOT plans for ODOT approval.
- Detours for bicycle/pedestrian trails are provided for in the plans.
- The Contractor will be required to coordinate traffic control with any and all adjacent construction projects.
- Law enforcement officers will be employed by the Contractor to assist with traffic control during lane shifts or when new lane closures are initiated.
- Portable changeable message signs will be used routinely to augment other traffic control devices. ODOT will approve all messages through the District Traffic Engineer, Phil Stormer.
- Trolley lines operated by the Greater Dayton Regional Transit Authority will be maintained throughout the project by utilizing temporary supports.
- Pedestrian walkways will be maintained on city streets during construction.
- The contractor will employ a certified Work Zone Traffic Supervisor to monitor traffic flow and situations of the projects. Details of the duties are shown in the project MOT plan notes.

For the Phase 1A portion of the project, specific traffic management requirements are as follows:

- Construction will be substantially completed and the public will have full use of the new facility within three construction seasons. Final paving and safety delineation will be completed during the spring of the fourth year.
- Canoe and boat traffic on the Great Miami River will be maintained by the existing river channel or through a portage trail.

Requirements for Phase 1B are similar to those for Phase 1A and we foresee no changes for Phase 2.

15.B Implementation

ODOT and its design consultants work closely with the City of Dayton (City) during the design process to develop a phasing strategy and a MOT plan that addresses any traffic issues that are unique to I-75 in Dayton. Additionally, the engineering staff with the City provides valuable information about local traffic patterns, facilitated coordination with local civic groups and businesses, and assists ODOT with all major decisions involving traffic



management. The experience and knowledge provided by the City resulted in MOT plans that are tailored to the unique circumstances of the area. The City also cooperates with ODOT and assists with the identification of necessary detour routes on city streets, and provides assistance with signing and traffic signal control issues.

ODOT project construction staff will have the primary responsibility for the review of the Contractor's traffic control operations and conformance with plan requirements—including nighttime inspections. ODOT personnel will review the MOT provisions on a daily basis and address any deficiencies with the Contractor. Additionally, periodic field reviews of the work zones will be performed by a Work Zone Traffic Coordinator from ODOT's District 7 Headquarters, and the observations will be communicated to project personnel. ODOT Central Office and FHWA technical staff will conduct periodic daytime and nighttime reviews of the work zone MOT. Routine inspections by the FHWA Field Engineer will be conducted monthly.

ODOT District 7 has contracted with a Freeway Service Patrol (FSP) team which is responsible for assistance with congestion management. This group provides motorist assistance and works closely with law enforcement to help clear incidents that result in congestion and secondary accidents. FSP currently patrols both Interstates 70 and 75 in Montgomery and Clark counties. FSP has increased its focus on the Dayton I-75 work zones since the beginning of the Phase 1A construction.

ODOT sold a contract for a Freeway Management System (FMS) in June 2011. This project is currently under construction to install cameras and speed sensors at 57 locations in six counties in the Dayton-Springfield area. Completion for this project is set for December 2012.

With the development of the Dayton I-75 subcorridor study and subsequent construction projects, ODOT decided to advance part of the Dayton FMS design and deployment to assist motorists with the construction of Phase 1A. The Dayton ITS Early Deployment is currently live and was fully operational by the end of 2008.

The primary intent of advancing the FMS to "maintenance of traffic" status is based upon the need for real-time traffic monitoring in the I-75 corridor during the long-term reconstruction program. In lieu of temporary MOT measures, the early deployment of the FMS provides permanent devices to address not only the work zone conditions but recurrent and non-recurrent traffic congestion in the future.

All device communications are directed to Columbus, Ohio where the system



will be placed on the ODOT network permitting operations from any ODOT facility. In addition, the live feed from the web cameras are available on ODOT's [Buckeye Traffic](#) website so the traveling public may view the traffic through the area. Also, this past year, Buckeye Traffic was updated to include roadway speed information available to the public in the Dayton area.

The placement of several devices is based upon an earlier study of existing queuing and safety problems on southbound I-75 between the SR-4 and Wagner Ford Road interchanges. Slowed or stopped traffic in this area is a direct result of inherent ramp problems from SR-4 to the south with backups extending to Stanley Avenue and, at times, as far north as Wagner Ford Road. The vertical profile of I-75 between SR-4 and Stanley Avenue contributes to sight distance problems. Therefore, the design of the FMS early deployment project addresses this situation as this condition will persist throughout construction and possibly afterward. Since the early deployment of the FMS is a permanent improvement, this system will continue to operate and provide advisories of downstream traffic conditions after the reconstruction of the I-75 subcorridor area has been completed.

The early deployment of the FMS includes the installation of the following devices:

- Highway Advisory Radio (HAR) transmitters (4 units)
- Cameras (pan/tilt/zoom) (12 units)
- Dynamic message signs on permanent supports (5 units)

Both the dynamic signs and the highway advisory radio transmitters inform drivers of current road conditions ahead. If there are major delays along I-75 in the Dayton area, this information is communicated to the drivers in a timely manner to allow the use of alternate routes; e.g., I-675 north to I-70 west for north bound traffic and I-70 east to I-675 south for south bound traffic. In addition to these methods of communication with the motorists, the cameras are available on ODOT's website for the public to monitor traffic conditions before leaving their homes or businesses.

ODOT began conducting workshops on July 13, 2007 with local emergency responders (EMS, Police, HAZMAT, Highway Patrol and Fire Departments) to identify areas within the Phase 1A construction area that present special issues pertaining to incident management. This group will identify locations that may present unique challenges and develop procedures that will simplify access for emergency personnel and promote the quick clearance of incidents. Additionally, local emergency responders will be encouraged to attend the construction progress meetings where special concerns and unique circumstances can be addressed by the responsible parties. This same effort will be used for the additional phases of the project. The MOT



status will be reported in the monthly report specified in Section 7.B.1 of this PMP.

ODOT procedures for reporting and publicizing information on lane closures, accidents and traffic pattern changes are discussed in following section.

16.0 Project Communications (Media and Public Information)

The Ohio Department of Transportation District 7 Public Information Office will be responsible for communications with local agencies, media, and the public. This office will coordinate all inquiries and responses to the media and the public and be invited to all project meetings described in Section 7.0 Project Reporting and Tracking. This will ensure that the Public Information office has a thorough understanding of each project's status and issues to better answer inquiries and provide project updates. Also, in addition to the internal communication strategy described in Section 8.A, the Public Information Officer will be the point person to inform external customers, along with the media, of project information via our project newsletter, website, and one-on-one inquiries. The intent is to be proactive and provide information before it is asked for. Local media will include the four Dayton television stations, and the Dayton Daily Newspaper to provide messages to the public.

This office will convey updated commuter and traffic information, including traffic pattern changes, periods of lane closures, traffic delays, and work zone accidents to the media and public through their existing method of fax, email and our district website, as well as buckeyetraffic.org. Traffic advisories will also be sent to the public via email if citizens wish to sign up for that service. Road condition updates will also be sent via Twitter to those who wish to receive them. A website will be available to the public which will include project status, photos of construction, and the latest travel advisories. A monthly newsletter with project updates will be posted on that designated project page.

The District 7 Public Information Office has been involved with efforts to communicate the impacts and benefits of the project to this area. As early as February 2004, several public meetings were held with local hospitals, neighborhood associations, business associations, the local chamber of commerce, minority business enterprises, local emergency responders, and local colleges and universities.

Prior to construction, the Public Information Office staff will meet with local stakeholders to provide updated information on the project to them. In addition, news releases will be sent out frequently reminding the public of the project commencing.

The Public Information Office will be easily accessible and available throughout each phase of the project for any inquiries from the public or stakeholders.



Contact information for the Public Information Office is posted at several locations on our district website. This information will also be posted on every news release, traffic advisory and email. As we measure Public Trust and Confidence, our availability 365 days a year through our website, outreach and contacts, we have been able to address questions and concerns related to the projects. To further public feedback we are surveying the public for comments upon the completion of MOT-75-13.11 Phase 1A. We will work with FHWA on developing the question for that survey.

17.0 Civil Rights Program

ODOT in cooperation with the FHWA, the Ohio Contractors Association and various labor unions has created an Outreach Initiative in order to accomplish two goals – increase the number of certified and pre-qualified Disadvantaged Business Enterprise (DBE) firms that can successfully compete in the heavy highway construction industry and also increase the On-the-Job (OJT) Training participation on ODOT contracts. An Outreach Initiative Team exists in all twelve of ODOT's Districts. These teams are made up of internal ODOT personnel as well as contractors, union representatives and community leaders.

The following Outreach objectives have been identified by the Outreach Team in ODOT's District 7:

- Disseminate information about DBE and OJT through Metropolitan Planning Organizations, County Commissioners, City Councils and other local meetings.
- Investigate the existence of other Outreach committees in adjoining counties, relative to DBE issues and disseminate information through those committees/entities identified.
- Target and attend job fairs in District 7.
- Investigate partnering opportunities with the Ohio Department of Jobs and Family Services with their Office of Workforce Development and Workforce Investment Act Initiative.
- Send letters to certified Small Business Enterprises certified through Cincinnati and Dayton who are not certified as DBEs. Target a response audience from these mailings and invite those firms to an informational meeting regarding the DBE program. Individually call those SBE firms who do not respond to the mailings.
- Work with the Greater Dayton African American Chamber of Commerce and the Dayton Urban League for their contacts with minority and disadvantaged entities.
- Schedule appointments with contractors located in District 7 to promote the ODOT OJT program.

ODOT District 7 held an outreach effort in February 2006 with persons in Dayton. At this meeting, future projects that will be advertised for award were presented to



the group, along with information how DBE groups could participate in this work.

The design consultants DBE requirements on phase 1A and 1B did not have set goals prior to selection. However, a point system in the selection process awarded points for DBE participation on a sliding scale. For phase 1A, the prime, CH2M Hill, provided an 11.5% DBE commitment, and actually performed by DBE subconsultants 10.3%. For Phase 1B, the prime, American Structurepoint, provided a 15% DBE commitment. DBE status was eliminated from selection consideration when the goal system was implemented in 2005. For Phase 2, the prime, HNTB has a 10% DBE goal.

Once the project's design is completed and the plans are filed to proceed to sale, the Office of Contracts reviews the project elements, the overall statewide DBE goals and assigns a required percentage to the specific job prior to advertising. Phase 1A has an 8% DBE goal set, and Phase 1B has a 7% DBE goal.

18.0 Closeout Plan

When a project phase nears construction completion, a Partnering closeout meeting will be held to bring together all final issues and begin the finalization and C-85 generation process as per the Departments standard specifications and procedures.

A final field review will be held for each project phase. The contractor, ODOT personnel, FHWA, City of Dayton, and the ODOT District 7 Finals Engineer, Steve Kremer, P.S., P.E., shall conduct a walk through and inspection of the project work. Punch list items will be identified and documented. These items must be re-worked prior to final acceptance of the project.

The Ohio Department of Transportation will then conduct a post construction meeting at the end of the project that will be attended by ODOT, FHWA, the City of Dayton, the Design Consultant, and the Contractor. This meeting will provide an opportunity to recap the work on the project, discuss project issues and resolutions, and transition routine maintenance responsibility from ODOT to the City of Dayton.

19.0 Project Documentation

The original intent for the document management was to use a product called Domino Document Manager. This product never worked out for us, so we have used a similar document management system from other large projects in our district.

All letters, RFI's etc are electronically scanned and stored on one of our district network drives. This data is accessible by everyone attached to the network. The project folders are organized by type of documents for easy retrieval.



An essential component of all construction projects is “lessons learned” during the course of the project. This project will track issues and resolutions, errors and solutions, along with any information that can be beneficial for future projects. After each phase of construction is completed, a final report consolidating this information, will be prepared and presented to the Executive Oversight Committee.

20.0 Other Possible Sections

No other possible sections have been identified.



21.0 Appendices

[Appendix A](#)

[Financial Plan](#)

<http://www.dot.state.oh.us/districts/D07/Projects/Documents/AppendixA.PDF>

[Appendix B](#)

[Public Involvement Plan](#)

<http://www.dot.state.oh.us/districts/D07/Projects/Documents/AppendixB.PDF>

[Appendix C](#)

[Change Order Review Flow Chart](#)

<http://www.dot.state.oh.us/districts/D07/Projects/Documents/AppendixC.PDF>

[Appendix D](#)

[Design Consultant Key Personnel \(CH2M Hill\)](#)

<http://www.dot.state.oh.us/districts/D07/Projects/Documents/AppendixD.PDF>

[Appendix E](#)

[Design Consultant Key Personnel \(American Structure Point\)](#)

<http://www.dot.state.oh.us/districts/D07/Projects/Documents/AppendixE.PDF>

[Appendix F](#)

[Design Consultant Key Personnel \(HNTB\)](#)

<http://www.dot.state.oh.us/districts/D07/Projects/Documents/AppendixF.PDF>

[Appendix G](#)

[Design Consultant Quality Plan \(CH2M Hill\)](#)

<http://www.dot.state.oh.us/districts/D07/Projects/Documents/AppendixG.PDF>

[Appendix H](#)

[Design Consultant Quality Plan \(American Structure Point\)](#)

<http://www.dot.state.oh.us/districts/D07/Projects/Documents/AppendixH.PDF>

[Appendix I](#)

[Design Consultant Quality Plan \(HNTB\)](#)

<http://www.dot.state.oh.us/districts/D07/Projects/Documents/AppendixI.PDF>