Complete Streets for Akron’s East End Redevelopment Project Via Construction Manager At Risk (CMAR)
Presented by H.R. Gray and Osborn Engineering
Presenters:

Bonnie Teeuwen
Director of Municipal and Transportation Engineering, Osborn Engineering

James Weber
Director of Construction, H.R. Gray
Objectives

1. Learn more about the public/private partnership project between the City of Akron and California-based developer Industrial Realty Group (IRG),

2. Learn about the innovations implemented to meet the goals for a Complete Street program, and

3. Learn how the project was delivered using the Construction Manager at Risk project delivery method to meet schedule deadlines and control project costs.
Background Information
The East End is a 1.4 million square foot, mixed-use redevelopment initiative in Akron on the former campus of the historic Goodyear headquarters.

Old Goodyear world headquarters site – offices on one side of street, theater and arena (Goodyear Hall) on other
The area offers an environment with new apartments, state-of-the-art office spaces, and a Hilton hotel along with restaurants, retail, a theatre and more.
The City of Akron received a grant to improve the roadway.

Anything spent above the grant money had to be paid for by the developer who had a vision, but also had a budget.
Project Vision
During this time, Akron elects a new mayor who has a vision of complete streets—parking, bicycling, buses, cars—a signature project for the long-term vision of the city.

Complete streets are those that utilize design standards to make streets safe for all users, including those who walk, ride bikes and use public transportation.
Challenge: Parking

How can we meet everyone’s goal? The developer demanded on-street parking. How can we make this pedestrian- and bicycle-friendly while having on-street parking?
Project Vision

An important component of the project includes a transformation of the six-lane East Market Street using a complete street approach.

The goal for the project was to use traffic-calming techniques such as traffic lights and pedestrian crossways to slow traffic through the area.
Project Vision

Streetscape enhancements include:

- New Landscaping
- Lighting
- Bike Lanes
- Paved Crosswalks
- Installation of Gateway Arches
- Addition of Street Parking
Project Delivery
The developer hired an architect and engineer to do preliminary plans for the roadway.

The city’s initial plan was to give the developer the money to do the roadway improvements.

The funding source said no.
The city needed to bid the project and follow public bidding procedures.
The plans were not developed to point to bid them, and the IRG had a strict timeline. The City of Akron decided to use the **Construction Manager at Risk (CMAR) delivery method** for this project, the first time it has ever been used in Akron for a roadway project.
A two-step selection process was used:

(1) Multiple firms were asked to submit qualifications

(2) Shortlisted firms were asked to submit proposals and make presentations

H.R. Gray was selected as the CMAR.
Project Delivery

IRG wanted all work done by September 1, 2016 to accommodate the opening of the theatre.

H.R. Gray recommended that we divide the project into phases so we could complete the work in front of the theatre, meeting the timeline and reducing the need for acceleration.
Project Delivery

H.R. Gray partnered with Osborn to provide services during construction for the project, but plans were not complete enough to construct the project.

Osborn took on the larger role of engineer of record on the project. H.R. Gray selected Osborn because of their experience with designing projects similar to the “live, work, place” feel needed for this project, a lot of which was “design as you go.”
Design Considerations
Design Considerations

The existing roadway had six lanes, narrow sidewalks and no parking.

An important component of this project was the transformation of the heavily-traveled East Market Street using the complete street approach.
A traffic study was performed to validate a reduction in lanes. The goal of the project was to slow traffic with lights and pedestrian crossways with development on either side of the street.

A conceptual plan was developed by KA Architect.
Streetscape enhancements would include new landscaping, lighting, bike lanes, paved crosswalks, the installation of arches over a quarter-mile stretch of East Market Street, and the addition of more than 100 parking stalls for street parking.
Street lighting and signalization designs were performance specification-based, led by the contractor using design assist.

This unique approach reduced the overall cost and schedule for the design of these features.

Design elements include stamped concrete, LED lights, street trees and new signals.
Why was the timeline so tight?

Communication and teamwork were key. Osborn, H.R. Gray, subs and the owner had to work together and communicate to ensure project success.
Design Considerations

The roadway structure will consist of one lane for traffic, one lane for bicycles and one lane for parallel parking.
Construction
Subcontractors were prequalified and submitted bids for the work.
Signature parts of the project are arches, which meant the project had to be designed around the foundation to deal with conflicts such as working around sewers, waterlines and other underground utilities.
Construction

Further challenges included:

The bump outs for crosswalks—getting the drainage right is a constant battle with these flat areas

A utility tunnel

An AT&T duct bank that went down the middle of the project, which was a main East/West connector in the US—there was no slack in the wires so there was zero tolerance in moving
Design/Assist was utilized with electrical to help reduce the overall cost of making the electrical contractor design the electrical system.

Ohio Edison does not recognize LED lights, which had to be metered separately.
We should save over half a million dollars by meeting goals while H.R. Gray controlled the budget.

The City of Akron, IRG, Osborn Engineers and H.R. Gray worked together as a team to complete the project on time and under budget.
Project Success
Questions