



Location

- Wood County, Ohio

Services Provided

- Transportation Engineering, Construction Administration and Observation

Project Cost

- \$.92 million

Schedule

- Professional Services 2014
- Construction: 2015

GLENWOOD ROAD BRIDGE REPLACEMENT

PDG was hired by the Wood County Engineer to provide construction administration and observation services for this \$.92 million stream crossing project. The project involved the demolition of the existing reinforced concrete arch structure over Grassy Creek in the City of Rossford and replacement with a single span bridge with prestressed composite concrete box beams on full height wall type abutments on steel piling. The project was funded in part with funds administered by the Ohio Department of Transportation through the Local Public Agency (LPA) process.

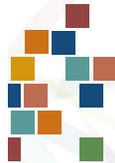
Construction was complicated by the extremely limited existing right of way and constrained by existing overhead and underground utilities. These challenges were magnified by differing site conditions that required redesign of the foundation and drainage system and subsequent cold weather construction. As construction administrator and observer PDG played a central role in facilitating construction through coordination of the many construction issues between owner,

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Reference

Wood county Engineer
 Ms. Joan Cherry, PE
 Wood County Bridge Engineer
 Mr. Raymond Huber PE / PS
 Wood County Engineer
 419.354.9060



Glenwood Road Bridge Replacement



ODOT, designer, materials testing firm and contractor. PDG organized and led the pre-construction meeting with all shareholders including owner, contractor, ODOT, utilities, City representatives and testing firm. PDG reviewed shop drawings, provided daily observation, prepared and disseminated reports on a weekly basis, responded to contractor RFI's, resolved construction issues, reviewed and recommended payment of contractor applications for payment, and reviewed, evaluated and assisted in the negotiation of change order settlements on behalf of owner. All administration, observation, reviews of shop drawings and material cut sheets (TE-24's), reporting and payment was completed in accordance with the ODOT LPA process.





Location

- Findlay, Ohio

Services Provided

- Transportation Engineering

Cost

- Project Cost-\$850,000

Size

- 117 feet in length

Schedule

- Professional Services: 2007-2008
- Construction Services: 2008

Project Team

- Jeff Yoder, P.E., Project Manager
- Jack E. Fischer

HAN-501-0.00 EAST MAIN CROSS STREET

PDG was selected by the Hancock County Engineer, in cooperation with the City of Findlay, to complete this project located in downtown Findlay. The project involved the replacement of an existing three span concrete arch structure with a new three span continuous concrete slab bridge over Eagle Creek. The proposed bridge is constructed on a curved alignment and has an overall length of 117 feet. The abutments and piers are supported on drilled shafts socketed into bedrock. Several utilities in the vicinity of the bridge had to be avoided which included twin 24" diameter sanitary force mains 5' parallel to the proposed bridge. The proposed bridge abutments had to be designed to accommodate the close proximity of the force mains while the force mains remained in service. The project also involved the installation approximately 1,000' of new waterline, sanitary sewer improvements and the resurfacing of East Main Cross Street. The plans were completed for the Hancock County Engineer and coordinated through the Ohio Department of Transportation as an LPA project funded with CEAO Funds.

Project Relevance

- Construction Documents Prepared
- Recent Project
- Transportation Engineering
- Bridge Replacement
- Street Resurfacing



Reference

Mr. Steve Wilson, PE, PS
 Hancock County Project Manager
 (Former County Engineer)
 419.422.7433



Location

- Wood County, Ohio

Services Provided

- Transportation Engineering, Construction Administration

Cost

- Varies by Project

Size

- 300 to 2,500 feet

Schedule

- 2004 to Present

Project Team

- Jeffrey T. Yoder, PE., Project Manager

WOOD COUNTY BRIDGES

Since 2004, Poggemeyer Design Group has designed and administered the construction of over a dozen bridges for the Wood County Engineer's Office. Several structure types were used for the bridges, such as prestressed concrete box beams, prestressed concrete I-beams, continuous concrete slabs, and steel trusses. The bridges ranged from a 53-foot, single-span structure to a 177-foot, three-span structure. Several of the existing structures were situated in areas that did not meet current horizontal and vertical design standards and, therefore, the approach roadways were realigned to meet current local road design standards. The project lengths for the bridges ranged from 300 feet to 2,500 feet. Each structure was hydraulically evaluated and cost evaluated to provide the most economical and practical design for the specific site.

PDG prepared all construction and contract documents and assisted the county in bidding the projects. PDG provided construction observation and administration for most of the projects. All of the projects were completed with minimal change orders and most of the bridges were completed at or below the original contract amount.



Project Relevance

- County Bridges
- Construction Observation/ Administration

Reference

Mr. John M. Musteric, PE, PS
 Wood County Engineer
 One Courthouse Square
 Bowling Green, Ohio 43402
 419.354.9060



Location

- Toledo, Ohio

Services Provided

- Transportation Engineering

Size

- 112-foot span Bridge

Project Team

- Richard Hertzfeld, PE. Project Manager

LUC-2-1658

PDG worked on this bridge replacement located in a tightly built-up residential area of Toledo, Ohio. With one house located less than 15 feet from the proposed replacement, it was questionable if the proposed three-span spill through replacement structure could be constructed without taking the nearby houses. Swan Creek's banks are over 20 feet high at the site.

PDG proposed an innovative alternative, retaining portions of the massive existing abutments to serve as a retaining wall in front of a single-span spill-through design. The resulting 112-foot span required 5-foot, 4-inch deep steel plate girders and a single row of pile integral abutments. The structure was successfully completed without damaging the nearby buildings.



Reference

Mr. David Dysard, District Deputy Director
ODOT District 2
317 East Poe Road
Bowling Green, Ohio 43402
419.353.8131