

April 20, 2018

To: Douglas George, P.E.

From: John Kennedy, P.E.

I met with the ASHE scribes to review what (if any) outstanding topics/questions needed follow-up response after our annual PennDOT/ASHE Joint Conference on April 6, 2018. Virtually all of the follow-up was with the dialogue exchanges at the Bridge tables.

Also, I have attached the overview provided at the Statements of Interest sessions along with a District 8-0 Traffic Unit Organization chart requested at one of the Traffic unit dialogue exchanges.

BRIDGE TABLES FOLLOW-UP

COMMUNICATIONS

- For TSL & Foundation Reports – Electronic submissions only
- For Final submissions – 2x Hard copy of half-sized plans, electronic plans & calculations book.
- The District Bridge Engineer encourages communications (Telephone, email). Bear in mind, he is routinely at meetings each day and receives numerous emails in addition to situations that arise at a moment's notice. Therefore, timely replies are not guaranteed.
- Submissions to District Bridge Engineer (TS&L, Final Structure Plans) – Electronic/Email is typical and preferred. It is **Essential** to also cc Lindsey Volker (lvolker@pa.gov) – Lindsey oversees tracking these submissions for the District Bridge Engineer.
- Be proactive when asking questions! Our consultants are our experts. Provide your recommendations with respect to a solution. Strive to have our response as easy as a Yes (or no) or Option X. See example provided below:

“We have this unique situation DM 4 States to In other Districts we have Our recommendation is”

“We have this unique situation DM 4 States to In other Districts we have We could do

A -.....; B; Or C; but in our opinion we would recommend option X ”

REVIEW OF DELIVERABLES

- For Designers - Be prepared for submissions to be scrutinized per Publication 15M (DM-4) since another consultant will likely be reviewing the submission.
- For Review Consultants – Quality of comments versus quantity of comments.

ABC BRIDGES LESSONS LEARNED

- Think very carefully before recommending ABC techniques. Our contractors will often still attempt to construct them conventionally or charge a very high premium to construct them that way.
- Think about how the bridges are constructed.
- Preference for leveling pads vs screw jacks
- Large lay-down areas for ABC
- Reinforcement in precast units is incidental to the item. Do not add to the total reinforcement quantity or we will be double paying.
- Accelerated grout is tough to work with and tough to pump.
- Issues with phased ABC bridges – contact District if you have this situation.
- Permit construction from both sides for speed of construction.

BRIDGE UNIT DESIGN PREFERENCES

- New Barriers – design for taller sight distance over barriers (42” → 45” TL-5, 40” TL-4)
- End structure drainage (Rock for local/low volume, Inlets for limited access highway)
- Approach slab preference when warranted
- Use of concrete slab on top of box culverts (if bituminous overlay <4”, bring concrete to the top of roadway)
- Traffic shifts on highways can result in lower vertical clearance than posted. Please investigate during design and have contractor verify during construction.
- National Bridge Element (NBE) Inspections have been rolled out for state bridges. Locally owned to follow in the future.
- Temporary Steel Barrier may only be used as a separator between lanes of traffic and may not be used as drop-off protection. Due to deflection distance requirements, “Temporary Concrete Barrier, Structure Mounted” must be used as protection for the drop-off over the sides of a bridge.
- For bridge inspection, both inspectors are required to have NBIS certification per current policy (See PennDOT Pub 238 Section 2.1.3 & Appendix IP 01-G Part XI, as well as SOL 495-18-01).

- The use of GRS systems will be approved on a case-by-case basis with a greater chance of approval being given for higher digit SR routes and routes with lower ADT. If the GRS is being used in lieu of a wall, then a separate S# plan will be required in order for the Department to effectively track these structures in the future.
- Precast barriers are not allowed for use on precast box culverts

Statements of Interest – The Most Important Deliverable

District 8-o Selection Process

- 5-member team – subject matter relevant
- Include project managers on majority of selections
- Almost exclusively modified selection process

Common Issues/Lessons Learned

- Quality Control Concerns (Spelling/Grammar errors)
- General Requirements compliance (Links to other media)

General Requirements

- September 11, 2017 – most recent version
- Addition of the fourth page
- Font size

Do's & Don'ts of SOIs

- Do follow the General Requirements
- Do write concisely

Standard Questions – Why are they ALWAYS the same

- Publication 93 – ensure that the best qualified consulting team is selected

For District 8-o

When discussing past record of performance **demonstrate the outcome the Department will realize from working with your firm**

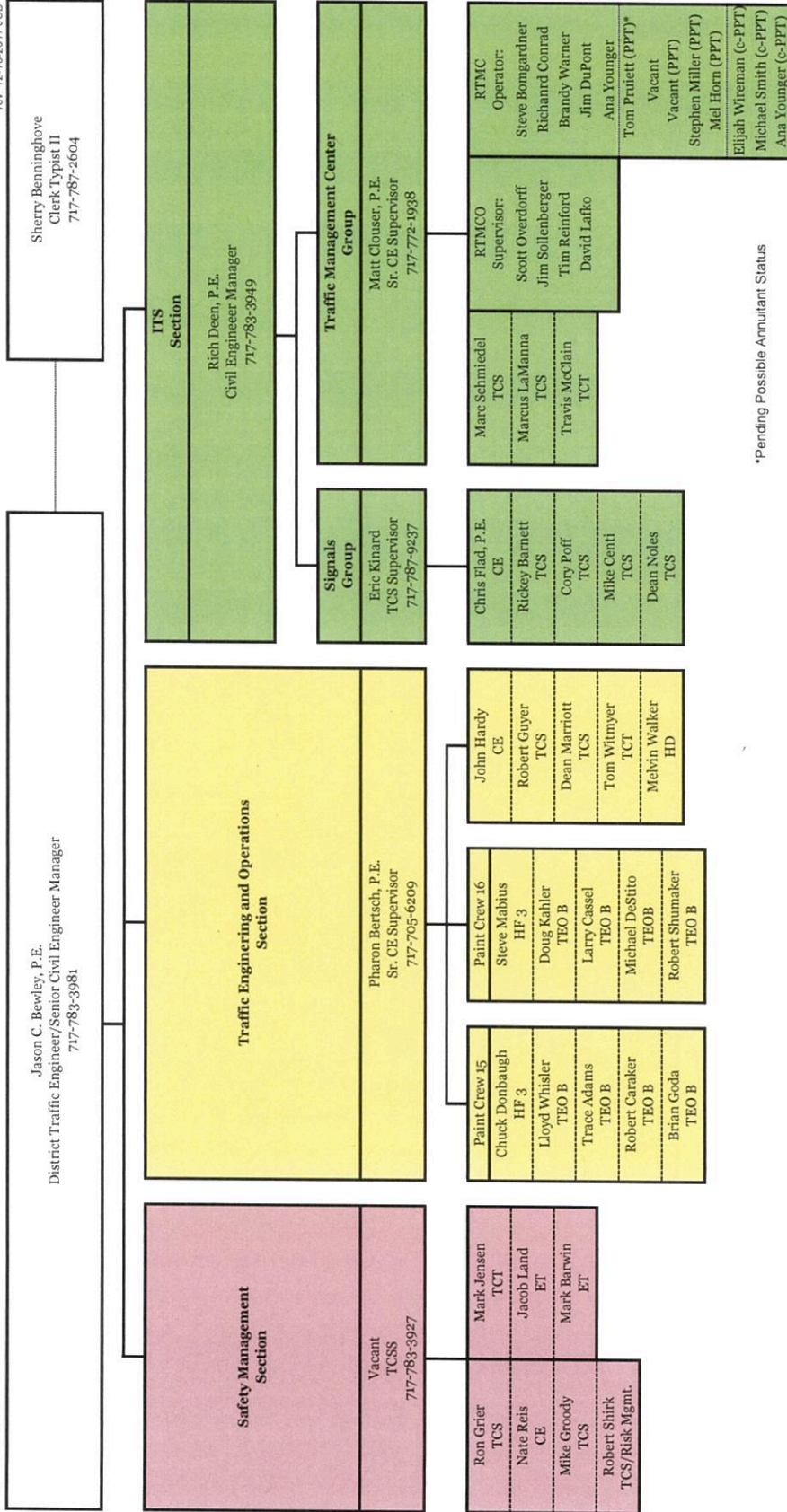
Available staffing is **your opportunity to showcase how you follow through to delivery – feel free to discuss you approach to managing the components of a project**

What the team does to ensure proper application of principles resulting in more effective solutions that apply design flexibility while considering surrounding land use and all transportation modes **demonstrates how you manage scope – avoid generalities**

Discussing a team's commitment to quality supports the all other criterion - **An effective consultant helps the client achieve results**

PennDOT Engineering District 8-o Traffic Unit Organization Chart

rev. 12-18-2017 JCB



*Pending Possible Annuitant Status