

1 P R O C E E D I N G S

2 MR. STEMLER: We'll go ahead. This is the
3 preconstruction -- prebid meeting for project
4 3015 of '13. My name is Dennis Stemler,
5 construction administrator. To my right is
6 Charlie Rowe. He is the engineer upstairs for
7 production. To my left is Josh Mrvelj. Josh
8 will be the project engineer for this project.
9 Over here we have Lee Mathis, who is working
10 with Charlie on the design side.

11 In the far back we have Kelly Wessels.
12 Kelly will be the resident engineer for this
13 project. Scott Krous is the work zone traffic
14 engineer. And Stefan Spinosa and Chris Casson
15 in the back and Carla Campbell over here on the
16 side.

17 MS. RUNDLE: Julie Rundle.

18 MR. STEMLER: I'm sorry. I'm sorry.
19 Names run through my head.

20 MS. RUNDLE: No problem.

21 MR. STEMLER: We'll go ahead and get
22 started. Charlie here will give a brief
23 overview of the project.

24 MR. ROWE: All right. Thanks for coming.
25 The project --

1 MR. STEMLER: Excuse me. If you have any
2 questions please state your name and the
3 company for the court reporter, please. I'm
4 sorry.

5 MR. ROWE: You're fine. The project
6 consists of major reconstruction from I-74,
7 that's the blue area over here, from I-74 to
8 Ronald Reagan. That will consist of an
9 optional bid between crack and seat with an
10 asphalt overlay or unbonded concrete overlay.

11 Second half of the project is the red,
12 from Blue Rock up to Colerain, and that's just
13 a plane and pave process.

14 We estimate the work to begin in March
15 2014. Interim completion dates are October 31,
16 2014 and the final completion date of September
17 30th, 2015.

18 The only utilities that we think will be
19 impacted for the Texas turnaround -- the Texas
20 turnaround is going to be utilized during the
21 30 day closure of ramp A and ramp B. So it
22 will be utilized for 60 consecutive days.
23 Traffic will flow west on 74 and get off on
24 State Route 128 and they will have their own
25 dedicated lane for a continuous flow of

1 traffic, then get back on and go east on 74 to
2 their final destination.

3 That is outlined on sheet -- or page 18 of
4 the scope.

5 During this there is a creek that 128
6 crosses. It's only two lanes at that location.
7 So you'll have to do a temporary structure,
8 temporary widening, then stay out of the
9 ordinary high water marks of the creek to avoid
10 environmental impacts which would delay the
11 project.

12 MR. STEMLER: The culvert cannot be
13 extended, correct?

14 MR. ROWE: Correct. It would have to be
15 some sort of a structure, whether it be a
16 three-sided box -- it has to span over the
17 creek and outside of the ordinary high water.

18 Also, during the Texas turnaround is when
19 the park and ride is to be paved. Again, with
20 the environmental issues on the southwest
21 corners of the park and ride, there's a natural
22 spring that all construction has to avoid.

23 For the MOT there are -- on sheet 16 of
24 the scope we are allowing the structures to be
25 taken down to one 11 foot lane as defined. The

1 1070R and the 1080R, there are four separate
2 weekends you're allowed to take it down to one
3 11 foot lane. The weekend is defined in the
4 scope.

5 Then again, for the 1080L, you're allowed
6 to take it down to one 11 foot lane for two
7 separate weekends also.

8 And I think that's all I really have.
9 Those are the highlights.

10 MR. STEMLER: Okay. The closures. To
11 reiterate, the closures for the Texas
12 turnaround and the park and ride will be closed
13 during the whole time frame of this. And then
14 the --

15 MR. ROWE: The loop ramp from State Route
16 28 to westbound 74 will also be closed during
17 the Texas turnaround.

18 MR. STEMLER: Does anybody have any
19 questions for Charlie at this time?

20 The next thing I'd like to do is go over
21 the proposal just to highlight a couple items.

22 Page 17, there is a DBE goal of 8 percent
23 for the project. Page 24, there is a CPM
24 schedule for multi-season projects that is a
25 pay item and it is required for this project.

1 Page 32, revisions. Revisions to the CMS
2 for design-build starts at this page and
3 continues to page 39.

4 Calling your attention to page 39,
5 maintenance during construction, all costs of
6 maintenance work during construction and before
7 the project is accepted shall be included in
8 the lump sum bid for various items and the
9 contract will not be paid an additional amount
10 for such work.

11 Value engineering, there is no value
12 engineering permitted for this project.

13 Scope, page 5 -- begins on page 5. First
14 thing I have is on page 10. Post. There will
15 be a post-letting conference whereby the
16 department and the low bidder will have a
17 conversation, I think they even do it over
18 teleconference, but that's required. There
19 will be informal partnering on this project
20 that will be done at the preconstruction
21 meeting. It will not be formally partnered, it
22 will be informal.

23 Page 12 is the NPDES permit is required by
24 the design-build team.

25 Page 15, permitted lane closures on 275.

1 You're going to use the permitted lane closure
2 map except September for the weekend work,
3 which we went through earlier.

4 And there's a disincentive on page 16 for
5 275 west to 74, two-lane section of \$50,000 for
6 each weekend the bridge is restricted to one
7 lane beyond the two weekends allotted for the
8 closures. I think they're figuring on two per
9 bridge. That's how they came up with the four
10 weekends.

11 Page 17, ramp A, it gives you the detour
12 for that one. The ramp shall be closed to
13 traffic for a maximum of 30 consecutive days in
14 order to complete the work. That's with the
15 Texas turnaround ramp B. The ramp may be
16 closed for traffic for a maximum of 30 days in
17 order to complete all work and the painting.
18 And this is in conjunction with the 60-day
19 closure on the Texas turnaround.

20 Ronald Reagan, the ramp from Ronald Reagan
21 to southbound -- actually to Ronald Reagan, one
22 lane shall be maintained at all times, at least
23 one lane.

24 Page 18 is the description of the Texas
25 turnaround. Do you have any questions on the

1 Texas turnaround? Is everybody clear?

2 Okay. Page 19, holiday note, that all
3 lanes have to be open to traffic, the proper
4 lanes, for the holidays listed. They don't
5 have to be in a final configuration but they
6 have to be open to traffic. Yes?

7 MR. WEISSMAN: Larry Weissman, John R.
8 Jurgensen & Company.

9 On that Texas turnaround, Dennis, the 60
10 consecutive days that's needed with your
11 holiday note, I don't think you can find a 60
12 day window in there with the holidays, to do
13 your full 60 days, 30 days on each ramp.
14 You're going to run into one of those holidays.
15 You just don't have enough of a window in there
16 to do it. Check into it but --

17 MR. STEMLER: We'll review that.

18 MR. WEISSMAN: -- it doesn't appear you've
19 got -- with the dates you have it open, you
20 just don't have a 60 day window.

21 MR. STEMLER: Depends when you schedule
22 the work.

23 MR. STUTZ: There's not 60 days.

24 MR. STEMLER: Okay. We'll review that.

25 Okay. Page 19. I'm sorry, page 41. There is

1 Artimis that is out there. It's attached to
2 the 275 northbound over Harrison Avenue bridge
3 on the outside parapet that you have to remain
4 service, I believe it's a power service.

5 MR. ROWE: Camera.

6 MR. STEMLER: Yes, that's attached to that
7 bridge. There's Artimis in the ramp area or in
8 the area from the Great Miami over to 74.

9 Is there any questions on the proposal?

10 Some other things that need to be brought
11 out is the -- it will be required of the
12 design-build team to submit their conceptual
13 MOT drawing as a buildable unit so that we can
14 look at it and work out anything that may be an
15 issue.

16 Journalizing the speed limit will be the
17 responsibility of the design-build team. And
18 the MOT design speed, what did we say that was,
19 55?

20 MR. ROWE: 55.

21 MR. STEMLER: 55, should be designed 55
22 for the MOT. Are there any questions that
23 anybody would like to bring up?

24 MR. ROWE: The design speed will come up
25 out in an addendum also. Then the design speed

1 for the Texas turnaround will be 15 miles an
2 hour. That's in the scope also.

3 MR. STEMLER: Are there any questions?

4 MR. CARTER: Josh Carter, John R.
5 Jurgensen.

6 The conceptual MOT plan, will that be an
7 additional submittal beyond the two phase
8 submittals?

9 MR. STEMLER: Yes. There will be an
10 initial submittal and then submit your
11 conceptual, this is what we'd like to do, and
12 then you would proceed.

13 MR. CARTER: Two submittals after that?

14 MR. STEMLER: Correct.

15 MR. CARTER: So that will be a 14 day
16 review, the same as the other two submittals?

17 MR. STEMLER: Yes, and hopefully will be
18 done quicker than that.

19 MR. CARTER: So with the interim
20 completion date of October 31st, I think it is,
21 and the review time and the amount of temporary
22 pavement that will go in and temporary
23 structure widening, I think you mentioned a
24 March date, some of that structure widening we
25 can start earlier that.

1 Is there any way that the department could
2 speed up the review time since there's three
3 submittals?

4 MR. STEMLER: We'll look at that and we'll
5 turn it around pretty quick. And if somebody
6 would like to start before March 1st we're open
7 to allowing that. We're not saying that you
8 can't go in there, if this October 24th you get
9 the design, because you may want to look in
10 order to do some of your MOT, to do it this
11 winter prior to that. So that we are open to
12 that.

13 MR. CARTER: Okay.

14 MR. STEMLER: Actually I think it's
15 important to do some of your work this fall for
16 next year.

17 MR. CARTER: If you're talking three
18 review times that's --

19 MR. STEMLER: Yeah, but all you need
20 conceptually to get started is, this is what
21 we're thinking about doing and we can get it
22 done pretty quick.

23 MR. CARTER: Okay.

24 MR. STEMLER: But I don't want to throw
25 that out -- we just don't want the physical lay

1 restrictions throwing people over to March 1st.
2 If there's work you can do before whenever you
3 get a signed contract and March 1st, we are
4 receptive to that, you'll just have to ask
5 permission.

6 MR. STUTZ: Is that March 1st in the scope
7 someplace?

8 MR. ROWE: No. I think that's our
9 estimated start.

10 MR. STEMLER: Any other questions?

11 MR. STUTZ: Oh, yeah.

12 MR. STEMLER: Well, go ahead.

13 MR. STUTZ: All right. When we put the
14 Texas turnaround in the stall we're working on
15 ramp A and B, we're required to have a third
16 lane across the structure, depending on which
17 ramp it is, the eastbound structures have to
18 have three lanes of traffic crossing or the
19 westbound structure has to have three lanes of
20 traffic crossing. That's going to require
21 quite a bit of temporary pavement west of the
22 1070 -- or, I'm sorry, the 1080, left and right
23 bridges, which I think is where your major work
24 stops.

25 MR. STEMLER: Down this way?

1 MR. STUTZ: Down 74.

2 MR. STEMLER: Okay.

3 MR. ROWE: 1080 is here.

4 MR. STEMLER: Go ahead.

5 MR. STUTZ: Your major work goes from
6 there up towards Colerain.

7 MR. STEMLER: Correct.

8 MR. STUTZ: But all that area in between
9 there is going to require beefed-up berms in
10 order to carry these three lanes of traffic
11 that you want. Okay.

12 Temporary pavement -- can that temporary
13 pavement stay in place till the end? I see no
14 reason why not.

15 MR. STEMLER: Depending where it is. We
16 don't know what you're talking about. We would
17 be receptive to that but I can't say for sure
18 yes, this area, till we see where you're at
19 because there's some environmental concerns
20 we'd have to worry about, too.

21 MR. STUTZ: At least in the area where
22 there's berm now --

23 MR. STEMLER: Yes.

24 MR. STUTZ: I mean specs require you to
25 take it out. I'm asking somebody to affirm we

1 don't have to take it out. That's an expensive
2 proposition.

3 MR. STEMLER: I understand. We'd have to
4 review that because we don't know what your
5 MOT -- whoever the contractor is, what their
6 MOT is. So we can't say -- you may come in
7 here and decide you're going to build a hole in
8 the middle. We don't want to leave that in
9 place.

10 MR. STUTZ: I'm only talking about west of
11 that area. That's the area we're talking
12 about.

13 I lost my train of thought here.

14 Like I say, I'm talking about the areas
15 that currently have a berm, we'd just be
16 replacing with temporary pavement.

17 MR. STEMLER: And you're going to beef it
18 up?

19 MR. STUTZ: Yeah.

20 MR. STEMLER: In that case, yes. If
21 you're replacing the existing shoulder, yes.
22 If you're -- what I'm getting to is, if you're
23 widening it out and it's out beyond there we
24 have to look and see how wide you're actually
25 going to make the shoulder.

1 MR. STUTZ: I understand. My point is the
2 specs currently call for it and it makes no
3 sense to do it. You do the job and then you
4 have somebody come up and say, hey, according
5 the specs we're going to take this all out and
6 replace it, that's a big expense.

7 MR. STEMLER: Correct. Yes.

8 MR. STUTZ: The next thing is on that
9 drawing you showed the red west of the 1080
10 bridges going back to the area where it splits.
11 Are you with me? The 1080 bridge they show
12 red.

13 MR. STEMLER: Right in here.

14 MR. STUTZ: I'm sorry.

15 AUDIENCE: It goes west of those ramps.
16 You're down further.

17 MR. STEMLER: Down here. Okay.

18 MR. STUTZ: The same as the middle fill up
19 at the north end of the job or the east end of
20 the job, that same color. I'm colorblind so I
21 may not be able to tell, but I think it's the
22 same color, isn't it?

23 MR. ROWE: I think that's just for
24 visualization to show cleanups, MOT.

25 MR. STUTZ: It's not required to be a two

1 lift replacement, right?

2 MR. ROWE: No.

3 MR. STUTZ: Just to show kind of --

4 MR. ROWE: Just has to go to wherever the
5 1057 is.

6 MR. STUTZ: The shift in traffic or
7 whatever?

8 MR. ROWE: Yeah.

9 MR. STEMLER: Yes.

10 MR. STUTZ: Okay. The next thing is on
11 275, 74 eastbound, where it splits to go onto
12 275 eastbound or 74 eastbound. Currently the
13 center lane is a decision lane, you can go
14 either way.

15 We add this third lane going through that
16 area, that center lane can't be a decision
17 lane. You're going to go to one lane on 74.
18 That's your intent? I don't know if anybody
19 thought about this but is that your intention?

20 MR. STEMLER: We talked about that. I
21 forget. We'll look at that. I know it was
22 brought up.

23 MR. STUTZ: It's physically impossible.

24 MR. STEMLER: Internally it was brought
25 up.

1 MR. ROWE: It would only be for the 30
2 days for the Texas turnaround -- or the 60
3 days.

4 MR. STUTZ: Well, yeah. 30 days actually
5 because you won't have to have --

6 MR. ROWE: Exactly.

7 MR. STUTZ: I mean, whether it's three
8 days or 30 days, doesn't make a difference, you
9 still have the same problem.

10 MR. ROWE: Exactly.

11 MR. STUTZ: I think that's all I've got
12 for right now. Anybody else got any questions?

13 MR. CARTER: Josh Carter, Jurgensen.
14 Page 28, 14.4, there's different types of
15 shoulder subgrade treatment.

16 I just want to confirm that we can use
17 both types, we don't have to pick one and use
18 that consistent through the job.

19 MR. STEMLER: Page 28?

20 MR. CARTER: Yeah, 14.4.

21 MR. ROWE: 14.4?

22 MR. CARTER: You can use either one.

23 MR. ROWE: We can use both, we don't have
24 to pick one.

25 MR. STEMLER: Yeah, I believe so. That's

1 the intent.

2 MR. BRUNTON: Dennis Brunton, Barrett
3 Paving. I would like to expand on what Josh
4 was asking.

5 On the underpass for Ronald Reagan
6 Highway, Cross County Highway, you have to
7 remove the pavement to maintain the profile.
8 The scope tells you you must undercut 304
9 fabric where the end that you have to tie into
10 existing bridge, the rehab section, you have
11 the option.

12 Is that -- would it be possible to have
13 the option on that undercut?

14 MR. MATHIS: The intent behind that was
15 driven by the MOT.

16 MR. CARTER: 16.5, that's the Artimis.
17 The first question, why are you relocating that
18 camera?

19 MR. ROWE: I think it's not being
20 relocated, it's just going to have to be taken
21 down and reattached for the bridge work because
22 it's attached to the structure.

23 MR. CARTER: So the proposed location will
24 be the same location?

25 MR. ROWE: I mean, yes, thereabouts. It

1 would be the same area. This camera we want in
2 the same area so we can see exactly what we're
3 seeing now.

4 MR. CARTER: Okay.

5 MR. STEMLER: On that bridge, I believe
6 the 1089R, that's the power cable that runs
7 across there.

8 So really you're going to have to do
9 adjustments to the parapet wall so, therefore,
10 you're going to have to do something with that
11 power cable to maintain the camera.

12 MR. CARTER: While the bridge work is
13 going on?

14 MR. STEMLER: Yes. That's why it's in
15 there.

16 MR. CARTER: Does the design-build team
17 determine the new location of the camera?

18 MR. STEMLER: Camera stays there. It's my
19 understanding the camera stays there.

20 MR. ROWE: Stays there.

21 MR. STEMLER: It's not attached to the
22 bridge. Josh, all it is is power fed down to
23 there. It actually goes underneath the -- just
24 south of that, underneath the road, goes into
25 the middle and then goes to a pole down there

1 towards Wesselman Bridge, I believe. It's
2 mounted on the pole.

3 MR. CARTER: I guess it says the
4 relocation of the CCC camera shall be
5 considered one function. So it sounds like --

6 MR. STEMLER: It's up to you guys how you
7 want to maintain it. It's out there. I don't
8 know that it will have to be -- you'll have to
9 do your homework and see if it needs to be
10 based on what you come up with.

11 We don't know what your MOT design is and
12 where it takes it. It might be in the way.

13 MR. CARTER: I guess that's why I'm asking
14 why you're moving it. If it's a safety issue,
15 if it's too close to the road or something,
16 then we need to know. It's just simply for
17 constructability --

18 MR. STEMLER: Correct. We'll verify that,
19 but yes.

20 MR. CARTER: It sounds like you're saying
21 there's no Artimis from the east end of the
22 job, none at all, no fiber, from the east end
23 of the job down to, I don't know the bridge
24 numbers down there, 74, is that correct?

25 We can assume zero fiberoptic anywhere on

1 the project?

2 MR. STEMLER: I can't say that right now.

3 AUDIENCE: What's the definition of the
4 east end of the job?

5 MR. ROWE: Colerain.

6 MR. MALESKI: John Maleski from ODOT
7 construction. There is no fiber between
8 Colerain Avenue and down to where 275-74 --

9 MR. STEMLER: Harrison Avenue.

10 MR. MALESKI: Harrison Avenue.

11 MR. ROWE: What comes up 74?

12 MR. MALESKI: The fiber comes from
13 downtown out to that intersection.

14 MR. STEMLER: We will verify that.

15 MR. MALESKI: Along I-74, going up the
16 hill. Now, there is some electrical, like you
17 said, that comes across some of the bridges on
18 the outside of the parapets and -- you know,
19 things like that. So down in that infield
20 there is but not coming down the hill, there is
21 none.

22 MR. STEMLER: I think -- just for
23 information, I think you'll find that the power
24 for that camera you're talking about actually
25 comes off of Harrison Avenue. You pick it up

1 right there at Harrison. There may not be any
2 that run up towards Colerain.

3 MR. ROWE: The plans have been posted --

4 MR. MALESKI: You've got some speed
5 sensors going up the hill along 275 that are
6 going to be in the way of your MOT. Those are
7 fed. You know, you have solar power on those.

8 Then you've got a camera up at Colerain
9 Avenue that will have a little -- not fiber but
10 from the electrical to the pole there but
11 not -- you know, electrical stuff but not
12 fiber.

13 AUDIENCE: Those speed sensors, those are
14 the side fire radar, they're not in the
15 pavement?

16 AUDIENCE: No, they're not on the
17 pavement, they're on poles mounted on the side
18 of the road but they're very close to pavement
19 and could be in your way.

20 MR. STEMLER: They may be attached to the
21 overhead structures.

22 AUDIENCE: But no fiber running to them?

23 AUDIENCE: No, there is no fiber.

24 MR. STUTZ: May be temporarily removed to
25 allow construction, then replaced.

1 MR. SPINOSA: Stefan Spinosa, ODOT. The
2 speed sensors can be temporarily removed.
3 We'll provide those said requirements in an
4 addendum.

5 MR. CARTER: Section 14.6, there's some
6 design exceptions mentioned. Can we get --
7 submittals be made available for the design
8 exceptions?

9 MR. ROWE: Yes.

10 MR. CARTER: Scope doesn't really specify
11 lane closures on the ramp from Cross County.
12 There's two lanes on that ramp right now. I
13 think the westbound, they mention you can take
14 it down to one lane, but the eastbound there's
15 no mention at all.

16 MR. STEMLER: Correct.

17 MR. CARTER: Could you clarify what the
18 requirements are on that?

19 MR. STEMLER: It's a single lane and then
20 you just -- you have a decision lane that
21 widens out. It really will become based on
22 what your MOT would show for that area.

23 It's really only a one lane ramp and then
24 you get up to the gore area, you have a
25 decision-making lane basically that drops off

1 to go to that.

2 What you'd like to know is, can we just
3 keep them in one lane and flip them back and
4 forth as you build that area. We'll look into
5 that.

6 MR. CARTER: Then does traffic from Cross
7 County have to have access to 74?

8 MR. STUTZ: Westbound.

9 MR. CARTER: Westbound.

10 MR. STEMLER: Wait a minute, Cross County
11 74?

12 MR. CARTER: Yeah, so you're getting on --
13 from Cross County you're getting on 275. Do
14 you have to have the ability to get to 74 --

15 MR. STEMLER: Yes.

16 MR. CARTER: -- once you get to 275?

17 MR. STUTZ: That is going to make it a
18 very, very difficult job, Dennis. It's going
19 to cost you a bunch of money. Okay.

20 MR. STEMLER: Question you're asking --
21 you want to maintain just two lanes through
22 there instead of three?

23 MR. STUTZ: Situation is, Dennis, where
24 it's almost impossible to get 74 traffic over
25 to that side while you're working on the middle

1 part of this job.

2 AUDIENCE: You can't put a counterflow
3 lane if you do that in that area.

4 MR. STEMLER: Based on the MOT AA you
5 can't.

6 AUDIENCE: You can't.

7 AUDIENCE: Dennis, we looked at it, you
8 can't.

9 MR. STUTZ: We have a similar problem
10 coming east for the traffic coming off of 74,
11 275, to get to Cross County.

12 MR. STEMLER: 74 west.

13 MR. STUTZ: Going east, coming up the
14 hill.

15 MR. STEMLER: Oh, coming up the hill,
16 yeah.

17 MR. STUTZ: You get that traffic over to
18 Cross County.

19 MR. STEMLER: Okay.

20 AUDIENCE: Section 16.3 on 41, replacing
21 the existing lighting, it says to replace in
22 kind but also says in addition to 8.1.

23 Does this mean that we just replace all
24 the existing light that is there with new
25 standards or because it's referring to 8.1 do

1 we need to re-engineer this?

2 MR. ROWE: We'll verify for that question.

3 AUDIENCE: One more for me. What does the
4 maintenance include, deer removal, mowing and
5 plowing, or is that not part of the
6 maintenance?

7 MR. STEMLER: We'll clarify exactly what
8 you're responsible for. Any other questions?

9 MR. STUTZ: I know we've asked every
10 question believable, Dennis.

11 AUDIENCE: I just tag on to you guys.
12 Dennis, I lost my train of thought now.

13 Speaking of the maintenance, when does the
14 maintenance start?

15 MR. STEMLER: When you have your -- when
16 you impact the lanes of traffic.

17 AUDIENCE: Okay. Also --

18 MR. STEMLER: Meaning you shift it from
19 the front, the location where they're at now.

20 AUDIENCE: Okay. Kind of -- kind of a
21 question that kind of happens on a lot of jobs.

22 The LEO payment, you have 500 hours of
23 LEO set up, could you clarify the payment? I
24 know it's written there. A lot of times we run
25 into issues, there's a note in there that's

1 supposed to pay when trucks are ingress and
2 egress and you don't have separate lanes set
3 up for ingress and egress and that has become
4 an issue of when you get paid for LEO hours on
5 that. Could you clarify that a little bit?

6 MR. STEMLER: Yes. That's all I have.

7 MR. CARTER: I actually missed one.

8 MR. STEMLER: How could you miss anything?

9 MR. STUTZ: Catch a breath here.

10 MR. STEMLER: Okay, Josh.

11 MR. CARTER: It's not on my notes but I
12 think it's in the roadway section, you
13 mentioned if the underdrain is impacted it's
14 got to be replaced. But the department scope
15 will impact the underdrain because of the depth
16 you have to go.

17 So can you be more clear on it? Or if
18 not, can you give us as-built drawings?
19 Because we'll need to know exactly how deep
20 that underdrain is.

21 MR. STUTZ: As a point, just getting into
22 the gravel, to me, is not impacting the
23 underground.

24 MR. CARTER: It could be you --

25 MR. STEMLER: Okay.

1 MR. ROWE: We will clarify that.

2 MR. STUTZ: I have a question. When you
3 read the spec on break and seat it requires you
4 to stay a foot away from the edge and maintain
5 traffic the way you want to maintain it. This
6 is difficult or almost impossible using this
7 break and seat method.

8 I guess we're curious as to why you don't
9 use the regular mobile hammer type rigger in
10 this situation?

11 MR. STEMLER: Okay.

12 MR. STUTZ: And if you're going to stay
13 with the break and seat are you going to
14 require us to stay a foot away from these
15 edges? It makes a huge difference.

16 MR. STEMLER: We'll clarify that.

17 MR. STUTZ: I really don't know why we
18 picked break and seat. This job doesn't lend
19 itself to it.

20 MR. STEMLER: You want to answer that?

21 MS. ELSTON: Jennifer Elston. That was
22 through the central office, office of
23 pavements. They want to do a life cycle cost
24 analysis and through that pavement selection it
25 came down to the underbody concrete overlay or

1 the break and seat. They're the ones that
2 chose that.

3 MR. STUTZ: It's a different process that
4 really doesn't lend itself to this kind of
5 construction.

6 MR. STEMLER: Okay. Any other questions?

7 MR. FICKER: Dan Ficker with Palmer
8 Engineering.

9 On scope section 13.3, page 19, you give a
10 description of the ordinary high water. Is the
11 elevation of that ordinary high water available
12 factual?

13 MR. ROWE: Julie, do you know if that's
14 available?

15 MS. GRUNWALD: I don't have that in front
16 of me but you're talking about near the park
17 and ride?

18 MR. ROWE: Yeah.

19 MS. GRUNWALD: Basically I think the scope
20 states to stay outside the head walls of the --
21 head walls? Of the bridge that goes over the
22 creek. So as long as you stay beyond that
23 you're going to be staying out of the ordinary
24 high water mark.

25 I don't know that they went down and

1 actually picked up an elevation.

2 AUDIENCE: In order to determine if our
3 structure is outside of the ordinary high water
4 we need that elevation because it could vary
5 outside.

6 MR. ROWE: We can clarify on that also.

7 MR. STEMLER: Any other questions?

8 MR. WEISSMAN: Larry Weissman, John R.
9 Jurgensen.

10 On the Texas turnaround it looks like, and
11 from Charlie, what you described, there will be
12 some utility issues with trying to keep the
13 lanes underneath the bridge. And just for
14 clarification, will it be up to the
15 design-build team to move those utilities? Is
16 it going to be done by ODOT? Who's going to
17 pay for it?

18 MR. STEMLER: Possibly on the south side
19 of 74 there's a pole. It may or may not be
20 impacted by your design, by the design of the
21 Texas turnaround, depending on where you bring
22 it in and where you move it.

23 If that's the case, then you will have to
24 work with the utility. And we will help you
25 get it moved. But we can't -- until it's

1 identified, we can't -- we cannot determine if
2 it needs to be moved yet. It's only one pole
3 at that location.

4 MR. WEISSMAN: You know, there's a
5 temporary structure there.

6 MR. STEMLER: No, not in that location.

7 MR. WEISSMAN: At 128?

8 MR. STEMLER: The temporary structure is
9 on the north side of the bridge. This is on
10 the south side of the bridge. There's one pole
11 that's close to the radius where you go onto
12 eastbound, from 128 to eastbound 74, that may
13 or may not be impacted, depending on when you
14 bring your road back in.

15 MR. ROWE: There's also a pole near where
16 the temporary structure will be that may or may
17 not be impacted.

18 AUDIENCE: It's got high power on it.
19 There's a lot of utilities that dive under the
20 bridge and come back up.

21 Then on the other side of the road I think
22 there's a water line, possibly a gas line. At
23 any rate it has to be widened. There's a
24 temporary structure. You know, none of us I
25 think know exactly what utilities we may get

1 into.

2 Again, if that power line has to be
3 relocated, is it going to be up to the
4 design-build team to work that out with utility
5 to get it done? Is that reimbursable? There
6 could be some cost there.

7 MR. SPINOSA: Stefan Spinosa with ODOT.
8 Utility coordination or the design is the
9 responsibility of the design-build team.
10 Relocation expenses of the utility, if it's a
11 public utility.

12 If it's a private utility they bear the
13 expense of relocating an easement. That would
14 be covered by the department of reimbursement
15 to the utilities. The design-build team would
16 not be responsible for the utility relocation
17 costs, but you need to do the coordination with
18 the utility company to determine the impact
19 your design has on the utility.

20 THE AUDIENCE: Then to follow up on that,
21 would there be a pay item for that utility
22 relocation, not the -- or, I mean, the
23 coordination?

24 MR. SPINOSA: That's part of your plan
25 preparation.

1 AUDIENCE: But there's not a specific pay
2 item?

3 MR. SPINOSA: No. It's incidental to the
4 plan preparation.

5 MR. FUNKE: Bronson Funke, Palmer
6 Engineering.

7 Do we have exact locations on all the
8 utilities, everything around with the 128
9 interchange, the lateral locations?

10 MR. ROWE: No. I think that's up to --
11 you're going to have to do an oops ticket to
12 get that verified in the field.

13 MR. FUNKE: That won't accurately tell us
14 exactly where everything is.

15 MR. ROWE: We can supply the information
16 we have.

17 MR. STEMLER: Yes. We will give you the
18 information that we have.

19 MR. FUNKE: And if it's not where you guys
20 say it is, then what?

21 MR. STEMLER: Just like any other
22 situation, we'll resolve it in the field.

23 MR. CARTER: So if the design that we
24 deem the most beneficial for us impacts more
25 utilities can we go with that design, put it on

1 the utilities, or do we have to plan our work
2 around these utilities?

3 It sounds like you're not clear on our
4 design so you're making some assumptions on
5 where we're going to be.

6 MR. STEMLER: You don't have a lot of room
7 between the piers and the roadway that you can
8 put in there.

9 I don't see where anybody's design is
10 going to vary that much. Okay?

11 MR. CARTER: It sounds like enough for you
12 to have some question to whether these poles
13 are going to be impacted or not.

14 MR. STEMLER: No, that's just where -- the
15 only one that we really identified was on the
16 south end. And it really depends on when you
17 turn and come in. Do you decide to go in
18 through the infield or do you move it down
19 closer to the actual intersection? And that's
20 up to the design team. That's where that comes
21 in.

22 That's the only utility we really
23 anticipate being in the way.

24 MR. CARTER: If we can get around it but
25 it costs us an extra X amount of dollars. Do

1 we -- the department pay us to go around it?

2 MR. STEMLER: We pay your bid quantities.
3 I'm trying to understand what the question is.

4 AUDIENCE: Well, part of the problem is
5 there's no pay item for any utility
6 coordination, relocation, anything. So
7 whatever is done is going to be incidental with
8 some other item of work there.

9 That's why it's critical that we know a
10 little bit of what needs to be done because
11 it's always --

12 MR. STEMLER: We'll clarify the utility on
13 128, if you don't have a problem with that.
14 Anything else?

15 MR. BRUNTON: Dennis. On ramp A, ramp B,
16 I know we got the 60 days Texas turnaround in
17 place. Outside of that window, if we need to
18 go out on ramp A or ramp B just at night to,
19 you know, say a bridge painter needs to do --
20 you know, just for one night closure, will we
21 be permitted to close?

22 MR. STEMLER: Full closure or --

23 MR. BRUNTON: Full closure at night.
24 Nighttime closure. There's a lot of work that
25 has to be done.

1 MR. STEMLER: Yes, we would entertain
2 that. I'm not going to sit here and say yes
3 because I don't know what work you want to do
4 and how often but, yes, we would entertain
5 closures at night within the permitted lane
6 closure with a detour. We would review it.

7 Any other questions?

8 MR. BRUNTON: Dennis. I just have one for
9 clarification. You said earlier March 1st. Is
10 that kind of -- that's just --

11 MR. STEMLER: I was repeating what Josh
12 said. I'm sorry.

13 MR. BRUNTON: We can go out before March
14 1st?

15 MR. STEMLER: Correct.

16 MR. BRUNTON: I just wanted to make sure.

17 MR. STEMLER: Correct. Any other
18 questions? If not, thank you for coming. Make
19 sure everybody gets on the sign-in sheet.

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21 - - -

22 PROCEEDINGS CONCLUDED AT 10:42 A.M.

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C E R T I F I C A T E

I, Karen Volk, RPR, the undersigned, a court reporter for Hamilton County, Ohio, do hereby certify that at the time and place stated herein, I recorded in stenotypy and thereafter had transcribed into typewriting under my supervision the foregoing pages, and that the foregoing is a true, complete and accurate report of my said stenotype notes.

Karen Volk, RPR