

BEFORE THE

OHIO DEPARTMENT OF TRANSPORTATION

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IN RE: :

I-270/US 33 Interchange :

Improvements

:

PID 88310

:

Construction Project

15-0030 :

- - - - -

Pre-Bid Meeting conducted by Ms. Fay

Taylor, Project Manager, taken at the Ohio

Department of Transportation, 400 East

Williams Street, Delaware, Ohio, on Friday,

January 9, 2015, at 9:10 o'clock a.m.

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1 IN ATTENDANCE:

2 Mr. Ferzan Ahmed
District Deputy Director

3
Mr. Thomas Slack

4 P&E Administrator

5 Construction Staff:

Mr. Brian Hupp

6 Mr. Dave Poling

Mr. Drew Griesdorn

7 Mr. Brian Gable

8 Ms. Megan O'Callaghan

Director of Public Safety, Dublin

9

10 SPEAKERS:

11 ODOT Representatives:

12 Mr. Andy Wolpert

Mr. Drew Gilmore

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Prospective Bidders:

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Mr. Dean Collura

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P R O C E E D I N G S

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MS. TAYLOR: Welcome, everyone.

Thank you for attending this morning. This is the prebid meeting for the 270/33 Dublin Interchange.

My name is Fay Taylor, and I am the project manager for ODOT. We also have with us this morning our district deputy director, Ferzan Ahmed; the P&E administrator, Tom Slack; and our construction staff, Brian Hupp and, specifically on this project, Dave Poling, Drew Griesdorn, Brian Gable. We also have Dublin with us. From Dublin, we have Megan O'Callaghan.

Everyone, please be sure that you signed in. We will have a presentation, then time for your questions. Please state your name and spell your last name and state who you represent before you ask your question.

This meeting is being recorded. The transcript of this meeting will be made available as soon as possible.

1 Our presentation is by the lead
2 design engineer on this project. He is from
3 CH2M HILL. And here is Andy Wolpert.

4 MR. WOLPERT: Thank you, everyone,
5 for attending today. We have a brief
6 presentation. We'll go through an overview of
7 the project, and if you have any questions, as
8 Fay said, please state your name and ask your
9 questions.

10 Here's an aerial image of the
11 existing interchange. You can see it's
12 currently a cloverleaf interchange.

13 To the east is a local roadway
14 system, the Frantz Road/Post Road
15 intersection. Then you enter the arterial
16 system to Old Dublin, or Historic Dublin.
17 Then the freeway system, 270, and then 33 is
18 here to the west towards Marysville. This is
19 all limited access.

20 Here's a graphic with the project
21 improvements. Key features being that the
22 loop ramps in the northwest quadrant and the
23 southeast quadrant will be removed as part of
24 this project, and this will eliminate the

1 weaving areas within the interchange which are
2 currently causing many crashes.

3 There are future planned
4 improvements at this interchange. In about 12
5 to 15 years, we anticipate that a flyover
6 constructed going northbound 270 to
7 westbound 33 will be constructed, and a little
8 bit of reconstruction for the
9 northbound/eastbound ramp also. In the
10 future, this will eliminate the loop ramp in
11 the northeast quadrant.

12 So let's summarize this first
13 project that we'll be bidding on.

14 So our structures go -- and there's
15 a handout with the key plan for all the
16 structures and walls, just to help everybody
17 know where everything is at.

18 There are six new-build bridges and
19 five reconstructed widened bridges as part of
20 this first project here.

21 Please note that the structural
22 steel and the elastomeric bearings are being
23 procured by ODOT for the Stage 1 steel
24 bridges. There's four total. We'll get into

1 that in a little more detail. The contractor
2 shall coordinate with the fabricator of the
3 state-supplied steel items.

4 Recently, there have been two
5 contracts that have been released for
6 fabrication. The first steel fabrication
7 contract is for the FRA-270-1763 and the
8 FRA-33-0271L structure. These have been
9 awarded to Delong's. You can see their
10 contact information there on the screen.

11 The second structural steel contract
12 was recently awarded. This contract is for
13 the structures 33-0257L and 33-0257R. These
14 are 33 bridges over 270. Stupp Bridge Company
15 was awarded this contract. And once again,
16 you can see their contact information on the
17 screen.

18 Retaining walls. Once again,
19 retaining walls, you can see the locations of
20 these on the schematic that's been provided to
21 you. In summary, there are two soil nail
22 walls with micropiles underpinning the Post
23 Road abutment.

24 At the Post Road overpass, we're

1 squeezing in the proposed ramps between the
2 existing pier and abutment, so we need to
3 underpin the existing spread footing, and then
4 we're using the soil nail wall.

5 There will be three soldier
6 pile/lagging walls, two MSE walls. There are
7 some cast-in-place short barrier walls, and
8 then cast-in-place abutment walls.

9 Roadway work. Summary of the
10 roadway work includes 33 being widened for
11 about two miles to median outside along US 33.
12 I-270 work includes the
13 acceleration/deceleration lanes, merge/diverge
14 areas, along main line I-270 for the ramps.

15 All together, there are seven ramps
16 that are going to be realigned as part of the
17 project.

18 Please note that the tree removal is
19 being performed under a separate contract.
20 Complete clearing is the general contractor
21 for this work, and tree removal actually began
22 on January 5th. And if you've driven by the
23 interchange at all, you can see that they have
24 lots of equipment out there and they've

1 already begun clearing. All together, they
2 have 45 days to complete this.

3 Utility relocations. We have
4 utility relocations as part of the project.

5 Water works. We have a water line
6 relocation at South Fork Indian Run. You can
7 see this general plan sheet on sheet 1106 in
8 your plans.

9 Let me stress that this water line
10 relocation shall be completed before June 1st,
11 2015. No weather delays for this. No delays
12 at all. It has to be relocated by June 1st,
13 2015. City of Columbus will not allow any
14 work beyond this. If for some reason
15 something happens, there is a disincentive for
16 this.

17 The waterway permit application was
18 submitted on September 30th. A waterway
19 permit application was needed for work in the
20 South Fork Indian Run area.

21 Just to kind of summarize everything
22 here, there's about 125 feet of relocated
23 water line as part of the project. About the
24 last eight feet of that water line is within

1 the ordinary high watermark, so the vast
2 majority of the water line relocation can be
3 done before the permit is in hand, and we're
4 anticipating getting the permit hopefully
5 anytime, so.

6 Also, there's water line insulation
7 near Rings Road. You can see that on sheet
8 1114 in the plan set.

9 There's also some sanitary sewer
10 work. Sheet 1104, you can see a plan view of
11 that. What we will be doing is capping the
12 existing sanitary line at South Fork Indian
13 Run with some low-strength mortar backfill.

14 In general, these are all important
15 aspects of the project to drainage. There is
16 a noise wall along Ramp NW1. Utility
17 coordination will be key. Aesthetics and
18 landscape enhancements are a big part of this
19 project. And of course, maintenance of
20 traffic.

21 For maintenance of traffic, we'll
22 kind of step through the stages and phases,
23 see how everything is coming together for the
24 project.

1 All together, there's going to be
2 three construction seasons. It is very
3 important to coordinate with ODOT and Dublin
4 during the project. Dublin is a happening
5 place. This is a busy area. There's lots of
6 events. In the plans, there are several
7 events that have been noted that you need to
8 coordinate with Dublin on when you're working.

9 There is an A+B bidding with
10 multiple sections, part of the contract also.
11 Segment 1 is Phase 2A and 2B, in the first
12 construction season, Stage 1. Please note
13 that two lanes shall be open in each direction
14 on US 33 at the completion of this.

15 Segment 2 is for Phase 5. That is
16 in the second construction season, or Stage 2,
17 and that will be the opening of Ramp WN.

18 This table is in your plans next.
19 We've modified this table. This will be a
20 part of the first addendum. We've clarified
21 some wording on Phase 2A and 2B. You will see
22 that in that first addendum.

23 So Stage 1, Phase 1A and 1B, for the
24 MOT in general, we've identified critical

1 items and available items.

2 Critical items have been detailed in
3 the notes and the plans, and these critical
4 items have to be completed before you get to
5 the next phase of the project, or your next
6 traffic shift. Those items have been hatched
7 and shaded in the plans so you can see those
8 easily.

9 Throughout the project, there's lots
10 of available work, and at any time, a
11 contractor can work on that available work as
12 long as it's not disrupting the traffic as
13 identified in the plans. And so just because
14 something is not critical for the next phase,
15 obviously you'll be wanting to work on it
16 beforehand, because there may be a lot of work
17 associated with that item.

18 So for Phase 1A and Phase 1B,
19 focusing on the interchange itself. You can
20 see here there's lots of temporary pavement in
21 orange. That's work that's going to need to
22 be completed. Some US 33 median pavement
23 work, some drainage work.

24 Post Road storm sewer work right

1 here. We have to construct a storm sewer
2 underneath Post Road connecting it to existing
3 junction chamber and some existing drainage in
4 this phase.

5 And then the South Fork Indian Run
6 water line relocation, as we were talking
7 about earlier, must be completed by June 1st,
8 2015.

9 Moving on to Stage 1, Phase 2A.
10 Critical items in this phase have been
11 highlighted here. We have a lot
12 reconstruction work along US 33, as you can
13 see in green.

14 Ramp work on the outside. We also
15 have temporary pavement work, as you can see
16 over here.

17 Bridges. The FRA-33-0257L bridge
18 will be constructed. That's this bridge right
19 here. We will be closing 270 for the
20 demolition of this structure and erection of
21 girders. And then also the FRA-270-1763
22 bridge. That is this bridge here over the
23 South Fork Indian Run. All critical items for
24 this.

1 These two bridges here we're closing
2 to through traffic, so you'll want to begin
3 work on those immediately. Those are part of
4 the A+B contract.

5 Phase 2B. So with this, we'll be
6 making sure this work -- and it's detailed in
7 the plans in the A+B section. We need to have
8 completion prior to October 19th, 2015.

9 Also in addition to this work that
10 you'll see here, the Avery Muirfield westbound
11 exit ramp will be constructed, reconstructed
12 in this phase.

13 Then we have additional work on
14 US 33 and Ramp SE. Once again, while we've
15 closed through traffic on 33, it allows the
16 contractor a safer area, more work area, to
17 complete this. The traffic for this ramp is
18 going to be shifted over to the structure that
19 was previously completed in Phase 2A.

20 Bridges. In this phase here, we
21 have three bridges that are critical at the
22 completion: 33 over 270, and these two new
23 structures here along 33 over proposed ramps
24 that will be constructed in the future.

1 Stage 1, Phase 3A and 3B. At this
2 point, we're wrapping up that first
3 construction season, and we want to complete
4 the southbound 270 auxiliary lane, Ramp WS,
5 that's eastbound 33 to southbound 270, this
6 work here.

7 There is at the south end of 270 an
8 AT&T utility that was just found, around
9 Station 623, I believe. AT&T is going to be
10 locating this in the near future here. The
11 plan is to have that relocation done in this
12 first construction season.

13 If for some reason that may not
14 occur by AT&T, we may have to work with the
15 contractor to make sure we get the MOT scheme
16 completed accordingly at the end of this first
17 construction season, so we may not be able to
18 complete all that work. Once again, we're
19 working with AT&T and we'll keep everybody
20 apprised.

21 At the end of this phase also, the
22 Avery Muirfield westbound exit ramp will be
23 completed. That will help traffic on 33. And
24 then all lanes will be open to traffic over

1 the winter.

2 In this first construction season,
3 we're doing a lot of the outside ramp work,
4 and then the 33 mainline work where we've been
5 able to close some areas.

6 So moving on to Stage 2, Phase 4,
7 that's the second construction season. With
8 this work, there's critical work again.
9 There's temporary ramps, temporary walls and a
10 temporary signal.

11 Permanent walls will be constructed.
12 A lot of the roadway work includes Ramp WN and
13 Ramp NW1.

14 And then the bridges FRA-270-1823L
15 and FRA-270-1761, these are bridges on
16 southbound 270. You can see here that is the
17 1761; that's over South Fork Indian Run. And
18 then 1823L is further to the north; that's the
19 widening of the existing bridge over North
20 Fork Indian Run.

21 Please note that during this phase
22 this loop ramp is to remain open. This is a
23 system movement. Lots of truck traffic
24 through this loop ramp here. We want to keep

1 that open as long as possible.

2 Moving on to the next phase,
3 Phase 5. Critical work. We're filling in
4 this gap that we left here, and we're going to
5 be closing that loop ramp in that southeast
6 quadrant. And we'll also be permanently
7 closing the loop ramp in this northwest
8 quadrant.

9 We'll be installing -- the temporary
10 signal will be operational that was installed
11 in Phase 4, as you see here. So the eastbound
12 33 movements here will make a left turn on to
13 this temporary ramp. So that's how we're
14 going to maintain this eastbound-to-northbound
15 33 traffic while this is being constructed.

16 That's also part of the A+B process.
17 We want to get this open as quickly as
18 possible so we can eliminate this temporary
19 traffic signal.

20 There's also work on 33 in the
21 median that will be critical. It would be
22 started sooner, obviously, but would be
23 critical to getting completed at the end of
24 this phase.

1 Also we have work to be completed.
2 New ramps over 270. FRA-270-1714 and
3 FRA-270-17-16. Those will be constructed. We
4 will be allowing closure of 270 for demolition
5 and erection of the girder -- well, it'd just
6 be erection of the girder; there's not
7 demolition here in this case, I'm sorry. Just
8 erection, this is a new-build bridge, these
9 two.

10 Stage 2, Phase 6, this is the last
11 part of the second construction season. We're
12 kind of filling in the pieces here that we've
13 not been able to do because of some of the
14 existing traffic. But we'll be constructing
15 Ramp WN2, that's this structure right here,
16 and then completing Ramp ES.

17 That work will be completed, and at
18 the end of this, all of the proposed existing
19 lanes on 33 and 270, all proposed ramps, the
20 existing loop ramps that remain, will be open
21 at the end of the season and be substantially
22 completed.

23 So moving on to the third
24 construction season. Critical work with this

1 is the construction of the final surface
2 course: striping, pavement planing, milling
3 and filling of 33 for the existing lanes that
4 are to remain. Installing permanent traffic
5 markings. And then completing the
6 landscaping, irrigation, aesthetics, grading,
7 so forth, that are all part of the aesthetics.

8 Moving on to the aesthetics. Like I
9 said, this is a major part of the project
10 here. Obviously, we want to have something
11 that the ODOT/Dublin community is going to be
12 proud of at the end of the project.

13 Here's a landscape rendering of what
14 it looks like from an aerial view. And here's
15 some of the plantings that you will be finding
16 as part of the project. These are all
17 detailed in the landscape plans.

18 There will be some parapet
19 aesthetics. Those are also denoted in the
20 plans where those occur. You can see here,
21 we'll have special formliners for this work.

22 There will be pier aesthetics for
23 new piers. You can see here what this will
24 look like. Once again, special formliners

1 will be needed.

2 Wall aesthetics. We'll have
3 additional wall aesthetics as part of the
4 walls. This is a snapshot of what one of the
5 walls would look like here. Once again, all
6 this is detailed in the aesthetic plans in the
7 documents.

8 Landscaping requirements. Like I
9 said, these are all detailed in the plans. We
10 have a grading plan. There's aesthetic
11 walls. There's also planting schedules. All
12 this information is there.

13 Concrete aesthetics and formliners.
14 Please refer to the plans for locations and
15 designs, and refer to the aesthetic treatments
16 special provisions for acceptance process and
17 provisions.

18 Obviously, there is aesthetics work,
19 concrete work that is done in this first
20 phase, so getting these formliners
21 manufactured soon would probably be a key
22 item.

23 All right. Utility coordination.
24 At this point, I'll hand it over to Drew, and

1 he will discuss some of the utility
2 coordination.

3 MR. GILMORE: Sure. AEP, the pole
4 relocations and some overhead lines are being
5 relocated underground.

6 AT&T's conduit bank is going to
7 relocated near Cramer Ditch. There is a SUE
8 pending right now.

9 Columbia Gas is going to have
10 relocated lines.

11 Columbus Fibernet, their conduit
12 bank is going to be relocated. And the
13 contractor is going to have to coordinate in
14 the field to relocate that conduit bank.

15 Time Warner Cable and WOW Cable,
16 they're going to join these with AEP
17 facilities. And the MAG property, there is
18 existing irrigation. It's going to need to be
19 determined in the field if there's conflicts.
20 If there are conflicts, the contractor is
21 going to be responsible for coordination.

22 MR. WOLPERT: Okay. Thank you,
23 Drew.

24 As far as addenda items go that we

1 know of at this point, that will be issuing.
2 Of course, this prebid meeting summary will be
3 issued.

4 There's some clarification to notes
5 and expectations for the MOT, one of those
6 being the A+B contract, the bidding portion,
7 that table, just clarifying that for
8 everybody.

9 There's been a revision to the
10 aesthetic treatments supplemental
11 specifications. That will be included, too.
12 One paragraph was added in that.

13 And then we'll be showing the
14 approximate location of the existing AT&T
15 facilities near the Cramer Ditch. This is
16 what we were talking about where AT&T is doing
17 some SUE work to get that location.

18 Here's a rendering of what the
19 project is going to look like in three years.
20 I know all of us here are eager to see this
21 happen, and I'm sure it will look this good
22 when it's completed.

23 In summary, the sale date will be
24 February 10th, 2015, and the award date will

1 be February 20th, 2015. And if you have any
2 questions on the plans, please follow ODOT's
3 prebid process for questions.

4 With that, we'll open up the group
5 for any questions, and if we can answer them
6 at this time, we will do so.

7 (Pause in proceedings.)

8 MR. WOLPERT: Yes, sir?

9 MR. COLLURA: Question. My name is
10 Dean Collura. Last name is C-o-l-l-u-r-a.
11 Ruhlin Company.

12 Under the aesthetics, the formliners
13 that are required, I believe there's
14 mitigation at the end of the job that belonged
15 to the city?

16 MR. WOLPERT: Yes.

17 MR. COLLURA: It isn't clear to me
18 who purchases the formliners. Does the city
19 do that, or does the contractor do that?

20 MR. WOLPERT: The contractor is
21 purchasing the formliners and will be giving
22 those formliners to the city, and the city
23 will be storing them for use in future
24 projects.

1 MR. COLLURA: Thank you.

2 MR. WOLPERT: You're welcome.

3 MS. TAYLOR: Does anyone have any
4 more questions?

5 Okay. Again, the meeting is
6 recorded. The transcript will be made
7 available as soon as possible, as well as the
8 addendum items already discussed.

9 If there isn't anything else, then
10 thank you very much for attending our meeting
11 this morning.

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13 Thereupon, the proceedings were
14 concluded at 9:37 o'clock a.m.

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CERTIFICATE

The undersigned do hereby certify that the foregoing proceedings were digitally recorded, electronically transmitted, and transcribed via audible playback, and that the foregoing transcript of such proceedings is a full, true and correct transcript of the proceedings as so recorded.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal of office at Columbus, Ohio, on this 23rd day of January, 2015.

JAMES C. BOYDEN
Certified Digital Reporter
Notary Public - State of Ohio.
My commission expires December 4, 2019.

DONNA J. BELLOUS
Certified Digital Transcriber