

BEFORE THE
OHIO DEPARTMENT OF TRANSPORTATION

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 IN RE: :
 :Case No. FRA-270-21.67 81747
 Pre-bid hearing :
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Proceedings before the Ohio Department of
 Transportation and HNTB, taken at the Ohio
 Department of Transportation, 1980 West Broad
 Street, Lower Level Auditorium, Columbus, Ohio,
 called at 10:00 a.m. on Tuesday, April 21, 2015.

1 APPEARANCES:

2 Brian J. Davidson
3 400 William Street
4 Delaware, Ohio 43015

5 On behalf of the Ohio Department of
6 Transportation.

7 Erica Johnson
8 535 Griswold Street
9 Detroit, Michigan 48226

10 On behalf of HNTB.

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P R O C E E D I N G S

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MR. DAVIDSON: We'll go ahead and get started. I don't see anybody else getting ready to trickle in.

7

So I appreciate you guys coming today.

8

We are here on Franklin 270-21.67 for the pre-bid meeting. This is what our public information office is calling the mega fix. As you can see from the graphic, we have a lot going on up at the North Outerbelt here.

13

Excuse me, my name is Brian Davidson. I'm ODOT District 6 project manager. Erica Johnson is with us, also. She's from HNTB. She's the designer. So we're going to tag-team the presentation a little bit.

18

And if you could, there's a sign-in sheet in the back. I'll have you sign in. As well is if there are questions, we'll hold those till the end. I need you to state your name as well as the organization that you're representing, and then the question will get added into the meeting minutes, which will become contractual. We will publish those

1 by addendum as well as the response. We may or may
2 not provide a response to the question on -- on the
3 spot there, but the questions that you ask will become
4 contractual in the addendum, and then the response
5 will be posted forthcoming.

6 So as I was saying, there's a lot
7 going on, on the north side there. Traffic is
8 extremely -- there's roughly 175,000 vehicles a day
9 cutting through there.

10 This is looking east from Linworth.
11 You can see the traffic trying to come off of 315 and
12 cross over the traffic on 270 that's trying to get to
13 23. So there's -- there's a lot of congestion there,
14 a lot of accidents. Kind of one of the main reasons
15 that we need to get this done as soon as possible is
16 because of the congestion and the accidents.

17 We'll also work concurrently on the
18 trench project - Franklin 23-22.23 there. We should
19 be wrapping that up in the fall of 2016. The project
20 is underway, as you can see from all the work going on
21 out there.

22 The part -- Part 1 is the -- the green
23 here - the Northbound 315 to Eastbound 270. The
24 limits extend all the way down to 161 to the south and

1 about a thousand feet west of -- of Linworth to the
2 west.

3 We're also going to be eliminating
4 this loop ramp here and providing the new, what we
5 call the shepherd's hook ramp for Southbound 315.

6 The Part 2 portion of this is the
7 light blue. It's the Westbound 270, fixing the
8 crossover traffic coming off of 23, trying to get to
9 270 and 315, as well as the traffic trying to get off
10 of 270 to go to 315.

11 So kind of a perspective in the
12 project limits that we're looking at, the weaves that
13 I was talking about off of 270 to 315, and from 315 to
14 270, and 270 to 23.

15 This is kind of a broader overview
16 scale of it. Like I mentioned, the western limits
17 will be out past Linworth, about a thousand feet in
18 the Salem limits, down to 161. We're wanting some
19 widening on that shoulder as we go northbound.

20 What we have up here is part -- part a
21 bit of clearing and grubbing work on this project. We
22 -- we did do a bat survey. We looked at all the trees
23 that were habitable to the Indiana Bat, and we
24 identified those in a force account contract. Those

1 trees were not removed but they were dropped.

2 So the removal will still be need --
3 need to take place with the clearing and grubbing from
4 this project, but those trees are -- are down and
5 delimbed for removal with this contract.

6 You see, also, the Olentangy Bike
7 Trail, some -- some closures that will have to go on
8 there, some public outreach that we are doing on the
9 -- on the front end, and that will have to be
10 coordinated as we go through the process as well to
11 try to keep that closure to a minimum, if possible.

12 Kind of a -- a broad overview. This
13 is a 3-D rendering that we had put together.

14 Part 1, like I said, coming up
15 Northbound 315, this -- this bridge here currently
16 will get modified and widened to accommodate the
17 Southbound 315 lane that will join it, as well as a
18 brand-new ramp bridge over the river that will carry
19 Eastbound 270 to 23 and eliminate that conflict.

20 And then the Part 2, like I said,
21 this -- this bridge currently -- this ramp currently
22 has two lanes on it that will get widened to three,
23 and then, as well, this -- this bridge will get
24 slightly modified.

1 And the 23 Interchange, there's a --
2 there's a lot going on, on Part 2 here with all these
3 bridges and ramps.

4 The F-1 and F-2 ramps, as B/B1 wraps
5 up, this -- this ramp -- F-1 will be active and F-2
6 will be stubbed for this project - Part 2 - to take
7 off. The Southbound 23 will now have its own
8 dedicated lane to 315 as well as a dedicated lane to
9 270.

10 As the Northbound 23 traffic comes
11 up and goes around this loop ramp, the -- the conflict
12 will be eliminated there as they try to cross over to
13 315 from -- from Northbound 23. As well, the traffic
14 coming off of 270 Westbound, trying to get to 315,
15 this new bridge will eliminate that conflict.

16 So talking about some of the
17 structures and the walls on the project, starting out
18 -- or out west here, Wall 1 -- we're trying to have
19 Wall 1-C and 1 -- there's about 750 feet of D wall
20 that will need to get placed west of Linworth. And
21 then, identified in the plans as Wall 1-A, we'll
22 extend all the way down this part of the ramp, about
23 900 feet. That will be a soldier wall that will get
24 put in.

1 The bridgework here - 270-22.65-B -
2 that will be a three-span steel, about 140 feet there.

3 Wall 3, to the rear on the left,
4 there's about 53 feet of MSE wall on the right, about
5 250 feet, and then it carries over on the forward end.
6 MSE wall's about 400 -- 440 feet each side, extending
7 off of forward abutment.

8 270-22.78-B, this is -- this is a
9 new bridge that's going to accommodate the -- the new
10 ramp. We're going to move over the loop ramp. The
11 lane that will actually begin back west of Linworth,
12 but as it carries over here, we need to build a new
13 bridge in there, and that's 22.78-B, and it's a
14 four-span steel bridge over the main line there. It's
15 about 254 feet, I think.

16 The brand-new bridge over the --
17 the river that will also carry over the new ramp is
18 22.94-B, and that's a four-span steel bridge, 310-foot
19 -- foot long.

20 The -- the shepherd's hook bridge,
21 as we're calling it - 315-11.80 - it's a three-span
22 steel, 373 feet.

23 The current bridge over the river
24 for 270-22.93, it will get -- it will get modified,

1 like I mentioned, and add those additional lanes.
2 It's a -- a big steel beam bridge. It's going to be,
3 as I mentioned, part of this closure for the Olentangy
4 Bike Trail. These two bridges -- three bridges,
5 actually, we'll all need to close this trail in order
6 to be constructed, and we're hoping we can get that
7 minimized down to about twelve months, if possible, if
8 we can build those at the same time.

9 The structures and walls towards the
10 23 Interchange -- Retaining Wall 4, this is just a D
11 wall, about 230 feet.

12 Zoom in a little bit here.

13 Retaining Wall 12, the southwest end
14 of the ramp bridge - 23C - that's a soldier wall.
15 It's about 90 feet.

16 And these will all have the aesthetic
17 treatments, the -- the quarry red that will be
18 integrally poured into that concrete.

19 Wall 13 is the northwest end of that
20 23C bridge. It's about 170 feet. It's also soldier
21 wall. Also will also have the quarry red aesthetic
22 treatment.

23 And then Wall 14 will be the
24 southeast end of the ramp bridge 23C. So that would

1 extend all the way east of the 23 bridge abutment. So
2 there will be about 275 feet of cast-in-place wall
3 east of 23, and then it will pick up with about 900
4 feet -- 920 feet of MSE wall west, and then connect up
5 with this abutment here.

6 So the 23C ramp bridge - 23.54-A -
7 this bridge here is a two-span steel, about 364-foot,
8 and then the F-2 -- new F-2 bridge -- ramp bridge -
9 23.69-A - is just a single-span 122-foot bridge.

10 I'm going to let Erica talk about
11 the phasing and the maintenance of traffic.

12 MS. JOHNSON: I just wanted to kind
13 of point out, this picture was taken in October 20 --
14 23rd of 2014 just as a B/B1 trench project, just to
15 give you kind of an idea of the construction that was
16 going on at the end of last fall. This area -- I
17 don't have -- oh, I do have a pointer. Aha, I might
18 be able to do this.

19 This area right here is where Brian
20 was just talking about the stubout of F-2 and F-1, and
21 then this is the continuation of that F-1 ramp.

22 If you can under -- if I could click
23 back, you can see that this F-1 and most of the F-2
24 will cross over this existing F-1, and it's -- we

1 have, inside the maintenance, a traffic-phasing plan -
2 the elimination or removal of this ramp as you're
3 constructing this.

4 So this will be maintained through the
5 Phase 1 and Phase 2 so we can go ahead and start the
6 construction of those bridges, and then you can work
7 off-line over in this area to be able to start to
8 build that Westbound C/D road for Part 2.

9 For Part 1, over in here, as you can
10 see, the B/B1 contractor's kind of going in here and
11 he's starting to lay this out so that he can start to
12 do the bridgework.

13 Under 23, the prephase and the Phase 1
14 and the Phase 1-A that are in the plans show that we
15 have -- you have some trench -- there's some proposed
16 trench drain and some proposed storm sewer that has to
17 occur here at the end of this gore, and then there's a
18 proposed trunk line that runs from here all the way
19 back to 315, that it needs to go in. The B/B1
20 contractors then will leave a portion of that trench
21 drain out in the phase -- Phase 1 when we're doing the
22 shifts to tie back into Ramp 23H here.

23 So there is some coordination's going
24 to have to occur between that contractor and

1 yourselves just for how to shift traffic over so it's
2 not dragging over that proposed trench drain.

3 And then they are going to be able to
4 come back in, put that in, and then you'll be able to
5 connect in with the next part of that trench drain
6 that's with the manhole right there.

7 I just wanted to kind of highlight
8 that with -- with this slide.

9 This, I just wanted to kind of
10 highlight some of the detours that are within the
11 planset as far as the Hard Road widening project.
12 That was anticipated to be the end of fall of 2015, so
13 that will be going on within the area. Also,
14 Cleveland Avenue, replacing the bridge over 270, I
15 think we talked yesterday, that will probably be
16 wrapping up also in the fall of 2015. And then we've
17 also got the Sawmill Road northbound lane additions,
18 and then the trench actually opens in the fall of
19 2016, but there will be coordination that you would
20 have to be doing in the fall of 2015 as that project
21 wraps up.

22 And then this goes through kind of
23 some of the excepts as far as 270 lanes are open to
24 traffic except for offpeak and onpeak -- offpeak and

1 prior to public notification for you to be able to do
2 some of the -- the bridge construction and erection
3 that you're going to need as you're doing that over
4 315 and in the ongoing I-161 to 315
5 Northbound/Southbound over the Olentangy River.

6 As we said, that there's disincentives
7 included in each planset as far as accelerating the
8 work on the 315 ramps as well as the acceleration of a
9 weave that I'll get in to here in a minute. And then
10 there's reduced durations for the ramp closures and
11 lane shifts to try and help move the traffic through
12 here. As you saw in the picture for the congestion,
13 it is a highly-congested area, and we want you to have
14 a safe working environment to be able to build this
15 project.

16 So some of the ramps that we're
17 closing - the I-270 East to the 315 Northbound, and
18 the 315 Northbound to 270 - as we know, there are
19 detours and those could back up; and then we also have
20 a tight weave and short merge distance between 315
21 North to I-270 East and to US 23 within the
22 maintenance of traffic; and then, also, the 270 East
23 to US 23 as far as that traffic getting over from the
24 people that are coming from 315 Northbound to try to

1 get to US 23.

2 This kind of highlights the plans that
3 we show currently. This -- this is the short weave
4 distance as people from 270 Eastbound, if they want to
5 get to 23, they have about 250 feet to be able to make
6 this merge and get over, and you have a small work
7 area within the 270 and the 23 to be able to construct
8 this so that we can increase the duration of this
9 weave -- this length of this weave and increase the
10 traffic to two lanes going onto 23H.

11 I just wanted to highlight that, that
12 we've got this one lane, and then, also, we're
13 building the additional bridge over 20 -- the
14 Olentangy at this location, too, maintaining the
15 Eastbound C/D road, one lane in each direction.

16 For this one, it shows a little bit
17 more detail the Part 1 and the Part 2 trail closure.
18 I just wanted to note that.

19 For -- for this Eastbound C/D/B
20 bridge, as Brian was saying is that this is closed,
21 but this is -- as this -- or is widened, the approach
22 gets closer to the existing bike trail. So there's an
23 additional wall that has been placed along here that's
24 a little tight D with a -- with a small footer that's

1 on it so that you can lower the bike trail and be able
2 to maintain it. As well as there's an existing
3 keystone wall that is along the outside of this trail
4 currently, and in the plans themselves, it shows that
5 that's being reset.

6 I just wanted to note that for
7 everybody that's in there as far as to look at those
8 details as far as how that phasing goes, as you lower
9 the bike path, the reset of that existing keystone,
10 and the construction of that cast-in-place wall.

11 Also, for Part 2, there -- for the
12 most part, the only impact to Part 2 is the
13 construction of the Westbound C/D bridge as far as
14 setting your beams and getting in there, and then also
15 putting in your causeways for these three bridges.

16 I will note, inside the environmental
17 notes, as far as that, there is restrictions on when
18 you can get in here to put your causeways in, and the
19 intent is, is once those causeways are in, that they
20 would remain there until those bridges are fully
21 constructed.

22 So this is kind of going through Phase
23 1. The Olentangy trail closes. Brian mentioned that
24 we are trying to shoot for a twelve-month closure of

1 those trails, and a future coordination will have to
2 occur with the Parks Department as far as keeping that
3 open at this time, and then that will be identifying
4 alternate access and is not reached to the trail
5 users.

6 We're going to go through some of the
7 BMP sediment basins and -- and OI topics, but before I
8 do that, I didn't mention about some of the ITS
9 phasing between the projects.

10 There is ITS in the median of 270 that
11 we are going to be relocating that has to keep in
12 service during Part 1, and then there's temporary ITS
13 poles that are phased in there so that you can keep
14 the connectivity at all times through the project.

15 I just wanted to note that before I
16 moved on.

17 And the period setbacks.

18 Okay. This -- this is from the set
19 of plans, but I wanted to kind of highlight some --
20 all the outfalls that are within here and the
21 temporary sediment basins that are within the project
22 for us to be able to meet our Erosion Best Management
23 Practices.

24 As you can see, I mean, we are right

1 next to the river. Most of -- all of the outfalls and
2 tributaries that are running through here are all
3 going into the river.

4 So with that said, for us to be able
5 to meet our pollution control, there are several
6 sediment basins that are within the infield and along
7 Wall 1, and then there's a culvert replacement under
8 Ramp 23.15-E that has some substantial sediment basins
9 that you need to consider in your location as far as
10 setting your equipment and your laydown areas that I
11 wanted to highlight. Also, there's some tight
12 locations as far as putting these in and how they're
13 going to outfall and protect those during the project.

14 There's a few outfalls that are down
15 here along the widening down by 161, and I anticipate
16 that those would be outfalls with sediment traps for
17 you to be able to do that.

18 This is highlighting further on down
19 to 161.

20 And then this is over in the 315 area,
21 and more highlights on the Part 2 as far as the
22 outfalls that are on the Tributary 9.

23 There is a tributary that runs right
24 along through here and then outfalls right to the

1 right of the abutment and the pier of the Westbound
2 C/D, so everybody's aware as far as the sediments and
3 their disturbance of that as far as putting in
4 sediment traps and erosion control measures as it
5 discharges before the river.

6 The bridge here on 315 is more of a
7 widening and -- it's more of a resurfacing, but there
8 is an outfall and opening between the ramp and that
9 existing culvert -- open concrete culvert there, and
10 the sediment trap has been placed to capture all of
11 the flow and water before it enters that.

12 MR. DAVIDSON: Can you hear okay?

13 MS. JOHNSON: Am I loud, or not loud
14 enough?

15 MR. DAVIDSON: Not loud enough.

16 MS. JOHNSON: I can believe that.

17 Can you hear me?

18 Now I can hear myself. That's kind of
19 scary.

20 All right. For this area in here,
21 this is kind of highlighting where we were talking
22 about the stubout of the F-2 ramp and maintaining the
23 F-1 ramp and then pulling those back together. You
24 start to see that -- how that ramp will be impacted by

1 the bridges over here in -- for ramp F-1, F-2, and
2 F-3, but you can also start to see the repairing and
3 setbacks as far as the stream and the tributary that
4 is in that location.

5 There is a stream that's coming
6 straight in from this location, and then we are
7 picking that up with a -- a rather large culvert
8 that's 90 inches, and then it's taking a 90-degree
9 turn, and then it's outfalling into this tributary to
10 be able to reroute that away from the ramp - W, B, C,
11 D, B -- or W, B, C, D.

12 In that area for that work, we've got
13 four sediment basins designed that we were
14 anticipating that you would need to be able to do that
15 work and to meet the requirements.

16 There's also several large culverts
17 within the 23 Interchange that are also flowing all
18 the way across and under.

19 This is an existing 72-inch RCP that
20 we're extending to go underneath this -- these -- the
21 ramp - F-1/F-2. So that will be -- need to be
22 maintained since it does drain everything to the east
23 of the interchange through -- through the project.

24 And now, going into some of the

1 utility coordination. I think everybody, on the plans
2 themselves, can see that there's an AEP line that's
3 identified as being constructed by others. That is
4 here in the 315 Interchange area. It goes across here
5 and then it cuts over, and then they have another
6 tower that's in this location that's already been
7 relocated. There's notes in the plans to contact for
8 the energy -- de-energization for the bridge
9 construction at that point. But the -- the
10 infrastructure in that proposed relocation is already
11 out there today, just to give you -- everybody a
12 heads-up on that.

13 And then the other is the AT&T
14 existing duct bank under Bridge 22.93-B. That duct
15 bank runs kind of right through here from each side,
16 and it is currently being potholed. When that
17 information is available, then we will push that out
18 to everyone.

19 And then there's also a City of
20 Columbus 30-inch water main on 315 Northbound where
21 we're doing some widening, and it's also on
22 southbound. It crosses at those sides. Our impact is
23 mainly on the 315 Northbound, and we've noted that
24 it's a protected place. And then there's a proposed

1 guardrail that's going in that location, but they post
2 themselves as spanning that existing water main.

3 And then I will go through some
4 pending addendum work.

5 Upcoming, you should be seeing here,
6 probably by Wednesday, an addendum to, to address all
7 the prior comments we sought before the asbestos
8 testing and abatement question that came out. And
9 then Addendum 3, at this point, will include the
10 asbestos testing and abatement response - the Part 1
11 bearer removal quantity response.

12 And just to highlight, that there is
13 also a forthcoming Addendum 3 on the existing 84-inch
14 culvert tunnel wire and plate and some temporary
15 shoring of this existing culvert. This currently is
16 not in the plans, but I will highlight back to this
17 sheet so that we can see where it is.

18 This culvert is currently under US 23.
19 It's been extended. It's an existing 84-inch
20 corrugated metal -- metal pipe, and it currently has
21 some aversion to the bottom of the pipe itself. It
22 needs to be lined with -- with concrete, and we're
23 looking at tunnel plate options for that. So they
24 wouldn't necessarily be open cut, but it would be some

1 type of tunnel. At this point, we're working on those
2 details, but that will be out on Addendum 3 here in a
3 few weeks for you to take a look at.

4 And then with that, the leading is May
5 21st. Award is anticipated to be June 1st of 2015.

6 And I will open it up to questions.
7 Just as a reminder to state your name and the agency
8 you work for.

9 MR. THELAN: My name's David Thelan
10 with the Ruhlin Company.

11 And, Erica, you were talking about the
12 causeways for the river bridges, and it sounded to me
13 like you're -- the intent was to leave the causeways
14 in until the construction of the bridges is complete,
15 and I think it's -- it's been a while since I read the
16 notes on the causeways, but it -- it sounds like a
17 conflict for -- with the notes.

18 MS. JOHNSON: Okay. I will take -- I
19 will check that out and then be able to post a
20 response back to that.

21 MR. DAVIDSON: Just -- just to
22 reiterate, the duration is the -- is the issue that
23 you think you have a conflict?

24 MS. JOHNSON: The duration.

1 MR. THELAN: It looks like there's
2 some seasonal conflicts --

3 MR. DAVIDSON: So --

4 MR. THELAN: -- within the notes.

5 MR. DAVIDSON: -- I don't know if we
6 explicitly state this, but the way our environmental
7 commitments with scenic rivers have played out is, we
8 can put the causeways in. As long as they're above
9 the ordinary high watermark, we're able to work off of
10 those and leave them in.

11 So we're going to check on that and
12 give you a formal response, but if it's kind of what
13 you're thinking as far as the conflict, we'll make
14 sure we get that clear.

15 MR. COLLURA: Yeah, this is Dean
16 Collura with the Ruhlin Company.

17 What Dave was referring to, it's in --
18 in the notes for the causeway. It indicated that a
19 portion of the causeway, a short distance off the
20 banks could stay in, in full duration, but here, that
21 the majority of the causeway, particularly when you
22 move further out into the river, blocking more of it,
23 regardless of where the culverts or bridges, that
24 there was only a three-month window in which that

1 could happen, and at the end of each year in that
2 three-month period, they had to be pulled out
3 completely and put back in the following season during
4 that three months. So that's where the conflict seems
5 to be.

6 MS. JOHNSON: Okay. All right.

7 MR. DAVIDSON: Thank you for that
8 clarification.

9 Any other questions?

10 Hearing none, we will wrap it up.

11 I appreciate your time today, and we
12 will get those addendums out with regards to those two
13 questions here shortly.

14 Thank you, guys.

15 MS. JOHNSON: Thank you.

16 (Thereupon, the proceedings were
17 concluded at 10:37 a.m.)

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CERTIFICATE

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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 4th day of May, 2015.

James C. Boyden

JAMES C. BOYDEN
Certified Digital Reporter
Notary Public - State of Ohio
My commission expires December 3, 2019

Christine M. Humble

CHRISTINE M. HUMBLE
Digital Transcriber