

Sign-In Sheet

Project: FRA-670-5.03  
 PID: 104674  
 Date: Monday, 5/7/18  
 Start Time: 1:00 PM  
 End Time: 2:00 PM  
 Location: 274 E 1st Ave, Columbus, OH 43201  
 Meeting Topic: Prebid Meeting



Attendance Log:

Name	Representing	Phone Number	E-mail Address
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1 APPEARANCES:

2 Anthony Turowski, ODOT Project Manager

3 Brian Gable, ODOT Project Engineer

4 Zachary Amnah, ODOT Project Engineer

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

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3 MR. TUROWSKI: All right, everybody. Thanks  
4 for taking the time today. My name is Tony  
5 Turowski. I'm with ODOT District 6. I'm the  
6 planning engineer, so as a project manager through  
7 the development of this project prior to sale.

8 I want to take a little bit of time and  
9 introduce you to the people on the project team,  
10 and then Zach and Brian will be our project  
11 engineers out in the field. We'll take you  
12 through some overview of the project, and then  
13 we'll go through questions and answers at the end  
14 if that's all right.

15 So up front, you have Brian Toombs in black.  
16 Emily Whorley and Mike Taricska. They're prime  
17 consultants, so they'll -- they're more here to  
18 hear -- hear any kind of questions or if there's  
19 anything we can give you a quick answer on.

20 So just a quick reminder, we're going to  
21 try -- we'll have a transcript. We have a court  
22 reporter here just to take down questions and  
23 answers. Try to have it out here in the next  
24 week. So probably this time next week I'm going

1 to shoot for.

2 We do have a little bit of information  
3 looking ahead to Addendum A. I'll have the --  
4 what we're going to cover there, and if there's  
5 any major questions or any major revisions that  
6 come out of this meeting, we'll try to include  
7 that in there. Otherwise, we'll shoot to have  
8 that out the end of this week.

9 So with that, here's Zach. Thanks.

10 MR. AMNAH: All right. Well, we can get  
11 started. Again, I'm Zach Amnah. I'm one of the  
12 project engineers on the Smart Lane project. So  
13 go over some scope of work, maintenance of  
14 traffic, schedule, DBE goals, and then question  
15 and answer at the end if we need it.

16 So here's an aerial view of the project  
17 limits. You can see 670 there basically from  
18 downtown out to the 270 interchange. The Smart  
19 Lane will be eastbound in that section, and then  
20 some work on 270 from the interchange up to  
21 Easton Way.

22 Here's a pretty good description of the  
23 project, what Smart Lane is. It's new to Ohio,  
24 so the department's first -- first go-around with

1 this. And basically we're going to take the  
2 six-mile stretch eastbound on 670 from 71 out to  
3 the interchange and turn the inside shoulder into  
4 a lane that can be opened during peak traffic  
5 times.

6 There will be a lot of digital signage that  
7 will let the traveling public know if it's open,  
8 closed, road conditions, any variable speed  
9 limits that can be set as well.

10 And we'll also be installing many high-def  
11 cameras so the zone in this area can be monitored  
12 by our traffic center.

13 And this is a little rough concept of what --  
14 what it's going to look like when it's done.  
15 So -- I didn't mean to do that. So in the left,  
16 you can see the -- these big digital message  
17 boards, and that left lane is closed. The inside  
18 shoulder currently. And then on the right, you  
19 can see they've got -- I don't know if you can  
20 tell, but there's a green arrow up here  
21 indicating that it's open. So there are vehicles  
22 in that lane.

23 Now on to the scope of work. The project  
24 will reconstruct the outside shoulder and will

1 line the portion of 670 eastbound going from Alum  
2 Creek east. We'll reconstruct the inside  
3 shoulder of 670 eastbound for the Smart Lane.  
4 Currently, a concrete -- concrete shoulder. And  
5 that will be asphalt upon completion of the  
6 project.

7 With the inside shoulder work, there will be  
8 some barrier wall that's rebuilt and several sign  
9 foundations that are installed. Also resurfacing  
10 eastbound and westbound on 670. Upgrades to many  
11 ITS facilities to allow for the Smart Lane  
12 operations, install nine overhead full width,  
13 full matrix DMS, new installation of fiberoptic  
14 cable and connections and install 44 CCTV  
15 cameras. And as well bridge maintenance on the  
16 majority of the 670 structures.

17 So here's an aerial view of the interchange  
18 and the work that we'll be doing out there.  
19 We'll be building two new ramps that will  
20 eliminate a weave movement out here. So to  
21 eliminate the weave from 270 north to Easton/161  
22 and 670 east to 270 north, we'll build these two  
23 new ramps. The VLO 670 east, 270 north and the  
24 blue 270 north to Easton/161. And this will

1 allow for the additional capacity that the Smart  
2 Lane is going to -- going to add to the area.

3 So now a little bit more about 270/670.  
4 We'll have phased reconstruction of 670 eastbound  
5 to 270 northbound structure. We'll construct the  
6 ramps that I just spoke about in the previous  
7 slide, and there will be two new structures there  
8 associated with that. Various interchange  
9 drainage work. Widen and rebuild portions of 270  
10 northbound between 670 and Easton Way and  
11 resurface 270 northbound between Johnstown Road,  
12 which is just south of the interchange up to  
13 Easton Way.

14 A few unique aspects of the project here, one  
15 being coordination with AP and City of Columbus  
16 Power for power services. There are 17 new and  
17 existing permanent power services to be installed  
18 and upgraded. The agreements have already been  
19 made and paid for by ODOT. And the power  
20 agencies are beginning to upgrade work.

21 The -- any cabinets and meters that are  
22 needed will have to be picked up by the  
23 contractor for installation. And, once  
24 installed, the services will be in ODOT's name

1 for billing and do not include the service  
2 connection fees and the bids.

3 Also, there will be a temporary ITS fiber,  
4 and connections plan can supplied and designed by  
5 the contractor. There's a -- a possible clearing  
6 path that has already been made on the project  
7 for this if the contractor chooses to eliminate  
8 the Indiana bat conflict.

9 And this plan will need to be submitted and  
10 approved by the department and City of Columbus,  
11 and this will be critical early on to -- to help  
12 get this year's work kicked off.

13 MR. GABLE: Now I'm going to move this, so it  
14 might be loud for a second.

15 Yeah. Going ahead, we're going to be talking  
16 about the MOT phasing and maintenance of traffic,  
17 what we're going to be doing. We have eight,  
18 technically, MOT phases. They go -- range from  
19 phase 0-phase 7.

20 Beginning with phase 0, phase 0's main goal  
21 is to perform the widening along 670 eastbound  
22 between Stelzer and 270. This would be the  
23 median widening. This is permanent work. Phase  
24 0 entered because we had to do some jostling with

1 the MOT phases. So in order to move traffic in  
2 phase 1 to the median of 670, we had to add some  
3 additional work earlier in the project.

4 Moving on then to phase 1. Phase 1 is going  
5 to shift traffic to the median of 670 eastbound,  
6 and it will involve rebuilding the shoulder of  
7 670 eastbound from 5th Avenue out to 270,  
8 approximately.

9 And then phase 2 is our main phase for this  
10 year, and that is going to be rebuilding the  
11 inside shoulder of 670 eastbound from 71 all the  
12 way out to 270. This includes a barrier wall and  
13 sign foundations that Zach mentioned earlier.  
14 Phase 2 will also involve some work on the Alum  
15 Creek structure, the 670 eastbound over Alum  
16 Creek structure, to alleviate some superelevation  
17 issues with the bridge for the Smart Lane.

18 And then phase 3 will begin -- plan for that  
19 would be obviously then 2019. It will actually  
20 begin the work on phase 1 for the structure of  
21 670 eastbound over 270 northbound. This  
22 structure is going to be built part width, and we  
23 also have some design exceptions that I'll go  
24 through later with that bridge.

1           We'll also require ramp N to be constructed.  
2           Ramp N is for I-270 northbound to 161/Easton Way.  
3           And it will also rebuild the median of 62 from  
4           670 into Gahanna, basically rebuilding the  
5           guardrail and the deteriorating curb that's in  
6           that area.

7           Moving in then to phase 3B. Phase 3B, the  
8           main goal -- obviously, it's related to phase 3.  
9           The goal here is that ramp L, which is 670  
10          eastbound to 62 eastbound, will be closed with a  
11          closure period of 30 days, not to exceed that.  
12          Obviously, there's disincentives after that phase  
13          mainly to rebuild and realign the profile and  
14          superelevation for ramp L.

15          Moving on then into phase 4. Phase 4 will  
16          finish -- will finish the 670 eastbound over 270  
17          structure, and it will construct the inside of  
18          that bridge along with some profile adjustments  
19          up to it. It will require ramp M to be  
20          constructed, which is 670 eastbound to 270  
21          northbound. And it will also begin  
22          reconstruction and widening of 270 northbound on  
23          the inside, the median side of 270. That will be  
24          accomplished by using the ramp N that we talked

1 about in phase 3 and pushing traffic onto ramp N  
2 to allow for, you know, a wider area of 270 to be  
3 constructed there. And that will, obviously,  
4 involve from 670 all the way out to Easton Way  
5 for that -- for that phase.

6 Phase 5 will rebuild portions of ramp D,  
7 which is the existing ramp from 670 eastbound to  
8 161/Easton Way. And then it will also rebuild  
9 the outside of 270 northbound all the way, again,  
10 from 670 to Easton.

11 And during this time for phase 5, ramp A,  
12 which is 62 westbound to 270 northbound, will be  
13 closed for an allowable maximum of 60 days,  
14 again, with disincentives after that.

15 Phase 5B is related to phase 5. The main  
16 difference is ramp A is then open during phase 5B  
17 while we're continuing our construction on the  
18 outside of 270 northbound.

19 Phase 6 then is essentially the last main  
20 phase of work. Most alignments are open in their  
21 final configuration with the exception of a  
22 portion of 270 northbound to remove some  
23 temporary pavement.

24 And phase 7's our final phase. This is kind

1 of our wrap-up phase. This is dealing with any  
2 bridge maintenance that hasn't been completed  
3 yet, constructing the noise walls if they haven't  
4 been built yet, and also any of the final surface  
5 course paving, striping, et cetera. Any  
6 miscellaneous work kind of falls into phase 7 for  
7 the final bit there.

8 So, as I mentioned, we have some exceptions.  
9 These are PIAC-approved exceptions. This  
10 exception is particularly for the construction,  
11 the phase of construction of 670 eastbound over  
12 270 northbound.

13 The main approval is for reducing the lanes  
14 from three lanes over that structure down to two.  
15 This -- you know, obviously, it's a long -- long  
16 period of time for those two phases to -- to  
17 build that structure.

18 And then it also included the full closure of  
19 270 northbound or southbound during  
20 overnight/weekend hours. So you'll see in the  
21 plans there's a detour plan and a HAZMAT detour  
22 plan for that particular closure.

23 The PIAC -- this is portion of that PIAC  
24 note, the extended note, is in the plans, so

1 please review it and look into it.

2 Coordination with other projects. We have  
3 three main projects that are currently planned in  
4 the area. The first one being the closest and  
5 will probably affect the project the most, and  
6 that's the 270/30.16 CD paving project. I say  
7 CD, but it's also Main Line.

8 2018, we'll resurface the CD lanes of 270  
9 from Easton Way all the way up to 161.

10 In 2019, it's going to resurface Main Line  
11 270 between Morse Road and State Route 3.  
12 Luckily, that project, with its phasing and our  
13 phasing, hopefully will be minimal in terms of  
14 coordination with it.

15 And then the other two items of note are the  
16 large projects on I-70 and I-71. 2G is currently  
17 going, and its completion date is in spring of  
18 2019. 2E has yet to sail -- yet to sail. I'm  
19 sorry. With a sail date of late fall, early  
20 spring sometime.

21 So other maintenance traffic items to note,  
22 we have a bridge rehabilitation that Zach and I  
23 have both talked about already. We have  
24 approximately 19 structures that are getting --

1 or utilizing some form of rehabilitation. This  
2 would include some concrete repair work, sealing  
3 and some end-dam repairs or strip seal  
4 replacements on each of these structures.

5 Now, the MOT for these structures is  
6 contractor-designed, meaning the contractor's  
7 going to have to submit to ODOT their intentions  
8 or -- and/or phasing with the plans for each of  
9 these structures. And ODOT and/or the City of  
10 Columbus or local agency, pertinent local agency,  
11 will have to approve these. So, for that, please  
12 reference sheet 71. It's a pretty lengthy note.  
13 Something you should read and review for yourself  
14 as well.

15 So moving from there, we have our main  
16 schedule. This is just kind of an overall.

17 Item 1, there is I-670 roadway with a  
18 completion date of 10/1 of '18. This is  
19 essentially MOT phases 0, 1 and 2. And it also  
20 includes the surface course paving of 670  
21 eastbound and westbound. That is this year. So  
22 it's something to definitely note and make sure  
23 you're reviewing, looking at. So that's the  
24 widening and all of the 670 shoulder rebuilds

1 plus paving.

2 Item number 2 is the Smart Lane operational  
3 date of 10/1/19, which is October 1st of '19.  
4 That will involve, obviously, the DMSs being  
5 installed and in place, all the CCT -- excuse  
6 me -- CCTV cameras being up and operational and  
7 opening the Smart Lane in its final configuration  
8 and alignment. In addition to all of the 276/70  
9 [sic] interchange ramps being in their final  
10 alignment as well with all the lanes open, so --

11 And the final item, number 3, is the project  
12 completion date. That is June 1st of 2020. So  
13 that will be any final surface course for the  
14 ramps and the interchange of 270 with any other  
15 miscellaneous work being completed by that time.

16 Other than that, we have our holiday and  
17 event work restrictions, so it's the basic note.  
18 Involves Christmas, New Year's, Memorial Day, 4th  
19 of July, Labor Day and Thanksgiving. The main  
20 item I wanted to note here is that some of the  
21 special events -- the main special event for the  
22 City of Columbus is Red, White & Boom. You know,  
23 you can read there for its restrictions.

24 Then also the City of Gahanna has several

1 events that they have some requirements on. As  
2 you can re- -- see, the blues and jazz festival,  
3 their car show, and the Creepside Festival, which  
4 is like their Halloween festival.

5 During those events, we have to have ramp L  
6 open, which is, again, the 670 eastbound to 62  
7 eastbound ramp. We also have to have 62  
8 westbound open. Those involve a couple phases  
9 during the MOT as we discussed. So that's  
10 something to be mindful of when we're looking at,  
11 you know, this year's plans and next year's plans  
12 for a few of these events.

13 So one of the last items I needed to discuss  
14 in terms of schedule are the ITS key and interim  
15 dates. These are -- are one of the things that  
16 [indiscernible] being added in Addendum A. So  
17 you'll see these dates kind of pop in in a couple  
18 of locations.

19 The first is March 1st of 2019. We need to  
20 complete factory testing of the DMSs. This would  
21 involve remote connection for the traffic  
22 management center downtown and basically to put  
23 at least one sign through all of its paces in  
24 order to hopefully work out most of the bugs and

1 issues prior to ever bringing the signs on site.  
2 Hopefully that will alleviate a lot of problems  
3 and -- before we install everything.

4 Next, we have August 1st of 2019, which would  
5 be the date that we want the DMSs -- I should say  
6 the date we are allowing the DMSs to begin  
7 installation on 670 eastbound. We don't want  
8 them installed beforehand to avoid some confusion  
9 for traveling public if they're out way too early  
10 and we have a large black sign sitting there.

11 And then, obviously, a month later,  
12 September 1st, 2019, is when we would like to  
13 have the DMSs finish installation. Everything  
14 connected, ready to go and begin field testing  
15 and TMC testing.

16 From there, they have a two-week period of  
17 9/15/19, which would finish the D -- DMS field  
18 testing, the NTMC testing. Hopefully  
19 everything's operational, ready to go by that  
20 point within October 1st of 2019 being the Smart  
21 Lane operational date, which, again, would  
22 include the DMSs, permanent fiber, the cameras,  
23 miscellaneous support hardware. And, also, it  
24 would include all the ramp and items in their

1 final alignment.

2 From there, we have our DBE goals we wanted  
3 to cover. We have a DBE goal on this project of  
4 13 percent. The project also contains proposal  
5 note 13, so please be aware of that. It includes  
6 a DBE utilization plan that is required for your  
7 submittals. Please make sure that you are aware  
8 of that note and comply with that note in your  
9 bids.

10 And there's a matchmaker event here that  
11 starts at 2 p.m., so something to be thoughtful  
12 of.

13 From there, Tony has a few items.

14 MR. AMNAH: Thanks, Brian.

15 Just to note on there, one thing that came to  
16 mind as I saw the completion date. We would want  
17 the VSL signs included in that date just to step  
18 back a second. Can't remember if you covered  
19 that or not, but, again, we want the VSL in there  
20 as well. So I think we referenced DMS as the  
21 entry signs, but want those -- VSL, variable  
22 speed limit signs. Those are the smaller signs  
23 mounted along the side of the road to change the  
24 speed limit. So want those out there as well.

1           At the end of May, we already talked about  
2           incorporating some of the dates for the ITS that  
3           Brian just went over, but also to cover a few  
4           minor revisions to the DMS special provision.  
5           They're primarily aimed at making the outages or  
6           responses to issues out in the field match the  
7           VSL time frame so they're a little bit tighter.  
8           Right now, you notice that the DMS time frame to  
9           react to any kind of outage or issue is a little  
10          bit more lenient. We want to match the VSL time  
11          frames. So see that change come out with this at  
12          the end of May.

13          We'll also provide draft waterway permit  
14          special provisions so you can see what we're  
15          permitting, what you'll have available. I think  
16          the main item to note there, there is a wetland  
17          near Alum Creek that potentially that pole line  
18          could need to fall into. So we're going to  
19          provide information about where the permits and  
20          what allowable impacts will be -- be out there  
21          for you. So we'll provide that, because I don't  
22          think there was any waterway special provisions  
23          provided in the current plan set. At least give  
24          you that up front.

1           And then updated MOT sheets, and there's some  
2           tweaks here and there, but the two I want to  
3           highlight are add addition of temporary barrier  
4           along the ramp from 670 eastbound to 270  
5           southbound. I don't have a photo, but basically  
6           there's widening to the inside of the  
7           interchange. And while the slope doesn't  
8           strictly warrant guardrail, we think there's  
9           enough work going on out there we want to protect  
10          it and provide that for everyone. So we're  
11          calling for guardrail. We'll have those sheet  
12          revisions out here with the addendum.

13           And we'll also clarify in the sequence of  
14          construction note where some of the noncritical  
15          path work, like some of the bridge preservation  
16          work and noise walls where those fit to clarify,  
17          hey, these can be in phases X, Y and Z. I won't  
18          read it offhand, but you'll have that in there  
19          just so you have clarity of when things are  
20          allowed to be -- be done.

21           So with that, open up to question and answer.  
22          Again, remind you please try to speak up and  
23          provide your name and any questions and then will  
24          get it in the prebid transcript. And I'll try to

1 answer anything we can here, or I'll follow up as  
2 soon as possible. I'll throw it up to anyone out  
3 there for questions.

4 GREG HORNING: Greg Horning with Kokosing.  
5 Looking at when it's going to bid and the fact  
6 that you got to get 13 percent BVE and stuff  
7 before you get an award, there's a lot of work to  
8 be done in '18. Anything that can be done to look  
9 at that schedule for '18?

10 MR. TUROWSKI: So part of the driving factor  
11 of such an aggressive schedule is to avoid doing  
12 repairs and having to throw away work to get to  
13 the next season. That's part. And, obviously,  
14 just trying to minimize the inconvenience to the  
15 public.

16 If there's any particular item of work that  
17 you're seeing as a crit- -- other than just  
18 volume?

19 GREG HORNING: Just the amount and volume  
20 of --

21 MR. TUROWSKI: Yeah.

22 GREG HORNING: -- work being done on -- in  
23 this year.

24 MR. TUROWSKI: Mm-hmm.

1           GREG HORNING: The fact that you're not going  
2 to get started -- it could be the middle of the  
3 July before you get started, even early August.  
4 So you're down to 60 days.

5           MR. TUROWSKI: Mm-hmm. A question just  
6 briefly. We can say -- we are including westbound  
7 resurfacing. That's the part 2 of the plan.  
8 West -- you know, basically westbound preservation  
9 work.

10           Does that make a difference if that was only  
11 repairs, or is it still too much?

12           GREG HORNING: I'm not part of the project to  
13 know. I'm just looking at the amount of work that  
14 has to be completed.

15           MR. TUROWSKI: Mm-hmm. Okay. Yeah. In  
16 general, we're trying to clean up any kind of  
17 deficiencies. You've seen some of our experiences  
18 around the city and I'm sure around the state as  
19 far as having to do a lot of repair work in the  
20 winter weather. It's kind of our driving factor.  
21 Noted.

22           JIM ELCKERT: Jim Elckert from Kokosing.  
23           Would ODOT be willing to share how they  
24 arrived at the 13 percent DBE goal in this

1 project?

2 MR. TUROWSKI: Listen, unless you have a --  
3 you have a brief comment on that? Or Tom?

4 TERRY BOLDEN: Well, I -- this is Terry  
5 Bolden, the administrator for The Office of  
6 Outreach.

7 We are -- as you may know, when we set goals,  
8 we look at the different work types and  
9 opportunities that are listed in the project  
10 itself when we set a goal. And the goal is set  
11 by a group of subject matter experts throughout  
12 the entire -- not only in our office, but in  
13 construction, consulting as well as estimating  
14 and bridge. But we -- we can provide what the  
15 work types were that were looked at and what are  
16 some of the other opportunities that maybe the  
17 Goal Setting Committee saw.

18 JIM ELCKERT: But we're -- we're somewhat  
19 aware of the work types. It's just a matter of  
20 who -- who's going to do that work.

21 TERRY BOLDEN: Yeah. Again, it's looked at  
22 upon when the goals are set. They're looked at  
23 from the Goal Setting Committee, availability of  
24 businesses that are in the region as well as the

1 different opportunities to contract out to  
2 businesses. So the methodology we can provide.  
3 And for this particular project, again, we can  
4 show what those work types were based on  
5 percentage of work to be expected.

6 JIM ELCKERT: Mm-hmm.

7 TERRY BOLDEN: I don't know if that answers  
8 your question or not, but we can provide some  
9 guidance on that as well.

10 JIM ELCKERT: I mean, can you provide  
11 anything beyond just the work types? I mean, can  
12 you say that, you know, we were considering X, Y,  
13 Z company for this type of work?

14 To be honest with you, I'm not seeing  
15 13 percent on this in terms of potential work and  
16 available. And, I mean, the part it comes down  
17 to, you have 47 prequalified DBEs out of the list  
18 of 1200, and some that are certified, and that's  
19 asking a lot of -- that's asking a lot of those  
20 47.

21 TERRY BOLDEN: And at the time of bid, as you  
22 may know, if the contractors that submit for the  
23 bid see that there isn't enough availability there  
24 or they had a hard time meeting that goal, then

1           there is what they call a good faith effort  
2           doc- -- document that the prime contractor can  
3           submit to show that the goal was not attainable.  
4           But we contacted these X amount of number of firms  
5           to reach out to -- to communicate that. We tried  
6           to meet the goal, but we could not suffice.

7           I know that there are additional questions,  
8           perhaps, and you can continue to ask those and  
9           make that a part of addendum, but we can't  
10          respond to our methodology in -- in that  
11          question.

12          MR. TUROWSKI: Okay. That's probably what  
13          we'll do, is summarize that question and answer  
14          response in this transcript. And -- and if you  
15          have follow-ups, we can go from there if you want  
16          to ask them via prebid, so -- others?

17          DUSTIN WILSON: Dusty Wilson with Shelly &  
18          Sands. I agree with the schedule. Sixty days,  
19          you got -- I mean, you're going to set 50,000 feet  
20          of barrier wall. You're going to lay 30,000 ton  
21          of pavement without the surface and all of the  
22          stone and plus 20,000 cubes of removal in 60 days.  
23          That's not going to work. It's going to be tough.

24          MR. TUROWSKI: Is there any other -- yeah.

1 And kind of the same question I had to Kokosing.  
2 If there's any particular items of work that you  
3 see that are beyond the overall volume of the  
4 primary roadway and pavement work, do you see that  
5 it would provide schedule --

6 DUSTIN WILSON: It's just the -- it's just  
7 the volume of the -- not many phases in 60 days.

8 MR. TUROWSKI: Mm-hmm.

9 DUSTIN WILSON: Zero, 1, 2. And you got all  
10 the pieces of barrier wall. You're going to tear  
11 out, patch back and wait for sound -- for sign  
12 foundations, and --

13 MR. TUROWSKI: Mm-hmm.

14 DUSTIN WILSON: -- it's going to be tough to  
15 get that done.

16 MR. TUROWSKI: So it sounds like you're  
17 saying the eastbound direction --

18 DUSTIN WILSON: You also --

19 MR. TUROWSKI: -- primarily is the --

20 DUSTIN WILSON: You also got 20,000 feet  
21 underground you got to do in that time on the  
22 outside shoulder.

23 MR. TUROWSKI: Mm-hmm. Okay. All right. So  
24 I'll summarize that question as -- in schedule

1 as --

2 DUSTIN WILSON: It's just --

3 MR. TUROWSKI: -- overly aggressive?

4 DUSTIN WILSON: You're going to have to -- in  
5 60 days, you'd have to double-shift for sure.

6 MR. TUROWSKI: Mm-hmm.

7 DUSTIN WILSON: And I still don't think you  
8 can make it.

9 MR. TUROWSKI: Thank you. Okay. Well, if  
10 that is it, we can close up the questions and  
11 answers.

12 And then it's about 1:30 now. The DBE  
13 match-making event hopefully then that can be in  
14 it, too, so -- very good. Thank you for  
15 attending, and we'll get a transcript out as we  
16 can hopefully in the next week. Thank you.

17 - - - - -

18 Thereupon, the proceedings were  
19 concluded at 1:32 o'clock p.m.

20 - - - - -

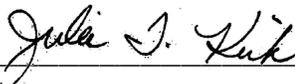
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The undersigned do hereby certify that the foregoing proceedings were digitally recorded, electronically transmitted, and transcribed via audible playback, and that the foregoing transcript of such proceedings is a full, true, and correct transcript 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 11th day of May, 2018.

  
\_\_\_\_\_  
  
JULIE I. KIRK,  
Certified Digital Reporter  
Notary Public - State of Ohio  
My commission expires April 18, 2023.

  
\_\_\_\_\_  
Shannon M. Wright  
Digital Transcriber