

OHIO DEPARTMENT OF TRANSPORTATION

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FRA/DEL-71-27-77/0.00 :
(PID: 106471) :
Design-Build Project - :
467998. :

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PREBID MEETING

conducted by Mr. Dan Kaseman, at the Ohio Department
of Transportation, District 6, 400 E. William Street,
Delaware, Ohio, on Friday, June 28, 2019, called at
10:00 a.m.

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- ATTENDEES:
- Dan Kaseman, ODOT-PM
- Andrew Opstinik, ODOT-D6 Construction
- Chuck Kiner, ODOT-D6 Construction
- Thom Slack, ODOT-D6 CPA
- Marci Lininger, ODOT-D6 Envir.
- Cindy Wengerter, ODOT-D6 Design
- Mark Law, City of Columbus
- Luke Gussler, Shelly & Sands
- Mark Stephenoff, City of Columbus
- Faour Alfaour, Shelly & Sands
- Bart Moody, Kokosing
- Nick Young, Kokosing
- Sam Khorshidi, Resource International
- Scott Porter, City of Columbus

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Friday Morning Session,
June 28, 2019.

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MR. KASEMAN: Good morning, everyone. My name is Dan Kaseman, and I am with ODOT District 2. I am representing District 6 for this project at I-71 southbound at Gemini. Right from the get-go, I'd ask if everybody could please state their name and where they are from starting with Mark.

MR. LAW: My name is Mark Law. I am with the Design and Construction Division of the City of Columbus.

MR. STEPHENOFF: Mark Stephenoff: City of Columbus Traffic Management.

MR. GUSSLER: Luke Gussler, Shelly & Sands.

MR. ALFAOUR: Faour Alfaour, Shelly & Sands.

MR. OPSTINIK: Andrew Opstinik, ODOT District 6, Traffic Engineer.

MR. KINER: Chuck Kiner, ODOT District 6, Construction Engineer.

MS. WENGERTER: Cindy Wengerter, ODOT District 6, District Design Manager.

MR. SLACK: Thom Slack, District 6,

1 Capital Programs Administrator.

2 MR. MOODY: Bart Moody, Kokosing
3 Construction.

4 MR. YOUNG: Nick Young, Kokosing.

5 MR. PORTER: Scott Porter, City of
6 Columbus, Maintenance Traffic.

7 MR. KASEMAN: Thank you.

8 So I am currently the project manager for
9 this project. But once this project is awarded,
10 Brian Davidson from District 6 will be taking over
11 the day-to-day operations as project manager for the
12 project.

13 And as you guys know now, I want to let
14 everybody know we have a court reporter here named
15 Rosemary. She is going to be creating a transcript
16 of this meeting, and we can post this as an addendum
17 later on with the transcript.

18 Everything said here will be recorded
19 with that transcript, and so go ahead and state any
20 questions that you have, and they will be included in
21 that transcript at the end of the presentation.

22 So from the beginning I want to recognize
23 Brian Toombs and the staff of Burgess & Niple for
24 their efforts in creating the feasibility study and
25 helping coordinate preliminary engineering, efforts

1 needed to move this project along. A lot of the
2 attachments that you'll see with the scope of this
3 project and the preliminary schematic laid out in
4 front of you, that was created by Burgess & Niple.

5 I also want to recognize Sarah Brown,
6 Matt Wahl, and the staff of HNTB for their efforts
7 with assisting ODOT with the project scope.

8 Here are the project limits of the
9 project. It's located along I-71 southbound all the
10 way to the I-270 westbound exit ramp. The project
11 limits begin along 71 southbound at the Gemini bridge
12 and at the I-270 eastbound loop ramp and I-270
13 westbound exit ramp.

14 This plan will include the redesign and
15 construction within the project limits by providing
16 an additional through lane along I-71 southbound and
17 a second exit ramp lane to I-270 westbound. All work
18 will remain within the existing ODOT right-of-way.

19 The purpose and need is to address
20 capacity and safety issues along 71 southbound
21 between Gemini Place and Polaris Parkway interchange
22 and the I-270 interchange.

23 Having weaving volumes between these two
24 interchanges is a key contributor to the capacity and
25 congestion problems. According to ODOT traffic data

1 from 2015 through 2017, traffic speeds averaged 45
2 miles per hour lower for several hours throughout the
3 day, throughout the weekday, along with this segment
4 congestion getting progressively worse during that
5 three-year period. This heavy congestion has
6 contributed to a higher crash rate with close to 400
7 crashes occurring during the a.m. and p.m. peaks.

8 Also we want to preserve as much existing
9 roadway as possible within the project limits to
10 minimize public impact during construction. Like I
11 said before, this is all within existing ODOT
12 right-of-way, so no proposed right-of-way has been
13 acquired.

14 I want to bring your attention to this
15 first location. This is at the beginning of the
16 project limits along I-71 southbound. I invite you
17 to look down at your sheets to see this. These
18 drawings show a zoomed-in layout of the proposed
19 design that the DBT will be expected to refer to. It
20 will be Attachment C of the scope document.

21 The first part of the project is along
22 71 southbound along the Gemini Place bridge shown in
23 green. Currently there's a traffic barrier
24 restricting access to 71 southbound from Gemini
25 Place. This traffic currently shares access with the

1 Polaris Parkway onramps causing back-ups and
2 congestion. The design-build team will be required
3 to design and construct access to 71 southbound from
4 the Gemini Place ramp and eliminating its existing
5 shared access with Polaris Parkway.

6 The completion of this access will
7 require a widening taper along 71 southbound shifting
8 to the east. This right here shows your taper
9 bringing down so that you allow onramp Gemini to come
10 in. This widening will begin at Gemini bridge and
11 provide extra room for the additional Gemini merge.

12 The second location, so we'll be
13 utilizing that wide existing median here to add extra
14 capacity with an extra through lane. Currently you
15 have Polaris Parkway entering here, and then it
16 eventually merges down to four lanes past
17 Worthington-Galena Road, and what we are proposing is
18 to keep that fifth lane going and not merge that
19 down, so that lane will continue all the way down to
20 the 270 westbound ramp.

21 This next section shows the continuation
22 of the widening along 71 southbound to the 270
23 westbound ramps and eastbound loop ramp. The
24 design-build team will be required to design and
25 construct a second through lane at the 270 westbound

1 exit ramp we call that ramp ramp J. And we will also
2 include an exit option lane to the 270 eastbound loop
3 ramp.

4 Currently right now we have a diverge
5 bleeding into this loop ramp, and what we are
6 proposing is to continue that lane, that exit lane,
7 as an option lane leading out here to the 270
8 eastbound ramp or through the 71 southbound.

9 This final section shows the proposed
10 merge for ramp J utilizing that second through lane.
11 This ramp also merges with 71 northbound to the 270
12 westbound ramp. You can pretty much see that merge
13 right here. And we currently have a design exception
14 approved by the Central Office for those shrunken
15 shoulders that are being proposed through here. So
16 we'll be merging the second lane with this ramp along
17 with 270 westbound as well.

18 So this is where we start talking about
19 the scope a little bit. It briefly explains the
20 general provisions of work that's included in the
21 scope, but I wanted to reiterate that all services,
22 including but not limited to survey, design, and
23 construction work performed by the design-build team
24 and also contractors and subconsultants shall be in
25 compliance with all applicable ODOT manuals and

1 guidelines. It will be the responsibility of the
2 design-build team to acquire and utilize the
3 necessary ODOT manuals that apply to the design and
4 construction work required to complete the work. It
5 will be also the responsibility of the team to
6 acquire and utilize the necessary ODOT manuals to
7 apply to the design and construction work required to
8 complete this project.

9 All that is listed here on the slide.

10 The next portion of the scope I want to
11 talk about is the environmental, Section 10.
12 Currently we just got a waterway permit approved last
13 week. I believe last Friday. We haven't seen the
14 special provisions yet, but we should be getting
15 those soon. Prior to the July 25 sale date we will
16 have those essential provisions. What those will
17 include are our limitations and wetlands A and B here
18 to see how much of an impact we actually can have
19 with those wetlands, so those are forthcoming.

20 I think that is somewhat duplicate. We
21 also will have tree clearing at ramp J. As you can
22 see, there's a decent amount of tree coverage on ramp
23 J and with that widening, we are going to have to do
24 tree clearing, and tree clearing shall only occur
25 between October 1 through March 31. So we are

1 requiring the design-build team to plan that in
2 advance, after our July 25 sale date.

3 The next portion we will cover is
4 utilities. The design-build team shall be
5 responsible for coordination with the owners of all
6 public and private utility facilities affected by the
7 project. The resolution of any conflicts between
8 utility facilities and the construction of the
9 project shall be the responsibility of the
10 design-build team. See Section 12 for more details.

11 A list of existing utilities known to be present
12 within the project limits are shown in Section 12.1.

13 One utility worth mentioning, the City of
14 Columbus has a project that will start construction,
15 CTSS, phase A, and also phase E. Phase E, those
16 limits come within the project limits of this
17 project. They will be constructing conduit through
18 the median along 71, and it will cross over actually
19 at the Gemini ramp. So that's the main utility that
20 we, as ODOT, know of so far, and we will need some
21 coordination with the City of Columbus regarding
22 that.

23 I've already had discussions with them,
24 and all we have to do is coordinate with them, and
25 they won't run their fiber lines through those

1 conduits until the time the design-build team is done
2 with the work they need done at the Gemini ramp.

3 And I think I'll put in an addendum to
4 show a reference to that project. We don't have an
5 attachment, I don't believe. I will have to
6 double-check, but it might be within the existing
7 plans portion on our website where it shows the plan
8 sheets for that project. If we don't have that
9 there, I'll upload that to the site via addendum as
10 well.

11 Next section is Section 13. We will talk
12 about MOT requirements. Section 13 lists the
13 specific MOT requirements including lane widths,
14 turn-lane lengths, and minimum lane uses at each
15 intersection. Initial TEM notes are also included in
16 Section 13.

17 Ramp closures need to be in accordance
18 with the ramp closure table shown in Section 13.4 of
19 the scope and must provide detours. We have ODOT's
20 review team here to review MOT plans and detours, as
21 well as the City of Columbus to look over those
22 detours as well that affect their roads if we were to
23 have ramp closures.

24 Next is coordination with the adjacent
25 projects. This slide shows all the adjacent projects

1 that are ODOT-let for the next two fiscal years. So
2 in calendar year 2019, we have spot-pave projects,
3 and that is labeled in red and white. That will be
4 happening this summer, I believe.

5 Is that correct?

6 MR. SLACK: Make an amendment to that.
7 Thom Slack with ODOT. That project was bid, and we
8 had a bid opening. It came in above estimate and is
9 being evaluated for an award at this time, I believe.
10 So that will be pending the awards announcement.
11 That project is still anticipated to overlap with
12 this work because it will be the intent if it's not
13 the awarded to relet that project, and it would be
14 anticipated to happen within the window of this
15 project.

16 MR. KASEMAN: That project is labeled in
17 red and white along 270 and also 71.

18 The next PID is 107799 as we resurface
19 along 71 and also 270, and that construction is
20 anticipated to start July 1, 2020, somewhere in that
21 time frame.

22 Next is also construct fiber optic line
23 along the median, I believe, and that's labeled in
24 blue here. That's all along just north of 270, and
25 that continues through our project limits and even

1 north of our project limits. Those are all ODOT-let.

2 The next is the City of Columbus. One
3 project in particular is Polaris Parkway labeled in
4 blue right here. Let me see the project limits of
5 that. The project limits of the project is Polaris
6 Parkway between I-71 and Olde Worthington Road, Orion
7 Place between County Line Road and approximately
8 700 feet of Polaris Parkway. So this area right in
9 here I believe a widening and --

10 Is there a roundabout that's being
11 constructed as well?

12 MR. PORTER: Correct.

13 MR. KASEMAN: Coordinating with that one,
14 that begins this year; is that correct?

15 MR. PORTER: It's in construction now.

16 MR. KASEMAN: It's under construction
17 right now. Thank you.

18 The next project is Lazelle Road between
19 U.S. 23, Sancus Boulevard labeled here in red. If we
20 were to have lane closures or detours, we need to
21 keep that project in mind.

22 The last one is the CTSS, phase E, that I
23 was explaining about earlier. That's labeled in
24 yellow here, kind of hard to see, but it runs up the
25 median here and then crosses over at the Gemini ramp

1 here. That's why I'm saying keep in mind for this
2 crossover right here since -- we are going to be
3 doing full-depth repair, and we're punching in at
4 that point, so we need to keep coordinated with the
5 City with regards to them running the fiber line
6 through this conduit. I believe that's an existing
7 conduit so keep that one definitely in mind.

8 The next section of the scope, 14.1,
9 survey. ODOT existing field survey base maps, ten
10 surface associated GEOPAK files have been provided in
11 Attachment L for use by the design build team to
12 design the project. Any additional survey needed by
13 the design-build team will need to be coordinated
14 with ODOT.

15 So in Attachment 1 of the website we have
16 survey at the Gemini ramp and also at ramp J, we have
17 ground shots there, and survey along the pavement
18 limits within the project. If any additional survey
19 is needed, just let us know. We will coordinate
20 that.

21 The next section is geometry
22 vertical-horizontal alignment. Along I-71 southbound
23 the vertical alignment shall not change along that
24 main line. We want to maintain the existing vertical
25 alignment through there.

1 Next, the design-build team shall modify
2 the vertical and horizontal line of ramp 5. Ramp 5 I
3 will call Gemini Place to the southbound 71 ramp and
4 the Gemini interchange. So all that geometry we
5 anticipate to be modified.

6 Next is pavement and pavement buildups.
7 Pavement buildups in composition are listed in
8 Section 4.23 for the 71 main line, ramp J and ramp 5.
9 The design-build team may salvage existing pavement
10 at specific locations as described in Section 14.3.
11 All salvaged pavement shall be reclaimed and
12 resurfaced according to the specification in this
13 section. All pavement impacted by MOT traffic
14 switches shall be resurfaced as well as clean and
15 free of previous removed pavement marking scars. New
16 pavement markings at the completion of the project.

17 I believe there was a pretty big question
18 regarding variable depths for planing as well, and we
19 can discuss that after this presentation if you guys
20 have any questions regarding that.

21 Next section is regarding roadway. The
22 design-build team is to construct guardrail where
23 it's warranted, as well as increasing the length of
24 need where existing guardrail is warranted. Most
25 likely on ramp J we will need guardrail with the

1 steep slopes, so that would be a situation where we
2 would need proposed guardrail.

3 If the length of need is deemed deficient
4 where we have existing signage, we would like the
5 design-build team to design for that as well.

6 The design-build team shall install new
7 underdrains at ramp J and ramp 5 within the project
8 limits. Use of existing underdrains is not
9 permitted.

10 The design-build team will partially
11 remove the existing barrier separating ramp 5. They
12 will design and also install impact attenuators as
13 required. When we punch in there at ramp 5, we will
14 need to restrict access -- restrict the existing
15 access that we currently have with the two Polaris
16 onramps. And then we will need to punch in there,
17 and then at that point we might need to utilize
18 proposed barriers as well as proposed traffic
19 attenuators.

20 And, finally, the design-build team shall
21 construct rumble strips within inside and outside
22 shoulder areas as described in Attachment I on the
23 website via the design exceptions.

24 Roadway, soil boring and core data is
25 included in Attachment G. The design-build team

1 shall prepare suitable and stable subgrade conforming
2 to construction material specification 204. See
3 Section 14.4 for more details.

4 For bidding purposes the design-build
5 team shall assume the entire project including
6 reconstruction ramps shall be stabilized utilizing
7 global chemical stabilization, except in localized
8 areas where stabilization equipment cannot be
9 utilized. These intentions are required. See
10 Section 14.4(B) (4) for the treatment of the subgrade.

11 The next portion of the scope is
12 drainage. No drainage work is required along the
13 inside shoulder of 71 main line. We did our own
14 design calcs with regards to the proposed shoulder
15 width, and those drainage requirements meet ODOT
16 specifications with regard to spread, so we do not
17 require any drainage work along the median.

18 The design-build team shall redesign,
19 modify, or adjust the drainage system as required at
20 ramp 5 and ramp J. Drainage structures impacted by
21 construction shall have the castings modified as
22 needed for impacted use and adjusted to final grade.
23 The relocation of the existing structures for reuse
24 will not be allowed. Redesign and regrade ditch
25 lines as necessary.

1 Next is signage. This right here is the
2 conceptual sign plan for the design-build team to use
3 as a reference. This you can find on Attachment J on
4 the website.

5 Existing overhead supports shall be
6 reused for the proposed signage, which is signage
7 leading to Exit 119A. That is the existing signage
8 shown right here utilizing existing trusses and
9 utilizing existing trusses here.

10 All removed sign components shall become
11 the property of the design-build team. And there was
12 a pretty good question regarding ground-mounted sign
13 supports, and it is laid out in the scope. Replace
14 existing ground-mounted post supports with new
15 supports where sign and supports are impacted. New
16 sign installation shall be on new supports and reuse
17 of subexisting mount supports shall be allowed.

18 Pretty much use that at your discretion.
19 If you can utilize the existing supports that are
20 currently out there, that's great. If we need new
21 proposed ones as shown for these merge signs, then
22 those can be installed as well. And removal of
23 ground-mounted supports shall become the property of
24 the design-build team or contractor as well.

25 Another pretty big question that came up

1 was regarding lighting. The design-build team shall
2 remove and reerect existing light poles on new
3 foundations where lighting is impacted by
4 construction.

5 DOT anticipates lighting to be impacted
6 by construction along ramp J. They're labeled with
7 the red circles here and here. Those are the
8 lighting poles that we believe will be impacted
9 because of the widening at ramp J, and we are calling
10 out in the scope that the lighting poles and
11 luminaries can be reerected and reused.

12 And in coordination with ODOT's
13 Construction Department and the design-build team, we
14 just need coordination together to see if the
15 luminaries are deemed acceptable and working, and if
16 they are, we can reuse them. If not, we will need to
17 have that accounted for in the bids. So the plan is
18 to repour new foundations and then utilize the
19 existing poles and luminaries if we can.

20 The design-build team shall maintain all
21 existing lighting except for the lighting at the
22 impacted poles. Again, these are the only two lights
23 that are anticipated to be impacted.

24 The next portion of the scope is ITS, and
25 the City of Columbus has constructed and is in the

1 process of constructing the CTSS projects within the
2 project limits. You can see those existing plans
3 under Attachment B on the website.

4 The design-build team shall field verify
5 location of existing fiber and conduits and
6 coordinate accordingly with the phase E projects to
7 avoid impacts to existing and proposed fiber and
8 conduit. Again, I'm repeating myself with regards to
9 that conduit that's leading underneath the Gemini
10 ramp.

11 All right. Next is pretty much just the
12 project schedule. It's pretty cut and dry with
13 regards to the completion date. October 31, 2020, is
14 the anticipated completion date, and this pretty much
15 gives the project layout.

16 We don't have any interim completion
17 dates. So originally we were thinking about the
18 possibility of putting in interim completion dates
19 for this year, but we decided against doing that.

20 Section 18, pretty cut and dry as well
21 with regards to ODOT's review process with the
22 design-build. The design-build team is to submit
23 stage 1 plans for review. The department will have
24 15 workdays to review, excluding holidays.

25 The design-build team will also provide

1 disposition of stage 1 comments prior to the stage
2 2 submittal. The department will then have five
3 workdays to review that disposition, excluding
4 holidays as well. The design-build team will include
5 all corrections or revisions with subsequent
6 submission.

7 Next is stage 2 review submission and
8 that's pretty much the same thing. The department
9 will have some 15 days for review, and we will return
10 marked plans as accepted, accepted as noted, or not
11 accepted. The design-build team will provide
12 disposition of those comments. The department will
13 have five days after that to review, and the same
14 thing with regard to corrections and revisions by the
15 design-build team.

16 Construction plans, for each buildable
17 unit the design-build team shall submit detailed
18 design plans for use during construction. Again, the
19 department will have five workdays for review and
20 will respond with concurrence or rejection of those
21 construction plans.

22 Each plan sheet shall have its last
23 revised date noted on the sheet and clearly marked
24 approved for construction. The approved for
25 construction plans set shall be signed, dated, and

1 sealed by the designer of record. It shall be a
2 professional engineer in the state of Ohio.

3 Physical construction shall not begin
4 until the plans are marked approved for construction
5 and labeled to each party on the plan distribution
6 table listed in Section 18.6 in the scope.

7 In conclusion, our bid opening is
8 anticipated July 25, 2019, and awarded a week and a
9 half later, August 5, 2019. And I, right now, am the
10 contact, Dan Kaseman. That's my contact information.
11 You can get ahold of me until the project awards, and
12 then after the project awards, Brian Davidson from
13 District 6 will be taking over the project, and I can
14 give you his information upon request.

15 So with that, do we have any questions
16 with regards to the project?

17 MR. YOUNG: One question. I appreciate
18 it. I'm Nick Young with Kokosing. There was a
19 pretty big question asked on June 13 regarding -- I
20 know there were some base map files provided in the
21 scope, but those files were not quite sufficient, as
22 we see it, to provide the existing elevation there up
23 71.

24 MR. KASEMAN: This is the survey?

25 MR. YOUNG: The survey, yeah. So we have

1 requested BGN files and some base map files and CAD
2 that we need. And we can't really design the job
3 until we have those. Due to that, we would ask that
4 you consider delaying the bid date until the time we
5 get that data. If you would consider that, we'd
6 appreciate it.

7 MR. KASEMAN: So the BGMS submitted
8 online don't have sufficient survey on there?

9 MR. YOUNG: Correct.

10 MR. KASEMAN: I will look into that.
11 It's a pretty big question, and I will address it
12 formally.

13 MR. YOUNG: Thank you.

14 MR. KASEMAN: Yes.

15 Any other questions?

16 We appreciate your time, guys. Thank you
17 for coming in.

18 (The meeting concluded at 10:37 a.m.)

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CERTIFICATE

I do hereby certify that the foregoing is a true and correct transcript of the proceedings taken by me in this matter on Friday, June 28, 2019, and carefully compared with my original stenographic notes.

Rosemary Foster Anderson,
Professional Reporter and Notary
Public in and for the State of
Ohio.

My commission expires April 5, 2024.

(rfa-90274)

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