0:0:12.460 --> 0:0:13.780
Davidson, Brian
Alright, it's 1001.

0:0:14.60 --> 0:0:19.110
Davidson, Brian
Umm, so we're going to get started. Change. Do you want to go ahead and share your screen?

0:0:21.940 --> 0:0:31.190
Davidson, Brian
As I mentioned, we are recording the video, the audio and the transcript will be posted to the construction project website.

0:0:32.320 --> 0:0:32.780
Davidson, Brian
Umm.

0:0:34.390 --> 0:0:38.720
Davidson, Brian
Later today or tomorrow. So, Shane, do you want to go ahead and lead us off?

0:0:41.470 --> 0:0:42.40
Campbell, Shane S.
Here, Brian.

0:0:43.870 --> 0:0:57.250
Campbell, Shane S.
Well, welcome to the the Pre bid meeting for Delaware 3611.03 PID 103626 construction project 230002.

0:0:58.80 --> 0:1:9.70
Campbell, Shane S.
The City of Delaware initiated this project and is the local sponsor. Odot District 6 is responsible for the construction, letting contract and administration.

0:1:11.900 --> 0:1:17.950
Campbell, Shane S.
Yeah, the information shared in today's pre bid meeting is provided as reference and is not contractual.

0:1:18.950 --> 0:1:29.970
Campbell, Shane S.
As Brian stated, the recording and transcript of today's meeting will be posted at the project FTP site, where the other documents can be found.

0:1:33.390 --> 0:1:37.580
Campbell, Shane S.
Here's the agenda for our meeting this morning be.

0:1:38.760 --> 0:1:40.410
Campbell, Shane S.
Brief introductions of our team.

0:1:41.590 --> 0:1:57.400
Campbell, Shane S.
Or give you an understanding of where the project is located. Walk through certain facets of the project as part of our overview, highlighting some of the more unique features that hopefully are are beneficial for you to be aware of.

0:1:58.490 --> 0:2:4.190
Campbell, Shane S.
Give me an update on the utility note. Uh, what the utility coordination has looked like where that's headed?

0:2:5.480 --> 0:2:6.130
Campbell, Shane S.
And then.

0:2:7.370 --> 0:2:13.630
Campbell, Shane S.
Provide a the schedule moving forward and then open up for questions.

0:2:18.710 --> 0:2:30.110
Campbell, Shane S.
The design team uh included the city of Delaware. Jonathan Owen, who's the deputy city engineer, served as the project manager for the City of Delaware.

0:2:32.250 --> 0:2:32.740
Supron, Daniel
That district.

0:2:31.790 --> 0:2:39.760
Campbell, Shane S.
Odot District 6 Brian Davidson, the LPA coordinator, served as O Dots project manager.

0:2:41.260 --> 0:2:50.770
Campbell, Shane S.
No. And then myself, Shane Campbell, Gannett Fleming is the project manager for our team, which also includes.

0:2:52.230 --> 0:2:59.960
Campbell, Shane S.
Team members of MH&T and HDR providing assistance in these roles as as you can read.

0:3:5.880 --> 0:3:10.550
Campbell, Shane S.
The location of the project is on the eastern side of the city of Delaware.

0:3:12.190 --> 0:3:18.560
Campbell, Shane S.
As you can see by this graphic, the project study area.

0:3:19.440 --> 0:3:26.770
Campbell, Shane S.
Is located just a little bit West of the Norfolk Southern crossing of 3637.

0:3:27.970 --> 0:3:35.840
Campbell, Shane S.
Near where ODOT District Six headquarters is located, as well as city of Delaware Public Works.

0:3:37.270 --> 0:3:37.800
Campbell, Shane S.
The.

0:3:38.830 --> 0:3:42.550
Campbell, Shane S.
Eastern limits is at State Route 521.

0:3:44.290 --> 0:3:48.0
Campbell, Shane S.
To give you a few other vantage points just to familiarize yourself with.

0:3:49.520 --> 0:4:11.780
Campbell, Shane S.
Some of the significant features of this project location is here looking W into the city under the existing Norfolk Southern Railroad bridge that allows for two lanes to travel underneath that bridge. This project will ultimately allow five lanes to go under a future bridge.

0:4:14.860 --> 0:4:46.670
Campbell, Shane S.
This is an aerial, oblique perspective. This is a kind of placed right above East Point crossing where you turn into going to ODOT District 6 or or City of Delaware Public Works and this is looking E towards 71. You can see the the double track of Norfolk Southern. You see there's spur and railyard here in the bottom right with a little bit covered up the we'll talk a little bit more as we go throughout this presentation.

0:4:47.50 --> 0:4:53.100
Campbell, Shane S.
Is in your top left, tri-county Fire department station that is now vacant.

0:4:53.680 --> 0:4:54.370
Campbell, Shane S.
Uh.

0:4:57.200 --> 0:5:23.430
Campbell, Shane S.
Another perspective this is set up north of of the crossing looking S and you'll learn a little bit later on

that part of maintaining training traffic will place a a temporary rail run around on the eastern side, so it's just gives you a perspective of of where those tracks would be in a temporary bridge would be on this east side.

0:5:24.630 --> 0:5:35.560
Campbell, Shane S.
Once again, fire station here, City of Delaware or Sorry, City of Delaware Public Works back here in the top right as well as ODOT District 6.

0:5:38.900 --> 0:5:40.310
Campbell, Shane S.
Transition to.

0:5:41.450 --> 0:5:43.300
Campbell, Shane S.
The project overview and we'll go through.

0:5:44.540 --> 0:5:51.140
Campbell, Shane S.
Separate disciplines highlighting some of the more unique parts of of that roadway.

0:5:52.540 --> 0:6:23.310
Campbell, Shane S.
You've got resurfacing and fold up widening on E Williams St here in the bottom left West of East Point Crossing, as well as resurfacing and fold up widening on State Route 521 also got some resurfacing at the State Route 521 intersection in South of there. The rest of the project limits is going to be full depth reconstruction with some widening including curb and gutter section medium Blvd.

0:6:24.270 --> 0:6:29.320
Campbell, Shane S.
Turn around and you turn type arrangements in the median.

0:6:30.290 --> 0:6:50.320
Campbell, Shane S.
And then there are pedestrian amenities being provided. You have a shared use path on the South side from the begin limits to the end limits of 521. You also have a sidewalk starting on the begin limits of East Central Ave and extending to boat Town Rd.

0:6:56.100 --> 0:6:56.930
Campbell, Shane S.
There are.

0:6:58.220 --> 0:7:1.660
Campbell, Shane S.
Buildings to be removed as part of the project.

0:7:2.500 --> 0:7:21.270
Campbell, Shane S.
And uh, the contractor might want to consider evaluating if any of those buildings can be can be used

for to serve as a field office and probably the tri-county Fire Department, former tri-county Fire Department facility.

0:7:22.250 --> 0:7:40.580
Campbell, Shane S.
Is a a building in facility that you might wanna look more into as a potential field office. If you want to take a tour of that of the inside of that building, that is something that is in the works and there would be provisions for that.

0:7:41.680 --> 0:7:45.170
Campbell, Shane S.
Communicated and on a future addendum.

0:7:48.570 --> 0:7:56.80
Campbell, Shane S.
Across just for reference sake, across from the fire department, our two houses that have been acquired.

0:7:56.560 --> 0:7:59.700
Campbell, Shane S.
Uh, and there is likely.

0:8:1.200 --> 0:8:9.80
Campbell, Shane S.
Going to be a an access Rd that goes up to the tracks to the right. Here that comes down and.

0:8:9.790 --> 0:8:19.360
Campbell, Shane S.
You know whether you believe you can salvage one house for a certain period of time and use it. It will be that up to the contractor to determine.

0:8:23.640 --> 0:8:27.470
Campbell, Shane S.
Another unique part of of the the roadway.

0:8:29.440 --> 0:8:44.320
Campbell, Shane S.
Design and process has included this, advancing some limited clearing and grubbing on the east side of the tracks and the limits that have been identified here in this.

0:8:44.900 --> 0:8:59.210
Campbell, Shane S.
Uh shaded area is also shown in a a more granular drawing based plans that could be made available as well. Per request might be placed out on the FTP site.

0:8:59.910 --> 0:9:0.540
Campbell, Shane S.
And.

0:9:1.470 --> 0:9:2.680
Campbell, Shane S.
Ohh that contract.

0:9:3.820 --> 0:9:15.820
Campbell, Shane S.
Has been awarded and and there is a contractor under agreement to remove those trees to a minimum of 24 inches above the ground, so the stumps will remain.

0:9:17.180 --> 0:9:22.450
Campbell, Shane S.
For the general contractor to remove as part of your scope of work.

0:9:23.290 --> 0:9:24.980
Campbell, Shane S.
Those trees will be removed.

0:9:27.110 --> 0:9:28.780
Campbell, Shane S.
Before or prior to.

0:9:30.460 --> 0:9:31.970
Campbell, Shane S.
March 31st of next year.

0:9:37.260 --> 0:9:48.230
Campbell, Shane S.
And and the reason that we did that is so there's no delay in being able to clear this trees. And you know, you be able to build your temporary embankment temporary bridge starting next year.

0:9:51.940 --> 0:9:52.710
Campbell, Shane S.
Other.

0:9:54.380 --> 0:9:59.880
Campbell, Shane S.
Disciplines as part of this project, a drainage there is an existing culvert.

0:10:1.70 --> 0:10:6.640
Campbell, Shane S.
That's between the river tracks and State Route 521 that is being replaced.

0:10:8.130 --> 0:10:11.230
Campbell, Shane S.
And then there's also a new storm sewer.

0:10:12.350 --> 0:10:16.280
Campbell, Shane S.
That will also be installed as part of the project throughout the corridor.

0:10:18.120 --> 0:10:23.410
Campbell, Shane S.
The pavement that's included in the plans is a flexible payment design.

0:10:25.660 --> 0:10:26.960
Campbell, Shane S.
The water line.

0:10:27.600 --> 0:10:37.840
Campbell, Shane S.
Uh scope of work includes some minor vertical relocations due to conflicts with proposed storm sewers.

0:10:38.560 --> 0:10:50.190
Campbell, Shane S.
And then there's also about a 200 foot long stretch that's being replaced under the tracks due to likely disturbance in the bridge demolition.

0:10:52.840 --> 0:11:5.590
Campbell, Shane S.
Sanitary. Uh. You have a similar relocation that's happening around under the bridge due to Bridge Demolition Foundation issues. And then there's some also.

0:11:6.850 --> 0:11:8.800
Campbell, Shane S.
Additional sanitary sewer.

0:11:9.440 --> 0:11:12.950
Campbell, Shane S.
Relocation occurring on the project east of the tracks.

0:11:16.90 --> 0:11:24.690
Campbell, Shane S.
Lighting combination of decorative and St lighting across the corridor and then some uplighting under the bridge.

0:11:26.480 --> 0:11:31.690
Campbell, Shane S.
There is nothing unique that I want to draw your attention to when it comes to traffic control.

0:11:32.890 --> 0:11:35.140
Campbell, Shane S.
And then traffic signals there are.

0:11:36.460 --> 0:11:43.990
Campbell, Shane S.
Upgrades or replacements so that the two traffic signals right now that are out there at East Point Crossing and State Route 521?

0:11:45.830 --> 0:12:10.150
Campbell, Shane S.
And then there is a landscaping plan that you want to take a close look at and understand what is included in that. This next rendering gives you a little bit of a sense for some of the gateway provisions that we are including in our plans, which include monuments on each side of the proposed bridge replacement.

0:12:11.80 --> 0:12:16.860
Campbell, Shane S.
And then some other aesthetic features, such as terrorist embankment.

0:12:17.460 --> 0:12:21.230
Campbell, Shane S.
Uh tree plantings and and other.

0:12:21.350 --> 0:12:35.80
Campbell, Shane S.
Ohm other landscaping provisions. It is worth noting that contrary to this rendering, based on subsequent conversations, coordination with Norfolk Southern that there is no vegetation.

0:12:36.180 --> 0:12:58.50
Campbell, Shane S.
And the terrorist embankment or trees within their right away so that you're seeing the in the landscaping plans, which would be a little different than this data rendering in front of you. And with that, I'll allow error dues, the lead bridge engineer, to walk through a few slides.

0:12:59.580 --> 0:13:13.460
Dues, Eric F.
Yeah. And I'll point out on those terrorists, the terrorists are gonna look the same, except they'll be essentially stone on each level at the terrace. But the general theme of that rendering still still retains its general look.

0:13:14.770 --> 0:13:44.120
Dues, Eric F.
The bridges you know there are two, two railroad bridges. There's the permanent one, which I'm not really gonna talk much about it. I think the plans are pretty clear. There's nothing special outside of the fact that they are railroad bridges to point out a couple of unique lump sum items on the temporary bridge. And we've done this on other projects. But just to point out that the deck on the temporary closed timber deck bridge, it's all detailed. And there is just a single lump sum item for all of the pieces and parts. So there's the.

0:13:44.250 --> 0:14:14.790
Dues, Eric F.
Outriggers the Timbers. The closed the timber closures, hook bolts, all all of that is included in that lump sum. So I just want to point that out. The notes are clear, but it is a unique pay item. There's also another unique lump sum temporary bridge pay item for the tide wall. While the granular backfill is paid

for and removed separately, all of the shoring, the whalers, the ties, the ties have to be inside of a steel conduit or a sleeve. All of that is included in a single lump sum as well, again laid out in the plans. But.

0:14:15.10 --> 0:14:46.660
Dues, Eric F.
A bit of a unique pay item. I do also want to point out the drilled shaft concrete design. Generally there's an overarching note to comply with all railroad requirements on concrete mixes and most materials. However, their slump is usually too low for Jill Chass and and through some back and forth we've gotten it up to a 7 inch maximum slump. But in the past that has also been somewhat difficult to get the mixed design approved with Norfolk Southern. So while the slump is higher than what their standards say and has allowed for, the plan notes.

0:14:46.990 --> 0:14:56.680
Dues, Eric F.
Make sure you provide adequate time and start on that mixed design before you really need it because it it has taken some time to get that particular mix design approved in the past.

0:14:58.200 --> 0:14:58.910
Dues, Eric F.
Next slide.

0:15:1.110 --> 0:15:4.510
Campbell, Shane S.
Now, can you comment on that, that final sub bullet first?

0:15:4.930 --> 0:15:35.170
Dues, Eric F.
Ohh yeah sorry the the again it's it's all detailed in the plans. There's Gray shading and it's called out in several different places, but there are at the rear button and there are several shafts that have to go through the existing buttman footing. There's turnback wing walls, the existing plans can be made available to that existing bridge. They don't indicate any reinforcing in there, given that we're going down into shale. That's up to you whether you want to try to shore and remove that, how you want to break up that footing or attempted to drill through that concrete.

0:15:35.450 --> 0:15:50.700
Dues, Eric F.
The existing plans do indicate that the existing footings ended up being thicker to get down to a what they called a blue shell layer. So just pay attention to that. Again, it's indicated in the plans, but that is a unique piece of the shaft design for the final bridge.

0:15:54.520 --> 0:16:8.90
Dues, Eric F.
A little bit about the track and railroad. As Shane mentioned, there is a shoe fly track run around to the inside of the curve on the side of the fire station and or the old fire station and those houses being acquired.

0:16:8.720 --> 0:16:32.830
Dues, Eric F.

So all that embankment needs to be brought in, that's why we we made sure that hopefully there's enough room by by acquiring those two houses to get in and out and do that work from the highway point out that the the lifts for each lift is 6 inches per Norfolk Southern specifications. Oh, that's typically more around an 8. So just keep that in mind as you're planning and how long it's going to take to roll that ballast and compact it.

0:16:33.680 --> 0:16:36.870
Dues, Eric F.
You will also place the sub ballast. It's in the plans and and.

0:16:38.30 --> 0:16:42.550
Dues, Eric F.
Quantified as such, and then above that Norfolk Southern force accounts will put on the ballast.

0:16:43.870 --> 0:17:3.270
Dues, Eric F.
And the track ties with the one exception of the bridge deck, the final bridge deck, which has ballast. You will be required to to fill a certain amount of ballast on top of the waterproofing and protection board. That's kind of a new thing they've been having contractors do. They do list specs on the ballot and there's only a few Norfolk Southern compliant.

0:17:3.970 --> 0:17:12.550
Dues, Eric F.
Ohh providers of that ballast, so make sure you look at the lead time of that and coordinate with Norfolk Southern on that. That little bit of balance that you do have to place.

0:17:14.200 --> 0:17:40.280
Dues, Eric F.
When you do remove the track and the ballast, they'll do all the installs, but you will do the removals of of all of the temporary track and ballast and even a little bit of removals of the permanent track or of the existing track that remains the property of the contractor. So what you do that with with that's up to you, but make sure that you recognize the fact that is there's not a provided dump site or waste site for that that is yours per the plan notes. And that was per ongoing coordination with the railroad.

0:17:41.30 --> 0:18:6.780
Dues, Eric F.
At the end of it all, the temporary embankment that we're placing and compacting so nicely all has to be removed. So again, having a place for that and that considered will be important. The last big thing with the railroad coordination is flagging. Traditionally, ODOT would provide all of that and pay for that. It's now in the contract to be provided by the contractor. That's due to just the availability of Norfolk Southern flagging and staff.

0:18:7.660 --> 0:18:13.60
Dues, Eric F.
There are two vendors listed in the plans. There are a number of days to bid, but.

0:18:14.40 --> 0:18:24.550
Dues, Eric F.

Managing that flagging and getting the flagging is now the responsibility of the contractor, which is if you've done railroad projects before, typically that that is a change. So just keep that in mind.

0:18:28.490 --> 0:18:58.580
Dues, Eric F.
Uh permitting. So you know, there's a standard you're going to be working on their property, getting your access permits and insurance waivers and all that. On top of that, there are all of the Public Utilities that pass underneath the the the bridge and our own railroad property, all of those before you can install them will need a permit from Norfolk Southern, basically an occupancy permit. So on behalf of the city, who was the owner of most of these, but you, you will be asked and there is a pay item.

0:18:58.640 --> 0:19:1.250
Dues, Eric F.
For the contractor to acquire those permits.

0:19:2.0 --> 0:19:32.230
Dues, Eric F.
Umm. And with that, it's all laid out on the rail Pros website, which is who does the Norfolk Southern permitting. We specified 70 business days, minimum lead time since these go under a bridge generally there's a an exception required because you're close to a bridge and that means you can't expedite it. So there's there are exhibits you have to create permit application fees and then you have to coordinate the flagging in the install with them as well. But if you're actively doing work on the project.

0:19:32.310 --> 0:19:52.600
Dues, Eric F.
That part should hopefully be easy because you have all that lined up. We've identified the likely utilities being water, sanitary, storm, things that are easy to forget are the interconnect, the fibers for the signals and electrical like underpass lighting doesn't seem like a big utility, but the railroad in the past has required every single one of those to have their separate permit.

0:19:53.220 --> 0:20:15.700
Dues, Eric F.
And so look into the process on that through rail pros, the exhibits, they do have examples on their website and as part of how they describe their process. So that is kind of a big one, a unique one, but it is required to install all that stuff. So where that happens in your project process, make sure you have plenty of lead time in your schedule for that permitting.

0:20:17.890 --> 0:20:18.670
Campbell, Shane S.
Thanks Eric.

0:20:18.980 --> 0:20:19.280
Dues, Eric F.
Yep.

0:20:21.390 --> 0:20:30.100
Campbell, Shane S.
Transition to maintenance of traffic. You've got 3 broad phases that have sub phases within them.

0:20:31.690 --> 0:20:32.200
Campbell, Shane S.
The.

0:20:33.350 --> 0:20:40.320
Campbell, Shane S.
Construction sequence of notes contained on on this graphic or included in.

0:20:40.920 --> 0:20:46.530
Campbell, Shane S.
Uh, the construction plans sheets 29 and 30 of of 644.

0:20:47.880 --> 0:21:11.870
Campbell, Shane S.
And The Walking through the the three phases of phase one here is in red, which includes just a little bit of temporary payment being put down for shifting of traffic on the north side of 3637. Underneath the tracks, there's some temporary payment being placed east of Type 521 for crossover.

0:21:12.940 --> 0:21:18.690
Campbell, Shane S.
And then as you've heard on multiple occasions this morning, there's.

0:21:19.420 --> 0:21:25.630
Campbell, Shane S.
Would be the temporary embankment temporary bridge placed on the on the east side of the tracks in phase one.

0:21:27.790 --> 0:21:36.40
Campbell, Shane S.
During the the subsequent phases, one lane of traffic will be maintained in each direction and some in some manner.

0:21:37.780 --> 0:21:47.720
Campbell, Shane S.
And in phase two, which is the blue, you will rebuild the the South part of the corridor.

0:21:49.560 --> 0:21:55.210
Campbell, Shane S.
Essentially, the eastbound lanes and during that phase your build.

0:21:55.290 --> 0:22:6.500
Campbell, Shane S.
The downstream end of the culvert replacement, the downstream end of your your proposed storm sewer tying into some existing storm sewer locations.

0:22:8.870 --> 0:22:17.600
Campbell, Shane S.
All the while, one lane of traffic is being maintained in each direction on the northbound N North side or or westbound lanes.

0:22:19.960 --> 0:22:34.270
Campbell, Shane S.
Once phase two is is complete, your shift traffic then to the to the South and place it on the the recently built improvements and then you'll be working on the north side.

0:22:36.590 --> 0:22:37.740
Campbell, Shane S.
Constructing the.

0:22:38.320 --> 0:22:51.420
Campbell, Shane S.
Uh, the westbound lanes at the same time as as phases 2 and three, I should say that you will also be constructing the permanent bridge of, but going back to phase three roadway.

0:22:52.710 --> 0:23:10.470
Campbell, Shane S.
At some point there is a sub phase in phase three that allows for a a closure of East Central Ave designated here in this Forest Green shading and talk a little bit about that.

0:23:11.830 --> 0:23:14.340
Campbell, Shane S.
Duration here in a little bit.

0:23:17.480 --> 0:23:24.870
Campbell, Shane S.
And that's a summary of of the maintenance of traffic and the way we see it being handled.

0:23:28.460 --> 0:23:46.320
Campbell, Shane S.
An update on utility locate utility coordination and the utility note that is in the proposal will be updated via addendum prior to the sale date with contractual utility clear dates established.

0:23:47.200 --> 0:24:16.610
Campbell, Shane S.
This has been a an ongoing effort on on our end and like you probably experienced on other projects, utilities are struggling keeping up with making their relocations happen all well in advance to the general contractor getting on site and that that is what we're going to experience here on, on this project. AEP you picked up on maybe some.

0:24:16.920 --> 0:24:26.280
Campbell, Shane S.
Of the photos that showed them having aerial lines above the existing bridge, they are relocating those arrow lines underground.

0:24:27.630 --> 0:24:33.100
Campbell, Shane S.
And and we'll be placed under the the roadway under the bridge.

0:24:33.940 --> 0:24:41.230
Campbell, Shane S.
And they are scheduled to to get out there early in, in 2023, they're relocation plans.

0:24:42.990 --> 0:24:59.340
Campbell, Shane S.
Have been reviewed and it's just a matter of them mobilizing and and performing that relocation, which includes a handful of polls throughout the corridor and then that underground section under the the railroad bridge.

0:25:1.750 --> 0:25:8.730
Campbell, Shane S.
Columbia Gas also has uh facilities in the area, including going under the bridge and being.

0:25:9.490 --> 0:25:39.370
Campbell, Shane S.
In in proximity that the proposed temporary Bridge Foundation would impact that existing Columbia Gas line, they are still in the process of finalizing their relocation plans and would need to relocate in advance of of the Temporary Bridge Foundation being built. We'll have a better sense for their schedule here in the next month or so, and like I said.

0:25:39.720 --> 0:25:42.830
Campbell, Shane S.
Identify that in a a subsequent addendum.

0:25:44.220 --> 0:25:54.310
Campbell, Shane S.
Suburban gas has just a few facilities in the area, and they've already relocated a small line on the eastern side of the project corridor.

0:25:55.800 --> 0:25:58.810
Campbell, Shane S.
And then there are several telecommunication companies.

0:26:0.120 --> 0:26:3.960
Campbell, Shane S.
Through the the corridor and we've.

0:26:5.840 --> 0:26:21.450
Campbell, Shane S.
Identified a strategy to help minimize how they relocate, particularly through and as property, which, as as Eric described and what most of you probably know, can be rather cumbersome and so.

0:26:22.130 --> 0:26:23.600
Campbell, Shane S.
The City of Delaware.

0:26:24.420 --> 0:26:50.310
Campbell, Shane S.

Let out a separate contract that included the installation of a A duct bank with six four inch cells that are to be used by telecommunication companies who want to pull their fiber through those two manholes that were set on each end of or each side of the tracks.

0:26:51.770 --> 0:26:56.140
Campbell, Shane S.
As of right now, any telecommunication telecommunication company who is?

0:26:57.740 --> 0:27:22.630
Campbell, Shane S.
Going or crossing Norfolk Southern property tracks? We believe they they do intend on using one of these six ducks, so hopefully that minimizes the the challenges they're going to face and they they will make that relocation occur as soon as they IEP is done relocating the polls since many of them.

0:27:23.230 --> 0:27:28.40
Campbell, Shane S.
Uh. Use. You go aerial on AEP polls.

0:27:29.220 --> 0:27:30.370
Campbell, Shane S.
On each side of the tracks.

0:27:35.170 --> 0:27:36.420
Campbell, Shane S.
Schedule I.

0:27:37.790 --> 0:27:44.500
Campbell, Shane S.
Today is that the pre bid meeting there? There is some changes that we're starting to.

0:27:46.790 --> 0:27:49.860
Campbell, Shane S.
Prepare for addendum #1.

0:27:50.770 --> 0:28:5.720
Campbell, Shane S.
With a date to be determined when that will be released, sell date is January 26th, 2023 award date February 6th, 2023 and then estimated construction spans over three construction seasons.

0:28:6.690 --> 0:28:24.230
Campbell, Shane S.
With UH-2 incentive disincentives that you will find in the in the plans, one is tied to that E central closure that I presented earlier, and that is a 45 day closure and then we have a substantial completion date.

0:28:24.950 --> 0:28:35.720
Campbell, Shane S.
Uh set for September 15th, 2025, where lanes are are open as as specified in the plans along 3637.

0:28:40.450 --> 0:28:54.910
Campbell, Shane S.
And that concludes our formal presentation. At this point, we will transition to a questions. And if you have any questions, we just ask you state your name and company before asking that question.

0:28:55.970 --> 0:29:15.40
Davidson, Brian
Yeah. And we reiterated at the beginning of the presentation that this is recorded and we have the transcript that will post, but it's not contractual. So we will probably ask you to provide a formal pre bid question through the portal, but we are open to contractor questions at this time.

0:29:43.970 --> 0:29:49.920
Davidson, Brian
We missed the incentive portion chain of who gets the first preview question here on this presentation, so.

0:29:53.270 --> 0:29:54.500
Davidson, Brian
Any questions?

0:30:8.890 --> 0:30:9.290
Davidson, Brian
Alright.

0:30:11.430 --> 0:30:20.500
Davidson, Brian
Hearing none, we appreciate your time today and we will get this presentation posted to the FTP site shortly. Thank you all for your time.

0:30:21.830 --> 0:30:22.590
Bryant, Troy
Thanks everybody.

0:30:34.720 --> 0:30:35.410
Patel, Vimal
Thank you.