

OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 9 OFFICE

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PROCEEDINGS OF
Pre-Bid Meeting
January 8, 2025
Chillicothe, Ohio

Before:
Ohio DOT
District 9 Office

FINAL COPY
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A P P E A R A N C E S

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P R O C E E D I N G S

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Wednesday, January 8, 2025

Afternoon Session

- - -

MR. BARNITZ: My name is Tom Barnitz.
I'm the project manager through design to this
project. And we've got several folks in the room
involved with the project.

And before we get started, I just want
to let you know we are recording all the
discussion for today. And that will end up being
on the reference files for you to review
afterwards. Also, we'll have the PowerPoint on
there later on, probably tomorrow.

We will -- if you could hold questions
till the end, we'll give time for questions if
you have any then.

Restrooms are down the hall and to the
right or to the left.

And I think that's about it. So we'll
get started.

Just introductions. District 9 team, we
have Deputy Director Mike Dombrowski in the back.

We have Jenny Barnes up front, HMA.

1 Patricia Wetzel, Planning Engineer.

2 And do we have Matt? Who else we got?

3 Paul Maravy is in the room.

4 Matt McClellen? No.

5 MR. SOROKA: Chris.

6 MR. BARNITZ: And Chris Pridemore.

7 We also have Zach Schaaf, who is going
8 to be the Area Engineer.

9 Jason Bednarczyk. Jason here? Right
10 behind you. Thank you.

11 We have hired WSP. They're going to be
12 our consultant helping us with inspection on the
13 project.

14 And then Engineer of Record, from
15 Burgess & Niple we have Dan Soroka here. I
16 thought Josh was coming, but maybe not.

17 Josh is also with B&N. He's the Traffic
18 Engineer.

19 So real, real quick going through the
20 project. Project location, it's about 1.12 miles
21 long. It's, you know, right in the middle of
22 Ross County. It's what we call a regional
23 shopping hub. It's kind of -- dive into some of
24 the reasons for -- for this project and some of
25 the disincentives we're going to talk about here

1 in a little bit.

2 But it's basically at the interchange of
3 23 and 35 and U.S. 50. So it's right -- right in
4 the heart of all these U.S. routes coming
5 together. And, of course, 159 is also
6 Business 23.

7 But it's a regional shopping hub for
8 this area, so that's one of the reasons we want
9 to get the lanes open for -- for the Christmas
10 shopping season.

11 Here are some of the main issues, the
12 genesis for the project. We have safety issues.
13 We have traffic crashes. And also there's very
14 little pedestrian access on the project corridor,
15 and then congestion is another big item that
16 we're going to address.

17 You'll notice this is the corridor
18 roughly. It's a little bit -- little bit longer
19 than this, but not much, but this orientation is
20 to the left -- to the right is north. I'll be
21 flipping around on the map. So, again, this
22 PowerPoint will be available to you afterwards so
23 you can kind of orient yourself to the different
24 work on the project.

25 This is some of the things that we're

1 going to do with the roadway improvements. These
2 are just the highlights, not everything, of
3 course. But one of the things, we're going to
4 add a new northbound lane so that we have three
5 lanes northbound through -- through pretty much
6 the whole corridor.

7 We're going to add some turn lanes
8 around the Stewart and Consumer Center
9 intersection.

10 We're going to add another southbound
11 drop lane to the U.S. 35 west ramp.

12 We're going to build a new city street.
13 It's going to be called Marietta Road. It's an
14 extension of the current Marietta Road that goes
15 behind Applebee's and Raising Cane's.

16 We're adding shared-use paths and
17 sidewalks, like I mentioned earlier.

18 We have a roundabout on the project near
19 Consumer Center Drive, which leads into the
20 Kohl's and Walmart area. I'll show you a picture
21 of that.

22 We're going to replace all the
23 interchange composite pavement with new concrete,
24 full-depth concrete -- pavement. And then we
25 also have, for the new lane that's going to be

1 extended outside the interchange, it will be
2 full-depth asphalt.

3 And then for the other areas that are
4 currently asphalt, we'll mill and fill those at
5 the end of the project.

6 Another big improvement to help with the
7 interchange function, we're going to reorient or
8 reconfigure the ramps slightly right as they meet
9 Bridge Street.

10 There's seven intersections on the
11 project, and all of those get completely new
12 traffic signals, all new lights, all new signage.
13 So pretty much when we're -- when we're done with
14 the project, we'll be pretty much all new on the
15 traffic-control side of things.

16 We have some aesthetic enhancements on
17 the project. That includes what we call a pocket
18 park. I'll show you a picture of that. We're
19 painting the bridge railing. We're replacing the
20 poles on the bridge. They're aesthetic poles.
21 There will be new poles when we're done. And
22 then we have some roundabout plantings. And
23 there's some other minor aesthetic items on the
24 project as you get into some of the details.

25 Let's take a look at the alignment here.

1 This, you can see, starts about the Consumer
2 Center Drive area. This is where you go into
3 Walmart. But from that location, after we come
4 off the bridge, you can see this red line. That
5 pretty much represents the new third northbound
6 lane that we're going to add. So pretty much
7 almost the whole length of the project.

8 And just as reference, if you're
9 familiar with the area, the project goes,
10 basically, up to McDonald's and stops at that
11 intersection up there.

12 This is -- this is in the Roosters area.
13 Right now, we have a problem with lane
14 utilization. So everyone hangs out in the
15 right-hand lane. So we're going to fix that by
16 adding this drop lane shown in yellow, and that
17 will force traffic to use some of the inside
18 lanes.

19 We're going to build this new access
20 road shown in blue here. This goes behind
21 Applebee's and Cane's and in front of this hotel
22 right here. And that provides some additional
23 access out of this area on -- on the west side of
24 Bridge Street that has a difficult time coming
25 out on North Plaza.

1 Let's talk about pedestrian facilities
2 for a second. I've got a few slides here. This
3 one shows, basically, in purple a shared-use
4 path, which is about 12 foot wide. That's going
5 to be connected into the existing bike path that
6 goes underneath the Bridge Street bridge. And
7 then it will be constructed on the right-hand
8 side or the east side of the Bridge Street
9 bridge, be a raised-curb, shared-use path. So
10 that gets built. We already have a six-foot
11 sidewalk on -- on the west side of the bridge.

12 And then as we move north up to the
13 intersection, that shared-use path continues on
14 up and through the interchange area up to about
15 where Midas is. And we'll get to that.

16 But one thing I wanted to point out
17 with -- with these next two slides, you'll notice
18 in this salmon color, I'm not sure what you call
19 that, it's -- those -- that represents the
20 sidewalks. Basically, from Consumer Center all
21 the way to McDonald's, there's no sidewalks
22 existing along Bridge Street. And when we're
23 done, we'll either have a shared-use path or a
24 sidewalk for the entire length of the corridor.

25 So this is showing the -- the upper end

1 of the project. This is North Plaza right here
2 where my laser pointer is. And you can see,
3 albeit not very well, in salmon, you've got both
4 sidewalk -- you've got sidewalks on both sides of
5 the road, and it goes all the way to the
6 McDonald's up here.

7 Now, dropping back to Consumer Center
8 and Stewart Road, I just wanted to show you this
9 intersection here gets a pretty good improvement
10 with the phasing of the work -- of the traffic
11 signals, if you will. And because of that, we
12 had to change this stop-and-go intersection to a
13 roundabout. So this is right in front of the
14 Nourse Automall. So this roundabout will get
15 constructed here.

16 And while we're doing that -- and I'll
17 show you on -- on some other slides -- but we --
18 we have developed a temporary access into Nourse
19 so we can build this roundabout in, I think, two
20 phases.

21 I just wanted to show you this slide to
22 demonstrate a little bit of the change in the --
23 in the exit ramp configuration. Right now, the
24 ramp comes down at a pretty good skew and meets
25 into Bridge Street. We're going to square that

1 up so it's more 90 degrees right at the terminus
2 with Bridge Street. That should help with
3 traffic flow through this intersection.

4 This is -- let me go back here. This is
5 showing the additional northbound lane and how it
6 transitions. In this area here, you can see --
7 one, two -- three lanes going north through this
8 intersection at Pawnee. And then that third lane
9 has to -- has to go away because we've got to
10 transition back to two lanes again. So that
11 third lane becomes a turn lane into the
12 McDonald's intersection right here.

13 A few slides on aesthetics. We have
14 this -- so instead of span wire, which we have
15 almost at all the locations now, we're switching
16 all to mast arms and poles. And they'll be
17 black. And this is just to show you the haunched
18 arm. This is just an example. This is not our
19 pole, but to show you an example of what we'll
20 have at each of the intersections when we're
21 finished. And, of course, you know, we'll have
22 LED lights, not -- not the old-style lights. And
23 we'll have these -- we'll have the black
24 pedestals.

25 The other thing I'm going to highlight a

1 little bit later, but to advance the work on the
2 project, we've already purchased almost all the
3 poles. And they're in production now. And
4 they'll be black. And they'll be ready for the
5 contractor to start working, hopefully, in March.

6 A couple other aesthetic items. We have
7 two cast-in-place retaining walls on the project,
8 and we have one modular block wall. The
9 cast-in-place walls will have a form liner. And
10 this isn't exactly the color, but it's one of the
11 patterns that we're looking at to match some of
12 the -- the modular block wall.

13 And then also we have a few locations
14 where we're putting in black steel fence.

15 I mentioned pocket parks earlier.
16 Here's -- here's an example of one full pocket
17 park. We have three variations where sometimes
18 there's no bench; sometimes there's just a light
19 pole and a tree and -- but you'll see that in the
20 plans. But, basically, a pocket park is,
21 basically, a -- some sort of pad, a bench, a
22 tree, and a pole, a light pole. And those are
23 right along the pedestrian facilities.

24 This is the -- just a picture of the
25 type of modular blocks that we're looking at.

1 These aren't the small ones you'd buy at Home
2 Depot. These are the large ones like Redi-Rock.
3 And then I think currently they're being stained
4 in the after -- after they're in place.

5 Here's some -- just a few unique items
6 about the project. Some of them I hinted on
7 already. Full-depth concrete replacement for the
8 interchange and the ramps. I'll show you that
9 here in a minute.

10 Concrete shared-use path on the bridge.
11 And that includes we've got to move the scuppers
12 in. So there's some scupper work, close off the
13 old ones, build some new ones.

14 Asphalt pavement, talked about that.
15 Retaining walls, mentioned that already.

16 Storm sewer pipe, we have -- the
17 Chillicothe storm sewer needs upsized a little
18 bit in a few places. So that's close to where
19 the new lane's going in, so you'll note in the
20 plan that there's storm sewer replacement.

21 The project basically has no curb and
22 gutter at this -- existing today. And when we're
23 done, it will be all curb and gutter on both
24 sides of the road.

25 We have culverts to install. BMPs, we

1 have two manufactured structures, look for those.
2 And then we have one infiltration area in the
3 interchange.

4 These items are pretty much all new. So
5 we'll have all new LED lighting, all new signage.
6 I mentioned that. All new signals. Of course,
7 striping and fencing. This is just some of the
8 work items on the project.

9 Right now, on that ramp that I showed
10 you, that eastbound 35 off-ramp, we have a flush
11 plan in place, and we're going to keep that in
12 place. It won't be -- it will be done with the
13 Wavetronix, unlike it is today, but we'll have
14 Wavetronix on the project. We have preemption
15 for all the emergency vehicles. And Centracs
16 will be used for our signal coordination.

17 One of the main things to keep note of
18 is pretty much every business is going to have a
19 new driveway. And it will be concrete. It will
20 be integrated with the sidewalk and the curb and
21 gutter. So one of the big items on the project
22 is just coordinating with the businesses, keep
23 their access open. And we'll mention that here
24 in a little bit. But we have many
25 right-in/right-outs type of entrances on the

1 project, so you'll note that when you get into
2 the plans.

3 And I mentioned this item here,
4 material-only contract. We will be adding that
5 via special provision. It's not noted very much
6 in the plans at this point, but we'll add a
7 special provision that gives you all the
8 information that we have contracted with this
9 material-only supplier. And so this contractor,
10 this highway contractor, will need to coordinate
11 receiving delivery of those poles because part of
12 the contract is the delivery of the poles. But
13 you'll coordinate that delivery and unloading all
14 of the poles. And those should be ready mid
15 March.

16 Here's a few highlights. On the
17 environmental side, we really don't have waterway
18 permits. We only have a few items that we wanted
19 to keep you aware of. We have a special
20 provision that's already in the plan set. It's
21 for the Army Corps of Engineers Section 408, and
22 that's required.

23 Since the Army Corps helped build the
24 floodwall that surrounds this area of Chillicothe
25 on the south end of the Bridge Street bridge, we

1 had to coordinate with them, get their approval
2 to build that bike path I was showing you
3 earlier. So in this area, the contractor will
4 have to coordinate and -- and just be aware of
5 the Section 408 permit requirements. There's --
6 most of it's notification. I don't think there's
7 really a whole lot of restrictions on the
8 construction. They just want to be aware of what
9 goes in there or what comes out.

10 This area in purple is an area that is
11 within ODOT's right-of-way already. Some of it's
12 right along the bridge. Some of it's an open
13 area, grassy area here where the bridge --
14 actually, Bridge Street bridge used to be over
15 here. Well, we still have that -- that area.
16 And we went ahead and cleared that so that the
17 contractor could use it if they want as a
18 lay-down area, field offices, whatever you'd
19 want.

20 A few items on real estate and
21 utilities. We talked about the access drive
22 relocation for Nourse. That's all in the plans
23 already. We have pay items for that work.
24 You'll just need to coordinate with Nourse on the
25 timing of that.

1 And we mentioned already the business
2 access and driveway construction. Most -- a lot
3 of the businesses have only one entrance off of
4 Bridge Street, so, you know, put in a question
5 mark here. Some of that work might need to be
6 done at night or off hours, off business hours,
7 so that it can be done and ready for business
8 once -- once that time comes around. May need to
9 do some of the work in phases so that they can
10 maintain some access to their -- to Bridge
11 Street. So that will just require coordination,
12 of course.

13 We have -- we have the utility note out
14 there and available. The AEP, we are aware they
15 are still negotiating with two parcels, I
16 believe. And there may be some impacts to that
17 schedule. And we should know that fairly soon.
18 And if there's any changes, of course, we'll make
19 that available in the addenda.

20 But, you know, in -- in addition to
21 those schedule impacts, you know, the contractor
22 will have to coordinate with AEP for all the
23 coordination of the lighting and signal power.
24 And also we'd like to keep one side of Bridge
25 Street -- there's not many lights out there now,

1 so it's not fully lit like -- like we would on a
2 normal project, but we want to keep one side of
3 the street lit while -- while we're building the
4 other side.

5 A few items on structures. You know, I
6 mentioned that 12-foot-9 shared-use path across
7 the existing bridge. Up on the U.S. 35 bridges,
8 which I'll show you here in a second, we need
9 to -- currently, they just drop straight down
10 onto the spill-through slope. Well, since we're
11 going to be putting a pedestrian facility through
12 there, we don't want the scuppers draining on
13 people, so we're putting downspouts, but we need
14 to modify the scuppers. So there's some work on
15 those U.S. 345 bridge scuppers.

16 Retaining Wall 1 is a pretty -- pretty
17 good size wall. Pretty much goes all underneath
18 the U.S. 35 bridges. We're replacing the current
19 concrete spill-through slope with -- with an
20 aggregate slope protection. And this retaining
21 wall goes in place so that we can get the
22 shared-use path underneath the bridges.

23 Retaining Wall 2 and 3, they're fairly
24 similar in design and form liner. They're just
25 at two locations. One in front of Kroger Fuel,

1 and the other one is in front of McDonald's.

2 So I wanted to show you this. This is
3 looking north through the U.S. 35 bridges. The
4 scuppers are all through here on this side and on
5 this side. But we're -- we're cutting out the
6 spill-through slope in here so we can get the --
7 get the shared-use path in there.

8 Let's talk about MOT. This is one of
9 the other key aspects of the project. So I've
10 lumped together Phases 1, 2, and 3. And in the
11 plans, we call that out as -- for our MOT scheme
12 to be in Year 1. And so Phase 1 is basically
13 work on the bridge for the shared-use path.
14 Phase 2 is basically the roundabout in the area
15 around Stewart Road. And then Phase 3 is most of
16 the northbound lane construction north of the
17 interchange and the new Marietta Road connector
18 road.

19 I lump all them together just to
20 demonstrate a couple things. In this phase, our
21 MOT planning has developed that we would have --
22 we would maintain traffic in -- in both
23 directions, northbound, southbound. And you'll
24 see why that's important here in a minute.

25 But one of the things we want to do is

1 get the traffic open by middle of October. And
2 we have a disincentive in the plans for that.

3 In Year 2, this is when -- and I'll show
4 you a picture here in a minute -- but in Year 2,
5 we pretty much do the work in the interchange.
6 And that's where we need to take up the composite
7 pavement, put in the full-depth concrete
8 pavement, and do all of the work on the ramps.
9 But, again, we have that disincentive, want to
10 open by the same date, but our analysis shows
11 that we need to maintain traffic just northbound
12 through the interchange. And so there will be
13 some -- a healthy amount of MOT to get traffic
14 around.

15 And this is kind of what it looks like
16 in the schematic form. You can see this yellow
17 area here. That's roughly where the concrete
18 full-depth pavement replacement's going to go.
19 We've got two lanes northbound. And then we
20 are -- just take a note in the plan, we are able
21 to maintain one lane of traffic to the U.S. 35
22 westbound.

23 And this is what it looks like. This
24 is -- this is Phase 4. In this -- in this
25 diagram you can see all the traffic is

1 northbound, two lanes northbound here. All the
2 work's happening on the east side of the
3 interchange area. And then we have to build some
4 temporary pavement.

5 And then in Phase 5, we flip that and do
6 all the work on the west side of the interchange,
7 reconstruct the ramps, and -- and then maintain
8 traffic on -- on the east side, just northbound.

9 So here's -- here's the last slide.
10 Sale dates in a little over a month. Of
11 course, we award soon after that.

12 Construction end is middle of 2027, is
13 what we're planning for.

14 As I mentioned, the signal and light
15 poles should be available, you know, day --
16 almost Day 1 of the construction time frame.

17 The DB goal is 8 percent.

18 We do have CPM scheduling on the
19 project.

20 We have a dispute resolution advisor on
21 the project, so take note of that plan note.

22 And then of the aesthetics, most of
23 aesthetics are embedded in the project, but there
24 is one item for the stamped and stained concrete
25 for the roundabout that is an alternate item. So

1 please make sure you see the -- what the
2 alternates -- the one alternate are for.

3 And with that, we'll take questions. If
4 you would, if you have any questions, just say
5 your name so that the reporter can get your name
6 and your company, and we'll go from there.

7 MR. GEORGE: I guess I'll ask one. Jim
8 George with Complete General Construction.

9 Can you elaborate a little more on the
10 AEP movement and possible delay or whatever with
11 what they've got to do?

12 MR. BARNITZ: Yeah. Well, they -- they
13 are negotiating -- we didn't acquire all the
14 right-of-way needed for them to relocate to. So
15 a lot of times, we leave it to them to negotiate
16 an easement.

17 They are in the process of doing that
18 now. It is an appropriation case, so I'm not
19 sure -- Tim Young is in the back. He's our real
20 estate administrator. He can tell me if I'm
21 getting out of line. But, basically, we think --
22 our latest communication is that they are moving
23 forward with the -- with the discussions on those
24 easements.

25 What we may incur, though, is that

1 everything's not ready by whatever the date in
2 the utility note is. I forget whenever it is,
3 March or whatever. We put in there a date that
4 things -- everything would be moved, and that
5 date may be in jeopardy for everything to be
6 moved. It may just be affected with these
7 parcels. We'll just kind of see what their plans
8 are going to be.

9 Does that make sense?

10 MR. GEORGE: Yeah.

11 MR. BARNITZ: Okay.

12 MR. GEORGE: Best you could hope for, I
13 guess.

14 MR. BARNITZ: Yeah.

15 Any other questions?

16 (No response.)

17 MR. BARNITZ: Well, hearing none, I want
18 to thank you for coming and appreciate it. And
19 just look forward to your bid.

20 MR. LEIST: Rex Leist with the Ohio
21 Department of Transportation.

22 In the first part of that first year --
23 and something Tom's worked on it and everyone's
24 worked together -- as far as the MOT, and you see
25 Tom has Phase 1, 2, and 3 there, with full

1 intentions of working in that whole area at the
2 same time -- just no confusion there as far as
3 the MOT -- which allows you to open up a big
4 space, which, you know, maybe a small, one piece
5 of property that has an AEP issue may be worked
6 around where it wouldn't shut you down but, yet,
7 you know, allow you some --

8 Yeah, if you could reshow that phase --
9 yeah. Right there it was, I think.

10 MR. BARNITZ: Oh.

11 MR. LEIST: Yeah. Right there. Even
12 thought that's -- what, Tom, 1, 2, and 3?

13 MR. BARNITZ: Yes. Yeah. Good point,
14 Rex.

15 MR. LEIST: Yeah.

16 MR. BARNITZ: We -- you know, we
17 anticipate, you know, if someone chose, they
18 could probably work on all three of these
19 phases --

20 MR. LEIST: If you want.

21 MR. BARNITZ: -- at the same time.
22 The -- the area of concern is on this northern
23 part --

24 MR. LEIST: Yes.

25 MR. BARNITZ: -- where AEP is still

1 negotiating. So, you know, they have -- they
2 have relocations to do in other locations on --
3 on the corridor, so we're -- we're pretty sure
4 that they'll get started on those.

5 MR. LEIST: So if there's lighting, red
6 lights, anything down in that area, there's still
7 plenty of room to be working if it's a small
8 parcel down on the end. Just so you didn't --
9 just so you didn't think that it's Phase 1, 2,
10 and 3, that you have to do them individually.
11 It's -- it's pretty much wide open that first
12 year.

13 MR. BARNITZ: Yeah. The first year,
14 yeah, we can pretty much work on everything at
15 the same time.

16 All righty. Any other questions before
17 we close out?

18 (No response.)

19 MR. BARNITZ: All right. Hearing none.
20 Thank you for coming. Appreciate it. And,
21 again, look forward to your bid.

22 - - -

23 (Thereupon, the Pre-Bid meeting was
24 concluded at 1:27 p.m. EST on
25 Wednesday, January 8, 2025.)

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