

Fall 2015

PORTSMOUTH PROJECT PRESS

823

Bats on the Move

The crisp air, dropping of leaves, and the noticeably shorter daylight all signal the seasonal change to fall is upon us. In addition to these spectacular changes one noteworthy change within the State Route 823 right-of-way is the migration of the Indiana Bat (*Myotis sodalis*) and the Northern Long Eared Bat (*Myotis septentrionalis*) from their summer habitats to their winter hibernation locations.

The Indiana bat is a small flying mammal weighing one-quarter of an ounce (about the weight of three pennies) with a wing span between 9 and 11 inches. Typically these bats are found in the eastern region of the United States. Their species was originally listed as endangered in 1967 due to episodes of people disturbing hibernating bats in caves during winter resulting in the death of large numbers of bats. The largest hibernation caves support 20,000 to 50,000 bats. Their summer habitat is within wooded areas where they roost under loose tree bark on dead or dying trees. Males during this time roost alone or in small groups, while females roost in larger groups of up to 100 bats or more (called maternity colonies) due to the fact reproduction occurs prior to hibernation. The young stay with the colony throughout their first summer. During winter Indiana bats hibernate in caves, or occasionally, in abandoned mines. They require cool, humid caves with stable temperatures, under 50°.

The Indiana Bat and Long Eared Bat are believed to reside within the right of way for State Route 823 during the summer months. 80% of the construction site has remained undisturbed until October 1 affording their unhampered migration that began in late August to hibernation sites. October 1 has seen the opening of the entire right of way to construction crews. Local residents will see more activity and large equipment working within the right of way to construct State Route 823.

Disadvantaged Business Enterprise (DBE) Opportunities Available

The Portsmouth SR 823 Construction Project is a 44 month long, \$429.7 million Design Build Public Private Partnership (P3) to create the Southern Ohio Veterans Memorial Highway. This 16-mile transportation project will complete the Appalachian Highway system in Ohio. In the spirit of collaboration, the United States Department of Transportation (USDOT) Office of Small and Disadvantage Business Utilization (OSDBU), Ohio Department of Transportation, Portsmouth Gateway Group, Portsmouth Joint Venture (PJV), and Dragados USA hosted a Small Business Day to present Ladders of Opportunity of the Portsmouth Bypass Public Private Partnership (P3) Project in Columbus, Ohio on June 30, 2015. As Hugo Fontirroig and Chad Ratkovich, Project Executive and Project Deputy Executive respectfully, concurred, the PJV is committed to meeting the 8% DBE inclusion goal for this project.

The goal of this event was to proactively communicate the importance of the Portsmouth Bypass Project, its needs, contractor participation requirements and the availability of capacity building resources. "This event served as a way to jumpstart the project's DBE outreach efforts. We were pleased to see over 150 stakeholders attend this event!", stated Michelle Wheeler, PJV DBE/EEO Manager. "We are excited about serving as the Diversity & Inclusion Consultant and being able to assist the PJV in its DBE outreach and recruitment efforts", stated Amber J. Twitty, Make It Plain Consulting.

For more information about contract opportunities, please contact:

Michelle Wheeler at MWheeler@Dragados-USA.com or Amber Twitty at AmberTwitty@MIPCLLC.com.

Controlled Blasting



SR823 requires excavation of 20 million cubic yards of earth to build State Route 823, half of that quantity appears as rock and requires high velocity encouragement to move. Many peoples first thoughts of blasting may revive images of Wile e Coyote's persistent yet amateur attempts to snare his prey Roadrunner prey using TNT with disastrous results.

Fortunately the SR 823 project has engaged seasoned professionals to plan and execute rock blasting with precision and skill. The safest most economic way is to utilize controlled blasting to move the rocky material. Controlled blasting utilizes precise techniques to control the explosion(s), enabling workers to excavate to the the desired geometry for the portion of roadway in which they are working. This makes it possible for deeper and more rapid excavation of the earth and rock. Specially trained personnel ensure all work is completed according to a detailed preplanned sequence and specification. These personnel are present at all times during every phase of the drilling and blasting procedures.

An open house to explain the blasting schedule and safety precautions was held on August 30, 2015 at the project site and you are invited to the next pre-blast **open house on October 7, 2015 between 6 pm and 7 pm at the project headquarters located at 4301-A Lucasville-Minford Road, Minford Ohio.**

The project continues to conduct pre-blast surveys of all residents homes and businesses within 1500 feet of blasting sites. Please see the hot link located within the blasting information pages of our website www.pgg823.com. These are conducted at no charge for qualified locations.

The total time it takes for a blast to occur will take as little as a few milliseconds. The blast will be very noticeable (think of a clap of thunder and a slight rumble under foot may be felt). The project is generally off limits to the public, except on public tours occasions and the proximity of the blasts to homes, businesses, and the public is very limited. So please look for cool videos of blasts on our website and more detailed explanation of the drilling and blasting planning and execution within future editions (published quarterly) of the Portsmouth Project Press.



Drilling Vertical Holes



Loading the Charge



Blasting Charge Detonated



Blasting Warning System

Prior to any blasting operations all access to the project is stopped. Special signs are deployed, warning horns are sounded on the project

Site Blast Area Alert and Warning System

- Warning Signal - A one minute series of long horn blasts 5 minutes prior to detonation.
- Blast Signal - A series of short horn blasts 1 minute prior to detonation.
- All Clear Signal - A prolonged horn blast following the inspection of the blast area.

Blasting Frequency

Blasting will occur daily, in a controlled, planned cycle. Typically the detonation will occur around the noon hour and/or the end of the regular scheduled work day, 5 o'clock. Due to the project being 16 miles long, there may be more than one blast that occurs in one day.



Clearing and Grubbing Burn Pit



Excavation and Compaction of Earthwork



Wick Drain Installation Stitcher



Excavation of Blast Rock

WWA (Who We Are) PGG, PJV, IQF, EOR

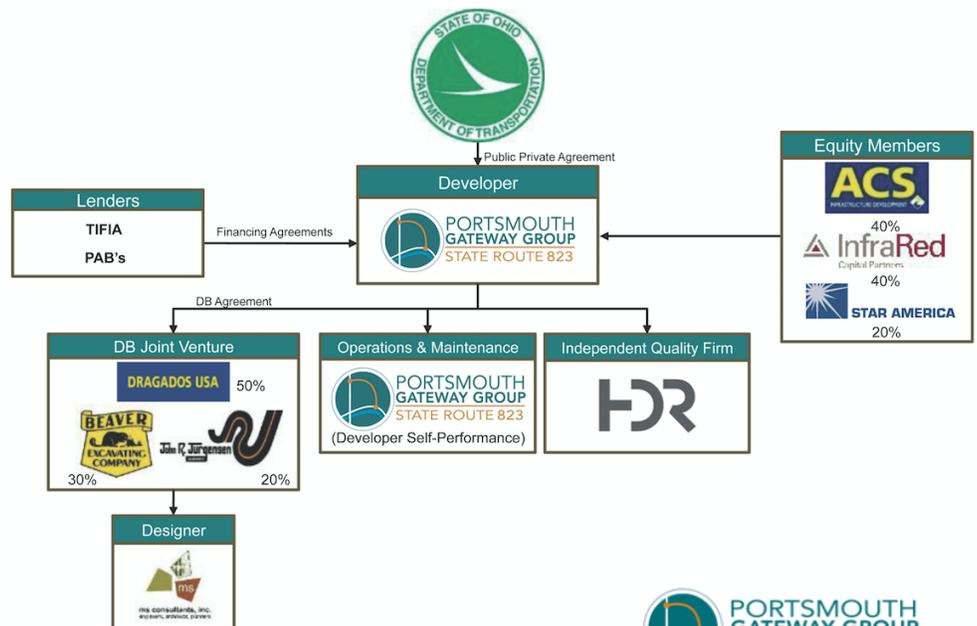
Portsmouth Gateway Group (PGG), Developer of the project, holds the contract with ODOT to design, build, operate, and maintain the limited access, 16 mile, 4 lane highway. After the 44 month road construction period is complete PGG will be responsible for the operation and maintenance of the road for the following 35 years, PGG is comprised of three companies: ACS Infrastructure Development,, Inc, InfraRed, Capital Partners Limited, and Star America Fund General Partners, LLC. The three companies have an astounding 188 years of combined experience of infrastructure construction, development, financing, risk management, and operation and maintenance of highways.

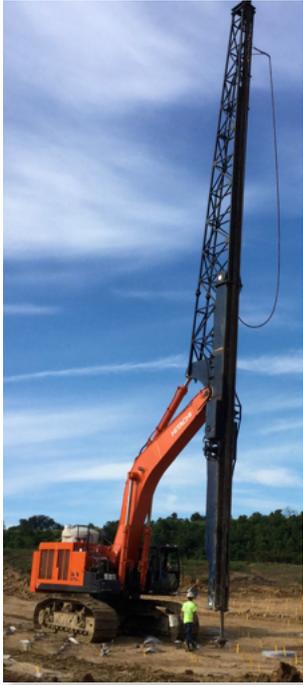
HDR Engineering, Inc (led by Ohio based employees), serves as the Independent Quality Firm (IQF), by providing Quality Assurance oversight to Quality Control that assures industry standards and specifications are met. HDR is an engineering, architecture, and planning firm with notable experience in planning, civil engineering design, and inspection of transportation infrastructure: roads, bridges, highways, and rail infrastructure.

Portsmouth Joint Venture (PJV), Design Build Contractor is the contractor engaged to perform the construction of all roads, bridges & drainage features while simultaneously ensuring compliance with environmental and regulations specifications. PJV consist of three companies: Dragados USA, Inc, The Beaver Excavating Company (based in Canton, Ohio) and John R. Jurgensen Co., Inc. (based in Cincinnati, Ohio). These three hold extensive experience in construction, rehabilitation & maintenance of roads, bridges, tunnels, and highways.

ms consultants, Inc., Engineer of Record (EOR), is responsible for the design of the entire highway. ms consultants have worked on more than 650 transportation projects within the past 10 years in United States, specializing in planning, design and inspection of roads, bridges, highways, and rail infrastructure.

Future editions of the Portsmouth Progress Press will feature more detailed WWA information or see www.pgg823.com now for more information.





Big Rigs of the Project

Stitcher

As you are traveling down Lucasville-Minford Road, the machinery at work building State Route 823 is impossible to miss. One machine hard at work installing wick drains is the Stitcher.

The Stitcher is comprised of a large vertical mast with a hydraulic mandrel attached to a track mounted backhoe. The mandrel (the circular attachment within the mast) contains the wick drain, and hydraulically pushes the wick drain into the ground to the desired depth. When the mandrel withdraws back into the mast, the wick drain is left in place within the soil. A wick drain consists of a central plastic core, which functions as a free-draining vertical water channel surrounded by a thin geotextile filter jacket. Wick drains function to draw water out of the ground under earth embankment. This allows the earth to settle quicker by squeezing unwanted moisture up and out of the earth under embankments. When building highway embankments early and controlled settlement of the ground is necessary to ensure the structures or road will not move later.



Most Valuable Portsmouth Project Player (MVP3)

Robert "Ed" Sanders, Utility Coordinator

Portsmouth Joint Venture (PJV)

PGG congratulates Ed Sanders - the Fall 2015 recipient of the MVP3 Award for meritorious service as the Utility Coordinator for State Route 823. Ed spends a majority of his time meeting with all the utility companies to coordinate the extensive set of relocations of underground and overhead services within the project right of way. The work Ed performs is vitally important to the overall completion of the project and is essential due to the tight schedule of construction being hugely reliant upon these utility relocations happening in advance of SR 823.

Ed's received his associate degree in Civil Engineering-Survey from Cincinnati State University and began working for LJB, Inc. After surveying for a time he determined design was a better fit for his talents. He returned to school and received his Bachelor of Science, Construction Management from Northern Kentucky University. His work ethic was apparent early having worked two jobs while attending college. followed with a Co-op program with Bluegrass Paving. After graduation he began working for John R. Jurgensen, and took his talents to Indiana, on the challenging I65 project. When the chance came to work on the Portsmouth project he volunteered, stating this project was a once in a lifetime opportunity because of the sheer scale of the project. As Ed will say when asked how his day is going "*it's another day in paradise*".

Ed, his wife Rochelle and their children reside in his hometown Cincinnati, Ohio. In his off time he enjoys being with his family and watching Nascar.

Portsmouth Gateway Group recognizes Ed Sanders as the Most Valuable Portsmouth Project Player (MVP3) this quarter for his talents toward the success of the project. As a small token of this recognition Ed will receive tickets to a Nascar race of his choice.

Project Trivia Fact:

20 million cubic yards of earth will be moved to complete the project. SR 823 will move enough earth to fill up the Empire State Building in New York City 14.5 times.

3.98 million lineal feet of wick drains will be installed within the right-of-way of SR823. That's a 750 mile straightline distance a crow would fly from Minford, Ohio to Walt Disney World in Orlando, Florida.