

**OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT TWO
OFFICE OF PLANNING, PROGRAMS & PRODUCTION
MEETING SIGN-IN SHEET**

SUBJECT: Pre bid Meeting #100281 PID 77255

TIME: 9:30 am DATE: 4-26-70

	<u>ORGANIZATION</u>		
	<u>NAME</u> PLEASE PRINT	<u>& E-MAIL</u> PLEASE PRINT	
1.	Chrissy Finch	Beaver	
2.	Stan Allen	"	
3.	Eric Laeng	ODOT	
4.	BRIAN GEFTE	MOSSER	
5.	LARRY WINKLEMAN	MILLER BROS.	
6.	Jeff Jones	Great Lakes Const.	jjones@tglec.com 330-220-3900
7.	Scott Kaib	Great Lakes Const	skaib@tglec.com 330-220-3900
8.	Dennis Charvet	ODOT	
9.	JEFF GIESLER	GERKEN PAINT	
10.	MIKE GRAMZA	ODOT	(419) 373-4466
11.	Joe Malloure	C.A. Hull Co.	joem@cahull.ca 248-363-3813
12.	Doug Rogers	ODOT	drogers2@dot.state.oh.us 419-373-4397
13.	Randy Swope	Toledo Edison	(419) 249-5218
14.	DOUG SHEALY	Mosser Const	
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17.	Sam Johnstone	ODOT	dot.pio@dot.state.oh.us. 373-4304
18.			
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ORGANIZATION

<u>NAME</u>	<u>PLEASE PRINT</u>	<u>& E-MAIL</u>	<u>PLEASE PRINT</u>	<u>PHONE</u>
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11. STEPHEN GAGE	HNTB	SGAGE@HNTB.COM		216-377-5833
12. Tom King	ODOT			
13. Michael Stormer	ODOT D-2			
14. Lloyd Lambrix	Posen	lambrix@posenconstruction.com		419-472-1812
15. Tom HAAR	Shelby Co.	thaar@shelbyco.com		419 466 5432
16. JOE LUCAS	Columbia Gas Ohio	j.lucas@nisource.com		419 539-6062
17.				
18.				
19.				

OHIO DEPARTMENT OF TRANSPORTATION

PRE-BID MEETING

100281

PID 77255

- - -

Transcript of proceedings had in the above-entitled cause at the offices of the Ohio Department of Transportation, District 2, 317 E. Poe Road, Bowling Green, Ohio, on Monday, April 26, 2010, at 9:33 a.m.

GREENE REPORTING
P.O. BOX 352767
TOLEDO, OHIO 43635-2767
(419) 843-1514

PANEL:

OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 2:

Doug Rogers
Dennis Charvet

HNTB:

- - -

P R O C E E D I N G S

MR. ROGERS: We're ready to begin. This is the prebid meeting for Lucas 475 14.18. It's Project 281 of 2010. And during the prebid meeting what we need you guys to do is speak clearly, give your affiliation if you have any questions or when you need to speak.

I'm going to go around the room first and start with the front table introductions. My name's Doug Rogers. I'm with ODOT District 2.

MR. CHARVET: Dennis Charvet, ODOT District 2, Construction.

MR. CVITKOVICH: Chuck Cvitkovich with HNTB, the designers on the project.

MR. GAGE: Stephen Gage with HNTB.

MR. LAENG: Eric Laeng, ODOT District 2,

3

Construction.

MR. KELSEY: Dan Kelsey, ODOT District 2.

MR. FRANCIS: Adam Francis, ODOT.

MR. SPENCER: Lamar Spencer, ODOT District 2, Construction.

MR. GRAMZA: Mike Gramza, District 2, Construction.

MR. BEHRMAN: Aaron Behrman, District 2, Production.

MR. SHEALY: Doug Shealy, Mosser Construction.

MR. ALLEN: Stan Allen, Beaver Excavation.

MS. FINCH: Chrissy Finch, Beaver Excavation.

Project 100281 Prebid Meeting Minutes.txt

MR. GEFFE: Brian Geffe, Mosser Construction.

MR. SWOPE: Randy Swope, Toledo Edison.

MS. EDWARDS: Denise Edwards, Toledo Edison.

MR. WINKLEMAN: Larry Winkelman, Miller Brothers.

MR. HINES: Denny Hines, Miller Brothers.

MR. GILLEN: Larry Gillen, Miller Brothers.

MR. WING: Craig Wing, E.S. Wagner.

MR. WADE: Sean Wade, E.S. Wagner.

MR. DRAKE: Matt Drake, C.A. Hull Company.

MR. MALLOURE: Joe Malloure, C.A. Hull.

MS. JOHNSON: Samantha Johnson, District 2,

4

Public Information.

MR. KING: Tom King, District 2, Real Estate.

MR. GIESLER: Jeff Giesler, Gerken Paving.

MR. HAAR: Tom Haar, Shelly Company.

MR. HIBBETT: Chris Hibbett, District 2.

MR. STOOKEY: Gary Stookey, City of Toledo.

MR. STORMER: Mike Stormer, District 2, Planning.

MR. LAMBRIX: Lloyd Lambrix, Mosser Construction.

MR. JONES: Jeff Jones, Great Lakes Construction Company.

MR. MILLER: Dana Miller, Great Lakes.

MR. KAIB: Scott Kaib, Great Lakes.

MR. ROGERS: This project is actually part two of three projects for the systems interchange for 475. The first part was three bridge replacement, Douglas, Auburn and Central.

I'm going to let Chuck Cvitkovich from HNTB give a brief overview of this

Project 100281 Prebid Meeting Minutes.txt
project to you.

MR. CVITKOVICH: As Doug had mentioned, this is the second part of the reconstruction of the 475/75 interchange. The project limits

5

for this project go from just west of Douglas and they go through the, the systems interchange with 75.

There's quite a bit of bridge work involved in here, there's also retaining walls, there's also noise wall construction in addition to quite a bit of roadway. Several of the bridges are going to be widened. There's going to be a couple of new bridges in there, some redeckings.

As Doug indicated, the first project was the three-bridge project that you probably have seen. The structures at Douglas, Auburn and Central that goes over 75 have been reconstructed.

In order to both accommodate capacity and also for MOT purposes, there will be some widening of the mainline, and part of that work involves placement of retaining walls.

During the three-bridge project there were some drilled shafts that were put in to accommodate the construction that will be done in this project because the walls are going to be placed beneath those new three

6

bridges at Douglas and Auburn. So we had to do some work during that project so that you

can do your work in this one. And that's reflected in the plans. You may see some indications in the plans about drilled shafts that were placed by others and that's what was done on that project.

A new interchange is to be constructed at ProMedica. A couple of the existing off ramps, particularly Jackman, are going to be eliminated. Also at Upton the interchange is being reconstructed.

Then the other main portion of the project is the work at the system interchange where the ramps will be reconfigured for the next phase of the project, which is the 75 leg, but the actual, how the phasing is and everything of the new ramps and everything at the 75 interchange, there will be some kind of warping of pavement and to meet the existing 75 pavement that will be reconstructed under the 75 contract.

If you have any questions about any of that stuff we can go over it in detail after this.

7

MR. ROGERS: So now we're going to open it up to questions from the group here. So if anybody has questions.

MR. HINES: Denny Hines, Miller Brothers. You got the Indiana Bat note in there. I see there's a couple hundred trees to be removed. I haven't studied the schedule enough to know if there is going to be a problem or not. Typically they are.

MR. ROGERS: Are there any specific areas

that you're concerned about? Most of the bats, I believe, are down by the river area that were identified as Indiana Bats. What would you need for clarification?

MR. HINES: I guess what trees could be removed.

MR. WINKLEMAN: Or can be removed.

MR. ROGERS: You're looking for specific restrictions on bat trees?

MR. HINES: Right now it says all trees. It doesn't --

MR. ROGERS: Okay. We'll look into that.

MR. HINES: Denny Hines, Miller Brothers again. Page 45, new construction noise. There's a note that says you can't work from

8

9 p.m. to 7 a.m. I know we're going to have four bridge decks and maybe some other work. And then on Page 48 under environmental commitment notes, can't do anything from 10 p.m. to 6 a.m. That's within 500 feet of a hospital or a school. Can't work from 9 to 7. I don't know that it matters that you can't work from 10 to 6.

MR. ROGERS: So you're looking for some type of a waiver of those notes?

MR. HINES: Yes.

MR. ROGERS: I'll look into the environmental commitment note. I believe the construction noise note is a City of Toledo ordinance. And, Gary, I don't know if you want to speak about that or we can talk about it later.

MR. STOOKEY: Pretty much you'll have to go through environmental services with the

Project 100281 Prebid Meeting Minutes.txt
city to get any waiver to do that work.

MR. ROGERS: Typically it's got to be in our plans because it's a City of Toledo ordinance. There has been a, traditionally, a successful process on these types of projects. I don't know if there's anything we can do to take that out of the plan

9

because of the law.

MR. HINES: Well, I know your bridge deck will be poured at night. We can do a lot of things. Those trucks, they all have backup alarms on them. They're noisy. I'm sorry but that's the way it is.

MR. STOOKEY: Environmental Services, City of Toledo, generally they'll allow you to do the work that you have to do.

MR. HINES: The other thing would be when you set beams or remove beams, any work over traffic, probably have to be done at night, probably maintain traffic --

MR. ROGERS: Okay. We understand. As far as the City of Toledo goes, there's a process to follow for getting a waiver of that. I'll look into the environmental commitment notes.

MR. HINES: If they say no, what are you going to do?

MR. ROGERS: That question has come up on every project that we've had. It's a good question. But, like I said, we have to follow the City of Toledo laws as well. We have to be respectful since we're in the City of Toledo limits.

10

MR. HINES: I don't know what's in the plans as far as traffic, if there's any work that has to be done at night on the mainline, on the paving and stuff like that. We have to do setting up barrier, things like that. I haven't looked through the plans that much. I got to look at it, I suppose.

MR. ROGERS: Okay. We'll note your comments.

MR. CVITKOVICH: I want to mention something about the MOT phasing. As I mentioned before, there's work involved regarding the placement of retaining walls so that we can accommodate for either a temporary or a permanent condition. And there's also involved new pavement, new barrier, median barrier. There's also new lighting that's going to be placed throughout here. There's a couple things that have to be taken into consideration in that.

What we're going to do is we're going to move the traffic to the inside while we build the retaining walls. So we can use that for temporary pavement. Once we get those walls constructed and the pavement, then we'll fill the traffic to the outsides

11

so that we can come in the middle and we can either remove piers, place piers, things like that, build our pavement on the, on the median lanes. And that's essentially what it is for the phasing, but it's not that involved though, phasing for the mainline.

where we get into some

difficulties is when we have to do the ramps on the outside. There'll be some other considerations that have to be taken into consideration there in order to maintain traffic.

Restrictions on the ramp traffic, is there anything in particular on that, that should be mentioned?

MR. GAGE: Just a few. There are a few places where there's work that needs to be done a little bit quicker, but it's just very small areas, enclose a ramp for just a very short period to let it reopen with one lane.

MR. CVITKOVICH: Any specific questions on MOT?

MR. WINKLEMAN: Larry Winkleman with Miller Brothers. These short restrictions on the ramps, have you taken into account all of the

12

proposed restrictions on night work in preparing that schedule?

MR. ROGERS: I believe there is some time set up for those ramp closures. You guys can take a look at the specific time we've allotted and make sure it matches where you think it should be constructed. At a later time you can ask a prebid question on those specific areas. I'm sure you have enough time.

MR. WINKLEMAN: Okay.

MR. GEFFE: Brian Geffe with Mosser Construction. In the structured plans for the mainline structures it appears that there's some bridge mount barrier going over

Upton and Central Avenue but there is no quantities established for bridge mounted barrier. There's just a general quantity. I don't know if it's incidental roadway barrier or --

MR. ROGERS: Doug Rogers, ODOT. Is that for all the bridges or specifically --

MR. GEFPE: Well, specifically mainline where you have traffic and you're doing it in phases.

13

MR. ROGERS: Mainline.

MR. GEFPE: Once again, Brian Geffe, Mosser Construction. Haven't gotten into the maintenance of traffic real deep, but plan sheet 81 looks like it's missing the traffic control for mainline for Phase I. There's no barrier carried through for constructing that stuff in the median and it's picked up on either side. So there's probably some barrier wall adjustment stuff that need to be done in that area as well.

MR. ROGERS: Okay. We'll look at that. Thanks.

MR. GILLEN: Larry Gillen, Miller Brothers. Are there any updates concerning the utilities that we need to know about, interferences or relocations?

MR. ROGERS: There is some sewer work being done right now by the City of Toledo on Eastbound 475 near the railroad tracks that will be completed. Not all the work will be completed until after this job is sold. We'll be having some notes and probably a

Project 100281 Prebid Meeting Minutes.txt
sheet change come out with a future addenda
once we get some more information on that.

14

Basically it's going to go underneath the retaining walls where you have to slightly adjust the retaining wall to build a bridge over that.

As far as other utilities, I think that the biggest challenge is going to be the overhead lines over Sherbrook, right? Over Sherbrook there's some overhead power lines where there's going to have to be work done where that's a feed to the hospital. It's not going to be able to be shut off. You might want to look at that, make sure you're comfortable with that. We've looked at it and felt like it could be constructed. It's not going to be a standard construction with pile lengths and that though.

MR. CVITKOVICH: But those are reflected in the plans.

MR. ROGERS: We've got some utility companies here. Any comments, I guess, on -- I don't know if you had time to look at the plans. I know we've gotten copies of it in the past. Anything you guys want to bring up right now?

MR. HIBBETT: Chris Hibbett from ODOT. From

15

an overall standpoint, our goal was to have utilities complete by the 31st of May. I talked with some of the utilities. That might bleed a little bit over into the first

week or so of June. Still have some work around the neighborhoods here beside Devilbiss High School. Primarily it's the telephone and electric. Our goal, as we said, was for May 31st. Might be a little into June for those areas.

MR. ROGERS: Does that answer your question, Larry?

MR. GILLEN: Yes. Thanks.

MR. HINES: Denny Hines, Miller Brothers. If you look at the traffic on 106, Phase II, the traffic in the middle, over that bridge there, I think that's the new interchange, traffic's in the middle. Looks like you build the ramps, some of the bridge up there on the ramps. Is that correct?

MR. CVITKOVICH: That's correct. Those get placed first.

MR. HINES: If you go to Page 128, which is Phase II(a), which I assume is the next phase, it shows that traffic's still in the

16

median and that bridge is all done. May be some notes. I didn't study this very long. I just started to pick out one bridge. That's the one I happened to pick out and look at.

MR. GAGE: You're talking about mainline bridge?

MR. HINES: Yes. I assume it's done. It's got traffic going over it.

MR. GAGE: The ramp bridges are open in Phase II.

MR. HINES: Yes. How about the mainline?

MR. GAGE: The mainline is the same as it is in Phase II. It's on the existing bridge, I believe.

MR. HINES: You build those outside mainlines and then in Phase III you come in and build that middle?

MR. CVITKOVICH: Yes. That's correct. You do the ramps first.

MR. HINES: And then the outside?

MR. CVITKOVICH: Then the outside, then you do the inside.

MR. HINES: Then you do the middle.

MR. CVITKOVICH: Yes. The procedure is you

17

throw the traffic to the median while you're building the outside.

MR. HINES: Actually throw the traffic to the outside, build the median up and put the traffic in the inside. I think it's Phase I --

MR. CVITKOVICH: No. That's a very small phase. You have a couple little things that you have to do on the outside to get ready. There might be some -- I don't know. We have some small little areas that we have to do. But the majority of the construction for the median is done after you do the outside.

MR. HINES: Okay. So this has MSE walls, I assume?

MR. CVITKOVICH: Yes.

MR. GAGE: Yes.

MR. CVITKOVICH: You have a couple type of walls. You have MSE walls, you have post and panel.

MR. HINES: Going to be real tight

construction in there.

MR. ROGERS: We'll look at some of those fine details and make sure it's clear.

MR. HINES: Okay.

18

MR. WINKLEMAN: Larry Winkleman with Miller Brothers. I think the lack of questions this morning is we just received plans late last week. We've really not had time to do much of a review of the plans. I think probably all the contractors are in the same position. So I somewhat apologize for lack of questions. On the other hand, we just got the plan. So it's very difficult to have a lot of questions.

MR. ROGERS: So we can expect some prebid questions coming?

MR. BEHRMAN: Aaron Behrman with ODOT. Are we going to let them stage around the interchange, put their equipment and stuff in there or no?

MR. ROGERS: Doug Rogers, ODOT. We've got some staging areas set up in the plan, if you look at it, once you get to that level of review. I believe there's a few places, depending on the phase, like around Jackman and around the interchange. Obviously there's a lot of area in there that can be set up for contractors to use as space because it is kind of tight being in an urban

19

area. We tried to set up as much as

possible. But those are the main two areas, Jackman and the interchange of ProMedica.

MR. GEFFE: Brian Geffe with Mosser Construction. Sheet No. 50, the typical section for mainline Phase I. The top of the sheet it shows a 50-inch portable concrete barrier to be placed in the median. Is that the intent or is the intent leave to the existing barrier wall and lighting and stuff in place? There's some other references in that phase for 50-inch barrier as far as a quantity item but it's not carried forward.

MR. ROGERS: We're preparing to address that in the addenda.

MR. GEFFE: Okay.

MR. ROGERS: Thanks for pointing that out.

MR. GEFFE: There is a reference to a 50-inch barrier back at 170 something, wherever, wherever the quantities are at. Sheet 170.

MR. CHARVET: Dennis Charvet, ODOT. That Phase I construction the intent, it's been revised. Original plan shows taking out that center median and center shoulders in Phase I

20

and replacing that. That has been revised. The cord and inside shoulders, they will support traffic. So the intent now, in Phase I, is just remove the rumble stripes, replace rumble strips for traffic in center. And that will be addressed in the addenda.

So all the cross section and everything that's shown for the Phase I MOT we're not -- the extra undercutting through

there and everything, it will all be left in place and then in Phase III when we do the inside that's when we'll take care of the center median area also.

I think it's been addressed somewhat in the plan notes on the phasing but we weren't able to change all the plan sheets. It will be addressed further in the addenda.

MR. HINES: Denny Hines, Miller Brothers. In that new interchange there's a bunch of houses in there or were. Are those all gone?

MR. ROGERS: Yeah. There's four left and we're going to add that into an addenda. Got a little bit behind as far as -- we had those previously set up in another contract

21

to be demoed and had trouble acquiring some of those properties. So they'll be put into this contract by addenda.

MR. HINES: Any environmental issues in there?

MR. ROGERS: We've done asbestos reports for those properties and there is a little bit of asbestos. Not in all of them. But we'll have quantities set up for those.

MR. GEFFE: Brian Geffe, Mosser Construction. Has there been asbestos surveys for the structures we're rehabbing or demoing? Are they included in environmental documents?

MR. ROGERS: I'll have to double-check on that. I know that came up before. And we did have -- I believe somebody looked at them already or we -- but I don't know what the

final verdict -- I'll double-check that though. That's a good point.

MR. GEFFE: Brian Geffe, Mosser Construction. The buildings that were demolished in the previous contract, those had basements, I'm assuming. And how were the basements filled? We're going to be building a roadway on top of that. There's pockets of whatever all

22

over the place. I'm assuming they were according to ODOT spec that was followed by the previous contract.

MR. ROGERS: We basically used the ODOT spec except we went down four foot below grade and took off all the structures. Usually only go one foot. So we went a little bit further. Other than that, we followed normal ODOT procedures.

Would it be helpful for me to put the plans on the server? We have those plans from that demo.

MR. GEFFE: Brian Geffe, Mosser. More information would be helpful. Thank you.

The existing structure plans been posted to the FPT site yet?

MR. ROGERS: I don't believe so. But we'll get those on this week. We'll get them sent to CO this week at least. I'm assuming it will be helpful to have the three bridges project plans on there too? You guys want that? Okay.

MR. HINES: Denny Hines, Miller Brothers. Put the office calcs on there too.

MR. ROGERS: Okay.

MR. HINES: Denny Hines, Miller Brothers. I see there's about, let's see, 50,000 yards of granular material, types B, C and D. There is no subgrade excavation. Are you going to put that on top or are you going to dig down?

MR. ROGERS: We'll be addressing that in an addenda. Any more questions? Is there anything else you'd like us to review since I know you guys haven't had a lot of time to look at the plans?

Okay. We'll conclude the meeting then. Thanks for coming everyone. (Proceedings concluded at 10:06 a.m.)

□

C E R T I F I C A T E

STATE OF OHIO)
) SS.
COUNTY OF LUCAS)

I, Karen M. McCall Greene, the undersigned, do hereby certify that the foregoing is a true, correct and complete transcript of the proceedings in the foregoing captioned matter taken by me and transcribed from my stenographic notes.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal of office at Toledo, Ohio, on this _____ day of May, 2010.

KAREN M. MCCALL GREENE
Notary Public in and for the

Project 100281 Prebid Meeting Minutes.txt
State of Ohio

My Commission expires December 10, 2010.