

DATE: April 27, 2010

LOCATION: District 3

PID NO.: 84604

SUBJECT: WAY-42-0.60 Design/Build Pre-Bid (103007)

ATTENDEES
(PLEASE PRINT)

<u>NAME</u>	<u>ORGANIZATION</u>	<u>TELEPHONE/E-MAIL</u>
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Ron Nussbaum	D-3	419-207-7069
Mac Vance	D-3	419-207-7055
P. Ricciardi	D-3	7022
Joel Williamson	Williamson Const	330-633-1258
DAVID KING	PERK CO. INC.	216-857-0728
GENE CARFIELD	Perk Co Inc	216-391-1444
Jeff Ackerman	BEN	440-354-9700
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OHIO DEPARTMENT OF TRANSPORTATION

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PRE-BID MEETING

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* REVISED *

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April 27, 2010

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9:12 a.m.

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Taken at:

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Ohio Department of Transportation

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District 3

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906 Clark Avenue

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Ashland, Ohio

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Kristen M. Duer, Notary Public

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1 APPEARANCES:

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Ohio Department of Transportation:

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MAC VANCE

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BOB WEAVER

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RON NUSSBAUM

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PERRY RICCIARDI

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Rob Shenal, Burgess & Niple

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Jeff Ackerman, Burgess & Niple

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Eugene Canfield, Perk Co., Inc.

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Dave King, Perk Co., Inc.

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Joel Williamson, Williamson

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Construction

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09:12:30

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1 MR. RICCIARDI: My name is Perry
2 Ricciardi. I'm the construction engineer in
3 the District. This is Ron Nussbaum. Ron
4 Nussbaum is the person who prepared the scope
5 of services from production here in District 3. 09:12:38
6 Ron is the most familiar with the site and the
7 scope and what's going to be required from the
8 design and for this project.

9 Bob Weaver works in construction.
10 Bob is an engineer. Bob will not be dedicated 09:12:54
11 solely to this project once it gets into
12 construction, but Bob will have a project
13 engineer who's yet to be determined working for
14 him.

15 Mac Vance is from our planning 09:13:10
16 section in District 3. Mac is our
17 environmental coordinator.

18 Okay. And from the consulting and
19 contracting industry, we have Joel Williamson
20 from Joel Williamson.

21 And again, if you folks could
22 identify yourselves.

23 MR. CANFIELD: This is Dave King
24 with Perk. I'm Gene Canfield with Perk. This
25 is Jeff Ackerman with Burgess & Niple. 09:13:29

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1 MR. SHENAL: Rob Shenal with
2 Burgess & Niple.

3 MR. RICCIARDI: Okay. This will be
4 a pretty brief pre-bid meeting. So we are here
5 to discuss project number 103007. It's located 09:13:42
6 in Wayne County on State Route 42. And it's a
7 design build project to replace the
8 superstructure on the structure over the water
9 course -- Ron, is what?

10 MR. VANCE: Muddy Fork. 09:14:09

11 MR. RICCIARDI: Muddy Fork, okay.
12 Briefly, the work includes removing the
13 existing box beam bridge members, removing the
14 railing, of course, the wearing surface, the
15 box beam bridge members and then replacing the 09:14:32
16 box beam bridge members. Of course the
17 contractor will first have to submit a design
18 to ODOT. This is a design build contract and
19 it will have to go through the approval process
20 for that. 09:14:50

21 Briefly Ron, other than removing
22 the guardrail, removing the beams, we are not
23 doing anything with the bearings, as I recall;
24 is that accurate?

25 MR. NUSSBAUM: New bearings. 09:15:07

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1 MR. RICCIARDI: New bearings.
2 MR. NUSSBAUM: New joints.
3 MR. RICCIARDI: You want to go
4 ahead and add everything that we are --
5 MR. NUSSBAUM: Well, I suppose the 09:15:14
6 biggest difference between the proposed and
7 existing is we are going to require a concrete
8 and composite deck with these new beams versus
9 asphalt. So there may be a profile adjustment
10 that's necessary. We are not sure yet unless 09:15:29
11 something is proposed. With bearings, joints,
12 steel drip edges, and a little bit of patching
13 and some sealing on the abutments of wing
14 walls.
15 MR. RICCIARDI: Same guardrail 09:15:51
16 treatment?
17 MR. NUSSBAUM: The guardrail is --
18 the TST twin steel tube guardrail.
19 MR. CANFIELD: You intend us to
20 maintain traffic with signals? 09:16:02
21 MR. NUSSBAUM: No. This is
22 detoured, I'm pretty sure.
23 MR. CANFIELD: Why the road is
24 detoured -- but I think 42 is --
25 MR. NUSSBAUM: Well, that's 09:16:13

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1 correct.
2 MR. RICCIARDI: Mac and I drive
3 home that way. It will be maintained.
4 MR. NUSSBAUM: Let me make sure.
5 MR. RICCIARDI: Yeah. I do believe 09:16:24
6 this is going to be set up a signal.
7 MR. WEAVER: Uh-huh.
8 MR. NUSSBAUM: Yeah. Part with
9 construction with Wiley Road shall be closed.
10 MR. CANFIELD: New approach slabs 09:17:09
11 as well then is done in phases?
12 MR. RICCIARDI: No.
13 MR. CANFIELD: No approach slabs?
14 MR. RICCIARDI: No. There is no
15 work to the back walls or to the approach slabs 09:17:19
16 or to any -- there is no work -- did you say
17 there is minor sealing on the abutments, Ron?
18 Is there any work at all on the abutments or
19 the wings?
20 MR. NUSSBAUM: We have got some 09:17:33
21 seat patching at the forward abutment and some
22 maybe on the face. But other than that, just
23 some real minor patching and then just sealing
24 the wing walls, the piers and the abutments.
25 MR. CANFIELD: If alignment would 09:17:54

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1 be required because of doing a composite deck,
2 which is thicker than the asphalt, how would we
3 treat the approach slabs?

4 MR. NUSSBAUM: Well, we would just
5 add asphalt onto the approaches to feather into 09:18:07
6 the bridge. That's what we are expecting.

7 MR. RICCIARDI: Do you recall if
8 the approaches are asphalt now?

9 MR. WEAVER: They are.

10 MR. RICCIARDI: They are, okay. 09:18:19

11 Does that need to be added to the scope; that
12 we expect the likelihood, the possibility
13 exists that the contractor may be responsible
14 for minor approach work to accommodate the
15 possible profiling edge? Or is that already in 09:18:34
16 there?

17 MR. WILLIAMSON: There is something
18 in there about 100-foot feathering, I think.
19 But --

20 MR. NUSSBAUM: That's the intent. 09:18:46

21 MR. RICCIARDI: Okay.

22 MR. WILLIAMSON: There is the note
23 that says that the beams are smaller, which I
24 assume means less height, maybe wouldn't need
25 the feathering. But it says, "smaller." It 09:18:57

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1 doesn't say the same.

2 Is the intention here, as long as
3 you maintain the existing bottom of the beam
4 elevation for water-flow that you -- I mean, at
5 what point do you need to start raising the
6 bridge up?

09:19:12

7 MR. NUSSBAUM: That's what's going
8 to be part of the design. If we keep the seat
9 elevations the same, we expect no work there.

10 MR. WILLIAMSON: The seat
11 elevations will stay the same?

09:19:25

12 MR. NUSSBAUM: Yes.

13 MR. WILLIAMSON: Okay.

14 MR. NUSSBAUM: So whatever beam you
15 design or whatever the concrete deck goes on
16 top of that, a step in height, and you approach
17 that 100 feet of feathering on the approach, it
18 is to be used to match where the bridge is
19 going to be. So it all depends on what the
20 beam and the deck end up in height or depth.

09:19:30

21 MR. WILLIAMSON: Okay.

22 MR. CANFIELD: What's the problems
23 with the beams now, Ron?

09:19:43

24 MR. NUSSBAUM: Just -- I guess, the
25 age.

09:19:57

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1 MR. CANFIELD: Weren't they built
2 in 1985?

3 MR. NUSSBAUM: That's what we are
4 finding -- that that's about all we are getting
5 out of these pre-cast boxes. I mean, it's not 09:20:05
6 like they are going to fall down or anything,
7 but just with where ODOT is right now this
8 became a good project for us to put out.

9 MR. RICCIARDI: I presume -- and
10 I'm not speaking for Ron here, but I presume 09:20:18
11 that our inspections can't be factored that we
12 have got a reasonable amount of deterioration
13 of the beams. We had a similar project on
14 Wayne 83 that Bob is the area engineer on that
15 we would place it -- is it a single span, Bob? 09:20:34

16 MR. WEAVER: Single span, yes.

17 MR. RICCIARDI: The beams are
18 pretty rotten on the bottom. We have exposed
19 strands. So I believe the condition of these
20 are imminent to be soon like those on Wayne 83. 09:20:46

21 One thing that's noted -- maybe
22 it's not clear. Presently the piers on page 14
23 of 33 of the scope that it looks like there is
24 a hydraulic analysis that's required. That
25 will not be required. 09:21:15

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1 MR. WILLIAMSON: Perry, is that the
2 wording in flood plain analysis? That's the
3 one that won't be required?

4 MR. RICCIARDI: 10.4. That will
5 be -- in the addenda, that will be clear that a 09:21:50
6 flood plain analysis will not be required.

7 Have both contractors had a chance
8 to visit the sight and at least drive through
9 it?

10 MR. CANFIELD: We are going to do 09:22:13
11 that today.

12 MR. RICCIARDI: Okay. Our utility
13 coordinators were present here before the
14 meeting. He indicated obviously that there is
15 very little or no work underground, so we are 09:22:23
16 not really concerned about any underground
17 utilities.

18 He did say that it appears that
19 there is plenty of room to remove and to set
20 the beams. However, there is a utility note 09:22:36
21 that was attached. And I think what he

22 indicated is that there is a transmission line,
23 a power transmission line that may be able to
24 be de-energized. And it says on the
25 preliminary utility note, which you guys should 09:22:55

0011

1 have.

2 Mac, very briefly, anything in your
3 world?

4 MR. VANCE: I think this is pretty
5 easy. The only thing that I would like to add
6 is that we did obtain a waterway permit for
7 this, so there will be no in-stream work
8 anticipated. And that's really about it.

9 We did complete an asbestos
10 inspection. No asbestos was found on the 09:23:32
11 bridge or deck. That's all I have, Perry.

12 MR. RICCIARDI: Bob, anything from
13 your end?

14 MR. WEAVER: No.

15 MR. RICCIARDI: Ron, you have had a 09:23:45
16 chance to go through the scope and highlight
17 what the intent of the project is.

18 MR. NUSSBAUM: The big thing is
19 going to be coming up with the beam size and
20 the composite deck and matching the roadway to 09:23:56
21 a new bridge superstructure.

22 MR. RICCIARDI: Off hand, the old
23 deck, do you know what the thickness, the
24 minimum thickness was on the asphalt wearing
25 surface? 09:24:11

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1 MR. NUSSBAUM: No.
2 MR. RICCIARDI: But the new
3 thickness is four inches on the concrete on
4 the -- I believe that's it or very close to
5 that. 09:24:21
6 MR. NUSSBAUM: It's four or five,
7 yeah.
8 MR. RICCIARDI: Okay. All right.
9 MR. NUSSBAUM: I'm thinking five.
10 MR. RICCIARDI: Okay. 09:24:29
11 MR. CANFIELD: Will you be
12 requiring a SWPPP plan?
13 MR. NUSSBAUM: Pardon me?
14 MR. CANFIELD: Will you be
15 requiring a SWPPP plan? Stormwater Pollution 09:24:36
16 Prevention Plan.
17 MR. RICCIARDI: We really don't
18 have any --
19 MR. WEAVER: Earth
20 disturbing activity. 09:24:58
21 MR. VANCE: This is maintenance
22 activity.
23 MR. RICCIARDI: Yeah. This would
24 be just like a resurfacing job, I presume. We
25 will clarify that. But I believe the answer is 09:25:04

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1 no. I guess the only thing that would require
2 disturbing the earth is if you set up a yard
3 and you have to do some activity there. And of
4 course, if you are going to have fuel tanks.
5 We will get back to you on that. Are there any 09:25:27
6 other questions?

7 MR. WILLIAMSON: Perry, the
8 schedule on this job if I read it right is
9 September 1 of next year for completion. And I
10 think I saw some note about starting it after 09:26:03
11 June 1. And do you anticipate this job being
12 done this year or is it probably going to be
13 done after June 1 of next year?

14 MR. RICCIARDI: Well, what I
15 would -- what I believe is in the plan 09:26:24
16 requirements that there are 14 days for ODOT's
17 review for each of your two design submissions.

18 Now depending upon our workload in
19 production -- I guess that's really Ron's
20 workload -- it's quite possible due to the 09:26:45
21 nature of this work that the review really
22 won't take much time depending upon what's
23 ahead of it.

24 But I would think that there is a
25 pretty good possibility that the contractor can 09:26:59

0014

1 get through the design and there is plenty
2 enough time to order the beams and build this
3 this year if you so choose.

4 MR. WILLIAMSON: Thank you.

5 MR. RICCIARDI: I think you would 09:27:21
6 concur with that, Bob?

7 MR. WEAVER: Uh-huh.

8 MR. RICCIARDI: I guess unless
9 there aren't any other questions, we can
10 conclude the meeting. And this opens -- the 09:27:47
11 bids are open on May 13. Good luck.

12 MR. CANFIELD: Perry, could you
13 give us an indication of what the detour would
14 be so we will know how to cost the signage? I
15 think it says here, according to Jeff here, 09:28:08
16 page 17 that you will you furnish the detour
17 route.

18 MR. RICCIARDI: If we furnish the
19 detour, we will furnish the detour. That means
20 that you don't have anything to do with it. 09:28:22

21 MR. CANFIELD: But it's signed by
22 the contractor.

23 MR. RICCIARDI: Oh, it is signed?

24 MR. CANFIELD: That's on page 17 of
25 33, section 13.1. 09:28:28

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1 MR. RICCIARDI: That's a good
2 point. Normally we sign the detours ourselves.

3 MR. WEAVER: Well, in this
4 particular case, 42 remains open. Does this
5 mean that the detour for the Township Road 09:28:56
6 adjacent to the project will be closed? Maybe
7 there needs to be some clarification on that.

8 MR. RICCIARDI: In that case, maybe
9 we wouldn't sign the detour, I guess. I don't
10 know. I'm glad you brought that up. We will 09:29:11
11 check into that and we will respond to that.
12 You are asking if we know the detour presently?

13 MR. CANFIELD: I think the detour
14 for Wiley Road, probably 42 is maintained. But
15 we would need to know what the detour is and 09:29:31
16 need to know how many signs to put up. What
17 kind of barricades and where they will be
18 located. And Jeff asked this question and I
19 think it is an important question.

20 MR. RICCIARDI: And I guess the 09:29:45
21 second part to that is whether we are going to
22 consider signing to detour this stuff. That's
23 my question. We will answer both of those.

24 MR. CANFIELD: Anything else?
25 MR. SHENAL: Let me check real 09:30:09

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1 quick.

2 MR. CANFIELD: We might have
3 another question here, Perry.

4 MR. ACKERMAN: I think that's it.

5 MR. WEAVER: Back to the road 09:30:28

6 closure, typically if there is an adjacent road
7 closed due to our work, the contractor is
8 responsible for maintaining that route and
9 signing it. So with that being said -- but

10 we -- ODOT usually determines that route. So 09:30:48

11 we definitely have to get back to them on that.

12 MR. CANFIELD: Well the issue of
13 maintenance of the detour, too, and the
14 restoration of the road, it could become a
15 really complicated thing. 09:31:02

16 MR. RICCIARDI: Are you satisfied?
17 Are there any other questions.

18 MR. ACKERMAN: I don't have
19 anything.

20 MR. RICCIARDI: If anything comes 09:31:54

21 up, you will have to use the pre-bid protocol
22 and we will be able to get back to you. Thank
23 you all for coming. Appreciate it.

24 MR. WILLIAMSON: Thank you, Perry.

25 (Meeting concluded.)

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CERTIFICATE

I, Kristen M. Duer, do hereby certify that as such Reporter I took down in Stenotypy all of the proceedings had in the foregoing transcript; that I have transcribed my said Stenotype notes into typewritten form as appears in the foregoing transcript; that said transcript is the complete form of the proceedings had in said cause and constitutes a true and correct transcript therein.

Kristen M. Duer, Notary Public
within and for the State of Ohio

My commission expires January 21st, 2014.