

DATE: May 11, 2010

LOCATION: District 3

PID NO.: 83445

SUBJECT: HUR-224-8.57 Design/Build Pre-Bid Meeting

ATTENDEES
(PLEASE PRINT)

Ronald.nussbaum@
dot.state.ch.us

NAME

ORGANIZATION

TELEPHONE/E-MAIL

RON NUSSBAUM D-3 419-207-7069

PERRY RICCIARDI D-03 419-207-7022

Michael Weiler D-03 419-207-7073

DAN LEWIS MOSSER CONSTR 330-523-0584

white DOUG SHEALY MOSSER CONST. 419-355-3256

TONY WARHOLIC RICKLAND ENGINEERING LTD 419-524-0074

Dave David Timmer Rickland Engineering Ltd (419) 524-0074

Jeff Ackerman B+M 440 354 9700

Stripe Rob Sherwin BEN 330-376-5778

Red! DAVID KING PRK CB. 216-857-0728

Whitney FLORENCE REI CONST. 419-448-8236

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5 OHIO DEPARTMENT OF TRANSPORTATION

6 PRE-BID MEETING

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10 HUR-224-8.55

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May 11th, 2010

14 2:30 p.m.

15 Taken at:

Ohio Department of Transportation

16 906 Clark Avenue

Ashland, Ohio

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18 Melissa Cruz, Notary Public

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1 MR. RICCIRDI: This is the pre-bid
2 meeting for project 103014, US-224 Section
3 8.55. The bids are due on June 3rd of 2010 and
4 presently, the completion date is September
5 30th of 2011. In general, this is a design to
6 build contract for the total replacement of a
7 bridge on US-224 in Huron County.

8 Essentially the scope of the work is
9 to replace the bridge with a 440 foot wide
10 structure with a minimal approach work. Ron, I
11 guess you, are you going to go through the
12 scope of services here briefly?

13 MR. NUSSBAUM: On this one, there's
14 really not much to say. It can be a single
15 span, three span, integral abutments,
16 semi-integral abutments, shafts, piling. It's
17 open. Whatever you guys come up with, just a
18 new structure.

19 MR. RICCIRDI: Okay. I think
20 that --

21 MR. NUSSBAUM: There are a few
22 restrictions as Mike pointed out. Pre-stressed
23 box beams shall not be utilized and you can't
24 use weathering scales.

25 MR. RICCIRDI: And the two span

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1 structure is not to be considered, also.

2 MR. NUSSBAUM: Either a single or a
3 three.

4 MR. RICCIRDI: The bridge is to be
5 constructed utilizing partway construction, one
6 lane of traffic will be maintained at a time,
7 just one lane utilizing the signal. Ron talked
8 about the foundation there briefly. The
9 foundation will be a deep foundation either
10 piling or drilled shafts.

11 There is some, there is some
12 restrictions on the demolition of the rear
13 abutment. Presently the plan calls for a,
14 shows a removal, I'm sorry, the scope of
15 services indicates that there's a removal limit
16 to the rear abutment of which anything below
17 that limit must be salvaged and incorporated
18 into the design to use as the erosion
19 protection in its present state. There is an
20 option to do something similar to that on the
21 forward abutment, but there is no requirement
22 to do so.

23 Presently, there is no work allowed
24 in the waterway, in-stream work for any
25 activity.

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1 MR. SHEALY: I got a question
2 regarding that.

3 MR. RICCIRDI: Okay.

4 MR. SHEALY: Is the intent of that,
5 remaining abutments with no in-stream work, is
6 that, those abutments are the erosion
7 protection?

8 MR. RICCIRDI: The rear abutment to
9 be designated in your plan has to be salvaged
10 to the limits explained within the scope of
11 services. I believe that's five feet below the
12 bottom of the ones that are out there today.

13 MR. SHEALY: And that's why it's
14 left out there below the erosion protection?

15 MR. RICCIRDI: Ideally, it's to
16 protect the new abutments. I believe that the
17 stream that's out there now has been meandering
18 to the west and the idea was to kind of keep it
19 in check. Again, the contractor may at his
20 option choose to do something similar on the
21 forward abutment, but there is no requirement
22 to do so.

23 Briefly, I guess, just a couple
24 other things about this. We mentioned no
25 in-stream work. There is a flood plane

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1 analysis that will be required by the DB team
2 on this project. In no way will the contractor
3 be able to raise the 100 year water surface
4 elevation. It's anticipated that all work will
5 take place within the existing right of way.

6 Mike, on the MOT we call out for
7 minimum lane of 13 foot. I guess that's
8 including the offsets?

9 MR. WEILER: Yes.

10 MR. RICCIRDI: Okay. 13 foot does
11 include the offsets?

12 MR. WEILER: That's the minimum
13 that we can get away with and still allow some
14 slightly wired transport truck through there.

15 MR. RICCIRDI: Mike, 13.3, do you
16 want to explain that a little bit, page 16 of
17 36 there?

18 MR. WEILER: The intent is, other
19 than the fact it's part of the construction
20 using temporary traffic signals, any existing
21 paved shoulders, because we do not know what
22 kind of buildup under the shoulders are out
23 there. Anything past 12 foot length is
24 considered paved shoulder to us. The outside
25 portion of that might be paved, but we don't

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1 believe that there's enough buildup alone to
2 drive traffic on them so before you would put
3 any full traffic on there for that part with
4 construction, you can to take out those
5 portions of the paved shoulder that we need to
6 use for construction and replace them with the
7 full depth based on the same kind of buildup
8 for the brand new paved shoulders.

9 MR. RICCIRDI: I think that
10 clarifies it.

11 MR. WEILER: There's a statement in
12 there about no disrupted traffic flow after
13 April 1st, but the shoulder and the plane
14 surface area shall not be included as work
15 areas in determining the lane closure length so
16 what we're looking at is the, when we talk
17 about the lane closure in there, just because
18 you're doing some of the plane work and things
19 like that, that is not considered part of the
20 lane closure.

21 The lane closure is when you're
22 going to have to do widening on the outside and
23 do the approach work on the bridge and that
24 pavement, but the areas that go off beyond
25 that, there are a little bit paved shoulder and

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1 some of it is just graded area there with the
2 guardrail, and that's not what is considered as
3 part of the -- we want to keep the length of
4 the closure for the one lane in each direction
5 as short as possible because there's a signal
6 not very far away. So if you make it a very
7 long closure length in there, you'll get a long
8 signal and people start backing up so we want
9 you to actually do as much work as you can and
10 just plane and things and that, but not being
11 part of that closure area.

12 MR. RICCIARDI: Mike, on page six,
13 we talk about the project length as plus or
14 minus 200 feet. That means that we want full
15 shoulders for that first 200 and then beyond
16 that, we'll have transitions take place and
17 that will be included within the work length to
18 be determined by the DB team.

19 MR. WEILER: Well, the 200 feet is
20 actual bridge plus this project. That could be
21 bridge plus full depth pavement because one of
22 the options is to move the bridge slightly to
23 the left, and then you're going to leave the
24 open space behind you when you pull out that
25 part. That's intended. If they want, they can

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1 raise the profile slightly so it could be just
2 pavement, but the actual paved shoulders go
3 beyond that. That's not considered project,
4 that's work.

5 MR. RICCIRDI: Well, I guess my
6 point is, is that the project length where we
7 have the full typical section, which would
8 include the section of the bridge is going to
9 be 200 feet.

10 MR. WEILER: 200 feet or less.

11 MR. RICCIRDI: Or less?

12 MR. WEILER: Or less, yes. If they
13 can get the project in and do not have to raise
14 the profile at all in there, then all you've
15 got to do is the pavement portion that's needed
16 for full depth, the approach slabs and the
17 bridge, and it might be less than 200. If you
18 have to move the bridge to the left slightly,
19 you might be using the full 200 foot of full
20 cross section pavement portion.

21 MR. RICCIRDI: Okay. Approach
22 slabs in this scope are 25 feet long. We
23 talked about the hydraulic analysis. I failed
24 to mention that along with that would be as is
25 typical on a new bridge design, a scour

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1 analysis. Ron talked about the different kinds
2 of superstructure types and the limitations
3 thereof. I won't repeat that. We talked about
4 the treatment to the existing abutments.

5 Mike, we mentioned that, we had it
6 dated here where we said we would have it
7 posted, the geotechnical investigation. Has
8 that been done?

9 MR. WEILER: Yes, it's on the
10 website.

11 MR. RICCIARDI: All right.

12 MR. WEILER: We do not have our
13 environmental person in here to talk, but he
14 did tell me that they did not find asbestos on
15 this particular bridge.

16 MR. KING: I have a question. Do
17 you know if there's any testing that has been
18 done on the lead on the paints on the existing
19 structure? It's got that old paint.

20 MR. WEILER: I don't believe we did
21 a testing on that paint. We did it on the
22 asbestos, but I don't believe we did on the
23 question of the paint.

24 MR. KING: It's a possibility it
25 could be there. It's old.

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1 MR. TIMMER: When was it painted
2 last? Odds are it's lead based paint. I mean,
3 standard paint through 1978 was all lead based.

4 MR. KING: I was out there
5 yesterday. It's a possibility.

6 MR. WEILER: It's a possibility.
7 That's the first time I've heard that question.
8 I never even thought about it. But I can ask
9 our environmental person here and comment in
10 here, but we did it for the asbestos. I don't
11 think they did it for the paint, I don't think
12 because we hired a specialist on the outside to
13 do the asbestos, but we'll check on that.

14 MR. RICCIARDI: I'll remind
15 everybody that, again, there are three
16 submissions that are required. The first two
17 submissions will, you should allow in your
18 schedule two weeks for ODOT to review your
19 plans. Mike, I don't remember reading in here
20 where we have a limitation on any work being
21 started before that can't be completed. Is
22 that in here?

23 MR. WEILER: They can't start any
24 work that would actually shut down a lane
25 before April 1st.

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1 MR. RICCIRDI: Before April 1st,
2 all right. I didn't see that. I thought we
3 had something. I just didn't know where it
4 was. Okay. I guess, having mentioned those
5 things and kind of hit the highlights of the
6 scope, are there any questions from any of the
7 consultants or contractors?

8 MR. KING: We have one more
9 question. On page 18 of 36, Section 14.3 under
10 the pavement, just if you can clarify that it
11 says the eight foot width, the paved shoulder
12 shall be eight foot wide and maintain an eight
13 foot width so 100 foot beyond the approach
14 slabs. Is that --

15 MR. WEILER: That's, the intent is,
16 you're going to have the approach slab in, an
17 approach slab in and then 100 foot beyond that,
18 we want to carry the full eight foot wide paved
19 shoulder and then taper it 25 more in there.

20 You'll also see that the graded
21 shoulder, which include the guardrails.
22 They're going straight out and then the graded
23 shoulder will taper in, so that you should have
24 enough room at the end of these limits to do
25 all of your traffic movements back and forth,

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1 but we want to pretty much be a straight
2 through section until we get clear to the end
3 of the guardrail, but we will allow the paved
4 shoulder to go eight feet up, 100 foot past the
5 post slabs and then taper it in because I think
6 the existing is only a couple feet wide from
7 the paved shoulder. That's the portion that's
8 going to be how much --

9 MR. RICCIRDI: Okay. So I guess
10 what we're saying here then is that the project
11 limits are going to be closer than 300 feet at
12 a minimum.

13 MR. WEILER: The project is full
14 pavement width and depth to us, and that is all
15 part of work, but not part of what we consider
16 process. There will be pavement work to the
17 end of that paved shoulder.

18 (Short discussion held off the record.)

19 MR. RICCIRDI: I guess just to
20 clarify again then, the length of the work, I
21 mean, again, there's going to be a minimum
22 length of work. Can you explain that? Can you
23 clarify that? It's going to, based upon the
24 second paragraph of 14.3 --

25 MR. WEILER: The work is going to

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1 be the pavement and the other paragraph talks a
2 little bit about it, too. The third paragraph
3 of 14.3 says the entire width of the existing
4 asphalt shall be plane to the depth of the new
5 surface course to the extremes of the new paved
6 shoulder.

7 So that's your paved shoulder and
8 you taper in. Wherever you're putting in new
9 paved shoulder, you want to take the surface
10 course plane all the way out to that so that
11 you don't have a joint line at the end of your
12 existing pavement to your paved shoulder so
13 that would work. It would go all the way down,
14 but where actually work goes, there will be
15 grading from this wider graded area all the way
16 in, so it's going to be passed into the paved
17 shoulder so there will still be work that's out
18 there, but it will be graded into the grass
19 because your guardrail goes all the way to the
20 end and then it tapers in also, but you will
21 have pavement work, at least surface, all the
22 way to the end of these tapering paved
23 shoulders going in.

24 And that's going to be, let's see,
25 it's three, you're out there about 400 and some

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1 feet to get that taper in plus the paved
2 shoulder. So carry the length of eight foot,
3 100 foot past the approach slabs and then taper
4 them in and whenever that's under the existing,
5 you'll be playing the surface course off of all
6 of that. So that it has one new surface course
7 all the way through, and we'd like the surface
8 course to be added at the end without the lane
9 closures to keep your lane closure as short as
10 possible.

11 MR. SHENAL: Are you taking the
12 taper all the way to the existing edgeline or
13 just to where it meets existing --

14 MR. WEILER: Just meets existing
15 paved shoulder, and I don't know. The paved
16 shoulder is not completely uniform, but it's
17 not eight feet wide out there, but you'll taper
18 from eight feet down to that portion and when
19 you meet that paved shoulder, unless you have
20 to have some problem with maintenance of
21 traffic, will put you the shoulder outside or
22 something where something broke down or
23 something out there, but otherwise, you will
24 taper from the new paved shoulder width back to
25 the existing. When you reach that paved

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1 shoulder width, you're done.

2 MR. SHEALY: I have a question
3 regarding the in-stream work. No in-stream
4 work?

5 MR. RICCIRDI: Correct.

6 MR. SHEALY: It says you're allowed
7 to use three span?

8 MR. WEILER: Yes.

9 MR. SHEALY: So is the idea behind
10 that is no in-stream, those piers have to be
11 outside because the water, I think the water
12 elevation was from abutment to abutment in
13 that?

14 MR. TIMMER: The way the original
15 plan showed the ordinary high water elevation
16 was like 9-10.6, and they graded the bottom of
17 the stream to 9-10.0. Therefore all the area
18 between the abutments would be exempt from
19 stream work because it would be at least below,
20 shown below the ordinary high water elevation.

21 MR. RICCIRDI: Based upon the plan,
22 the construction plan, I think what you stated
23 may be true, although I don't believe the
24 stream is anywhere near where it used to be
25 shown.

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1 MR. WEILER: No.

2 MR. RICCIRDI: And the intent was
3 that the piers would be located outside of the
4 watercourse.

5 MR. TIMMER: You have the ordinary
6 high water elevation, or is that to be
7 generated?

8 MR. RICCIRDI: That's to be
9 generated.

10 MR. WEILER: The intent of what the
11 environmental people are looking at out there
12 right now is, where the water now currently
13 runs on the normal day out there, but just
14 moved over to that westside, that there would
15 be no in-stream work below the current water
16 levels that are out there, which means it's
17 about 40 feet wide is what the stream really
18 runs, but there are, there's an area to the
19 east of where the water runs in there right now
20 that is still underneath the bridge that is
21 considered still dry land and is not below the
22 current water level.

23 MR. TIMMER: Well, okay. I just
24 wondered how water is, the 2.33 year flood, the
25 vegetation on it and, like I said, I was

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1 looking at the plans, and they have very, you
2 know, elevation shown distinctly, which --

3 MR. WEILER: And I asked the, our
4 environmental person what is an ordinary high
5 water level on the stream that's out there, and
6 he said, it's the vegetation line, but that
7 vegetation line was inside the current channel
8 area, not the area still on the outside. So
9 it's going to be a span of about 40 feet, but
10 it would not be in the area outside of the
11 current channel. If the portion on the
12 eastside that is outside the current channel
13 would be the area that could put the current,
14 that the three span pier in because the water
15 runs inside the channel.

16 MR. RICCIRDI: Is it, I guess the
17 question I have for you, the contractors, is it
18 an undue difficulty, unnecessary difficulty to
19 conduct all the work and stay out of the
20 channel?

21 MR. SHEALY: No. It's just,
22 sometimes you can save money and cost for the
23 state if you can, if there's more flexibility
24 if you can drive the piles in the --

25 MR. RICCIRDI: If we can offer more

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1 flexibility, we will state so in the addenda.
2 MR. SHEALY: Okay. Because it may
3 be in the water in the summer, too. When
4 you're building this thing, it will be filling
5 up with water being further down.

6 MR. RICCIRDI: Dave, did you have a
7 question?

8 MR. TIMMER: Yes. Semi-integral
9 abutments will be required, okay. That's for
10 steel beam bridges solely, or do we need to
11 come up with -- I don't believe I'm asking the
12 question. It just hit me.

13 MR. RICCIRDI: No. We'll clarify
14 that.

15 MR. TIMMER: Okay. Well, also with
16 the single span steel beam bridge, can you have
17 a semi or just an integral abutment?

18 MR. NUSSBAUM: I don't think we
19 want integral.

20 MR. TIMMER: Okay. No, if that's
21 what you want, that's fine. I just, you know,
22 I was thinking about my shortest single span
23 bridge would be with integral now.

24 MR. RICCIRDI: And I assume what
25 you intended to ask was that if you use a slab

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1 design, can you use a standard slab?

2 MR. TIMMER: Well, that was the
3 one, but if it's a slab, it's a standard
4 drawing so I don't have to change, but I was
5 thinking about a steel beam bridge and when I
6 was first reading this, I was staying outside
7 the bridge and outside the footing, you know,
8 so as not to disturb anything. The shortest
9 bridge I could come up with was an integral
10 abutment where a semi-integral abutment, I was
11 going to have to move it back and lengthen the
12 bridge some so I could drive the battered pile
13 back and still miss the existing footage that I
14 can't disturb.

15 MR. NUSSBAUM: We'll clarify in the
16 addendum as to whether we will allow an
17 integral or not. Should we wait a few more
18 minutes for any other questions, or is
19 everybody pretty satisfied that they understand
20 what is required?

21 MR. TIMMER: I'm happy.

22 MR. RICCIARDI: Okay. Well, an
23 addenda will be forthcoming hopefully within
24 the next week-and-a-half or so. We'll address
25 all the questions. Thank you for coming today

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1 and good luck.

2 (Meeting concluded.)

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CERTIFICATE

I, Melissa Cruz, 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.

Melissa Cruz, Notary Public
within and for the State of Ohio

My commission expires April 8th, 2013.