



Ohio Department of Transportation
District 4

Meeting Sign-in Sheet

Meeting: Pre-Bid Meetings for ATB-11-13.30 [PID 25501, Proj 10-3016]

Host: ODOT D04

Date: 09-17-10

Time: 10:00 AM

Location: D04 HQ

Attendees

Name (Please Print)	Signature	Department/Organization	Phone Number
Tom Powell		ODOT	330 786 4834
RYAN COCHRAN		UIC	440-998-7871
Tom Pope		Koski Const. Co.	440-997-5337
Joe Stodnar		B&N	440-884-5700
Jeff Ackerman		B&N	440-354-9700
Rob Shenal		B&N	330-376-5778
Bob Hunt		Shelly & Sands	614-444-5100
Mark Miles		Shelly & Sands	330-253-3612
Jerry Mills		GANNETT FLEMING	614-794-9424
Matt O'Donnell		Gannett Fleming	614-794-9424
Jeff Jones		The Great Lakes Construction Co.	330-220-3769
PAUL STANARD		THE GREAT LAKES CONSTRUCTION CO.	330 220 3988
Tony GAGNON		B.G. TRUCKING	330 727 3809
Don Cech		B.G. TRUCKING	330 540 2154
Russ Krock		ADR & Assoc. LTD.	740-345-1921
SAM TOPPI		ODOT D4 Planning	330 786 4952
MARK GROSSMAN		GPT	330 572-2234
Mary Hursh		ODOT	330-786-4815
Ken Cooper		ODOT	330-786 4953

IN RE: Ohio Department of Transportation
Pre-Bid Meeting
Project No. 10-3016

- - -

Public Hearing, taken before me, the undersigned, Shannon L. Newhall, a Registered Professional Reporter and Notary Public in and for the State of Ohio, at the Ohio Department of Transportation, 2088 South Arlington Road, Akron, Ohio, on Friday, the 17th day of September, 2010, commencing at 10:00 o'clock a.m.

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1 **APPEARANCES :**

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3 On Behalf of Ohio Department
4 of Transportation:

5 Thomas J. Powell, PE

6 Mary Hursh

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1 **MR. POWELL:** I think we can get
2 started. Good morning. My name is Tom Powell.
3 I will be the project manager on this project,
4 on the design side. And most of you probably
5 already know, Dave Reich will be the
6 construction project manager -- or, excuse me,
7 the area engineer.

8 This is the pre-bid meeting for the
9 Ashtabula 11, 13.30, design build project. The
10 PID on this project is 25501, and the
11 construction number, project number, is 10-3016.

12 I want to mention that we have a
13 court reporter who is recording the minutes for
14 this meeting, so when you speak, if you could
15 state your name and the company you represent,
16 that would help her out on getting it accurately
17 recorded. And every time you speak, she'd like
18 you to give your name.

19 I just want to briefly go over the
20 scope and highlight some areas that I feel are
21 important. The contractors consulted on this
22 project will need to be pre-qualified in
23 noncomplex roadway, level 2 bridge design,
24 subsurface utility engineering and minor bridge
25 inspection. You have to make sure you get all

1 that information in prior to bid, on the Web
2 site.

3 The project limits for this project
4 are from state line mile 13.30 to state line
5 mile 22.16. And that is approximately -- state
6 line mile 13.30 is approximately 3,700 feet
7 south of the State Route 307 overhead structure,
8 and the state line mile 22.16 is approximately
9 525 feet north of the State Route 46 structure.

10 The construction completion date is
11 September 30th, 2011.

12 We have conducted an asbestos survey
13 of the structures that we are performing major
14 work to, and they are all clear of asbestos.

15 In Section 10.2 -- or, excuse me,
16 10.4 of this scope of services, we have some
17 environmental notes. And the first note in that
18 section was amended with addendum number 2
19 yesterday -- or the day before. I'm not sure
20 what day it got posted -- to allow impacts to
21 wetlands and streams within the limits described
22 in the drainage section of this scope.

23 The means of traffic for this project
24 will follow the permitted lane closure chart,
25 which is available on our Web site. And there

1 are also some additional restrictions put on
2 lane closures for work on the Ashtabula 11-1555
3 left, the Ashtabula 11-1556 right, the Ashtabula
4 11-2131 left and right structures.

5 The pavement work on this project is
6 primarily resurfacing, and the resurfacing
7 pavement buildup will consist of Item 424, fine
8 graded polymer asphalt, at an inch and a
9 quarter, with milling and a tack coat added to
10 that. And that will go from the beginning of
11 the project limits to the end of the project.

12 And in the areas of the bridge deck
13 replacements, the full depth pavement buildup
14 will be as per the scope of services; it's 424,
15 fine graded polymer asphalt surface; 442,
16 asphalt concrete intermediate course; 9 inch
17 concrete pavement base course. And Item 304,
18 aggregate base.

19 We will also be treating all the
20 shoulders with Item 617, compacted aggregate,
21 and 408, prime coat, for drop-offs.

22 In addition, there are some pay items
23 in this scope of services which are set up as a
24 unit cost basis, to do some pavement repairs,
25 and those are all itemized on the bottom of page

1 16 of the scope.

2 There's something new that's
3 appearing in our -- starting to appear in our
4 district and around the state, are rumble
5 stripes. These are a little bit different than
6 rumble strips. The rumble stripes are placed
7 directly under the edge line, instead of being
8 2 feet out from the edge line.

9 This particular project was
10 identified to get those instead of the rumble
11 strips. And there is a plan note on page 17
12 which will describe the width and the depth and
13 all of the requirements for those.

14 Okay. Structures, Ashtabula 1555,
15 1556 right, 2132 left and 2132 right, we will be
16 installing full depth -- excuse me, full width
17 approach slabs, 25 feet long, and there will be
18 a minimum of 25 feet of full depth pavement
19 replacement performed in addition to the
20 approach slabs at each of those bridges.

21 In Section 14.5, drainage, an
22 addendum came out within the last couple of days
23 to revise the last portion of that section of
24 the cross culvert replacement, and one of the
25 culverts was removed from the project. We are

1 now replacing five culverts, and those are all
2 itemized within that revised section of the
3 scope.

4 In addition, we added some verbiage
5 to that section, to allow impacts to the
6 wetlands and the streams at those locations of
7 the culvert replacements.

8 Section 15 of the scope goes over all
9 the required work for the bridges. And I just
10 want to highlight some of the bridges, which are
11 getting major work.

12 Again, back to the Ashtabula 11-1555
13 left and 1556 right, these two main line bridges
14 will receive a new concrete bridge deck. If the
15 existing structural steel is reused, the
16 existing structural steel will be painted.
17 Perform fatigue retrofits on the existing cover
18 plates for the bridge, and any work associated
19 with moving or modifying existing cross frames
20 is included with that item. There will not be
21 any additional payment for any of that.

22 The existing abutments will be
23 converted to semi-integral, and the pier
24 bearings will be replaced with laminated
25 elastomeric bearings.

1 Structure Ashtabula 11-1637 is
2 receiving minor maintenance work, and
3 silicone -- or, excuse me, soluble reactive
4 silicate will be applied to the deck.

5 The structures Ashtabula 11-1952
6 left, 1952 right, 1984 left and 1984 right will
7 receive a micro silica modified concrete
8 overlay, plus the existing bridge deck railing
9 will be replaced with twin steel tube railing,
10 and this will require a minimum of 3 feet of the
11 bridge deck edge to be removed and replaced.
12 And there will also be some modifications to the
13 abutments required to install that rail.

14 On Ashtabula 11-2007, this is another
15 bridge which is getting minor maintenance work,
16 and it will have soluble reactive silicate
17 applied to the bridge deck.

18 On Ashtabula 11-2095, this is another
19 bridge which is receiving minor maintenance
20 work. And the major item in that is the soluble
21 reactive silicate applied to the bridge deck.

22 On Ashtabula 11-2131 left and 2131
23 right, this bridge will be re-decked. And just
24 like the other re-decked bridges, we will be
25 performing fatigue retrofit of the existing

1 cover plates and painting the existing steel, if
2 the existing steel is reused.

3 Pavement markings will be epoxy, Item
4 646. Although, on addendum number 1, it was
5 amended that, due to a shortage, that
6 thermoplastic could be used in lieu of the
7 epoxy.

8 Flat sheet signs will be installed
9 only at the bridges or the bridge identification
10 markers.

11 Another item I wanted to highlight is
12 for the submission of the plans during the
13 design phases, we will handle that primarily
14 with TIFF images, either via an electronic
15 means, e-mail, FTP site, whichever we can work
16 out with the design consultant, or a CD that can
17 be delivered to us.

18 After the design is finalized and
19 everything is done, we will also require some
20 paper copies to be sent in. And that's all
21 detailed in Sections 18.3, 18.5 and 18.6.

22 I'll go over the addendums which were
23 put out for this project. Addendum number 1
24 revised some wording within the scope, which was
25 erroneously left in the scope of services and

1 should have been removed prior to finalization.
2 And it also addressed some shortages of pavement
3 marking materials.

4 Addendum number 2 of the scope --
5 excuse me. Addendum number 2 revised the
6 wetlands and streams avoidance note and the
7 cross culvert replacement section of the scope
8 of services.

9 At this time, I can open the floor to
10 questions. Again, make sure you state your name
11 and the company you represent.

12 **MR. KROCK:** Russ Krock,
13 K-r-o-c-k, with ADR and Associates.

14 Regarding paved shoulder widths and
15 graded shoulder widths, is it your intent to
16 keep the existing widths? The L&D Manual, in
17 some cases, I think, may show otherwise.

18 **MR. POWELL:** In the section of
19 the resurfacing, yes, we will maintain all of
20 the existing pavement widths, shoulder widths,
21 graded shoulder widths.

22 **MR. KROCK:** Barrier offset?

23 **MR. POWELL:** Barrier offset?

24 Yes. The areas where we are doing the four
25 bridge re-decks on the main line, the new bridge

1 width will match the existing bridge width. And
2 I don't anticipate more than 100 feet of work on
3 either end of these bridges, so the -- according
4 to the L&D Manual, there will be no design
5 exceptions required. It will just perpetuate
6 what's out there.

7 **MR. CROCK:** Thank you.

8 **MR. STANARD:** Good morning. I'm
9 Paul Stanard, with Great Lakes Construction. On
10 sheet 17, with regard to the four structures
11 that are getting approach slabs, new approach
12 slabs, and 25 foot of full depth pavement
13 replacement, can you help define the geometry of
14 that additional 25-foot pavement replacement?
15 And specifically, the question is, is the
16 leading and eventually trailing edge of that
17 pavement skewed, matching the bridge skew, or is
18 it squared to the highway?

19 **MR. POWELL:** It will be matching
20 the -- excuse me. This came up on another
21 design build project. I think what I'm going to
22 have to do is put out an addendum describing it
23 with a sketch of some type, so that we don't get
24 into a problem with knowing what the exact
25 limits of that new pavement are going to be.

1 **MR. STANARD:** Thank you.

2 **MR. POWELL:** So I would put out
3 something that would describe that. It will
4 probably be a sketch in an addendum.

5 **MR. STANARD:** Thank you.

6 **MR. POWELL:** It did come up in a
7 previous design build and we worked through it,
8 but it wasn't as clear as what we thought it
9 should be. And, actually, that problem came up
10 after the bid was in and we already had it under
11 construction. So I'll take care of that.

12 **MR. STANARD:** Thank you.

13 **MR. GAGLIONE:** Tony Gaglione, with
14 BG Trucking and Construction. Concerning the
15 previous question, probably pressure relief
16 slabs between the pavement and --

17 **MR. POWELL:** Yes, that's --

18 **MR. GAGLIONE:** I think the
19 standard drawing does show it's squared with the
20 pavement.

21 **MR. POWELL:** Right. That's why
22 I want to review the standard drawing and see
23 how that works. And, yes, we will require
24 pressure relief joints, and that is stated on
25 page 17 of the scope.

1 **MR. GAGLIONE:** I think that
2 standard shows the pavement width.

3 **MR. POWELL:** Right. And that's
4 why I want to be consistent with that standard,
5 so that we're sure how everybody bids it the
6 same way.

7 **MR. MILLS:** Mark Mills, with
8 Shelly and Sands. Could you guys look at -- on
9 the north -- it would be the north ramps at the
10 45 interchange. Actually, the ramps extend
11 beyond the main line paving limits. Would you
12 guys maybe identify what limits we want the
13 ramps to end, the paving limits of the ramps to
14 end?

15 **MR. POWELL:** The ramps on the
16 north end of that interchange are not included
17 with this project.

18 **MR. MILLS:** On the north side?

19 **MR. POWELL:** Right. The
20 northbound on-ramp from that interchange and the
21 southbound off-ramp for that interchange are not
22 included.

23 **MR. MILLS:** Okay.

24 **MR. POWELL:** It will be picked
25 up in the next project, which I believe is also

1 a design build next year.

2 **MR. MILLS:** Okay. Thank you.

3 **MR. POWELL:** Any other
4 questions?

5 **MR. COOPER:** Ken Cooper,
6 District 4 Planning. I think there's another
7 bridge that we added to the project. Ashtabula
8 11-1545. We added it in February.

9 **MR. POWELL:** I will get with you
10 after the pre-bid meeting, and if there is
11 something we need to add, we will take care of
12 it in an addendum.

13 **MR. GAGLIONE:** It's in the scope.

14 **MR. O'DONNELL:** Page 19, 1545.

15 **MR. POWELL:** Yes, Ken, we are
16 putting in micro silica concrete overlay on that
17 bridge.

18 **MR. COOPER:** Excellent.

19 **MR. POWELL:** Is that what you
20 were alluding to?

21 **MR. COOPER:** Yes.

22 **MR. POWELL:** So I guess it's
23 taken care of.

24 Matt, do you have a question?

25 **MR. O'DONNELL:** I guess. Matt

1 O'Donnell, with Gannett Fleming. On the
2 re-decking bridges, you state -- it's, like,
3 part two, under structure loading
4 requirements -- that you want the loading for
5 the BDM, Section 301.4, "If this check fails the
6 HS25 in the Bridge Design Manual," and you say,
7 "will be replaced with HS20."

8 I just want to verify that -- I
9 guess, can you clarify what you're wanting
10 designed to HS25? Is it the deck and the
11 bearings? Is it just the load grading for the
12 beams that you're wanting? Can you, I guess,
13 maybe clarify what exactly you are wanting to be
14 designed to the HS25?

15 **MR. POWELL:** Let me look into
16 that, and I will put out some new wording that
17 might make it a little bit clearer to you. I
18 know what my intent is. And we'll just have to
19 clear that wording up, so it gets a little bit
20 clearer.

21 Actually, I think I can clarify it
22 right now, now that I've thought about it for a
23 couple seconds. The deck will be designed as
24 per 301.4, which I believe should be HS25. The
25 existing beams with the composite deck, this

1 only applies to the beams.

2 So the first thing you need to do is
3 check the beams for HS25. If they pass, then
4 we're good. If they don't pass, you can back it
5 off to HS20. And we've already done some checks
6 within the district here, and we meet -- I'm not
7 sure on this bridge what we meet. But we meet
8 one of those two conditions in our preliminary
9 checks. We've run some calcs on it, and it has
10 not been an issue.

11 If it was an issue and we couldn't
12 meet the design loading limits on our checks, we
13 would have had a superstructure replacement
14 built into the scope, but we did not need that.

15 MR. O'DONNELL: What were the
16 bearings designed for? Whatever the beams --

17 MR. POWELL: Whatever the beams
18 are designed for, the bearings would end up --

19 MR. O'DONNELL: Okay.

20 MR. POWELL: Any other
21 questions?

22 MR. GAGLIONE: I think I might
23 have one, Tom. When you originally were talking
24 about the maintenance of traffic -- and I may
25 not have gone through everything -- you talked

1 about the lane closure chart and you talk about
2 the two bridges that are getting new decks. And
3 then reading 13.2 for the maintenance of traffic
4 for the overlay bridges that are getting new
5 deck edges, you're saying follow the lane
6 closure chart?

7 **MR. POWELL:** That's correct.

8 **MR. GAGLIONE:** You're going to
9 need to protect that if you're taking the deck
10 edge off.

11 **MR. POWELL:** Yes. You will need
12 to protect that. It will be like a shoulder
13 closure. What I'm anticipating on those, which,
14 of course, contractors can change it, if they'd
15 like, but we're anticipating shoulder closures
16 to take those deck edges off, and then lane
17 closures during the day.

18 **MR. GAGLIONE:** All right. I have
19 not reviewed the lane closure chart, but --

20 **MR. POWELL:** The permitted lane
21 closure chart, you can go down to one lane at
22 any time.

23 **MR. GAGLIONE:** Oh, there are no
24 restrictions?

25 **MR. POWELL:** Right. You have to

1 maintain one lane at all times.

2 **MR. GAGLIONE:** Oh, so then you
3 could close -- the overlays are not a weekend --

4 **MR. POWELL:** No. We are not
5 using a weekend mix or a quick setting mix on
6 the overlays on this project, because we are not
7 restricted by weekend closures or anything like
8 that.

9 **MR. GAGLIONE:** So, basically, you
10 build the bridge in halves, you --

11 **MR. POWELL:** Exactly.

12 **MR. GAGLIONE:** You can't close the
13 bridge?

14 **MR. POWELL:** Exactly.

15 **MR. GAGLIONE:** All right.

16 **MR. POWELL:** One lane at all
17 times must be maintained.

18 **MR. GAGLIONE:** But you are
19 anticipating the need of a temporary barrier
20 wall? I know for the --

21 **MR. POWELL:** We would need to
22 protect -- whenever you remove -- according to
23 our spec book and our CMS and all that, whenever
24 you remove a guardrail or barrier protection,
25 you must protect it during that period of time

1 that it's -- that it's removed.

2 **MR. GAGLIONE:** Because you
3 specified a barrier wall in the new decks, but
4 don't specify a barrier wall, I don't believe,
5 in the rehab work, which it will be needed.

6 **MR. POWELL:** In our scope?

7 **MR. GAGLIONE:** I think. I may --

8 **MR. POWELL:** I don't believe we
9 mention anything about that in the scope.

10 **MR. GAGLIONE:** Like I said, I may
11 be a little --

12 **MR. POWELL:** It would be -- fall
13 back on our standard drawings and our standard
14 MOT restrictions that are built in there, all
15 the notes which are referenced in the scope of
16 services, and also the standards in our manual
17 and the OMU, TCD and all the other standards
18 that are available, which have to be met.

19 But the good thing on this project
20 is, we don't have lane restrictions.

21 **MR. GAGLIONE:** I was going to say.

22 **MR. POWELL:** Right. Any other
23 questions?

24 Matt?

25 **MR. O'DONNELL:** Matt O'Donnell

1 again, from Gannett Fleming. Just to clarify,
2 under drainage, 14.5, for the re-decking
3 bridges; three, you say, "Investigate the need
4 for scuppers on the structure and provide for
5 drainage off of structure as per the BDM and L&D
6 Manual."

7 Do you also want the district 4
8 preferences to apply to that; specifically,
9 catch basins at the ends?

10 **MR. POWELL:** The district 4
11 preferences that apply to these projects are the
12 ones that are specified within the scope of
13 services. We specify in the scope -- for
14 example, the end of the Section 15.3, which is
15 the design requirements, the two -- the
16 re-decking structures you're referring to, item
17 number K calls out B401 and B402. Those are the
18 only district 4 preferences that apply to that
19 bridge.

20 So what you need to follow is the L&D
21 Manual and the Bridge Design Manual for drainage
22 off of structures.

23 **MR. O'DONNELL:** Okay.

24 **MR. POWELL:** So if it's above a
25 threshold, then a catch basin would be required.

1 If it's below that threshold, a catch basin
2 would not be required, and you'd have to put up
3 some other type of sodded flume or other type of
4 erosion protection in, to take that water away.

5 Any other questions?

6 Last call for questions.

7 That concludes our meeting.

8 (Thereupon, the proceedings were
9 concluded at 10:31 o'clock a.m.)

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