

Date March 16, 2011

ATTENDANCE LIST

PRE-BID MEETING - PROJECT NO. 146(2011)

HAM-75-5.58 PID NO. 82278

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O H I O D E P A R T M E N T O F T R A N S P O R T A T I O N
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P R E - B I D M E E T I N G

I N T E R C H A N G E R E C O N S T R U C T I O N :
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T R A N S C R I P T O F P R O C E E D I N G S

Presented by: Joseph Bassil
Date: Wednesday, March 16, 2011
Time: 9:35 a.m.
Place: Ohio Department of Transportation
505 South State Route 741
Lebanon, Ohio 45036
Before: Lisa L. Weisenberger, RPR
Notary Public - State of Ohio

Pages: 1 - 22.

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P R O C E E D I N G S
MR. BASSIL: Okay. Good morning.

9 It's a little past 9:30. We'll go ahead
10 and get started.
11

12 This is prebid meeting for
13 Ham-75-5.58. This will be our
14
15 Construction Project 146 of 2011.
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18 Thank you for coming. The purpose of
19 the meeting is to go over some of the
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21 major items of the contract to bring out
22
23 some of the issues and answer some
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25 questions you might have. If we don't
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27 have the answers today, what we will do,
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29 we will collect the information, try to
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31 find the answers, and put all of that
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33 together as part of the addendum that
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35 will be made, eventually, part of the
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37 contract.
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40 The information that we are going to
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42 discuss today will be posted on the Web,
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44 and it will not be an official part of the
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46 contract. It is only for informational
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48 purposes.
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51 My name is Joe Bassil. I am the
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53 district construction engineer here at
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5 District 8. I am going to introduce some
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7 of the ODOT individuals that are going to
8
9 be some of the players on this project.
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11 We have several. I'm not going to go over
12
13 all of the ODOT individuals, but only some
14
15 of the people.
16

17 Dennis Stemler will be the project
Page 2

18 engineer, resident engineer, on that
19 project. He is going to be assisted by
20 Domingo Martinez and Kristen Haus. They
21 are going to be working on the project.
22 Stefan Spinosa, he is acting -- our
23 production administration. He is also
24 co-managing this contract from the
25 production side for ODOT. Joe Meyer is
26 the other individual that is helping
27 manage this contract. And they are going
28 to help us answer questions as the
29 contract progresses and try to resolve any
30 issues we might encounter.

31 Those are the only ODOT individuals I
32 am going to introduce. I do apologize to
33 any other ODOT individuals that are here
34 that I'm not going to recognize at this
35 time.

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5 We do have a court reporter here so,
6 because of the size of the room, when you
7 speak, speak loudly, and please state your
8 name and the firm you are with for the
9 record.

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15 As I said previously, we're going to
16 collect all of the information that we
17 discuss here, and the relevant information
18 would be responded to and made part of an
19 addendum that will be part of the
20 contract.

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Most of you probably know this project will improve 1.2 miles of Interstate 75 in Hamilton County. It will replace the bridges over Clifton Avenue and Mitchell Avenue and will provide new geometry and improvement of the interchange of I-75 and Mitchell Avenue.

Some general items. We will not permit any concrete or asphalt plants on the public right-of-way on this contract. Also, the contractor will not be permitted to store equipment or material on the project site, except for short durations and staging purposes to benefit the

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contract.

I do have a couple of attendance sheets going around, so please sign your name and complete the other information. We will go ahead and make copies and I will have them here at the table. You can obtain copies at the end of the meeting.

With that said, Stefan Spinosa now will give us just a brief overview of the project and some of its components.

MR. SPINOSA: Thank you, Joe.

As Joe mentioned, this project completely reconstructs the interstate, basically, from south of Clifton Avenue north through the Mitchell Avenue interchange phase. In the northbound

36 direction, we are picking up the fourth
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38 lane from the 74 interchange and carrying
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40 that through the project. In the southern
41
42 direction, we stop after our ramp
43
44 construction is done south of Clifton.
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46 This project is our first mainline
47
48 phase of our larger Mill Creek Expressway
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50 project. So it is being designed for
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52 future four lanes in the corridor. The
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4 project to the south that will reconstruct
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6 the southern terminus doesn't come on line
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8 until 2014 for sale, and then the project
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10 to the north is scheduled for a 2016 sale.
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12 So this project that we are constructing
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14 now will be in service in its
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16 configuration for several years after it
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18 is completed.
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21 The project has about seven different
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23 retaining walls being constructed in the
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25 corridor. Several of them require ground
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27 improvement prior to construction of the
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29 wall. Settlement monitoring is also
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31 required on several of the MSE wall
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33 locations.
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35 I want to focus in on walls 1A and
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37 1B, which are along the northbound
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39 entrance ramp from Mitchell, and
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41 specifically the area that is designated
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43 with the larger dash line. This is shown
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on your schematic plan on Sheet 3. That limit, the dash line limit, is an existing landfill limit. So those walls are constructed in an area currently occupied by an existing landfill. Excavation

within those limits is going to be covered by an Ohio EPA Rule 13 permit. The department is in the process of obtaining that. We did issue an addendum -- I think Addendum 1 -- that clarified some notes and requirements with respect to that landfill work, and also put some restrictions in on the construction time frame for northbound 75 in this area. No work can be excavated in that location until the Rule 13 permit is obtained. Excavation within those limits should be considered a solid waste and will have to be disposed of properly.

There is a reinforced slope being constructed along the southbound exit ramp to Mitchell. There is special requirements for the backfill as detailed in the plan, so please be aware of that.

On Sheet 512 is retaining wall 4A, which is near the Clifton Avenue overpass. There is a two-stage design and construction of this wall. Basically, we are going to construct the wall to a certain height, allow settlement to occur,

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and then the design of the final rows of the MSE wall and the cap would then have to be designed and constructed.

We do have two mainline sets of bridges being replaced. Over Clifton Avenue, this will be a three span prestressed I-Beam bridge. And then over Mitchell Avenue, which would be a single span steel plate girder bridge.

Maintenance of traffic. We'll be maintaining traffic during construction. There will be no detours of the interstate or Mitchell Avenue traffic. We are allowing some temporary closures of Mitchell and Clifton for bridge construction as described on Sheet 27.

Also on Sheet 27 there are some maintenance of traffic notes pertaining to the Vine Street Hill Cemetery, which is -- their entrance is off of Mitchell around Station 24. In this quadrant of the interchange we're allowing a seven day consecutive day closure of that driveway to permit reconstruction of their access drive. During that closure traffic will

need to be detoured to their Vine Street entrance ramp, which is basically down

9 Mitchell to Vine and then south on Vine to
10 the entrance of their cemetery. There is
11 a two- -- at least a two-week notice
12 required prior to the closure so we can
13 give the cemetery that information.
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19 In addition, the cemetery, as you can
20 imagine, they have a lot of traffic, and
21 it could be a heavy volume at one time of
22 the day. They cannot plan when those
23 instances occur, so they have asked us to
24 be considerate of their operations and to
25 make sure that when they do have a funeral
26 procession coming in that the
27 contractor -- the access to their drive is
28 maintained and free and clear. They have
29 agreed to give us as much information
30 through our project site when they know
31 it, but it is probably just going to be a
32 day or two notice.
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47 As far as -- as the final striping of
48 the project goes, in the northbound
49 direction we will be striping for four
50 lanes from the southern end of the project
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5 and then dropping back to three lanes at
6 the northern terminus. In the southbound
7 direction, the final striping will be for
8 three lanes and will have a wide outside
9 shoulder.
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14 Lastly, there are several businesses
15 along Mitchell Avenue that need to have
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18 their access drives maintained. I want to
19 point out the Marathon Station that is
20 near Station 23 on the left side of
21 Mitchell. Currently, they have three
22 drives, two on Mitchell and one on the
23 local street. During construction, the
24 drive off of the local street and the most
25 westerly drive on Mitchell need to be
26 maintained at all times for their fuel
27 delivery. It is clearly marked on the
28 plans on Sheet 221.

39 With that, that is all I have. Thank
40 you.

41 MR. BASSIL: Okay. Thanks, Stefan.

42 MR. SPINOSA: Oh, one more thing. I
43 do want to introduce Jon Brunot and Steve
44 Smith from Burgess & Niple. They were the
45 design firm on this project, so they will

46 be involved during the construction phase
47 for ongoing services and those kind of
48 issues as well.

49 MR. BASSIL: Any questions so far?

50 Okay. Usually I would like to
51 discuss the utilities. Do we have any
52 utilities that are present here?

53 I guess no utilities are present.
0011 I'm not sure if that is good or bad news,
1 but we'll find out.

2 I am going to go ahead and touch on

27 some of the items. We have already
28
29 produced one addendum that is related to
30
31 this contract. I am going to touch very
32
33 quickly on that addendum, on some of the
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35 items that are listed.

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37 There was a replacement of some
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39 notes, so make notice of that, that some
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41 of the notes are replacing items that are
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43 already in the contract. It does talk
44
45 extensively about the excavation of the
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47 contaminated soil.

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49 Also, it does detail -- the addendum
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51 does detail the ramp meter software and
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53 the ramp meter controller. These two have

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5 alternate bids, so please note that.

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7 In addition, the addendum does modify
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9 the utility note. The 4A note looks like
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11 we have -- Duke Electric will be involved
12
13 with this contract.

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15 MR. SNYDER: Excuse me, Joe. Has
16
17 everybody signed this -- signed in?

18
19 Okay.

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21 MR. BASSIL: Also have Duke -- Duke
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23 Gas has facilities, but they are not
24
25 impacted by the construction. Time Warner
26
27 will be involved with this contract.
28
29 Cincinnati Bell and Greater Cincinnati
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31 Water Works, their relocation is part of
32
33 the contract. Also, MSD, The Metropolitan
34
35 Sewer District, they have involvement with

36 this contract. The City of Cincinnati,
37
38 Traffic Engineering, Sprint, and
39
40 Windstream Communications, those are the
41
42 utilities that are involved with this
43
44 contract.
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46 This project has a DBE goal of
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48 8 percent and the current sale is for
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50 April 7th.
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52 Sheet 25 of the proposal does detail
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4 the value engineering as it's related to
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6 construction costs and time and how the
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8 contractor is encouraged to use that
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10 process for their benefit and the
11
12 department's benefit.
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14 This contract does require a CPM
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16 schedule. As you would expect, it is
17
18 complex in nature, so a CPM schedule is
19
20 mandatory on this one.
21

22 We are going to escrow the bid
23
24 documents on this contract for the benefit
25
26 of the project. Please note that.
27

28 Sheet 41 of the proposal does detail
29
30 the surface smoothness requirements for
31
32 the pavement and the pay and adjustment
33
34 factors associated with that.
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36 The completion date on this contract
37
38 is currently scheduled for 10/31 of 2013.
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40 As Stefan alluded to earlier, we are
41
42 trying to complete it before the next
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44

45 projects take place and we sell the next
46 contracts.
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49 The next item -- I'm going to go over
50 some quick items in the plan. The title
51 sheet does indicate that the 2010 specs
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5 will be utilized on this contract.
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7 There is a requirement on Sheet 18
8 that there will be a right-of-way
9 landscaping review prior to construction
10 beginning and there will be tabulation of
11 any landscaping and any damage that is
12 done to the landscaping that is not
13 associated with the required construction
14 activity will be the responsibility of the
15 contractor to restore.
16
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19 Sheet 20 of the plan does detail a
20 certain requirement for the City of
21 Cincinnati as far as a pavement trench
22 restoration buildup. They have a special
23 buildup that is different than the ODOT's
24 note. Please note that. And these are
25 usually included in payment as part of the
26 603 items.
27
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30 As in most of our contracts that
31 involve tree removal, the Indiana bat note
32 is in the contract and no cutting of trees
33 will be permitted between the period of
34 April 15th and September 15th.
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38 MR. STUTZ: Joe -- Dwight Stutz,
39 John R. Jurgensen Company -- the
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April 7th letting, how can you possibly include that? You are not going to have the contract awarded until after April 15th.

MR. BASSIL: That's a good -- good point, Dwight. We will make note of it to review that. Thank you.

As Stefan mentioned earlier, this -- this project has several retaining walls, and the notes and requirements of these multiple retaining walls are detailed on pages 446 to 582. And pages 583 to 600 give us the information on the reinforced slope notes and details and the associated pay items.

Sheet 680 does talk about the Artimis equipment. That is available. Just please note that the costs that are resulting from relocation of some Artimis equipment that are damaged or disturbed that are not part of the contract, they will be restored by the contractor. But the ones that are part of the contract, a lot of them will be paid as part of 614, maintaining traffic. So the contractor

has to maintain and restore, as necessary, the functionality of all of the Artimis

9 equipment within the project area. So if
10 any equipment is damaged or disturbed due
11 to construction activities, they are to be
12 restored. And it looks like that they are
13 going to be paid for as part of 614,
14 maintaining traffic. And there is a
15 \$3,000 per day damages -- included damages
16 associated with that.

17 Sheet 755 of the contract does detail
18 something that we are constructing to make
19 the project somewhat more environmentally
20 friendly. It's a raingarden. So that is
21 something interesting. I know a lot of
22 us, maybe, have not constructed some of
23 that before, so I would encourage you to
24 become familiar with the requirements
25 there and how to build the raingarden.

26 With that said, that is all I have on
27 this contract. Any questions at this
28 time?

29 MR. STUTZ: Dwight Stutz, John R.
30 Jurgensen Company. Wall 4A concerns me.
31 I have some questions about it. Sheet

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5 523, the profile of the wall, along the
6 bottom of that profile there is three
7 lines parallel. I am assuming that that
8 is the underdrain trench that goes along
9 the bottom of the excavation on top of the
10 ground improvement. I guess I would like
11 confirmation of that.

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MR. BASSIL: Okay.

MR. STUTZ: The way I read it,
everything above that --

THE COURT REPORTER: I'm sorry. Can
you speak up, please? I'm having a hard
time hearing you.

MR. BASSIL: Start from Sheet 523.

MR. STUTZ: There is a profile of the
wall 4A. Along the bottom there is three
parallel lines that I assume are the
underdrain that goes along the bottom or
the top of the ground improvement. I
guess I would like confirmation of that.

And then the way I read it,
everything above that up to the footing to
the MSE wall, there is granular backfill.
I guess I want to be sure of that.

MR. BASSIL: Okay.

MR. STUTZ: And then there is a note
in there that talks about the compaction
of the granular backfill, and it only
talks about 3 feet. It has different
compaction requirements for the first
foot, the second foot, and the third foot.
What happens to the feet above that?

And I am also very concerned about
the schedule. The way that has to be
built, you've got to excavate it and then
do the ground improvement, put the wick

27 drains in, put the backfill in, put the
28
29 inclinometers in. And then you have got a
30
31 three-week break, for whatever reason I'm
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33 not sure. And then you have got to build
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35 the wall, you have got 45 days of
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37 settlement before you can cast the final
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39 panels on the wall. They tell me that's
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41 at least a month. And this is all just
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43 part of Phase 1. We've still got to do
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45 Phase 1A after all of that.

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47 MR. BASSIL: So what you are
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49 requesting from us --

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51 MR. STUTZ: I'm concerned about the
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53 schedule.

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5 MR. BASSIL: -- is, one, a
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7 clarification of some of the items and,
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9 two, review of the schedule to make sure
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11 that from a constructability point of view
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13 that it is feasible within that time
14
15 frame?

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17 MR. STUTZ: Right. It has to be all
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19 in place by the end of the first
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21 construction season.

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23 MR. BASSIL: Okay. We will review
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25 that and try to get some clarification and
26
27 analyze whether we feel it is
28
29 constructible or not.

30
31 Okay. Any other questions?

32
33 MR. MILLER: Dana Miller, Great Lakes
34
35 Construction. The plan sheet in our set,

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37 Plan Sheet 575 of 888, appears to be a
38
39 duplication of Plan Sheet 607. Would you
40
41 check and see if all of the sets have the
42
43 wrong drawing?
44

45 MR. BASSIL: Okay.

46
47 Yes, sir.

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49 MR. DARRAH: Jeff Darrah, Great Lakes
50
51 Construction. Do Artimis cables run down
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53 both sides of the interstate? They show
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5 on a couple of pages existing cable, but
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7 doesn't show it continuous through all of
8
9 the sets of the Artimis drawings. So that
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11 is one question for clarification.

12
13 And, then, what needs to be
14
15 maintained? You know, the sign needs to
16
17 be moved. Everything that is in the
18
19 project limits as far as controllers and
20
21 counters, everything has to be maintained?

22
23 MR. BASSIL: Okay. We will
24
25 investigate that, Jeff.

26
27 MR. DARRAH: Okay.

28
29 MR. SPINOSA: Artimis does need to be
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31 maintained during construction. Artimis
32
33 is being reconstructed as part of the
34
35 project, but the existing infrastructure
36
37 needs to be maintained. I think the sign
38
39 does get removed.

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41 MR. BASSIL: We will still just make
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43 sure. We will clarify that just to make
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sure.

MR. DARRAH: Okay.

MR. BASSIL: Any other questions?

Okay. If you have no other questions, that concludes the meeting.

Thank you for coming. I do have the sign-in sheets right here, if you would like to get a copy.

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(PROCEEDINGS CONCLUDED AT 10:04 a.m.)

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