

OHIO DEPARTMENT OF TRANSPORTATION
PRE-BID CONFERENCE

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IN RE: IRONTON-RUSSELL BRIDGE

LAW-93-0.00, PID 81595, PROJECT NO. 110628

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OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT CONFERENCE ROOM
DISTRICT 9 HEADQUARTERS
650 EASTERN AVENUE
CHILLICOTHE, OHIO
TUESDAY, NOVEMBER 29, 2011
1:00 P.M.

DIANA L. HODGE
RENO & ASSOCIATES
P.O. BOX 594
WAVERLY, OHIO 45694

1 TUESDAY AFTERNOON SESSION

2 November 29, 2011

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4 P R O C E E D I N G S

5 MR. SETTY: This is a pre-bid for Project
6 No. 62811, Lawrence 93-0.00. It involves
7 replacement of the Ironton-Russell Bridge over the
8 Ohio River, including approach work.

9 The current sale date is now January 12th,
10 2012. There is an interim completion date in the
11 plans of June 30th, 2015. That interim date is for
12 the proposed roadway and structure to be open to
13 traffic. The final contract completion date is
14 June 30th, 2016.

15 With that, I'll turn it over to Tom
16 Barnitz.

17 MR. BARNITZ: Thanks, Jim. Is there
18 anything on partnering we should talk about?

19 MR. SETTY: This is a large job. The
20 district anticipates that to be a formal partner
21 project. So, whoever the awarded contractor is, we
22 will be approaching you to enter into a partnering
23 agreement at that time.

24 MR. BARNITZ: I'm Tom Barnitz, Project
25 Manager and the planning and engineering

1 administrator for District 9. I'm going to kind of
2 emcee things here a little bit.

3 First, just an overview of what we're
4 going to talk about today. It's kind of been
5 touched on a little bit already. I'm going to give
6 you a brief overview of the project, then we're
7 going to have some folks talk about some of the
8 environmental aspects of the project; some
9 restrictions, status of our permits, things like
10 that. Then, I'll touch on the railroad.

11 We have two railroads we're crossing here,
12 so they have a pretty extensive involvement in the
13 project. We'll give you an update on any
14 right-of-way issues that there may be. Then we'll
15 have our designers go in to a little bit of detail
16 on some of the key aspects of the project.

17 Lastly, we'll talk about the health
18 monitoring system for the project, for the bridge,
19 the main span, and then we'll open up the questions.

20 So with that, the overview of the project,
21 we have a new bridge that crosses the Ohio River and
22 Norfolk Southern and CSX Railroads. It's 1,640 feet
23 long, twin tower, cable-stayed reinforced concrete
24 bridge with 967 feet of steel girder bridges
25 approaching from Ohio and Kentucky.

1 The Ohio-side roadway items include
2 underground storage tank removal, street widening,
3 turn lane addition, signal and traffic control work,
4 as well as MSE wall construction for the Ohio
5 abutment. MSE wall does have raised relief images
6 on the panels, so you'll want to take a look at
7 that.

8 On the Kentucky side, the roadway items
9 include intersection reconstruction, signal work and
10 the building of the abutment for the bridge with
11 concrete-reinforced walls.

12 The bridge includes a health monitoring
13 system, which is designed to monitor the various
14 forces on the bridge throughout its life, to assist
15 the department with the maintenance and long-term
16 care of the bridge. This system is detailed in the
17 plans. Like I mentioned, we'll have a few folks
18 speak, in a little bit more detail, about that
19 later.

20 It's intended that the existing bridge
21 will remain open throughout the construction of the
22 new bridge. When the new bridge is open to traffic,
23 the existing bridge and piers will be demolished.

24 Utility relocation to accommodate
25 construction is ongoing or already complete, as in

1 the utility note. There is one private utility at
2 Pier 5, and we're going to be addressing with that
3 in the addendum.

4 The project does have to accommodate new
5 conduit that gets put in place for the Time Warner
6 Cable facility. The existing bridge has a similar
7 facility on it already. So during the course of the
8 project, that facility will need to be moved over,
9 and Time Warner will be doing that move. Of course,
10 that will happen after, probably, the new bridge is
11 open and before we tear down the old bridge.

12 Site access has been set up with CSX
13 through a temporary parcel on their railroad
14 property, and that's on the Kentucky side, as I hope
15 you've seen in the plans. The plans have some
16 details in there about that access and the
17 restrictions that are on that access. So you'll
18 have to pay attention to those fairly closely. If
19 you work with the railroads, they have certain
20 criteria that they need to follow, and they are
21 pretty strict about it.

22 The contractor will have to obtain
23 approval from the Kentucky Transportation Cabinet
24 for any access or road permits required for the
25 project. I think that it is a state route going

1 through the City of Russell.

2 An important note, and I think we'll
3 probably get in to this later with the environment
4 part, but there's a tree cutting restriction. If
5 any of you have been out to the site on that side,
6 on the Kentucky railroad side, it's heavily wooded.
7 And with the restrictions on tree cutting, it will
8 be important to get that taken care of early, once
9 that's allowed.

10 Other than the railroad access, we don't
11 have any other lay-down areas planned with the
12 project. You'll have to get that on your own.

13 Construction engineering for the project
14 will be conducted by a team of ODOT and Figg
15 Engineering. In general, ODOT will be performing
16 some inspection, but Figg Engineering will be doing
17 quite a bit of the inspection for the main span.
18 URS will be retained on contract as the owner's
19 representative for all design-related items and the
20 erection engineering.

21 With that, I think we'll go in to our
22 environmental presentation. Bill? Adrienne?

23 MS. EARLEY: Presentation?

24 MR. BARNITZ: Just an update of the
25 permits.

1 MR. CODY: I can do that.

2 MR. BARNITZ: Okay.

3 MR. CODY: This is the first Ohio River
4 bridge we have built in just a couple years. In
5 that time, the agencies like the Corp of Engineers,
6 Coast Guard, U.S. Fish and Wildlife, all those guys
7 have made the rules tougher and tougher and tougher.
8 I think, Tommy, you included the special provisions
9 package we already talked about. Have they seen
10 that yet?

11 MR. BARNITZ: That's in Addendum 1, yeah.

12 MR. CODY: But this one, you haven't?

13 MR. BARNITZ: That one has not been put
14 out yet.

15 MR. CODY: All right. We'll have to do
16 that.

17 MR. BARNITZ: That will be in an addendum,
18 and it will hopefully go out this week.

19 MR. CODY: So you've probably seen this
20 thing, the special provisions, that's been attached
21 to the plans you already have. It's got about --
22 the first ten or 12 pages is nothing but special
23 conditions that are coming out of the permits we
24 have and the permits we expect to get. Right now,
25 we're still waiting on a permit from the U.S. Corps

1 of Engineers and the Coast Guard. We have tried to
2 do the best we can to anticipate what they are going
3 to say, so all these conditions that are listed -- I
4 think it's No. 14 and No. 15 in this special
5 provisions package are our best guess at what's
6 going to happen. There could very well be some
7 changes before we're done. As soon as we get that
8 permit, we're going to forward that out to you guys
9 as quick as we can.

10 The Corps permit is also going to come
11 after the Coast Guard permit. I'm not too concerned
12 about that. Their conditions on these kind of
13 bridges are usually a, let's stand back and let the
14 Coast Guard tell us what to do on everything. They
15 are going to be the big ones. The Coast Guard is
16 most concerned about navigation and how we keep that
17 open and how we deal with that.

18 You can read all those notes yourself.
19 There's quite a few in there. There's, both, a
20 section for construction of the new bridge and
21 demolition of the old bridge.

22 I think that's it for the permit
23 conditions, unless there's anything specific you
24 want me to talk about, Tom.

25 MR. BARNITZ: Just mention the FAA there.

1 MR. CODY: I don't have that.

2 MR. BARNITZ: The FAA, we do have two
3 permits for each of the towers, so that's pretty
4 much cleared. There's restrictions on the height
5 that you're limited to, and that's in the plan. I
6 think that came out in Addendum 1. If there's
7 anything above and beyond that, you'll have to
8 coordinate that through the FAA yourself.

9 Do you want to talk about tree -- this
10 stuff here?

11 MR. CODY: The tree removal, we already
12 talked about. Those are restricted. It's winter
13 cutting only. You'll have the dates right in the
14 plans as we move forward, if they are not already.
15 I think the tree cutting ones are in there.

16 MR. BARNITZ: It's in there.

17 MR. CODY: The one that's going to be new
18 to everyone, I think, that hasn't dealt with this
19 before is U.S. Fish and Wildlife. Through a study
20 that we did, it's determined that there are mussels,
21 fresh water mussels in the Ohio River underneath
22 this bridge. There's a note in the package that you
23 have seen already that talks about how the
24 contractor is going to have to hire a professional
25 malacologist, a mussel guy, to go out and actually

1 survey what's out there. If there's any in the way
2 of construction or demolition, they'll have to
3 relocate them to another site and then monitor it
4 for a year.

5 What we have put together, and what's
6 going to come out real soon, Tom's got this probably
7 coming out in the next thing to all the contractors
8 is five pages of notes on the protocol that U.S.
9 Fish and Wildlife has given us on how they want
10 their professional malacologist to handle the survey
11 and the relocation of the mussels. We will work
12 that right into the contract, because we're still
13 negotiating the biological opinion from U.S. Fish
14 and Wildlife. We got their draft and we have talked
15 about this, and these are the conditions that that
16 will work under.

17 MR. BARNITZ: In-stream work. Can you
18 touch on that?

19 MR. CODY: In-stream work restrictions,
20 they are right in this package, right here. More or
21 less, they are saying that within the Ohio River,
22 between March 15 and June 30, you can't be placing
23 or removing fill. Any time beyond that, you can
24 place or remove fill. Once you have it in, you can
25 work on top of that fill year-around, you just can't

1 take it out or put it in between those dates. Like
2 I said, it's listed right in these provisions.

3 I think that's it.

4 MR. BARNITZ: Would fill consist of coffer
5 dams as well?

6 MR. CODY: Anything, any kind of material
7 you place in the water, gravel, steel, anything.

8 MS. EARLEY: Tom, is it important to
9 mention that two of the permits will expire during
10 the life of the project?

11 MR. BARNITZ: That's a good point.

12 MS. EARLEY: Okay. From Kentucky, the
13 stream construction permit will need reauthorized,
14 actually, before May 19th of 2012. And the 404
15 permit will need reauthorized before March 18th,
16 2012.

17 MR. CODY: And, again, that's laid out in
18 here. It's in Special Provision Note No. 2 about
19 the permit time restrictions.

20 A lot of these notes, too, we have asked
21 that the contractor do a notification process, where
22 they go through the project engineer, and then it
23 will come to Tom and eventually to me, and we'll do
24 the coordinating with the agencies, if we need to,
25 on any of these things. You'll see that as you go

1 through these notes on how that's laid out.

2 Do you want me to answer any questions
3 now?

4 MR. BARNITZ: We'll wait until the end.

5 MR. CODY: Good enough.

6 MS. MYNHIER: Tom?

7 MR. BARNITZ: Yes.

8 MS. MYNHIER: Did you get my note?

9 MR. BARNITZ: Yes.

10 MS. MYNHIER: You did get it?

11 MR. BARNITZ: For the NPDES?

12 MS. MYNHIER: Yes.

13 MR. BARNITZ: Yes. Kentucky has their own
14 NPDES system, and we put it in the contract. I
15 think it's reflected in the first addendum, that the
16 contractor has to apply for the NOI and do that
17 coordination with the Kentucky environmental folks.

18 But for the Ohio side, we obtained the
19 NOI. Just like if you have worked in Ohio before,
20 you'll have to sign on as co-applicant -- the
21 successful contractor will have to sign on as
22 co-applicant with the NOI that we have already
23 established.

24 Okay. On the railroads -- I kind of
25 mentioned this earlier. This is fairly brief. We

1 have obtained agreements for both CSX and NS to
2 construct the project as it's designed. So if
3 there's any modifications, it will require their
4 approval. ODOT will be paying for railroad flaggers
5 for the project for the entire duration of the
6 project.

7 We have already set up and will pay for
8 some access -- for some work that the railroad is
9 going to perform for us, just to clear the way for
10 that railroad access. To be more clear, on
11 Bellefonte Street is where we have proposed access
12 to the Kentucky side, through the railroad property.
13 There's a power pole there and there's a railroad
14 sign there and maybe one other item, and we're going
15 to have those moved as far as we can move them out
16 of the way, so that access can be developed. We'll
17 be paying for that. That's all I have on the
18 railroads.

19 Doug, do you want to talk about
20 right-of-way status?

21 MR. PACK: Currently, everything is
22 actually clear, either through acquisition or we
23 have some appropriations, but everything can be
24 entered on at -- by the time we award the project.
25 Everything is available for construction.

1 MR. BARNITZ: And now we're going to have
2 a few comments from URS, the designers of the
3 project. Who is going to go first? Are you going?

4 MR. KELLER: My name is Tim Keller. I'm
5 the State Bridge Engineer. I like that title better
6 than others.

7 What we are going to do on this project
8 that may be a little different than some of you have
9 seen before, we are going to run an independent
10 model, an independent construction model, in
11 realtime, to match up with your engineer -- with
12 your construction engineer. In other words, your
13 construction engineer will be doing their modeling
14 for geometry control and for stress and strains and
15 we will have URS right next to them doing realtime
16 modeling for every segment. We will have a model to
17 do a check on as your modeling comes through, and
18 geometry control is a critical issue on this bridge.
19 As you come up with your elevations, we will have a
20 check from URS. As long as those two models match,
21 we go. They don't match, we don't go.

22 Now, most of that work is going to be done
23 up front. The two models have to come together up
24 front, prior to construction of the superstructure.
25 So there will be some work up front, where your

1 modeler will have to get with URS. They have to
2 agree on the basic assumptions of the models to make
3 sure they agree.

4 Now, this is in both of our best
5 interests. You don't want your modeling to go wrong
6 and we don't want your modeling to go wrong, so
7 that's what we're going to do. We're doing it on
8 one other project right now, and it is working. So
9 we are going to do that on this project. That's not
10 in the contract documents as we speak, but that is
11 something we are going to do.

12 I'll turn it over to Steve.

13 MR. STROH: I'll go over just a couple of
14 the features of the design, of the cable-supported
15 bridge.

16 First, the erection engineering
17 assumptions, those are covered on Sheets 246 through
18 258 of the plans. Those drawings form the basis of
19 our design, what we assumed for the erection, when
20 we did our analysis for the design that provided for
21 information only. You are not required to follow
22 that erection scheme. The contractor is intended to
23 develop their own scheme and submit that for
24 approval, as part of the process in accordance with
25 the specifications.

1 The towers are 312 foot high. They are
2 rectangular, hollow cross-sections conventionally
3 reinforced, except that the strut level -- that
4 strut is post-tensioned. They are assumed to be
5 jump formed, supplied by a tower crane.

6 We have assumed on the upper portion of
7 the delta legs, two strut locations. There's
8 jacking forces that are built into the design
9 assumptions on those that are provided on the plans,
10 and those details are on Sheet 257.

11 The superstructure, as Tom mentioned, is a
12 concrete, edge-girder type superstructure with floor
13 beams. It's assumed to be cast-in-place, using a
14 moving form traveler-type system. There is a
15 70-foot long pier table that's assumed to be
16 constructed, cast-in-place, on a bracketed form
17 system. Then the first traveler is lifted up on the
18 side span side, advanced out one unit, then lifted
19 up on the main span side and advanced one unit.

20 The form travelers, it's assumed to be one
21 pair of travelers on the job, for the way that we
22 have assumed it. Those will be building, first, the
23 Kentucky side tower, and then once that's completed,
24 move to the other side. So one pair of form
25 travelers have been assumed. The traveler weight is

1 300 KIPS, that's been assumed in the design.

2 Once the cantilever construction extends
3 beyond Segment 6 on the side span side, we have
4 assumed a temporary tower on the side span side.
5 That tower has to take both tensile and compression
6 forces, and those forces are presented on the plans.

7 The superstructure is a constant width,
8 except right at the extreme end of the Kentucky side
9 span. There's a taper at that area. That taper is
10 limited to the diaphragm segment, which is intended
11 to be cast-in-place. So the traveler-erected
12 portion of the structure is all constant width.

13 The anchor piers are integral with the
14 superstructure. There are no tie downs or
15 mechanical devices to hold down the structure. It's
16 an integral-type structure at those relatively
17 flexible anchor piers. They are post tensioned
18 vertically with eight post tensioning tendons.
19 Those tendons are 27 strand, six-tenths tendons.

20 Where they go through the footing, where
21 the radius is less than 20 feet, it's a galvanized
22 rigid duct, and then those are coupled to your
23 original ducts and then sliced at each one of the
24 construction joints. Those tendons are assumed to
25 be jacked simultaneously at both ends.

1 There's also transverse diaphragm post
2 tension at the pier locations, six 19-strand tendons
3 up in the diaphragm.

4 In the top of the towers, the cables are
5 anchored in steel anchor boxes. These are intended
6 to preset the geometry control in the upper portion
7 of the tower. There are four of those anchor boxes,
8 one in each one of the tower legs. They weigh,
9 approximately, 79 tons, and they are separated in to
10 three field sections that are bolted together to
11 facilitate the construction. They will be
12 eventually encased in the tower concrete with sheer
13 studs making the load transfer. They are
14 constructed of Grade 50 steel, and they are
15 considered fracture critical elements, so they will
16 be part of the fracture control plan. They are to
17 be galvanized after fabrication.

18 The stay cables. It's a fairly
19 conventional stay cable type system; six-tenths,
20 Grade 70, low-relaxation strands. The size of the
21 cables varies from 14 to 35 strands per cable.

22 The corrosion protection system is that
23 the strands will be coated with a corrosion
24 inhibiting type coating, usually a grease or a wax,
25 and then extruded into a tight polyethylene sleeve,

1 a high-density polyethylene. That will be encased
2 in a co-extruded HDPE sleeve, which forms the second
3 layer of protection. Then there is an external
4 helical rib around for vibration control.

5 The State testing is covered in the
6 specifications. Basically it's at two levels. The
7 overall system qualification requires three
8 acceptance tests of the stay cables for fatigue,
9 strength and leakage of the corrosion protection
10 system. These can be satisfied by prior tests. If
11 you have an identical cable system from another job
12 where the test had been done, that can be used to
13 substitute for the testing for this project.

14 The second level is the quality control
15 for the main tension element for the strand itself.
16 That has to be done for this job. A prior test
17 cannot satisfy that. That requires tensile stress,
18 yield strength, elasticity, ductility, fatigue.
19 They are covered in the specifications.

20 And then also for the cable systems, there
21 are viscous dampers that are required at each one of
22 the cables. The plans detail the power dissipation
23 requirements of those dampers, and that's covered on
24 Page 233 of the plan set.

25 Tom, that's what I had to go over on the

1 plans, unless there's anything else you want to
2 mention.

3 MR. BARNITZ: Not that I can think of at
4 the moment.

5 MR. STROH: Health monitoring?

6 MR. BARNITZ: Yes, health monitoring.

7 MR. HELMICKI: I'm with the University of
8 Cincinnati. As was mentioned a couple of times here
9 already today, this design includes a bridge health
10 monitoring system. That system will consist of,
11 roughly, 480 sensors that are going to be
12 distributed throughout the structure, the piers,
13 towers and the main span system. It will come along
14 with associated electronics and support
15 infrastructure, conduits, cable runs, junction
16 boxes, cabinets, power, phone lines.

17 The details for all of this are outlined
18 both in the electrical and lighting sheets of the
19 plans, plan sheets, as well as in the set of special
20 provisions.

21 The system is designed to monitor the
22 structure through erection and on in to its service
23 life. As a result, the University team will be on
24 site for observation during installation, and then
25 data collection once sensors are installed at a

1 given node and while the bridge is being erected,
2 for the remainder of the erection scheme. And then
3 we'll come back afterwards for testing, once the
4 structure goes in to full service.

5 That's it. Anything else?

6 MR. BARNITZ: What about the existing
7 bridge? Are we going to remove that system?

8 MR. HELMICKI: The existing bridge has a
9 monitoring system on it. We should be able to
10 handle all removal of all salvageable components
11 prior to demolition.

12 MR. BARNITZ: Okay.

13 MR. HARTLEY: Can I ask a question?

14 MR. BARNITZ: Go ahead.

15 MR. HARTLEY: The sensors, you are
16 providing, but the contractor is providing all of
17 the electrical conduit and everything?

18 MR. HELMICKI: No. The contractor is
19 responsible for both the acquisition and
20 installation of all the sensors and support,
21 electronics and infrastructure.

22 MR. HARTLEY: Okay. I haven't got in to
23 that.

24 MR. HELMICKI: It's detailed in the
25 special provisions.

1 MR. HARTLEY: Okay.

2 MR. BARNITZ: Very good. We'll roll in to
3 further questions, if we have any. Hopefully we
4 have some. Who wants to go first? Jack, you went
5 first.

6 MR. HARTLEY: I went first.

7 MR. BARNITZ: Who is second?

8 MR. CORTESE: It was mentioned that a dual
9 modeling was used on another project successfully.
10 What was that project?

11 MR. KELLER: Jeremiah Morrow.

12 MR. CORTESE: Morrow.

13 MR. BARNITZ: Third?

14 MR. BRING: When do you expect to get your
15 Coast Guard and your Corps permits?

16 MR. BARNITZ: Good questions. I wish I
17 had a crystal ball. They are well under way, I can
18 tell you that. I think the Coast Guard -- we're
19 anticipating -- I'm hopeful. I can't promise, but
20 I'm hopeful that we have it before we sell the
21 project, and that we'll be able to issue an addendum
22 with all the revised conditions. That's our hope
23 for the Coast Guard permit.

24 One of the waterway permits -- tell me if
25 I'm speaking out of --

1 MS. EARLEY: The 404.

2 MR. BARNITZ: The 404 won't come in until
3 after we actually receive the Coast Guard permit.
4 It's kind of the sequence of things, that certain
5 agencies follow one another. So we won't get the
6 404 until after we get the Coast Guard permit. Did
7 that answer your question?

8 MR. CODY: We're also waiting on the
9 biological opinion from the U.S. Fish and Wildlife,
10 but we should have that before February 1st.

11 MR. BARNITZ: As we put in the addendum,
12 we structured things, so we want you to bid on the
13 conditions as we see them. If we have to go to bid
14 without them, that's what we'll do.

15 MR. ARNOLD: This question was asked in
16 the question-and-answer Website, but is the work on
17 the Kentucky side going to be considered taxable or
18 tax exempt? It's probably 70 percent of the
19 project.

20 MR. BARNITZ: That's a good question, and
21 we have been working on that through some of our
22 legal counsel. I have an answer, but I don't have
23 it all in my head yet. It's in an e-mail string.
24 That's going to be coming out in the addendum, and
25 I'll answer it on the Website where you see the

1 pre-bid questions as well.

2 MR. EDWARDS: On the new bid items for the
3 mussel relocation, will the State entertain an
4 allowance for those items? We have bid those in the
5 past, and the experts qualified their bid and they
6 almost give you -- they don't know what to expect
7 down there, so they can't price it, and there's very
8 few of them out there. It helps if everyone is all
9 on the same page. You could look at it very
10 conservatively or very aggressive, and it doesn't
11 help anybody.

12 MR. CODY: I think this time will be
13 somewhat different, in that there's already been a
14 number of studies right at the bridge sites, as
15 recently as two years ago. With the right protocols
16 from U.S. Fish and Wildlife, the way we have
17 outlined them in the thing and that previous
18 experience, I think you'll be able to get pretty
19 good bids from most of those guys.

20 MR. EDWARDS: Thanks.

21 MR. BARNITZ: I guess to follow up, I will
22 take that under advisement and decide if we want to
23 do that or not. That's not a bad way to go. I just
24 can't answer it right now.

25 MR. EDWARDS: Okay. Thank you.

1 MR. BARNITZ: As Bill mentioned, just to
2 follow up, ODOT performed the study and I think some
3 of that's reflected in the bid documents. We done a
4 study a year or two ago, so we have a good idea of
5 what is there, but it wasn't sufficient enough for
6 the actual construction and, of course, not the
7 demolition.

8 MR. DOUGLAS: I was going to follow up on
9 that question. As far as the allowance, the
10 question becomes that there's no way to really
11 quantify what that work is. Our opinion would be
12 that if we can get a certain allowance for that,
13 it -- I mean, things could change in two years.
14 There could be zero in there. You never know.

15 MR. BARNITZ: Okay. That's a good point.

16 Another question?

17 MR. HARDMAN: You mentioned an independent
18 model of the bridge. Could you tell the bidders
19 what software system that URS intends to use for
20 their model?

21 MR. STROH: We can run with either MIDAS
22 or RM.

23 MR. BARNITZ: Next question?

24 MR. RIKK: Can you talk a little bit about
25 the VE opportunities on the job, how you plan to

1 approach that?

2 MR. BARNITZ: That's a good question. We
3 did remove the restrictions on VE from the main
4 span. I'm sure everyone seen that. We'll just --
5 we're just going to address them as they come. I
6 don't know, Tim, if you want to elaborate any on
7 that? But I think we're just going to address them
8 as they come.

9 MR. CODY: I can add one thing. Both the
10 U.S. Fish and Wildlife and the Coast Guard are
11 saying that if there's deviation from the
12 construction plans, they will require approval.

13 MR. BARNITZ: Yes. Just like I mentioned
14 with the railroad, with other aspects, there's other
15 entities that will approve this design. It's just
16 something to keep in mind. If we go changing
17 things, you'll have to have submittals and approvals
18 from those agencies.

19 Next question?

20 MR. DOUGLAS: I've gone through the
21 permits briefly. For this job, you're going to need
22 some sort of a docking facility to do the marine
23 work. Do your permits include any kind of
24 disturbance or allowance for that? Because,
25 typically, on most other jobs that we have bid, they

1 have set an area aside for that. I couldn't really
2 see much on those permits, that we have that kind
3 of --

4 MR. BARNITZ: No, we have not.

5 MR. DOUGLAS: So the question is, it would
6 be up to the contractor to get those permits or
7 modify your permits accordingly?

8 MR. BARNITZ: Yeah, I believe so.

9 MR. DOUGLAS: Okay. That could have a
10 significant impact on schedule. That's why I bring
11 that up.

12 MR. BARNITZ: We didn't -- you know, with
13 not knowing what the preferred side to put it or
14 where to put it, I think we elected just to not do
15 it.

16 With the schedule restrictions, I think
17 we'll have a few, you know, month's time to maybe
18 facilitate -- the contractor, anyway, can facilitate
19 some of that work.

20 Next question?

21 MR. BRING: Your mass concrete notes in
22 your bridge plans and your special provisions don't
23 jibe. You might want to take a look at that.

24 MR. BARNITZ: Any particular area?

25 MR. BRING: What they are considering mass

1 concrete and what they are not considering mass
2 concrete.

3 MR. BARNITZ: Okay. Thank you.

4 Next question?

5 MR. BRING: The FAA Form 7460-1, it -- no
6 doubt everybody will have to submit for approval to
7 go higher, because you have got to get your crane
8 above the damn power. Is there any cost for that?

9 MR. BARNITZ: I don't believe so. Do you
10 guys recall?

11 MR. STROH: No.

12 MR. BARNITZ: I don't believe there is.
13 We found the response time to be very quick in what
14 we had to do. That's the only thing I can add to
15 that. And just to add further, I guess, the
16 previous tower is much taller, much much taller, and
17 it was approved.

18 Next question? Well, is that it? I guess
19 so.

20 If you have any other questions, feel free
21 to submit them as a pre-bid question. We will be
22 processing an addendum to not only get out these
23 latest environmental conditions, but to clean up
24 some of the pre-bid questions that have come out
25 already, and also to revise the bid date and adjust

1 a few other minor items. Again, if you have any
2 pre-bid questions, send them in and we'll get them
3 addressed as soon as we can.

4 Anything else? I guess we'll call it to a
5 close. Thank you very much.

6 - - -

7 Thereupon, at 1:48 p.m., Tuesday, November
8 29, 2011, the pre-bid conference was completed.

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CERTIFICATE

I do hereby certify on this 29th day of
November, 2011 that the foregoing is a true and
correct transcript of the proceedings and testimony
in this matter as compared with my stenographic
notes.

My commission expires
June 20, 2012

DIANA L. HODGE, NOTARY PUBLIC
IN AND FOR THE STATE OF OHIO

Meeting Attendance



Project: LAW-93-0.00

Date/Time: Nov. 29 2011

1:00PM

Subject: PRE-BID

Location: ODOT District 9

	Name:	Company:	Phone:	Email:
1	Victor Hunt	Univ. Cincinnati	513 556 3687	Victor.Hunt@uc.edu
2	Art Helmick	"	513-556-6069	ARTHELMIK@UC.EDU
3	Dan Edwards	American Bridge	412-631-1035	dward@americanbridge.net
4	Dr Hoopp	"	412-631-1030	JHoopp@americanbridge.net
5	Harry Harbman	Trumbull Corp	412-807-2000	hharbman@trumbullcorp.com
6	Thomas Starkey	Trumbull Corp	412-807-2000	T.Starkey@Trumbullcorp.com
7	JESS TABANG	FREYSSNET INC	703 378 2500	J.Tabang@Freyssnetusa.com
8	DAVID DOUGLASS	WALSH CONST	(724) 745-6039	DDOUGLASS@WALSHOBPP.COM
9	TIM BROWNING	CTL ENR.	740-820-8355	tbrowning@ctleng.com
10	JIM SLATER	AMERIGHT COENR & SAWING	440-653-0811	JSLATER@AMERIGHT.COM
11	David Keller	Richard Goettle Inc	513 825 8100	dgkeller@goeittle.com
12	Kyle Stone	Flotian Construction	203 587 7014	kstone@flotiancorp.com
13	MARC MONTGOMERY	CTL ENGINEERING	614 276 9123	MMONTGOMERY@CTLENG.COM
14	Dave BrentFeller	CTL Engineering	614 276 6123	dbrentfeller@ctleng.com
15	JAMES W. SETTY	ODOT	740-774-8914	JSETTY@DOT.STATE.OH.US

Meeting Attendance



Project: LAW-93-0.00

Date/Time: Nov. 29, 2011

1:00PM

Subject: PRE-BID

Location: ODOT District 9

	Name:	Company:	Phone:	Email:
1	Jim Moldava	CJ Mohan Construction	614-875-8200	j.moldava@cjmdc.com
2	STUBENMACON	MASSMAN CONST. CO.	816-523-1000	SMACONEMASSMAN.NIET
3	CHRIS CORRESE	BOLYMAN	412-420-0349	C-CORRESE@BOLYMAN.COM
4	BARRY KLUTZNER	GPI	443-326-6560	PNUTTY@GPI.NET.COM
5	RICHT ARNOLD	GROOT WOKER CONVT	330-220-3979	rarnold@tg/cc.com
6	MIKE ZWICK	KZF	854-468-7575	mike.zwick@kzf.com
7	Douglas Pack	ODOT	740 774 9062	Dpack@Dot.state.oh.us
8	Joe Rikk	Anneta Fleming	614-794-9424	jrikk@gfnet.com
9	Andy Thompson	FHW A	614-280-6836	andy.thompson@dot.gov
10	Kenneth Tong	FHW A	614-280-6845	kennettong@dot.gov
11	John Ubbiling	FHW A	614-280-6844	john.ubbing@dot.gov
12	Tina McClure	ODOT D-9	(740) 774-8972	
13	Karen Myhalier	KTR D9	606-845-2551	Karen.myhalier@ky.gov
14	Darrin Eldridge	KTR-D9	"	darrin.eldridge@ky.gov
15	Greg Baird	ODOT	740-774-8971	GBaird@Dot.state.oh.us

Meeting Attendance



Project: LAW-93-0.00

Date/Time: Nov. 29 2011

1:00PM

Subject: PRE-BID

Location: ODOT District 9

	Name:	Company:	Phone:	Email:
1	TIM KELLER	ODOT C.D.	614 466 2463	TIM.KELLER@DOT.STATE.OH.US
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4	MILEC IAMMACHELA	MULLEN	330-350-1728	
5	RICH ZAROWSKI	RUHLIN	"	RZAROWSKI@RUHLIN.COM
6	WICK HARPER	OBAYASHI	650-581-8634	WICK.HARPER@OBAYASHI-USA.COM
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8	JEFF LAWSON	RUHLIN	330-239-2800	jlaws@ruhl.in.com
9	Ryne Moore	FEARCON	802-349-3074	Rmoore@FEARCON.SSEI.COM
10	DAVID SEARCE	INFINITY ENGINEERING	813-466-8118	DSEARCE@INFINITY-ENGINEERS.COM
11	DEAN COLLURA	THE RUHLIN CO.	330-239-2800	DCOLLURA@RUHLIN.COM
12	Pat Hickox	FIGG	251-232-3165	phickox@figgbridge.com
13	Ed Callicott II	FIGG	912-399-1569	ecalliott@figgbridge.com
14	Ed Broomall	GPI	606-837-7527	edbroomall@edgpi.com
15	Doug McCRAE	CJ MAHAN	614-875-8200	DMCCRAE@CJMAHAN.COM

Meeting Attendance



Project: LAW-93-0.00

Date/Time: Nov. 29, 2011

1:00PM

Subject: PRE-BID

Location: ODOT District 9

	Name:	Company:	Phone:	Email:
1	Ron Bauer	ODOT. C.O.	644-6784	Ron.Bauer@dot.state.oh.us
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4	JACK HARTLEY	MILLER CABLE COMPANY	419-639-2091	JHARTLEY@MILLERCABLE.CO
5	Mike Pierce	Columbus Gas	606-324-7115 x229	
6	Don Travee	ODOT	740-774-8883	don.travee@dot.state.oh.us
7	DAN BEASLEY	ODOT D9	740-774-8847	DAN@BEASLEY@DOT.STATE.OH.US
8	Greg Manson	ODOT D9	740-774-8976	Greg.Manson@dot.state.oh.us
9	Michael Allan	Mark Allied Excavation	740-77-2242	Excavation1@live.com
10	Bill Cory	ODOT-OES	614-466-5198	BILL.CORY@DOT.STATE.OH.US
11	Vaughn Wilson	ODOT-D-9		
12				
13				
14				
15				