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ODOT

DESIGN BUILD

SCOPE OF SERVICES

STATE PROJECT NO. 440252

FEDERAL PROJECT NO. E081(029)

SUM-77-24.29

PID NO. 76403

PRE-BID AGENDA

September 15, 2011

- - -

BE IT REMEMBERED, that upon the meeting of
the above-entitled matter, held at the Ohio
Department of Transportation, District 4
Headquarters, Buckeye Room, 2088 South Arlington
Road, Akron, Ohio, and commencing on Thursday,
the 15th day of September, 2011, at 10:02 o'clock
a.m., at which time the following proceedings
were had.

- - -

1 APPEARANCES:

2 Thomas J. Powell, PE
3 Project Manager/Project Engineer
4 Ohio Department of Transportation
5 District 4, Office of Production
6 2088 South Arlington Street
7 Akron, Ohio 44306
8 330/786-4834
9 Email: thomas.powell2@dot.state.oh.us

10

11 ALSO PRESENT:

12 Mary Hursh

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1 MR. POWELL: Okay. I think
2 everybody is here. We can get started now. Good
3 morning. My name is Tom Powell and I am the
4 project manager for this design build. We are
5 here to have a pre-bid meeting for the
6 Summit-77-24.29 project, which has a PID of
7 76403, and a construction project number of
8 11-3009.

9 What I would like to do is just run through
10 the scope quickly. And I will highlight the
11 areas that I have felt are important or need to
12 be highlighted. And then we will open up with
13 some questions.

14 And we do have a court reporter taking
15 minutes of the meeting. And those minutes will
16 be posted on the ODOT web site by the end of next
17 week. If you ask questions, or you speak, I
18 would like to have you state your name and the
19 company you represent, so we get it recorded into
20 the minutes.

21 In addition to myself, we have some other
22 ODOT project managers and designers, which may
23 have some input for the meeting.

24 Okay. The addenda process for this project
25 will follow the standard addenda process, which

1 ODOT is using for all of our projects. And all
2 pre-bid questions need to be directed to the
3 website on our Office of Contracts page.

4 The contractor's consultant -- or design
5 consultant, I should say, must be pre-qualified
6 in non-complex roadway, level two bridge and
7 sub-surface utility engineering.

8 A general project description can be summed
9 up, and this project will replace the bridge deck
10 and associated roadway work on Cleveland-
11 Massillon Road, Ghent Road, Martadale Road, Shade
12 Road, Everett Road and Harold Drive over 77 in
13 northern Summit County.

14 The record drawings at the end of the
15 project need to be submitted in TIFF format,
16 according to ODOT's TIFF mission procedure, which
17 all of the consultants should be aware of. If
18 they are not, there is a web address in the Scope
19 of Services that they can get familiar with it.
20 And we are also going to be requiring CADD files
21 at the end of the design, as well.

22 During the design phases of the contract,
23 all communications go through myself. And there
24 is contact information in Section 8.7 of the
25 scope.

1 All necessary construction work will be
2 completed within the right-of-way -- any
3 existing right-of-way, I should say.

4 Section 12 of the scope lists all of the
5 existing utilities within the area of the
6 projects. One thing I would like to highlight
7 about the utilities is in Section 12.3, that
8 prior to beginning design work -- and you must
9 submit documentation at the time of stage 1
10 submission. You will need to submit the
11 sub-surface utility engineering documentation
12 showing all of the underground utilities and
13 their status.

14 We have had some issues in the past where
15 that information has not become available until
16 we are at construction. And that is not going to
17 be handled that way this year on these projects
18 that we are bidding this fall. We will need that
19 information at stage 1.

20 There is -- in Section 12.4, we -- we go
21 over the utility that is attached to the Ghent
22 Road bridges, at the Summit-77-2472 left and
23 right. There is an unknown utility within the
24 cross phase of this bridge. And the sub-surface
25 utility engineering firm is going to need to

1 determine who owns that utility and find out the
2 disposition of that utility. We have done a
3 record search and have been unable to determine
4 who the owner is of that utility.

5 In addition to that, there is a conduit on
6 the side of that structure, as well. It is for a
7 lighting circuit. And those will be relocated
8 into the new bridge within the parapet. And
9 there is some information there about how the
10 lighting needs to be handled.

11 Under Section 13.2, we have the MOT
12 restrictions. I will just highlight some of
13 those. The general restrictions state that
14 Cleveland-Massillon Road and Ghent Road cannot be
15 constructed concurrently. And Everett Road and
16 Harold Drive cannot be constructed concurrently.

17 Cleveland-Massillon Road will be detoured a
18 maximum of 60 days. Ghent Road bridge will be
19 maintained with traffic, and there are some
20 restrictions listed in Section 13.2 for that. We
21 are allowing Ramp P to be closed for a maximum of
22 45 days.

23 Martadale Road can be closed for a maximum
24 duration of 60 days. Shade Road can be closed
25 for a maximum of 60 days. Everett Road a maximum

1 of 60 days and Harold Drive for a maximum of 60
2 days.

3 Under Section 13.4, if you are going to use
4 the existing shoulders on Ghent Road to maintain
5 traffic, we need to have those replaced, where
6 the traffic is put onto those shoulders.

7 The traffic signals on Ghent Road will need
8 to be maintained during construction, and then
9 put back into their position that they are in
10 after -- before construction. During
11 construction, you will have to move the heads to
12 align them to get them in the proper location.
13 But then at the end, you will have to put them
14 back to where they need to be.

15 Section 13.6, in the first part of that
16 section, it lists six notes from the ODOT
17 District 4 Preferences, which apply to the MOT of
18 this project. And then in the second section of
19 that, it goes over the notes that are required
20 from the ODOT Traffic Engineering Manual.

21 ODOT will be supplying centerline control
22 and benchmarks for the project. Our surveyors
23 are currently out on the site collecting that
24 data. And that will be available shortly after
25 the bid opening. The successful bidder just

1 needs to submit a request for that information.

2 Section 14.4 -- 14.2, excuse me, goes
3 through the vertical and horizontal alignment.
4 The existing horizontal and vertical alignment of
5 77 will not be adjusted. We are not going to do
6 any work down on 77. The horizontal alignment of
7 the overhead bridges will be maintained at their
8 present location. The vertical alignment of the
9 overhead bridges will need to be adjusted to
10 achieve the required vertical clearance.

11 The pavement buildup is in Section 14.3. It
12 will be aggregate base, 9 inch concrete base, and
13 a surface course for the overhead roads. And we
14 also have a resurfacing section in there.

15 I would like to highlight the pavement
16 buildup for driveways impacted, that we are not
17 going to permit aggregate base to be used for
18 driveways.

19 The overhead roads will need a minimum of 25
20 foot of full depth pavement replacement adjacent
21 to the approach slabs. And the minimum width of
22 this will be the width of the bridge on this
23 project.

24 And in addition to the full depth pavement,
25 a minimum of 100 foot of pavement milling and

1 resurfacing will need to be performed.

2 Also under 14.4.5, I would like to highlight
3 the fact that if the bridges are semi-integral or
4 integral design, that a Pressure Relief Joint
5 Type A must be installed between the approach
6 slab and the adjacent pavement.

7 The guardrail runs on the overhead roads
8 need to be replaced in their entirety. In
9 addition, we will not be accepting Type 2 bridge
10 terminal assemblies. All bridge terminal
11 assemblies must be Type 1. And Type A anchor
12 assemblies will not be permitted, as well. The
13 Design Build Team must use a Type B or E at the
14 end unless it is wrapping around a driveway.

15 On Ghent Road, I would just like to
16 highlight that the area between the bridges needs
17 to be full depth replacement of pavement. If you
18 haven't visited the site yet, those -- it is an
19 overhead bridge, but there are two bridges. One
20 bridge over the northbound lanes and one bridge
21 over the southbound lanes. And there is an
22 earthen structure between the -- earthen wall or
23 embankment.

24 14.5, drainage, the DBT is going to
25 investigate whether or not scuppers are required.

1 And, in addition, the drainage off of the end of
2 the structures are going to be -- it is going to
3 be handled according to the Bridge Design Manual
4 and the Location and Design Manual. There is an
5 ODOT preference that these curb for a distance of
6 approximately 300 feet, I believe. But that does
7 not apply to this project.

8 To highlight structures, on Summit-77-2429,
9 we will be replacing the bridge deck with
10 approach slabs. Class HP concrete will be used
11 according to the ODOT District 4 preference.

12 The contractor has the option to replace the
13 beams or reuse the existing beams. If the
14 contractor decides to replace the existing beams,
15 the new beams will be galvanized steel, as
16 detailed in Section G.

17 The next structures are the Summit-77-2472
18 left and right. These are the Ghent Road
19 bridges. And like I said before, this is going
20 to be maintained -- traffic will be maintained
21 for these. Minimum vertical clearance on these
22 is 16 foot 2 and 16 foot 6. We require 16 foot
23 6. It is primarily the same bridge scope as the
24 previous bridge, except this one will be semi-
25 integral design, as well as the rest of the

1 bridges will have the basic same design.
2 Everything is detailed within Section 15, as far
3 as the bridges go.

4 In Section 16.3, we have the lighting
5 special provisions. This deals with the lighting
6 conduit that needs to be installed on the Ghent
7 Road bridges. And the lighting circuit is going
8 to run across 77 in a conduit in the parapets of
9 the bridges.

10 We also have a couple of notes from our
11 District 4 Design Preferences, and also from the
12 Traffic Engineering Manual that apply. That
13 lighting circuit will need to be maintained
14 during construction.

15 In Section 18, we go through the plan
16 submittals and review requirements. Just like
17 all of our other design builds, ODOT will receive
18 a 14 day review schedule for these projects. And
19 we usually meet or exceed that requirement. When
20 I say "exceed," I mean we don't go to 15 days or
21 16 days. We are well below the 14 days.

22 The stage -- the stage reviews starting with
23 this -- the scope this fall need to be marked
24 Stage 1 not for construction, or Stage 2 not for
25 construction on every sheet. We need to avoid

1 issues in construction, as far as knowing which
2 plans to use for the construction.

3 The Stage 1 plan review will need to be
4 submitted for the entire project unless at the
5 pre-design meeting we reach an agreement with the
6 design consultant where we can submit each bridge
7 separately. And we have done that in the past,
8 meaning that these are -- these bridges are a
9 good distance apart. We can treat them as
10 separate sites.

11 For the construction plan submittal in
12 Section 18.6, every sheet needs to be marked
13 "Approved For Construction." And the title
14 sheet needs to be signed and dated by a PE.

15 Section 19 goes to the buildable units for
16 the projects. And once you get past a Stage 1,
17 you are permitted to break the project into
18 buildable units. Such as roadway or bridge, for
19 example. On similar projects, I haven't seen
20 that occur on these -- on overhead bridges. It
21 is more for the more complicated projects.

22 There is also an attachment to the scope.
23 Attachment A is the galvanization specifications,
24 if you decide to change these.

25 At this time, I can open the floor to

1 questions. Again, I would like you to state your
2 name and the company you represent, so that we
3 can get it into the minutes.

4 MR. GEALY: Steve Gealy, MS
5 Consultants. I had a question about the
6 guardrail. Scope Section 14.4.6 states that
7 "New guardrail will be installed to meet current
8 standards." And it appears that the existing
9 slopes on some of the roadways are steeper than
10 ten to one, which is the stated standard. Is it
11 the intent to rebuild the shoulders to the ten to
12 one?

13 MR. POWELL: Yes. You want me
14 to regrade the shoulders to meet our current
15 standards? And that will be in an addendum --
16 there was a pre-bid question I received one or
17 two days ago. And that will be in an addendum
18 that will be issued probably next week, by the
19 time I go through all the questions from this
20 meeting and see what else needs to be sorted
21 out. But that is going to be addressed.

22 MR. GEALY: Thank you.

23 MR. POWELL: Any other
24 questions?

25 MR. O'DONNELL: Matt O'Donnell

1 from Gannett Fleming. I just want to clarify.
2 You said that the District 4 preferences for
3 bridge drainage do not apply.

4 MR. POWELL: That is correct.

5 MR. O'DONNELL: That is across the
6 board? So we can use the standard drawing for
7 the concrete block mat and --

8 MR. POWELL: Yes. That is
9 correct. The standard drawings of the Bridge
10 Design Manual and the Location and Design Manual,
11 Volume 2, I think, also has some guidance in
12 there about the drainage off of the bridges and
13 the situations where you need to provide either a
14 flume with the new -- new standards concrete
15 block mat, or you have to supply a catch basin
16 and an end pipe. And that does apply.

17 Just as a general rule, the preferences on
18 our website, if they are not stated in the scope,
19 do not apply to the project. You will notice,
20 especially in the bridge section, one of the last
21 bullet items, under each bridge, it lists some
22 notes which apply to that particular structure.
23 Generally they are the HP concrete note, the
24 reinforced concrete slab note, the structure ID
25 signs and the vertical clearance note. Those are

1 the only ones that apply to that structure. All
2 of the other notes out there don't apply.

3 The same for the means of traffic
4 preferences and general notes on our website.
5 Any more questions?

6 MR. GEALY: Just a general
7 question. Steve Gealy, MS Consultants again. I
8 assume there will be an opportunity to have
9 questions answered after the addendum is issued?

10 MR. POWELL: Are you talking
11 through the normal pre-bid process?

12 MR. GEALY: Through the normal
13 pre-bid process.

14 MR. POWELL: Yes. Yes. The
15 normal pre-bid process will run up until the
16 project bids. Which on this case, we bid this
17 project on October 6th.

18 MR. FRANCIS: Brian Francis,
19 Beaver Excavating. Is there going to be a paint
20 quantity given for touch-up? The only -- I think
21 it shows you have to place ten sets of cross
22 frames per bridge, I think it was. Is that the
23 only painting that is assumed to be used?

24 MR. POWELL: Yes. There is
25 also -- one of the bridges, if you reuse the

1 existing beams, we have to take off a sign
2 assembly -- a sign bracket assembly, and that has
3 to be touched up, as well, by 14.

4 MR. MALLOY: What are the means
5 of traffic restrictions on 77? Are those stated
6 in the scope or are we --

7 MR. POWELL: Can you state your
8 name and company?

9 MR. MALLOY: Oh, Mike Malloy,
10 KS Associates.

11 MR. POWELL: We will be using
12 the permitted lane closure chart for any type of
13 disruptions of traffic on 77. I believe that is
14 also listed in Section 13 of the scope. I can
15 verify that. What type of disruptions are you
16 referring to?

17 MR. MALLOY: When you are
18 removing the bridge stacker.

19 MR. POWELL: You will have to
20 follow the permitted lane closure chart to know
21 when you can take a lane to do that work. And I
22 am not sure on this section of 77 how restrictive
23 that is.

24 Are there any more questions?

25 MR. DEEMS: Zack Deems with WE

1 Quicksall & Associates. At the end of Section 5,
2 are there any consultants ineligible to bid? Is
3 there -- has there been any work performed that
4 would disqualify anybody?

5 MR. POWELL: No, not on this
6 project. We have not tasked any work out that
7 would not allow somebody to bid.

8 MR. DEEMS: Another question.
9 With the ten cross frames, is there any thought
10 of putting a separate quantity in for those?
11 Rather than including that as a lump sum, or is
12 that because you have got the option for the
13 other steel?

14 MR. POWELL: That is the
15 primary reason. We are just lumping that in as
16 part of the bridge rehabilitation.

17 Any more questions? If there are no more
18 questions, I will close the meeting. Thank you
19 for attending.

20 (Thereupon, the meeting was
21 concluded at 10:30 a.m.)

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