

PROJECT NO. 11-3010  
ATB-11-23.85  
DESIGN-BUILD SCOPE OF SERVICES  
PRE-BID AGENDA  
September 29, 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 29th day of September, 2011, at 10:00 a.m., at which time the following proceedings were had.

- - -

1     **APPEARANCES :**

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Thomas J. Powell, PE

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Project Manager/Project Engineer

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Ohio Department of Transportation

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District 4, Office of Production

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1           **MR. POWELL:** Good morning. This is the  
2 pre-bid meeting for the design build project,  
3 Ashtabula 11-23.85. The PID on the project is  
4 76295, and the construction project number is  
5 11-3010.

6           What I'd like to do is just run through the  
7 scope quickly and I'll highlight some issues, some  
8 things I'd like to bring to your attention.

9           Section 1B talks about railroad coordination.  
10 I just want to bring to your attention to read the  
11 agreement with Norfolk Southern that's in the  
12 proposal.

13           The addenda process for this project will go  
14 through the normal addenda process with any other  
15 design bid build project. Direct all your questions  
16 to the web site, and the address, if you need it, is  
17 in Section 3.

18           The contractor's consultant on the design build  
19 team must be prequalified with the Department in  
20 non-complex roadway, Level 2 bridge design and  
21 sub-surface utility engineering.

22           I'd just like to read the project description  
23 to you.

24           This project will replace the superstructure  
25 deck and associated roadway work on the State Route

1 11 over State Road structures, and the structure  
2 numbers Ashtabula-11-2748 Left and Right. Plus  
3 we're doing other bridge maintenance work on  
4 Ashtabula-11-2385, 2470, 2618 and  
5 Ashtabula-84-14.75.

6 The construction completion date is September  
7 30th of 2012. All work will be performed within the  
8 existing right-of-way.

9 Section 12.3 is the subsurface utility  
10 engineering section, Levels A and B are required on  
11 Ashtabula-11-2748 Left and Right, and  
12 Ashtabula-84-14.75. And in addition, the subsurface  
13 utility engineering must be performed prior to  
14 design work and submitted with Stage 1.

15 There is an unknown utility attached to the  
16 Ashtabula-84 structure. The subsurface utility  
17 engineering team will have to determine if that line  
18 is active, if it's active, who owns it and  
19 coordinate that with the utility to do the work on  
20 the bridge. If that line is abandoned, that line  
21 will be removed by the contractor.

22 Section 13.2 covers the MOT restrictions and  
23 lane closures. The lane closures on State Route 11  
24 will follow the permanent lane closure chart. The  
25 lane closures on State Road, you will be permitted

1 to use one lane of traffic in each direction to be  
2 maintained at all times, either with part width  
3 construction or crossovers.

4 The existing shoulders, if they're used for  
5 means of traffic, need to be replaced, and Section  
6 13.4 goes through the requirements for that, but  
7 basically we only want to accept flexible pavement  
8 composition, and it will remain at the end of  
9 construction.

10 Section 14.2, the vertical and horizontal  
11 alignment, will not be adjusted for this project  
12 except that the vertical alignment at State Route 11  
13 may be adjusted for the bridge redecks on structures  
14 Ashtabula-11-2748 Left and Right.

15 Section 14.3 goes over the full depth and  
16 resurfacing pavement composition requirements.

17 And Section 14.4 goes through the requirements  
18 for the structures State Route 11 over State Road.  
19 And the minimum of 25 feet of full depth replacement  
20 adjacent to the approach slabs will be performed,  
21 and the minimum width of this pavement is the width  
22 of the bridge. And you're also required to install  
23 a pressure relief joint between the approach slab  
24 and the approach pavement.

25 Design requirements for the bridges on the

1 Ashtabula 11-2385, 2470 and 2618 we will be patching  
2 the substructure, painting the structural steel,  
3 performing some bridge structural steel repairs and  
4 sealing the concrete surfaces, among some other work  
5 that's listed in there.

6 The Ashtabula-11-2748 Left and Right over State  
7 Street, replacing the bridge deck, providing new  
8 full width approach slabs with parapet transition on  
9 the approach slabs.

10 The concrete will be class HP as per plan,  
11 according to the ODOT District 4 note. A  
12 construction joint is not permitted to be placed on  
13 top of the beam, a minimum of six inches away from  
14 the flange.

15 We will be converting the existing abutments to  
16 semi-integral, removing the pier bearings and  
17 installing new elastomeric bearings, sealing  
18 concrete surfaces, and there's some broken slabs of  
19 concrete slope protection that need replaced.

20 The Ashtabula-84-14.75, which carries 84 over  
21 State Route 11, we will be painting that structure,  
22 repairing structural steel and doing vertical  
23 clearance measurements.

24 At this time I can open the floor to questions.  
25 We do have a court reporter in the room and if you

1 speak we'd like to have you state your name every  
2 time you speak so she can get it recorded in the  
3 minutes. Open for questions.

4 **MR. COCHRAN:** Ryan Cochran with Union  
5 Industrial.

6 Has First Energy been contacted in regards to  
7 the project with the lines over State Road?

8 **MR. POWELL:** We have informed them there  
9 is a project that will be coming, and the design  
10 build team will be doing the coordination once the  
11 project is let and sold.

12 Any other questions?

13 **MR. STANARD:** Yes, thank you. Paul  
14 Stanard, Great Lakes Construction.

15 In your Section 14.4, roadway, you want to see  
16 an additional -- in addition to the full depth  
17 replacement, a minimum of 100 foot milling and  
18 resurfacing, and that is in both directions at all  
19 structures that are getting the pavement work?

20 **MR. POWELL:** Yes. The only structures  
21 getting pavement work on this project will be the 11  
22 over State Street.

23 **MR. STANARD:** So there's two structures,  
24 so there's four locations where milling will proceed  
25 in 100 foot direction?

1           **MR. POWELL:** That is correct. We want to  
2 be able to provide a smooth transition from the  
3 existing pavement to the bridge.

4           **MR. STANARD:** Thank you.

5           **MR. POWELL:** Are there any other  
6 questions?

7           **MR. COCHRAN:** Ryan Cochran with Union  
8 Industrial. Will the State be responsible for the  
9 cost of the flagger, if necessary?

10          **MR. POWELL:** Yes. That's already set up  
11 in the proposal. And when we get to a  
12 pre-construction meeting we will hopefully have a  
13 representative from the railroad attend so that  
14 we can get all the requirements and coordinate the  
15 work to be performed with that.

16          **MR. KROCK:** Russ Krock, ADR & Associates.  
17 On the subsurface investigation you gave the  
18 scope that was required. I didn't see an item  
19 specifically for that. Should that fall under  
20 utility coordination then?

21          **MR. POWELL:** Yes, that would fall under  
22 the item for utility coordination.

23          **MR. KROCK:** Okay, thank you.

24          **MR. POWELL:** That is line 48 in the  
25 proposal in the estimated quantities.



1 Any other questions?

2 If there are no other questions, we can adjourn  
3 this meeting.

4 (Thereupon, the hearing was concluded at  
5 10:15 a.m.)

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1 STATE OF OHIO )  
2 COUNTY OF STARK )

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CERTIFICATE

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I, Tracy G. Bartolomucci, CSR and Notary

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Public, do hereby certify that I reported in

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shorthand the foregoing proceedings and the

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foregoing is a true and correct transcript of my

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shorthand notes so taken as aforesaid.

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I further certify that I am in no way related

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to or associated with any of the parties or

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attorneys involved herein, nor am I financially

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interested in the action.

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\_\_\_\_\_  
TRACY G. BARTOLOMUCCI, CSR

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Notary Public, Stark County, Ohio

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Dated this 8th day of

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February, A.D., 2011.

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My commission expires October 18, 2015.

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<b>A</b>	1:12 2:8 <b>Ashtabula (2)</b> 3:3 6:1 <b>Ashtabula-11-...</b> 4:4 <b>Ashtabula-11-...</b> 4:2,11 5:14 6:6 <b>Ashtabula-84 ...</b> 4:16 <b>Ashtabula-84-...</b> 4:5,12 6:20 <b>associated (2)</b> 3:25 10:12 <b>Associates (1)</b> 8:16 <b>ATB-11-23.85 ...</b> 1:2 <b>attached (1)</b> 4:15 <b>attend (1)</b> 8:13 <b>attention (2)</b> 3:8,10 <b>attorneys (1)</b> 10:13 <b>A.D (1)</b> 10:20 <b>a.m (2)</b> 1:14 9:5	5:25 <b>bring (2)</b> 3:8,10 <b>broken (1)</b> 6:18 <b>Buckeye (1)</b> 1:11 <b>build (4)</b> 3:2,15,18 7:10	3:18 <b>contacted (1)</b> 7:6 <b>contractor (1)</b> 4:21 <b>contractor's (1)</b> 3:18 <b>converting (1)</b> 6:15 <b>coordinate (2)</b> 4:19 8:14 <b>coordination (4)</b> 3:9 7:10 8:20,22 <b>correct (2)</b> 8:1 10:9 <b>cost (1)</b> 8:9 <b>County (2)</b> 10:2,17 <b>court (1)</b> 6:25 <b>covers (1)</b> 4:22 <b>crossovers (1)</b> 5:3 <b>CSR (2)</b> 10:6,17	1:3 <b>determine (1)</b> 4:17 <b>Direct (1)</b> 3:15 <b>direction (2)</b> 5:1 7:25 <b>directions (1)</b> 7:18 <b>District (3)</b> 1:11 2:7 6:11 <b>doing (3)</b> 4:3 6:22 7:10
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<b>1B (1)</b>		<b>2618 (2)</b>		
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<b>10:00 (1)</b>		<b>29 (1)</b>		
1:14		1:5		
<b>10:15 (1)</b>		<b>29th (1)</b>		
9:5		1:13		
<b>100 (2)</b>				
7:17,25		<b>3</b>		
<b>11 (6)</b>		<b>3 (1)</b>		
4:1,23 5:12,18		3:17		
6:21 7:21		<b>30th (1)</b>		
<b>11-23.85 (1)</b>		4:7		
3:3		<b>330-786-4834 ...</b>		
<b>11-2385 (1)</b>		2:10		
6:1				
<b>11-3010 (2)</b>		<b>4</b>		
1:1 3:5		<b>4 (3)</b>		
<b>12.3 (1)</b>		1:11 2:7 6:11		
4:9		<b>44306 (1)</b>		
<b>13.2 (1)</b>		2:9		
4:22		<b>48 (1)</b>		
<b>13.4 (1)</b>		8:24		
5:6				
<b>14.2 (1)</b>		<b>7</b>		
5:10		<b>76295 (1)</b>		
<b>14.3 (1)</b>		3:4		
5:15				
<b>14.4 (2)</b>		<b>8</b>		
5:17 7:15		<b>8th (1)</b>		
<b>18 (1)</b>		10:19		
10:22		<b>84 (1)</b>		
		6:20		