OHIO DEPARTMENT OF TRANSPORTATION

 PRE-BID MEETING

 HAN/WOO-75-19.92/0.00

 PID 95437

 PROJECT 3014

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 Transcript of proceedings had in the

 above-entitled cause at the offices of the Ohio

 Department of Transportation, District 2, 317 East

 Poe Road, Bowling Green, Ohio, on Thursday,

 January 16, 2014, at 10:30 a.m.

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 1 Panel:

 2 Aaron D. Behrman

 Daniel M. Meyer

 3 Dennis J. Charvat

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

 6 MR. BEHRMAN: Good morning, everybody.

 7 We're here for the design-build pre-bid for Project

 8 3000-14.

 9 I'll do some quick introductions up here

 10 at the front table. I'm Aaron Behrman. I'll be the

 11 design project engineer.

 12 MR. CHARVAT: I'm Dennis Charvat,

 13 construction administrator.

 14 MR. MEYER: I'm Dan Meyer,

 15 construction. I'll be the engineer on the project.

 16 MR. BEHRMAN: Just a few housekeeping

 17 things. We are doing, you know, stenographic

 18 reporting, so if you ask a question later, if you could

 19 just basically state your name and your affiliation so

 20 we can get that into the minutes, we'd appreciate it.

 21 And with that, basically I'll just go

 22 through the different major highlights of the project,

 23 and then we'll go ahead and open it for questions.

 24 Again, like I said, we're here for the

 25 3000-14 design-build project for Hancock County and Wood

 3

 1 County. Essentially the project description is

 2 basically to widen the I-75 corridor from three

 3 lanes -- or two lanes to three lanes with widening of

 4 four pairs of mainline structures and drainage

 5 replacement.

 6 So with that, the general concept, my MOT

 7 is to widen to the inside and then basically flip traffic

 8 it to the outside. We do have a

 9 transition zones with the MOT on the north end. We'll

 10 be constructing the transition zone with the project

 11 that's immediately north of this project that you will see later in

 12 the year.

 13 As part of this project for the southern

 14 lane transition, we'd be building basically the full

 15 width down to the end of the project, but when we final

 16 up the project, we will be striping out the third lane

 17 north of the project back to the two lane at the south

 18 terminus at the end of the project.

 19 On the pavement side, the project is set

 20 up to be an asphalt project. Right now we have some

 21 pavement repairs set for the existing. We will be

 22 adding some partial depth pavement repair basically for

 23 the maintained areas or the areas that the traffic's

 24 going to be running on, so I will be adding that.

 25 The project does have stabilization

 4

 1 through the whole project. We do have sulfates within

 2 the project, so there's areas of undercut along with

 3 cement stabilization. A couple changes on that. We

 4 are looking at changing the Type D rock to a Type C,

 5 and also we'll be adding a curing coat for the --

 6 basically the stabilization areas.

 7 On the bridges themselves, general scope

 8 of that is essentially widen the existing decks,

 9 re-deck the bridges. Some of the bridges will require

 10 new beams be placed. Other ones the beams can stay.

 11 Several of the bridges had recent rehabs -- well,

 12 basically about 20 years ago, so that stays. The other

 13 ones will need to be replaced because of the cover

 14 plates. They don't allow us to use those cover plates

 15 any more.

 16 On the bridge over the railroad, we are

 17 going to be adding crash walls on that structure. The

 18 existing clearance requires that. And those crash

 19 walls will have to be in line with the new piers that

 20 are going to be placed. Essentially there's a gap

 21 between the existing walls that were done 20 years

 22 ago, that will have to be built in, so that's something

 23 that will be added.

 24 On the drainage side, essentially what we

 25 want to do is to have all the drainage reevaluated

 5

 1 within the project to make sure that all the existing

 2 pipes can handle the new drainage from the enclosed

 3 median.

 4 There is a couple issues that came up on

 5 what can stay. There's some issues with the MOT, can

 6 we leave the pipes in during the MOT phases. We're

 7 still looking at that to see how that would affect the

 8 job. And the removal policy too, there was a question

 9 on whether they can be removed per the L & D or do we

 10 want them all taken out, so we're still looking at that

 11 also.

 12 I guess with that, that's kind of all, unless

 13 you guys have anything.

 14 MR. GRAMZA: Mike Gramza from ODOT.

 15 Clarification, Aaron, it's lime stabilization.

 16 MR. BEHRMAN: Oh, I'm sorry. So with

 17 that, I guess we'll go ahead and open it up for

 18 questions.

 19 MR. WILSON: Jim Wilson, E.S. Wagner.

 20 In regard to the stabilization, I know you've got a

 21 pretty good quantity set for stabilization and you've also

 22 got the undercut. Do you have any idea what the limits

 23 of those locations that you anticipate being undercut

 24 are? Did you define that is I guess what I'm asking?

 25 MR. HURST: It's in the geotech.

 6

 1 MR. BEHRMAN: Yeah. There are geotech

 2 forms that we've taken, and there's a -- I think a

 3 spreadsheet that has the GB1 listing in there. I mean,

 4 I believe if you get into that, it does have the areas

 5 that -- where the sulfates are higher. That's

 6 basically what we -- where we defined our quantities

 7 from.

 8 MR. ALFAOUR: Faour AlFaour. The

 9 pavement repair, does it also apply to the shoulder

 10 repair or just the mainline?

 11 MR. BEHRMAN: The initial full depth

 12 repair to be done at each season is for the mainline

 13 lanes and shoulders. The partial pavement depth repair

 14 that we're going to be adding would be for basically a

 15 surface, like a pothole-type repair, which would

 16 include basically your mainline and shoulder again.

 17 MR. HURST: Jeremy Hurst with

 18 Miller Brothers. Has a completion date been

 19 established for the projects to the north of this?

 20 MR. BEHRMAN: What we're shooting for

 21 is basically June of '16. Is that right?

 22 MR. GRAMZA: Mike Gramza with ODOT.

 23 Yes.

 24 MR. HURST: Those projects have the

 25 same completion date and they're conventional design.

 7

 1 How do you expect a design-build to be built in the

 2 same time frame? What I'm asking for is consideration

 3 to move that completion date.

 4 MR. BEHRMAN: Do you have any idea of

 5 how long you would anticipate?

 6 MR. HURST: I'll submit a pre-bid

 7 question.

 8 MR. BEHRMAN: I'd appreciate it.

 9 MR. CLUM: Chuck Clum for Kokosing.

 10 Along those same lines, there's a 401 permit

 11 requirement to be obtained. I think it said 120 days.

 12 Has that been considered into the overall schedule?

 13 That could wipe out quite a bit of this season.

 14 MR. BEHRMAN: There's been a couple

 15 pre-bid questions. I can't remember who asked about

 16 what exactly the 404 and 401 permits apply to. The

 17 biggest area of concern would be essentially the

 18 Hancock Rocky Ford Creek crossing. Essentially any

 19 in-stream work, we're going to have to coordinate that

 20 work, and again, if there's any changes on the Rocky

 21 Creek in Wood County, we've coordinated with our

 22 existing design. If there's going to be additional

 23 impacts or in-stream work on that structure, we may

 24 have to re-coordinate that.

 25 There was a pre-bid question asked about the

 8

 1 roadside ditches. As of right now they are not

 2 jurisdictional.

 3 MR. CLUM: Culverts as well?

 4 MR. BEHRMAN: I believe the culverts

 5 as well.

 6 MR. CLUM: I thought the scope said

 7 culverts weren't included, but maybe you answered that.

 8 MR. BEHRMAN: Yeah. We just got a

 9 question in yesterday that might offer some

 10 clarification for that, so we'll get those answers out

 11 there to you.

 12 MR. YODER: As a follow-up, Jeff

 13 Yoder with Poggemeyer's, in the area where the slide

 14 repair area is, the sloping area next to the -- I guess

 15 the northwest corner of the existing railroad ditch,

 16 does the ecological report show that as being wetlands

 17 in that area?

 18 MR. BEHRMAN: We'll check into that.

 19 MR. WING: Craig Wing, E.S. Wagner.

 20 Along those lines, some of the roadside ditches are

 21 also labeled as wetlands, so it's hard for us to

 22 imagine that none of those are jurisdictional.

 23 MR. KERST: Jeff Kerst for Kokosing.

 24 There's still several unanswered previous questions

 25 that you haven't answered here at this meeting. Do you

 9

 1 have any idea when those will be answered? Mainly

 2 pertaining to a lot of these additional drainage lines

 3 that are under the bridges.

 4 MR. BEHRMAN: There were several

 5 questions on the drainage underneath the bridges, and I

 6 believe also under Grant Road and Insley Road. The two

 7 under Insley do not drain any -- basically do not drain

 8 any of the 75 median drainage, so those I did answer.

 9 The two on Grant that -- essentially what

 10 they do is they connect the old county ditches across

 11 75. We're currently inspecting those to see what kind

 12 of condition those are in, and we hope to have an

 13 answer back on that shortly for you.

 14 The other conduits that are essentially

 15 between the pier and the -- basically the slope

 16 underneath the bridge, we'll have to look at those.

 17 Again, our intention was to have all the drainage

 18 reevaluated for the sizing, so I guess we'll have to

 19 say we're still investigating those as of right now,

 20 but we'll get an answer back to you.

 21 MR. KERST: Is this going to affect

 22 the bid date?

 23 MR. BEHRMAN: Our intention is no.

 24 MR. WILSON: Jim Wilson, E.S. Wagner

 25 Company. Do you by chance have a complete listing of

 10

 1 the drainage features, drainage structures that you

 2 have identified within this corridor since you have not

 3 provided any plans along here other than some existing

 4 drawings as to what's real and what's not real?

 5 MR. BEHRMAN: We can see what we have

 6 available.

 7 MR. WILSON: That would be nice.

 8 That way we make sure we've got everything addressed

 9 that you want addressed. For bidding purposes right

 10 now, your scope, you're under a replacement?

 11 MR. BEHRMAN: Right.

 12 MR. WILSON: And I assume that's

 13 everything within the right-of-way?

 14 MR. BEHRMAN: Right.

 15 MR. WILSON: Okay.

 16 MR. WING: Craig Wing, E.S. Wagner.

 17 There is a requirement in the plans that you put in

 18 these temporary pavement markings, surface asphalt,

 19 surface pavement, that at the end of the job we have to

 20 do a mill and fill operation in those areas, and

 21 certainly we're going to have substantial transition

 22 zones at the north and south end of the project. Will

 23 those -- will a mill and fill operation be required in

 24 those areas since there is going to be ongoing

 25 projects?

 11

 1 MR. BEHRMAN: The north transition

 2 will be handled by the project to the north, so our --

 3 MR. WING: Regardless --

 4 MR. BEHRMAN: So, regardless, on the

 5 north end, you guys should not have to do anything.

 6 MR. WING: What about the south?

 7 MR. BEHRMAN: The south end, I mean,

 8 we would allow that the surface course not be placed

 9 until even that final year.

 10 MR. WING: I get that, but our

 11 temporary markings are going to have to extend out onto

 12 existing pavement. Are you going to -- are we going to

 13 do a small mill and fill operation down there

 14 considering there's going to be another job?

 15 MR. BEHRMAN: We'll have to get back

 16 to you on that. We'll have to talk with District 1.

 17 MR. WING: Okay.

 18 MR. CLUM: Chuck Clum for Kokosing.

 19 Will the transition area north of the job be built full

 20 width?

 21 MR. BEHRMAN: Yes.

 22 MR. CLUM: Okay.

 23 MR. HURST: Jeremy Hurst, Miller

 24 Brothers. I just want to make sure I'm clear and

 25 everybody in the room is clear. The existing culverts

 12

 1 within the right-of-way, are they to be reevaluated to

 2 be replaced or are they to be replaced?

 3 For instance, there's a particular location, I

 4 guess Station 1071, there's an 84-inch culvert

 5 underneath I-75 that's 24 feet deep. Obviously there's

 6 a lot of dollars that need to go into replacing that

 7 with inside out construction, so we want to be clear as

 8 to what the intent is.

 9 MR. BEHRMAN: Okay.

 10 MR. HURST: And another thing to

 11 consider, is relining an option too for particular

 12 instances?

 13 MR. WILSON: Jim Wilson, E.S. Wagner.

 14 How do you -- how do we bid reevaluate -- at some

 15 point -- since we're not having any pre-bid design

 16 meetings so we know what's real and what's not real,

 17 how do we price this? Because what we perceive to be

 18 acceptable, you may not, and then after the fact you

 19 say well, you've got to replace it, you should have had

 20 it covered. So how do we cover that?

 21 MR. BEHRMAN: We'll make a

 22 clarification on that.

 23 MR. WING: Craig Wing, E.S. Wagner.

 24 Following along the drainage lines, the previous

 25 conduit runs have been abandoned on other jobs. Are

 13

 1 they going to be required to be removed or will those

 2 be allowed to stay?

 3 MR. BEHRMAN: Do you have specific

 4 locations that you know of?

 5 MR. WING: Going through the

 6 existing plans that were provided and the jobs that

 7 were provided, there are some that were called out as

 8 abandoned in the past, so I assume we'll find those out

 9 there. The question is do we need to anticipate

 10 removing those or will they be allowed to stay in

 11 place?

 12 MR. BEHRMAN: Right, removing them.

 13 MR. HOPPENJANS: Dick Hoppenjans with

 14 Bowser-Morner. Has any of the geotechnical test boring

 15 data been completed for any of the structures?

 16 MR. BEHRMAN: The -- all the geo data

 17 for the Hancock structures -- or excuse me -- for the

 18 Wood structures were placed out on the website with

 19 Addenda 1, so the structure report and then the soil

 20 sheets have been placed out there for the two Wood

 21 County structures.

 22 The Hancock structures, the existing

 23 borings for the -- that were done for the original are

 24 out there. I'll have to look -- we'll have to check on

 25 if the other additional structure borings are out

 14

 1 there. I'll have to double check on that. If they're

 2 not, I'll get them out there for you.

 3 MR. HOPPENJANS: That's the existing

 4 stuff. Has any new material been -- any new borings

 5 been done so that -- it appeared that, when I reviewed

 6 the data, that some new borings have already been done

 7 so that won't need to be repeated.

 8 MR. BEHRMAN: Right.

 9 MR. HOPPENJANS: But it wasn't clear. I

 10 wasn't able to find all of it.

 11 MR. BEHRMAN: I will have to check on

 12 that.

 13 MR. HOPPENJANS: All right.

 14 MR. WILSON: Jim Wilson for E.S.

 15 Wagner. Keep in mind that when you -- based upon the

 16 timing of when some of this information is provided,

 17 we've got another step in this whole process with the

 18 design aspect. If they have to review all that and in

 19 turn get that back to us so we can price it, it adds

 20 another step into this process, so obviously the

 21 earlier this material can be made available, the better

 22 we are --

 23 MR. BEHRMAN: Exactly.

 24 MR. WILSON: -- in order to hit your

 25 bid date.

 15

 1 MR. HURST: Jeremy Hurst, Miller

 2 Brothers. Just a general question in regards to the

 3 stabilization. Is there a specific reason why lime was

 4 chosen over the cement? Is that due to the sulfates

 5 or -- I couldn't really find much.

 6 MR. BEHRMAN: I'll have to check into

 7 that.

 8 Any other questions?

 9 MR. YODER: Jeff Yoder, Poggemeyer

 10 Design Group. On the farmer's road where it goes over

 11 Eagleville Road, it's one of the bridges that's already

 12 been designed, it has a full ramp on both the

 13 northbound and southbound bridges existing right now,

 14 and there is some span under those bridges. Is it the

 15 intent that those ramps off the Eagleville interchange

 16 will be extended?

 17 MR. BEHRMAN: I'll have to take a look

 18 at those structures. Offhand I cannot -- I can't

 19 answer your question. I'll take a look.

 20 MR. WING: Craig Wing, E.S. Wagner.

 21 Does ODOT consider the existing shoulders capable of

 22 handling the MOT as they are or will work be required

 23 on the shoulders?

 24 MR. BEHRMAN: Yeah, I believe they --

 25 yes, they will handle it.

 16

 1 MR. WING: As a follow-up to that,

 2 is it the department's intention to pay for the mill

 3 and fill and the rumble strips that will be required

 4 under the MOT due to the pavement repair?

 5 MR. BEHRMAN: We can answer that.

 6 Anyone else? If nobody has anything

 7 else --

 8 MR. WILSON: Any time frame on that?

 9 MR. BEHRMAN: My hope is to have it

 10 out by next Thursday.

 11 MR. CLUM: Well, that's only two

 12 weeks before the bid. Being the fact this is design

 13 and build, I really think more time is needed. It

 14 seems there's a lot of things we're still reviewing.

 15 MR. BEHRMAN: I'll do everything

 16 possible to get it out there.

 17 Any other questions? No? All right.

 18 Thank you for coming today.

 19 (Proceedings concluded at 10:54 a.m.)

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 1 C E R T I F I C A T E

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 STATE OF OHIO )

 3 )ss.

 COUNTY OF LUCAS )

 4

 5 I, Nicole D. Blaker, Registered Professional

 6 Reporter and Notary Public in and for the State of

 7 Ohio, duly commissioned and qualified, do hereby

 8 certify that the foregoing is a true, correct, and

 9 complete transcript of the proceedings in the foregoing

 10 captioned matter taken by me and transcribed from my

 11 stenographic notes.

 12 IN WITNESS WHEREOF, I have hereunto set my

 13 hand and affixed my notarial seal of office at Toledo,

 14 Ohio, this day of January, 2014.

 15

 16

 NICOLE D. BLAKER, RPR

 17 Notary Public in and for the

 State of Ohio

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 19

 My Commission expires January 26, 2014.

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