

OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 5

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In Re: Pre-bid Meeting for the Fairfield U.S. 33,
5.60 Carroll Interchange Project.

- - -

PROCEEDINGS

before Heather Ann Gilbert, P.E., held at the Ohio
Department of Transportation, District 5, 9600
Jacksontown Road, Jacksontown, Ohio, called at 8:30
a.m. on Wednesday, November 12, 2014.

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ARMSTRONG & OKEY, INC.
222 East Town Street, 2nd Floor
Columbus, Ohio 43215-5201
(614) 224-9481 - (800) 223-9481
Fax - (614) 224-5724

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PRESENT:

- Heather Gilbert, P.E. - ODOT Project Manager
- Nikunj C. Kadakia - ODOT
- Justin D. Reed, P.E. - ODOT
- Nasseem Ahmed, P.E. - ODOT
- Tyrell D. Thompson - ODOT
- Jason Lutz, P.E. - ODOT
- David L. Johnson, P.E. - ODOT
- Chris M. Yount - ODOT
- Jeff Hipp - ODOT
- Chris Yoder - ODOT
- Steven J. Riedy, P.E. - Tetra Tech
- Pete Nix - Tetra Tech
- Steven W. Marincic, P.E. - Kokosing
- J.J. O'Rielley - Kokosing
- Cody Kerr - Kokosing
- Luke Strahler - Igel
- Brent Poston - Igel
- Dax Clapsaddle - Igel
- Brad McLoughlin - Trucco
- Louis A. Piccin, P.E. - Trucco
- Scott Hunter - Complete General
- James L. DeSanto, P.E. - Federal Highway
Administration

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1 Wednesday Morning Session,
2 November 12, 2014,
3 9:08 a.m.

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5 MS. GILBERT: I'm Heather Gilbert, and
6 I'm with ODOT District 5, and I'm the project manager
7 on the project. Thank you for coming. Today's
8 pre-bid meeting is for the Fairfield U.S. 33, 5.60
9 Carroll interchange project. It's Project No.
10 140535. The project is scheduled to sell on
11 December 11th of this year, and currently the
12 construction completion date is May 31st, 2017.

13 Marissa here is our reporter. This
14 meeting will be transcribed and it will be available
15 up on Contract's website, central office, in
16 approximately 10 days. It will be part of the
17 contract. So, just a note to all, if you do have a
18 question or comment, please state your name before
19 that so it can be part of the record.

20 To start with the project overview, it
21 involves an intersection upgrade of an at-grade
22 crossing at Winchester and High Street in the Village
23 of Carroll. It makes it a limited access,
24 split-diamond interchange over U.S. 33. The project
25 begins near the Lockville/Pleasantville intersection

1 and extends to approximately the U.S. 33 Business
2 Bypass split area.

3 There will be three new signalized
4 intersections as part of the project. It also
5 involves new interchange highway tower lighting.

6 There are three new bridge structures.
7 One bridge is the new overpass bridge over U.S. 33,
8 which will be a prestressed I-beam with MSE wall
9 construction. The other two are three-span slab
10 bridges.

11 There is a widening of an existing
12 structure on U.S. 33, which is currently a
13 single-span slab bridge, and there's a replacement of
14 an existing bridge with a precast concrete box
15 culvert.

16 There are two locations for cast-in-place
17 retaining walls along Ramps C and D, and there is
18 also new sanitary line and waterwork relocation as
19 part of the project. Also, to keep in accordance
20 with Environmental Protection Agency requirements,
21 there will be two detention basins designed as part
22 of the project.

23 Moving on utilities, at this time, there
24 are no concerns with relocations or timelines. If
25 there is anything that arises between now and then,

1 the 4-A note will be updated.

2 Environmentally, there is a stream and
3 wetland avoidance areas note, and those locations are
4 noted in the plans. There are tree removal
5 restrictions due to the bat habitat, and those dates
6 are April 1st to October 1st.

7 The Village of Carroll does have a noise
8 ordinance, so be vigilant of your times and type of
9 work hours in the area. And there's also the
10 potential for encountering some petroleum
11 contaminated soil in the areas of the gas station and
12 along the industrial drive.

13 The maintenance of traffic for the
14 project, as a whole, should have minimal impact to
15 U.S. 33 traffic for the majority of the project.

16 Starting with Phase 1, Phase 1 involves
17 all work that can be completed without closing the
18 local roadway's access to 33. The only exception for
19 road closures is Carroll Northern Road, and that
20 closure does have an A plus B process and with
21 plan-specified date restrictions on the sheet. The
22 emphasis on this phase is constructing all the major
23 work items and maintaining access to all drives,
24 especially the businesses in the area, since there
25 are several.

1 Phase 2 occurs once all the work items
2 for Phase 1 are completed that can be done without
3 closing the roads to 33. That is the big difference,
4 the jump from Phase 1 to Phase 2. At that time, the
5 side roads can be closed and the entire pavement can
6 be constructed. Each road closure does involve an A
7 plus B bid process and the dates and specifications
8 and restrictions for those are noted in the plans.

9 Phase 3 occurs once the entire
10 interchange can be opened and all side roads can be
11 opened to traffic. And during this phase, any median
12 removal work, pavement, drainage, can be performed at
13 this time.

14 And then the final phase, Phase 4,
15 involves the planning and final surface course of
16 U.S. 33 and also the installation of the median cable
17 barrier and the mow strip. And as mentioned before,
18 the final completion date for this project is set for
19 May 31st, 2017.

20 In conjunction with the maintenance of
21 traffic, there are specific notes and details for the
22 settlement periods for the geotechnical aspect of
23 this project. Today we do have Steve Riedy and Pete
24 Nix here from Tetra Tech. They were our geotechnical
25 engineering consultant for the project, so if you

1 have any specific questions or comments with regards
2 to that in the plans, they're here to help answer any
3 of your questions.

4 As of today, there's been one addendum
5 submitted, and that addendum was for -- to add the
6 special provision for the asbestos testing report.
7 And also the addendum revised the company and contact
8 info for the welded wire wall system. That needed to
9 be updated.

10 Also as of date, there have been two
11 pre-bid questions. The first one was regarding the
12 request for soil information, which we answered and
13 directed them to the soil profile sheets included in
14 the plan, and if there was anything more specific,
15 they needed to let us know. And then the other
16 question was just yesterday, I believe, and it was a
17 quantity error with the calculation of the cement,
18 and that was incorrect. It was calculated for
19 12-inch rather than 14-inch stabilization, so that
20 will be revised with a fourth-coming addendum.

21 That is all I have at this time as far as
22 an overview, so we can open it up for questions
23 anyone may have.

24 Yes.

25 MR. O'RIELLEY: J.J. O'Rielley, Kokosing.

1 I have a question on the cement stabilization. On
2 page 39 in the general notes, it just states that
3 cement stabilization should be for the entire
4 project, but then also within that note it says it's
5 to be as directed by the engineering, so it kind of
6 leaves it open as to will we be stabilizing the whole
7 project or not, I guess. Another job that we bid on,
8 we've not stabilized the fill areas. I just wanted
9 to know if maybe we should get that corrected one way
10 or the other, because if we are stabilizing the whole
11 job, it kind of affects the schedule on other items
12 that we do for the project, whereas if it's just
13 portions of the job, we could pick up some time in
14 other areas.

15 MS. GILBERT: I know that the quantity in
16 the plans is based on the entire project being
17 stabilized.

18 Nikunj, I don't know what we've done on
19 past projects.

20 MR. KADAKIA: Nikunj Kadakia. We can
21 eliminate when the embankment height is more than
22 5 feet. Those areas can be eliminated from
23 stabilization and that's where that, as directed by
24 engineering, would come into play.

25 MR. O'RIELLEY: Okay. So, the intent is

1 to stabilize everything, but then possibly we may
2 not, I guess? It just makes it hard to bid, I guess,
3 if we -- you know, if we're bidding the entire
4 quantity to do everything, and in the end, we
5 wouldn't, you know, actually be performing that.

6 MS. GILBERT: I believe that the way it's
7 set up currently through the office of geotechnical
8 engineering is that we are to set the plan up for it
9 to be global because it qualifies for global
10 stabilization because there's greater than
11 30 percent. Is that what GB1 says? It's greater
12 than 30 percent of the area needs to be stabilized,
13 so, therefore, we set it up. I don't believe they've
14 ever directed us to piecemeal it.

15 MR. KADAKIA: We can revise that plan
16 sheet and clarify.

17 MS. GILBERT: Okay.

18 MR. O'RIELLEY: Another question on the
19 geotechnical section, I don't have the exact plan
20 page, but regarding the settlement periods, it lists
21 a range of days, you know, minimum 30 days, maximum
22 60 days, and, you know, there's different ones. For
23 our schedule, is there a date that we should be
24 assuming in our CPM that gets submitted? You know,
25 if we say it's the minimum, and we get out there and

1 it's longer, that can affect our schedule. Or if
2 we -- you know, I think all bidders in our schedule
3 should be assuming the same settlement period for the
4 purpose of the schedule. If you guys could recommend
5 a date or, you know, a number of days for that, it
6 would be helpful.

7 MR. RIEDY: Steve Riedy, Tetra Tech.

8 Page 762 has the different settlement areas
9 identified, Areas 1, Areas 2. And we want,
10 generally, for Area 1, no fewer than 30 days, but
11 we -- it won't go any longer than 60, so the maximum
12 it would be would be 60. But if, through monitoring
13 of the settlement platforms, we identify all -- all
14 the settlement drops out, after 30 days, we don't
15 want you to wait the whole 60. We want to be able to
16 give you the room to go ahead and operate after 30
17 days.

18 MR. O'RIELLEY: Okay.

19 MR. RIEDY: So, it's constructed
20 similarly for Area 2, so we've tried to identify that
21 concern and incorporate language into the end of the
22 plans to allow you guys to be able to develop a
23 schedule.

24 MR. O'RIELLEY: I guess I understand
25 that, but, you know, we submit a schedule to, you

1 know, you guys, and, in our schedule, should we show
2 that we're planning on settlement taking 60 days or
3 should we show we're planning on the settlement
4 taking 30 days? Because, you know, if we show 30
5 days and then, all of a sudden, it takes longer, and
6 that may delay future work that's tied to that
7 settlement period of work that's got to occur after
8 that, then would that delay our project overall and,
9 you know, therefore, then we're, you know, running
10 past the completion date and then the end date of the
11 project? I guess it, kind of, affects, you know, the
12 contract side of things.

13 MR. NIX: This is Pete Nix, Tetra Tech.
14 Part of the reason for the range here are these soils
15 are organic, very difficult to pin it down, and we
16 understood that, that it was going to put a bit of a
17 burden on folks, so -- but there's no other way
18 really to do it other than to monitor it and watch
19 it. Our experience has been things always happen
20 much more quickly than we think.

21 MR. O'RIELLEY: Okay.

22 MR. NIX: I think on other projects too,
23 we have -- you know, the 30 days is a minimum, but if
24 somebody could show, at least, me that the settlement
25 was done before 30 days, there's no point in waiting.

1 But that's where the range comes in and we understand
2 it's difficult for you guys, but we just could not --
3 because of the organic content and the variability
4 out there, it was really hard to tie it down to a
5 single number.

6 MR. RIEDY: For scheduling purposes, I
7 would use the upper range and work backward from
8 that. That way it's not going to be on the critical
9 path and it's not going to bump out your completion
10 date. So, that's generally how I would look at it.

11 MR. O'RIELLEY: I have another one. This
12 is another schedule-related question. It's in the
13 MOT areas, pages 53 and 54 in the A plus B portion of
14 the MOT. I'm just going to, kind of, read here the
15 Carroll Northern Road A plus B section. In the first
16 part of the paragraph, it just says that Carroll
17 Northern will be detoured for a maximum of 14
18 consecutive working days. And then in the paragraph
19 below that, it says the maximum period is 14
20 consecutive days. And then down in the A plus B
21 bidding contract table, it states that it's the
22 number of calendar days, and the maximum days listed
23 in the table is 14, so there's just some differences.
24 You know, part of it says that it's working days,
25 part of it says that it's calendar days, and another

1 portion of this paragraph just says that it's days.
2 So, I just want to know which is it. Which is
3 correct? Working days? Calendar days? What's
4 intended there?

5 MS. GILBERT: It's calendar days.

6 MR. O'RIELLEY: Calendar?

7 MS. GILBERT: Consecutive calendar days.
8 Once it's closed -- once you close, you got 14 days,
9 yes, I believe.

10 MR. O'RIELLEY: Okay. And then related
11 to that, weather, I guess. So, when our schedule for
12 these -- you know, for the closure period, should be
13 assuming weather? And if we go beyond the weather
14 days that are assumed, according to the spec, you
15 know, there's -- depending on the month you're
16 working, you're supposed to assume a certain number
17 of weather days. If the -- you know, say for those
18 14 calendar days, we're supposed to anticipate two
19 days of weather. If we get 3, does that maximum days
20 extend to 15?

21 MR. AHMAD: I would answer that yes, as
22 long as you don't exceed your monthly days, whatever.

23 MR. O'RIELLEY: When a particular month
24 is -- okay.

25 MR. AHMAD: Yeah.

1 MR. MARINCIC: So, are you going to
2 prorate that month into weeks? So, if the month gets
3 six days normally, are you going to -- if we
4 experience four within that two weeks, would you get
5 one day? Is that how you're going to do that?

6 MR. AHMAD: Well, I guess, yeah, we go
7 ahead and prorate that month's working days. It's
8 half the days set in the spec.

9 MR. REED: Justin Reed. That does makes
10 sense, Nasseem, because when you bid A plus B
11 projects, you can do it to the hundredth of the day;
12 right? You can bid to the 0.01 decimal; is that
13 correct?

14 MR. O'RIELLEY: I didn't realize that.

15 MR. REED: I believe it comes through, at
16 least, to the tenth or the hundredth, so Nasseem
17 could, you know, administer it that way precisely.

18 MR. O'RIELLEY: Okay.

19 MS. GILBERT: Any other questions,
20 comments, concerns?

21 MR. STRAHLER: Along the same lines --
22 Luke Strahler. Along the same lines as the
23 settlement periods, the -- I believe the hatching of
24 the settlement periods goes through the intersections
25 for Carroll Southern, Winchester, and High Street.

1 We're not going to be expected to wait the settlement
2 periods on a restricted A plus B time frame for those
3 builds, are we, I would assume?

4 MR. HIPPI: This is Jeff Hipp, ODOT,
5 District 5. No. Those areas were -- it's close.
6 The intent was the hatching was just covering the
7 areas of the fill. So, if it's a low-fill situation,
8 there's not much settlement, no.

9 MR. STRAHLER: And then in the areas of
10 the bridge abutments, is the settlement period going
11 to have to elapse before we start building the bridge
12 abutments for the two slab bridges? The one at the
13 east connector and the Carroll Northern connector.

14 MR. RIEDY: In the bridge sheets, there
15 are specific consolidation periods called out for the
16 structures in order to prevent down-drag on the
17 piles. So, the hatching that you see on page 763 is
18 a broad guidance for the roadway fill embankment
19 sections in terms of what we'd like to see for the
20 consolidation periods. The bridges have -- you know,
21 there are pretty unique features and unique
22 challenges at each one, so they may have more detail
23 and different consolidation recommendations right
24 there at the bridge, and the bridge sheets and notes
25 would contain that information.

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MR. STRAHLER: Thank you.

MS. GILBERT: Anything else?

Okay. Well, thank you for coming. I appreciate you being here and taking an interest in the project. I know the District is anticipating this one getting up and running for Fairfield County and the area. This meeting is adjourned.

(Thereupon, the proceedings concluded at 9:29 a.m.)

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CERTIFICATE

I do hereby certify that the foregoing is a true and correct transcript of the proceedings taken by me in this matter on Wednesday, November 12, 2014, and carefully compared with my original stenographic notes.



Marissa LaRue, Notary Public
in and for the State of Ohio.

My commission expires April 10, 2017.

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PRE BIO MEETING SIGN-IN

OHIO DEPARTMENT OF TRANSPORTATION MEETING SIGN-IN SHEET

Project: FAI-33-5.60 P1076938	Meeting Date: 11/12/2014
Facilitator: HEATHER GILBERT	Place/Room: D5 MCR

Name	Company	Phone	Fax	E-Mail
Chris Yount	ODOT	740-323-5737		
JEFF HIPP	ODOT	323-5105		
Justin Reed	ODOT	323-5128		
HEATHER GILBERT	ODOT D5	323-5113		
Scott Hunter	GGC	614-258-9515	614-258-5398	shunter@complexgen.com
Steven Riedy	Tetra Tech	614-289-0112 x230		
JIM DESANTO	FHWA	614 280 6830		
Luke Strabler	Igel	614-445-8421		
Brent Posten	Igel	(614) 561-1518		
DANE JOHNSON	Project Consultant ODOT	740-404-7662		
J.S. O'Rielly	Kokosing	614-228-1029		jjo@kokosing.biz
Dave CLAPSADDOLE	IGEL	614-595-4226		dave.clapsaddle@kelco.com
STEVE MARINCIC	KOKOSING	614 228 1029		swm@kokosing.biz
JASON Lutz	D5	940 123 5144		
Pete Nix	Tetra Tech	614 289 0117		
CODY KERR	KOKOSING	614 228 1029		mck2@kokosing.biz
Nasreen Ahmad	ODOT	323 5248		
Nikunj Kadakia	"	323-5114		
Ty Thompson	ODOT	323-5194		ty.thompson@dot.state.oh.us

PRE BIO MEETING SIGN-IN

OHIO DEPARTMENT OF TRANSPORTATION
MEETING SIGN-IN SHEET

Project: FAI-33-5.60 P1076938	Meeting Date: 11/12/2014
Facilitator: HEATHER GILBERT	Place/Room: D5 MCR

Name	Company	Phone	Fax	E-Mail
Low Piccin	Trucco	817-374-8306	(740)417-9040	low.piccin@truccoconstruction.com
Brad McLoughlin	"	740-417-9010	(740)417-9040	Brad.McLoughlin@truccoconstruction.com
Chris Yoder	ODOT	740-323-5193		chris.yoder@dot.state.oh.us