

**WELCOME TO THE VIRTUAL PRE-BID
MEETING FOR HAS-151-4.85.**

**PLEASE MUTE YOUR MICROPHONE, TURN
OFF YOUR CAMERA AND ADJUST YOUR
SPEAKERS.**

THE MEETING WILL BEGIN SHORTLY.



THE MEETING WILL BEGIN SHORTLY.



**PLEASE ADJUST YOUR
SPEAKER VOLUME.**



Just Click to get started.

PRE-BID MEETING 1/25/2022, HAS-100038



Welcome everyone. We're going to go ahead and get started. This is the pre-bid meeting for the design build project, Harrison 151 4.85, bridge replacement.

HAS-151-4.85
PID 100038
PROJ. NO. 22-3002

Presented by:
Raymond Trivoli, PE



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The project will replace bridge HAS-151-0485 SFN 3402010 with a new bridge. The horizontal alignment will be maintained. The profile will be adjusted as needed for vertical clearance. No design exceptions will be allowed.

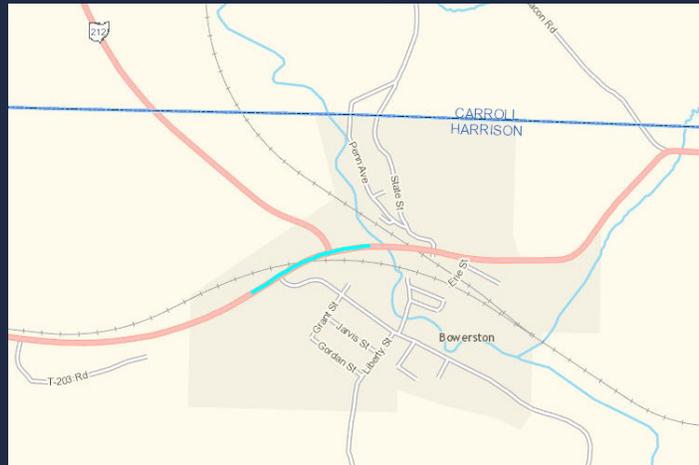
PROJECT OVERVIEW

- Location Map

We're going to start with a general project overview.

PROJECT OVERVIEW

○ Location Map



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Here are a couple location maps just so everyone can see an overview of the project area. The project is located within the Village of Bowerston. Project location is highlighted in blue.

PROJECT OVERVIEW

○ Location Map



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The bridge carries State Route 151 over existing and future railroad tracks designated as The Columbus & Ohio River Railroad, a subsidiary of the Genesee & Wyoming rail system.

PROJECT OVERVIEW

- Replace bridge HAS-151-0485, SFN 3802010

As previously stated, the project will replace the bridge carrying SR 151 over the Railroad.

PROJECT OVERVIEW

- Replace bridge HAS-151-0485, SFN 3802010
- Existing Horizontal Alignment

Just click through

PROJECT OVERVIEW

- Replace bridge HAS-151-0485, SFN 3802010
- Existing Horizontal Alignment
- Stay within the existing Right-of-Way, and the existing Railroad Right-of-Way Highway Easement

The project is required to stay within the existing Right-of-Way and the existing Railroad Right-of-Way Highway Easement.

PROJECT OVERVIEW

- Replace bridge HAS-151-0485, SFN 3802010
- Existing Horizontal Alignment
- Stay within the existing Right-of-Way, and the existing Railroad Right-of-Way Highway Easement
- Remove existing & construct new bridge

Portions of the existing structure shall NOT be incorporated into the new bridge.

PROJECT OVERVIEW

- No design exceptions

Meet all design criteria as outlined in the Design Build Scope and subsequent manuals.

PROJECT OVERVIEW

- No design exceptions
- Existing plans and conceptual plans are provided for reference only.

The original construction and rehabilitation plans are provided on the design references ftp site. They are not to be considered 'As-Built' drawings and are provided for reference only. Conceptual plans are NOT to be considered pre-approved. The successful bidder will need to submit reviews in accordance with Section 17 of the Design Build Scope.

PROJECT OVERVIEW

- No design exceptions
- Existing plans and conceptual plans are provided for reference only.
- DBT is responsible for ensuring their design meets all criteria and constraints outlined in the DB scope.

The DBT is responsible for meeting all design criteria outlined in the Design Build Scope and contractual appendices.

MAINTENANCE OF TRAFFIC

- SR 151 is the official state detour for project TUS-250-23.46 PID 102408.

Maintenance of Traffic Criteria: State route 151 is being utilized as the detour route for US 250 during the 2022 construction season.

MAINTENANCE OF TRAFFIC

- SR 151 is the official state detour for project TUS-250-23.46 PID 102408.
- Construction for this project can not begin until the detour for TUS-250-23.46 PID 102408 is completed, and US 250 is back open to normal traffic operation.

Construction activities that include closing State Route 151 will not be allowed while US 250 is closed. Cooperation between contractors is required.

MAINTENANCE OF TRAFFIC

- SR 151 is the official state detour for project TUS-250-23.46 PID 102408.
- Construction for this project can not begin until the detour for TUS-250-23.46 PID 102408 is completed, and US 250 is back open to normal traffic operation.
- Anticipated dates are included in the Design Build Scope. Actual dates will be determined during the design phase of this project.

The anticipated dates for the SR 151 closure are included in the design build scope.

MAINTENANCE OF TRAFFIC

- SR 151 will be detoured

As previously stated, State Route 151 will be detoured.

MAINTENANCE OF TRAFFIC

- SR 151 will be detoured
- 185 consecutive calendar day maximum

The maximum detour duration is 185 consecutive calendar days

MAINTENANCE OF TRAFFIC

- SR 151 will be detoured
- 185 consecutive calendar day maximum
- Window Contract - Disincentive \$5,500.00 per day

A disincentive of 5 thousand 5 hundred dollars will be assessed per the window contract table listed in the design build scope.

MAINTENANCE OF TRAFFIC

- SR 151 will be detoured
 - 185 consecutive calendar day maximum
 - Window Contract - Disincentive \$5,500.00 per day
- SR 212 and Main St. shall be maintained, access from both to SR 151 shall be maintained.

Maintain access to state route 212 and Main Street.

MAINTENANCE OF TRAFFIC

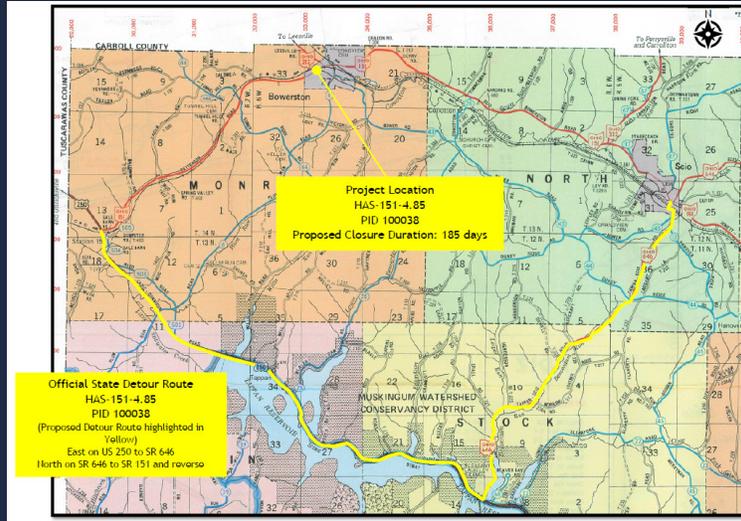
- SR 151 will be detoured
 - 185 consecutive calendar day maximum
 - Window Contract - Disincentive \$5,500.00 per day
- SR 212 and Main St. shall be maintained, access from both to SR 151 shall be maintained.
- **Railroad traffic shall be maintained without interruption**

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Railroad traffic shall be maintained without interruption.

MAINTENANCE OF TRAFFIC



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The official state route detour map is shown here, for more detail see the bidding documents.

ROADWAY

- Utilize existing horizontal alignment

Roadway Information: During preliminary engineering it was determined that to preserve the stopping sight distance, the existing horizontal alignment must be used.

ROADWAY

- Utilize existing horizontal alignment
- Profile may need adjusted and/or raised to provide a smooth ride and vertical clearance over the railroad

Use caution in adjusting the profile. No design exceptions will be allowed or approved, this includes for stopping sight distance.

ROADWAY - STOPPING SIGHT DISTANCE

- Alternative horizontal alignments were investigated during the PE portion of this project

During the PE study, various combinations of new horizontal alignments, new vertical alignments and the required bridge parapet were studied. A solution that would meet stopping sight distance could NOT be found.

ROADWAY - STOPPING SIGHT DISTANCE

- Alternative horizontal alignments were investigated during the PE portion of this project
- Combination of horizontal curvature, vertical curvature and the bridge parapet height

Just to iterate, the limiting factors to stopping sight distance are highlighted here.

ROADWAY - STOPPING SIGHT DISTANCE

- Caution: Impacts to Stopping Sight Distance
- The DBT will be responsible for meeting all design criteria for the project.
- No design exceptions.

This slide reiterates the previous statements on stopping sight distance.

BRIDGE - GENERAL

- Remove existing bridge

General Bridge Criteria: No portions of the existing bridge may be reused and/or incorporated into the new structure

BRIDGE - GENERAL

- Remove existing bridge
- Build new structure

Just click through

BRIDGE - GENERAL

- Remove existing bridge
- Build new structure
- Refined Analysis is required

A refined analysis of the superstructure and substructure will be required.

BRIDGE - GENERAL

- Remove existing bridge
- Build new structure
- Refined Analysis is required
- Load Rating is required

Submit the load rating with the Final Design submission for review and comment.

BRIDGE - GENERAL

- Remove existing bridge
- Build new structure
- Refined Analysis is required
- Load Rating is required
- Deck must be composite, cast-in-place

All bridge decks shall be full depth cast-in-place concrete with a monolithic concrete wearing surface.

The deck shall NOT contain any post-tensioned or prestressed elements. For beam superstructures the deck must be composite.

BRIDGE - GENERAL

- Remove existing bridge
- Build new structure
- Refined Analysis is required
- Load Rating is required
- Deck must be composite, cast-in-place
- **No Box Beams**

No prestressed or post-tensioned concrete box beams

BRIDGE - GENERAL

- No Fracture Critical Members

No fracture critical members

BRIDGE - GENERAL

- No Fracture Critical Members
- No MSE walls on Railroad Right-of-Way

MSE walls are prohibited on railroad Right-of-Way

BRIDGE - GENERAL

- No Fracture Critical Members
- No MSE walls on Railroad Right-of-Way
- 23'-0" minimum Vertical Clearance over both the existing and proposed railroad tracks.

Minimum vertical clearance is 23'-0" over both the existing and proposed future tracks.

BRIDGE - GENERAL

- No permanent timber members.

Timber shall not be incorporated into the final permanent structure.

BRIDGE - GENERAL

- No permanent timber members.
- No truss structures

Truss structures are prohibited.

BRIDGE - GENERAL

- No permanent timber members.
- No truss structures
- No multiple cell culverts

No multiple cell, 3 sided or arch type structures.

BRIDGE - GENERAL

- No permanent timber members.
- No truss structures
- No multiple cell culverts
- No 3-sided or arch type structures

Just click through

BRIDGE - GENERAL

- No permanent timber members.
- No truss structures
- No multiple cell culverts
- No 3-sided or arch type structures
- All concrete shall be QC/QA

All concrete shall be QC/QA.

BRIDGE - GENERAL

- Barriers shall not be considered as providing structural capacity.

Barriers shall not be considered as providing resistance for calculation of structural capacity.

BRIDGE - GENERAL

- Barriers shall not be considered as providing structural capacity.
- Bridge scuppers shall not outlet over railroad Right-of-Way.

If scuppers are needed, they shall not outlet on to railroad right-of-way

BRIDGE - DECK

- Cast-in-place concrete with monolithic wearing surface

Bridge Deck: The bridge deck shall be full depth cast-in-place concrete with a monolithic concrete wearing surface.

BRIDGE - DECK

- Cast-in-place concrete with monolithic wearing surface
- Shall NOT contain post-tensioned or prestressed elements

The deck shall not contain any post-tensioned or prestressed elements.

BRIDGE - DECK

- Cast-in-place concrete with monolithic wearing surface
- Shall NOT contain post-tensioned or prestressed elements
- Stay-In-Place (SIP) deck forms are permitted only in the span over the railroad.

Stay-In-Place deck forms are permitted only in the span over the railroad. See the Design Build scope for a full list of requirements and restrictions for the stay in place forms.

BRIDGE - DECK

- Considerations for future MOT must be incorporated

The deck shall be designed so that it can be replaced without temporary supports or replacement of any superstructure or substructure units.

BRIDGE - SUPERSTRUCTURE

- Structural Steel shall be galvanized/metalized

Bridge – Superstructure: If structural steel beams are used, the steel superstructure must be coated with metalized 100 percent zinc wire or galvanized per 711.02.

BRIDGE - SUPERSTRUCTURE

- Structural Steel shall be galvanized/metalized
- All beams of the same type/size

All beam lines must be of the same type, material, shape and size, there will be no mixing of beam types permitted.

BRIDGE - SUPERSTRUCTURE

- Considerations for future MOT must be incorporated

The number and spacing of beams shall be such that for future maintenance projects, at least one lane of traffic (including anchored portable barrier) can be maintained (14' toe of parapet to toe of anchored portable barrier) on a minimum of 3 beams.

BRIDGE - SUBSTRUCTURE

- All substructures shall be Cast-In-Place reinforced concrete, pre-cast reinforced concrete or post-tensioned reinforced concrete.

Bridge Substructure: All substructure units shall be concrete.

BRIDGE - SUBSTRUCTURE

- All substructures shall be Cast-In-Place reinforced concrete, pre-cast reinforced concrete or post-tensioned reinforced concrete.
- Steel abutments and pier caps are prohibited.

Steel abutments and pier caps (i.e. box beam, trussed, rolled beams, built up girders) are not permitted

BRIDGE - SUBSTRUCTURE

- Meet railroad requirements for clearance and/or crash walls

See the design build scope and appendix for complete railroad requirements and/or details.

BRIDGE - SUBSTRUCTURE

- Meet railroad requirements for clearance and/or crash walls
- All new foundations are required

New foundations are required.

BRIDGE - SUBSTRUCTURE

- Meet railroad requirements for clearance and/or crash walls
- All new foundations are required
- Do not re-use any portions of the existing foundations

Just click though.

RAILROAD

- Columbus and Ohio River Rail Road, Panhandle line

Railroad Info: The bridge to be replaced carries SR 151 over the Panhandle line of the Columbus and Ohio River Railroad.

RAILROAD

- Columbus and Ohio River Rail Road, Panhandle line
- A Subsidiary of Genesee and Wyoming

It is part of Genessee and Wyoming rail systems.

RAILROAD

- Columbus and Ohio River Rail Road, Panhandle line
- A Subsidiary of Genesee and Wyoming
- Their Public Project manual is a contractual Appendix to the Design Build Scope

The Genesee and Wyoming Public Projects Manual is attached as a contractual appendix to the Design Build Scope. The approved design will be required to meet the provisions of this manual.

RAILROAD - TEMPORARY CROSSING

- A temporary crossing for contractor equipment has been preliminarily agreed to by the railroad

The DBT can consider building a temporary crossing for equipment.

RAILROAD - TEMPORARY CROSSING

- A temporary crossing for contractor equipment has been agreed to by the railroad
- The DBT shall be responsible for design

The temporary crossing shall be designed by the DBT.

RAILROAD - TEMPORARY CROSSING

- A temporary crossing for contractor equipment has been agreed to by the railroad
- The DBT shall be responsible for design
- The design requires Railroad approval

The railroad requires review of the proposed design.
No construction of the temporary crossing can begin until the design is approved by the railroad.

RAILROAD - TEMPORARY CROSSING

- Railroad's approved contractor

A railroad approved contractor shall be used to install & remove the temporary crossing.

RAILROAD - TEMPORARY CROSSING

- Railroad's approved contractor
- List in the Appendix

The list of approved contractors is included as an appendix to the design build scope.

RIGHT-OF-WAY AND UTILITIES

- All temporary and permanent work must be completed within the existing Right-of-Way or existing Railroad Right-of-Way.

Right of Way and Utilities: No additional temporary or permanent Right-of-Way will be taken for this project.

RIGHT-OF-WAY AND UTILITIES

- All temporary and permanent work must be completed within the existing Right-of-Way or existing Railroad Right-of-Way.
- Do not enter onto private property without first giving the property owner due notice.

Please be aware one of the adjacent property owners is upset about this project. Utilize ODOT's formal Right-of-Entry letter if access to private property is needed.

UTILITIES

- DBT is responsible for utility coordination

DBT is responsible for utility coordination

UTILITIES

- DBT is responsible for utility coordination
- Copy the District Utility Coordinator on all correspondence

The DBT is required to copy the District Utility Coordinator on all correspondence. Contact information is in the Design Build Scope.

UTILITIES

- Subsurface Utility Location level A is included in the Design Build Scope

Subsurface Utility Location, Level A is included in the Design Build scope.

UTILITIES

- Subsurface Utility Location level A is included in the Design Build Scope
- Any relocation of Village Owned utilities shall be included in the plans and paid for as part of the project

The Village of Bowerston has water and sewer facilities within the project area. Any impacts and/or relocations to these utilities will be required to be In-Plans work.

UTILITIES

- Pay Items have been set up in the proposal for this work

Include costs in the appropriate pay items.

ENVIRONMENTAL

- Environmental Commitments
 - Obtain all appropriate waterway permits prior to any work within the jurisdictional boundary of any waterway, including wetlands, and all Waterway Permit Special Provisions shall be adhered to during construction. See Section 9.2 for DBT requirement.

Environmental: Obtain all appropriate waterway permits as outlined in the Design Build Scope. See section 9.2 for the DBT's requirements.

ENVIRONMENTAL

- Environmental Commitments
 - Ensure impacts to the federally listed and protected Indiana bat and northern long-eared bat are avoided and minimized. See Section 9.7

Avoid or minimize impacts to federally listed and protected bats, see design build scope section 9.7.

ENVIRONMENTAL

- FEMA Floodplain Coordination
 - Close proximity to FEMA Floodzone AE.

While the conceptual plans show all construction limits within Zone X, they are in close proximity to FEMA Floodzone AE.

ENVIRONMENTAL

- **FEMA Floodplain Coordination**
 - Close proximity to FEMA Floodzone AE.
 - The DBT will be required to complete all flood plan coordination

The DBT is required to complete the flood plain coordination.

ENVIRONMENTAL

- **FEMA Floodplain Coordination**
 - Close proximity to FEMA Floodzone AE.
 - The DBT will be required to complete all flood plan coordination
 - The environmental document assumes the project will avoid Zone AE

If the environmental document needs re-evaluated based on work within FEMA Zone AE, the DBT will need to allow for this additional time in their project schedule.

ENVIRONMENTAL

- **FEMA Floodplain Coordination**
 - Close proximity to FEMA Floodzone AE.
 - The DBT will be required to complete all flood plan coordination
 - The environmental document assumes the project will avoid Zone AE
 - The District will be responsible for reevaluating the environmental document if Zone AE is impacted.

The District Environmental staff will be responsible for reevaluating the environmental document.

The DBT is responsible for the project schedule.

ENVIRONMENTAL

- **FEMA Floodplain Coordination**
 - See appendices B and F, as well as Design Build Scope section 9.6.

See the design build scope and appendices for more specifics.

ENVIRONMENTAL

- Regulated Materials
 - The RMR Screening determined that an RMR Assessment is warranted for the Village of Bowerston Maintenance Garage (former McClain's Service Station), located at 106 Boyce Rd if the site is impacted by the project.

Regulated Materials: The RMR screening determined that the Village maintenance garage requires an RMR Assessment should it be impacted by the project.

ENVIRONMENTAL

- **Regulated Materials**
 - The RMR Screening determined that an RMR Assessment is warranted for the Village of Bowerston Maintenance Garage (former McClain's Service Station), located at 106 Boyce Rd if the site is impacted by the project.
 - Conceptual plans indicate this property can be avoided.

The conceptual plans in the appendix indicate this property can be avoided.

ENVIRONMENTAL

- Regulated Materials
 - The RMR Screening determined that an RMR Assessment is warranted for the Village of Bowerston Maintenance Garage (former McClain's Service Station), located at 106 Boyce Rd if the site is impacted by the project.
 - Conceptual plans indicate this property can be avoided.
 - The DBT shall avoid this property

Avoid this property.

ENVIRONMENTAL

- Asbestos
 - The Asbestos Inspection Report did not identify the presence of any asbestos containing materials above regulatory limits.

Asbestos: No materials having asbestos above the regulatory limits were found in the inspection.

ENVIRONMENTAL

○ Asbestos

- The Asbestos Inspection Report did not identify the presence of any asbestos containing materials above regulatory limits.
- The report is included in Appendix J.

For full details, see the report in the appendix.

ENVIRONMENTAL

- Construction Noise
 - No work will be permitted between 8:00 pm and 7:00 am.

To limit construction noise, no work will be permitted during the times shown

PRE-AWARD CONFERENCE

- Mandatory conference between DBT and the Office of Estimating

Pre-Award: The successful low bidder will be required to attend a confidential pre-award meeting with the Office of Estimating

PRE-AWARD CONFERENCE

- Mandatory conference between DBT and the Office of Estimating
- Within 7 days of bid opening

It will be scheduled within 7 days of bid opening.

PRE-AWARD CONFERENCE

- Mandatory conference between DBT and the Office of Estimating
- Within 7 days of bid opening
- Confidential

As previously mentioned, it will be confidential.

PRE-AWARD CONFERENCE

- DBT should be prepared to discuss

The following topics will be discussed.

PRE-AWARD CONFERENCE

- DBT should be prepared to discuss
 - Lump Sum bid items

Lump sum bids

PRE-AWARD CONFERENCE

- DBT should be prepared to discuss
 - Lump Sum bid items
 - Design Approach

The team's design approach

PRE-AWARD CONFERENCE

- DBT should be prepared to discuss
 - Lump Sum bid items
 - Design Approach
 - Design Concepts

The team's design concepts

PRE-AWARD CONFERENCE

- DBT should be prepared to discuss
 - Lump Sum bid items
 - Design Approach
 - Design Concepts
- Will be held in Central Office

The meeting is anticipated to be held at ODOT's Central Office in Columbus, pandemic permitting.

PRE-DESIGN MEETING

- Mandatory for the DBT

Pre-Design - Post Award but before design begins: The DBT will attend a mandatory pre-design conference, per PN 126. Attendance should include all key staff.

PRE-DESIGN MEETING

- Mandatory for the DBT
- Held at the District Headquarters

The meeting is anticipated to be held at the District headquarters. This may change based on the course of the pandemic.

PRE-DESIGN MEETING

- Mandatory for the DBT
- Held at the District Headquarters
- Discuss conceptual design

The DBT staff should come prepared to discuss their conceptual design

PRE-DESIGN MEETING

- Mandatory for the DBT
- Held at the District Headquarters
- Discuss conceptual design
- Introduce project staff/contacts and assign Project Managers

The project managers will be named, and key project staff will be introduced.

REVIEW TIMELINES

- Reviews
 - Interim Design
 - Major Design Decisions
 - Final Design
 - As Built Drawings

Review Timelines: There will be a minimum of 4 reviews for this project, as shown here.

REVIEW TIMELINES

- Reviews
 - Interim Design
 - Major Design Decisions
 - Final Design
 - As Built Drawings
- Railroad reviews
 - ODOT will submit the Interim, Final and As Built drawings to the Railroad for review.

The ODOT project manager will submit the reviews to the Railroad. The review timelines in the Design Build Scope allow for this coordination.

REVIEW TIMELINES

- Railroad reviews
 - Major Design Decision submissions can be submitted to the railroad concurrently when submitted to ODOT

Major design decisions can be submitted to the railroad concurrently.

REVIEW TIMELINES

- Railroad reviews
 - Major Design Decision submissions can be submitted to the railroad concurrently when submitted to ODOT
 - As always, ensure the ODOT Project Manager is aware of any submissions to the Railroad

Make sure you inform the ODOT project manager of any submissions the DBT makes to the railroad. Miscommunication in this area can delay review comments and subsequently delay approvals to move on to the next step of the project.

QUESTIONS



Last updated 1/25/2022

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That's all the slides at this time I will open it up for questions. Please state your name and the company you work for before asking your question.