

In The Matter Of:
Department of Transportation
In re: Contract No. T201200802.01

Pre-Bid Meeting
October 20, 2016

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THE STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

IN RE:)
)
Contract No. T201200802.01)
Federal Aid Project No. ESTP-K356(12))
HEP KC, SR10 & SR15 Intersection)
Improvements, Kent County)

TRANSCRIPT OF PRE-BID MEETING

DelDOT Transportation Administration Center
Bidders Room
800 Bay Road
Dover, Delaware 19901

Thursday, October 20, 2016
2:00 p.m.

CONDUCTED BY: ROBERT A. KOVACS, DelDOT
Competitively Bid Contracts
Coordinator

ALSO PRESENT: CALVIN ESHAM, DelDOT
JOHN R. GAINES, PE, DelDOT
BRADFORD L. SABORIO, PE, DelDOT

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1 MR. KOVACS: All right. Good
2 afternoon, everyone. My name is Bob Kovacs.
3 I'm a contracts coordinator with DelDOT.

4 Today is a pre-bid meeting for
5 Contract No. T201200802.01. This is the SR10
6 and SR15 intersection improvements project in
7 Kent County.

8 I have a sign-in sheet going
9 around, so please fill that out as neatly as
10 you can.

11 Before I hand it over to the
12 project manager, there's just a few things I
13 want to go over from a contracting perspective
14 really quick.

15 Everyone is familiar with our
16 drug testing policy. Right?

17 Does anybody have any questions
18 about it?

19 Okay. Great.

20 I just want to point out Bidders
21 Note No. 11. It's a Road User Cost
22 Information paragraph. I'm sure you're aware
23 of it. I just want to remind everyone about
24 that.



1 The bid forms. Another
2 reminder: Don't leave any of our bid amounts
3 blank on the actual bid form itself. Don't
4 put a zero in any column. Please put a number
5 other than zero in all bid amount columns.

6 And also, as a reminder, all
7 your amounts need to be typed -- typewritten.
8 So please use your EBS file that you all
9 should have.

10 Another reminder: Our Affidavit
11 of Employment Drug Testing Program Form,
12 please fill that out and submit that with your
13 bid. As a reminder, that needs to be filled
14 out properly and notarized.

15 Near the end of the proposal, we
16 have a certification and information page, as
17 well as an addendum acknowledgement, final
18 questions and answers and the bid bond.
19 Please make sure those are all filled out
20 properly when you submit them with your bid
21 package.

22 And, as a reminder, the DBE goal
23 for this project is ten percent.

24 So that's all I have. So I'd



1 like to turn it over to the project manager,
2 Mr. John Gaines.

3 MR. GAINES: Good afternoon.
4 Thanks for coming.

5 Our main point of this from --
6 I'm the project manager for design. This is
7 Brad Saborio. He'll be the construction
8 project manager.

9 We're kind of doing a different
10 type of construction than we typically would,
11 so we just wanted to make sure everybody
12 understood the phasing.

13 Phase I is to close Moose Lodge
14 and build those improvements on Moose Lodge
15 Road. And as part of that phase, we're also
16 going to be overlaying Route 10 to bring up
17 the middle of the intersection. Ultimately,
18 this would typically have been a full-depth
19 job. Since Route 10 is a real good roadbed,
20 we're just going to overlay it to get the
21 profile grades.

22 So the Phase I will be a one-
23 layer overlay, then tying into the side roads.
24 Phase II, we're going to close the other side



1 road -- Dundee Road -- and construct those
2 improvements. And it's to facilitate another
3 overlay of Route 10. Then Phase III, which is
4 restricted to 14 days, is where you'll come in
5 and build the main improvements on Route 10,
6 which will include the splitter islands and
7 the center island. And those will be built
8 directly on the hot mix. This should greatly
9 expedite that -- the time frame for that
10 phase. I'm probably oversimplifying that
11 statement, but -- and then Phase IV is just to
12 top everything and stripe and finish up.

13 The main idea is obviously to
14 reduce the impacts to the traveling public. I
15 don't know if you've looked at detour plans or
16 not, but the Phase III detour is about five
17 miles. So -- and with the truck traffic and
18 the school buses and what not on this road,
19 it's going to be a pretty heavy impact with
20 all the trucks that go back and forth to the
21 dump and over to Davidson's Pit.

22 So that was my main objective
23 today -- is just make sure that's -- everybody
24 understands how that's laid out in the plans.



1 Do you have anything you want to
2 add, Brad?

3 MR. SABORIO: Well, as John
4 mentioned, the elevation of the intersection
5 is getting raised. And the way it was phased,
6 we had concern with how to address the
7 vertical differences when working on one half
8 of the road and then switching to the other.
9 That's why we came up with the idea of
10 overlaying the road first so that we bring
11 everything up to the elevation by the curb,
12 and then build your curb and your center
13 islands directly on top of that surface to
14 avoid those vertical differences. So that was
15 the main reason we tried to approach it this
16 way.

17 I'm sure most of you are used
18 to, as John said, a full-depth reconstruction
19 where you take everything down to the existing
20 and build up. But with that approach, it's --
21 just trying to address those vertical
22 differences and wedging and all that, it just
23 was real difficult.

24 As John said, we just want to



1 kind of make you aware of that since it's a
2 little different than how we normally
3 construct.

4 And, as you said, we're just
5 trying to minimize the closure of the
6 intersection. There's a lot of school buses,
7 a lot of truck traffic, a lot of people who
8 use this intersection. So we just want to get
9 in there, get it done and get out.

10 MR. GAINES: You guys have any
11 thoughts or concerns on that?

12 A VOICE: Is this day work or
13 night work?

14 MR. KOVACS: State your name,
15 please.

16 MR. DEPTULA: Oh. Jim Deptula.

17 MR. GAINES: It's day work. But
18 the 14-day closure, you can work day or night.
19 Or day and night.

20 There's -- like I said, there's
21 no good detour around this intersection. When
22 you close the whole thing, you're either going
23 way to the northwest or way to the southeast.
24 And so that's the thought behind the time



1 restriction -- do as much as you can on 10
2 before you close it, and then knock it out.

3 So that's really about all we
4 had. Just make sure that was clear.

5 MR. DAVIS: Mike Davis, Diamond
6 Materials.

7 I have two questions. The curb
8 that's being constructed on the hot mix, is
9 that keyed in or dialed in at all?

10 MR. SABORIO: We're proposing
11 just to put it directly on top of it.

12 MR. DAVIS: And the Phase III,
13 both directions are closed? Both 15 and 10?

14 MR. GAINES: All four legs, yes.

15 MR. DAVIS: Okay.

16 MR. GAINES: It's a full
17 closure.

18 MR. KEMSKE: Rob Kemske, A-Del
19 Construction.

20 The Type II curb, that's for the
21 splitter islands? And then the -- whatever
22 type of curb that the rings are, isn't there a
23 different amount of buried depth to those?
24 The bottom of the curb elevation is not



1 necessarily the same plane, is it?

2 MR. GAINES: You know, I don't
3 have the standard details in front of me, but
4 I would think that they are.

5 MR. KEMSKE: Because I think
6 Type II curb there's only four inches buried.
7 I think the face of that curb is six inches
8 and it has a two-inch reveal. So there's only
9 four inches buried. That upright curb that
10 the rings are made out of has more than four
11 inches buried. Or -- sorry. The Type II.
12 The circular island are a different type of
13 curb.

14 I guess, were you expecting any
15 excavation of that hot mix that you wedged in
16 in that circle?

17 MR. GAINES: That's a good
18 question. I'll look into that and get back to
19 you. If we were to excavate it, if that has
20 to occur, we'll probably just mill out
21 whatever we needed.

22 MR. KEMSKE: I mean, it's
23 closing traffic. It wouldn't be hard to do.

24 MR. GAINES: Right, right.



1 Yeah. I see what you're saying.
2 I'll look into it. That's a good question.

3 MR. KEMSKE: Because after the
4 two overlays from Phase I and II, you would --
5 you're saying there's still four more inches
6 of hot mix to go? Two more lifts to get you
7 to final grade around the splitter islands?

8 MR. GAINES: Yes. We're raising
9 it about a foot in the center of the
10 intersection. Ideally so it stands out to
11 drivers. So we can make those first two lifts
12 whatever they need to be to get to that last
13 four inch.

14 If you want to -- do you have a
15 card or anything?

16 MR. KEMSKE: Yeah.

17 MR. GAINES: Because you can
18 leave me -- or just leave me your e-mail.

19 MR. KOVACS: What we'll do is
20 I'll put it in the addendum. As soon as I get
21 the transcript, I'll do an addendum. And then
22 we'll answer that. Easy enough.

23 MR. GAINES: Have you guys come
24 across any other questions in looking through



1 the plans.

2 MR. KEMSKE: I haven't looked
3 through them yet.

4 MR. GAINES: You still have a
5 couple weeks.

6 MR. KOVACS: Does anyone have
7 any other questions?

8 MR. KEMSKE: Are both the rings
9 full of concrete?

10 MR. GAINES: No. The center is
11 to be topsoil.

12 MR. KEMSKE: So topsoil on top
13 of hot mix?

14 MR. GAINES: Yes. Or no. We
15 have that being excavated out.

16 MR. KEMSKE: So you're already
17 excavating for the circle.

18 MR. GAINES: Yeah.

19 MR. KEMSKE: So you're probably
20 excavating for the full circle, then.

21 MR. GAINES: No. We were
22 thinking of just the center. Because those
23 are two different curbs, obviously. There's a
24 two-inch reveal and then an eight-inch reveal.



1 But, yeah, that whole truck apron is -- how
2 thick is that concrete, Calvin? Nine inch?

3 MR. ESHAM: What I had done for
4 the estimate was excavate out pretty much a
5 square underneath that where the topsoil is
6 going to go. So we -- what we were trying to
7 do is keep as much of the existing surface.
8 Right?

9 MR. GAINES: As long as there's
10 enough in there that moisture can get out.

11 MR. ESHAM: Right.

12 MR. GAINES: And something can
13 be planted in there.

14 The plans call for you guys just
15 to plant a native no mow grass mix in there.

16 MR. ESHAM: Are you asking for
17 the type of --

18 MR. GAINES: The truck apron.

19 MR. ESHAM: The truck apron?
20 Nine-inch PCC.

21 MR. GAINES: Yeah. So we're
22 probably going to have to do some milling for
23 that too.

24 MR. KEMSKE: Because the outer



1 ring doesn't have a nine-inch reveal. Right?

2 MR. GAINES: Two. Two.

3 MR. KEMSKE: Two. So you're
4 going back down seven inches to the hot mix.
5 So you might as well excavate both rings and
6 just start on stone for the circle.

7 MR. GAINES: We'll have to look
8 at that.

9 MR. KEMSKE: I don't think
10 that's going to slow you down that much.

11 MR. GAINES: No.

12 We'll get you a response.

13 MR. KEMSKE: Okay.

14 MR. KOVACS: Any other
15 questions?

16 No? We're good?

17 Did everyone sign in?

18 All right. Just make sure you
19 all have signed in.

20 If you think of any questions,
21 as you all know -- or if you don't -- just
22 send it to our DOT-Ask e-mail. If you don't
23 have it, it's up here. Just grab it.

24 So if nobody else has anything



1 else, then this meeting is adjourned.

2 Thanks for coming, guys.

3 (The meeting adjourned at
4 2:15 p.m. this same day.)

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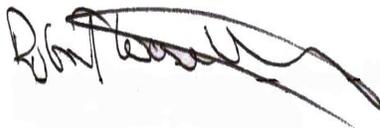
2 STATE OF DELAWARE:

3 :

4 NEW CASTLE COUNTY:

5 I, Robert Wayne Wilcox, Jr., a Registered
6 Professional Reporter, within and for the
7 County and State aforesaid, do hereby certify
8 that the foregoing meeting was taken before
9 me, pursuant to notice, at the time and place
10 indicated; that the meeting was correctly
11 recorded in machine shorthand by me and
12 thereafter transcribed under my supervision
13 with computer-aided transcription; that the
14 foregoing transcript is a true record of the
15 meeting; and that I am neither of counsel nor
16 kin to any party in said action, nor
17 interested in the outcome thereof.

18 WITNESS my hand and official seal this
19 20th day of October A D 2016



20 _____
21 Robert Wayne Wilcox, Jr., RPR
22
23
24



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