

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24

THE STATE OF DELAWARE

DEPARTMENT OF TRANSPORTATION

IN THE MATTER OF: :
:
Bid Proposal for Contract T201407104.01, :
Federal Aid Project No. EBROS-N463(01) :
BR 1-438 on N463 Blackbird Station Road :
over Blackbird Creek :

..

Delaware Department of Transportation
Bidder's Room, Transportation Administration Center
800 Bay Road
Dover, Delaware 19903

Wednesday, February 1, 2017
2:00 p.m.

..

BEFORE: Robert A. Kovacs
Competitively Bid Contracts Coordinator

..

-- Transcript of Proceedings --

WILCOX & FETZER
1330 King Street
Wilmington, DE 19801
(302) 655-0477
www.wilfet.com

1 MR. KOVACS: Good afternoon,
2 everybody. My name is Bob Kovacs. I'm a Contracts
3 Coordinator here with DelDOT.

4 This is a pre-bid meeting, and it's
5 for Contract Number T201407104.01. This is the
6 Bridge 1-438 on north 463 Blackbird Station Road
7 over Blackbird Creek, New Castle County.

8 If you have any questions come up
9 after the meeting, I just ask that you send them to
10 our dot-ask mailbox. If you don't have the address,
11 just grab it. It's right here on the desk.

12 And before I get started, I just want
13 to go over a few things real quickly. Or I'm sorry.
14 Before I turn it over to the PM, I just want to go
15 over a few things real quick.

16 I just want to reiterate bidder's
17 note number eleven. I'm sure you guys have looked
18 at it. But it just says, "Upon receiving the
19 contract award letter, the Department requests all
20 documentation to be signed and returned within one
21 week."

22 We are just requesting that.
23 Obviously, by law, you have 20 days. But we are
24 trying to get this -- trying to get this project

1 rolling as quick as possible. So we just ask that
2 if you could do that for us.

3 The bid forms, I just want to remind
4 everybody not to leave a bid amount item blank.
5 Don't put a zero in any column. Please put a number
6 other than zero. And, as a reminder, all figures
7 must be typewritten. So I ask that you use your EBS
8 file, which will automatically print everything, and
9 it will be typed out.

10 The Affidavit of Employment Drug
11 Testing Program form, just as a reminder, needs to
12 be filled out properly, notarized, submitted with
13 your bid.

14 On the certification page, itself,
15 the documents near the end of the proposal, just to
16 remind everybody to make sure you fill out all that
17 properly.

18 We have an addendum acknowledgment
19 page as well as a final questions and answers date
20 that goes on those pages. And the last page would
21 be the bid bond.

22 And, like I said, just as a reminder,
23 just to ensure, if it needs to be notarized or
24 signed off, or have your company seal, that all

1 those documents are filled out properly.

2 And, as a reminder, the DBE goal for
3 this project is five percent. With that, I would
4 like to turn it over to Nick Dean, the project
5 manager.

6 MR. DEAN: Okay. Cool. All right.
7 So the project is Bridge 1-438. It's up on
8 Blackbird Station Road. It's west of Route 13.

9 It's just replacing two corrugated
10 metal pipes, metal pipe arches with adjacent box
11 beams on sub abutments resting on piles.

12 The one thing about this project is
13 that everything is precast, so that's part of the
14 reason why we wanted to have this meeting.
15 Everything is precast, so it may be a little
16 different.

17 So this is kind of what we are going
18 to go over today. Time is of the essence. We are
19 going to talk a little bit about the existing site
20 conditions. It's a little tight out there.

21 Timing: This is kind of an ABC
22 project. We are using it as a pilot project for
23 future projects, so we want to -- the timeline is
24 pretty tight. It's 33 calendar days. So we are

1 going to try to get this thing, get it in and out
2 real quick.

3 We will talk about the precast items.
4 We are using High Early Strength concrete and UHPC
5 for the connections. We will talk a little bit
6 about that.

7 And then one of the new things that
8 we are using is a UHPC overlay. So it's only been
9 done one other time in the country, and that's in
10 Iowa, so we are going to try something a little new.
11 All right?

12 All right. Do you want to talk about
13 that?

14 MR. HASTINGS: Yeah, Bob mentioned
15 this bidder note number eleven about time being of
16 the essence, asking that your documentation be
17 returned within a week.

18 And the reason for that is the Army
19 Corps of Engineers Nationwide Permit Program expires
20 every five years, and this year it expires on
21 March 17th of this year. And then they will renew
22 it with a new set of provisions.

23 And what happens is we have to have
24 a -- anything that's not under contract, an executed

1 contract by that date, then the permits that we
2 already have in hand become null and void. So we
3 are asking that, you know, after we get the
4 documents back to you, that you turn yours around as
5 quickly as possible so that we have an executed
6 agreement by that date so we can continue to move
7 forward.

8 If we don't, then, like I said, our
9 permits are no longer valid, and we have to get
10 permit approval, which obviously delays the start of
11 the project. So in order to keep moving, we just
12 ask that you get your documents back as soon as
13 possible. We have a short cord.

14 MR. DEAN: Yeah. So some of the
15 existing site conditions: Just downstream of the
16 bridge right here, USGS has a weir there. It's a
17 concrete weir, and we are going to leave it in
18 place. We are not going to disturb it, because
19 putting it back would probably be -- it would be a
20 real pain.

21 There is also a monetary station
22 right here. I mean, if you go out to the site, you
23 can't miss it. It's just a big, giant, green can.
24 Basically, they use that for their stream flow and

1 stuff.

2 The USGS contact is Anthony Tallman,
3 and here is his number if you have any questions or
4 concerns about it.

5 So, like I said, it's a little tight
6 out there. Utility poles and the trees are in
7 pretty close proximity to the road. So using a
8 crane and swinging it around probably is going to be
9 a little tough, so you might need a larger crane to
10 do some of your lifts.

11 You are going to have to consider
12 staging. There is not a lot of room off the roadway
13 to stage. A portion of Mill Lane will be closed
14 here. So you might be able to stage a little bit
15 there. But it's just something to think about like
16 where you are going to stage your equipment, where
17 you are going to set up for deliveries, and how you
18 want to time everything.

19 And then the timing, we have seven
20 days for clearing and grubbing in advance of the
21 utility work. So that will be done by the
22 contractor. And that's a single-lane closure. And
23 then we have allotted 42 calendar days, and that
24 will take place before any of the bridge

1 construction for the utility relocations. The one
2 thing is it's a single lane closure, but the
3 contractor is going to provide the MOT for the
4 utility companies.

5 The 33 calendar days is the bridge
6 construction that we were talking about. That's
7 going to be a full closure. That's a typo. It
8 should be "full," full closure.

9 We have allotted four weather days
10 specifically for the bridge construction. And then
11 after the construction is completed, we have seven
12 calendar days for Delmarva Power to re-energize the
13 lines. And, again, the contractor will be
14 responsible for the MOT.

15 The big thing is the contractor is
16 going to need to communicate with the utility
17 companies. I mean, you are going to need to
18 coordinate about the timing. I mean, you might be
19 able to work congruently with the utility companies.
20 You might be able to -- it might not take them all
21 the time that we have allotted, so communicating
22 with them is probably a pretty important thing.

23 Like I said, we are using all precast
24 elements. So the tolerances are a little tighter.

1 The biggest thing is going to be the placing of the
2 elements. When you are driving piles, the
3 tolerance, I know our usual spec allows for 3 inches
4 of play at the top of the pile. And we have
5 tightened it up to 2 inches in any direction. So
6 it's just something that you guys need to be aware
7 of. So it's a little tight, because everything has
8 got to fit together pretty snug.

9 The 24 by 48 precast adjacent box
10 beams: The exterior beam is probably the trickiest
11 part of it. The barrier is actually cast into the
12 beam, so it's all precast. So it's going to be a
13 heavier beam. It's going to be a little bit more of
14 an awkward lift, I guess. So you will have to
15 figure out your pick points.

16 Yeah, it's eccentrically loaded,
17 so -- and then the other thing, we have shear key
18 connections that are a little different. We are
19 using UHPC for the shear keys instead of the normal
20 shear keys we have been using. I know some of you
21 guys have some experience with that.

22 We are using precast abutments. So
23 the abutments are going to be shipped in two
24 sections. It's going to be a heavy lift. It's

1 probably going to be a little awkward. It's going
2 to be eccentrically loaded. And I think the
3 heaviest abutment piece is 28 tons. Actually, I
4 have those numbers for you if you need it. And then
5 we have precast wing walls, and the wing walls are
6 going to be cantilevered off the ends of the
7 abutments, so.

8 So this is just a picture of the
9 exterior beam detail. It's actually, like when we
10 say the barrier is cast into it, it has two end
11 barriers, and then it drops down to a curb. And so
12 what's going to happen is that's all precast. And
13 then, after you place the beam, it's a metal rail
14 that will be attached to the beam. We did that to
15 save weight.

16 So, yeah, there is the curb right
17 here, and then there is the barrier recommended.
18 It's definitely a little different than what we are
19 used to.

20 And then this is just a picture of
21 the shear key. It's a little different with the
22 dowels coming out of it and different shear key
23 shape. So some coordination with the precast would
24 probably be important on that.

1 The precast abutment details: We
2 have a 4.4 percent super. So, like I said, the
3 pieces are going to be a little awkward. It's not
4 going to be two uniform pieces. It's just going to
5 be connected with dowels and grouted to there.

6 Here we have corrugated cans
7 basically creating voids in the abutments. So when
8 you do the lifts, you will lift them over top of the
9 piles and set them right on. That's the reason why
10 the piles have to be spot on, because there is not a
11 ton of wiggle room between each one of the buoys.

12 So if you guys have any questions,
13 you guys can chime in at anytime.

14 Oh, and then the wing wall, I
15 believe -- yeah -- the wing wall connection is going
16 to be High Early Strength concrete. It will be the
17 same as the closure pour for the abutments in the
18 pile. So this is just the wing wall cantilevered
19 off the end of the abutment, and here is your
20 closure pour right here.

21 All right. So the High Early
22 Strength connections: The abutment/pile closure
23 pour is going to be High Early Strength. You are
24 going to have to match the super elevations, so some

1 consideration there. And then the closure pour for
2 the wing walls. I don't think it's anything too out
3 of the ordinary.

4 All right. So the big thing with the
5 UHPC shear key joint, it's different than our
6 typical shear key. I mean, we are kind of moving
7 towards that, though.

8 Surface preparation and installation
9 are really important. So the big thing is to reach
10 out to the UHPC manufacturers early, you know, get
11 in touch with them before construction. They have
12 different material properties than normal concrete
13 or grout. This isn't grout; it's not concrete.
14 Like, it's a whole different material, so it's
15 definitely a different beast, so it's something to
16 consider.

17 The UHPC representatives, they have a
18 ton of on-the-job, in-field experience. So our
19 recommendation would be to lean on them. Their
20 recommendations are usually pretty sound.

21 And then the other thing we wanted to
22 stress was the saturated surface drive and the water
23 tightness test. I mean, we are going to talk a
24 little bit about that.

1 But the big thing is you guys are
2 going to have to present a, like a placement plan,
3 and it's going to have to cover all of that. And
4 it's going to need to be accepted by our engineers
5 before we can move ahead with the project. So it's
6 definitely something that we are going to want to
7 see.

8 And there is a UHPC back wall. The
9 back wall is just going to be poured with the --
10 when you pour the joint, so you will have to form up
11 the back wall there. And it will be poured up to
12 the top of the beam. So it's not going to reach the
13 profile of the road, but it will be poured up to the
14 top of the beam. So some form work will be needed
15 there. It's A little bit different than just the
16 regular UHPC joint.

17 And this is the big thing: The UHPC
18 overlay is -- it's brand new, so we have never used
19 it before. Iowa is the only one in the United
20 States that has used it. It's different than
21 concrete and grout. It's not what you are used to
22 using. And it's not the same mix as the joint mix.
23 It's stiffer, so it's going to work a little
24 differently.

1 So, again, surface preparation is
2 important. I mean, it's a much thinner layer, so I
3 think it's, at its thinnest, it's one-inch thick.
4 So the bond between the top of the beam and the
5 overlay is going to be key, because you are not
6 working with a lot of material there?

7 MR. HASTINGS: We received a federal
8 grant to perform the research by using UHPC overlay,
9 so we are using that in several different
10 applications. So it gives us an opportunity to test
11 it out and learn about whether it's a viable product
12 for this.

13 MR. DEAN: Right. So the preparation
14 and installation, again, reach out to UHPC
15 manufacturers, defer to them, because they are the
16 only ones who have any experience with this. So, I
17 mean, getting out there and leaning on them is
18 probably the smartest thing to do.

19 And, again, one of the big things was
20 the placement plan. We definitely want to see that.
21 And we want to see everything spelled out with how
22 you are going to do it, how you are going to prepare
23 the surface, the saturated surface drive, what kind
24 of tests you are going to do to ensure that you are

1 going to get a good product.

2 All right? And then so, in
3 conclusion, again, timing is 33 calendar days for
4 the construction. The precision, the accuracy in
5 field measurements and precast element placement are
6 key.

7 I mean, the precast elements are
8 going to come. So the big work is going to come
9 with preparing the placement, so measuring out
10 specifically where things are going to go.

11 It's not going to be like cast and
12 place where if something is off a few inches you can
13 just adjust for it in the field, because everything
14 has pretty much got to lock together.

15 The UHPC is the big thing. We are
16 using a lot of it for this one. So it's a newer
17 material. Quality control is important. Follow the
18 UHPC representative's advice.

19 And, again, I can't stress enough to
20 prepare the placement plan prior to the pre-con
21 meeting, because we are not going to -- I don't
22 think we will hold the pre-con meeting without the
23 placement plan in place.

24 And that's it. Does anyone have any

1 questions?

2 MR. ERONY: Pete Erony, Mumford and
3 Miller.

4 MR. DEAN: Okay.

5 MR. ERONY: A couple of things. Bob,
6 can that be posted on the website?

7 MR. KOVACS: Yes.

8 MR. ERONY: Your start date in the
9 documents is June 2nd. And you have got a fair
10 amount of design submittal prep, review, and then
11 fabrication before then. It probably leaves, at
12 best, 90 days. Is that start date flexible? Can
13 that move? Usually we would never do a job like
14 this without having precast in hand for fear of not
15 having something --

16 MR. KOVACS: Right.

17 MR. HASTINGS: So we have some
18 flexibility now. Remember that start date is -- you
19 have the 42 days of utility relocation in advance of
20 that, or starting then and then in advance of the
21 closure.

22 So, yeah, I mean if that date slid a
23 little bit, we can be flexible. Obviously, we want
24 to make sure that we get it done this construction

1 season, so we can't let it slide too much, but.

2 MR. ERONY: Okay. How about, since
3 it's accelerated work, what about nights and
4 weekends? Can we get a noise waiver?

5 MR. HASTINGS: We, um --

6 MR. ERONY: The critically silenced
7 pump, which is why I bring it up.

8 MR. HASTINGS: Right. So we did not
9 get a noise waiver in advance. Typically, on most
10 projects we have a contractor do that if they plan
11 on working extended hours. Out here, I don't recall
12 what the New Castle County noise timeframes are.

13 MR. ERONY: Well, they've been
14 running those two. You don't recall?

15 MR. HASTINGS: I don't recall.

16 MR. ERONY: Okay.

17 MR. KOVACS: Anybody else have any
18 other questions? Okay. If not, then if you think
19 of any -- I'm sure you will -- just send them to our
20 dot-ask mailbox, and we will get them answered and
21 put on the web as soon as we can.

22 Is there anybody here that didn't
23 sign in? All right. Let me give you this. Fill
24 that out, and write as neat as you can. I would

1 appreciate it. So one more time, no other
2 questions? We are good?

3 All right. Then that concludes this
4 meeting. Thank you very much for all coming. We
5 appreciate it.

6 (Concluded at 2:19 p.m.)

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24

CERTIFICATE

I, Lorena J. Hartnett, a Notary Public and Registered Professional Reporter, do hereby certify that the foregoing is an accurate and complete transcription of the proceeding held at the time and place stated herein, and that the said proceeding was recorded by me and then reduced to typewriting under my direction, and constitutes a true record of the testimony given by said witnesses.

I further certify that I am not a relative, employee, or attorney of any of the parties or a relative or employee of either counsel, and that I am in no way interested directly or indirectly in this action.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal of office on this 7th day of February 2017.

Lorena J. Hartnett
Registered Professional Reporter