

OHIO DEPARTMENT OF TRANSPORTATION

PRE-BID MEETING

Project 152(08)

Hen-24-10.74

PID 80443

- - -

Transcript of proceedings had in the above-entitled cause at the offices of the Ohio Department of Transportation, District 2, 317 E. Poe Road, Bowling Green, Ohio, on Wednesday, February 20, 2008, at 8:24 a.m.

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GREENE REPORTING  
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□

1 PANEL:

2 OHIO DEPARTMENT OF TRANSPORTATION  
Page 1

DISTRICT 2

3

Deb Baldwin  
Douglas Raby  
Dan Meyer

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P R O C E E D I N G S

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MS. BALDWIN: I'd like to welcome everyone to District 2 ODOT. I'm Deb Baldwin, the design project manager. This is the prebid meeting for Project 152 of 08, Henry 24-10.74, PID 80443. The sell date is 3-26-2008. Please submit all prebid questions by 3-20-2008.

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Further housekeeping, let's take care of. Please make sure you signed in. Turn cell phones to vibrate or off. Rest rooms, Caren has the passes at the back of the room.

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We also want to remind you that if you have any questions, please state clearly and loud enough so everyone can hear, and the reporter can hear you.

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I want to start with introductions.

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We're going to go all the way around the room because there's been additional people that have come in.

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1

I'd like to introduce myself. Deb Baldwin, District 2.

2

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MR. RABY: Douglas Raby, area engineer and highway management.

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MR. MEYER: Dan Meyer, project engineer, ODOT.

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7 MR. BEAULIEU: Chris Beaulieu, Mannik & Smith  
8 Group.  
9 MR. MOORE: Jim Moore, Mannik & Smith Group.  
10 BERNIE LEITE: Bernie Leite, Mannik & Smith  
11 Group.  
12 MR. HEYERLY: Jeremy Heyerly, Mannik & Smith  
13 Group.  
14 MR. LUKE: Raymond Luke, Mannik & Smith  
15 Group.  
16 MS. CATLIDGE: Cheryl Catlidge, Federal  
17 Highway Administration.  
18 MS. JAMES: Debby James, Office of Contracts.  
19 MS. COMINGS: Lynne Comings, Office of  
20 Contracts, ODOT.  
21 MS. FLYNN: Merka Flynn, Office of Contracts.  
22 MR. ALLEN: Stan Allen, Beaver Excavating.  
23 MR. BAEZ: George Baez, Mosser Construction.  
24 MS. HESCHEL: Sandy Heschel, Mosser  
25 Construction.

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1 MR. FERGUSON: David Ferguson, E.S. Wagner.  
2 MR. KETHEL: Chuck Kethel with E.S. Wagner.  
3 MR. WING: Craig Wing, E.S. Wagner.  
4 MR. SHIARLIA: Tim Shiarlia, Tri County Rural  
5 Electric.  
6 MR. OKULEY: Chris Okuley, Tri County Rural  
7 Electric.  
8 MR. WINKLEMAN: Larry Winkleman, Miller  
9 Brothers Construction.  
10 MR. GILLEN: Larry Gillen, Miller Brothers.  
11 MR. MYERHOLTZ: Ken Myerholtz, Toledo Edison.  
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12 MR. REED: Jim Reed, Toledo Edison.  
13 MR. HAMAKER: Paul Hamaker, Verizon.  
14 MR. PIERACINI: Steve Pieracini, Board of  
15 Public Affairs, Liberty Center.  
16 MR. GODWIN: Frank Godwin, Village of Liberty  
17 Center, utilities department.  
18 MR. HELBERG: John Helberg, Gerken Paving.  
19 MR. BOYD: Steve Boyd, ODOT, utilities  
20 department.  
21 MR. WILLIAMS: Charles Williams, R.L.  
22 Williams Construction Company.  
23 MR. ISTEфан: Lyth Istefan, Highway  
24 Management, District 2.  
25 MR. GRAMZA: Mike Gramza, District 2.

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1 MR. ZEISLOFT: Randy Zeisloft, Miller  
2 Brothers Construction.  
3 MS. LEONARD: Megan Leonard, District 2,  
4 Public Information intern.  
5 MS. POLLICK: Theresa Pollick, Ohio  
6 Department of Transportation, District 2,  
7 Public Information officer.  
8 MR. BARE: Harry Bare, ODOT, District 2.  
9 MR. MCCOLLEY: Pat McColley, Henry County  
10 Engineer's office.  
11 MR. HIBBETT: Chris Hibbett, ODOT, utilities  
12 coordinator.  
13 MR. BENTON: Mike Benton, project engineer,  
14 District 2.  
15 MR. GECKLE: David Geckle, engineer, District

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MR. MCGUCKIN: Rick McGuckin, DGL.

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MR. DICKE: Dave Dicke, ODOT, District 2,  
real estate administrator.

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MR. BASS: Mike Bass, Ebony Construction.

21

MS. BARTH: Bernadette Barth, ODOT, District  
2.

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23

MR. ROBINSON: George Robinson, Toledo Impact  
office.

24

25

MR. DYSARD: David Dysard, ODOT, District 2.

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MS. DILLE: Caren Dille, ODOT, Construction.

2

MS. RUNGE: Amy Runge, R.J. Runge Company.

3

MR. WILLIAMS: Mel Williams, Miller Brothers  
Construction.

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MR. BEST: John Best, Stansley Mineral  
Resources.

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MS. ROSENGARTEN: Stephanie Rosengarten,  
Woodland Acres.

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MR. ROSENGARTEN: Al Rosengarten, Woodland  
Acres.

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MS. BALDWIN: We have three gentlemen joining  
us by video conference in Central Office.

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13

Noel, you want to start?

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MR. ALCALA: Noel Alcala, ODOT, Environmental  
Services, Central Office.

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16

MR. JOHNSON: Adam Johnson, Federal Highway  
Administration.

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18

MR. PANNETT: Tom Pannett. I'm the acting  
administrator for the ODOT Office of

19

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Contracts.  
Page 5

21 MS. BALDWIN: Thank you, everyone. The  
22 purpose of this meeting is to give a brief  
23 overview of the project. And once we're  
24 completed we'll open up the floor for  
25 questions.

7

1 The project is a proposed four-lane  
2 divided highway on new alignment. It is the  
3 second of six projects that will be sold for  
4 construction. The approximate length is 5.11  
5 miles. It starts at mile marker 10.74 and  
6 ends at mile marker 15.85.

7 This project contains one interchange at  
8 State Route 109, one overhead structure at  
9 County Road 4A, both a four and a five-span  
10 structure crossing Turkey Foot Creek, an  
11 Indiana/Ohio railroad, twin structures  
12 crossing both Dry Creek and Bad Creek  
13 locations, a 16 x 10 box culvert, six Type A  
14 culverts, the relocation of a water line on  
15 State Route 109, County Road 5B and County  
16 Road 4A, the relocation of County Road S and  
17 seven cul-de-sacs.

18 There is warranty pavement being used  
19 according to Specification 880. It will be  
20 used on the main line and the ramps. The  
21 District recommends Item 409, longitudinal  
22 joint sealer. State Route 109 and County  
23 Roads will be 442, and cul-de-sacs will be  
24 448.

25

8

1 concerns. wetland mitigation areas. wetland  
2 areas and archeological sites should not be  
3 used for borrow, field office or equipment  
4 storage. I passed out a flier showing those  
5 locations.

6 No in stream work will be permitted from  
7 April 15th to June 30th in the following  
8 streams: The Tributary to Bad Creek, S32,  
9 S32-1 and Bad Creek. No in stream blasting  
10 will be permitted without written permission  
11 of ODNR.

12 One bald eagle's nest is located on this  
13 project within a half mile of the alignment.  
14 All work from Stations 601 + 00 to Station  
15 646 + 00 will only be permitted from July 1st  
16 to December 31st.

17 MOT was designed with all the projects  
18 considered. And the MOT for this project is  
19 to relocate the water lines, close County  
20 Road S between 7 and 8, construct State Route  
21 109 roundabout or runaround, connect with  
22 flaggers, close State Route 109, do the  
23 embankment work and MSC wall work for 109.  
24 wait for the settlement construction for  
25 State Route 109.

9

1 Construct County Road S East, construct  
2 County Road S West to 101 + 50. Complete  
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3 State Route 109. Connect proposed and  
4 existing State Route 109 and County Road S  
5 East. Remove the runabout. Complete  
6 connection for County Road S West.  
7 Construct County Road 4A.

8 Construct Meyers Drive, which is the  
9 service road, and drive connection. Do  
10 Township Road 5B. When State Route 109 and  
11 County Road 4A are open to traffic, close the  
12 local roads and build remaining of the  
13 project. Simple.

14 There's also been an addendum that was  
15 issued for this project. It has addressed --  
16 the field office became an as per plan item.  
17 I didn't get a chance to check this morning  
18 to see if it was out there. We just sent it  
19 in yesterday, so it should be. It spells out  
20 the specifications for that field office.  
21 It added Proposal Note 107. It added the 4A  
22 utility notes. It had a clarification on the  
23 bald eagle's note, with the stations  
24 included. Clarification on the archeological  
25 site, that there is only one archeological

10

1 site. And it answered some prebid questions  
2 that had been submitted earlier.

3 So if there's nothing else, I guess  
4 we'll open the floor for questions.

5 Anyone?

6 MR. PANNETT: Deb, this is Tom Pannett,



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Central Office.

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MS. BALDWIN: Okay.

MR. PANNETT: I just want to emphasize to the group there that looking at the flier that's been handed out, that essentially demarcates wetland construction on a separate project that ODOT's going to let. They will be going on at the same time as this current construction project that we're here to discuss today.

It's very important that the contractors recognize that those areas that are, again, demarcated on that flier, there will be no borrow accepted for the project from those sections. We understand that landowners in the area, the farmers that own, currently own or have some type of interest in that property, are discussing with the contractors the opportunity to get some fill from those

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areas. And that is not acceptable.

So, let me make it one more time clear, there will be no borrow accepted for the project from those areas. That would be, actually, part of a separate construction project to be let in the next couple months.

Any questions about that?

MR. WINKLEMAN: Larry Winkleman with Miller Brothers. Are you talking about -- he's talking about these areas you've marked in red; is that correct?

12 MS. BALDWIN: The areas that were marked in  
13 red. Yes.

14 MR. WINKLEMAN: Yes. Thank you.

15 MS. BALDWIN: Actually, they're marked in red  
16 twice. It shows the wetland areas and the  
17 archeological is all in red.

18 MR. HELBERG: John Helberg, Gerken Paving.  
19 On that Bald Eagle's area, did you say that  
20 you could only work between July 1 and  
21 December 31st?

22 MS. BALDWIN: Yes.

23 MR. HELBERG: Can you travel through the  
24 area? Is it completely restricted during --

25 MS. BALDWIN: Noel?

12

1 MR. ALCALA: Yes. You can travel through it.  
2 You just can't --

3 MR. HELBERG: So we can --

4 MS. BALDWIN: Wait a minute. Go ahead.

5 MR. HELBERG: We can run haul trucks through  
6 that zone before July 1st?

7 MS. BALDWIN: Can they run haul trucks  
8 through that zone before July 1st?

9 MR. HELBERG: What's the purpose of the  
10 restriction, to not disturb the eagles?

11 MS. BALDWIN: Yes.

12 MR. HELBERG: Is that what it says?

13 MS. BALDWIN: Construction activities is the  
14 wording. We'll get back with you. We'll  
15 answer that through the addendum so we can

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16 get a couple feedback on different people.

17 Any more?

18 MR. GODWIN: Village of Liberty Center.

19 wanted to know if they've gotten any

20 easements for the relocation of our water

21 lines and the agreement on both ends of the

22 project on 109 for the water line to remain

23 in sight, newly acquired right-of-way.

24 MS. BALDWIN: We will have to check on that,

25 Frank, because I'm not sure where exactly the

13

1 right-of-way is.

2 Anyone else?

3 MR. WING: Craig Wing, E.S. Wagner. How much

4 consideration has been given to the time

5 constraints at both 109 and County Road 4A?

6 The 240 days of State Route 109 and the 180

7 days at 4A seem very unrealistic based on the

8 amount of work that has to be done and the

9 restrictions that the plan impose.

10 MS. BALDWIN: We are looking into those

11 dates. What were the dates -- I guess --

12 what were the dates you guys were thinking?

13 MR. WING: Well, based on when the project's

14 letting, the earliest any work at 109 is

15 going to start this year is probably, closure

16 would start, is probably end of June, first

17 part of July.

18 To run 240 days from there, there's no

19 way to avoid the winter, plus with the

20 embankment restrictions, the restrictions on

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21 the construction, MSE wall, the wick drains,  
22 all the associated work that has to happen  
23 before that road gets opened back up, you're  
24 realistically probably looking at about a  
25 16-month closure.

14

1 MS. BALDWIN: Okay. We will take that into  
2 consideration. And we are investigating the  
3 construction sequence and the time lines for  
4 that.

5 MR. WINKLEMAN: Larry Winkleman with Miller  
6 Brothers. I guess on that line, specifically  
7 the 240 days that State Route 109, the  
8 temporary runaround traffic's never shut off.  
9 I'm not even sure why 240 days is critical at  
10 all since traffic is never closed off. I'm  
11 struggling to figure out what's so critical  
12 about the 240 days of traffic. But, again,  
13 you might consider that.

14 Also, the 30 days for the installation  
15 of the water line. As long as service is  
16 maintained I'm not sure why 30 days is so  
17 critical. And I'm not sure you can get it  
18 done in 30 days. I just -- I can see maybe a  
19 restriction on the time for the tie-ins, but  
20 I can't quite understand why the restriction  
21 for the installation of the water line.

22 MS. BALDWIN: Okay. We will investigate that  
23 one too.

24 MR. KETHEL: Chuck Kethel with E.S. Wagner.

I'd like to reiterate what Larry just said on

1 the water line. 30 days is not enough time  
2 to get that done.

3 MR. HELBERG: John Helberg, Gerken Paving.  
4 Relative to the 880, 7-year warranty, the  
5 projects that are further to the west, they  
6 start on the other side of Defiance and as  
7 they work towards Toledo the pavement section  
8 has continually gotten thinner.

9 Because of the wording we're wondering  
10 why is that happening? what are we getting  
11 ourselves in trouble for here? I would think  
12 that the truck count is going higher as you  
13 get closer to Toledo.

14 MS. BALDWIN: Our pavement was selected by a  
15 pavement selection committee and the depths  
16 were all selected that way.

17 MR. HELBERG: Okay.

18 MS. BALDWIN: Additional questions? way in  
19 the back.

20 MR. WILLIAMS: Mel Williams with Miller  
21 Brothers. On Sheet 33 of the plan you've got  
22 a section that's called Special Procedures,  
23 Construction Sequence/Waiting Times. And  
24 that involves -- one part of it is roadway  
25 construction for all the embankments at the

1 bridges. The second part of that is  
2 procedures for MSE wall construction. And  
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3 the MSE walls are the two overhead, County  
4 Road 4A and State Route 109.

5 when you read through the roadway  
6 procedures they get to the end of their notes  
7 and they have a statement that goes through  
8 completing embankment and states a waiting  
9 period. And that is on both County Road 109  
10 and County Road 4A. And then the MSE wall  
11 procedure section goes through its sequence.  
12 And the last entry on both of those roads  
13 reiterates another possibly waiting period or  
14 is that reiterating the same waiting period  
15 but it's showing it in a different sequence  
16 of events?

17 My question would be, is there two  
18 waits, two waiting periods at the overhead  
19 for County Road 109 and County Road 4A?  
20 There's just a little confusion on how those  
21 two procedures are written and how the  
22 interface is between them.

23 MS. BALDWIN: Again, we'll have to go back to  
24 our geo people and make sure that we got it  
25 clarified for you.

17

1 MR. GODWIN: Frank Godwin, Liberty Center  
2 Village. One other question. We're going to  
3 require construction plans on all those water  
4 lines when it comes to the time --

5 MS. BALDWIN: Shop drawings.

6 MR. GODWIN: Shop drawings. We're going to

7 have those? And a question on the warranty  
8 of pavement. The warranty on pavement, why  
9 is there no warranty for our newly  
10 constructed water lines? we require a  
11 one-year warranty and I was told that it  
12 wasn't. Okay?

13 MS. BALDWIN: I cannot answer that.  
14 warranty pavement was selected for this job.

15 MR. GODWIN: Okay.

16 MS. BALDWIN: Yes, Larry.

17 MR. GILLEN: Larry Gillen, Miller Brothers.  
18 Back to Mel's statement about the settlement.  
19 You'll also notice that after you remove the  
20 preload it talks about --

21 MS. BALDWIN: Preload on which structure?

22 MR. GILLEN: State Route 109.

23 MS. BALDWIN: Okay.

24 MR. GILLEN: After that waiting period you  
25 remove the preload, then it talks about

18

1 resetting the settlement platforms. So we're  
2 kind of curious why you would be resetting  
3 settlement platforms after you've already had  
4 your preloading --

5 MS. BALDWIN: Okay. Again, I'll have to go  
6 with geo. I'll have to get an answer,  
7 clarify that with geo.

8 MR. KETHEL: Chuck Kethel with E.S. Wagner.  
9 Along with the warranty issues we also have  
10 warranty on these bridge decks.

11 MS. BALDWIN: Just the main line bridge  
Page 15

12 decks. MR. KETHEL: On the main line bridge  
13 decks. We're working with new mix designs  
14 and, quite frankly, I'm very uncomfortable  
15 with how these things are going to perform  
16 down the road. It's not like using the old  
17 Class S.

18 I guess what I'm saying is, this is the  
19 only section that's got warranty bridge  
20 decks. I'm wondering why.

21 MS. BALDWIN: It's not the only section.  
22 All of ours will have warranty bridge deck on  
23 the main line.

24 MR. KETHEL: We've been experiencing a lot of  
25 problems with map cracking and other issues

19

1 on these decks with these new mixes that  
2 we're required to use. And I realize we're  
3 suppose to design our own mix, but we're  
4 still being told basically what to use. And  
5 there's some issues out there with these  
6 things.

7 MS. BALDWIN: We'll have to -- I mean, I  
8 don't know what to tell you. We have  
9 warranty bridge deck on the main line. And  
10 we'll have to -- I don't know if we can  
11 address that in an addendum or not because  
12 that's a specification change.

13 MR. WING: Craig Wing, E.S. Wagner. As a  
14 follow up to what Chuck was saying with  
15 regard to the warranties, when will the C-85s



16 be issued on the bridge decks? This is a  
17 four-year project.

18 If a bridge deck finishes in 2010 and  
19 the job doesn't finish until 2011, are we  
20 going to be a year into our warranty at that  
21 point?

22 MS. BALDWIN: No. The warranties will not  
23 start until we put traffic on them.

24 MR. WING: So you're getting more than a  
25 two-year warranty on these bridges?

20

1 MS. BALDWIN: Yes.

2 MR. WING: The spec calls for a two-year  
3 warranty but you, in essence, want a three or  
4 four-year warranty on these bridge decks?

5 MS. BALDWIN: We will need two-year warranty  
6 after traffic has been placed on it.

7 MR WING: Well, construction traffic --

8 MS. BALDWIN: You can't place traffic on it  
9 until the whole construction is complete.

10 MR. WING: Construction traffic is going to  
11 be running on them as soon as they're  
12 completed. What constitutes traffic?

13 MS. BALDWIN: I'll put that down as a  
14 question.

15 MR. FERGUSON: Dave Ferguson with E.S.  
16 Wagner. When is your projected opening for  
17 this road?

18 MS. BALDWIN: October of 2011.

19 MR. FERGUSON: For the whole section?

20 MS. BALDWIN: That's when we will open the  
Page 17

21 main line. The construction will not be  
22 completed until 2012. TR-10 will not be able  
23 to be built until the main line is open.  
24 MR. HELBERG: John Helberg with Gerken Paving  
25 again. Relative to the 7-year warranty on

21

1 the pavement, the 880 specs, you started to  
2 answer, answer my question about the one-year  
3 to put traffic on it.

4 These other projects that are coming  
5 down line to the east, those have to be done  
6 and all the traffic put on those before  
7 you're actually opening the whole thing to  
8 traffic or --

9 MS. BALDWIN: We cannot open any of our  
10 portions until the whole thing is done.

11 MR. HELBERG: That whole run is done. If the  
12 project gets delayed, do we get an  
13 opportunity to adjust the warranty because  
14 that's paved by the year? As you move the  
15 completion of this whole thing back our  
16 warranty costs go up.

17 It's not -- we don't pay based on when,  
18 when you open it to traffic. It's when the  
19 -- it's our process starts from day one when  
20 we bid the job.

21 MS. BALDWIN: I'll have to check with  
22 contracts because I do not know.

23 MR. HELBERG: The second question I have, on  
24 the same thing, in the typical section for

25 the warranty they show the type of materials

22

1 suggested, type of materials. we're allowed  
2 to alter -- I'm asking, are we allowed to  
3 alter the mix types that we want to use for  
4 that warranty area? In the previous jobs  
5 they've allowed us to, to substitute  
6 different material types other than what's  
7 been listed in the typical sections. I just  
8 want to make sure we're going to be able to  
9 put down what we think is a better product.  
10 MS. BALDWIN: You need to do it according to  
11 the supplemental spec 880.

12 MR. HELBERG: Okay.

13 MS. BALDWIN: That was our suggestion item,  
14 according to the traffic counts.

15 MR. HELBERG: That's my point. You're saying  
16 that's suggested. You're telling us that  
17 based on the thickness, right?

18 MS. BALDWIN: Yes.

19 MR. HELBERG: The material types are only  
20 suggested; is that right?

21 MS. BALDWIN: Yes.

22 MR. HELBERG: So if they're only suggested,  
23 are we allowed to, to bid it using what we  
24 feel is a superior type of material?

25 MS. BALDWIN: You still need to use the same

23

1 depths that are in the 880.

2 MR. HELBERG: So you're looking at the  
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3 depths, the minimum depth, not the particular  
4 material type the way you've got it listed?

5 MS. BALDWIN: We are -- the material for that  
6 area is 880 warranty.

7 MR. HELBERG: If you look at the typical for  
8 that, like they --

9 MS. BALDWIN: But we just called out  
10 something that we would be able to give an  
11 idea of quantities for people when they're  
12 doing a bid.

13 MR. HELBERG: Just for example, if we want to  
14 use -- I think you call for twelve and a half  
15 millimeter super pave on the surface course.  
16 we feel we can show that the bubble gum is  
17 better, if we can use bubble gum instead of  
18 the twelve and a half millimeter super  
19 pave --

20 MS. BALDWIN: The warranty will be for seven  
21 years.

22 MR. HELBERG: Okay. All right.

23 MR. FERGUSON: Dave Ferguson with E.S.  
24 Wagner. On your, 109 especially, you have  
25 listed a maximum increase of two and a half

24

1 PSI for pressure and piezometers.

2 MS. BALDWIN: Okay.

3 MR. FERGUSON: Staying within your  
4 specification, two feet per day, five feet  
5 per week maximum fill, if floor pressure  
6 exceeds that and we lose time, is that going

7 to be excusable? Is it going to be  
8 defensible?

9 MS. BALDWIN: We will have to look at that.  
10 we're looking at the dates anyway. I mean,  
11 we are looking at the time limits. Yes.

12 MR. WINKLEMAN: Larry Winkleman with Miller  
13 Brothers. Following up on Dave's question  
14 about the floor pressures, and I'm certainly  
15 not a soils expert, but most of them it talks  
16 about a two and a half PSI, but for some  
17 reason County Road 4A jumps all the way up to  
18 16 PSI. And I'm not sure why there would be  
19 that much difference for that location as  
20 opposed to the others.

21 Next question. On Sheet 37 under the  
22 traffic maintenance, the first column it  
23 talks about upon acceptance of the project  
24 that we're to leave traffic control devices  
25 in place at State Route 109. Those become

25

1 the property of whomever the next contractor  
2 is. Specifically, what traffic control  
3 devices are you talking about?

4 MS. BALDWIN: Barricades. Got to keep the  
5 barricades up because you can't go down the  
6 ramps. We don't want people going down  
7 ramps.

8 MR. WINKLEMAN: Do you have a plan sheet that  
9 shows specifically what control, traffic  
10 control devices you're talking about or just,  
11 you're just talking about the A frame

12 barricade at the bottom of the ramps?  
13 That's all?

14 MS. BALDWIN: Not the bottom of the ramps,  
15 top of the ramps.

16 MR. WINKLEMAN: Top of the ramps. I'm sorry.  
17 I'm just trying to be clear as to what  
18 traffic control devices you're talking about.

19 MS. BALDWIN: Maybe we need to clarify that.  
20 They have to stay in place because we don't  
21 want them switching out for the next guy.

22 MR. WINKLEMAN: Next question. On Plan Sheet  
23 37 you talk about the lump sum temporary  
24 roads, item for maintaining traffic, and you  
25 have a section in here for farm drains. And

26

1 the way this reads on sheet 37, you're  
2 setting up as directed quantities for farm  
3 drains and saying they're incidental to the  
4 lump sum temporary road item.

5 If I go back to Plan Sheet 29 you're  
6 also setting up as directed quantities for  
7 farm drains. It doesn't seem practical to me  
8 to include as directed quantities in a lump  
9 item. I would think it would make more sense  
10 to pay for them as an as directed item as  
11 opposed to say that we're going to include  
12 them in a lump sum item.

13 Now, if I look at the drawings for the  
14 temporary road, none of these quantities are  
15 shown. They truly are as directed. There's

16 nothing on the plan that directs me as to  
17 what these quantities are.

18 MS. BALDWIN: Part of the reason for that is  
19 we are going out in the middle of farm fields  
20 and we're going through, and as good as the  
21 farmers are about their tiles, we're not sure  
22 where they're all at. Some of them fields  
23 drain. So we're pretty sure they're tiled  
24 but we don't know if they're tiled.

25 So these quantities were set up that if

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1 you hit farm drains that we can fix the farm  
2 drains and not damage the farm.

3 MR. WINKLEMAN: I understand that. All I'm  
4 saying is, what you're telling us in this  
5 note is to include this quantity in the lump  
6 sum item. We don't know how many feet are  
7 going to be performed. If none of this is  
8 performed, then the Ohio Department of  
9 Transportation is going to have overpaid for  
10 the lump sum temporary road. If more than  
11 this quantity is performed, then the  
12 contractor is going to be hurt.

13 My point is, this is an as directed  
14 quantity. It should be treated as an as  
15 directed quantity and not included in a lump  
16 sum item.

17 MS. BALDWIN: Okay. We will address that.

18 MR. WINKLEMAN: Okay. Larry had a follow-up  
19 question.

20 MR. GILLEN: For those barricades that you're  
Page 23

21 talking about on 109, are you talking all  
22 four ramps or just the two on ramps?  
23 MS. BALDWIN: We're talking all four ramps.  
24 We don't want them --  
25 MR. GILLEN: Even though they're exit ramps?

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1 MS. BALDWIN: They don't know they're exit  
2 ramps.  
3 MR. GILLEN: Don't people drive in Ohio?  
4 MS. BALDWIN: Well, I'm just saying, they  
5 don't know they're exit ramps because the  
6 signs that will be placed will be covered.  
7 So they do not know that there are exit or --  
8 yes. I understand. But we don't want anyone  
9 using the roads.  
10 MR. GILLEN: Okay.  
11 MR. WING: Craig Wing, E.S. Wagner. With  
12 regards to your maintenance of traffic plan,  
13 you call out for the temporary tie-ins at  
14 State Route 109 and the permanent tie-ins to  
15 be done with flaggers basically maintaining  
16 half width construction?  
17 MS. BALDWIN: Yes.  
18 MR. WING: Those time frames for those  
19 tie-ins is, are going to be several days, if  
20 not weeks, in duration. Is it your intention  
21 to have flaggers out there 24 hours a day?  
22 There's no quantity set up for barrier, for  
23 portable barrier to do dropoffs or anything  
24 like that. It just basically says here's how



1 Is your intention to have that to be a  
2 contractor designed MOT for those or are you  
3 going to look at that and include quantities  
4 for temporary signals, portable barrier, all  
5 the necessary things you're going to need to  
6 do that work?

7 MS. BALDWIN: We'll have to look at that.

8 MR. WING: Okay. As a follow up --

9 MS. BALDWIN: The tie-ins --

10 MR. WING: The tie-ins at 109. And as a  
11 follow up, along the lines of maintenance of  
12 traffic, when you call out to do County Road  
13 S East and County Road 7 intersection also  
14 utilizing half width construction, Township  
15 Road 7, at least on the plans, is only 12  
16 feet wide. How is it your intention to build  
17 a 12-foot wide road in half?

18 MS. BALDWIN: We'll look into that.

19 MR. WING: You're going to want to look at  
20 that.

21 MS. BALDWIN: That's not how I remember it.

22 MR. WING: Okay. I think in order to  
23 maintain drainage through that intersection  
24 you're going to realize that you need to have  
25 some quantity of temporary pipe for that

1 Township Road 7, County Road S East  
2 intersection as well.

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3 MS. BALDWIN: Okay.  
4 MR. FERGUSON: Dave Ferguson with E.S.  
5 wagner. On your settlement plans for ramp A  
6 and B you listed, and those are to be  
7 constructed at no more than five feet per  
8 week, you have a 240-day settlement period  
9 attached to it. Ramp C and D, same height  
10 fills, no settlement period, no restrictions  
11 on construction.  
12 MS. BALDWIN: well, two of the ramps will be  
13 through a temporary road and the temporary  
14 road is going to be cutting them. So that's  
15 why there is the time limit on those, because  
16 we don't want to be forever out there. The  
17 others can be built at the same time as 109.  
18 MR. FERGUSON: 240 days, the settlement  
19 period, is through the temporary road. The  
20 other two have no restrictions on building,  
21 amount of fill you can put on them or no  
22 settlement period at all on those other two  
23 ramps.  
24 MS. BALDWIN: we'll look at the settlement  
25 and the time on those ramps.

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1 MR. WINKLEMAN: Larry Winkleman with Miller  
2 Brothers. As far as the settlement, let's  
3 just say after the 240-day settlement period  
4 the fill has settled a foot. Will we be  
5 compensated for the additional fill required  
6 to bring it back up to grade? Will that be

7 paid for as an embankment item?  
8 MS. BALDWIN: We'll look at that.  
9 MR. KETHEL: Chuck Kethel with E.S. Wagner.  
10 I think there's an error in the  
11 superstructure concrete for the two Dry Creek  
12 bridge decks. I think they transposed a  
13 number. It's 307. I think it should be 370.  
14 I want to check those.  
15 MR. WINKLEMAN: Larry Winkleman with Miller  
16 Brothers Construction. On Plan Sheet 33, the  
17 fourth column over, County Road 4A, the very  
18 bottom note, note one says, peg the piles and  
19 sleeves in accordance with construction plan  
20 details. Would you define what you mean by  
21 peg?  
22 MS. BALDWIN: We'll have to clarify that.  
23 Any more questions?  
24 MR. BAEZ: Jorge Baez, Mosser Construction.  
25 The Bad Creek twin bridges, since they're in

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1 the end side of the job, the east side, do we  
2 have any right-of-way limitations? We may  
3 need access to the --  
4 MS. BALDWIN: From the other side?  
5 MR. BAEZ: From the other side.  
6 MS. BALDWIN: We are investigating that and  
7 we are -- that's one of the questions that's  
8 going to be late, answered in a later  
9 addendum, the access on both ends of the  
10 project. And we are trying to get something  
11 for you. And we'll answer that in the

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addendum.  
MR. WING: Craig wing, E.S. wagner. Along those lines, Deb, do you know what the application process is going to be for creek crossings both at Bad Creek and at Turkey Foot Creek?  
MS. BALDWIN: No, I do not.  
MR. WING: will you be able to clarify that out for us or spell that out for us?  
MS. BALDWIN: Did you hear that question, Noel?  
MR. ALCALA: No. I didn't hear it. Sorry.  
MR. WING: Question was, what is the application process going to be for creek

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crossings at Turkey Foot Creek on the west end of the job and Bad Creek on the east end?  
MR. ALCALA: Well, we might have to modify our waterway permit that we're getting for the project. And I'd prefer not to go there. I mean, that would be modifying that permit and that could take, you know, I don't know, two to three months or thereabouts, takes a lot of process through the Corps of Engineers and the EPA.  
MS. BALDWIN: we'll work on that and get back with you.  
MR. WING: You're going to need to go there.  
MS. BALDWIN: For the stream crossings?  
MR. WING: Yes.

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MS. BALDWIN: Okay.

MR. KETHEL: Chuck Kethel with E.S. Wagner. There's no way to access the pier construction without crossing that creek at Turkey Foot and Bad Creek. You got a railroad track that you can't get over. We have no access coming in off the right-of-way from either side, particularly from the north. So the only way you're going to get in there is to cross that creek somehow.

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MR. ALCALA: It might be an impact that we've already covered under the permit, Deb. So we have to check on that.

MS. BALDWIN: Yes. We'll check on that and find out.

MR. ALCALA: Might be something covered.

MR. KETHEL: And you'll have the same issue at the other end at Bad Creek.

MS. BALDWIN: Bad Creek. Yes.

MR. KETHEL: And also Dry Creek in the middle. Got to get across to build the bridge and get the fills and stuff in place.

MR. ALCALA: But what about the creeks that we're avoiding, that we need to avoid on the notes? Are we talking about those or are we talking about something else?

MR. KETHEL: Bad Creek, you're definitely talking is a permitted creek?

MS. BALDWIN: Yes. Is a permitted creek.

MR. ALCALA: We're seeing here on the notes

21 you can't construct in Bad Creek between  
22 April 15th and June 30th. Outside that time  
23 frame we can do that.

24 MR. KETHEL: Right. We can construct it  
25 outside the time frame, we can still leave it

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1 in place.

2 MR. ALCALA: We're supposed to get the permit  
3 signed this week. And all of the impacts,  
4 allowed impacts are spelled out on that  
5 permit.

6 MS. BALDWIN: Yes. So we do have a permit  
7 coming.

8 MR. FERGUSON: Dave Ferguson with E.S.  
9 Wagner. On Page 33 you give a list of where  
10 you want settlement platforms. Your  
11 settlement platforms at 731 + 50 right and  
12 left are in a cut section. I didn't  
13 understand why we was putting them in there.

14 MS. BALDWIN: What were the stations again?

15 MR. FERGUSON: 731 + 50, right and left cut  
16 section according to cross-sections.

17 MR. WINKLEMAN: Larry Winkleman with Miller  
18 Brothers. Along -- another note about the  
19 settlement platforms. On that same sheet, 33  
20 in the fourth column under procedures for MSE  
21 wall systems, State Route 109, the first note  
22 talks about removing the settlement platforms  
23 and then the fourth note talks about  
24 reinstalling the settlement platform. I have

25 a pretty good idea how it will be removed. I

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1 don't think there will be much left to  
2 reinstall.

3 Is that going to be paid for? Is this  
4 an additional settlement platform or how's  
5 that handled?

6 Another question would be, on Plan Sheet  
7 37, third column at the bottom, earth work  
8 for maintaining traffic, you give an  
9 estimated quantity for excavation and  
10 embankment, and then directly below that is a  
11 note about a geotechnical evaluation of the  
12 soil conditions to determine if undercuts are  
13 needed.

14 My question is, if undercuts are  
15 required, will we be paid for those undercuts  
16 under a separate pay item? We do have a pay  
17 item for undercuts. I'm assuming ODOT is the  
18 one that's doing this geotechnical  
19 evaluation.

20 MS. BALDWIN: Any more questions?

21 MR. GILLEN: Larry Gillen, Miller Brothers.  
22 Where we have restricted time limits for  
23 construction, let's talk about State Route  
24 109 as an example, it says 240 days. If the  
25 settlement does not occur within the 30 days

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1 due to the readings not stabilizing, will  
2 that time period be extended?

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3 MS. BALDWIN: I think that was an earlier  
4 question, but we can --  
5 MR. GILLEN: Okay.  
6 MS. BALDWIN: All the way in the back.  
7 MR. WILLIAMS: Mel Williams with Miller  
8 Brothers. I just wanted to second two things  
9 brought up by E.S. Wagner because they are  
10 very important. It is the time frames that  
11 you have set up for 109 and County Road 4A.  
12 MS. BALDWIN: Yes.  
13 MR. WILLIAMS: We reviewed it, probably like  
14 they have, and we don't see that happening  
15 very easily, if at all.  
16 And, also, what they brought up on the  
17 new concrete mixes, on the QC/QA concrete, we  
18 have experienced some questionable things  
19 with those mix designs.  
20 MS. BALDWIN: Okay.  
21 MR. FERGUSON: Dave Ferguson with E.S.  
22 Wagner. On the settlement period for 109,  
23 you're actually going to bill the fill  
24 surcharge for your MSE wall, then you remove  
25 the surcharge and you add on the MSE

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1 construction. You've got it limited to two  
2 feet, five feet after you receive your  
3 settlement for your settlement period, then  
4 you're still restricting the construction of  
5 the MSE wall with two to five feet, two feet  
6 a day, five feet a week.



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7 I don't understand the restrictions on  
8 the MSE wall after we have received the, have  
9 our settlement.

10 MS. BALDWIN: Okay.

11 MR. FERGUSON: And the other part of that,  
12 you talked about 240 days for 109. Your  
13 actual restriction's County Road S. You  
14 close it when you build your temporary  
15 runaround, which is going to be --

16 MS. BALDWIN: Yes.

17 MR. FERGUSON: -- two or three weeks prior to  
18 starting your 109 fill. Actually, 109 has  
19 less than a 240-day construction period.

20 MS. BALDWIN: The west? You're talking the  
21 west of -- yes. County Road west.

22 MR. HELBERG: When you're trying to take the  
23 temporary pavement out through the 109  
24 temporary runaround, you're trying to tie in  
25 both ends, are you going to be able to do --

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1 obviously you have to restrict it to one lane  
2 to be able at that time. Are you going to be  
3 able to do both ends at the same time? Are  
4 you going to allow two lane restrictions that  
5 close together on 109? You have --

6 MS. BALDWIN: I'm confused.

7 MR. HELBERG: You have to tear out, close  
8 half of the road and somebody before had  
9 mentioned about how they were going to do it,  
10 whatever. If you do it with flaggers 24  
11 hours a day or if you do it with a traffic

12 signal or whatever, are you going to be able  
13 to have one on the north end and on the south  
14 end at the same time? So like you can do the  
15 northbound, both northbound sections at the  
16 same time? You're going to have to have two  
17 separate zones.

18 MS. BALDWIN: Yes.

19 MR. HELBERG: will you be allowed to do that  
20 or are you going to have to piggyback and  
21 then do the other half of the road the same  
22 way then?

23 MS. BALDWIN: Yes. Okay.

24 MR. HELBERG: I got a burning question I  
25 wanted to ask the people that set up the DBE

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1 people, the official DBE subcontractors. Do  
2 they realize that these new people companies  
3 are trying to get set up need to be union  
4 before they come out on the street and try to  
5 work for the general contractors? I think  
6 everybody that's going to be bidding this job  
7 is a union contractor or forced to be union  
8 contractors. And the union contracts are  
9 forced to sign an agreement that they'll only  
10 hire union subcontractors.

11 Are they setting up some of these DBEs  
12 without making sure they're aware of that?  
13 That should be a step in the process.

14 MS. CATLIDGE: Cheryl Catlidge from the  
15 Federal Highway Administration. Your

16 question regarding DBEs being union. They  
17 are not required to be union. If they do --  
18 if they are approached for subcontract work  
19 they have to adhere to the provisions of the  
20 contract. If that is a provision, that they  
21 adhere to the collective bargaining agreement  
22 type issues, then they are held to that  
23 standard. But actually joining a union,  
24 they're not required to do that.  
25 MR. HELBERG: Is the general contractor's

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1 contract with the union part of your contract  
2 with ODOT's contract? Where do you draw the  
3 line? They can't work on the job by the  
4 union contract. I don't think the union  
5 contract is a part of the ODOT contract.

6 They can sign a subcontract and they  
7 have to make peace with the union or they  
8 can't step on the job, then they're  
9 defaulting against their contract, the  
10 official subcontract that they just signed.

11 MS. BALDWIN: We'll have to look into that.

12 MR. HELBERG: I didn't expect an answer.

13 MS. BALDWIN: I have no idea.

14 MS. JAMES: Debby James with Central Office  
15 Contracts. We had that same situation on a  
16 project down in District 8 and we did seek  
17 clarification from FHWA. And I need to check  
18 to see whether or not we ever received that  
19 clarification. So we'll find out and let you  
20 know.

21 MR. KETHEL: Chuck Kethel with E.S. Wagner.  
22 This is an issue that's basically with the  
23 contractors, has nothing to do with ODOT or  
24 Federal Highway. Our contract with the union  
25 state that we will not hire any nonunion

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1 subcontractors. If we do, they can pull  
2 their people off of our job. So it's not a  
3 governmental issue, it's a union/contractor  
4 issue.

5 MS. BALDWIN: Yes.

6 MR. KETHEL: As far as getting employees in,  
7 that's a little bit easier. If they can't  
8 supply a certified minority, we can find a  
9 good minority that fits the bill. We can get  
10 them to take them.

11 The subcontractor issue is a totally  
12 different issue. And, particularly, with the  
13 operators here lately, they've been really  
14 going after us on that issue. We've had  
15 three or four jobs that we've had grievances  
16 filed against us, particularly like the  
17 electrical contractors. They're in a  
18 different union than the operators but the  
19 operators say if they have a backhoe our  
20 people have to be on it. If they're not, get  
21 them off the job. You know, ruling out of  
22 Federal Highway really doesn't do us any  
23 good.

24 MS. FLYNN: Merka Flynn from ODOT. I see we

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have another DBE firm that joined us. well,

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1 now I don't see him. Oh. There you are  
2 Dave. Dave Coronado. Could you, please  
3 stand, up and state your firm's name, what  
4 you do and where you travel?

5 MR. CORONADO: Dave Coronado with Dynamic  
6 Currents, rebar construction as well as  
7 electric. work in Northwest Ohio.

8 MS. FLYNN: Are you signatory with the union,  
9 Dave?

10 MR. CORONADO: Yes, we are.

11 MS. FLYNN: Any DBE firm here not signatory  
12 with the union? well, isn't that nice? See.  
13 None of these DBE firms you'll have a problem  
14 with.

15 MS. BALDWIN: Thank you. Are there any more  
16 questions?

17 MR. WINKLEMAN: Larry Winkleman with Miller  
18 Brothers. More of a statement than a  
19 question. With the number of questions I  
20 would, we would encourage ODOT to issue lots  
21 of addendums. I know that sometimes there's  
22 a reluctance, there's a desire to answer all  
23 the questions in one huge addendum, but it  
24 makes it more difficult for us, as we're  
25 preparing a bid, to get all the answers in a

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1 very short time period right before the bid.

2 If you get answers to ten of the  
Page 37

3 questions, I would encourage you to issue an  
4 addendum and we'll know the answer to those  
5 ten questions. When you get the answer to  
6 ten more, issue another addendum. But it's  
7 extremely difficult to put a bid together  
8 when we don't get answers to the addendum  
9 until five days before the bid and you've got  
10 a 50 to 75-page document to review to try to  
11 figure out what the changes are in the plan.  
12 So it's going to result in a better bid for  
13 the Ohio Department of Transportation doing  
14 that.

15 MS. BALDWIN: I agree with you. I'm the one  
16 who's putting them together. That's why the  
17 addendum went out yesterday and there's two  
18 questions that were not answered. Until I  
19 have the answers -- so I am trying to keep on  
20 top of them.

21 MR. WINKLEMAN: Thank you. I appreciate  
22 that.

23 MS. BALDWIN: Any more additional questions?  
24 Well, thank you for joining us.

25 MR. DYSARD: Dave Dysard, ODOT. I think it

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1 might be good to discuss the other two  
2 projects, put this in the framework of the  
3 larger project. We can't put details here --  
4 MS. BALDWIN: The other six, five projects.  
5 This is the first project, runs through here.  
6 This is the one we're letting. The next one

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7 we're going to let is this one here. That  
8 runs up through Waterville. And the last one  
9 let will be the middle portion and this  
10 little tiny piece over here. And then the  
11 very last project -- and then there will be  
12 -- I'm sorry.

13 There is a wetland mitigation project.  
14 That will be let right after this one. It  
15 will be let in, hopefully, the first part of  
16 May of '08. This project here, we're looking  
17 at January of '09. The middle project we're  
18 looking at April of '09. And the landscaping  
19 we're looking at -- there will be landscaping  
20 for the three interchanges, and we're looking  
21 at, I think it's September of 10 we're  
22 looking at that landscaping. So those are  
23 the other projects that are going out there.

24 But if you look at the projects you will  
25 see that we cannot open these roads at all

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1 until the whole project is completed.

2 Any questions?

3 MR. MYERHOLTZ: Ken Myerholtz with Toledo  
4 Edison. Could you restate the bid dates for  
5 the three main line segments? For segment  
6 two, what was that date?

7 MS. BALDWIN: Segment 2 is this portion here.  
8 And that is January of '09.

9 MR. MYERHOLTZ: Okay.

10 MS. BALDWIN: And the middle is April of '09,  
11 which is the little tiny bit on the end

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there.

MR. MYERHOLTZ: Thank you.

MS. BALDWIN: And the wetland mitigation is May of '08. The middle segment is April of '09.

MR. HELBERG: April of '09.

MS. BALDWIN: Very close together, these two portions.

MR. DYSARD: Dave Dysard, ODOT. Please slowly restate the dates of all the projects.

MS. BALDWIN: This project, the first project, the Henry 24 segment is March of '08. The Lucas segment is January of '09. The middle segment, the Henry-Lucas segment,

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is April of '09. The mitigation plan is May of '08. And the landscaping plan is, hopefully, September of 10.

That little piece on the end is in the middle segment. The TR-10 is with the middle segment. The middle segment also has all the pavement marking for the whole main line. Because there's no reason for pavement marking out there, it's just going to have the sun kill it. So all the pavement marking for the whole entire corridor, except for the overhead, is done with the middle segment.

MR. WINKLEMAN: Larry Winkleman with Miller Brothers. Just to back up to the earlier question about warranties, you had made the



16 statement that the warranty would begin when  
17 it was open to traffic.

18 MS. BALDWIN: Yes.

19 MR. WINKLEMAN: what you've just gone through  
20 reiterates the question of the contractors,  
21 what is the start date of the warranties? Is  
22 it when we've completed our project or is it  
23 when public traffic is on the entire length  
24 of the project?

25 MS. BALDWIN: We're going to have to check on

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1 that because my understanding was when the  
2 entire traffic has been put on it, which  
3 would not be until October of 11. Project  
4 goes to 12, but it would be October 11 we'll  
5 be able to open to traffic, hopefully.

6 MR. WINKLEMAN: Thank you.

7 MS. BALDWIN: You're welcome. Any more  
8 additional questions? There's the  
9 information packets up here for the DBEs  
10 still, if anyone would like to pick those up.

11 And I guess that's all. Hopefully we'll  
12 have the transcript on the web in probably  
13 ten days and the questions answered in  
14 addendum as we receive them. Thank you for  
15 coming.

16 (Proceedings concluded at 9:30 a.m.)

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C E R T I F I C A T E

STATE OF OHIO )  
 ) SS.  
COUNTY OF LUCAS )

I, Karen M. McCall Greene, the undersigned, do hereby certify that the foregoing is a true, correct and complete transcript of the proceedings in the foregoing captioned matter taken by me and transcribed from my stenographic notes.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal of office at Toledo, Ohio, on this \_\_\_\_\_ day of February, 2008.

-----

KAREN M. MCCALL GREENE  
Notary Public in and for the  
State of Ohio

My Commission expires December 10, 2010.



SIGN IN SHEET  
 PRE-BID MEETING  
 HEN-24-10.42  
 Project 152(08)  
 February 20, 2008

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