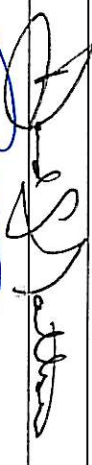




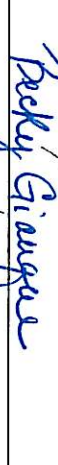

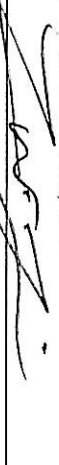




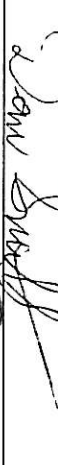







HAS-250-11.72 PID 81587  
 Design/Build Pre-bid Meeting  
 10:00 a.m., Wednesday, March 3, 2010

Name (Printed)	Signature	Company	Phone Number
Dave Matkan		Hokanson	614-679-8355
Jim Barrows		Lee Robinson Feig.	614-832-1815
Brian Little		Shelly Sands	614-206-2158
John VanDyne		Shelly & Sands	740-819-6970
Rodney Wilson		ODOT D-11	330-308-3968
Becky Giangure		ODOT D-11	330-308-3949
Tom Stratton		" "	330-308-3992
Chris Lutzer		CPD	330-572-2100
Gary Murphy		Kardon	614-487-1650
Gary Sawyer		ODOT-11	330-308-3904
Dick Ricks		ODOT-11	330-308-3946
JEFF THOMPSON		GC	614-394-2836
Dan Smith		GC	614-204-5119
Bill Finnica		ODOT - Dist 11	330, 340, 9503
TIM GRATHAM		ODOT - Dist 11	330-308-3980
Tom Moore		ODOT Construction	330-240-0078
SHANE A. LOCKE		ODOT-DISTRICT 11-RECONSTRUCTION	330-308-3955
Shawn Bennett		" "	330-306-7856

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PROPOSAL  
STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION  
PID NO. 81587  
CONTRACT ID NO. HAS81587  
PREBID MEETING  
MARCH 3, 2010, 10:00 a.m.

TRANSCRIPT OF PROCEEDINGS

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APPEARANCES:

On Behalf of ODOT:

Todd D. Moore, P.E.  
Construction Area Engineer, District 11  
2201 Reiser Avenue, S.E.  
New Philadelphia, Ohio 44663

Shane A. Locke, P.E.  
District Design Engineer, District 11  
2201 Reiser Avenue, S.E.  
New Philadelphia, Ohio 44663

James R. Graham, P.E.  
Highway Management Administrator, District 11  
2201 Reiser Avenue, S.E.  
New Philadelphia, Ohio 44663

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P R O C E E D I N G S

MR. MOORE: I guess we should start here.  
My name's Todd Moore. I'll be the construction  
area engineer for this project. This project is  
3002 of 10, Harrison 250-11.72.

This is a design-build prebid meeting.  
There's a stenographer making a record of  
everything that's said here today. So when you  
ask a question, please identify yourself so that  
it can be reported in the record and then state  
your question and we'll answer it. And the people  
answering the questions are also to identify  
themselves for the record.

Anything else we need to say?

THE REPORTER: No.

MR. MOORE: Okay. Before we get started,  
we have some additional copies of the proposal if  
anybody needs them. There's a sign-in sheet on  
the back table. Please make sure you sign in.

And we'll go through and introduce  
ourselves.

MR. LOCKE: My name is Shane Locke. I  
will be the project manager engineer for the  
design-build project here.

1 MR. MOORE: As I stated, Todd Moore.

2 MR. GRAHAM: My name is Jim Graham,  
3 highway management administrator.

4 MR. FINNICAL: Bill Finnical, ODOT.

5 MR. WILSON: Rod Wilson, planning office.

6 MR. STRATTON: Tom Stratton. I'm the  
7 environmental coordinator.

8 MR. GURNEY: Greg Gurney, planning.

9 MR. BIBLE: Dick Bible, deputy director.

10 MS. GIAUQUE: Becky Giauque, district  
11 communications.

12 MR. MATTSON: Dave Mattson, Kokosing  
13 Construction.

14 MR. BARNA: Jim Barna, EL Robinson  
15 Engineering.

16 MR. LITTLE: Brian Little, Shelly &  
17 Sands.

18 MR. VANDYNE: John VanDyne, Shelly &  
19 Sands.

20 MR. THOMPSON: Jeff Thompson, Complete  
21 General Construction.

22 MR. SMITH: Dan Smith, Complete General  
23 Construction.

24 MR. MURPHY: Greg Murphy, Korda/Nemeth.

25 MR. LUZIER: Chris Luzier, GPD

1 Associates.

2 MS. BENNETT: Sharon Bennett, production.

3 MR. MOORE: Thank you. I'll start by  
4 going through the Scope of Services. Again, as I  
5 stated before, this is Harrison, Route US 250,  
6 Section 11.72, PID 81587. Its highway functional  
7 classification is principal arterial - NHS.

8 Design Designation, location, Harrison  
9 250, Section 11.72. Current ADT is 4840. Design  
10 year ADT is a 5930. And we have 27 percent  
11 trucks. Design speed is 55. Legal speed is 55.

12 Existing plans are available for review  
13 at the district office or at the FTP site as  
14 listed in the scope. I won't -- just a --

15 MR. LOCKE: In addition to -- Shane Locke  
16 with ODOT District 11. The CADD and Geopak files  
17 that, it states, are in the preliminary  
18 engineering, they're also available to you. Those  
19 have been posted out to the web page also. So if  
20 you go to the website, that shows there also if  
21 you, if you need to make use of it.

22 MR. MOORE: All right. Section 1A,  
23 Railroad Coordination, nonapplicable.

24 We have here today for the prebid meeting  
25 an addenda process. Questions prior to the

1           letting date shall be directed to the "Prebid."  
2           And that's web submittal.

3                     Scope of Work: The project limits are  
4           from 11.72 to 14.10. It's a project length of  
5           2.38 miles. The work length will be determined by  
6           the DBT.

7                     The consultant shall provide for the  
8           engineering services, design, and preparation of  
9           detail construction plans for the construction of  
10          the proposed project.

11                    The contractor shall provide for the  
12          furnishing of materials, construction and  
13          completion in every detail of all work described  
14          in the Conceptual Documents in order to fulfill  
15          the intent of the contract.

16                    Project Description: The proposed work  
17          includes placing unbonded concrete overlay with an  
18          asphalt bond breaker on existing pavement,  
19          shoulder reconstruction and widening, excavation  
20          and embankment to restore proper slopes and  
21          ditches, construction of underdrains, full-depth  
22          rigid pavement removal and replacement in  
23          transition areas, replacement of 11 existing  
24          culverts, existing sign and pavement marking  
25          replacement, investigation and construction of

1 guardrail requirements. In addition, temporary  
2 sign and signal installation on detour routes will  
3 be included. Completion date is November 20th,  
4 2010. There are no warranties.

5 Any questions to date? All right.

6 Section 7, the Field Office: Type B  
7 field office, as required by Construction and  
8 Material Specification Item 619, shall be  
9 available and completely functional no later than  
10 one week prior to the start of construction work.

11 Are there any questions on the general  
12 provisions for this work? Saves us some time and  
13 effort.

14 One thing we should say, in Section B,  
15 CADD files are to be supplied by the consultant.

16 Under 8.7, the project manager's name is  
17 Shane Locke and his phone numbers are there.

18 Partnering Agreement: Contractor is  
19 invited to enter into an informal cooperative  
20 partnership agreement with the Department on this  
21 project. The objective of this agreement is the  
22 timely completion of the work and a quality  
23 product that will be a source of pride to both the  
24 Department and the contractor. This partnering  
25 agreement will not affect the terms and conditions



1 of the contract. It is a document which is solely  
2 intended to establish an environment of  
3 cooperation between the parties. The cost of the  
4 partnering workshops will be agreed to and shared  
5 equally between the Department and the contractor.  
6 The contractor shall -- will pay all costs  
7 directly and the Department will authorize its  
8 share of the contract by change order. The  
9 contractor is not entitled to any markups on the  
10 invoiced cost.

11 Under Section 8.8, Permits, contractor  
12 will be required to obtain a permit from the state  
13 or local government having jurisdiction to perform  
14 any nonconstruction work within the existing  
15 right-of-way or, and/or limited access.

16 Hazardous Materials, Section 9, ODOT  
17 District 11 prepared an ESA screening for the  
18 project area in August of 2009. No potentially  
19 contaminated properties were identified. Based on  
20 the screening, it was determined that no further  
21 ESA studies were warranted. See Attachment A for  
22 a copy of the ESA screening.

23 10, Environmental, Tom, do you have  
24 anything you want to add to this or read it as  
25 this is?

1                   MR. STRATTON: It's up to you, if you  
2                   want to read the whole thing.

3                   MR. MOORE: Go over the highlights then,  
4                   please, Tom.

5                   MR. STRATTON: I'm Tom Stratton, ODOT  
6                   District 11, environmental coordinator for the  
7                   project. The environmental document was provided  
8                   with the Scope of Services. The most important  
9                   thing that I'd like to point out is that we  
10                  identified -- we had the Corps come out to give us  
11                  a jurisdictional determination and identify all  
12                  the jurisdictional waters of the U.S. within the  
13                  project limits. Mapping of those features was  
14                  provided with the scope. Probably environmentally  
15                  the most important thing is keep the project  
16                  within, the work within the limits of the  
17                  nationwide permit.

18                  We have a nationwide permit the Corps of  
19                  Engineers has provided as well. On all the  
20                  documentation that we used to get the permit, you  
21                  can see how we arrived at the work limits and what  
22                  was permitted. I would think everybody  
23                  understands the delays that will be associated  
24                  with exceeding the nationwide permit. And that's  
25                  all relative to what's out there as jurisdictional

1 and what's not, especially with the ditches that  
2 run parallel to the roads.

3 So if you have any questions regarding  
4 the jurisdiction determinations made by the Corps  
5 in that mapping, please don't assume anything.  
6 Feel free to give me a call and we'll get you an  
7 answer from, from either me or an officer of the  
8 Corps if we have to.

9 That's all I have unless somebody has a  
10 specific question about some aspect of the  
11 environmental....

12 MR. MOORE: On to Section 10.2, Tree  
13 Removal/Indiana Bat.

14 MR. STRATTON: There are -- Tom Stratton,  
15 ODOT District 11. There are, there are trees  
16 within the project limits that contain potential  
17 Indiana bats, so that's been coordinated with Fish  
18 & Wildlife. And Section 10.2 spells out the time  
19 limits when those trees can be removed.

20 MR. MOORE: Due to the timing of the  
21 start of this project, we are going to cut the  
22 trees, so ODOT will do this through a tree cutting  
23 contract. The DBT will be responsible for  
24 removing the stumps.

25 Section 11, Right-of-way: All necessary

1 construction work for the project will be  
2 performed within the existing right-of-way.

3 Section 12, Utilities: Utilities special  
4 provisions in addition to the governing  
5 regulations listed in Section 8.1 of this document  
6 and Section 153.64 of the Ohio Revised Code.

7 12.1, existing utilities are listed. We  
8 have the Village of Cadiz, AEP Power, Columbia Gas  
9 of Ohio, Columbia Gas Transmission, Teppco,  
10 Dominion, and Dominion Transmission. We also have  
11 Red Hill Development, Piedmont Gas Company, and  
12 Comcast.

13 And I remind you of the importance of  
14 12.2, utilities coordination responsibilities. I  
15 won't read those but they're there.

16 12.3, Subsurface Utilities Engineering,  
17 it's not required.

18 Section 13, Design and Construction  
19 Requirements: Maintenance of traffic, there have  
20 been some revisions to this.

21 Rod Wilson, our traffic engineer, you  
22 want to discuss those?

23 MR. WILSON: Yes. Rod Wilson with ODOT.  
24 Should I just go down through these sections?

25 Section 13, General -- 13.1, I'm sorry,

1           General, no changes to that. 13.2, no changes  
2           there.

3                     13.3, Additional description of Required  
4           Work and Special Provisions, there are changes to  
5           that that I will hand out and should become a part  
6           of the official records. I'd like to have -- I'll  
7           give a copy to each of the team, design-build  
8           team.

9                     MR. MOORE: Greg, I have a copy of that.

10                    MR. GRAHAM: You don't need it. Sorry.

11                    MR. WILSON: I think we'll -- everybody  
12           has one. We'll go down through each paragraph and  
13           then I'll indicate where the changes are at in  
14           each paragraph.

15                    First paragraph under 13.3, Item 614,  
16           portable change message signs, Type A-4 signs for  
17           closure period to be used for advanced warning,  
18           see Attachment E for placement location.

19                    Second paragraph, design-build team shall  
20           design, erect, and remove Official Detour, see  
21           Attachment F for routes. The DBT shall use  
22           existing plans for the interchange of US 22 and US  
23           250 and US 22 and SR 9 to create plans that show  
24           the existing signs and proposed detour signs. For  
25           other intersections and locations, the DBT shall

1 create plans that show the existing signs and the  
2 proposed detour signs. The plans must be  
3 stationed in feet or to scale.

4 Third paragraph, contractor shall  
5 maintain the designated local detour routing as  
6 per Traffic Engineering Manual Note 642-25 on  
7 location shown in Attachment G.

8 Fourth paragraph, the following bid items  
9 and quantities shall be added to repair -- for  
10 repair work, excuse me, for repair work on the  
11 Designated Local Detour route if deemed necessary  
12 by the project engineer.

13 And then there's a list of Items 614,  
14 617, and 410.

15 MR. LOCKE: This is Shane Locke. I'd  
16 like to add something to what we discussed  
17 earlier. And I just had never gotten it written  
18 into here. The quantity that's shown for the  
19 maintaining traffic using 410, Item 614 -- I'm  
20 sorry -- 410, Traffic Compacted Surface, Type A or  
21 B, in total there's a total of a hundred cubic  
22 yards. Again, the Local Designated Detour in the  
23 General Maintenance of Traffic Items, that will be  
24 increased from 100 cubic yards to a thousand cubic  
25 yards.

1                   Just for your information, that will be  
2                   part of the first Addendum when it goes out. But  
3                   because of the nature of some of the local detour  
4                   roads, we are going to increase that quantity to a  
5                   thousand cubic yards.

6                   Also on that same note, roads that are  
7                   being maintained or to maintain traffic out there  
8                   or subject to local detour routes are to be  
9                   reviewed with the project engineer prior to  
10                  closing US 250 and that these roads are supposed  
11                  to be brought up to, to speed, if you will, up to  
12                  driveable standards or our standards and will be  
13                  maintained during that closure. They are to be  
14                  brought up to standards before the US 250 is  
15                  closed and they have to be maintained in an  
16                  appropriate fashion during the closure.

17                  MR. MOORE: The project engineer will  
18                  direct that work using the pay items listed.

19                  MR. LOCKE: Rod, back to you. Sorry.

20                  MR. WILSON: Rod Wilson, ODOT. The sixth  
21                  paragraph down, additional warning and speed limit  
22                  signing requirements have been provided for detour  
23                  routes. See Attachment H. These warning signs  
24                  shall be placed within 30 days in advance of the  
25                  closure. The original signs shall be re-erected

1 on original posts in original locations using new  
2 hardware by the contract completion date. At no  
3 time during the removal shall any curve remain  
4 without warning signs. Speed limit signs may be  
5 installed one week prior to closure but must be  
6 covered until four hours prior to closure and must  
7 be re-covered within four hours of reopening US  
8 250. Speed limits signs must be removed by the  
9 contract completion date.

10 Okay. On the handout that I provided,  
11 there is an addition to this paragraph. On the  
12 handout, it's shown as under Section 13.3, sixth  
13 paragraph, "Add the following information to the  
14 end of Paragraph 6 regarding speed limit signs  
15 contained in Attachment H." And the addition is  
16 speed limit on State Route 151 in the Village of  
17 Bowerston from Log Point 4.56, which is the west  
18 corporation line, to Log Point 5.08, which is 800  
19 feet east of the center line of State Route 212,  
20 will be 35 mile an hour instead of 45 mile an hour  
21 as shown in -- on, excuse me, on Attachment H.  
22 The remainder of 151, State Route 151 from Log  
23 Point 5.08 to 11.12, which is the Scio West  
24 corporation line, will remain at 45 miles an hour  
25 as shown on Attachment H.



1                   Revisions required to table labeled  
2                   "Proposed Regulatory Signing Detail." See  
3                   Attachment H-1 for a sketch of SR 151 in Bowerston  
4                   from Log Point 4.56 to 5.08.

5                   The attachment is the second sheet that  
6                   we provided. That's Attachment H-1. And  
7                   basically what that shows is the additional signs  
8                   that are going to be needed to make this short  
9                   section of roadway in Bowerston a 35-mile-a-hour  
10                  instead of 45-mile-an-hour as shown on the  
11                  Attachment H.

12                  Are there any questions on, on that?

13                  Under Section 13.3, Paragraph 7,  
14                  additional intersection signing requirements have  
15                  been provided in Attachment E. The DBT shall  
16                  determine the exact placement of these additional  
17                  signs based on location of existing signage and  
18                  proposed detour signs. The DBT shall create plans  
19                  that show the existing signing, proposed  
20                  additional intersection signing, and the proposed  
21                  detour signing. Existing signs shall -- that --  
22                  excuse me. Existing signs that conflict with  
23                  proposed signs shall be covered. The plans must  
24                  be stationed in feet or to scale.

25                  Paragraph 8, the DBT shall design and

1           construct four temporary traffic signals at the  
2           following locations per Item 614: First,  
3           intersection of US 250 and SR 151. Second  
4           intersection -- second location, intersection of  
5           State Route 151 and State Route 9. Third  
6           intersection is intersection of US 22 Ramp E and  
7           State Route 9. Fourth location, intersection of  
8           US 22 Ramp G and State Route 9.

9                         There is an addition now to the next  
10           items listed. "The following" -- continuing on  
11           now under Section 13.3, says, "The following  
12           minimum requirements are for each location," then  
13           lists for A -- small A, small letter B, small  
14           letter C, small letter D....

15                         And I will read small letter D, because  
16           that's where a change is going to be. Small  
17           letter D says, "Use HCS and SYNCHRO software to  
18           determine the most efficient operation for each  
19           location and the necessity of interconnection of  
20           No. 3 and No. 4. The objective will be to prevent  
21           backups on US 22, onto US 22 mainline."

22                         The addition to that, as shown on the  
23           handout that we provided, says under Section 13.3,  
24           eighth paragraph, letter small D, "Add the  
25           following to the end of small D regarding four

1 temporary traffic signals." The addition is, "The  
2 DBT shall design a traffic signal detection system  
3 to prevent traffic from backing onto the mainline  
4 of US 22 for Signals No. 3 and No. 4."

5 Are there any questions on that?

6 MR. LUZIER: Chris Luzier from GPD. Are  
7 the temporary signals to be removed after  
8 construction or left in place? And then the  
9 second question is, wood poles are acceptable for  
10 the temporary?

11 MR. WILSON: In answer to the first  
12 question, yes, the temporary signals are to be  
13 removed after 250 is reopened, end of the project.  
14 And, yes, wood poles are acceptable.

15 MR. LUZIER: Thank you.

16 MR. WILSON: There are no changes to  
17 Subsection small E, F, G, and H.

18 The next paragraph, replace existing  
19 static 20-mile-an-hour school zone signs on State  
20 Route 9 at Straight Line Mileage 9.9 -- excuse  
21 me -- 9.79 northbound and Straight Line Mileage  
22 10.11 southbound with 24-inch-by-42-inch S5H5  
23 solar-powered 20-mile-an-hour school speed limit  
24 sign assemblies, including timer on a pedestal  
25 pole with a breakaway base, as per the ODOT

1 pre-approved material list.

2 MR. MOORE: Todd Moore. We're going to  
3 provide them timing for when they're going to be  
4 operating.

5 MR. WILSON: Yes. Yes. ODOT will  
6 provide timing, yes.

7 The last paragraph, the following bid  
8 items and quantities shall be added for general  
9 maintenance of traffic as deemed necessary by the  
10 project engineer: Items 614, asphalt concrete for  
11 maintaining traffic, 50 cubic yards. Item 614,  
12 law enforcement officer with patrol car, a hundred  
13 hours.

14 And we want to revise that with the  
15 additional information that we handed out. And  
16 that additional information is.... Says under  
17 Section 13.3, "Last paragraph, Item 614, law  
18 enforcement officer with patrol car 100 hours."  
19 We are revising that to say, "Increase total hours  
20 from 100 to 480, 480 hours. An LEO shall be  
21 assigned to enforce the 35-mile-an-hour speed  
22 limit and monitor/direct traffic at the  
23 intersection of State Route 151 and Main Street  
24 and State Route 151 and State Route 212 at Log  
25 Point 4.56 to 5.08 in the Village of Bowerston.

1           The times shall coincide with the closure of US  
2           250. First, the first 14 consecutive days, the  
3           LEO shall be on duty from 6 a.m. through 8 p.m.  
4           The remaining 31 days, the LEO shall be on duty  
5           from 6 a.m. to 10 p.m. and 2:30 p.m. to 6:30 p.m.  
6           Monday through Friday. These hours total 380.  
7           The remaining 100 hours shall be used on US 250  
8           and US 2 -- I'm sorry -- and US 22 during the  
9           initial hours of closure to maintain traffic and  
10          safety as needed. Two LEOs shall be assigned to  
11          monitor the detour routes initially and throughout  
12          the 45-day closure period as needed. Use TEM Note  
13          No. 642-55, revised -- revision date April 17th,  
14          2009."

15                        Are there any questions on that revision?

16                        The very last item then under Section  
17                        13.3 is Item 410, Traffic Compacted Surface, Type  
18                        A or B, 50 cubic yards.

19                        MR. LOCKE: Shane Locke, ODOT District  
20                        11. Obviously that quantity will be revised to a  
21                        grand total, in the proposal, to a thousand cubic  
22                        yards.

23                        Also after some discussion here this  
24                        week, it was decided because of the condition of  
25                        US 250 we're going to add an additional item. I

1           have a copy of that here. And it will be for Item  
2           253, Pavement Repair, As Per Plan. It's a square  
3           yard item. And it will consist of planing 1 and  
4           one-quarter inches of existing surface course and  
5           resurfacing with 1 and one-quarter of Item 448,  
6           Asphalt Surface Course, Type 1, PG64-22, As Per  
7           Plan. And that will be done in those areas  
8           designated by the Engineer. The materials  
9           furnished for the fine and course aggregates used  
10          in the proposed surface course shall exclude all  
11          stone and crushed carbonate stone. The quantity  
12          of 25 hundred square yards will be added -- or has  
13          been added to the proposal for that.

14                        That will all be part of the first  
15          Addendum that we'll issue with the prebid meeting  
16          minutes. I apologize for that fact that I don't  
17          even know the project number. That's why that's  
18          scratched off there.

19                        Yes.

20                        MR. MATTSON: Dave Mattson, Kokosing.  
21          With work on 250, is that a one-time deal? Or I  
22          mean is that going to be like we do on the side  
23          roads where we are going to go look at it  
24          beforehand and repair it once? Or is that going  
25          to be as they come up?

1                   MR. MOORE: We will have to maintain that  
2 traffic out there. So if additional repairs are  
3 maintained -- needed after the initial go-around,  
4 we will do that by change order.

5                   MR. LOCKE: Shane Locke with ODOT  
6 District 11. I think the initial idea here is  
7 that right now as it sits from the time we start  
8 the project there's some areas that are in dire  
9 need, the idea to go out --

10                  MR. MOORE: One-time shot.

11                  MR. LOCKE: -- and resurface them. It's  
12 going to be a one-time shot. It does not mean  
13 that you have to come back out during the time  
14 frame that we're maintaining traffic on US 250,  
15 which is obviously part of the closure.

16                  MR. MOORE: We also want to do this work,  
17 this pavement -- Todd Moore. We want to do this  
18 pavement repair work as soon as possible given the  
19 weather conditions in the spring once the contract  
20 is awarded and signed.

21                  Jim Graham, ODOT. To clarify, we all  
22 know the condition of 250. And our maintenance  
23 forces are making every effort they can to keep it  
24 driveable. Once the contract is signed,  
25 technically the responsibility for all maintenance

1 of traffic belongs to the contractor. And to  
2 avoid any conflict between ODOT operations and the  
3 contractor's operations, we decided to allow the  
4 contractor to do all this.

5 This item here, our vision is to use this  
6 item to go out initially and get that road to the  
7 point where it is driveable so it doesn't  
8 interfere with your operation and it keeps the  
9 public moving until the closure.

10 MR. WILSON: Rod Wilson of ODOT. I'd  
11 just like to go back to, have everyone go back to  
12 Section 13.2 on Page 14 of 28 and ask if there are  
13 any questions regarding the maximum duration of  
14 closure and detour, the 45 days, and that the  
15 detour -- or the, I'm sorry, the road closure  
16 cannot start until and must start actually on  
17 Tuesday, September the 7th, 2010, and the  
18 contractor will have 45 days to reconstruct the  
19 road and reopen the road. Are there any questions  
20 on that?

21 Okay. Thank you.

22 MR. MOORE: All right. Todd Moore again.  
23 Section 14, Design and Construction Requirements.  
24 Design -- Section 14.1, Survey, ODOT survey  
25 responsibilities are listed. Are there any



1 questions regarding what the Department will  
2 provide?

3 Section 14.2, Vertical and Horizontal  
4 Alignment, there's no change in horizontal  
5 alignment. The DBT must establish a vertical  
6 alignment that meets current design criteria.

7 Under 14.3, Pavement, the DBT shall  
8 establish the profile by removal of existing  
9 asphalt surface by planing to a nominal depth of 6  
10 inches and placing a minimum of 1 inch of Item  
11 442, Asphalt Concrete Intermediate Course, 9.5  
12 millimeters, Type A, parentheses, 448. Sufficient  
13 asphalt concrete shall be removed or placed to  
14 correct superelevation and profile deviations.  
15 Place 8 inches of Item 888, Portland Cement  
16 Concrete Pavement using QC/QA over the mainline  
17 and shoulders. See Attachment J, Geotechnical  
18 Subgrade Analysis, for existing asphalt thickness.

19 It's the intent of the project that any  
20 profile corrections be done in asphalt, not  
21 concrete. We want a uniform 8 inches of concrete  
22 pavement.

23 Are there any questions regarding that?

24 Transitions will start at the beginning  
25 and ending project limits. A minimum of 50 foot

1 horizontal to 1 inch vertical will be used to  
2 determine these transition lengths and shall be  
3 constructed with asphalt.

4 Section 14.4, Roadway, existing shoulders  
5 shall be widened to meet current design standards  
6 and shall include stabilization of subgrade as per  
7 Geotechnical Bulletin, GB 1. New concrete  
8 shoulders

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nder Item 203 -- there's an E forgotten

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there -- 99100; miscellaneous, shoulder widening.

18

The DBT shall evaluate the need for

19

guardrail, designed and constructed to current

20

ODOT standards. Currently there's no guardrail

21

out there. But we envision a guardrail required

22

in the future due to the raising of the pavement

23

elevation.

24

Yes, state your name, please.

25

MR. BARNA: Jim Barna, EL Robinson

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1           Engineering. Are we to remove all existing  
2           shoulders or are we to widen, just widen?

3                   MR. MOORE: We want old and new shoulders  
4           to be stabilized. So if you can do that without  
5           removing the existing shoulder, I guess that's up  
6           to the DBT.

7                   MR. BARNA: Okay.

8                   MR. MOORE: We're requiring the full  
9           10-foot shoulder be stabilized.

10                   Any other questions?

11                   Jeff.

12                   MR. THOMPSON: Jeff Thompson, Complete  
13           General Construction. GB 1 is very vague itself  
14           in the latitude that it gives you to perform that.  
15           Is there any way to get that clarified any more  
16           than just "GB 1"?

17                   MR. MOORE: Jimmy.

18                   MR. GRAHAM: Jim Graham, ODOT. I'm not  
19           sure what your question is. We, we understand  
20           that shoulders have to be stabilized. Correct.  
21           So I'm thinking, and maybe I'm wrong, but I'm  
22           thinking GB 1 is giving you guidance on the type  
23           of stabilization that would be utilized.

24                   MR. MOORE: Todd Moore again. The intent  
25           was to leave this item as open as possible for the

1 DBT. We're not specifying a single method of  
2 stabilization. We are just requiring the DBT  
3 stabilize the shoulders. Be it undercut and  
4 reinforced fabric or cement stabilization or lime  
5 stabilization, we just want them stabilized. So  
6 we intentionally left this open. Or any other  
7 methods I may have left out that are acceptable  
8 under GB 1.

9 MR. GRAHAM: Jim Graham, again, ODOT. I  
10 think what Mr. Moore was alluding to is we wanted  
11 to give you some reference point for your DBT to  
12 come up with a stabilization plan. So we gave you  
13 what we had, which is GB 1. But the intent is not  
14 to place new pavement on the existing subgrade.  
15 That's the intent.

16 Does that help? Not really?

17 MR. THOMPSON: Not really. Because  
18 that's not what it says. Jeff Thompson, Complete  
19 General. That's not really what it says. That  
20 might be your intent. If your intent is not to  
21 place it on the existing subgrade, then I would  
22 say you should probably say that in the contract  
23 documents. Because GB 1 allows you to do a lot of  
24 stuff. GB 1 allows you to do an awful lot of  
25 things. And that document is very wide and broad

1 on what it allows you to do.

2 MR. MOORE: We will review -- Todd Moore.  
3 We will review and add to that, our answer, in the  
4 first Addendum.

5 MR. THOMPSON: Thank you.

6 MR. MOORE: Like I said, we will respond.

7 MR. THOMPSON: Thank you.

8 MR. MOORE: With Jim Graham, we will  
9 clarify.

10 MR. THOMPSON: Thank you.

11 MR. LOCKE: Shane Locke, ODOT District  
12 11. One thing that I want to point out, after  
13 that discussion, was one of the reasons we mention  
14 here that you may need to utilize guardrail is the  
15 environmental impact.

16 I just want to clarify this. We  
17 anticipate some areas, where there are existing  
18 4-to-1 slopes, that the 4-to-1 slopes go down to  
19 existing, you know, groundlines, close to some of  
20 the ditches and some of the waterways, ditchlines,  
21 areas of environmental impact.

22 We don't want to get into -- essentially  
23 we think you're going to have to, with the raising  
24 of the profile. And with the requirements to stay  
25 out of certain areas out there, in other words,

1           there are some captured steams and wetlands that  
2           you are going to have to avoid, you just need to  
3           be really aware of that.

4                     And when you're looking at I guess your  
5           initial design, make sure you are aware there are  
6           some of these areas, because you do have a  
7           captured stream and wetlands that you do not want  
8           to get into. That's why the guardrail.

9                     So I guess my emphasis on this is not so  
10          much the fact that you got to have a guardrail but  
11          the fact that there are some impacts out there  
12          that you have to avoid. And so just take a good  
13          look at the documents that are provided to you,  
14          you know, out there and realize there are these  
15          areas that you need to stay out of.

16                    MR. MOORE: All right. Section 14.5 --  
17          Todd Moore again -- Drainage, yes, it's required.  
18          Replace a minimum of 11 existing culverts and  
19          repair one existing culvert at SLM 13.93. We are  
20          also requiring the DBT shall design a 6-inch pipe  
21          underdrains at the outside edge of new shoulder  
22          only.

23                    Any questions on the drainage items?

24                    MR. BARNA: Jim Barna, EL Robinson. In  
25          the attachments, it indicates these are

1 preliminary designs. Would it be, in preliminary,  
2 is the DBT to come up with different sizing?  
3 Obviously that would be our final design. Is that  
4 the intent here? Or I mean this is shown as  
5 preliminary sizing.

6 MR. MOORE: The design had to be advanced  
7 to a certain stage through obtained environmental  
8 approval.

9 Tom, can we change the sizes of the pipe?

10 MR. STRATTON: Tom Stratton, ODOT. As  
11 long as it's within the nationwide permit, the  
12 limits of the permit, it -- all conditions of the  
13 permit are, are provided -- it wouldn't be a  
14 problem.

15 MR. BARNA: Okay. All right. Am -- Jim  
16 Barna, EL Robinson Engineering. Am I to  
17 understand you're closing this to reinforced  
18 concrete pipe? Is that how I read this? Not  
19 allowing any alternate materials?

20 MR. MOORE: Well -- Todd Moore here --  
21 that is what it says. That's what was approved.

22 MR. LOCKE: Shane Locke from ODOT. We  
23 have to revisit that because of a recent ruling  
24 that was about restrictions on the use of certain  
25 types of pipe with the new policy. I think it's



1 put out by the Office of Structures, Hydraulic  
2 Section. When we initially wrote this, we were  
3 going to restrict it to just concrete. But we are  
4 going to have to revisit that. And we'll address  
5 that concern in the first Addendum.

6 MR. MOORE: Our primary concern in the  
7 situation was we have a lot of mine activity in  
8 Harrison County. And we really didn't want  
9 corrugated pipes because of the failures, early  
10 failures due to mine drainage. So we will answer  
11 the question in the Addendum.

12 MR. BARNA: Thank you.

13 MR. STRATTON: Tom Stratton, ODOT. Rod  
14 Wilson just pointed out to me in Section 14.5 it  
15 says, "Changes to culvert design shall not be  
16 permitted." That's not an environmental  
17 constraint. That's -- I don't know why that's  
18 there. Maybe Todd or Shane can --

19 MR. MOORE: That was because we were  
20 restricting it to concrete pipe. That will be  
21 addressed.

22 MR. BARNA: Okay. Thank you.

23 MR. STRATTON: I add, too, although we  
24 didn't provide you with the full permit manual,  
25 that's referenced to where you can read that

1 online. And it has all the, the impact thresholds  
2 of the nationwide --

3 MR. BARNA: Sure.

4 MR. STRATTON: I will provide you  
5 reference to that.

6 MR. MOORE: Any other questions regarding  
7 drainage?

8 Section 14.6, Design Exceptions,  
9 previously approved design exceptions, none  
10 applicable. The consultant shall advise of any  
11 future design features that do not meet the  
12 minimum design criteria. The consultant shall  
13 prepare all future design exceptions and submit to  
14 ODOT for approval.

15 Section 14.7, Interchange  
16 Modifications/Justifications Studies, land -- and  
17 then 14.8, 14.9, no.

18 Section 15, there are no structures.

19 16, Traffic Control, 16.1, Pavement  
20 Markings and Delineators Special Provisions, in  
21 addition to the governing regulations listed in  
22 Section 8.1 of this document, Subsection A,  
23 Pavement Marking Requirements and Locations, Item  
24 646, epoxy pavement marking shall be used for all  
25 long line and auxiliary pavement markings on new

1 concrete. Subsection B, Raised Pavement Markers  
2 Requirements and Locations, spacing for 621,  
3 raised pavement markers shall be 80 feet. No  
4 delineators.

5 Barrier Reflectors, Section D, all  
6 barrier reflectors shall conform to Item 626 and  
7 shall be placed on guardrail, in accordance with  
8 current design standards. Guardrail blackout  
9 reflectors shall be installed on the side of  
10 blackout away from traffic.

11 Subsection E, Object Markers, not  
12 required.

13 Any questions on pavement markings?

14 Section 16.2, Signing Special Provisions,  
15 in addition to the governing regulations listed in  
16 Section 8.1 of this document, Subsection A, flat  
17 sheet signs are required. Replace all existing  
18 flat sheet signs with new signs except as  
19 indicated below. This also includes all "stop"  
20 signs on intersecting roads. Size the signs in  
21 accordance with the OMUTCD.

22 The following signs shall remain in place  
23 and not be replaced: None. So, therefore, we  
24 want --

25 THE REPORTER: "...we want..."?

1                   MR. MOORE: The following shall remain in  
2 place and not be replaced. And the answer to that  
3 is none. So.... And that under Section 3 there,  
4 Subsection A, Section Part 3, the following signs  
5 shall be removed and not replaced, and that will  
6 be determined by the DBT.

7                   Section 4, the following signs shall be  
8 installed where none currently exist. That is  
9 also to be determined by the DBT.

10                   Section 5, the following signs will be  
11 provided for ODOT -- by ODOT for contract  
12 installation: None.

13                   Section 6, overhead signs, there are  
14 none.

15                   Section 7, removed flat sheet signs shall  
16 become the property of the contractor.

17                   And then Section Subsection B, Extrusheet  
18 Signs, there are none required.

19                   Section C, ground mounted post supports  
20 are required. We want to replace all existing  
21 ground mounted post supports with new supports.  
22 New sign installations will be on the new  
23 supports. No reuse of existing ground mounted  
24 signs shall be allowed. Removed ground mounted  
25 supports are the property of the contractor.

1                   There are no ground mounted beam supports  
2                   and no overhead sign supports. Lighting is not  
3                   required. Traffic signals are not required.

4                   Section 17, Project Schedule  
5                   Requirements, the current edition of Proposal Note  
6                   107, including updates released on or before the  
7                   prebid meeting date, shall be met or exceeded.

8                   18, Plan Submittals and Review  
9                   Requirements, Section 18.1, Plan Components, all  
10                  plans submitted by the DBT shall be in conformance  
11                  with the following ODOT manuals.

12                  Want me to read those? Okay. I won't.  
13                  Simplified plans, Section 1301.2, are not  
14                  allowed.

15                  18.3, Stage 1 Plan Review Submission, the  
16                  DBT shall submit the Stage 1 detailed design plan  
17                  submissions as per Location & Design Manual,  
18                  Volume 3, for review by ODOT. These submission  
19                  milestones must be shown on the Progress Schedule.

20                  Unless indicated below -- and there are  
21                  no indications -- the Department shall have 21  
22                  calendar days from receipt to review completed  
23                  submissions. This review time must be shown on  
24                  the required Progress Schedule.

25                  Following this review, the DBT shall

1 correct any errors, incorporate modifications,  
2 perform required investigations, and make related  
3 changes to the plans and supporting documents  
4 prior to submitting the plans for final review.

5 Plan Distribution Table, shown below.  
6 And there are no changes to that.

7 I guess anything else? Are there any  
8 questions regarding the submittal plans for review  
9 and approval?

10 Shane, any other additions you want to  
11 discuss?

12 MR. LOCKE: No, not that I can think of.

13 MR. MOORE: At this time, are there any  
14 questions?

15 MR. MATTSON: Dave Mattson, Kokosing  
16 Construction. Where the pipes cross 250, what are  
17 we to do as far as pavement replacement in that  
18 area prior to doing the unbonded concrete overlay?  
19 Is there a detail for replacing that concrete? Or  
20 304 up to grade is okay? Anything specified?

21 MR. MOORE: We will address that in the  
22 first Addendum. Any other questions?

23 I guess that brings this meeting to a  
24 conclusion.

25 (The meeting concluded at 10:54 a.m)

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C E R T I F I C A T E

STATE OF OHIO  
COUNTY OF STARK

I, Jocelyn S. Harhay, RPR, Notary Public in and for the State of Ohio, do hereby certify that the March 3, 2010, pre-bid meeting was to the best of my ability reduced to machine shorthand, afterwards transcribed under my direction by means of computer, and that to the best of my ability the foregoing is a true and correct transcript of the meeting.

I further certify that this meeting was taken at the time and place in the foregoing caption specified.

I further certify that I am not a relative or employee of an attorney of any of the parties in the above-captioned action and that I am not, nor is the court reporting firm with which I am affiliated, under a contract as defined in Ohio Civil Rule 28(D).

IN WITNESS WHEREOF, I have hereunto set my hand at Hartville, Ohio, on March 4, 2010.

\_\_\_\_\_  
Jocelyn S. Harhay, RPR,  
Notary Public

My Commission expires: June 15, 2013.

