

SIGN IN SHEET
 PRE-BID MEETING
 SAN-20-3.77
 PID 76710
 Project 3003(11)

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ODOT DISTRICT 2
PREBID MEETING

RE: Project Number: 3003 of 11
San-20-3.77 Design Build PID 76710
Sale Date: 4/7/2011

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Transcript of proceedings in the
above-referenced matter, taken before Mary K.
Tammarine, Registered Professional Reporter, Notary
Public in and for the State of Ohio, at the offices
of Ohio Department of Transportation, District 2,
317 East Poe Road, Bowling Green, Ohio, on Tuesday,
March 15, 2011, commencing at 9:00 a.m.

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1 ENGINEERING PANEL:
2 Phil Senn, Project Engineer
Brian French, Area Engineer
3 Aaron Behrman, Design Engineer
Julie Fahy, Design Engineer

4

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5

6 MS. FAHY: I would like to welcome
7 everyone to ODOT.

8 I'm Julie Fahy, design project
9 manager for this project, and this is the
10 prebid meeting for Project Number 3003 of
11 11, San-20-3.77 Design Build, PID 76710.
12 The sale date is 4/7/2011.

13 Please make sure you have signed in.
14 Remember to turn your cell phones off, to
15 vibrate or off.

16 I would also like to remind you that
17 if you have any questions, please give
18 your name and speak clearly and loud
19 enough for the recorder.

20 I'd like everyone to introduce
21 themselves and give their organization,
22 and please speak slow and clearly so she
23 can get your name.

24 I'm Julie Fahy from District 2 ODOT.

25 MR. BEHRMAN: Aaron Behrman,

1 District 2, production.

2 MR. FRENCH: Brian French, District 2

3 ODOT.

4 MR. SENN: Phil Senn, District 2.

5 MR. GIESLER: Jeff Giesler with Gerken

6 Paving.

7 MR. GRAMZA: Mike Gramza, ODOT

8 District 2.

9 MR. SHAW: George Shaw with

10 Kokosing.

11 MR. NISSEN: Trent Nissen with

12 Kokosing.

13 MR. GREGORY: Jim Gregory, Resource

14 International.

15 MR. ROWAN: Tim Rowan, Shelly

16 Company.

17 MR. HAAR: Tom Haar, Shelly

18 Company.

19 MR. KARNES: Les Karnes with

20 Kokosing.

21 MR. VARNER: Randy Varner, Vernon

22 Nagel.

23 MR. OBERST: Tim Oberst, Shelly

24 Company.

25 MR. LANGENDERFER: Andy Langenderfer with

1 Tetra Tech.

2 MR. MALLOY: Mike Malloy,

3 KS Associates.

4 MS. WHITE: Amy White,

5 KS Associates.

6 MR. SANEHOLTZ: Steve Saneholtz, Garcia

7 Surveyors.

8 MS. POLLICK: Theresa Pollick with

9 ODOT.

10 MS. DILLE: Caren Dille, ODOT.

11 (Discussion held off the record.)

12 MS. FAHY: Thank you.

13 The purpose of this meeting is to
14 give a brief overview of the project, and
15 once we've completed that I'll open the
16 floor for questions if anybody might have
17 any.

18 It's a design build for San-20. I
19 would like to point out some items in the
20 scope.

21 The consultant must be prequalified
22 in noncomplex roadway design.

23 The limits of the work are from
24 SLM 3.77 to SLM 14.59 on US 20 in Sandusky
25 County. The scope of the work consists of

1 planing and paving from 3.77 to 6.77,
2 breaking and seating from SLM 6.77 to
3 14.59 eastbound only, and while planing
4 and paving the westbound section from 6.77
5 to 14.59 this section will also require
6 joint repair.

7 The completion date is October 31st,
8 2012.

9 Environmental concerns, this project
10 is exempt.

11 Right of way, all construction will
12 be performed within the existing right of
13 way.

14 MOT, one lane of traffic in each
15 direction shall remain open during
16 construction.

17 All lanes of traffic are required to
18 be opened to traffic from November 1st,
19 2011, to April 1st, 2012. Prior to the
20 November 1st, 2011, from the Village of
21 Woodville to State Route 51 shall be paved
22 to the intermediate course.

23 Crossovers may be used to maintain
24 traffic for construction of the break and
25 seat sections and for the westbound

1 section 10.23 to 14.57. The three
2 sections cannot be constructed
3 concurrently. Each break and seat
4 section shall not be closed for more
5 than 30 days. The westbound section shall
6 not be closed for more than 60 days.

7 Portable concrete barriers shall be
8 used to separate traffic. There shall be
9 an opening to all public streets and an
10 additional two openings per mile. Those
11 locations will be determined by the
12 district.

13 Left turns shall be provided at
14 State Route 51, State Route 590, State
15 Route 600, and County Road 128.

16 State Street westbound to U.S. 20
17 ramp can be closed for the construction.

18 Access to properties shall be
19 maintained at all times.

20 Survey, Sandusky Route 20 center line
21 control has been provided as an attachment
22 to the bidding documents.

23 As for the pavement, pavement
24 buildups are shown in Section 14.3.

25 A bold view of them from SLM 3.77

1 to 6.77 eastbound mill to the concrete
2 base, scarify the concrete surface and
3 replace with 4 1/2 inches of asphalt.

4 From 6.77 to 14.59 eastbound mill off
5 all existing asphalt, mainline and
6 shoulders, to the existing concrete
7 pavement, break and seat, double chip
8 and then resurface 8.75 inches of asphalt.

9 From 3.77 to 10.23
10 westbound mill 3 1/4 and replace with
11 3 1/4 asphalt.

12 From 10.23 to 14.59 westbound mill
13 to the existing concrete base,
14 scarify the concrete base, performing the
15 joint repairs, and resurface with 9 inches
16 of asphalt.

17 A design exception will not be
18 needed. The shoulder width throughout
19 the project shall remain the same. The
20 project shall be designed using the
21 3R criteria in Volume one of the Location and Design Manual

22 MR. BEHRMAN: 1.

23 MS. FAHY: -- 1.

24 There are additional notes that have
25 been provided in Section 14.1 concerning

1 additional paving notices.

2 Drainage, it is anticipated that the
3 entire drainage system within the median
4 will be replaced. The design build team
5 will be responsible for performing the
6 necessary calculations to assure that the
7 proposed drainage system performs
8 adequately. The design standards used
9 shall be per L&D Volume 2.

10 Traffic, at the intersection of 51
11 and U.S. 20 traffic controls shall be
12 updated per the attachment TC-1.

13 We will now open the floor for
14 questions. Please state your name and
15 company before asking the question.

16 MR. SHAW: George Shaw.

17 The crossover pavement is shown what
18 needs to be done in the crossovers. The
19 outside -- the road pavements and
20 driveways and intersections and the walk
21 turnout, there's no indication of what
22 needs to be done there. Is that the same
23 treatment as the crossovers?

24 MS. FAHY: Now, what are you
25 saying, crossovers for the MOT or the

1 crossovers for the median cutout?

2 MR. SHAW: There's an existing
3 crossover for existing driveways and
4 intersections. Does the crossover
5 pavement to be milled 3 1/4 inches,
6 replace -- it doesn't address the
7 driveways, mailbox turnouts, and the
8 intersections on the outside of them, they
9 need to be milled 3 1/4 inches, replaced
10 or just be tapered or what occurs there?

11 MS. FAHY: Yes. We will be doing
12 the same treatment as a normal paving job.

13 MR. SHAW: Just put taper in there
14 in the driveways?

15 MS. FAHY: Right.

16 MR. FRENCH: You just go back like a
17 normal paving job, go back to whatever
18 specified distance. I think ours would be
19 what 3.1 shows, I think it's 25 feet,
20 something like that, put a butt joint in
21 and blend it in and not consistent, I
22 would assume, but it's something we can
23 look into, if we have to.

24 MR. SHAW: Your elevation's going
25 to be the same as your existing, it's

1 not -- your elevation is not higher so if
2 you have a butt joint right along the edge
3 of the shoulder, now, if you want
4 something else done, it should be so
5 stated so we can put that in the bid.

6 MR. FRENCH: Absolutely.

7 MR. SHAW: And then the
8 intersections, how far back do they go,
9 you know, the fact that they're ungraded,
10 and what kind of treatment?

11 Along the same lines, the turn lanes,
12 is that the same pavement treatment as the
13 crossovers? They don't appear to have
14 concrete pavement underneath them.

15 MS. FAHY: We will have to look
16 into that because I'm not sure if all of
17 them don't have the cut, where the
18 concrete stops and where it goes.

19 MR. SHAW: Okay.

20 MS. FAHY: The intersections, and
21 you're talking in many intersections are
22 the same of this type, are state route
23 intersections?

24 MR. SHAW: Yes.

25 MS. FAHY: Okay.

1 MR. MALLOY: Mike Malloy with
2 KS Associates.

3 I'm just asking a couple of these
4 questions just for clarification.

5 The compacted aggregate, Page 17,
6 that goes on both sides of the correction?

7 MS. FAHY: Correct, yes.

8 MR. MALLOY: What's the width and
9 depth?

10 MS. FAHY: 2 feet wide.

11 MR. MALLOY: 2 feet wide?

12 MS. FAHY: Uh-huh.

13 MR. MALLOY: And can you put that in
14 writing somewhere?

15 MS. FAHY: Yes.

16 MR. MALLOY: And then also only
17 Section 6.77 to 14.59 eastbound says you
18 have to do the shoulders. It says
19 mainline and shoulders specifically
20 everywhere else or just it says mill and
21 fill so are we to assume we're doing the
22 shoulders too?

23 MS. FAHY: Yes.

24 MR. MALLOY: Okay. I just wanted to
25 make sure.

1 MS. FAHY: Yes.

2 MR. MALLOY: And then I have a
3 question on the bridges. What are we
4 doing at the bridges? Are we milling,
5 doing the work right up to the bridge, up
6 to the foot slab, mezzanines, and culverts
7 or are we going over the top and doing the
8 same treatment? I would like some
9 clarification. There is a lot of little
10 culverts and a couple bridges.

11 MS. FAHY: We need clarification on
12 that.

13 MR. ROWAN: Tim Rowan.

14 Just a couple questions. Is it the
15 intent to upgrade all guardrail with new
16 rail and by use of today's standards?

17 MS. FAHY: Yes.

18 MR. ROWAN: So all replacements?

19 MS. FAHY: If -- to bring it up to
20 standard.

21 MR. ROWAN: Okay. So if it's in its
22 inceptive state, if it's up to today's
23 standards, but close or in marginal
24 condition, how is that to be addressed?
25 (Discussion held off the record.)

1 MS. FAHY: We'll get to that.

2 MR. ROWAN: Okay. Then I'm not sure
3 where it's at in the scope, but we talked
4 about some underdrain replacement and the
5 mill down. Then it says to notch out and
6 put in 2 inches of 304, it says under the
7 shoulder, I believe.

8 MS. FAHY: That is if you look at
9 the core of the shoulder buildup is less
10 than the mainline buildup so the
11 additional inch -- 2 inches is to match
12 the base of the concrete on the break and
13 seat now to the shoulder. That's where
14 that last 2 inches comes from.

15 MR. ROWAN: The underdrain will be
16 replaced just outside the shoulder then?

17 MS. FAHY: It -- but it's --

18 MR. ROWAN: Because then it says
19 concrete shoulders.

20 MS. FAHY: No, we have asphalt
21 shoulders.

22 MR. ROWAN: They're asphalt
23 shoulders?

24 MS. FAHY: They're asphalt
25 shoulders.

1 MR. OBERST: Tim Oberst.

2 Just for clarification, we're taking

3 the shoulders down flush with the concrete

4 and then an additional 2 inches and

5 putting 304 back up flush with the

6 concrete and then paving everything

7 uniform across?

8 MS. FAHY: Let me clarify that.

9 Let me clarify that.

10 MR. SHAW: Along that same line if

11 there's an asphalt shoulder next to it,

12 existing asphalt shoulders next to the

13 concrete, we need to patch the underdrain

14 trench with asphalt and can we then skip

15 the 2 inch 304 compartment?

16 MS. FAHY: Okay. We'll look into

17 that one. We need additional on that one.

18 MR. SHAW: Are you also going to

19 indicate or show where you want the

20 underdrain to follow, if you want it next

21 to the pavement or outside of the shoulder

22 on both sides, inside and outside?

23 MS. FAHY: Yes.

24 MR. SHAW: Okay.

25 MR. BEHRMAN: We know -- just a

1 comment -- the drainage explanation in the
2 scope is not very clear so we intend to
3 specify that out or to give you a little
4 more language to help you guys bid some of
5 these items so expect more coming out on
6 the drainage end and the drain work.

7 MR. HAAR: Tom Haar.

8 We had guys out doing some looking
9 around the other day. It looks like there
10 is a slope there at Muddy Creek. How is
11 that to be addressed?

12 MR. BEHRMAN: We might have that being
13 addressed on a different project, but --

14 MR. HAAR: Okay.

15 MR. BEHRMAN: -- we'll double check
16 that.

17 MR. HAAR: Yeah, we --

18 MR. BEHRMAN: We'll let you know.

19 MS. FAHY: -- didn't know if it was
20 included or not included.

21 MR. BEHRMAN: Right.

22 MR. HAAR: And then it looks like
23 they have traffic for temporary traffic on
24 the outside shoulder and the inside
25 shoulder. We've had those fall apart in

1 the past. It's generally not part of the
2 scope of the project to repair the
3 shoulders during construction if you've
4 got traffic on them. How does that get
5 handled if they go -- go out?

6 MR. ROWAN: Tim Rowen.

7 Looking at the core data it looks
8 like it's a mill and fill, you know, so
9 we're shooting at approximately the same
10 elevation. Is there any difference and is
11 the intent -- if we end up lower, the
12 intent to linear grade the entire job or
13 if we end up above, saying there's
14 actually different thicknesses out there,
15 is it required that you invent the job or
16 just use 617 materials to make up the
17 difference or --

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

19 MR. BEHRMAN: Usually if it's above we
20 use the 617.

21 MR. ROWAN: Yeah, I mean if you're
22 in reason the berm will take care of it,
23 you know.

24 I'm more concerned if the thickness
25 is actually more than some of the cores

1 that you provided and we end up lower,
2 that could be quite a few miles of linear
3 grading in that operation.

4 MR. FRENCH: Well, I think that our
5 intent is to replace the road at the same
6 elevation it is now, to return it to that
7 elevation.

8 MR. HAAR: So that if you mill it
9 down to concrete are you going to make the
10 difference up in asphalt?

11 MR. FRENCH: There could be, correct.
12 There could be variable thickness in
13 asphalt.

14 MR. ROWAN: That would be a changed
15 condition or -- because you clearly state
16 how thick the replacement is supposed to
17 be.

18 MR. HAAR: You can't bill out
19 variable depths and then install thickness
20 for planing and expect it to be at the
21 same grade for going down to concrete.

22 MR. BEHRMAN: We'll clarify that for
23 you.

24 MR. MALLOY: Back on the guardrail
25 issue for damaged guardrail, is that -- is

1 there a separate paid item for that? That
2 what if someone possibly did that?

3 MS. FAHY: Right.

4 MR. MALLOY: Someone gets in an
5 accident and damages those, do we do some
6 upgrading to the damaged guardrail and
7 then we'll make a line item for the damage
8 to this guardrail? Is that what's going
9 to happen?

10 MR. FRENCH: Do you mean guardrails
11 damaged during the project?

12 MR. MALLOY: Well, like, let's say,
13 how do we know when the guardrail is
14 damaged? Do you know what I mean? I mean
15 if you go bid it now based off of what's
16 damaged right now, I mean we can go look
17 at it now and then three weeks from now
18 someone hits it and we see it the next
19 day, I mean are we responsible for that or
20 can someone fix something after that?

21 I mean should we just be designing,
22 upgrading substandard guardrails and then
23 damaged guardrails should be a separate
24 category?

25 MR. BEHRMAN: You said that you use

1 barrier on the project?

2 MS. FAHY: They have to use
3 barriers in the lanes.

4 MR. BEHRMAN: You might have the same
5 thing happen if you had any type of
6 attenuators out there somewhere. I see
7 what you're saying.

8 MR. MALLOY: Not -- this isn't for
9 the temporary guardrail.

10 MR. BEHRMAN: For permanent?

11 MR. MALLOY: For permanent. If a
12 truck goes out and breaks it, you know,
13 from the inside on April 15th, I mean are
14 we supposed to fix that as part of the
15 project or not?

16 MR. FRENCH: I would almost think
17 that we could zero in on any damage done
18 between, you know, within the prebid time
19 before the job is actually bid. I think
20 we could zero in on the damage that was
21 done and possibly deal with that, each
22 circumstance as it comes up.

23 But to set up a line item just for
24 that month or so period of time before it
25 bids, I don't know if that's necessary, is

1 it? Because once the job starts, once the
2 job's awarded, the spec book deals with
3 damage to permanent items, temporary
4 items. It deals that in the spec book of
5 how to pay for that, how to reimburse the
6 contractor for that.

7 MR. MALLOY: Okay.

8 MR. OBERST: Tim Oberst.

9 You touched upon these damaged
10 attenuators. As far as replacement
11 items, is that something that's going to
12 be ours or is that going to be something
13 that ODOT will pick up? It's normally a
14 bid item for repairs, which is unknown,
15 it's an estimated quantity.

16 MR. FRENCH: 614 does deal with any
17 attenuators during the project to be paid
18 for with force account if they're damaged
19 during the project. And there's no reason
20 why we should do it differently than that,
21 even though it's part of a lump sum.

22 MR. OBERST: Another question.

23 Message boards, are message boards
24 going to be required for any kind of
25 prenotification to the traveling public?

1 And there's a lot of intersections there
2 on 53 and 620 and especially on the east
3 end.

4 MR. BEHRMAN: Yes.

5 MR. OBERST: There's a, you know,
6 line item?

7 MR. FRENCH: We'll look into that.
8 That's a good suggestion. We probably
9 would set up an item for -- we do have
10 message boards at the county garages that
11 we could use.

12 MR. OBERST: Yes, if you guys want to
13 furnish them, that's fine. That would be
14 even better.

15 MR. ROWAN: Tim Rowan.

16 Looking at 18101.9, the drop-off
17 notice, I'm not sure of the exact
18 sections, but it looks like though there's
19 some sections greater than 5 inches and
20 looking at the requirements of drums
21 versus barrier wall, I'm not sure there's
22 going to be enough lane width at times or
23 can you address that?

24 I mean are you going to require
25 barriers in additional sections or does

1 this have to be included as far as
2 requirements?

3 MR. FRENCH: It think a lot of that
4 though would be dictated by the way the
5 contractor chooses to approach the job.

6 MR. HAAR: It's not wide enough
7 though. The spec requires a 12 foot lane.
8 You've got a 12 foot lane and 4 foot
9 shoulder, you need 4 foot before you get
10 into that. Possibly you want to use drums
11 instead of a barrier wall. It's not wide
12 enough to maintain 12 foot, 4 foot
13 shoulder and have any kind of edge line to
14 get you off the crown.

15 (Discussion held off the record.)

16 MR. FRENCH: Let me look into that.

17 MR. HAAR: You could maybe adjust
18 the lane width requirement. I'm assuming
19 wide loads aren't coming through anyway?

20 MR. FRENCH: We would hope not. Yes,
21 we will try to make sure that's addressed.

22 MR. ROWAN: Tim Rowan.

23 Are you going to identify what 800
24 specs we're supposed to work under or
25 just --

1 (Discussion held off the record.)

2 MS. FAHY: Yes, we will.

3 MR. ROWAN: One more question on
4 mailboxes.

5 Is it the intent to replace all
6 mailboxes down through the project or if
7 they meet the criteria just leave them?

8 MS. FAHY: We will look into
9 mailboxes.

10 MR. BEHRMAN: I think we -- go ahead.

11 MS. FAHY: We will want to keep
12 them.

13 MR. BEHRMAN: I think it's our intent,
14 we can clarify that, would be to keep
15 them, you know.

16 MR. HAAR: Tom Haar.

17 You might have some -- usually
18 there's mailbox items set up because some
19 of the existing posts don't meet --
20 they're not 4 by 4s, they're too big, too
21 thick, concrete, whatnot.

22 Tom Haar again.

23 The temporary signals at 51 and 590
24 appear to be shifting traffic to the other
25 side of the road with a barrier wall run

1 by a directional, is that going -- I
2 assume it's a temporary signal. It has
3 not been addressed in the scope so --

4 MS. FAHY: Right, yes.

5 MR. BEHRMAN: But 51 --

6 MR. HAAR: I think it might only be
7 a flasher at 51 --

8 MR. BEHRMAN: Yeah, I think it is a
9 flasher.

10 MR. HAAR: -- as opposed to it
11 being a four way signal.

12 MR. BEHRMAN: Okay.

13 (Discussion held off the record.)

14 MR. ROWAN: Tim Rowan.

15 Obviously some infield data is going
16 to have to be collected in order to bid
17 this. Who do we contact as far as wanting
18 the temporary restriction zones or maybe
19 some additional coring or do we just --

20 MR. BEHRMAN: You mean prior to the
21 bid?

22 MR. ROWAN: Yes, just general
23 inspections out there. I mean if we
24 needed to restrict traffic --

25 MR. BEHRMAN: We'll get you a

1 clarification on that, try to get
2 something out quick so you guys can --

3 MR. HAAR: The cores depend too on
4 the answer of whether or not you're taking
5 down the concrete or milling because we
6 need to know that variable.

7 MR. BEHRMAN: There is an 800 spec. I
8 will -- we will get you an answer on that
9 too of which one.

10 With the design build it's usually a
11 special since the quantity is different in
12 some of that, but we will get with
13 Columbus and get you an answer to that.

14 Does anybody have anything else?

15 MR. GIESLER: Jeff Giesler, Gerken
16 Paving.

17 The completion date is October 31st;
18 is that correct?

19 MS. FAHY: Yes. We will get that
20 out. The plans are -- there are two dates
21 in the proposal so we will get one, but
22 we'll shoot for October 31st even though
23 it says November 1st in one place and
24 October 28 in the other and I told you the
25 31st so we will get that.

1 MR. ROWAN: Tim Rowan.

2 If possible, I'd just like to ask you
3 to look at the 30-day duration on the
4 break and seat. I mean I know it's to
5 minimize the traffic restrictions, but
6 depending on the section down through here
7 by the time you mill it, break and seat,
8 any crossover type work and back to a
9 grade that you can, you know -- it's fair
10 to walk through them, but it seems pretty
11 aggressive. But that is the date?

12 MS. FAHY: Well, also the 30 day,
13 it doesn't include from 6.77 to 14.59.
14 You have to do that in two sections.
15 That's why it's 30 days.

16 MR. ROWAN: Yes, I mean even double
17 sections it seems aggressive until we put
18 a pencil to it.

19 MS. FAHY: I couldn't remember how
20 I spelled that out.

21 MR. ROWAN: By the time you get your
22 MOTs established and everything that goes
23 along with it, it seems -- it seems fast.

24 MR. FRENCH: I think we would agree,
25 but I think it's purposely supposed to be

1 aggressive.

2 MR. ROWAN: Could be, but just
3 asking for clarification.

4 MR. LANGENDERFER: My name's Andy
5 Langenderfer.

6 I have a question regarding the plan
7 development. One of the questions is
8 regarding the cross sections. Is it your
9 intent to, you know, like a standard set
10 of plans having frontage of maybe 50 foot
11 or is it going to be -- I guess, first of
12 all, are they required; and then,
13 secondly, on the plans is it likely going
14 to require, you know, planning and
15 profile, you know, a whole set of plans?

16 So just a clarification on, you know,
17 what you guys intend for the plan deal. I
18 know the scope says that the plans do not
19 allow for this, but I need some
20 clarification on what your intent is for
21 the plans.

22 MS. FAHY: Yes, we will get that
23 out there.

24 MR. BEHRMAN: That kind of goes along
25 with what we want for our drainage. I

1 mean we might want cross sections just at
2 the drainage location. So that's kind of
3 what we're still trying to get a handle on
4 here.

5 We did have a pretty long, prebid
6 question that had asked some of these
7 questions already. Again, it kind of goes
8 back to -- I don't know if you guys read
9 it, there was a question about widening
10 the shoulders in the L&D, Volume 1, well,
11 since we didn't specify this as a 3R,
12 yeah, if it was a normal -- if it wasn't
13 just resurfacing, yes, we would be
14 required to widen them, but since it's a
15 3R project, we've looked into it and we
16 don't need to widen, the existing
17 shoulders are fine.

18 So we're going to be clarifying that
19 and, like I said, going through that
20 pretty big question, which asks quite a
21 few of these questions already so --

22 MR. ROWAN: Tim Rowan.

23 A lot of questions have been asked
24 here and a lot of questions have been
25 asked previous to this. Do you have an

1 anticipated timeline? I mean this bid is
2 fairly quickly here. Do you have an
3 anticipated timeline for these answers?

4 MR. BEHRMAN: We will be getting
5 together here after the meeting and trying
6 to bang out as many of these as we can.

7 The drainage item obviously is a
8 little bigger task, but, you know, we hope
9 to have this out probably middle of next
10 week hopefully.

11 MS. FAHY: And it might not be all
12 at once. We will get some things out
13 earlier that can get out quicker. If we
14 can get things answered quickly, we'll get
15 those out compared to sitting back and
16 holding so we'll get it as soon as we can.

17 MR. ROWEN: Tim Rowen. Sorry.

18 MS. FAHY: No, you're fine.

19 MR. ROWEN: Without reading the
20 restrictions, you probably answered this,
21 was there language in there for the new
22 mixes?

23 MS. FAHY: Yes.

24 MR. ROWAN: It's in there, never
25 mind.

1 MS. FAHY: Yes.

2 MR. BEHRMAN: One other item that
3 was -- or a question that was asked in the
4 prebid, through prebid was post
5 construction BMPs, since we're not adding
6 any new pavement area, we don't anticipate
7 us having to place any new type of
8 mechanical basins or, you know, riprapping
9 any ditches or anything. So we just have
10 the standard, you know, filter fabric
11 fence and stuff like that you would need
12 on any regular job so -- but we'll be
13 clarifying that too for you.

14 MS. FAHY: And also people asked
15 concerning the attachments, they weren't
16 in the proposal. They are available on
17 the contract on the website under design
18 files, the construction project, and you
19 look under the bid, it will have the
20 attachments, which is the cores, the
21 survey notes and the TC-1 and the BPs for
22 the joints.

23 MR. ROWEN: Tim Rowan.

24 And with the crossovers and shifting
25 of traffic, I think the standard drawings

1 require temporary lighting, but with the
2 narrow median width it's almost like a
3 lane shift almost. Can that be waived;
4 and if not, is there a power source fairly
5 close?

6 MR. BEHRMAN: Anybody have anything
7 else? I think we have enough work to do
8 already, but --

9 MR. ROWAN: Sorry.

10 MR. BEHRMAN: If nobody has anything
11 else, we'll go ahead and adjourn the
12 meeting.

13 MS. FAHY: Make sure everybody has
14 signed in.

15 MR. BEHRMAN: We'll hope to get, like
16 I said, the notes from here and some of
17 these addressed hopefully rather quickly.

18 So have a good day.

19 (Meeting concluded at 9:31 a.m.)

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STATE OF OHIO)

) SS.

COUNTY OF LUCAS)

I, Mary K. Tammarine, Registered Professional Reporter and Notary Public in and for the State of Ohio, duly commissioned and qualified, 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, this 16th day of March, 2011.

MARY K. TAMMARINE, RPR
Notary Public in and for the
State of Ohio

My Commission expires September 16, 2013.