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BEFORE THE OHIO DEPARTMENT OF TRANSPORTATION

- - -

In the Matter of: :
 :
Project No. 123007 :

- - -

MEETING

before Mr. A. David Baraty, Mr. Michael C. Currier,
and Mr. Craig A. Devore, at the office of ODOT
District 3 , 906 North Clark Street, Ashland, Ohio,
on August 29, 2012, called at 10:07 a.m.

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ARMSTRONG & OKEY, INC.
222 East Town Street, Second Floor
Columbus, Ohio 43215-5201
(614) 224-9481 - (800) 223-9481
Fax - (614) 224-5724

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APPEARANCES:

Mr. Russell B. Krock,
ADR & Associates, Limited

Mr. James D. Mawhorr,
K.E. McCartney & Associates

Mr. Len More,
Cleveland Barricading Systems

Mr. Mark Winkler,
Lake Erie Construction Co.

- - -

1 Wednesday Morning Session,
2 August 29, 2012.

3 - - -

4 MR. DEVORE: We will begin. This is a
5 prebid meeting for the design-build project for
6 systematic sign replacement on Richland Interstate 71
7 from the 12.93 mile marker, including Ashland 71,
8 Wayne 71, and spot location on Ashland 60, and also
9 the roads with interchanges onto those sections of
10 I-71.

11 We will go over just some high points of
12 the project here and point out a couple things, and
13 then we will open it up to questions.

14 I'm Craig Devore, in the planning and
15 engineering department, and I'm a traffic operations
16 engineer here so I am involved with reviewing some of
17 the signing issues.

18 Also with me is Mr. Baraty.

19 MR. BARATY: I'm David Baraty. I am
20 working on the project also. I am a design engineer.

21 MR. CURRIER: My name is Mike Currier. I
22 am an area engineer in construction. I will be
23 following the project once it's sold.

24 MR. DEVORE: We will go ahead then. With
25 the project here, the information that was put out,

1 page 2 of 49 there lists pertinent plans that are on
2 the FTP site related to the project, including a
3 sample plan that's out there that's to be referenced
4 for the plans for this.

5 Page 7 talks about the Richland
6 71 section project description. "Replace all
7 existing signs and ground mounted supports (excluding
8 LOGO and TODS) along the mainline of I-71 and the
9 lead-in signing at the interchange areas of SLM
10 12.93 (State SLM 171.06) north to SLM 20.64.
11 (Richland/Ashland County Line). Consultant
12 determines placement and design of the new signing
13 according to current editions of the OMUTCD, Traffic
14 Engineering Manual, Construction and Material
15 Specifications and Sign Design Manual."

16 That's the Richland section of I-71 there
17 and roads that have interchanges onto that
18 Interstate.

19 The next section is Ashland 71, same type
20 of situation there, plus below it, it talks about the
21 spot location that we have for a cantilever sign on
22 Ashland 60.

23 It says, "Recoat overhead cantilever sign
24 structure" for the applicable section of the
25 document. " Existing signs and electrical components

1 to remain in place," on that particular location.

2 And then the Wayne 71, which was similar
3 to the other two counties' sections of I-71.

4 I will jump through and just hit a couple
5 more points. In addition to the ground-mounted sign
6 replacement with supports, new supports, we have
7 replacement of the overhead signs on the existing
8 supports, and then this project also has coating of
9 existing overhead supports, and then there's also
10 sign lighting removal involved on some of these
11 locations with the overhead signs. It goes back to
12 the wording in there referencing lead-in signing at
13 the interchange areas.

14 Section 8.7 on page 13, it lists
15 communications through the district project manager,
16 Dustin Vousden. That would be for the design phase.
17 During construction it will be through the project
18 engineer, who will be named when we get to that phase
19 of the project, and acting as project engineer at the
20 present time will be our area engineer, Mike Currier,
21 so until the project engineer is named, those issues
22 will go through Mike Currier.

23 I want to highlight on page 18, under
24 13.2, MOT restrictions, minimum number of lanes in
25 each direction to remain open during construction,

1 and it's got two 12-foot lanes there. That is for
2 I-71 each direction. And for ramp locations and
3 other roadways, we need to maintain at least one lane
4 at all times.

5 In 16.2, I guess it's A-8, the top of
6 page 24, the document says "see part 16.2B(3)." That
7 should be B(2), for the list of the interchanges on
8 the same page below there and which interchange
9 locations are listed. The last sentence in 8 can be
10 crossed out. It talked about "See part 16.2B(2) for
11 exclusions." That line should be crossed out.

12 Another change to the document here where
13 it talks about the plan submissions for stage 1 and
14 stage 2 plan submissions, ODOT district construction
15 is requesting two copies instead of one copy of the
16 half size plan sets.

17 On page 37, 18.7, Plan Distribution, it
18 has "Attention Perry Ricciardi, PE, Construction."
19 That should now read Bob Weaver, PE, PS,
20 Construction.

21 On page 46 is listed a web address for
22 the Permitted Lane Enclosure, information for that
23 website. That information is available on the
24 website. I believe that website address has maybe
25 changed. The end of that website address may need to

1 be updated. Maybe you can search for that website.

2 I believe that covers the changes we want
3 to highlight on the project. At this time I will see
4 if any other ODOT representatives have any other
5 comments.

6 MR. BARATY: No.

7 MR. CURRIER: Open up to any questions by
8 the design-build teams.

9 MR. MORE: I have a couple questions, Len
10 More from Cleveland Barricading.

11 On the ground mount supports via channel,
12 I presuming we want the post and stub method as
13 opposed to the full-length driven, the district
14 preferences.

15 MR. DEVORE: Right. Our practice is to
16 stub all of our U-channel posts. Also it is district
17 practice to only use 3-pound U-channel posts.

18 MR. MORE: Correct.

19 MR. DEVORE: So we would like to have any
20 posts that might not structurally require 3-pound
21 posts still be installed with a 3-pound post.

22 MR. WINKLER: Are you staying they have
23 to be stubbed or not?

24 MR. DEVORE: Yes. For our maintenance
25 purposes, we stub all of our U-channel posts, so they

1 would have to be -- all would have to be stubbed as
2 standard for this project.

3 MR. WINKLER: Okay. How do you guys get
4 away with that because it says right in the specs and
5 everything that "stub posts shall not be allowed."

6 MR. DEVORE: The district does that for
7 maintenance efficiency, cost savings from a
8 maintenance standpoint.

9 MR. WINKLER: What about square posts?
10 They are like one-way supports and stuff like that.

11 MR. DEVORE: The project, I believe, says
12 in here those will only be used where needed for
13 one-way type mounting, so all other locations are to
14 use the U-channel supports.

15 MR. WINKLER: Even on the ramp reference
16 markers down through the median where we are going
17 back to back where squares would be much more
18 conducive?

19 MR. DEVORE: To my knowledge, we have
20 only used U-channels for all the ones we have
21 installed so far. Specifically, we would have to, I
22 guess, seek an answer to that question if you prefer,
23 if you want to give consideration to using square
24 posts there.

25 MR. WINKLER: Well, I guess as long --

1 you want those on stubbed posts, U-channel posts
2 also? Is that what you're saying?

3 MR. DEVORE: Yes.

4 MR. WINKLER: Okay.

5 MR. KROCK: This will all be clarified in
6 the addendum, I assume.

7 MR. DEVORE: Everything that is being
8 recorded now will be as recorded, so if there's a
9 specific question that needs to be addressed in an
10 addendum, we need that question to be able to address
11 it.

12 MR. MORE: I have another question
13 regarding the speed limit signs for the school.
14 Those sign structures are supposed to be painted, and
15 I wanted to know if those are to be -- how long of a
16 time we have to turn them off and turn them on, that
17 kind of thing.

18 Obviously, if we are doing it in the
19 summer, it won't matter, but say we were not doing
20 that during the summer. How much time would we have
21 to turn those off to be able to work on those posts,
22 on the electrical?

23 We have the same situation on the Route
24 60 sign where we have lights. We're not supposed to
25 take them down, but we have to turn them off to work

1 on them, so we need to have some clarification as to
2 the amount of time we are allowed to shut down the
3 lights.

4 MR. DEVORE: Okay.

5 MR. WINKLER: I guess to go further, with
6 the two school speed limit flashers, you know, that
7 falls into a section with painting and replacing
8 signs, but I am assuming we are not touching those
9 signs on those two poles.

10 MR. DEVORE: On the --

11 MR. WINKLER: On the two school speed
12 limit flashers.

13 MR. DEVORE: We will have to answer that
14 question. I don't know if it's been specifically --
15 I don't know if it is clear in the document as far as
16 whether those signs are being replaced.

17 MR. WINKLER: It says "replace all
18 signs."

19 MR. DEVORE: Okay.

20 MR. WINKLER: I didn't know if that one
21 is special, being a flasher sign, what you are
22 looking for there.

23 MR. DEVORE: Yes. It's not excluded from
24 being replaced, so I guess the sign is to be
25 replaced.

1 MR. WINKLER: Just the sign or the whole
2 flasher, because -- here we go. When you go to that
3 section, it has all these signs pictured. It talks
4 about coating. Okay, they all get coated. You go to
5 page 31, which is the continuation of that section,
6 note 12, "All sign attachments assemblies shall be
7 replaced... Remove all sign lighting per the attached
8 general note."

9 So you have the general note that says
10 "replace all signs." Then you have another note,
11 though, says "replace sign attachments" and "sign
12 lighting gets removed."

13 So what do you want done with those two?
14 If you take sign attachments down, that's part of the
15 flasher assembly.

16 Is that how you read that, Craig? It's
17 all in that same section talking about all those
18 overheads that are pictured here, get painted, new
19 signs, new sign attachments assemblies, and all the
20 lighting removed. So that's exactly what you're
21 looking for, correct, on all of those structures that
22 are pictured there?

23 MR. DEVORE: That is correct. This sign
24 does not have sign lighting.

25 MR. WINKLER: Correct, it has two sign

1 attachment assemblies holding as part of the -- I
2 mean, the only one you have specifically listed
3 different is the one on 60 saying it just gets
4 painted only.

5 MR. DEVORE: Right.

6 MR. WINKLER: This picture here, I mean
7 are we just painting the two?

8 MR. DEVORE: We would be painting. We
9 need a new sign.

10 MR. WINKLER: But don't touch the flasher
11 assembly?

12 MR. DEVORE: I would say it's going to be
13 dependent on the attachment to that new sign.

14 MR. WINKLER: You think the flashers
15 themselves are okay and it's just putting a new flat
16 sheet over that?

17 MR. DEVORE: Yes. I'm not aware of
18 a required -- anything with the flasher itself that
19 needs to be upgraded.

20 MR. WINKLER: Okay.

21 MR. DEVORE: But you are going to have to
22 be able to attach the new sign. If you -- if there's
23 some reason you can't do that with that existing
24 attachment, then that would be the issue there. You
25 got to remove and reattach the signage.

1 MR. WINKLER: Uh-huh.

2 MR. DEVORE: Does that answer the
3 question you have?

4 MR. WINKLER: As long as you are saying
5 the flasher part is okay, then yes.

6 MR. DEVORE: We are not requiring the
7 flasher part to be replaced.

8 MR. WINKLER: Okay. And then all the
9 rest of them that are pictured, new signs, new sign
10 attachment assemblies, painting.

11 MR. DEVORE: Yes.

12 MR. WINKLER: Remove sign lighting.

13 MR. DEVORE: Yes.

14 MR. WINKLER: Okay.

15 MR. MORE: I have another point about the
16 proposal. In the section where it talks about --
17 it's from page 39 through the end of the document,
18 the District 3 Notes. There's different paragraphs
19 that describe units of measure for payment, and I was
20 wondering if some of those should be stricken, only
21 because they don't have separate items for those, the
22 units of measure for those particular acts that we
23 are supposed to undertake, paid by the "each" or the
24 lump sum or whatever, because all those activities
25 are supposed to be included in the lump sum, and I

1 thought maybe those should be stricken, the units of
2 measure.

3 MR. MAWHORR: The basis of payment on all
4 of those notes I think should probably be deleted.

5 MR. MORE: It's a minor issue, but, I
6 mean --

7 MR. MAWHORR: Unless you want to add 50
8 bid items.

9 MR. DEVORE: I don't think that was the
10 intent.

11 MR. MORE: I'm sure it was not.

12 MR. MAWHORR: I think it would be just a
13 matter of deleting the basis of payment on those
14 items.

15 MR. MORE: Right.

16 MR. DEVORE: Sounds like the right thing
17 to do, Mike?

18 MR. CURRIER: Yes. We just have to say
19 that's all incidental to the item of work line. In
20 the proposal, it appears that would all go under line
21 5, miscellaneous sign upgrade. The coating system, I
22 don't see a special tab for the coating, so it would
23 be all incidental to line 5, so we would just strike
24 all that.

25 MR. DEVORE: That's what will be done on

1 that, is strike the "basis of payment." That's all
2 incidental to line 5 on the bid item there.

3 MR. WINKLER: Page 23, 16.2, the Flat
4 Sheet Signs, in middle there, No. 1, it says,
5 "Replace all existing flat sheet signs with new
6 signs." I assume we're talking about ODOT signs, not
7 Kiwanis Clubs, Presbyterian Church that are going to
8 fall up on all these interchanges.

9 MR. DEVORE: It would be --

10 MR. WINKLER: ODOT only.

11 MR. DEVORE: -- ODOT inventory signs, not
12 if someone else went out into the right-of-way and
13 put their nonstandard sign up there.

14 MR. WINKLER: Up on the interstate some
15 signs do and some signs don't have the old, I think
16 you called them, D10-86s, the little 12 by 18 mileage
17 plaque signs. Some of them do; some don't. Are
18 those going back up or not, since you're doing the
19 reference markers in the middle now.

20 MR. DEVORE: Right, those are not
21 required.

22 MR. WINKLER: Are not required, okay.

23 MR. DEVORE: You were speaking to the SLM
24 identification on the major guide signs?

25 MR. WINKLER: Like a 12 by 18, usually on

1 little posts hanging down.

2 MR. DEVORE: Correct.

3 MR. WINKLER: Okay. If we go to page 24,
4 where it talks about the interchanges, and around the
5 interchanges we're going from junction to junction
6 sign. Route 30, there is no junctions. That's kind
7 of limited access to limited access. Where do we
8 stop on Route 30 because you go right into Koogle and
9 the rest area? Where are our limits on Route 30?

10 MR. DEVORE: It would begin with the
11 71 lead-in signing, so I guess we can look back to
12 where that first sign is at, you know, as far as the
13 71 to guide motorists to that 71 ramp.

14 MR. WINKLER: So are we going back a mile
15 then on 30 each direction? I mean, that's a big, big
16 deal all of the sudden.

17 MR. MORE: I think it even goes up Crider
18 Road, I think some of those. Two I-71 signs are on
19 there.

20 MR. DEVORE: I think the actual limits on
21 Route 30 is probably a good question to address, you
22 know, in an addendum.

23 MR. WINKLER: Yeah, in a timely manner
24 because that can be --

25 MR. MORE: It could be.

1 MR. WINKLER: -- a lot of work.

2 MR. MORE: Include all the side roads in
3 that interchange also, Crider, Koogle.

4 MR. WINKLER: Yeah. You have all kinds
5 of ramps. That's a ton of signage. There might end
6 up being a two mile lead-in sign out there, a mile
7 and a half. I mean, wow, that's substantial if
8 that's what you're doing.

9 MR. KROCK: I think everywhere else we
10 have junction signs knowing exactly what we are doing
11 everywhere else.

12 MR. WINKLER: I mean, you showed a couple
13 of overhead on 30 right by the ramps there. That's
14 cut and dried. But the break-away drive posts,
15 everything else, we are really, really wide open on
16 not knowing what your limits are.

17 MR. DEVORE: Yes. We're going to have to
18 nail down an SLM or some reference sign on Route 30
19 to clarify that.

20 MR. MORE: It might even help to have a
21 schematic of that interchange and just draw a line
22 where your limits are at.

23 MR. WINKLER: Because that's a weird
24 interchange.

25 MR. MORE: Yeah.

1 MR. WINKLER: I mean, if you are coming
2 northbound 71, to get off on 30, you got your merge,
3 well, then 500 feet you're in another interchange
4 that has nothing to do with 71, but you're on that
5 interchange. The first sign will be a mile, mile and
6 a half down the road. That's a lot.

7 MR. DEVORE: All right. We will clarify
8 the limits for the signing on 30.

9 MR. WINKLER: Can we go to page 26? I
10 mean, obviously, you're not looking for any of those
11 structures on the mainline to be painted.

12 MR. DEVORE: Correct.

13 MR. WINKLER: We've got them all picked
14 out on the ramps to get painted. Then you go to the
15 other pages, and the sign attachment assemblies, all
16 the overheads on the 71 mainline will get new
17 Extrusheet. Do they get sign attachment assemblies
18 or just Extrusheet?

19 MR. DEVORE: The mainline?

20 MR. WINKLER: Overhead signs. If you
21 follow through on this section, even though it still
22 says "none," it takes us back to where we were before
23 down at note 12 and 13, which is still in the section
24 saying sign attachment assembly and sign lighting,
25 but up here it says none.

1 So what exactly are you looking for for
2 all the overheads on the mainline? Obviously, no
3 painting.

4 MR. CURRIER: It appears on sheet 26. It
5 says, "The steel portion of the following existing
6 overhead sign supports shall be recoated per the
7 general notes." Everything below this talks about
8 the recoating, not attachments. Is that true?

9 MR. WINKLER: Well, on page 31, 30 and
10 31, it's continuing with the same section that we're
11 talking about.

12 MR. KROCK: Still under 6.

13 MR. CURRIER: Still under 6.

14 MR. WINKLER: Down at 12 and 13 it says
15 sign attachments and remove lighting. I don't even
16 know if there is any lighting out on the mainline,
17 but I guess the question is, are you looking for all
18 new sign attachment assemblies and Extrusheet on all
19 of the mainline overhead supports?

20 MR. CURRIER: Do you want to clarify that
21 interpretation?

22 MR. DEVORE: I think we probably have
23 to -- I mean, it appears to me we are looking for new
24 sign attachment assemblies.

25 MR. WINKLER: That's my assumption.

1 MR. CURRIER: That's the way I understand
2 it.

3 MR. WINKLER: I wanted to make sure.

4 MR. DEVORE: Let's read it that way.

5 MR. WINKLER: New sign attachment
6 assemblies and Extrusheet on everything on the
7 mainline.

8 MR. CURRIER: Yes.

9 MR. WINKLER: Okay.

10 MR. CURRIER: The way I understand it, 6
11 takes care of the recoating, and under 7 is where you
12 see "all sign attachment assemblies shall be
13 replaced".

14 MR. WINKLER: Right. But it says "none"
15 above there, so I just wanted to make sure the "none"
16 didn't apply to that and that you did want sign
17 attachments. I assumed you did, but I wanted to
18 clarify it.

19 MR. CURRIER: Correct.

20 MR. WINKLER: I have one last one and
21 then I'll shut up.

22 MR. DEVORE: Well, no, we're here to get
23 your questions answered.

24 MR. WINKLER: On the 30 ramp you have a
25 flashing arrow sign out there that nothing is

1 addressed on the flashers or what is going on with
2 that. I mean, you're set up for new beams and signs,
3 but, you know, on the electrical what do you want to
4 do with that sign?

5 MR. DEVORE: That --

6 MR. WINKLER: Or is that one we just put
7 new Extrusheet on that existing sign and leave it
8 like that. I'm not sure what you're looking for.

9 MR. DEVORE: What type of supports is
10 that on?

11 MR. CURRIER: Break-aways, ground-mounted
12 supports.

13 MR. DEVORE: Beam?

14 MR. WINKLER: Looks like 10 by 12s or
15 something like that. You have a whole solar set-up
16 there, and I didn't know what you were looking for.

17 MR. DEVORE: It's fairly new.

18 MR. WINKLER: You can get back to us on
19 that, that's fine.

20 MR. BARATY: You don't want to touch the
21 solar panel.

22 MR. DEVORE: We will clarify this in the
23 same when we are giving you the limits on the 30.

24 MR. WINKLER: You can keep that.

25 MR. KROCK: I only got one here maybe.

1 On sheet 31 where we are, No. 9, "At all locations, a
2 minimum vertical clearance of seventeen feet shall be
3 maintained."

4 You know, there's 17 feet out there, so
5 as long as we don't set the bottom of the sign below
6 where it is now, we can reference that in the field.
7 You're not asking for verification after the job we
8 have 17 feet. You are saying there is 17 feet,
9 maintain that. That can be done in the field, you
10 know, with inspection. You're not asking for
11 anything beyond that in the field?

12 MR. CURRIER: You want the vertical
13 clearance verified?

14 MR. DEVORE: That's probably actually an
15 easy enough thing to verify, right? Take a
16 measurement.

17 MR. KROCK: You're going to want that
18 signed by the PS. So the standard procedure is to
19 have that verified by the PS. There's going to be a
20 crown point in the road which you take it from, and
21 it's not an easy thing to do if you're going to do it
22 formally in that manner, have somebody sign off on
23 it.

24 If you know there's 17 out there, which
25 this is the indicating, then through good

1 construction practice, we can mark where it is on the
2 overhead upright. That can be verified by your
3 inspector, and then as long as the new sign isn't
4 lower, we maintain whatever is out there. Whether
5 it's 17 or 18, we maintain what is out there. So if
6 you know it's 17 out there, we can be sure not to set
7 it lower. If you're not sure it's 17, that's another
8 issue.

9 MR. DEVORE: Right. I guess everything
10 that's out there should be good. We are just saying
11 not to lower it, is what we're saying.

12 MR. KROCK: Okay.

13 MR. DEVORE: Not to lower it below. If
14 you lower it, you can lower it, but don't lower it
15 below 17.

16 MR. KROCK: We have to show then?

17 MR. DEVORE: In you are going to lower
18 it, show us that you are still maintaining 17, I
19 guess.

20 MR. KROCK: Okay.

21 MR. DEVORE: Any more questions? Any
22 more questions?

23 All right. I have down that we will
24 clarify the limits for the signing on U.S. 30, the
25 71 interchange. And with that, we will clarify the

1 large arrow warning sign with flasher installation,
2 what is to be done at that location.

3 Any other issues that need to be
4 addressed in the addenda?

5 MR. KROCK: There were a lot of
6 questions.

7 MR. MORE: The lighting we talked about,
8 how long we can turn off something, what the time
9 frame was, was it a day, you know.

10 MR. KROCK: U-channel posts.

11 MR. DEVORE: U-channels we said.

12 MR. MORE: That's a district design
13 preference.

14 MR. KROCK: That should still be in the
15 addendum, shouldn't it?

16 MR. WINKLER: The detail on exactly what
17 you want. That way everybody, there's no question.

18 MR. BARATY: We will answer the questions
19 in the addendum.

20 MR. DEVORE: Any other questions?

21 All right, if none, that will conclude
22 the meeting, and there will be an addenda issued.

23 (The meeting concluded at 10:49 a.m.)

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CERTIFICATE

I do hereby certify that the foregoing is a true and correct transcript of the meeting taken by me in this matter on Wednesday, August 29, 2012, and carefully compared with my original stenographic notes.

Rosemary Foster Anderson,
Professional Reporter and
Notary Public in and for
the State of Ohio.

My commission expires April 5, 2014.
(RFA-8829)

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**OHIO DEPARTMENT OF TRANSPORTATION
District Three**

Date: 8/29/12 Time: 10:00 AM Location: Dist -3 Main Conf. Room

Subject: I-71 Sys. Signs PID: 82257
Pre-bid meeting

**ATTENDEES
(Please Print)**

<u>NAME</u>	<u>ORGANIZATION</u>	<u>PHONE</u>	<u>E-MAIL</u>
<u>Mark Winkler</u>	<u>Lake Erie Con.</u>	<u>419-668-3302</u>	<u>marklecp@accnciwalk.com</u>
<u>Russ Kroock</u>	<u>ADR & Assoc. LTD</u>	<u>740-345-1921</u>	<u>rkroock@adriinnovation.com</u>
<u>JIM MAWHORR</u>	<u>K.E. McCARTNEY ASSOC.</u>	<u>419 525 0093</u>	<u>jmawhorr@kemccortney.com</u>
<u>LEN MORE</u>	<u>CLEVELAND BARRICADING SYSTEMS</u>	<u>330-220-3905</u>	<u>LMORE@CLEVELANDBARRICADING.COM</u>
<u>CRAIG DEVORE</u>	<u>ODOT D-3</u>	<u>419-207-7169</u>	<u>craig.devore@dot.state.oh.us</u>
<u>DAVE BARTY</u>	<u>ODOT D-3</u>	<u>419-207-7052</u>	<u>david.barty@dot.state.oh.us</u>
<u>MIKE CURRIER</u>	<u>ODOT D-3</u>	<u>419-207-7020</u>	<u>mike.currier@dot.state.oh.us</u>
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CERTIFICATE

I do hereby certify that the foregoing is a true and correct transcript of the meeting taken by me in this matter on Wednesday, August 29, 2012, and carefully compared with my original stenographic notes.


Rosemary Foster Anderson,
Professional Reporter and
Notary Public in and for
the State of Ohio.

My commission expires April 5, 2014.

(RFA-8829)

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