

**ATTENDANCE LIST  
PRE-BID MEETING  
PLEASE PRINT**

COUNTY WAR/GRE ROUTE US-42 SECTION 17.94/0.00  
 FEDERAL NO. E111(413) PID 92105 STATE PROJECT NO. 3013(2013)  
 OTHER DESCRIPTION Pavement Rehabilitation  
 LOCATION District 8 Conference Rooms A, B, C

TIME 1:00pm DATE 8/14/2013

NAME	TITLE	AGENCY	E-MAIL ADDRESS	PHONE
Dennis Stemler	DCA	ODOT D-8		513-933-6127
Mike Eddy	Principl	LJB	MEddy@LJBINC.COM	937-259-5070
Matt Gardner	Civil Service Leader	WB	MGardner@WBinc.com	937-259-5180
JIM CRAWFORD	VP	John R Jurgensen	crawford@jrynet.com	513-771-0820
Josh Carter	Estimator	JRJ	John.Carter@JRMnet.com	513-771-0820
Jason Jurgensen	VP	JRJ	Jason.Jurgensen@JRTact.com	513-771-0820
Jim Jurgensen	RETIRED?	JRJ	N.A.	513-771-0820
Bill Wahlford	Est	Barrett Paving	bwahlford@barrett paving.com	513-422-4662
JEREMY SLEVE	Reg. Mgr	BARRETT PAVING	jsleve@barrett paving.com	724-321-8247
BRIAN FULTZ	Estimator	Barrett Paving	bfultz@barrett paving.com	937-424-9120
Sam Khorshidi	V.P.	Resource Int.	samk@resourceinternational.com	614-823-4949
Joe Mellman	P.M	Resource Int.	joem@resourceinternational.com	513-769-6998
PEG ENIGK	PROJ. ENG.	ODOT	margaret.enigk@dot.state.oh.us	513-933-6738
Liz Lyons	PIS	ODOT	elyons@dot.state.oh.us	513-933-6534
SOHRAB MOSTAFEDI	residual engineer	ODOT	sohrab.mostafedi@dot.state.oh.us	937-416-3801

PLEASE USE MORE THAN ONE IF NEEDED

OHIO DEPARTMENT OF TRANSPORTATION  
DISTRICT 8  
PRE-BID CONSTRUCTION MEETING

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PROJECT NO.: 133013 :  
: :  
:US/GRE-42-17.94/0.00  
PID NO.: 92105 :  
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TRANSCRIPT OF PROCEEDINGS

Conducted by: DENNIS STEMLER  
Date: Wednesday, August 14, 2013  
Time: Commencing at 1:00 PM  
Place: Ohio Department of  
Transportation  
505 South State Route 741  
Lebanon, Ohio 45036  
Before: Tracy L. Allen, RPR, RMR

1           P R O C E E D I N G S

2           MR. STEMLER: We'll go ahead and get  
3 started. This is the pre-bid for Project  
4 133013. My name is Dennis Stemler. I'm  
5 the district construction administrator for  
6 District 8.

7           To my right is Chris Casson. He's our  
8 project manager from production. Our  
9 planning engineering. And the front table  
10 here is Peggy Enigk. Peg will be the  
11 project engineer in the field. To her left  
12 is Liz Lyons. And Liz is the -- works in  
13 our public information office and she'll be  
14 handling correspondence with the media.

15           In the third row there is Suzanne  
16 Enders. And she is our utility  
17 coordinator. There is no anticipated  
18 utility relocations as part of this  
19 project. Should you run in to something  
20 during the course of the project, she will  
21 be involved and be the contact for that.

22           We do have a court reporter here. We  
23 ask that you state, if you have any  
24 questions, state your name and the firm  
25 that you're associated with.

1           With that I'll turn it over to Chris.  
2           Chris is going to go through a short  
3           overview of the project. And Sohrab  
4           Mostaed will be the resident engineer.  
5           Sohrab is on his way. He's a couple  
6           minutes late.

7           MR. CASSON: State your name when  
8           speaking?

9           MR. STEMLER: Yes.

10          MR. CASSON: My name is Chris Casson.  
11          For an overall overview of the project for  
12          the four-lane section, which is actually a  
13          concrete pavement with three inches of  
14          asphalt on top.

15          We're going to do a pavement  
16          rehabilitation of the four-lane section of  
17          U.S. 42 in Warren and Greene Counties. The  
18          pavement will be break and seated, a double  
19          chip seal applied and a new asphalt  
20          overlay. At the slab bridge approaches at  
21          the intersection of Lower Springboro Road  
22          and the intersection with 73 and 42 the  
23          pavement will be full depth replacement to  
24          maintain the existing profile grade. With  
25          that, the guardrails will be upgraded

1 throughout the project to the new standard.

2 And the work entailed is pretty much  
3 it. Design build MOT. We conceptually  
4 believe the traffic to be flopped to one  
5 side to the other. And we have the details  
6 that I'll go over in the scope after Dennis  
7 goes through the proposal.

8 MR. STEMLER: Anybody have any  
9 questions for Chris at this point in time?

10 There is a schematic up here for you  
11 to look at to get an idea of the exact  
12 limits of the project.

13 I'm going to go through the scope. I  
14 don't know if you guys have downloaded this  
15 from the website yet or got your copies.

16 Your DBE goal will be seven percent  
17 for the project. Out of the proposal part  
18 of it, page 23, there will be a CPM  
19 schedule required for multi-season project.  
20 And within 14 days you have to submit a  
21 baseline schedule after you sign the  
22 contract. Monthly updates are required.

23 Time extensions on page 29 will be  
24 extended based on the CPM schedule.

25 Page 31 is revisions to the C&MS for

1 design build project. There's a list of  
2 items that have been changed and adapted  
3 for the design build aspect of this  
4 project.

5 Page 41. Partner agreement. At the  
6 preconstruct you'll have an informal  
7 partnering with Sohrab and whoever the  
8 successful bidder is. So it's just an  
9 informal right there at our office.

10 Page 53. I'm sorry. Back up. Page  
11 41. Design mix for the pavement is for  
12 heavy traffic volumes. And there is a  
13 surface smoothness requirement for your  
14 pavement.

15 (Mr. Sohrab Mostaed entered the  
16 meeting room.)

17 Page 53 the completion date for this  
18 project is September 1st of 2014.

19 Okay. Any questions on the proposal  
20 part of it?

21 Yes, Jim.

22 MR. CRAWFORD: Jim Crawford with John  
23 R. Jurgensen. Dennis, page 38, 105.14. It  
24 talks about all cost of maintenance during  
25 construction is to be included in the

1 contract. Can you clarify what that is?

2 MR. STEMLER: Yeah. We will clarify  
3 that. It starts once you start in the  
4 field. Not during the design, if that's  
5 what you're concerned with.

6 MR. CRAWFORD: One thought I had was  
7 snow and ice. I mean, is that considered  
8 part of that?

9 MR. STEMLER: No.

10 MR. CRAWFORD: I think if you could  
11 clarify what is included with that, I would  
12 appreciate it.

13 MR. STEMLER: Right. And my  
14 interpretation of it will clarify it is  
15 that when you start in the spring, then it  
16 becomes -- once you start in the spring  
17 that's your maintenance. It's not intended  
18 for you -- it's not mowing or any other  
19 stuff that's involved.

20 MR. CRAWFORD: It is not mowing?

21 MR. STEMLER: I don't believe it is.

22 MR. CRAWFORD: Yeah. If you would  
23 clarify that.

24 MR. STEMLER: I'll clarify it because  
25 we have a mowing contract.

1 MR. CRAWFORD: Okay. I do have  
2 another question about the proposal.

3 MR. STEMLER: Okay.

4 MR. CRAWFORD: Page 40, 109.09. The  
5 Contractor may submit monthly invoices.  
6 Traditionally we get two draws a month. Is  
7 that still the same?

8 MR. STEMLER: Yes.

9 MR. CRAWFORD: And 41.

10 MR. STEMLER: Okay.

11 MR. CRAWFORD: This is the mix  
12 designs. Side roads and driveway  
13 crossovers through the median, are they all  
14 to be heavy design? Everything's heavy?

15 MR. STEMLER: Yes. Everything is  
16 heavy.

17 MR. CRAWFORD: Thank you.

18 MR. STEMLER: Anybody else have any  
19 questions on the proposal, the proposal  
20 part of it?

21 Next will be the design scope.

22 MR. CASSON: Before we go to the  
23 scope, I got two points in the proposal  
24 that will be changed.

25 MR. STEMLER: Okay.



1 MR. CASSON: On page 34 under Section  
2 104.011, Design of the Project, third  
3 paragraph down. "Full size, ink on Mylar,  
4 22" by 34" plans." That's to be removed.  
5 It's per the TIF submission policy on the  
6 final record drawings.

7 One of the bid items, which is bid  
8 item 13. The item description will be  
9 revised to actually match Attachment H,  
10 Consultant for Concrete Quality Control  
11 Including Testing and Inspection.

12 MR. STEMLER: Anything else, Chris?

13 MR. CASSON: Not on the proposal.

14 MR. STEMLER: Okay. Scope. I'm going  
15 to highlight your work zone, on page three,  
16 your Work Zone Speed Limit Sign. It goes  
17 into detail of the signs that will be  
18 required for the work zone.

19 Page seven. The project length is  
20 8.79 miles of pavement work.

21 Page eight. There will not be a Type  
22 C field office for this project. We'll  
23 talk about that.

24 MR. MOSTAED: We need to talk about  
25 that.

1 MR. STEMLER: Okay.

2 MR. CRAWFORD: So there will not or  
3 we're going to --

4 MR. STEMLER: We'll clarify that.

5 MR. CRAWFORD: Thank you.

6 MR. STEMLER: Is this the one we  
7 talked about?

8 MR. MOSTAED: Yeah. We're going to  
9 need it.

10 MR. STEMLER: All right. Page 12.  
11 Partnering Agreement. Again, this tells  
12 you it's going to be informal partnering.

13 Page 13. I'm sorry. Then at the  
14 bottom of page 12, Entry On Private  
15 Property. "Prior to performing said  
16 survey, the design build team will send  
17 notification letters indicating the date  
18 and duration of entry to the affected  
19 property owners no less than forty-eight  
20 hours nor more than 30 days prior to the  
21 date of entry for said survey in accordance  
22 with 102.6." That's if you need to get on  
23 private property. Shouldn't be required to  
24 get on, but it is in there.

25 Page 13. A stormwater protection plan

1 will be required for this project.

2 Page 16 is the MOT requirements for  
3 the following. It gives you detail for  
4 each -- I'm not going to go through every  
5 one of the streets and crossroads, when you  
6 can close them down and whatnot.

7 Work within the State Route 73/42  
8 intersection shall be accomplished Sunday  
9 10:00 PM through Friday 5:00 AM maintaining  
10 one lane two way traffic using police  
11 officers. The work shall not occur during  
12 the Renaissance Festival, Sauerkraut  
13 Festival, nor the Potato Festival. At the  
14 end of each day's work, failure to reopen  
15 the intersection so that one lane in each  
16 direction with a left turn on all  
17 approaches will result in a disincentive  
18 being assessed of \$100 per minute for each  
19 minute the intersection configuration is  
20 less than specified.

21 Page 17 is Construction Notification,  
22 and then law enforcement officers will be  
23 required.

24 Page 20. Talks about your Pavement  
25 and your Roadway design. What's going to

1 be required for the design of it.

2 And page 24 is your plan submittal  
3 requirements.

4 Is there any question for what I've  
5 gone over?

6 Go ahead, Josh.

7 MR. CARTER: Josh Carter with John R.  
8 Jurgensen. That traffic control note on  
9 page 16 that you read.

10 MR. STEMLER: Yes.

11 MR. CARTER: Can you explain that? Is  
12 that closure Sunday 10:00 PM all the way  
13 through Friday at 5:00 AM where we don't  
14 have to open that daily?

15 Because if you go further in the  
16 paragraph, it seemed like you have to open  
17 that every day.

18 MR. CASSON: It has to be open at the  
19 end of your work day. So in other words,  
20 the intent was to actually work towards the  
21 intersection, maintain one lane each  
22 direction with flaggers.

23 MR. CARTER: During the day?

24 MR. CASSON: Per work shift. And then  
25 when you're done, you convert it back to

1 the intersection configuration with the  
2 left turn lane.

3 MR. STEMLER: And you do not want them  
4 out over the weekend because --

5 MR. CASSON: That is correct. Not on  
6 the weekend. So your work shifts will be  
7 from Sunday 10:00 PM till Monday 5:00 AM.

8 MR. MOSTAED: Till Friday at 5:00.

9 MR. CASSON: Till Friday at 5:00.

10 MR. CARTER: But you can do this  
11 during the day, but every night when you're  
12 done you're going to open it up.

13 MR. STEMLER: When you finish at the  
14 end of the day's work you open it back up.  
15 Okay. And the idea is you do not work on  
16 the weekends.

17 MR. CRAWFORD: Jim Crawford with  
18 Jurgensen. So if you work around the  
19 clock, you don't have to meet this criteria  
20 other than --

21 MR. STEMLER: You still have to follow  
22 the laws and local ordinances.

23 MR. CRAWFORD: But if you --

24 MR. STEMLER: I don't know what their  
25 ordinances are in there. If there's a

1 noise ordinance in the area, you would have  
2 to follow that.

3 MR. CRAWFORD: I understand that, but  
4 if you work continuous from 10:00 PM Sunday  
5 night through 5:00 AM Friday morning, then  
6 you just maintain -- the rest of this goes  
7 away. The turn lane goes away.

8 MR. STEMLER: Yes.

9 MR. CRAWFORD: Thank you.

10 MR. CASSON: Chris Casson. I have a  
11 few changes to the scope document. I  
12 apologize. The scope document was written  
13 ten months ago when Walter was still here.

14 Under 14.3 within the pavement. There  
15 will be by addendum adding verbiage as the  
16 following: The median crossovers are a  
17 concrete base for the service roads.  
18 Those also shall be break and seated. Chip  
19 and seal will not be required on those.

20 And so then in Section 14.4 under  
21 Roadway, Section c., currently the slab  
22 structure railing does not need upgraded,  
23 which the new guardrail shall transition  
24 into the existing rail on the slab  
25 structures.

1           The following shall be removed from  
2 this. "The median guardrail at the slab  
3 structures does not need to be upgraded."

4           Since this time the scope was written  
5 we've clarified the transitions and I have  
6 actually a drawing here of the existing  
7 configuration on the bottom. So it's going  
8 to be up to the design build team to  
9 actually design a new configuration.

10           We anticipate on the south leg due to  
11 the transition to the new rail the nose of  
12 that shall come out further. The north  
13 rail section on the northbound side really  
14 doesn't need rail on that side as long as  
15 you meet the standard of grading and have  
16 the approach on the southbound side.  
17 That's for the design build team to  
18 determine.

19           And Section 14.4, number 4, it states  
20 "All curbs within the project shall be  
21 replaced in-kind to account for elevation  
22 change."

23           This shall be revised to read the  
24 following: The design build team will be  
25 allowed to evaluate curb locations. Some

1 curb locations may be eliminated as they  
2 are not needed. Some curb locations will  
3 need to remain for drainage purposes.

4 I have here one median inlet here  
5 (indicating). Pavement inlet (indicating).  
6 Obviously that location where the curb  
7 cannot be removed.

8 This will be added. It's come to our  
9 attention in Waynesville within one or two  
10 locations of the actual curb ramps there's  
11 a stone marble marker which will need to be  
12 removed and reset. As you can tell, this  
13 is a picture of the actual marble marker  
14 (indicating).

15 MS. ENIGK: Did you say there's two of  
16 them, Chris?

17 MR. CASSON: I was told there was two.  
18 Section 14.5 under the Drainage. Number 1  
19 shall be revised from catch basins to  
20 pavement inlets and the median and curb  
21 radius return will need to be reconstructed  
22 to grade to meet the new pavement  
23 elevations.

24 Catch basins in the medians shall be  
25 adjusted as needed. We do not anticipate



1 many of them to be adjusted. That's my  
2 personal opinion.

3 There will be a number three added.  
4 Manholes and valves adjusted to grade shall  
5 be required in the pavement.

6 The verbiage -- back up to number one.  
7 I'm sorry. I apologize. "New grates shall  
8 be provided." That shall be removed, that  
9 requirement.

10 I will add a pay item for  
11 miscellaneous metals. Pay item for grates  
12 that are missing or damaged. And that will  
13 be on a weight basis.

14 MR. STEMLER: Chris will -- let me  
15 interrupt. Chris will also put this in an  
16 addendum and send you the modifications out  
17 through a formal addendum.

18 MR. CASSON: I think that's it.  
19 That's all.

20 MR. STEMLER: So we will summarize  
21 what he gave you and put it as an addendum  
22 to the project.

23 MR. MOSTAED: Sohrab Mostaed, resident  
24 engineer. There was a section as far as  
25 the grade approaches the intersection in

1 Waynesville, 73 and I believe you said  
2 Lower Springboro Road. Can you -- can you  
3 just give a little detail on that?

4 MR. CASSON: Lower Springboro Road,  
5 due to slab structures, we're going to do a  
6 full depth pavement section. So in other  
7 words, it will be a transition from the  
8 six-and-a-quarter-inch profile rise to  
9 one inch and 50 feet down and then a  
10 transition out.

11 And then the reason for not detouring  
12 73 is the east leg cannot be detoured  
13 because if 71 is shut down it's the  
14 alternate route. So we decided to do a  
15 full depth section at the intersection,  
16 which the turn lanes were done in '06, are  
17 full depth asphalt, and those do not need  
18 to be redone.

19 MR. MOSTAED: That's what I was  
20 concerned about. Okay.

21 MR. CASSON: I think there might be  
22 some questions on what plans might be  
23 required. Might touch on that a little bit  
24 in Section 18, Plan Submittal and Review  
25 Requirements.

1           We're going to treat this more not as  
2           a traditional design build with the omitted  
3           sections of 1302.13, 1307.2, 1307.3,  
4           1307.4, 1310.3.

5           Even though it says simplified plans  
6           are not allowed, that is true. We're still  
7           going to do traditional size plans. All  
8           cross sections are of little benefit. So  
9           in other words, we'll actually have our  
10          title, pavement detail, typicals. Any  
11          inlets or drainage structure that is  
12          adjusted shall have a detail or a cross  
13          section. And of course the construction  
14          limits will need to be, you know, shown.  
15          You'll have a plan view of the entire  
16          roadway to show the layout of the proposed  
17          upgraded rail as the design build team has  
18          evaluated the need.

19                 Is there any questions on the plans?

20           MR. GARDNER: Matt Gardner, LJB. So  
21           cross sections are not required?

22           MR. CASSON: Not on the typical  
23           grading. You'll follow your typicals and  
24           some of the typicals will be for sections.  
25           There's a difference in outside pavement

1 width and inside pavement width. And in  
2 the Village of Waynesville north they  
3 alter, they change, so there will be  
4 different typicals for the applicable  
5 areas. You'll need your profile grade.

6 MR. GARDNER: Are we maintaining the  
7 same superelevation?

8 MR. CASSON: Yes.

9 MR. EDDY: Mike Eddy with LJB. When  
10 you mentioned profile grading, Chris, you  
11 want a profile on each lane or each --

12 MR. CASSON: Yes. East and west.

13 MR. EDDY: And an existing profile  
14 comes from where?

15 MR. CASSON: From the information that  
16 we provided.

17 MR. EDDY: So no field survey on the  
18 profile.

19 MR. STEMLER: Is there any other  
20 questions?

21 Yes, Josh.

22 MR. CARTER: Josh Carter, John R.  
23 Jurgenson. This is more clerical. On page  
24 21 of the scope. Under 14.10, the Full  
25 Depth Replacement sections. I think that's

1 a typo on B for the stations, 10590 plus  
2 00. Is there an extra zero in there?

3 MR. STEMLER: Which section are you  
4 at, Josh?

5 MR. CARTER: It's under 14.10, number  
6 2., part b).

7 MR. CASSON: Full depth limits station  
8 1050 --

9 MR. STEMLER: Oh.

10 MR. CASSON: Oh, yeah.

11 MR. CARTER: The existing signs,  
12 because of the elevation change, we're not  
13 going to do anything with the signs?

14 MR. CASSON: No. I'm glad you  
15 mentioned that. Currently there is an  
16 ongoing sign contract now. There will be  
17 additional signage out there, but based on  
18 the six-inch profile change we do not need  
19 to adjust the elevation of the signs.

20 MR. CARTER: Okay. And then on the  
21 side roads. Are you transitioning from the  
22 edge of the shoulder to that 50 to one inch  
23 and 50 feet? Is that --

24 MR. CASSON: That's excessive. That's  
25 for mainline speed. We'll follow the

1 design criteria for side road profiles.

2 MR. CRAWFORD: On that same question.  
3 Jim Crawford for Jurgensen. On that same  
4 question. The concrete goes back to the  
5 radius returns, it's supposed to be -- it  
6 follows the same mainline standard?

7 MR. CASSON: Correct. Except for --

8 MR. CRAWFORD: And so then you make  
9 reference to 51, but so then you taper  
10 beyond that.

11 MR. CASSON: The taper can start at  
12 the edge of the pavement in the side roads.

13 MR. CRAWFORD: Where the mainline  
14 comes through the side. Okay. All right.  
15 So then you may not crack it some day.

16 MR. CASSON: On the side roads it  
17 appeared what I saw was it ended at the  
18 traveling edge.

19 MR. CRAWFORD: Okay.

20 MR. CARTER: Josh Carter, John R.  
21 Jurgensen. You say they'll mill off three  
22 inches. Is the intent to get to the  
23 concrete if they'll mill off three inches?

24 MR. CASSON: Correct.

25 MR. CARTER: And then I think some of

1 this is at full depth patching.

2 MR. CASSON: Correct.

3 MR. CARTER: Would you just leave  
4 those alone?

5 MR. CASSON: Correct. As the concrete  
6 has become a base now. So the asphalt will  
7 be a base.

8 MR. CARTER: And won't strips be  
9 required to go in when we're done?

10 MR. CASSON: No.

11 MR. CRAWFORD: Jim Crawford with  
12 Jurgenson. The section that talks about  
13 reinforced concrete pavement break and  
14 seal. If you can refer to that, please.

15 MR. STEMLER: Page?

16 MR. CASSON: Are you talking about the  
17 note?

18 MR. CRAWFORD: It's in the attachment.  
19 It's Attachment D I think. The second page  
20 of that, the fourth and fifth paragraphs  
21 talk about replacing concrete that's  
22 deteriorated. Specifically points out in  
23 the opinion of the engineer.

24 Then in the next paragraph remove and  
25 replace any asphalt with an area of final

1 positive vertical displacement of one inch  
2 or greater.

3 Again, both of those things I think  
4 are at the direction of the engineer. And  
5 I would think there would be pay items  
6 established for that instead of making that  
7 part of the lump sum. I don't know how any  
8 of us can determine how many areas we're  
9 going to run in to like that or how many  
10 areas the pavement's going to fall apart.

11 MR. CASSON: In discussions with the  
12 office of pavement engineering there's been  
13 four projects across the state that have  
14 conducted it with this note as is. It has  
15 been tweaked a little bit since the third  
16 project. The areas were minimal because  
17 the break and seat is a larger piece than  
18 the actual rubberize and roll.

19 MR. CRAWFORD: I don't agree with  
20 that. So you're not -- you don't want to  
21 entertain that then.

22 The last paragraph in that, place  
23 double chip seal and initial asphalt course  
24 as soon as possible after break and seat  
25 operation is no more than 72 hours.



1 I'm not convinced that you can start  
2 paving within 72 hours. You break, first  
3 course of chip seal, 24 hours for the next  
4 course of chip seal, cure I think takes you  
5 to 72 hours. I think there needs to be  
6 some latitude with that.

7 MR. CASSON: I think in the actual MOT  
8 requirements it states 96 hours. Well,  
9 I'll clarify that.

10 MR. CRAWFORD: Okay. The only thing  
11 what I'm suggesting is that there isn't  
12 enough time to meet this note, especially  
13 with the 24-hour cure on the double chip  
14 seal.

15 Right above that, no traffic permitted  
16 on broken portion of roadway until double  
17 chip seal and asphalt course is replaced.  
18 I'm assuming that does not include  
19 construction traffic, and that does not  
20 include residents that are trying to get to  
21 their houses?

22 MR. CASSON: I'll clarify, but I think  
23 that note is actually for the side road  
24 access.

25 MR. CRAWFORD: Okay. I mean, we do

1 have people that we have to get back and  
2 forth.

3 MR. CASSON: Correct. And that was  
4 more for the side road closures and come up  
5 through the six inches of the base course  
6 prior to opening the side road back up  
7 within the 96-hour closure, but I will  
8 clarify that.

9 MR. CRAWFORD: Okay. I think the only  
10 other question I have is the completion  
11 date. Can't start chip sealing until May  
12 1st, which is certainly going to negate  
13 doing anything this year with the pavement,  
14 to be done by September 1st, which is,  
15 coincidentally, the end of the chip seal  
16 operation, which means that you got to be  
17 done probably 30 days before that to get  
18 the surface, the rest of the lines, get  
19 striping done, get final grading done.

20 I question whether there's enough  
21 time, with the September date, whether  
22 there's enough time to complete it. You're  
23 basically building the whole job in three  
24 months.

25 MR. STEMLER: Okay. We will review

1 the completion date.

2 MR. CRAWFORD: Thank you.

3 MR. STEMLER: Any other questions?

4 MR. GARDNER: Matt Gardner with LJB.

5 The existing shoulder width I assume has to  
6 be maintained.

7 MR. CASSON: Correct.

8 MR. STEMLER: Any other questions?

9 Does the project have anything?

10 All right. If there's no other  
11 questions, thank you for coming.

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13 (Meeting adjourned: 1:30 PM.)

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C E R T I F I C A T E

STATE OF OHIO :  
SS:  
COUNTY OF HAMILTON :

I, Tracy L. Allen, RPR, RMR, the undersigned, a court reporter for Hamilton County, Ohio, do hereby certify that at the time and place stated herein, I recorded in stenotypy and thereafter transcribed the foregoing pages, and that the foregoing is a true, complete and accurate report of my said stenotype notes.

\_\_\_\_\_  
S/TRACY L. ALLEN, RPR, RMR

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