

PRE-BID MEETING

PROJECT NO. 133021

COLUMBIANA SR-11-17.70

September 26, 2013

Ohio Department of Transportation
2201 Reiser Avenue, S.E.
New Philadelphia, Ohio 44663

P R O C E E D I N G S

1
2 MR. MOORE: My name is Todd Moore. I'm
3 Construction Area Engineer. We will be on top of
4 this project. We're here today for the Design-Build
5 Pre-Bid Meeting for Project 3021 of 13 which is
6 Columbiana, State Route 11. It's 17.70. It's a
7 bridge repair project.

8 As a pre-bid meeting for design-build,
9 there is a stenographer keeping minutes of all this
10 meeting. Any questions, she asked that you stand up
11 and identify yourself, your name and your company,
12 so she can put that into the Record.

13 After we review the transcript of the
14 meeting, it will be issued as Addendum No. 1 for
15 this project. If any questions are asked today that
16 we cannot answer, we will answer those through the
17 addendum process, hopefully with Addendum No. 1.
18 But if not, we will get all questions answered.

19 The first section of the proposal was
20 pretty much our boilerplate. I just want to make
21 note this is a 2013 construction and materials
22 specification project. It does identify the
23 completion date of 10/31 of 2014. And it's slated
24 to sell on November 7th, 2013.

25 So unless there's any questions about the

1 proposal, I'm not going to go through all the
2 standard boilerplate. Just be aware there are a lot
3 of changes specific to the design-build process that
4 are included in the proposal. And be aware of all
5 those changes to the specifications that are
6 strictly related to the design-build process.

7 So I don't see anybody yelling questions,
8 so we'll proceed to the Scope of Services. Again,
9 this is PID 94449, Columbiana 11-17.70. Okay.

10 "Project identification," all this material
11 there is current and I don't believe there's any
12 issues. Section 1.1, "design designation," there is
13 a change to this section. The legal speed will
14 increase on this route to 70 miles per hour, so we
15 need to make that change. That's on Columbiana 11.
16 The legal speed will remain 55 miles per hour on the
17 county road.

18 MR. TRIVOLI: State route number?

19 MR. MOORE: State Route 517. Sorry. The
20 existing plans are available on the FTP site which
21 is listed here in the proposal. I won't try to read
22 that. Hopefully you can all read.

23 Our Design Engineer contact is Shane Locke.
24 His phone number is (330)308-3955. Alan Bequeath
25 will be the construction contact. His phone number

1 is (330)204-2675. B E Q U E A T H.

2 We do want to remind you that the existing
3 plans are not as-built plans. The design-build team
4 is advised to verify the preceding referenced plans
5 to determine if they accurately depict the existing
6 field conditions. Past experience is they probably
7 will not. Okay.

8 We will move ahead to Section 6, the "scope
9 of work." The project limits are from SLM 17.20 to
10 SLM 18.20, a project length of one mile. The actual
11 work length shall be determined by the DBT,
12 design-build team.

13 MR. LOCKE: Can I interject here? My name
14 is Shane Locke. I'll be the Project Engineer for
15 reviewing design plans. There had been the question
16 about those project limits. We established those
17 project limits to give the design-build team some
18 leeway as to how they want to complete this project.
19 One of many goals of this job is to raise the
20 vertical clearance over State Route 517. State
21 Route 11 bridges are over 517. In doing that, we
22 gave you some optional leeway to either do all of
23 your work maybe within the superstructure of the
24 bridge; or possibly, if you want to, you could
25 change the profile of the state route to accommodate

1 the same thing. So that's the reason the limits are
2 established as they are, okay, simply to give the
3 design-build team some alternative feasibility I
4 guess.

5 MS. SAUSE: No minimum?

6 MR. LOCKE: There's no minimum.

7 MR. MOORE: Name and --

8 MR. SAUSE: Robert Sauce, Marucci &
9 Gaffney. Normally they tell us the minimum. Like,
10 for instance, to approach a Type A expansion, 50
11 foot of full depth and then a feather for 20 feet.

12 MR. LOCKE: We didn't do that. You just
13 got to meet the design -- Shane Locke again, Design
14 Engineer. You need to meet the criteria that's in
15 the manuals as described in here. No. I don't know
16 if we'll do that later on as far as full depth
17 replacement. It's been a while since I looked at
18 this thing. But, no, I don't think we established a
19 minimum length you had to replace on the roadway of
20 11.

21 MR. SAUSE: It looked -- another question.
22 Robert Sause, Marucci & Gaffney. It don't look like
23 you could go over 517 if you got to keep two lanes
24 open all the time. So any adjustment will have to
25 be made either through structural or raising Route

1 11; is that correct?

2 MR. LOCKE: I think you might have a --
3 again, Shane Locke, Design Engineer. You probably
4 have some -- you could maybe mix and match, if you
5 will, for better expression. I think your scenario
6 is the more likely of the two. But I don't think
7 it's exclusive that you either have to raise the
8 profile or take up all the vertical clearance
9 increases you want within the structure. I think
10 you can maybe do a couple different things.

11 But, again, I think the purpose of
12 design-build is to give you guys multiple options,
13 not tell you exactly what you have to do. And
14 that's kind of the way we wrote this scope, so you
15 could maybe do some work on 517 that would allow you
16 to increase that clearance but not necessarily have
17 to do full depth replacement or whatever to where
18 you could maintain traffic under there if you had to
19 separate traffic by a barrier, whatever.

20 We ran through some scenarios of our own
21 and their alternatives. You know, there's still a
22 couple different alternatives you can look at.

23 MR. MOORE: All right. Todd Moore again.
24 Project description, removing and replacing the
25 existing superstructure including the approach

1 slabs; provide a minimum vertical clearance over
2 State Route 517 of 15 feet, 6 inches; modify the
3 existing abutments to semi-interval design. Again,
4 the completion date is October 31st of 2014. There
5 are no warranties included in this project.

6 Section 7, "field office," we will specify
7 a Type B field office as per CMS Specification 619.
8 It needs to be available and functional no later
9 than one week prior to the start of construction
10 work.

11 Unless there is questions on the general
12 provisions for the work, I believe they're all
13 self-explanatory and pretty standard.

14 I will move ahead to Section 8.3, "final
15 pavement" -- payment not pavement. The design-build
16 team shall prepare and submit the following prior to
17 the request for final pavement -- payment: I have
18 an issue today. Sorry. All original project files
19 and notes utilized in the preparation of the survey
20 design and construction of the project,
21 Record-Drawing Plans as required in Section 8.4
22 below.

23 Under Section 8.4, the "Record-Drawing
24 Plans," at completion of the work prior to the final
25 acceptance of the construction, the consultant shall

1 furnish the Department Record-Drawing Construction
2 Plans. When the Record-Drawing Plans are completed,
3 the consultant shall professionally endorse (sign
4 and seal) the title sheet.

5 Again, under the 8.4, the following
6 information needs to be shown on the plans: All
7 deviations from the original approved construction
8 plans which result in a change of location,
9 material, type, or size of work; any utilities,
10 pipes, wellheads, abandoned pavements, foundations,
11 or other major obstructions discovered and remaining
12 in place which are not shown or do not conform to
13 locations or depths shown in the plans; underground
14 features shall be shown and labeled on the
15 Record-Drawing Plans in terms of station, offset,
16 and elevation; the final option and specification
17 number selected for those items which allow several
18 material options under the specification (for
19 example, conduit); No. 4, additional plan sheets may
20 be needed if necessary to show work not included in
21 the construction plans.

22 Notation shall also be made of locations
23 and the extent of use of materials, other than soil,
24 for embankment construction, i.e., rock, broken
25 concrete, et cetera.

1 Under Section B, the consultant is to
2 supply the CADD files. And the requirements are
3 listed there.

4 All jobs -- Section 8.6 "partnering
5 agreement" -- all jobs with ODOT are now partnered.
6 And this will be facilitated as per the Partnering
7 Note in CMS, Section 108.02.

8 Under Section 8.7, "communication," all
9 communication during design and construction shall
10 be with the District Project Manager and the
11 District Project Engineer. District Project
12 Manager's name is Shane Locke. His phone number and
13 fax number are provided there. The District Project
14 Engineer shall be Al Bequeath. I gave you his
15 number earlier. To repeat it, his telephone is
16 (330)204-2675.

17 Section 9, "hazardous materials," these
18 emphasize that the DBT shall conduct asbestos
19 inspections of all bridges subject to renovation or
20 demolition as per Chapter 3745-20 of the Ohio
21 Administrative Code. And we must follow all
22 provisions therein. Particular note shall be taken
23 of the need to notify the Ohio EPA ten days before
24 operations begin on demolition. Tom Stratton is our
25 District Environmental Coordinator.

1 Any other issues that you would like to
2 address, Tom?

3 MR. STRATTON: Not under "hazardous
4 materials" but under the next section, 10.1.

5 MR. MOORE: Okay. Go ahead.

6 MR. STRATTON: There's a, there's a black
7 plastic culvert in the southeast quadrant of the
8 project area. And there's to be no work on that
9 culvert off that waterway as part of the project.
10 There is a jurisdictional stream. Any work
11 involving that structure would require permits and
12 we're not, so we are not planning on doing anything
13 there or getting any permits.

14 MR. HREN: You said southeast quadrant?

15 MR. STRATTON: I have a photo of the
16 structure here if anybody wants to see it.

17 MR. MOORE: How about we provide that photo
18 with the Addendum so --

19 MR. STRATTON: Sure.

20 MR. MOORE: -- for clear identification.

21 MR. STRATTON: Shane, I can get you the
22 digital file for that if you'd like.

23 MR. MOORE: Again, under Section 10.2, the
24 National Pollutant Discharge Elimination System
25 (NPDES) permit, make note of the requirements here.

1 The DBT shall submit to the ODOT Project Manager
2 the total number of acres of earth disturbance
3 activities for both off-project and on-project work
4 in a timely manner. This information will be used
5 to develop the NOI if required. The NOI will be
6 submitted to the OEPA within ten days after this
7 information is received from the DBT. Approval from
8 the OEPA takes 21 days and the ODOT Project Manager
9 has ten days to file the NOI, so these 31 days will
10 be counted for in the project schedule.

11 We also want to note that all temporary
12 erosion control is the responsibility of the
13 contractor even if a Storm Water Pollution
14 Prevention Plan is not required. All temporary
15 erosion control work and the Storm Water Pollution
16 Prevention Plan if required will be as per
17 Supplemental Specification 832.

18 Under 10.3, "removal of temporary erosion
19 control items," I just want to remind that all
20 temporary erosion control items shall be removed
21 before the project is accepted. Removed materials
22 shall become the property of the contractor and
23 shall be disposed of in accordance with the
24 appropriate specifications.

25 Section 10.3, three comments. The

1 Environmental Document for this project is available
2 for review at the District 11 office. This project
3 is cleared as a CE Level Exempt dated February 4th,
4 2014.

5 MR. LOCKE: Shane Locke. Tom, is that date
6 correct?

7 MR. STRATTON: Actually no. It should be
8 '13.

9 MR. LOCKE: That's my fault. That's a
10 typo. The project is cleared as a CE Level Exempt
11 dated 2/4 of 2013.

12 MR. MOORE: Okay. Section 11, the
13 "right-of-way," all necessary construction work for
14 the project will be performed within the existing
15 right-of-way. Existing right-of-way lines will be
16 located by the DBT based on requirements specified
17 in Chapter 4733-37 of the Ohio Revised Code (Board
18 Rules). It is the responsibility of the DBT to
19 research existing right-of-way information from all
20 available sources including but not limited to ODOT
21 records, county road records, Commissioners'
22 journals, and records of other county offices to the
23 extent necessary to provide an accurate basis for
24 the establishment of the existing right-of-way.

25 The DBT will stake and flag existing

1 right-of-way in the field prior to the start of
2 construction and will maintain said stakes and flags
3 throughout the duration of the project.

4 The consultant is also required to identify
5 and show all right-of-way encroachments on the
6 construction plans at the Conceptual Review
7 Submission. ODOT's Project Manager will be
8 responsible for clearing all encroachments on
9 Federal-aid projects in accordance with standard
10 encroachment removal.

11 Section 12, "utilities," Utilities Special
12 Provisions in addition to the Governing Regulations
13 listed in Section 8.1 of this document and Section
14 153.64 of the Ohio Revised Code.

15 12.1, "existing utilities," the District
16 Utility Coordinator in concurrence with the
17 registered Underground Utility Protection Services,
18 Ohio Underground Protection Services, and Oil and
19 Gas Producers Underground Protection Services and
20 other utility owners that are nonmembers of any
21 utility protection services has determined that the
22 following utilities are located in the area of the
23 project. And we have Ohio Edison Company, 730 South
24 Avenue, Youngstown, Ohio.

25 Our District Utility Coordinator is Jeff

1 Diosi. Any issues related to the utilities, you can
2 contact Shane Locke and he will get in contact with
3 Mr. Diosi.

4 Under Section 12.3, we are not asking for
5 subsurface utility engineering.

6 Section 13, "design and construction
7 requirements, maintenance of traffic," all temporary
8 MOT devices shall comply with the National
9 Cooperative Highway Research Program (NCHRP) 350
10 Hardware report. The Project Manager will need a
11 copy of all certifications prior to their use on the
12 project.

13 13.2, "MOT restrictions," State Route 11,
14 the minimum number of lanes in each direction to
15 remain open during construction is one. The minimum
16 lane width is 11 foot with required offsets to
17 barrier. There is no maximum duration of detour.
18 State Route 517, at a minimum, two-way one-lane
19 traffic control must be maintained. Minimum lane
20 width is 11 foot with required offsets to barrier.
21 There is no maximum duration of detour specified.
22 Traffic on State Route 517 may be stopped for
23 15-minute intervals to remove the existing deck and
24 beams.

25 MR. HREN: John Hren from MS Consultants.

1 The final lengths are less than 11 feet on 517. I
2 think they're 10 feet. Is there a reason why we
3 need 11-foot lanes during maintenance of traffic?

4 MR. LOCKE: It's recommended. I know you
5 can go down to 10. But 11 is recommended for
6 one-way traffic control. And we just felt with
7 properly moving traffic over back and forth that
8 that's what we prefer.

9 MR. MOORE: 13.3, "additional description
10 of required work special provisions," crossovers,
11 following the restrictions listed above, are
12 permitted. Provide crossover lighting as per the
13 Traffic Engineer Manual. All work and traffic
14 control devices shall be in accordance with Item 614
15 and other applicable portions of the specifications
16 as well as the Ohio Manual of Uniform Traffic
17 Control Devices. Payment for all labor, equipment,
18 materials shall be included in the lump sum contract
19 price for Item 614, Maintaining Traffic.

20 Are there any questions regarding
21 maintenance of traffic? Any additional questions?

22 Okay. Section 14, "design and construction
23 requirements, location and design," 14.1, "survey,"
24 all surveys are the responsibility of the DBT
25 including centerline control and benchmarks,

1 vertical clearance for the overhead structures to
2 serve as a check for the existing vertical
3 clearances. Section B lists the survey
4 responsibilities. I will not go through those unless
5 are there any questions.

6 14.2, "vertical and horizontal alignment,"
7 use the existing horizontal alignment. Use existing
8 vertical alignment except for minor changes that may
9 be required to increase vertical clearance over
10 State Route 517.

11 Section 14.3, "pavement," State Route 11
12 pavement buildup has been specified as 1 and a half
13 inches of Item 442, Asphalt Concrete Surface Course.
14 It's an as-per-plan item because the district
15 excludes materials furnished for fine and coarse
16 aggregates used, and this item shall exclude all
17 stone and crushed carbonate.

18 MR. LOCKE: Shane Locke, Design Engineer.
19 We've made a change within the District since the
20 scope was permitted or sent out. And there's still
21 a restriction on the use of stone, an asphalt plant
22 item. But we restricted it to stone that does not
23 meet --

24 MR. MOORE: -- skid resistance.

25 We will include that as an appropriate note

1 with the --

2 MR. LOCKE: The new designated -- the new
3 note will specify the types of material. I think
4 it's SHR, that there's restrictions on which stone
5 you can use. And there's a standardized note I
6 think that the state is now using or whatever. And
7 we'll provide the appropriate note to you as part of
8 the Addendum.

9 MR. MOORE: Additionally, the Item 408,
10 prime coat, is optional. The contractor may elect
11 not to use that if he so desires.

12 And then on the State Route 517 pavement
13 buildup, under the surface course, that same note
14 restriction will apply. We will also include that
15 in the Addendum. And then, once again, the prime
16 coat is optional with the contractor's decision.

17 Section 14.4, "roadway," the length of
18 Route 11 shall be 12-foot lanes. The lane width on
19 State Route 517 is 10-foot lanes. Upgrade approach
20 guardrail bridge terminal assembly and median
21 guardrail protection along State Route 11, provide
22 current standards for guardrail along State Route
23 517 under the bridge including necessary approaches
24 to the bridge.

25 Section 14.5, "drainage," modify median

1 drainage to meet the requirements for the new median
2 guardrail. Remove the existing drainage structure
3 and replace with a new drainage structure designed
4 in accordance with ODOT standard if impacted.

5 Furnish designed drainage and storm water management
6 facilities and systems including catch basins,
7 inlets, manholes, conduits, underdrains, outfalls,
8 culverts, storm water best management practices, and
9 associated drainage items for the project. Use the
10 Location and Design Manual, Volume 2, "Drainage
11 Design," to design the facilities. Reuse of the
12 existing underdrains is not permitted. At the end
13 of the project limits, provide unobstructed outlets
14 for all existing underdrains encountered during
15 construction. Blind taps are not allowed. All
16 connections between a smaller drain structure
17 (underdrain or median trunk line) to the
18 cross-culvert must be made in a drainage structure
19 such as a catch basin, manhole, or vault.

20 Connections between the existing culvert and any new
21 section of pipe shall be made using a masonry
22 collar.

23 Section 14.6, "design exceptions,"
24 previously approved design exceptions, there are
25 none. The consultant shall advise of any future

1 design features that does not meet the minimum
2 design criteria. The consultant shall prepare all
3 future design exceptions and submit to ODOT for
4 approval.

5 Section 14.7, not applicable.

6 14.8, "landscape," no.

7 14.9, "fencing", yes. Type 47 fence
8 modified to fit new wingwalls.

9 Is that the only fence work, no other?

10 Limited fence work is whatever you need to
11 do to make it fit the new wingwalls.

12 Section 15, "design and construction
13 requirements: Structures," existing structures'
14 identification is listed here under 15.2.

15 Under 15.3, "design and construction
16 requirements of structure," Columbiana 11-1777 left
17 and right. The length is 129.54 feet for the left
18 structure, same for the right. Width outside to
19 outside is 42 feet, design loading is HS 20. Type
20 is continuous steel beam with reinforced concrete
21 deck, three spans. Construction built in 1970.

22 Under the "alignment and profile," use
23 existing; by ODOT. Profile, relocate it by the DBT.

24 "Transverse sections," roadway width is 38
25 feet. Railing type, single-slope parapet, 42 inches

1 in height. No vandal fence is required. No
2 sidewalks are required. Do not investigate the need
3 for prefabricated structure. Do not investigate the
4 need for retaining walls. The consultant shall use
5 the same span lengths shown on the existing original
6 plans for the design and the preparation of the
7 detail construction plans for the construction of
8 this structure. Number of spans must also remain
9 the same. All shop drawings shall comply with Item
10 501. The soil boring information from the original
11 construction plans shall be provided by the
12 Department. As a note, collection of additional
13 soils information shall be the responsibility of the
14 DBT and considered incidental to this design effort.

15 Under Section 15.4, "additional description
16 of required work and special provisions," provide a
17 minimum vertical clearance over State Route 517 of
18 15 feet, 6 inches. Existing minimum clearance for
19 southbound structure is currently 14.92 feet.
20 Design superstructure for HS 20 with future wearing
21 service of 60 pounds per square foot, Case II
22 loading (minimum). Remove and replace existing deck
23 and beams. Replace beams with 50 ksi weathered
24 steel beams (five beam lines minimum). Composite
25 reinforced concrete deck required for the entire

1 length of the beams. Remove and replace approach
2 slabs and provide full width approach slabs. Modify
3 abutment to semi-integral design by removing
4 turn-back wingwalls and replacing with straight
5 wingwalls. Straight wingwalls shall be attached to
6 the existing abutment with dowels. Provide three
7 piles per wingwall with the pile size and length to
8 be same as existing plan. Provide porous backfill
9 with filter fabric wrap and 6-inch drainage pipe
10 behind entire abutment. Convert all bearings to
11 elastomeric bearings. Accommodate difference of
12 bearing height by raising entire beam seat with
13 reinforced concrete or by replacing entire pier cap.
14 Seal all concrete surfaces with epoxy-urethane
15 sealer, removing any existing sealers as necessary
16 as per the limits in the BDM. Reduce or eliminate
17 scuppers. Provide proper drainage off the structure
18 as per BDM and/or L & D, Volume 2. Provide new
19 slope protection within the limits of the new
20 wingwalls and regrade as necessary to perform
21 proposed work.

22 The piers and abutments shall be patched as
23 deemed necessary by ODOT's Project Engineer. The
24 limits of the areas to be patched were marked on the
25 abutments and piers by District personnel on June

1 17th, 2013. These areas shall be verified by the
2 project personnel prior to the start of
3 construction. All patching performed at the project
4 site shall meet the satisfaction of ODOT's Project
5 Engineer. The following item and estimated
6 quantities shall be provided for this purpose.

7 Item 519E11101, "Patching Concrete
8 Structure, As Per Plan," 80 square feet.

9 Any questions on this section?

10 MR. KROCK: Russ Krock, ADR. Back to your
11 convert to semi-integral abutments, I don't know how
12 much design work District has done. There's a few
13 things going on there, which you have given a fairly
14 definitive method doing that. Would you consider
15 opening that up to other methods? You want, I think
16 what you want to convert to semi-integral --

17 MR. LOCKE: Correct.

18 MR. KROCK: And then you -- and this is
19 pretty definitive, the way I read it, on how to
20 handle the wingwalls: Three piles per wingwall,
21 dowels. Would you consider opening that up to other
22 options that still result in a semi-integral
23 abutment and straight wingwalls?

24 MR. LOCKE: Shane Locke, District Engineer.
25 The term that was used here was the walls cannot be

1 maintained or kept. Those have be replaced with the
2 straight wingwalls.

3 MR. KROCK: Right.

4 MR. LOCKE: Alternatives? I guess I'm not
5 sure what you're proposing there.

6 MR. KROCK: I guess I'm not proposing
7 anything other than option besides "three piles per
8 wingwall, piles size and length to be same as
9 existing plan."

10 MR. LOCKE: I think, I think we're going to
11 stay with what's in the scope. We'll stay with
12 what's in the scope.

13 MR. KROCK: Okay.

14 MR. HREN: General thickness of the
15 wingwalls have to be a certain dimension?

16 MR. LOCKE: I think it has to meet the
17 requirements of what's in our standard drawings. I
18 can't think of any anything that would preclude
19 using that.

20 MR. HREN: So per the standard drawing?

21 MR. LOCK: Yes. As a minimum.

22 MR. KROCK: Really your -- Russ Krock
23 again, ADR. Just to expound on that a little bit,
24 you could also look at it as a retaining wall effect
25 separate from the bridge at this point, new piling

1 tied into old piling?

2 MR. LOCKE: Shane Locke again. We have
3 done this on a couple different locations where
4 we've driven additional piling. I've not seen any
5 issues yet. We've had some discussion with
6 geotechnical engineering. I don't think on this
7 case, just so that we don't get into all kinds of
8 issues with design, that we want to consider, for an
9 example, eliminating the piling. All right. Just
10 because we have had that on previous projects I'm
11 not sure that that would be a good idea.

12 MR. HREN: John Hren, MS. Can you confirm
13 that you don't need to analyze the substructures?

14 MR. LOCKE: Existing substructures? No.
15 We're going to go with the assumption that there are
16 no design issues with those at this time.

17 MR. HREN: We don't need to analyze;
18 correct?

19 MR. LOCKE: Correct.

20 MR. MOORE: All right. No further
21 questions, we'll resume with Section 16, "design and
22 construction requirement: Traffic control."
23 "pavement markings and delineators" -- sorry.
24 Section 16.1, "pavement markings and delineators
25 special provisions in addition to the Governing

1 Regulations listed in Section 8.1 of this document:"
2 Part A, pavement marking requirement and locations,
3 yes, "per CMS Specification Item 642." B, raised
4 pavement markers, yes. Replace all RPMs removed
5 with the project. C, delineators, yes. All
6 flexible delineators shall conform to Item 620 and
7 shall be placed in accordance with the current
8 design standards. Confirmation that no conflicts
9 exist between the proposed locations of delineators
10 and any underground utilities shall be made prior to
11 the installation of delineators.

12 Location requirements, a Type C or Type D
13 delineator should be installed on a flexible post at
14 the head of all Type E guardrail end terminals in
15 accordance with Plan Note R113 (reference July 2012
16 L & D Manual Volume 1, Appendix B).

17 Part D, barrier reflectors, yes. All
18 barrier reflectors shall conform to Item 626 and
19 shall be placed on bridge parapets, concrete barrier
20 walls, retaining walls, and guardrail in accordance
21 with current design standards. Guardrail blackout
22 reflectors shall be installed on the side of the
23 blackout away from traffic.

24 Object markers are not required. Rumble
25 strips, yes. All rumble strips removed for MOT

1 purposes shall be replaced as per CMS 618.

2 MR. HREN: I have a question.

3 MR. MOORE: Yes.

4 MR. HREN: Ron Hren. Do we need a pavement
5 marking plan or can we use the details?

6 MR. LOCKE: Yes.

7 MR. HREN: Do we need a pavement marking
8 plan?

9 MR. LOCKE: Yes. The reason I say that is
10 depending how you proceed with this project may
11 impact pavement markings. So, yes, a pavement
12 marking plan will be required or at least details,
13 you know what I mean. Yes.

14 MR. MOORE: Section 16.2, "signing special
15 provisions," flat sheet signs, no; extrusheet signs,
16 no; ground mounted post supports, no; ground mounted
17 beam supports, no; overhead supports, no. We are
18 not doing signs. Lighting, traffic signals, not
19 applicable.

20 Under Section 17, "project schedule
21 requirements," there is an error here. It says,
22 "The current edition of Proposal Note 107." That
23 should be "Proposal Note 105."

24 MR. LOCKE: This is Shane Locke, Design
25 Engineer. That proposal note is 105, so it matches

1 up with the proposal note listed in the first
2 portion of the part of the Proposal preceding the
3 Scope of Services.

4 MR. MOORE: Basically we're required to use
5 the CPM schedule for single-season projects, not
6 multiple-season projects.

7 Section 18, "plan submittals and review
8 requirements," these are all pretty standard on the
9 plan components.

10 Quality control, I don't think we changed
11 anything here.

12 Did we?

13 MR. LOCKE: (Mr. Locke moved his head from
14 side to side).

15 MR. MOORE: So unless there are any
16 questions, I'm not going to read this section.
17 However, on Section -- I want to point out on
18 Section 18.7 there are names and addresses listed
19 for all the plan distribution requirements.

20 Are there any questions regarding Section
21 18?

22 Section 19 is on "buildable units." You
23 know, this is pretty standard also. I don't believe
24 there's any need to read, review that.

25 And Section 20, index attachments is not

1 applicable.

2 Are there anymore questions?

3 Then I guess we conclude this meeting at
4 this point in time. I thank you very much. If you
5 did not sign the sign-in sheet, please sign it on
6 your way out.

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8 (The meeting concluded at 10:48 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 September 26, 2013, 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 October 1, 2013.

Jocelyn S. Harhay, RPR,
Notary Public

My Commission expires: June 15, 2018.