

**PRE-BID MEETING
HAN-75-14.39; PID 87005
Project No. 170001
LIST OF ATTENDEES**

December 8, 2016

NAME	REPRESENTING	PHONE	EMAIL ADDRESS
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MARK WERBER	PEAK ELECTRIC	419-726-4848	MARK@PEAKELECTRICTOLEDO.COM
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Q: ES Wagner Company- Mel Wilson: Can the bid date be extended a couple weeks due to Christmas?

A: ODOT- Eric Scheckelhoff-ODOT will consider the request and respond accordingly.

Q: Kokosing Company-Jim Alker: The job (project) did not appear on the job access site as of December 7, 2016, will that be posted soon?

A: ODOT- Eric Scheckelhoff: ODOT was not aware of this issue, it will be looked into.

Q: ES Wagner Company-Mel Wilson: What is the timing to several of those answers?

A: ODOT- Eric Scheckelhoff: Several of the 30 questions were answered today. More questions will be answered following the meeting and in a couple days more responds will be posted.

Q: ES Wagner Company-Jim Wilson: How will the pre-phase work (MOT) (asphalt plants not open in March) affect the complication date?

A: ODOT- Eric Scheckelhoff: Considering concrete pavement as an options, moving the completion date out, interim complication date is being considered to be moved out.

Q: ES Wagner Company-Jim Wilson: What is driving the October 1, 2019 interim complication date?

A: ODOT-Erick Scheckelhoff: The goal that is driving that date is having the road open before the winter months the third construction season. Safety and maintenance stand point.

A: ODOT- Chris Hughes: The schedule is not contractual but the phasing is part of the bid documents.

Q: ES Wagner Company-Jim Wilson: Early complication of the project to consider an incentive bonus?

A: ODOT-Eric Scheckelhoff: We recognize the question about incentive but ODOT feels there is a reasonable schedule being presented.

A: ODOT-Chris Hughes: October date is the goal, open before the winter season. Don't see justification for the incentive from the taxpayer's point of view.

Q: ES Wagner Company-Dave Ferguson: In phase MOT is itemized, per phase MOT is not according to the note?

A: ODOT-Chris Hughes: Some change will happen but at this time is not known. More constancy will revolve around In-phase and per-phase MOT.

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Q: ES Wagner Company-Dave Ferguson: 401 and 404 special permits?

A: ODOT- Nate Tessler: Provisions are there because they summarize what is in note. ODOT policy for the last 10 years.

A: ODOT-Chris Hughes: As bidders you can bid what's available to you, ODOT will accommodate any requirement that are not available at the time of bid.

A: ODOT-Eric Scheckelhoff: Nate Tessler stated that at the pre-con all necessary permits will be presented so if the contractor had any discrepancies, it can be brought to the attention of the Engineer to start negotiations if there will be a cost effect.

Q: Kokosing Company-Jeff K: The transition with the joining of the north job (Miller Bros.)?

A: ODOT-Eric Scheckelhoff: Plan can be provided for the contractor reviewing. Some of details can't be provided at this time but can be attached by Addendum.

Q: Steel-Charlotte E: Re-enforced steel, paying per pound instead of square feet?

A: ODOT- Chris Hughes: Stating that this is the way ODOT has always paid for re-enforced steel.

A: ODOT- Eric Scheckelhoff: Does not see any change in that item at this time.

Q: ES Wagner Company- Tony B: Harrison St Bridge closure?

A: ODOT- Eric Scheckelhoff: 270 day closure, the bridge cannot be closed if Lima Ave is closed. Introduce this incentive into the plans to encourage contractors to stick to the determined duration. Addendum will be coming out. No incentive will be paid for early opening of the bridge.

Q: ES Wagner Company- Mel Wagner: Stay in place forms?

A: ODOT- Eric Scheckelhoff: It is in our guide lines from the bridge design manual that says you shall not use stay in place forms.

Q: ES Wagner Company- Jim Wilson: Shoulders being removed, how will that be paid?

A: ODOT- Eric Scheckelhoff: It is in pavement removed but ODOT will follow up with this and respond.

A: ODOT- Chris Hughes: Any existing pavement will be paid as pavement removed.

Q: ES Wagner Company-Jim Wilson: Reduction to a reasonable DBE goal?

A: ODOT- Eric Scheckelhoff: Hard and fast at this point on the 12% goal and has never been reconsidered.

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Q: Kokosing- Jim Alker: What types of work will make the 12% DBE goal?

A: ODOT- Terry Bowden: Explain with documentation or after the meeting how the goal is set. A committee from Construction, Engineering and Office of Diversity.

A: ODOT-Gary Kramer: Explaining per-vailing wage for trucking.

Q: ES Wagner Company- Mel Blanden: Vibration control monitoring pipe lines, requested drawings to location pipe lines?

A: ODOT- Eric Scheckelhoff: Plans show the locations of the pipe lines.

A: ODOT- Duane Hackworth: Explaining where the active pipe lines are and which ones were replaced or removed. The pipe line companies will have to be present to monitor the time of digging.

Sign-in sheet will be available for everyone.