

Project Number: 260354

PID #: 115790

Contract ID: MAH115790

SBE Goal: 8.0%

MAHONING

MAH-US 224-17.72 (PART 1 AND PART 2)

E220(296)

MAJOR RECONSTRUCTION

Percentage of project Bidder must possess Work Types, and Perform Work: 50

Federal Authorization Date: 6/5/2026

THE 2023 CONSTRUCTION AND MATERIAL SPECIFICATION BOOK IS PART OF THE
BIDDING DOCUMENTS ON THIS PROJECT

PROPOSAL

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

Pamela Boratyn, Director

July 30, 2026

Submitted by _____

Bidder Id _____

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PN 019 – 1/28/2026 - PREPARATION OF PROPOSAL

ELECTRONIC BIDDING REQUIREMENTS

The Department uses the Bid Express website (<http://www.bidx.com>) as an official repository for electronic bid submittal. Bidders must prepare and submit their bids electronically using Enhanced Bidding via Bid Express.

The Department will not accept handwritten bids or bids generated electronically from software other than that used and supplied by the Department. All handwritten bids and bids generated electronically from software other than that used and supplied by the Department shall be considered non-responsive and ineligible for award. The Department will only accept and consider bids that have been produced and submitted using Enhanced Bidding via Bid Express.

The Department's Office of Contracts will provide planholders with a proposal, plan set and any required addenda. Most addenda will not be provided by hard copy, but will be available on the Office of Contracts website at: <https://contracts.dot.state.oh.us>. Planholders will be notified of all addenda via email. All proposals, plans and addenda are also available on the Office of Contracts web site.

Electronic bids must comply with all special provisions, the Construction and Material Specifications, Supplemental Specifications and the rules and regulations of the Ohio Department of Transportation regarding bid preparation and bid submittal.

Blank unit prices will be considered an invalid bid EXCEPT in the case of optional designs (projects where the bidder is required to bid on only one design). Unit prices of zero are not permitted at any time.

Addenda and/or amendments must be acknowledged in the Bid Acknowledgement section of the bid in order for your bid to be considered for award of this project. The section contains the certification of receipt of all hard copy proposals, addenda, plans, standard specifications and supplemental specifications. Supplemental Questionnaire information regarding the bidder's outstanding ODOT and non-ODOT work have also been included in this section. Submitted bids must incorporate all addenda/amendments that are posted for that project by the bid deadline. Failure to incorporate changed quantities or items in the Enhanced Bid submission will result in the rejection of the bid.

Bidder data required under 49 CFR § 26.11 must be obtained for all DBEs and non-DBEs, who bid as prime contractors and subcontractors on each federally assisted contract. Information collected must be submitted with bids and incorporated into the Project Bids/Bidders List tab. The Bidders List Template (Excel file) must be downloaded from our website, the link can be found on the Bidders List tab in the bid. This file will be filled out and submitted with the bid on Bidx. Failure to submit the required Bidders List information may result in rejection of the bid.

Each bidder is required to file with his bid a certified check or cashier's check for an amount equal to five percent (5%) of its bid, but in no event more than fifty thousand dollars, or a bid bond for ten percent (10%) of its bid payable to the "Director of Transportation." Electronic bid bonds will be verified upon submission of bids through Bid Express. Bidders must obtain and verify a Bond ID number from the surety. This Bond ID must be entered in the "Bond ID Number" field in the Bid Bond Section of the bid.

If the contractor chooses to submit a certified check to guaranty its bid, the Department's Office of Contracts will accept a check up to 72 hours in advance of the letting. The Office of Contracts must receive the certified check by 10:00 a.m. on the day the project sells. All checks must be

sent to ODOT, Office of Contracts, Attention: Letting Manager, First Floor, 1980 W. Broad St., Columbus, Ohio 43223.

The successful bidder must furnish a performance bond and a payment bond in an amount equal to one hundred percent (100%) of the awarded contract amount. (Ohio Revised Code Section 5525.16)

Any bid received after 10:00 a.m. on the scheduled day of opening will receive no further consideration for award. The Department will not be responsible for a late bid due to failure of the bidder to allow sufficient time for delivery of the bid.

The Department will ensure that this electronic bid depository is available for a two-hour period prior to the deadline for submission of bids. In the case of disruption of national communications or loss of services by <https://www.bidx.com> during this two-hour period, the Department will delay the deadline for bid submissions to ensure the ability of potential bidders to submit bids. If this occurs, instructions will be communicated to potential bidders.

PN 008 – 01/16/2026 – SMALL BUSINESS ENTERPRISE (SBE) TRUCKING; SBE SUPPLIERS

COUNTING SBE TRUCKING TOWARDS SBE CONTRACT GOALS

The Apparent Low Bidder/Awarded Contractor may meet a Small Business Enterprise (SBE) contract goal using SBE trucking firms, but only when such firms perform a commercially useful function (CUF). The Bidder/Apparent Low Bidder/Awarded Contractor must not include an SBE trucking firm on its SBE Utilization Plan if it is aware that the firm will not be performing a CUF. Even if an SBE trucking firm will be performing a CUF, the dollar amount of trucking services it provides may not be fully countable towards the SBE contract goal. When including an SBE trucking firm that will be performing a CUF on its SBE Utilization Plan, the Bidder/Apparent Low Bidder/Awarded Contractor must only include the portion of the dollar amount of which it is aware will count towards the SBE contract goal.

The Apparent Low Bidder/Awarded Contractor is responsible for performing any Good Faith Efforts (GFEs) that may be necessary if it includes, in good faith, an SBE trucking firm on its SBE Utilization Plan and the Apparent Low Bidder/Awarded Contractor becomes aware (or is made aware) that the SBE trucking firm is not performing a CUF or that the trucking services provided by the SBE trucking firm are not countable to the extent previously believed.

An SBE trucking firm performs a CUF *only when*:

- It provided the Bidder/Apparent Low Bidder/Awarded Contractor with a quote. The SBE trucking firm must be given the opportunity to negotiate its rates.
- It is responsible for the management and supervision of its entire trucking operation, including any valid arrangement(s) (as described below) in which its services are countable towards the SBE contract goal. The extent of the SBE trucking firm's management and supervision are considered on a case-by-case basis. The existence of a contract between the Awarded Contractor and the SBE trucking firm is not in and of itself an indicator that the SBE trucking firm is performing a CUF, especially if the contract exists for the mere purpose of creating the appearance of SBE participation.
- It must own and operate at least one fully licensed, properly insured, and operational truck used on the contract.

When an SBE trucking firm performs a CUF, the dollar amount of trucking services it provides counts towards the SBE contract goal *only in instances meeting at least one of the following criteria*:

- It provides trucking services using trucks it owns, properly insures, and operates using drivers it employs (i.e., that are not 1099 "employees"/independent contractors).

- It provides trucking services with trucks that are leased on a long-term basis (i.e., one year or more) from a non-SBE truck leasing company, properly insured, and operated by drivers it employs.

The dollar amount of trucking services provided using leased trucks will only be countable in cases where all the following circumstances apply:

- The SBE trucking firm's lease indicates that the SBE trucking firm has exclusive use of and control over the leased truck(s), including responsibility for maintenance and insurance. This does not preclude the leased truck(s) from working for others during the term of the lease with the SBE trucking firm's consent, as long as the lease gives the SBE trucking firm absolute priority for use of the leased truck(s).
- The leased trucks display the SBE trucking firm's name and federal identification number.
- The leased truck(s), when onsite, carry a copy of the lease agreement.

SBE TRUCKING DISCLOSURE AFFIDAVITS

In order to ensure that Prime Contractors are monitoring SBE trucking/hauling operations on projects with federal funding, prime contractors must complete monthly SBE Trucking Disclosure Affidavits ("Affidavits"). An Affidavit must be completed for all SBE trucking/hauling operations, regardless of whether the work is counting towards a SBE contract goal. The Affidavit will be completed by the Prime Contractor and emailed to the District Contractor Compliance Officer (CCO) by the 10th of each month. This information will be used to affirm SBE and non-SBE trucking utilized by each SBE firm performing those duties during the previous month.

ODOT will monitor trucking with the following requirements for all ODOT-let projects:

1. Prime Contractors will be required to provide a master list of trucks for all anticipated SBE trucking firms to the CCO within seven (7) days of the Pre-Construction Meeting.

Note: If no SBE trucking is anticipated on a project, the Prime will complete the "No Anticipated SBE Trucking Affidavit" and submit it to the CCO within seven (7) days of the Pre-Construction Meeting. If SBE trucking/hauling does occur, the Prime must notify the CCO within seven (7) days of the SBE trucking activity. The Prime will then complete the monthly Affidavits as required below.

2. The CCO will email the Affidavit to the Prime, along with the Pre-Construction documentation. Prime Contractors will be required to complete the Affidavit disclosing the SBE trucking operations during the previous month. The Prime will return the Affidavit by the 10th day of each month (if the 10th day falls on a weekend, the deadline moves to the following Monday).

They will select one of the following options on the Affidavit:

- The SBE firm performed trucking by utilizing its own equipment and workforce and/or work was subcontracted to another SBE (i.e. only trucking that can be counted for SBE participation was utilized).

Note: No other information is required. The Prime will sign and submit the Affidavit.

- The SBE firm utilized SBE & Non-SBE trucking.

Note: If selected, the Prime will provide a list of Non-SBE trucking that was utilized (i.e., not all trucking will earn SBE credit).

- No trucking was performed.

Note: No other information is required. The Prime will sign and submit the Affidavit.

3. Trucking will continue to be monitored at project sites by construction field staff and the CCOs.

SANCTIONS AND ADMINISTRATIVE REMEDIES

Failure by the prime contractor to follow the SBE Trucking Disclosure Affidavit requirements may result in the issuance of sanctions as follows:

- 1st Level Occurrence: The Administrator for the Office of Civil Rights Compliance, under the Division of Opportunity, Diversity & Inclusion (ODI), will issue a Letter of Reprimand to the contractor (applies if there is a failure to submit the Affidavits and/or the Affidavits are not submitted timely; if the prime completes the No Anticipated SBE Trucking Affidavit, utilizes SBE trucking and does not notify the CCO within seven days of the activity);
- 2nd Level Occurrence: ODI may withhold an estimate in the amount due to the SBE trucking firm(s) that the Affidavit was not submitted for (applies if there is a failure to submit the Affidavits and/or the Affidavits are not submitted timely; if the prime completes the No Anticipated SBE Trucking Affidavit, utilizes SBE trucking and does not notify the CCO within seven days of the activity);
- 3rd Level Occurrence: If a pattern of not submitting the Affidavit(s) persists or the Contractor has falsified, misrepresented or withheld information, ODOT can pursue other remedies available by law including suspension, revocation, and/or debarment.

Factors to be considered in issuing sanctions may include, but are not limited to the following:

- the Contractor's past project practices;
- the magnitude and the type of offense;
- the degree of the Contractor's culpability;
- any steps taken to rectify;
- the Contractor's record of performance on other projects; and
- the number of times the Contractor has been previously sanctioned by ODOT.

COUNTING MATERIALS AND SUPPLIES PURCHASES FROM SBE SUPPLIERS

The Bidder/Awarded Contractor may meet a Small Business Enterprise (SBE) contract goal using SBE suppliers. The dollar amount of materials purchased from an SBE supplier will not be fully countable towards the SBE contract goal unless the SBE supplier manufactures the materials. When the SBE supplier does not manufacture the materials, the percentage that is countable towards the SBE contract goal will be either 60 percent or 40 percent if the SBE supplier meets certain conditions, or else only the SBE supplier's reasonable fees or commissions will be countable. When including an SBE supplier on its SBE Utilization Plan and SBE Affirmations, the Apparent Low Bidder/Awarded Contractor must specify both the cash amount and the participation amount (*i.e.*, the portion of the cash amount of which it is aware will count towards the SBE contract goal).

The Apparent Low Bidder/Awarded Contractor is responsible for performing any Good Faith Efforts (GFEs) that may be necessary if it includes, in good faith, an SBE supplier on its SBE Utilization Plan and the Apparent Low Bidder/Awarded Contractor becomes aware (or is made aware) that the materials purchased from the SBE supplier are not countable to the extent previously believed.

The Bidder/Apparent Low Bidder/Awarded Contractor must seek information from SBE suppliers to allow it to be sufficiently informed about the nature of the transaction and which scenario listed

below applies. The Apparent Low Bidder/Awarded Contractor must document this information on the SBE Affirmation Form (<https://www.transportation.ohio.gov/working/external-workforce/forms/pn-014-affirmation>).

SBE SUPPLIER COUNTING SCENARIOS

- The purchase price of materials obtained from an SBE supplier may be **fully countable** only if the SBE supplier:
 - Manufactures the materials, as indicated by the information provided by the SBE supplier (subject to verification by ODOT). A manufacturer SBE supplier is a firm that owns (or leases) and operates a factory or establishment that produces, on the premises, the materials, supplies, articles, or equipment required under the contract and of the general character described by the specifications. Manufacturing includes blending or modifying raw materials or assembling components to create the product to meet contract specifications. When an SBE makes minor modifications to the materials, supplies, articles, or equipment, the SBE is not a manufacturer. Minor modifications are additional changes to a manufactured product that are small in scope and add minimal value to the final product; and
 - Is identified by ODOT as having the demonstrated capacity to manufacture the materials.
- The purchase price (including transportation costs) of materials obtained from an SBE supplier may be **countable at 60%** only if the SBE supplier:
 - Does not manufacture the item(s);
 - Owns (or leases) and operates a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications and required under the contract are bought, kept in sufficient quantities, and regularly sold or leased to the public in the usual course of business, as indicated by the information provided by the SBE supplier (subject to verification by ODOT) (See below for an exception to this requirement for materials that are considered bulk materials.);
 - Is an established business that engages, as its principal business and under its own name, in the purchase and sale or lease of the materials;
 - Is identified by ODOT as, over a reasonable period of time, keeping sufficient quantities and regularly selling the materials;
 - Provides all the materials from inventory **or** provides at least 51 percent of the materials from inventory, with the remainder being of the general character as those provided from inventory; and
 - Does not drop-ship the materials.

Note: If a material is not typically stocked due to its unique characteristics (e.g., limited shelf life) or because it must be ordered to specification, it is treated as a bulk item. The inventory requirement does not apply, but the SBE supplier must deliver the materials using its owned-and-operated distribution equipment. See below.

- The purchase price (including transportation costs) of materials and supplies that are considered bulk materials (petroleum products, steel, concrete or concrete products, gravel, stone, asphalt, and others that ODOT may consider to be bulk materials, plus materials that are not typically stocked due to their unique characteristics (e.g., limited shelf life) or because the material must be ordered to specification) and are obtained from an SBE supplier may be **countable at 60%** only if the SBE supplier:

- Delivers the materials using distribution equipment that it both owns (or for which it has a long-term (1 year or more) lease) and operates with its regular (not ad hoc) employees, as indicated by the information provided by the SBE supplier (subject to verification by ODOT);
 - Is an established business that engages, as its principal business and under its own name, in the purchase and sale of the materials;
 - Is identified by ODOT as owning/leasing and operating distribution equipment that is suitable for the materials; and
 - Does not drop-ship the materials.
- The purchase price (including transportation costs) of materials and supplies that are obtained from a distributor SBE supplier that neither maintains sufficient inventory nor uses its own distribution equipment may be **countable at 40%** only if the distributor SBE supplier:
 - Is an established business that engages in the regular sale or lease of the materials;
 - Takes ownership of the materials from the point of origin to the destination;
 - Ships the materials using a third party carrier unaffiliated with the originator (*i.e.*, the materials' manufacturer or wholesaler);
 - Assumes responsibility (*i.e.*, all risk for loss or damage) for the materials once those materials leave the point of origin, making it liable for any and all loss or damage during transportation not covered by the carrier's insurance; and
- The purchase price of materials and supplies obtained from an SBE supplier but not in accordance with any of the above scenarios is **not countable**, but the fees or commissions charged by the SBE supplier are countable if ODOT deems such fees to be reasonable and if the SBE supplier convincingly explains how the Bidder/Apparent Low Bidder/Awarded Contractor benefits by transacting business with it rather than directly with the non-SBE vendor from which the SBE supplier is re-selling.

All credit toward SBE contract goals is conditional. Actual credit will be determined based upon invoices, receipts, and/or transportation documents/bills of lading, which must be submitted to ODOT as they are received throughout the course of the project.

PN 038 - 10/15/2004 - UNRESOLVED FINDING FOR RECOVERY

The Contractor affirmatively represents to the Department that it is not subject to a finding for recovery under Ohio Revised Code §9.24, or that it has taken the appropriate remedial steps required under §9.24 or otherwise qualifies under that section. The Contractor agrees that if this representation is deemed to be false, the contract shall be void ab initio as between the parties to this contract, and any funds paid by the state hereunder shall be immediately repaid to the Department, or an action for recovery may be immediately commenced by the Department for recovery of said funds.

PN 039 - 10/15/2004 - ASSIGNMENT OF ANTITRUST CLAIMS IN STATE CONTRACT LANGUAGE

It is the policy of the Ohio Department of Transportation that ODOT and the Contractor recognize that in actual economic practice, overcharges resulting from antitrust violations are usually borne by ODOT. As consideration for the Award of the Contract and intent to be legally bound, the Contractor acting herein by and through the person signing this contract on behalf of the Contractor as a duly authorized agent, hereby assigns, sells, conveys, and transfers to ODOT

any and all right, title and interest to any and all claims and causes of action the Contractor now has or hereafter requires under state or federal antitrust laws provided that the claims or causes of action related to the goods or services that are the subject to the contract. In addition, the Contractor warrants and represents that it will require any and all of its subcontractors and first tier suppliers to assign any and all federal and state antitrust claims and causes of action to ODOT. The provisions of this article shall become effective at the time ODOT executes this contract without further acknowledgment by any of the parties.

All contracting entities shall assign their rights and responsibilities to ODOT for all antitrust claims and causes of action regarding subcontractors.

PN 015 – 04/17/2020 - CONTRACT PROVISIONS FOR FEDERAL-AID CONSTRUCTION CONTRACTS

The required contract provisions for federal-aid construction contracts (contained in Form FHWA 1273 revised October 23, 2023 and located [here](#)) are hereby incorporated by reference as if rewritten herein. Form FHWA-1273 shall be physically incorporated in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreement for supplies or services related to a construction contract). The prime contractor shall be responsible for ensuring that the FHWA-1273 is physically incorporated into all lower-tier subcontracts.

SANCTIONS AND ADMINISTRATIVE REMEDIES

Failure by the prime contractor to include the provisions of FHWA-1273 in their contract or in their lower-tier subcontracts may result in the issuance of sanctions as follows:

1 st Tier: Letter of Reprimand

2 nd Tier: Damages equivalent to the daily liquidated damages amount found in section 108.07 for each incident of non-compliance

3 rd Tier: If a pattern of paying damages persists or the Contractor has falsified, misrepresented or withheld information, ODOT can pursue other remedies available by law including suspension, revocation, and/or debarment.

Factors to be considered in issuing sanctions may include, but are not limited to the following:

- the magnitude and the type of offense;
- the degree of the Contractor's culpability;
- any steps taken to rectify; and
- the Contractor's record of performance on other projects
- the number of times the Contractor has been previously sanctioned by ODOT.

PN 017 - 10/15/2004 - FEDERALLY REQUIRED EEO CERTIFICATION CLAUSE

The Federally Required EEO Certification is required by the Equal Employment Opportunity Regulations of the Secretary of Labor (41 CFR 60-1.7 (b) (1)), and must be submitted by bidders and proposed subcontractors only in connection with contracts and subcontracts which are subject to the equal opportunity clause. Contracts and subcontracts which are exempt from the equal opportunity clause are set forth in 41 CFR 60-1.5. (Generally only contracts or subcontracts of \$10,000 or under are exempt.)

Currently, Standard Form 100 (EEO-1) is the only report required by the Executive Orders or their implementing regulations.

Proposed prime contractors and subcontractors who have participated in a previous contract or subcontract subject to the Executive Orders and have not filed the required reports should note that 41 CFR 60-1.7 (b) (1) prevents the award of contracts and subcontracts unless such

contractor submits a report covering the delinquent period or such other period specified by the Federal Highway Administration or by the Director, Office of Federal Contract Compliance, U.S. Department of Labor.

PN 029 – 01/20/2023– ON THE JOB TRAINING (OJT) PROVISIONS The primary objective of the OJT Program is to offer equal opportunity for the training and upgrading of minorities, women, and disadvantaged persons toward journeyman status in the highway construction trades, and to establish a plentiful and well diverse pool of skilled workers for the highway construction industry.

The Contractor shall adhere to all requirements of the OJT Program as set forth in the most recent version of the ODOT On the Job Training Program Plan located here [OJT+Program+Plan+2020+Final+-+12.16.2020.pdf](#) (ohio.gov) and incorporated in its entirety herein by reference.

FHWA 1391 PROVISIONS: The FHWA annual Equal Employment Opportunity (EEO) Report is required for all federal-aid construction contracts (as required by Form FHWA-1273 and 23 CFR Part 230, Subpart C). The annual EEO Report collects employment data, specifically highlighting employment of racial/ethnic minorities and women, from all construction contractors with active federal-aid contracts valued at \$10,000 or more (except for those contracts awarded under [23 U.S.C. 117](#)), during the designated reporting period. Accurate reporting of data is imperative in order to maintain federal funding for future ODOT Federal-Aid Highway Construction projects.

Records and Reports: The contractor shall maintain records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work. These records shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and nonminority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women.

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project indicating the number of minority, women, and nonminority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form FHWA-1391. The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

SANCTIONS AND ADMINISTRATIVE REMEDIES

Failure by the prime contractor and sub-contractors to submit the provisions of FHWA-1391 by the dates provided by the administering agency in their contract, or in their lower tier subcontracts, may result in the issuance of sanctions as follows:

1st Tier: Damages equivalent to the administrative fee's amount of (\$100/day) established in section 109.12 for each incident of non-compliance, beginning the 1st day after the deadline date established in the 2nd written request for submittal of the FHWA 1391 Report.

2nd Tier: If a pattern of occurring administrative fee's persists or the Contractor has falsified, misrepresented or withheld information, ODOT can pursue other remedies available by law including suspension, revocation, and/or debarment.

Factors to be considered in issuing sanctions may include, but are not limited to the following:

- the magnitude and the type of offense;
- the degree of the Contractor's culpability;
- any steps taken to rectify; and
- the Contractor's record of performance on other projects
- the number of times the Contractor has been previously sanctioned by ODOT.

SUGGESTED SUB AGREEMENT LANGUAGE – FEDERAL-AID CONTRACTS

Suggested language for the federal-aid Prime Contractor to include in its subcontractor agreements:

As a Subcontractor, and/or trucking firm, you are contractually obligated to comply with the state administering agency request for the submittal of the FHWA 1391 – Contractors Annual Equal Employment Opportunity (EEO) Report. It should reflect the total employment on all Federal-Aid Highway Projects in the State as of July 31st. The staffing figures to be reported should represent the project work force on board in all or any part of the last payroll period preceding the end of July. The staffing figures to be reported in Table A should include journey-level men and women, apprentices, and on-the-job trainees. Staffing figures to be reported in Table B should include only apprentices and on-the-job trainees as indicated.

All lower-tier Subcontractor (DBE and non-DBE), and trucking firm (DBE and non-DBE) sub agreements must include this EEO reporting obligation.

PN 026 - 10/15/2004 - CERTIFICATION OF NONSEGREGATED FACILITIES

(a) A Certification of Nonsegregated Facilities, as required by the May 9, 1967, Order of the Secretary of Labor (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities (is included in the proposal and must be submitted prior to the award of a Federal-aid highway construction contract exceeding \$10,000 which is not exempt from the provisions of the Equal Opportunity clause).

(b) Bidders are cautioned as follows: By signing this bid, the bidder will be deemed to have signed and agreed to the provisions of the "Certification of Nonsegregated Facilities" in this proposal. This certification provides that the bidder does not maintain or provide for his employees facilities which are segregated on a basis of race, creed, color, or national origin, whether such facilities are segregated by directive or on a de facto basis. The certification also provides that the bidder will not maintain such segregated facilities.

(c) Bidders receiving Federal-aid highway construction contract awards exceeding \$10,000 which are not exempt from the provisions of the Equal Opportunity clause, will be required to provide for the forwarding of the following notice to prospective subcontractors for construction contracts and material suppliers where the subcontracts or material supply agreements exceed \$10,000 and are not exempt from the provisions of the Equal Opportunity clause.

"Notice to Prospective Subcontractors and Material Suppliers of Requirement for Certification of Nonsegregated Facilities" -

(a) A Certification of Nonsegregated Facilities as required by the May 9, 1967, Order of the Secretary of Labor (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities, which is included in the proposal, or attached hereto, must be submitted by each subcontractor and material supplier prior to the award of the subcontract or consummation of a material supply

agreement if such subcontract or agreement exceeds \$10,000 and is not exempt from the provisions of the Equal Opportunity clause.

(b) Subcontractors and material suppliers are cautioned as follows: By signing the subcontract or entering into a material supply agreement, the subcontractor or material supplier will be deemed to have signed and agreed to the provisions of the "Certification of Nonsegregated Facilities" in the subcontract or material supply agreement. This certification provides that the subcontractor or material supplier does not maintain or provide for his employees facilities which are segregated on the basis of race, creed, color, or national origin, whether such facilities are segregated by directive or on a de facto basis. The certification also provides that the subcontractor or material supplier will not maintain such segregated facilities.

(c) Subcontractors or material suppliers receiving subcontract awards or material supply agreements exceeding \$10,000 which are not exempt from the provisions of the Equal Opportunity clause will be required to provide for the forwarding of this notice to prospective subcontractors for construction contracts and material suppliers where the subcontracts or material supply agreements exceed \$10,000 and are not exempt from the provisions of the Equal Opportunity clause.

PN 031 – 07/21/2023 - PROMPT PAYMENT - ODOT-LET CONSTRUCTION PROJECTS

Prompt payment requirements apply to ODOT (the Department) and, by extension, its Prime Contractors and Subcontractors (including DBEs and non-DBEs and including traditional subcontractors as well as material suppliers and trucking firms, collectively referred to herein as Subcontractors). The State of Ohio's laws related to prompt payment are published in Ohio Revised Code (ORC) 4113.61. ORC 4113.61 applies to all contracts. The Prime Contractor must comply with this Proposal Note, ORC 4113.61, C&MS 107.21 and, for contracts with U.S. Department of Transportation financial assistance (i.e., federally-funded contracts), Title 49, Part 26, Section 29 of the Code of Federal Regulations (CFR) (i.e., 49 CFR 26.29).

The Department monitors the payments made by Prime Contractors and Subcontractors for compliance with this Proposal Note, ORC 4113.61, C&MS 107.21 and, for federally funded contracts, 49 CFR 26.29. To facilitate this monitoring, the Department requires Prime Contractors to report their remitted payments to specified Subcontractors, and Subcontractors to report their remitted payments to specified lower-tier Subcontractors, as follows.

- Prime Contractors must report remitted payments to subcontractors (DBE/EDGE and non-DBE/EDGE), suppliers (DBE/EDGE only, unless the supplier sublets to a lower-tier DBE/EDGE firm), and trucking firms (DBE/EDGE only, unless the trucking firm sublets to a lower-tier DBE/EDGE firm) (collectively, Subcontractors).
- Subcontractors must report remitted payments to lower-tier subcontractors (DBE/EDGE and non-DBE/EDGE), suppliers (DBE/EDGE only), and trucking firms (DBE/EDGE only) (collectively, "Lower-tier Subcontractors").

The Prime Contractor must report remitted payments to Subcontractors within 10 calendar days of each payment it receives from the Department. Each Subcontractor must report remitted payments to Lower-tier Subcontractors within 10 calendar days of receipt of each payment received from the Prime Contractor. Payers must report return of retainage (and/or other amounts withheld) within 10 calendar days of release to the payee. Payment is defined as: issuing Electronic Funds Transfer (EFT) or putting a check in the mail to a subcontractor. The 10 calendar day requirement is met the date that the payment is issued to the subcontractor, not received.

All subcontractor payment reporting must take place within the Signet® application. Signet is a third-party service supported by the vendor for usage by the Prime Contractor and subcontractors. Signet is only a reporting tool; it does not process financial transactions. ODOT does not provide direct technical support for Signet.

All projects that have at least one Subcontractor are required to use Signet. Anyone needing access to Signet must submit a request to signet-support@infotechinc.com. Licensing and usage fees for the Signet service are incidental to the Project. The Signet vendor will charge a set fixed fee of \$1,000 per each Contract requiring Signet regardless of Contract value, Contract duration, or number of subcontractors. Prime Contractors are responsible for obtaining a Project-specific Signet license regardless of the number of Subcontractor payments made. The Prime Contractor shall be responsible for paying this fee to the Signet vendor. Helpful information on reporting Subcontractor payments in Signet may be found (as of the date of this Proposal Note) at <https://infotechinc.zendesk.com> (click Signet).

If a Prime does not anticipate having at least one subcontractor, they are not required to obtain a Signet license for that project. However, at any point in the life of the contract the Prime determines that there will be a Subcontractor, they have 10 days to notify the Department and obtain a Project-specific Signet license.

If any contractor or Subcontractor has not previously worked on an ODOT project and/or does not have a AASHTOWare Project™ - Civil Rights & Labor (CRL) account, that contractor or Subcontractor must request a CRL account by emailing DOT.Helpdesk@dot.ohio.gov. CRL feeds into Signet and vice versa, so contractors and Subcontractors MUST have accounts for both systems.

Prime Contractors and Subcontractors shall not record or verify payments in CRL for Projects requiring Signet.

The payer (whether Prime Contractor or Subcontractor) must report the following information:

- 1.) The name of the payee;
- 2.) The dollar amount of the payment to the payee;
- 3.) The date the payee was paid;
- 4.) The retainage or other amount withheld (if any), and the reason for the withholding (if other than for retainage).
- 5.) For DBEs, the purpose of the payment (e.g., subcontracting, trucking, supply (manufacturer), supply (regular dealer), supply (broker)).
- 6.) Anything else Signet asks for.

The payer must report its return of retainage (and/or other amounts withheld) in separate, standalone payment entries (i.e., without being commingled with a payment for work performed or materials supplied).

Subcontractors and Lower-tier Subcontractors must verify, in Signet, each payment reported by a payer within 10 calendar days of the payment being reported by the payer. This verification includes whether the payment was received, and if so, whether it was as expected or not.

The Prime Contractor must include the above prompt payment and reporting requirements in all Subcontractor (DBE/EDGE and non-DBE/EDGE), supplier (DBE/EDGE only, unless the supplier sublets to a lower-tier DBE/EDGE firm), and trucking firm (DBE/EDGE only, unless the trucking firm sublets to a lower-tier DBE/EDGE firm) agreements that it enters into and further require that all such subcontractors include the same prompt payment and reporting obligation in their lower-tier Subcontractor (DBE/EDGE and non-DBE/EDGE), supplier (DBE/EDGE only), and trucking firm (DBE/EDGE only) agreements. The project specific Signet license is applicable to all Project subcontracts and subcontractors.

Note: Payments made to non-DBE/EDGE suppliers and trucking firms need not be reported. However, as required in C&MS 107.21 and in accordance with ORC 4113.61, contractors are required to make payment to each subcontractor and supplier within 10 calendar days after receipt of payment from the Department for work performed or materials delivered or incorporated into the project—this requirement includes non-DBE/EDGE suppliers and trucking firms. If a contractor does not comply with this requirement, penalties in accordance with ORC 4113.61 may apply.

SUGGESTED SUB AGREEMENT LANGUAGE – FEDERAL-AID CONTRACTS

Suggested language for the federal-aid Prime Contractor to include in its subcontractor agreements:

As a Subcontractor, supplier and/or trucking firm*, you (the payee) must verify receipt of payments from the Prime Contractor. This verification must be performed within the Signet application. You must verify each payment within 10 calendar days of the payment being reported by the Prime Contractor. This verification includes whether the payment was received, and if so, whether it was as expected or not. Furthermore, you must report payments to your lower-tier Subcontractors (DBE and non-DBE), suppliers (DBE only), and trucking firms (DBE only). The payment data reported must include any retainage (and/or other amounts) withheld and any previously withheld amounts released. You must report payments within 10 calendar days of receipt of each payment received from the Prime Contractor. You must also report return of retainage (and/or other amounts withheld) within 10 calendar days of release to the payee. Your payees must then verify each payment reported by you (the payer) within 10 calendar days of the payment being reported. Your lower-tier Subcontractor (DBE and non-DBE), supplier (DBE only), and trucking firm (DBE only) sub agreements must include this prompt payment and reporting obligation.*

If you have not previously worked on an ODOT project and/or do not have an AASHTOWare Project™ - Civil Rights & Labor (CRL) account, you must request a CRL account by emailing DOT.Helpdesk@dot.ohio.gov. CRL feeds into Signet and vice versa, so you MUST have accounts for both systems.

Suggested language for the subcontractor to include in its lower-tier sub agreements:

As a lower-tier subcontractor (DBE or non-DBE), supplier (except non-DBE) and/or trucking firm (except non-DBE), you (the payee) must verify receipt of payments from the payer (i.e., the maker of this sub agreement with you). This verification must be performed within the Signet system. Payees must verify each payment reported by the

payer within 10 days of the payment being reported. This verification includes whether the payment was received, and if so, whether it was as expected or not.

Anyone needing access to Signet may submit a request to signet-support@infotechinc.com.

If you have not previously worked on an ODOT project, and/or do not have an AASHTOWare Project™ - Civil Rights & Labor (CRL) account, you must request a CRL account by emailing DOT.Helpdesk@dot.ohio.gov. CRL feeds into Signet and vice versa, so you MUST have accounts for both systems.

SUGGESTED SUB AGREEMENT LANGUAGE – NON-FEDERAL-AID CONTRACTS

Suggested language for the non-federal-aid Prime Contractor to include in its subcontractor agreements:

As a Subcontractor, supplier and/or trucking firm*, you (the payee) must verify receipt of payments from the Prime Contractor. This verification must be performed within the Signet application. You must verify each payment within 10 calendar days of the payment being reported by the Prime Contractor. This verification includes whether the payment was received, and if so, whether it was as expected or not. Furthermore, you must report payments to your lower-tier Subcontractors (EDGE and non-EDGE), suppliers (EDGE only), and trucking firms (EDGE only). The payment data reported must include any retainage (and/or other amounts withheld) and any previously withheld amounts released. You must report payments within 10 calendar days of receipt of each payment received from the Prime Contractor. You must also report return of retainage (and/or other amounts withheld) within 10 calendar days of release to the payee. Your payees must then verify each payment reported by you (the payer) within 10 days of the payment being reported. Your lower-tier Subcontractor (EDGE and non-EDGE), supplier (EDGE only), and trucking firm (EDGE only) sub agreements must include this prompt payment and reporting obligation.*

If you have not previously worked on an ODOT project and/or do not have an AASHTOWare Project™ - Civil Rights & Labor (CRL) account, you must request a CRL account by emailing DOT.Helpdesk@dot.ohio.gov. CRL feeds into Signet and vice versa, so you MUST have accounts for both systems.

Suggested language for the subcontractor to include in its lower-tier sub agreements:

As a lower-tier subcontractor (EDGE or non-EDGE), supplier (except non-EDGE) and/or trucking firm (except non-EDGE), you (the payee) must verify receipt of payments from the payer (i.e., the maker of this sub agreement with you). This verification must be performed within the Signet application. Payees must verify each payment reported by the payer within 10 days of the payment being reported. This verification includes whether the payment was received, and if so, whether it was as expected or not.

If you have not previously worked on an ODOT project, and/or do not have an AASHTOWare Project™ - Civil Rights & Labor (CRL) account, you must request a CRL account by emailing DOT.Helpdesk@dot.ohio.gov. CRL feeds into Signet and vice versa, so you MUST have accounts for both systems.

SANCTIONS AND ADMINISTRATIVE REMEDIES

PROMPT PAYMENT

Failure by the Prime Contractor to follow Prompt Payment requirements may result in the issuance of sanctions listed below. The Prime Contractor may also receive the below sanctions if any of their Subcontractors fail to follow Prompt Payment requirements.

- 1st Level Occurrence: The Department will issue a Letter of Reprimand to the Prime Contractor (applies if there is a failure to report payments in the Signet system and/or failure to timely pay subcontractor(s));
- 2nd Level Occurrence: The Department may withhold an estimate in the amount due to the subcontractor(s) that was not reported or paid (applies if there is a failure to report payments in the Signet system and/or failure to timely pay subcontractor(s));
 - If a Prime Contractor receives a 1st Level Occurrence reprimand for a project, all subsequent Prompt Payment violations on that project (same or different subcontractor) may result in withholding. In this situation, no 1st Level Occurrence reprimand letters will be sent.
- 3rd Level Occurrence: The Prime Contractor may be required to pay interest in the amount of 18% per annum of the payment due, beginning on the eleventh day following the receipt of payment from the owner and ending on the date of full payment of the payment due plus interest (applies if a pattern of not paying subcontractor(s) persists or the Contractor has falsified, misrepresented or withheld information, ODOT can pursue other remedies available by law including suspension, revocation and/or debarment).

Factors to be considered in issuing sanctions may include, but are not limited to the following:

- the Contractor's past project practices;
- the magnitude and the type of offense;
- the degree of the Contractor's culpability;
- any steps taken to rectify;
- the Contractor's record of performance on other projects; and
- the number of times the Contractor has been previously sanctioned by ODOT.

RETURN OF RETAINAGE

Failure by the Prime Contractor to follow Return of Retainage requirements may result in the issuance of sanctions listed below. The Prime Contractor may also receive the below sanctions if any of their Subcontractors fail to follow Return of Retainage requirements.

- 1st Level Occurrence: The Department will issue a Letter of Reprimand to the Prime Contractor (applies if there is a failure to report retainage being held in the Signet system and/or failure to timely return retainage);
- 2nd Level Occurrence: The Department may withhold an estimate in the amount of retainage due to the subcontractor(s) (applies if there is a failure to report retainage being held in the Signet system and/or failure to timely return retainage);
 - If a Prime Contractor receives a 1st Level Occurrence reprimand for a project, all subsequent Return of Retainage violations on that project (same or different

subcontractor) may result in withholding. In this situation, no 1st Level Occurrence reprimand letters will be sent.

- Repeat Occurrences: Continued non-compliance is a material breach of contract and will be treated as such. ODOT can pursue other remedies available by law including suspension, revocation and/or debarment.

Factors to be considered in issuing sanctions may include, but are not limited to the following:

- the Contractor's past project practices;
- the magnitude and the type of offense;
- the degree of the Contractor's culpability;
- any steps taken to rectify;
- the Contractor's record of performance on other projects; and
- the number of times the Contractor has been previously sanctioned by ODOT.

PN 046 - 10/15/2004 - SUBCONTRACT AGREEMENTS

Prime contractors will not be required to submit executed C-92s with their subcontract agreements for Disadvantaged Business Enterprises (DBE) subcontractors prior to the execution of the prime contract with ODOT. The prime contractor must only furnish to the Department subcontract agreements from the DBE subcontractors with whom they propose to utilize to fulfill the project goal. Again, this requirement is at the time of contract execution with ODOT.

However, the prime contractor must submit C-92s prior to the DBE commencing work. At the time of submission of the C-92 the DBE subcontractor must have sufficient dollar and work type qualifications to perform the work. The prime contractor will be held accountable to meet the project goal.

PN 014 – 01/16/2026 - SMALL BUSINESS ENTERPRISE (SBE) UTILIZATION PLAN AND GOOD FAITH EFFORTS

Definition of days

Unless otherwise noted, *days* means calendar days, but in computing any period of time described in this proposal note, the day from which the period begins to run is not counted, and when the last day of the period is a Saturday, Sunday, or Federal or State holiday, the period extends to the next day that is not a Saturday, Sunday, or Federal or State holiday.

See <https://www.opm.gov/policy-data-oversight/pay-leave/federal-holidays> for a list of Federal holidays. State holidays are those designated in division (A) of section 124.19 of the Revised Code (<https://codes.ohio.gov/ohio-revised-code/section-124.19>), with modifications as designated in the first two sentences of division (B)(4) of section 124.18 of the Revised Code (<https://codes.ohio.gov/ohio-revised-code/section-124.18>). (State holidays are generally the same as Federal holidays.)

SBE Utilization Plan, SBE Affirmation Forms, and SBE Good Faith Efforts documentation

At bid time, each Bidder submits a basic SBE Utilization Plan, which is the list of SBEs and dollar amounts put forth by the Bidder to meet the SBE contract goal. Each Bidder must be prepared so that if they are identified as the Apparent Low Bidder (ALB), they will be ready to submit SBE Affirmation Forms and/or Good Faith Efforts (GFE) documentation with much more detail than the SBE Utilization Plan shows. GFE documentation consists of all efforts undertaken by the Bidder to meet the SBE contract goal. ODOT strongly suggests each Bidder document all pre-award GFEs on the template located at <https://www.transportation.ohio.gov/working/external->

[workforce/forms/gfe-contractors](#), since the successful Bidder must submit GFEs if the SBE contract goal is not met.

SBE Utilization Plan

The Bidder shall include an SBE Utilization Plan with its bid, setting forth specific information demonstrating how the Bidder will achieve the SBE contract goal. By submitting an SBE Utilization Plan, the Bidder affirms that it will utilize the SBE firms identified in the Utilization Plan to meet the SBE contract goal.

Unless the Bidder is a certified SBE firm, **any bids received without electronic submission of the SBE Utilization Plan at bid time will be deemed unresponsive.**

ODOT uses electronic bidding as indicated in Proposal Note 019. Prior to submitting a bid, the Bidder shall download the latest version of the `sbe-bids.bin` file from

<http://www.dot.state.oh.us/Divisions/ContractAdmin/Contracts/Construction/sbe-bids.bin>. The Bidder must use this file, which contains the current list of SBE-certified firms and is updated regularly, when submitting its SBE Utilization Plan in ODOT's electronic bidding system.

The SBE Utilization Plan shall include the following information:

- 1) The names of the certified SBE firm(s) that will be used to meet the SBE contract goal;
- 2) The activity (subcontractor, regular dealer, distributor, manufacturer, consultant, trucking, etc.) that each SBE will perform;
- 3) The dollar amount of the participation of each SBE firm used to meet the SBE contract goal. (*Note: The participation amount will be less than the dollar amount that must be paid to the SBE if the SBE is acting as a regular dealer, distributor, or broker (see Proposal Note 008) and/or the SBE elects not to perform all activities with its own forces. Ultimately, to be compliant with PN 014, the Awarded Contractor must pay the SBE not less than the transaction amount for the performance of the specific activities described on the SBE Affirmation Form. (See SBE Affirmation section for more details on SBE Affirmation Forms.)*)

Bidders cannot modify their SBE Utilization Plans between the bid opening and contract award except at ODOT's discretion.

For supplier SBEs, the Bidder must have received the supplier SBE's Material Supply Form to understand the expected SBE participation credit they will receive based on whether the SBE is acting as a manufacturer, regular dealer, distributor, or broker for each type of material to be supplied (see Proposal Note 008).

Projects Awarded on Alternates

In the event the project will be awarded on alternates that increase or decrease the total dollar amount of the bid, a revision to the SBE Utilization Plan and SBE Affirmation Form(s) shall be submitted to and approved by the Office of Contractor Compliance within five days after the notification of the alternates.

SBE Affirmations Prior to Award

The Apparent Low Bidder shall ensure **all** SBE firms listed on the SBE Utilization Plan affirm their participation in the bid within five days after the bid opening to ODOT. However, **ODOT strongly recommends the ALB submit SBE Affirmation Forms as soon as possible** rather than waiting until the 5th day after the bid opening. For each SBE, the dollar amount shown on the SBE Affirmation Form must be equal to (or greater than) the dollar amount shown on the Apparent Low Bidder's SBE Utilization Plan. SBE Affirmation Forms cannot be modified beyond the 5th day after the bid opening except to correct errors, omissions, etc., that are deemed by ODOT to be immaterial and that do not reduce the participation amount, or in response to an award on alternates (see above).

For each SBE listed on the SBE Utilization Plan, the Apparent Low Bidder and SBE must complete the SBE Affirmation Form located at

<https://www.transportation.ohio.gov/working/external-workforce/forms/pn-014-affirmation>. The SBE Affirmation Form will be utilized as written confirmation from each listed SBE firm that it is participating in the contract for the dollar amount of activities listed in the Bidder's SBE Utilization Plan. The description of each SBE's activity must be sufficiently detailed to allow ODOT to

understand the firm's scope of work. Each SBE listed to perform as a regular dealer or distributor must have completed the Material Supply Form relevant to demonstrating the SBE's capacity and intent and must affirm that its subsequent performance of a commercially useful function will be consistent with the preliminary counting of such participation. The SBE's responses must be included on the SBE Affirmation Form. The Apparent Low Bidder shall submit a separate SBE Affirmation Form for each SBE it is utilizing for the SBE contract goal, as well as its Good Faith Efforts package (see Good Faith Efforts) if it was not able to attain the SBE contract goal via SBE participation.

All other Bidders shall submit SBE Affirmation Forms if notified that the information is required in order for ODOT to complete its bid assessment. Bidders shall have five days from the date of notification to submit all required SBE Affirmation Forms to ODOT. Notification will be sent via email.

Determination of SBE Contract Goal Participation

ODOT will adjust SBE Affirmation Form amounts downward if needed because:

- An SBE supplier does not affirm that its participation will meet the specific requirements of either a regular dealer or distributor; or
- An SBE will not be self-performing all the activities listed on the form; or
- Other information that indicates the amount on the form was miscalculated or incorrect.

The adjusted SBE Affirmation Form amounts will be used to determine if the SBE contract goal was met. This means that the ALB may not have met the SBE contract goal even if the SBE Utilization Plan shows the contract goal was met. If the SBE contract goal is not met and the ALB does not submit Good Faith Efforts documentation by the 5th day after the bid opening, the bid will be considered non-responsive. ODOT strongly recommends the ALB submit SBE Affirmation Forms as soon as possible rather than waiting until the 5th day after the bid opening.

Non-Responsiveness

See the Sanctions and Administrative Remedies section.

If an SBE Cannot Be Reached

In the event an SBE firm fails to confirm the information contained in the SBE Affirmation Form within five days of bid opening, the Apparent Low Bidder shall submit a Request for Consent to Terminate/Reduce an SBE Commitment, as set forth herein.

The Request for Consent to Terminate/Reduce an SBE Commitment form shall be submitted within five days after bid opening in order for the Apparent Low Bidder to still be considered for contract award. The Apparent Low Bidder shall include as its reason for termination the SBE firm's failure to provide a timely affirmation and should include all efforts the Apparent Low Bidder made to obtain the affirmation from the SBE firm and shall attach proof of these efforts. If the Apparent Low Bidder intends to replace the SBE Firm, it shall include the replacement firm's information on the form.

If upon expiration at midnight of the fifth day, a SBE fails to complete the affirmation process, the Apparent Low Bidder shall be provided an extension until 5:00pm the next business day to complete the Request for Consent to Terminate/Reduce an SBE Commitment form and provide any additional SBE affirmations to fulfill the SBE goal.

In the event the Apparent Low Bidder is unable to affirm an SBE firm included in its original SBE Utilization Plan at bid submission, and it results in a contract goal shortfall, Good Faith Efforts (GFEs) must be submitted by the fifth day after bid opening (or until 5:00pm the next business day if an extension is granted as noted in the paragraph above for a SBE failing to complete the affirmation process). All GFE documentation submitted for consideration should demonstrate the efforts the Bidder made prior to the time of bid submission to secure sufficient SBE participation on the project to meet the SBE contract goal, although the Bidder was unable to do so. An SBE firm's failure to timely confirm information contained in the SBE Affirmation Form will be considered as good cause to terminate the SBE firm and will also be considered a part of the Apparent Low Bidder's Good Faith Efforts in meeting the contract goal.

SBE Bidders

If the Bidder is a certified SBE firm, the Bidder is not required to complete an SBE Utilization Plan as set forth above and would not need to submit an SBE Affirmation Form for the work it is planning to self-perform in order to meet the contract goal.

Joint Ventures

If the Bidder is a Joint Venture, the Joint Venture will only be considered a Certified SBE firm if the Joint Venture itself has been certified. The Joint Venture may, however, utilize a Certified SBE firm that is also a partner in the Joint Venture as part of its SBE Utilization Plan. The Certified SBE Firm/Joint Venture Partner, however, does not need to submit an SBE Affirmation Form for any work that the Certified SBE Firm/Joint Venture Partner is going to perform to meet the contract goal. ODOT will consider submission of the Joint Venture's bid as the Certified SBE Firm/Joint Venture Partner's confirmation that it is participating in the contract.

Good Faith Efforts (GFEs)

If the SBE contract goal established by ODOT is not met, the Apparent Low Bidder shall demonstrate it made adequate good faith efforts to meet the contract goal, even though it did not succeed in obtaining enough SBE participation to do so.

If the Apparent Low Bidder does not meet the contract goal at bid time, the Apparent Low Bidder shall submit its Good Faith Efforts (GFEs) documentation by no later than five days after the bid opening. Submission of SBE affirmation(s) with additional participation sufficient to meet the SBE contract goal does not cure the Apparent Low Bidder's failure to meet the contract goal at bid time or eliminate the Apparent Low Bidder's responsibility of submitting GFEs within five days of the bid opening.

The Apparent Low Bidder has the burden of proof to clearly demonstrate its GFEs by submitting detailed information within five days after the bid opening, such as:

- 1) All written quotes received from certified SBE firms;
- 2) All written (including email) communications between the Apparent Low Bidder and SBE firms;
- 3) All written solicitations to SBE firms, even if unsuccessful;
- 4) Copies of each non-SBE quote when a non-SBE was selected over an SBE for work on the contract;
- 5) Phone logs of communications with SBE firms.

The Apparent Low Bidder shall utilize the GFE Contractor Template located at <https://www.transportation.ohio.gov/working/external-workforce/forms/gfe-contractors> to document its GFEs. This template and supporting documentation shall be sent along with any SBE Affirmation Forms within five days of bid opening. See the page linked above for GFE guidance.

All other Bidders that failed to meet the SBE contract goal at bid time shall submit documentation of GFEs if notified that the information is required in order for ODOT to complete its bid assessment. Bidders shall have five days from the date of notification to submit all required GFE documentation. Notification will be by email.

ODOT shall utilize the guidance set forth in 49 CFR §26.53 Appendix A in determining whether the Bidder has made adequate good faith efforts to meet the contract goal.

Administrative Reconsideration

ODOT will review the GFE documentation and issue a written determination on whether adequate GFEs have been demonstrated prior to contract award. If ODOT determines the Apparent Low Bidder has failed to demonstrate adequate GFEs to meet the contract goal, the Apparent Low Bidder will have an opportunity for administrative reconsideration prior to the contract being awarded.

As part of this reconsideration, the Apparent Low Bidder may provide written documentation or argument concerning the issue of whether it met the contract goal or made adequate good faith efforts to do so. However, this written documentation or argument must not include or propose any new SBE participation not already included in the Apparent Low Bidder's initial GFE documentation. Such written documentation or argument must be received by ODOT, attention: Division of Chief Legal Counsel, 1980 West Broad Street, MS 1500, Columbus, Ohio 43223 (with

a copy to the Office of Contract Sales, MS 4110), within two business days of ODOT's written determination that GFEs were not adequately demonstrated. The Apparent Low Bidder may also include in its written documentation a request for an in-person meeting to discuss the issue of whether it met the contract goal or made adequate good faith efforts to do so. ODOT's Division of Chief Legal Counsel will respond to the Apparent Low Bidder within five business days of receiving written documentation or holding the in-person meeting.

ODOT will send the Apparent Low Bidder a written decision on reconsideration explaining the basis for finding that the Apparent Low Bidder did or did not meet the contract goal or make adequate good faith efforts to do so. The result of the reconsideration process is not administratively appealable to the U.S. Department of Transportation.

Termination of an SBE or Any Portion of Its Work

In this section, *SBE activities* are those activities, as listed on an SBE Affirmation Form, the performance of which the Awarded Contractor committed to the specific SBE listed on the SBE Affirmation Form for the specific compensation shown. *SBE activities* can be used interchangeably with *SBE commitment*.

The Awarded Contractor must ensure that it pays the SBE not less than the dollar amount for the performance of the specific activities described on the SBE Affirmation Form. If a change in circumstances makes this unlikely, the Awarded Contractor must take action as described herein.

If the Awarded Contractor will not be paying an SBE the entire dollar amount shown on the SBE Affirmation Form, and this is not connected to a change in circumstances driven by ODOT, then the Awarded Contractor must submit a Request for Consent to Terminate/Reduce.

Reductions Caused by ODOT

Any reduction or underrun in SBE activities caused by ODOT is considered a termination for which ODOT's prior written consent is not required. For such reductions or underruns, the Awarded Contractor must notify the SBE via email (with a copy to dot.contractslettingmgr@dot.ohio.gov) to inform the SBE of the change and so that ODOT can update the SBE Commitment amount. The Awarded Contractor does not submit a formal Request for Consent to Terminate/Reduce.

Request for Consent to Terminate/Reduce an SBE Commitment

For any reduction or underrun in SBE activities not caused by ODOT, and in all other cases, the Awarded Contractor must continue to utilize the specific SBEs to perform the activities as described on SBE Affirmation Forms unless the Awarded Contractor obtains ODOT's written consent. Consent requests must be submitted utilizing the Request for Consent to Terminate/Reduce SBE Form located at <https://www.transportation.ohio.gov/working/external-workforce/forms/pn-014-termination>.

Absent ODOT's prior written consent, the Awarded Contractor is not entitled to any payment for work or material unless it is performed or supplied by the specific SBE indicated on approved SBE Affirmation Forms.

Requests for Consent to Terminate/Reduce an SBE Commitment must be submitted within two weeks of the Awarded Contractor becoming aware of the change in circumstances that is preventing the SBE from fully performing the activities listed on the SBE Affirmation Form. Requests submitted significantly outside the two-week timeframe may subject the Awarded Contractor to the sanctions listed at the end of this proposal note.

Good Cause to Terminate an SBE or Any Portion of Its Work

ODOT can only provide written consent to terminate an SBE or any portion of its work if it agrees, for reasons stated in its concurrence document, that the Apparent Low Bidder/Awarded Contractor has good cause to terminate the SBE firm or any portion of its agreed-upon activities as listed on SBE Affirmation Forms.

Good cause does not exist if the Awarded Contractor seeks to terminate an SBE or any portion of its work that it relied upon to obtain the contract so that the Awarded Contractor can self-perform the activity for which the SBE contractor was engaged, or so that the Awarded Contractor can substitute another SBE or non-SBE participant after contract award.

Good cause to terminate an SBE includes the following circumstances:

- 1) The SBE firm fails or refuses to execute (i.e., sign) a written contract;

- 2) The SBE firm fails or refuses to perform the activities listed on its SBE Affirmation Form in a way consistent with normal industry standards. Provided, however, that good cause does not exist if the failure or refusal of the SBE firm to perform the activities results from the bad faith or discriminatory action of the Awarded Contractor. The Awarded Contractor must provide justification to support its assertion that industry standards are not being met;
- 3) The SBE firm fails or refuses to meet the Awarded Contractor's reasonable, nondiscriminatory bond requirements.
- 4) The SBE firm becomes bankrupt, insolvent, or exhibits credit unworthiness;
- 5) The SBE firm is ineligible to work on public works projects because of suspension and debarment proceedings pursuant to 2 CFR parts 180, 215, and 1200 or applicable state law;
- 6) ODOT has determined that the SBE firm is not a responsible contractor;
- 7) The SBE firm voluntarily withdraws from the project and provides written notice of its withdrawal;
- 8) The SBE firm is ineligible to receive SBE credit for the type of activity required;
- 9) An SBE owner dies or becomes disabled, with the result that the SBE firm is unable to complete its activity on the contract; and
- 10) Other documented good cause that ODOT determines compels the termination of the SBE firm.

Replacement

When an SBE firm or any portion of its work is terminated by the Awarded Contractor, the Awarded Contractor must use GFEs to include additional SBE participation to the extent needed to meet the SBE contract goal. The GFEs shall be documented by the Awarded Contractor. If ODOT requests documentation under this provision, the Awarded Contractor shall submit the documentation within seven days, which may be extended for an additional seven days if necessary at the request of the contractor, and ODOT shall provide a written determination to the contractor stating whether GFEs have been demonstrated.

Between the bid opening and award, any added SBE participation credit that was not listed on the Bidder's original SBE Utilization Plan will not count toward the SBE contract goal.

Post-Award SBE Additions

In the event additional SBE participation is required for the project, the Awarded Contractor must submit the SBE Affirmation Form located at <https://www.transportation.ohio.gov/working/external-workforce/forms/pn-014-affirmation>. The SBE Affirmation Form will be utilized as written confirmation from the added SBE firm that it is participating in the contract in the type and amount of work on the project. SBE participation credit toward the SBE contract goal will only be approved for work performed after review and approval of the SBE Affirmation Form.

Exceeding the Amount Shown on an SBE Affirmation Form

ODOT will count, towards the SBE contract goal, amounts paid to an SBE that are above the amount shown on the SBE Affirmation Form as long as there is no change to the scope of the SBE's activities. However, ODOT will not count, towards the SBE contract goal, any amount paid to an SBE that is not part of the originally approved scope. If the Awarded Contractor wants or needs such additional participation to count towards the SBE contract goal, the Awarded Contractor must submit an amended SBE Affirmation Form listing the additional activities to be performed by the SBE and the revised participation amount. ODOT will review the amended SBE Affirmation Form and make a determination on whether the proposed additional activity will count towards the SBE contract goal. SBE participation credit toward the SBE contract goal will only be approved for work performed after review and approval of the SBE Affirmation Form.

WRITTEN NOTICE TO SBE RELATED TO REQUESTS FOR CONSENT TO TERMINATE/REDUCE

The Apparent Low Bidder/Awarded Contractor must submit Requests for Consent to Terminate/Reduce an SBE using the specific form available at <https://www.transportation.ohio.gov/working/external-workforce/forms/pn-014-termination>. Part 1

of this form constitutes the Apparent Low Bidder/Awarded Contractor's notice in writing to the SBE firm of the Apparent Low Bidder/Awarded Contractor's intent to request to terminate and the reason for the proposed request. Upon completion of Part 1, the SBE has five days to respond by completing Part 2, advising ODOT and the Apparent Low Bidder/Awarded Contractor of the reasons, if any, why it objects to the proposed termination and why ODOT should not approve the Apparent Low Bidder/Awarded Contractor's request. If required in a particular case as a matter of public necessity (e.g., safety), ODOT may provide a response period shorter than five days. (Urgent requests may be made over the phone by contacting Goal Attainment staff, with the caveat that the associated written request be submitted by 5:00 pm that day.) Part 3 of the form constitutes the Apparent Low Bidder/Awarded Contractor's official request, while Part 4 is ODOT's consent decision and explanation for it.

Goal Attainment Post Award

The Awarded Contractor shall ensure that all subcontracts or agreements with any SBEs meet or exceed conformity with all applicable state and federal laws and regulations. Furthermore, the Awarded Contractor shall require that any subcontractor agreement with all lower-tier subcontractors be performed per this Proposal Note.

The Awarded Contractor shall submit any subcontractor lower-tier contract before any but not limited to starting any work performed or supplied by a subcontractor and/or Lower Tier Contractor. Said contract will be reviewed and approved only if it meets or exceeds the conformity with all applicable state and federal laws and regulations. Failure to obtain said approval might result in some or all SBE participation credit for said SBE withheld according to section 5525.061 of the Revised Code and/or 23 CFR part 633.102.

The Award Contractor shall ensure that said subcontract shall contain at least the following information:

- 1) Award contractor name; and
- 2) Subcontractor name and/or Lower Tier Contractor Name; and
- 3) Identification of said project; and
- 4) The amount to be contracted is equal to or greater than the amount provided on its Utilization Plan; and
- 5) Meets or exceeds the prompt payment requirements of Proposal Note 031; and
- 6) Signatures of both parties; and
- 7) FHWA 1273 form.

Approval of an SBE Utilization Plan does not ensure approval of C-92 Requests to Sublet nor does approval of an SBE Utilization Plan indicate the SBE contract goal has been met. ODOT will monitor goal attainment throughout the life of the project. It is the responsibility of the Awarded Contractor to advise ODOT of any changes to the SBE Utilization plan throughout the life of the project. The SBE contract goal of a project is stated as a percentage of the PN 014 contract amount, which is the actual contract amount excluding 8000 contract line numbers and any 9000 contract line numbers that are negative. When the PN 014 contract amount increases or decreases, the actual dollar amount of the SBE contract goal for the project will increase or decrease accordingly.

Impact of SBE Decertification

When the Awarded Contractor makes a commitment to use an SBE that is decertified PRIOR TO the full execution (i.e., signing) of that SBE's subcontract, the decertified firm DOES NOT COUNT toward the SBE contract goal. The Awarded Contractor's SBE commitment is null and void since the SBE is no longer certified. The Awarded Contractor must make good faith efforts to find additional SBE participation to replace the decertified firm.

When the Awarded Contractor makes a commitment to use an SBE that is decertified AFTER the full execution of that SBE's subcontract, the decertified firm COUNTS toward the SBE contract goal UNLESS the SBE was decertified because it was acquired by or merged with a non-SBE, in which case only the amount paid for work performed by the SBE prior to its decertification counts.

For purposes of this section, a subcontract is deemed to have been signed not before the full execution date of the prime contract.

Sanctions and Administrative Remedies

Pre-Award

Failure by the Apparent Low Bidder to do any of the following may result in the bid being rejected as non-responsive in accordance with section 5525.08 of the Revised Code:

- 1) Failure to submit a complete SBE Utilization Plan at the time of bid;
- 2) Failure to submit SBE Affirmation Form(s) and/or failure to submit Requests for Consent to Terminate/Reduce a SBE Commitment as required by this Proposal Note; or
- 3) Failure to meet the contract goal and/or failure to demonstrate GFEs to meet the contract goal as required by this Proposal Note;
- 4) Failure to follow the terms of this Proposal Note.
- 5) The as-submitted SBE Utilization Plan shows the SBE contract goal was met, and the Apparent Low Bidder does not submit all completed and signed SBE affirmations—that are for amounts greater than or equal to the amounts on the SBE Utilization Plan and that are for activities in which the SBE is certified—within five days of the bid opening;
- 6) The as-submitted SBE Utilization Plan shows the SBE contract goal was met, and the Apparent Low Bidder submits all completed and signed SBE affirmations within five days of the bid opening, but adjustments are needed, and after ODOT makes the adjustments, the SBE contract goal is no longer met and the Apparent Low Bidder does not submit its Good Faith Efforts documentation within five days of the bid opening; or
- 7) The as-submitted SBE Utilization Plan shows the SBE contract goal was NOT met, and the Apparent Low Bidder does not submit all completed and signed SBE affirmations AND its Good Faith Efforts documentation within five days of the bid opening; or
- 8) A SBE Utilization Plan was not submitted, and the Apparent Low Bidder does not submit its Good Faith Efforts documentation within five days of the bid opening; or
- 9) The SBE Affirmation Forms submitted are not complete and/or accurate and have not been made complete and accurate within five days of the bid opening.

Post-Award

Failure by the Awarded Contractor to carry out the requirements of this Proposal Note, including, but not limited to, the failure of the Awarded Contractor to pay an SBE the dollar amount for the performance of the specific activities described on the SBE Affirmation Form, the failure of the Awarded Contractor to submit SBE change orders and/or Requests for Consent to Terminate/Reduce SBE Commitment forms, and the submission of inadequate post-award good faith efforts to include additional SBE participation to the extent needed to meet the SBE contract goal, is a material breach of the contract and may result in the issuance of sanctions as follows:

- 1st Tier: Letter of reprimand
- 2nd Tier: Damages equivalent to the SBE shortfall
- 3rd Tier: If a pattern of paying damages persists or the Contractor has falsified, misrepresented or withheld information, ODOT can pursue other remedies available by law including suspension, revocation, and/or debarment.

Factors to be considered in issuing sanctions may include, but are not limited to the following:

- the magnitude and type of offense
- the Contractor's unwillingness to provide information and documentation
- the degree of the Contractor's culpability
- any steps taken to rectify
- the Contractor's record of performance on other projects including, but not limited to:
 - annual SBE participation
 - annual SBE participation on projects without contract goals
 - the number of complaints ODOT has received regarding the Contractor

- the number of times the Contractor has been previously sanctioned by ODOT in the previous three years

Note: Absent ODOT's consent, the Awarded Contractor is not entitled to any payment for work or material unless it is performed or supplied by the specific SBE indicated on approved SBE Affirmation Forms, regardless of the presence or absence of any of the above sanctions.

PN 090 – 04/08/2025 - WORK TYPE CODES AND DESCRIPTIONS

The Department will indicate the work type required for each pay item. If the line item does not have a corresponding work type, NR will be shown in the work type column. This proposal note will govern the assignment of work types to pay items.

However, the Contractor may perform incidental work items for which it does not hold the required work type provided the cost of the work does not exceed 5% of the total bid. The Contractor may also perform Work Type 26 (Structural steel painting) without holding the required work type provided the total area to be painted does not exceed 1000 SF per structure. The Contractor may not perform any quantity of Work Type 55 or 56 unless they hold the required work type. The Contractor may perform Work Type 57 (Sealing of Concrete Surfaces with Epoxy or Non-Epoxy Sealers) without holding the required work type provided the total area to be sealed does not exceed 75 SY per project.

Listed below are the work types for this proposal. In accordance with Ohio law, a bidder must possess work types, and perform work equal to the percentage included on the front cover of this proposal. This is a percentage of the total amount of the submitted bid price. The Director may, by insertion of a contract provision, reduce the fifty percent amount.

Work Type Code	Work Type Description	Work Type Code	Work Type Description
1	Clearing & Grubbing	29	Structure Repairs
2	Building Removal	30	Hydrodemolition
3	Gas, Oil, Water Well Abandonments	31	Structural Steel Repairs
4	Roadway Excavation & Embankment Construction	32	Heat Straightening
5	Major Roadway Excavations	33	Tieback Installation
6	Incidental Grading	34	Earth Retaining Structures
7	Soil Stabilization	35	Drainage (Culverts, Misc.)
8	Temporary Soil Erosion & Sediment Control	36	Guardrail / Attenuators
9	Aggregate Bases	37	Fence
10	Flexible Paving	38	Misc. Concrete
11	Apply Bituminous Treatments	39	Maintenance of Traffic
12	Rigid Paving	40	Waterproofing
13	Pavement Planning, Milling, Scarification	41	Raised Pavement Markers
14	Concrete Texturing	42	Signing
15	Sawing	43	Highway Lighting
16	Flexible Replacement	44	Traffic Signals - Standard
17	Rigid Pavement Replacement	45	Pavement Markings
18	Pavement Rubblizing, Breaking, Pulverizing	46	Landscaping
19	Structure Removal	47	Mowing
20	Level 1 Bridge	48	Trucking
21	Level 2 Bridge	49	Herbicide Spraying
22	Level 3 Bridge	50	Railroad Track Construction
23	Reinforcing Steel	51	Micro Tunneling
24	Structural Steel Erection	52	Tunneling

25	Stud Welding	53	Piling
26	Structural Steel Painting	54	Post-Tensioning Bridge Members
27	Expansion & Contraction Joints, Joint sealers, Bearing Devices	55	Fiber Optic Cable Installation, Splicing, Termination and Testing – Traffic Signal System
28	Caissons / Drilled Shafts	56	Fiber Optic Cable Installation, Splicing, Termination and Testing – Intelligent Transportation System
		57	Sealing of Concrete Surfaces with Epoxy or Non-Epoxy Sealers

PN 059 - 10/15/2004 - WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- an existing published wage determination
- a survey underlying a wage determination
- a Wage and Hour Division letter setting forth a position on a wage determination matter
- a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response for this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determination
Wage and Hour Division
U. S. Department of Labor
200 Constitution Avenue, N.W.
Washington, D. C. 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (see 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U. S. Department of Labor
200 Constitution Avenue, N.W.
Washington, D. C. 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requester considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U. S. Department of Labor
200 Constitution Avenue, N. W.

Washington, D. C. 20210

4.) All decisions by the Administrative Review Board are final.

PN 061 – 01/20/2016 -WAGE SCALE ON ALL FEDERAL-AID PROJECTS

The wage rates for this project were determined by the Secretary of Labor in accordance with Federal-Aid requirements.

Contractors shall use only the classifications and wage rates set forth in the United States Department of Labor (USDOL) wage decision found at the website noted below on payrolls submitted to the District Office. Additionally, please note that the wage modification in effect at the time of the project sale date, shall be used by all contractors.

This USDOL wage decision may be viewed, by accessing the United States Department of Labor (USDOL) website at:

[SAM.gov](https://sam.gov) | [Wage Determinations](#)

This contract requires the payment of the total of the basic hourly rates plus the fringe benefits payments for each classification in accordance with the following regulations which by reference are made part of this contract:

- 1) The U.S. Department of Labor Regulations, Title 29, Subtitle A, Part 5, Sections 5.5, 5.31, and 5.32, most recent revision at contract execution.
- 2) Form FHWA-1273 (most recent revision at contract execution) Part IV. Payment of Predetermined Minimum Wage and Part V. Statements and Payrolls.

The failure to pay prevailing wages to all laborers and mechanics employed on this project, shall be considered a breach of contract. Such a failure may result in the termination of the contract and debarment.

The Contractor and all subcontractors shall pay all wages and fringe benefits by company check. All payroll records and canceled pay checks shall be maintained for at least three years after final acceptance as defined in section 109.12 of the Ohio Department of Transportation Construction and Materials Specifications. The Contractor's and all subcontractors payroll records and canceled pay checks shall be made available for inspection by the Department and the U.S. Department of Labor, upon request, anytime during the life of the contract, and for three years thereafter by the U.S. Department of Labor. Additionally, the Contractor and all subcontractors shall permit such representatives to interview any employees during working hours while the employee is on the job.

The wage and fringe rates determined for this project shall be posted by the Contractor in a prominent and accessible place on the project, field office, or equipment yard where they can be easily read by the workers.

The Contractor (both prime and sub) shall submit via the Department Civil Rights & Labor System (CRL), certified payrolls each week beginning three weeks after the start of work. The Department will not accept payrolls not uploaded via CRL (no handwritten payrolls). These payrolls shall include but not limited to the following:

1. Employee name, address, social security number, classification, and hours worked.
2. The basic hourly and overtime rate paid, total pay, and the manner in which fringe benefit payments have been irrevocably made.
3. The contract ID and pay week dates.

4. Signature of an authorized company representative will be done online through CRL. CRL Requirements with interactive training guides can be found at transportation.ohio.gov/CRL.

Additionally, a copy of the "Apprentice Certification" obtained from the Ohio State Apprenticeship Council, must accompany all certified payrolls submitted for all apprentices working on this project. Instructions for attaching the apprenticeship certificate can also be found at transportation.ohio.gov/CRL under Attaching the Apprenticeship Certificate.

Please be aware that it is ultimately the responsibility of the Contractor to ensure that all laws relating to prevailing wages in the USDOL Regulations, Title 29, parts 1 and 5, are strictly adhered to by all subcontractors on the project.

If the Contractor or any subcontractor fails to comply with any of the provisions contained in this proposal note, the Department may terminate the contract, debar the Contractor or Subcontractor and/or withhold or suspend pay estimates after written notice and a reasonable opportunity to comply has been provided.

PN 050 - 10/15/2004 - LIMITATION ON USE OF CONTRACT FUNDS FOR LOBBYING

1. The prospective bidder certifies, by signing and submitting this bid proposal, to the best of his or her knowledge and belief, that:
 - a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
 - b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying" in accordance with its instructions.
2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. This certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.
3. The prospective bidder also agrees by submitting his or her bid proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such sub-recipients shall certify and disclose accordingly.

PN 045 - 10/15/2004 - NON - COLLUSION AFFIDAVIT

In accordance with Title 23 United States Code, Section 112 and Ohio Revised Code, Chapter 1331 et. seq: and Sections 2921.11 and 2921.13, the bidder hereby states, under penalty of perjury and under other such penalties as the law provides, that he or his agents or employees have not entered either directly or indirectly into any agreement, participated in any collusion, or

otherwise taken any action in restraint of free competitive bidding in connection with this proposal. Execution of this proposal on the signature portion thereof shall constitute also signature of this Non-Collusion Affidavit as permitted by title 28 United States Code, Section 1746.

REPORTING BID RIGGING

To report bid rigging activities call:

1-800-424-9071

The U.S. Department of Transportation (DOT) operates the above toll-free "hotline" Monday through Friday, 8:00 a.m. to 5:00 p.m. eastern time. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the "hotline" to report such activities.

The "hotline" is part of the DOT's continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the DOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

PN 133 – 07/18/2025 – PRODUCTS PRODUCED IN THE UNITED STATES

The requirements of this note replace the domestic material requirements in 106.09 of the Construction & Material Specifications.

Furnish products that are produced in the United States according to the applicable provisions of the Infrastructure Investment and Jobs Act (IIJA), Pub. L. No. 117-58, which includes the Build America, Buy America Act (BABA) Pub. L. 117-58, §§ 70901-27, and 23 CFR 635.410.

A. Federal Requirements. All steel or iron products incorporated permanently into the Work must be made of steel or iron produced in the United States and all subsequent manufacturing must be performed in the United States. "Manufacturing" is any process that modifies the chemical content; physical shape or size; or final finish of a product. Manufacturing as it relates to steel or iron products begins with the initial melting and mixing and continues through the bending and coating stages.

"Manufactured products" means articles, materials, or supplies that have been processed into a specific form and shape, or combined with other articles, materials, or supplies to create a product with different properties than the individual articles, materials, or supplies. If a domestic product is taken out of the United States for any process, it becomes a foreign source material.

All manufactured products used in the project must be manufactured in the United States ("final assembly requirement") and have greater than 55 percent of the manufactured product's components, by cost, be mined, produced, or manufactured in the United States ("55 percent requirement"). "Component" means an article, material, or supply, whether manufactured or unmanufactured, incorporated directly into a manufactured product or, where applicable, an iron or steel product. If a manufactured product is predominately iron, steel or a combination of both it must meet the above requirements for steel or iron products. Predominately iron or steel or a combination of both means the total cost of the iron and steel content exceeds 50 percent of the total cost of all its components. Manufactured products on projects that receive Federal authorization on or after October 1, 2025 must meet the final assembly requirement. Manufactured products on projects that receive Federal authorization on or after October 1, 2026 must meet the final assembly requirement and the 55 percent requirement.

All construction materials must be produced in the United States—this means that all manufacturing processes for the construction material occurred in the United States.

“Construction materials” includes an article, material, or supply—other than an item of primarily iron or steel; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives—that is or consists primarily of:

- Non-ferrous metals;
- Plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables);
- Glass (including optic glass);
- Fiber optic cable (including drop cable);
- Optical fiber;
- Lumber;
- Engineered wood; and
- Drywall.

To provide clarity to item, product, and material manufacturers and processors, we note that items that consist of two or more of the listed materials that have been combined together through a manufacturing process, and items that include at least one of the listed materials combined with a material that is not listed through a manufacturing process, should be treated as manufactured products, rather than as construction materials. For example, a plastic framed sliding window should be treated as a manufactured product while plate glass should be treated as a construction material.

Construction materials brought on site and combined with other materials are not considered manufactured products.

Precast concrete products that are classified as manufactured products must have their predominantly iron or steel components meet the above requirements for iron and steel. The cabinets or other enclosures of intelligent transportation systems (ITS) and other electronic hardware systems that are installed in the highway right of way and classified as manufactured products must comply with the above requirements for iron and steel if the cabinet or enclosure is predominately iron or steel.

B. Exceptions. The Director may grant specific written permission to use non-domestic steel or iron products in any type of construction in accordance with 23 CFR 635.410(b)(4). The Director may grant such exceptions under the following condition:

- The cost of products to be used does not exceed 0.1 percent of the total Contract cost, or \$2,500, whichever is greater. The cost is the value of the product as delivered to the project.

The Director may grant specific written permission to use non-domestic construction materials or manufactured products in any type of construction in accordance with 2 CFR Part 184. The Director may grant such exceptions under the following conditions:

- The total value of the non-compliant products is no more than the lesser of \$1,000,000 or 5% of total applicable costs for the project; or
 - applicable costs are defined as the cost of materials (including the cost of any manufactured products) used in the project that are subject to a domestic preference requirement
 - the actual cost of the materials, not the anticipated cost of those materials.
- The total amount of the Federal financial applied to the project, through awards or subawards, is below \$500,000;

The Contractor may request an exception on forms provided by the Department.

The Buy America preference only applies to articles, materials, and supplies that are consumed in, incorporated into, or affixed to an infrastructure project. As such, it does not apply to tools, equipment, and supplies, such as temporary scaffolding, brought to the construction site and removed at or before the completion of the infrastructure project. Nor does a Buy America

preference apply to equipment and furnishings, such as movable chairs, desks, and portable computer equipment, that are used at or within the finished infrastructure project, but are not an integral part of the structure or permanently affixed to the infrastructure project.

C. Proof of Domestic Origin. Furnish certification to the Engineer showing the domestic origin of all products covered by this section before they are incorporated into the Work. The Daily Source Report form itself is not acceptable certification of domestic origin. Non-domestic product(s) incorporated into the Work does not relieve the Contractor of any responsibility to correct the Work up to and including removal and replacement of the non-domestic product(s). Products without a traceable domestic origin will be treated as a non-domestic product.

PN 040 – 05/30/23 - PROHIBITION OF THE EXPENDITURE OF PUBLIC FUNDS FOR OFFSHORE PURPOSES

Executive Order 2022-02D “*State of Ohio’s Response to Russia’s Unjust War on the Country of Ukraine*” prohibits purchases from or investment in a Russian institution or company. This Order shall be read in conjunction with Executive Order 2019-12D “*Governing the Expenditure of Public Funds for Offshore Services*” which already largely prohibits the contracting and purchasing of services from overseas sources, including subcontractors.

The Ohio Department of Transportation will not enter into any contract to purchase services provided outside of the United States or that allows State Data to be sent, taken, accessed, tested, maintained, backed-up, stored, or made available remotely outside of the United States, unless a duly signed waiver from the Department of Administrative Services has been obtained. State Data includes all data and information provided by, created by, created for, or related to activities of the State and any information from, to, or related to all persons that conduct business activities within the State, including, but not limited to Sensitive Data. Sensitive Data means any type of data that presents a high or moderate degree of risk if released, disclosed, modified, or deleted or disclosed without authorization.

Notwithstanding any other terms of this Contract, the Department reserves the right to recover any funds paid for services the Contractor performs outside of the United States for which it did not receive a waiver. The Department does not waive any other rights and remedies provided to the Department in the Contract.

Further, the Department will not make any purchase from or investment in any Russian institution or company. Notwithstanding any other terms of this Contract, the Department reserves the right to recover any funds paid to the Contractor for purchases or investments in a Russian institution or company in violation of Executive Order 2022-02D. The provisions of this paragraph will expire when the applicable Executive Order is no longer effective.

The Contractor must sign and complete the attached Affirmation and Disclosure Form and return the form with the executed contract. By signing the Disclosure and Affirmation Form, the Contractor is acknowledging that it understands and will meet the requirements of the above prohibitions. During the performance of this Contract, if the Contractor changes or adds to the location(s) disclosed on the Affirmation and Disclosure Form, Contractor must complete and submit a revised Affirmation and Disclosure Form reflecting such changes.

(The remainder of this page is left intentionally blank.)

AFFIRMATION AND DISCLOSURE FORM

Contractor affirms that Contractor has read and understands the applicable Executive Orders regarding the prohibitions of performance of offshore services, locating State data offshore in any way, or purchasing from Russian institutions or companies.

Contractor shall provide all the name(s) and location(s) where services under this Contract will be performed and where data is located in the spaces provided below or by attachment. Failure to provide this information may result in no award. If the Contractor will not be using subcontractors, indicate "Not Applicable" in the appropriate spaces.

1. Principal location of business of Contractor:

(Address)

(City, State, Zip)

Name/Principal location of business of subcontractor(s):

(Name)

(Address, City, State, Zip)

(Name)

(Address, City, State, Zip)

2. Location where services will be performed by Contractor:

(Address)

(City, State, Zip)

Name/Location where services will be performed by subcontractor(s):

(Name)

(Address, City, State, Zip)

(Name)

(Address, City, State, Zip)

3. Location where state data will be located, by Contractor:

(Address)

(City, State, Zip)

Name/Location(s) where state data will be located by subcontractor(s):

(Name)

(Address, City, State, Zip)

(Name)

(Address, City, State, Zip)

(Name)

(Address, City, State, Zip)

(Name)

(Address, City, State, Zip)

(Name)

(Address, City, State, Zip)

Contractor affirms, understands, and agrees that Contractor and its subcontractors are under a duty to disclose to the State any change or shift in location of services performed by Contractor or its subcontractors before, during and after execution of any contract with the State. Contractor agrees it shall so notify the State immediately of any such change or shift in location of its services. The State has the right to immediately terminate the contract, unless a duly signed waiver from the State has been attained to perform the services outside the United States.

On behalf of the Contractor, I acknowledge that I am duly authorized to execute this Affirmation and Disclosure Form and have read and understand that this form is a part of any Contract that Contractor may enter into with the State and is incorporated therein.

By: _____
Contractor

Print Name: _____

Title: _____

Date: _____

All BMP listed in SS832 Appendix F are compensated per SS832, Appendix F dated July 19, 2024

PN 150 – 1/16/2026 - DIGITAL DATA FOR ASPHALT, AGGREGATE, AND CONCRETE MATERIAL TICKETING UTILIZING E- TICKETING PORTAL

Description:

This work consists of providing digital data transfer (e-Ticket) for asphalt material weight tickets, concrete batch plant tickets, and aggregate delivery tickets information.

Provide material ticket information in a digital format directly recorded from the material loading source as described below. The complete set of information for each distinct load shall be considered a single 'e-Ticket'.

For asphalt materials, provide digital data that replicates the information currently required on hard copy tickets as specified in Supplement 1101.02.B. In addition, include a "trucking identifier" field containing the trucking company name, truck license plate number, or another unique identifier to allow field personnel to match the physical delivery with the e-Ticket. Also include the JMF conversion factor.

For concrete materials, provide digital data that replicates the information required on batch tickets as specified in CMS Table 499.07-1.

For stone materials, provide digital data that replicates the information required on delivery tickets as specified in Supplement 1069.10.A.

This note does not supersede any other commercial regulations or any other legal requirements governing the transportation of commercial materials. This does not preclude or dismiss any requirement for paper tickets required by other rules and regulations separate from the Department.

Requirements:

Send digital ticket information directly to the Department's e-Ticketing Portal as the individual material loads are generated and shipped to the Project. Ensure each e-Ticket contains all information required per the applicable material specification for weight measurement and other material characteristics.

The Department will reject any load that does not have a corresponding e-Ticket unless the Engineer determines the cause is beyond the Contractor's control. In such circumstances, paper tickets may be permitted.

An e-Ticket is considered valid when it includes all required fields, matches the physical delivery, and is received by the Department's Portal prior to material arrival on site.

In the event of a system outage or loss of connectivity, revert to paper ticketing and notify the Engineer immediately. Resume e-Ticketing as soon as feasible.

Setup, Calibration, and Data Integration:

At the Preconstruction Meeting, provide a list of all intended material suppliers who either do not use electronic load-out software or whose systems cannot support e-Ticketing.

The Department will coordinate with listed suppliers to assess the feasibility of implementing e-Ticketing. Require suppliers to fully cooperate with the Department during this evaluation.

If the Department determines that e-Ticketing is reasonably achievable but the supplier is unwilling to comply, use an alternative supplier capable of supporting e-Ticketing. If the Department determines the supplier cannot reasonably achieve digital data transfer, the Department will allow the use of paper tickets.

The material supplier shall cooperate with the Ohio Department of Transportation's (ODOT's) e-Ticketing Portal vendor in the creation of an Application Programming Interface (API) to integrate material source load read-out data with the Department's e-Ticketing Portal. The Department's e-Ticketing portal vendor shall be responsible for leading the API creation. Upon completion, use

the API to transmit digital load-out data from the weighing system to the Department's Portal. If any load read-out weighing system changes are intended by the supplier after the creation of the supplier specific API, coordinate with the ODOT to ensure API compatibility.

Ensure digital data replicates the content of the current paper ticket formats and conforms to the structure and nomenclature as defined in Department's Supplement 1101.02.B, CMS Table 499.07-1 & Supplement 1069.10.A.

Conduct a test of each supplier's integration with the Department's e-Ticketing Portal prior to shipping material to the Project. Complete test at least 14 days prior to shipping material unless otherwise approved by the Engineer. The test must involve at least four test e-Tickets from each supplier approved for used on the project for materials to be used on the Project. The test e-Tickets must accurately reflect the proper nomenclature and accuracy defined; all other categories shall be marked "TEST". After the Engineer confirms the test e-Tickets have been entered into the Department's e-Ticket Portal, void the test e-Tickets with the reason "Setup Testing".

Ensure continued internet connectivity during the API usage to maintain connection the Department's e-Ticketing Portal During material production and delivery to the Project. Ensure delivery of e-Ticket prior to the material arriving on the Project, but not prior to the loading of material at the source.

Upon successful testing of the data integration, physical material tickets are not required for the Department but may be necessary for truck drivers per Ohio Revised Code Section [5577.043](#).

Data Access and Use

The Department will provide the Contractor and material suppliers with access to the transferred e-Ticket data through the e-Ticketing Portal at no cost. This access includes the ability to view, download, and summarize ticket data for internal use.

The Department and its e-Ticketing Portal vendor will not provide data analysis, custom reporting, or interpretation of the transferred data. Contractors and suppliers are responsible for any analysis or reporting beyond the standard data access provided.

Payment:

Assume approximately 16 person-hours for initial API setup. Consider this work incidental to the cost of the material.

For extreme cases involving excessive effort to establish API integration or digital data transfer, notify the Engineer in accordance with CMS 108.02.F.

All costs associated with creating and maintaining the API and providing digital ticketing data are incidental to the item of work.

PN 070 – 2/18/2026 – Compliance with E-Verify Workforce Integrity Act

Contractor and any Subcontractor must, at all times during performance of the Contract, comply with the provisions of the State of Ohio's *E-Verify Workforce Integrity Act* (Ohio Revised Code 4151.01 to 4151.03) and must verify the identity and legal working status of each employee hired to perform work on the Project through the e-verify program.

PN 107 - 10/19/2018 - CRITICAL PATH METHOD PROGRESS SCHEDULE FOR MULTI-SEASON PROJECTS

Section Table of Contents

- A. General**
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- C. Baseline Schedule**

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1. **Update Requirements**
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G. Time Extensions for Delays in Accordance with C&MS 108.06.B and 108.06.D

H. Weather Days in Accordance with C&MS 108.06.C

I. Recovery Schedule

J. Basis of Payment

A. General. The progress schedule required for this project is the critical path method schedule (CPM schedule). The Contractor shall designate a Schedule Representative who shall be responsible for coordinating with the Engineer during the preparation and maintenance of the schedule. The requirements of this note replace the progress schedule requirements in 108.03 of the Construction & Material Specifications. The contractor shall submit an interim schedule followed by a baseline schedule, or only a baseline schedule, depending on when the contractor starts work as described below.

B. Interim Schedule. If the Contractor starts work within 60 days of execution of the contract, they shall submit an interim schedule. The interim schedule should be in CPM schedule format. The interim schedule shall include detailed activities for the work to be accomplished during the first 90 days of the Contract, and summary activities for the balance of the work. Include in the interim schedule columns for Activity ID, Activity Description, Original Duration, Remaining Duration, Total Float, Start Date, Finish Date, and Calendar ID.

C. Baseline Schedule. The Contractor shall submit a baseline schedule within 60 days of the execution of the Contract. The baseline schedule will be in CPM schedule format and as described below. The Engineer will review the baseline schedule and will either “approve”, “approve as noted” or “reject” the schedule within 21 days of receipt. If the Engineer does not provide written notification regarding the disposition of the baseline schedule within 21 days, the submission will be considered approved.

For baseline schedules that are “approved as noted”, the Contractor shall make the necessary revisions and resubmit the revised schedule within 14 days. The Engineer will only reject baseline schedules that are not in compliance with contract requirements.

For baseline schedules that are “rejected”, the Engineer shall indicate in writing all portions of the schedule that are not in compliance with the contract requirements. The Project Engineer shall conduct a mandatory meeting with the Contractor and the Contractor’s Schedule Representative within 14 days of the Engineer’s written notice. The purpose of this meeting is to resolve all issues

with the baseline schedule. At this meeting the Contractor shall provide clarification and all requested information necessary for the Engineer to “approve” the baseline schedule.

In the event the baseline schedule is not “approved” within 120 days of execution of the contract, all work shall cease on the project until the baseline schedule is “approved”.

Approval of the baseline schedule does not revise the Contract Documents. The baseline schedule must be “approved” or “approved as noted” by the Engineer prior to the Engineer evaluating any contractor claims associated with time impacts.

1. Schedule Requirements. Submit an .xer or .xml file (to be determined by the Engineer) prepared in Primavera software manufactured by Oracle. The Department will “Import” or accept progress schedule files from the Contractor. All Calendars assigned to activities must be project level Calendars not Global or Resource Calendars; all Activity Codes shall be project level and not Global or EPS level Activity Codes; no Resources shall be assigned to activities, and no Project Codes shall be assigned.

Table 1 – Schedule Filename Convention			
Progress Schedule	1st Submission	2nd Submission	3rd Submission
Interim Schedule	YYPPPP01IS	YYPPPP02IS	YYPPPP03IS
Baseline Schedule	YYPPPP01B	YYPPPP02B	YYPPPP03B
Schedule Update #1	YYPPPP01SU01	YYPPPP02SU01	YYPPPP03SU01
Schedule Update #2	YYPPPP01SU02	YYPPPP02SU02	YYPPPP03SU02
Delay Analysis	YYPPPP01TIA01	YYPPPP02TIA01	YYPPPP03TIA01
Weather Delay Analysis	YYPPPP01WD01	YYPPPP02WD01	YYPPPP03WD01
Recovery Schedule	YYPPPP01RS01	YYPPPP02RS01	YYPPPP03RS01

YY – Project Year PPPP – Project Number

Provide a working day schedule that shows the various activities of work in sufficient detail to demonstrate a reasonable and workable plan to complete the Project by the Original Contract Completion Date. Show the order and interdependence of activities and the sequence for accomplishing the work. Describe all activities in sufficient detail so that the Engineer can readily identify the work and measure the progress of each activity. The baseline schedule must reflect the scope of work, required phasing, maintenance of traffic requirements, interim completion dates, the Completion Date, and other project milestones established in the Contract Documents. Include activities for submittals, working drawings, shop drawing preparation, submittal review time for the Department shop drawings, material procurement and fabrication, and the delivery of materials, plant, and equipment, and other similar activities.

The Contractor shall be responsible for assuring all work, including all subcontractor work, is included in the schedule. The Contractor shall be responsible for assuring that all work sequences are logical and that the schedule indicates a coordinated plan.

Failure by the Contractor to include any element of work required for performance of the Contract shall not excuse the Contractor from completing all work within the required time. The Engineer’s review of the baseline schedule will be for compliance with the specifications and contract requirements. Approval by the Engineer will not relieve the Contractor of any of their responsibilities for the accuracy or feasibility of the schedule. Omissions and errors will be corrected as described in Section F or I in this note and will not affect contract time.

a) Administrative Identifier Information:

- i. Project Number
- ii. County
- iii. Route Number
- iv. FHWA Number
- v. PID Number
- vi. Contract Signed Date
- vii. Completion Date
- viii. Contractor's Name
- ix. Contractor's Dated Signature
- x. ODOT's Dated Approval Signature

b) Project Activities:

- i. Activity Identification (ID). Assign each activity a unique identification number. Activity ID length shall not exceed 10 characters. Once accepted, the Activity ID shall be used for the duration of the project.
- ii. Activity Name. Each activity shall have a narrative description consisting of a verb or work function (e.g.; form, pour, excavate) and an object (e.g.; slab, footing, underdrain). Do not include commas in the narrative description.
- iii. Activity Original Duration. Assign a planned duration in working days for each activity. Do not exceed a duration of 20 working days for any construction activity, unless approved by the Engineer. Activity durations will be in whole days, do not include decimals in the durations. Do not represent the maintenance of traffic, erosion control, and other similar items as single activities extending to the Completion Date. Break these Contract Items into component activities in order to meet the duration requirements of this paragraph.
- iv. Activity Relationships:
 - o All activities, except the first activity, shall have a predecessor(s). All activities, except the final activity, shall have a successor(s).

- Use only finish-to-start relationships with no leads or lags to link activities, or use start-to-start relationships with lags no greater than the predecessor duration to link activities.
- Use of finish-to-finish relationship is required when both activities are already linked with a start-to-start relationship.
- Negative lags are not allowed with any relationship

c) Project Milestones:

- i. Start Project: The Contractor shall include as the first milestone in the schedule, a milestone named "Start Project". The date used for this milestone is the date the contract is executed and signed by the Department.
- ii. End Project Milestone: The Contractor shall include as the last activity in the project schedule, a milestone named "End Project". The date used for this milestone is considered the project completion date.
- iii. Start Phase Milestone: The Contractor shall include as the first activity for a project phase, an activity named "Start Phase X", where "X" identifies the phase of work. The Contractor may include additional milestones but, as a minimum, must include all contractual milestones.
- iv. End Phase Milestone: The Contractor shall include as the last activity in a project phase, an activity named "End Phase X" where "X" identifies the phase of work. The Contractor may include additional milestones, but at a minimum contractual milestones.

d) Level of Effort Activities:

Use level of effort activities to show the duration of specified contract work periods, phases and road closures. The level of effort activity type is allowed to have a start-to-start relationship with the first activity in a series of activities and a finish-to-finish relationship with the last activity in a series of activities.

e) Constraints:

Use constraints sparingly in the schedule. If constraints are used, use only Early Constraints or Late Constraints.

f) Calendars:

Weather, seasonal (winter) and environmental shutdown periods shall be shown using non-work calendars. The activity can be assigned to a calendar indicating time periods of non-work. These custom calendars can be created to show days,

weeks, or months of non-work. Weather and seasonal conditions, as shown in CMS 108.06-1, shall be evenly dispersed into the CPM schedule calendars as non-work days and be included in the planning and scheduling of all work. All calendars developed by the Contractor shall be established as Project Calendars, with the calendar name including the project year, project number and describing the function (i.e. 160345 – 5 day workweek, 160345 – earthwork, 160345 – structures, 160345 – asphalt, 160345 – concrete cure, 160345 – environmental restriction, 160345 – 7 day week, etc.). Each calendar should indicate an 8 hour workday. No Global Calendars shall be incorporated into any progress schedule submission. Project Calendars cannot inherit holidays and exceptions from a Global Calendar.

g) Activity Codes:

The Contractor shall, at a minimum, include Project Activity Codes for Area, Phase, and Responsibility for each activity. Work Breakdown Structure is permitted, but is not be used in lieu of Activity Codes. No Global Activity Codes shall be incorporated into any progress schedule submission.

h) Schedule Options:

The schedule may only be calculated using retained logic. Show open ends as non-critical. Total float shall be calculated as finish float. Ignore relationships to and from other projects.

2. Submission Requirements. Submit all schedules within the time frames specified. Submit the schedule and information in electronic file format via email or compact disc (CD) compatible with the Engineer's computer. Submit the following information along with the electronic baseline schedule:

a) A pdf of the baseline schedule in CPM format including the Administrative Identifier Information discussed in Section C.1.a on the first page of the schedule. For each activity on the chart, indicate the Activity ID, Activity Description, Original Duration, Remaining Duration, Total Float, Start Date, Finish Date, and Calendar ID. Use arrows to show the relationships among activities. Identify the critical path of the project on the bar chart in red. The critical path is defined as; the longest path of activities in the project that determines the project completion date. The activities that make-up the critical path of activities are the "Critical Activities."

b) A pdf of the Six Week Look Ahead Schedule in CPM format. This schedule will have all the requirements of the baseline schedule in bar chart format except that it shall be limited to those activities that have an early start or early finish within a six week period of the data date.

- c) A complete Scheduling/Leveling Report (SCHEDLOG.TXT file generated by the Primavera scheduling software application) which includes Schedule Settings, Statistics, Errors, Warnings, Scheduling/Leveling Results, Exceptions, Activities with unsatisfied constraints, Activities with unsatisfied relationships, and Activities with external dates. The statistics shall include, number of Activities, number of Activities Not Started, number of Activities In Progress, number of Activities Completed, number of Activity Relationships, and number of Activities with Constraints. Total number of activities on the critical path, percent complete, activities without predecessors, activities without successors, and activities out of sequence.

D. Float. Use of float suppression techniques, such as; preferential sequencing (arranging critical path through activities more susceptible to Department caused delay), lag logic restraints, zero total or free float constraints, extending activity times, or imposing constraint dates other than as required by the contract, shall be cause for rejection of the project schedule or its updates.

1. Definitions of Float: Total Float is the length of time along a given network path that the actual start and finish of activity(s) can be delayed without delaying the project completion date. Project Float is the length of time between the End Project Milestone and the Contract Completion Date.
2. Ownership of Float: Float available in the schedule, at any time shall not be considered for the exclusive use of either the Department or the Contractor. During the course of contract execution, any float generated due to the efficiencies of either party is not for the sole use of the party generating the float; rather it is a shared commodity to be reasonably used by either party. Efficiencies gained as a result of favorable weather within a calendar month, where the number of days of normally anticipated weather is less than expected, will also contribute to the Project Float. A schedule showing work completing in less time than the contract time, and accepted by the Department, will be considered to have Project Float. Project Float will be a resource available to both the Department and the Contractor. No time extensions will be granted nor delay damages paid unless a delay occurs which impacts the project's critical path, consumes all available float and extends the work beyond the Contract Completion Date.
3. Negative Float: Negative float will not be a basis for requesting time extensions. Any extension of time will be addressed in accordance with the Section F. Scheduled completion date(s) that extend beyond the contract (or phase) completion date(s) may be

used in computations for assessment of liquidated damages. The use of this computation is not to be construed as an order by the Department to accelerate the project.

E. Monthly Update Schedule. A monthly update schedule is a schedule in which only progress is updated from the prior data date to the current data date. Work added and/or excusable delays encountered since the prior data date must be represented as a schedule revision as described in Section F.

1. Update Requirements. On the tenth day of the current month, during the life of the Project, submit an updated schedule and all required information with a data date of the first day of the current month. The date for submission and data date may be adjusted to accommodate regularly scheduled progress meetings. Submit the monthly updated bar chart and the updated schedule in electronic format in Section C.2. The Engineer shall “approve” or “reject” the schedule update within 7 days of receipt of the updated CPM schedule. The Engineer may withhold estimates if the updated schedule is not submitted as required by this section. For each updated schedule, identify the actual start and finish dates for all completed activities and the actual start date and remaining duration for all activities in progress. Correct out-of-sequence progress listings generated by the Scheduling Statistics Report on the critical path only. The project schedule shall be reviewed at each monthly progress meeting. Any corrections shall be made prior to the next monthly progress meeting.

Submit the following with each updated schedule:

- i. A pdf of the updated schedule in CPM format.
- ii. A pdf of the Six Week Look Ahead Schedule in CPM Format
- iii. Provide a written narrative that identifies any non-critical revisions or shifts in the critical path and submit reasons for the changes or shifts in the critical path.
- iv. A complete Scheduling/Leveling Report (SCHEDLOG.TXT) file generated by the Primavera scheduling software application.
- v. A pdf of the Claim Digger Report (generated by the Primavera Software application) providing a comparison between this updated schedule and the previous Monthly Updated Schedule.

vi. Electronic files (formatted as described above)

2. Early Completion Monthly Update Schedule. An Early Completion Monthly Update Schedule is defined as a monthly update schedule submitted by the Contractor in which the Finish Date precedes the Contract Completion Date. If after incorporating necessary revisions in accordance with Section F, the Finish Date precedes the Contract Completion Date by at least the number of days shown Table A the Engineer will initiate a change order amending the Contract Completion Date to the Early Completion Date shown on the accepted Early Completion Monthly Update. The amended Completion Date will be effective upon execution of that change order and all contract provisions concerning the Completion Date such as incentives, disincentives, excusable delays, compensable delays, and liquidated damages will be measured against the amended Completion Date. The Contractor may elect not to execute the change order amending the Completion Date; however, in so doing, the Contractor waives its rights to delay damages in meeting the projected early Completion Date and the time between the Early Completion Date and the Contract Completion Date is used as Project Float.

Table A

<u>Date</u>	<u>Original Project Duration</u>	<u># days prior to Contract Completion</u>
	one year or less	30
	one year to two years	60
	two years or more	90

3. Late Completion Monthly Update Schedule. A Late Completion Monthly Update Schedule is defined as a monthly update schedule submitted by the Contractor in which the Finish Date exceeds the Contract Completion Date. In the event the Finish Date is more than 14 days beyond the current contract completion date and a schedule revision is not warranted, the contractor must proceed in accordance with Section H.

F. Revisions. The Work may require and/or the Contractor may make revisions to the CPM schedule. Addition of new activities or new calendars or changes to existing activities, calendars or logic constitute a revision.

1. Any revision which modifies the critical path or impacts an interim date or project completion date must be represented on a companion schedule submitted with the monthly update schedule. A fragnet shall be used to define the sequence of new activities that are proposed to be added to the existing schedule. The fragnet shall identify the predecessors to the new activities and demonstrate the impacts to successor activities. If submitted as a fragnet, the Contractor shall compute two Finish Dates. The first Finish Date shall be computed without consideration of any impact by the fragnet. The second Finish Date shall be computed with consideration of any impact by the

fragnet. The Contractor shall also submit a written narrative stating the reason for the proposed revisions.

2. Any revision which does not modify the critical path or the interim date or project completion date can be submitted in a narrative form accompanying the monthly update schedule. The narrative shall include the reason for the revisions.

The Engineer shall “approve” or “reject” proposed revisions within ten days of receipt of appropriate schedules and narrative. All approved revisions will be incorporated into the Monthly Update Schedule which will become the Revised Monthly Update Schedule.

G. Time Extensions for Delays in Accordance with C&MS 108.06.B and 108.06.D. The Work may require and/or the Contractor may request an extension of the Completion Date. Perform the following analysis to compute the duration of the time extension. Submit a pdf copy and an electronic copy of each analysis performed.

1. Determine project progress prior to circumstance(s) necessitating the time extension. The previous accepted monthly update, updated to the date of the circumstance alleging to have caused delay, shall be used to display the prior progress of the project. This schedule is referred to as the Un-impacted Schedule
2. Prepare a fragmentary network (fragnet) depicting the circumstance that is believed to have delayed the project.
3. Insert the fragnet into the Un-impacted Schedule, run the schedule calculations and determine the finish date. This schedule is referred to as the Impacted Schedule.
4. Compare the Impacted Schedule finish date with the Un-impacted Schedule finish date in order to determine the duration of any warranted time extension.

Submit the impacted schedule with the request for time extension. Include a narrative report describing the effects of new activities and relationships to interim and contract completion dates. All approved time extensions will be incorporated into the monthly update with the fragnet used to determine impacts incorporated into the schedule.

H. Weather Days in Accordance with C&MS 108.06.C. The Contractor may request and/or the Engineer will determine an extension of the completion date due to weather days. Perform the following analysis to compute the duration of the time extension. Submit a pdf copy and an electronic copy of each analysis performed.

1. The previously accepted monthly update shall be used to display progress of the project and planned activities for the next 30 day period that incurred weather days. Make a copy of the schedule file to use for the analysis. This schedule is referred to as the Non-weather Schedule.
2. Prepare a list of actual weather days believed to have delayed the project and the activities that were impacted.

3. Utilizing the calendar(s) of those impacted activities, remove any planned weather days. Insert the actual weather day(s) into the calendar(s) for the planned work as a non-work day. Run the schedule calculations and determine the finish date. This schedule is referred to as the Weather Schedule.
4. Compare the Weather Schedule finish date with the Non-weather Schedule finish date in order to determine the duration of any warranted time extension.

Submit the weather schedule with the request for time extension on a monthly basis. Include a narrative report describing the effects of weather days to interim and contract completion dates.

I. Recovery Schedule. If the Monthly Update Schedule or Revised Monthly Update Schedule projects a finish date for the Project more than 14 calendar days later than the current Completion Date, submit a recovery schedule showing a plan to finish by the current Completion Date if requested by the Engineer. The Department will withhold Estimates until the Engineer approves the recovery schedule. The Engineer will use the schedule to evaluate time extensions and associated costs requested by the Contractor. In the event the current Completion Date is in dispute, the recovery schedule will need to be submitted once the dispute has been resolved.

J. Basis of Payment. The Department will make partial payments according to C&MS 109.09 and as modified by the following schedule:

1. The Department will release 60 percent of the lump sum amount bid for CPM Progress Schedule to the Contractor with the first regular estimate payable after the Engineer has approved the CPM Baseline schedule submission.
2. The Department will release an additional 30 percent of the lump sum amount bid for CPM Progress Schedule to the Contractor with the first regular estimate payable after 50 percent of the original contract amount is complete.
3. The Department will release the remaining 10 percent of the lump sum amount bid for CPM Progress Schedule to the Contractor with the first regular estimate payable after 90 percent of the original contract amount is complete.

The Department will pay for the accepted quantities at the contract price as follows:

Item	Unit	Description
108E10000	Lump Sum	CPM Progress Schedule

PN 150 – 1/16/2026 - DIGITAL DATA FOR ASPHALT, AGGREGATE, AND CONCRETE MATERIAL TICKETING UTILIZING E- TICKETING PORTAL

Description:

This work consists of providing digital data transfer (e-Ticket) for asphalt material weight tickets, concrete batch plant tickets, and aggregate delivery tickets information.

Provide material ticket information in a digital format directly recorded from the material loading source as described below. The complete set of information for each distinct load shall be considered a single 'e-Ticket'.

For asphalt materials, provide digital data that replicates the information currently required on hard copy tickets as specified in Supplement 1101.02.B. In addition, include a "trucking identifier" field containing the trucking company name, truck license plate number, or another unique identifier to allow field personnel to match the physical delivery with the e-Ticket. Also include the JMF conversion factor.

For concrete materials, provide digital data that replicates the information required on batch tickets as specified in CMS Table 499.07-1.

For stone materials, provide digital data that replicates the information required on delivery tickets as specified in Supplement 1069.10.A.

This note does not supersede any other commercial regulations or any other legal requirements governing the transportation of commercial materials. This does not preclude or dismiss any requirement for paper tickets required by other rules and regulations separate from the Department.

Requirements:

Send digital ticket information directly to the Department's e-Ticketing Portal as the individual material loads are generated and shipped to the Project. Ensure each e-Ticket contains all information required per the applicable material specification for weight measurement and other material characteristics.

The Department will reject any load that does not have a corresponding e-Ticket unless the Engineer determines the cause is beyond the Contractor's control. In such circumstances, paper tickets may be permitted.

An e-Ticket is considered valid when it includes all required fields, matches the physical delivery, and is received by the Department's Portal prior to material arrival on site.

In the event of a system outage or loss of connectivity, revert to paper ticketing and notify the Engineer immediately. Resume e-Ticketing as soon as feasible.

Setup, Calibration, and Data Integration:

At the Preconstruction Meeting, provide a list of all intended material suppliers who either do not use electronic load-out software or whose systems cannot support e-Ticketing.

The Department will coordinate with listed suppliers to assess the feasibility of implementing e-Ticketing. Require suppliers to fully cooperate with the Department during this evaluation.

If the Department determines that e-Ticketing is reasonably achievable but the supplier is unwilling to comply, use an alternative supplier capable of supporting e-Ticketing. If the Department determines the supplier cannot reasonably achieve digital data transfer, the Department will allow the use of paper tickets.

The material supplier shall cooperate with the Ohio Department of Transportation's (ODOT's) e-Ticketing Portal vendor in the creation of an Application Programming Interface (API) to integrate material source load read-out data with the Department's e-Ticketing Portal. The Department's e-Ticketing portal vendor shall be responsible for leading the API creation. Upon completion, use the API to transmit digital load-out data from the weighing system to the Department's Portal. If any load read-out weighing system changes are intended by the supplier after the creation of the supplier specific API, coordinate with the ODOT to ensure API compatibility.

Ensure digital data replicates the content of the current paper ticket formats and conforms to the structure and nomenclature as defined in Department's Supplement 1101.02.B, CMS Table 499.07-1 & Supplement 1069.10.A.

Conduct a test of each supplier's integration with the Department's e-Ticketing Portal prior to shipping material to the Project. Complete test at least 14 days prior to shipping material unless

otherwise approved by the Engineer. The test must involve at least four test e-Tickets from each supplier approved for used on the project for materials to be used on the Project. The test e-Tickets must accurately reflect the proper nomenclature and accuracy defined; all other categories shall be marked "TEST". After the Engineer confirms the test e-Tickets have been entered into the Department's e-Ticket Portal, void the test e-Tickets with the reason "Setup Testing".

Ensure continued internet connectivity during the API usage to maintain connection the Department's e-Ticketing Portal During material production and delivery to the Project. Ensure delivery of e-Ticket prior to the material arriving on the Project, but not prior to the loading of material at the source.

Upon successful testing of the data integration, physical material tickets are not required for the Department but may be necessary for truck drivers per Ohio Revised Code Section [5577.043](#).
Data Access and Use

The Department will provide the Contractor and material suppliers with access to the transferred e-Ticket data through the e-Ticketing Portal at no cost. This access includes the ability to view, download, and summarize ticket data for internal use.

The Department and its e-Ticketing Portal vendor will not provide data analysis, custom reporting, or interpretation of the transferred data. Contractors and suppliers are responsible for any analysis or reporting beyond the standard data access provided.

Payment:

Assume approximately 16 person-hours for initial API setup. Consider this work incidental to the cost of the material.

For extreme cases involving excessive effort to establish API integration or digital data transfer, notify the Engineer in accordance with CMS 108.02.F.

All costs associated with creating and maintaining the API and providing digital ticketing data are incidental to the item of work.

PN 420 – 1/17/2025 - SURFACE SMOOTHNESS REQUIREMENTS FOR PAVEMENTS

DESCRIPTION: The surface tolerance specification requirements are modified to use the International Roughness Index (IRI) to determine both lot roughness and localized roughness for Category 1 pavements as follows:

- All pavements with at least 1 centerline mile (1.6 km) of continuous paving. Short breaks in paving such as bridge decks, intersections, etc. are not considered breaks in continuous paving.
- Pavement for ramps including any associated acceleration lanes or deceleration lanes; auxiliary lanes; or drop lanes, where the total combined length of any one lane is greater than 0.5 miles with a width that allows a valid profile to be collected.
- Pavement for system ramps including associated acceleration lanes, deceleration lanes, and auxiliary lanes regardless of total length. "System ramp" is defined as pavement connecting two divided, limited-access highways.

The surface tolerance specification requirements are modified to use the International Roughness Index (IRI) to determine localized roughness for Category 2 pavements as follows:

- Roads with less than 1 centerline mile (1.6 km) of paving
- Pavement for ramps plus acceleration lanes not included above.
- Pavement for ramps plus deceleration lanes not included above.

- Sections of undivided highways, as defined in this note, within corporation limits with posted speed limits less than 40 miles per hour,

For Category 2 pavements, corrective action for all areas of localized roughness with an IRI in excess of 250 inches per mile (3.95 m/km) in 25 feet (7.6 m) is required.

For these same areas, no corrective action for 0.1-mile (0.16 km) sections having an MRI (lot roughness) greater than 90 inches per mile (1.42 m/km) is required and no pay adjustments will be made for lot roughness.

Do not include pavement for turn lanes including center turn lanes, shoulders, crossovers, approach slabs, and bridge decks in IRI measurements, corrective actions, and pay adjustments.

Areas not part of this specification are subject to the requirements of the original item(s) specified.

If the pavement surface is Rubberized Open Graded Asphalt Friction Course (Supplemental Specification 803), this specification applies to the surface of the course immediately below and references to the number of courses placed do not include the SS803 course.

MATERIALS AND EQUIPMENT: Provide smoothness measuring equipment conforming to Supplement 1058. Furnish the Department's approval letter of the profiler and the operator to the Engineer. The Engineer will verify the smoothness measuring equipment conforms to Supplement 1058. The Engineer will complete the Smoothness Profiler Verification Report found in

Supplement 1058, Appendix A, to document profiler calibration prior to measurement. The Engineer will verify the profile operator's certification against the operator list posted on the Office of Construction Administration webpage. Furnish equipment meeting the requirements of C&MS 257.02 for performing corrective diamond grinding.

SMOOTHNESS MEASUREMENT: Measure the pavement surface smoothness in both wheel paths. Wheel paths are located parallel to the centerline or baseline of the roadway or ramp and approximately 3.0 feet (1.0 m) from the centerline of the lane or ramp, measured transversely in both directions. Ensure the path of the profiler is parallel to the lane centerline at all times. Measure the entire length of pavement, event marking the profile runs such that profile data can later be identified when the profile sensor(s) is within 1.0 foot (0.3 m) of any existing pavement not constructed on the project, pressure relief joint, approach slab, or other non-pavement features (i.e., manholes, valve boxes, unusual geometry, catchbasins, etc.). It is the operator's responsibility to note such locations in the collected inertial profiles. Profiles provided without named event markings will not be reviewed and will be returned for correction. Non-pavement and pre-existing conditions will be considered on a project-by-project basis and approved by the Engineer for exclusion from IRI calculations.

Remove any objects such as dirt, debris, curing covers, etc., prior to performing the surface smoothness measurements. Replace any curing covers after the measurements are taken. Repair any membrane curing damaged during the measurements.

Provide necessary traffic control and survey stationing for all surface smoothness measurements.

Do not perform any surface smoothness measurements until the pavement has cured sufficiently to allow measuring without damaging the pavement. When the pavement will not support the profiler on the next working day, notify the Engineer and inform the Engineer when the

measurements will be taken. Provide the Engineer at least 24 hours' notice prior to performing any measurements. Do not take measurements until project site verification is demonstrated to the Engineer according to Supplement 1058.

IRI and MRI CALCULATION: Develop an IRI according to ASTM E 1926 for each 0.1-mile (0.16 km) section. Calculate the MRI for a 0.1-mile (0.16 km) section by averaging the IRI of the two wheel paths.

Non-pavement features and pre-existing conditions approved by the Engineer that influence the IRI measurements in a wheelpath should be sectioned out of profiles using the Leave-Out function in ProVAL for the corrective action and pay adjustment. Use 5 feet before and after length when using the Leave Out function.

Submit the summary report from ProVAL conforming to Supplement 1110 and electronic copies of all longitudinal pavement profiles in ProVAL compatible format to the Engineer. The Engineer will submit one copy of the summary report and one electronic copy of the profiles to the Office of Technical Services.

MANDATORY CORRECTIVE ACTION: Perform corrective action for the applicable surface type as required. Provide a list of all mandatory corrective action locations, with station, lane, proposed corrections, proposed maximum grinding depths, and proposed final IRIs and MRIs for each location to the Engineer for approval as a Corrective Action Plan. The Corrective Action Plan is limited to grinding, pavement removal and replacement or a combination of the two. Submit the Corrective Action Plan at least 7 days prior to planning any corrective action. Corrective Action Plans that do not meet allowable IRI and MRI values at post-correction will not be approved. Do not perform any corrective actions without approval of the Engineer.

Corrective action required to meet the maximum allowable IRI and MRI values that are performed after the contract completion date will be a Punch List item in accordance with C&MS 109.12.B. Corrective action will not be assessed liquidated damages in C&MS 108.07 or contract disincentives. If corrective action on the Punch List is not completed within a reasonable time, as determined by the Final Inspector, it will be subject to an assessment of fifty percent of liquidated damages in accordance with C&MS 109.12.B.

Upon completion of the corrective action, re-measure surface smoothness according to this specification. Replace pavement markings and raised pavement markers according to the plans. All costs for corrective action will be the responsibility of the contractor.

Asphalt Concrete Surface: Classify asphalt pavement areas into one of the following types based on the work performed as part of the Project.

Type A: Asphalt pavement specified as at least two uniform courses with the total thickness placed greater than or equal to 3 inches (75 mm).

Type B: Asphalt pavement specified as either: a) at least one uniform course with the total thickness placed less than 3 inches (75 mm) and including Item 254 or SS897 planing prior to resurfacing, or b) at least two uniform courses with the total thickness less than 3 inches (75 mm) without including Item 254 or SS897 planing prior to resurfacing.

Type C: Asphalt pavement specified as a single uniform course not meeting the criteria of Type B. The uniform course may be placed on a non-uniform leveling course.

TABLE 420-1 ASPHALT CONCRETE PAVEMENT CLASS CRITERIA

Pavement Class	Divided Highways*		Undivided Highways*	
	Corrective Action	Pay Adjustment Schedule (Table 420-3)	Corrective Action	Pay Adjustment Schedule (Table 420-3)
Type A [$\geq$ 3in. + 2-course]	[1],[5]	A	[2],[5]	A
Type B [$<$ 3in. + Milling] or [$<$ 3in. + 2-course]	[1],[5]	A	[3],[5]	A
Type C [$<$ 3in. + 1-course]	[2],[5]	A	[4]	B

* Divided highways have physical separation such as a grass median, raised concrete median, guardrail, or barrier between the two directions of travel. Highways with continuous two way left turn lanes are considered undivided. Undivided highways with short sections, less than 1000 feet (300 m), of physical separation are considered undivided for the entire length.

Corrective Action:

- [1] Correct all areas of localized roughness having deviations, high or low points, with an IRI in excess of 160 inches per mile (2.53 m/km) in 25 feet (7.6 m).
- [2] Correct all areas of localized roughness having deviations, high or low points, with an IRI in excess of 200 inches per mile (3.16 m/km) in 25 feet (7.6 m).
- [3] Correct all areas of localized roughness having deviations, high or low points, with an IRI in excess of 225 inches per mile (3.55 m/km) in 25 feet (7.6 m).
- [4] Correct all areas of localized roughness having deviations, high or low points, with an IRI in excess of 250 inches per mile (3.95 m/km) in 25 feet (7.6 m).
- [5] Correct any 0.1-mile (0.16 km) sections having an MRI greater than 90 inches per mile (1.42 m/km).

Perform corrective action as required in Table 420-1. Do not propose diamond grinding corrections in excess of one-third the contract Item surface course thickness.

Do not perform corrective diamond grinding within 1.5 feet of a non-pavement feature installed directly in a wheel path. Feather grind areas to provide a smooth surface.

For Category 1 pavements, do not diamond grind any individual lane more than 5 percent by longitudinal length of lane-miles (lane-km) paved in that individual lane.

When removal is required for corrective action, remove the entire asphalt course(s) affected, for the full lane width, for a minimum length of 30 feet, and replace per the original contract item(s). Apply Item 407 Tack Coat prior to placing any asphalt concrete.

Re-measure each 0.1-mile (0.16 km) section where corrective action was performed to ensure compliance with Table 420-1.

If the final surface course is Item 803, seal any diamond ground areas with material meeting the requirements of 702.04 prior to placing the Item 803.

Portland Cement Concrete Surface: Classify pavement areas into one of the following types based on the work performed as part of the Project.

Type A: Concrete pavement with the total specified thickness greater than or equal to 8 inches (200 mm).

Type B: Concrete pavement with the total specified thickness greater than 6 inches (150 mm) and less than 8 inches (200 mm).

Type C: Concrete pavement with the total specified thickness less than or equal to 6 inches (150 mm).

TABLE 420-2 PORTLAND CEMENT CONCRETE PAVEMENT CLASS CRITERIA				
	Divided Highways*		Undivided Highways*	
Pavement Class	Corrective Action	Pay Adjustment Schedule (Table 420-3)	Corrective Action	Pay Adjustment Schedule (Table 420-3)
Type A [$\geq$ 8in.]	[1],[5]	A	[1],[5]	A
Type B [$>$ 6 in. & $<$ 8in.]	[1],[5]	A	[2],[5]	A
Type C [$\leq$ 6 in.]	[2],[5]	A	[3]	B

* Divided highways have physical separation such as a grass median, raised concrete median, guardrail, or barrier between the two directions of travel. Highways with continuous two way left turn lanes are considered undivided. Undivided highways with short sections, less than 1000 feet (300 m), of physical separation are considered undivided for the entire length.

Corrective action:

- [1] Correct all areas of localized roughness having deviations, high or low points, with an IRI in excess of 160 inches per mile (2.53 m/km) in 25 feet (7.6 m).
- [2] Correct all areas of localized roughness having deviations, high or low points, with an IRI in excess of 200 inches per mile (3.16 m/km) in 25 feet (7.6 m).
- [3] Correct all areas of localized roughness having deviations, high or low points, with an IRI in excess of 225 inches per mile (3.55 m/km) in 25 feet (7.6 m).
- [5] Correct any 0.1-mile (0.16 km) sections having an MRI greater than 90 inches per mile (1.42 m/km).

Perform corrective action as required in Table 420-2 by diamond grinding or removing and replacement per the original contract items. Do not perform corrective diamond grinding within 1.5 feet of a non-pavement feature installed directly in a wheel path. Feather grind areas to provide a smooth surface.

Re-measure each 0.1-mile (0.16 km) section where corrective action was performed to ensure compliance with Table 420-2.

Complete all corrective action prior to determination of pavement thickness. If corrective action is required, the surface texture after diamond grinding is acceptable and no additional texturing is required.

Asphalt and Portland Cement Concrete Surfaces: If corrective action is required, develop a Corrective Action Plan as specified in the Mandatory Corrective Action section of this Specification. Upon completion of the corrective action, re-measure surface smoothness according to this specification. In the event the Contractor was not able to correct the surface smoothness to meet the Specification, deductions will be made according to *Post-Correction Pay Adjustment* procedures below.

METHOD OF MEASUREMENT: Determine the IRI for each lane, for each wheel path, for each 0.1-mile (0.16 km) section of paving. The MRI for a 0.1-mile (0.16 km) section is the average of the IRI of the two wheel paths.

PAY ADJUSTMENTS: A lump sum pay adjustment will be made according to the following schedule and calculations for each lane for each 0.1-mile (0.16 km) section. Payment will be based on a 12 foot (3.7 m) lane width, regardless of lane width. Pay adjustments are based on the weighted average bid unit cost per square yard for the section multiplied by the pay factor as determined in Table 420-3. Pavement thickness is the total thickness of asphalt concrete, Portland cement concrete, or both placed as part of the contract and does not include any SS803 course, free draining base, aggregate base, stabilized subgrade, etc.

TABLE 420-3 PAY SCHEDULE			
SCHEDULE A		SCHEDULE B	
MRI	PAY ADJUSTMENT	MRI	PAY ADJUSTMENT
Inches per mile per 0.1 mile section (m/km per 0.16 km section)	Percentage of Unit Cost (PUC) (%)	Inches per mile per 0.1 mile section (m/km per 0.16 km section)	Percentage of Unit Cost (PUC) (%)
35 (0.55) or less	4	45 (0.71) or less	4
Over 35 to 50 (0.55 to 0.79)	$(50 - \text{IRI}) \times (4/15)$	Over 45 to 60 (0.71 to 0.95)	$(60 - \text{IRI}) \times (4/15)$
Over 50 to 70 (0.79 to 1.10)	0	Over 60 (0.95)	0
Over 70 to 90 (1.10 to 1.42)	$-(\text{IRI} - 70) \times (6/20)$		
Over 90 (1.42)	(1)		

(1) Corrective action required

Asphalt Pavements:

$$WUC = \frac{(t_1 \times u_1) + (t_2 \times u_2) + (t_3 \times u_3) \dots}{36}$$

Where: *WUC* = weighted unit cost (\$/SY). *t* = lift thickness (in.).
u = bid unit cost (\$/CY).

Concrete Pavements:

$$WUC = \text{bid unit cost } (\$/SY)$$

Pay Adjustment (PA):

$$PA = WUC \times 704 \times PUC$$

Where: *WUC* = weighted unit cost (\$/SY).
PUC = percentage of unit cost from Table 420-3, expressed as a decimal.

Pay adjustments will be based on the measured IRI of each wheelpath and averaged as MRI, after any mandatory corrective action, however no incentive will be paid for any 0.1-mile (0.16 km) section where mandatory corrective action was performed regardless of the resulting IRI/MRI. No pay adjustments will be made for sections less than 0.1 miles (0.16 km) long, however corrections for localized roughness are required.

At the Contractor's option, corrective action may be performed on any section with an MRI greater than 70 inches per mile (1.10 m/km) to reduce or eliminate the negative pay adjustment, however no incentive will be paid regardless of the resulting MRI. As an option the Department may allow corrective action, in the form of diamond grinding, Item 254, or SS897 pavement planing, to improve the profile on any course prior to the surface course. If the final course is Item 803 do not perform corrective action on the Item 803. Only diamond grinding may be performed on the course immediately below Item 803.

POST-CORRECTION PAY ADJUSTMENT

Lot Roughness: Any uncorrected 0.1 mile (0.16 km) section at post-correction, subject to Schedule A, with an MRI of 90.1 or greater will require a negative pay adjustment according to table 402-4. Remove and replace any uncorrected 0.1 mile (0.16 km) section with an MRI greater than 95.

TABLE 420-4 POST-CORRECTION PAY ADJUSTMENT	
MRI at post-correction	% Pay Adjustment
90.1	20
91	35
92	51
93	67
94	84
95	91
>95	Remove and replace

Localized Roughness: Any section of uncorrected localized roughness up to 10% over the specified IRI threshold and subject to Schedule A or B, will require a negative pay adjustment based on the localized roughness analysis using the weighted average bid unit cost per square yard for the section being assessed. The following formula will be used to determine the negative pay adjustment per violation.

$$\text{Negative Pay Adjustment, per wheel path} = \text{Length of Violation} \times \text{IRI above Threshold} \times \text{WUC}$$

The minimum negative pay adjustment will be \$500.00 per wheel path per violation. Negative pay adjustments for uncorrected localized violations are cumulative for each wheel path.

Remove and replace locations with uncorrected localized roughness greater than 10% of the specified IRI. Replace the entire lane width per violation.

BASIS OF PAYMENT: Include the cost of all labor, equipment, materials, and all traffic control including LEOs necessary to meet this specification in the contract unit or lump sum price for the applicable pavement items.

General: This Fuel Price Adjustment (Fpa) provision is intended to minimize risk to the Contractor or Design Build Team, (DBT) due to fuel price fluctuations that may occur during the Contract. This provision is not designed to estimate actual quantities of fuel used in construction operations, but to provide a reasonable basis for calculating a fuel price adjustment based on average conditions.

The Department determines adjustments under the provisions of this Proposal Note, and presumes that the Contractor/(DBT) has relied on these provisions when determining unit bid prices. The monthly application range for percent change (Mbp/Cbp) will not exceed 100% for a Fuel Price Adjustment increase or 75% for a Fuel Price Adjustment decrease as outlined in Section B, Calculation of Fuel Price Adjustment.

A. Price Adjustment Criteria: These requirements provide for a price adjustment, positive or negative, to payments due the Contractor/(DBT) for fluctuations in the cost of fuel consumed in the performance of certain items of work. The total price adjustment must be more than \$400. These price adjustment provisions apply only to those items in the contract as grouped by category and identified in Table A-1. All adjustments will be made based on fuel consumption indicated by Table A-1, and no changes will be made for actual consumption rates.

Category descriptions and the fuel usage factors which are applicable to each are as follows:

Fuel Adjustment Categories, Table A-1				
Category	Basis of Calculation and Threshold Quantity	Eligible Items	Units	Fuel Usage Factor
Earthwork	Apply only to the greater of the sum of all Excavation quantities or the sum of all Borrow and Embankment quantities. Threshold Quantity* = 10,000 c.y. (7,645.66 c.m.)	203, 204	Gallons per cubic yard (Gallons per cubic meter)	0.50 (0.65)
Aggregate Bases	Apply to quantity calculated based on the Method of Measurement and Basis of Payment. Threshold Quantity* = 2,500 c.y. (1,912 c.m.)	304, 307	Gallons per cubic yard (Gallons per cubic meter)	0.75 (0.98)
Select Granular Backfill	Apply to quantity calculated based on the Method of Measurement and Basis of Payment. Threshold Quantity* = 2,000 c.y. (1,529 c.m.)	840	Gallons per cubic yard (Gallons per cubic meter)	0.75 (0.98)
Pavement Planing	Apply to quantity based upon Method of Measurement and Basis of Payment. Threshold Quantity* = 1,200 s.y. (103.35 s.m.)	254	Gallons per cubic yard (Gallons per cubic meter)	0.90 0.69
Flexible Bases and Pavements	Apply to quantity calculated based on the Method of Measurement and Basis of Payment. Threshold Quantity* = 1,200 c.y. (917 c.m.)	301, 302, 424, 441, 442, 443, 446, 448, 614, 615, 803, 806, 826, 851, 857, 860, 880	Gallons per cubic yard (Gallons per cubic meter)	1.70 (2.22)
Rigid Bases and Pavements	Apply to quantity calculated based on the Method of Measurement and Basis of Payment. Threshold Quantity* = 1,200 c.y. (917 c.m.)	305, 306, 451, 452, 526, 884,	Gallons per cubic yard (Gallons per cubic meter)	1.00 (1.31)
Structural Concrete	Apply to quantity calculated based on the Method of Measurement and Basis of Payment. Threshold Quantity* = 350 c.y. (268 c.m.)	511, 524, 842, 892	Gallons per cubic yard (Gallons per cubic meter)	4.00 (5.23)

* A Fuel Price Adjustment will only apply when the sum of all **original** contract quantities or for Design Build Projects all completed in-place accepted final quantities for the category meet or exceed the specified Threshold Quantity. When a Fuel Price Adjustment applies, calculate the Fuel Price Adjustment for the sum of all quantities for the category per this proposal note.

B. Calculation of Fuel Price Adjustment: Fuel Price Adjustments may be either positive or negative. A positive Fuel Price Adjustment will result in a payment to the Contractor/(DBT) while a negative Fuel Price Adjustment will result in a deduction.

The Department will calculate a Monthly Base Price (Mbp) for fuel for each month of each calendar year beginning with January 2001. The method for calculating the Monthly Base Price (Mbp) will be on file in the Division of Construction Management. The Monthly Base Price (Mbp) will be used to calculate all Fuel Price Adjustments. The Contract Base Price (Cbp) will be the Monthly Base Price (Mbp) for the month the contract was bid. All Monthly Base Price (Mbp) values will be posted on the Division of Construction Management, Office of Construction Administration website at:
<http://www.dot.state.oh.us/Divisions/ConstructionMgt/Admin/Pages/PriceIndexes.aspx>

During each month of the contract the Engineer will select the applicable Monthly Base Price (Mbp) and calculate the ratio of the Monthly Base Price (Mbp) divided by the Contract Base Price (Cbp). The formulas below allow for a variation in fuel prices without recognizing cost increases/decreases within the range of 90% to 110% of the Contract Base Price (Cbp).

When, and only when, the Monthly Base Price (Mbp) divided by the Contract Base Price (Cbp) is less than 0.90 or greater than 1.10 will the Engineer calculate a Fuel Price Adjustment (Fpa).

Cost increases in excess of 200% of the Contract Base Price (Cbp) will not be recognized. When, the Monthly Base Price (Mbp) divided by the Contract Base Price (Cbp) is greater than 2.00, the Fpa shall be calculated using a Cbp/Mbp ratio of 2.00.

Cost decreases in excess of 75% of the Contract Base Price (CBP) will not be recognized. When, the Monthly Base Price (Mbp) divided by the Contract Base Price (Cbp) is less than 0.75, the Fpa shall be calculated using a Cbp/Mbp ratio of 0.75.

For a Price Increase:

$$Fpa = [(Mbp/Cbp) - 1.10] \times Cbp \times Q$$

For a Price Decrease:

$$Fpa = [(Mbp/Cbp) - 0.90] \times Cbp \times Q$$

Where:

Fpa = Fuel Price Adjustment

Mbp = Monthly Base Price

Cbp = Contract Base Price

Q = The number of gallons of fuel used in the placement of items identified in Table A-1 during that month at the specified Fuel Usage Factor. Q will be determined by the Engineer for each category by multiplying the applicable Fuel Usage Factor by the sum of quantities of completed and accepted work for the specified items.

The total Monthly Fuel Price Adjustment will be the algebraic sum of the Fuel Price Adjustments for materials placed during the month for each applicable category identified in Table A-1. The

Total Fuel Price Adjustment for the project will be the algebraic sum of all Monthly Fuel Price Adjustments. The

Department will calculate the Monthly and Total Fuel Price Adjustment on a monthly basis and make contract modifications as provided in Section C, Payment/Deduction.

C. Payment/Deduction: The Fuel Price Adjustment will be paid, or deducted, upon approval of a change order prepared after completion of all work. Contractor/(DBT) markups are not permitted. Partial payments or deductions will be processed prior to total completion when the unpaid accrued Total Fuel Price Adjustment exceeds \$10,000 or once every 12 months.

D. Expiration of Contract Time: When eligible items of work grouped by category and identified in Table A-1 are performed after expiration of contract time and liquidated damages are chargeable, the value of Monthly Base Price (Mbp) used to compute the price adjustment will be either the Monthly Base Price (Mbp) at the time of actual performance or the Monthly Base Price (Mbp) at the time contract time expired, whichever is less.

E. Extra Work: When eligible items of work grouped by category and identified in Table A-1 are added to the contract as Extra Work and for which a unit price is negotiated the Contractor/(DBT) must use the appropriate price for fuel when preparing required backup data for the negotiated price. No Fuel Price Adjustment will be made for fuel consumed in the performance of eligible work added to the contract as Extra Work at a negotiated price when the work commences within 90 days of the approval of the change order authorizing said extra work. If the eligible work at a negotiated price commences more than 90 days after the approval of the change order authorizing said extra work a Fuel Price Adjustment will be made if said extra work quantities exceed the applicable threshold quantity in Table A-1. The Fuel Price Adjustment will be calculated using the Monthly Base Price (Mbp) value for the month the change order authorizing said extra work was approved as the value for its Contract Base Price (Cbp).

When Extra Work is added to the contract as a Force Account operating costs for equipment used in the performance of this work will be paid in accordance with C&MS 109.05.C.4 with no further adjustment.

F. Final Quantities: Upon completion of the work and determination of final pay quantities a change order will be prepared to reconcile any difference between estimated quantities previously paid and the final quantities. In this situation, the value for the Monthly Base Price (Mbp) used in the price adjustment formula will be the average of all Monthly Base Price (Mbp) values previously used for computing price adjustments.

PN 534 - 01/21/2022 - ASPHALT BINDER PRICE ADJUSTMENT

A. Eligibility

If the Department's asphalt binder index has increased or decreased in excess of 10 percent, asphalt concrete may be eligible for a price adjustment. The total price adjustment must be more than \$400.

B. Price Adjustment Criteria and Conditions:

The Department will establish and publish the asphalt binder Bidding Index (BI) and Placing Index (PI) for each month of each calendar year. The asphalt binder indexes will be posted on the Department's website.

The Department will establish the asphalt binder indexes based on the data provided in the Poten & Partners, Inc., Asphalt Weekly Monitor® (AWM) (<http://www.poten.com/copyright.asp>).

The Department will use the selling price for PG64-22 paving grade asphalt from the Midwest/Mid-continent Markets of Illinois/Michigan/Ohio/Indiana/Kentucky for the Ohio cities/areas listed. The Department will average the Ohio cities/areas low and high selling prices as published in the last weekly publishing period of each month that includes the last Friday of the month to calculate the BI and PI. The calculated asphalt binder BI will be posted by the Department as the index for the following month. The calculated asphalt binder PI will be posted by the Department as the index for the current month.

The Director will determine the asphalt binder indexes in the event data from the AWM is unavailable for any reason.

C. Price Adjustment Calculations

If the ratio of the PI to the BI is greater than 1.10 or less than 0.90, the Department will adjust the compensation the contractor receives for eligible quantities of asphalt concrete. The adjustment is based on the bid month and the month of asphalt concrete placement. The adjustment will apply to the price for asphalt binder used in eligible asphalt concrete quantities according to the following formula:

For a price increase:

$$PA = \left(\frac{PI}{BI} - 1.10 \right) \times C \times Q$$

For a price decrease:

$$PA = \left(\frac{PI}{BI} - 0.90 \right) \times C \times Q$$

Where:

PA = Price Adjustment

BI = Bidding Index, the asphalt binder index for the month the project is bid

PI = Placing Index, the asphalt binder index for the month the asphalt concrete is placed

C = BI x percent virgin asphalt binder / 100

Q = Eligible quantity of asphalt concrete in tons (metric tons)

The percent of virgin asphalt binder used to calculate C is determined from the approved Job Mix Formula (JMF).

The eligible quantity of asphalt concrete, Q, is the complete, in-place, and accepted quantity in tons (metric tons) placed in the month being considered for price adjustment. If the quantity is paid in cubic yards (cubic meters), the Department will convert the volume into tons (metric tons) using the conversion factor established by OMM or, if an OMM conversion factor is not established, according to the Department's Construction and Material Specifications Item 440.07. If eligible asphalt concrete is placed beyond an approved Contract Completion Date, the Department will base price adjustments on either the PI for the last month of the approved Contract Completion Date, or the PI for the actual month of placing, using whichever PI is less.

At a minimum, the Department will calculate and apply price adjustments at the end of each construction season and as soon as practical after the completion of the project.

D. Extra Work/Force Account:

When new asphalt concrete pay items are added to the contract as Extra Work, in accordance with the provisions of C&MS Section 109.05, no price adjustments will be made.

UTILITY NOTE
Mahoning County – US Route 224 – 17.72
PID #115790
Date Last Revised: 4/13/2026

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General Notes

- Bidders are advised that the following utility facilities may not be cleared from the construction area at the time of award of the contract. These utility facilities shall remain in place **or** be relocated within the construction limits of the project as set out below.
- All station locations listed below are approximate unless otherwise stated.
- Relocations are based on the *Centerline Existing R/W and Construction*.
- The horizontal and vertical locations of the underground utilities shown in the highway plans, within the project limits, were located by **Surveying And Mapping, LLC (SAM)**, a Subsurface Utility Locating Service consultant. If there are any discrepancies between field markings and what the highway plan indicates, please contact **Peter Dinh, PE – ODOT District 4 at 330-786-3132** prior to any subsurface work being initiated. If applicable, test hole data sheets will be provided to ODOT's Project Engineer and the State's Highway Contractor at the Pre-Construction Meeting.
- All changes to relocation work as described in the Utility Note must be approved by the ODOT Project Engineer and (District Utilities Coordinator or Design Consultant). ODOT shall not be held responsible for delay claims resulting from agreements made between the utility companies and the State's Highway Contractor without ODOT's prior consent to the agreement.
- The State's Highway Contractor shall notify ODOT's Project Engineer, **in writing**, within **24 hours** of any project related contact with a utility company.
- Company work time frames **DO NOT** include Ohio Revised Code 48-hour One Call requirements.
- Utility relocation work is based on the sequence of construction in the highway plan. Any changes made to the sequence of construction, after the project is sold, may impact the utility relocation completion dates.
- It **should not** be assumed a Company's work, in all locations, can be performed concurrently, unless otherwise noted. The number of working days for a Company to perform their relocation work may not be consecutive.
- Non-compliance in meeting established target dates could cause ODOT to incur project delays and/or additional costs. In this regard, 5515.02 ORC gives the Department the authority to ensure project clearance and recover costs.
- For further responsibilities of the State's Highway Contractor and Utility Companies, see the ***Department of Transportation Construction and Material Specifications***, sections 105.07 & 107.16.
- The Companies shall comply with the following requirements, regarding restoration of areas within the project limits, where their facilities have been relocated due to proposed project work:
 - All excavations shall be backfilled with suitable material and compacted to ODOT specifications.
 - Mounding of dirt over trenches will not be permitted. Preliminary cleanup will be required while working and unsuitable material hauled away.
 - Trenches are not to remain open overnight, other than what is needed to start the next day's work. Those trenches shall be covered with a steel plate and designated with safety cones or barrels.
 - All disturbed right of way shall be restored to its original condition or better, and seeded and mulched as per Item 659, ODOT specifications. ***Excavations must be restored within 7 days of original date of disturbance.***

- All trenched driveway approaches shall be backfilled with granular material and compacted to ODOT specifications. Driveway surfaces shall be replaced in kind. Consult with (District Utilities Coordinator or Design Consultant) on how to handle disturbed sidewalks.
- The following aerial relocation work is complex and must be performed in a certain order. One company's time schedule will depend on the other companies performing their work. The aerial relocation work will be performed in the following descending order.
- The State's Highway Contractor may need to coordinate his underground work with a/all Utility Companies within the project limits.

Railroad Coordination

The project has an at-grade crossing with MB Rail (aka Youngstown S&E Rail) along US 224 just east of the Southern Blvd and US 224 intersection. For railroad coordination, see the contact information below:

Jimmy Kelly
 859.338.4991 (cell)
 859.987.1589 (office)
J.Kelley@MBRail.com

*******NOTE*****All aerial and underground relocation work shall be completed no later than **DATE TBD**, except as stated herein.**

From the June 22, 2023, Utility Kickoff Meeting:

- Attendees: Dan Depto (ODOT), Matt Chaney (ODOT PM), Kyle Koppes (ODOT), Ed Kisiel (Prime AE), Anu Akuraju (Prime AE), Micah Whitt (TranSystems), Torrice Robinson (AT&T), Chris Meranto (AT&T), Dan Galmartin (AT&T), Mike Beck (Ohio Edison), Adam Kearns (Dominion Energy), Andrew Strawn (Everflow Eastern), Zach Tallmadge (Aqua Ohio), John Beard (Aqua Ohio), Jim White Sr (Spectrum), Frank Dillon (Spectrum), Craig Noel (Armstrong), Joe Guerrieri (Youngstown Water)
- All utility owners were notified that the project is scheduled for Spring of 2026 Construction, and the funding has been secured. With R/W being a critical phase, all the utilities were being coordinated early on to determine their proposed relocations and need for R/W easements.
- February 15, 2024, will be the last chance to make changes to the R/W. ODOT is willing to make design changes early based on utility feedback
- Apart from the attendees present at the meeting, Dan Depto asked for the utility owners to provide information about any other contacts that they might have or want to be added to, for future coordination. Dan also requested that utility owners provide any information they have available on any existing easements they have within the project limits.
- Matthew Steele said if utility depths are not known and are important that Level A test holes should be obtained
- **The next utility coordination meeting is currently scheduled to take place on September 28, 2023 (after the Stage 1 plans have been sent out. All owners shall review the Stage 1 plans and come prepared to answer 3 questions:**
 1. Are your facilities shown correctly on the plans?

2. Based on the proposed work shown on the plans, do your facilities need to be relocated if shown correctly?
3. Is the amount of proposed right of way shown in the stage 1 plans sufficient to relocate your facilities?

- It was noted that the RR representatives should be invited to the next coordination meeting
- Additional care will be taken at the next meeting to ensure the meeting is more organized and systematic, that all those present complete the sign in sheet, and the design team captures comments from all in attendance.
- ODOT decision on Test Hole work determined after the meeting and noted in email from 7/11/23:
 - For test holes being needed just to verify depths of a utility with no known conflict, it will be the responsibility of the utility owner to perform test holes if they want to know their depths. We will just assume normal depths unless provided.
 - For other conflicts, we will assess what is needed when the Stage 1 plans come in. (drainage crossing, signal poles, signs, etc.)

From the September 28, 2023, Utility Meeting:

- Attendees: Dan Depto (ODOT), Matt Chaney (ODOT PM), Kyle Koppes (ODOT), Matt Steele (ODOT Utility Coordinator), Brian Honaker (Brian), Ed Kisiel (Prime AE), Anu Akuraju (Prime AE), Micah Whitt (TranSystems), Nick Donofrio (TranSystems), John Prebonick (Aqua), Jon Beard (Aqua), Torrice Robinson (AT&T), Giovan Gilbert (City of Youngstown Water), Joe Guerrieri (City of Youngstown Water), Dom Modarelli (City of Youngstown Water), Sam Heakin (City of Youngstown Water), John Ruskay (Energy Transfer), Dean Shanley (Energy Transfer), Michael Floravito (Energy Transfer), Dustin Greathouse (Everstream Solutions), Tim Markulin (First Energy), Bill Schnierle (Youngstown and Southeastern Railroad), Brendan Mallo (CDL Electric)
- Matt Chaney kicked off the meeting, stressed project is fully funded for construction in 2026, introduced ODOT's consultants
- Nick took over and started introductions of consultants and ODOT personnel, all utilities introduced themselves
- Ed led an overview of project design using roll plot on screen, explained where widening and median work is taking place, extents of work, purpose, etc.
- Project is primarily for safety, access control, funded by safety funding, high accident rates, etc.
- Ed led review of project schedule dates, emphasized important dates for next utility meeting and begin utility relocation work, draft utility note, etc.
- Nick gave a summary of utility information received to date from each company, facility locations and previous comments received, etc.

From the March 19, 2024, Utility Meeting:

- Attendees: Brian Honaker (ODOT), Matt Chaney (ODOT PM), Blaine Carter (ODOT), Matt Steele (ODOT Utility Coordinator), Brian Honaker (Brian), Angela Trautman (Prime AE), Sizan Ava (Prime AE), Micah Whitt (TranSystems), Nick Donofrio (TranSystems), John Prebonick (Aqua), Jon Beard (Aqua), Craig Noel (Armstrong), Torrice Robinson (AT&T), Frank Dillon (Charter/Spectrum), Lou Zorella (City of Youngstown Water), Jon Price (City of Youngstown Water), Sam Heakin (City of Youngstown Water), Adam Kearns (Dominion Energy), Michael Beck (First Energy Distribution), Tim Markulin (First Energy Distribution), Dan McGill (First Energy Transmission) Andrew Kollar (First Energy Transmission), Phillip Tate (Mahoning County Sanitary), Joe Musco (Mahoning County Sanitary), Bill Schnierle (Youngstown and Southeastern Railroad), John Menenga (CDL Electric), Brendan Mallo (CDL Electric)
- Matt Chaney kicked off the meeting, stressed project is fully funded for construction in 2026, introduced

ODOT's consultants

- Nick took over and started introductions of consultants and ODOT personnel, all utilities introduced themselves
- Angela led a project design overview using roll plot on screen, explaining where widening and median work is taking place, extents of work, purpose, etc.
- Project is primarily for safety, access control, funded by safety funding, high accident rates, etc.
- Angela led review of project schedule dates, emphasized important dates for next utility meeting and began utility relocation work, draft utility note, etc.
- Nick gave a summary of utility information received to date from each company, facility locations and previous comments received, etc.

From the May 01, 2025, Utility Meeting:

- Attendees: Brian Honaker (ODOT), Matt Chaney (ODOT PM), Kyle Koppes (ODOT), Matt Steele (ODOT Utility Coordinator), Peter Dinh (ODOT Utility Coordinator), (Brian Honaker (ODOT), Thomas Kopnick (ODOT), Michael Centorame (ODOT), Macen Whirrett (Prime AE), Sizan Ava (Prime AE), Nick Donofrio (TranSystems), Justin Halloran (Ark DNA), Rich Schrader (Ark DNA), Robert Wothers (Armstrong), Torrice Robinson (AT&T), Giovan Gilbert (City of Youngstown Water), Sam Heakin (City of Youngstown Water), Joe Guerrieri (City of Youngstown Water), Lou Zorella (City of Youngstown Water), Douglas Smith (Enbridge), Gino Minniti (Enbridge), Sam Konheed (Enbridge), Joseph Chepke (Enbridge), AJ Strawn (Everflow), Michael Beck (First Energy Distribution), Tim Markulin (First Energy Distribution), Angela Melia (First Energy Transmission), Ron Moore (GPD Group on behalf of First Energy Transmission), Todd Rasey (GPD Group on behalf of First Energy Transmission), Roland Mitchell (MB Rail / Youngstown and Southeastern Railroad)
- Matt Chaney and Kyle Koppes kicked off the meeting, stating the project selling on 4-3-2026, the estimated start of construction 6-15-2026, a reminder this project is on the governor's desk, and that R/W acquisition is closed, and no additional right of way will be purchased for relocation or otherwise.
- Nick took over and started introductions of consultants and ODOT personnel, all utilities introduced themselves
- Sizan led a project design overview using roll plot on screen, explaining where widening and median work is taking place, extents of work, purpose, etc.
- Nick and Sizan led review of project schedule dates, emphasized important and begin utility relocation work, etc.
- Nick gave a summary of utility information received to date from each company, facility locations and previous comments received, etc.

Utility Relocation Plans

Aqua Ohio

Brian Bigus

330-397-0776 (office)

bbigus@aquaamerica.com

John Beard

jbeard@aquaamerica.com

From the June 22, 2023, Utility Kickoff Meeting:

- Zach Tallmadge and Jon Beard were present
- Zach indicated that a lot of their facilities were not shown and there would most likely be a significant amount of valve and hydrant adjustments/relocations on US 224 between Boardman Park and Eisenhower. Their mainline may be running under the proposed sidewalk. The existing Youngstown water line that runs on the North side of 224 is not shown on the plans.
- Existing fire hydrant and valves on the NE corner of Southern Blvd intersection are not shown in the plans. Zach provided a copy of the existing plans showing some of their facilities and indicated they will forward any other existing information they have.
- There are no AQUA facilities on sheets 1 or 2 of the roll plot. Their mainline on Southern stops south of York Ave. They do not have a mainline on US-224 until east of Boardman Park entrance.
- plans are currently missing the Aqua mainline located off the roadway on the south side of MAH-224. Zach believes they are far enough off the road that there should be no conflict but would like the main shown in plans.
 - East of the Boardman Park entrance, the existing Aqua main may be located under the proposed sidewalk being constructed.
 - Aqua can have main marked in the field so they surveyor can pick up.
 - Request Level A to determine existing depth
 - Hydrant relocation will be needed ~STA 992+25, rt
 - Request Level A potholes on mainline to STA 1013 to 1023
 - Missing AQUA crossing at ~STA 1022+00
- AQUA wants to be 10' away from Storm and sanitary, if storm moves the water line may need adjust too
- In a follow up email (8/9/2023), John Prebonick requested to have potholing done from Eisenhower Drive to the Valvoline, which is in the southeast corner of US 224 and South Avenue.
 - 8/17/2023, Ed Kisiel confirmed that waterlines are to pothole the week of August 28th – September 1st, 2023.

From the September 28, 2023, Utility Meeting:

- John Prebonick and Jon Beard were present
- Aqua indicated that their facilities are located on the south side of US 224 from the right side of Boardman Park through the end of the project. Their facilities are on the northside of US 224 east of South Avenue.
- Aqua stated their request to pothole at a few locations where their facilities are located to get a more accurate depth of facilities
- Aqua generally places their facilities with a minimum of 4' of cover.
- Aqua has multiple locations where proposed drainage is crossing their water mains

- Aqua has multiple locations where fire hydrants will have to be extended due to proposed widening and proposed sidewalks
- 1/26/2024, Aqua sent over a few easements that they had
- 2/15/2024, Railroad infrastructure CAD dgn was sent over

From the March 19, 2024, Utility Meeting:

- 4-feet is general cover that Aqua has.
- For relocation, their preference is to be out of the road and in the graded area.
- Asked about whose responsibility it was to relocate the facilities (both financially and during construction).
- Will provide as-builts in conflict areas once they find them.
- 3/22/2024, Answered some questions about drainage depths.
- 4/4/2024, Asked follow-up questions about drainage depths.
- 6/27/2024, ODOT, Consultants, aqua meeting about relocations and next steps.
- 8/14/2024, Asked about plans being updated, stated we are working on them.
- 9/5/2024, Aqua confirmed via email they agree with locations to pothole.
- 10/16/2024, Aqua stated they are reviewing pothole locations.
- 10/23/2024, Stated they would confirm existing water locations by end of day 10/30.
- 11/19/2024, ODOT, consultants, aqua meeting about relocations and next steps. Plans are including valve ATGs and relocation / fire hydrants to be done by Aqua.
- 11/20/2024, Sent over updates to conflict matrix.
- 2/17/2025, Asked about project schedule.

From the May 1, 2025, Utility Meeting:

- No representatives present
- 6/4/2025, Sent stage 3 plans with utility note, conflict matrix and CADD files
- 6/16/2025, Sent update asking for stage 3 comments if not yet provided
- 9/10/2025, Sent final plans with utility note, conflict matrix and CADD files
- 9/18/2025, Follow up asking if they have finished relocation plan
- 9/22/2025, Follow up asking about relocation plans along with re-sending final tracings link
- 9/26/2025, Follow up email asking for them to send over relocation plan ASAP
- 9/29/2025, Call to discuss relocation plans; stated they will send something on 10/3/2025
- 10/2/2025, Left a voicemail asking for follow up on relocation plan
- 10/2/2025, Sent an email asking where relocation plan is
- 10/6/2025, Follow up asking again for relocation plan
- 10/8/2025, Asked for schedule of Friday meeting to go over relocation comments
- 10/10/2025, Meeting with Aqua that discussed relocations, working towards 10/17/2025 for relocation plans
- 10/17/2025, Asked if they are able to send plans 10/17, Zach stated he is still working on them and is on vacation until 10/24
- 10/27/2025, Asked in a follow-up email for relocation plans
- 10/27/2025, Peter at ODOT called Zach, said they would have something by end of week
- 10/28/2025, Aqua sent over relocation plan
- 11/4/2025, Sent comments on relocation
- 11/10/2025, Asked about relocation plan update based on comments

- 11/13/2025, Aqua stated they are working on updates
- 11/14/2025, Aqua sent over revised relocation plan
- 11/18/2025, Consultant replied with no additional comments on aqua relocation plan
- 11/19/2025, Asked about relocation begin date and duration to construct
- 12/5/2025, Left a voicemail asking for duration and construction begin
- 12/8/2025, Brian asked about clarification on what Aqua was relocating.
- 12/15/2025, Consultant confirmed waterline relocation and fire hydrants relocated prior to ODOT project construction. Water valves to be ATG by project.
- 1/19/2026, Aqua stated they are working to begin relocation in march and finish at end of march
- 1/28/2026, ODOT stated ODOT MOT needs followed but do not need permit
- 1/28/2026, Nick sent relocation schedule for utilities to all utility companies
- 2/25/2026, Sent updated relocation schedule for utilities to all utility companies for final dates/confirmations
- 2/25/2026, Aqua stated late march would be relocation time and 2 weeks to complete work
- 3/16/2026, Asked if March 30 is begin date still valid
- 3/19/2026, Aqua stated week of March 30th is beginning
- 3/26/2026, Aqua listed April 6th as their start date for relocation
- 3/31/2026, Nick sent out reminder that anyone needing first energy to hold poles for their own relocation due to excavating near FE poles need to pay FE to do so
- 4/1/2026, asked if relocation begin date is confirmed
- 4/3/2026, Aqua asked if ROW acquisition was complete
- 4/7/2026, Discussion about ROW acquisition being done April 17th
- 4/7/2026, Brian Bigus asked for confirmation they could start relocation where ROW was acquired
- 4/7/2026, Confirmed based on ODOT's email of locations where they could start work

The Company has facilities within the project limits as shown on the plans. The Company will be relocating their facilities for the project as follows:

Owner	Existing Location			New Location			Description of Work
Aqua Ohio	982+40	53'	RT	TBD			Relocate by Aqua
Aqua Ohio	986+22	51'	RT	TBD			ATG
Aqua Ohio	987+03	48'	RT	TBD			Relocate by Aqua
Aqua Ohio	990+50	47'	RT	TBD			ATG
Aqua Ohio	992+14	47'	RT	TBD			ATG
Aqua Ohio	992+32	53'	RT	TBD			Relocate
Aqua Ohio	993+81	53'	RT	TBD			ATG

Aqua Ohio	997+25	55'	RT	TBD		ATG, FH is DND
Aqua Ohio	1002+20	48'	RT	TBD		Relocate
Aqua Ohio	1002+20	51'	RT	TBD		Relocate
Aqua Ohio	1013+34	49'	RT	TBD		Relocate
Aqua Ohio	1013+40	47'	RT	TBD		Relocate
Aqua Ohio	1015+70	46'	RT	TBD		ATG
Aqua Ohio	1016+01	50'	RT	TBD		Relocate
Aqua Ohio	1017+23	52'	RT	TBD		ATG
Aqua Ohio	1018+10	54'	RT	TBD		Relocate
Aqua Ohio	1021+41	42'	RT	TBD		ATG
Aqua Ohio	1024+70	46'	RT	TBD		ATG
Aqua Ohio	1027+23	32'	RT	TBD		ATG
Aqua Ohio	1027+24	41'	RT	TBD		ATG
Aqua Ohio	208+14	37'	RT	TBD		Relocate by Aqua
Aqua Ohio	209+06	35'	RT	TBD		ATG

The Company does not anticipate any other conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer, so the proper actions can be taken to prevent delay of construction.

The contractor shall coordinate with Aqua to have an inspector on sight when adjusting Aqua owned water valves to grade.

Need for Right of Way for Relocations

Not yet determined

Schedule for Relocations

The Company plans to begin their relocations on **April 6th, 2026**.

The Company will need **25 days** to perform their relocations.

Ark Data Centers (formerly Involta LLC (South Shore))

Aaron Slotness

Direct: 218-578-3072 (cell)

aslotness@arkdna.com

Rich Schrader

rschrader@arkdna.com

From the June 22, 2023, Utility Kickoff Meeting:

- Involta had RSVP'd for meeting but was unable to attend at the last minute
- No notes taken related to Involta facilities
- 7/26/23 – Reached out to Thomas and Adam to request a makeup meeting

From the September 28, 2023, Utility Meeting:

- Involta did not RSVP for the meeting.
- A makeup meeting to be scheduled with Involta.
- 10/13/2023, new contact person Bob Freed stated that Involta has aerial facilities along US 224 and would relocate with First Energy poles.
- 12/5/2023, Involta attended the railroad / utility coordination teams meeting but left before the discussion part started.
- 2/2/2024, Notice that utility meeting was moved to 3/19/2024 and pole relocation plan was sent
- 2/15/2024, Railroad infrastructure CAD dgn was sent over

From the March 19, 2024, Utility Meeting:

- Will only have aerial relocations that will be placed on poles owned by other utilities. Waiting to see where everyone else is moving.
- 3/20/2024, Stated they only have aerial only facilities
- 11/15/2024, Aaron Slotness and Rich Schrader are new contacts
- 12/19/2024, confirmed aerial lines only along US 224
- 1/6/2025, call to discuss aerial lines
- 1/6/2025, sent over snippet of facilities overhead

From the May 1, 2025, Utility Meeting:

- Only have aerial relocations that will be placed on poles owned by other utilities. Will relocate with relocated poles.
- Unsure about where poles will be set.
- Poles listed did not match their records.
- First Energy will identify relocations.
- Ark to follow up with First Energy.
- Ark to remove extension arms and connect directly to poles.
- First Energy to abandon wooden distribution pole in northeast corner with extension arm bracket.
- All aerial facilities
- Relocation will be along north side of 224 for duration of the project
- 2 crossings of US 224 along project.
- Will follow First Energy for duration of project.
- 2nd or 3rd from the top in terms of order of lines on the poles
- The estimated timeframe to relocate is 1-2 weeks, if necessary
- Redundancy was put into sections, No outage restrictions necessary.
- 6/16/2025, sent update asking for stage 3 comments if not yet provided
- 9/10/2025, send final plans with utility note, conflict matrix and CADD files
- 1/28/2026, sent relocation schedule for utilities to all utility companies
- 2/12/2026, meeting to discuss ark relocation onto FE facility
- 2/25/2026, sent updated relocation schedule for utilities to all utility companies for final dates/confirmations
- 3/2/2026, asked to chat with ODOT about MOT during relocation

- 3/3/2026, met with ODOT to coordinate MOT plan
- 3/24/2026, sent over reminder that FE requires a work order to hold ex poles during relocation
- 3/31/2026, Nick sent out reminder that anyone needing first energy to hold poles for their own relocation due to excavating near FE poles need to pay FE to do so
- 4/2/2026, Ark confirmed relocation of aerial line to be done 4/9 at 12am
- 4/9/2026, Ark relocated their aerial cable this morning, crossing US 224

The Company has facilities within the project limits as shown on the plans. The Company will be relocating their facilities for the project as follows:

... Ark is relocating their aerial lines along US 224 in conjunction with the First Energy / AT&T pole relocation plan.

The Company does not anticipate any other conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer, so the proper actions can be taken to prevent delay of construction.

Unless otherwise specified, the overhead conductors within this project area will remain energized for the duration of the project. Caution must be exercised by the State's Highway Contractor to ensure that OSHA safety standards are observed.

Need for Right of Way for Relocations

Not yet determined

Schedule for Relocations

The Company plans to begin their relocations on **April 15, 2026**.

The Company will need **1 – 2 weeks** to perform their relocations in the 3-month span in will take First Energy/AT&T to relocate all of the poles.

Armstrong Cable

Robert Wothers

330-610-0170

330-953-0705 Ext 224

rwothers@agoc.com

From the June 22, 2023, Utility Kickoff Meeting:

- Craig was present but no notes were taken with specific comments from Armstrong Cable
- 7/26/23 – Reached out to Craig to verify if Armstrong had any comments or information to provide
 - Armstrong's aerial and underground facilities are within the project and are shown correctly on the plans
 - The aerial lines will need to be transferred to the Power or Phone Company's relocated poles
 - Armstrong has one power supply pole at the northwest corner of US 224 and Tanglewood Dr that may need to be relocated
 - The proposed ROW shown on the roll plot is sufficient for all relocation needs

From the September 28, 2023, Utility Meeting:

- Armstrong had RSVP'd for the meeting but did not attend
- A makeup meeting to be scheduled with Armstrong Cable
- 10/12/2023 – Armstrong reviewing scope of their underground conflicts.
- 10/16/2023 – Armstrong stated in a call that they have underground cables connecting to various poles throughout US 224 and one pole along Market St.
- 12/5/2023, Armstrong did not attend the railroad / utility coordination teams meeting.
- 1/8/2024, Armstrong sent over pdf of approximate location of underground feeds
- 2/2/2024, Notice that utility meeting was moved to 3/19/2024 and pole relocation plan was sent
- 2/15/2024, Railroad infrastructure CAD dgn was sent over

From the March 19, 2024, Utility Meeting:

- Will only have aerial relocations that will be placed on poles owned by other utilities. Waiting to see where everyone else is moving.
- 1/28/2025, Robert Wothers is the new contact

From the May 1, 2025, Utility Meeting:

- Have aerial relocations that will be placed on poles owned by other utilities. Will relocate with relocated poles.
- Aerial facilities throughout the project along north side of US 224.
- Not aware of which attachment they are on the poles
- 6/16/2025, sent update asking for stage 3 comments if not yet provided
- 9/10/2025, send final plans with utility note, conflict matrix and CADD files
- 1/28/2026, sent relocation schedule for utilities to all utility companies
- 2/25/2026, sent updated relocation schedule for utilities to all utility companies for final dates/confirmations
- 3/3/2026, asked for confirmation on relocation begin date
- 3/3/2026, Charter confirmed relocation date is fine; asked about special equipment for power metal poles
- 3/3/2026, sent over contact information for Mike Beck.
- 3/24/2026, sent over reminder that FE requires a work order to hold ex poles during relocation
- 3/24/2026, sent out reminder for attendance to bi-weekly utility meeting
- 3/31/2026, Nick sent out reminder that anyone needing first energy to hold poles for their own relocation due to excavating near FE poles need to pay FE to do so

The Company has facilities within the project limits as shown on the plans. The Company will be relocating their facilities for the project as follows:

...Armstrong is relocating their aerial lines along US 224 in conjunction with the First Energy / AT&T pole relocation plan.

The Company does not anticipate any other conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer, so the proper actions can be taken to prevent delay of construction.

Unless otherwise specified, the overhead conductors within this project area will remain energized for the duration of the project. Caution must be exercised by the State's Highway Contractor to ensure that OSHA safety standards are observed.

Need for Right of Way for Relocations

No additional right of way needed

Schedule for Relocations

The Company plans to begin their relocations on **April 15, 2026**.

The Company will need **1 week** to perform their relocations in the 3-month span in will take First Energy/AT&T to relocate all of the poles.

AT&T

Torrice Robinson

330-734-5117 (office)

[*tr3463@att.com*](mailto:tr3463@att.com)

From the June 22, 2023, Utility Kickoff Meeting:

- Torrice, Chris Meranto, Dan Gilmartin was present
- Torrice indicated that most of their facilities are not shown. He provided paper copies of plans showing their facilities. He would provide pdf copies if requested.
-

From the September 28, 2023, Utility Meeting:

- Torrice Robinson was present.
- All above ground facilities are being coordinated with First Energy pole relocations
- Anu asked how deep underground facilities are, minimum is 3' but can't guarantee current state of depths, major runs they try for depth of at least 42" but try for 5-6'
- Noted that relocating the large duct banks would be very costly and challenging, concern with bank around corner under work on market street, conflicts depend on depth of proposed pavement work
- Normally these old, large duct banks do not have existing slack in the cables and depth cannot be easily adjusted. They may also be made of clay and can be very brittle.
- ATT requested test holes to verify these depths.
- 12/8/2023, Torrice indicated many of their existing facilities are old clay ducts and brittle
- 2/2/2024, Notice that utility meeting was moved to 3/19/2024 and pole relocation plan was sent
- 2/15/2024, AT&T confirmed they have a few poles in project that will need to be relocated
- 2/15/2024, Railroad infrastructure CAD dgn was sent over

From the March 19, 2024, Utility Meeting:

- Few poles that need relocated, will be coordinating with First Energy since they have pole relocations as well.
- Duct bank along US 224 and most of the side roads that are old. These are 32 of 16 pipe duct banks
- Stated their concern about the number of facilities they have in conflict.
- 3/22/2024, Left voicemail, asked about relocations

- 3/27/2024, Discussed relocation, their plan for it
- 4/10/2024, Email, asking about relocations
- 4/24/2024, Left voicemail, asked about relocations
- 5/6/2024, Left voicemail, asked about relocations
- 5/20/2024, Asked about utility relocation, stated they were still working on it.
- 6/19/2024, sent over some additional info on utility duct banks
- 7/12/2024, sent over email stating concerns with project schedule for ATT impacts
- 9/30/2024, schedule meeting for Friday, 10/4
- 10/4/2024, meeting with ODOT and consultants to discuss impacts, ATT to pothole their facilities and designers to make some drainage updates to prevent conflict
- 10/9/2024, sent a detail for placing curb on top of a telecom manhole
- 10/29/2024, confirmed potholing will happen in November on 10/30/2024
- 11/8/2024, sent over pictures of locations, verified
- 11/14/2024, locations were staked in the field
- 11/25/2024, said construction will have an answer week of 12/2
- 12/9/2024, Stated week of 12/16 they would get pothole schedule
- 1/6/2025, stated construction is working on getting potholes
- 1/16/2025, potholing is done and will give data week of 1/20-1/24
- 1/22/2024, sent over potholing data
- 2/6/2025, reached out stating that potholes confirmed areas where we were preventing conflicts. Getting together times for a follow up meeting
- 3/19/2025, left a voicemail asking about times to set up a Teams meeting
- 3/21/2025, discussion about AT&T potholes and conflicts
- 4/10/2025, asked for time to chat about conflicts prior to in person meeting
- 4/30/2025, teams call with Nick and Torrice and Dan to go over some conflicts prior to May 1, 2025, in person meeting

From the May 1, 2025, Utility Meeting:

- STA 103 Market St, ATT to wait until drainage structure opened to adjust their facility
 - Can adjust if there is enough slack
 - At this location, top of duct bank is approximately 31" from existing ground. Width of duct bank is 3'
 - Could potentially do a cast in place, APP drainage structure
- ATT can have someone verify the slack in existing lines to confirm whether this can just be adjusted to relocate a foot north or south.
- Prime AE to look at cast in place traffic bearing catch basin inside the lane.
- ATT will require separate meetings to discuss relocation.
- Depth is 5' 7" and 4' off the edge of pavement near STA 974+00 US 224
 - This was potholed
- 5/9/2025, meeting occurred with AT&T, Designers and ODOT.
- 5/16/2025, asked to chat Friday to nail down locations
- 5/21/2025, AT&T to compile testholes on 5/28
- 5/27/2025, Torrice stated survey can be ready to go at 9:30am
- 6/2/2025, Torrice stated he has not gotten results from potholing yet
- 6/17/2025, asked about conflict at US 224, Sta 966+00, is it still in conflict?
- 6/17/2025, Teams meeting occurred with AT&T, Designers and ODOT.

- 6/17/2025, Conflict at Sta 966+00 does not seem to be in conflict based on AT&T saying storm pipe can be as close to duct bank without hitting it as possible
- 6/20/2025, Sent out survey basemap updated with AT&T 5/28/25-5/29/25 potholing
- 6/20/2025, Torrice Robinson asked if potholing was everything they needed
- 6/20/2025, Prime AE mentioned along market st that AT&T line is multiple feet away from basemap. Asked if AT&T has additional information for this duct bank
- 7/8/2025, AT&T stated OUPS request is still pending and expect to get info by 7/9
- 7/9/2025, Teams meeting occurred with AT&T, Designers and ODOT to discuss conflicts.
- 7/16/2025, Sizan Ava asked AT&T to see where they are at with OUPs ticket request
- 7/23/2025, Torrice Robinson sent over field pictures of OUPs tickets
- 8/13/2025, Teams meeting occurred with AT&T, Designers and ODOT to discuss conflicts.
- 8/21/2025, Consultant inquired if AT&T had a pole relocation plan in coordination with First Energy's pole relocation plan
- 8/21/2025, Torrice Robinson stated they reached out to first energy and are coordinating a plan
- 9/10/2025, sent final plans with utility note, conflict matrix and CADD files
- 9/12/2025, scheduled meeting for 9/16 to discuss pole relocations
- 9/15/2025, AT&T to add relocation plan for their permitting application for south ave pedestal
- 9/16/2025, meeting with FE Distribution and AT&T regarding pole relocations
- 9/17/2025, meeting at railroad monthly coordination meeting discussed need for additional meeting with FE Distribution, Zayo, Enbridge and AT&T to determine Sta 963-Sta 971 relocation
- 9/19/2025, sent meeting minutes to AT&T and FE and ODOT from 9/16 meeting
- 9/22/2025, follow up asking about relocation plans along with re-sending final tracings link
- 9/26/2025, asked about relocation schedule
- 9/26/2025, Torrice stated they have approval for pedestal relocation, still determining time
- 9/29/2025, Torrice gave update for pedestal relocation, saying ODOT approved to construct.
- 9/29/2025, Emailed feedback on pedestal location to confirm Torrice's relocation spot and asked Torrice when they can do the relocation
- 10/2/2025, left a voicemail asking about relocation plans
- 10/2/2025, asked for schedule clarification
- 10/3/2025, Torrice stated construction is scheduled to relocate next week (10/6-10/10) and should not take more than 1 day
- 10/9/2025, Asked again about relocation construction timeline
- 10/10/2025, Torrice stated he would have an answer end of 10/13
- 10/17/2025, Asked again about relocation construction timeline
- 10/20/2025, Torrice stated pedestal was relocated.
- 1/28/2026, sent relocation schedule for utilities to all utility companies
- 2/17/2026, meeting to discuss final pole relocation
- 2/18/2026, sent out 2/17 meeting minutes
- 2/25/2026, sent updated relocation schedule for utilities to all utility companies for final dates/confirmations
- 3/24/2026, AT&T asked to chat about southern blvd relocation
- 3/24/2026, Discussed Southern Blvd relocation of poles
- 3/24/2026, Sent over reminder that FE requires a work order to hold ex poles during relocation
- 3/24/2026, AT&T summarized earlier conversation about Southern Blvd relocation
- 3/25/2026, First Energy stated wires on their ex abandoned pole could be removed
- 3/30/2026, Torrice Robinson Email asked if ODOT could trim trees to assist with pole relocation

- 3/31/2026, Nick sent out reminder that anyone needing first energy to hold poles for their own relocation due to excavating near FE poles need to pay FE to do so
- 3/31/2026, ODOT stated AT&T would be responsible to relocate
- 3/31/2026, Mahoning County Engineer stated AT&T would be responsible to relocate. Also stated that AT&T (or your tree service if going that route) can contact our office for a Work in the R/W permit for trimming the trees. Mentioned first energy sends out door hanger notices a few days before tree trimming around their power lines
- 4/1/2026, Meeting to discuss southern blvd relocation alongside Zayo and Enbridge, confirm pole locations on Southern Blvd, south of US 224
- 4/9/2026, Sent out updated southern blvd sheets, with updated pole relocations

The Company has facilities within the project limits as shown on the plans. The Company will be relocating their facilities for the project as follows:

Owner	Existing Location			New Location			Description of Work
AT&T	942+03	59'	RT				ATG MH
AT&T	963+44	37'	RT	963+44	44.5'	RT	Relocate pole
AT&T	964+65	37'	RT	964+65	45'	RT	Relocate pole
AT&T	966+21	37'	RT	966+21	47'	RT	Relocate pole
AT&T	1014+80	35'	LT				ATG MH
AT&T	100+74	40'	LT				ATG MH
AT&T	102+80	38'	LT	102+80	56'	LT	Relocate Pole
AT&T	103+00	50'	LT				ATG APP. See plan notes
AT&T	104+07	39'	LT				RTG MH
AT&T	52+25	20'	LT	52+25	23'	LT	Relocate pole
AT&T	53+25	20'	LT	53+27	23'	LT	Relocate pole
AT&T	54+27	20'	LT	54+27	23'	LT	Relocate pole
AT&T	55+95	18'	LT	55+95	34'	LT	Relocate pole
AT&T	63+30	19'	LT	63+30	30'	LT	Relocate pole
AT&T	64+08	19'	LT	64+07	27'	LT	Relocate pole

AT&T	65+02	19'	LT	65+02	27'	LT	Relocate pole
AT&T	208+22	38'	RT	208+22	42'	LT	Relocate pedestal

See First Energy Distribution and AT&T Relocation Plan

The Company does not anticipate any other conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer, so the proper actions can be taken to prevent delay of construction.

For the AT&T work at Sta 103+00 (leftside of Market St), field engineer to coordinate with AT&T. Contact Torrice Robinson (AT&T) at least 14 days prior to construction at this location.

Unless otherwise specified, the overhead conductors within this project area will remain energized for the duration of the project. Caution must be exercised by the State's Highway Contractor to ensure that OSHA safety standards are observed.

Need for Right of Way for Relocations

The final ROW plans have made accommodations for AT&T relocations. No additional ROW is required.

Schedule for Relocations

The Company plans to begin their pedestal relocations on **October 6th, 2025.**

The Company will need **2 weeks** to perform their relocations in the 3-month span in will take First Energy/AT&T to relocate all of the poles.

The Company plans to begin their pole relocations on **April 15th, 2026.**

The Company will need **3 months** to perform their relocations alongside First Energy/AT&T to relocate all of the poles.

Bright Speed

David Rummell

330-219-2773

David.B.Rummell@brightspeed.com

relocations@brightspeed.com

Note: May 24, 2023 - Informed that Brightspeed does not have any facilities within the project area, Brightspeed facilities stop going east at SR 45 in Ellsworth.

Charter Communications / Spectrum

Daniel Daugherty

Daniel.Daugherty@charter.com

From the June 22, 2023, Utility Kickoff Meeting:

- Frank and Jim White Sr. were present, but no notes were taken with specific comments from Charter/Spectrum
- 7/26/23 – Reached out to Frank to verify if Charter had any comments or information to provide
- 8/7/23 – Emailed Frank Dillion about any comments
- 8/23/23 – Emailed Frank Dillion about any comments
- 8/24/23 – Left a voicemail for Frank Dillion about any comments for the project.

From the September 28, 2023, Utility Meeting:

- A makeup meeting to be scheduled with Charter Communication.
- 10/13/2023 – Call with Frank Dillon. He stated Charter only has aerial fiber lines along US 224 and will relocate those lines based on the pole relocation.
- 12/5/2023, Charter did not attend the railroad / utility coordination teams meeting.
- 1/28/2024, Charter's lines to be verified
- 2/2/2024, Notice that utility meeting was moved to 3/19/2024 and pole relocation plan was sent
- 2/15/2024, Railroad infrastructure CAD dgn was sent over

From the March 19, 2024, Utility Meeting:

- Aerial lines on the south side along US 224 and crosses over in some locations.

From the May 1, 2025, Utility Meeting:

- No representatives present
- 6/16/2025, sent update asking for stage 3 comments if not yet provided
- 9/10/2025, send final plans with utility note, conflict matrix and CADD files
- 9/22/2025, Daniel Daugherty is new contact for the project
- 1/28/2026, sent relocation schedule for utilities to all utility companies
- 2/4/2026, sent pre-final utility plan for pole relocation
- 2/25/2026, sent updated relocation schedule for utilities to all utility companies for final dates/confirmations
- 3/3/2026, asked for a confirmation on relocation begin date
- 3/3/2026, Charter discussion asking for additional information on mh us 224
- 3/3/2026, sent over CADD file
- 3/24/2026, sent over reminder that FE requires a work order to hold ex poles during relocation
- 3/24/2026, sent out reminder for attendance to bi-weekly utility meeting
- 3/28/2026, Nick sent over pole relocation pdf
- 3/31/2026, Nick sent out reminder that anyone needing first energy to hold poles for their own relocation due to excavating near FE poles need to pay FE to do so
- 4/7/2026, Nick sent over updated pole relocation pdf
- 4/9/2026, Nick asked if charter sent MOT permit over to ODOT for relocation
- 4/10/2026, Charter stated contractor will pull MOT permits

The Company has aerial or underground communication lines within the project limits as shown below. The aerial lines will transfer to the Power Company's or Phone Company's relocated pole line.

... Ark is relocating their aerial lines along US 224 in conjunction with the First Energy / AT&T pole relocation plan.

The Company does not anticipate any other conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer, so the proper actions can be taken to prevent delay of construction.

Unless otherwise specified, the overhead conductors within this project area will remain energized for the duration of the project. Caution must be exercised by the State's Highway Contractor to ensure that OSHA safety standards are observed.

Need for Right of Way for Relocations

No additional right of way needed.

Schedule for Relocations

The Company plans to begin their pedestal relocations on **October 6th, 2026.**

The Company will need **2 weeks** to perform their relocations in the 3-month span in will take First Energy/AT&T to relocate all of the poles.

The Company plans to begin their pole relocations on **April 15th, 2026.**

The Company will need **2 weeks** to perform their relocations in the 3-month span in will take First Energy/AT&T to relocate all of the poles.

City of Youngstown, Ohio Water

Lou Zorella

330-743-5338 (cell)

lzorella@youngstownohio.gov

From the June 22, 2023, Utility Kickoff Meeting:

- Joe Guerrieri was present
- Does not appear that Youngstown water is shown, needs to be marked in the field and then surveyed
 - There is an 8" cast iron water line running north on the west side of Southern
 - Hydrant not shown on north side of MAH-224 near STA 963+00
 - There are at least 3 water valves located at Tanglewood Dr.
- Youngstown waterline on north side of US-224 not shown
- 8/17/2023, Ed Kisiel confirmed that waterlines are to pothole the week of August 28th – September 1st, 2023.

From the September 28, 2023, Utility Meeting:

- Youngstown Water generally places their facilities with a minimum of 3.5' - 4' of cover.
- Youngstown Water has numerous locations where proposed drainage is crossing their water mains
- Fire hydrants will need to be relocated, and lines extended.
- 1/26/2024, Inquired about any easements they had
- 2/2/2024, Notice that utility meeting was moved to 3/19/2024 and pole relocation plan was sent
- 2/15/2024, Railroad infrastructure CAD dgn was sent over
- 2/21/2024, Youngstown Water stated they would have easements sent over on 2/26/2024

- 2/26/2024, Youngstown Water stated they would have easements sent over on 3/01/2024
- 3/01/2024, Youngstown Water sent over easements

From the March 19, 2024, Utility Meeting:

- Stated their waterline is 8' deep along Market Street.
- Large impact from Sta 970 to 976 where prop grading is 2-3 in cut. They believe that the waterline is deep (approximately 8 to 10 feet down).
- They also have a waterline in this area under the road that should have a substantial amount of cover.
- Looking for as-builts or design drawings to provide.
- Will need to coordinate possible relocations with sanitary.
- Would like to have all relocations as part of the project.
- Will send an updated relocation matrix to Nick.
- 3/22/2024, sent over relocation plan
- 3/22/2024, indicated most of the waterlines are at 4' of cover
- 3/22/2024, sent depth data for waterline from 969 to 980, set comments over for utility matrix/note
- 7/12/2024, teams meeting with City and ODOT and consultants where relocations were discussed
- 7/18/2024, confirmed data gathering will happen week 7/22-26
- 7/29/2024, sent over testhole data for water at conflict locations
- 9/23/2024, meeting invite for 9/27 accepted
- 9/27/2024, meeting which team discussed fire hydrant relocations and lowerings for the project
- 10/25/2024, sent over confirmations of fire hydrant relocations
- 4/25/2025, emailed waterline plan for 2 service connections at sta 973-977

From the May 1, 2025, Utility Meeting:

- 8 hydrants to be relocated
- Shallow cover concerns within pavement widening section US 224 Sta 973 to 981
- Drawings sent to designers to provide more detail to be verified.
- CAD files will need to be sent at future date.
- Youngtown water to send scaled relocation plan for service lines; explore option of abandoning water main along center of US 224 and relocate beyond the proposed curb
- YW from Market to near Boardman Park and Aqua Ohio to continue east
- Prime is missing 2 locations of YW line, where service connections are at.
- Youngstown Water to explore additional path of abandoning watermain under US 224 from Sta 973 to 980 and re-routing beyond proposed curb line
- Youngstown to send over CADD plan of this location
- 6/10/2025, stated they had issues last winter with watermain breaks and were formulating a plan to replace portions of their watermain along US 224
- 7/15/2025. Meeting with consultants, ODOT and City of Youngstown Water to discuss how MAH US 224 project can coordinate with City of Youngstown Water on their waterline relocation which is part of a different project but it the same area
- 9/10/2025, sent final plans with utility note, conflict matrix and CADD files
- 9/18/2025, follow up asking if they have final tracings comments
- 9/22/2025, re-sent final tracings link
- 1/28/2026, sent relocation schedule for utilities to all utility companies

- 2/25/2026, sent updated relocation schedule for utilities to all utility companies for final dates/confirmations

The Company has facilities within the project limits as shown on the plans. The Company will be relocating their facilities for the project as follows:

Owner	Existing Location			New Location			Description of Work
City of Youngstown	941+52	50'	LT	TBD			Relocate fire hydrant
City of Youngstown	952+80	51'	LT	TBD			ATG service valve
City of Youngstown	965+20	35'	LT	TBD			Relocate fire hydrant
City of Youngstown	969+40 to 976+60	35'	LT				Relocate
City of Youngstown	970+50	34'	LT	TBD			Relocate fire hydrant
City of Youngstown	973+59	18'	LT	TBD			ATG
City of Youngstown	976+06	52'	LT	TBD			Relocate fire hydrant
City of Youngstown	978+97	60'	LT	TBD			Relocate fire hydrant
City of Youngstown	1014+59	36'	LT				ATG
City of Youngstown	1016+65	43'	LT				Relocate fire hydrant
City of Youngstown	52+95	18'	LT				Relocate fire hydrant
City of Youngstown	55+39	20'	LT	TBD			ATG
City of Youngstown	61+10	19'	LT				Relocate fire hydrant
City of Youngstown	62+31	26'	LT	TBD			ATG

The Company does not anticipate any other conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer, so the proper actions can be taken to prevent delay of construction.

Need for Right of Way for Relocations

The final ROW plans have made accommodations for City of Youngstown's relocations. No additional ROW is required.

Schedule for Relocations

Impacts above are being built with the ODOT construction project.

Enbridge (Distribution)

Gino Minniti

330-664-2638 (office)

440-371-1533 (cell)

Gino.A.Minniti@dominionenergy.com

Doug Smith

330-664-2529 (office)

330-203-2926 (cell)

douglas.m.smith@dominionenergy.com

From the June 22, 2023, Utility Kickoff Meeting:

- Adam Kearns was present, but no notes were taken with specific comments from Dominion
- Note provided before meeting: “Just a note pertaining to your roll plots. I see some gas valves identified on the mapping but there are no gas pipelines shown anywhere. DEO has thousands of feet of MP pipeline and service lines within your scope of work. Maybe the layer was frozen when the pdf was created?”
- After the meeting on 6/28 Adam provided mapping for Dominion’s existing facilities

From the September 28, 2023, Utility Meeting:

- Dominion Energy had RSVP’d for the meeting but did not attend
- A makeup meeting to be scheduled with Dominion Energy
- 10/12/2023, Adam Kearns stated he was still reviewing the Stage 1 plans and have something on 10/16/2023.
- 10/19/2023, Adam Kearns sent over a list of conflict areas that they would like to have test holes conducted on.
- 12/05/2023, Railroad and utility coordination meeting. Adam Kearns stated that Dominion will need to relocate based on likely location of railroad infrastructure and proposed drainage design. They have facilities crossing northside and southside of US 224 across Southern Blvd.
- 2/2/2024, Notice that utility meeting was moved to 3/19/2024 and pole relocation plan was sent
- 2/15/2024, Railroad infrastructure CAD dgn was sent over

From the March 19, 2024, Utility Meeting:

- Gas line should be shown 12' west of EX R/W line.
- Informed the team that they believe Everflow Eastern may have the additional gas line in the area that runs parallel to the railroad track.
- Johns contact info (234)-567-6950
- 4/12/2024, coordinating with design team on relocation plan, are not finished. Sent over some comments regarding conflict matrix
- 4/18/2024, taking over project
- 6/18/2024, attended monthly RR meeting
- 6/18/2024, sent over document site link to place files
- 7/26/2024, sent over portion of relocation plans
- 8/8/2024, asked for naming convention for CADD files; mentioned that they have west and east of south ave as 2 separate projects but are combining them into 1 and getting the west part relocation done.
- 8/21/2024, attended monthly RR meeting
- 8/26/2024, sent over night work preferred for relocation install but day shift is available
- 12/9/2024, working on plans, waiting for project to get stage 2 out. Starting in april/summer of 2025 hopefully, medium pressure is what to install. 12/12, give an answer about sta 975 impact
- 12/13/2024, sent over info about who owns gas line at Sta 979
- 12/19/2024, stated everflow owned this station at Sta 979+00, leftside
- 3/19/2025, call to talk about impacts at railroad crossing
- 3/21/2025, sent over schedule for relocation
- 4/29/2025, stated he is working to schedule vac truck to get onsite for test holes

From the May 1, 2025, Utility Meeting:

- Relocation to potentially conflict with First Energy timeline next month
- Plan is to get easement from railroad to relocate their facilities, pipe would be 8" steel
- need depths of Everflow existing and relocated pipe for their construction.
- For the two possible bore locations crossing tracks, need elevations of utilities for design purposes.
- Requiring RR construction methods.
- Approximately 1200 feet of relocation to get around railroad and other conflicts east of Southern Blvd and south along Southern Blvd
- Will send over CADD drawing of relocation plans
- Enbridge to try and begin work late fall and run through the end of the year.
- They will be doing all the relocations at once. Separating project sections will cause additional projects on their end.
- Enbridge will be along north side of 224
- Everflow and Enbridge to coordinate on relocation near STA 979 on north side of 224, including bill of sale and who will be taking over this relocation design.
- Enbridge crossing 224 near Boardman Park
- Open cut with steel pipe for high pressure pipe
- Medium pressure will use horizontal bore.
- ODOT to follow up on casing requirement for high pressure crossing. Verify if open cut across 224 is acceptable.
- Need to coordinate with Enbridge on relocation plan from US 224 Sta 960 to Sta 980 on the right side.
- 5/2/2025, Gino called asking about geotech information at SE corner of US 224 and Southern Blvd
- 5/7/2025, Gino mentioned a possible HP gas easement near us 224 and southern blvd and stated they would provide an easement
- 5/20/2025, stated they submitted right of entry to railroad last week. Have an easement for high pressure and looking into getting documentation
- 6/6/2025, Gino Minitti sent over utility easement for high pressure main under vacated R/W at NE corner of US 224 and southern bld
- 6/9/2025, Gino Minitti stated they are still waiting for approval from railroad for ROE and flagging for potholing purposes.
- 6/17/2025, ODOT followed up asking for easements in HP gas area, entire document of it as well
- 6/17/2025, sent over easement information in full
- 6/26/2025, GPD group is a subconsultant for Enbridge and asked for xml files of the proposed and existing surfaces
- 7/1/2025, GPD Group said CADD drawings or DXFs would work as well. Sent over existing terrain model
- 7/10/2025, GPD Group asked when the proposed terrain model would be finalized
- 7/22/2025, Final proposed terrain model completed and sent over
- 7/23/2025, Gino sent preliminary relocation plans
- 7/23/2025, sent over agreement for enbridge CADD file usage
- 8/1/2025, Gino Minitti asked if there are areas to get additional ROW. ODOT stated there would not be.
- 8/4/2025, Gino Minitti sent over approval to share documents
- 8/7/2025, Macen Whirrett asked enbridge for cadd files

- 8/20/2025, Nick Donofrio left a voicemail, asking if they had CADD files
- 8/20/2025, GPD Group asked if we had final terrains for project for some side streets
- 8/21/2025, Gino Minitti stated CADD files can be sent over when ready
- 8/26/2025, Nick Donofrio sent over terrain files
- 8/28/2025, GPD Group sent CADD file for preliminary relocation plan
- 9/10/2025, sent final plans with utility note, conflict matrix and CADD files
- 9/17/2025, At railroad monthly coordination meeting discussed need for additional meeting with FE Distribution, Zayo, Enbridge and AT&T to determine Sta 963-Sta 971 relocation
- 9/18/2025, asked if consultants had easement documents for medium pressure line
- 9/18/2025, sent over easements we had
- 9/18/2025, asked about meeting times from 9/22-9/26
- 9/18/2025, Gino sent over pdf plans of relocation
- 9/19/2025, sent over thoughts on relocation impacts
- 9/22/2025, follow up asking about relocation plans along with re-sending final tracings link
- 10/3/2025, Teams meeting with Zayo, Enbridge, and FE Distribution to discuss relocations around Southern Blvd to Tanglewood Dr
- 10/6/2025, Matt Chaney emailed consultants related to southern blvd ROW
- 10/9/2025. asked about relocation plan
- 10/16/2025, sent relocation plans, asked about updated grading terrain
- 10/16/2025, sent over terrain file
- 11/11/2025, sent updated utility basemap
- 11/12/2025, asked if all gas was testholed
- 11/12/2025, stated testholes were for locations where possible signal conflicts exist
- 11/19/2025, Brian Honaker asked about relocation of railroad shed in se corner of us 224 and southern, which way does it need to go to avoid ex gas
- 11/26/2025, left a voicemail. Gino indicated he was out until 12/5/2025
- 12/5/2025, Call with Gino, asking for status update of relocation plan. Gino is coordinating time to get crew on site to get polehole on SE corner of railroad, work that is being done at nighttime. 12/12 is when gino stated Enbridge could sent updated relocation plan. final plan would be in late January after auger bore pit design is done.
- 12/11/2025, Gino stated final relocation would not be done until mid Jan-early Feb 2026
- 1/16/2026, sent meeting invite out to discuss relocation
- 1/21/2026, meeting to discuss FE pole relocations, zayo and enbridge relocation
- 1/23/2026, discuss meeting and construction timeline, followed up with Sizan about plan discrepancy
- 1/27/2026, sent over meeting minutes, revised pole relocation and plan pdf notes
- 1/28/2026, sent relocation schedule for utilities to all utility companies
- 1/28/2026, schedule ROW location meeting with ODOT/Enbridge on 2/4/26
- 1/28/2026, sent over utility information to assist with meeting on 2/4/26
- 1/30/2026, Enbridge indicated early April would be earliest construction could begin
- 2/4/2026, Meeting to discuss ROW discrepancies
- 2/11/2026, Enbridge/GPD Group asked for updated r/w basemap once changes were made
- 2/11/2026, ROW basemap sent over
- 2/11/2026, Enbridge/GPD Group asked for updated r/w road design basemaps as well

- 2/12/2026, updated design basemaps sent over
- 2/19/2025, Enbridge discussed about sending over permits to ODOT, sending over plans in early march
- 2/25/2026, sent updated relocation schedule for utilities to all utility companies for final dates/confirmations
- 3/11/2026, sent permit to railroad to construct
- 3/31/2026, Nick sent out reminder that anyone needing first energy to hold poles for their own relocation due to excavating near FE poles need to pay FE to do so
- 4/1/2026, Meeting to discuss southern blvd relocation alongside Zayo and Enbridge, confirm pole locations on Southern Blvd, south of US 224
- 4/1/2026, Gino sent over final CADD dwg
- 4/9/2026, Nick sent out updated southern blvd sheets, with updated pole relocations

The Company has facilities within the project limits as shown on the plans. The Company will be relocating their facilities for the project as follows:

Owner	Existing Location			New Location			Description of Work
Enbridge	961+00	38'	RT				Relocate main
Enbridge	961+14	37'	LT				Relocate main
Enbridge	961+43	42'	LT				Relocate valve
Enbridge	961+44	50'	LT				Relocate main
Enbridge	961+46	40'	LT				Relocate valve
Enbridge	961+61	55'	RT				Relocate main
Enbridge	963+35	35'	RT				ATG valve
Enbridge	964+50	36'	RT				Relocate main
Enbridge	967+70	46'	LT				Relocate main
Enbridge	967+86 to 979+50	34'	LT				Relocate main
Enbridge	989+29	56'	RT				ATG
Enbridge	989+68	56'	LT				Relocate
Enbridge	989+68	56'	RT				Relocate
Enbridge	990+43	57'	RT				Relocate main
Enbridge	991+60	55'	RT				Relocate valve box
Enbridge	991+61	58'	RT				Relocate main
Enbridge	994+33	56'	RT				Relocate main
Enbridge	995+30	47'	LT				Relocate main
Enbridge	995+50	56'	RT				Relocate main
Enbridge	1016 to 1018+30	39'	LT				Relocate main
Enbridge	1027+80	39'	RT				Relocate main
Enbridge	1031+85	85'	LT				Relocate. Use caution when installing sign pole
Enbridge	104+20 to 104+80	44'	LT				Relocate main
Enbridge	52+31	20'	LT				ATG valve
Enbridge	55+12	19'	LT				Relocate
Enbridge	56+02	21'	LT				ATG valve
Enbridge	58+50	19'	LT				Relocate main
Enbridge	62+11	19'	LT				ATG valve
Enbridge	62+22	14'	LT				Relocate main

Enbridge	63+28	18'	LT			ATG valve
Enbridge	205+93	36'	RT			ATG valve
Enbridge	206+66	34'	RT			ATG valve
Enbridge	207+86	33'	RT			Relocate main

The Company does not anticipate any other conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer, so the proper actions can be taken to prevent delay of construction

The State's Highway Contractor shall use caution when digging near the Owner's facilities including but not limited to test boxes, curb stops, gate valve boxes, mainline and services. Costs incurred by damages to the Company's facilities could be billed to damaging party.

See Enbridge Gas' relocation plan for all Enbridge relocations.

WORK ADJACENT TO DOMINION ENERGY OHIO PIPELINE(S) AND FACILITIES

It is the contractor's responsibility to maintain the lateral and subjacent support of Enbridge's pipeline(s), in compliance to 29 CFR, Part 1926, subpart P, (safe excavation & shoring). One-foot minimum vertical and horizontal clearance must be maintained between Enbridge's existing pipeline(s) and all other improvements. Extreme care should be taken not to harm any Enbridge facility (pipelines, etc.) or appurtenance (pipe coating, tracer wire, cathodic protection test station wires & devices, valve boxes, etc.). Enbridge facilities must be protected with a tarp during bridge construction. The contractor will be responsible and liable for ensuring that all Enbridge existing facilities, above and below ground, remain undamaged, accessible and in working order. The crossing of Enbridge's pipeline with another steel facility may create a potential corrosion issue for the proposed facility and the existing Enbridge facility. Please contact Enbridge Ohio's Corrosion Department: Dave Cutlip (330-266-2121), Rick McDonald (330-266-2122), or Al Humrichouser (330-478-3757).

Right of Way for Relocations

The final ROW plans have made accommodations for Dominions' relocations. No additional ROW is required.

Schedule for Relocations

The Company plans to begin their relocations on **May 4th, 2026**.

The Company will need **3.5 months** to perform their relocations.

Enbridge (Transmission)

Andrew Lonneman

330-664-2409 (office)

330-840-8304 (cell)

andrew.j.lonneman@dominionenergy.com

Note: May 24, 2023 - Informed that there is no Dominion Transmission or gathering pipelines within the project. Andrew has asked to be removed from the contact list for the project.

Energy Transfer

John Ruskay
610-670-3286 (office)
610-310-5144 (cell)
john.ruskay@energytransfer.com
encroachments@energytransfer.com

Note: September 28, 2023 - Informed that Energy Transfer does not have any Energy Transfer facilities within the project area. Sunoco Pipeline, a company acquired by Energy Transfer, does have a Sunoco Pipeline gas main in the project limits.

Energy Transfer (Sunoco Pipeline)

David Chase
330-869-7809 (cell)
David.Chase@energytransfer.com

John Ruskay
610-670-3286 (office)
610-310-5144 (cell)
john.ruskay@energytransfer.com
encroachments@energytransfer.com

Deb Schneck
610-670-3258
Debra.Schneck@energytransfer.com
encroachments@energytransfer.com

From the June 22, 2023, Utility Kickoff Meeting:

- Nobody signed in for the meeting
- 7/26/23 – Reached out to Michael to request a makeup meeting
- Had RSVP'd but nobody signed in
- 7/26/23 – Reached out to John and Dean to request a makeup meeting
- 8/8/23 - John responded and provided a markup on the roll plot for their pipeline crossing at 965+66. Indicated this is a 3" pipeline with a 6" casing. Followed up with Michael Floravito to request any available information on the depth of this facility to determine if there was a conflict with the proposed roadway widening.
- 8/8/23 – Michael responded indicating that the line is 7-8' deep north of 224 and 8-9 deep south of 224. Potholing is recommended to verify depths.

From the September 28, 2023, Utility Meeting:

- John Ruskay, Dean Shanley and Michael Floravito attended.
- Mentioned to add project number 2023 0524 0547 to all future correspondence
- Energy Transfer indicated that an existing Sunoco gas main crosses under US 224 around Sta 965+66. Their records indicate that this gas main is approximately 8-9 feet deep under US 224 and approximately 3' deep below the parking lot south of US 224. This is their only facility in the project limits.

- Energy Transfer stated that a 10' horizontal clearance is preferred for any other utilities near this gas main.
- They have gas markers (both sides of US 224) and a test station (north side) that may need reset.
- The encasement of the gas main under US 224 would need to be extended due to pavement widening.
- 9/28/23 – Deb Schenk indicated that Sunoco Pipeline has merged with Energy Transfer and to distinguish on the plans and conflict matrix whether the facilities are Energy Transfer or Sunoco Pipeline..
- 2/2/2024, Notice that utility meeting was moved to 3/19/2024 and pole relocation plan was sent
- 2/7/2024, Expressed concern of facility crossing US 224 at Sta 965+70 north / south. It is about 4' under parking lots. It then drops 90 degrees to 8' below ex and then continues across ex pavement, then bends back up to 4'. Picture of the existing profile was sent over from Energy Transfers records
- 2/9/2024, Energy Transfer asked for 3 pothole locations, 2 were given based on what was already authorized by ODOT D4.
- 2/12/24-2/13/2024, Potholing was done for Energy Transfer on their 3" spur line. Unable to locate the line on the north side of the road due to flowable fill and large rocks. On the south side of the in the parking lot of AutoZone, we located the pipeline which was in wooded boxing and was approximately 5' deep.
- 2/15/2024, Railroad infrastructure CAD dgn was sent over
- 3/5/2024, Gas line does not go 90 degrees as was thought in the 2/7/2024

From the March 19, 2024, Utility Meeting:

- No representatives present
- 3/22/2024, Preference is to use a skidsteer to break up fillable flow encountered in the project to get a depth for the northside
- 4/12/2024, They stated they are likely not in conflict but due to fillable flow issue, they want us to pothole again
- 4/18/2024, Left voicemail, new primary contact
- 4/22/2024, Asked to cc her on correspondence, remove relocations email
- 4/23/2024, Concurred about 1 pothole location on north side,
- 9/13/2024, Call to confirm pothole on 9/17
- 12/5/2024, John inquired about storm sewer elevations overtop ex Sunoco gas line
- 12/16/2024, Inquired about gas line separation

From the May 1, 2025, Utility Meeting:

- No representatives present
- 6/16/2025, Stated they were reviewing stage 3 plans. No new updates based on previous stage 2 review that indicated markers would be moved back due to widening.
- 9/10/2025, sent final plans with utility note, conflict matrix and CADD files
- 9/22/2025, follow up asking about relocation plans along with re-sending final tracings link
- 9/26/2026, asked about relocation efforts
- 9/26/2025, Call that dicussed about moving markers and stations, could do it in a day, will follow up on email sent out
- 9/26/2025, John Ruskay email stating they won't do casings. Just marker and test station re-placement. Should take under a day
- 1/28/2026. Sent relocation schedule for utilities to all utility companies
- 2/25/2026, sent updated relocation schedule for utilities to all utility companies for final dates/confirmations
- 2/25/2026, Asked when they could relocate station and markers, given enbridge and fe/ohio edison's confirmed relocation date
- 3/3/2026, asked for a confirmation on relocation begin date

- 3/3/2026, Energy Transfer stated site engineer will confirm time
- 3/10/2026, asked again for a confirmation on relocation begin date
- 3/10/2026, Energy Transfer stated he followed up again with site engineer, who will confirm relocation time
- 3/12/2026, Energy Transfer asked if we could place survey marks for proposed limits to assist in relocation efforts
- 3/24/2026, sent out reminder for attendance to bi-weekly utility meeting
- 3/26/2026, sent Energy Transfer pdf dimensions of where they could place test hole
- 3/31/2026, Nick sent out reminder that anyone needing first energy to hold poles for their own relocation due to excavating near FE poles need to pay FE to do so.
- 4/8/2026, David stated they are relocating apr 9th to 10th
- 4/10/2026, David Chase stated they completed relocation

The Company has facilities within the project limits as shown on the plans. The Company will be relocating their facilities for the project as follows:

Owner	Existing Location			New Location			Description of Work
Sunoco	965+66	57' to 59'	LT/RT				Replace test station on northside and replace gas markers

...

The Company does not anticipate any other conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer, so the proper actions can be taken to prevent delay of construction.

Need for Right of Way for Relocations

No additional right of way is needed.

Schedule for Relocations

The Company plans to begin their relocations on **April 9th, 2026**.

The Company will need **1 day** to perform their relocations.

Everflow Eastern Partners

Andrew Strawn

330-537-3863

strawna84@gmail.com

Susan Ettinger

settinger@everfloweastern.com

From the June 22, 2023, Utility Kickoff Meeting:

- Andrew Strawn was present
- There is an existing 2" Everflow gas line not shown on east side of Southern Blvd.
 - Currently not shown in plans

- Would like Level A test pits performed to determine the current depths
 - There is a high pressure 6" steel gas line located along Southern Ave.
- Existing location information from GIS will be provided.
- Post meeting follow up email on 6/23: Andrew Strawn sent underground facility drawings for our records and indicated their lines are on the western side of the Railroad's ROW. They have a 2-inch steel pipe through a 4-inch casing underneath US 224. Inside the 2-inch steel is a 1.25-inch plastic conduit. No depth is available on this line. Andrew requested to know how far back the curb line would be extended from the existing curb line since access to the transition from plastic to steel would need to be obtained from the north and south sides of US 224. Susan Ettinger was copied on the email who could provide additional documentation as needed.

From the September 28, 2023, Utility Meeting:

- Everflow had RSVP'd for the meeting but could not attend at the last minute.
- A makeup meeting to be scheduled with Everflow.
- 10/9/2023, Andrew Strawn called back and stated they would like to have test pits performed.
- 12/05/2023, Railroad and utility coordination meeting. Andrew Strawn stated Everflow has a gas pipeline traveling north / south along Southern Blvd between existing pavement edge and railroad tracks. They will need to extend their gas casings due to pavement widening. May need to relocate pipeline if railroad infrastructure impacts it.
- 2/2/2024, Notice that utility meeting was moved to 3/19/2024 and pole relocation plan was sent
- 2/12/2024, Potholing was done for Everflow facilities
- 2/15/2024, Railroad infrastructure CAD dgn was sent over

From the March 19, 2024, Utility Meeting:

- No representatives present
- 3/28/2024, Followed up about issues with railroad foundations
- 4/8/2024, Commented their frustration with lack of reliable potholing depth, set up call on 4/15
- 4/15/2024, Asked to have person onsite to stake out since our plan line do not seem sufficient for them. Setting up meeting
- 5/2/2024, Virtual meeting set up to talk about gas pipe along southern blvd
- 5/2/2024, Sent over easement information
- 5/2/2024, Sent over additional utility mapping
- 5/22/2024, On site meeting where curb line was marked out
- 6/18/2024, Asked about potholing schedule, still coordinating
- 9/13/2024, Call to confirm pothole on 9/17
- 12/3/2024, Everflow inquired about relocation payment given they are in easement. Nick reached out to ODOT to confirm this
- 12/19/2024, Emailed they are aware of station impact and will be relocating
- 12/19/2024, Clarified that lease is for as long as lease owner is transporting gas through pipes
- 12/23/2024, Confirmed location of station and easement info for the gas station
- 1/6/2024, Looped in Enbridge to discussion of gas well
- 1/6/2025, Sent over comments about exist facilities
- 1/28/2025, Asked about reimbursement process / forms
- 2/26/2025, Asked about mb rail contact
- 3/14/2025, Asked for when new plans were being sent
- 4/22/2025. Emailed relocation ideas under US 224 and southern blvd next to railroad

- 5/1/2025, Attended in-person utility meeting

From the May 1, 2025, Utility Meeting:

- Existing facility is 1' east of NW foundation and 0' west of SW foundation
- Able to perform relocation with either option in 1 - 2 days.
- 1 option is to go approx. 12 feet deep under other utilities
- Other option to shift right and be shallower, but this may impact Lumen's existing fiber optic line
- Working with Enbridge at Great Escape location for meter system facilities for tie-in to each other.
- Need to finalize reimbursement before start construction at either location.
- Place new gas station 15' back from existing at US 224 Sta 979+00
- This work is in easement and is billable for ODOT to cover cost
- Relocation work along RR track is partially billable.
- 6/30/2025, CDL sent over detail for foundation excavation near railroad tracks
- 7/1/2025, Everflow sent over some follow up questions for CDLs excavation shoring detail
- 7/3/2025, ODOT asked if 7'-6" by 7'-6" is the proposed foundations? This is different than the 10' by 10' we previously had.
- 7/2/2025, CDL stated The 7'6"x7'6" is currently the largest foundation either of our suppliers produce. After reaching out for confirmation, we are waiting on the cantilever vendor to finalize the design and load calculations to verify the foundation size.
- 7/3/2025, ODOT stated if foundations are reduced now, everflow impact may be less. Will need to update plans immediately
- 7/7/2025, CDL stated if the railroad and DOT sign off on the distance between rail and signal, we can do that. Currently, with the center of foundation 12' from the centerline of the rail, the masts nearest to the rail will be less than the AREMA minimum of 10' from center of rail to any part of the signal. Moving 9' closer to the rail would leave us approx. 9' from center of rail to the masts/bridge.
- 7/8/2025, ODOT asked does Y&S approve of the SW Foundation being moved to the East a distance of 9'?
- 7/8/2025, Youngstown S&E stated they approve of this foundation being moved to the distance as described above.
- 7/9/2025, ODOT stated they approve of the change as well. Please proceed with your plan changes, which include the following: changing dimensions of the foundations to be 7'-6" x 7'-6" x 6'-9" deep, with foundations remaining at the same exact center point, and with the exception of moving the SW Foundation to the East a distance of 9'.
- 8/13/2025, Discussion with consultant and AJ where they are moving proposed gas station back 10' from existing since Enbridge relocation is on top of their gas main.
- 9/10/2025, Snet final plans with utility note, conflict matrix and CADD files
- 9/15/2025, Asked if AJ is able to attend Wednesday's meeting
- 9/16/2025, AJ stated he can make meeting
- 9/22/2025, Follow up asking about relocation plans along with re-sending final tracings link
- 12/4/2025, Asked if transmission pole placement shift in field was okay with them given pole is closer to ex facility
- 12/4/2025, AJ stated they are okay with pole being closer
- 1/28/2026, sent relocation schedule for utilities to all utility companies
- 2/4/2026, email to AJ on elevation limits from Enbridge test holes to ensure Everflow does not need relocation
- 2/4/2026, AJ confirmed no relocation is needed
- 2/25/2026, sent updated relocation schedule for utilities to all utility companies for final dates/confirmations

- 2/26/2026, confirmed duration and stated they would begin relocation once Enbridge shuts off line temporarily where their gas station is
- 2/26/2026, follow up confirming start date of relocation
- 3/31/2026, Nick sent out reminder that anyone needing first energy to hold poles for their own relocation due to excavating near FE poles need to pay FE to do so

The Company has facilities within the project limits as shown on the plans. The Company will be relocating their facilities for the project as follows:

Owner	Existing Location			New Location			Description of Work
Enbridge and Everflow	979+00	68'	LT				Relocate aboveground pipe and station

New location is per Enbridge gas' relocation plan. Enbridge and Everflow each own parts of station.

The Company does not anticipate any other conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer, so the proper actions can be taken to prevent delays of construction.

Everflow representative (AJ Strawn) to be on site when the contractor is operating around Everflow facilities.

Need for Right of Way for Relocations

The final ROW plans have made accommodations for Everflow's relocations. No additional ROW is required.

Schedule for Relocations

Coordination with Enbridge relocation needed for when Enbridge relocates their gas main at Sta 979+00, leftside along US 224. Anticipated to be **early to mid June**.

The Company will need **1 -2 days** to perform their relocations.

Everstream Solutions

Gio Reillo

216-905-0780 (cell)

greillo@everstream.net

Nick Merchant

614.357.1038 (cell)

nmerchant@everstream.net

From the June 22, 2023, Utility Kickoff Meeting:

- Dustin Greathouse RSVP'd for the meeting, but no one signed in so cannot verify anyone was present.
- No notes taken specifically for Everstream facilities
- 7/26/23 – Reached out to Dustin to request a makeup meeting
- 8/7/23 - Reached out to Dustin to request a makeup meeting
- 8/23/23 – Emailed and left a voicemail to Dustin and Gio

From the September 28, 2023, Utility Meeting:

- Dustin Greathouse was present.
- Everstream has some underground facilities on west side of Market St, which will be removed. They will place an aerial line attached to their existing aerial lines in the area. This would take 3-4 weeks once the First Energy poles are relocated, and new fiber line to be latched onto existing Everstream aerial line on first energy poles,
- Other aerial lines throughout project on first energy poles will be relocated with pole relocations
- 2/2/2024, Notice that utility meeting was moved to 3/19/2024 and pole relocation plan was sent
- 2/15/2024, Railroad infrastructure CAD dgn was sent over

From the March 19, 2024, Utility Meeting:

- No representatives present
- 10/29/2024, requested kmz file
- 10/30/2024, sent info stating aerial only in project limits
- 12/16/2024, sent info with one small portion of underground
- 1/8/2025, underground, no conflict in this project. Just need to relocate aerial lines
- 1/28/2025, Just need to relocate aerial lines
- 4/1/2025, sent over kmz file
- 4/8/2025, confirmed in kmz, Blue is aerial, and green is underground. Yellow represents fiber that we currently have marked as in the construction phase. In this case, it's aerial.

From the May 1, 2025, Utility Meeting:

- No representatives present
- 6/12/2025, Mike Huang asked for project kmz file
- 6/13/2025, Nick Donofrio sent over kmz file
- 6/17/2025, Gio Reillo stated he is reviewing stage 3 plans
- 6/17/2025, Mike Huang asked to meet or chat about future planning
- 7/1/2025, Everstream and consultants met to discuss relocation, which is aerial only.
- 7/1/2025, Joseph Girdlestone stated they will have relocation concept by end of the July
- 7/23/2025, Joseph Girdlestone asked for link to stage 3 plans
- 7/24/2024, Nick Donofrio sent over link to plans
- 8/1/2025, Joseph Girdlestone stated they do not believe we will need to cutover our cables to complete this relocation. However, we will need to hire an aerial contractor to move storage loops around to give us enough slack to swing out to the new poles that will be farther off the road. Once the new poles have been placed, our relocation will take about 2 weeks to complete.
- 9/10/2025, sent final plans with utility note, conflict matrix and CADD files
- 1/28/2026, sent relocation schedule for utilities to all utility companies
- 2/25/2026, sent updated relocation schedule for utilities to all utility companies for final dates/confirmations
- 3/3/2026, asked for a confirmation on relocation begin date
- 3/4/2026, Everstream confirmed relocation dates, would go out once poles are moved
- 3/24/2026, sent over reminder that FE requires a work order to hold ex poles during relocation
- 3/24/2026, sent out reminder for attendance to bi-weekly utility meeting

The Company has facilities within the project limits as shown on the plans. The Company will be relocating their facilities for the project as follows:

... Everstream is relocating their aerial lines along US 224 in conjunction with the First Energy / AT&T pole relocation plan.

The Company does not anticipate any other conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer, so the proper actions can be taken to prevent delay of construction.

Need for Right of Way for Relocations

No additional right of way needed.

Schedule for Relocations

The Company plans to begin their pole relocations on **April 15th, 2026.**

The Company will need **2 weeks** to perform their relocations in the 3-month span in will take First Energy/AT&T to relocate all of the poles.

First Energy (Ohio Edison) Distribution

Timothy Markulin

330-896-7622 (office)

330-810-5299 (cell)

tmarkulin@firstenergycorp.com

Michael Beck

330-740-7704

beckm@firstenergycorp.com

From the June 22, 2023, Utility Kickoff Meeting:

- Michael Beck was present
- OE concerned about timing of project. Mike did not think the January 1st, 2026, to early Spring timeline is enough time to fully relocate their facilities.
- OE needs to combo signal pole heights as soon as possible to determine their line heights. They need a minimum of 10' vertical clearance between luminaire and their facilities. RR gate arms heights are also needed to ensure there is no conflict.
- Mike will do an internal investigation into the presence of any existing easements.
- Anytime their pole line shifts from a straight line to an angled lay out, a guy wire is needed on the backside of the pole. Typical offset from pole is 25'-30'. This needs to be accounted for in the proposed right of way design.
- Mike indicated that the second line running along the East side of Southern Blvd belongs to First Energy Transmission.
- Mike will assist us in contacting the transmission branch of their company as their relocation plan development will take more time than the distribution.
- Typical maintenance bucket truck can reach heights of 40'-45'. This needs to be taken into consideration for the signal/light pole heights.
- Can a guy wire be in temporary right of way? It appears this may be an issue at Boardman Park. Mike was made aware that no facilities shall be located outside the existing R/W near Boardman Park. Mike to

check on the existing conditions and provide the proposed relocation plan accordingly. There is also a communications line that needs to be accounted for when relocating this line.

- More right of way is needed for utility pole relocation at NE corner of US-224 & Marinthana
- Ohio Edison will check on any existing easements within Boardman Park to avoid guy wire locations within the park's property.
 - The temp right of way at the right in, right out drive should be made permanent right of way to accommodate guy wire location.
- CC Mike's boss Tim M on all emails regarding the project.

From the September 28, 2023, Utility Meeting:

- Mike Beck (Designer) is not present, comments brought from his review
- Market drive at Mall entrance from 224 – Is that entrance going away? ODOT answered no, just being converted to RIRO
- At California drive, station 174+00, clarified and control changes, strain poles at that intersection are not theirs
- At Marinthana, NW pole in conflict, plan to reset two new poles on that corner within current construction limits, to go around the corner, trying to tighten up R/W linework, looking at guy wire arraignment to save R/W, guy would not go straight back, need to account for 20' behind pole, 25' stated last time but 20' should be adequate
- South side of 224, do you want our pole behind walk or in front where currently? Is possible to use a sidewalk guy (goes horizontally over walk and then down, less aesthetically pleasing)
- Page 18 of plans – poles to be relocated on south side in front of park, no R/W can be taken from park, locked into current R/W, some guy wires are already on park property, Ed asked them to look for any existing easements allowing guys on park property, ODOT noted that poles can be placed in sidewalk as long as 4' min width is maintained, ODOT noted the work is in cut here by small amount, wondering if pole could be left in place or if new pole could be placed deeper right next to current pole
- Page 24 of plans – Sta 1007 - two poles that need to be relocated, line across the street, would need additional R/W for guys, drew in a box behind proposed R/W, 10-15' back from pole, 10' width needed on either side of pole, ODOT noted 5' width has been provided elsewhere, utility easement would be fine for this
- Many other simple relocates are fine
- Station 1026, would need additional utility easement behind R/W for pole guy, 20-25' behind pole, Anu asked if this pole could be left since there would be 4' clearance around walk, agreed pole could be left in place
- Asked again for proposed traffic signal info, ODOT note it's not available yet, will be available at Stage 2, try to get 10' above any light on top of the signals
- Noted that transmission is separate and not present at this meeting
- Looking at various poles that can remain in front of park, cut is minimal
- Asked if sidewalk guy wires could be used in more locations to save R/W, may be possible in some locations but it depends on pole loading and other factors, not preferred method
- 12/05/2023, Railroad and utility coordination meeting. Mike Beck indicated that FE Distribution needs to be at least 10' vertically away from any railroad signal bridge and 10' away from transmission lines. Their overhead facilitates travel north / south along Southern Blvd with the FE transmission lines. They also have facilities running west / east along US 224 on the south side of US 224. Will need to relocate poles throughout the project.
- 2/2/2024, Notice that utility meeting was moved to 3/19/2024 and pole relocation plan was sent
- 2/15/2024, Railroad infrastructure CAD dgn was sent over

- 2/28/2024, Invite sent to join monthly railroad coordination call

From the March 19, 2024, Utility Meeting:

- Distribution is covered in current plans, got measurements of their lines which were passed along to transmission. Will pass these along to the design consultant as well.
- Will provide voltages to CDL.
- Voiced concern with where the proposed signal cabinet will be located. Will let the design team know where they think the best place is to service the signal cabinet.
- ODOT asked if overhead line can be de-energized overnight (need to confirm).
- 8/22/2024, Sent over updated pole relocation
- 10/30/2024, Confirmed that if 5' pole extension is not needed, we should meet 10; clearance with overhead lines over signal poles
- 11/21/2024, Stated pole relocations at parcels 65 and 79 belong to AT&T
- 1/28/2025, Confirmed relocation pole plan is same based on stage 2 plans
- 2/25/2025, Sent over some pole height information
- 4/22/2025, Inquired about overhead lines and mast arm crossings
- 4/23/2025. Asked about pole at sta 57+10, southern blvd being DND instead of TBRLO

From the May 1, 2025, Utility Meeting:

- Re-route distribution behind Sheetz along Marinthana neighborhood to get out of railroad crossing on northside
- To start in June 2025 (tentative)
- First Energy lines will be de-energized around US 224 and Southern Blvd intersection on the Northside of US 224 at the time of project construction.
- Looking to begin pole relocations in September 2025
- Light arm extensions on poles.
 - Design to work around First Energy Poles
- Pep boys location
 - Locations within sidewalk areas will be within 6-12" within sidewalk.
 - Need to verify ADA compliance.
 - First Energy distribution will need lists of poles that will need held within 6-8 weeks prior to work from all other utilities.
 - Enbridge to investigate moving HP line into curbline.
- Enbridge will need to provide detailed MOT plans for any relocations within the roadway.
 - Depth of undercuts should allow for min depth of 3 feet for relocations
- 5/23/2025, sent updated pole relocation plan
- 8/25/2025, asked to set up meeting to discuss pole relocations where conflicts with proposed gas relocation occur.
- 8/28/2025, asked for time from 9/2-9/12/25 to meet
- 8/29/2025, provided some times to meet between 9/2-9/12
- 9/5/2025, follow up with consultants to determine time to meet
- 9/10/2025, send final plans with utility note, conflict matrix and CADD files
- 9/12/2025, scheduled meeting for 9/16 to discuss pole relocations
- 9/12/2025, sent over relocation reimbursement for distribution, which was not previously discussed with team. Only transmission reimbursement was discussed.
- 9/16/2025, meeting with FE Distribution and AT&T regarding pole relocations

- 9/17/2025, asked about eastings and northings for 4 poles that they want to relocate in october 2025
- 9/17/2025, gave eastings and northings
- 9/17/2025. Meeting at railroad monthly coordination meeting discussed need for additional meeting with FE Distribution, Zayo, Enbridge and AT&T to determine Sta 963-Sta 971 relocation
- 9/18/2025, asked about meeting times from 9/22-9/26
- 9/19/2025, sent meeting minutes to AT&T and FE and ODOT from 9/16 meeting
- 9/22/2025, follow up asking about relocation plans along with re-sending final tracings link
- 10/3/2025, Teams meeting with Zayo, Enbridge, and FE Distribution to discuss relocations around Southern Blvd to Tanglewood Dr
- 10/3/2025, email asked FE if they had depths for proposed pole relocations
- 10/6/2025, sent over pole depths for relocation
- 10/8/2025, sent over FE distribution emails for further coordination
- 10/13/2025, sent updated pole relocation plan
- 10/20/2025, asked about conflict at NE corner of southern us 224 where signal pole and FE pole are in conflict
- 10/27/2025, stated signal engineer revised location to avoid conflict with relocated FE pole
- 10/28/2025, asked if pole could be relocated 10' west due to conflict with property line
- 10/28/2025, stated google earth image shows sidewalk, dated april 2023
- 10/28/2025, sent over nearmap image of sept 2025, where sidewalk was removed
- 12/1/2025, asked when final relocation pole plan is approved
- 12/3/2025, stated we are waiting on final relocation plans from others to confirm pole placements
- 1/14/2025, email to set up meeting to finalize pole relocation
- 1/16/2025, sent meeting invite out to discuss relocation
- 1/21/2026, meeting to discuss FE pole relocations, zayo and enbridge relocation
- 1/27/2026, sent over meeting minutes, revised pole relocation and plan pdf notes
- 1/28/2026, sent relocation schedule for utilities to all utility companies
- 1/28/2026, First Energy mentioned they can stake poles in the field as soon as possible
- 1/28/2026, First Energy asked for calendar forward for bi-weekly railroad coordination meeting
- 1/29/2026, forwarded bi-weekly railroad coord meeting invite
- 2/12/2026, meeting to discuss ark relocation onto FE facility
- 2/17/2026, First Energy sent out email stating they staked pole relocation spots in the ground for zayo
- 2/17/2026, meeting to discuss final pole relocation
- 2/25/2026, updated relocation schedule for utilities to all utility companies for final dates/confirmations
- 2/26/2026, First Energy follow up asking about 1 pole it is to remain now
- 2/26/2026, confirmed that the pole is to remain
- 2/26/2026, Todd Sciano, a Donald Bohning and Associates subconsultant who is staking locations for pole relocation
- 3/5/2026, First Energy asked for pdf of relocation plans
- 3/5/2026, sent over pdf print of relocation plan
- 3/23/2026, Todd Sciano asked if we had up to date plan pdfs and CADD files
- 3/24/2026, Sent over reminder that FE requires a work order to hold ex poles during relocation
- 3/25/2026, Sent over updated CADD and plan file
- 3/25/2026, First Energy clarified process for holding poles during construction
- 3/31/2026, Nick sent out reminder that anyone needing first energy to hold poles for their own relocation due to excavating near FE poles need to pay FE to do so

The Company has facilities within the project limits as shown on the plans. The Company will relocate their facilities as follows:

Owner	Existing Location			New Location			Description of Work
Owner	Existing Location			New Location			Description of Work
First Energy	104+43	35'	LT	104+45	56'	LT	Relocate
First Energy	55+95	18'	LT	55+95	32'	LT	Relocate
First Energy	60+90	20'	LT	60+90	33'	LT	R/P
First Energy	62+11	18'	LT	62+11	30'	LT	Relocate
First Energy	960+78	34'	LT	960+78	38'	LT	Relocate
First Energy				962+93	50'	LT	INST
First Energy	964+09	9'	LT	963+95	53'	LT	Relocate
First Energy	965+44	35'	LT	965+44	50'	LT	Relocate
First Energy	966+21	37'	RT	966+21	47'	RT	Relocate
First Energy				967+04	53'	LT	INST
First Energy	966+99	37'	RT	967+25	54'	RT	Relocate
First Energy	969+28	37'	RT	969+30	53' RT	RT	Relocate
First Energy				970+20	45' RT	RT	INST
First Energy	974+57	59'	LT	974+57	68 LT	LT	Relocate
First Energy				975+00	39' RT	RT	Install
First Energy	1014+60	44'	LT	1014+50	50' LT	LT	Relocate
First Energy	1015+10	44'	LT	1015+35	52' LT	LT	Relocate
First Energy	1015+90	44'	LT	1015+90	50' LT	LT	Relocate
First Energy	1016+60	40'	LT	1016+60	50' LT	LT	Relocate
First Energy	1018+00	36'	LT	1018+03	50' LT	LT	Relocate
First Energy	1019+70	42'	LT	1019+96	51.5'	LT	Relocate
First Energy	1021+40	45'	LT	1021+40	54' LT	LT	Relocate
First Energy	1021+80	45'	LT	1022+00	54' LT	LT	Relocate
First Energy				1022+00	67' LT	LT	Install new anchor
First Energy	1022+50	45'	LT	1022+50	55' LT	LT	Relocate
First Energy				1022+50	65' LT	LT	Install new anchor
First Energy	209+10	40'	LT	209+00	40' LT	LT	Relocate

See First Energy Distribution and AT&T Relocation Plan

The Company does not anticipate any other conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer, so the proper actions can be taken to prevent delay of construction.

Unless otherwise specified, the overhead conductors within this project area will remain energized for the duration of the project. Caution must be exercised by the State's Highway Contractor to ensure that OSHA safety standards are observed.

[Need for Right of Way for Relocations](#)

The final ROW plans have made accommodations for First Energy's relocations. No additional ROW is required.

Schedule for Relocations

The Company plans to begin their initial relocations on September 2025.

The Company will need **1 month** to perform their relocations.

The Company plans to begin their final pole relocations on April 15th, 2026.

The Company will need **3 months** to perform their relocations.

First Energy (Ohio Edison) Transmission

Angela Melia

(330) 720-9433

amelia@firstenergycorp.com

Dan McGill

dmcgill@firstenergycorp.com

Andrew Kollar

askollar@firstenergycorp.com

From the September 28, 2023, Utility Meeting:

- First Energy Transmission was added to this note as a separate contact from the Distribution team at First Energy
- The First Energy Transmission team will be included in the next utility coordination meeting.
- 10/5/2023, Mary Walton stated they are reviewing plans and would be unavailable to further discuss until the week of 10/16/2023
- 10/30/2023 meeting with Andrew Kollar, Mary Walton, Gustavo Martinez
 - Sta 99, Market Ave, distribution used as a stub pole, look at grading plan, 6" deep not issue, 3' could
 - Sta 962, Southern Blvd, in between ex curb and RR tracks running north and south
 - Sta 962. Southern Blvd, telecom pole
 - Sta 965, 138kV lines
- 12/05/2023, Railroad and utility coordination meeting. Mary Walton indicated that FE Transmission needs to be at least 10' vertically away from distribution lines. They have 69kV transmission lines along the right side of Southern Blvd going north / south between the railroad tracks and the existing pavement, crossing US 224. May need to relocate depending on location of railroad signal infrastructure.
- 2/2/2024, Notice that utility meeting was moved to 3/19/2024 and pole relocation plan was sent
- 2/15/2024, Railroad infrastructure CAD dgn was sent over
- 2/28/2024, Invite sent to join monthly railroad coordination call

From the March 19, 2024, Utility Meeting:

- Lines will need raised depending on where distribution needs to go.
- Verified that poles on NE and SE corners of Southern Blvd. will be moved away from the intersection. Will remain on the same line but will likely be replaced with steel poles.

- Concerned with new height of the poles. Verify if an airway highway clearance check was completed.
- Transmission needs to provide voltage to CDL.
- Will need the exact locations of the railroad foundations to set proposed pole locations.
- Steel pole for transmission is a 6 month lead time to get the pole once it's designed, critical to get foundation details and bridge height and location.
- First Energy will not transfer DIPs, customer responsibility, or ODOT has to find a contractor to move service lines for power customers.
- 3/22/2024, Railroad foundation northing/eastings sent over
- 4/17/2024, Monthly railroad coordination meeting
- 5/14/2024, Andrew asked for basemaps (which were previously sent to him) and about the state plane coordinates issue again
- 6/4/2024, Sent over email with comments on stage 2 plans
- 6/11/2024, Sent email stating they won't design anything in a 90 day window as approval process goes through
- 8/21/2024, Nick Barnum and GDP are contacts now
- 9/27/2024, scheduling a meeting to discuss conflicts
- 10/17/2024, Scheduling a meeting to discuss conflicts with FE Transmission and their new subconsultant, GPD Group
- 10/22/2024, Meeting to discuss conflicts
- 11/22/2024, Asked about railroad signal truss heights
- 12/10/2024, Asked about right of way CADD sheets
- 1/24/2025, Sent over GPD Group, subconsultant for FE Transmission, comments from Ron Moore
- 3/19/2025. Followed up asking about real estate easement info and cost estimate
- 3/19/2025, Mary responded saying she sent easement info to Matt Steele on 3/5/25
- 3/19/2025, Sent over cost estimate preliminary
- 4/16/2025, Estimate of relocation cost sent over, stated Matt Steele received in previously on 12/02/2024
- 4/30/2025, Nick Barman sent reply email that he is working on emergency storm restoration in western PA and may not be able to attend 5/1/2025 in person utility meeting
- 4/30/2025, Stated he would be in attendance with Ron Moore
- 4/30/2025, Sent proposed pole relocation kmz and AutoCAD drawing

From the May 1, 2025, Utility Meeting:

- Begin work in October
- Directly embedded steel poles may impact Everflow's gas facility flowing along the west side of the railroad
- All existing facilities will be present at time of construction kickoff.
- First Energy will begin relocation for project needs when r/w is acquired, and they receive notice to proceed.
- Relocating in October 2025
- Under 2 months to complete
- Line will be out of service
- East side of tracks first and then west side. Estimated one month for each side
- Pole locations to be sent to Enbridge
- Will need permitting with the railroad. If new lines are pulled across 224, a permit will probably be needed for any temporary (short term) closures.
- 6/24/2025, Todd Rasey sent over CADD file and kmz for transmission pole relocation, need to finalize reimbursement before start of construction.
- 9/10/2025, sent final plans with utility note, conflict matrix and CADD files
- 9/12/2025, sent over relocation reimbursement for transmission

- 9/22/2025, follow up asking about relocation plans along with re-sending final tracings link
- 9/23/2025, Sent over final relocation plans
- 10/3/2025, asked for some additional plan sheet files for an exhibit for ODOT
- 10/3/2025, email providing plan sheet files
- 12/3/2025, provided northing and easting for pole relocation. Asked if we could confirm that a 2.5' shift north is okay
- 12/4/2025, confirmed design movement was okay, getting concurrence with gas company
- 12/4/2025 Everflow confirmed that this was okay, moving proposed pole closer to gas
- 12/8/2025, Call with Kyle at First Energy, he asked who owns drainage pipe running north and south along, asked to shift structure #16 3' west to avoid drainage and install
- 12/8/2025, Call with Angela that discussed pipe and whether if it is abandoned. ODOT stated they did not own it
- 12/10/2025, Angela stated they will shift a few feet in field to avoid drainage pipe
- 12/10/2025, ODOT stated this is fine as long as railroad is okay with shift closer to tracks
- 12/10/2025. Angela confirmed shift is still beyond railroad right of way
- 1/28/2026, sent relocation schedule for utilities to all utility companies
- 2/12/2026, meeting to discuss ark relocation onto FE facility
- 2/25/2026, sent updated relocation schedule for utilities to all utility companies for final dates/confirmations
- 3/31/2026, Nick sent out reminder that anyone needing first energy to hold poles for their own relocation due to excavating near FE poles need to pay FE to do so

The Company has facilities within the project limits as shown on the plans. The Company will relocate their facilities as follows:

Owner	Existing Location			New Location			Description of Work
First Energy	962+49	39'	LT	TBD			Relocate pole.
First Energy Transmission	58+48	27'	RT	57+91	29'	RT	Relocate pole.
First Energy Transmission	59+99	27'	RT	60+25	30'	RT	Relocate pole.
First Energy Transmission	60+06	25'	RT	60+25	30'	RT	Relocate pole.

The Company does not anticipate any other conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer, so the proper actions can be taken to prevent delay of construction.

Unless otherwise specified, the overhead conductors within this project area will remain energized for the duration of the project. Caution must be exercised by the State's Highway Contractor to ensure that OSHA safety standards are observed.

Need for Right of Way for Relocations

No additional right of way needed.

Schedule for Relocations

The Company plans to begin their relocations on **October 6, 2025**.

The Company will need **2 months** to perform their relocations.

Lumen

Ryan Birdsall

ryan.birdsall@lumen.com

relocations@lumen.com

From the June 22, 2023, Utility Kickoff Meeting:

- Prior to the meeting Haley responded by email that Lumen does have facilities within the project
- Please reference the file number **P-445213 OH** with any future communications.
- Lumen was not present for the meeting, no notes taken related to Lumen facilities

From the September 28, 2023, Utility Meeting:

- Lumen did not RSVP for the meeting.
- A makeup meeting to be scheduled with Lumen
- 10/1/2023, email sent asking for any comments on the Stage 1 submittal
- 10/13/2023, email sent asking for any comments on the Stage 1 submittal
- 11/7/2023, email sent asking for any comments on the Stage 1 submittal
- 11/21/2023, email sent asking for any comments on the Stage 1 submittal
- 11/22/2023, Haley stated Lumen team is looking at Stage1 submittal.
- 12/5/2023, Lumen did not attend the railroad / utility coordination teams meeting.
- 1/5/2024, Lumen stated they did not have good mapping and were getting together what they could find
- 2/2/2024, Notice that utility meeting was moved to 3/19/2024 and pole relocation plan was sent
- 2/15/2024, Railroad infrastructure CAD dgn was sent over
- 2/15/2024, Sent over a tif with their utility mapping

From the March 19, 2024, Utility Meeting:

- No representatives present
- 3/21/2024, Nick followed up asking about their plans; left voicemail
- 3/29/2024, Nick follow up asking about their plans; left voicemail
- 4/4/2024, Emailed asking about their relocation plan
- 4/25/2024, Follow up email asking about relocation plans
- 5/16/2024, Follow up email asking about relocation plans
- 6/18/2024, Call asking about relocations, reaching out to design in charge
- 10/17/2024, Nick emailed newest CAD dgns and dwgs
- 2/21/2025, Lumen stated they were 10' below exist ground at under the railroad and 12' under the existing drainage structure.
- 2/21/2025, Sent over information for court ordered easement
- 5/1/2025, Did not attend in-person utility meeting

From the May 1, 2025, Utility Meeting:

- No representatives present

- 5/21/2025, call with Lumen discussing facilities, with a line that was previously abandoned on the west side of the railroad tracks
- 6/4/2025, send stage 3 plans with utility note, conflict matrix and CADD files
- 6/10/2025, sent over instructions for how to upload to new Lumen project upload site
- 6/16/2025, sent update asking for stage 3 comments if not yet provided
- 9/10/2025, sent final plans with utility note, conflict matrix and CADD files
- 9/22/2025, follow up asking about relocation plans along with re-sending final tracings link
- 12/3/2025, at monthly coordination railroad meeting, Ryan Birdsall confirmed he is the new contact for lumen
- 12/5/2026, asked Ryan Birdsall for update on contact info to place on utility contact list
- 1/28/2026, Lumen mentioned they do not have a marker at this spot after reviewing
- 2/25/2026, sent updated relocation schedule for utilities to all utility companies for final dates/confirmations
- 3/31/2026, Nick sent out reminder that anyone needing first energy to hold poles for their own relocation due to excavating near FE poles need to pay FE to do so

Mahoning County Sanitary Engineer

Phillip Tate

330-793-5514 Ext. 8212

philip.tate@mahoningcountyoh.gov

From the June 22, 2023, Utility Kickoff Meeting:

- Prior to the meeting Phillip replied by email stating that their facilities are generally deep enough not to be impacted, just manholes would need to be adjusted to grade.
- Nobody signed in for the meeting
- Sanitary line is AC, not PVC per Youngstown water's records
- Is there a temp easement on the south side of US-224? Appears that existing sanitary line is outside of the existing right of way.
- Is there an existing easement for existing storm sewer and sanitary sewer at existing right in, right out?
- Is there an existing easement accommodating the existing sanitary line at ~STA 1017+15 LT

From the September 28, 2023, Utility Meeting:

- Mahoning County Sanitary did not RSVP for the meeting.
- A makeup meeting to be scheduled with Mahoning Sanitary.
- 10/12/2023, Phillip Tate indicated that manholes will be adjusted to grade and that most of their sanitary seemed deep enough to not be in conflict with proposed storm sewer
- 10/25/2023, Phillip Tate sent over additional record plans for ex sanitary information.
- 12/5/2023, Mahoning County Sanitary did not attend the railroad / utility coordination teams meeting.
- 01/31/2024, Mahoning County Sanitary sent over utility easements
- 2/2/2024, Notice that utility meeting was moved to 3/19/2024 and pole relocation plan was sent
- 2/15/2024, Railroad infrastructure CAD dgn was sent over

From the March 19, 2024, Utility Meeting:

- Gravity mains along the project.

- Will look for as-built drawings to confirm depths of pipes.
- If relocating, would acquire easements for those.
- 3/20/2024, Sent invert data for sanitary facilities and easements
- 4/5/2024, call to discuss any additional easements they may have.
- 6/17/2024, Need to relocate if cone section can't be rotated out of curb line
- 6/18/2024, Asked them for more details on any laterals connecting businesses to sanitary line
- 6/20/2024, sent over additional easement information
- 6/27/2024, Sent over more data for sanitary laterals coming off of US 224 and easement information for great escape property
- 7/1/2024, Utility meeting with sanitary, consultants and ODOT, discussing relocation efforts and next steps forward

From the May 1, 2025, Utility Meeting:

- No representatives present
- 6/4/2025, send stage 3 plans with utility note, conflict matrix and CADD files
- 6/16/2025, sent update asking for stage 3 comments if not yet provided
- 9/10/2025, sent final plans with utility note, conflict matrix and CADD files
- 2/25/2026, sent out utility relocation schedule
- 3/31/2026, Nick sent out reminder that anyone needing first energy to hold poles for their own relocation due to excavating near FE poles need to pay FE to do so

The Company has facilities within the project limits as shown on the plans. The Company will be relocating their facilities for the project as follows:

Owner	Existing Location			New Location			Description of Work
Mahoning County Sanitary	969+12	42'	RT				ATG MH. Rotate casting to ensure it is not in the curb lines
Mahoning County Sanitary	978+80	44'	LT				ATG MH
Mahoning County Sanitary	992+63	52'	RT				ATG MH
Mahoning County Sanitary	1015+58	45'	LT				ATG MH
Mahoning County Sanitary	1017+21	45'	LT				ATG MH
Mahoning County Sanitary	1021+64	43'	LT				ATG MH
Mahoning County Sanitary	1021+68	34'	RT				ATG MH
Mahoning County Sanitary	1024+36	35'	RT				ATG MH
Mahoning County Sanitary	1027+08	37'	RT				ATG MH

Mahoning County Sanitary	53+04	15'	LT				ATG MH
Mahoning County Sanitary	207+16	38'	RT				ATG MH
Mahoning County Sanitary	208+06	37'	RT				ATG MH. Rotate casting to ensure it is not in the curb lines

The Company does not anticipate any other conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer, so the proper actions can be taken to prevent delay of construction.

Need for Right of Way for Relocations

No additional right of way needed.

Schedule for Relocations

All work related to sanitary has been included in the construction plans.

Zayo Fiber Solutions

Waylon Jennings
765-341-1199 (cell)
waylon.jennings@zayo.com
zayo.relo.ohio@zayo.com

Steven Hyland
614-579-5566 (cell)
stevenhyland@bbrindustries.net

Cobb Fendley (subconsultant to Zayo Fiber Solutions)

From the June 22, 2023, Utility Kickoff Meeting:

- RSVP'd that Eric or Jason would attend meeting but neither signed in
- No notes taken related to Zayo facilities
- 7/26/23 – Reached out to Eric and Jason to request a makeup meeting

From the September 28, 2023, Utility Meeting:

- Zayo did not RSVP for the meeting
- A makeup meeting to be scheduled with Cobb Fendley/Zayo Fiber
- 9/21/2023, Leah Sookdeo stated Cobb Fendley could not attend meeting. Nick asked for some follow up times to call
- 10/11/2023, Leah Sookdeo stated they are gathering notes for their facilities in the project limits
- 10/13/2023, Krystal Chavez sent over kmz file with horizontal layout of facilities
- 10/26/2023, Krystal Chavez stated they are anticipating 3-4 weeks to collect field data and send back to the consultant.

- 12/05/2023, Railroad and utility coordination meeting. Leah Sookdeo said they were acquiring survey around 12/4/23-12/15/23 and would have a utility map with more details sent by 12/22/2023.
- 1/03/2024, Stated they would send over utility mapping later in the month
- 1/18/2024, Inquired about Zayo utility mapping
- 2/02/2024, Notice that utility meeting was moved to 3/19/2024 and pole relocation plan was sent
- 2/07/2024, Inquired about Zayo utility mapping
- 2/15/2024, Railroad infrastructure CAD dgn was sent over
- 2/28/2024, Zayo stated they are sending over comments after the stage 2 submittal

From the March 19, 2024, Utility Meeting:

- No representatives present
- 4/10/2024, Nick emailed asking about stage 2 comments and relocation plans
- 5/13/2024, Nick left a voicemail, called about comments and relocation plans
- 7/26/2024, Zayo sent over preliminary relocation plans
- 8/13/2024, Updating relocation for MOT plans and needs new link for cad files. Looked at comments
- 1/23/2025, Clarified what was needed from utility company to send over to design team
- 2/6/2025, Zayo email stating they are reviewing plans
- 2/13/2025, Sent update regarding row/utility edits to plans and asked for comments / relocation plans / schedule
- 4/16/2025, Sent stage 2 revised plan reminder and utility meeting reminder
- 4/30/2025, Leah (Cobb Fendley) stated she can't make it, will try to get a local person to attend
- 4/30/2025, Sent in person utility meeting reminder

From the May 1, 2025, Utility Meeting:

- No representatives present
- 5/15/2025, Call where Cobb Fendley said Waylon Higgins is new Zayo contact
- 7/28/2025, Nick Donofrio sent over preliminary Enbridge relocation plan to inform Zayo relocation plan
- 8/20/2025, call with Leah where she asked about CADD files and stated
- 9/10/2025, sent final plans with utility note, conflict matrix and CADD files
- 9/17/2025, At railroad monthly coordination meeting discussed need for additional meeting with FE Distribution, Zayo, Enbridge and AT&T to determine Sta 963-Sta 971 relocation
- 9/18/2025, asked about meeting times from 9/22-9/26
- 9/22/2025, follow up asking about relocation plans along with re-sending final tracings link
- 9/26/2025, follow up asking about relocation plans along with re-sending final tracings link
- 9/26/2025, Leah said she would send something on Monday
- 9/29/2025, Leah stated Peter Dinh called her and was giving her some additional info and may not have something until end of the week
- 10/1/2025, Discussed with Leah relocation efforts, Leah stated she was sending a teammember to Friday's meeting and from this meeting, would have something by 10/6
- 10/2/2025, Leah stated they are having trouble utilizing CADD plans
- 10/2/2025, Asked about relocation timeline. Stated after Friday's meeting
- 10/2/2025, Call with Leah to help get CADD basemaps showing properly
- 10/3/2025, Teams meeting with Zayo, Enbridge, and FE Distribution to discuss relocations around Southern Blvd to Tanglewood Dr
- 10/3/2025, email sending over another link to files.
- 10/6/2025, send over foundation depths for proposed poles

- 10/6/2025, Discussion about 10/3/25 meeting, said she would send over pdf today with relocation
- 10/6/2025, Sent over pole depths from FE distributions pole relocation plan
- 10/8/2025, Asked if someone could provide a pdf for pole relocation
- 10/10/2025, Follow up stating they will get full relocation plan once comments are reviewed
- 10/13/2025, Sent over pole relocation FE Distribution pdf and comments on Zayo relocation plan
- 10/17/2025, Stated by 10/21, would have relocation plan
- 10/22/2025, Stated they would have plans 10/24
- 10/27/2025, Follow-up asking for relocation plans
- 10/28/2025, Email asking about permitting and reimbursements
- 10/29/2025, stated permitting not needed but need to follow ODOT MOT when working
- 10/30/2025, asked about relocation plan
- 10/31/2025, ODOT stated only reimbursement if you have easement
- 11/5/2025, Leah said she would chat with Waylon and reply about relocation plans on 11.7
- 11/10/2025, Follow up, asked if Leah coordinated with Waylon for their relocation plans
- 11/11/2025, Leah asked a few follow up questions regarding relocation
- 11/12/2025, Stated that prime ae was looking to see if they could stake and FE distribution to provide pole relocation date
- 11/18/2025, Stated she cannot make 11/19 meeting
- 11/20/2025, Stated ODOT is not reimbursing and we can set up a call to discuss
- 12/1/2025, Sent over relocation plans
- 12/3/2025, Sent over comments on relocation plan
- 12/3/2025, Confirmed first energy not in easement
- 12/15/2025, Follow up asking about relocation plans schedule
- 12/18/2025, Asked for a temp detail on traffic control
- 12/19/2025, Provided a sample of a traffic control detail
- 12/19/2025, Sent revised relocation plan
- 1/21/2026, Meeting to discuss FE pole relocations, Zayo and Enbridge relocation
- 1/28/2026, Sent relocation schedule for utilities to all utility companies
- 2/25/2026, Sent updated relocation schedule for utilities to all utility companies for final dates/confirmations
- 3/16/2026, Follow up asking if late march relocation date is still good
- 3/16/2026, Steven Hyland stated they potholed locations and coordinating next steps
- 3/18/2026, Follow up asking if late march relocation date is still good
- 3/24/2026, follow up asking if late march relocation date is still good
- 3/24/2026, Zayo stated April 13th would be start date
- 3/27/2026, Leah sending relocation on Monday
- 3/31/2026, Nick sent out reminder that anyone needing first energy to hold poles for their own relocation due to excavating near FE poles need to pay FE to do so
- 4/1/2026, Meeting to discuss southern blvd relocation alongside Zayo and Enbridge, confirm pole locations on Southern Blvd, south of US 224
- 4/8/2026, Discussed relocation, finalized plans
- 4/9/2026, Nick sent out updated southern blvd sheets, with updated pole relocations

The Company has facilities within the project limits as shown on the plans. The Company will be relocating their facilities for the project as follows:

Owner	Existing Location			New Location			Description of Work
Zayo	958+82	62'	RT	TBD			Underdrain within 1' of manhole. ATG or
Zayo	962+54	52'	RT				Relocate
Zayo	968+00	46'	RT				Relocate
Zayo	985+97	49'	RT				ATG
Zayo	987+01	53'	RT				ATG
Zayo	999+05	43'	RT				Relocate
Zayo	1013+38	47'	RT				Relocate
Zayo	1018+15	46'	RT				Relocate
Zayo	1018+21	59'	RT				Relocate
Zayo	1021+97	45'	LT				Relocate
Zayo	1022+00 to 1022+50	45'	LT				Relocate
Zayo	1030+70	62'	LT				Relocate

See Zayo relocation plan for relocation based on conflicts listed above.

The Company does not anticipate any other conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer, so the proper actions can be taken to prevent delay of construction.

Unless otherwise specified, the overhead conductors within this project area will remain energized for the duration of the project. Caution must be exercised by the State's Highway Contractor to ensure that OSHA safety standards are observed.

Need for Right of Way for Relocations

The final ROW plans have made accommodations for Zayo's relocations. No additional ROW is required.

Schedule for Relocations

The Company plans to begin their relocations on **April 20th, 2026**.

The Company will need **3 weeks** to perform their relocations.

Private Utilities

From the June 22, 2023, Utility Kickoff Meeting:

- No representatives present

From the September 28, 2023, Utility Meeting:

- No representatives present

From the March 19, 2024, Utility Meeting:

- No representatives present

From the May 1, 2025, Utility Meeting:

- No representatives present

Utility companies to coordinate with any private utility owners that are impacted based on their respective utility relocation plans.

Unknown UtilitiesFrom the June 22, 2023, Utility Kickoff Meeting:

- The owners of the follow facilities are currently unknown. These shall be incorporated into the respective tables as owners are identified.

From the September 28, 2023, Utility Meeting:

- The owners of the follow facilities are currently unknown. These shall be incorporated into the respective tables as owners are identified.

From the March 19, 2024, Utility Meeting:

- The owners of the follow facilities are currently unknown. These shall be incorporated into the respective tables as owners are identified.

From the May 1, 2025, Utility Meeting:

- The owners of the follow facilities are currently unknown. These shall be incorporated into the respective tables as owners are identified.

Owner	Existing Location			New Location			Description of Work
Unknown	1027+48	34'	RT	TBD			ATG MH

Utility Note prepared by

Nick Donofrio

GFT

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MAHONING COUNTY
MAH-224-17.72; PID 115790
YOUNGSTOWN & SOUTHEASTERN RAILROAD LLC
Main Youngstown SE Track, MP 5.22 (AARDOT #873461U)

SPECIAL CLAUSES IN THE PROPOSAL

The bidder, if awarded the contract for this improvement agrees:

1. To cooperate at all times with the local officials of the railroad company.
2. To use all reasonable care and diligence in the work in order to avoid accidents, damage or unnecessary delay to, or interference with the trains and other property of the railroad company.
3. To conduct its work in a manner satisfactory to the Chief Engineer of the railroad company or his authorized representative, to perform its work in such manner and at such time as not to unnecessarily interfere with the movements of trains or railroad traffic, and to hold its work open to inspection of railroad company inspectors.
4. To cooperate with any public utility, railroad or other organizations having occasion to do work on or in connection with the improvement.
5. To avoid unnecessary use of railroad property without written permission of the railroad company and to leave railroad roadbed and property in a condition acceptable to the Chief Engineer of the railroad company.
6. To execute a bond conditioned according to Section 5525.16 of the Revised Code of Ohio, in favor of the State of Ohio and further to carry insurance of the following kinds and amounts:

a) **Railroad Protective Liability Insurance.**

Bidder shall furnish evidence to the highway department that, with respect to the operations it or any of its sub-contractors perform, it has provided for and in behalf of the Youngstown & Southeastern Railroad, in the amount of \$2,000,000 per occurrence and subject to that limit per occurrence, an aggregate limit in the amount of \$6,000,000 for each annual period.

The above railroad protective policy of insurance shall conform to the Railroad Liability requirements prescribed by the Federal Highway Administration in Federal-Aid Policy Guide 23 CFR 646A as amended.

The corporate name and address of the "Named Insured" as listed on the policy shall be as follows:

Youngstown & Southeastern Railroad, LLC
7450 W.130th Street, Suite 100
Overland Park, KS 66213

Common Policy Conditions form

Any other endorsement/form not specifically authorized above.

The number of trains operating through the improvement is estimated to be:

0 Passenger trains per day @ _____ miles per hour.

1 Freight trains per day @ 20 miles per hour.

(b) General Insurance Requirements

The insurance hereinbefore specified shall be with an acceptable insurance company authorized to do business in the State of Ohio, and shall be taken out before execution of the Contract by the Director and kept in effect until all work required to be performed under the terms of the contract is satisfactorily completed as evidenced by the formal acceptance by the State. Such policies shall include thirty (30) days canceling notice. The cost of insurance hereinbefore specified in subsection (a) will be a specific bid item.

One certified copy of the railroad policy shall be forwarded to:

Youngstown & Southeastern Railroad
Jimmy Kelley
205 Winchester St. Paris, KY 40361
Telephone: 859-987-1589
Email: j.kelley@mbrail.com

7. The railroad company shall assign, at the sole cost and expense of the Department, railroad flaggers or other protective services and devices as necessary to insure the safety and continuity of the work to be performed as a part of this contract. Said services and devices shall be provided when necessary, as determined by the railroad company, because of any of the Contractor's operations over, under or adjacent to tracks over which trains are operating. The provision of such protective personnel and devices does not relieve the Contractor from the liability of payment for damage caused by his operations.

Such protection shall be required when workers or equipment are working within clearance limits of 25 feet of a rail or when work being performed adjacent to operating tracks may present hazards to tracks, train operation, or when equipment does or may infringe upon such limits.

The Contractor will not be permitted to operate any of his own equipment on railroad tracks except under an acceptable arrangement with the railroad company. Such equipment and the operation of such equipment, or equipment rented from the railroad company, shall be arranged for by the Contractor with the railroad and the cost for its use, including protection of railroad traffic, shall be borne by the Contractor.

The Contractor shall notify the following named individual for the railroad company at least 30 days, or as directed by the authorized representative of the Railroad, in advance of starting any work which might require protection:

Youngstown & Southeastern Railroad
Jimmy Kelley
205 Winchester St. Paris, KY 40361
Telephone: 859-987-1589
Email: j.kelley@mbtrail.com

The Contractor shall notify the railroad at least 5 working days in advance of suspending or ceasing operations that require a flagger.

Railroad protective personnel assigned to the project will be responsible for notifying the Engineer upon arrival at the job site on the first working day that protective services begin and on the last day that he performs such services. This will be required for each separate period that such services are provided. The Engineer will document such notification in the project diary.

The Contractor will be responsible for protective services provided at his request and not utilized due, in the opinion of the Engineer, to a change in the Contractor's construction schedule or if it is determined by the Engineer that the requested services were not necessary. The actual costs for such protective services so assessed to the Contractor will be deducted from the Contract.

The decision of the Director of Transportation shall be final in the event of controversy as to the necessity for any protection services provided and not utilized by the Contractor as described in the preceding paragraph.

8. To pay the railroad or owning company for any changes, requested for his convenience, to railroad property, facilities, wire, fiber optic and/or pipe lines other than shown on the plans for the project.
9. If at any time the contractor desires a temporary crossing of the railroad's tracks, he shall make a request for a temporary crossing from the railroad company.

If approved, he shall arrange with the railroad company, execute its regular form of private grade crossing agreement covering the crossing desired, paying all construction, maintenance, removal, protection and other costs.

10. Methods and procedures for performing work on property of **Youngstown & Southeastern Railroad** must be approved by:

Youngstown & Southeastern Railroad
Jimmy Kelley
205 Winchester St. Paris, KY 40361
Telephone: 859-987-1589
Email: j.kelley@mbrail.com

End of YSRR Special Clauses

Project Number: 260354

To the Director of the Ohio Department of Transportation: The undersigned, having full knowledge of the site, plans and specifications for the following improvement and the conditions of this proposal, hereby agrees to furnish all services, labor, materials, and equipment necessary to complete the entire project, according to the plans, specifications and completion dates, and to accept the unit prices specified below for each item as full compensation for the work in this proposal.

Date Set for Completion: **6/30/2028**

Unit Price Contract

Project Number: 260354

Section 0001 ROADWAY (PART 1)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
00001		201E11000	CLEARING AND GRUBBING (WT: 01)	01	LS	1.000
00002		202E23000	PAVEMENT REMOVED (WT: NR)	NR	SY	11,840.000
00003		202E30000	WALK REMOVED (WT: NR)	NR	SF	18,493.000
00004		202E30600	CONCRETE MEDIAN REMOVED (WT: NR)	NR	SY	96.000
00005		202E30800	TRAFFIC ISLAND REMOVED (WT: NR)	NR	SY	311.000
00006		202E32000	CURB REMOVED (WT: NR)	NR	FT	4,832.000
00007		202E32001	CURB REMOVED, AS PER PLAN (WT: NR)	NR	FT	644.000
00008		202E32500	CURB AND GUTTER REMOVED (WT: NR)	NR	FT	8,902.000
00009		202E35100	PIPE REMOVED, 24" DIAMETER AND UNDER (WT: NR)	NR	FT	557.000
00010		202E38000	GUARDRAIL REMOVED (WT: NR)	NR	FT	41.000
00011		202E58100	CATCH BASIN REMOVED (WT: NR)	NR	EACH	22.000
00012		203E10000	EXCAVATION (WT: 04)	04	CY	12,478.000
00013		203E20000	EMBANKMENT (WT: 04)	04	CY	1,749.000
00014		204E10000	SUBGRADE COMPACTION (WT: 04)	04	SY	17,028.000
00015		204E13000	EXCAVATION OF SUBGRADE (WT: 04)	04	CY	1,207.000
00016		204E30010	GRANULAR MATERIAL, TYPE B (WT: 04)	04	CY	1,207.000
00017		204E45000	PROOF ROLLING (WT: NR)	NR	HOUR	4.000
00018		204E50000	GEOTEXTILE FABRIC (WT: 06)	06	SY	3,623.000
00019		504E11101	STEEL SHEET PILING LEFT IN PLACE, AS PER PLAN, DRIVEN (WT: 53)	53	SF	2,713.000
00020		504E11101	STEEL SHEET PILING LEFT IN PLACE, AS PER PLAN, FURNISHED (WT: 53)	53	SF	2,713.000
00021		606E15050	GUARDRAIL, TYPE MGS (WT: 36)	36	FT	50.000
00022		606E26150	ANCHOR ASSEMBLY, MGS TYPE E (WT: 36)	36	EACH	1.000
00023		607E98000	FENCE, MISC.:CONSTRUCTION FENCE (WT: 37)	37	FT	450.000
00024		608E10000	4" CONCRETE WALK (WT: 38)	38	SF	58,068.000
00025		608E52000	CURB RAMP (WT: 38)	38	SF	3,472.000
00026		690E91000	SPECIAL - AS-BUILT CONSTRUCTION PLANS (WT: NR)	NR	LS	1.000
00027		690E98400	SPECIAL - SURVEY CONTROL VERIFICATION (WT: NR)	NR	LS	1.000

Section 0002 EROSION CONTROL (PART 1)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
00028		659E00100	SOIL ANALYSIS TEST (WT: NR)	NR	EACH	2.000

Project Number: 260354

00029		659E00300	TOPSOIL (WT: 46)	46	CY	1,006.000
00030		659E10000	SEEDING AND MULCHING (WT: 46)	46	SY	9,060.000
00031		659E14000	REPAIR SEEDING AND MULCHING (WT: 46)	46	SY	453.000
00032		659E15000	INTER-SEEDING (WT: 46)	46	SY	453.000
00033		659E20000	COMMERCIAL FERTILIZER (WT: 46)	46	TON	1.230
00034		659E31000	LIME (WT: 46)	46	ACRE	1.880
00035		659E35000	WATER (WT: 46)	46	MGAL	49.000
00036		832E15000	STORM WATER POLLUTION PREVENTION PLAN (WT: NR)	NR	LS	1.000
00037		832E15002	STORM WATER POLLUTION PREVENTION INSPECTIONS (WT: NR)	NR	LS	1.000
00038		832E15010	STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE (WT: NR)	NR	LS	1.000
00039		832E30000	EROSION CONTROL (WT: 08)	08	EACH	85,000.000

Section 0003 DRAINAGE (PART 1)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
00040		202E98100	REMOVAL MISC.: INSPECTION WELL (WT: NR)	NR	EACH	1.000
00041		202E98200	REMOVAL MISC.: CONDUIT (WT: NR)	NR	FT	100.000
00042		601E21050	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT (WT: 35)	35	SY	6.000
00043		605E05200	4" UNCLASSIFIED PIPE UNDERDRAINS (WT: 35)	35	FT	15.000
00044		605E14020	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC (WT: 35)	35	FT	15,032.000
00045		611E00406	4" CONDUIT, TYPE F (WT: 35)	35	FT	30.000
00046		611E00510	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS (WT: 35)	35	FT	719.000
00047		611E00900	6" CONDUIT, TYPE B (WT: 35)	35	FT	10.000
00048		611E04400	12" CONDUIT, TYPE B (WT: 35)	35	FT	1,283.000
00049		611E04600	12" CONDUIT, TYPE C (WT: 35)	35	FT	39.000
00050		611E05900	15" CONDUIT, TYPE B (WT: 35)	35	FT	389.000
00051		611E07400	18" CONDUIT, TYPE B (WT: 35)	35	FT	15.000
00052		611E10400	24" CONDUIT, TYPE B (WT: 35)	35	FT	5.000
00053		611E97400	CONDUIT, MISC.: TYPE B FOR DRAINAGE DISCHARGE CONTINUANCE (WT: 35)	35	FT	100.000
00054		611E97400	CONDUIT, MISC.: TYPE C FOR DRAINAGE DISCHARGE CONTINUANCE (WT: 35)	35	FT	100.000
00055		611E97400	CONDUIT, MISC.: TYPE F FOR DRAINAGE DISCHARGE CONTINUANCE (WT: 35)	35	FT	100.000
00056		611E98150	CATCH BASIN, NO. 3 (WT: 35)	35	EACH	14.000
00057		611E98151	CATCH BASIN, NO. 3, AS PER PLAN (WT: 35)	35	EACH	1.000
00058		611E98180	CATCH BASIN, NO. 3A (WT: 35)	35	EACH	22.000
00059		611E98470	CATCH BASIN, NO. 2-2B (WT: 35)	35	EACH	2.000

Project Number: 260354

00060		611E98630	CATCH BASIN ADJUSTED TO GRADE (WT: 35)	35	EACH	3.000
00061		611E98710	INLET, NO. 2-6 (WT: 35)	35	EACH	1.000
00062		611E99574	MANHOLE, NO. 3 (WT: 35)	35	EACH	26.000
00063		611E99654	MANHOLE ADJUSTED TO GRADE (WT: 35)	35	EACH	14.000
00064		611E99710	PRECAST REINFORCED CONCRETE OUTLET (WT: 35)	35	EACH	3.000
00065		611E99720	INSPECTION WELL (WT: 35)	35	EACH	1.000
00066		611E99820	SPECIAL - MISCELLANEOUS METAL (WT: 35)	35	LB	400.000

Section 0004 PAVEMENT (PART 1)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
00067		251E01000	PARTIAL DEPTH PAVEMENT REPAIR (441) (WT: 16)	16	SY	2,000.000
00068		254E01000	PAVEMENT PLANING, ASPHALT CONCRETE, T=1.25" (WT: 13)	13	SY	70,904.000
00069		254E01000	PAVEMENT PLANING, ASPHALT CONCRETE, T=1.5" (WT: 13)	13	SY	21,516.000
00070		301E56000	ASPHALT CONCRETE BASE, PG64-22, (449) (WT: 10)	10	CY	2,950.000
00071		301E56100	ASPHALT CONCRETE BASE, PG64-22, (449), (DRIVEWAYS), T=5" (WT: 10)	10	CY	248.000
00072		304E20000	AGGREGATE BASE (WT: 09)	09	CY	3,070.000
00073		407E10000	TACK COAT (WT: 10)	10	GAL	109.000
00074		407E20000	NON-TRACKING TACK COAT (WT: 10)	10	GAL	10,612.000
00075		424E14000	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448) (WT: 10)	10	CY	3,290.000
00076		441E70500	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS) (WT: 10)	10	CY	51.000
00077		442E20170	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (448), T=2.25" (WT: 10)	10	CY	570.000
00078		442E22100	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449) (WT: 10)	10	CY	437.000
00079		442E22300	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (449), T=2.5" (WT: 10)	10	CY	243.000
00080		452E09010	4" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P (WT: 38)	38	SY	2,331.000
00081		452E12010	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P (WT: 38)	38	SY	494.000
00082		452E12050	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS (WT: 38)	38	SY	617.000
00083		609E12000	COMBINATION CURB AND GUTTER, TYPE 2 (WT: 38)	38	FT	7,643.000
00084		609E24510	CURB, TYPE 4-C (WT: 38)	38	FT	4,318.000
00085		609E26000	CURB, TYPE 6 (WT: 38)	38	FT	6,339.000
00086		609E28000	CURB, TYPE 7 (WT: 38)	38	FT	215.000
00087		690E12060	SPECIAL - PAVEMENT OVERLAY FABRIC COMPOSITE (WT: NR)	NR	SY	2,580.000

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Section 0005 WATER WORK (PART 1)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
00088		638E00990	6" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, ASTM SDR 21 (WT: 35)	35	FT	188.000
00089		638E07480	6" GATE VALVE (WT: 35)	35	EACH	7.000
00090		638E07800	6" GATE VALVE AND VALVE BOX (WT: 35)	35	EACH	7.000
00091		638E09390	8" X 6" TAPPING SLEEVE, VALVE AND VALVE BOX (WT: 35)	35	EACH	7.000
00092		638E10200	6" FIRE HYDRANT (WT: 35)	35	EACH	7.000

Section 0006 TRAFFIC CONTROL (PART 1)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
00093		621E00100	RPM (WT: 41)	41	EACH	1,066.000
00094		630E02100	GROUND MOUNTED SUPPORT, NO. 2 POST (WT: 42)	42	FT	183.500
00095		630E03100	GROUND MOUNTED SUPPORT, NO. 3 POST (WT: 42)	42	FT	951.800
00096		630E03101	GROUND MOUNTED SUPPORT, NO. 3 POST, AS PER PLAN (WT: 42)	42	FT	231.000
00097		630E08600	SIGN POST REFLECTOR, RED (WT: 42)	42	EACH	12.000
00098		630E08600	SIGN POST REFLECTOR, WHITE (WT: 42)	42	EACH	66.000
00099		630E08600	SIGN POST REFLECTOR, YELLOW (WT: 42)	42	EACH	4.000
00100		630E72410	OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 1 (WT: 42)	42	EACH	1.000
00101		630E72540	OVERHEAD SIGN SUPPORT, TYPE TC-16.22, DESIGN 12 (WT: 42)	42	EACH	2.000
00102		630E72550	OVERHEAD SIGN SUPPORT, TYPE TC-16.22, DESIGN 13 (WT: 42)	42	EACH	8.000
00103		630E72560	OVERHEAD SIGN SUPPORT, TYPE TC-16.22, DESIGN 14 (WT: 42)	42	EACH	3.000
00104		630E76520	SPAN WIRE SIGN SUPPORT, TYPE TC-17.11, DESIGN 8 (WT: 42)	42	EACH	1.000
00105		630E79000	SIGN HANGER ASSEMBLY, SPAN WIRE (WT: 42)	42	EACH	10.000
00106		630E79100	SIGN HANGER ASSEMBLY, MAST ARM (WT: 42)	42	EACH	110.000
00107		630E79500	SIGN SUPPORT ASSEMBLY, POLE MOUNTED (WT: 42)	42	EACH	14.000
00108		630E80100	SIGN, FLAT SHEET (WT: 42)	42	SF	1,591.200
00109		630E80224	SIGN, OVERHEAD EXTRUSHEET (WT: 42)	42	SF	64.000
00110		630E84510	RIGID OVERHEAD SIGN SUPPORT FOUNDATION (WT: 42)	42	EACH	15.000
00111		630E84520	SPAN WIRE SIGN SUPPORT FOUNDATION (WT: 42)	42	EACH	2.000
00112		630E84900	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL (WT: NR)	NR	EACH	82.000
00113		630E85100	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION (WT: 42)	42	EACH	32.000
00114		630E86002	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL (WT: NR)	NR	EACH	75.000
00115		630E87400	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL (WT: NR)	NR	EACH	58.000

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00116		630E87500	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL (WT: NR)	NR	EACH	15.000
00117		630E89702	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL (WT: NR)	NR	EACH	16.000
00118		630E97700	SIGNING, MISC.: 12" PVC PIPE (WT: 42)	42	EACH	22.000
00119		646E10010	EDGE LINE, 6" (WT: 45)	45	MILE	1.280
00120		646E10110	LANE LINE, 6" (WT: 45)	45	MILE	7.050
00121		646E10200	CENTER LINE (WT: 45)	45	MILE	3.200
00122		646E10310	CHANNELIZING LINE, 12" (WT: 45)	45	FT	12,571.000
00123		646E10400	STOP LINE (WT: 45)	45	FT	1,190.000
00124		646E10520	CROSSWALK LINE, 24" (WT: 45)	45	FT	1,715.000
00125		646E10600	TRANSVERSE/DIAGONAL LINE (WT: 45)	45	FT	2,555.000
00126		646E10800	ISLAND MARKING, YELLOW (WT: 45)	45	SF	114.000
00127		646E20000	RAILROAD SYMBOL MARKING (WT: 45)	45	EACH	6.000
00128		646E20300	LANE ARROW (WT: 45)	45	EACH	152.000
00129		646E20504	DOTTED LINE, 6" (WT: 45)	45	FT	3,085.000
00130		646E98000	PAVEMENT MARKING, MISC.: U-TURN LANE ARROW (WT: 45)	45	EACH	8.000

Section 0007 TRAFFIC SIGNALS (PART 1)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
00131		625E18200	BRACKET ARM, 15' (WT: 43)	43	EACH	17.000
00132		625E23400	NO. 10 AWG POLE AND BRACKET CABLE (WT: 43)	43	FT	765.000
00133		625E25400	CONDUIT, 2", 725.04 (WT: 43)	43	FT	24.000
00134		625E25500	CONDUIT, 3", 725.04 (WT: 43)	43	FT	961.000
00135		625E25600	CONDUIT, 4", 725.04 (WT: 43)	43	FT	46.000
00136		625E25902	CONDUIT, JACKED OR DRILLED, 725.04, 4" (WT: 43)	43	FT	2,065.000
00137		625E26252	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), 7000- 9000 LUMENS (WT: 43)	43	EACH	17.000
00138		625E29000	TRENCH (WT: 43)	43	FT	916.000
00139		625E30700	PULL BOX, 725.08, 18" (WT: 43)	43	EACH	20.000
00140		625E30706	PULL BOX, 725.08, 24" (WT: 43)	43	EACH	14.000
00141		625E32000	GROUND ROD (WT: 43)	43	EACH	61.000
00142		625E36011	UNDERGROUND WARNING/MARKING TAPE, AS PER PLAN (WT: NR)	NR	FT	1,002.000
00143		632E03200	VEHICULAR SIGNAL HEAD, OPTICALLY PROGRAMMED, 3 SECTION, 12" LENS, 1-WAY, BLACK (WT: 44)	44	EACH	9.000
00144		632E03204	VEHICULAR SIGNAL HEAD, OPTICALLY PROGRAMMED, 5 SECTION, 12" LENS, 1-WAY, BLACK (WT: 44)	44	EACH	3.000

Project Number: 260354

00145	632E05006	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, BLACK (WT: 44)	44	EACH	67.000
00146	632E05086	VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, BLACK (WT: 44)	44	EACH	21.000
00147	632E20731	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN, AS PER PLAN (WT: 44)	44	EACH	32.000
00148	632E25000	COVERING OF VEHICULAR SIGNAL HEAD (WT: 44)	44	EACH	101.000
00149	632E25010	COVERING OF PEDESTRIAN SIGNAL HEAD (WT: 44)	44	EACH	32.000
00150	632E26001	PEDESTRIAN PUSHBUTTON, AS PER PLAN (WT: 44)	44	EACH	32.000
00151	632E40500	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG (WT: 44)	44	FT	11,510.000
00152	632E40700	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG (WT: 44)	44	FT	13,218.000
00153	632E64011	SIGNAL SUPPORT FOUNDATION, AS PER PLAN (WT: 44)	44	EACH	29.000
00154	632E64020	PEDESTAL FOUNDATION (WT: 44)	44	EACH	20.000
00155	632E64950	TEST HOLE PERFORMED (WT: 44)	44	EACH	29.000
00156	632E68200	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG (WT: 44)	44	FT	35.000
00157	632E69600	SERVICE CABLE, 2 CONDUCTOR, NO. 4 AWG (WT: 44)	44	FT	17.000
00158	632E70001	POWER SERVICE, AS PER PLAN (WT: 44)	44	EACH	7.000
00159	632E72110	SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 4 (WT: 44)	44	EACH	1.000
00160	632E72130	SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 12 (WT: 44)	44	EACH	1.000
00161	632E72140	SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 13 (WT: 44)	44	EACH	6.000
00162	632E72150	SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 14 (WT: 44)	44	EACH	3.000
00163	632E79110	COMBINATION SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 4 (WT: 44)	44	EACH	7.000
00164	632E79130	COMBINATION SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 12 (WT: 44)	44	EACH	1.000
00165	632E79140	COMBINATION SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 13 (WT: 44)	44	EACH	5.000
00166	632E79150	COMBINATION SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 14 (WT: 44)	44	EACH	4.000
00167	632E89920	PEDESTAL, 10.7' TALL, TRANSFORMER BASE (WT: 44)	44	EACH	19.000
00168	632E89930	PEDESTAL, 14.4' TALL, TRANSFORMER BASE (WT: 44)	44	EACH	1.000
00169	632E90101	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN (WT: 44)	44	EACH	8.000
00170	633E65511	CABINET, TYPE TS-2, AS PER PLAN (WT: 44)	44	EACH	7.000
00171	633E67101	CABINET FOUNDATION, AS PER PLAN (WT: 44)	44	EACH	7.000
00172	633E67201	CONTROLLER WORK PAD, AS PER PLAN (WT: 44)	44	EACH	7.000
00173	633E75001	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN (WT: 44)	44	EACH	7.000
00174	690E98100	SPECIAL -RAILROAD BLANKOUT CABLE, 7 CONDUCTOR, NO. 14 AWG (WT: 44)	44	FT	278.000
00175	690E98100	SPECIAL -RAILROAD PREEMPT CABLE, CONDUCTOR, NO. 14 AWG (WT: 44)	44	FT	117.000
00176	809E65990	ITS DEVICE, MISC.: REUSE COMMUNICATIONS DEVICE (WT: 44)	44	EACH	6.000

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00177		809E69001	ADVANCE RADAR DETECTION, AS PER PLAN (WT: 44)	44	EACH	20.000
00178		809E69101	STOP LINE RADAR DETECTION, AS PER PLAN (WT: 44)	44	EACH	28.000
00179		809E69123	ATC CONTROLLER, AS PER PLAN (PROGRAM AND INSTALL ONLY) (WT: 44)	44	EACH	7.000
00180		819E10001	RAILROAD PREEMPTION INTERFACE, AS PER PLAN, US 224 AT SOUTHERN BOULEVARD INTERSECTION (WT: 44)	44	EACH	1.000

Section 0008 MAINTENANCE OF TRAFFIC (PART 1)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
00181		614E11110	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE (WT: 39)	39	HOURL	240.000
00182		614E11300	SPECIAL - WORK ZONE TRAFFIC SIGNAL (WT: 39)	39	EACH	3.000
00183		614E12420	DETOUR SIGNING (WT: 39)	39	LS	1.000
00184		614E18600	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN (WT: 39)	39	SNMT	96.000
00185		614E20010	WORK ZONE LANE LINE, CLASS I, 6" (WT: 39)	39	MILE	10.220
00186		614E20560	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT (WT: 39)	39	MILE	7.030
00187		614E21000	WORK ZONE CENTER LINE, CLASS I (WT: 39)	39	MILE	7.840
00188		614E21550	WORK ZONE CENTER LINE, CLASS III, 642 PAINT (WT: 39)	39	MILE	3.180
00189		614E22010	WORK ZONE EDGE LINE, CLASS I, 6", (WHITE) (WT: 39)	39	MILE	5.780
00190		614E22360	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT (WT: 39)	39	MILE	1.250
00191		614E23000	WORK ZONE CHANNELIZING LINE, CLASS I, 8" (WT: 39)	39	FT	21,476.000
00192		614E23680	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT (WT: 39)	39	FT	12,570.000
00193		614E24000	WORK ZONE DOTTED LINE, CLASS I (WT: 39)	39	FT	4,268.000
00194		614E25000	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I (WT: 39)	39	FT	4,718.000
00195		614E26000	WORK ZONE STOP LINE, CLASS I (WT: 39)	39	FT	2,379.000
00196		614E26610	WORK ZONE STOP LINE, CLASS III, 642 PAINT (WT: 39)	39	FT	1,207.000
00197		614E27010	WORK ZONE CROSSWALK LINE, CLASS I, 12" (WT: 39)	39	FT	1,625.000
00198		614E30000	WORK ZONE ARROW, CLASS I (WT: 39)	39	EACH	95.000
00199		616E10000	WATER (WT: NR)	NR	MGAL	5.000
00200		831E00101	LONGITUDINAL CHANNELIZING DEVICE, AS PER PLAN (WT: 39)	39	FT	3,225.000
00201		831E00101	LONGITUDINAL CHANNELIZING DEVICE, AS PER PLAN, 24 INCH HEIGHT (WT: 39)	39	FT	1,892.000

Section 0009 ROADWAY (PART 2)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
00202		202E23001	PAVEMENT REMOVED, AS PER PLAN (ASPHALT) (WT: NR)	NR	SY	1,196.000
00203		202E30000	WALK REMOVED (WT: NR)	NR	SF	80.000

Project Number: 260354

00204		203E10000	EXCAVATION (WT: 04)	04	CY	25.000
00205		203E35110	GRANULAR MATERIAL, TYPE B (WT: 04)	04	CY	25.000
00206		204E10000	SUBGRADE COMPACTION (WT: 04)	04	SY	1,196.000
00207		204E50000	GEOTEXTILE FABRIC (WT: 06)	06	SY	75.000
00208		608E21200	TEMPORARY ASPHALT CONCRETE WALK (WT: 10)	10	SF	80.000
00209		690E20010	SPECIAL - AS-BUILT CONSTRUCTION PLANS (WT: NR)	NR	LS	1.000

Section 0010 EROSION CONTROL (PART 2)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
00210		832E30000	EROSION CONTROL (WT: 08)	08	EACH	14,545.000

Section 0011 PAVEMENT (PART 2)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
00211		301E56000	ASPHALT CONCRETE BASE, PG64-22, (449) (WT: 10)	10	CY	301.000
00212		304E20000	AGGREGATE BASE (WT: 09)	09	CY	212.000
00213		407E20000	NON-TRACKING TACK COAT (WT: 10)	10	GAL	183.000
00214		442E22300	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (449) (WT: 10)	10	CY	119.000

Section 0012 WATER WORK (PART 2)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
00215		202E35100	PIPE REMOVED, 24" DIAMETER AND UNDER (WT: NR)	NR	FT	5.000
00216		202E70000	SPECIAL - FILL AND PLUG EXISTING CONDUIT, 8" (WT: NR)	NR	FT	3,017.000
00217		202E98600	ABANDON MISC.: WATER VALVE BOX (WT: NR)	NR	EACH	9.000
00218		638E20086	SPECIAL - 8" WATER MAIN DIP CLASS 52 PUSH ON JOINTS AND FITTINGS, CITY OF YOUNGSTOWN (WT: 35)	35	FT	2,075.000
00219		638E20554	SPECIAL - 8" GATE VALVE WITH VALVE BOX, CITY OF YOUNGSTOWN (WT: 35)	35	EACH	7.000
00220		638E20558	SPECIAL - 8" INSERTING VALVE WITH VALVE BOX, CITY OF YOUNGSTOWN (WT: 35)	35	EACH	3.000
00221		638E20694	SPECIAL - 8" X 8" TAPPING SLEEVE, VALVE AND VALVE BOX, CITY OF YOUNGSTOWN (WT: 35)	35	EACH	1.000
00222		638E20750	SPECIAL - 6" FIRE HYDRANT, CITY OF YOUNGSTOWN (WT: 35)	35	EACH	5.000
00223		638E20760	SPECIAL - FIRE HYDRANT REMOVED AND DISPOSED OF, CITY OF YOUNGSTOWN (WT: 35)	35	EACH	4.000
00224		638E20786	SPECIAL - RETAP AND RECONNECT WATER SERVICE CONNECTION, CITY OF YOUNGSTOWN (WT: 35)	35	FT	309.000

Project Number: 260354

00225		638E98600	WATER WORK, MISC.: 6" CLASS 52 DIP SERVICE BRANCH, COMPLETE (WT: 35)	35	FT	14.000
00226		638E98600	WATER WORK, MISC.: 6" FIRE SUPPRESSION LINE, COMPLETE (WT: 35)	35	FT	42.000
00227		638E98600	WATER WORK, MISC.: 8" CLASS 52 DIP SERVICE BRANCH, COMPLETE (WT: 35)	35	FT	19.000
00228		638E98600	WATER WORK, MISC.: 8" FIRE SUPPRESSION LINE, COMPLETE (WT: 35)	35	FT	198.000

Section 0013 INCIDENTALS (PART 1 AND PART 2)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
00229		100E00300	PREMIUM ON RAILROADS' PROTECTIVE PUBLIC LIABILITY AND PROPERTY DAMAGE LIABILITY INSURANCE (WT: NR)	NR	LS	1.000
00230		103E05000	PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND (WT: NR)	NR	LS	1.000
00231		108E10000	CPM PROGRESS SCHEDULE (WT: NR)	NR	LS	1.000
00232		614E11000	MAINTAINING TRAFFIC (WT: 39)	39	LS	1.000
00233		619E16021	FIELD OFFICE, TYPE C, AS PER PLAN (WT: NR)	NR	MNTH	48.000
00234		623E10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (WT: NR)	NR	LS	1.000
00235		624E10000	MOBILIZATION (WT: NR)	NR	LS	1.000

General Decision Number: OH20260001 05/20/2026

State: Ohio

Construction Types: Heavy and Highway

Counties: Ohio Counties of
Adams, Allen, Ashland, Ashtabula,
Athens, Auglaize, Belmont, Brown,
Butler, Carroll, Champaign, Clark,
Clermont, Clinton, Columbiana,
Coshocton, Crawford, Cuyahoga, Darke,
Defiance, Delaware, Erie, Fairfield,
Fayette, Franklin, Fulton, Gallia,
Geauga, Greene, Guernsey, Hamilton,
Hancock, Hardin, Harrison, Henry,
Highland, Hocking, Holmes, Huron,
Jackson, Jefferson, Knox, Lake,
Lawrence, Licking, Logan, Lorain, Lucas,
Madison, Mahoning, Marion, Medina,
Meigs, Mercer, Miami, Monroe,
Montgomery, Morgan, Morrow, Muskingum,
Noble, Ottawa, Paulding, Perry,
Pickaway, Pike, Portage, Preble, Putnam,
Richland, Ross, Sandusky, Scioto,
Seneca, Shelby, Stark, Summit, Trumbull,
Tuscarawas, Union, Van Wert, Vinton,
Warren, Washington, Wayne, Williams,
Wood and Wyandot

Heavy Construction

Highway Construction

Modification Number	Publication Date
0	01/02/2026
1	05/18/2026
2	05/20/2026

BROH0001-001 06/01/2024

	Rates	Fringes
BRICKLAYER, STONEMASON (DEFIANCE, FULTON (EXCLUDING FULTON, AMBOY & SWAN CREEK TOWNSHIPS), HENRY (EXCLUDING MONROE, BARTLOW, LIBERTY, WASHINGTON, RICHFIELD, MARION, DAMASCUS & TOWNSHIPS & THAT PART OF HARRISON TOWNSHIP OUTSIDE CORPORATE LIMITS OF CITY OF NAPOLEON), PAULDING, PUTNAM AND WILLIAMS COUNTIES).....	\$ 33.39	20.06

BROH0001-004 06/01/2023

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER.....	\$ 32.40	19.30

BROH0003-002 06/01/2024

	Rates	Fringes
BRICKLAYER, STONEMASON (FULTON (TOWNSHIPS OF AMBOY, SWAN CREEK & FULTON), HENRY (TOWNSHIPS OF WASHINGTON, DAMASCUS, RICHFIELD, BARTLOW, LIBERTY, HARRISON, MONROE, & MARION), LUCAS AND WOOD (TOWNSHIPS OF PERRYSBURG, ROSS, LAKE, TROY, FREEDOM, MONTGOMERY, WEBSTER, CENTER, PORTAGE, MIDDLETON, PLAIN, LIBERTY, HENRY, WASHINGTON, WESTON, MILTON, JACKSON & GRAND RAPIDS) COUNTIES)...	\$ 33.39	20.06

BROH0005-003 06/01/2020

	Rates	Fringes
BRICKLAYER: SWING SCAFFOLDS (CUYAHOGA, LORAIN & MEDINA (HINCKLEY, GRANGER, BRUNSWICK, LIVERPOOL, MONTVILLE, YORK, HOMER, HARRISVILLE, CHATHAM, LITCHFIELD & SPENCER TOWNSHIPS AND THE CITY OF MEDINA)).....	\$ 37.14	17.13
BRICKLAYER: SEWER BRICKLAYERS & STACK BUILDERS (CUYAHOGA, LORAIN & MEDINA (HINCKLEY, GRANGER, BRUNSWICK, LIVERPOOL, MONTVILLE, YORK, HOMER, HARRISVILLE, CHATHAM, LITCHFIELD & SPENCER TOWNSHIPS AND THE CITY OF MEDINA)).....	\$ 36.64	17.13
BRICKLAYER: SANDBLASTERS (CUYAHOGA, LORAIN & MEDINA (HINCKLEY, GRANGER, BRUNSWICK, LIVERPOOL, MONTVILLE, YORK, HOMER, HARRISVILLE, CHATHAM, LITCHFIELD & SPENCER TOWNSHIPS AND THE CITY OF MEDINA)).....	\$ 36.39	17.13
BRICKLAYER: BRICKLAYERS; CAULKERS; CLEANERS; POINTERS; & STONEMASONS (CUYAHOGA, LORAIN & MEDINA		

(HINCKLEY, GRANGER, BRUNSWICK, LIVERPOOL, MONTVILLE, YORK, HOMER, HARRISVILLE, CHATHAM, LITCHFIELD & SPENCER TOWNSHIPS AND THE CITY OF MEDINA)).....	\$ 36.64	17.13

BROH0006-005 06/01/2024		
	Rates	Fringes
BRICKLAYER, STONEMASON (CARROLL, COLUMBIANA (KNOX, BUTLER, WEST & HANOVER TOWNSHIPS), STARK & TUSCARAWAS).....	\$ 33.39	20.06

BROH0007-002 06/01/2024		
	Rates	Fringes
BRICKLAYER, STONEMASON (LAWRENCE).....	\$ 33.39	20.06

BROH0007-005 06/01/2023		
	Rates	Fringes
BRICKLAYER (PORTAGE & SUMMIT).....	\$ 32.40	19.30

BROH0007-010 06/01/2024		
	Rates	Fringes
MASON - STONE (PORTAGE & SUMMIT).....	\$ 33.39	20.06

BROH0008-001 06/01/2024		
	Rates	Fringes
BRICKLAYER (COLUMBIANA (SALEM, PERRY, FAIRFIELD, CENTER, ELK RUN, MIDDLETON, & UNITY TOWNSHIPS AND THE CITY OF NEW WATERFORD), MAHONING & TRUMBULL)....	\$ 33.39	20.06

BROH0009-002 06/01/2016		
	Rates	Fringes
REFRACTORY (BELMONT & MONROE COUNTIES AND THE TOWNSHIPS OF WARREN & MT. PLEASANT AND THE VILLAGE OF DILLONVALE IN JEFFERSON COUNTY).....	\$ 31.45	19.01
BRICKLAYER, STONEMASON (BELMONT & MONROE COUNTIES AND THE TOWNSHIPS OF WARREN & MT. PLEASANT AND THE VILLAGE OF DILLONVALE IN JEFFERSON COUNTY).....	\$ 33.39	20.06

BROH0009-002 06/01/2024		
	Rates	Fringes

REFRACTORY (BELMONT & MONROE COUNTIES AND THE TOWNSHIPS OF WARREN & MT. PLEASANT AND THE VILLAGE OF DILLONVALE IN JEFFERSON COUNTY).....	\$ 31.45	19.01
BRICKLAYER, STONEMASON (BELMONT & MONROE COUNTIES AND THE TOWNSHIPS OF WARREN & MT. PLEASANT AND THE VILLAGE OF DILLONVALE IN JEFFERSON COUNTY).....	\$ 33.39	20.06

BROH0010-002 06/01/2024

	Rates	Fringes
BRICKLAYER, STONEMASON (COLUMBIANA (ST. CLAIR, MADISON, WAYNE, FRANKLIN, WASHINGTON, YELLOW CREEK & LIVERPOOL TOWNSHIPS) & JEFFERSON (BRUSH CREEK & SALINE TOWNSHIPS)).....	\$ 33.39	20.06

BROH0014-002 06/01/2024

	Rates	Fringes
BRICKLAYER, STONEMASON (HARRISON & JEFFERSON (EXCEPT MT. PLEASANT, WARREN, BRUSH CREEK, SALINE & SALINEVILLE TOWNSHIPS & THE VILLAGE OF DILLONVALE))..	\$ 33.39	20.06

BROH0016-002 06/01/2023

	Rates	Fringes
BRICKLAYER, STONEMASON (ASHTABULA, GEAUGA, AND LAKE COUNTIES).....	\$ 32.40	19.30

BROH0018-002 06/01/2024

	Rates	Fringes
BRICKLAYER, STONEMASON (BROWN, BUTLER, CLERMONT, HAMILTON, PREBLE (GASPER, DIXON, ISRAEL, LANIER, SOMERS & GRATIS TOWNSHIPS) & WARREN COUNTIES:)).....	\$ 33.39	20.06

BROH0022-004 06/01/2024

	Rates	Fringes
BRICKLAYER, STONEMASON (CHAMPAIGN, CLARK, CLINTON, DARKE, GREENE, HIGHLAND, LOGAN, MIAMI, MONTGOMERY, PREBLE (JACKSON, MONROE, HARRISON, TWIN, JEFFERSON & WASHINGTON TOWNSHIPS) AND SHELBY COUNTIES).....	\$ 33.39	20.06

BROH0032-001 06/01/2024

	Rates	Fringes
BRICKLAYER, STONEMASON (GALLIA & MEIGS).....	\$ 33.39	20.06

BROH0035-002 06/01/2024		
	Rates	Fringes
BRICKLAYER, STONEMASON (ALLEN, AUGLAIZE, MERCER AND VAN WERT COUNTIES).....	\$ 33.39	20.06

BROH0039-002 06/01/2024		
	Rates	Fringes
BRICKLAYER, STONEMASON (ADAMS & SCIOTO).....	\$ 33.39	20.06

BROH0040-003 06/01/2024		
	Rates	Fringes
BRICKLAYER, STONEMASON (ASHLAND, CRAWFORD, HARDIN, HOLMES, MARION, MORROW, RICHLAND, WAYNE AND WYANDOT (EXCEPT CRAWFORD, RIDGE, RICHLAND & TYMOCHTEE TOWNSHIPS) COUNTIES) FOOTNOTE: LAYOUT MAN AND SAWMAN RATE: \$1.00 PER HOUR ABOVE JOURNEYMAN RATE. FREE STANDING STACK WORK GROUND LEVEL TO TOP OF STACK; SANDBLASTING AND LAYING OF CARBON MASONRY MATERIAL IN SWING STAGE AND/OR SCAFFOLD; RAMMING AND SPADING OF PLASTICS AND GUNNITING: \$1.50 PER HOUR ABOVE JOURNEYMAN RATE. ""HOT"" WORK: \$2.50 ABOVE JOURNEYMAN RATE.....	\$ 33.39	20.06

BROH0044-002 06/01/2024		
	Rates	Fringes
BRICKLAYER, STONEMASON (COSHOCOTON, FAIRFIELD, GUERNSEY, HOCKING, KNOX, KICKING, MORGAN, MUSKINGUM, NOBLE (BEAVER, BUFFALO, SENECA & WAYNE TOWNSHIPS) & PERRY COUNTIES:).....	\$ 33.39	20.06

BROH0045-002 06/01/2023		
	Rates	Fringes
BRICKLAYER, STONEMASON (FAYETTE, JACKSON, PIKE, ROSS AND VINTON COUNTIES).....	\$ 35.39	17.47

BROH0046-002 06/01/2024		
	Rates	Fringes
BRICKLAYER, STONEMASON (ERIE, HANCOCK, HURON, OTTAWA, SANDUSKY, SENECA, WOOD (PERRY & BLOOM TOWNSHIPS) AND WYANDOT (TYMOCHTEE, CRAWFORD, RIDGE		

& RICHLAND TOWNSHIPS) COUNTIES & THE ISLANDS OF
 LAKE ERIE NORTH OF SANDUSKY) FOOTNOTE: LAYOUT MAN
 AND SAWMAN RATE: \$1.00 PER HOUR ABOVE JOURNEYMAN
 RATE. FREE STANDING STACK WORK GROUND LEVEL TO TOP
 OF STACK; SANDBLASTING AND LAYING OF CARBON MASONRY
 MATERIAL IN SWING STAGE AND/OR SCAFFOLD; RAMMING
 AND SPADING OF PLASTICS AND GUNNITING: \$1.50 PER
 HOUR ABOVE JOURNEYMAN RATE. ""HOT"" WORK: \$2.50
 ABOVE JOURNEYMAN RATE.....\$ 33.39 20.06

BROH0052-001 06/01/2024

	Rates	Fringes
BRICKLAYER, STONEMASON (ATHENS COUNTY).....	\$ 33.39	20.06

BROH0052-003 06/01/2024

	Rates	Fringes
BRICKLAYER, STONEMASON (NOBLE (BROOKFIELD, NOBLE, CENTER, SHARON, OLIVE, ENOCH, STOCK, JACKSON, JEFFERSON & ELK TOWNSHIPS) AND WASHINGTON COUNTIES).....	\$ 33.39	20.06

BROH0055-003 06/01/2024

	Rates	Fringes
BRICKLAYER, STONEMASON (DELAWARE, FRANKLIN, MADISON, PICKAWAY AND UNION COUNTIES).....	\$ 33.39	20.06

CARP0002-024 05/01/2009

	Rates	Fringes
DIVER (BROWN, BUTLER, CHAMPAIGN, CLARK, CLERMONT, CLINTON, DARKE, GREENE, HAMILTON, LOGAN, MIAMI, MONTGOMERY, PREBLE, SHELBY & WARREN).....	\$ 40.58	9.69
CARPENTER & PILEDRIVERMEN (BROWN, BUTLER, CHAMPAIGN, CLARK, CLERMONT, CLINTON, DARKE, GREENE, HAMILTON, LOGAN, MIAMI, MONTGOMERY, PREBLE, SHELBY & WARREN).....	\$ 35.94	23.59

CARP0002-024 05/01/2025

	Rates	Fringes
DIVER (BROWN, BUTLER, CHAMPAIGN, CLARK, CLERMONT, CLINTON, DARKE, GREENE, HAMILTON, LOGAN, MIAMI, MONTGOMERY, PREBLE, SHELBY & WARREN).....	\$ 40.58	9.69
CARPENTER & PILEDRIVERMEN (BROWN, BUTLER,		

CHAMPAIGN, CLARK, CLERMONT, CLINTON, DARKE, GREENE, HAMILTON, LOGAN, MIAMI, MONTGOMERY, PREBLE, SHELBY & WARREN).....	\$ 35.94	23.59
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CARP0171-001 05/01/2025		
	Rates	Fringes
CARPENTER (MAHONING & TRUMBULL).....	\$ 33.19	25.02

CARP0171-002 05/01/2025		
	Rates	Fringes
CARPENTER (BELMONT, COLUMBIANA, HARRISON, JEFFERSON & MONROE).....	\$ 32.50	26.19

CARP0200-002 05/01/2009		
	Rates	Fringes
DIVER (ADAMS, ATHENS, DELAWARE, FAIRFIELD, FAYETTE, FRANKLIN, GALLIA, GUERNSEY, HIGHLAND, HOCKING, JACKSON, LAWRENCE, LICKING, MADISON, MARION, MEIGS, MORGAN, MUSKINGUM, NOBLE, PERRY, PICKAWAY, PIKE, ROSS, SCIOTO, UNION, VINTON AND WASHINGTON COUNTIES).....	\$ 39.41	10.40
PILEDRIVERMAN (ADAMS, ATHENS, DELAWARE, FAIRFIELD, FAYETTE, FRANKLIN, GALLIA, GUERNSEY, HIGHLAND, HOCKING, JACKSON, LAWRENCE, LICKING, MADISON, MARION, MEIGS, MORGAN, MUSKINGUM, NOBLE, PERRY, PICKAWAY, PIKE, ROSS, SCIOTO, UNION, VINTON AND WASHINGTON COUNTIES).....	\$ 35.94	23.59
CARPENTER (ADAMS, ATHENS, DELAWARE, FAIRFIELD, FAYETTE, FRANKLIN, GALLIA, GUERNSEY, HIGHLAND, HOCKING, JACKSON, LAWRENCE, LICKING, MADISON, MARION, MEIGS, MORGAN, MUSKINGUM, NOBLE, PERRY, PICKAWAY, PIKE, ROSS, SCIOTO, UNION, VINTON AND WASHINGTON COUNTIES).....	\$ 35.94	23.59

CARP0200-002 05/01/2025		
	Rates	Fringes
DIVER (ADAMS, ATHENS, DELAWARE, FAIRFIELD, FAYETTE, FRANKLIN, GALLIA, GUERNSEY, HIGHLAND, HOCKING, JACKSON, LAWRENCE, LICKING, MADISON, MARION, MEIGS, MORGAN, MUSKINGUM, NOBLE, PERRY, PICKAWAY, PIKE, ROSS, SCIOTO, UNION, VINTON AND WASHINGTON COUNTIES).....	\$ 39.41	10.40
PILEDRIVERMAN (ADAMS, ATHENS, DELAWARE, FAIRFIELD,		

FAYETTE, FRANKLIN, GALLIA, GUERNSEY, HIGHLAND, HOCKING, JACKSON, LAWRENCE, LICKING, MADISON, MARION, MEIGS, MORGAN, MUSKINGUM, NOBLE, PERRY, PICKAWAY, PIKE, ROSS, SCIOTO, UNION, VINTON AND WASHINGTON COUNTIES).....	\$ 35.94	23.59
CARPENTER (ADAMS, ATHENS, DELAWARE, FAIRFIELD, FAYETTE, FRANKLIN, GALLIA, GUERNSEY, HIGHLAND, HOCKING, JACKSON, LAWRENCE, LICKING, MADISON, MARION, MEIGS, MORGAN, MUSKINGUM, NOBLE, PERRY, PICKAWAY, PIKE, ROSS, SCIOTO, UNION, VINTON AND WASHINGTON COUNTIES).....	\$ 35.94	23.59

CARP0285-001 05/01/2025	Rates	Fringes
CARPENTER (CARROLL, STARK, TUSCARAWAS AND WAYNE)....	\$ 34.07	24.28

CARP0285-002 05/01/2025	Rates	Fringes
CARPENTER (COSHOCKTON, HOLMES, KNOX & MORROW).....	\$ 33.38	24.69

CARP0285-008 05/01/2025	Rates	Fringes
CARPENTER (MEDINA, PORTAGE & SUMMIT).....	\$ 37.18	25.07

CARP0351-005 05/01/2025	Rates	Fringes
CARPENTER (LUCAS & WOOD).....	\$ 35.44	27.56

CARP0351-006 05/01/2025	Rates	Fringes
CARPENTER (DEFIANCE, FULTON, HANCOCK, HENRY, PAULDING & WILLIAMS COUNTIES).....	\$ 32.05	26.13

CARP0372-002 05/01/2025	Rates	Fringes
CARPENTER (ALLEN, AUGLAIZE, HARDIN, MERCER, PUTNAM & VAN WERT).....	\$ 31.80	26.33

CARP0435-005 05/01/2025	Rates	Fringes
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CARPENTER (ASHTABULA, CUYAHOGA, GEAUGA & LAKE).....	\$ 38.57	24.64

CARP0735-001 05/01/2025		
	Rates	Fringes
CARPENTER (ASHLAND, HURON & RICHLAND).....	\$ 34.67	23.57

CARP0735-002 05/01/2025		
	Rates	Fringes
CARPENTER (LORAIN).....	\$ 38.42	24.01

CARP0735-004 05/01/2025		
	Rates	Fringes
CARPENTER (ERIE).....	\$ 36.71	24.14

CARP0744-001 05/01/2025		
	Rates	Fringes
CARPENTER (CRAWFORD, OTTAWA, SANDUSKY, SENECA & WYANDOT).....	\$ 33.74	27.05

CARP1090-002 05/01/2025		
	Rates	Fringes
PILEDRIVERMEN & DIVER'S TENDER (ALLEN, AUGLAIZE, HARDIN, MERCER, PUTNAM, VAN WERT & WYANDOT) DIVERS - \$250.00 PER DAY.....	\$ 35.94	28.39

CARP1090-003 05/01/2025		
	Rates	Fringes
PILEDRIVERMEN; DIVER, DRY (BELMONT, HARRISON, & MONROE).....	\$ 39.01	24.91
DIVER, WET (BELMONT, HARRISON, & MONROE).....	\$ 58.52	24.91

CARP1090-004 05/01/2025		
	Rates	Fringes
PILEDRIVERMEN; DIVER, DRY (CARROLL, STARK, TUSCARAWAS & WAYNE).....	\$ 33.21	25.40
DIVER, WET (CARROLL, STARK, TUSCARAWAS & WAYNE).....	\$ 49.82	25.40

CARP1090-005 05/01/2025		
	Rates	Fringes

PILEDRIVMEN; DIVER, DRY (ASHLAND, ASHTABULA, CUYAHOGA, ERIE, GEAUGA, HURON, LAKE, LORAIN, MEDINA, PORTAGE, RICHLAND & SUMMIT).....	\$ 36.34	27.50
DIVER, WET (ASHLAND, ASHTABULA, CUYAHOGA, ERIE, GEAUGA, HURON, LAKE, LORAIN, MEDINA, PORTAGE, RICHLAND & SUMMIT).....	\$ 54.51	27.50

CARP1090-006 05/01/2025

	Rates	Fringes
PILEDRIVMEN; DIVER, DRY (COSHOCKTON, HOLMES, KNOX & MORROW).....	\$ 36.24	22.54
DIVER, WET (COSHOCKTON, HOLMES, KNOX & MORROW).....	\$ 54.36	22.54

CARP1090-007 05/01/2025

	Rates	Fringes
PILEDRIVMEN; DIVER, DRY (MAHONING & TRUMBULL).....	\$ 33.90	24.82
DIVER, WET (MAHONING & TRUMBULL).....	\$ 50.85	24.82

CARP1090-008 05/01/2025

	Rates	Fringes
PILEDRIVMAN (COLUMBIANA & JEFFERSON).....	\$ 39.01	24.91

CARP1090-009 05/01/2025

	Rates	Fringes
PILEDRIVMEN & DIVER'S TENDER (CRAWFORD, DEFIANCE, FULTON, HANCOCK, HENRY, LUCAS, OTTAWA, PAULDING, SANDUSKY, SENECA, WILLIAMS & WOOD) DIVERS - \$250.00 PER DAY.....	\$ 37.98	28.63

ELEC0008-002 05/25/2020

	Rates	Fringes
CABLE SPLICER (DEFIANCE, FULTON, HANCOCK, HENRY, LUCAS, OTTAWA, PAULDING, PUTNAM, SANDUSKY, SENECA, WILLIAMS & WOOD).....	\$ 38.98	18.96
ELECTRICIAN (DEFIANCE, FULTON, HANCOCK, HENRY, LUCAS, OTTAWA, PAULDING, PUTNAM, SANDUSKY, SENECA, WILLIAMS & WOOD).....	\$ 48.40	25.24

ELEC0008-002 05/27/2024

	Rates	Fringes
CABLE SPLICER (DEFIANCE, FULTON, HANCOCK, HENRY,		

LUCAS, OTTAWA, PAULDING, PUTNAM, SANDUSKY, SENECA, WILLIAMS & WOOD).....	\$ 38.98	18.96
ELECTRICIAN (DEFIANCE, FULTON, HANCOCK, HENRY, LUCAS, OTTAWA, PAULDING, PUTNAM, SANDUSKY, SENECA, WILLIAMS & WOOD).....	\$ 48.40	25.24

ELEC0032-003 06/01/2025

	Rates	Fringes
ELECTRICIAN (ALLEN, AUGLAIZE, HARDIN, LOGAN, MERCER, SHELBY, VAN WERT & WYANDOT (CRAWFORD, JACKSON, MARSEILLES, MIFFLIN, RIDGELAND, RIDGE & SALEM TOWNSHIPS)).....	\$ 39.17	23.60

ELEC0038-002 04/28/2025

	Rates	Fringes
ELECTRICIAN, EXCLUDING SOUND & COMMUNICATIONS WORK. FOOTNOTE: A. 6 OBSERVED HOLIDAYS: NEW YEAR'S DAY; MEMORIAL DAY; INDEPENDENCE DAY; LABOR DAY; THANKSGIVING DAY; & CHRISTMAS DAY. EMPLOYEES WHO WORK ON A HOLIDAY SHALL BE PAID AT A RATE OF DOUBLE THEIR APPLICABLE CLASSIFIED STRAIGHT-TIME RATES FOR THE WORK PERFORMED ON SUCH HOLIDAY.....	\$ 46.63	24.92

ELEC0038-008 04/28/2025

	Rates	Fringes
SOUND & COMMUNICATION TECHNICIAN: INSTALLER TECHNICIAN (CUYAHOGA, GEAUGA (BAINBRIDGE, CHESTER & RUSSELL TOWNSHIPS) & LORAIN (COLUMBIA TOWNSHIP)) FOOTNOTES; A. 6 PAID HOLIDAYS: NEW YEAR'S DAY; MEMORIAL DAY; JULY 4TH; LABOR DAY; THANKSGIVING DAY; & CHRISTMAS DAY B. 1 WEEK'S PAID VACATION FOR 1 YEAR'S SERVICE; 2 WEEKS' PAID VACATION FOR 2 OR MORE YEARS' SERVICE.....	\$ 33.05	14.91
SOUND & COMMUNICATION TECHNICIAN: COMMUNICATIONS TECHNICIAN (CUYAHOGA, GEAUGA (BAINBRIDGE, CHESTER & RUSSELL TOWNSHIPS) & LORAIN (COLUMBIA TOWNSHIP)) FOOTNOTES; A. 6 PAID HOLIDAYS: NEW YEAR'S DAY; MEMORIAL DAY; JULY 4TH; LABOR DAY; THANKSGIVING DAY; & CHRISTMAS DAY B. 1 WEEK'S PAID VACATION FOR 1 YEAR'S SERVICE; 2 WEEKS' PAID VACATION FOR 2 OR MORE YEARS' SERVICE.....	\$ 34.30	14.95

ELEC0064-003 11/30/2025

	Rates	Fringes
ELECTRICIAN (COLUMBIANA (BUTLER, FAIRFIELD, PERRY, SALEM & UNITY TOWNSHIPS) MAHONING (AUSTINTOWN, BEAVER, BERLIN, BOARDMAN, CANFIELD, ELLSWORTH, COITSVILLE, GOSHEN, GREEN, JACKSON, POLAND, SPRINGFIELD & YOUNGSTOWN TOWNSHIPS), & TRUMBULL (HUBBARD & LIBERTY TOWNSHIPS)).....	\$ 41.49	21.81

ELEC0071-005 01/06/2025

	Rates	Fringes
LINE CONSTRUCTION: LINEMEN/CABLE SPLICER: MUNICIPAL POWER/TRANSIT PROJECTS (ASHTABULA, CUYAHOGA, GEAUGA, LAKE & LORAIN).....	\$ 54.96	23.09
LINE CONSTRUCTION: LINEMEN/CABLE SPLICER: DOT/TRAFFIC SIGNAL & HIGHWAY LIGHTING PROJECTS (ASHTABULA, CUYAHOGA, GEAUGA, LAKE & LORAIN).....	\$ 43.89	19.85
LINE CONSTRUCTION: GROUNDMAN: MUNICIPAL POWER/TRANSIT PROJECTS (ASHTABULA, CUYAHOGA, GEAUGA, LAKE & LORAIN).....	\$ 38.47	18.64
LINE CONSTRUCTION: GROUNDMAN: DOT/TRAFFIC SIGNAL & HIGHWAY LIGHTING PROJECTS (ASHTABULA, CUYAHOGA, GEAUGA, LAKE & LORAIN).....	\$ 31.10	16.40
LINE CONSTRUCTION: EQUIPMENT OPERATOR: MUNICIPAL POWER/TRANSIT PROJECTS (ASHTABULA, CUYAHOGA, GEAUGA, LAKE & LORAIN).....	\$ 49.46	21.60
LINE CONSTRUCTION: EQUIPMENT OPERATOR: DOT/TRAFFIC SIGNAL & HIGHWAY LIGHTING PROJECTS (ASHTABULA, CUYAHOGA, GEAUGA, LAKE & LORAIN).....	\$ 39.97	18.79

ELEC0071-010 01/06/2025

	Rates	Fringes
LINE CONSTRUCTION: LINEMAN & CABLE SPLICERS (STATEWIDE).....	\$ 46.02	19.04
LINE CONSTRUCTION: GROUNDMAN (STATEWIDE).....	\$ 29.07	14.97
LINE CONSTRUCTION: EQUIPMENT OPERATOR (STATEWIDE)...	\$ 40.44	17.71

ELEC0082-002 12/02/2024

	Rates	Fringes
ELECTRICIAN (CLINTON, DARKE, GREENE, MIAMI, MONTGOMERY, PREBLE & WARREN (WAYNE, CLEAR CREEK & FRANKLIN TOWNSHIPS)).....	\$ 38.00	22.49

ELEC0082-006 11/25/2024

	Rates	Fringes
SOUND & COMMUNICATION TECHNICIAN:		
INSTALLER/TECHNICIAN (CLINTON, DARKE, GREENE, MIAMI, MONTGOMERY, PREBLE & WARREN (WAYNE, CLEAR CREEK & FRANKLIN TOWNSHIPS)).....	\$ 27.70	15.71
SOUND & COMMUNICATION TECHNICIAN: CABLE PULLER (CLINTON, DARKE, GREENE, MIAMI, MONTGOMERY, PREBLE & WARREN (WAYNE, CLEAR CREEK & FRANKLIN TOWNSHIPS)).		
	\$ 13.85	5.30

ELEC0129-003 02/24/2025

	Rates	Fringes
ELECTRICIAN (LORAIN (EXCEPT COLUMBIA TOWNSHIP) & MEDINA (LITCHFIELD & LIVERPOOL TOWNSHIPS)).....	\$ 42.95	18.81

ELEC0129-004 02/24/2025

	Rates	Fringes
ELECTRICIAN (ERIE & HURON (LYME, RIDGEFIELD, NORWALK, TOWNSEND, WAKEMAN, SHERMAN, PERU, BRONSON, HARTLAND, CLARKSFIELD, NORWICH, GREENFIELD, FAIRFIELD, FITCHVILLE & NEW LONDON TOWNSHIPS)).....	\$ 42.95	18.81

ELEC0141-003 06/02/2024

	Rates	Fringes
CABLE SPLICER (BELMONT COUNTY).....	\$ 42.94	27.74
ELECTRICIAN (BELMONT COUNTY).....	\$ 39.25	31.23

ELEC0141-003 06/02/2025

	Rates	Fringes
CABLE SPLICER (BELMONT COUNTY).....	\$ 42.94	27.74
ELECTRICIAN (BELMONT COUNTY).....	\$ 39.25	31.23

ELEC0212-003 11/26/2018

	Rates	Fringes
SOUND & COMMUNICATION TECHNICIAN (BROWN, CLERMONT & HAMILTON).....	\$ 24.35	10.99

ELEC0212-005 06/02/2025

	Rates	Fringes
ELECTRICIAN (BROWN, CLERMONT, AND HAMILTON COUNTIES).....	\$ 38.05	22.97

ELEC0245-001 08/26/2024

	Rates	Fringes
LINE CONSTRUCTION: LINEMAN (ALLEN, HARDIN, VAN WERT & WYANDOT (CRAWFORD, JACKSON, MARSEILLES, MIFFLIN, RICHLAND, RIDGE & SALEM TOWNSHIPS)) FOOTNOTE: A. HALF DAY'S PAID HOLIDAY: THE LAST 4 HOURS OF THE WORKDAY PRIOR TO CHRISTMAS OR NEW YEAR'S DAY.....	\$ 47.07	21.03
LINE CONSTRUCTION: GROUNDMAN TRUCK DRIVER (ALLEN, HARDIN, VAN WERT & WYANDOT (CRAWFORD, JACKSON, MARSEILLES, MIFFLIN, RICHLAND, RIDGE & SALEM TOWNSHIPS)): FOOTNOTE: A. HALF DAY'S PAID HOLIDAY: THE LAST 4 HOURS OF THE WORKDAY PRIOR TO CHRISTMAS OR NEW YEAR'S DAY.....	\$ 20.59	13.62
LINE CONSTRUCTION: EQUIPMENT OPERATOR (ALLEN, HARDIN, VAN WERT & WYANDOT (CRAWFORD, JACKSON, MARSEILLES, MIFFLIN, RICHLAND, RIDGE & SALEM TOWNSHIPS)) FOOTNOTE: A. HALF DAY'S PAID HOLIDAY: THE LAST 4 HOURS OF THE WORKDAY PRIOR TO CHRISTMAS OR NEW YEAR'S DAY.....	\$ 32.95	17.08

ELEC0245-003 01/01/2025

	Rates	Fringes
LINE CONSTRUCTION: TRAFFIC SIGNAL & LIGHTING TECHNICIAN (DEFIANCE, FULTON, HANCOCK, HENRY, HURON, LUCAS, OTTAWA, PAULDING, PUTNAM, SANDUSKY, SENECA, WILLIAMS, AND WOOD COUNTIES) FOOTNOTE: A. 6 OBSERVED HOLIDAYS: NEW YEAR'S DAY; MEMORIAL DAY; INDEPENDENCE DAY; LABOR DAY; THANKSGIVING DAY; & CHRISTMAS DAY. EMPLOYEES WHO WORK ON A HOLIDAY SHALL BE PAID AT A RATE OF DOUBLE THEIR APPLICABLE CLASSIFIED STRAIGHT-TIME RATES FOR THE WORK PERFORMED ON SUCH HOLIDAY.....	\$ 42.18	19.91
LINE CONSTRUCTION: OPERATOR - CLASS 2 (DEFIANCE, FULTON, HANCOCK, HENRY, HURON, LUCAS, OTTAWA, PAULDING, PUTNAM, SANDUSKY, SENECA, WILLIAMS, AND WOOD COUNTIES) FOOTNOTE: A. 6 OBSERVED HOLIDAYS: NEW YEAR'S DAY; MEMORIAL DAY; INDEPENDENCE DAY; LABOR DAY; THANKSGIVING DAY; & CHRISTMAS DAY. EMPLOYEES WHO WORK ON A HOLIDAY SHALL BE PAID AT A RATE OF DOUBLE THEIR APPLICABLE CLASSIFIED STRAIGHT-TIME RATES FOR THE WORK PERFORMED ON SUCH HOLIDAY.....	\$ 32.81	17.29
LINE CONSTRUCTION: OPERATOR - CLASS 1 (DEFIANCE, FULTON, HANCOCK, HENRY, HURON, LUCAS, OTTAWA, PAULDING, PUTNAM, SANDUSKY, SENECA, WILLIAMS, AND		

WOOD COUNTIES) FOOTNOTE: A. 6 OBSERVED HOLIDAYS: NEW YEAR'S DAY; MEMORIAL DAY; INDEPENDENCE DAY; LABOR DAY; THANKSGIVING DAY; & CHRISTMAS DAY. EMPLOYEES WHO WORK ON A HOLIDAY SHALL BE PAID AT A RATE OF DOUBLE THEIR APPLICABLE CLASSIFIED STRAIGHT-TIME RATES FOR THE WORK PERFORMED ON SUCH HOLIDAY.....	\$ 37.50	18.60
LINE CONSTRUCTION: LINEMAN (DEFIANCE, FULTON, HANCOCK, HENRY, HURON, LUCAS, OTTAWA, PAULDING, PUTNAM, SANDUSKY, SENECA, WILLIAMS, AND WOOD COUNTIES) FOOTNOTE: A. 6 OBSERVED HOLIDAYS: NEW YEAR'S DAY; MEMORIAL DAY; INDEPENDENCE DAY; LABOR DAY; THANKSGIVING DAY; & CHRISTMAS DAY. EMPLOYEES WHO WORK ON A HOLIDAY SHALL BE PAID AT A RATE OF DOUBLE THEIR APPLICABLE CLASSIFIED STRAIGHT-TIME RATES FOR THE WORK PERFORMED ON SUCH HOLIDAY.....	\$ 46.87	21.22
LINE CONSTRUCTION: HELI-ARC WELDING (DEFIANCE, FULTON, HANCOCK, HENRY, HURON, LUCAS, OTTAWA, PAULDING, PUTNAM, SANDUSKY, SENECA, WILLIAMS, AND WOOD COUNTIES) FOOTNOTE: A. 6 OBSERVED HOLIDAYS: NEW YEAR'S DAY; MEMORIAL DAY; INDEPENDENCE DAY; LABOR DAY; THANKSGIVING DAY; & CHRISTMAS DAY. EMPLOYEES WHO WORK ON A HOLIDAY SHALL BE PAID AT A RATE OF DOUBLE THEIR APPLICABLE CLASSIFIED STRAIGHT-TIME RATES FOR THE WORK PERFORMED ON SUCH HOLIDAY.....	\$ 47.17	21.31
LINE CONSTRUCTION: GROUNDMAN/TRUCK DRIVER (DEFIANCE, FULTON, HANCOCK, HENRY, HURON, LUCAS, OTTAWA, PAULDING, PUTNAM, SANDUSKY, SENECA, WILLIAMS, AND WOOD COUNTIES) FOOTNOTE: A. 6 OBSERVED HOLIDAYS: NEW YEAR'S DAY; MEMORIAL DAY; INDEPENDENCE DAY; LABOR DAY; THANKSGIVING DAY; & CHRISTMAS DAY. EMPLOYEES WHO WORK ON A HOLIDAY SHALL BE PAID AT A RATE OF DOUBLE THEIR APPLICABLE CLASSIFIED STRAIGHT-TIME RATES FOR THE WORK PERFORMED ON SUCH HOLIDAY.....	\$ 20.51	13.84
LINE CONSTRUCTION: CABLE SPLICER (DEFIANCE, FULTON, HANCOCK, HENRY, HURON, LUCAS, OTTAWA, PAULDING, PUTNAM, SANDUSKY, SENECA, WILLIAMS, AND WOOD COUNTIES) : FOOTNOTE: A. 6 OBSERVED HOLIDAYS: NEW YEAR'S DAY; MEMORIAL DAY; INDEPENDENCE DAY; LABOR DAY; THANKSGIVING DAY; & CHRISTMAS DAY. EMPLOYEES WHO WORK ON A HOLIDAY SHALL BE PAID AT A RATE OF DOUBLE THEIR APPLICABLE CLASSIFIED STRAIGHT-TIME RATES FOR THE WORK PERFORMED ON SUCH HOLIDAY.....	\$ 53.90	23.19

ELEC0245-004 01/01/2025

	Rates	Fringes
LINE CONSTRUCTION: OPERATOR - CLASS 2 (ERIE COUNTY) FOOTNOTE: A. 6 OBSERVED HOLIDAYS: NEW YEAR'S DAY; MEMORIAL DAY; INDEPENDENCE DAY; LABOR DAY; THANKSGIVING DAY; & CHRISTMAS DAY. EMPLOYEES WHO WORK ON A HOLIDAY SHALL BE PAID AT A RATE OF DOUBLE THEIR APPLICABLE CLASSIFIED STRAIGHT-TIME RATES FOR THE WORK PERFORMED ON SUCH HOLIDAY.....	\$ 32.81	17.29
LINE CONSTRUCTION: OPERATOR - CLASS 1 (ERIE COUNTY) FOOTNOTE: A. 6 OBSERVED HOLIDAYS: NEW YEAR'S DAY; MEMORIAL DAY; INDEPENDENCE DAY; LABOR DAY; THANKSGIVING DAY; & CHRISTMAS DAY. EMPLOYEES WHO WORK ON A HOLIDAY SHALL BE PAID AT A RATE OF DOUBLE THEIR APPLICABLE CLASSIFIED STRAIGHT-TIME RATES FOR THE WORK PERFORMED ON SUCH HOLIDAY.....	\$ 37.50	18.60
LINE CONSTRUCTION: LINEMAN (ERIE COUNTY) FOOTNOTE: A. 6 OBSERVED HOLIDAYS: NEW YEAR'S DAY; MEMORIAL DAY; INDEPENDENCE DAY; LABOR DAY; THANKSGIVING DAY; & CHRISTMAS DAY. EMPLOYEES WHO WORK ON A HOLIDAY SHALL BE PAID AT A RATE OF DOUBLE THEIR APPLICABLE CLASSIFIED STRAIGHT-TIME RATES FOR THE WORK PERFORMED ON SUCH HOLIDAY.....	\$ 46.87	21.22
LINE CONSTRUCTION: GROUNDMAN/TRUCK DRIVER (ERIE COUNTY) FOOTNOTE: A. 6 OBSERVED HOLIDAYS: NEW YEAR'S DAY; MEMORIAL DAY; INDEPENDENCE DAY; LABOR DAY; THANKSGIVING DAY; & CHRISTMAS DAY. EMPLOYEES WHO WORK ON A HOLIDAY SHALL BE PAID AT A RATE OF DOUBLE THEIR APPLICABLE CLASSIFIED STRAIGHT-TIME RATES FOR THE WORK PERFORMED ON SUCH HOLIDAY.....	\$ 20.51	13.84
LINE CONSTRUCTION: CABLE SPLICER (ERIE COUNTY) FOOTNOTE: A. 6 OBSERVED HOLIDAYS: NEW YEAR'S DAY; MEMORIAL DAY; INDEPENDENCE DAY; LABOR DAY; THANKSGIVING DAY; & CHRISTMAS DAY. EMPLOYEES WHO WORK ON A HOLIDAY SHALL BE PAID AT A RATE OF DOUBLE THEIR APPLICABLE CLASSIFIED STRAIGHT-TIME RATES FOR THE WORK PERFORMED ON SUCH HOLIDAY.....	\$ 53.90	23.19

ELEC0246-001 10/28/2024

	Rates	Fringes
ELECTRICIAN (CARROLL, COLUMBIANA, HARRISON AND JEFFERSON COUNTIES IN OHIO; BROOKE AND HANCOCK COUNTIES IN WEST VIRGINIA.) FOOTNOTE: A. 1 1/2 PAID HOLIDAYS: THE LAST SCHEDULED WORKDAY PRIOR TO CHRISTMAS & 4 HOURS ON GOOD FRIDAY.....	\$ 44.00	37.68

ELEC0306-005 05/27/2024

	Rates	Fringes
ELECTRICIAN (MEDINA (BRUNSWICK, CHATHAM, GRANGER, GUILFORD, HARRISVILLE, HINCKLEY, HOMER, LAFAYETTE, MEDINA, MONTVILLE, SHARON, SPENCER, WADSWORTH, WESTFIELD & YORK TOWNSHIPS), PORTAGE (ATWATER, AURORA, BRIMFIELD, DEERFIELD, FRANKLIN, MANTUA, RANDOLPH, RAVENNA, ROOTSTOWN, SHALERSVILLE, STREETSBORO & SUFFIELD TOWNSHIPS), SUMMIT & WAYNE (BAUGHMAN, CANAAN, CHESTER, CHIPPEWA, CONGRESS, GREEN, MILTON, & WAYNE TOWNSHIPS)).....	\$ 42.55	20.95
CABLE SPLICER (MEDINA (BRUNSWICK, CHATHAM, GRANGER, GUILFORD, HARRISVILLE, HINCKLEY, HOMER, LAFAYETTE, MEDINA, MONTVILLE, SHARON, SPENCER, WADSWORTH, WESTFIELD & YORK TOWNSHIPS), PORTAGE (ATWATER, AURORA, BRIMFIELD, DEERFIELD, FRANKLIN, MANTUA, RANDOLPH, RAVENNA, ROOTSTOWN, SHALERSVILLE, STREETSBORO & SUFFIELD TOWNSHIPS), SUMMIT & WAYNE (BAUGHMAN, CANAAN, CHESTER, CHIPPEWA, CONGRESS, GREEN, MILTON, & WAYNE TOWNSHIPS)).....	\$ 46.81	20.95

ELEC0317-002 06/01/2009

	Rates	Fringes
CABLE SPLICER (GALLIA & LAWRENCE).....	\$ 32.68	18.13
ELECTRICIAN (GALLIA & LAWRENCE).....	\$ 41.15	29.35

ELEC0317-002 06/02/2025

	Rates	Fringes
CABLE SPLICER (GALLIA & LAWRENCE).....	\$ 32.68	18.13
ELECTRICIAN (GALLIA & LAWRENCE).....	\$ 41.15	29.35

ELEC0540-005 06/30/2025

	Rates	Fringes
ELECTRICIAN (CARROLL (NORTHERN HALF, INCLUDING FOX, HARRISON, ROSE & WASHINGTON TOWNSHIPS), COLUMBIANA (KNOX TOWNSHIP), HOLMES, MAHONING (SMITH TOWNSHIP), STARK, TUSCARAWAS (NORTH OF AUBURN, CLAY, RUSH & YORK TOWNSHIPS), AND WAYNE (SOUTH OF BAUGHMAN, CHESTER, GREEN & WAYNE TOWNSHIPS) COUNTIES).....	\$ 39.86	29.19

ELEC0573-003 06/01/2025

	Rates	Fringes
ELECTRICIAN (ASHTABULA (COLEBROOK, WAYNE, WILLIAMSFIELD, ORWELL & WINDSOR TOWNSHIPS), GEAUGA (AUBURN, MIDDLEFIELD, PARKMAN & TROY TOWNSHIPS), MAHONING (MILTON TOWNSHIP), PORTAGE (CHARLESTOWN, EDINBURG, FREEDOM, HIRAM, NELSON, PALMYRA, PARIS & WINDHAM TOWNSHIPS), AND TRUMBULL (EXCEPT LIBERTY & HUBBARD TOWNSHIPS)).....	\$ 42.20	23.37

ELEC0575-001 05/29/2023

	Rates	Fringes
ELECTRICIAN (ADAMS, FAYETTE, HIGHLAND, HOCKING, JACKSON (BLOOMFIELD, FRANKLIN, HAMILTON, JEFFERSON, LICK, MADISON, SCIOTO, COAL, JACKSON, LIBERTY, MILTON & WASHINGTON TOWNSHIPS), PICKAWAY (DEER CREEK, PERRY, PICKAWAY, SALT CREEK & WAYNE TOWNSHIPS), PIKE (BEAVER, BENTON, JACKSON, MIFFLIN, PEBBLE, PEEPEE, PERRY, SEAL, CAMP CREEK, NEWTON, SCIOTO, SUNFISH, UNION & MARION TOWNSHIPS), ROSS, SCIOTO & VINTON (CLINTON, EAGLE, ELK, HARRISON, JACKSON, RICHLAND & SWAN TOWNSHIPS)).....	\$ 37.00	22.26

ELEC0648-001 03/05/2018

	Rates	Fringes
CABLE SPLICER (BUTLER AND WARREN COUNTIES (DEERFIELD, HAMILTON, HARLAN, MASSIE, SALEM, TURTLE CREEK, UNION & WASHINGTON TOWNSHIPS)).....	\$ 30.50	18.23
ELECTRICIAN (BUTLER AND WARREN COUNTIES (DEERFIELD, HAMILTON, HARLAN, MASSIE, SALEM, TURTLE CREEK, UNION & WASHINGTON TOWNSHIPS)).....	\$ 38.00	24.16

ELEC0648-001 09/01/2025

	Rates	Fringes
CABLE SPLICER (BUTLER AND WARREN COUNTIES (DEERFIELD, HAMILTON, HARLAN, MASSIE, SALEM, TURTLE CREEK, UNION & WASHINGTON TOWNSHIPS)).....	\$ 30.50	18.23
ELECTRICIAN (BUTLER AND WARREN COUNTIES (DEERFIELD, HAMILTON, HARLAN, MASSIE, SALEM, TURTLE CREEK, UNION & WASHINGTON TOWNSHIPS)).....	\$ 38.00	24.16

ELEC0673-004 02/01/2020

Rates	Fringes
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CABLE SPLICER (ASHTABULA (EXCLUDING ORWELL, COLEBROOK, WILLIAMSFIELD, WAYNE & WINDSOR TOWNSHIPS), GEAUGA (BURTON, CHARDON, CLARIDON, HAMBDEN, HUNTSBURG, MONTVILLE, MUNSON, NEWBURY & THOMPSON TOWNSHIPS) AND LAKE COUNTIES).....\$ 33.81	21.47
ELECTRICIAN (ASHTABULA (EXCLUDING ORWELL, COLEBROOK, WILLIAMSFIELD, WAYNE & WINDSOR TOWNSHIPS), GEAUGA (BURTON, CHARDON, CLARIDON, HAMBDEN, HUNTSBURG, MONTVILLE, MUNSON, NEWBURY & THOMPSON TOWNSHIPS) AND LAKE COUNTIES).....\$ 41.17	24.58

ELEC0673-004 05/26/2025

	Rates	Fringes
CABLE SPLICER (ASHTABULA (EXCLUDING ORWELL, COLEBROOK, WILLIAMSFIELD, WAYNE & WINDSOR TOWNSHIPS), GEAUGA (BURTON, CHARDON, CLARIDON, HAMBDEN, HUNTSBURG, MONTVILLE, MUNSON, NEWBURY & THOMPSON TOWNSHIPS) AND LAKE COUNTIES).....\$ 33.81		21.47
ELECTRICIAN (ASHTABULA (EXCLUDING ORWELL, COLEBROOK, WILLIAMSFIELD, WAYNE & WINDSOR TOWNSHIPS), GEAUGA (BURTON, CHARDON, CLARIDON, HAMBDEN, HUNTSBURG, MONTVILLE, MUNSON, NEWBURY & THOMPSON TOWNSHIPS) AND LAKE COUNTIES).....\$ 41.17		24.58

ELEC0683-002 06/02/2025

	Rates	Fringes
ELECTRICIAN (CHAMPAIGN, CLARK, DELAWARE, FAIRFIELD, FRANKLIN, MADISON, PICKAWAY (CIRCLEVILLE, DARBY, HARRISON, JACKSON, MADISON, MONROE, MUHLENBERG, SCIOTO, WALNUT & WASHINGTON TOWNSHIPS), AND UNION COUNTIES).....\$ 43.00		26.37
CABLE SPLICER (CHAMPAIGN, CLARK, DELAWARE, FAIRFIELD, FRANKLIN, MADISON, PICKAWAY (CIRCLEVILLE, DARBY, HARRISON, JACKSON, MADISON, MONROE, MUHLENBERG, SCIOTO, WALNUT & WASHINGTON TOWNSHIPS), AND UNION COUNTIES).....\$ 44.00		26.40

ELEC0688-003 05/30/2022

	Rates	Fringes
ELECTRICIAN (ASHLAND, CRAWFORD, HURON (RICHMOND, NEW HAVEN, RIPLEY & GREENWICH TOWNSHIPS), KNOX (LIBERTY, CLINTON, UNION, HOWARD, MONROE, MIDDLEBERRY, MORRIS, WAYNE, BERLIN, PIKE, BROWN & JEFFERSON TOWNSHIPS), MARION, MORROW, RICHLAND AND		

WYANDOT (SYCAMORE, CRANE, EDEN, PITT, ANTRIM & TYMOCHTEE TOWNSHIPS) COUNTIES).....\$ 32.30	21.83
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ELEC0972-002 06/01/2024

	Rates	Fringes
ELECTRICIAN (ATHENS, MEIGS, MONROE, MORGAN, NOBLE, VINTON (BROWN, KNOX, MADISON, VINTON & WILKESVILLE TOWNSHIPS), AND WASHINGTON COUNITES).....\$ 40.00		33.32
CABLE SPLICER (ATHENS, MEIGS, MONROE, MORGAN, NOBLE, VINTON (BROWN, KNOX, MADISON, VINTON & WILKESVILLE TOWNSHIPS), AND WASHINGTON COUNITES)...\$ 40.25		33.33

ELEC1105-001 05/27/2024

	Rates	Fringes
ELECTRICIAN (COSHOCOTON, GUERNSEY, KNOX (JACKSON, CLAY, MORGAN, MILLER, MILFORD, HILLIAR, BUTLER, HARRISON, PLEASANT & COLLEGE TOWNSHIPS), LICKING, MUSKINGUM, PERRY, AND TUSCARAWAS (AUBURN, YORK, CLAY, JEFFERSON, RUSH, OXFORD, WASHINGTON, SALEM, PERRY & BUCKS TOWNSHIPS) COUNTIES).....\$ 39.60		24.41

ENGI0018-003 05/01/2024

	Rates	Fringes
POWER EQUIPMENT OPERATOR GROUP 7 BOOM FROM 180 AND OVER. (ASHTABULA, CUYAHOGA, ERIE, GEAUGA, LAKE, LORAIN, MEDINA, PORTAGE, AND SUMMIT COUNTIES).....\$ 46.63		16.41
POWER EQUIPMENT OPERATOR GROUP 6 MASTER MECHANIC & BOOM FROM 150 TO 180. (ASHTABULA, CUYAHOGA, ERIE, GEAUGA, LAKE, LORAIN, MEDINA, PORTAGE, AND SUMMIT COUNTIES).....\$ 46.63		16.41
POWER EQUIPMENT OPERATOR GROUP 5 COMPRESSOR (PORTABLE, SEWER, HEAVY & HIGHWAY); DRUM FIREPERSON (ASPHALT PLANT); GENERATOR; MASONRY FORK LIFT; INBOARD-OUTBOARD MOTOR BOAT LAUNCH; OIL HEATER (ASPHALT PLANT); OILER/HELPER; POWER DRIVEN HEATER; POWER SWEEPER & SCRUBBER; PUMP (UNDER 4"" DISCHARGE); SIGNALPERSON; TIRE REPAIRPERSON; VAC/ALLS; CRANES - COMPACT, TRACK OR RUBBER UNDER 4,000 POUND CAPACITY; FUELING AND GREASING; AND CHAINMEN. (ASHTABULA, CUYAHOGA, ERIE, GEAUGA, LAKE, LORAIN, MEDINA, PORTAGE, AND SUMMIT COUNTIES).\$ 37.98		16.41
POWER EQUIPMENT OPERATOR GROUP 4 BACKFILLER; BALLAST RE-LOCATOR; BARS, JOINT & MESH INSTALLING MACHINE; BATCH PLANT; BORING MACHINE OPERATOR (48""		

OR LESS); BULL FLOATS; BURLAP & CURING MACHINE; CONCRETE PLANT (CAPACITY 4 YD. & UNDER); CONCRETE SAW (MULTIPLE); CONVEYOR (HIGHWAY); CRUSHER; DECKHAND; FARM-TYPE TRACTOR WITH ATTACHMENTS (HIGHWAY); FINISHING MACHINE; FIREPERSON, FLOATING EQUIPMENT (ALL TYPES); FORKLIFT; FORM TRENCHER; HYDRO HAMMER EXPECT MASONARY; HYDRO SEEDER; PAVEMENT BREAKER; PLANT MIXER; POST DRIVER; POST HOLE DIGGER (POWER AUGER); POWER BRUSH BURNER; POWER FORM HANDLING EQUIPMENT; ROAD WIDENING TRENCHER; ROLLER (BRICK, GRADE & MACADAM); SELF-PROPELLED POWER SPREADER; SELF-PROPELLED POWER SUBGRADER; STEAM FIREPERSON; TRACTOR (PULLING SHEEPFOOT, ROLLER OR GRADER); AND VIBRATORY COMPACTOR WITH INTEGRAL POWER. (ASHTABULA, CUYAHOGA, ERIE, GEAUGA, LAKE, LORAIN, MEDINA, PORTAGE, AND SUMMIT COUNTIES).....\$ 43.27	16.41
POWER EQUIPMENT OPERATOR GROUP 3 A-FRAME; AIR COMPRESSOR ON TUNNEL WORK (LOW PRESSURE); ASPHALT PLANT ENGINEER (PORTAGE AND SUMMIT COUNTIES ONLY); BOBCAT-TYPE AND/OR SKID STEER LOADER WITH OR WITHOUT ATTACHMENTS; HIGHWAY DRILLS (ALL TYPES); LOCOMOTIVE (NARROW GAUGE); MATERIAL HOIST/ELEVATOR; MIXER, CONCRETE (MORE THAN ONE BAG CAPACITY); MIXER, ONE BAG CAPACITY (SIDE LOADER); POWER BOILER (OVER 15 LBS. PRESSURE) PUMP OPERATOR INSTALLING & OPERATING WELL POINTS; PUMP (4" & OVER DISCHARGE); ROLLER, ASPHALT; ROTOVATOR (LIME SOIL STABILIZER); SWITCH & TIE TAMPERS (WITHOUT LIFTING & ALIGNING DEVICE); UTILITY OPERATOR (SMALL EQUIPMENT); WELDING MACHINES; AND RAILROAD TIE INSERTER/REMOVER; ARTICULATING/STRAIGHT BED END DUMPS IF ASSIGNED (MINUS \$4.00 PER HOUR. (ASHTABULA, CUYAHOGA, ERIE, GEAUGA, LAKE, LORAIN, MEDINA, PORTAGE, AND SUMMIT COUNTIES).....\$ 44.49	16.41
POWER EQUIPMENT OPERATOR GROUP 2 ASPHALT PAVER; AUTOMATIC SUBGRADER MACHINE, SELF-PROPELLED (CMI TYPE); BOBCAT TYPE AND/OR SKID STEER LOADER WITH HOE ATTACHMENT GREATER THAN 7,000 LBS.; BORING MACHINE MORE THAN 48"; BULLDOZER; ENDLOADER; HORIZONTAL DIRECTIONAL DRILL (OVER 50,000 FT LBS THRUST); HYDRO MILLING MACHINE; KOLMAN-TYPE LOADER (PRODUCTION TYPE-DIRT); LEAD GREASEMAN; LIGHTING & TRAFFIC SIGNAL INSTALLATION EQUIPMENT (INCLUDES ALL GROUPS OR CLASSIFICATIONS); MATERIAL TRANSFER EQUIPMENT (SHUTTLE BUGGY) ASPHALT; PETTIBONE-RAIL EQUIPMENT; POWER GRADER; POWER SCRAPER; PUSH CAT;	

ROTOMILL (ALL), GRINDERS & PLANERS OF ALL TYPES; TRENCH MACHINE (24" WIDE & UNDER); VERMEER TYPE CONCRETE SAW; AND MAINTENANCE OPERATORS (PORTAGE AND SUMMIT COUNTIES ONLY). (ASHTABULA, CUYAHOGA, ERIE, GEAUGA, LAKE, LORAIN, MEDINA, PORTAGE, AND SUMMIT COUNTIES).....\$ 45.53	16.41
POWER EQUIPMENT OPERATOR GROUP 1 AIR COMPRESSOR ON STEEL ERECTION; BARRIER MOVING MACHINE; BOILER OPERATOR ON COMPRESSOR OR GENERATOR WHEN MOUNTED ON A RIG; CABLEWAY; COMBINATION CONCRETE MIXER & TOWER; CONCRETE PLANT (OVER 4 YD. CAPACITY); CONCRETE PUMP; CRANE (ALL TYPES, INCLUDING BOOM TRUCK, CHERRY PICKER); CRANE-COMPACT, TRACK OR RUBBER OVER 4,000 LBS. CAPACITY; CRANES-SELF ERECTING, STATIONARY, TRACK OR TRUCK (ALL CONFIGURATIONS); DERRICK; DRAGLINE; DREDGE (DIPPER, CLAM OR SUCTION); ELEVATING GRADER OR EUCLID LOADER; FLOATING EQUIPMENT (ALL TYPES); GRADALL; HELICOPTER CREW (OPERATOR-HOIST OR WINCH); HOE (ALL TYPES); HOISTING ENGINE ON SHAFT OR TUNNEL WORK; HYDRAULIC GANTRY (LIFTING SYSTEM); INDUSTRIAL-TYPE TRACTOR; JET ENGINE DRYER (D8 OR D9) DIESEL TRACTOR; LOCOMOTIVE (STANDARD GAUGE); MAINTENANCE OPERATOR CLASS A; MIXER, PAVING (SINGLE OR DOUBLE DRUM); MUCKING MACHINE; MULTIPLE SCRAPER; PILEDRIVING MACHINE (ALL TYPES); POWER SHOVEL; PRENTICE LOADER; QUAD 9 (DOUBLE PUSHER); RAIL TAMPER (WITH AUTO LIFTING & ALIGNING DEVICE); REFRIGERATING MACHINE (FREEZER OPERATION); ROTARY DRILL, ON CAISSON WORK; ROUGH TERRAIN FORK LIFT WITH WINCH/HOIST; SIDE-BOOM; SLIP-FORM PAVER; TOWER DERRICK; TREE SHREDDER; TRENCH MACHINE (OVER 24" WIDE); TRUCK MOUNTED CONCRETE PUMP; TUG BOAT; TUNNEL MACHINE AND/OR MINING MACHINE; WHEEL EXCAVATOR; AND ASPHALT PLANT ENGINEER (CLEVELAND DISTRICT ONLY). (ASHTABULA, CUYAHOGA, ERIE, GEAUGA, LAKE, LORAIN, MEDINA, PORTAGE, AND SUMMIT COUNTIES).....\$ 45.63	16.41

ENGI0018-004 05/01/2024

POWER EQUIPMENT OPERATOR GROUP 7 (ADAMS, ALLEN,
 ASHLAND, ATHENS, AUGLAIZE, BELMONT, BROWN, BUTLER,
 CARROLL, CHAMPAIGN, CLARK, CLERMONT, CLINTON,
 COSHOCTON, CRAWFORD, DARKE, DEFIANCE, DELAWARE,
 FAIRFIELD, FAYETTE, FRANKLIN, FULTON, GALLIA,

Rates

Fringes

GREENE, GUERNSEY, HAMILTON, HANCOCK, HARDIN, HARRISON, HENRY, HIGHLAND, HOCKING, HOLMES, HURON, JACKSON, JEFFERSON, KNOX, LAWRENCE, LICKING, LOGAN, LUCAS, MADISON, MARION, MEIGS, MERCER, MIAMI, MONROE, MONTGOMERY, MORGAN, MORROW, MUSKINGUM, NOBLE, OTTAWA, PA.....\$ 45.14	16.41
POWER EQUIPMENT OPERATOR GROUP 6 (ADAMS, ALLEN, ASHLAND, ATHENS, AUGLAIZE, BELMONT, BROWN, BUTLER, CARROLL, CHAMPAIGN, CLARK, CLERMONT, CLINTON, COSHOCKTON, CRAWFORD, DARKE, DEFIANCE, DELAWARE, FAIRFIELD, FAYETTE, FRANKLIN, FULTON, GALLIA, GREENE, GUERNSEY, HAMILTON, HANCOCK, HARDIN, HARRISON, HENRY, HIGHLAND, HOCKING, HOLMES, HURON, JACKSON, JEFFERSON, KNOX, LAWRENCE, LICKING, LOGAN, LUCAS, MADISON, MARION, MEIGS, MERCER, MIAMI, MONROE, MONTGOMERY, MORGAN, MORROW, MUSKINGUM, NOBLE, OTTAWA, PA.....\$ 45.14	16.41
POWER EQUIPMENT OPERATOR GROUP 5 (ADAMS, ALLEN, ASHLAND, ATHENS, AUGLAIZE, BELMONT, BROWN, BUTLER, CARROLL, CHAMPAIGN, CLARK, CLERMONT, CLINTON, COSHOCKTON, CRAWFORD, DARKE, DEFIANCE, DELAWARE, FAIRFIELD, FAYETTE, FRANKLIN, FULTON, GALLIA, GREENE, GUERNSEY, HAMILTON, HANCOCK, HARDIN, HARRISON, HENRY, HIGHLAND, HOCKING, HOLMES, HURON, JACKSON, JEFFERSON, KNOX, LAWRENCE, LICKING, LOGAN, LUCAS, MADISON, MARION, MEIGS, MERCER, MIAMI, MONROE, MONTGOMERY, MORGAN, MORROW, MUSKINGUM, NOBLE, OTTAWA, PA.....\$ 36.34	16.41
POWER EQUIPMENT OPERATOR GROUP 4 (ADAMS, ALLEN, ASHLAND, ATHENS, AUGLAIZE, BELMONT, BROWN, BUTLER, CARROLL, CHAMPAIGN, CLARK, CLERMONT, CLINTON, COSHOCKTON, CRAWFORD, DARKE, DEFIANCE, DELAWARE, FAIRFIELD, FAYETTE, FRANKLIN, FULTON, GALLIA, GREENE, GUERNSEY, HAMILTON, HANCOCK, HARDIN, HARRISON, HENRY, HIGHLAND, HOCKING, HOLMES, HURON, JACKSON, JEFFERSON, KNOX, LAWRENCE, LICKING, LOGAN, LUCAS, MADISON, MARION, MEIGS, MERCER, MIAMI, MONROE, MONTGOMERY, MORGAN, MORROW, MUSKINGUM, NOBLE, OTTAWA, PA.....\$ 41.80	16.41
POWER EQUIPMENT OPERATOR GROUP 3 (ADAMS, ALLEN, ASHLAND, ATHENS, AUGLAIZE, BELMONT, BROWN, BUTLER, CARROLL, CHAMPAIGN, CLARK, CLERMONT, CLINTON, COSHOCKTON, CRAWFORD, DARKE, DEFIANCE, DELAWARE, FAIRFIELD, FAYETTE, FRANKLIN, FULTON, GALLIA, GREENE, GUERNSEY, HAMILTON, HANCOCK, HARDIN, HARRISON, HENRY, HIGHLAND, HOCKING, HOLMES, HURON, JACKSON, JEFFERSON, KNOX, LAWRENCE, LICKING, LOGAN,	

LUCAS, MADISON, MARION, MEIGS, MERCER, MIAMI, MONROE, MONTGOMERY, MORGAN, MORROW, MUSKINGUM, NOBLE, OTTAWA, PA.....	\$ 42.98	16.41
POWER EQUIPMENT OPERATOR GROUP 2 (ADAMS, ALLEN, ASHLAND, ATHENS, AUGLAIZE, BELMONT, BROWN, BUTLER, CARROLL, CHAMPAIGN, CLARK, CLERMONT, CLINTON, COSHOCKTON, CRAWFORD, DARKE, DEFIANCE, DELAWARE, FAIRFIELD, FAYETTE, FRANKLIN, FULTON, GALLIA, GREENE, GUERNSEY, HAMILTON, HANCOCK, HARDIN, HARRISON, HENRY, HIGHLAND, HOCKING, HOLMES, HURON, JACKSON, JEFFERSON, KNOX, LAWRENCE, LICKING, LOGAN, LUCAS, MADISON, MARION, MEIGS, MERCER, MIAMI, MONROE, MONTGOMERY, MORGAN, MORROW, MUSKINGUM, NOBLE, OTTAWA, PA.....		
	\$ 44.02	16.41
POWER EQUIPMENT OPERATOR GROUP 1 (ADAMS, ALLEN, ASHLAND, ATHENS, AUGLAIZE, BELMONT, BROWN, BUTLER, CARROLL, CHAMPAIGN, CLARK, CLERMONT, CLINTON, COSHOCKTON, CRAWFORD, DARKE, DEFIANCE, DELAWARE, FAIRFIELD, FAYETTE, FRANKLIN, FULTON, GALLIA, GREENE, GUERNSEY, HAMILTON, HANCOCK, HARDIN, HARRISON, HENRY, HIGHLAND, HOCKING, HOLMES, HURON, JACKSON, JEFFERSON, KNOX, LAWRENCE, LICKING, LOGAN, LUCAS, MADISON, MARION, MEIGS, MERCER, MIAMI, MONROE, MONTGOMERY, MORGAN, MORROW, MUSKINGUM, NOBLE, OTTAWA, PA.....		
	\$ 44.14	16.41

ENGI0066-023 06/01/2023

	Rates	Fringes
POWER EQUIPMENT OPERATOR: HAZARDOUS/TOXIC WASTE PROJECTS GROUP 5 - C & D - BRAKEPERSON; FIREPERSON; & OILER. (COLUMBIANA, MAHONING & TRUMBULL COUNTIES).....	\$ 28.53	24.30
POWER EQUIPMENT OPERATOR: HAZARDOUS/TOXIC WASTE PROJECTS GROUP 4 - C & D - AIR CURTAIN DESTRUCTOR & SIMILAR TYPE; BATCH PLANT-JOB RELATED; BOILER OPERATOR; COMPRESSOR; CONVEYOR; CURB BUILDER, SELF-PROPELLED; DRILL WAGON; GENERATOR SET; GENERATOR-STEAM; HEATER-PORTABLE POWER; HYDRAULIC MANIUPULATOR CRANE; JACK-HYDRAULIC POWER DRIVEN; JACK-HYDRAULIC (RAILROAD); LADAVATOR; MINOR MACHINE OPERATOR; MIXER-CONCRETE; MULCHING MACHINE; PIN PULLER; POWER BROOM; PULVERIZER; PUMP; ROAD FINISHING MACHINE (PULL TYPE); SAW-CONCRETE-SELF-PROPELLED (HIGHWAY WORK); SIGNAL PERSON; SPRAY CURE MACHINE-MOTOR POWERED; STUMP CUTTER; TRACTOR; TRENCHER FORM; WATER BLASTER;		

STEAM JENNY; SYPHON; VIBRATOR-GASOLINE; & WELDING MACHINE. (COLUMBIANA, MAHONING & TRUMBULL COUNTIES).....\$ 31.65	24.30
POWER EQUIPMENT OPERATOR: HAZARDOUS/TOXIC WASTE PROJECTS GROUP 3 - C & D - ASPHALT PLANT; BENDING MACHINE (PIPELINE OR TYPE); BORING MACHINE, MOTOR DRIVEN; CHIP HARVESTER WITHOUT BOOM; CLEANING MACHINE, PIPELINE TYPE; COATING MACHINE, PIPELINE TYPE; COMPACTOR; CONCRETE BELT PLACER; CONCRETE FINISHER; CONCRETE PLANER OR ASPHALT; CONCRETE SPREADER; ELEVATOR; FORK LIFT (HOME BUILDING ONLY); FORK LIFT & LULLS; FORK LIFT WALK BEHIND (HOISTING OVER 1 BUCK HIGH); FORM LINE MACHINE; GREASE TRUCK OPERATOR; GROUT PUMP; GUNNITE MACHINE; HORIZONTAL DIRECTIONAL DRILL LOCATOR; SINGLE DRUM HOIST WITH OR WITHOUT TOWER; HUCK BOLTING MACHINE; HYDRAULIC SCAFFOLD (HOISTING BUILDING MATERIALS); PAVING BREAKER (SELF=PROPELLED OR RIDDEN); PIPE DREAM; POT FIREPERSON (POWER AGITATED); REFRIGERATION PLANT; ROAD WIDENER; ROLLER; SASGEN DERRICK; SEEDING MACHINE; SOIL STABILIZER (PUMP TYPE); SPRAY CURE MACHINE, SELF-PROPELLED; STRAW BLOWER MACHINE; SUB-GRADER; TUBE FINISHER OR BROOM C.M.I. OR SIMILAR TYPE; & TUGGER HOIST(COLUMBIANA, MAHONING & TRUMBULL COUNTIES).....\$ 35.27	24.30
POWER EQUIPMENT OPERATOR: HAZARDOUS/TOXIC WASTE PROJECTS GROUP 2 - C & D - ASPHALT HEATER PLANER; BACKFILLER WITH DRAG ATTACHMENT; BACKHOE; BACKHOE WITH SHEAR ATTACHED; BACKHOE-REAR PIVOTAL SWING; BATCH PLANT-CENTRAL MIX CONCRETE; BATCH PLANT, PORTABLE CONCRETE; BERM BUILDER-AUTOMATIC; BOAT DERRICK; BOAT-TUG; BORING MACHINE ATTACHED TO TRACTOR; BULLCLAM; VULLDOZER; C.M.I. ROAD BUILDER & SIMILAR TYPE; CABLE PLACER &LATYER; CARRIER-STRADDLE; CARRYALL-SCRAPER OR SCOPP; CHICAGO BOOM; COMPACTOR WITH BLAD ATTACHED; CONCRETE SAW (VERMEER OR SIMILAR TYPE); CONCRETE SPREADER FINISHER; COMBINATION, BIDWELL MACHINE; CRANE; CRANE-ELECTRIC OVERHEAD; CRANE-ROUGH TERRAIN; CRANE-SIDE BOOM; CRANE-TRUCK; CRANE-TOWER; DERRICK-BOOM; DERRICK-CAR; DIGGER -WHEEL (NOT TRENCHER OR ROAD WIDENER); DOUBLE NINE; DRAG LINE; DREDGE; DRILL-KENNY OR SIMILAR TYPE; EASY POUR MEDIAN BARRIER MACHINE (OR SIMILAR TYPE); ELECTROMATIC; FRANKIE PILE; GRADALL; GRADER; GURRY; SELF-PROPELLED; HEAVY EQUIPMENT ROBOTICS OPERATOR/MECHANIC; HOIST-MONORAIL; HOIST-STATIONARY	

& MOBILE TRACTOR; HOIST, 2 OR 3 DRUM; HORIZONTAL DIRECTIONAL DRILL OPERATOR; JACKALL; JUMBO MACHINE; KOCAL & KUHLMAN; LAND-SEAGOING VEHICLE; LOADER, ELEVATING; LOADER, FRONT END; LOADER, SKID STEER; LOCOMOTIVE; MECHANIC/WELDER; METRO CHIP HARVESTER WITH BOO; MUCKING MACHINE; PAVER-ASPHALT FINISHING MACHINE; PAVER-ROAD CONCRETE; PAVER-SLIP FORM (C.M.I. OR SIMILAR); PLACE CRETE MACHINE WITH BOOM; POST DRIVER (CARRIER MOUNTED); POWER DRIVEN HYDRAULIC PUMP & JACK (WHEN USED IN SLIP FORM OR LIFT SLAB CONSTRUCTION); PUMP CRETE MACHINE; REGULATOR-BALLAST; HYRAULIC POWER UNIT NOT ATTACHED TO RIG FOR PILE DRILLINGS; RIGS-DRILLING; ROTO MILL OR SIMILAR FULL LANE (8' WIDE & OVER); ROTO MILL OR SIMILAR TYPE (UNDER 8'); SHOVEL; SLIP FORM CURB MACHINE; SPEEDWING; SPIKEMASTER; STONECRUSHER; TIE PULLER & LOADER; TIE TAMPER; TRACTOR-DOUBLE BOOM; TRACTOR WITH ATTACHMENTS; TRUCK-BOOM; TRUCK-TIRE; TRENCH MACHINE; TUNNEL MACHINE (MARK 21 JAVA OR SIMILAR) & WHIRLEY (OR SIMILAR TYPE) (COLUMBIANA, MAHONING & TRUMBULL COUNTIES).....\$ 40.61	24.30
POWER EQUIPMENT OPERATOR: HAZARDOUS/TOXIC WASTE PROJECTS GROUP 1 - C & D - RIG, PILE DRIVER OR CAISSON TYPE; & RIG, PILE HYDRAULIC UNIT ATTACHED. (COLUMBIANA, MAHONING & TRUMBULL COUNTIES).....\$ 40.91	24.30
POWER EQUIPMENT OPERATOR: ASBESTOS; HAZARDOUS/TOXIC WASTE PROJECTS GROUP 5 - A & B - BRAKEPERSON; FIREPERSON; & OILER. (COLUMBIANA, MAHONING & TRUMBULL COUNTIES).....\$ 31.13	24.30
POWER EQUIPMENT OPERATOR: ASBESTOS; HAZARDOUS/TOXIC WASTE PROJECTS GROUP 4 - A & B - AIR CURTAIN DESTRUCTOR & SIMILAR TYPE; BATCH PLANT-JOB RELATED; BOILER OPERATOR; COMPRESSOR; CONVEYOR; CURB BUILDER, SELF-PROPELLED; DRILL WAGON; GENERATOR SET; GENERATOR-STEAM; HEATER-PORTABLE POWER; HYDRAULIC MANIUPLATOR CRANE; JACK-HYDRAULIC POWER DRIVEN; JACK-HYARAULIC (RAILROAD); LADAVATOR; MINOR MACHINE OPERATOR; MIXER-CONCRETE; MULCHING MACHINE; PIN PULLER; POWER BROOM; PULVERIZER; PUMP; ROAD FINISHING MAHINC (PULL TYPE); SAW-CONCRETE-SELF-PROPELLED (HIGHWAY WORK); SIGNAL PERSON; SPRAY CURE MACHINE-MOTOR POWERED; STUMP CUTTER; TRACTOR; TRENCHER FORM; WATER BLASTER; STEAM JENNY; SYPHON; VIBRATOR-GASOLINE; & WELDING MACHINE. (COLUMBIANA, MAHONING & TRUMBULL COUNTIES).....\$ 34.52	24.30
POWER EQUIPMENT OPERATOR: ASBESTOS; HAZARDOUS/TOXIC	

WASTE PROJECTS GROUP 3 - A & B - ASPHALT PLANT;
 BENDING MACHINE (PIPELINE OR TYPE); BORING MACHINE,
 MOTOR DRIVEN; CHIP HARVESTER WITHOUT BOOM; CLEANING
 MACHINE, PIPELINE TYPE; COATING MACHINE, PIPELINE
 TYPE; COMPACTOR; CONCRETE BELT PLACER; CONCRETE
 FINISHER; CONCRETE PLANER OR ASPHALT; CONCRETE
 SPREADER; ELEVATOR; FORK LIFT (HOME BUILDING ONLY);
 FORK LIFT & LULLS; FORK LIFT WALK BEHIND (HOISTING
 OVER 1 BUCK HIGH); FORM LINE MACHINE; GREASE TRUCK
 OPERATOR; GROUT PUMP; GUNNITE MACHINE; HORIZONTAL
 DIRECTIONAL DRILL LOCATOR; SINGLE DRUM HOIST WITH
 OR WITHOUT TOWER; HUCK BOLTING MACHINE; HYDRAULIC
 SCAFFOLD (HOISTING BUILDING MATERIALS); PAVING
 BREAKER (SELF=PROPELLED OR RIDDEN); PIPE DREAM; POT
 FIREPERSON (POWER AGITATED); REFRIGERATION PLANT;
 ROAD WIDENER; ROLLER; SASGEN DERRICK; SEEDING
 MACHINE; SOIL STABILIZER (PUMP TYPE); SPRAY CURE
 MACHINE, SELF-PROPELLED; STRAW BLOWER MACHINE;
 SUB-GRADER; TUBE FINISHER OR BROOM C.M.I. OR
 SIMILAR TYPE; & TUGGER HOIST(COLUMBIANA, MAHONING
 & TRUMBULL COUNTIES).....\$ 38.47

24.30

POWER EQUIPMENT OPERATOR: ASBESTOS; HAZARDOUS/TOXIC
 WASTE PROJECTS GROUP 2 - A & B - ASPHALT HEATER
 PLANER; BACKFILLER WITH DRAG ATTACHMENT; BACKHOE;
 BACKHOE WITH SHEAR ATTACHED; BACKHOE-REAR PIVOTAL
 SWING; BATCH PLANT-CENTRAL MIX CONCRETE; BATCH
 PLANT, PORTABLE CONCRETE; BERM BUILDER-AUTOMATIC;
 BOAT DERRICK; BOAT-TUG; BORING MACHINE ATTACHED TO
 TRACTOR; BULLCLAM; VULLDOZER; C.M.I. ROAD BUILDER &
 SIMILAR TYPE; CABLE PLACER & LATYER;
 CARRIER-STRADDLE; CARRYALL-SCRAPER OR SCOPP;
 CHICAGO BOOM; COMPACTOR WITH BLAD ATTACHED;
 CONCRETE SAW (VERMEER OR SIMILAR TYPE); CONCRETE
 SPREADER FINISHER; COMBINATION, BIDWELL MACHINE;
 CRANE; CRANE-ELECTRIC OVERHEAD; CRANE-ROUGH
 TERRAIN; CRANE-SIDE BOOM; CRANE-TRUCK; CRANE-TOWER;
 DERRICK-BOOM; DERRICK-CAR; DIGGER -WHEEL (NOT
 TRENCHER OR ROAD WIDENER); DOUBLE NINE; DRAG LINE;
 DREDGE; DRILL-KENNY OR SIMILAR TYPE; EASY POUR
 MEDIAN BARRIER MACHINE (OR SIMILAR TYPE);
 ELECTROMATIC; FRANKIE PILE; GRADALL; GRADER; GURRY;
 SELF-PROPELLED; HEAVY EQUIPMENT ROBOTICS
 OPERATOR/MECHANIC; HOIST-MONORAIL; HOIST-STATIONARY
 & MOBILE TRACTOR; HOIST, 2 OR 3 DRUM; HORIZONTAL
 DIRECTIONAL DRILL OPERATOR; JACKALL; JUMBO MACHINE;
 KOCAL & KUHLMAN; LAND-SEAGOING VEHICLE; LOADER,
 ELEVATING; LOADER, FRONT END; LOADER, SKID STEER;

LOCOMOTIVE; MECHANIC/WELDER; METRO CHIP HARVESTER WITH BOO; MUCKING MACHINE; PAVER-ASPHALT FINISHING MACHINE; PAVER-ROAD CONCRETE; PAVER-SLIP FORM (C.M.I. OR SIMILAR); PLACE CRETE MACHINE WITH BOOM; POST DRIVER (CARRIER MOUNTED); POWER DRIVEN HYDRAULIC PUMP & JACK (WHEN USED IN SLIP FORM OR LIFT SLAB CONSTRUCTION); PUMP CRETE MACHINE; REGULATOR-BALLAST; HYRAULIC POWER UNIT NOT ATTACHED TO RIG FOR PILE DRILLINGS; RIGS-DRILLING; ROTO MILL OR SIMILAR FULL LANE (8' WIDE & OVER); ROTO MILL OR SIMILAR TYPE (UNDER 8'); SHOVEL; SLIP FORM CURB MACHINE; SPEEDWING; SPIKEMASTER; STONECRUSHER; TIE PULLER & LOADER; TIE TAMPER; TRACTOR-DOUBLE BOOM; TRACTOR WITH ATTACHMENTS; TRUCK-BOOM; TRUCK-TIRE; TRENCH MACHINE; TUNNEL MACHINE (MARK 21 JAVA OR SIMILAR) & WHIRLEY (OR SIMILAR TYPE) (COLUMBIANA, MAHONING & TRUMBULL COUNTIES).....\$ 44.30	24.30
POWER EQUIPMENT OPERATOR: ASBESTOS; HAZARDOUS/TOXIC WASTE PROJECTS GROUP 1 - A & B- RIG, PILE DRIVER OR CAISSON TYPE; & RIG, PILE HYDRAULIC UNIT ATTACHED. (COLUMBIANA, MAHONING & TRUMBULL COUNTIES).....\$ 44.63	24.30
POWER EQUIPMENT OPERATOR: ALL OTHER WORK GROUP 5 - BRAKEPERSON; FIREPERSON; & OILER. (COLUMBIANA, MAHONING & TRUMBULL COUNTIES).....\$ 25.94	24.30
POWER EQUIPMENT OPERATOR: ALL OTHER WORK GROUP 4 - AIR CURTAIN DESTRUCTOR & SIMILAR TYPE; BATCH PLANT-JOB RELATED; BOILER OPERATOR; COMPRESSOR; CONVEYOR; CURB BUILDER, SELF-PROPELLED; DRILL WAGON; GENERATOR SET; GENERATOR-STEAM; HEATER-PORTABLE POWER; HYDRAULIC MANIUPLATOR CRANE; JACK-HYDRAULIC POWER DRIVEN; JACK-HYARAULIC (RAILROAD); LADAVATOR; MINOR MACHINE OPERATOR; MIXER-CONCRETE; MULCHING MACHINE; PIN PULLER; POWER BROOM; PULVERIZER; PUMP; ROAD FINISHING MAHINC (PULL TYPE); SAW-CONCRETE-SELF-PROPELLED (HIGHWAY WORK); SIGNAL PERSON; SPRAY CURE MACHINE-MOTOR POWERED; STUMP CUTTER; TRACTOR; TRENCHER FORM; WATER BLASTER; STEAM JENNY; SYPHON; VIBRATOR-GASOLINE; & WELDING MACHINE. (COLUMBIANA, MAHONING & TRUMBULL COUNTIES).....\$ 28.77	24.30
POWER EQUIPMENT OPERATOR: ALL OTHER WORK GROUP 3 - ASPHALT PLANT; BENDING MACHINE (PIPELINE OR TYPE); BORING MACHINE, MOTOR DRIVEN; CHIP HARVESTER WITHOUT BOOM; CLEANING MACHINE, PIPELINE TYPE; COATING MACHINE, PIPELINE TYPE; COMPACTOR; CONCRETE BELT PLACER; CONCRETE FINISHER; CONCRETE PLANER OR	

ASPHALT; CONCRETE SPREADER; ELEVATOR; FORK LIFT
 (HOME BUILDING ONLY); FORK LIFT & LULLS; FORK LIFT
 WALK BEHIND (HOISTING OVER 1 BUCK HIGH); FORM LINE
 MACHINE; GREASE TRUCK OPERATOR; GROUT PUMP; GUNNITE
 MACHINE; HORIZONTAL DIRECTIONAL DRILL LOCATOR;
 SINGLE DRUM HOIST WITH OR WITHOUT TOWER; HUCK
 BOLTING MACHINE; HYDRAULIC SCAFFOLD (HOISTING
 BUILDING MATERIALS); PAVING BREAKER (SELF=PROPELLED
 OR RIDDEN); PIPE DREAM; POT FIREPERSON (POWER
 AGITATED); REFRIGERATION PLANT; ROAD WIDENER;
 ROLLER; SASGEN DERRICK; SEEDING MACHINE; SOIL
 STABILIZER (PUMP TYPE); SPRAY CURE MACHINE,
 SELF-PROPELLED; STRAW BLOWER MACHINE; SUB-GRADER;
 TUBE FINISHER OR BROOM C.M.I. OR SIMILAR TYPE; &
 TUGGER HOIST. (COLUMBIANA, MAHONING & TRUMBULL
 COUNTIES).....\$ 32.06

24.30

POWER EQUIPMENT OPERATOR: ALL OTHER WORK GROUP 2 -
 ASPHALT HEATER PLANER; BACKFILLER WITH DRAG
 ATTACHMENT; BACKHOE; BACKHOE WITH SHEAR ATTACHED;
 BACKHOE-REAR PIVOTAL SWING; BATCH PLANT-CENTRAL MIX
 CONCRETE; BATCH PLANT, PORTABLE CONCRETE; BERM
 BUILDER-AUTOMATIC; BOAT DERRICK; BOAT-TUG; BORING
 MACHINE ATTACHED TO TRACTOR; BULLCLAM; VULLDOZER;
 C.M.I. ROAD BUILDER & SIMILAR TYPE; CABLE PLACER
 & LATYER; CARRIER-STRADDLE; CARRYALL-SCRAPER OR
 SCOPP; CHICAGO BOOM; COMPACTOR WITH BLAD ATTACHED;
 CONCRETE SAW (VERMEER OR SIMILAR TYPE); CONCRETE
 SPREADER FINISHER; COMBINATION, BIDWELL MACHINE;
 CRANE; CRANE-ELECTRIC OVERHEAD; CRANE-ROUGH
 TERRAIN; CRANE-SIDE BOOM; CRANE-TRUCK; CRANE-TOWER;
 DERRICK-BOOM; DERRICK-CAR; DIGGER -WHEEL (NOT
 TRENCHER OR ROAD WIDENER); DOUBLE NINE; DRAG LINE;
 DREDGE; DRILL-KENNY OR SIMILAR TYPE; EASY POUR
 MEDIAN BARRIER MACHINE (OR SIMILAR TYPE);
 ELECTROMATIC; FRANKIE PILE; GRADALL; GRADER; GURRY;
 SELF-PROPELLED; HEAVY EQUIPMENT ROBOTICS
 OPERATOR/MECHANIC; HOIST-MONORAIL; HOIST-STATIONARY
 & MOBILE TRACTOR; HOIST, 2 OR 3 DRUM; HORIZONTAL
 DIRECTIONAL DRILL OPERATOR; JACKALL; JUMBO MACHINE;
 KOCAL & KUHLMAN; LAND-SEAGOING VEHICLE; LOADER,
 ELEVATING; LOADER, FRONT END; LOADER, SKID STEER;
 LOCOMOTIVE; MECHANIC/WELDER; METRO CHIP HARVESTER
 WITH BOO; MUCKING MACHINE; PAVER-ASPHALT FINISHING
 MACHINE; PAVER-ROAD CONCRETE; PAVER-SLIP FORM
 (C.M.I. OR SIMILAR); PLACE CRETE MACHINE WITH BOOM;
 POST DRIVER (CARRIER MOUNTED); POWER DRIVEN
 HYDRAULIC PUMP & JACK (WHEN USED IN SLIP FORM OR

LIFT SLAB CONSTRUCTION); PUMP CRETE MACHINE; REGULATOR-BALLAST; HYRAULIC POWER UNIT NOT ATTACHED TO RIG FOR PILE DRILLINGS; RIGS-DRILLING; ROTO MILL OR SIMILAR FULL LANE (8' WIDE & OVER); ROTO MILL OR SIMILAR TYPE (UNDER 8'); SHOVEL; SLIP FORM CURB MACHINE; SPEEDWING; SPIKEMASTER; STONECRUSHER; TIE PULLER & LOADER; TIE TAMPER; TRACTOR-DOUBLE BOOM; TRACTOR WITH ATTACHMENTS; TRUCK-BOOM; TRUCK-TIRE; TRENCH MACHINE; TUNNEL MACHINE (MARK 21 JAVA OR SIMILAR) & WHIRLEY (OR SIMILAR TYPE) (COLUMBIANA, MAHONING & TRUMBULL COUNTIES).....	\$ 36.92	24.30
POWER EQUIPMENT OPERATOR: ALL OTHER WORK GROUP 1- RIG, PILE DRIVER OR CAISSON TYPE; & RIG, PILE HYDRAULIC UNIT ATTACHED. (COLUMBIANA, MAHONING & TRUMBULL COUNTIES).....	\$ 37.19	24.30

IRON0017-002 05/01/2024

	Rates	Fringes
IRONWORKER: ORNAMENTAL, REINFORCING, & STRUCTURAL (ASHTABULA (NORTH OF ROUTE 6, STARTING AT THE GEAUGA COUNTY LINE, PROCEEDING EAST TO STATE ROUTE 45), CUYAHOGA, ERIE (EASTERN 2/3), GEAUGA, HURON (EAST OF A LINE DRAWN FROM THE NORTH BORDER THROUGH MONROEVILLE & WILLARD), LAKE, LORAIN, MEDINA (NORTH OF OLD RTE. #224), PORTAGE (WEST OF A LINE FROM MIDDLEFIELD TO SHALERSVILLE TO DEERFIELD), AND SUMMIT (NORTH OF OLD RTE. #224, INCLUDING CITY LIMITS OF BARBERTON) COUNTIES).....	\$ 36.83	29.01

IRON0017-010 05/01/2024

	Rates	Fringes
IRONWORKER: STRUCTURAL, INCLUDING METAL BUILDING ERECTION & REINFORCING (ASHTABULA (EASTERN PART FROM LAKE ERIE ON THE NORTH TO ROUTE #322 ON THE SOUTH TO INCLUDE CONNEAUT, KINGSVILLE, SHEFFIELD, DENMARK, DORSET, CHERRY VALLEY, WAYNE, MONROE, PIERPONT, RICHMOND, ANDOVER & WILLIAMSFIELD TOWNSHIPS)).....	\$ 36.83	29.01

IRON0044-001 06/01/2025

	Rates	Fringes
IRONWORKER, REINFORCING (ADAMS (WESTERN PART), BROWN, BUTLER (SOUTHERN PART), CLERMONT, CLINTON (SOUTH OF A LINE DRAWN FROM BLANCHESTER TO		

LYNCHBURG), HAMILTON, HIGHLAND (EXCLUDING EASTERN ONE-FIFTH & PORTION OF COUNTY INSIDE LINES DRAWN FROM MARSHALL TO LYNCHBURG FROM THE NORTHERN COUNTY LINE THROUGH E. MONROE TO MARSHALL) AND WARREN (SOUTH OF A LINE DRAWN FROM BLANCHESTER THROUGH MORROW TO THE WEST COUNTY LINE) COUNTIES).....\$ 38.27	23.90
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IRON0044-002 06/01/2025

	Rates	Fringes
IRONWORKER: ORNAMENTAL; STRUCTURAL (CLINTON (SOUTH OF A LINE DRAWN FROM BLANCHESTER TO LYNCHBURG), HAMILTON, HIGHLAND (EXCLUDING EASTERN ONE-FIFTH & PORTION OF COUNTY INSIDE LINES DRAWN FROM MARSHALL TO LYNCHBURG FROM THE NORTHERN COUNTY LINE THROUGH E. MONROE TO MARSHALL) & WARREN (SOUTH OF A LINE DRAWN FROM BLANCHESTER THROUGH MORROW TO THE WEST COUNTY LINE)).....\$ 37.77		23.90
IRONWORKER: FENCE ERECTOR (CLINTON (SOUTH OF A LINE DRAWN FROM BLANCHESTER TO LYNCHBURG), HAMILTON, HIGHLAND (EXCLUDING EASTERN ONE-FIFTH & PORTION OF COUNTY INSIDE LINES DRAWN FROM MARSHALL TO LYNCHBURG FROM THE NORTHERN COUNTY LINE THROUGH E. MONROE TO MARSHALL) & WARREN (SOUTH OF A LINE DRAWN FROM BLANCHESTER THROUGH MORROW TO THE WEST COUNTY LINE)).....\$ 35.88		23.90

IRON0055-003 07/01/2024

	Rates	Fringes
IRONWORKER: FENCE ERECTOR (CRAWFORD (AREA BETWEEN LINES DRAWN FROM WHERE HWY #598 & #30 MEET THROUGH N. LIBERTY TO THE NORTHERN BORDER & FROM SAID HWY JUNCTION POINT DUE WEST TO THE BORDER), DEFIANCE (S. OF A LINE DRAWN FROM WHERE RTE. #66 MEETS THE NORTHERN LINE THROUGH INDEPENDENCE TO THE EASTERN COUNTY BORDER), ERIE (WESTERN 1/3), FULTON, HANCOCK, HARDIN (NORTH OF A LINE DRAWN FROM MAYSVILLE TO A POINT 4 MILES SOUTH OF THE NORTHERN LINE ON THE EASTERN LINE), HENRY, HURON (WEST OF A.....\$ 29.77		21.30
IRONWORKER: ALL OTHER WORK (CRAWFORD (AREA BETWEEN LINES DRAWN FROM WHERE HWY #598 & #30 MEET THROUGH N. LIBERTY TO THE NORTHERN BORDER & FROM SAID HWY JUNCTION POINT DUE WEST TO THE BORDER), DEFIANCE (S. OF A LINE DRAWN FROM WHERE RTE. #66 MEETS THE NORTHERN LINE THROUGH		

INDEPENDENCE TO THE EASTERN COUNTY BORDER), ERIE (WESTERN 1/3), FULTON, HANCOCK, HARDIN (NORTH OF A LINE DRAWN FROM MAYSVILLE TO A POINT 4 MILES SOUTH OF THE NORTHERN LINE ON THE EASTERN LINE), HENRY, HURON (WEST OF A.....\$ 29.77	21.30
IRONWORKER: FLAT ROAD MESH (CRAWFORD (AREA BETWEEN LINES DRAWN FROM WHERE HWY #598 & #30 MEET THROUGH N. LIBERTY TO THE NORTHERN BORDER & FROM SAID HWY JUNCTION POINT DUE WEST TO THE BORDER), DEFIANCE (S. OF A LINE DRAWN FROM WHERE RTE. #66 MEETS THE NORTHERN LINE THROUGH INDEPENDENCE TO THE EASTERN COUNTY BORDER), ERIE (WESTERN 1/3), FULTON, HANCOCK, HARDIN (NORTH OF A LINE DRAWN FROM MAYSVILLE TO A POINT 4 MILES SOUTH OF THE NORTHERN LINE ON THE EASTERN LINE), HENRY, HURON (WEST OF A.....\$ 26.40	24.62
IRONWORKER: TUNNES & CAISSONS UNDER PRESSURE (CRAWFORD (AREA BETWEEN LINES DRAWN FROM WHERE HWY #598 & #30 MEET THROUGH N. LIBERTY TO THE NORTHERN BORDER & FROM SAID HWY JUNCTION POINT DUE WEST TO THE BORDER), DEFIANCE (S. OF A LINE DRAWN FROM WHERE RTE. #66 MEETS THE NORTHERN LINE THROUGH INDEPENDENCE TO THE EASTERN COUNTY BORDER), ERIE (WESTERN 1/3), FULTON, HANCOCK, HARDIN (NORTH OF A LINE DRAWN FROM MAYSVILLE TO A POINT 4 MILES SOUTH OF THE NORTHERN LINE ON THE EASTERN LINE), HENRY, HURON (WEST OF A.....\$ 35.50	29.20

IRON0147-002 06/01/2025

	Rates	Fringes
IRONWORKER (ALLEN (NORTHERN HALF), DEFIANCE (NORTHERN PART, EXCLUDING SOUTH OF A LINE DRAWN FROM WHERE RTE. #66 MEETS THE NORTHERN LINE THROUGH INDEPENDENCE TO THE EASTERN COUNTY BORDER), MERCER (NORTHERN HALF), PAULDING, PUTNAM (WESTERN PART, EXCLUDING EAST OF A LINE DRAWN FROM THE NORTHERN BORDER DOWN THROUGH MILLER CITY TO WHERE #696 MEETS THE SOUTHERN BORDER), VAN WERT, AND WILLIAMS (WESTERN PART, EXCLUDING EAST OF A LINE DRAWN FROM PIONEER THROUGH STRYKER TO THE SOUTHERN BORDER) COUNTIES).....\$ 38.00		26.39

IRON0172-002 06/01/2025

	Rates	Fringes
IRONWORKER (CHAMPAIGN (EASTERN ONE-THIRD), CLARK		

(EASTERN ONE-FOURTH), COSHOCTON (WEST OF A LINE BEGINNING AT THE NORTHWESTERN COUNTY LINE GOING THROUGH WALHONDING & TUNNEL HILL TO THE SOUTHERN COUNTY LINE), CRAWFORD (SOUTH OF RTE. #30), DELAWARE, FAIRFIELD, FAYETTE, FRANKLIN, HARDIN (EXCLUDING A LINE DRAWN FROM ROUNDHEAD TO MAYSVILLE), HIGHLAND (EASTERN ONE-FIFTH), HOCKING, JACKSON (NORTHERN HALF), KNOX, LICKING, LOGAN (EASTERN ONE-THIRD), MADISON, MARION, MORROW, MUSKINGUM (WEST OF A LINE.....\$ 40.87	23.15
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IRON0207-004 06/01/2025		
	Rates	Fringes
IRONWORKER: ORNAMENTAL; REINFORCING; STRUCTURAL (ASHTABULA (SOUTHERN PART STARTING AT THE GEAUGA COUNTY LINE), COLUMBIANA (E. OF A LINE FROM DAMASCUS TO HIGHLANDTOWN), MAHONING (N. OF OLD ROUTE #224), PORTAGE (E. OF A LINE FROM MIDDLEFIELD TO SHALERSVILLE TO DEERFIELD) & TRUMBULL).....\$ 36.26		28.16
IRONWORKER: LAYOUT; SHEETER (ASHTABULA (SOUTHERN PART STARTING AT THE GEAUGA COUNTY LINE), COLUMBIANA (E. OF A LINE FROM DAMASCUS TO HIGHLANDTOWN), MAHONING (N. OF OLD ROUTE #224), PORTAGE (E. OF A LINE FROM MIDDLEFIELD TO SHALERSVILLE TO DEERFIELD) & TRUMBULL).....\$ 37.26		28.16

IRON0290-002 06/01/2025		
	Rates	Fringes
IRONWORKER (ALLEN (SOUTHERN HALF), AUGLAIZE, BUTLER (NORTH OF A LINE DRAWN FROM EAST TO THE WEST COUNTY LINE GOING THROUGH OXFORD, DARRTOWN & WOODSDALE), CHAMPAIGN (EXCLUDING EAST OF A LINE DRAWN FROM CATAWLA TO THE POINT WHERE #68 INTERSECTS THE NORTHERN COUNTY LINE), CLARK (WESTERN TWO-THIRDS), CLINTON (EXCLUDING SOUTH OF A LINE DRAWN FROM BLANCHESTER TO LYNCHBURG), DARKE, GREENE, HIGHLAND (INSIDE LINES DRAWN FROM MARSHALL TO LYNCHBURG & FROM THE NORTHERN COUNTY LINE THROUGH EA.....\$ 37.39		25.35

IRON0549-003 12/01/2022		
	Rates	Fringes
IRONWORKER (BELMONT, GUERNSEY, HARRISON, JEFFERSON, MONROE & MUSKINGUM (EXCLUDING PORTION WEST OF A		

LINE STARTING AT ADAMS MILL GOING TO ADAMSVILLE AND GOING FROM ADAMSVILLE THROUGH BLUE ROCK TO THE SOUTH BORDER)).....\$ 35.19	25.66
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IRON0550-004 05/01/2024

	Rates	Fringes
IRONWORKERS: STRUCTURAL, ORNAMENTAL AND REINFORCING (ASHLAND, CARROLL, COLUMBIANA (W. OF A LINE FROM DAMASCUS TO HIGHLANDTOWN), COSHOCTON (E. OF A LINE BEGINNING AT NW CO. LINE GOING THROUGH WALHONDING & TUNNEL HILL TO THE SOUTH CO. LINE), HOLMES, HURON (S. OF OLD RTE. #224), MAHONING (S. OF OLD RTE. #224), MEDINA (S. OF OLD RTE. #224), PORTAGE (S. OF OLD RTE. #224), RICHLAND, STARK, SUMMIT (S. OF OLD RTE. #224, EXCLUDING CITY LIMITS OF BARBERTON), TUSCARAWAS, & WAYNE).....\$ 34.70		22.88

IRON0769-004 06/01/2025

	Rates	Fringes
IRONWORKER (ADAMS (EASTERN HALF), GALLIA, JACKSON (SOUTHERN HALF), LAWRENCE & SCIOTO).....\$ 39.70		29.59

IRON0787-003 06/01/2025

	Rates	Fringes
IRONWORKER (ATHENS, MEIGS, MORGAN, NOBLE, AND WASHINGTON COUNTIES).....\$ 36.10		24.65

LAB00265-008 05/01/2024

	Rates	Fringes
LABORER GROUP 4- MINER (WITH AIR-PRESSURIZED - \$1.00 PREMIUM); & GUNITE NOZZLE PERSON (REMAINING COUNTIES OF OHIO) TUNNEL LABORER WITH AIR-PRESSURIZED ADD \$1.00 TO BASE RATE SIGNAL PERSON WILL RECEIVE THE RATE EQUAL TO THE RATE PAID THE LABORER CLASSIFICATION FOR WHICH HE OR SHE IS SIGNALING.....\$ 36.47		14.45
LABORER GROUP 4- MINER (WITH AIR-PRESSURIZED - \$1.00 PREMIUM); & GUNITE NOZZLE PERSON (CUYAHOGA, GEAUGA & LAKE COUNTIES) TUNNEL LABORER WITH AIR-PRESSURIZED ADD \$1.00 TO BASE RATE SIGNAL PERSON WILL RECEIVE THE RATE EQUAL TO THE RATE PAID THE LABORER CLASSIFICATION FOR WHICH HE OR SHE IS SIGNALING.....\$ 38.13		14.45

LABORER GROUP 4- MINER (WITH AIR-PRESSURIZED - \$1.00 PREMIUM); & GUNITE NOZZLE PERSON (ASHTABULA, ERIE, HURON, LORAIN, LUCAS, MAHONING, MEDINA, OTTAWA, PORTAGE, SANDUSKY, STARK, SUMMIT, TRUMBULL & WOOD COUNTIES) TUNNEL LABORER WITH AIR-PRESSURIZED ADD \$1.00 TO BASE RATE SIGNAL PERSON WILL RECEIVE THE RATE EQUAL TO THE RATE PAID THE LABORER CLASSIFICATION FOR WHICH HE OR SHE IS SIGNALING.....	\$ 36.90	14.45
LABORER GROUP 3- BLASTER; MUCKER; POWDER PERSON; TOP LANDER; WRENCHER (MECHANICAL JOINTS & UTILITY PIPELINE); YARNER; HAZARDOUS WASTE (LEVEL A); CONCRETE SPECIALIST; CONCRETE CREW IN TUNNELS (WITH AIR-PRESSURIZED - \$1.00 PREMIUM); CURB SETTER & CUTTER; GRADE CHECKER; UTILITY PIPELINE TAPPER; WATERLINE; AND CAULKER (REMAINING COUNTIES OF OHIO) TUNNEL LABORER WITH AIR-PRESSURIZED ADD \$1.00 TO BASE RATE SIGNAL PERSON WILL RECEIVE THE RATE EQUAL TO THE RATE PAID THE LABORER CLASSIFICATION FOR WHICH HE OR SHE IS SIGNALING.....	\$ 36.02	14.45
LABORER GROUP 3- BLASTER; MUCKER; POWDER PERSON; TOP LANDER; WRENCHER (MECHANICAL JOINTS & UTILITY PIPELINE); YARNER; HAZARDOUS WASTE (LEVEL A); CONCRETE SPECIALIST; CONCRETE CREW IN TUNNELS (WITH AIR-PRESSURIZED - \$1.00 PREMIUM); CURB SETTER & CUTTER; GRADE CHECKER; UTILITY PIPELINE TAPPER; WATERLINE; AND CAULKER (CUYAHOGA, GEAUGA & LAKE COUNTIES) TUNNEL LABORER WITH AIR-PRESSURIZED ADD \$1.00 TO BASE RATE SIGNAL PERSON WILL RECEIVE THE RATE EQUAL TO THE RATE PAID THE LABORER CLASSIFICATION FOR WHICH HE OR SHE IS SIGNALING.....	\$ 37.68	14.45
LABORER GROUP 3- BLASTER; MUCKER; POWDER PERSON; TOP LANDER; WRENCHER (MECHANICAL JOINTS & UTILITY PIPELINE); YARNER; HAZARDOUS WASTE (LEVEL A); CONCRETE SPECIALIST; CONCRETE CREW IN TUNNELS (WITH AIR-PRESSURIZED - \$1.00 PREMIUM); CURB SETTER & CUTTER; GRADE CHECKER; UTILITY PIPELINE TAPPER; WATERLINE; AND CAULKER (ASHTABULA, ERIE, HURON, LORAIN, LUCAS, MAHONING, MEDINA, OTTAWA, PORTAGE, SANDUSKY, STARK, SUMMIT, TRUMBULL & WOOD COUNTIES) TUNNEL LABORER WITH AIR-PRESSURIZED ADD \$1.00 TO BASE RATE SIGNAL PERSON WILL RECEIVE THE RATE EQUAL TO THE RATE PAID THE LABORER CLASSIFICATION FOR WHICH HE OR SHE IS SIGNALING.....	\$ 36.45	14.45
LABORER GROUP 2- ASPHALT RAKER; CONCRETE PUDDLER; KETTLE MAN PIPELINE); MACHINE DRIVEN TOOLS (GAS, ELECTRIC, AIR); MASON TENDER; BRICK PAVER; MORTAR		

MIXER; POWER BUGGY OR POWER WHEELBARROW; PAINT STRIPER; SHEETING & SHORING MAN; SURFACE GRINDER MAN; PLASTIC FUSING MACHINE OPERATOR; PUG MILL OPERATOR; & VACUUM DEVICES (WET OR DRY); RODDING MACHINE OPERATOR; DIVER; SCREWMAN OR PAVER; SCREED PERSON; WATER BLAST, HAND HELD WAND; PUMPS 4" & UNDER (GAS, AIR OR ELECTRIC) & HAZARDOUS WASTE (LEVEL C); AIR TRACK AND WAGON DRILL; BOTTOM PERSON; COFFERDAM (BELOW 25 FT. DEEP); CONCRETE SAW PERSON; CUTTING WITH BURNING TORCH; FORM SETTER; HAND SPIKER (RAILROAD); PIPELAYER; TUNNEL LABORER (WITHOUT AIR) & CAISSON; UNDERGROUND PERSON (WORKING IN SEWER AND WATERLINE, CLEANING, REPAIRING & RECONDITIONING); SANDBLASTER NOZZLE PERSON; & HAZARDOUS WASTE (LEVEL B) (REMAINING COUNTIES OF OHIO) TUNNEL LABORER WITH AIR-PRESSURIZED ADD \$1.00 TO BASE RATE SIGNAL PERSON WILL RECEIVE THE RATE EQUAL TO THE RATE PAID THE LABORER CLASSIFICATION FOR WHICH HE OR SHE IS SIGNALING.....\$ 35.69	14.45
LABORER GROUP 2- ASPHALT RAKER; CONCRETE PUDDLER; KETTLE MAN PIPELINE); MACHINE DRIVEN TOOLS (GAS, ELECTRIC, AIR); MASON TENDER; BRICK PAVER; MORTAR MIXER; POWER BUGGY OR POWER WHEELBARROW; PAINT STRIPER; SHEETING & SHORING MAN; SURFACE GRINDER MAN; PLASTIC FUSING MACHINE OPERATOR; PUG MILL OPERATOR; & VACUUM DEVICES (WET OR DRY); RODDING MACHINE OPERATOR; DIVER; SCREWMAN OR PAVER; SCREED PERSON; WATER BLAST, HAND HELD WAND; PUMPS 4" & UNDER (GAS, AIR OR ELECTRIC) & HAZARDOUS WASTE (LEVEL C); AIR TRACK AND WAGON DRILL; BOTTOM PERSON; COFFERDAM (BELOW 25 FT. DEEP); CONCRETE SAW PERSON; CUTTING WITH BURNING TORCH; FORM SETTER; HAND SPIKER (RAILROAD); PIPELAYER; TUNNEL LABORER (WITHOUT AIR) & CAISSON; UNDERGROUND PERSON (WORKING IN SEWER AND WATERLINE, CLEANING, REPAIRING & RECONDITIONING); SANDBLASTER NOZZLE PERSON; & HAZARDOUS WASTE (LEVEL B) (CUYAHOGA, GEAUGA & LAKE COUNTIES) TUNNEL LABORER WITH AIR-PRESSURIZED ADD \$1.00 TO BASE RATE SIGNAL PERSON WILL RECEIVE THE RATE EQUAL TO THE RATE PAID THE LABORER CLASSIFICATION FOR WHICH HE OR SHE IS SIGNALING.....\$ 37.35	14.45
LABORER GROUP 2- ASPHALT RAKER; CONCRETE PUDDLER; KETTLE MAN PIPELINE); MACHINE DRIVEN TOOLS (GAS, ELECTRIC, AIR); MASON TENDER; BRICK PAVER; MORTAR MIXER; POWER BUGGY OR POWER WHEELBARROW; PAINT	

STRIPER; SHEETING & SHORING MAN; SURFACE GRINDER MAN; PLASTIC FUSING MACHINE OPERATOR; PUG MILL OPERATOR; & VACUUM DEVICES (WET OR DRY); RODDING MACHINE OPERATOR; DIVER; SCREWMAN OR PAVER; SCREED PERSON; WATER BLAST, HAND HELD WAND; PUMPS 4" & UNDER (GAS, AIR OR ELECTRIC) & HAZARDOUS WASTE (LEVEL C); AIR TRACK AND WAGON DRILL; BOTTOM PERSON; COFFERDAM (BELOW 25 FT. DEEP); CONCRETE SAW PERSON; CUTTING WITH BURNING TORCH; FORM SETTER; HAND SPIKER (RAILROAD); PIPELAYER; TUNNEL LABORER (WITHOUT AIR) & CAISSON; UNDERGROUND PERSON (WORKING IN SEWER AND WATERLINE, CLEANING, REPAIRING & RECONDITIONING); SANDBLASTER NOZZLE PERSON; & HAZARDOUS WASTE (LEVEL B) (ASHTABULA, ERIE, HURON, LORAIN, LUCAS, MAHONING, MEDINA, OTTAWA, PORTAGE, SANDUSKY, STARK, SUMMIT, TRUMBULL & WOOD COUNTIES) TUNNEL LABORER WITH AIR-PRESSURIZED ADD \$1.00 TO BASE RATE SIGNAL PERSON WILL RECEIVE THE RATE EQUAL TO THE RATE PAID THE LABORER CLASSIFICATION FOR WHICH HE OR SHE IS SIGNALING.\$ 36.12	14.45
LABORER GROUP 1- ASPHALT LABORER; CARPENTER TENDER; CONCRETE CURING APPLICATOR; DUMP MAN (BATCH TRUCK); GUARDRAIL AND FENCE INSTALLER; JOINT SETTER; LABORER (CONSTRUCTION); LANDSCAPE LABORER; MESH HANDLERS & PLACER; RIGHT-OF-WAY LABORER; RIPRAP LABORER & GROUTER; SCAFFOLD ERECTOR; SEAL COATING; SURFACE TREATMENT OR ROAD MIX LABORER; SIGN INSTALLER; SLURRY SEAL; UTILITY MAN; BRIDGE MAN; HANDYMAN; WATERPROOFING LABORER; FLAGPERSON; HAZARDOUS WASTE (LEVEL D); DIVER TENDER; ZONE PERSON & TRAFFIC CONTROL (REMAINING COUNTIES OF OHIO) TUNNEL LABORER WITH AIR-PRESSURIZED ADD \$1.00 TO BASE RATE SIGNAL PERSON WILL RECEIVE THE RATE EQUAL TO THE RATE PAID THE LABORER CLASSIFICATION FOR WHICH HE OR SHE IS SIGNALING.....\$ 35.52	14.45
LABORER GROUP 1- ASPHALT LABORER; CARPENTER TENDER; CONCRETE CURING APPLICATOR; DUMP MAN (BATCH TRUCK); GUARDRAIL AND FENCE INSTALLER; JOINT SETTER; LABORER (CONSTRUCTION); LANDSCAPE LABORER; MESH HANDLERS & PLACER; RIGHT-OF-WAY LABORER; RIPRAP LABORER & GROUTER; SCAFFOLD ERECTOR; SEAL COATING; SURFACE TREATMENT OR ROAD MIX LABORER; SIGN INSTALLER; SLURRY SEAL; UTILITY MAN; BRIDGE MAN; HANDYMAN; WATERPROOFING LABORER; FLAGPERSON; HAZARDOUS WASTE (LEVEL D); DIVER TENDER; ZONE PERSON & TRAFFIC CONTROL (CUYAHOGA, GEAUGA & LAKE	

COUNTIES) TUNNEL LABORER WITH AIR-PRESSURIZED ADD \$1.00 TO BASE RATE SIGNAL PERSON WILL RECEIVE THE RATE EQUAL TO THE RATE PAID THE LABORER CLASSIFICATION FOR WHICH HE OR SHE IS SIGNALING.....\$ 37.18	14.45
LABORER GROUP 1- ASPHALT LABORER; CARPENTER TENDER; CONCRETE CURING APPLICATOR; DUMP MAN (BATCH TRUCK); GUARDRAIL AND FENCE INSTALLER; JOINT SETTER; LABORER (CONSTRUCTION); LANDSCAPE LABORER; MESH HANDLERS & PLACER; RIGHT-OF-WAY LABORER; RIPRAP LABORER & GROUTER; SCAFFOLD ERECTOR; SEAL COATING; SURFACE TREATMENT OR ROAD MIX LABORER; SIGN INSTALLER; SLURRY SEAL; UTILITY MAN; BRIDGE MAN; HANDYMAN; WATERPROOFING LABORER; FLAGPERSON; HAZARDOUS WASTE (LEVEL D); DIVER TENDER; ZONE PERSON & TRAFFIC CONTROL (ASHTABULA, ERIE, HURON, LORAIN, LUCAS, MAHONING, MEDINA, OTTAWA, PORTAGE, SANDUSKY, STARK, SUMMIT, TRUMBULL & WOOD COUNTIES) TUNNEL LABORER WITH AIR-PRESSURIZED ADD \$1.00 TO BASE RATE SIGNAL PERSON WILL RECEIVE THE RATE EQUAL TO THE RATE PAID THE LABORER CLASSIFICATION FOR WHICH HE OR SHE IS SIGNALING.....\$ 35.95	14.45
LABORER: SEWAGE PLANTS, WASTE PLANTS, WATER TREATMENT FACILITIES, PUMPING STATIONS, & ETHANOL PLANTS CONSTRUCTION (CUYAHOGA AND GEAUGA COUNTIES ONLY).....\$ 38.56	14.45

PAIN0006-002 05/01/2023

	Rates	Fringes
PAINTER COMMERCIAL REPAINT GROUP 3- SPRAY PAINTING..\$ 29.95	29.95	18.95
PAINTER COMMERCIAL REPAINT GROUP 2- SANDBLASTING & BUFFING (ASHTABULA, CUYAHOGA, GEAUGA, LAKE, LORAIN, PORTAGE (N. OF THE EAST-WEST TURNPIKE) & SUMMIT (N. OF THE EAST-WEST TURNPIKE)).....\$ 29.65	29.65	18.95
PAINTER COMMERCIAL REPAINT GROUP 1- BRUSH; & ROLLER (ASHTABULA, CUYAHOGA, GEAUGA, LAKE, LORAIN, PORTAGE (N. OF THE EAST-WEST TURNPIKE) & SUMMIT (N. OF THE EAST-WEST TURNPIKE)).....\$ 29.25	29.25	18.95
PAINTER COMMERCIAL NEW WORK; REMODELING; & RENOVATIONS: GROUP 4- BRIDGE BLASTER (ASHTABULA, CUYAHOGA, GEAUGA, LAKE, LORAIN, PORTAGE (N. OF THE EAST-WEST TURNPIKE) & SUMMIT (N. OF THE EAST-WEST TURNPIKE))\$ 37.01	37.01	18.95
PAINTER COMMERCIAL NEW WORK; REMODELING; & RENOVATIONS: GROUP 3- SPRAY PAINTING; CLOSED STEEL ABOVE 55 FEET; BRIDGES & OPEN STRUCTURAL STEEL; TANKS - WATER TOWERS; BRIDGE PAINTERS; BRIDGE		

RIGGERS; CONTAINMENT BUILDERS (ASHTABULA, CUYAHOGA, GEAUGA, LAKE, LORAIN, PORTAGE (N. OF THE EAST-WEST TURNPIKE) & SUMMIT (N. OF THE EAST-WEST TURNPIKE)).....	\$ 31.45	18.95
PAINTER COMMERCIAL NEW WORK; REMODELING; & RENOVATIONS: GROUP 2- SANDBLASTING & BUFFING (ASHTABULA, CUYAHOGA, GEAUGA, LAKE, LORAIN, PORTAGE (N. OF THE EAST-WEST TURNPIKE) & SUMMIT (N. OF THE EAST-WEST TURNPIKE)).....	\$ 31.15	18.95
PAINTER COMMERCIAL NEW WORK; REMODELING; & RENOVATIONS: GROUP 1- BRUSH; & ROLLER (ASHTABULA, CUYAHOGA, GEAUGA, LAKE, LORAIN, PORTAGE (N. OF THE EAST-WEST TURNPIKE) & SUMMIT (N. OF THE EAST-WEST TURNPIKE)).....	\$ 30.75	18.95

PAIN0007-002 07/01/2025

	Rates	Fringes
PAINTER: NEW COMMERCIAL WORK: GROUP 9- EPOXY SPRAY (EXCLUDING WATER BASED) (FULTON, HENRY, LUCAS, OTTAWA (EXCLUDING ALLEN, BAY, BONO, CATAWBA ISLAND, CLAY CENTER, CURTICE, DANBURY, EAGLE BEACH, ELLISTON, ELMORE, ERIE, FISHBACK, GEM BEACH & GENOVA) & WOOD) REPAINT IS 90% OF GROUP RATE.....	\$ 34.66	23.88
PAINTER: NEW COMMERCIAL WORK: GROUP 8- TOWERS; TANKS; BRIDGES; STACKS OVER 30 FEET (FULTON, HENRY, LUCAS, OTTAWA (EXCLUDING ALLEN, BAY, BONO, CATAWBA ISLAND, CLAY CENTER, CURTICE, DANBURY, EAGLE BEACH, ELLISTON, ELMORE, ERIE, FISHBACK, GEM BEACH & GENOVA) & WOOD) REPAINT IS 90% OF GROUP RATE.....	\$ 34.66	23.88
PAINTER: NEW COMMERCIAL WORK: GROUP 7- SPRAY SOLVENT BASED MATERIAL; SAND & ABRASIVE BLASTING (FULTON, HENRY, LUCAS, OTTAWA (EXCLUDING ALLEN, BAY, BONO, CATAWBA ISLAND, CLAY CENTER, CURTICE, DANBURY, EAGLE BEACH, ELLISTON, ELMORE, ERIE, FISHBACK, GEM BEACH & GENOVA) & WOOD) REPAINT IS 90% OF GROUP RATE.....	\$ 34.66	23.88
PAINTER: NEW COMMERCIAL WORK: GROUP 6- SOLVENT-BASED CATALIZED EPOXY MATERIALS OF 2 OR MORE COMPONENT MATERIALS, TO INCLUDE SOLVENT-BASED CONVERSION VARNISH (EXCLUDING WATER BASED) (FULTON, HENRY, LUCAS, OTTAWA (EXCLUDING ALLEN, BAY, BONO, CATAWBA ISLAND, CLAY CENTER, CURTICE, DANBURY, EAGLE BEACH, ELLISTON, ELMORE, ERIE, FISHBACK, GEM BEACH & GENOVA) & WOOD) REPAINT IS 90% OF GROUP RATE.....	\$ 34.66	23.88

PAINTER: NEW COMMERCIAL WORK: GROUP 5- ALL METHODS OF SPRAY (FULTON, HENRY, LUCAS, OTTAWA (EXCLUDING ALLEN, BAY, BONO, CATAWBA ISLAND, CLAY CENTER, CURTICE, DANBURY, EAGLE BEACH, ELLISTON, ELMORE, ERIE, FISHBACK, GEM BEACH & GENOVA) & WOOD)		
REPAINT IS 90% OF GROUP RATE.....	\$ 34.66	23.88
PAINTER: NEW COMMERCIAL WORK: GROUP 4- LEAD ABATEMENT (FULTON, HENRY, LUCAS, OTTAWA (EXCLUDING ALLEN, BAY, BONO, CATAWBA ISLAND, CLAY CENTER, CURTICE, DANBURY, EAGLE BEACH, ELLISTON, ELMORE, ERIE, FISHBACK, GEM BEACH & GENOVA) & WOOD)		
REPAINT IS 90% OF GROUP RATE.....	\$ 34.66	23.88
PAINTER: NEW COMMERCIAL WORK: GROUP 3- SWING STAGE & CHAIR (FULTON, HENRY, LUCAS, OTTAWA (EXCLUDING ALLEN, BAY, BONO, CATAWBA ISLAND, CLAY CENTER, CURTICE, DANBURY, EAGLE BEACH, ELLISTON, ELMORE, ERIE, FISHBACK, GEM BEACH & GENOVA) & WOOD)		
REPAINT IS 90% OF GROUP RATE.....	\$ 34.66	23.88
PAINTER: NEW COMMERCIAL WORK: GROUP 2- REFINERIES & REFINERY TANKS; SURFACES 30 FT. OR OVER WHERE MATERIAL IS APPLIED TO OR LABOR PERFORMED ON ABOVE GROUND LEVEL (EXTERIOR), FLOOR LEVEL (INTERIOR) (FULTON, HENRY, LUCAS, OTTAWA (EXCLUDING ALLEN, BAY, BONO, CATAWBA ISLAND, CLAY CENTER, CURTICE, DANBURY, EAGLE BEACH, ELLISTON, ELMORE, ERIE, FISHBACK, GEM BEACH & GENOVA) & WOOD)		
REPAINT IS 90% OF GROUP RATE.....	\$ 34.66	23.88
PAINTER NEW COMMERCIAL WORK GROUP 1- BRUSH; SPRAY & SANDBLASTING POT TENDER. REPAINT IS 90% OF GROUP RATE.....	\$ 33.66	23.88

PAIN0012-008 05/01/2019

	Rates	Fringes
PAINTER: GROUP 5- ELEVATED TANKS; STEEPLEJACK WORK; BRIDGE; & LEAD ABATEMENT (BUTLER COUNTY).....	\$ 26.30	10.20
PAINTER: GROUP 4- SANDBLASTING; & WATERBLASTING (BUTLER COUNTY).....	\$ 26.05	10.20
PAINTER: GROUP 3- SPRAY (BUTLER COUNTY).....	\$ 25.80	10.20
PAINTER: GROUP 2- BRUSH & ROLLER (BUTLER COUNTY)....	\$ 25.30	10.20
PAINTER: GROUP 1- BRIDGE EQUIPMENT TENDER; BRIDGE/CONTAINMENT BUILDER (BUTLER COUNTY).....	\$ 21.95	10.20

PAIN0012-010 05/01/2019

	Rates	Fringes
PAINTER HEAVY & HIGHWAY BRIDGES-		

GUARDRAILS-LIGHTPOLES- STRIPING SPRAY (BROWN, CLERMONT, HAMILTON & WARREN).....	\$ 25.80	10.20
PAINTER HEAVY & HIGHWAY BRIDGES- GUARDRAILS-LIGHTPOLES- STRIPING SANDBLASTING & HOPPER TENDER; WATER BLASTING (BROWN, CLERMONT, HAMILTON & WARREN).....	\$ 26.05	10.20
PAINTER HEAVY & HIGHWAY BRIDGES- GUARDRAILS-LIGHTPOLES- STRIPING BRUSH & ROLLER (BROWN, CLERMONT, HAMILTON & WARREN).....	\$ 25.30	10.20
PAINTER HEAVY & HIGHWAY BRIDGES- GUARDRAILS-LIGHTPOLES- STRIPING BRIDGES WHEN HIGHEST POINT OF CLEARANCE IS 60 FEET OR MORE; & LEAD ABATEMENT PROJECTS (BROWN, CLERMONT, HAMILTON & WARREN).....	\$ 26.30	10.20
PAINTER HEAVY & HIGHWAY BRIDGES- GUARDRAILS-LIGHTPOLES- STRIPING BRIDGE EQUIPMENT TENDER AND CONTAINMENT BUILDER (BROWN, CLERMONT, HAMILTON & WARREN).....	\$ 21.95	10.20

PAIN0093-001 12/01/2024

	Rates	Fringes
PAINTER: POWER GENERATING FACILITIES (ATHENS, GUERNSEY, HOCKING, MONROE, MORGAN, NOBLE AND WASHINGTON COUNTIES).....	\$ 33.29	24.46
PAINTER: BRIDGES; LOCKS; DAMS; TENSION TOWERS; & ENERGIZED SUBSTATIONS (ATHENS, GUERNSEY, HOCKING, MONROE, MORGAN, NOBLE AND WASHINGTON COUNTIES).....	\$ 36.44	24.46

PAIN0249-002 05/01/2025

	Rates	Fringes
PAINTER: GROUP 8: BRIDGE BLASTER, RIGGER (CLARK, DARKE, GREENE, MIAMI, MONTGOMERY & PREBLE).. <td>\$ 40.86</td> <td>13.97</td>	\$ 40.86	13.97
PAINTER: GROUP 7: TANKS, STACKS & TOWERS (CLARK, DARKE, GREENE, MIAMI, MONTGOMERY & PREBLE).. <td>\$ 33.86</td> <td>13.97</td>	\$ 33.86	13.97
PAINTER: GROUP 6: BRIDGE EQUIPMENT TENDER & OR CONTAINMENT BUILDER (CLARK, DARKE, GREENE, MIAMI, MONTGOMERY & PREBLE).....	\$ 37.86	13.97
PAINTER: GROUP 5: COAL TAR (CLARK, DARKE, GREENE, MIAMI, MONTGOMERY & PREBLE).....	\$ 30.65	13.97
PAINTER: GROUP 4: STEEPLEJACK WORK (CLARK, DARKE, GREENE, MIAMI, MONTGOMERY & PREBLE).....	\$ 30.10	13.97
PAINTER: GROUP 3: SPRAY; SANDBLAST; STEAMCLEAN; LEAD ABATEMENT (CLARK, DARKE, GREENE, MIAMI, MONTGOMERY & PREBLE).....	\$ 29.90	13.97
PAINTER: GROUP 2: SWING, SCAFFOLD BRIDGES;		

STRUCTURAL STEEL; OPEN ACID TANK; HIGH TENSION ELECTRICAL EQUIPMENT; & HOT PIPES (CLARK, DARKE, GREENE, MIAMI, MONTGOMERY & PREBLE).....	\$ 33.09	13.97
PAINTER: GROUP 1: BRUSH & ROLLER (CLARK, DARKE, GREENE, MIAMI, MONTGOMERY & PREBLE).....	\$ 29.15	13.97

PAIN0356-002 09/01/2009

	Rates	Fringes
PAINTER: TANKS; STACKS; AND TOWERS (KNOX, LICKING, MUSKINGUM, AND PERRY).....	\$ 28.63	7.25
PAINTER: STRUCTURAL STEEL AND SWING STAGE (KNOX, LICKING, MUSKINGUM, AND PERRY).....	\$ 25.42	7.25
PAINTER: SPRAY (KNOX, LICKING, MUSKINGUM, AND PERRY).....	\$ 21.40	7.25
PAINTER: SANDBLASTING; STEAM CLEANING; WATERBLASTING; AND HAZARDOUS WORK (KNOX, LICKING, MUSKINGUM, AND PERRY).....	\$ 25.82	7.25
PAINTER: BRUSH AND ROLLER (KNOX, LICKING, MUSKINGUM, AND PERRY).....	\$ 20.93	7.25
PAINTER: BRIDGES; BLASTERS; AND RIGGERS (KNOX, LICKING, MUSKINGUM, AND PERRY).....	\$ 34.60	7.25
PAINTER: BRIDGE EQUIPMENT TENDERS AND CONTAINMENT BUILDERS (KNOX, LICKING, MUSKINGUM, AND PERRY).....	\$ 27.93	7.25

PAIN0438-002 12/01/2023

	Rates	Fringes
PAINTER: POWER GENERATING FACILITIES (BELMONT, HARRISON AND JEFFERSON COUNTIES).....	\$ 32.94	19.49
PAINTER: BRIDGES, LOCKS, DAMS, TENSION TOWERS & ENERGIZED SUBSTATIONS (BELMONT, HARRISON AND JEFFERSON COUNTIES).....	\$ 36.09	19.49

PAIN0476-001 06/01/2025

	Rates	Fringes
PAINTER: GROUP 7- TOWERS; STACKS (COLUMBIANA, MAHONING, AND TRUMBULL COUNTIES).....	\$ 32.64	18.36
PAINTER: GROUP 6- TANKS; SANDBLASTING (COLUMBIANA, MAHONING, AND TRUMBULL COUNTIES).....	\$ 35.27	18.36
PAINTER: GROUP 5- EPOXY/MASTIC; SPRAY- BAR JOIST/DECK; WORKING ABOVE 50 FEET; AND SWINGSTAGES (COLUMBIANA, MAHONING, AND TRUMBULL COUNTIES).....	\$ 31.29	18.36
PAINTER: GROUP 4- SPRAY, EXCEPT BAR JOIST/DECK (COLUMBIANA, MAHONING, AND TRUMBULL COUNTIES).....	\$ 31.14	18.36
PAINTER: GROUP 3- STRUCTURAL STEEL (COLUMBIANA,		

MAHONING, AND TRUMBULL COUNTIES).....\$ 40.27	18.36
PAINTER: GROUP 2- BRIDGES (COLUMBIANA, MAHONING, AND TRUMBULL COUNTIES).....\$ 40.27	18.36
PAINTER: GROUP 1- PAINTERS, BRUSH & ROLLER (COLUMBIANA, MAHONING, AND TRUMBULL COUNTIES).....\$ 30.64	18.36

PAIN0555-002 01/01/2025

	Rates	Fringes
PAINTER: GROUP 4- STACKS; BRIDGES (ADAMS, HIGHLAND, JACKSON, PIKE & SCIOTO).....\$ 40.03		21.54
PAINTER: GROUP 3- SAND BLASTING; SPRAY; STEAM CLEANING; PRESSURE WASHING; EPOXY & TWO COMPONENT MATERIALS; LEAD ABATEMENT; HAZARDOUS WASTE; TOXIC MATERIALS; BULK & STORAGE TANKS OF 25,000 GALLON CAPACITY OR MORE; ELEVATED TANKS (ADAMS, HIGHLAND, JACKSON, PIKE & SCIOTO).....\$ 36.72		21.54
PAINTER: GROUP 2- BRUSH; ROLLER; POWER TOOLS, UNDER 40 FEET (ADAMS, HIGHLAND, JACKSON, PIKE & SCIOTO)..\$ 35.02		21.54
PAINTER: GROUP 1- CONTAINMENT BUILDER (ADAMS, HIGHLAND, JACKSON, PIKE & SCIOTO).....\$ 33.32		21.54

PAIN0639-001 05/01/2011

	Rates	Fringes
SIGN PAINTER & ERECTOR FOOTNOTES: A. 7 PAID HOLIDAYS: NEW YEAR'S DAY; MEMORIAL DAY; JULY 4TH; LABOR DAY; THANKSGIVING DAY; CHRISTMAS DAY & 1 FLOATING DAY B. VACATION PAY: AFTER 1 YEAR'S SERVICE - 5 DAYS' PAID VACATION; AFTER 2, BUT LESS THAN 10 YEARS' SERVICE - 10 DAYS' PAID VACATION; AFTER 10, BUT LESS THAN 20 YEARS' SERVICE - 15 DAYS' PAID VACATION; AFTER 20 YEARS' SERVICE - 20 DAYS' PAID VACATION C. FUNERAL LEAVE UP TO 3 DAYS MAXIMUM PAID LEAVE FOR DEATH OF MOTHER, FATHER, BROTHER, SISTER, SPOUSE, CHILD, MOTHER-IN-LAW, FATHER-IN-LAW, GRANDPARENT AND INLAW PROVIDED EMPLOYEE ATTENDS FUNERAL.....\$ 20.61		3.50

PAIN0788-002 06/01/2024

	Rates	Fringes
PAINTER: STRUCTURAL STEEL (ASHLAND, CRAWFORD, ERIE, HANCOCK, HURON, MARION, MORROW, OTTAWA (ALLEN, BAY, BONO, CATAWBA ISLAND, CLAY CENTER, CURTICE, DANBURY, EAGLE BEACH, ELLISTON, ELMORE, ERIE, FISHBACK, GEM BEACH & GENOA), RICHLAND, SANDUSKY,		

SENECA & WYANDOT) WINTER REPAINT: BETWEEN
 DECEMBER 1 TO MARCH 31 - 90%JR \$.50 PER HOUR
 SHALL BE ADDED TO THE RATE OF PAY FOR THE
 CLASSIFICATION OF WORK: WHILE WORKING
 SWINGSTAGE, BOATSWAIN CHAIR, NEEDLE BEAM AND
 HORIZONTAL CABLE. WHILE OPERATING SPRAYGUNS,
 SANDBLASTING, COBBLASTING AND HIGH PRESSURE
 WATERBLASTING (4000PSI). \$1.00 PER HOUR SHALL
 BE ADDED TO THE RATE OF PAY FOR THE CLASSIFICATION
 OF WORK: FOR THE APPLICATION OF CATALIZED
 EPOXY, INCLUDING LATEX EPOXY THAT IS DEEMED
 HAZARDOUS, LEAD ABATEMENT, OR FOR WORK OR MATERIAL
 WHERE SPECIAL PRECAUTIONS BEYOND NORMAL WORK DUTIES
 MUST BE TAKEN. FOR WORKING ON STACKS, TANKS, AND
 TOWERS OVER 40 FEET IN HEIGHT.....\$ 30.73 17.52
 PAINTER: BRUSH & ROLLER (ASHLAND, CRAWFORD, ERIE,
 HANCOCK, HURON, MARION, MORROW, OTTAWA (ALLEN, BAY,
 BONO, CATAWBA ISLAND, CLAY CENTER, CURTICE,
 DANBURY, EAGLE BEACH, ELLISTON, ELMORE, ERIE,
 FISHBACK, GEM BEACH & GENOA), RICHLAND, SANDUSKY,
 SENECA & WYANDOT) WINTER REPAINT: BETWEEN
 DECEMBER 1 TO MARCH 31 - 90%JR \$.50 PER HOUR
 SHALL BE ADDED TO THE RATE OF PAY FOR THE
 CLASSIFICATION OF WORK: WHILE WORKING
 SWINGSTAGE, BOATSWAIN CHAIR, NEEDLE BEAM AND
 HORIZONTAL CABLE. WHILE OPERATING SPRAYGUNS,
 SANDBLASTING, COBBLASTING AND HIGH PRESSURE
 WATERBLASTING (4000PSI). \$1.00 PER HOUR SHALL
 BE ADDED TO THE RATE OF PAY FOR THE CLASSIFICATION
 OF WORK: FOR THE APPLICATION OF CATALIZED
 EPOXY, INCLUDING LATEX EPOXY THAT IS DEEMED
 HAZARDOUS, LEAD ABATEMENT, OR FOR WORK OR MATERIAL
 WHERE SPECIAL PRECAUTIONS BEYOND NORMAL WORK DUTIES
 MUST BE TAKEN. FOR WORKING ON STACKS, TANKS, AND
 TOWERS OVER 40 FEET IN HEIGHT.....\$ 29.13 17.52

 PAIN0813-005 12/01/2008

	Rates	Fringes
PAINTER: BRIDGES, LOCKS, DAMS & TENSION TOWERS (GALLIA, LAWRENCE, MEIGS & VINTON).....	\$ 27.83	10.00
PAINTER: BASE RATE (GALLIA, LAWRENCE, MEIGS & VINTON).....	\$ 24.83	10.00

PAIN0841-001 07/01/2025

Rates	Fringes
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PAINTERS: GROUP 7- SYNTHETIC EXTERIOR, DRYWALL FINISHER AND/OR TAPER, DRYWALL FINISHER AND FOLLOW-UP MAN USING AUTOMATIC TOOLS (MEDINA, PORTAGE (SOUTH OF AND INCLUDING OHIO TURNPIKE), AND SUMMIT (SOUTH OF AND INCLUDING OHIO TURNPIKE) COUNTIES).....	\$ 33.18	18.15
PAINTERS: GROUP 6- PUBLIC & COMMERCE TRANSPORTATION, STEEL OR GALVANIZED, BRIDGES, TUNNELS & RELATED SUPPORT ITEMS (CONCRETE) (MEDINA, PORTAGE (SOUTH OF AND INCLUDING OHIO TURNPIKE), AND SUMMIT (SOUTH OF AND INCLUDING OHIO TURNPIKE) COUNTIES).....	\$ 38.60	18.15
PAINTERS: GROUP 5- SANDBLAST, PAINTING OF STANDPIPES, ETC. FROM SCAFFOLDS, BRIDGE WORK AND/OR OPEN STRUCTURAL STEEL, STANDPIPES AND/OR WATER TOWERS (MEDINA, PORTAGE (SOUTH OF AND INCLUDING OHIO TURNPIKE), AND SUMMIT (SOUTH OF AND INCLUDING OHIO TURNPIKE) COUNTIES).....	\$ 33.18	18.15
PAINTERS: GROUP 4- SPRAY GUN OPERATOR OF ANY & ALL COATINGS (MEDINA, PORTAGE (SOUTH OF AND INCLUDING OHIO TURNPIKE), AND SUMMIT (SOUTH OF AND INCLUDING OHIO TURNPIKE) COUNTIES).....	\$ 32.78	18.15
PAINTERS: GROUP 3- SWING SCAFFOLD, BOSUM CHAIR, & WINDOW JACK (MEDINA, PORTAGE (SOUTH OF AND INCLUDING OHIO TURNPIKE), AND SUMMIT (SOUTH OF AND INCLUDING OHIO TURNPIKE) COUNTIES).....	\$ 32.68	18.15
PAINTERS: GROUP 2- EPOXY APPLICATION (MEDINA, PORTAGE (SOUTH OF AND INCLUDING OHIO TURNPIKE), AND SUMMIT (SOUTH OF AND INCLUDING OHIO TURNPIKE) COUNTIES).....	\$ 32.58	18.15
PAINTERS: GROUP 1- BRUSH, ROLLER & PAPERHANGER (MEDINA, PORTAGE (SOUTH OF AND INCLUDING OHIO TURNPIKE), AND SUMMIT (SOUTH OF AND INCLUDING OHIO TURNPIKE) COUNTIES).....	\$ 31.93	18.15

PAIN0841-002 07/01/2025

	Rates	Fringes
PAINTER: SPRAY; TANK INTERIOR & EXTERIOR (CARROLL, COSHOCKTON, HOLMES, STARK, TUSCARAWAS & WAYNE).....	\$ 32.78	18.15
PAINTER: BRUSH & ROLLER (CARROLL, COSHOCKTON, HOLMES, STARK, TUSCARAWAS & WAYNE).....	\$ 31.93	18.15
PAINTER: BRIDGES; TOWERS, POLES & STACKS; SANDBLASTING STEEL; STRUCTURAL STEEL & METALIZING (CARROLL, COSHOCKTON, HOLMES, STARK, TUSCARAWAS & WAYNE).....	\$ 33.18	18.15

PAIN1020-002 07/01/2025

	Rates	Fringes
PAINTER: WALLCOVERINGS (ALLEN, AUGLAIZE, CHAMPAIGN, DEFIANCE, HARDIN, LOGAN, MERCER, PAULDING, PUTNAM, SHELBY, VAN WERT, AND WILLIAMS COUNTIES) ALL SURFACES 40 FT. OR OVER WHERE MATERIAL IS APPLIED TO OR LABOR PERFORMED ON, ABOVE GROUND LEVEL (EXTERIOR), FLOOR LEVEL (INTERIOR) - \$.50 PREMIUM		
APPLYING COAL TAR PRODUCTS - \$1.00 PREMIUM.....\$ 28.34		18.54
PAINTER: SWING STAGE, CHAIR, SPIDERS, & CHERRY PICKERS (ALLEN, AUGLAIZE, CHAMPAIGN, DEFIANCE, HARDIN, LOGAN, MERCER, PAULDING, PUTNAM, SHELBY, VAN WERT, AND WILLIAMS COUNTIES) ALL SURFACES 40 FT. OR OVER WHERE MATERIAL IS APPLIED TO OR LABOR PERFORMED ON, ABOVE GROUND LEVEL (EXTERIOR), FLOOR LEVEL (INTERIOR) - \$.50 PREMIUM		
APPLYING COAL TAR PRODUCTS - \$1.00 PREMIUM.....\$ 27.84		18.54
PAINTER: SPRAY, SANDBLASTING PRESSURE CLEANING, & REFINERY (ALLEN, AUGLAIZE, CHAMPAIGN, DEFIANCE, HARDIN, LOGAN, MERCER, PAULDING, PUTNAM, SHELBY, VAN WERT, AND WILLIAMS COUNTIES) ALL SURFACES 40 FT. OR OVER WHERE MATERIAL IS APPLIED TO OR LABOR PERFORMED ON, ABOVE GROUND LEVEL (EXTERIOR), FLOOR LEVEL (INTERIOR) - \$.50 PREMIUM		
APPLYING COAL TAR PRODUCTS - \$1.00 PREMIUM.....\$ 28.34		18.54
PAINTER: LEAD ABATEMENT (ALLEN, AUGLAIZE, CHAMPAIGN, DEFIANCE, HARDIN, LOGAN, MERCER, PAULDING, PUTNAM, SHELBY, VAN WERT, AND WILLIAMS COUNTIES) ALL SURFACES 40 FT. OR OVER WHERE MATERIAL IS APPLIED TO OR LABOR PERFORMED ON, ABOVE GROUND LEVEL (EXTERIOR), FLOOR LEVEL (INTERIOR) - \$.50 PREMIUM		
APPLYING COAL TAR PRODUCTS - \$1.00 PREMIUM.....\$ 29.34		18.54
PAINTER: DRYWALL FINISHING & TAPING (ALLEN, AUGLAIZE, CHAMPAIGN, DEFIANCE, HARDIN, LOGAN, MERCER, PAULDING, PUTNAM, SHELBY, VAN WERT, AND WILLIAMS COUNTIES): LL SURFACES 40 FT. OR OVER WHERE MATERIAL IS APPLIED TO OR LABOR PERFORMED ON, ABOVE GROUND LEVEL (EXTERIOR), FLOOR LEVEL (INTERIOR) - \$.50 PREMIUM		
APPLYING COAL TAR PRODUCTS - \$1.00 PREMIUM.....\$ 28.34		18.54
PAINTER: BRUSH & ROLLER (ALLEN, AUGLAIZE, CHAMPAIGN, DEFIANCE, HARDIN, LOGAN, MERCER, PAULDING, PUTNAM, SHELBY, VAN WERT, AND WILLIAMS COUNTIES) ALL SURFACES 40 FT. OR OVER WHERE MATERIAL IS APPLIED TO OR LABOR PERFORMED ON, ABOVE		

GROUND LEVEL (EXTERIOR), FLOOR LEVEL (INTERIOR) - \$.50 PREMIUM APPLYING COAL TAR PRODUCTS - \$1.00 PREMIUM.....	\$ 27.59	18.54
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PAIN1275-002 05/01/2025

	Rates	Fringes
PAINTER: STRUCTURAL STEEL & SWING STAGE (DELAWARE, FAIRFIELD, FAYETTE, FRANKLIN, MADISON, PICKAWAY, ROSS & UNION).....	\$ 30.50	15.16
PAINTER: STACKS; TANKS; & TOWERS (DELAWARE, FAIRFIELD, FAYETTE, FRANKLIN, MADISON, PICKAWAY, ROSS & UNION).....	\$ 34.46	15.16
PAINTER: SPRAY (DELAWARE, FAIRFIELD, FAYETTE, FRANKLIN, MADISON, PICKAWAY, ROSS & UNION).....	\$ 32.15	15.16
PAINTER: SANDBLASTING; STEAMCLEANING; WATERBLASTING (3500 PSI OR OVER)& HAZARDOUS WORK (DELAWARE, FAIRFIELD, FAYETTE, FRANKLIN, MADISON, PICKAWAY, ROSS & UNION).....	\$ 32.35	15.16
PAINTER: BRUSH; ROLLER (DELAWARE, FAIRFIELD, FAYETTE, FRANKLIN, MADISON, PICKAWAY, ROSS & UNION).....	\$ 30.20	15.16
PAINTER: BRIDGES (DELAWARE, FAIRFIELD, FAYETTE, FRANKLIN, MADISON, PICKAWAY, ROSS & UNION).....	\$ 37.26	15.16

PLAS0109-001 06/01/2025

	Rates	Fringes
PLASTERER (MEDINA, PORTAGE, STARK, AND SUMMIT COUNTIES).....	\$ 33.00	23.83

PLAS0109-003 06/01/2025

	Rates	Fringes
PLASTERER (CARROLL, HOLMES, TUSCARAWAS, AND WAYNE COUNTIES).....	\$ 33.00	23.83

PLAS0132-002 07/01/2025

	Rates	Fringes
PLASTERER (BROWN, BUTLER, CLERMONT, HAMILTON, HIGHLAND, WARREN COUNTIES).....	\$ 31.35	17.65

PLAS0404-002 05/01/2018

	Rates	Fringes
PLASTERER (ASHTABULA, CUYAHOGA, GEAUGA, AND LAKE		

COUNTIES).....	\$ 29.63	17.11

PLAS0404-003 05/01/2018		
	Rates	Fringes
PLASTERER (LORAIN COUNTY).....	\$ 28.86	17.11

PLAS0526-022 05/01/2018		
	Rates	Fringes
PLASTERER (COLUMBIANA, MAHONING, AND TRUMBULL COUNTIES).....	\$ 28.86	17.11

PLAS0526-023 05/01/2018		
	Rates	Fringes
PLASTERER (BELMONT, HARRISON, AND JEFFERSON COUNTIES).....	\$ 28.21	17.11

PLAS0886-001 07/01/2025		
	Rates	Fringes
PLASTERER (FULTON, HANCOCK, HENRY, LUCAS, PUTNAM, AND WOOD COUNTIES).....	\$ 36.65	25.60

PLAS0886-003 07/01/2025		
	Rates	Fringes
PLASTERER (DEFIANCE, ERIE, HURON, OTTAWA, PAULDING, SANDUSKY, AND SENECA).....	\$ 36.65	25.60

PLAS0886-004 07/01/2025		
	Rates	Fringes
PLASTERER (ALLEN, AUGLAIZE, HARDIN, LOGAN, MERCER, AND VAN WERT).....	\$ 35.29	23.07

PLUM0042-002 07/01/2025		
	Rates	Fringes
PLUMBER, PIPEFITTER, STEAMFITTER (ASHLAND, CRAWFORD, ERIE, HURON, KNOX, LORAIN, MORROW, RICHLAND & WYANDOT).....	\$ 43.02	26.45

PLUM0050-002 06/30/2025		
	Rates	Fringes

PLUMBER, PIPEFITTER, STEAMFITTER (DEFIANCE, FULTON, HANCOCK, HENRY, LUCAS, OTTAWA, PAULDING, PUTNAM, SANDUSKY, SENECA, WILLIAMS & WOOD).....	\$ 51.00	32.56

PLUM0055-003 05/05/2025		
	Rates	Fringes
PLUMBER (ASHTABULA, CUYAHOGA, GEAUGA, LAKE, MEDINA (N. OF RTE. #18 & SMITH ROAD) & SUMMIT (N. OF RTE. #303, INCLUDING THE CORPORATE LIMITS OF THE CITY OF HUDSON)).....	\$ 44.86	30.03

PLUM0083-001 07/01/2023		
	Rates	Fringes
PLUMBER AND STEAMFITTER (BELMONT & MONROE (NORTH OF RTE. #78)).....	\$ 35.94	37.35

PLUM0094-002 05/01/2025		
	Rates	Fringes
PLUMBER/PIPEFITTER (CARROLL (NORTHERN HALF), STARK, AND WAYNE COUNTIES).....	\$ 47.48	27.14

PLUM0120-002 05/01/2025		
	Rates	Fringes
PIPEFITTER (ASHTABULA, CUYAHOGA, GEAUGA, LAKE, LORAIN (THE C.E.I. POWER HOUSE IN AVON LAKE), MEDINA (N. OF RTE. #18) & SUMMIT (N. OF #303)).....	\$ 49.17	28.55

PLUM0162-002 06/01/2024		
	Rates	Fringes
PLUMBER, PIPEFITTER, STEAMFITTER (CHAMPAIGN, CLARK, CLINTON, DARKE, FAYETTE, GREENE, MIAMI, MONTGOMERY & PREBLE).....	\$ 43.05	27.18

PLUM0168-002 06/01/2025		
	Rates	Fringes
PLUMBER/PIPEFITTER (MEIGS, MONROE (SOUTH OF RTE. #78), MORGAN (SOUTH OF RTE. #78) & WASHINGTON).....	\$ 40.92	37.20

PLUM0189-002 06/01/2025		
	Rates	Fringes

PLUMBER, PIPEFITTER, STEAMFITTER (DELAWARE, FAIRFIELD, FRANKLIN, HOCKING, LICKING, MADISON, MARION, PERRY, PICKAWAY, ROSS & UNION).....	\$ 53.00	27.59
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PLUM0219-002 06/01/2025		
	Rates	Fringes
PLUMBER AND STEAMFITTER (MEDINA (RTE. #18 FROM EASTERN EDGE OF MEDINA CO., WEST TO EASTERN CORPORATE LIMITS OF THE CITY OF MEDINA, & ON THE COUNTY ROAD FROM THE WEST CORPORATE LIMITS OF MEDINA RUNNING DUE WEST TO AND THROUGH COMMUNITY OF RISLEY TO THE WESTERN EDGE OF MEDINA COUNTY - ALL TERRITORY SOUTH OF THIS LINE), PORTAGE, AND SUMMIT (S. OF RTE. #303) COUNTIES).....	\$ 46.87	28.39

PLUM0392-002 06/01/2025		
	Rates	Fringes
PLUMBER/PIPEFITTER (BROWN, BUTLER, CLERMONT, HAMILTON & WARREN).....	\$ 43.30	27.40

PLUM0396-001 06/01/2025		
	Rates	Fringes
PLUMBER/PIPEFITTER (COLUMBIANA (EXCLUDING WASHINGTON & YELLOW CREEK TOWNSHIPS & LIVERPOOL TWP. - SECS. 35 & 36 - WEST OF COUNTY ROAD #427), MAHONING AND TRUMBULL COUNTIES).....	\$ 40.55	29.25

PLUM0495-002 06/01/2025		
	Rates	Fringes
PLUMBER, PIPEFITTER, STEAMFITTER (CARROLL (ROSE, MONROE, UNION, LEE, ORANGE, PERRY & LOUDON TOWNSHIPS), COLUMBIANA (WASHINGTON & YELLOW CREEK TOWNSHIPS & LIVERPOOL TOWNSHIP, SECS. 35 & 36, WEST OF COUNTY RD. #427), COSHOCTON, GUERNSEY, HARRISON, HOLMES, JEFFERSON, MORGAN (SOUTH TO STATE RTE. #78 & FROM MCCONNELSVILLE WEST ON STATE RTE. #37 TO THE PERRY COUNTY LINE), MUSKINGUM, NOBLE, AND TUSCARAWAS COUNTIES).....	\$ 39.32	37.60

PLUM0577-002 06/01/2025		
	Rates	Fringes
PLUMBER, PIPEFITTER, STEAMFITTER (ADAMS, ATHENS,		

GALLIA, HIGHLAND, JACKSON, LAWRENCE, PIKE, SCIOTO & VINTON).....	\$ 42.65	28.56
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PLUM0776-002 07/01/2025

	Rates	Fringes
PLUMBER, PIPEFITTER, STEAMFITTER (ALLEN, AUGLAIZE, HARDIN, LOGAN, MERCER, SHELBY AND VAN WERT COUNTIES).....	\$ 42.76	30.81

TEAM0377-003 05/01/2025

	Rates	Fringes
TRUCK DRIVER: GROUP 2- TRACTOR-TRAILER COMBINATION: FUEL; POLE TRAILER; READY MIX; SEMI-TRACTOR; & ASPHALT OIL SPRAYBAR MAN WHEN OPERATED FROM CAB; 5 AXLES & OVER; BELLY DUMP; END DUMP; ARTICULATED DUMP; HEAVY DUTY EQUIPMENT; LOW BOY; & TRUCK MECHANIC (STATEWIDE, EXCEPT CUYAHOGA, GEAUGA & LAKE).....	\$ 35.26	18.85
TRUCK DRIVER: GROUP 1- ASPHALT DISTRIBUTOR; BATCH; 4- WHEEL SERVICE; 4-WHEEL DUMP; OIL DISTRIBUTOR & TANDEM (STATEWIDE, EXCEPT CUYAHOGA, GEAUGA & LAKE).....	\$ 34.26	18.85

TEAM0436-002 05/01/2025

	Rates	Fringes
TRUCK DRIVER: GROUP 2- SEMI FUEL, SEMI TRACTOR, EUCLIDS, DARTS, TANK, ASPHALT SPREADERS, LOW BOYS, CARRY-ALL, TOURNA-ROCKERS, HI-LIFTS, EXTRA LONG TRAILERS, SEMI-POLE TRAILERS, DOUBLE HOOK-UP TRACTOR TRAILERS INCLUDING TEAM TRACK & RAILROAD SIDING, SEMI-TRACTOR & TRI-AXLE TRAILER, TANDEM TRACTOR & TANDEM TRAILER, TAG ALONG TRAILER, EXPANDABLE TRAILER OR TOWING REQUIRING ROAD PERMITS, READY-MIX (AGITATOR OR NON-AGITATOR), BULK CONCRETE DRIVER, DRY BATCH TRUCK, ARTICULATED END DUMP (CUYAHOGA, GEAUGA & LAKE).....	\$ 35.73	19.30
TRUCK DRIVER: GROUP 1- STRAIGHT & DUMP, STRAIGHT FUEL (CUYAHOGA, GEAUGA & LAKE).....	\$ 34.92	19.30

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at <https://www.dol.gov/agencies/whd/government-contracts>.

Note: Executive Order 13658 generally applies to contracts subject to the Davis-Bacon Act that were awarded on or between January 1, 2015 and January 29, 2022, and that have not been renewed or extended on or after January 30, 2022. Executive Order 13658 does not apply to contracts subject only to the Davis-Bacon Related Acts regardless of when they were awarded. If a contract is subject to Executive Order 13658, the contractor must pay all covered workers at least \$13.65 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract from May 11, 2026, through December 31, 2026. The applicable Executive Order minimum wage rate will be adjusted annually. Additional information on contractor requirements and worker protections under Executive Order 13658 is available at www.dol.gov/whd/govcontracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (iii)).

The body of each wage determination lists the classifications and wage rates that have been found to be prevailing for the type(s) of construction and geographic area covered by the wage determination. The classifications are listed in alphabetical order under rate identifiers indicating whether the particular

rate is a union rate (current union negotiated rate), a survey rate, a weighted union average rate, a state adopted rate, or a supplemental classification rate.

Union Rate Identifiers

A four-letter identifier beginning with characters other than "SU", "UAVG", "SA", or "SC" denotes that a union rate was prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2024. PLUM is an identifier of the union whose collectively bargained rate prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. The date, 07/01/2024 in the example, is the effective date of the most current negotiated rate.

Union prevailing wage rates are updated to reflect all changes over time that are reported to WHD in the rates in the collective bargaining agreement (CBA) governing the classification.

Union Average Rate Identifiers

The UAVG identifier indicates that no single rate prevailed for those classifications, but that 100% of the data reported for the classifications reflected union rates. EXAMPLE: UAVG-OH-0010 01/01/2024. UAVG indicates that the rate is a weighted union average rate. OH indicates the State of Ohio. The next number, 0010 in the example, is an internal number used in producing the wage determination. The date, 01/01/2024 in the example, indicates the date the wage determination was updated to reflect the most current union average rate.

A UAVG rate will be updated once a year, usually in January, to reflect a weighted average of the current rates in the collective bargaining agreements on which the rate is based.

Survey Rate Identifiers

The "SU" identifier indicates that either a single non-union rate prevailed (as defined in 29 CFR 1.2) for this classification in the survey or that the rate was derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As a weighted

average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SUFL2022-007 6/27/2024. SU indicates the rate is a single non-union prevailing rate or a weighted average of survey data for that classification. FL indicates the State of Florida. 2022 is the year of the survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 6/27/2024 in the example, indicates the survey completion date for the classifications and rates under that identifier.

?SU? wage rates typically remain in effect until a new survey is conducted. However, the Wage and Hour Division (WHD) has the discretion to update such rates under 29 CFR 1.6(c)(1).

State Adopted Rate Identifiers

The """"SA"""" identifier indicates that the classifications and prevailing wage rates set by a state (or local) government were adopted under 29 C.F.R 1.3(g)-(h). Example: SAME2023-007 01/03/2024. SA reflects that the rates are state adopted. ME refers to the State of Maine. 2023 is the year during which the state completed the survey on which the listed classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 01/03/2024 in the example, reflects the date on which the classifications and rates under the ?SA? identifier took effect under state law in the state from which the rates were adopted.

WAGE DETERMINATION APPEALS PROCESS

1) Has there been an initial decision in the matter? This can be:

- a) a survey underlying a wage determination
- b) an existing published wage determination
- c) an initial WHD letter setting forth a position on a wage determination matter
- d) an initial conformance (additional classification and rate) determination

On survey related matters, initial contact, including requests for summaries of surveys, should be directed to the WHD Branch of Wage Surveys. Requests can be submitted via email to

davisbaconinfo@dol.gov or by mail to:

Branch of Wage Surveys
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

Regarding any other wage determination matter such as conformance decisions, requests for initial decisions should be directed to the WHD Branch of Construction Wage Determinations. Requests can be submitted via email to BCWD-Office@dol.gov or by mail to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2) If an initial decision has been issued, then any interested party (those affected by the action) that disagrees with the decision can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Requests for review and reconsideration can be submitted via email to dba.reconsideration@dol.gov or by mail to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210.

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END OF GENERAL DECISION