

On 7/9/ 25 a meeting was held on site between Beau Whaley, Daniel McDonald and Kyle Haverty to discuss how to perform the roadway repair due to the site conditions differing from the plans. It was agreed that the roadway was to be levelled up with asphalt base using unit pricing for a later established Change Order.

Multiple people on the ASC paving crew confirmed that ODOT personnel stated that due to work being a CO, they were wanting to make sure that the asphalt is correct. ODOT and personnel pulled string lines and checked slope using a level to make sure the cross slope and fill values were met. ODOT painted fill values in roadway after each pass and worked with Jason Mock of Alan Stone to complete the project. At the end of each shift Jason Mock would meet with ODOT Personnel would go over the day's work to make sure it was satisfactory. On 8-22 the day final surface was placed. Leveling was directed by ODOT personnel again and Surfacing operations followed.

The following is a day-by-day breakdown of events that ultimately left us with the finished product in question.

8/11 – Removed Barrier wall and sawcut centerline of repair

8/12 – 304 AGG and 301 Base for roadway repair

8/18 – 301 Base 274.67 ton (At ODOT Direction)

8/19 – 301 Base 305.79 ton (At ODOT Direction)

8/20 – 301 Base 199.30 (At ODOT Direction)

8/22 – Surface and leveling course placed. (At ODOT Direction) Total of 379 tons. (4 separate lane switches for each lift on roadway.)

Week 10-5-25 Daniel McDonald had a phone conversation with Kyle Haverty discussing the ride quality on SR 7.

10-13-25 Kyle Havery responded with an email summarizing Alan Stones' stance on the project.

10-16-25 Daniel McDonald sent a summery email in response to Alan Stones Stance on the situation.

10-21-25 Anthony Ridgway and Jeremy White met with Daniel McDonald to discuss issues and ultimately decided to topo the job site so we could discuss further.

10-22-25 McCarty Associates performed as built and supplied Alan Stone with the cut and fill comparison based off McCarty proposed profiles.

10-31-25 Additional discussion between Daniel McDonald and Anthony Ridgway was held to discuss the As-built data given.

11-4-25 Daniel McDonald and Anthony Ridgway held additional discussions in an attempt to reach a mutual agreement to remedy the ride issues.

11-5-25 Daniel McDonald sent an Email with D-10 official response. Anthony Ridgway responded that afternoon with plans to schedule the work.

11-12-25 Alan Stone Co., Inc mobilized and began mill and profile work with Boca Construction. Pavement cutouts were taken in the southbound lane at stations 1066+50, 1068+75 and 1071+25 to confirm original grade prior to overlay work performed on 8-22-25. That afternoon Alan Stone Co. Inc. placed 60 Ton of leveling course to correct low areas.

11-13-25 Alan Stone Co., Inc. placed an overlay course consisting of 198 Ton of Surface to complete the profile adjustments.

11-19-25 MAM completed RPM replacement