

**Transportation Cabinet
Department of Highways
Frankfort, Kentucky 40622**

Meeting Minutes
January 20, 2014

Background

A Pre-bid conference was held for 121GR15M005 (CID 152970) in Paducah Kentucky on January 20, 2014.

Present:

KYTC

Mark Swieterman	Kyle Poat	James Tilley
Everett Wilson	Jason Looper	Jordan Leonard

Contractor

Kevin Wolfe	Haydon Bridge	Carl Brown	Crown Contracting
Allan Buckles	Certified Construction	Shane McCoy	Charbon Contracting
Brad Wilkins	Wilkins Construction	Kritt Allbritten	Harold Coffey Construction Co., Inc.
Nathan Grasfoder	Harold Coffey Construction Co., Inc.	Bobby Hamilton	JSC

Others

Rick Younce	KTC		
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A. Pre-Bid Conference

The meeting was convened at 10:00 A.M (Central Time) by Mark Swieterman of KYTC.

Question and Answer

Q: Kritt Allbritten from Harold Coffey Construction Co., Inc. stated that KYTC called for a hot rolled section on the sheet piling and asked if they could use a cold roll section as long as it has the section properties.

A: Mark Swieterman stated no.

Q: Kevin Wolfe from Haydon Bridge asked if KYTC was aware that the only hot rolled section that meets those properties is a PZ 40.

A: Mark Swieterman stated yes.

After further discussion Mark Swieterman stated that he would check on this topic and get back with the contractors.

The sheet pile member properties are modeled after the PZC 13 (LB Foster) hot rolled sections. The sheet pile section member properties used shall be equal to or greater than what is specified in the project specifications.

Q: Kritt Allbritten from Harold Coffey Construction Co., Inc. stated that there is no line item for maintaining and controlling traffic in the bid schedule.

A: Mark Swieterman stated that he would look into that.

A line item # 02650 will be added to each bridge for Maintaining and Control of Traffic (lump sum)

Q: Kevin Wolfe from Haydon Bridge stated that KYTC had the QC/QA note in the specs and asked if it was KYTC's intend to have the contractor provide concrete testing or will the department provide this as normal.

A: Kyle Poat stated that the department would provide all of the concrete testing.

Q: Kevin Wolfe from Haydon Bridge asked if they were to ignore the QC/QA note.

A: Kyle Poat stated yes.

Q: Kevin Wolfe from Haydon Bridge stated that in the concrete section KYTC had different specs than what's normally there and the entrainment specs state that it is 5% +/- 1% and asked if that should be 4% +/- 2%.

A: Kyle Poat stated to use the KYTC standard specifications for AA concrete mix.

Q: Kevin Wolfe from Haydon Bridge stated that concerning the sheeting, KYTC should specify a sheet section of cold rolled steel and when they run through all of the properties, PZ 40 is an extremely large sheet for this application and KYTC should pick a hot rolled section and a cold rolled section that are equivalent.

A: Mark Swieterman stated O.K.

See the response noted above.

Q: Brad Wilkins from Wilkins Construction stated that the pile lengths are 8' and that KYTC mentioned driving them 8' into the ground and that it looks like they would only be driven 4' into the ground but eventually would be 8' into the ground

and asked if they were to excavate out, drive 4' pull your grade beam and back grade with rip rap or is the intent to drive it 8' then excavate on both sides. He then asked if the piling length was 8'.

A: Mark Swieterman stated yes, but it can be higher because on the sides it slopes up. He also stated that his intent was to go 8' below the stream bed.

Q: Shane McCoy from Charbon Contracting asked if that was after they backfilled it.

A: Mark Swieterman stated yes.

Q: Shane McCoy from Charbon Contracting from Haydon Bridge asked if the apron elevation is at the stream bed elevation.

A: Mark Swieterman stated yes.

The apron elevation where the water is released back to the stream is at the stream bed elevation. The sheet pile will be driven 8'-0" minimum below the point. The sheet pile will be longer than 8'-0" at the sloped portions of the concrete apron.

Q: Kyle Poat from KYTC asked if the pile was to be driven 8' below the stream bed.

A: Mark Swieterman stated yes.

Q: Kritt Allbritten from Harold Coffey Construction Co., Inc. stated that KYTC was stating that the tip elevation of all the piling across that section is to be 8' below the stream bed and asked if the lengths would graduate as they come up the slope.

A: Mark Swieterman stated yes.

The sheet pile will slope with the concrete apron and will be required to be cut off at the same slope. The concrete apron will be turned down on top of the perimeter 12" grade beam. The same concrete apron reinforcement will be doweled into the grade beam to tie the beam and apron together. The contractor shall use bent corner bars at 12" on center at the sloped portion where the concrete apron slab turns down onto the grade beam.

s on the drawings indicate just 8'.

A: Mark Swieterman stated that he would get some direction on this.

See the explanations above.

Q: Allan Buckles from Certified Construction stated that the downstream section views look like they are typical center line and asked if KYTC could elaborate on this since they didn't have a section view.

A: Mark Swieterman stated there is an elevation view on page 76 of 144. He also stated that the top of the new wing will be at the bottom of the existing wing wall

and was hoping to get at least 1'- 6" insertion below that because some of the material is either gone or loose and they need to be below that so it can be underpinned to stabilize it.

It will be acceptable to place the retaining wall adjacent to the existing retaining wall footing provided the bearing soils are acceptable. In cases where there are unsuitable bearing soils or undermined bearing materials next to the existing wing wall footing, the retaining wall footing shall be per Sheet S-4. The contractor will be responsible for keeping the pavement, existing bridge and excavation cuts properly shored. All temporary shoring will be removed when the project is completed. All shoring will be incidental to the project.

Q: Allan Buckles from Certified Construction asked if construction joints are allowed in the apron slabs.

A: Mark Swieterman stated yes.

It will be required to have two primary construction joints on either side of the main apron slab where the concrete slope transitions for the purpose of crack control. The construction joint need to be keyed together. Use epoxy bond coat per section 511. The slab reinforcement shall continue through the control joint.

Q: Kevin Wolfe from Haydon Bridge stated that the sheet piles are bid by the linear foot and asked if that was length of wall feet or vertical feet of sheets.

A: Mark Swieterman stated he would get back to them on this.

The sheet pile will be estimated by the linear feet adjacent to the perimeter concrete grade beam.

Q: Kevin Wolfe from Haydon Bridge asked what would happen if they needed longer sheets because of unsuitable material.

A: Mark Swieterman stated they would be backfilling with something like crush stone so it will still be 8'.

Q: Allan Buckles from Certified Construction asked if one of the structures changed from the proposal to the plan sheet. He stated that there were two on 1105 but thought there was only one listed on 1105.

A: A KYTC representative stated there are two structures on 1105.

Q: Brad Wilkins from Wilkins Construction stated that he would like to request that KYTC make a line item for maintaining and controlling traffic or specify what it should be incidental to and to list the sheet piling as wall feet instead of linear feet.

A bid item will be added for this purpose

A: Mark Swieterman stated O.K.

Q: Shane McCoy from Charbon Contracting asked if they could grind the trees that are to be removed and leave them in place or do they need to haul them off.

A: Mark Swieterman stated they could grind them and leave them in place.

Q: Brad Wilkins from Wilkins Construction stated that there are some underground utilities at some of the structures and asked if they were out of the way or is this an unknown entity.

A: Mark Swieterman stated it would be incidental and the contractor would have to do what they needed to do.

Q: Kyle Poat from KYTC stated that they needed to take each bridge case to case and asked if they could raise the elevation of the sheet pile at the proximity of where the utility is and still have it at 8' below the stream bed everywhere else as a way to mitigate this.

A: Mark Swieterman stated he would have to get back with them on this topic.

I agree with Kyle Poat, that each bridge will have to be coordinated on a case by case basis due to the different site conditions at each bridge.

Q: Kritt Allbritten from Harold Coffey Construction Co., Inc. asked if KYTC wanted to stay with stainless steel anchor bolts or use a regular anchor bolt.

A: Mark Swieterman stated to use the stainless anchor bolt.

Meeting was adjourned at approximately 10:35 AM.

Minutes submitted by: Rick Younce

Approved by:

KENTUCKY TRANSPORTATION CABINET
PRE-BID CONFERENCE
CID: 152970
PADUCAH, KENTUCKY
JANUARY 20, 2015

NAME **COMPANY** **EMAIL** **PHONE**

KEVIN WOLFE	HAYDEN BRIDGE	kevin.wolfe@haydenbridgecompany.com	859-336-7533
KRIST ALBERTSON	HAROLD COMPANY CONSTR. CO. INC.	KRIST@HCCORP.COM	270-236-3102
Nathan Grastfeder	Harold Coffey Constr.	ntgrastfeder@gmail.com	731-446-4655
CARL BROWN	CROWN CONTRACTING	cbrown@crowncontracting.org	270-994-5650
ALLAN BUCKLES	CERTIFIED CONSTRUCTION	awbuckles@bbtel.com	270-268-6303
James Tilley	KYTC	james.tilley@ky.gov	270-564-6329
MARK SWIEDEMAN	KYTC	MARK.SWIEDEMAN@KY.GOV	502-782-5609
Everett Wilson	KYTC	everett.wilson@ky.gov	270-994-1907
SHANE MCCOY	CHARBON CONTRACTING	shane@charboncontracting.com	270-236-1768
JASON LOOPER	KYTC	jason.looper@ky.gov	270-247-0208
JORDAN LEONARD	KYTC	jordan.leonard@ky.gov	270-444-2037
BRAD WILKINS	W.C.L.I.	BRAD@WILKINSCONSTRUCTION.NET	270-556-2858
Bobby Hunter	JSC	bh Hunter@jsc.ky.com	270-362-8661

**KENTUCKY TRANSPORTATION CABINET
EIGHT SCOUR BRIDGES
SITE VISIT
SIGN IN ROSTER**

BRIDGE	NAME		
004B00031N	SM KEVIN ALBERTSON COFFIN		
	BH BOBBY HAMPTON SSC		
	BH PAUL HINKINS		
	KW KEVIN WOLFE		
004B00036N	SM KW		
	BH		
	CB		
	BW		
004B00037N	SM BH		
	BW KW		
	CB		
004B00046N	BW BH		
	KW		
	SM		
018B00074N	SM KW BH		
	BW SM CB		
018B00088N	KW BW		
	SM BH CB		
	CB BH		
020B00037N	KW BH		
	SM BW BH		
	CB BH		
020B00052N	BH KW SM		
	BW CB BH		