

Interstate 75 Bridge Joint Replacements

February 2017 letting, Kenton County - CID 172901

Mandatory Pre-Bid Meeting

February 14, 2017, 10:00am

David Tipton, with KYTC Bridge Preservation Branch, called the meeting to order and made the opening remarks. He asked that everyone sign in and he stated that only Contractors that sign in will be able to bid this contract. Everyone in attendance introduced themselves.

Mr. Tipton then presented an overview of the contract. He stated that the main purpose of the mandatory pre-bid meeting was to explain the time component bid item of this A + B contract. He stated that the time component value must be a whole number between 2 and 8. Any number outside this range will result in an invalid bid. A time component of 8 means that the contractor intends to perform all bridges individually with a fast lane closure for each bridge, and a slow lane closure for each bridge, for a total of 8 weekend closures. A time component of 2 means the Contractor will do all four bridges simultaneously with a slow lane closure on every bridge one weekend and a fast lane closure on every bridge another weekend. He further explained that if the Contractor grouped the two middle bridges together due to proximity, the time component would be 6. Mr. Tipton again stressed that the time component value must be 2, 3, 4, 5, 6, 7 or 8.

Mr. Tipton then discussed the partial depth deck patching. He stated that the Contractor will be required to patch a maximum of 5% of the area of each deck. If the contractor grouped bridges together into weekend closures, the 5% would be of the total deck area being worked on in the 57 hour weekend lane closure. If more than 5% of the deck area was found to be unsound, the Contractor could choose to, but would not be required to, patch the additional areas at the unit bid price for partial depth patching.

Mr. Tipton stated that Class "M" concrete or Latex Modified Concrete may be used for partial depth patching. Class "M" concrete is the only material allowed for the joint replacements. No accelerators may be used in any concrete in this contract.

Mr. Tipton discussed traffic control. He explained that due to the time component in this contract, all traffic control items are incidental to "MAINTAIN AND CONTROL TRAFFIC". Each 57 hour weekend lane closure shall have a minimum of one arrow panel, 6 variable message boards, concrete barrier wall in accordance with the diagram in the Traffic Control note, a crash cushion, as well as temporary striping, signs, and channelization devices per TTC 125. Mr. Tipton also stated that the ramp closure at 059B00096L will be required.

Mr. Tipton summarized the liquidated damages and disincentive fees on this project. He stated that liquidated damages of \$10,000 per hour would be charged for every hour, or fraction thereof, that a weekend lane closure exceeded the 7:00am Monday deadline. Liquidated damages of \$10,000 per hour would also be in effect for all 57 hours if a Contractor used a 57 hour weekend lane closure in addition to

the number bid in the time component. Thus, an additional 57 hour weekend lane closure would be \$570,000 in total liquidated damages, not \$200,000.

Mr. Tipton then opened the floor to questions.

Star Smith, with M & M Contracting, asked if the Engineer would consider adding an off duty police officer and a police car with flashing lights to the contract for safety. It was decided after the meeting to require a police officer, in a marked police car, with flashing lights mounted on top of the car, for all 57 hours of every weekend lane closure. The off duty police officer and marked police car with flashing lights shall be incidental to the bid item "MAINTAIN AND CONTROL TRAFFIC".

Star Smith, with M & M Contracting, asked if railroad flagging would be required for the bridge over CSX Railroad. Mr. Tipton responded that flagging would not be required for the bridge over CSX Railroad.

Star Smith, with M & M Contracting asked if the Contractor would be penalized for catastrophes such as earthquakes, tornados, or terrorist threats. Rob Franxman, with KYTC District 6, responded that the Contractor would not be penalized for such catastrophes.

Rob Franxman, KYTC District 6, clarified an earlier statement regarding liquidated damages for the time component. He explained that the Contractor may do the work in this contract in less 57 hour weekend lane closures than he bid for the time component value, without penalty.

The meeting was adjourned at 10:30am.

**INTERSTATE 75 BRIDGE JOINT REPLACEMENTS
KENTON COUNTY-DISTRICT NO. 6**

059GR17M002 - NHPP IM, Call #402 CID #172901

PRE-BID MEETING SIGN-IN SHEET

NAME	COMPANY	PHONE NUMBER
STAR SMITH	M & M SERVICES CO.	859-449-3201
Daniel Holland	DeLong Concrete	859-533-9743
Randy Downey	Hall Contracting of Ky	502-639-3445
Jim Snyder	Snyder's Con. Co.	513-326-6000
Luson Piper	American Contracting + Services	612-280-4404
JEFFREY BRYAN	Hoswood, LLC	502-492-1879
Nicholas Reis	KYTC	859 341 2700
Coy Phillips	KYTC	502-321-0858
John Cracchi	Intech Const.	859-272-0352
NATHAN FREEDS	KYTC	859 654-6105
Brian Senter	KYTC	859-356-5300
David Tipton	KYTC	502-330-8704
Stacey Hans	KYTC	859-341-2707 ext 274
Ming Bezold	KYTC	859-341-2700
Jay Thelen	Thelen/Geotrellmology	859-746-9400
Erika Drury	KYTC-CO	502-564-4780
Robert Frankman	KYTC-D6	859-341-2700
Carol Callan-Ramler	KYTC-D6	859-341-2700