

INTERSTATE 471 PAVEMENT REHABILITATION PROJECT

M.P. 0.0 M.P. 5.7

ITEM # 6-2021.00

Pre-Bid Meeting Sign-In Sheet

January 25, 2012

NAME	COMPANY	PHONE NUMBER
Dan Hite	KYTC - Design	502-564-3280
MARK GROINA	The Great Lakes Constr. Co.	330 220 3937
Robert Lail	DeLong Concrete LLC.	859 273 1058
JOHN STEWART	WMB INC	JOHN STEWART@WMB INC
KEITH MULLEN	MILESTONE CONTRACTORS	317-788-6885
ROB HARRIS	KYTC - CONST	502-564-4780
Todd Von Behren	WMB	859-299-5224
WALLACE BENNETT	"	"
JOHN GILLES	MMI OF KENTUCKY	859-806-2830
SCOTT Sweeney	Hydro Technologies	317 842 8260
Dina Johnson	M&M Services	859 499 3201
Allan Stout	Eaton Asphalt Co.	859-331-2303
Chris Kunz	John R. Jorgensen Co.	513-771-0820
M. Chad Berg	KANC	502-223-3422
MARK WEBER	BUECHER PAVING	859-372-0075
LORAN RASCHKE	Hinkle Contracting	859-263-7558
Mark Fichtmaster	BASF	513-325-6509
Bob Yeager	KYTC	859-341-2700

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NAME	COMPANY	PHONE NUMBER
Brad Bowers	Kokosing Construction	614-228-1029
Steve Prosek	Kokosing Const.	614-228-1029
JOE ROMINE	IUS HYDRO	502-327-3004
ASHLEY HUSKINS	COMPLETE GENERAL CONS.	614-324-2203
RICK MARX	THE HARPER CO.	859-393-9417
JAMES HAPIER	WMB, INC.	859-264-9869
SCOTT MUESSIG	3M COMPANY	559-537-5111
Stephen Price	BLUEGRASS ELECTRIC	859-371-2583
Russell Meadows	M & M SERVICES	859 499-3201
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Dennis Branton	Barrett Paving Materials	513-271-6200
JIM CRAWFORD	JOHN R JURGENSON	513-771-0820
Jason Jurgensen	Eaton Asphalt	859-331-2303
Tom Massey	BEVERLYS PAVING	859-372-0075
CHAD CONLEY	HINKLE CONTRACTING Co., LLC.	859-351-5191
Tom Matthews	KYTC CO	502-264-4556
Doug Brossart	Spartan Const.	859-371-3538

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NAME	COMPANY	PHONE NUMBER
Jim Reade	HINKLE CONTRACTING Co. LLC	(859) 263-7558
Kevin Stephen	Hi-Way Paving	614-876-1700
Jim Brannen jdb@kokersing.biz	KOKOSING CONSTRUCTION Co. Inc	614-228-1029
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John Crum	Harper Co.	859-991-9813
Roy Zimmerman	American Contracting Services, Inc.	812 280 4404
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Dan Byers	WMTB Inc	859-294-5226
Jim Thomas	W.L. HARPER	859-586-8890
ROGER WATFORD	Hilltop Companies	859-472-5591
GARY STERCUA	THE VELOTTA CO.	330-239-1211
Harry Burchett	L-M Asphalt Partners dba ATS Construction	859-227-1997
LORNE SMITH	ARROW ELECTRIC	859-519-5406
JAMES SUEEY	JOHN R. JURGENSEN	513.771.0820
Dwight Stutz	" "	513-771-0820

January 25, 2012

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Mandatory Pre-Bid Conference Questions and Answers (January 25, 2011 10:00 A.M.)

Campbell County, I471
Item #6-2021.00
Pavement Rehabilitation

Q1. Plan Sheet R2at indicates that Special Note 10T applies to the JPC alternate with respect to basis of payment for pavement thickness. It has been our experience that meeting this specification to achieve 100% payment for JPC pavement is nearly impossible without placing all pavement at least ¾ inch thicker than plan thickness. Sample calculations using the Note 10T formula will illustrate this problem. Slight deviations in thickness can easily result in penalties in excess of a million dollars. Adding pavement thickness to avoid significant penalty requires lowering subgrade and increasing excavation. Each of these efforts adds significant cost to the JPC Alternate. Since there must be a compelling design reason for an extremely consistent pavement thickness, why is this same Special Note not applied to the Asphalt Alternate? Would there be any consideration for modifying the parameters or formula of Special Note 10T to make it more reasonable? Would there be any consideration to eliminating Special Note 10T and instead using the 2008 Edition of the Specifications for thickness measurement?

A1. Note 10T will be taken out of this project and the Kentucky Standard Specifications will be applied.

Q2. Per sheet R2 "JPC ALT" extra material removed and replaced beyond the limits of the full depth construction, such as the existing DGA shoulder, will be incidental to the JPC Pavement Bid Item.. Should this same note not apply to the Asphalt Alt Bid Items on sheet R2L

A2. Yes, Plan sheet will be revised to add note on R2L

Q3. Should the contractor bid the JPC Alternate and chooses to utilize the asphalt pavement on the outside shoulder where allowed per note 4 On Sheet R2, why would the contractor not be paid the same unit of measure as the Asphalt Bid Alternate is being paid, that is by the ton in lieu of by the square yards.

A3. On both the Asphalt Concrete and JPC alternatives, notes will be added that any changes in the outside shoulder grade will be incidental to the shoulder paving bid items.

Q4. Should the method of payment for either of the JPC Alternate or the Asphalt Bid Alternate not be measure in the same unit? (For example the JPC is being paid by the square yard which will include any yield that may be required where as the Asphalt Alt Bid is being paid by the tonnage weigh tickets therefore in the asphalt Alternate bid there is no need to figure any sort of yield since you will be paid by the weight tickets.)

A4. No

Q5. If the asphalt outside shoulder option is utilized in the JPC Alternate bid, will milled rumbled strips be required after the outside shoulder is no longer needed for Maintenance of Traffic?

A5. Yes, a footnote will be added to the Concrete alternative to address this. It will be paid for with the 'Rumble Strips Type 3' bid item.

Q6. On Sheet R2L there is no note requiring that " The longitudinal sawed joint along the inside concrete barrier walls are to be sealed with hot poured elastic sealant. However this note does appear on the Sheet R2 JPC Alt Bid. Should it not apply to the Asphalt Alt as well?

A6. No. Per Section 406.03.03 of the 2008 Standard Specifications, "When placing asphalt material adjacent to curbs, existing pavement, or other structures, first coat the contact surface of the existing structure with tack material."

Q7. Appears there is no qty for temp striping set up to account for the Temporary Asphalt Wedge Detail that is required on the Inside Shoulder per Sheet R2L

A7. The Temporary Asphalt Wedge is to be placed before temporary striping is installed.

Q8. Will milled rumbled strips not be allowed to be constructed on the outside shoulder until shoulder is no longer needed for Maintenance of Traffic, similar to the requirement on the JPC Alternate Bid?

A8. Yes

Q9. On the Inside Shoulder Detail Shown on sheet R2L shows Cl34 Asphalt Base .38D PG64-22, should that be CL 3 or CL 4?

A9. CL 3

Q10. On the Asphalt Alt Bid, Should not all the shoulder section and mainline pavement section be the same as required in the JPC alternate pavement section which requires the same quality of pavement in both the mainline and shoulder areas? That is the JPC requires the same thickness of pavement and with transverse baskets in shoulder as required in mainline. Either Alt bid will be required to maintain traffic on shoulders during this project and would assume as well in the future for projects.

A10. No

Q11. On the General Summary Sheet R2af it appears that the second lift of 4 " Cl3 Asphalt Base 1.00D PG64-22 on the inside shoulder was left out, please verify qty's.

A11. This will be checked, and reflected in the final plans.

Q12. On the General Summary Sheet R2af it appears that 1.25 " CI3 Asphalt Surface .38D PG64-22 on the inside & outside shoulder was left out, please verify qty's

A12. This will be checked, and reflected in the final plans.

Q13. Per Note 6 on sheet R2ah, there is 23,306 CY of excavation required per the cross sections. Where does this qty appear on the Asphalt Alt Bid Summary of qty's?

A13. This will be checked, and reflected in the final plans.

Q14. Sheet R2ai Calls out 6.75" Roadway excavation, per the typical section there is at least 12.75" of excavation that is required; please confirm that we will only be required to excavate 6.75"

A14. All pavement and aggregate base is included in 'REMOVE PCC PAVEMENT'. The remainder is '6.75" ROADWAY EXCAVATION'.

Q15. Should the area of 12" Cement Stabilized Base not be the same as area as the 6.75" Roadway exaction qty or vice versa?

A15. This will be checked, and reflected in the final plans.

Q16. Sheet R2ag, Note 5 states "Remove asphalt shoulders on mainline and ramps. Subgrade excavation required to construct proposed pavement shall be incidental to this bid item." This note applies to the Asphalt Shoulders on mainline and ramps, how will the rest of the excavation to get to subgrade be paid?

A16. Note will be modified to include "all excavation".

Q17. Sheet R2ai, Note6 states "Remove asphalt shoulders on mainline and ramps. Subgrade excavation required to construct proposed pavement shall be incidental to this bid item." This note applies to the Asphalt Shoulders on mainline and ramps, how will the rest of the excavation to get to subgrade be paid?

A17. Note will be modified to include "all excavation".

Q18. With regard to the Maintenance of Existing Pavement note, Will the department repair said road prior to issuing Notice to begin Work? It should be required that this road be placed in acceptable condition prior to turning the responsibility over to the Contractor, significant damage can happen between bid date and Notice to begin work in the spring

A18. No, no major repairs will be made by the department.

Q19. Will block outs be allowed in the temporary barrier wall?

A19. Yes, block outs will be allowed with spacing and location as directed by the engineer. Details of construction access will be provided in the final plans.

Q20. During phase 1 what if the proposed finished elevation of the shld doesn't match the adjacent pavement, Will the department require a level and wedge to be installed?

A20. Yes, it is anticipated that wedging may be required, and it will be considered incidental to the shoulder pavement bid item.

Q21. IF JPC Alt bidder chooses to utilized the allowable asphalt material for the outside shoulder will be allowed to leave off the finished surface course as allowed in the Asphalt Alt bid?

A21. Yes

Q22. Asphalt Alt bid is required to place the surface course after all areas of the direction under construction have their final base course. Will the disincentive fees apply during the placement of the final surface?

A22. Yes

Q23. If JPC Alternate is bid, will any corrective grinding be allowed to be completed without disincentives being applied if work is completed during allowable hours? Historical the IRI is not completed by the department until all work is completed in the direction under construction, thus any corrective work cannot be completed until the IRI results given to the contractor. Therefore if disincentive fees apply to this corrective work we would request results given to the contractor prior to opening of each phase of construction.

A23. Yes

Q24. Will the department mark the areas that require additional pavement removal (Plan Sheet R135) next to existing barrier the contractor commencing phase 2 work?

A24. No

Q25. Please provide dates for when Northern Kentucky Spring semester ends and the fall semester starts for both 2012 & 2013

A25. These dates will be provided in the final plans.

Q26. Please provide clarification on **ALL** MOT Ramp notes shown on Plan Sheet R145. **For example**, does the contract permit the closure of US 27 Ramp C for 16 consecutive days and also Ramp B for 16 consecutive days for the North bound construction in 2012 & then 16 consecutive days for Ramp A & 16 consecutive days for Ramp D for the South bound construction in 2013?

A26. Ramp closures will be as specified in the maintenance of traffic notes. See plans for specifics.

Q27. On sheet R147 Pavement Edge Drop-Off note for Greater than 4 second sentence "States if there is 8 feet or more distance between the edge of pavement and drop-off, plastic drums, vertical panels or barricades can be used" Thus in lieu of the phase drawings can we utilize plastic drums in lieu of barrier wall in areas where there is a separation of 8ft or more?

A27. No, where barrier wall is shown on the MOT phasing diagrams, barrier wall must be used. This note applies where not shown on the MOT phasing diagrams.

Q28. Will the department consider waving or varying the following Note On sheet R147 "Pavement Edge Drop-Off" 2 to 4 Inches? Example if the department would allow a slight variance such as 0.25 inches, the contractor would not be required to construct the final 3" Asphalt Base course that is below the 1.25" surface course, thus would be able to remove the barrier wall prior to the installation of the final 3" Asphalt base course & would only leave a 4.25" drop off

A28. No

Q29. Will weather days be consider in the overall time frame of the project and the interim completion date?

A29. No

Q30. Will the department consider in the JPC alternate bid allowing the contractor to construct either asphalt or Concrete Ramps?

A30. No

Q31. Per Section 303 of the 2008 Standard Specifications, the JPC Pavement Alternate will be allowed to construct either an asphalt treated or cement treated drainage blanket.

A31. The JPC alternate allows an Asphalt Concrete drainage layer.

Q32. Will the department allow wasting material in the in fields of the ramps on the above project if, the contractor proposed final contours, addressed any drainage piping and structures conflicts, and addressed the final landscaping for said areas?

A32. No