

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

Meeting Minutes  
March 13, 2007

**Background**

A Pre-bid conference was held for the Riverside Expressway Bridge Restoration Project, Call #107, Contract ID 07-1016 and Call #108, Contract ID 07-1019 in Louisville on March 8, 2007.

**Present:**

*KYTC*

Darrell Dudgeon	Rob Harris	Nasby Stroop
Ryan Griffith	Steve Waddle	Jim Rummage
Andrea Clifford	Mike Baase	

*Contractors*

John Dougherty	Commercial Pavers	Bill Dougherty	Louisville Paving Co.
Mike Hublar	American Contracting & Services, Inc.	Roy Zimmerman	American Contracting & Services, Inc.
David Houchin	Intech Contracting, LLC	Jeff Houchin	Intech Contracting, LLC
Byron Ogger	Intech Contracting, LLC	Dexter Newman	Q One Property Services
David Hatherill	Corcon, Inc.	Steve G. Lyras	Corcon, Inc.
Joel Womack	Chas F. Mann Ptg.	Bryan Winslow	Mac Construction & Excavating
Nick Frangopoulos	Vimas Painting Co., Inc.	Andrew Freibert	Saf-Ti-Co, Inc.
Tim Williams	Saf-Ti-Co, Inc.	Don Freibert	Saf-Ti-Co, Inc.
Joseph Deck	Javier Steel Corp.	Hilo A. Javier	Javier Steel Corp.
Bashar Masri	Qore, Inc.	Nickie W. Kendrick	NWK Construction, Inc.
Bobby Kendrick	NWK Construction, Inc.	Brian Kendrick	NWK Construction, Inc.
Rick Davidson	Faulkner Construction	Scott Saylor	Arrow Electric
Randy Downey	Hall Contracting	Tom Roberts	Hall Contracting
Ron Haynes	Sherwin Williams	Scott Sherrell	Mid-Amer.Mill., Co.

David Hardin	Gohmann Asphalt and Construction, Inc.	Kenneth Spellman W.	Gohmann Asphalt and Construction, Inc.
Mike Gohmann	Gohmann Asphalt and Construction, Inc.	Spencer B. Coe	Gohmann Asphalt and Construction, Inc.
Frederick L. Sullivan	Gohmann Asphalt and Construction, Inc.	Dennis Dixon	Gohmann Asphalt and Construction, Inc.
Mickey Stroud	Gohmann Asphalt and Construction, Inc.	Jeff Naugle	Gohmann Asphalt and Construction, Inc.
Russell Schneider	Gohmann Asphalt and Construction, Inc.	Dennis Mayfield	Gohmann Asphalt and Construction, Inc.

#### **A. Pre-Bid Conference**

The meeting was convened at 10:00 A.M (Eastern Time) by Darrell Dudgeon of KYTC Central Office.

#### **Question and Answer**

1) Q: Dave Hardin from Gohmann Asphalt & Construction asked if they ask a question at this meeting, do they still have to send it to contract procurement.

A: Darrell Dudgeon stated no, that is for questions asked after this meeting.

2) Q: Dave Hardin from Gohmann Asphalt & Construction asked if they asked one question that pertains to both projects would that cover both projects.

A: Darrell Dudgeon stated yes.

3) Q: Dave Hardin from Gohmann Asphalt & Construction asked about the item pertaining to the relocation of the barrier wall between 2nd street and the east end is set up for 600' and wanted to know if that was for 300' to be moved out of the way and 300' to be moved back or does the 600' get moved and relocated.

A: 600' includes approximately 300' to be relocated from its existing location during Phase 2. At the end of Phase 2, the same 300' will be relocated once again to its existing location.

4) Q: Dave Hardin from Gohmann Asphalt & Construction asked if the department really wanted to get back into the barrier wall business.

A: Rob Harris stated that KYTC did not want to get back into the barrier wall business. Note 20 on Sheet R24A should be changed to reflect that upon

completion of the project, temporary barrier walls shall become the property of the Contractor and shall be removed by the Contractor from the project site.

5) Q: Dave Hardin from Gohmann Asphalt & Construction stated that new item type 9D1 there is 2,400 ft. set up, but the removal item is exactly 1,000 ft. less than that. He then asked why there is such a difference if they were not going to remove it how can they replace it.

A: It is in error. Bid Item "21883EN – Conc Median Barrier Type 9D1" needs to be revised to 1,421 L.F.

6) Q: Kenneth Spellman from Gohmann Asphalt & Construction asked on the removal on the joint repair construction will the saw cuts at the removal limits be allowed to be full depth (can the Contractor cut the concrete full depth, thus cutting the rebar as well).

A: Not on the 9<sup>th</sup> Street Ramps. The Contractor may propose a method of incorporating the new steel reinforcement into the existing slab for review by KYTC for the mainline.

7) Q: Kenneth Spellman from Gohmann Asphalt & Construction asked if the electrical conduit at the 9<sup>th</sup> street ramps is functional or has it been disconnected.

A: KYTC personnel stated it is not functional and shall be removed. Removal shall be considered incidental to the expansion joint reconstruction bid item.

8) Q: Kenneth Spellman from Gohmann Asphalt & Construction asked if SIP (Stay-IN-Place) decking is allowed on this project.

A: Nasby Stroop stated yes.

9) Q: Kenneth Spellman from Gohmann Asphalt & Construction asked if welding at the diaphragms would be allowed for installation.

A: Darrell Dudgeon and other KYTC personnel stated that generally they do not allow welding. Welding to main structural members is not allowed, but welding to secondary members such as diaphragms on the mainline will be permitted. No welding will be allowed on the 9<sup>th</sup> Street ramps.

10) Q: Kenneth Spellman from Gohmann Asphalt & Construction stated that on the retro fits at the pier columns KYTC have some dimensions that are odd sizes for the form work and asked would KYTC want to extend those to a common size form.

A: That would be acceptable; however, any resulting additional costs incurred will be incidental to the pier repair.

11) Q: Kenneth Spellman from Gohmann Asphalt & Construction asked on the barrier wall retrofit if drilling would hitting conduit in the curbs cause a problem.

A: Darrell Dudgeon stated that there is no drilling in the curb for that reason, except from Preston Street to the vicinity of 3<sup>rd</sup> Street. Retrofit details were

developed to avoid interference with conduit, so consult the appropriate retrofit detail.

12) Q: Kenneth Spellman from Gohmann Asphalt & Construction asked if the refacing of the barrier wall would affect the coating.

A: Darrell Dudgeon stated that KYTC was working on that with UK who has a manufacturer with a coating that doesn't require the curing time. Subsequent to the meeting, a two-coat system has been specified for use on the uncured concrete. This may be applied very shortly after the concrete is placed.

13) Q: Kenneth Spellman from Gohmann Asphalt & Construction asked on the welding of the SPI decking is it possible to weld to the diaphragms.

A: Mike Baron stated yes, for the mainline.

14) Q: Roy Zimmerman from American Contracting & Services, Inc. asked if on the overlay removal the thickness of the existing is deeper than 1 ½" how is this going to be addressed as far as the removal quantities and is that going to affect the thickness of asphalt that goes back on those decks.

A: They are to mill 1 ½ " off the deck. If the contractor encounters pop outs, then they have to patch the pop out. The decks shall be sounded to determine if there are any delaminated areas. Delaminated areas shall be repaired.

15) Q: Roy Zimmerman from American Contracting & Services, Inc. stated that the plans showed that they were taking all the latex off and if the latex is 1 ¾" then they were not taking 1 ¾" off.

A: Mike Baron stated that there is a wedge at the modular joints that is thicker than 1 ½" but just take off the 1 ½" and if the wedge is solid they can leave it at that. If the sounding reveals delamination, then the delaminated area will have to be removed.

16) Q: Byron Ogger from Intech Contracting, LLC asked if all the drawings listed on the cover were supposed to be included in the drawings that the contractors had received.

A: Steve Waddle stated that he had another minor revision to hand out for those that had already purchased plans. Mike Baron stated that the drawings Steve was handing out were the additional ones listed on the cover sheet.

17) Q: Scott Saylor from Arrow Electric Co. stated that KYTC asked on the fascia retrofits for conduit, wire, junction boxes and asked if any poles were involved.

A: Darrell Dudgeon stated yes.

18) Q: Scott Saylor from Arrow Electric Co. asked how those will be addressed.

A: The poles will be dealt with depending on the Contractor's retrofit method.

19) Q: Scott Saylor from Arrow Electric Co. asked if there is a pay item for the poles.

A: Mike Baron stated that it is incidental to the fascia retrofit.

20) Q: Dave Hardin from Gohmann Asphalt & Construction stated that the partial depth patching on the east area where the asphalt waterproofing on the ends is going to be done is going to be fast paced and asked how the partial depth patching would be addressed in deciding what to do if this becomes a sizable amount right in the middle of the weekend.

A: KYTC has made a preliminary estimate of patching needed. We will pay the actual quantity. Contractors, per specifications, are required to visit the site and make their own determination of the anticipated quantities and how this will affect their schedule.

21) Q: Dave Hardin from Gohmann Asphalt & Construction stated that 10,000 is set up and asked if that was right or should it be 10,000 ft<sup>2</sup> or is that just a throw number.

A: Mike Baron stated that the number is based on 5% of the preliminary and is 10,000 ft<sup>3</sup>.

22) Q: Dave Hardin from Gohmann Asphalt & Construction asked for the minor areas that don't get down around steel would that be possible to fill those with asphalt waterproofing mix.

A: Mike Baron stated no. The manufacturer recommends that Rosphalt not be used for deck patching.

23) Q: Dave Hardin from Gohmann Asphalt & Construction stated that the traffic control notes state that no lane closures other than the designated hours, on the larger project where the pavement is to be removed, especially on the weekends on the west end, if they could get out there on a night or weekend and do some sawing so when they started their weekend work they could get right on it and asked if KYTC could address some night time closures outside of those hours.

A: Rob Harris stated no.

24) Q: Dave Hardin from Gohmann Asphalt & Construction asked if the KYTC has any procedure set up to process pay estimates weekly.

A: No, pay estimates must be processed according to the normal schedule.

25) Q: Dave Hardin from Gohmann Asphalt & Construction stated that on the latex removal, a lot of the machine removals can only get within an 1" or 2" of the curb, and asked if that material was sound would it have to be removed.

A: The material must be removed from curb to curb.

26) Q: Dave Hardin from Gohmann Asphalt & Construction stated that on the cross over's on the west end it states that they can only switch direction on those on a Friday, Saturday, or Sunday and asked if they were to finish on a Wednesday if they could switch those directions at that time.

A: This can be done on any day during off peak hours (9:00 pm to 5:00 am).

27) Q: Dave Hardin from Gohmann Asphalt & Construction asked if it is one lane traffic and they are maintaining one lane traffic, why couldn't this be done during the day or anytime.

A: This can be done on any day during off peak hours (9:00 pm to 5:00 am). If the successful bidder wants to propose a plan that would cause no disruption, then KYTC would consider it.

28) Q: Dave Hardin from Gohmann Asphalt & Construction stated if they did the pavement removal, the weekend work at the ramps on the west, where they would be doing full depth replacement and the surface would be the Rosphalt 50 he felt like because it will be so deep there that there could be some potential for wheel rutting and normally they want that to set for 7 days before they put the surface on it. He asked if they could delay the Rosphalt to possibly the second and third weekend to let traffic thru and see if it is going to rut it.

A: Obviously this would be better construction. If this scenario fits the contractor's schedule, it would be permissible, provided provisions for drainage and any ramping up is addressed.

29) Q: John Dougherty from Commercial Pavers asked what is the intent of the MTV. He stated that KYTC's projects didn't seem to add up to the MTV quantities.

A: It is in error. Roadway plans – Bid item is included for "Asphalt Placement with MTV" and the quantity includes the AWM. Structure plans – A bid item is not included for "Asphalt Placement with MTV" and the Special Note does not include verbiage for making MTV placement incidental to the AWM. A bid item will be added to structural plans.

30) Q: A contractor asked if the department had made any investigation into the as to the existing sub base material on the areas to be removed.

A: Darrell Dudgeon stated no, they have not cored the sub base material.

31) Q: A contractor asked if there are any provisions made to under cut.

A: Darrell Dudgeon stated no.

32) Q: A contractor asked if that is encountered how would KYTC address it.

A: Unstable material will have to be removed and replaced with minimum 1' #2, #3, or #23 and wrapped with type IV fabric. If this situation does occur, a change order will be processed, but time constraints or job will not change.

33) Q: A contractor stated that it was his understanding that the concrete was 15" deep or more because it was unstable before and asked when it is removed if is unstable, will it be a problem getting all the trucks, mtv's, and pavers on that sub grade and would KYTC consider taking out a lane at a time and leaving the other lane there for the equipment.

A: Rob Harris stated that would be the Contractor's decision.

34) Q: Joseph Deck from Javier Steel Corp. asked if KYTC considers the cross frame as a structural member.

A: Mike Baron stated that on the mainline the cross frame would not be considered structural members.

35) Q: Joseph Deck from Javier Steel Corp. asked if would it be acceptable to lay a plate across the joint on the diaphragm, on each side of the joint, and leave that solid ¼" plate and not weld to the members at all and leave that joint sort of sliding with a vertical face on both sides coming up to the expansion joint. Kenneth Spellman from Gohmann Asphalt & Construction stated it is pretty hard to describe but they would send something in to be reviewed.

A: Interesting concept, but any plates crossing the joint causes concern and will not be allowed.

36) Q: Joseph Deck from Javier Steel Corp. stated that he assumed some of the shear studs would be broke off with concrete removal and asked if that does happen do they have to grind that down smooth before putting another stud on.

A: Darrell Dudgeon stated yes.

37) Q: Joseph Deck from Javier Steel Corp. asked if those studs can be welded by stick or do they need to be put on by machine.

A: Rob Harris stated with a stud machine.

38) Q: Joseph Deck from Javier Steel Corp. asked if tying the re-bar could deviate any due to the time frame of this project as far as installing the re-bar back in the joints as long as it is nice and neat and gets the approval of the engineer.

A: Rob Harris stated KYTC wants the steel reinforcement tied per specifications.

39) Q: David Hatherill from Corcon, Inc. referred to the painting of the structural steel and stated that most of their work would be performed after the joints have been installed, and stated that the only note that he had seen was, they were allowed to have lanes from 9 to 3 and asked if that was going to be for painting as well or will there be other times allowed for painting.

A: Mike Baase stated that he thought the contractor would have to get with the city to permit the use of the roads.

40) Q: David Hatherill from Corcon, Inc. asked if KYTC had any idea of what the city might think is reasonable.

A: Mike Baase stated no. Darrell Dudgeon stated that KYTC would check on that.

41) Q: David Hatherill from Corcon, Inc. stated that it calls for painting 5' back from each side of the joint and asked if there is a transition detail at all that KYTC is looking for.

A: Mike Baase stated 5' back to a neat line.

42) Q: David Hatherill from Corcon, Inc. asked if the coating would be measured by DFT at a later time or by WFT.

A: Mike Baase stated by WFT.

43) Q: David Hatherill from Corcon, Inc. asked if the final inspection would be subsequent to that.

A: Mike Baase stated that it will be inspected in progress and at this time KYTC didn't know how the final inspection would be performed but it would be in a timely fashion and may require additional traffic control.

44) Q: David Hatherill from Corcon, Inc. asked if they should anticipate resetting traffic control for the final inspection.

A: Mike Baase stated yes.

45) Q: David Hatherill from Corcon, Inc. stated that there are a few joints, such as the Ninth St. ramp, that have a multitude of floor beams and stated that there is only an inch or two between the bottom flange and there is no way to get a hammer in those areas and asked what are they looking at in those areas.

A: Mike Baase stated that it's handled just like any of their projects.

46) Q: Dave Hardin from Gohmann Asphalt & Construction stated that with all the additions that have been added, such as the fascia, asked will that work be allowed to be done after the 30 day period.

A: Darrell Dudgeon stated that so far, the work had to be done during the closure period of 30 days. **Subsequent to this meeting, the Project Team considered this request and proposed completion of the mainline barrier retrofit and coating during the three remaining weekends in August with a one-lane closure in each direction from 8:00 pm Friday to 5:00 am Monday. This proposal was approved by the Commissioner and will be part of this contract. There will be a \$5,000/hour disincentive penalty for each hour the lane closure limits are violated.**

47) Q: Will shorter length temporary barrier wall be allowed, such as 10' or 12' length? It would be NHRP 350 certified.

A: Yes, but with conditions (must be properly secured).

Meeting was adjourned at approximately 11:15 AM.

Minutes submitted by: Rick Younce

Approved by: Darrell Dudgeon, Project Manager