

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

Meeting Minutes
January 21, 2015

Background

A Pre-bid (non-mandatory) conference was held for bridge repair contracts in various counties and districts. The meeting was held at 200 Mero Street, Frankfort, Kentucky on January 21, 2015.

A. Pre-Bid Conference

The meeting was convened at 9:00 A.M (Eastern Time) by David Tipton of KYTC Central Office.

Question and Answer

152901 - Lawrence and Johnson Counties

Joe Burchett with Bush and Burchett asked how many repair locations were involved at each bridge. David Tipton stated there were 2 repair locations for the Lawrence County bridge and one repair location for the Johnson County bridge.

152902 - Hardin County

Jeff Houchins with Intech asked if KYTC knew any suppliers of Wyoming TL-4 rail. David Tipton stated he didn't know who the suppliers were, but that Wyoming rail has been used in Kentucky before and that he didn't recall there being an issue with suppliers. He also mentioned that Wyoming invented the rail system and that they have likely specified it more than any other state.

152903 - Johnson County

David Tipton stated that a question had previously been asked by KYTC personnel regarding how to address the existing sliding plates in the 36" sidewalks on each side of the 4" joint replacements. David said it was decided to leave the sliding plates in the sidewalk and to remove only as much sliding plate in the sidewalk as is necessary to install the extended extrusions and the 4" strip seal. He explained that the vertical portion of sliding plate on the curb/sidewalk

face could be completely removed without being replaced. Similarly, the first 6" of sliding plate in the sidewalk could be removed without being replaced but if any more than 6" was removed, the removed portion or an approved steel plate would have to be welded back to cover the void.

Joe Burchett with Bush and Burchett asked how the Contractor could access the inside of the box girders. David Tipton answered that there is a manhole in the bridge surface that may or may not be bolted or welded. If the manhole cover lid is secured, the Contractor may remove it for access to the box girders.

Star Smith with M & M Contracting asked KYTC would address Full Depth Replacement if it were to be determined necessary. David Tipton explained that any Full Depth Replacement would be a change order condition.

Star Smith asked if the drain extensions could be bolted instead of welded because cast iron is hard to weld to. After much discussion it was decided that through bolts would cause the drains to clog and regular bolts could not be tightened since the connection is not accessible. Thus, it was decided that welding the extensions according to plan is the only option.

152904 – Jefferson County

Jeff Houchins with Intech asked if a police officer with flashing lights could be added to the Contract. David Tipton mentioned that a recent Question was asked on the Procurement website about a police officer with flashing lights bid item and an attenuator bid item. The answer to this question was to allow the Contractor to use rolling road blocks, not to exceed 15 min, with a police officer with flashing lights and two attenuators in addition to the police officers required for the rolling road blocks. After much discussion, David Tipton stated that the original option of using Standard Drawing TC 120 for lane closures shall be dropped and the only option for Traffic Control shall be the 15 minute rolling road blocks with a police officer with flashing lights and 2 attenuators in addition to the police officers required for the rolling road blocks. Chad Larue of the Contractors Association asked if there would be bid items added for the police officer and/or attenuators if these required items would be incidental to the bid item for Maintain and Control Traffic. David Tipton stated that they would be incidental to Maintain and Control Traffic.

Jeff Houchins stated that installing a 4" strip seal into extrusions that extend into barrier walls is very difficult and sometimes not possible. David Tipton explained that the intent of the contract is to install the strip all the way to the end of the extended extrusion but that if latent conditions prohibit such, the resident engineer would likely allow it to be slightly shorter as long as it is long enough to

prohibit water runoff onto the walkways below. Jeff Houchins asked how it would be addressed if the Contractor was forced to remove any concrete in the barrier wall. David Tipton stated it would be a change order condition if any concrete removal was deemed necessary.

152905 – Johnson County

Joe Burchett with Bush and Burchett asked if it had to be a qualified precaster to build the slabs. David Tipton determined after the meeting that according to page 17/52, under “Construction Note”, Precertification would not be required as specified under section 605.

Joe Burchett with Bush and Burchett asked if the approach pavement could be performed outside of the 7 allotted days for the bridge closure. The Contractors mentioned that most asphalt plants open around April 15 if they have enough back log to do so. It was then decided to allow the approach pavement work to be performed outside the 7 day closure but before May 30 conditional on voids at the new bridge ends being filled and the riding surface having no more than 1.5” of change in elevation.

Meeting was adjourned at approximately 10:00 AM.

Minutes submitted by: Rick Younce

Approved by: David Tipton