

0:9:51.430 --> 0:9:54.220

Baron, Michael

Alright, I think it's 11:00.

0:9:54.230 --> 0:9:56.30

Baron, Michael

O'clock, we'll go ahead and try to get started.

0:9:56.870 --> 0:10:4.430

Baron, Michael

And looks like we have quite a few and I will and that others as they come in.

0:10:4.440 --> 0:10:12.330

Baron, Michael

But this is for the John F Kennedy Bridge repair project in this upcoming construction lighting.

0:10:14.640 --> 0:10:18.360

Baron, Michael

PC CID 242981.

0:10:20.590 --> 0:10:33.880

Baron, Michael

The project is a there's a with the time by Michael Baker and the 1st order of business is we'll go ahead and do introductions and I think my name's Ashley Graves.

0:10:33.890 --> 0:10:41.340

Baron, Michael

I'm the project manager for this project and work for KYC and we'll start with KYTC and we'll go around that away.

0:10:41.900 --> 0:10:44.110

Baron, Michael

Uh in the room here with me.

0:10:44.120 --> 0:10:48.320

Baron, Michael

I have a Johnny Mike, District 5 structures office.

0:10:49.400 --> 0:10:54.130

Baron, Michael

Umm, but like Nelson District 5 Project delivery preservation.

0:10:57.340 --> 0:10:59.840

Baron, Michael

Natalie, you you wanna introduce yourself?

0:11:3.10 --> 0:11:3.580

House-Lewis, Natalie K (KYTC-D05)

Sure.

0:11:4.550 --> 0:11:7.280

House-Lewis, Natalie K (KYTC-D05)
Natalie House Lewis, District 5 bridge engineer.

0:11:13.200 --> 0:11:14.290

Baron, Michael
I see a Larry Collins.

0:11:17.110 --> 0:11:21.350

Baron, Michael
Yeah, that's they're backlog, Red Dog.

0:11:24.330 --> 0:11:27.690

Baron, Michael
He may not be around me to give me those.

0:11:27.700 --> 0:11:30.410

Baron, Michael
Are you concerned about attendees?

0:11:30.420 --> 0:11:31.870

Baron, Michael
Can next week they should.

0:11:32.990 --> 0:11:33.740

Baron, Michael
Can anyone hear?

0:11:33.750 --> 0:11:35.710

Baron, Michael
Hear me, can you unmute?

0:11:43.650 --> 0:11:43.950

Baron, Michael
You had to.

0:11:44.430 --> 0:11:45.830

Baron, Michael
We cannot hear you so that.

0:11:51.570 --> 0:11:52.720

Baron, Michael
Can do one at a time.

0:11:55.230 --> 0:11:55.630

Baron, Michael
Clash.

0:11:55.640 --> 0:11:58.740

Baron, Michael

When we're done, anyone who wanted to, you know, get there. We go.

0:11:58.790 --> 0:11:59.270

Baron, Michael

Yeah.

0:11:59.320 --> 0:11:59.670

Baron, Michael

Yeah.

0:11:59.850 --> 0:12:0.190

Baron, Michael

There we go.

0:12:1.660 --> 0:12:3.640

Baron, Michael

All right, now everyone should be able to.

0:12:4.920 --> 0:12:7.630

Baron, Michael

Umm you ohh there we go live.

0:12:5.620 --> 0:12:7.730

Collins, Larry (KYTC)

Yes, now I'm good.

0:12:7.740 --> 0:12:9.110

Collins, Larry (KYTC)

So yeah, this is Larry Collins.

0:12:9.120 --> 0:12:9.750

Collins, Larry (KYTC)

Red dog.

0:12:9.760 --> 0:12:10.160

Collins, Larry (KYTC)

I'm on here.

0:12:12.880 --> 0:12:16.630

Baron, Michael

Alright, it looks like uh the next KYC is Randy Crawford.

0:12:19.460 --> 0:12:19.930

Crawford, Randy E (KYTC)

Yeah, I'm here.

0:12:23.450 --> 0:12:24.530

Baron, Michael

You wanna introduce yourself?

0:12:25.280 --> 0:12:29.320

Crawford, Randy E (KYTC)

Randy Crawford, uh, work for construction procurement central office.

0:12:31.410 --> 0:12:33.200

Baron, Michael

Alright, James Edmonds.

0:12:37.520 --> 0:12:43.970

Edmonds, James C (KYTC)

James Edmonds have been a part of this project team on T1 Steel portion of this project.

0:12:46.730 --> 0:12:47.610

Baron, Michael

Donnie miracle.

0:12:49.80 --> 0:12:49.330

Miracle, Donnie R (KYTC)

Yeah.

0:12:49.340 --> 0:12:50.350

Miracle, Donnie R (KYTC)

My name is Donnie Miracle.

0:12:50.360 --> 0:12:56.450

Miracle, Donnie R (KYTC)

I'm the I work for construction, procurement, central office, KYTC and the branch manager for estimating.

0:12:59.660 --> 0:13:1.410

Baron, Michael

Any other KYC missed?

0:13:6.970 --> 0:13:9.170

Baron, Michael

Alright, we'll go into Michael Beggar.

0:13:10.140 --> 0:13:16.610

Baron, Michael

Alright, I'm a Mike Baron, project manager with Michael Baker and Jason Stith.

0:13:16.660 --> 0:13:17.10

Baron, Michael

Uh.

0:13:17.20 --> 0:13:20.720

Baron, Michael

Michael Baker, program manager for the other part of the design of the project.

0:13:22.760 --> 0:13:25.290

Baron, Michael

Anyone else think it's all the much bigger folks?

0:13:25.650 --> 0:13:26.250

Baron, Michael

OK.

0:13:26.520 --> 0:13:28.750

Baron, Michael

And we'll go into contractors.

0:13:28.760 --> 0:13:32.960

Baron, Michael

I'll just go down the list as I see them on my screen is Andy Emerson.

0:13:34.220 --> 0:13:35.980

Andy Hamersen

Andy Hammerson with Thomas industrial coatings.

0:13:38.60 --> 0:13:38.950

Baron, Michael

Brandon Hinson.

0:13:41.400 --> 0:13:43.220

Brandon Hinson

Brandon Henson with PCL construction.

0:13:46.420 --> 0:13:47.180

Baron, Michael

Ban over?

0:13:52.0 --> 0:13:53.540

Byron Ogger

Iran Ogre in that contracting.

0:13:57.630 --> 0:14:1.260

Baron, Michael

Uh, I can't make out the first name cinema.

0:14:2.780 --> 0:14:5.270

Chinmay Modi (SRB)

Yes, this is Chinmay Modi from Southern Rd and Bridge.

0:14:10.250 --> 0:14:11.880

Baron, Michael

I got a guest here that says Drew.

0:14:14.990 --> 0:14:16.800

Drew (Guest)

Drew Thompson bottoms engineering.

0:14:19.650 --> 0:14:21.920

Baron, Michael

Dustin and I am not pronouncing that last name.

0:14:22.380 --> 0:14:25.700

Baron, Michael

It's just just kidding with with.

0:14:26.870 --> 0:14:27.810

Dustin Guskiewicz

That's pretty close.

0:14:27.820 --> 0:14:29.810

Dustin Guskiewicz

Dustin Gustovich PCL construction.

0:14:31.120 --> 0:14:31.310

Baron, Michael

OK.

0:14:33.200 --> 0:14:34.870

Baron, Michael

A guest here that says fish.

0:14:41.470 --> 0:14:41.870

Baron, Michael

I don't know.

0:14:44.490 --> 0:14:45.330

Baron, Michael

A Gilbert Newman.

0:14:51.850 --> 0:14:52.220

Baron, Michael

Umm.

0:14:54.960 --> 0:14:55.800

Baron, Michael

James. Karen.

0:14:57.490 --> 0:14:57.910

James Caron

James.

0:14:57.920 --> 0:14:58.950

James Caron

Karen, Southern Rd and bridge.

0:15:2.980 --> 0:15:3.780

Baron, Michael

Jason piper.

0:15:9.870 --> 0:15:10.180

Jason Piper

This is.

0:15:14.320 --> 0:15:15.40

Baron, Michael

I missed that. What?

0:15:16.770 --> 0:15:19.600

Jason Piper

Jason Piper, American contracting and services.

0:15:20.630 --> 0:15:21.120

Baron, Michael

OK.

0:15:21.230 --> 0:15:21.630

Baron, Michael

Thank you.

0:15:23.430 --> 0:15:25.960

Baron, Michael

Sam could loom Lindsey.

0:15:33.380 --> 0:15:34.890

Baron, Michael

No collusion.

0:15:34.940 --> 0:15:36.940

Baron, Michael

Yeah, I'm.

0:15:36.950 --> 0:15:38.320

Baron, Michael

I'm not hearing you if you're speaking.

0:15:42.920 --> 0:15:43.320

Baron, Michael
OK.

0:15:37.330 --> 0:15:43.770

Sam Kaluzny
Think I'm not hearing you if you're Sam callused me Mac construction, OK.

0:15:47.770 --> 0:15:48.510

Baron, Michael
Steven Weber.

0:15:51.470 --> 0:15:52.920

Stephen Weber
See whoever with Matt Construction.

0:15:55.390 --> 0:15:56.570

Baron, Michael
WM Tyler.

0:15:59.730 --> 0:16:0.840

Baron, Michael
Cover art.

0:16:1.400 --> 0:16:4.20

Wm Tyler Schoborg- Evers Steel
William Tyler Shoberg with ever steel construction.

0:16:5.330 --> 0:16:5.570

Baron, Michael
OK.

0:16:7.360 --> 0:16:10.280

Baron, Michael
Are there any others that are missed that did not introduce themselves?

0:16:14.410 --> 0:16:25.100

Baron, Michael
All right, we'll jump straight into the presentation with Michael Baker and and he'll go through his presentation of the of the project.

0:16:26.770 --> 0:16:30.380

Baron, Michael
You know Mike and then well, thank you, Ashley.

0:16:31.620 --> 0:16:34.0

Baron, Michael
So the projects for the Kennedy Bridge.

0:16:36.240 --> 0:16:39.290

Baron, Michael

They didn't, but on mute all.

0:16:41.410 --> 0:16:41.730

Baron, Michael

Good.

0:16:42.540 --> 0:16:43.850

Baron, Michael

OK, start them.

0:16:44.660 --> 0:16:46.70

Baron, Michael

So so the project.

0:16:46.80 --> 0:16:50.230

Baron, Michael

So this project will include various repairs to the Kennedy Bridge.

0:16:50.400 --> 0:16:53.350

Baron, Michael

It encompasses 3 main plan sets.

0:16:54.0 --> 0:16:55.910

Baron, Michael

Ohh which are called plan.

0:16:55.920 --> 0:16:57.490

Baron, Michael

Set a plan set B plane.

0:16:57.500 --> 0:16:59.300

Baron, Michael

Set C uh.

0:16:59.510 --> 0:17:17.810

Baron, Michael

You see on the screen, plans today deals with the trust bearings at Panda .0 and 0 prime plan set B deals with replacing the finger joints at four locations and plan set C includes some steel plating coloring with regard to some of the T1 steel members out there.

0:17:19.450 --> 0:17:22.220

Baron, Michael

So the work is being grouped into two.

0:17:23.380 --> 0:17:24.340

Baron, Michael

You can call them phasers.

0:17:25.530 --> 0:17:46.570

Baron, Michael

So the first group is mainly under the plant set sea work and also includes the proof load testing of the Gen 2 anchors out of the plan set a the second group of work includes the work items under plan sets A&B.

0:17:49.350 --> 0:17:55.510

Baron, Michael

And these these are described under the red under the special note for the for the contract document.

0:17:59.170 --> 0:18:1.740

Baron, Michael

That the contract completion for the projects.

0:18:1.800 --> 0:18:3.80

Baron, Michael

Ohh, we have two.

0:18:4.180 --> 0:18:7.40

Baron, Michael

We have an initial milestone date of December 1st.

0:18:7.50 --> 0:18:18.70

Baron, Michael

The 2024 and that's to accomplish the work items I'm playing set C with the steel plating and coring and the low testing of the Gen 2 anchors.

0:18:19.490 --> 0:18:32.10

Baron, Michael

The remaining work as the ultimate completion date of October 31st of 2025, and that's also identified in special node for contract completion and liquidated damages.

0:18:36.280 --> 0:18:48.800

Baron, Michael

So jumping into some of the maintenance of traffic items with this project, so as the MOT will be set up in Indiana, we do have a highway congestion policy through indot.

0:18:49.570 --> 0:18:52.760

Baron, Michael

Umm it has been submitted to them for review and approval.

0:18:53.940 --> 0:18:58.480

Baron, Michael

The previous one was approved, so we see no reason why this one won't be approved.

0:18:59.920 --> 0:19:13.90

Baron, Michael

So for the steel plating and coring out of plants at sea now, the MOT proposed for that is to allow for up to two lanes of closure with the shoulder for the upstream trust side.

0:19:13.160 --> 0:19:20.440

Baron, Michael

That's the side that has all the plating work, with some coloring for the downstream.

0:19:20.500 --> 0:19:21.30

Baron, Michael

Draws.

0:19:21.40 --> 0:19:23.610

Baron, Michael

That's just includes corn.

0:19:23.980 --> 0:19:33.510

Baron, Michael

So we're looking at just one lane with a shoulder closure for that work, umm, and that's also described in the special node for the traffic control plan.

0:19:39.260 --> 0:19:45.880

Baron, Michael

For the finger joint replacement, the trust bearings work and this is a much bigger maintenance of traffic.

0:19:46.900 --> 0:19:51.290

Baron, Michael

So we will be will be closing three lanes at a time for this work.

0:19:52.650 --> 0:20:3.460

Baron, Michael

So lanes 1/2 and three uh will be closed for phase one and one a work and once that's completed we'll flip and close lanes.

0:20:3.470 --> 0:20:7.590

Baron, Michael

Poor about and six particularly phase two and two a work.

0:20:9.320 --> 0:20:22.530

Baron, Michael

So we have 60 days per phase and within that 60 days there are 30 days allotted to complete the work items down at panel .0.

0:20:22.990 --> 0:20:24.250

Baron, Michael

So, OK.

0:20:24.470 --> 0:20:25.580

Baron, Michael

Yes, yeah, yeah.

0:20:25.590 --> 0:20:28.30

Baron, Michael

Which is at the South end of the of the project.

0:20:30.470 --> 0:20:36.20

Baron, Michael

So so here here's a view at the South end which is which is pound .0.

0:20:38.740 --> 0:20:43.560

Baron, Michael

So the the main maintenance traffic will will just come up to Panda .8.

0:20:44.960 --> 0:20:45.270

Baron, Michael

Uh.

0:20:45.280 --> 0:20:58.390

Baron, Michael

With within that 60 days, but for a 30 day time period we will extend the work zone out dependent .0 so the work can be completed at 0.

0:21:1.470 --> 0:21:3.910

Baron, Michael

So this is the setup proposed for phase one and.

0:21:5.870 --> 0:21:6.360

Baron, Michael

Phase one.

0:21:8.770 --> 0:21:12.10

Baron, Michael

And this is the proposed setup for phase two.

0:21:20.610 --> 0:21:26.300

Baron, Michael

Jumping into some of the work items particular to the plane sets, so the steel plating and Corning is first.

0:21:26.350 --> 0:21:28.550

Baron, Michael

So which is associated with plan sets Z?

0:21:31.680 --> 0:21:32.160

Baron, Michael

Excuse me.

0:21:33.880 --> 0:21:46.610

Baron, Michael

And the picture below that this is just out of the plan, said basically we're just gonna be attaching some grade 70 plates to some of the upper cord T1 steel members. Umm.

0:21:48.690 --> 0:21:49.70

Baron, Michael
Jason.

0:21:49.920 --> 0:21:51.510

Baron, Michael
And do what I'm maybe like.

0:21:52.30 --> 0:22:3.730

Baron, Michael
OK ohh on this particular slide, this is just this is out of the plan set, but it's just showing some of the threaded rod installation sequence proposed.

0:22:3.920 --> 0:22:5.350

Baron, Michael
Yeah, real quick on that.

0:22:5.420 --> 0:22:5.720

Baron, Michael
Yeah.

0:22:5.730 --> 0:22:14.610

Baron, Michael
So some of these locations we are attaching to the the plating and the stuff is is being attached to an existing connection.

0:22:14.840 --> 0:22:27.190

Baron, Michael
And so in order to maintain safety of this, the, the the way that's done is to remove the bolts one at a time and replace those bolts with threaded rods so that you you never release the the member.

0:22:27.440 --> 0:22:30.160

Baron, Michael
And then after we do that replacement, then you can put in.

0:22:30.430 --> 0:22:31.120

Baron, Michael
Absolutely.

0:22:31.130 --> 0:22:46.700

Baron, Michael
We called cheese plate or a fill plate with large holes that go over top of those nuts, put in the new splice plates that need to be there for structural splice plates, and then put a, you know, a new nut on the outside as well as doing the same thing on the inside.

0:22:46.710 --> 0:22:49.790

Baron, Michael
So it's the same process going through here.

0:22:50.410 --> 0:22:56.400

Baron, Michael

Uh but, but it it does maintain the structural integrity of the bridge at all times.

0:22:56.410 --> 0:22:59.290

Baron, Michael

By going through this methodology, OK.

0:23:3.520 --> 0:23:11.810

Baron, Michael

You know in this slide, I just wanted to share a picture of of what the Gen 2 anchor anchors look like.
Umm.

0:23:15.20 --> 0:23:22.70

Baron, Michael

So yeah, so we we have 4 bearings out there and at each bearing we have 4 rods per per bearing.

0:23:23.10 --> 0:23:23.400

Baron, Michael

How so?

0:23:23.410 --> 0:23:34.610

Baron, Michael

During this initial phase, part is to do a proof flow test of these anchors that will be used as part of the whole down concept during the next phase of of the work.

0:23:40.460 --> 0:23:47.550

Baron, Michael

And it's just reemphasizes the plate and coloring the work is too completed by December 1st of 2024.

0:23:50.800 --> 0:23:54.980

Baron, Michael

So the next phase of the project includes the finger joints and the trust bearings.

0:23:56.920 --> 0:24:7.140

Baron, Michael

So we have the trust bearing the power .0 and 0 from and we have the finger joint replacements at 02323 prime and 0 prime.

0:24:12.770 --> 0:24:28.230

Baron, Michael

So the image right here, this is just this is out of the plans and this is the whole whole down concept being proposed umm to to be used while while the transferring work is is being performed.

0:24:28.480 --> 0:24:32.700

Baron, Michael

So it's it's a tease system.

0:24:33.10 --> 0:25:2.950

Baron, Michael

So the piece on your right with the rods, so that's that is there to to deal with any any uplift you know that that that is occurring and on the left via Jack under the floor beam to address or deal with any of the vertical loads you know that may be in the system two the real quick clarification on all this for those that are maybe less familiar with the bridge.

0:25:3.100 --> 0:25:5.170

Baron, Michael

The bridge is a cantilever Truss.

0:25:5.740 --> 0:25:18.350

Baron, Michael

What that means is, as the end spans are a simple span bridge that has a cantilever portion that extends in and supports a suspended span on the following spans.

0:25:18.580 --> 0:25:26.50

Baron, Michael

So what we have here we have these link bearings that are generally in compression or you know there.

0:25:26.220 --> 0:25:35.860

Baron, Michael

But when you have heavy trucks and a lot of traffic on the suspended span, that can result in an uplift here, which is why they're designed the way they are.

0:25:36.590 --> 0:26:4.220

Baron, Michael

And so as as Mike showing here, we have kind of a two way system here we have one the the whole down the one on the left there to keep any of the the the normal vertical loads the uplift portion of it as what the hold down things are trying to handle there by removing the traffic from 3 lanes in in that there will be construction loading up near but we should limit the amount of uplift that would be occurring out there now I feel like it will be fairly minimal but we have designed these things.

0:26:4.330 --> 0:26:8.350

Baron, Michael

The full design load plus factor safety on that.

0:26:8.360 --> 0:26:17.820

Baron, Michael

So that's the way these things have been considered and and and trying to do a belt and suspenders as we remove these link bearings and and do the boring to to try to to fix the wear on them.

0:26:18.870 --> 0:26:20.690

Baron, Michael

In OK.

0:26:23.980 --> 0:26:25.610

Baron, Michael

I wanted to share these pictures.

0:26:25.620 --> 0:26:29.160

Baron, Michael

This is for those of you who know the bridge.

0:26:29.170 --> 0:26:31.340

Baron, Michael

This is affectionately known as the King Fish bearing.

0:26:32.540 --> 0:26:36.970

Baron, Michael

It's down on the Indiana side, a pound .0 prime by the king.

0:26:36.980 --> 0:26:42.150

Baron, Michael

Five rug Sharon Park restaurant, so if you like fish, you can go ahead.

0:26:42.160 --> 0:26:43.360

Baron, Michael

Fish during lunch.

0:26:45.260 --> 0:26:51.150

Baron, Michael

This is where you can see my cursor is lower left.

0:26:51.160 --> 0:27:2.260

Baron, Michael

This is the original anchor bolt that failed years ago on the cabinet, and so that's why the gin twos were originally installed here on the Kingfish bearing they've.

0:27:3.800 --> 0:27:11.150

Baron, Michael

Upgraded put in the Gen 3 so the Gen 3 is currently taking all the up uplift loads.

0:27:12.480 --> 0:27:12.860

Baron, Michael

Umm.

0:27:12.880 --> 0:27:15.680

Baron, Michael

At this per per particular bearing.

0:27:19.120 --> 0:27:23.350

Baron, Michael

Now there's just just another side shot showing again.

0:27:23.360 --> 0:27:28.310

Baron, Michael

You can see the Gen twos and where the anchor boat used to be and now we have the Gen threes.

0:27:30.560 --> 0:27:57.670

Baron, Michael

This also kinda also see a side shot here of the lower assembly and the upper assembly and the three inch gap that is is but between between those locations and this is the also the location where uh that that requires some work to be done under the the the masonry plate of the lower assembly is that this the the kingfish bearing.

0:28:3.220 --> 0:28:4.270

Baron, Michael

There's just the other fellow.

0:28:4.280 --> 0:28:8.50

Baron, Michael

This is just showing that all the other bearings little look like this.

0:28:8.60 --> 0:28:8.850

Baron, Michael

This one here.

0:28:9.180 --> 0:28:13.160

Baron, Michael

So only the kingfish bearing has has has the the Gen 3 set up.

0:28:19.610 --> 0:28:20.990

Baron, Michael

Moving on to the finger joints.

0:28:22.980 --> 0:28:27.210

Baron, Michael

Instead, we'll be replacing the finger joints and 02323 pound and zero prime.

0:28:28.140 --> 0:28:32.860

Baron, Michael

This is just a section view of 1 location at 2023 Prime.

0:28:34.490 --> 0:28:38.830

Baron, Michael

There is a special no associated with with this finger joint work.

0:28:40.420 --> 0:28:49.730

Baron, Michael

This setup is different than what's out there now, so this setup it will bolt down onto diaphragms underneath.

0:28:51.140 --> 0:28:56.400

Baron, Michael

So we we did at the modify the existing framing underneath there.

0:28:56.840 --> 0:29:2.170

Baron, Michael

So we are having to add some new diaphragms to accept this new section.

0:29:3.440 --> 0:29:3.710

Baron, Michael

Uh.

0:29:4.790 --> 0:29:7.50

Baron, Michael

Just just add to this thing here.

0:29:7.60 --> 0:29:15.780

Baron, Michael

So so the the the finger joint replacement, this particular detail, the basis of this came from some work.

0:29:15.790 --> 0:29:47.0

Baron, Michael

The Pennsylvania has some standard details on this, but what you have here and I know we have a cross section in the presentation, but we have plates some some T sections there that bolt down to your diaphragms that have slotted holes and then you have the finger joint plates which have, you know, you know another plate coming down vertically from each of those that have a slotted holes of, you know, the the the plate attached to the finger joints, that vertical slot and holds the ones that WT section attached to the bearings have horizontally slotted holes.

0:29:47.710 --> 0:29:55.820

Baron, Michael

That's to allow the contractor to bring these in here and have flexibility as they set these things and get it set to grade.

0:29:55.910 --> 0:30:6.180

Baron, Michael

So you have some you have movement and things, and then those bolts get tightened down and and hold the whole system into place, you know, until we pour concrete and get the concrete poured around at all.

0:30:6.330 --> 0:30:7.680

Baron, Michael

But that's the intent.

0:30:7.690 --> 0:30:12.500

Baron, Michael

That's what you'll see in the plans of these WT sections that are attached to the diaphragms.

0:30:13.190 --> 0:30:16.800

Baron, Michael

Again, they have their slotted holes the the horizontally slotted holes.

0:30:17.90 --> 0:30:29.550

Baron, Michael

The finger joints have another steel play attached to them and those are the mate up and and be able to provide some flexibility as we come in and and and make this and set it together and hold it into place.

0:30:30.820 --> 0:30:32.360

Baron, Michael

Well, that makes some sense there.

0:30:39.230 --> 0:30:48.440

Baron, Michael

And then in this this situation, so they're used to playing preparation process and going out and looking at how the existing system has been performing.

0:30:49.210 --> 0:30:54.470

Baron, Michael

Umm, we did notice some some issues with the current catch basin system.

0:30:55.360 --> 0:31:4.110

Baron, Michael

So we are modifying the existing system to the hopefully perform better over longer period of time.

0:31:5.130 --> 0:31:11.140

Baron, Michael

Another issue we ran into was being able to maintain an 8% minimum slope.

0:31:11.210 --> 0:31:13.700

Baron, Michael

So we can get good flow out of there.

0:31:14.290 --> 0:31:21.950

Baron, Michael

So in order to accomplish that at three of these locations, zero, 23, and 23 prime, we are adding additional catch basins.

0:31:23.550 --> 0:31:24.20

Baron, Michael

Umm.

0:31:24.30 --> 0:31:40.950

Baron, Michael

In order to to get our 8% minimum, and because at these locations the new hang line for the trial is lower than than what's out out there now, So what was happening is the triumph within hit the the other Stringer.

0:31:40.960 --> 0:31:44.730

Baron, Michael

So we're trying to avoid that by including these additional catch basins.

0:31:49.280 --> 0:31:52.550

Baron, Michael

Ohh well, I'll stay with this.

0:31:52.560 --> 0:31:58.380

Baron, Michael

So this section this is what the section looks like, so the section looks similar to what's out there now.

0:31:59.230 --> 0:32:9.310

Baron, Michael

Uh, the addition was we're adding uh this angle and the rods underneath the cantilever portion of the catch basin to support it.

0:32:10.220 --> 0:32:17.630

Baron, Michael

What's out there now is it's just free standing and all the debris that's built up in there, it's now pushed it down.

0:32:17.940 --> 0:32:21.50

Baron, Michael

So the water isn't even going down the downspout anymore.

0:32:21.60 --> 0:32:22.200

Baron, Michael

It's just going out.

0:32:22.260 --> 0:32:23.650

Baron, Michael

Onto the floor beam.

0:32:23.660 --> 0:32:32.460

Baron, Michael

So by including the angle now trying to support that end, we're open the we can get a better flowing system and and keep keep it clean.

0:32:34.70 --> 0:32:36.920

Baron, Michael

So that's that's the primary modification to the system.

0:32:40.0 --> 0:32:47.890

Baron, Michael

At zero prime, uh, we do not have that shiplap Stringer set up like we do at the other location.

0:32:47.900 --> 0:32:55.260

Baron, Michael

So so the at this location the trop profile can be similar to what is out there now ohm.

0:32:55.260 --> 0:32:59.490

Baron, Michael

So we we do not have those restrictions to to deal with.

0:32:59.500 --> 0:32:59.640

Baron, Michael

So.

0:33:1.230 --> 0:33:3.510

Baron, Michael

So hopefully that will make that nicer.

0:33:7.950 --> 0:33:15.320

Baron, Michael

There again just was emphasizing the work for this phase is October 31st of 2025.

0:33:19.420 --> 0:33:24.870

Baron, Michael

These are just some additional special nodes that are in the system kind of standard ones.

0:33:27.20 --> 0:33:28.860

Baron, Michael

Think there's anything unique to those?

0:33:33.850 --> 0:33:35.230

Baron, Michael

And now we can open up the questions.

0:33:39.270 --> 0:33:46.110

Baron, Michael

Alright, well if anyone has any questions that would just a quick overview of some some of the details out of the plans.

0:33:46.320 --> 0:33:53.530

Baron, Michael

If you have a specific questions on the plans, we can pull those plans sets up and ask, you can ask on them or anything in the proposal.

0:33:53.600 --> 0:33:56.840

Baron, Michael

You're welcome to ask that too, and I'll open it up to questions.

0:33:58.840 --> 0:34:0.860

Baron, Michael

You know, they should be able to unmute.

0:34:9.350 --> 0:34:11.680

Drew (Guest)

This is Drew Thompson at Bottoms Engineering.

0:34:12.70 --> 0:34:14.920

Drew (Guest)

I got, I guess two questions.

0:34:15.230 --> 0:34:18.160

Drew (Guest)

First question is on the general note sheet 2.

0:34:19.460 --> 0:34:24.770

Drew (Guest)

There's a it mentions far right side pin holes.

0:34:25.360 --> 0:34:31.930

Drew (Guest)

It says for pinholes larger than 9 inches in diameter or longitudinally bore A2 inch hole through the center.

0:34:32.440 --> 0:34:35.330

Drew (Guest)

Assume it's talking about pins and not pin holes.

0:34:36.370 --> 0:34:37.890

Drew (Guest)

Umm so.

0:34:39.900 --> 0:34:42.370

Drew (Guest)

And then it needs to be inspected.

0:34:42.380 --> 0:34:48.330

Drew (Guest)

So I guess the other question is, is KYTC gonna have personnel where the pins are forged?

0:34:48.340 --> 0:34:51.90

Drew (Guest)

Inspect them before they're machined.

0:34:52.150 --> 0:34:53.180

Drew (Guest)

According to that note.

0:34:56.800 --> 0:34:58.410

Baron, Michael

Yeah, they haven't passed.

0:34:58.540 --> 0:35:1.20

Baron, Michael

That's in space book about the whole.

0:35:1.560 --> 0:35:2.290

Baron, Michael

Yeah.

0:35:8.490 --> 0:35:8.760

Drew (Guest)

OK.

0:35:2.820 --> 0:35:9.890

Baron, Michael

Yeah, Drew that that that was that's a that's in our KYC standard spec book that do have that in there.

0:35:9.900 --> 0:35:13.470

Baron, Michael

And so the intention would be that that would be the case.

0:35:14.690 --> 0:35:15.110

Drew (Guest)

All right.

0:35:13.480 --> 0:35:19.450

Baron, Michael

Yes, everyone trying to emphasize that you know, but it it, but we it does show up in the in KYC.

0:35:21.400 --> 0:35:22.40

Baron, Michael

Struction spec.

0:35:22.750 --> 0:35:23.320

Drew (Guest)

OK.

0:35:23.570 --> 0:35:36.240

Drew (Guest)

Second question I have is there's a a calls out like a E 488 unconfined testing of the existing anchor rods.

0:35:38.200 --> 0:35:38.830

Drew (Guest)

Umm.

0:35:39.440 --> 0:35:40.900

Drew (Guest)

Ohh me, see what sheet that's on.

0:35:45.480 --> 0:35:46.740

Drew (Guest)

It's that sheet 5.

0:35:51.910 --> 0:36:8.80

Drew (Guest)

You know, I I just kind of briefly looked at that, ASTM, but to do that like you have to have a testing apparatus with a ring, and that ring's gonna be either one or twice the effective embedment depth away from the anchor.

0:36:9.360 --> 0:36:18.480

Drew (Guest)

So I I don't know how you can we could test or how it can be tested with unconfined with a bearing sitting there right next to it.

0:36:23.470 --> 0:36:24.970

Baron, Michael

You're well with this thing.

0:36:24.980 --> 0:36:30.460

Baron, Michael

You're since you're trying to do an A pull out test, you're gonna be pushing down on the concrete above it.

0:36:30.470 --> 0:36:48.360

Baron, Michael

So you just have to have the concrete set up with where where we're bearing on the the the, the, the, the beam you're going to have some sort of straddle beam that goes over top of that anchor bolt and bears on the concrete that just can't be right there beside the anchor rod that you're pulling up with, right.

0:36:48.370 --> 0:36:49.980

Baron, Michael

So you can't just have it sitting right there.

0:36:49.990 --> 0:37:4.380

Baron, Michael

I think that's what that my understanding of how that ASTM trying to do is trying to make sure that you're not just immediately, you know pushing down on the concrete right where you're trying to pull up on the anchor rod and that downward forces confining the the the rod.

0:37:4.520 --> 0:37:14.90

Baron, Michael

So it's just trying to make sure we're just trying to make sure we have a test in here so that we go out here and do a pull out test that's producing more load than we're planning to do for the whole down.

0:37:14.570 --> 0:37:14.870

Drew (Guest)

Right.

0:37:14.150 --> 0:37:24.640

Baron, Michael

So if that we've done UT on those rods in the past and we did that four did in 20, 2015, 2015, all those rods were you teed.

0:37:24.830 --> 0:37:30.200

Baron, Michael

So we don't believe that the roads themselves are are are broken or corroded or or problematic.

0:37:31.250 --> 0:37:45.350

Baron, Michael

And we've and and they had the link that that they were originally and it designed or the the plan links of those are in the actual concrete I'm so I said that we've had other situations where anchor rods and stuff weren't per plan link.

0:37:45.590 --> 0:37:51.680

Baron, Michael

So we were doing this as a kind of if we're gonna use this to hold down the bridge, we wanna make sure that those things are good.

0:37:51.750 --> 0:38:0.540

Baron, Michael

So the point of that was to go out there and test those rods this year as part of this contract that the initial milestone.

0:38:0.710 --> 0:38:2.940

Baron, Michael

So that for is any issues at all.

0:38:3.50 --> 0:38:6.140

Baron, Michael

We have a change order and resolve that prior to doing the work.

0:38:6.150 --> 0:38:10.500

Baron, Michael

Next, next time we're for the next track season, we do all the actual work on that.

0:38:12.70 --> 0:38:13.190

Baron, Michael

I don't that answered your question.

0:38:13.200 --> 0:38:14.580

Baron, Michael

Their true, but that was that's the intent.

0:38:15.360 --> 0:38:15.800

Drew (Guest)

OK.

0:38:15.810 --> 0:38:17.130

Drew (Guest)

Well, that's I think that makes sense.

0:38:26.660 --> 0:38:26.910

Baron, Michael

Umm.

0:38:17.140 --> 0:38:27.770

Drew (Guest)

I just you know, it just calls out the ATM and you know you go and dig up the AST and they kind of have a schematic of how the unconfined test is to be done according to them.

0:38:28.140 --> 0:38:31.220

Drew (Guest)

So I guess you're just getting up with a modified version of that test.

0:38:32.10 --> 0:38:32.540

Baron, Michael

Yeah.

0:38:32.550 --> 0:38:42.200

Baron, Michael

So sometimes you have to have a you have to have whole downs to in order to do that, and they don't want any of you to drill in and core or have anything near the anchorages that you're trying to produce.

0:38:42.210 --> 0:38:57.290

Baron, Michael

If you're doing some other type of testing on that, as my understanding of it, and so we would not anticipate that you're gonna be coring into that and that the whole downs or the the paths or whatever that's taking the 84 kids right in compression is pushing down on the pier cap.

0:38:57.550 --> 0:39:0.80

Baron, Michael

That's not gonna be immediately adjacent to it.

0:39:0.150 --> 0:39:2.460

Baron, Michael

When you do it, you have that have a certain offset per the.

0:39:2.680 --> 0:39:3.590

Baron, Michael

The STM test.

0:39:11.480 --> 0:39:15.0

Jason Piper

Umm can you supply those results from the 2015 test?

0:39:16.720 --> 0:39:18.40

Baron, Michael

Who was that speaking? No.

0:39:18.530 --> 0:39:20.110

Jason Piper

Jason with American contracting.

0:39:21.440 --> 0:39:21.850

Baron, Michael

Yeah.

0:39:21.860 --> 0:39:24.50

Baron, Michael

Do you have appreciate it when y'all ask questions?

0:39:24.60 --> 0:39:26.970

Baron, Michael

Be sure to say who, who it is and who you with.

0:39:29.120 --> 0:39:29.790

Baron, Michael

Yeah, we.

0:39:29.840 --> 0:39:32.490

Baron, Michael

Yeah, we, we we we had the testing report.

0:39:32.500 --> 0:39:33.510

Baron, Michael

We do have the testing report.

0:39:33.520 --> 0:39:33.930

Baron, Michael

OK.

0:39:33.940 --> 0:39:38.190

Baron, Michael

OK, but when that tested it, you know they they just shot it straight.

0:39:38.780 --> 0:39:39.570

Baron, Michael

Would you know?

0:39:39.630 --> 0:39:46.230

Baron, Michael

Like you know, on the bottom and assume section loss if you have it, I think we should you have any issue with them?

0:39:46.420 --> 0:39:46.870

Baron, Michael

I don't.

0:39:46.910 --> 0:39:49.40

Baron, Michael

OK, think it'll be issue and we should be able to get that.

0:39:49.540 --> 0:39:50.630

Baron, Michael

Should on the. Yeah.

0:40:10.280 --> 0:40:13.170

Baron, Michael

Yeah, we'll we'll post that on the project Related Materials website.

0:40:13.180 --> 0:40:20.790

Baron, Michael

And also there are three existing plan sets for the bridge and the the this plan set that we're looking at now.

0:40:21.230 --> 0:40:21.990

Baron, Michael

Any more questions?

0:40:34.40 --> 0:40:37.450

Baron, Michael

I'll take some time out and I won't call the meeting right now, but I'll.

0:40:37.460 --> 0:40:38.540

Baron, Michael

I'll give you a little bit more time.

0:41:5.790 --> 0:41:7.120

Baron, Michael

Any more questions going much?

0:41:16.770 --> 0:41:17.270

Baron, Michael

Hello.

0:41:17.440 --> 0:41:18.380

Baron, Michael

Think he's trying to talk?

0:41:21.230 --> 0:41:36.660

Baron, Michael

OK, if there's no more questions, we'll, we'll bring this meeting to a close and how I will post the transcript from this meeting and this this recorded video to the, to the Bulletin on the website. Umm.

0:41:39.250 --> 0:41:46.800

Baron, Michael

Any more questions for we, we call it new chip, no, that was from earlier.

0:41:50.70 --> 0:41:50.440

Baron, Michael

All right.

0:41:50.450 --> 0:41:51.930

Baron, Michael

I appreciate everybody attending and.

0:41:54.70 --> 0:41:55.380

Baron, Michael

Alright, good luck meeting.

0:41:57.640 --> 0:41:58.60

Baron, Michael

Thank you.

0:41:59.820 --> 0:42:0.360

Baron, Michael

Thanks everybody.

0:42:13.580 --> 0:42:13.960

Baron, Michael

We need.

0:42:14.380 --> 0:42:14.800

Baron, Michael

Yeah.

0:42:15.440 --> 0:42:15.800

Baron, Michael

And the one.