

**Transportation Cabinet
Department of Highways
District 6 421 Buttermilk Pike,
Fort Mitchell, KY 41017**

Meeting Minutes
September 19 2023

Background

A Pre-bid conference was held for District 6 Bridge Repair Miscellaneous work Campbell County Item NOS. 06-10035.00 and 06-10036.00 NHPP 4714 (051) and NHPP 4714 (052) CID 232956 – 019GR23M060

Present:

Vianni Koullias	KMX Painting	Ioannis Kalouris	North Star Painting
Nick Kalouris	North Star Painting	Emmanuel Trikkos	North Star Painting
Phi Klimis	Euro Painting	Doniel Raseta Jr.	Spartan Contracting
Brian Hinail	Sherwin Williams	Bobby Meade	KTC, UK
Audra Stenstrom	GPI	Jeff McMahon	M&M services Inc.
William Tyler Schoborg	Evers Steel Const.	John Grace	Intech Const.
Byron Ogger	Intech Cont.	Ashley Graves	KYTC
Nick Reis	KYTC	Talyor Caudill	KYTC
Michael Basse	GPI	Sudhir Palle	KTC
Chris Goff	KTC	Michael Barren	Michael Baker
Tom Mathews	KYTC		

Pre-Bid Conference

Question and Answer

Q: Do you have any proposals?

A: Tom Mathews stated, it will be up on the screen.

Q: Sudhir Palle asked, if all the cables are going to be painted from top to bottom?

A: Tom Mathews stated, it is what ever we have in the limitations in the last sheet in the plans

A: Michael Barren stated, yes, the one coat system and the 3 coat system.

Q: Should we have a color match before work gets started?

A: Sudhir Palle stated, yes. I think it will be between the contractor and the manufacturer to decide that.

Q: No one from KTC or anything like that?

A: Sudhir Palle stated, no it will be between the contractor and the manufacturer.

Q: We have to go into the lower cord where the cable sits in the anchor?

A: Michael Barren stated, no all the sockets are outside, exterior.

Q: Michael Basse asked, so you said Derick is going to come with a colorimeter?

A: Yes

Q: Michael Basse asked, Is KYTC going to provide traffic control for that because I don't think Derick is going to want to get out and play in traffic?

A: He said he wants someone to reach out to him.

Q: Michael Basse Asked, did you say the full length of the cable or 10 feet up?

A: Sudhir Palle stated, it is not the full length up just the splash zones.

A: Michael Barren stated, cables 1 and 2 are still in the splash zones so they are full height. So, what we are calling type A so 10 feet up you get the 3 coat system. Then from 10 to the top hanger it gets a one coat system.

Q: Michael Basse asked, is it an SP6 sp10?

A: Tom Mathews said yes SP6 mineral slag.

Q: Unknown person asked, what that Note A all structural steel shall be abrasive blast cleaned and painted according to section 614.03.09 but then down you have contrary to section 614.03.09 abrasive blast and clean all structural steel cables to and SP6?

A: Tom Mathews, yea that is just the cables are getting that it is contrary to what the spec says but we are not using the recyclable steel grit we are using a different paint system.

Q: Do the stringers get anything?

A: Tom Mathews answered, No.

A: Michael Barren, those will be part of the bearings

Q: Bobby Meade asked, we are using mineral slag and using Doe Run will they take mineral slag?

A: Tom Mathews answered, no they just do the steel grit it will have to be disposed of accordingly

Q: Bobby Meade asked, will Doe Run be an option here?

A: Tom Mathews stated, No

Q: Do the hanger assemblies are not getting painted it is just literally just the cables

A: Michael Barren stated, no it is setup so the hangers also get painted

Q: Is it a one or two coat system on the top?

A: Michael Barren stated, we just do a one coat. But in the splash zone we do the 3 coat.

Q: Just to be clear only the cables are getting painted none of the structural steel?

A: Tom Mathews, Yes

Q: Michael Basse asked, assuming you don't want any damage done to the adjacent areas to the hangers done there will be corrective measures done if there is any damage to those areas?

A: Tom Mathews stated, Yes

Q: Michael Basse asked, is there going to be any other painting done?

A: Michael Barren stated, have to check what we said with the bearings about just touching it up its part of the standard spec to have the touchups.

Q: The department will require the fanning surfaces above the bearings and below the beams to be prepped and primed prior to the bearing installation?

A: Tom Mathews stated, if there is no slip critical coefficient on that see we have to have the class one primer on that.

Q: Michael Basse asked, do they bolt or weld back in?

A: Michael Barren stated, yes they bolt, the stringer bearings are being replaced in kind.

Q: Michael Basse asked, Tom does the proposal contain the lead note?

A: Tom Mathews stated, it is in the spec book.

Q: I am confused do we ignore note 2 and note 6? He just asked if we are to clean and prime it and you said I don't think so.

A: Tom Mathews stated if there is no slip critical you all will just have to have the primer on the new stuff.

Q: Where are we to paint then?

A: Nick Reis stated, around the stringers where they are corroded

Q: It said the bottom of the stringer and the top of the floor beam is that what we are to paint, that is the fanning surfaces that were the bearing is that what it said to paint?

A: Nick Reis stated, it said the bottom of the flange top of the bottom flange down around the bearing seal all that up I guess ounce it gets in place is that the intent?

A: Micheal Barren stated, I think the intent was to clean and paint the bottom flange ounce the new bearing is put in with all the carrion that is there it gets all cleaned up then just come in and put a prime coat on there.

Q: When you say bottom flange, you are talking the bottom of the flange and the top of the flange?

A: Nick Reis stated, no just the top around the sides and around the bearings because it will all be bolted in one assembly it will be all sealed up.

Q: Where is the note for blasting that exposed rebar?

A: Tom Mathews stated, it is within section 606 like when we do a deck overlay it just sand blasting the gutters and barrier wall.

Q: Are the bid quantities in the proposal are those correct?

A: Tom Mathews stated nothing changed there.

A: Michael Barren stated, there are a few changes on here I will admit I did not back check what's in here, I will double check that.

Q: There are items setup in the plan set that I got that call for 46 steel bird screens is that the fiber glass grading?

A: Michael Barren stated, Yes

Q: Is there catwalk on this bridge?

A: Michael Barren stated, Yes

Q: Do we have access to it?

A: Michael Barren stated, you can with your traffic control to get to it without traffic control you would have to go through the park on the Cincinnati side then have a ladder to get up there it is not the easiest but it is do able.

Q: Unknown person asked, do we know the strip seal that is out there the manufacturer of it?

A: Michael Barren stated, I do not.

Q: Nick Kalous asked, Tom is there going to be a site visit to see the bridge?

A: Tom Mathews stated, No the traffic control is pretty bad we want to keep it safe.

Q: Did you say with the traffic control only the left lane is allowed to be shutdown permanently?

A: Michael Barren stated, so on the southbound bridge it will be the right lane on the northbound bridge it will be the left lane are allowed to have long term closers.

Q: How are you supposed to do it on the other side?

A: Michael Barren stated, you can setup right lane closers, but it will be either nights or weekends to get access to the right side for northbound and then southbound O dot has various restrictions on when you can do the left lane closers.

Q: Nick Kalous asked, so to how do you recommend we go to the bridge?

A: Nick Ries stated, we have the paint stuff we could probably set something up but I don't know if we can do it last minute.

Q: What is the diameter of the cables do you know?

A: Michael Barren stated, it varies 3 inches is rough but its anywhere from 2 ¾ inch to a little over 3.

Q: Any idea how tall the ladder is going to be needed to access the catwalk?

A: Nick Reis stated, probably a 25-footer would be enough.

Q: To make it required site visit what if I can't make it back out here?

A: Tom Mathews stated, I will have to check with procurement on that I don't want to get someone disqualified and I don't want it too unfair to someone else.

Q: Nick Kalous asked, is it going to be today?

A: Nick Reis stated, it won't be today.

Q: Michael Basse asked, are those long-term lane closures set in stone or can they be switched

A: Michael Barren stated, with southbound ODOT were the lanes come in out of Cincinnati and the merge and come up into that left lane so that's ODOT concern having that one shut down during normal day time hours. For northbound it was the off ramp that we were trying to keep open.

Q: Michael Basse asked, what is the length of the longest cable?

A Michael Barren stated, about 140 feet.

Q: Nick Kalous asked, on the 10 feet and up when you do the one coat what kind of cleaning are you looking to do?

A: Sudhir Palle stated, no that was just basically we wanted to get a coating system on right.

Some discussion about surface pre from multiple attendees

Q: Tom Mathews asked, Sudhir should we add some type of cleaning?

A: Sudhir Palle stated, yes maybe we do an SP6 or water blast maybe to clean out the dirt.

Q: If we do go with pressure washing 10 and up is there going to be containment required?

A: Tom Mathews stated, no we have not used it when we do the abutments.

Q: If the tallest cable is 140 feet, we are doing the full length?

A: Michael Barren stated, Correct.

Q: Bobby Meade asked, did we ever determine where water was getting into the cable?

A: Nick Ries stated, no that is why we are doing the 3-coat system all the way up.

Q: Is the intent of the one coat system on the top in order to make the paint match?

A: Nick Ries stated, no we are just trying to seal it up to get us by till the Brent Spence project gets through we are just trying to get 10 to 15 years out of it because we are already starting to see corrosion.

Q: What is that topcoat rated at 10 years?

A: Depends on the surface prep but what you are going to do just here probably 7 years

Q: Traffic control northbound I don't see it addressing lane closures when those are allowed?

A: No clear answer to this question.

Q: Bobby Meade asks, there are basically two different phases of painting the cables are you still going to hold to top down?

A: Tom Mathews stated, Yes or I don't know how accessible it is to get it. However, would be best because it is not a whole lot of work.

Minutes submitted by: Chris Goff

Approved by: Tom Mathews

SPECIAL NOTES
DISTRICT NO. 6
BRIDGE REPAIR MISCELLANEOUS WORK
CAMPBELL COUNTY
ITEM NOS. 06-10035.00 AND 06-10036.00
NHPP 4714 (051) AND NHPP 4714 (052)
CID 232956 - 019GR23M060

PRE-BID MEETING SIGN-IN SHEET

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