

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

Meeting Minutes
Meeting March 16, 2018

Background

A Pre-bid meeting was held for CID 182603 Bridge Repair in District 2 Daviess County. Meeting held at the KYTC district 2 main office 1840 North Main Street Madisonville, KY 42431. Meeting held at 1300 Central Standard Time and lasted 45 minutes.

Attendees:

JC Pyles KYTC	Jason Ward KYTC	Tyler Goad KYTC	Kevin Gearlds KYTC
John Crace Intech Contracting	Star Smith M&M Services Company		

Questions and Answers – notes made subsequent to meeting are enclosed in brackets []

Q: Star Smith M&M Services asked: Is the welding check list a daily check list?

A: JC Pyles KYTC Central office stated: No that is a project check list, that is a for each bridge check list. We would like to see it used for each repair. Most of which is self-evident just some fundamental QA/QC for field welding.

Q: John Crace Intech Contracting asked: Contractor is to come up with a detour the state will not provide a de-tour route?

A: JC Pyles KYTC Central office stated: That is my understanding. It will have to be an approved detour plan.

Q: Tyler Goad KYTC District 2 asked: Was the approved detour in the notes?

A: Jason Ward KYTC District 2 stated: I am reading the notes it does not say approved by the district. It said detour provided by the contractor period. That is messed up we need to fix that, put an addendum out or do it by question and answers.

Q: Jason Ward KYTC District 2 stated: Can they do median crossovers for traffic control?

A: JC Pyles KYTC Central office stated: If they need to do that.

Q: Star Smith M&M Services asked: Are the facilities there to use median crossovers?

A: Jason Ward KYTC District 2 stated: No you will have to build it.

Q: John Crace Intech contracting asked: With the off-ramp coming off the Audubon parkway and with the use of concrete barrier wall and channelizing device can we shut both lanes down and merge them on to the on-ramp of the Audubon on to the bypass?

Q: Jason Ward KYTC District 2 asked: doesn't that ramp run out before you get to that bridge?

A: John Crace Intech Contracting stated: No the ramp runs under the bridge.

A: JC Pyles KYTC Central office stated: We did not feel like there was any way to do the work without closing the eastbound lanes, if you guys think you can do the heat straightening without closing the eastbound lanes then you are free to do it.

Q: John Crace Intech contracting asked: I am saying there is concrete barrier wall setup if I run a lane closure and shut the fast lanes?

A: JC Pyles KYTC Central office stated: No, nothing is setup right now.

A: Jason Ward KYTC District 2 stated: I don't know how to answer your question right now, about using the off-ramp as a lane. I will have to go out there and look at it. [subsequent to the meeting, additional comments regarding the use of the off ramp lane under the bridge were issued to the Letting Questions & Answers page.]

Q: Jason Ward KYTC District 2 asked: How far up past that bridge does it start tapering back in to the on-ramp?

A: Jason Ward KYTC District 2 stated: I can't see any reason why we can't do that but I can't say that we will. I will get you and answer and I will have it posted on the question and answers. I will get something to you.

Q: John Crace Intech contracting asked: What was the 3 day lane closure.

A: Jason Ward KYTC District 2 stated: You get two periods you can close both lanes of 60 for a maximum of 3 days for each period.

Q: John Crace Intech contracting asked: Can I use those 3 days with the weekend for a grand total of 5 days of closure time?

A: Jason Ward KYTC District 2 stated: No 3 days only. It said 3 calendar days.

Q: Star Smith M&M Services asked: where is said barrier wall does that include the using steel barrier wall, because it does not say concrete 9T.

A: Jason Ward KYTC District 2 stated: As long as it meets Kentucky specifications it is irrelevant whether is it steel or concrete, as long as it meets crash testing, so it is your choice.

Q: John Crace Intech Contracting asked: Steel repair type 1 calls for the use of non-destructive testing is there any certification or any requirements that person needs to meet?

Q: JC Pyles KYTC Central office asked: Is that for the welds?

A: John Crace Intech Contracting stated: No that is for the in place bolts in the splice plates

A: JC Pyles KYTC Central office stated: That is up to whatever you want to do, we just want to make sure we don't have any shear factures in the bolts.

Q: John Crace Intech Contracting asked: Is there any objections to all 28 bolts being replaced?

A: JC Pyles KYTC Central office stated: Yes, you can do that. This bridge has been heat straightened one other time?

Q: Star Smith M&M Services asked: In the same spot?

A: JC Pyles KYTC Central office stated: Sadly, real close.

Q: Star Smith M&M Services asked: What does that mean?

A: JC Pyles KYTC Central office stated: We can heat straighten it up to 3 times. I don't think there is anything to consider just something to be aware of.

Q: Star Smith M&M Services asked: Both beams or just the leading beam?

A: JC Pyles KYTC Central office stated: I believe it was just the leading beam.

Q: John Crace Intech Contracting stated: We could do a torque test [for the NDT of splice bolts].

A: JC Pyles KYTC Central office stated: I believe we would accept that, we want to make sure we don't have a problem we cannot see.

Q: Jason Ward KYTC District 2 asked: Is a torque test acceptable? [subsequent to the meeting it was determined that a torque test is not acceptable, see additional meeting notes attached below]

A: JC Pyles KYTC Central office stated: I don't see why a torque test would not be acceptable. [see above]

Q: Star Smith M&M Services asked: Do you know the torque level we need to test?

A: JC Pyles KYTC Central office stated: I will have that posted. [see above and attached notes]

Q: Jason Ward KYTC District 2 stated: Talking with an unknown KYTC individual about the traffic control and using the on-ramp/ Off-ramp under the bridge.

A: Unknown KYTC individual stated: We have to draw it out and see what we have based on if there is enough room for the lane shifts.

Q: Star Smith M&M Services asked: If we are short the minimum footage can we rebuild the shoulder?

A: Jason Ward KYTC District 2 stated: All that has been reconstructed that shoulder is good.

Q: Star Smith M&M Services asked: On page 26, there is the only sequencing note that I can see, complete the torn out web repair before any heat repair, is that the only sequencing you all have on this project?

A: JC Pyles KYTC Central office stated: I believe that is, it is up to you guys to do what you think you need to do, I did not want you messing around with the heat straightening until we got the web fixed.

Q: Star Smith M&M Services asked: Will there be any jack and support required on the structure while the repair is being made and/or negative loading?

A: JC Pyles KYTC Central office stated: It does not look like that to us, if you feel you need it then that is up to you as part of a lump sum bid for flame straightening.

Q: John Crace Intech contracting asked: 5th street Bridge can be closed for the duration of the work?

A: JC Pyles KYTC Central office stated: 5th street, yes that is the detour.

Q: John Crace Intech Contracting asked: Is it still up to the contractor for the detour route?

A: Jason Ward KYTC District 2 stated: If you want to talk to the city and they are cool with it, I don't see how we can tell you that you cannot use a city street. We cannot officially detour on a city or county road without the city or county permission. It is up to you if you want to close 5th street, if you close it you have to put up all the proper signs. We are going to make you do everything expect assign a detour. You will not have to assign a detour. Everything else in conjunction with closing that bridge you will have to do. I will provide a message board.

Q: Star Smith M&M Services asked: You all currently have the shoulders closed, if we opt to not close the bridge can we just keep your barrier in place?

A: Jason Ward KYTC District 2 stated: Yes, you will have to maintain our shoulder closure for us while you are working.

Meeting adjourned at 1345 Central Standard Time

Meeting minutes submitted by Christopher Goff

Approved by: Joseph C Pyles, PE



**Supplementary Comments for Minutes of Pre-Bid Meeting
Letting March 23, 2018; Call 341 ; CID 18-2603
Daviss Co.**

Location: District 02 Conference Room, 1840 North Main Street, Madisonville, KY

Date: March 16, 2018

Time: 1:00PM CDT

Submitted by: JC Pyles, PE, Div. Str. Design

<u>Attendee</u>	<u>Representing</u>	<u>Phone</u>
John Crace II	Intech Const.	859-272-0352
Star Smith	M&M Services Company	859-499-3201
Kevin Gearlds	KYTC – CO Construction	270-779-2335
Jason Ward	KYTC – D02	270-824-7080
JC Pyles	KYTC – CO Structures	502-564-4560
Tyler Goad	KYTC – D02 Structures	270-577-5450

- 1) JC Pyles, CO Structures, convened meeting at approx. 1PM CDT with introductions.
- 2) Main points of project Special Notes were outlined.
- 3) In the *Special Note for Heat Straightening*, it was noted that under Section V, Basis of Payment, that Item 23594EC should be associated with Pay Item ‘Heat Straightening’
- 4) In the *Special Note for Steel Repair*, the new Welding Checklist for Field Welding will be completed by Contractor and submitted to the Engineer. Form is to be submitted for each structure and a revised form submitted if changes occur in the welding personnel or procedures.
- 5) In the Special Note for Steel Repair, questions were raised regarding the Non-Destructive Testing of the apparently undamaged bolts not initially being replaced.
Specifically,
 - Q. In lieu of NDT, can contractor replace all bolts in the bottom flange splice?
A. YES
 - Q. In lieu of other NDT, can the apparently undamaged bolts in the splice be ‘torque tested’ to determine if they are un-fractured and if so, what torque should be used?
A. although the discussion at the meeting indicated that torque testing might be an acceptable NDT method, subsequent to the meeting the Department does not feel that a ‘torque’ test method should be used to test existing bolts which have been in place for any length of time. However, Department will waive NDT testing for any splice where 3 or fewer

visibly damaged bolts are being replaced. At locations where 4 or more visibly damaged bolts are being replaced, ultrasonic (or other approved method) NDT by a Level IV certified NDT Technician of the remaining bolts will be used and any failing bolts replaced, OR at the contractor's option all bolts in the lower splice may be replaced without NDT of the existing bolts.

- 6) Traffic Control. The contractor's traffic control plan shall be submitted to the Engineer for review and approval.

Various questions were submitted by the contractor's as follows:

Q. what type barrier wall can be used to divide/protect traffic on US60BYP during closures or otherwise?

A. any wall which meets the Standard Specifications for the intended application is acceptable

Q. If the 5th Street bridge is closed, what detour route is to be signed?

A. Per the Special Note, the contractor is responsible for selecting and signing an appropriate detour. It was noted that if the route being closed is a State route, then the detour must be on state routes unless the owner of the non-state route facility is consulted and specifically approves the detour. In this case, it was also noted that there does not appear to be a need for a formal detour and that the contractor may provide all signage, barricades, etc. necessary to close the bridge in accordance with the MUTCD, Specifications, and Standard Drawings, excepting that any variable message boards necessary will be furnished by the Department and operated by the Contractor as part of the bid for Traffic Control.

Q. The Special Note permits both of the US60BYP eastbound traffic lanes under the bridge to be closed on 2 separate 3-day closures with some restrictions as long one traffic lane in each direction is maintained. Can the Audubon Parkway off-ramp under the bridge be used to maintain one of the traffic lanes?

A. Yes, see the Letting Questions and Answers page posted 3/19/18 for Call 341

Q. The Special Note permits the closure of the 5th Street bridge for the duration of the construction. Can the bridge remain open?

A. The bridge currently has both shoulders closed and maintains 2-way traffic with minimal shoulders. The contractor may leave all or part of this traffic control in place. However, the contractor will be responsible for maintaining the shoulder closures using the traffic control devices placed by the Department and returning same in good condition to the Department at the end of construction.

- 7) Meeting adjourned by JC Pyles at approx. 1:45 PM CDT

- 8) Additional photographs of the damaged areas to be repaired were taken after the meeting adjourned and representative photos are attached to this memo for the contractor's information.

DAMAGE AREA PHOTOS TAKEN 3/16/18



Photo 1 - Girder 1 Heat Straightening area looking toward south from median



Photo 2 – Girder 1 impact area.



Photo 3- Girder 1 web tear



Photo 4- Girder 2 splice – bolt replacement



Photo 5 – Girder 3 splice bolt replacement



Photo 6 – Girder 5 splice plate bolt replacement. Girder 6 impact area & web tear



Photo 7- Girder 6 impact area



Photo 8- Girder 6 web tear



Photo 9 – Girder 6 impact area and web tear



Photo 10 – Girder 6 impact area & web tear

