Presentation:
Slides were presented outlining the information discussed by various Kentucky Transportation Cabinet (KYTC) and design consultant members.

- Welcome presented by Mike McGregor.
  - Letting Date will be December 20, 2013.
  - This meeting is a mandatory meeting being held to document interested bidders and to provide an official opportunity for bidders to ask questions.

- Steve Waddle, State Highway Engineer, extended appreciation to the bidders for their interest in the project.

- Overview presented by Mike McGregor.
  - References were given to the KYTC Construction Procurement website and project website.
  - Contract elements and project site layout were reviewed.

- An Advance Construction Project is under way to widen the causeways, construct the bridge over the Lagoon and to perform pile load tests.
  - The successful bidder will need to coordinate with existing Contractor.

- The navigation channel is a very important part of this project.
  - The Contractor will be required to communicate any and all work activities in the river to keep the United States Coast Guard informed (for issuing notice to mariners).
  - The navigation lighting on the existing bridge needs to be maintained by the Contractor throughout the project life.
  - The temporary work barges and the new components must also be lit according to coast guard regulations.
  - The slide (showing reduced navigation clearance thru existing Span C illustrates the need for a helper boat and why it’s important to remove the existing bridge as soon as possible to clear the navigation channel.

- Melvin Bynes presented the DBE goal.
  - KYTC has a yearly overall goal of 8%.
  - The expectation is that this same goal of 8% is met for this particular project.
  - In the process the successful bidder must thoroughly document all correspondence including:
    ▪ who was contacted for quotes,
    ▪ give the DBE adequate time to respond to the requests for quotes,
    ▪ what is sent to them and,
    ▪ in particular, thoroughly document their response to your requests.

- Chuck Wood presented the Communicating All Promises (CAP) Document.
  - The purpose of the CAP is to summarize all commitments that have been made by the planners and designers to various parties throughout the development of the
project.
- All environmental commitments are listed in the FONSI. The designers picked through the commitments to create the CAP which became the designers’ checklist.
- The FONSI covers the whole entire corridor which extends much beyond just this project’s limits.
- Some CAP commitments do not apply to this project; those are stated to be: Resolved - not applicable to this construction project.
- Other CAP commitments have been detailed in the project documents.
- CAP commitments that are applicable for this project were created and presented in the proposal as special notes and are repeated on the roadway plans. The Contractor is bound by the special notes.
- Previously the entire demolition of the existing bridge was restricted to a four month window in the winter-time to protect the bats. It has been clarified that the bats live only under the deck and in the deck joints. Only the deck must be demolished in the four month window. The rest of the bridge can be removed at other times.
- Greg Stiles presented the Permits.
  - The permits listed are owner’s permits and there are additional requirements in terms of permits that the Contractor must fulfill.
  - The initial USCG permit is included in the proposal document as advertised. A follow-up letter from the USCG was received on November 4th, 2013. There will be an addendum that includes the full USCG permit including requirements for clearance gauges and navigation lighting as well as communication during construction.
  - Crane permits are the Contractor’s responsibility. There is a special note with reference to application forms. The designers have applied as an example for what the Contractor will need to complete based on the Contractor’s means and methods.
  - TVA permit page 289 under the section called “Bridges” requires all construction and demolition by-products must be removed from lake.
  - Other requirements are in the TVA permit that need to be followed during construction.
  - Contractors need to go through all permits and comply with both general and specific requirements and conditions.
- Ron Ebelhar presented Geotechnical Considerations.
  - General geotechnical aspects of the project were presented.
  - From the overall pile load test program there were a number of important conclusions affecting the project design:
    - It was demonstrated that with the selected hammer, the pile types specified were able to be driven through the chert to the anticipated tip elevations,
    - Deeper penetrations were also demonstrated to be achievable,
    - A summary of recommendations was developed for production pile verification,
    - Dynamic pile testing will be required at each of the substructures,
    - Pile restrikes will be required,
    - Special notes for pipe piles – install and dynamic pile testing as advertised were changed from the versions discussed at the informational meeting. The
documents indicating the changes are posted to the Project Related Information web page.

- A series of documents has recently been posted to the Project Related Information page of the Construction Procurement website which include:
  - Special Note Revisions
  - Geotechnical boring logs,
  - Design memoranda,
  - Links prior reports,
  - Pile load test program dynamic testing reports,
  - Draft Pile Load Test Program Summary Report
  - Pre- and post-construction surveys,
  - Vibrations monitoring reports

- The primary need for the hammer specified is to achieve and verify the required pile resistance. The hammer needs to be capable of delivering the required energy.
- The Driving Criteria Review Turnaround will be 3 business days.
- Pipe Pile Installation will be revised to allow the Contractor options for advancing the pile to the Highest Allowable Pile Tip Elevation prior to verifying its capacity.

- Mike McGregor presented the removal of the existing bridge.
  - The Contractor is required to provide a helper boat for commercial tows and have extremely good communication with the USCG.
  - Main Piers are required to be removed to elevation 330.
  - Other Piers are required to be removed to the “mudline”.
  - The contractor shall clear the Navigation Channel first.

- Mike McGregor presented the revised Project Milestones.
  - Bridge Open to Traffic by Nov. 15, 2015
    - Incentive/disincentive program introduced with a maximum incentive of $1.5 million for achieving this milestone.
    - Only 2 lanes need to be open to meet this milestone.
  - Remove Bridge Deck by March 15, 2016
    - Incentive/disincentive program introduced with a maximum incentive of $250,000 for achieving this milestone.
  - Project Completion by Sept. 30, 2016
  - Notice to Begin Work is anticipated to be January 31, 2014.
  - Letting Date will be December 20, 2013.

- Mike McGregor presented on KYTC Construction Procurement website.
  - The Project Related information link includes all changes to the special notes and the bulletins. This is also where the information from this meeting will be located.
  - The Questions and Answers link includes all answered questions that have come from the industry.

- Greg Stiles presented Special Note changes pending with the next revision:
  - Pipe Pile – Furnish revision includes clarification on the shear studs.
  - Stainless Steel Reinforcement revision includes direction to KYTC’s pre-approved list for manufacturers and fabricators.
  - Steel Arch Erection revision includes a recommendation to the Contractor to obtain a
wind specialist and that the wind loads on the plans are for the completed structure only. The Contractor is responsible for submitting the calculations and construction loading assumptions for their selected means and methods.

- The Modular Expansion Joint and Finger Joint measurement sections have been revised for consistency.
- Removal of the Existing Bridge revision includes the new deck removal project milestone.

- Ryan Griffith presented Bidder Eligibility.
  - Highlighted that potential bidders have to sign in today to be eligible to bid.
  - Registration on website also is required. The deadline of this is 3PM the day before letting.
  - A list of eligible bidders will be posted after this meeting.

**Question and Answer Session:**

- **Q:** Is the overlay required in the bridge opening milestone?
  - **A:** The addendum will include the answer to this.

- **Q:** Do the Special Notes supersede the CAP?
  - **A:** There are no CAP notes in the bid documents. All applicable notes in the CAP that was posted on the Project Related Information website have been incorporated in other notes in the bid documents.

- **Q:** The plans show a quantity for HSS 1 – Rail but there is no bid item for this. The quantities also show a type two but it is not shown on the plans.
  - **A:** The Type 11 Railings includes the concrete and rebar portion of the barriers. HSS 1- Rail will be added as a bid item for the non-sidewalk side in the proposal and includes the metal portion of the railing. HSS 3 – Rail on the sidewalk side includes the metal portion of the railing.

- **Q:** Is it now mandatory the truss goes to the port? Whose responsibility is getting the port lease for the SPAN E?
  - **A:** Yes, the truss must go to the port. The Contractor will be responsible to negotiate the lease but the lease will be in KYTC’s name.

- **Q:** Will the list of today’s attendees be available today?
  - **A:** Yes

- **Q:** Do the Bidder’s involved in a joint venture need to also submit a Bidder’s registration form?
  - **A:** Only joint venture form needs to be submitted.

- **Q:** If you are part of a joint venture how do you sign in today?
  - **A:** Both partners need to sign in as the company they are from.

- **Q:** What is the timeline on future addendums?
• A: Addendum #2 should be posted this week. There could be more addenda, but this is yet unknown.

• Q: There have been some questions about the assumptions in KYTC's schedule. Is KYTC using the schedule that consultant prepared to set these revised completion dates?
  • A: There has been reconsideration by those that prepared the original schedule. Additional criteria for determining the completion date include impacts to the traveling public on the roadway and the commercial traffic on the waterway. The dates of the revised milestones are what KYTC has determined.

• Q: Are you still looking at the as-directed PDA of production pile after they have been driven question?
  • A: Still under consideration.
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<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Email Address</th>
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<tbody>
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US 68/Ky 80 Bridge over Kentucky Lake
Marshall & Trigg Counties
Contract ID 13-1212
Letting Date: December 20, 2013

December 2, 2013

US68/Ky80 over Kentucky Lake Contractor Info Meeting Agenda

• Project Overview
• DBE
• Environ. Commitments
• Permits
• Geotechnical
• Updates and Revisions
• Schedule
• Q&A
Project Information

Websites

KYTC Construction Procurement:
http://transportation.ky.gov/construction-procurement

Project Website:
www.lakebridges.com

Project Location
Contract Elements

- 4 Lane Approach Roadway
  - Final Grading, Paving, Drainage
- KY Lake Crossing Structure
  - WPG Approach Spans
  - Basket-Handle Arch Main Span
- Multi-Use Path
- Existing Bridge Removal

Bridge Layout

Kentucky Lake Bridge

9080’ Project Length
- 1400’ West Causeway
- 1000’ East Causeway

3611’ Total Bridge
- 1408’ West WPG Approach
- 550’ Arch
- 1652’ East WPG Approach
**Roadway Plans**

- **Advance Section - Under Construction (Item No. 1-180.75)**
  - Grade & Drain East and West Causeways & Lagoon Bridge

- **Final Section (Item No. 1-180.70)**
  - Surface East and West Causeways
  - Grade, Drain, & Surface East and West ties to existing US 68/KY 80
  - Multi-Use Paths
  - Parking Lots
  - Signing by KYTC Forces

- **Approximate Clearance to Low Steel (normal pool)**
  - 57.5’
  - 53.9’
  - 46.6’
  - 38.4’

- **Maintain Existing Navigation Lighting**
Navigational Clearance During Construction

Existing Construction Coordination

Advance Construction Contract (In Progress - By Others)

- Lagoon Bridge Construction
- Causeway Fill Material
- Pile Load Testing Program
- Construction Access
DBE Participation

• 8% DBE Participation

Commitments

CAP Document

• “Communicating All Promises”  
• Summarizes Commitments
• Developed from FONSI
• Designers Checklist
• Covers Entire Corridor
• Many Promises Affect Design/Details
• Some Promises Affect Construction
Special Notes

Special Notes for Kentucky Lake Bridge Project
Not for Construction - DATE: October 25, 2011

Special Notes (Bridge):
- For Dynamic Pile Testing
- For Steel Pipe Piles - Tension
- For Steel Pipe Piles - Install
- For Vibration Monitoring
- For Steel Erection - Arch Span
- For Steel Erection - Approach Span
- For Stainless Steel Reinforcement
- For Bridge Strand Ranglers

Also See:
- Bridge Plans
- Roadway Plans
- General Notes
- Related Info on website

- Many in Bid Documents
- To Insure Promises Are Kept
- Must Adhere To Restrictions & Requirements
- Many Notes Clarified Thru Q/A
- Noise, Timing, Zebra Mussel Protection Plan Etc. Issues

Permits

- Approved Owner’s Permits
  - TVA (26A) / USACE (404)
  - KDOW Water Quality Certification (401)
  - TVA Land Use Agreement
  - US Coast Guard

- Crane Permits - Contractor Responsibility
  - FAA - Height Dependent (200’ Limit)
  - KYTC Aviation TC 56-50
Geotechnical Considerations

a) Subsurface Conditions
b) Pile Foundations
c) Load Test Program Results
d) Production Test Pile Protocol
e) Unique Contract Requirements

Geotechnical Considerations - Subsurface Conditions

Two Primary Generalized Profiles

Shallow Water (Approach Spans)
Two Primary Generalized Profiles

Deep Water (Main Span and 1 Approach Span Pier)

Foundation Type - Driven Steel Pipe Piles

End Bents
- 30-inch-diameter Open-Ended, 1-inch-thick wall

Approach Spans
- 72-inch-diameter, 2-inch-thick wall
- Shallow Water - 3 piles per pier
- Deep Water - 5 piles for pier (one pier only)

Main Span (2 piers)
- 72-inch-diameter, 2-inch-thick wall
- 14 piles per pier
Geotechnical Considerations - Load Test Program Results

Purpose

• Confirm Soil Parameters
• Evaluate Pile Drivability
• Hammer Type
• Evaluate Pile Capacity
• Pile Handling
  (185’ and 210’ test lengths)

Test Program

• Dynamic Pile Load Tests
• Statnamic Load Tests
  • Axial (6950 kips and 8500+ kips)
  • Lateral
• Static Axial Load Test (6000+ kips)
• Fully Instrumented Piles
  • Soil Resistance
  • Load Transfer
Geotechnical Considerations - Load Test Program Results

Test Piles
• 48” Piles
  • 1” Wall
  • 1.5” Wall
• 72” Piles
  • 1.5” Wall
  • 2” Wall
• Near Causeway
• Deep Water
• Open End-partial
• Constrictor Plate

Load Test Program Results

Summary of Results
• Menck MHU 800S Hammer used successfully
• Relatively Easy to Drive to Target Tip Elevations
• Constrictor Plate Functional
• Nominal Resistance (capacity) Achieved Near Estimated Tip Elevations
• Deeper Penetrations achievable if required
Load Test Program Results

Summary of Results

- Pile lengths and wall thicknesses can be handled with heavy marine equipment
- Soil resistance during pile driving is considerably less than long-term static resistance
- Thinner Pile Walls - No Apparent Significant Damage but some uncertainty and site variability drives choice of 2-inch-thick wall (some harder driving seen but only on the 2-inch wall piles)

Recommendations developed for production pile verification test program
- Dynamic Pile Testing required to satisfy LRFD design code
- Pile restrikes required
Geotechnical Considerations - Special Notes

Changes Since Info. Meeting

• Special Note For Steel Pipe Piles-Install
• Special Note for Dynamic Pile Testing
  Dynamic Pile Testing required (minimum of 2 per substructure per LRFD code)
  Pile restrikes required
• Special Note for Vibration Monitoring
  Pre-Construction Surveys
  Vibration Monitoring
  Post-Construction Surveys

Geotechnical Project-Related Information Posted

Construction Procurement Website
• Special Note Revisions
  (changes since Oct 22, 2013 highlighted)
• Geotechnical Boring Logs / Design Memoranda / Links to Prior Reports
• Pile Load Test Program Dynamic Testing Reports
  (including Pile Driving Records)
• Draft Pile Load Test Program Summary Report
• Pre- and Post-Construction Surveys and Vibration Monitoring Reports
Geotechnical Questions

- Hammer Performance
- Driving Criteria Review Turnaround
- Pipe Pile Installation to Highest Allowable Pile Tip Elevation Options

Removal of Existing Bridge

Requirements
- Provide a Helper Boat for Commercial Tows
- Main Piers removed to Elevation 330
- Other Piers removed to ‘mudline’
- Clear Navigation Channel first
Revised Project Milestones

Project Commitments

• Open Bridge to Traffic Nov. 15, 2015
• Remove Bridge Deck by March 15, 2016
• Clear Navigation Channel by June 15, 2016
• Project Completion Sept. 30, 2016

Contract ID: 13-1212 Proposal Letting Schedule

http://transportation.ky.gov/Construction-Procurement

• Bids Let
  December 20, 2013

• Notice to Begin Work (Anticipated)
  January 31, 2014
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<td>Special Letting - December 20, 2013</td>
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<td>10/24/2013</td>
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Procurement Site Info

Project Related Information: 12/20/2013

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<td>Quantity Comparison</td>
<td>- from 90 Percent Informational Set to 100 Percent Advertised set</td>
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<td>Marshall-Trigg Counties - CID 13-1212</td>
<td>Equivalent RWVIII Load Case Descriptions</td>
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Letting Details: 12/20/2013

Proposal Information
- Letting Results
- Letting Specific Bulletins
- Project Related Information
- Proposals
  - Questions and Answers
  - Submit a Question

Addendum History (by Date)
Q & A