

**Pike County US 460 Russell Fork Bridge
Mandatory Contractor Informational Meeting Minutes
Item No. 12-263.67
March 17, 2017**

A mandatory Contractor Informational Meeting was held in Room 105 of the KYTC Central Office Building in Frankfort at 10:00 AM on Friday, March 17, 2017. The meeting was held to describe the draft note provided for the use of Alternative Technical Concepts for the Russell Fork Bridge on US 460 in Pike County. The following contractor representatives were present at the meeting:

David Blanton	Hinkle Construction Services, LLC
Will Hinkle	Hinkle Construction Services, LLC
Nick Olp	Kiewit Infrastructure South Co.
Rich Mannarino	Brayman Construction
Calvin Boring	Brayman Construction
Gary Taylor	Bizzack Construction, LLC
Lester Wimpy	Bizzack Construction Co.
Brian Koelling	Massman Construction Co.
Kevin Wolfe	Haydon Bridge Co.
Thomas Haydon	Haydon Bridge Co.
Steven T. Schauer	Walsh Construction
Tom Graf	Kokosing Construction Co.
Doug McCrae	CJ Mahan Construction
Loran Raschella	Wright Concrete
Marc Bailey	Rogers Group, Inc.
Laura R. Harper	Rogers Group, Inc.
Gary Johnson	Rogers Group, Inc.
Hunter Judy	Hall Contracting
Joe Burchett	Bush and Burchett, Inc.
Owen S. Yocum	Judy Construction Co.
Joel Covitz	PCL Civil Constructors, Inc.
Tom Palansky	American Bridge Co.
Adam DeMargel	Stupp Bridge Company
Paul Rowe	Wrightway Ready Mix

Copies of the sign-in sheets for the meeting are attached with these minutes showing additional contact information. Also included are the names and contact information of KYTC and design consultants who attended.

Steve Waddle, Kentucky Transportation Center, opened the meeting and described the meeting is to present and answer questions about the draft Alternative Technical Concept (ATC) note to be used for the Russell Fork Bridge project (Item No. 12-263.67). Any contractor that intends to submit ATC proposals must sign-in at this meeting to be able to propose or bid any ATCs. Mr. Waddle reminded the contractors to sign-in using the same name as shown on their prequalification renewals so that they are easy to match up. Minutes of this meeting will be posted on the KYTC Construction Procurement website including the Q&A from the meeting. Any questions not

answered during the meeting will be answered in the minutes. Attendees were informed that the meeting is being video recorded.

Paul Looney, Assistant State Highway Engineer, discussed that the draft ATC note was sent out to the American Consulting Engineers Council and the Kentucky Highway Contractors Association as a draft for review. Allowing ATCs is a Cabinet driven initiative to allow contractors the opportunity for early engagement similar to what was done on the Louisville Bridges project. The Kentucky Transportation Center has been retained to help look at what other states have done and to facilitate this meeting. The Cabinet is also looking at using the ATC process for other large scale projects to allow for innovation. FHWA studies have found potential benefits in reducing costs by using innovation. The FHWA has been involved in the development of this draft note with emphasis that it is still a draft and will be refined.

John Michael Johnson, KYTC Project Manager, gave an overview of the 12-263.67 project. Current versions of the Roadway Plans, Cross Sections, Bridge Plans, and Geotechnical information have all been on the Construction Procurement website for downloading.

Specific elements of the project described in the overview and subsequent discussions included:

- Included with the geotechnical information on the website is a subsidence map from a study done where the alignment was shifted to not go over the old Federal mines. The mines need to be avoided to minimize subsidence possibilities.
- All utilities in the project area have been relocated. Any changes required by the contractors ATC will be their responsibility for design and relocation costs. Geotechnical design has been completed for the currently designed structure. Any additional geotechnical work required for an ATC is the contractor's responsibility and will need to follow guidance from the KYTC Geotech Guidance Manual.
- A 40 foot crossing is proposed for the railroad and is being coordinated to get a permit from CSX. The contractor may want to change the crossing size or location, but will have to coordinate that with the railroad.
- There is approximately 110,000 CY of excavation required east of the bridge. Approximately 67,000 CY can be placed near the abutment and the other 53,000 CY will go into John Moore Branch. There are weight limits on the John Moore Branch bridge with no more than one loaded 777 truck (or equivalent) allowed on the bridge at one time.
- There is approximately 600,000 CY of excavation required west of the bridge that has not been done. A waste area is provided in an adjacent hollow. Mapping is being prepared for the cuts and fills from Section 6B so that more accurate quantities will be made available next month.
- The environmental analysis is nearly complete. A crawdad study is being performed and will be completed prior to the letting. A low water crossing has been permitted for construction access. Any additional environmental work created by an ATC will be at the contractor's expense.
- There are two permanent detention basins at the west end of the bridge in the plans with one at the top of the fill and one at the bottom. These will need to remain as designed or be replaced with an equivalent design approved by the Cabinet.

Gary Valentine, Kentucky Transportation Center, described the elements contained in the ATC note. He emphasized that it is still a draft and will be updated. The March 28, 2017 date for initial

meetings was a typo in the note and will be updated to be March 29, 2017. The project is currently scheduled to be in a September 22, 2017 special letting. The advertisement period will be extended to start on August 18, 2017. Specific parameters of the ATC note were described as follows:

- Any Alternative Technical Concept must be equal to or better than the current product or what it is replacing.
- Only contractors attending today's meeting can bid an ATC.
- The first stage, beginning with the March 29, 2017 initial private meetings, the Technical Review Committee will be available every other Wednesday for meetings. Contractors will need to notify the Division of Construction Procurement one week in advance to schedule meetings.
- The meetings will be for conceptual ideas presentations. These meetings will be limited to 90 minutes. The Cabinet will issue a thumbs up or thumbs down in a written authorization or denial within five days of the presentation or will notify the presenting contractor that more time will be needed for response.
- The second stage will be for formal submissions and will be judged on 15 criteria.
- There will be a schedule component in the bid utilizing an A+B bidding process. The B component will utilize \$5,000 per calendar day.
- An incentive of \$500,000 will be paid if the contractor completes construction by 11/15/2020.
- If the ATC is approved, there will be post award requirements placed on the review of design and construction methodology. The contractor will still need to follow the KYTC Standard Specifications book.
- If an ATC makes significant changes to the design, the contractor's prequalified consultant engineer will likely be required to be the engineer of record for the plans.
- All approved ATC's may be bid with the Alternate Bid Item in-lieu of the base bid items. The Alternate Bid Item is one lump sum price whether it is one approved ATC or multiple approved ATCs, and must include a schedule of values using standard bid items that equal the lump sum price. If the Contractor elects to submit multiple approved ATCs, each ATC must be clearly defined by individual sections in the schedule of values. If there is something unique, that don't line up with KYTC's standard bid items, the Contractor needs to work with the Division of Construction Procurement prior to submitting the schedule of values.
- Alternative Technical Concepts may have design inspection requirements prior to a Release for Construction set of plans being developed. A Release of Construction set of plans require approval from KYTC before construction may begin.
- The Technical Review Committee will sign confidentiality agreements. Any outside assistance for the Technical Review Committee will also sign confidentiality agreements.

KYTC, KTC, and the design consultants then took questions from the contractors with the following questions asked and answers given:

Question 1 – Will the bid process use the standard KYTC program?

Answer – Yes, an alternative bid item will be used for ATC's, similar to bidding concrete vs. asphalt.

Question 2 – If you bid an ATC lump sum, you later provide a schedule of values?

Answer – Yes. The entire bid is lump sum but backed up by a schedule of values.

Question 3 – How many conferences or meetings with the Technical Committee are allowed?

Answer – A contractor can request as many meetings as they wish within the timeline until August. The Cabinet will have 5 days to review and respond to Proposed ATC's and 20 days to review and respond to Formal ATC submittals.

Question 4 – Are digital terrain models available?

Answer – Yes, they will be made available on the Division of Construction Procurement website.

Question 5 – Has the digital terrain model been updated on the west end of the bridge?

Answer – It is in the process of being mapped and will be made available in approximately one month.

Question 6 – How can the contractor access the west end of the bridge?

Answer – A Coordination of Contractors note is included in the plans. The railroad crossing is for vehicles only now, but the Cabinet is looking at a 40 foot wide crossing for contractor access for heavier equipment. Otherwise, a +/- 5 mile trip will be required up John Moore Branch and down through Jessie Branch. The Section 7A-1 cut taken to John Moore Branch should be completed this summer. A project for Section 7A-2 is scheduled for fall 2017 that will send more material in John Moore Branch and will have to be coordinated with this project. 50,000 CY will be placed close to the bottom of the John Moore Branch fill and the rest will be placed farther up in the hollow.

Question 7 – Will John Moore Branch access be available?

Answer – Yes

Question 8 – Who is the Section 6B contractor?

Answer – Kokosing, their contact is Andy Rhodes (740-225-1072)

Question 9 – Is there a weight limit for the John Moore Branch Bridge?

Answer – In addition to the HS25 design truck, the John Moore Branch Bridge was designed for 1 fully loaded Caterpillar 777D off road truck with a gross weight of 355,000 pounds.

Question 10 – What is the capacity of the re-decked railroad bridge?

Answer – The old railroad bridge was not load-rated to determine its maximum capacity. It was checked for normal truck traffic (HS25) when the deck was designed.

Question 11 – If design requires approvals after the construction award, is that included as part of the B bid?

Answer – Yes, you will need to factor design review times and approvals into your schedule.

Question 12 – Will there be set review times for approved ATCs?

Answer – Yes, in the written authorization, the timelines will be laid out.

Question 13 – What level are the current bridge plans at?

Answer – 50 to 60%

Question 14 – Is there anything preventing ATC's being used in the current design?

Answer – The current design will remain as presented with minor revisions as design is finalized. The concept will stay the same.

Question 15 – When will the final bridge plans be done?

Answer – Final bridge plans will be completed prior to the August 18, 2017 advertisement.

Question 16 – How will a contractor handle differences in maintenance costs for an ATC?

Answer – The contractor must identify life cycle costs for comparison in the formal submission of an ATC as one of the 15 criteria, but they will not be used in the bid process.

Question 17 – What constitutes an ATC, a level of cost savings?

Answer – The Cabinet will not entertain frivolous ideas to get a \$50k stipend.

Question 18 – If there are multiple ATCs proposed, is there just one stipend?

Answer – Yes, just one stipend will be paid per contractor for approved ATCs.

Question 19 – How will the Engineer of Record be determined?

Answer – Can't predict that at this time, it depends on the significance of the change.

Question 20 – Does the contractor take the risk of overruns or underruns?

Answer - Yes

Question 21 – Can a contractor bid more than one ATC?

Answer – Yes, but only one as one lump sum bid.

Question 22 – Is there a maximum number of days that can be used in the B portion of the bid?

Answer – A maximum number of days will not be provided. The contractor's B component of the bid will define the completion date.

Question 23 – What is the process for asking additional questions?

Answer – There is a place on the Construction Procurement website. KYTC will respond to questions asked there.

Question 24 – If you bid with multiple ATCs, there is still one lump sum bid?

Answer – Yes, and the stipend for unsuccessful ATC bidders will be \$50k regardless of the number of ATCs utilized by that bidder.

Question 25 – Where does the surfacing contract for Section 7A-1 stand?

Answer – Section 7A-1 is scheduled to be paved by Dec. 2017.

Question 26 – Can 90% bridge plans be provided five weeks prior to the letting advertisement?

Answer – Every effort will be made to release 90% bridge plans as early as possible.

Question 27 – Is there a budget for the project?

Answer – The Engineers Estimate will not be provided. There is a Six-Year Plan funding amount, but it has not been updated for the current design.

Question 28 – This seems to be a quasi-Design/Build, can we suggest that for contract time that two NTP be utilized for design and construction?

Answer – No, only one NTP will be issued for this project.

Question 29 – Will relocated utilities be made available? Including the telephone line along the railroad?

Answer – Yes, the relocated utilities are reflected in the plans. The phone line along the railroad is gone. No utilities are in the way of the current design and that will be verified. If the contractor impacts any additional utilities, he will be responsible for the coordination and relocation.

State Highway Engineer Patty Dunaway thanked all the contractors and guests for attending. She reminded everyone that the Cabinet is always mindful of every dollar spent and is always interested in utilizing new technologies.

The meeting concluded at 10:55 AM and adjourned.