

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

Meeting Minutes
February 08, 2011

Background

A Pre-bid conference was held for bridges in various counties (Bridge Repairs) in Flemingsburg, Kentucky on February 08, 2011.

Present:

KYTC

David Tipton	Jeremy Brickey	Brandon Howe
Joe Callahan	Rick Rogers	Randy Still
Barry Fryman	Brian S. Gillum	Mickey Reffitt
Alex Greiner	David Leach	Jack Hughes

Contractors

David Houchin	Intech Contracting	Jeff Houchin	Intech Contracting
Byron Ogger	Intech Contracting	Doug Smith	Certified Construction
Jeff McMahon	M & M Services	Jim Mead	American Contracting & Services, Inc.
Robert Lail	DeLong Concrete	Stephen K. Gerlach	Hall Contracting of KY., Inc.
David Meyers	Mid-American Bridge Co.		

Others

Rick Younce	KTC		
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A. Pre-Bid Conference

The meeting was convened at 9:10 A.M (Eastern Time) by David Tipton of KYTC Central Office.

Question and Answer

Q: David Meyers from Mid- American Bridge Co. asked if they were allowed to ask questions after this meeting.

A: David Tipton stated that any question asked after this meeting would be forwarded to construction procurement.

Q: David Meyers from Mid- American Bridge Co. asked if construction procurement would answer questions after this meeting.

A: David Tipton stated yes.

Q: David Houchin from Intech Contracting asked if there was a specific cut off for the contractors to ask questions.

A: David Tipton stated by noon on the day before the letting.

David Tipton stated that the 800 LF that is mentioned in the pier patching note will be eliminated and will come out as an addendum.

Q: Robert Lail from Delong Concrete asked if the paving contractor would be same throughout all of the bridges.

A: A KYTC representative stated that they would be dealing with more than one contractor.

Q: Robert Lail from Delong Concrete asked what if the drain does not extend out far enough to install the fiberglass. He stated that the drain sometimes is recessed into the beam.

A: David Tipton stated that he does not expect that to be an issue on these bridges.

Q: David Meyers from Mid- American Bridge Co. asked if they wanted fiberglass or plexiglass.

A: David Tipton stated acrylic glass or plexiglass.

Q: Jeff McMahon from M & M Services asked why they had to go back and forth on the entire deck if the contractor used hydrodemolition.

A: David Tipton stated he did not know why but stated that one of the advantages of using hydro demolition is to get a more consistent removal of the material.

Q: Jeff McMahon from M & M Services asked if they did use hydrodemolition did they have to do the entire surface area.

A: David Tipton stated yes.

Q: David Meyers from Mid- American Bridge Co. asked if they had to use a self-loading machine.

A: A KYTC representative stated that the reason that note is included is to keep the contractor from throwing material over the bridge.

Q: Jeff McMahon from M & M Services stated that in the bridge decks with existing concrete overlays, on page 21, that if hydrodemolition is not a pay item that the contractor would not be paid for the ¼" milling.

A: David Tipton stated this comment needed to be deleted and would come out as an addendum.

David Tipton stated there will be addendum's for the following:

- 1) Two of the 2 phase signals will be changed to multi-phase signals.
- 2) 2' will be changed to 1'-6", "expansion joint replacement" will be eliminated, and 40 ft. will be changed to 130LF.
- 3) Signals on the Boyd County Bridge will be used 20 hours per day and flagging will be required depending on the shift changes at the steel mill.

Q: Robert Lail from Delong Concrete asked if the steel mill worked 24 hours per day.

A: Jeremy Brickey stated seven days a week, 24 hours a day, and 3 shifts per day.

Q: Jeff McMahon from M & M Services asked if the flagging is only for four hours.

A: David Tipton stated that if there are three shifts per day it might be 2 hours per shift change.

There was an extended discussion about the latex overrun that would be paid at supplier invoice plus 20%. Jeff McMahon from M & M Services stated that 20% would not be enough and he estimated it to be in the 55 to 60 % range. Jeremy Brickey of KYTC stated that most of the bridges that he has been on, the percentage were probably 50 to 75. David Tipton stated that he would change the partial depth percentage to 50% for each bridge.

Meeting was adjourned at approximately 11:10 AM.

Minutes submitted by: Rick Younce

Approved by: David Tipton

**KENTUCKY TRANSPORTATION CABINET
DISTRICT 9 BRIDGES
VARIOUS COUNTIES
PRE-BID CONFERENCE - February 8, 2011
SIGN IN ROSTER**

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