

**Item No. 10-5014.00 / CID 261514**  
**Mandatory Pre-Bid Meeting Minutes**  
**KYTC District 10 Office, Jackson, KY**  
**May 7<sup>th</sup>, 2026**

A mandatory Pre-Bid was held on Thursday May 7<sup>th</sup>, 2026 at the KYTC District 10 office in Jackson for Contract ID # 261507. Those in attendance were:

Corbett Caudill	KYTC, District 10
Aric Skaggs	KYTC, District 10
Darren Back	KYTC, District 10
Brandon Baker	KYTC, District 10
Wes Ratliff	KYTC, District 10
Corey Lykins	KYTC, District 10
Caleb Spencer	KYTC, District 10
Travis Watts	KYTC, District 10
Richey Cline	KYTC, Geotechnical Branch
Tyler Sheffield	KYTC, Geotechnical Branch
John Meyer	HMB
Emily Jordan	HMB
Todd McDaniel	HMB
Gary L. Taylor	Bizzack Construction, LLC
Lester Wimpy	Bizzack Construction, LLC
Chris Reynolds	Bizzack Construction, LLC
Phil Keeton	KeeTech
Bob Ward	KeeTech
Samuel Tadesse	Triton Construction, INC
Andrew Farmer	Triton Construction, INC
Ashley Jackson	Kay & Kay Contracting
William Robinson	Kay & Kay Contracting
Mark Benham	Hinkle Contracting
James Moore	Frederick & May Construction

A copy of the sign in sheet is attached to these minutes showing additional contact information.

Aric Skaggs opened the meeting and provided a brief overview of the meeting format. Attendees were informed that the meeting minutes would be posted to the KYTC Construction Procurement website and would include responses to questions asked during the meeting as well as any additional clarifications determined necessary following the meeting. Attendees were encouraged to ask questions clearly so that accurate responses and clarifications could be documented in the minutes.

The following items were discussed in accordance with the agenda:

## **Design Overview – HMB / KYTC**

### **Roadway Plans – HMB**

John Meyer, HMB, provided an overview of the project design. It was noted that the project is intended to mitigate the existing rockfall area along KY 15 adjacent to the North Fork Kentucky River near Quicksand, Kentucky, while also accounting for the potential future KY 15 corridor improvements. Typical sections for both the initial roadway configuration and ultimate future roadway configuration were reviewed. It was explained that the initial roadway configuration consists of a two-lane section for which grade, drain, and surfacing are being constructed as part of this project, while the ultimate future five-lane typical sections are shown for future grade and drain reference only. It was also noted that all right of way references in the plans are based on the initial roadway alignment and approaches rather than the ultimate future alignment.

The project includes significant excavation operations. It was noted that two excess material sites have been permitted as part of the project and are intended to serve both the current construction project and future KYTC maintenance/material stockpile needs.

### **Grant Commitments – HMB**

John Meyer reviewed grant commitments associated with the project. These commitments include recycling asphalt removed from the project, maximizing reuse of excavated rock material generated during construction where practical, utilizing turf reinforcement matting (TRM) on the riverbank slope and planting native redbud trees along the riverbank area.

### **Maintenance of Traffic – HMB**

John Meyer reviewed the proposed Maintenance of Traffic (MOT) concepts for the project. It was explained that the intent of the MOT phasing is to maintain two-way traffic throughout construction while maintaining 10-foot lane widths except where otherwise noted in the plans. Traffic shifts and phased construction operations were discussed.

The liquidated damages associated with traffic stoppages during blasting operations were also reviewed. It was explained that traffic may be halted for up to 15 minutes during each blasting instance, with the intent of the note being to allow a maximum of one blasting stoppage per hour. It was further explained that if traffic is halted for 16 minutes, liquidated damages of \$2,000 will be assessed plus \$100 per minute up to 30 minutes. If traffic is halted for 31 minutes, an additional \$5,000 in liquidated damages will be assessed plus \$250 per minute up to 60 minutes. If traffic is halted for more than 60 minutes, an additional \$10,000 in liquidated damages will be assessed along with an additional \$10,000 for every hour thereafter.

### **Geotechnical Design – HMB / KYTC**

Discussion was held regarding the excess material sites and associated geotechnical requirements. It was explained that the contractor is responsible for the design of the excess material sites, including drainage and slope stability, and that the geotechnical report establishes stability requirements for those sites. The original geotechnical report requirements were reviewed, including the requirement for a 5-foot durable sandstone drainage blanket beneath the excess material sites, durable sandstone as the final lift, and an access road with a maximum grade of 12 percent.

It was noted that as a result of contractor questions received during the previous March 2026 letting, KYTC will allow alternative drainage designs for the excess material sites to be submitted for review and approval by the Department. It was further explained that KYTC waived the durable sandstone final lift requirement and that KYTC would permit additional stream impacts if necessary for contractor-developed waste site designs.

John Meyer discussed the anticipated capacities of the excess material sites and explained that preliminary assessments had been completed during development of the permitted disturbance limits and stream permitting. It was explained that the smaller waste site will not accommodate all excess material generated by the project, but that the larger waste site has significantly greater capacity than required for the anticipated excavation quantities.

### **Environmental – HMB**

John Meyer reviewed the permitted disturbance limits associated with the project and excess material sites. It was explained that the permitted disturbance limits shown in the plans were established based on preliminary excess material site evaluations completed during project development. The environmental permitting associated with the project applies to both the roadway work and the excess material sites.

John Meyer discussed the tree clearing restrictions associated with the project and emphasized that the restrictions are firm. It was explained that tree clearing restrictions apply to areas identified within the environmental commitments and that some trees shown along steep slope areas are not included within the proposed tree clearing limits.

### **Right of Way – KYTC**

Aric Skaggs explained that all required right of way has been cleared for the project and that all structures within the project limits have been removed.

### **Utilities – KYTC**

Corey Lykins reviewed the status of utility relocations associated with the project. It was stated that all utility relocations are complete with the exception of AT&T. AT&T utility relocation work is anticipated to be complete by December 2026.

## Questions and Answer Session

The meeting was opened for questions from the prospective contractors.

Questions and discussion items included the following:

1. Questions were asked regarding the geotechnical note referencing a 12 percent access road grade to the excess material sites. It was clarified that the 12 percent grade requirement applies only to the larger excess material site and that revisions would be made to clarify the note language. The plans will be revised through addendum.
2. Questions were asked regarding utility conflicts adjacent to proposed embankment benching operations. KYTC stated that additional coordination with utility companies would be reviewed to determine whether certain facilities could be relocated outside of embankment benching areas. No utility relocation plans have been changed at this time.
3. Concerns were expressed regarding embankment benching safety adjacent to live traffic, specifically related to proposed benching depths approximately 12 feet deep located near traffic operations. Discussion was held regarding replacing barrels shown in Phase I traffic control with temporary concrete barrier wall. Following the meeting, KYTC Geotech developed provided a detail that allows shallower benching configurations. The plans will be revised to include embankment benching contrary to KYTC Standard Drawing RGX-010-04 through addendum.
4. Questions were asked regarding removal of existing guardrail adjacent to benching operations and whether bid items existed for this work. KYTC and HMB stated that this would be reviewed further. Removal and replacement of this stretch of guardrail was anticipated as part of the project, and a bid item for this work is included in the plans (02383, REMOVE & RESET GUARDRAIL).
5. Questions were raised regarding the viability of the proposed redbud tree plantings in areas adjacent to embankment benching operations. HMB stated that the proposed planting locations would be reviewed. Following the meeting, it was decided that planting location will be relocated outside the embankment benching areas. The plans will be revised through addendum.
6. Questions were raised regarding earthwork quantities and whether plan quantities reflected the substantial excavation anticipated based on existing terrain conditions. Concerns were also expressed that the supplemental files and surface models did not reflect rock pre-splits or lithology conditions shown in the plans and therefore were not useful for accurately estimating excavation quantities. Construction procurement has been notified of the discrepancy between calculating earthwork volumes using distances along centerline versus centroid distances. Final quantities will be based off plan quantities, plus or minus authorized adjustments approved by the Engineer.
7. Questions were asked regarding the proposed 4-foot chain link fence mounted on barrier wall within blasting areas. Contractors expressed concern that standard chain link fencing may not be effective for the intended purpose and noted that Geobruugg manufactures a temporary rockfall protection product that may be more suitable. HMB stated that additional coordination would occur regarding details and specifications associated with the temporary fencing system. While no manufacturer can be required for the production of this temporary fencing system, a bid item will be added to the plans (26316ED, TEMPORARY ROCK CATCHMENT FENCE) and specifications will be provided through addendum.

8. Contractors expressed concerns regarding traffic disincentives versus overall traffic safety, specifically related to the potential for rockfall material entering active traffic lanes following blasting operations and rainfall events. Concerns were also expressed regarding limited fall zone width adjacent to traffic operations. Questions were raised regarding whether liquidated damages would apply per day or per blasting instance. KYTC stated that the liquidated damages note would be reviewed and clarified to ensure the intended application is clearly defined. The plans will be revised through addendum.
9. Questions were asked regarding the soil boring information available for embankment benching areas. Following the meeting, KYTC confirmed that additional geotechnical boring information was not available in proposed embankment benching areas. However, geotechnical personnel were comfortable proceeding with the modified benching detail discussed during the meeting. The plans will be revised to include embankment benching contrary to KYTC Standard Drawing RGX-010-04 through addendum.
10. Questions were asked regarding Crystal Broadband facilities within the project area and the anticipated utility relocation plan. It was explained that Crystal Broadband facilities had been removed and would be reinstalled following completion of construction.
11. Questions were asked regarding whether work could proceed during 2026 if AT&T relocation work is not completed by December 2026. KYTC stated that the project fixed completion date had been extended.

No other questions were asked and the meeting adjourned at 10:45 am.

Attachments:

Sign In Sheet

Agenda

Name	Company	Telephone	Email
✓ 1 Gary L. Taylor	Breazek Construction, LLC	859 299 8001	gtaylor@breazekconstruction.com
✓ 2 Lester W. Hymy	" "	" "	lwymy@breazekconstruction.com
✓ 3 Chris Reynolds	" "	" "	creynolds@breazekconstruction.com
✓ 4 John Meyer	HMB Professional Engineers	502-299-0943	jmeyer@hmbpe.com
✓ 5 Todd McDaniel	HMB Professional Engineers	502-695-9800	tmcdaniel@hmbpe.com
✓ 6 Emily Jordan	" "	" "	ejordan@hmbpe.com
✓ 7 Gary Lykins	KYTC OIC		g.lykins@ky.gov
✓ 8 Wes Rati:ff	KYTC O-10	606-207-5021	wes.rati:ff@ky.gov
✓ 9 Caleb Spencer	KYTC-DID	606-359-0960	caleb.spencer@ky.gov
✓ 10 Phil Keeton	KeeTech	606-793-8614	Phil.Keeton@keetechhd.com
✓ 11 Bob Ward	KeeTech	606-793-0845	bward@keetechhd.com
✓ 12 Samuel Tardere	THRON CONSTRUCTION INC	513-385-2302	Kyle.Kalkoff@thron-wv.com
✓ 13 Tyler Dave	KYTC GEORGE	2706703257	Richter, Clive @ ky.gov
✓ 14 Tyler Stafford	KYTC GEORGE	502-382-4883	tyler-stafford@ky.gov
✓ 15 Ashley Jackson	Kang & Kang Contracting	606-350-0420	a.jackson@kangandkang.com
✓ 16 WILEY/Ally ROBERTSON	KYTC GEORGE	606-309-2051	
✓ 17 Mark Benham	Hinkle Contracting	606-331-1849	mark.benham@hinklecontracting.com
✓ 18 Andrew Forener	Tarhou	304-932-3835	Andrew.Forener@tarhou.com
✓ 19 Darren Back	KYTC DID	606 666 8841	darren.back@ky.gov
✓ 20 Corbett Caudill	KYTC DID	" "	Corbett.Caudill@ky.gov

Name	Company	Telephone	Email
✓ 21 James Moore	Federick and May Construction	606 359 8030	james@federickandmay.com
✓ 22 Travis Watts	KYTC D-10 Jackson		travis.watts@ky.gov
✓ 23 Brandon Baker	KYTC EOV		brandon.baker2@ky.gov
✓ 24 Alec Sykes	KYTC D.O	606 - 666 - 8841	alec.sykes@ky.gov
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**Breathitt Co. KY 15, Item No 10-5014.00**  
**Pre-Bid Meeting May 7, 2026**  
**KYTC District 10 Office, Jackson, KY**

**Part I – GENERAL – KYTC**

- Introductions
- Sign In Sheet
- Meeting Format
- Question & Answer Sessions
  - Important to ask questions clearly
  - Minutes will be posted on Construction Procurement website along with any answers that could not be given at this meeting

**PART II – DESIGN OVERVIEW – HMB / KYTC**

- Roadway Plans – HMB
  - Grant Commitments
- Maintenance of Traffic - HMB
- Geotechnical Design – KYTC

**PART III – ENVIRONMENTAL – HMB**

- Permitting Limits
- Tree Clearing Restrictions/Limits

**PART IV – RIGHT OF WAY / UTILITIES – KYTC**

- Right of Way
- Utilities

**PART V – QUESTION AND ANSWER SESSION**