

**Pike County US 460 Section 6B**  
**Mandatory Pre-Bid Meeting Minutes**  
**Item No. 12-263.65**  
**November 4, 2011**

A mandatory Pre-Bid Meeting was held in the Room 107 of the KYTC Central Office Building in Frankfort at 1:00 PM on Friday, November 4, 2011. The following contractor representatives were present at the meeting:

Tim Hill	Hi-View, LLC
Thomas Haydon	Haydon Bridge
Brad Bowers	Kokosing Construction
Jim Braden	Kokosing Construction
Earl Peyton	Bizzack Construction
Lester Wimpy	Bizzack Construction
Brian Van Cardo	Kolb Grading, LLC
LeaAnn Clark	Chester Bross Group
Chris Gottman	Fred Weber, Inc
Dennis Underwood	Bloomsdale Excavating Co. Inc.
Richard Hertzer	Vecellio & Grogan, Inc.
Mike Evans	Kanawha Stone
No Name Given	Leong Enterprises, Inc.
Lee Anderson	Elmo Greer and Sons
Charles Lovorn	Kentucky Association of Highway Contractors
Chad LaRue	Kentucky Association of Highway Contractors

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, FHWA, and the design consultants who attended.

John Michael Johnson, KYTC Project Manager, opened the meeting and gave an overview of the key elements of the letting for Section 6B. Maps of the project were displayed and will be available on the KYTC Construction Procurement web site. Small maps were made available at the meeting for interested contractors.

Specific elements of the project described in the overview included:

**Right of Way and Utilities**

- Grave relocation completed
- Right of Way acquisition to be completed before contract awarded
- EQT gas lines in Jessie Branch being moved, some are being abandoned, last well to be plugged in six weeks
- EQT needs access from John Moore Branch to relocate gas lines, all lines are gather lines, no transmission lines
- KYTC will provide a map with all active gas line locations
- Contractor will be allowed to cover over lines to cross them

- AT&T fiber optic lines along CSX Railroad are not within construction limits, but caution will be required in blasting due to the proximity of nearby lines

### **Permits**

- Corps of Engineers (404) was put on 21-day notice on 11/25/11 (final expected in early Dec 2011), contract will be awarded after issuance
- Division of Water permit approved
- Tree cutting restrictions will be in place, all trees must be cut between October 15 and March 31 of each year, trees just need to be laid down in this period
- KYTC has paid no in-lieu fees to cut trees outside the allowed period
- KYTC will need a map showing areas cleared each year to provide to USFWS

### **Access (Four Locations)**

- Pond Creek Road
- Jessie Branch Road
- John Moore Branch Road, will require crossing 3-4 private property owners, KYTC has names and contact information for each
- Access in John Moore Branch will require coordination with active contractor (Hi-View)
- The abandoned railroad bridge being re-decked can be used for personnel access, railroad restrictions will not allow crossing the railroad with any materials

### **Earthwork Balance**

- Project contains approximately 21 million cubic yards of excavation
- Rock swell is not included in earthwork calculations
- Although General Summary shows Embankment > Excavation, mainline false cuts and Jessie Branch fills can be adjusted as needed to balance the project
- Jessie Branch fill to be constructed to mainline embankment standards

### **Structures**

- 2 Box culverts
- Existing railroad bridge to be re-decked

### **Geotechnical Investigation**

- Temporary crossing agreement recently granted for additional drilling
- Drilling to be done for railroad pipe, roadway cut, and future bridge
- Amended cut section expected at end of project, may be a future Construction Revision

### **Railroad Access and Coordination**

- See all notes on Sheet R44 and in Proposal
- Railroad construction agreement will be signed before letting
- Railroad pipe to be done either under separate project by others
- No work (including clearing and grubbing) in the watershed to be done until the pipe under the railroad is complete and in place
- The Railroad temporary crossing agreement will be in the name of the contractor and will include a \$2,500 license fee
- No application fee will be required

- Railroad bridge re-decking to be completed in time to allow temporary crossing and pipe to be completed within 1 year
- Railroad crossing for worker access only, no earthwork or materials will cross
- A gate or other access control to be in place east of the bridge and the Railroad flagman will need a key to the gate
- The Cabinet will pay for flagmen for crossing the railroad tracks during blasting and excavation activities between Sta. 730+00 and the railroad and for construction of the temporary railroad crossing and installation of the new 96" pipe under the railroad
- The Contractor will be responsible for flagmen costs when crossing the railroad at any times other than when the above listed activities are occurring and a flagman is already present for these activities specifically

KYTC personnel, design consultants, and representatives of CSX Railroad then took questions from the contractors with the following questions asked and answers given:

**Question 1** – Is there a defined distance from the railroad where the Cabinet will not pay for flagmen for crossing the railroad?

**Answer** – Flagmen costs will be paid by the Cabinet if blasting or excavation work is being performed east of Sta. 730+00 or if work is occurring along the railroad.

**Question 2** – Will the pipe contractor be required to indemnify the Section 6B contractor for their liability while working on the pipe crossing?

**Answer** – If there are two contractors working on the project then both contractors will be expected to have railroad liability insurance and other coverages, as outlined in the Special Notes for Protection of Railroad Interest – CSXT, for the work they are doing around the railroad.

**Question 3** – What is the cost of the temporary crossing?

**Answer** – The railroad costs are \$700 per foot for a 16 foot wide crossing. Crossing widths are to be in multiples of eight feet. There is also a \$10,000 removal cost due upfront. A \$2,500 license fee will be required at the time of application, but the \$1,250 application fee will be waived by CSXT. Flagging costs approximately \$1,000 per day.

**Question 4** – Can sizes for the temporary pipes at the railroad crossing be provided?

**Answer** – Yes, they will be included in an addendum.

**Question 5** – Will there always be a flagman required when working in the last cut? With a 30 day notice that will make scheduling difficult.

**Answer** – A 30 day notice is required to set up a flagman. If the Contractor wishes to work shorter block periods to limit flagging need/cost, they will be required to provide 30 day notice(s) in advance of any/all work block periods. However, CSX reserves the right to reject any advance notices that create scheduling conflicts with their union personnel. A continuous

work schedule always works best. The “cheese hole” schedule opens up opportunities for delays and cancellations.

The Contractor can work directly with the Flagman on day to day changes and should provide at least two days advance notice of any change request (i.e., wanting to work on the weekends, or extending the work day past normal hours, etc.)

**Question 6** – What is the train frequency?

**Answer** – Approximately 27 trains per day. 15 between 6:00 AM and 6:00 PM and 12 in the evening. The flagman will have to coordinate how much time is allowed for work between train passings.

**Question 7** – For the Railroad Protective Agreement how much work will be attributable to the jack and bore contractor?

**Answer** – This will be handled normally, like any other job.

**Question 8** – For developing a blasting plan for CSX approval, what is considered adjacent to the tracks?

**Answer** – Any blasting past Sta. 730+00.

**Question 9** – Will consideration of mechanical and chemical removal methods be required before CSX grants blasting plan approval?

**Answer** – Yes, but the railroad realizes that blasting is the likely outcome.

**Question 10** – For protection of the tracks, what is allowable? Are mats allowable? Is ballast with fabric acceptable?

**Answer** – Mats will not be allowed. The Contractor must make every effort to protect CSX from all blast activities. If CSX choose to do so, they will ballast the track area in order to create a form of rail protection. If so, fabric will not be required and this will be paid as part of KYTC agreement with CSX along with the removal cost. Regardless, the contractor will need to have equipment on hand to remove anything that falls on or near the tracks. This information should be made available in the blasting plan.

**Question 11** – Are blasting plans to be sent to URS for review?

**Answer** – A Pre-Construction Meeting will be held with the Contractor and URS/CSX when the job is awarded. The Contractor will be required to furnish a blasting plan for CSX’s review and approval. Once approved, the blasting plan should be OK as long as there are no incidences. If there are any incidences, a formal investigation will be performed to determine cause and the Contractor will be required to modify their plan for review, and acceptance. Contractor will not be permitted to perform any work above the railroad until the revised plan is accepted. Also, if

there are any incidents that result in damage to CSX, the contractor will be required to pay for any damage.

**Question 12** – Will the contractor be responsible for bills and flagman timesheets?

**Answer** – No, this will be corrected in the addendum. The contractor will only be responsible for flagmen used at times outside the previously defined covered construction activities that will be at the contractor's cost.

**Question 13** – Can the contractor widen the crossing beyond the prescribed 16 foot width?

**Answer** – Yes, in eight foot increments, and at the contractor's cost.

**Question 14** – The Maintenance of Traffic bid item includes the crossing as incidental. Does this include railroad signals?

**Answer** – If the contractor chooses to install signals at the railroad to reduce flagmen costs when not working in defined areas, they may do so, but they will be responsible for the costs of installing the signal. Notes will be added to the Proposal package describing approximate costs for the signals.

**Question 15** – Does the temporary guardrail for the bridge redecking need to stay as permanent guardrail?

**Answer** – This will be investigated and the notes will be clarified.

**Question 16** – The notes on Page R2J say no work is allowed ahead of Sta. 685+00 until a certain date. Will the Cabinet allow some work to be done in this hollow since the increase in flow is minor?

**Answer** – No, the Cabinet feels that any work done in the hollow will increase flow to a 48" pipe under the railroad that is severely undersized. Increasing flow through clearing portions of the watershed before the railroad pipe is replaced may open the Cabinet up to additional liability. The contractor can work in the top of this cut in the first year only if they show that any additional flow will go back to Jessie Branch temporarily through the use of berms, etc.

**Question 17** – Why is the 96" jack and bore pipe not part of this project?

**Answer** – The Cabinet is still waiting on drilling to complete design of the pipe.

**Question 18** – Can the Cabinet provide a list of mineral owners?

**Answer** – Yes, The strip maps showing mineral owner names will be added to the KYTC web site.

**Question 19** – Note 7 on the General Summary says the Contractor is responsible for changes in Jessie Branch. Does this refer to changes needed to balance the project?

**Answer** – If the contractor chooses to change the configuration of Jessie Branch they will be responsible for determining the sizes of pipes and types of channel lining required. Design and construction costs for those changes will be the responsibility of the contractor.

**Question 20** – Is high slump grout for grouting steep ditches? Can a detail for grout depth be added?

**Answer** – Yes, and a detail will be added.

**Question 21** – Is there a maximum grade for a road into Jessie Branch?

**Answer** – A maximum grade of 10% will be allowed for the Jessie Branch access road. The access road needs to go all the way to the flat area at the head of the hollow.

**Question 22** – Will the adjacent bridges in Sections 6A (Pond Creek) and 6C (Russell Fork) overlap these projects? Will the schedules require coordination with contractors?

**Answer** – Section 6B begins at the east abutment for the Pond Creek Bridge and ends at the west abutment for the Russell Fork Bridge. It is anticipated that both bridges will be let between 18 months and three years from now. Coordination for access for those contractors will be required.

**Question 23** – Where is the location of Sediment Basin Excavation?

**Answer** – The Clean Sediment Basin quantity is an estimate for the contractor. No specific location is identified. The BMP plan will be the responsibility of the contractor.

**Question 24** – If the Corps of Engineers 404 Permit is delayed, how much of a delay will create a need to change the completion date for the contractor?

**Answer** – The Cabinet anticipates approval of the 404 Permit by December 2011. If a delay occurs beyond that, the Cabinet will make a decision on what impact it will have on the completion date. The contract will not be awarded without approval of the permit.

**Question 25** – Given the length of haul, will the Cabinet entertain a different fuel adjustment rate?

**Answer** – No, a different fuel adjustment will not be used. The fuel/work ratios in Standard Specification 109.07.02 will apply.

**Question 26** – Can copies of the sign-in sheet be provided?

**Answer** – Yes, copies were provided following the meeting and will be attached to these minutes when posted on the web site.

**Question 27** – Can areas adjacent to KY 80 be used as a staging area?

**Answer** – The Section 7A contractor (Hi-View) is currently using this area and it will be available for the Section 6B contractor with coordination required.

**Question 28** – Can Hi-View comment on access through John Moore Branch to access the job?

**Answer** – Hi-View said that they will ask for one days notice when transporting fuel, explosives, and equipment through John Moore Branch.

**Question 29** – The Cabinet typically uses a 2% DBE requirement for this type of project and given that the project is mostly earthwork will you entertain lowering the 5% DBE requirement?

**Answer** – The Cabinet has overall goals they need to meet. The contractors can document they made a good faith effort if they are unable to reach the 5% DBE goal. The goal is not likely to change.

**Question 30** – Are microstation files available?

**Answer** – They are available as part of the supplemental package from Lynn Imaging.

The meeting concluded at 3:00 PM and adjourned.

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# Pike County, US 460 Section 6B Pre-Bid Meeting

Nov. 4, 2011, 1:00 PM

KYTC Central Office



## Contractors



Name	Address	Telephone	Email
1. Hi-View, LLC Tim Hill	P.O. Box 1764 Corbin, KY 40702	606-523-9670	t.hill@newwavecomm.net
2. THOMAS HAYDON HAYDON BRIDGE	P.O. Box 175, Springfield, KY 40584	859-336-7533	Thomas.haydon@haydonbridgecompany.com
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4. Kokosing Construction Jim Brosson	886 McKinley Ave. Columbus, OH 43222	614-228-1029	jdb@kokosing.biz
5. Earl Peyton Bizzack	3009 Atkinson Ave. Lex. Ky 40509	606-434-4161	epeyton17@aol.com
6. Lester Wimpy Bizzack	" " " "	859-299-8001	lwimpy@bizzackconstruction.com
7. Brian Van Camp	5731 Westwood Dr ST Charles Mo 63304	314-575-8296	Buencando@kolbgraading.com
8. Lea Ann Clark Chester Bross	6739 County Rd 423 Palmyra, MO 63446	573-221-5958	MLKBross@C.Brossgroup.com
9. CHRIS GOTTMAN FRED WEBER, INC	2320 CREVE COEUR MALL RD MARYLAND HEIGHTS, MO 63043	314-344-0070	CLGOTTMAN@FREDWEBERINC.COM
10. BLOOMSDALE EXCAVATING CO. INC DENNIS LINDERWOOD	P.O. Box 86, BLOOMSDALE, MO 63627	573-483-2564	dru@blex.com
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14. LEE A. LANDSON	P.O. Box 730 LONDON, KY 40303	606-843-6136	landerson@lmogreenshuss.com
15. Charles Lovern	PO Box 637, Frankfort, KY 40601	502-223-3422	clovern@kahc.org
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17. MICHAEL LOYJELLE	3513 Main St		
18.			
19.			
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# Pike County, US 460 Section 6B Pre-Bid Meeting

Nov. 4, 2011, 1:00 PM

KYTC Central Office



## KYTC & Consultants



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17. Marshall Carrier	KYTC C.O. Drainage	502-564-3280	Marshall.Carrier@ky.gov
18. Daryl Greer	KYTC - Geotech	502-564-2374	daryl.greer@ky.gov
19. LEE A. ANDERSON			
20. MICHAEL COYSLE	FHWA -	502-223-6748	michael.coysle@dot.gov

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Pike County, US 460 Section 6B Pre-Bid Meeting

Nov. 4, 2011, 1:00 PM

KYTC Central Office



**KYTC & Consultants**



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