

**Perry Co. KY 15, Item No 10-158.00
Mandatory Pre-Bid Meeting Minutes
KYTC District 10 Office, Jackson, KY
January 17, 2018**

A mandatory Pre-Bid Meeting was held on Wednesday, January 17th, at the KYTC District 10 office in Jackson for Contract ID #181003. Those in attendance were:

Corbett Caudill	KYTC, District 10, CDE
Darren Back	KYTC, District 10
Aric Skaggs	KYTC, District 10
Steven Gunnell	KYTC, District 10
Dave Harmon	KYTC, DEA
Tyler Reynolds	KYTC, DEA
David Lindeman	Palmer Engineering
David Deitz	Palmer Engineering
Jeff Cowan	Palmer Engineering
Gary Sharpe	Palmer Engineering
Eric Fischer	Palmer Engineering
Chad Conley	Hinkle Construction Services
Lester Wimpy	Bizzack Construction, LLC
Robin Justice	Bizzack Construction, LLC
Kevin Wolfe	Haydon Bridge Company
Tink Haydon	Haydon Bridge Company
Richard Wilson	S&ME, Inc

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 staff and design consultants who attended.

Aric Skaggs opened the meeting at 10:00 am and explained it was a mandatory pre-bid meeting and any company wanting to bid must have a representative at the meeting. He then had everyone introduce themselves. The meeting minutes will be posted on the Construction Procurement Website and will include any questions asked at the meeting along with the answers given at the meeting as well as additional answers and information that were added after the meeting.

Darren Back called attention to specific elements of the proposal including:

- General Contract (Pg. 1-16)
 - Working Days – The contract allows 480 working days for completion.
 - DBE Participation – The DBE participation goal is 7%
 - PODI – This is a Project Of Division Interest and there will be FHWA oversight of construction.
- Municipal Utility Work Specifications in Contract (Pg. 17-280)
 - City of Hazard Specs pertaining to water, gas, and sanitary sewer.
 - Perry County Sanitation District 1 Specs pertaining to sanitary sewer.
- Planning Count Station A95 (Pg. 281-315) – Permanent traffic count station on the south end of the project that is to be relocated.

- Location of Station is approximate and must be coordinated with KYTC Central Office Division of Planning, Traffic and Equipment Management Branch
- Special Notes
 - Perry Park Road Closure (Pg. 320); the closure is to be temporary with the restrictions of advance notice to all users and previous review and approval by KYTC and Perry Co authorities.
 - Excavation south of the North Fork of Kentucky River (Pg. 361 Revised in Addendum #1) has a limit of 225 calendar days and damages are assessed if it takes longer. Days will not be counted on which excavation activities are not occurring.
 - Lane Closures, No. of Lanes, Stoppages, and Disincentives (Pg. 321 & 351)
 - Contractor Coordination note (Pg. 2 in Addendum #1) referring to coordination with the contractor that is currently working along KY 15 north of Morton Blvd.
 - Paving will be done between the hours of 6:00pm and 6:00am. No changes unless approved by the Engineer.
 - Intelligent Compaction
 - Paver Mounted Temperature Profiles (Pg. 322-323)
 - Asphalt Mixtures (Pg. 352-356)
 - GPS Survey Equipment (Pg. 352-353) to be purchased by the contractor for the Cabinet's Hazard Section Office and cost to be included in the Intelligent Compaction bid item.
 - Aggregate Bases (Pg. 357-359)
 - Install List for Traffic Signals (Pg. 362)
 - Traffic Management Plan (Pg. 13-26 of the Addendum #1) Public Information Plan includes a list of media outlets to contact.
- Utility Impacts
 - Utility & Rails Certification (Pg. 376-379) – There are no railroads involved in this project. The City of Hazard and Perry County Sanitation District #1 have utilities that the contractor will relocate as part of this contract. H. A. Spalding developed the relocation plans for the City of Hazard and Nesbitt developed the relocation plans for the Perry County Sanitation District #1. Each of these utilities will have inspectors on site. Other utilities will be in the process of relocating during the contract work and will require coordination. AEP Transmission estimates a clearance date of 09-30-2018. AEP Distribution estimates a clearance date of 12-31-2018. Thacker & Grigsby (TVS) estimates a clearance date of 03-30-2019. Windstream estimates a clearance date of 06-30-2019. Cut Through Hydrocarbon estimates a clearance date of 07-31-2018.
 - General Utility Coordination (Pg. 360) – As a lump sum item the contractor will assign a licensed professional engineer with project management experience to act as utility coordinator and communicate directly with the utility companies and KYTC personnel. This is for coordination only; any changes must be approved by KYTC. KYTC will be invited to all coordination meetings, and are preferred to occur at least once per month.
 - Relocation plans have been posted on the website.
 - Seismographs are for AEP transmission poles. A minimum of 15' of clearance must be maintained between equipment and the 138 kV lines.

- Cost for any utility redesign/relocation resulting from roadway work outside of right of way or easements is the responsibility of the contractor. Excess Material sites are excluded from this, see Special Note for Excess Material Sites.
- KYTC has agreed to allow AEP Distribution to locate their facilities on the low bench of the excess material site Lt. Sta. 345+00 to Lt. Sta. 365+50.
- AEP Transmission has a line that crosses KY 15 by the Exxon station and runs along Fugate Mountain. Seismographs are required within 10 feet of the base of the transmission structures when blasting. Blasting must be controlled to prevent any debris from being blown into the conductors. Also the present ground elevation shall not be increased within AEP right of way so as to reduce the clearance between the conductors and the ground to be less than prescribed by the National Electrical Safety Code. AEP shall be provided access to operate and maintain their lines.
- General Utility Notes / Utility Bid Item Descriptions (Pg. 380-410)

Dave Harmon reviewed the sections about permits:

- Permits (Pg. 411-451)
 - Tree Clearing Restrictions (Pg. 367)
 - Section 401 & 404 (Pg. 411-426) – The Cabinet has secured 401 & 404 permits for both roadway and waste areas. The Cabinet is responsible for in-lieu fees for the roadway and the listed excess material sites.
 - BMP (Pg. 427-440)
 - eNOI (Pg. 441-446)
 - Excess Material Sites Permitted (Pg. 447-451 Revised in Addendum #1) – The Cabinet has secured permits for waste areas A, B, and C. Any work involved in using these sites is incidental to excavation.
 - Site A – The Cabinet has secured Temporary Easements for Site A. There is a cemetery close to Site A. Note the Cemetery Boundary Limits. There will be a 50 ft. buffer. The haul road and construction limits are for permit definition only. Actual road location and limits are to be determined by the contractor’s excess site plan and approved by the Engineer.
 - Sites B/C – The Cabinet has secured Temporary Easements to sites B and C (Parcels 147 and 148); see revised Special Note for Excess Material Sites in the Addendum.
 - A waterline owned by the City of Hazard is present in Site C and it is the contractor’s responsibility to relocate the waterline if Site C is used.
 - No quantities were added to the plans for excess material sites A/B/C. All work (including utilities) is to be incidental to roadway excavation.
 - The practical extent for storage of topsoil will be determined by the Engineer.
 - Process to Add or Replace Excess Material Sites – If a contractor wishes to use a waste area other than A, B, or C, then the contractor is responsible for acquiring the property, permits, and in-lieu fees. All this must be coordinated through KYTC CO Division of Environmental Analysis.

Aric Skaggs covered the Right of Way Certification and CAP Report

- Right of Way Certification (Pg. 375 Revised in Addendum #1)
 - Properties are settled.
 - Davidson property is now vacant.
 - Fugate property is mostly vacant. Only a few items remain.
 - The Cabinet will remove the buildings.
- CAP Report (Pg. 452-454 Revised in Addendum #1) – It was stressed that the CAP note contains promises made to individual entities during the Project Development process, it was also stressed that the contractor needs to read these notes in great detail.
 - After construction the easement areas at Applebee's and Hampton Inn must be seeded and blended with the existing area to similar slopes and drainage patterns.
 - No trees are to be disturbed on the Applebee's or Hampton Inn property. If any are, then a certified arborist must relocate the tree at the contractor's expense (limits as shown on the plans do not disturb any trees).
 - K-VA-T Food Stores (Food City) has listed restrictions on dates and times when their access can be disturbed. They also will get special notification and coordination on the traffic control plan.
 - The embankment will be constructed as shown in the cross sections left from Sta. 345+00 to Sta. 364+00. The low bench (left Sta. 345+00 to Sta. 365+00) and upper flat area (left Sta. 357+00 to Sta. 364+00) were the result of promises made to the electric utility and adjacent property owner. The utility will not relocate to this location until the embankment work is completed. The slopes between the upper and lower areas may vary, but only with approval from the Engineer.
 - Both entrances to the Exxon Station are to be kept open between 6 am and 9 pm. Closures will be allowed for blasting operations, subject to those times and closure limits. Coordination with the business is to be made for the access and mobility of fuel delivery trucks.
 - For the waste area on Parcel 146 owned by the Combs Heirs, the Cabinet agreed that all material placed on the site will conform to Section 206 of the Current Standards for Road and Bridge Construction concerning compaction and thickness requirements. Other specifications are included in the CAP notes and should be reviewed by the contractor.

Questions and answers from the previous pre-bid meeting on 11-27-2017:

Q: The low pier of the KY River bridge will require a permit to be in the river for the pier, coffer dam, temporary crossing, etc. Do you have a permit for that work?

A: That was included in the permit. The permit application is posted in Project Related Information.

Q: When AEP relocates their lines onto the lower bench and the fill extends on to elevations higher than the utility lines, there is a possibility of material falling onto the overhead lines.

A: We must provide access to the bench and allow AEP to relocate their lines to the bench, but AEP will not be working on the bench while the embankment is in progress. They will feed their customers from the other ends and the line across this bench will be put in after the embankment is finished so the customers have two ways to be fed in case of outages.

Q: On Parcel 146 the CAP note calls for storage of topsoil to the extent practical. What is practical? There is no place to put the material.

A: The Cabinet will leave it to the discretion of the engineer to determine practicality.

Q: One of the CAP notes requires the section to be built as shown in the plans. That is a really high embankment and putting in the low bench for AEP makes a high sliver fill. Is there any room to give there? Were these things really promised to property owners?

A: Yes. These were promises made as part of the right of way negotiations. AEP needs the bench for their distribution line and the shape of the embankment at the top was a condition for Parcel 115 settling.

Q: Are all work items associated with the Excess Material sites A, B, and C incidental to Roadway Excavation?

A: Yes.

Q: Is utility relocation work for excess material sites A, B, and C also considered incidental?

A: Yes.

A question and answer session then followed:

Q: The new lane restriction note (pg. 321) seems unclear and to be in conflict with the lane closure and MOT notes. Can you clarify?

A: The new note allows KY 15 to be reduced to 2 lanes (1 northbound 1 southbound) from the existing bridge over the river up to the KY 550 interchange. The previous restriction of 3 lanes will still apply outside of that range.

Q: What restrictions apply and what vehicles are allowed on the existing bridge once traffic is shifted?

A: The bridge was load rated, and those details will be discussed in the structures presentation later in the meeting.

Q: Given the nature of phased construction on this project, the required use of intelligent compaction is a factor in higher than normal bid prices for that work. Does it still make sense to require it?

A: FHWA has asked to include it, and has provided additional project funding.

Q: AEP transmission has required the use of seismographs near their poles during blasting operations. Given the new tower locations, where will those seismographs need to be placed: at the current or new location on the east side? Are they also needed on the west side of KY 15?

A: The contractor will submit a blasting plan to AEP and AEP will make a determination as to which structures could be impacted by exceeding the maximum peak particle velocity. The seismographs will be required at those structures, as determined by AEP.

Q: The proposal states that any additional utility costs outside of right of way or easement is the responsibility of the contractor. What if the utility coordination requires a change outside of those areas?

A: The Cabinet will review the changes on a case-by-case basis to determine the reason for the change and how it will be paid.

Q: Will the utility coordinator be responsible for any utility design work?

A: No, any redesign needed will be done by the owner or their designer.

Q: When will the buildings be removed from the vacated properties?

A: Removal should be complete by June 1st.

Q: The underground fuel tanks at the Exxon station appear to be very close to the rock cut. Is their exact location known?

A: The exact tank location and orientation was not surveyed, and it will be up to the contractor to field verify their location. If any environmental issue is raised, the KYTC DEA should be notified.

Q: Is grubbing required for Parcel 146?

A: Yes, that was part of the agreement with the owner.

Q: Were there any changes to the design plans since the last letting?

A: No, the only changes were in the proposal notes.

Q: The construction procurement site does not have the meeting minutes from the December pre-bid meeting. Can those be added?

A: Yes.

Jeff Cowan reviewed Maintenance of Traffic

- MOT plan in the contract plan set was developed as a general guideline to show how to phase the construction and minimize impacts to traffic. MOT quantities in the plans are approximate: final quantities will be determined the detailed plan and phasing.
- Contractor to develop a detailed MOT plan and submit for review and approval before work may begin (at beginning and again for each phase or major change)
- TMP (Pg. 21-34 of the Addendum) - Contractor to develop Public Information Plan, to be approved by and continuously coordinated with KYTC D10
- Basic restrictions
 - 225 calendar days for excavation south of the river
 - Minimum of 3 lanes open at all times (1 SB, 2 NB). Depending on signal phasing and overall traffic flow, additional turning lanes at the intersections may be added at the discretion of the Engineer. 2 lanes (1 NB 1 SB) will be allowed on the existing bridge over the river up to the KY 550 interchange. Removal of the raised median on the roadway will aid in the shifting of traffic. But design plans for removal of it on the bridge must be signed and sealed by a Professional Engineer in the state of Kentucky, and approved by the Engineer and KYTC Bridge Maintenance.

- Time and coordination requirements for Exxon and Food City. Blast blankets may be needed at Exxon near the transmission towers.
- Some rework of the Exxon lot is anticipated: see plans for location and quantities.
- Paving operations 6pm to 6am
- No closure on Morton Blvd
- Temporary Perry Park Road closure is allowed, subject to restrictions and approval. Cherokee Hills Road is to be kept open.
- It is desirable to keep both ends of Willies Way open as much as possible. Any closures to be approved by the Engineer.
- Listed holidays
- See notes for lane closures and disincentives
- Temporary signals at Perry Park Road and Morton Blvd.
 - Plans for type, set-up, phasing to be submitted to the Engineer and D10 Traffic for review and approval before installation
 - Phasing may need to be adjusted on a continuing basis to optimize traffic flow
- MOT Phasing
 - Phase 1 – Longest phase (when majority of earthwork is done); includes temporary closure of Perry Park, all (or most) of the bridge over the river, relocation of Ramps A & B (new signal at KY 550 and temporary tie-in to existing KY 15) and excavation for Morton Blvd east of mainline.
 - Phase 2 – Completion of the bridge over the river and shift KY 15 traffic to east half of new road (with temporary intersection and signal for Perry Park Road), move Ramp D traffic to Ramp C and construct proposed/temporary widened Ramp D, widening of KY 550, Morton Blvd and shopping center entrance (and shift traffic to relocated Morton Blvd w/temporary signal).
 - Phase 3 – Shift Ramps C & D to widened Ramp D and construct Ramp C, construct Morton Blvd bridge and slip ramp (shift traffic to new alignments and new signal at shopping center entrance)
 - Phase 4 – Complete the bypass intersection and frontage road, open up Ramp C to traffic, complete the west side of KY 15 from KY 550 interchange to the north project limits
 - Phase 5 – Complete all overlay and final surfacing, signing, and lighting

David Deitz discussed Structures

- Structures – Special Note for Treatment of End Bent or Abutment Backfills Using Geotextile Reinforcement and Elastic Inclusion, Special Note for MSE Walls
 - KY 15 Bridge over N. Fork of KY River – 695 ft. 5-span with drilled shaft foundation. Pier work in the river is included in the permit. There is not enough clearance between the first span and existing Perry Park Road.
 - Morton Blvd Bridge over KY 15 – 150 ft. 2-span. Drilled shaft foundations are proposed.
 - 5 x 4 RCBC extended 300 ft. - Existing box has to be cleaned out. The extension requires a side tapered inlet for hydraulic reasons. The side tapered inlet cannot be eliminated during construction.
 - Retaining wall at Willies Way – The Contractor must keep access open and allow sufficient parking for properties above the wall during construction. After the contract

is awarded the Contractor has the option of submitting an alternate design for a gravity wall in place of the cantilever wall shown in the plans. The Contractor shall submit design calculations and construction plans sealed by a Professional Engineer in the state of Kentucky for review and approval. See plans for additional information and design parameters.

- MSE wall at Morton Blvd slip ramp
 - The wall will have decorative pattern as noted in the plans.
 - A moment slab/barrier system will be constructed above the wall.
 - A proposed storm sewer runs under the wall, and the wall Design Engineer shall account for the storm sewer as part of the design.
 - The existing material at the MSE Wall location is not suitable to support the wall. For higher wall heights, the existing material will need to be excavated and replaced with granular material as specified in the plans. The Contractor's wall Designer shall be responsible for determining the amount of material to be removed based on his design. Estimated quantities are included in the revised plans.
- Existing bridge has been load rated for Volvo A35G and A40G articulated haulers.
 - Only one vehicle at a time is allowed on the bridge, and it must straddle the existing dashed lane line stripe on the bridge. The bridge is a twin structure.
 - Keep the speed below 20 mph while approaching and on the bridge.

Jeff Cowan covered Drainage

- Three bore & jack locations (no carrier pipe)
 - 66" pipe under KY 550
 - 72" pipe under KY 15
 - 42" pipe under KY 15
- Complete the top phases of median inlets at north end of job

Questions and answers from the previous pre-bid meeting on 11-27-2017:

Q: The cut is mostly on one side of the road and the fill is mostly on the other side of the road. How do you propose we cross the road?

A: That will be part of your detailed MOT plan. Removing the existing raised median on the roadway will help facilitate left turning trucks. The raised median on the existing bridge crosses a longitudinal joint. If the Contractor elects to remove the raised median on the bridge as part of their proposed MOT plan, they must coordinate with and receive approval from KYTC Bridge Maintenance. Calculations and median removal drawings sealed by Engineer licensed in the state of Kentucky shall be required for final approval.

Q: You have 10,000 ft. of temporary barrier wall, but your relocate barrier wall quantity seems very specific. Where do these quantities go? You don't show where they are used.

A: Those will be determined by the detailed maintenance of traffic plans as developed by the contractor.

A question and answer session then followed:

Q: You have three bore & jack locations specified. There is a fourth you may want to consider at approximate Sta. 414+00 on KY 550.

A: After review the cabinet decided that whether to bore & jack the pipe at that location is the contractor's option. If the contractor chooses this option, they must submit an alternative design for it.

Q: To reduce cost you may consider changing the bore & jack locations from the entire length of the culverts to just what is under the road. Then use junction boxes to tie these to regular culvert pipe for the rest of the run.

A: After review the cabinet decided that it is the contractor's option to submit an alternative design for that option.

Q: Some of the culverts have gabions at the outlets in very inaccessible locations. Since we are already jack & boring the pipes, can we forego some of the outlet protection?

A: The District has had maintenance problems with existing pipe outlets in the same vicinity so the gabions and other outlet protection need to stay. Some locations might be more easily accessed from the river.

Q: When you mentioned the Traffic Management Plan (TMP) you said the contractor will contact all these media outlets. Normally that is a task that is more suited to the District's Public Information Officer (PIO). The media are used to hearing from the PIO. Who will do the actual contacting of the media?

A: The contractor will work with the District's PIO to plan the public information campaign. During the project the contractor will prepare the various press releases and updates and submit them to the PIO who will release them to the media. The TMP lists the various media outlets for the use of both the contractor and PIO as they plan and coordinate the press releases to the media. The contractor will still be responsible for coordinating directly with local stakeholders identified in the CAP.

Q: Is the information on Sheet S08 of the Morton Boulevard Structure plans sufficient to satisfy global stability requirements for the MSE wall at End Bent 1?

A: Global Stability requirements of the MSE wall are met if the MSE wall Designer/Contractor follows the guidance on this sheet regarding the limits of excavation and granular backfill. The limits of excavation and granular backfill depend on parameters of the Contractor's specific MSE wall design including strap length and shall be determined as part of the MSE wall design.

Q: There was a comment on a box culvert about not removing the improved inlet, but the existing box culvert does not have an improved inlet now. Does that comment just mean that we can't value engineer it?

A: Yes. The side-tapered inlet is needed for hydraulic reasons and must be constructed.

Q: Previous letting minutes stated that the bore and jack material should follow storm sewer specifications in material and thickness, but then new minimum thicknesses were published. Which is correct?

A: The new thicknesses are correct.

Q: There appears to be a substantial quantity of crushed aggregate size No. 2. What is its purpose?

A: In addition to placement around the perforated pipe headwalls, the stone was requested for multiple uses as directed by the Engineer.

Q: When will the minutes be ready?

A: The goal is this Friday, January 19.

Aric Skaggs adjourned the meeting at 11:40am.

Perry Co, KY 15 from KY 15 Bypass to Boone Ridge Road
 Item No 10-158.00; Pre-Bid Meeting

Jan. 17, 2018 10:00AM

KYTC District 10

Contractors

KYTC & PEC



KENTUCKY
 TRANSPORTATION
 CABINET

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