



**Steven L. Beshear**  
Governor

## **TRANSPORTATION CABINET**

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**Michael W. Hancock, P.E.**  
Secretary

### **Memorandum**

**To:** Ryan Griffith  
Division of Construction Procurement

**From:** Joseph E. Mosley, P.E.  
TEBM Project Development  
District Eleven - Manchester

**Date:** August 14, 2012

**Subject:** Jackson County  
KY 30 Section 4  
Item No. 11-278.27  
Pre-Bid Meeting

On Wednesday August 8, 2012, a mandatory Pre-Bid Meeting was held at the Transportation Cabinet Office Building Room C107 in Frankfort, KY for the subject project. Those in attendance were as follows:

Joseph E. Mosley	KYTC/D-11	606-598-214 5	<a href="mailto:joseph.mosley@ky.gov">joseph.mosley@ky.gov</a>
Kevin Marcum	Hi-View	606-523-9670	<a href="mailto:kevintmarcum@hotmail.com">kevintmarcum@hotmail.com</a>
Donnie Hill	Hi-View	606-523-9670	
Jim Bowden	Hi-View	606-523-9670	
Bobby Ballard	Hinkle	859-263-7558	<a href="mailto:bobby.ballard@hinklecontracting.com">bobby.ballard@hinklecontracting.com</a>
Lee Anderson	Elmo Greer & Sons	606-843-6136	<a href="mailto:landerson@elmogreersons.com">landerson@elmogreersons.com</a>
David Blanton	Greer Mining	606-843-6136	
Michael Evans	Kanawha Stone Co.	304-755-8271	<a href="mailto:mike.evans@kanawhastone.com">mike.evans@kanawhastone.com</a>
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Amos Hubbard	Central Bridge	859-455-6415	<a href="mailto:cenbrdg@gmail.com">cenbrdg@gmail.com</a>
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David Fields	KYTC/D-11	606-598-2145	<a href="mailto:david.fields@ky.gov">david.fields@ky.gov</a>
Dean Croft	KYTC/D-11	606-598-2145	<a href="mailto:dean.croft@ky.gov">dean.croft@ky.gov</a>
John Purdy	KYTC/DEA	502-564-7250	<a href="mailto:JPurdy@ky.gov">JPurdy@ky.gov</a>
Ronald Rigney, II	KYTC/DEA	502-564-7250	<a href="mailto:ronbrigneyii@ky.gov">ronbrigneyii@ky.gov</a>
David Cornett	The BRC Group	606-330-0082	<a href="mailto:dcornett@thebrcgroup.com">dcornett@thebrcgroup.com</a>
J.W. Cole	The BRC Group	606-330-0082	<a href="mailto:jwcole@thebrcgroup.com">jwcole@thebrcgroup.com</a>

Following introductions, all attendees were informed the primary reason for the meeting was to discuss the Enhanced Best Management Practices (BMP) Plan required for all discharge into Laurel Fork adjacent to US 421. The erosion control plan section of the roadway plans were referenced for discussion. Due to the sensitive nature of the water found in Laurel Fork enhanced BMP's will be required for any construction activity on or near all tributaries to Laurel Fork. The enhanced BMP's included, but are not limited to the following:

1. Double silt fence.
2. Biodegradable erosion control blanket or temporary slope protection and ditch lining.
3. Soil disturbance to mulching/seeding/stabilization shall be reduced to seven (7) days from the standard specifications of fourteen (14) days.
4. Straw mulching equipment shall be on site at all times with temporary mulch applied to a depth of three (3) inches and replaced wherever it is shown to be less than three (3) inches.
5. Erosion/Sediment inspections shall be weekly.
6. Erosion/Sediment inspections shall be made after each precipitation event with immediate repair to erosion sediment controls.
7. Construction activities shall cease when erosion sediment controls have been disrupted.
8. Clean/Quarried rock shall be used in all erosion and sediment controls.
9. Stream work pads shall be constructed of quarried rock.

This enhanced plan should also include the following as post construction BMP:

1. Biodegradable erosion control blanket used for permanent slope protection.
2. Turf mat shall be considered in place of channel lining.

The Kentucky Transportation Cabinet's Division of Environmental Analysis (DEA) personnel reinforced the need for the enhanced plan due to protected species found downstream and expressed that this project would be subject to review from the Kentucky Division of Water.

Following a brief discussion of these issues, the question was raised concerning the limits of the enhanced BMP's and whether or not the seven day requirement was in effect for the entire project.

During the meeting, DEA suggested that the seven day requirement as well as the requirement for mulching equipment onsite at all times may be required in the KPDES permit. After further review of the permit, the Enhance BMP plan is only required at locations along the project that discharge into Laurel Fork. DEA personnel also recommended that it would be desirable to perform any construction activities near Laurel Fork during low flow.

After discussion of the enhanced bmp plan, Joseph Mosley also highlighted some issues that are included in the project proposal. The first being access to Parcel 425, Kenneth and Laura Chappell during construction. This property is located near the top of a large roadway cut right of Station 779+00 and maintaining access to the parcel during construction will be difficult. The property owner was compensated for loss of access during the construction phase as part of right of way negotiations. Once construction is completed, the access to the property will be restored as depicted on the roadway plans. This issue is noted in the CAP report section of the proposal.

The pavement design was modified prior to letting which reduced the overall depth by two inches (asphalt base was reduced from nine inches to seven inches). The typical sections reflect this change but the cross sections were not modified. A note has been placed in the general summary identifying this change and noting that the contractor has the responsibility for adjusting any quantities due to the change.

Following the discussion of the topics mentioned above, the following questions or comments were posed by various companies in attendance:

1. Concern for sufficient durable rock on project to meet the requirements for rock embankment and rock roadbed.
2. Could embankment slopes be modified to allow additional waste to be placed on right of way?
3. Concern for embankment height and driveway near Earl Neeley Parcel 405.

All attendees were advised to submit these questions through the construction procurement website and responses would be provided.

The meeting concluded with a brief discussion of the waste areas provided in the roadway plans. The roadway plans provide two controlled fill locations:

1. Left Station 670+00 to 682+50 containing 202,169 cubic yards.
2. Left Station 705+50 to 709+00 containing 10,935 cubic yards.

Combined, both controlled fills total 213,104 cubic yards which is included in the project earthwork totals for embankment. The earthwork summary calls for approximately 2,357,088 cubic yards of roadway excavation and 1,573,276 cubic yards of embankment leaving an excess of 783,812. The attendees asked if there were any known biological issues that would prohibit or limit ability to acquire waste areas. DEA responded by suggesting avoiding all streams or tributaries and recommended acquiring upland area disposal locations. DEA also reported no known biological restrictions upland. This concluded the meeting.

If you have any questions or require additional information, please contact this office.

JEM/jem

Attachments

cc: Keith Caudill

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