Pike County US 460 Russell Fork Bridge
Mandatory Pre-Bid Meeting Minutes
Item No. 12-263.67
October 29, 2020

A mandatory Pre-Bid Zoom Meeting was held at 1:30 PM on Thursday, October 29, 2020. The meeting was held to describe specifics and answer questions for the plans advertised for the US 460 Russell Fork Bridge in Pike County. The following contractor representatives were present at the meeting:

Contractors

Mary Ann Belcher	A Grade Construction
Joe Burchett	Bush and Burchett
Lester Wimpy	Bizzack Construction
Rick Hertzer	C J Mahan Construction
Will Kennedy	C J Mahan Construction
Robert Johnson	Central Bridge Company
Tom Pachatko	Dominion Engineering
John Spencer	Dominion Engineering
Brandon Phipps	Frederick and May
Kevin Wolfe	Haydon Bridge
Thomas Haydon	Haydon Bridge
Chad Conley	Hinkle Construction
Amos Hubbard	Hinkle Construction
Jeffrey Houchin	Jave
Dustin Fisher	Kokosing Construction
Shawn Ray	Mountain Enterprises
Jared Clonch	Orders Construction
Jeff Weddington	PhilMor Contracting
Adam DeMargel	Stupp Bridge
Matt Bohleber	Traylor Brothers
Anton A. Anders	Triton Construction
Matthew Farley	Vicellio and Grogan
Allison Michael	Vicellio and Grogan

KYTC and Consultants

John Michael Johnson	KYTC – District 12
Mary Westfall-Holbrook	KYTC – C.D.E., District 12
Sam Hale	KYTC – District 12
Wayne Simpson	KYTC – Frankfort
Andrew Logsdon	KYTC – D.E.A.
Allen Rust	KYTC – Railroad Coordinator
Paxton Weddington	KYTC – District 12
Carl VanZee	KYTC – Structures
Joseph VanZee	KYTC – Structures
Daryl Greer	KYTC – Division of Maintenance
Dewey Sammons	KYTC – District 12
Kevin Sandefur	KYTC – Frankfort
Dave Skeens	KYTC – District 12
Charlie Dale	KYTC – District 12
Chris James	KYTC – District 12
Kyle Robinson	KYTC - Frankfort

Joe Tackett	KYTC – District 12
Donnie Miracle	KYTC - Frankfort
Aaron McCown	KYTC – District 12
Randy Crawford	KYTC - Frankfort
Dave Harmon	KYTC – D.E.A.
Wayne Bolen	Benesch Engineering
David Lindeman	Palmer Engineering
Kevin Damron	Palmer Engineering
Brad Robson	Palmer Engineering
David Deitz	Palmer Engineering
Jeff Cowan	Palmer Engineering

John Michael Johnson, KYTC Project Manager, gave an overview of the project, and requested that all contractor representatives submit a signed affidavit confirming their attendance of the meeting. It was emphasized that it must be submitted by no later than 4:30 PM, Friday October 30th. A project fly-thru video was then presented, with points of particular interest narrated by Mr. Johnson.

Specific subject areas were then discussed, with the following topics covered:

- Excavation at the west and east ends of the project
    - Waste sites for the excess material are the Dunleary Hollow site for the excavation around the west abutment, and John Moore Branch (via John Moore Branch bridge) for the excavation around the east abutment. Any other site proposed must be environmentally cleared by the contractor.
    - The weight limit for earthwork hauling across the John Moore Branch bridge is 55,000 lb. No articulated trucks will be permitted.
    - Notes are included on sheets R2E, R19, R20, R24, and R25 that apply to railroad and roadway methods and procedures
    - Attention should be given to the process for excavating benches at bridge piers and abutments as outlined in the Construction Access Plan note on R2E
    - The contractor should be aware of the deep mines on the west end, which required the realignment of the bridge and roadway
- Utilities have been relocated along the railroad and KY 80 and are shown in the plans. As-built plans for the area of KY 80 are available.
- Work is ongoing for the project on the east end at KY 80 and the ramp. That section will be open to traffic from KY 80 to the state line by the end of this year. Depending on timing, some coordination with that contractor may be needed.
- Environmental requirements and obligations
    - The project area is proposed critical habitat for the Big Sandy Crayfish *(see photo attachments at the end of this document)*. This has led to the KYTC making a number of commitments for the project. These are outlined in Special Note no. 3, and on sheets R2E, and R22 to R23C.
    - The project has a high level of importance to the reviewing agencies. On-site inspections from either the Division of Water or Fish and Wildlife can be expected.
    - Work should be staged in such a way as to have as much vegetated and/or un-cleared area as possible at any given time, especially those areas bounding the river and streams.
    - The enhanced silt/hay bale fence should be placed along both Russell Fork and the smaller tributaries.

    - The temporary structure crossing Russell Fork must have a clear span over the crayfish habitat as indicated in the plans.
    - Protections for the containment of hazardous materials and spills are of high importance, both during and after construction.
    - The team from KYTC DEA is willing and available to consult and work with the contractor in implementing and following all the permit guidelines and requirements.
- Railroad requirements and obligations
    - KYTC will pay for 750 calendar days for a flagman. The cost for any additional days will be paid for by the contractor at a rate of $1400 per day. Coordination and communication between the contractor, Cabinet and railroad during construction can help to minimize this cost.
    - The contractor is urged to begin the temporary crossing application process as soon as possible. Review and approval time can take up to 6 months, and typical fees are in the neighborhood of $30,000.
    - Trains are currently running 3 to 4 times per day during daylight hours. Track protection should be designed so that placement or removal can be accomplished in 30 to 60 minutes.

KYTC and the consultants then took questions from the contractors with the following questions asked and answers given:

Question 1 – Can the Cabinet provide railroad protection and blasting documents?

Answer – Yes, the Cabinet will provide them.

Question 2 – Can the contractor use John Moore Branch and the bridge to access the west side of the site? If so, can the 55,000 lb weight limit be exceeded?

Answer – The contractor will be allowed to use the John Moore Branch bridge and access road to transport equipment and supplies to the project site. A staging area in John Moore Branch has been provided should the contractor elect to use it *(see attachment at the end of these minutes)*. The contractor will be responsible for any damages done to the John Moore Branch bridge as a result of those activities.

Question 3 – How much coal can be expected from the earthwork?

Answer – Refer to the geotechnical sections for the locations and seam thicknesses of coal.

Question 4 – The tree cutting note in the Special Notes on sheet R2E appears to be incorrect.

Answer – The first tree cutting note is incorrect. Refer to the Special Note for Tree Removal for restrictions.

Question 5 – What size trees will be required for the tree planting zones?

Answer –The trees should be root ball trees, not seedlings.

Question 6 – How accurate are the cross sections for the Dunleary Waste Area?

Answer – The area was surveyed by drone a number of years ago, and may have changed since then. The Cabinet will re-fly it and provide an updated DTM surface.

Question 7 – Are the gabion quantities for the existing ditch that will be disturbed by hauling around the west abutment?

Answer – Yes.

Question 8 – Is the weight limit for John Moore Branch bridge 50,000 lb or 55,000 lb?

Answer – The limit is 55,000 lb. The plans were originally developed for a time of overlapping work between this project and the project on the east end. As that project draws to a close, the contractor is removing the earthen pad and added railing protection from the bridge and cleaning the deck. This is the reason for the decreased weight limit.

Question 9 – Is the DBE required portion of the contract 12%?

Answer – The DBE goal will remain at 12%. Please contact the Office of Civil Rights and Small Business Development for assistance in obtaining DBE's to perform work on this project.

Question 10 – What is the weight limit for the re-decked railroad bridge?

Answer – The bridge deck was designed for, and the existing girders checked for an HS-25 truck.

Note: The following questions were asked after the meeting was concluded.

Question 11 – Sheet S90, top left bearing section show field weld between the beveled sole plate and anchor plate. Shouldn't this be a shop weld? Agree field weld between bottom flange and beveled sole plate.

Answer – This should be a shop weld. A corrected sheet will be issued**.**

Question 12 – Sheet S115, the top and bottom flange views show 3'-8" plate lengths, while the elevation view shows 3'-1" plate lengths. Please clarify.

Answer – Plate is 3'-8". A corrected sheet will be issued.

Question 13 – Sheet S117, shear connector studs detail shows 3 studs per row, note calls for 4 studs per row. Please clarify.

Answer – There are 3 shear connectors per transverse row. A corrected sheet will be issued.

Question 14 – Sheet S119A, lateral bracing connection is only shown at the top flange. Please confirm the lateral bracing is only required at the top flange.

Answer – Confirmed, lateral bracing is only at the top flange.

Question 15 – Item 7000 is labeled as a Modified Silt Trap. Within the project plans and special provisions, we have been unable to identify what a modified silt trap is. Can you please direct us towards the detail, or provide additional information for this modified trap?

Answer – The trap is detailed on sheet R23C, and is labeled as a Permanent Filter Trap. As detailed in the notes on sheet R23A, the trap is to be in place for filtration of construction runoff and then reconstructed for the purpose of permanent, post-construction protection.

The meeting concluded at 2:45 PM and adjourned.


Staging Area
JOHN MOORE BRANCH
BEGIN SECTION 7-JMB BRIDGE
END SECTION 7-JMB BRIDGE