

**Perry Co. KY 15, Item No 10-158.00
Mandatory Pre-Bid Meeting Minutes
KYTC District 10 Office, Jackson, KY
Nov. 27, 2017**

A mandatory Pre-Bid Meeting was held on Monday November 27th at the KYTC District 10 office in Jackson for Contract ID #171049. Those in attendance were:

Darren Back	KYTC, District 10
Aric Skaggs	KYTC, District 10
Steven Gunnell	KYTC, District 10
Travis Watts	KYTC
Wendy Southworth	KYTC, Central Office
Dave Harmon	KYTC, DEA
Tyler Reynolds	KYTC
Dana Robbins	FHWA
David Deitz	Palmer Engineering
Jeff Cowan	Palmer Engineering
David Lindeman	Palmer Engineering
Eric Fischer	Palmer Engineering
Amos Hubbard, Jr.	Hinkle Construction Services
Will Brophy	Hinkle Construction Services
Chad Conley	Hinkle Construction Services
Roger McDeek	Mountain Enterprises, Inc.
Shawn Ray	Mountain Enterprises, Inc.
Andy Rodabaugh	Mountain Enterprises, Inc.
Michael Merida	Kay and Kay Contracting
Lester Wimpy	Bizzack Construction, LLC
Gary J. Taylor	Bizzack Construction, LLC
Robin Justice	Bizzack Construction, LLC
Brandon Phipps	Frederick & May Construction
Joe Bironas	Central Bridge Co., LLC
Joe Burchett	Bush & Burchett, Inc.
Thomas S. Haydon III	Haydon Bridge Company
Tom Acke	Forterra Pipe/Precast
Steve Campbell	Balis Campbell 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 10:05 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. 17-276)
 - 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. 277-311) – 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. 316)
 - Excavation South of the North Fork of Kentucky River (Pg. 356) has a limit of 200 calendar days and damages are assessed if it takes longer.
 - Lane Closures, Stoppages, and Disincentives (Pg. 346)
 - Contractor Coordination note (to be added to Proposal by Addendum) referring to coordination with the contractor that is currently working along KY 15 north of Morton Blvd.
 - Intelligent Compaction
 - Paver Mounted Temperature Profiles (Pg. 317-318)
 - Asphalt Mixtures (Pg. 347-351)
 - GPS Survey Equipment (Pg. 348) to be purchased by the contractor for the Cabinet’s Hazard Section Office.
 - Aggregate Bases (Pg. 352-354)
 - Install List for Traffic Signals (Pg. 357)
 - Traffic Management Plan (to be added to proposal by addendum) Public Information Plan includes a list of media outlets to contact.
- Utility Impacts
 - Utility & Rails Certification (Pg. 371-374) – 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. 355) – 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. KYTC will be invited to all coordination meetings.

- General Utility Notes / Utility Bid Item Descriptions (Pg. 375-405)
- Relocation plans that have been received from utilities will be posted on the website.

Dave Harmon reviewed the sections about permits:

- Permits (Pg. 406-446)
 - Tree Clearing Restrictions (Pg. 362) (to be revised by addendum) – This special note supersedes what is shown in the plans.
 - Section 401 & 404 (Pg. 406-421) – 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. 422-435)
 - eNOI (Pg. 436-441)
 - Excess Material Sites Permitted (Pg. 442-446) – 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.
 - Sites B/C – The Cabinet does not have ownership or easements to these sites. The contractor is responsible for negotiations/agreements with the property owner(s) of these sites and any adjoining properties that must be crossed for access.

FOLLOW UP: KYTC has secured Temporary Easements to sites B and C (Parcels 147 & 148). Please 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.
- 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. 370) – Some of the Fugates still need to relocate from Parcel 102. They will be moved by the time construction starts.
- CAP Report (Pg. 447-449) – 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.
 - 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.
 - 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. 358+40 to Sta. 361+20 because this was a commitment made to that particular property owner.
- Both entrances to the Exxon Station are to be kept open between 6 am and 9 pm. 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.
- 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.

Aric Skaggs took questions.

Q: Will you supply all of the utility relocation plans?

A: Yes, they will be posted to the Project Related Information for informational purposes.

Q: The Perry Park Road Approach 5-day shutdown says it can only occur when school is not in session. Since school is usually in session in summer, when can we shut down? If spring break is the only time we can close Perry Park Road and we miss it, then we can't meet the 200 calendar day limit for excavation south of the Kentucky River.

A: The contractor will need to coordinate with the school system to find a 5-day window when regular classes are not in session. Even if classes are out of session longer, the shutdown still must be limited to 5 days because there are other users of the road including a nursing home. FOLLOW UP: See revised "Special Note for Perry Park Road Closure".

Q: There is a 200 calendar day limit to move 500,000 CY from south of the river. Not sure if that is possible. The notes say that we can't affect traffic flow into or out of the Exxon Station except at night or we pay damages. If traffic backs up and blocks the entrance, is that considered an effect? Blasting will be required on two sides of the Exxon Station. Blasting can't be done at night. Am I prohibited from blasting during the day?

A: KYTC will review the notes.

FOLLOW UP: See revised "Special Note for Excavation South of the North Fork of Kentucky River" and revised Note 19 on R69 of the Roadway plans.

Q: What was the criteria for picking 200 days for excavation south of the river?

A: Past experience of Cabinet construction personnel and historical data.

Q: There is concern that for road trucks on the road in the rain it can be tough. Not sure it can be done in 200 days. Maybe if you don't use the words "all excavation."

A: KYTC will review the note.

FOLLOW UP: See revised "Special Note for Excavation South of the North Fork of Kentucky River" in the Addendum.

Q: Regarding lane closures. One minute over the limit costs \$4,750. That seems punitive.

A: MOT questions will be addressed when that section is covered.

Q: The purchase of GPS equipment for the Cabinet is listed as incidental to paving. This will inflate the unit price of your paving items and cost you more if you then have additional paving. If you add an item for the GPS equipment, then you know what it costs and it keeps it separate from other items.

A: The purchase of the GPS equipment listed in the Special Note for Intelligent Compaction of Asphalt Mixtures is incidental to the bid item listed in that note.

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.

Q: Will you share that with us?

A: Yes.

Q: In the utility coordination note, is this Coordinator in charge of facilitating or design? Who will have final say?

A: The intent is that the Coordinator will be facilitating coordination between the contractor and the utility. The Cabinet will have to approve updates.

Q: On-site monthly meetings?

A: That is preferable.

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: Plans do not specify the low bench. Does the waste site need to be constructed by the plans?

A: The low bench is the lowest embankment bench as shown on the cross sections. The low bench (left Sta. 345+00 to Sta. 365+00) and upper flat area (left Sta. 357+00 to Sta. 364+00) must be built by the plan. Other embankment contours can be designed by the contractor but must be approved by the Cabinet.

Q: On page 445 there is a graphic showing a haul road. Is there a haul road easement?

A: The haul road shown in the graphic is conceptual and was shown for permitting purposes. The contractor is responsible for locating and constructing the haul road for their use.

- Q: The quantity of 493,000 CY to be put in Waste Area A seems high. How did you come up with that number? If you put a number on the plans, then you need to show how you figured that quantity. The toe of the fill is also shown on the ramp.
- A: KYTC will look into this.
- FOLLOW UP: The area shown was oversized to show the maximum potential impact for determining permit needs. The actual area used will likely be smaller, and will be determined by the contractor's design and needed volume.
- 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: The CAP note for Parcels 126 and 127 says to return the disturbed areas to condition prior to construction. Does that mean back to the original backslope after we just finished changing the backslope to match the plans? Does everything return to original condition?
- A: KYTC will clarify.
- FOLLOW UP: The intent of the note was to ensure the finished areas would have similar slope and drainage patterns (blended), and similar vegetative cover (well-established grass).
- Q: The CAP note for Parcels 126 and 127 about not disturbing trees is very involved. Where do you anticipate us disturbing trees on those parcels?
- A: Current construction limits do not show trees being disturbed on those parcels. This was an agreement to reassure the property owners that their trees would not be harmed.
- Q: We are to pay bat fees if we exceed the allowable disturbed area when we are cutting trees. Can you share that area with us?
- A: Yes. KYTC will share the Biological Assessment for the project.
- Q: The CAP note to put a seismograph on a power pole. Is this one power pole or a bunch of poles?
- A: It is one or two poles near the Exxon station. This only applies to AEP's transmission line, not the distribution lines.
- Q: The note also says to maintain the clearance from the ground elevation and equipment to prevent arcing. What is the required clearance?
- A: KYTC will contact AEP Transmission for clearance.
- FOLLOW UP: AEP Transmission stated that the minimum clearance between construction equipment and the 138kV conductors is 15'. The utility relocation plans will be included in Project Related Information.
- Q: All residential relocations are to be out by December 8th, yet there look like a lot of people still living on Fugate Mountain Road.
- A: They are supposed to be out by the date on the certificate.
- Q: Paving is required during night hours. Could that be done during the day for safety?
- A: The note restricts paving operations to 6:00pm – 6:00am. The Cabinet does not anticipate changes to the note in the plans. Any other time must be approved by the engineer.

Q: What was the driver behind the 200 calendar day limit for excavation south of the KY River?
A: To minimize hauling through traffic for safety reasons. (See previous discussion and answers.)

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: Will the first bench be clarified in the General Notes?

A: Yes. The first bench is the lowest embankment bench as shown in the cross sections.

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 also considered incidental?

A: Yes.

Jeff Cowan reviewed Maintenance of Traffic

- MOT plan in contract plans was developed as a general guideline to show how to do the construction and minimize impacts to traffic
- 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 (to be added to Proposal by Addendum) - Contractor to develop Public Information Plan, to be approved by and continuously coordinated with KYTC D10
- Basic restrictions
 - 200 calendar days for excavation south of the river
 - Minimum of 3 lanes open at all times (1 SB, 2 NB) – May need turn lanes at the discretion of the engineer.
 - Time and coordination requirements for Exxon and Food City. Blast blankets may be needed at Exxon near the transmission towers.
 - Paving operations 6pm to 6am
 - No closure on Morton Blvd
 - Perry Park closure no more than 5 calendar days (with restrictions)
 - 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

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.
 - 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 cannot impact property 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. Information needed to determine the limits are provided in the plans.

Jeff Cowan covered Drainage

- Three potential bore & jack locations
 - 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

Aric Skaggs took questions.

Q: Are there no Bore and Jack items set up under culverts?

A: Those will be added.

Q: Bore and Jack needs to be covered by the same specifications, no carrier pipe necessary.

A: KYTC will investigate.

FOLLOW UP: A secondary carrier pipe will not be required, but the pipe material and/or lining should meet all requirements for culvert and storm sewer applications.

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 County 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.

Q: How deep is the excavation needed under the MSE wall? Who will determine how deep?

A: KYTC and Palmer Engineering to review.

FOLLOW UP: Estimated quantities for the excavation below the MSE wall will be included in an Addendum. These are estimated quantities. The wall Design Engineer will be responsible for the final excavation limits as part of their design.

Q: Is granular fill above the MSE walls/below the moment slab incidental to the MSE wall? Can you utilize a bid item specific to granular fill?

A: KYTC and Palmer Engineering to review.

FOLLOW UP: Estimated quantities for the granular backfill above the MSE volume/below the moment slab will be included in an Addendum.

Q: Willie's Way shows two entrances open all the time. Can we close the north entrance while we bring down the cut and just use the south entrance?

A: It is desirable to keep both entrances open as much as possible.

Q: Please put in an item for pavement striping removal.

A: Quantities will be added to the plans.

Q: Give us more details for the work to be included for the back side of the barrier wall where concrete exists at the Exxon station. Do we get into the concrete? Saw cut it? Will concrete be put back behind the wall?

A: KYTC and Palmer will review.

FOLLOW UP: Quantities for concrete entrance replacement will be added to the plans.

Q: Give us more details about the work around the entrances at the Exxon station. Especially the time frame to do the work, limits of closures, etc.

A: KYTC will review the note.

FOLLOW UP: Please see the updated note #19 on sheet R69.

Q: Are temporary signals set up as pay items?

A: Yes.

Q: KY River bridge construction – Is there enough clearance for Perry Park Road under span 1 of the proposed bridge?

A: No. There is not enough vertical clearance for existing Perry Park Road.

Q: Will Cherokee Hills Road access be maintained in all phases and the construction performed under traffic?

A: Yes.

Q: Just an observation. The MOT plan as shown looks good, but the duration is not feasible. Having \$4,750/day factored in will raise the bids.

Q: What is reasonable access?

A: Reasonable as determined by the engineer.

Q: Any utility relocation expense outside the right of way is incidental?

A: Yes, incidental to the contractor.

Aric Skaggs adjourned the meeting at 11:59 am.