

## MEETING MINUTES

Project name: Route 179/Missouri Boulevard Improvements  
Project number: J5P0819  
Date: 7-29-2009  
Time: 8:30 – 9:30 am  
Meeting location: District 5, Materials Conference Room  
Subject: Constructability Meeting with Contractors

1. Trent Brooks, MoDOT Project Manager, provided an overview of the project.
2. Brooks indicated goal of meeting is to seek input from contractors on any potential road blocks that would impact ease of construction. Since no Alternate Technical Concepts will be allowed on this project during bidding process, this meeting was added to design phase. Contractors are being invited to contribute to design the same as other project core team members.
3. Tawn Nugent, GBA Project Manager, initiated design discussion by reviewing proposed typical sections.
  - a. Route 179 – minimal shoulder work
  - b. US-50 Westbound Ramps –some widening and grading
  - c. US-50 Eastbound Ramps – some shoulder reconstruction and grading, including MSE retaining walls adjacent to Missouri Boulevard
  - d. Missouri Boulevard – relocated pavement with structure over Route 179
  - e. Connector Roads – new pavement joining relocated Missouri Boulevard and Route 179, including a retaining wall on east side of Route 179
4. Construction of MSE retaining walls along ramps was discussed. Sufficient room between existing rock ledge and proposed retaining wall for straps. Walls located adjacent to existing shoulders so access to construct is manageable.
5. New single-span bridge on Missouri Boulevard has been designed on tangent to simplify construction. Therefore, the crown on the bridge will

not follow the baseline. The difference between the chord on the bridge and the curve on the centerline of roadway is considered insignificant. The ease of construction is more beneficial. The bridge was presented to the contractors to be constructed with precast concrete girders. The contractors suggested that steel girders should be considered to minimize the number and size of cranes required. Route 179 is anticipated to have a short closure to set the girders. The contractor requested 12 hours for this work and to not limit it to a weekend due to difficulty in getting deliveries.

6. An overview of the construction sequencing phases was discussed. In general, the contractors requested fewer phases and more closures. This project will be bid with alternate pavements which affects closure time. The contractors suggested providing options when work could be done; i.e. week day between 9 am to 3 pm OR night work.
7. The contractors suggested that the excavation of an existing rock face in the southwest quadrant could be done with light blasting intended to fracture only.
8. The type of wall to be constructed between the two East Connector Roads was discussed. As currently shown, the wall follows the tighter radius which the contractors advised would be difficult to construct as an MSE wall. Two options are to leave the wall in the current locations and construct as a cast-in-place wall with chords or move the wall to follow the eastbound road and construct as an MSE wall. The contractors provided a variety of input on this topic.
9. In general, the earthwork for the project is not balanced. Preliminary calculations indicate needing approximately 45,000 c.y. of embankment in place and requiring approximately 4,500 c.y. of excavation.
10. The contractors requested cross sections early in the bidding process with separate quantities shown for the MSE select granular material.