

**Pre-Bid Conference
J7P0601 McDonald I-49
January 30, 2020**

Housekeeping

Safety and Emergency Procedures

Attendance Sheet

Introductions

Environmental Update

Melissa Scheperle introduced Caleb Knerr -Wetlands Specialist to discuss 404 permit.

- Individual 404 permit with public notice from Beaver Lake and Little Rock USACE
 - Waiting on mitigation plan requirements
 - 28 day public notice period
 - Comments from MoDNR water quality certification
 - 30 days to finish individual 404 permit after public comment period
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Project Overview

Existing I-49 in Missouri was completed in December 2012 between Kansas City and Pineville

This project will complete the final 5 miles of I-49 in Missouri between Pineville and the Arkansas state line

When this project is completed (along with projects on the Arkansas side) I-49 will stretch approximately 290 miles between Kansas City, MO and Fort Smith, AR

This project is partially funded by a \$25 million federal BUILD (Better Utilizing Investments to Leverage Development) grant

This project will construct a new four-lane divided highway to the west of the existing Route 71

The new highway will meet interstate standards, with access points only provided at interchanges

The project will include one interchange at Missouri Route 90 between Jane and Noel

This is a design-bid-build project with the option for the contractor to pursue Alternate Technical Concepts (ATCs)

Project Goals

Complete the project on schedule and on budget

Construct an interstate-standard facility that adequately and safely serves the transportation needs of local and regional travelers, and that promotes economic development and freight movement

Minimize public impact by keeping traffic flowing safely and efficiently through the impacted area

Incorporate innovative design and construction techniques

Demonstrate quality construction to provide a long lasting facility requiring minimal future maintenance

Major Items of Work

2 span-type bridges (both on MSE wall abutments)

- I-49 NBL over US 71 SBL (single-span)
- Route 90 over I-49 (two-span)

3 large triple bridge-box culverts

- Goodin Hollow Creek Tributary (TPL 8'x 8')
- White Oak Hollow Creek (TPL 6'x 7')
- Rattlesnake Hollow Creek (TPL 10'x 8')

2 special design reinforced concrete pipes and 9 special design reinforced concrete box culverts (due to high fill)

Approximately 4.7 million CY of unclassified excavation

Approximately 4.8 million CY of compacting embankment

Approximately 204,000 SY of alternate pavement

All rock items can be obtained from unclassified excavation material (no direct payment for furnishing)

Alternate Technical Concepts

MoDOT provides the “Base Plans” that contain all items and quantities necessary to bid and construct the project

ATCs can be a design change, alternate design standard or specification, material, product, construction method or other solution that may be bid in lieu of items included in the Base Plans

The purpose of ATCs is to allow for innovation, project schedule reduction and cost savings to obtain the best value for the project

ATCs allow contractors to capitalize on these innovations by including the cost savings in their bid, improving their chance of being the successful low bidder

ATCs must be submitted according to the Guidelines and Procedures document

- This document spells out the ATC submittal process, submittal requirements and evaluation procedure

ATCs must be pre-approved by MoDOT and the FHWA Missouri Division before they can be incorporated into the bidding documents

The contractor will be responsible for completing all roadway and structural design plans, including biddable quantities, for approved ATCs

ATCs must meet or exceed the project goals, and provide a product that is equal to or better than the product in the Base Plans that the ATC replaces

Up to 3 approved ATCs may be included in the contractor’s bid

If an ATC is pre-approved by MoDOT and FHWA-MO then the contractor has the option of submitting a bid for the Base Plans, or for the Base Plans as modified by the ATC. The contractor will only be allowed to submit one bid for the project.

Project Schedule

September 6, 2019	Draft plans and cross sections posted to the MoDOT Contractor Request for Proposals. Email sent to notify all contractors and design consultants of the posting.
September 24, 2019	Industry informational meeting held at The Civic in Neosho
September 25, 2019	MoDOT Southwest District established the project website to post plans and project updates
November 6, 2019	Guidelines and procedures for the ATC process finalized and posted to project website
November 26, 2019	MoDOT moved the project letting date from February 21, 2020 to March 10, 2020 due to the ATC process
December 9, 2019	Signed and sealed plans, specifications and estimate submitted to Central Missouri for 2020 letting
January 30, 2020	Pre-Bid Meeting held at MoDOT's Southwest District office
February 7, 2020 (noon CST)	Last day for contractors to submit new ATCs (contractors cannot re-submit ATCs)

February 13, 2020	Advertisement (trying for early advertisement the week of February 3)
February 20, 2020	Last day for MoDOT to provide approval or rejection of proposed ATC
February 21, 2020	4 weeks before letting – Last day for contractors to commit to approved quantities
March 6, 2020	2 weeks before letting – MoDOT Bidding and Contracting Services full packages to those contractors who have elected to include ATCs in the
March 20, 2020	Letting
April 1, 2020	Award
April 16, 2020	Early notice to proceed (15-day notice)
August 25, 2021	Project completion date

Status Updates

Right of Way Acquisition

- Right of way is Clear

Utility Relocation - introduced Jason Stewart – MoDOT Utility Engineer

- McDonald County Telephone Company
 - Relocation during project at Rte. 90 interchange
 - Bid item to install encasement for McDonald Co. Telephone
 - New-Mac Electric Cooperative
 - 2 new power services for lighting included with project.
 - SGO Broadband
 - Relocated
 - Southern Star Central Gas Pipeline
 - Relocated
 - 16”high pressure line north of Rte. 90 – be careful.
 - Spire Energy
 - Near project. No relocation.
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Traffic Control

No staging (predominantly new alignment)

Impacts to existing traffic:

- Construction adjacent to US 71 NBL and SBL at the north end of the project
 - Construct MSE walls adjacent to US 71 SBL, and construct new bridge for I-49 NBL over US 71 SBL
 - Route 90 interchange (101 calendar day closure with signed detour)
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Job Special Provisions

A: General – Federal

- Federal government is participating in the cost
- Appropriate prevailing wage rates apply

B: Contract Liquidated Damages

- Completion date is August 25, 2021
- \$5,400 per day road user costs

- \$2,500 per day contract administrative costs
- C: Work Zone Traffic Management
- D: Emergency Provisions and Incident Management
- E: Project Contact
- F: Supplemental Revisions
- G: Utilities
 - Encasement for McDonald Co. Telephone
- H: Alternate Technical Concepts
 - Must follow guidelines and procedures
 - Must be pre-approved
 - Submit only one bid.
- I: Special Design RCP and FES
 - MISC. line item number for special design RCP
- J: Liquidated Damages for Winter Months
- K: Liquidated Damages Specified
 - 101 calendar days for Route 90 closure
 - \$8,400 per day if not completed
- L: Alternates for Pavements
- M: MoDOT's Construction Workforce Program
 - Minority and female workforce utilization
- N: Quality Management
- O: Contractor Furnished Surveying and Staking
 - Contractor is responsible for all layout
 - High workload for staking
- P: Contractor Retained Guardrail
 - Includes backfill of holes left after post removal
- Q: Seeding and Fertilizer
- R: Damage to Existing Pavement, Shoulders, Side Roads and Entrances
- S: Post-Award VE Workshop
 - Workshop held before notice to proceed.
- T: Temporary Long-Term Rumble Strips
- U: Temporary Short-Term Rumble Strips
- V: Cooperation Between Contractors
 - Arkansas Project CA0905 (in progress)
 - J7S3292 – Route 90 overlay (10/2020 letting)
 - J7P3260 – Route 71 overlay (9/2020 letting)
- W: Relocated Signs
- X: Removal and Delivery of Existing Signs
 - 2800 Stephens Boulevard in Joplin
- Y: Special Considerations Resulting from Right of Way Negotiations
 - Hell Creek Land and Cattle Company property
 - 2 week notice before entering
- Z: Type 4 Turf Reinforcement Mat

- MISC. line item number for Type 4 Turf Reinforcement Mat
- AA: Wildlife Crossings
- Environmental commitment
 - Special sheet in plans.
- BB: Rock Embankment
- Bottom of all fills exceeding 40 feet in depth
 - No separate measurement or payment
 - Paid as compacting embankment
- CC: Intelligent Compaction Testing
- FHWA research study
- DD: 404 Permit Delay
- EE: Consultant Plans for Special Design Reinforced Concrete Box Culverts
- FF: Contract Adjustments for Variation in Existing Ground Elevation
- MoDOT takes on risk for existing ground survey
 - Quantities determined by terrain model comparison
- GG: Contract Adjustments for Variation in Existing Rock Surface Elevation
- MoDOT takes on risk for existing top of rock elevation
 - MoDOT acquires LiDAR of completed construction
 - Quantities determined by terrain model comparison
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Bidding and Contracting Update

Introduced Danica Stovall-Taylor Bidding and Contract Services Engineer

Base bid submittal and acceptance is the same as normal bidding process.

Alternate Technical Concept (ATC) bids will be submitted and accepted through a secure Sharepoint Site available only the individual approved ATC bidder.

- The individual ATC bids are confidential and no release of individual ATC bidder names will be available until listed in the Apparent Bid postings for the letting.
 - ATC bidders shall not also submit a base bid.
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Plans Status / Revisions

Remove modified bridge approach slab special sheet and replace with Standard bridge approach slab (minor) sheet (sheet 46)

Adjust Route 90 alternate paving and shoulder quantities so that they match

Correct rock base quantities so that both alternates match

Change the 42" group A pipe at 958+02.44 to a 10'x 8' box

Adding JSP as described above for contract adjustments for variation in existing ground elevation and contract adjustments for variation in existing rock surface elevation.

Updating JSP for ATC guidelines and provisions.

Project Contact

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Questions and Answers.

Scurlock Industries Question. Precaster certification in state from Concrete Pipe Association. Will out of the state precasters have to be certified by a similar agency? Can the out of state precaster do their own QM plan?

Steve C. answered. The acceptance program for pre-casters is a Central Office decision.

Craig asked Scurlock to submit this question via email.

APAC Question. When is the completion date for the project to the south in Arkansas?

Craig answered. End of 2020 (uncertain) for north Arkansas job and August 25, 2021 for opening of the interchange on the south Arkansas job.

Kolb Grading Question. With unclassified excavation why does MoDOT take the risk on the rock?

Craig answered. Actual elevation of rock determines pre-split location and excavation quantity of rock. Comparing final excavated model to design model to adjust the final pay quantity for the contract.

Kolb Grading Question. Time frame for completion of the contract makes the job unbuildable considering the amount of grading involved. What assumption were made to determine the time allowed for completion of the contract?

Steve Campbell answered. The adjacent project in Arkansas had production of 30,000 CY/day

Craig answered. Arkansas compacted 20,000 CY and hauled 30,000 CY per day. Our study used 12,000 CY/day 6 days a week.

Kolb Grading Question. How do you figure 12,000CY/day?

Craig answered. Considered off alignment hauling and production rate from similar projects.

Kolb answered. Can't do 12,000 CY/day. Need time at front of project for suppliers and mobilization. Need time at end of project for paving. Need to blast and move 50,000 CY/day between startup and paving. This doesn't take bad weather days into consideration.

Steve Campbell asked if this was the consensus of everybody in the room and received no response.

Craig answered. Will continue to look at it and have internal discussions.

Kolb Grading Question: The area has less working days available due to weather patterns. Sounds like production is based on work every day?

Craig answered. Production based on work 6 days per week at half the Arkansas rate.

Steve Campbell Question. Are precasters concerned with the timeline for getting submittals in?

Scurlock answered. Need 4 to 6 weeks. Spreading production over multiple plants.

Kolb Grading Question: Will we consider a bit size greater than 4" for blasting production?

Steve Campbell answered. We set up the ATC process to have ideas proposed and answered. We will consider if submitted with an ATC.

Kolb Grading Question. The plans rock placement in the bottom of big fills. Did we consider the added time needed to store the soil taken from the rock prior to placing it on top of the rock fill?

Craig answered. We are aware of the situation.

Scurlock Industries Question. What is the approval status on restrained joint hardware.

Craig answered. This is not a plan revision. If submitted as an ATC we will consider it. Need to see additional calculations for the proposal.

Kolb Grading Question. Do we have enough rock to make the fills and too much dirt?

Craig answered. We are comfortable with our quantities.

Craig stated at the end of the answer and question the minutes of the pre-bid meeting will be posted on the web site.