

Virtual Pre-Bid Meeting Summary
J9S3063
Scott County, Route BU61
April 29, 2020

Contractor Participants:

Lehman Construction, LLC - Ryan
Penzel Construction Company, Inc. - Howard
Joe's Bridge & Grading - Rocky
Robertson Contractors, Inc. - Travis

MoDOT: Tim Pickett, Jeff Wachter, Thomas Farris, Brian Holt, Steve Hoernig, Grant Bowers, Stacy McMullin, Danica Stovall-Taylor, Sam Neiderhelm, Kalen Brickey, Greg Leary, Larry Scheperle, Randy Hitt

Union Pacific Railroad – Jordan Albers

Project Description J9S3063 – Bridge Replacement:

Letting: - May 15, 2020

NTP: - August 3, 2020

Completion Date: - October 1, 2021

Limits of project: - Sta.186+95 to Sta.196+84

Final Layout: (95'-111'-56') Prestressed Concrete NU43 Spans

Final Roadway Width: 26'-0" plus 16" Type D Barrier Curbs Each Side and 6'-0"
Sidewalk Left Side only. Cross slope is 2%.

Alignment: Tangent

Grade: Rte. 61: VPI Sta. 190+65.00, Elev. 392.32, +3.50% Bk., -4.51% Ahd., L = 250.00'

Rte. M and UP Railroad: See plan, profile and cross section sheets in bridge survey.

Skew: 19° 18' 0" R.A. Match Existing

Loading: HL-93, Seismic Category B

Existing Bridge: J0356 to be removed.

Beginning Station: Sta. 189+13.90+/- @ £ Rte. 61 @ Fill Face Bent No. 1

Traffic Handling: Rte. 61 to be closed during construction, Signal for 61/M will be covered and 61 blocked off. Will need to maintain access for folks in trailer park and County Rd. south of bridge.

Environmental: SE Quadrant designated as non-jurisdictional wetlands, okay to place fill, see final RES

Public Outreach: Signs have been up at bridge to call for information. City, schools, EMS and locals are aware of project and have been positive.

Questions and Response:

Q: Will additional traffic control plan be included to show closure of one left-turn lane on southbound off ramp when working on Rte. M near pier 2?

A: MoDOT will address in addendum with traffic control sheet

Q: Existing guy wire on temporary signals appear in the way?

A: MoDOT signal looked and it appears guy wire can be moved a little down hill and to the west. Construction will inspect to see what needs to be moved prior to NTP.

Q: Will a temporary RR crossing be allowed?

A: All other avenues should be pursued first before asking for approval of RR crossing.

Q: Can train traffic be stopped for bridge demo and new beam erection?

A: All windows of less than 2 hrs will allow for quicker approval. Anything more than 2 hrs will take a lot longer to get approved. UP managers that would oversee request greater than 2 hrs are required to take a 1-week unpaid leave per month. This will make it more difficult to get an approval. This situation is scheduled to last until the end of August 2020. Hard to forecast under present conditions. It would be best to keep outage request to under 2 hrs if possible. This section of track is very busy (19 daytime. 18 nighttime), considered a main corridor. It would be helpful to provide options when submitting demo or erection plans for approval.

Q: How often can contractor request a 2 hr outage?

- A: Only one (2 hr) outage may be requested per day.
(Note: In cases of natural disaster or emergency where traffic may need to be diverted to this section of track it is possible that previous approved request would be denied)
- Q: Will the contractor need to furnish the demo or erection plan? Or will that be provided by MoDOT?
- A: The contractor will need to provide the demo and erection plan. Prior to right of entry by the railroad all plans would have to be submitted and approved before a right of entry is granted. Plans do not have to be signed and sealed by a professional engineer but is strongly encouraged.
- Q: How will leave of absence affect right of entry turn-around time?
- A: Can't forecast given the working climate we are under right now.
- Q: Does the railroad have a checklist for submittals, and do you know the amount of traffic in this corridor?
- A: MoDOT will add link in JSP's to access UP requirements when sending in demo and erection plans. Traffic data can be found at the Federal Railroad Administration website. For grade separations no traffic count is given so go to the nearest crossing. It is also listed in JSP (Q) Sec. 1.3.
- Q: Will the cost of the railroad flagger be deducted from the contractor payment?
- A: Yes that is the way it has been set up. MoDOT will look at changing language in JSP to reflect paying third party flagger directly since they would be considered a sub-contractor.
- Q: Will UP use their own flaggers or will it be a third party?
- A: Project is listed as no-cost no-benefit to UP so it will be third part flaggers. In past third party contract flagging has billed the contractor direct.
- Q: How much time would be added to the regular 8 hr workday to setup the flags on this project?
- A: Industry feedback would be 2 hrs. upfront and 2 hrs. on the back end. Could be better answered by third party (Railpro)
- Q: Are there any special requirements to removing and replacing railroad fence on the south side of the tracks?

A: Fence was put in place to keep out trespassers from nearby dwellings from crossing the tracks. Suggestion was made to use temporary construction fencing that could be taken down and put up.

(Note: After further discussion it was determined that a 6ft temporary chain-link fence will be required. One that can be taken down and put back up at the end of the day. MoDOT will address in addendum.)

Q: Are we going to have to have a flagger everyday?

A: If men are working within 25ft of tracks a flagger is required. If equipment is operating within 50ft of the tracks a flagger is required.

Q: Would removal of the existing bents unless otherwise noted be to spec, the 2ft below existing ground?

A: Everything is removal to standard spec.

Q: Will the underground utilities be relocated by others?

A: Yes, Mike Chasteen has been in contact with utility companies and they are aware of the timeline to have relocations complete. MoDOT utilities for signals was previously thought to be out of the way of demo work. MoDOT will re-visit and make adjustments if needed.

Q: Will Railroad JSP be updated based on the information we received today?

A: MoDOT will make changes to JSP to address what was discussed and provide link in document to UP Railroad requirement on plan submittals.

Q: Can demo concrete be buried within MoDOT R/W?

A: No, will not be allowed to bury concrete.

Q: Can night time closures on Rte. M be used as needed for construction.

A: Yes, night time closures will be allowed when needed not just whenever.

Q: Can stay in place forms be utilized in the span where precast prestressed panels are not shown?

A: Yes, we will allow stay in place forms in the CIP bay.