

**Job No. JSP3337**  
**Callaway/Cole Counties US54/63**  
**Pre-Bid Meeting Minutes**  
**January 5, 2021 - 1:00 pm**  
**WebEx Virtual Meeting**

**I. Attendance:**

MoDOT

Travis Stump – Bridge  
Larry Scheperle – Multimodal Railroads  
Jason Vanderfeltz – Central District Design  
Ralph Rankin – Bidding & Contracts  
Brandon Simpson – Bidding & Contracts  
Cyrus Meller – Central District Design  
Laurie Wyrick – Central District Design  
Mia Peters – Central District Design

Union Pacific

Jordan Albers

Contractors

Barclay Hornung – Comanche Construction  
Tony Gosse – Comanche Construction  
Charlie Hayes – KCI Construction  
Ryan Porter – Lehman Construction  
Thurman Stanfield – Truesdale BP Midwest  
Drew Leary – Capital Paving & Construction  
Jeff Boyster – Concrete Strategies  
Joe Steinman – Tremar  
Andrew Hamersen – Thomas Industrial Coatings  
Scott Inserra  
Ed Walch  
Andy Killen  
Chad Carlson  
Jerry Young

**II. Project Summary and general information**

**A. Scope:** This project will perform repairs to #A4497 eastbound US54 bridge and #L0550 westbound US54 bridge over the Missouri River in Jefferson City.

**B. Schedule:**

Letting - January 22<sup>nd</sup>, 2021  
Notice to Proceed - February 18<sup>th</sup>, 2021  
Completion Date - December 1, 2021  
Calendar Days - 255 days  
Milestone Date – Liquidated Damages Specified for eastbound bridge deck work to be completed prior to August 1, 2021 and within 70 calendar days from the start of the deck work.

**C. Bridge Work Summary** – (Travis Stump) WB #L0550 will have substructure repair to bents and piers along with protective coating applied. EB #A4497 will have half-sole repair to existing overlay and epoxy urethane polymer wearing surface with healer/sealer applied to deck. At joints on various truss spans, new open cell foam joints will be installed along with armour cleaning. On the underside, top flanges will have epoxy mastic primer applied. Substructure repair to Bents 8,10, 16, 18 and Pier 3 & 6 along with protective coating applied. Epoxy pressure injecting to cracks at ends of prestressed girders. (Listing of work summary may not be complete – see plans for more information).

**D. Construction Staging:**

Pier repair - bridges will remain open to traffic with occasional single lane closures to allow access to the piers from the deck above.

Eastbound bridge deck work - nightly lane closures, leaving one lane open to traffic from 8 p.m. to 5 a.m. The Main Street on-ramp and McCarty Street on-ramp will be closed during the nightly lane reductions. Speed limit reduction during lane restrictions. Temporary closure to Greenway Trail while working overhead.

- E. Union Pacific:** The bridges also span the Union Pacific railroad tracks on the west side of the river.
- F. FAA:** The project is in close proximity to the Jefferson City airport. A determination of no-hazard has been given and the airport requirements are listed in the roadway job special provisions.
- G. R/W:** No right of way needed for this project.
- H. Utilities:** No known utility conflicts/adjustments

### **III. Railroad Coordination:** Union Pacific Company – Jordan Albers

- Maintenance consent letter has been received by MoDOT authorizing the design of work.
- Larry Scheperle has the right of entry letter ready to disperse to winning bidder.
- Engineering approvals for means and methods for which the work will take place will need to be submitted to UP for review. Once reviewed and approved, can proceed with Right of Entry. Will take 30 – 40 days for means and methods review.
- Go to UP website to review the joint BNSF/UP grade separation guidelines to see what needs to be submitted to UP engineer for review.

### **IV. Question & Answer** - contractors

- Barclay (Comanche) – question about repair work - Was any of the sub repair work done on previous MoDOT contract?
  - Not sure what was completed on previous contract. Travis stated that current repair locations were recently confirmed.
- Barclay (Comanche) – question about lane closure restrictions.
  - Explained that the JSPs call out night closures reducing traffic down to a single lane from 8 pm to 5 am for EB bridge deck resurfacing and single lane drops for temporary work during daytime hours. The limitations for the lane restrictions are listed in the JSPs. It is the expectation that substructure work will be done from below with only occasional lane closures for access from the deck above.
- Charlie (KCI) – substructure repair – does MoDOT have a copy of methodology of how we came up with the repair quantities?
  - Plans show the amount of substructure repair at each location. No additional schematic available to quantify the repairs.
- Ryan (Lehman) – Can the means and methods submittal to railroad be general work plans?
  - Yes, but it will need to have a PE stamp.
- Ryan (Lehman) – Are there any stream restrictions for substructure repairs over the Missouri River?
  - All restrictions should be listed in the JSPs or covered by MoDOT Specifications.

- Larry (MoDOT RR) – as soon as contract is awarded, Larry will contact the contractor and will send maintenance consent letter and form. Contractor should get coordination and review with Union Pacific going ASAP.
- Question on what the railroad engineering pay item covers.
  - Any costs associated with railroad requirements and any additional requirements regarding oversight of contractor means and methods and review of plans and any project coordination required for work on the portions of this project constructed on railroad right of way.
  - Estimated costs for railroad plan review and railroad inspection shown as a guide in Railroad Requirements JSP. Railroad inspection will be done at a minimum of 30-day intervals.
  - Any additional requirements made by UP for signed and sealed plans and other additional requirements not listed in the railroad engineering JSP will be reimbursed to the contractor for actual cost incurred.
- Drew (Capital) – Asked if this will be an additional cost to the contractor.
  - Contractor may be billed directly for charges by UP for the plan review. (Response from Jordan)
  - But typically, MoDOT will be charged by UP for these review and inspection fees along with cost of flagging services and MoDOT will deduct the amount from the Commission's payments to the contractor.
- Drew (Capital) – Asked if the traffic control plans accounted for potential backups generated from Lake of the Ozarks high peak traffic.
  - Work Zone Analysis indicated we should not have any backups between 8 pm to 5 am during a typical week in the summer of 2021.
- Ryan (Lehman) - Can the contractor use the same flagger that will be on site of Bicentennial Bridge project?
  - If one flagger could be used on both jobs and contractors would split charges. Contractor can reach out to UP's Manager of Track Maintenance to see if that is a possibility (contact information located in JSPs).
- Larry (MoDOT RR) – asked the contractors if it would be beneficial to have RR Engineering pay item on future projects.
  - Preferred to have it in future jobs.