

**MEETING MINUTES ARE IN RED**

**VIRTUAL PRE-BID CONFERENCE AGENDA**  
**Jasper County, Loop 49 (Range Line Road in the city of Joplin)**  
**Job Number J7S3285**  
**December 21, 2021**  
**Virtual Meeting via WebEx**

**I. INTRODUCTIONS (Craig Switzer)**

A. Welcome and Housekeeping

B. Attendance List

- i. Craig Switzer – MoDOT Project Manager
- ii. Adam Fields – MoDOT Construction
- iii. Brittany Mitchell – MoDOT Traffic
- iv. Caleb Knerr – MoDOT Environmental
- v. Dave Taylor – MoDOT Area Engineer
- vi. Dorothy Halbrosk – MoDOT Traffic
- vii. Greg Leary – MoDOT Multimodal
- viii. Kerry Hodgson – MoDOT Maintenance
- ix. James Petersen – Alfred Benesch and Company
- x. Jason Stewart – MoDOT Utilities
- xi. Jim Fisher – Scurlock Industries
- xii. Dave Mitchell – MoDOT Communications
- xiii. Keith Chandler – MoDOT Traffic
- xiv. Larry Effinger – Emery Sapp and Sons
- xv. Larry Schepeler – MoDOT Multimodal
- xvi. Laura Alderson – MoDOT Bidding and Contracting
- xvii. Marc Lewis – MoDOT Traffic
- xviii. Mari Heeter – MoDOT Right of Way
- xix. Marvin Morris – MoDOT Resident Engineer / Area Engineer
- xx. Matt Geiger – MoDOT District Bridge Engineer
- xxi. Micheal Martin – Kansas City Southern Railroad
- xxii. Michael Mitchell – MoDOT Design
- xxiii. Michele Keal – Project Manager, Alfred Benesch and Company
- xxiv. Rob Beachner – City of Joplin
- xxv. Stacy McMillan – MoDOT Bridge
- xxvi. Jeremy Bexten – Emery Sapp and Sons
- xxvii. Tyson Bahner – Hartman Construction
- xxviii. Chris Teppen – Alfred Benesch and Company

**II. KCS RAILROAD UPDATE (Greg Leary / Michael Martin)**

A. Description of Work and Railroad Coordination Requirements

B. Railroad Involvement JSP (JSP T)

- a. Won't go through the JSP in detail, but it's all about the safety of the trains when working around the railroad.
- b. Can't do any work when a train is coming through.
- c. Need to be in constant communication with the railroad and/or their consultant.

- d. We can't interrupt railroad traffic. The contractor will have to work out the allowable working windows with the railroad, and coordinate with the railroad flagger.
  - e. JSPs are good as presented in the bid documents except for the following that will be revised by addendum:
    - i. JSP T, Section 4.4 references the insurance in Section 6.0 but it should instead reference Section 7.0.
  - f. Bridge plans will change. Need to add notes requested by KCS. This will come out in an addendum.
- C. Michael Martin (KCS Railroad representative)
- a. Mr. Martin is the Public Projects Manager for KCS. In the meeting we discussed needing to change his contact information in the JSP. This information was already changed before the project was advertised, and is correct in the JSP. No change is necessary.
- D. Contractor Questions and Open Discussion
- a. Contractor question (Bexten) – Will RailPros or Bottom Line be used for flagging, or will KCS provide its own employees? Answer (Martin) – Those companies are the ones who will be used.
  - b. Contractor question (Bexten) – Is it OK for a contractor to contact those companies pre-bid to discuss requirements and location where they will be coming from, etc.? Answer (Martin) – Yes.
  - c. Question about contract time was deferred until later in the discussion.
  - d. Contractor question (Bexten) – Is there any guidance as to when the trains come (looks like 6-7 trains per day and per night)? Are there concentrations of trains at any particular time of day or night? Answer (Martin) – The contractor will need to request curfews for windows to set girders and do demolition work. Requests can be sent to Michael Martin 2-3 weeks in advance. The dispatcher will give the start times which will be communicated directly to the flagger. The railroad is usually able to accommodate curfews if submitted in the appropriate timeframe.
  - e. Contractor question (Bexten) – What is the anticipated curfew window? Answer (Martin) – Maximum of 6 hours.
  - f. Contractor question (Bexten) – Does KCS have any train counts on the industrial spur just east of the bridge? Answer (Martin) – He doesn't have the information but can get it.
  - g. Contractor question (Bexten) – It looks like there is right of way reserved for the future track. Please confirm that flagging requirements are measured from the centerline of the active track, and does not apply to the centerline of the future track. Answer (Martin) – That is correct.

### III. PROJECT OVERVIEW (Craig Switzer)

#### A. Project Limits and Description

- a. Road closure limits are from the Sutherland's entrance on the north side to 29<sup>th</sup> Street on the south side. Will not close any business entrances.
- b. Have a temporary construction easement to work off the access road in the northwest quadrant.
- c. Do not disturb the parking lot in the southwest quadrant. **Need to add this requirement to the Property Owner Considerations JSP.**

- d. The project also involves sidewalk construction beyond the bridge closure limits, extending from the north Lowe's entrance to south of 29<sup>th</sup> Street.
  - e. Sidewalk work is not included in the bridge closure. Night work is allowed for lane closures for sidewalk construction if necessary.
  - f. New bridge is single span NU girder on MSE walls.
  - g. Contractor question (Bexten) – Is all sidewalk work outside the bridge closure still expected to be completed in the 95 calendar days? Answer (Switzer) – Yes.
- B. A+B Bidding and Early Completion Incentive (JSP G)
- a. Overall project completion date is December 1, 2022 per JSP B, and there are 95 calendar days to do the work.
  - b. The bridge closure shall not extend beyond November 1, 2022, and a maximum of 87 calendar days is allowed for the closure per JSP G.
  - c. Bidding documents show a daily road user cost for the quantity, and the contractor bids the number of closure days.
  - d. There is a \$20,000/day early completion incentive, up to \$400,000.
  - e. The closure day bid is not a pay item, but the number of days bid will be multiplied by the daily road user cost, and the total added to the construction bid in order to determine the low bidder.
  - f. There are \$20,000/day liquidated damages for not completing the closure work in the time bid.
  - g. Contractor question (Bexten) – Is 87 the maximum number of days that can be bid, and a bid beyond 87 days will result in bidder disqualification? Answer (Switzer) – Yes.
- C. Schedule Deadlines (JSP B, G)

#### IV. ENVIRONMENTAL STATUS (Caleb Knerr)

- A. The project was cleared 3/20/2020 as a programmatic categorical exclusion.
- B. There are no special conditions to follow or actions that need to be taken.

#### V. RIGHT OF WAY ACQUISITION STATUS (Andy Ellsworth / Mari Heeter)

- A. Status of all Parcels
  - a. Everything is clear except for the railroad. Will have railroad by NTP.
- B. Right of Way JSPs (JSP U, V)
  - a. Maintain access to all parcels at all times.
  - b. Build entrances half at a time.
  - c. Sutherland's: Notify them before construction begins. Contractor needs to carry a minimum \$2,000,000 liability insurance policy naming Sutherland's as an additional insured. The temporary easement is extinguished after two years.
  - d. **Need to add restrictions for not disturbing the parking lot in the southwest quadrant.** This parking lot is partially on MoDOT right of way but shall not be disturbed. This change will be added via addendum.

#### VI. UTILITY STATUS (Jason Stewart)

- A. Relocation Status

- a. Everything is progressing. Most relocations will be done in February or March. All work should be done by April 1.
  - b. The only exception is CenturyLink/Lumen. They will move off the bridge and bore under the railroad on the east side. They are delayed in getting their fiber until the middle of April.
- B. Utilities JSP (JSP I)
- a. Liberty will remove and reinstall 8 lights. They won't use the conduit in the bridge barrier, but want to keep this conduit for future use. They want to do the lighting work during the closure.
  - b. Liberty distribution line crosses the bridge below the transmission line. It looks like this may be permanently removed.
- C. Transmission Line Requirements
- a. Contractor needs to contact the Southwest Power Pool to submit a forced outage request. They will need to know timelines and outage windows. Give a few months' notice.
  - b. Question (Effinger) – Can you elaborate on the cost to shut the line down? Answer (Stewart) – I haven't been told about what the costs would be. You will need to contact the Southwest Power Pool for that information.
  - c. Question (Effinger/Bexten) – If utilities cause delays to the bridge closure time how would this impact the incentive (“B” portion of the bid) for the project? Schedule needs to be set far in advance and weather / railroad are unpredictable. Puts a large risk on the \$20,000/day incentive. Answer (Switzer) – MoDOT will discuss internally.
    - i. **After discussion we have determined that this question is a situation-specific issue. JSP G, Section 7.2.3 specifically lists railroad coordination and utilities as items that may be constraints on the closure work, therefore these items need to be addressed before beginning the closure. Getting approvals early should help mitigate some of the risk. JSP G, Sections 7.4.2 and 7.4.3 explain how extensions due to excusable delays are handled. It would depend on the specific situation, and the contractor's documented effort to resolve the issue and/or get back on schedule. The Engineer will provide direction in these situations.**

## VII. CONSTRUCTION STAGING & TRAFFIC CONTROL (Craig Switzer)

- A. The road will be closed for construction of the bridge (Sutherland's to 29<sup>th</sup> Street)
- B. Detours are spelled out in the plan sheets. Use routes I-44, FF, 249, 66.
- C. Route FF and Davis Boulevard will be a right-in right-out during the closure.
- D. Be advised of the night work requirement in the JSP.
- E. Contractor question (Effinger) – Do weekend and holiday restrictions apply during the bridge closure. Answer (Switzer) – No.

## VIII. JOB SPECIAL PROVISIONS (Craig Switzer)

- A. Federally funded project – federal wage rates apply.
- B. NTP is early (March 15, 2022). Overall completion date is December 1, 2022 with 95 calendar days. Daily road user cost is \$5,400/day and contract administrative cost is \$1,500/day.

- C. Standard JSP. Be advised of night work requirements.
- D. Notify these agencies before the project.
- E. Standard JSP.
- F. Standard JSP.
- G. Already discussed.
- H. We will charge liquidated damages for winter months.
- I. Already discussed.
- J. Project has optional pavement.
- K. Contractor responsible for all surveying and layout, including traffic control signing.
- L. Minimize interference to businesses.
- M. Contractor is liable for damage.
- N. Standard JSP.
- O. Deliver removed signs to the maintenance lot on Stephens Boulevard.
- P. Standard JSP.
- Q. Standard JSP.
- R. Standard JSP.
- S. **I missed this one during the meeting. Contact Brittany Mitchell at least one week prior to the bridge closure so that signals timings can be adjusted at intersections along the detour routes.**
- T. Already discussed.
- U. Already discussed.
- V. Already discussed.
- W. Bridge JSP – Schedule work for the minimum amount of time required to complete the work.

## **IX. CONTRACTOR QUESTIONS AND ANSWERS**

- A. **None.**