



Pre-Bid Conference Minutes
Jobs J6P2321 & J6P2321B
Route 47
Franklin & Warren Counties
 April 27, 2016



The Pre-Bid Conference was held at MoDOT's TMC building on April 27, 2016 and began with introductions of all those in attendance. The attendance sheet is attached.

This Project has two jobs. Job No. J6P2321, Route 47, Franklin/Warren Counties, Bridge replacement over the Missouri River near Washington, MO, the total length of improvement being 0.843 miles. Job No. J6P2321B, Route 47, Franklin County. Building demolition on Missouri Avenue in Washington, MO, the total length of improvement being 0.038 miles.

Mike Harms, MoDOT Structural Liaison Engineer, gave an overview of the new bridge (A81410) work and the removal of existing bridge (K0969).

Shirley Norris, MoDOT Transportation Project Manager, gave an overview of the Roadway work items for both Jobs J6P2321 and J6P2321B.

Sally Cox, MoDOT District Utilities Engineer, gave the following updates regarding various utility companies near or within the limits of this job.

Utility	Relocation Status	Utility	Relocation Status
Ameren MO	<ul style="list-style-type: none"> >Aerial Facilities on existing bridge. >In conflict. >Some work included in contract but some not. >Work based on stage of construction. 	Level 3 Communications	<ul style="list-style-type: none"> >Existing Facilities on bridge. >In conflict with stage 1 Traffic Management Plan. >They plan to relocate temporarily from west side to east side in Warren County (ADB to begin work in approximately 3 weeks). >Target completion is prior to the Notice to Proceed date.
AT&T	<ul style="list-style-type: none"> >Franklin County facilities >In conflict @ Missouri Avenue between Madison and Hancock. >Work complete. 	MO Natural Gas	<ul style="list-style-type: none"> >Several facilities on the Franklin County side. >Several potholes have been done at potential conflict points for drainage and roadway work. >Pothole information available from MNG upon request.
BlueBird Media	<ul style="list-style-type: none"> >Fiber Optic on existing bridge. >In conflict. 	Sprint	<ul style="list-style-type: none"> >Existing buried facilities that run parallel to the existing UPRR tracks on RR easement. >Conflict at Land Pier 9; Sprint has relocated and final cut over is scheduled for May 1, 2016
LightCore	<ul style="list-style-type: none"> >Cable inside Level 3 conduit on existing bridge. 	Charter	<ul style="list-style-type: none"> >Aerial facilities on the Franklin County side. >No conflicts but in close proximity to signal work at 3rd Street.
City of Washington	<ul style="list-style-type: none"> >Existing Water & Sanitary mains on Franklin County side. >Valve work is included in contract. >City will relocate a Fire hydrant for ADA improvements at 3rd Street. >Two sanitary mains along Washington River Trail 	St. John's Mercy	No known conflicts.

Bridge Attachments – Utilities - Sally Cox, MoDOT District Utilities Engineer

- AmerenMO and Communications Conduit Banks – 2 separate units have been designed for this project.
- The Ameren MO duct bank consists of 12 ducts with an additional duct for the bond wire.
- The communications duct bank consists of 10 ducts with several different utilities on this one unit including ducts for MoDOT future facilities.
- Bridge Attachment work and some off structure work have been included in the contract. Please look over the contract carefully and read all the Job Special Provisions (JSP) to see what work is included and what work is not included.
- Contractor coordination and cooperation with the utilities will play a key role on this project to keep this project on schedule.

Job Special Provisions – Bridge

The following JSP's were emphasized by Mike Harms, MoDOT Structural Liaison Engineer, but all JSP's should be reviewed during the bidding process.

B. Basis of River Stage at Site

Please become familiar with river operations and various stages, plus applicable reports

C. Subsurface Conditions

Possible VE on Pier 8 - footing – seal course

D. SID Inspection

Newer test method required for underwater inspection.

E. Contractor Qualifications for Drilled Shaft Construction

Note the requirements for contractor to be qualified for this work – reminder if using a subcontractor for this work they must meet the qualifications.

F. United States Army Corps of Engineers Dikes and Revetments

404 and 408 permits – New Pier 8 and Existing Pier 4 go through the dike.

K. Construction Restrictions within Wing Dike Field

Pre and post inspections

S. Dynamic Pile Testing

No restrrike required and 1 production pile per substructure element

V. Earthquake Restrainer Assemblies

Assemblies are required at expansion joints

X. Optional Steel Girder Bolted Web Splices

Piers 6 and 8 -16 ft. and Pier 7 - 18 ft. – Splices vs. welding – pay attention to limits due to lighting of bridge. Contractor responsible for design, fabrication and erection. Provided special to allow maximum flexibility.

Z. Removal – Bridge No. K-0969

Foundation cut off elevations are normally included with Coast Guard permit but have been added to this special provision so Contractors can bid the removal of the existing bridge.

EE. Pedestrian Rail – Mock-up

Test panel will be required to be submitted. Test panel may be reused. Test panel sample cost is included in rail cost.

GG. Foundation Improvements (MSE Wall A8224)

End Bent 10

NN. Structural Health Monitoring System

Installed on existing bridge to monitor existing Piers Nos. 4, 5 and 6 during construction of the new bridge.

PP. Union Pacific Railroad Requirements

QQ. Aesthetic Lighting System

Covers lighting of bridge, above and below.

SS. United State Coast Guard Bridge Permit Delay

MoDOT expects permit before job is awarded but not before letting.

Additional Item(s)

Mike Harms read the following note regarding dredging on this job. "Dredging is the Contractor's responsibility depending on the methods and means to construct the bridge and the river level and should be included in the bid for the project for other items. It is not the intent that the entire area be dredged. The COE Permit simply provides a broad template showing approximate dredging and disposition areas as well as the volume of material that may be impacted. The Contractor only provides dredging if the river is low and/or it impacts their proposed construction sequence."

J6P2321 Job Special Provisions – Roadway

The following JSP's were emphasized by Shirley Norris, MoDOT Transportation Project Manager, but all JSP's should be reviewed during the bidding process.

U. Access Restrictions

Trail area directly under the bridge construction.

X. Disadvantaged Business Enterprise (DBE) Program Requirements

Y. MoDOT's Construction Work Force Program

Z. Disadvantaged Business Enterprise

AA. On-The-Job Training Program

JSP's X, Y, Z and AA all have to do with DBE, Work Force and On The Job training. Please note that some of these JSP's has been updated and reworded.

BB. Post-Award Value Engineering Change Proposal Workshop

Workshop will be conducted after the job is awarded to determine if the successful bidder has different construction procedures that would provide best value.

CC. Value Engineering Restrictions (Prohibited Items)

There are items which will not be permitted as value engineering.

GG. Stockpiling of Coldmilled Materials

This JSP was inadvertently added to proposal. It will be removed with addendum.

QQ. Stormwater Compliance Requirements

This JSP should be read very carefully as it includes all of the terms and requirements identified in the Consent Decree.

NNN. Washington Rotary Riverfront Trail Construction Easement

Particular attention should be given to Section 2.0, 3.0 and 4.0 of this JSP.

J6P2321B Job Special Provisions – Roadway

The following JSP's were emphasized by Shirley Norris, MoDOT Transportation Project Manager, but all JSP's should be reviewed during the bidding process.

G. Additional Demolition and Removal Specifications

This JSP describes the amendments or modifications to Section 202 or the Missouri Standard Specifications for Highway Construction.

Additional Item(s)

Judy Wagner, MoDOT Area Engineer for Franklin and Jefferson counties reminded contractors that the current bridge has a restricted weight limit and should be considered when moving equipment during construction. The bridge weight limit could be reduced if future inspection warranted the need.