

## PSB Pre-Bid Conference Notes

October 11, 2016

1:00 pm

TMC Room 209

### Additional Presentation Information:

#### MoDOT (Jeff Bohler)

- R/W is clear in IL
- Prefer to award job even w/o 404/408 approval. There is ample work that can be done without affecting floodwall and levee while continuing to wait on approval. Will revise JSP by end of the week if that is the final decision

#### AMEC (Ryan)

- Will review both written documentation and in the field
- Work plans need to be detailed for the Corps
- Separate plans needed for floodwall and levee. Plans should include both shoring and Emergency Access Plan as one submittal to streamline process.
- Submit as early as possible
- Review 3 phase construction oversight: Preparatory meeting, Initial field meeting for each unique construction operation, Follow up meeting

#### HNTB (Jeff Smith)

- HNTB's analysis of temporary bracing indicates that full falsework would not be required. Only need to brace for wind loading, but wanted to allow for contractor flexibility on demolition

#### HDR (Greg)

- Overlay to be complete 1 lane at time outside to inside. There is a crown shift with the slide so the overlay will not match the approaches prior to the slide so temporary wedging will be required

### Questions:

#### Approximate timeline for Corps review?

- Unknown. No distinct timeline. Depends on other Corps commitments and completeness of submittals. AMEC can help winning contractor with submittals

#### Is a copy of the submitted 404/408 permit available so that restrictions on river work can be known?

- 404/408 cover only work on the floodwall and levee. There was no information on work in the river.

#### Can the existing ground elevation of each pier in IL and MO be provided?

- Refer to the Boring Logs at the end of the bridge plans for approximate ground line elevations at each pier.

#### Was it intentional that the rock socket and the drilled shaft were the same diameter? This is difficult to construct?

- Yes, it was set to match the existing shafts/sockets. At the Contractor's option, the shafts and sockets may be stepped. However, the shaft needs to be 5'-0" based on

the relative stiffness of the widening. The sockets may be reduced to 4'-6", as we have checked the capacity and it is fine for tip resistance. The Contractor will need to adjust the diameter of the transverse reinforcement to accommodate the rock socket diameter.

What is the timing of IL's emergency maintenance contract?

- May or June of 2017

Are as-builts available of all approach bridges?

- Yes. Jeff Bohler stated that they should be in the electronic deliverables. Will also make available as-builts of the flood wall.

Why would the contractor be responsible for all bracing if HNTB has already done an analysis? That's a lot of risk for the contractor and will drive up bids.

- The analysis done made a lot of assumptions regarding contractor's means and methods of demolition. Contractor ultimately responsible for ensuring structure remains standing. HNTB's analysis was just to ensure that it could be done.

Pier 6 requires 20' of excavation 30' from the CL of the railroad, but no temporary shoring was shown. Is this correct? Will shoring design require approval?

- Temporary shoring can be included in the cost of the lump sum item shown for pier 1 if needed. Shoring at pier 1 requires MoDOT and Corps approval. Shoring at pier 6 requires MoDOT approval and may be required by the railroad for right of entry permission.

Contaminated material removal seems to be missing for the inside of pier 1 and the exterior of the bent caps.

- Inside pier 1 will be added to the requirement. Will look into adding contaminated material removal of exterior surfaces.

Does the requirement to have all lanes open by Aug 2018 include the new middle lane?

- Yes.

Is the temporary wedging to be done in the weekend work?

- Yes.

Will the WB lanes be open during the slide?

- Yes. May be allowed to close the inside lane since it will be weekend work.

Does the entire bridge need to be jacked (slid) at the same time?

- Yes, the bridge needs to be *horizontally* jacked (slid) at each pier at the same time. To clarify, *vertical* jacking doesn't need to occur at each pier at the same time. The bridge may be vertically jacked at each pier individually.

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