

**MEETING MINUTES**  
**Saline County, I-70**  
**Job No. J3I3003**  
**Pre-bid Conference**  
**January 28, 2015 at 1:30 p.m.**  
**KC District Office, Conf. Rm 136E**

**1) Introductions**

- a) Room introductions (see attached Sign-in Sheet)

**2) Project Overview**

- a) Saline I-70 from 500' west of the Blackwater Bridges to 9.5 miles east to the Cooper County line.
- b) Notice to Proceed – March 20, 2015
- c) Completion Date – December 1, 2015
- d) Bridge deck replacements - A0207 (EB) & G0518 (WB)
- e) Pavement improvements
  - i) EBL – 1.75” coldmill with 1.75” SP125BSM (includes inside shoulder and 2’ of outside shoulder, remaining outside shoulder fog sealed)
  - ii) WBL – 1.75” SP125BSM overlay over 1.25” SP048F (includes inside shoulder) Outside shoulder is 3” BP-1
  - iii) Ramps
    - (1) US 65 – SP125BSM
    - (2) RT J – BP-1
  - iv) Safety Edge included in quantities where required.

**3) Job Special Provisions**

- a) Roadway
  - i) Section C – Work Zone Traffic Management Plan
    - (1) Subsection 3.3 under “Work Hour Restrictions”
      - (a) I-70 Eastbound entry for Friday should read:  
“8:00 a.m. to 9:00 a.m. and 12:00 noon to 6:00 p.m.”

ii) **Section S – Time Restrictions for Migratory Birds MoDOT Maintenance forces have cleared the bridge of nests and will maintain the cleared condition until the March 20, 2015 Notice to Proceed. Once the Notice to Proceed has been given it will be the selected contractor’s responsibility to maintain the cleared condition if they wish to work as described in #2 below.**

(1) The work may be completed at any time after July 31 or prior to April 1 as long as no active nests of protected species are present. No additional action is required with this option.

(2) Work during the general nesting period will only be allowed if the contractor completely removes the colony’s inactive or partially constructed nests by March 15 and maintains a nest free condition until the existing bridge deck is removed. Removal methods can consist of scraping or hydro-blasting the existing nests.

(3) **Notice to Proceed – March 20, 2015**

iii) **Section BB – Liquidated Damages Specified**

(1) **Subsection 4a(i) reads in part:**

“If each bridge deck replacement is not completed and fully open in all lanes within 120 calendar days of the bridge being initially restricted to one lane, the Commission, the traveling public, and state and local police and governmental authorities will be damaged in various ways, including but not limited to, increased construction administration cost, potential liability, traffic and traffic flow regulation cost, traffic congestion and motorist delay, with its resulting cost to the traveling public.”

iv) **Section CC – MoDOT’s Construction Workforce Program**

(1) **OJT – 2 slots @ 1,000 hours each (2,000 total)**

(2) **DBE – 6% goal**

(3) **Reasons for and application of this JSP - Projects utilizing federal funds include contract provisions for minority and female workforce utilization. Goals are included in all MoDOT federal aid contracts and are under the authorization and enforcement of the U.S. Department of Labor. This JSP was designed to:**

(a) **Provide more emphasis on existing diversity requirements in our contracts;**

(b) **Increase the reporting provisions to insure goals are being met and good faith efforts are being followed;**

(c) **Provide hourly reimbursement aid to assist the contractor in meeting the Work Force Diversity goals;**

- (d) Provide liquidated damages when good faith efforts are not being achieved;
- (e) Providing flexibility for contractors to use their companywide construction staff make-up in meeting the Work Force Diversity goals rather than by craft; and
- (f) Providing compliance review and corrective actions.

#### 4) Contractor Questions?

1. *What happens if the contractor meets the Work Force Diversity goals in the beginning but then changes in employment put them short of compliance in the end?*

Reporting will be monitored in the forms and documentation found in Section 2.0 of the JSP. The RE and ECR will alert the contractor to any concerns. Likewise, the contractor should alert the RE of any concerns and work with MoDOT to do their best to meet the goal.

2. *Are the subcontractors part of the Work Force Diversity goal and do contractors have to monitor their work force?*

Yes. The Prime contractor is held responsible for the documentation and monitoring of both its own work force and the subcontractors that the Prime employees.

3. *This project has two, 1,000 hour OJT slots. Do to the nature of the bridge and pavement improvement work, would it not make more sense to have four, 500 hour slots?*

The project requires two, 1,000 hour OJT slots. The contractor should make a good faith effort to meet this requirement.

4. *Is Work Force Diversity goals reported by “craft” or “overall work force?”*

The Work Force Diversity goal for this JSP is applied to the contractor’s overall construction work force. However, the reporting is done by “craft” and broken down into gender and ethnicity for tracking purposes.