



Mississippi River Bridge Project
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Gregory Horn, P.E., Project Director

Meeting: J610984B –New Mississippi River Bridge (MISSOURI APPROACH)
Time / Date: 9:30AM / January 7, 2010
Location: Chesterfield District 6 Office, Room 160

MINUTES

INTRODUCTION: Greg Horn, Project Director, welcomed attendees and introduced the members of the Mississippi River Bridge Team and District Engineer Ed Hassinger.

Speakers included Greg Horn – Project Director, Ron Leible-Utility Coordinator, Randy Hitt-MoDOT Deputy Project Director, Jim Middleton- MoDOT Project Manager, and John Grana – Resident Engineer.

BID OPENING DATE: The Missouri approach project was advertised in December 2009, will be let on January 27, 2010, and awarded at the regular Commission meeting in February 2010. The Illinois approach project will follow soon after.

RON LEIBLE- UTILITY COORDINATOR:

AmerenUE:

1. Relocation between piers 3 and 4 at 1st Street: Work should begin when weather improves, probably in the next month or two.
2. Relocation on north 8th at Parcel 47: Relocation will begin once MoDOT has possession of Parcel 47 which should be in July of 2010.
3. Transmission Line Between Piers 5 and 6: Ameren will install two new towers and raise the transmission line over the Missouri Approach. Work should begin in February and is scheduled to be complete by May 1, 2010.

AT&T:

Couple of minor adjustments at Brooklyn and Broadway and at 2nd Street. Work should begin when the weather breaks.

St. Louis City Water:

Relocation at Continental Cement. Service line to Continental Cement is included in the approach contract and City Water is waiting until the approach contract is let and under construction before they can do their relocation.

Laclede Gas:

Work involves abandoning gas lines at Broadway and that work should begin when the weather breaks.

Private Sewer at Continental Cement:

Adjustment shown on plans and work is scheduled to be completed by March 1, 2010.

Note: Contractor will be perform all surveying duties for utilities after the contract is awarded, as noted in item L in the Job Special Provision.

Question: Will utility adjustments be part of the contract or will the utility companies be doing their own work?

Response: All of the utility companies will be responsible for doing their own utility adjustments excluding AmerenUE's transmission work (substructure). AmerenUE plans to use a subcontractor (on-call contractor) for their footing work on the transmission relocations between Pier 5 and 6.

JIM MIDDLETON- MoDOT PROJECT MANAGER:

Permits:

All permits have been completed and all cultural and environmental work is complete: MoDNR 106 Cultural Resources Clearance, MoDNR 401 Clearance, and MSD permit.

BIG MOUND:

The contractor's should be aware that the city block bounded by Broadway, Brooklyn, 2nd, and Mound Street is the site of what was the Big Mound, which is considered a sacred site to the Osage Nation. Remnants of the Big Mound no longer exist but in its' existence contained, among other things, Indian burial chambers. The mound was removed in the late 1800's but the site is still considered a sacred site to the Osage Nation. The contractor was advised that the Osage Nation asked that this area be disturbed as little as possible during construction. A copy of a letter from the Osage Nation to MoDOT outlining their concerns with the Big Mound area was given to the contractors at the meeting.

R/W:

1. Parcel 62 – Continental Cement: Continental Cement is a 24 hour a day operation and the contractor will need to coordinate with them to maintain their access during construction. Their facility is secured at night but trucks do make deliveries at night. The roller gate that secures the facility at night may be in the way of the contractors operations and that the contractor will need to work with Continental to provide them with an alternate way of securing their facility that won't get in the way of the contractor's operations.

Continental Cement is in the process of constructing a new cement delivery system to their plant. Their existing docking facility in the river is being moved south of the new bridge and a new overhead pipeline will be constructed just to the west of the new anchor pier for the main span bridge. This work is scheduled to be complete in the Spring of 2010.

2. Bike Path: Trailnet operates a bike path on the riverfront that is within the limits of the main span contract but should not be in the way of the Missouri approach contractor.

3. Department of Corrections – Parcel 70: This facility is a state run minimum security prison that must be secure at all times. The contractor should coordinate the removal and replacement of the DOC fence with their staff to ensure the facility remains secure at all times. The contractor is advised that when their personnel are working within the facility that their personnel should check in at the main office first.

4. M&L Foods – Parcel 47: Jim advised everyone that M&L Foods is still an operating business and has until June 30, 2010 before they must move. The contractor must maintain access their facility until such time.

5. Archview Storage – Parcel 40: MoDOT owns and controls this property but is still negotiating for Parcel 59 which is on the north side of the fenced in Archview property. The contractor does not have access to Parcel 59 until MoDOT has acquired the property which should be in the Summer of 2010.

Question: Who is the contact person or persons at the Department of Corrections?

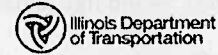
Response: Superintendent Janet Schneider or Asst. Superintendent Ralph Capriano at (314) 877-0300.

Question: Will the contractors be allowed to tour the M&L Foods facility ahead of time?

Response: The contractor should contact Lenny Tocco of M&L Foods at (314) 231-8055, ext 224, to arrange a tour of the facility.



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JOHN GRANA-MoDOT RESIDENT ENGINEER:

Job Special Provisions:

1. Prompt Pay: The intent of this JSP is to require the Prime Contractor to pay their subcontractors within 3 business days after they have been paid.
2. Critical Path Method Schedule: Review the JSP covering this item. The contractor will be responsible for submitting and maintaining a CPM Schedule. MoDOT will be hiring a consultant to review the contractor's schedule.
3. Partnering: Contractor will be highly encourage to do a formal partnering session on this project as we have done on the past on these large, high profile type projects.
4. Ground Improvements: Ground improvements will be needed below the MSE wall at Abutment 1. The boring logs at this location can be obtained by visiting the project website newriverbridge.org. This information should be available the week of January 11.
5. QC/QA: Similar process as to what was done on the New I-64 Project. The contractor will be responsible for doing the quality control on the project and MoDOT will be responsible for doing the quality assurance. Before the project begins the contractor will be required to submit a quality control manual to MoDOT for approval, which outlines their quality control procedures. MoDOT will then establish their quality assurance procedures based upon the contractor's quality control manual.

Question: This for structures too?

Response: Yes.

6. TRRA JSP: Be aware that there is a railroad within the project limits at 1st Street that the contractor will have to deal with which involves liability insurance and flagging operations.

7. Self Consolidating Concrete for Drilled Shafts:

Question: What happens if water is in the shaft would there be a need to change to B2 concrete?

Response: The procedure for placing the concrete in the shafts that have water in them theoretically should be the same as when placing B2 concrete. The concrete would need to be tremied in as with the B2 concrete but this is something we would need to take a close look at but we wanted to make the contractor had this option available to them.

RANDY HITT- MoDOT DEPUTY PROJECT DIRECTOR:

Overall Project Schedule

Randy went over the project schedule matrix with contractors pointing out critical items to the contractor with the respect to the Missouri approach contract. He noted that the main span contractor will be responsible for completing anchor pier 10 by January of 2011 so that the Missouri approach contractor will be able to set their girders between piers 9 and 10 in plenty of time to complete their project.

Randy pointed out that this project is not on the critical path for the overall completion and opening of the MRB project. The main span contract is the critical path project. Randy pointed out that we have established a completion date of September 30, 2011 for this project based upon a typical workday study. MoDOT would like to hear comments from contractors if they feel the project schedule is too aggressive.

ATC Process

Randy explained that the Alternate Technical Concept (ATC) process is being utilized on this project but that contractor's had to be pre-approved in order to participate in this process. Contractor's who were pre-approved and opt to participate in this process can submit a bid based upon their pre-approved ATC proposal. Contractor's who were not pre-approved to participate in this process can still submit a bid but their bid must be based upon the base set of plans which are available to all contractors.

Contractors who are planning to submit a bid based upon the base set of plans can bid the project through the normal bidding process and don't need to do anything special. Those contractors who will be submitting an ATC based bid will be receiving modified bidding documents in the near future. We will then set up a conference call with each of the ATC bid based contractors to make sure they are clear on what they will need to submit. ATC based bids cannot be submitted electronically. The ATC contractor's must fill out and sign pages 1 through 5 of the bid book and submit this information along with the EBS file for the project on CD. Some contractors who will be submitting an ATC based bid may be planning to submit a bid based upon multiple ATC's. Rather than submitting a bid based upon each individual ATC which could result in submitting multiple bids, we ask that the contractor decide which ATC's they plan to bid at least 4 days in advance of the letting so that we may issue them one bidding document that includes all of these ATC's.

5% bid bond – use standard form located in your bid book.

DBE and subcontractor disclose form must be filled out and submitted within 7 business days following the letting instead of the usual 3 business days that is normally the case.

Question: Will the contractors be required to submit a disk with their paper bid?

Response: The contractor will be required to sign and submit pages 1 through 5 of the bid book and submit an EBS file on CD which will contain the line items in their ATC based bid along with the quantity and the unit bid price of each item in the contract as well as their overall bid for the project. For Contractors who submit an ATC based bid and they turn out not to be the low bidder, we will not make their ATC bid information public since this information is considered confidential and the property of the contractor.

GREG HORN- MoDOT PROJECT DIRECTOR: Two JSPs – DBE & OJT JSP have been included in the contract.

DBE Reciprocity

Contractors may use DBE firms certified in Missouri, Illinois, or both states since funding for this project is coming from both states.

DBE Goals

This is a Federally-aided project with MoDOT and IDOT funds. An 18% DBE goal has been set for the project. List of certified DBEs can be found in the Missouri Regional Certification Committee (MRCC) Database and/or the Illinois Department of Transportation (IDOT) Database. Contractor's can exceed the 18% goal. 18% is the goal of the project.

There is quite a bit of information contractors will be required to submit concerning the DBE contractors you will be using or not using on the project and why. Greg mentioned that there has been a push to establish a dual goal (minority DBE goal/woman DBE goal) on the project but that this information could not be done in time to set separate goals for the project. Greg mentioned that a disparity study, done in



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2004, would be available to the contractors upon request. Greg mentioned that listed on the project website is a list of all of the DBE firms in the area that could be used on the project.

Question: Are the DBE forms used on the main span posted yet?

Response: No since we do not have a signed contract with the main span contractor yet. We expect that will occur sometime next week.

Question: Will that information be posted on your website once you have a signed contract?

Response: That information will become public information once the contract is signed but we will not be posting it on our website.

Question: Will the same process for publicizing DBE firms used on the main span contractor be used on the Missouri approach contract?

Response: Yes. That information will not be available until we have executed a contract with the contractor and then the DBE information becomes public information.

15% ON-THE-JOB TRAINING (OJT) GOAL:

OBTAINED WITH APPROVED TRAINEES BY MODOT OR IDOT;
UTILIZED IF THE CONTRACTOR IS FAILING TO ATTAIN THE AFFIRMATIVE ACTION GOALS
IN THE CONTRACT PER CRAFT OR TRADE, WHICH ARE 14.7% MINORITY AND 6.9% FEMALE.

Question: The OJT goal only kicks in if you are not able to attain the 14.7% minority or 6.9% female goal.

Response: Yes but this is required for each trade.

Question: 15% of what, man hours?

Response: Yes, 15% of the man hours.

Question: How would trainees apply?

Response: They would be hired either out of the hiring halls for each of the trades or from the trade agreement with the individual contractors if that be the case but MoDOT must approve the trainees used on the project.

Question: Does the 15% goal apply to each contractor or each trade?

Response: The 15% goal applies to each trade.

Question: Does the contractor get paid for the trainee hours?

Response: Yes, but only after the trainee has worked for the contractor for at least 500 hours.

Question: 500 hours on this job or combined with other jobs?

Response: 500 hours on this job only.

Question: You mentioned partnering, please explain.

Response: In the past on some projects we have required the contractor to enter into a formal partnering process with MoDOT. We will be asking the contractor to do the same on this project.

Question: Does MoDOT intend to do a roll up schedule where you pull all the schedules together to make one?

Response: The contractor will be responsible for submitting a schedule for their project only and MoDOT will be putting together a master schedule combining all of the schedules to keep track of the critical items.

Greg thanked everyone for attending.