



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

Meeting: J6I0984–New Mississippi River Bridge (MAIN SPAN)
Time / Date: 9:30AM / November 5, 2009
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: IDOT personnel (Jeff Keirn, Jeff Church and Gwen Lagemann) and MoDOT personnel (Ed Hassinger) and speakers.

Speakers included Ron Leible-Utility Coordinator, Steve Hague-Project Manager for HNTB (Bridge Design), Randy Hitt-MoDOT Deputy Project Director, Dave Nichols-Director of Program Delivery for MoDOT, Lester Woods-External Civil Rights Director for MoDOT, Jim Middleton- MoDOT Project Manager, John Grana – Resident Engineer, Jim Middleton- MoDOT Project Manager, and Kenny Voss-Bidding and Contract Services Engineer for MoDOT.

BID OPENING DATE CHANGED: November 30th, 2009, was the scheduled date for the bid opening. For the best benefit of the project, it has been moved to **DECEMBER 8th, 2009.**

The Missouri approach project will be advertised in December, January letting (2010) and awarded at the regular Commission meeting in February 2010. The Illinois approach project will follow soon after.

STEVE HAGUE – PROJECT MANAGER FOR HNTB -BRIDGE DESIGN: This is a cable-stay bridge that goes from Pier 10 on the Missouri side to Pier 13 on Illinois side of the river. This bridge has four (4) piers, three (3) spans, 1500 feet center span, steel composite girder superstructure with standard stays and delta-shaped towers. There are two foundation alternates in the baseline design: bridge caisson and waterline footing. Also, there is an alternate for overlays: latex-modified concrete and membrane-asphalt. The superstructure consists of weathering steel. Girders are weathering steel. Painting near the expansion joints which are modular. There is paint required on the cable connections themselves. Expansion joints, modular, fairly standard construction for cable-stay bridge.

Question: Are the towers coated or painted? What level?

Response: Coated with Texcote from the waterline to the top. It is a pay item in the special provisions.

RON LEIBLE- UTILITY COORDINATOR: There are three critical utilities on the project. They are located on the Illinois approach: AmerenUE transmission line, Explorer pipeline and Laclede propane pipeline.

The Explorer pipeline is not in conflict, however, the contractor will need to contact Explorer directly to coordinate working or driving over their pipeline. Also, the Laclede pipeline is not in conflict, but the contractor will need to contact Laclede directly to coordinate working or driving over their pipeline.

AmerenUE has an existing 138kv transmission line between proposed Pier 12 and Pier 13. It will be relocated directly over proposed Pier 14. Scheduling for the relocation is anticipated for March 1, 2011.

Question: Contractor inquired on how they can work with the energized line overhead?

Response: Access needed for piers from causeway or river? Only substructure work can be constructed with the location of this existing line. It is an energized line. It cannot be relocated any earlier than March 1, 2011. De-energizing the line may be an option at non-peak times with enough notice to the utility, typically from May to August it is not allowed. Contact person name is listed in the JSP for AmerenUE to determine flexibility in de-energizing the line.

Question: Why is the date in the Coordination matrix incorrect?

Response: An addendum will be sent out. A JSP with Contractor Coordination has been included.

JIM MIDDLETON- MoDOT PROJECT MANAGER: All permits have been completed: Corps of Engineers Permit, Coast Guard Permit, IEPA Permit, IDNR Permit, MoDNR 106 Cultural Resources Clearance, MoDNR 401 Clearance and U.S. Fish and Wildlife Clearance. All permits will be included in the bid book for the contractors. There are different limitations, restrictions and conditions in each permit. They are nothing really extraordinary from what MoDOT typically sees on this type of project.

There are three sets of Special Provisions: Bridge, Roadway and ITS.

The JSP for ROW for Parcel 62 is located in the Roadway Special Provisions. Continental Cement is an operating business and will need access for their trucks. The JSP outlines details for their access. Continental Cement is in the process of moving their pipeline cement delivery system which is currently located underneath the proposed bridge. They will be moving further to the south. Mark Soots from Continental Cement was present at the meeting. There are also existing moorings in the river that are owned by Continental Cement. Use of these moorings will need to be worked out between Continental Cement and the contractor.

Question: Contractor inquired if the dock will need to come out?

Response: No, it remains the property of Continental Cement.

Bulk Services is a business north of Continental Cement. They receive deliveries by rail. Access will need to be coordinated. A Roadway JSP is included in the contract.

Question: Has any conversations happened with the Railroads for accessing over their property?

Response: Yes, a JSP for the Railroad is included in the contract. Also, there are grade separation agreements with the Railroads.

There is an existing floodwall with a bike trail operated by Trailnet and owned by the City of St. Louis. A Roadway JSP outlines the details for when working over the trail.

RANDY HITT- MoDOT DEPUTY PROJECT DIRECTOR: Certain Roadway JSPs and Bridge JSPs were highlighted.

Roadway JSPs

Prompt pay was included for expedited payment to subcontractors.

Missouri and Illinois are both tax-exempt states. Contractors may purchase material with a tax-exempt waiver. Missouri provides a tax-exempt certificate. Illinois does not provide a certificate in the contract, however, the Illinois contact information on how to proceed with waiver is included in the contract.

CPM Scheduling is required for the contract so that critical items are incorporated into this process. A scheduling review consultant will be on-board to review and give feedback to the contractor.

Escrowing of documents is required and will be kept confidential. There is a bank safe deposit box located in Jefferson City, unless the Contractor has some other facility. Two individuals will enter together in the event of a claim.



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Partnering is not mandated in this contract. MoDOT highly encourages that the successful bidder utilize the formal partnering process with a facilitator.

Bridge JSPs

Delays due to high water is included in the contract. An elevation was determined from cofferdam design. It will be used for extreme events to protect the contractor.

Question: Contractor would like MoDOT to revisit the elevation established?

Response: It is for extreme events and will not protect for all events.

Water transportation for Engineer is included in the contract. A specific boat for the owner is not required but a crew boat with a safe means for inspection is needed.

Partial payment for plate steel – 100% of milling invoice will be paid.

SCC for drilled shafts (self consolidating concrete)- Option for the B-2 concrete for flowability.

Coordination matrix – V. Cooperation between Contractors- The coordination of the Missouri approach and Illinois approach projects will be imperative. Expectation dates are given in this table. It is provided in all three contracts (Missouri approach, Illinois approach and Main Span). When all three jobs are under contract, additional coordination will be needed and the dates can be adjusted up or down according to the the CPM scheduling.

Question: Contractor stated with tight schedule of 46 months and limitations of existing power lines that extra costs due to extraordinary methods and means might be required.

Response: Noted.

There is an agreement with MESD for use of their roads. Details and indemnifications are included in the agreement.

Question: There are levees on the east side. Are there any scheduled plans for upgrading this levee?

Response: A slurry wall has been proposed, however, no definitive plans have been identified. Funding issues impact the future of this wall.

Question: Are there any demolition work scheduled for the main span?

Response: No, major demolition is scheduled for the main span. Most work is over wetland areas.

Question: Levee have third-party agreements? Specific language about river elevations?

Response: Not aware of any river elevations requirements, indemnifications for insurance purposes, and maintenance of roads.

Question: Fill that goes to the top of the bank- What is the Cross section for Levee?

Response: The limits for the levee have been sent from the Corp of Engineers. A copy of what Corp considers the levee will be given to the contractors.

JOHN GRANA-MoDOT RESIDENT ENGINEER:

Quality Management System: Unique QC/QA process than what is currently used on MoDOT projects. Over the past several years, MoDOT has been focused on end results specifications. The Contractor will need to submit a Quality Control Manual to address all contract items. MoDOT to work together with the contractor. MoDOT will be responsible for the QA side.

Organizational Structure: Quality Control manager will need to be specified.

Procedures: Needed for QC testing (can be a third party), inspections, testing, material receiving, non-conforming or deficient work, and manual revisions to the plan.

Documentation: The Quality Manual will be a living document.

This process has been used on I-64 Design Build with great success, but not on a Design Bid Build. This will be a pilot project and hopefully it can be incorporated on a more permanent basis on future contracts.

Question: Will there need to be a full time QC staff, 24 hours?

Response: There will need to be QC personnel available based upon the nature of the construction activity scheduled.

Question: Should contractor include costs for QC inspectors in fabrication shops?

Response: No, continue with the same process as MoDOT currently does now. Fabrication facilities already have a QC process, but the contractor will need to include process in the Quality Control Manual.

KENNY VOSS-BIDDING AND CONTRACT SERVICES ENGINEER: The pre-qualified contractors have been working with MoDOT confidentially on additional ideas. This process is called the Alternate Technical Concepts (ATCs) process. Pre-approved Alternate Technical Concepts have been allowed into the bidding phase. Revised bidding documents will need to be sent out to the contractors (EBS files). If the contractor chooses not to bid the ATCs, they will bid the base line plans.

There are 3 scenarios:

One pre-approved ATC.

EBS file A: Original Base Bid

EBS file B: Adjusted Base Bid + ATC 1

The second scenario: Two pre-approved ATCs.

EBS file A: Original Base Bid

EBS file B: Adjusted Base Bid + ATC 1

EBS file C: Adjusted Base Bid + ATC 1 + ATC 2

EBS file D: Adjusted Base Bid + ATC 2

Third scenario: Three pre-approved ATCs.

EBS file A: Original Base Bid

EBS file B: Adjusted Base Bid + ATC 1

EBS file C: Adjusted Base Bid + ATC 1 + ATC 2

EBS file D: Adjusted Base Bid + ATC 1 + ATC 2 + ATC 3

EBS file E: Adjusted Base Bid + ATC 1 + ATC 3

EBS file F: Adjusted Base Bid + ATC 2 + ATC 3

EBS file G: Adjusted Base Bid + ATC 2

EBS file H: Adjusted Base Bid + ATC 3

For the bid submittal, please note the following:

Only PAPER BIDS allowed.

Submit signed and completed, pages 1-5 of Bid Book.

Submit ONE CD of the completed EBS file of elected ATC combination.



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5% Bid Bond – Must use MoDOT Standard form from Bid Book.

DBE and Subcontractor Disclosure submitted with bid or 7 business days following bid.

All bid documents removed from website. Final plans are on InDox. If not a member, there is a link on MoDOT website. Please contact Kenny or staff with questions.

Question: Contractor inquired on which Disclosure form to submit? There are two of them. One in the bid book and one in the JSP. Which one does the contractor submit?

Response: Greg Horn stated that the one in the JSP will need to be submitted.

LESTER WOODS- EXTERNAL CIVIL RIGHTS DIRECTOR FOR MoDOT: Two JSPs – DBE & OJT JSP have been included in the contract.

DBE Goals: This is a Federally-aided project with MoDOT and IDOT funds. There has been collaboration between both states and the 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 that percentage, 18%. 18% is the goal of the project.

In February, Roundtable discussions began for inclusion of minority and women owned businesses for the project. Many situation and barriers were discussed. A MRB Advisory Committee was formed and recommendations have been included in the contract language for this project. Fairness in contracting, building business capacity are among the topics that have been discussed. One million dollars has been set aside for DBE supportive services. This office will be a resource in helping general contractors and certified DBE firms in bidding, bonding, insurance, growing business capacity topics and much more.

Contact information for DBE and OJT initiatives:

April Brown – MRB 314-524-9251

Pat Weekley – District Office 314-453-5027

Lee Coleman 618-346-3360

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.

The number of OJTs will probably fall in the range of 15- 25 OJTs.

There are four JSPs that will need to be send out as an Addendum: Reciprocity, DBE, incentive/reimbursement and OJT.

DAVE NICHOLS:

Thanked contractors for attending. Introduced Pete Clogston, full-time FHWA representative. One team, Mississippi River Bridge Team, to bring this project together with the contractor, owner and designer. Emphasized partnering process is a key component in delivering this project on budget, on time and with quality standards.

Contractor responsive language has been included in design build projects on I-64 and Kansas City project. For this project, specific forms in the JSP contract document has been provided and the contractor will need to be submitted to Greg Horn for review. This contractor's role and DBE work plan will need to show how the contractor has met the 18% goal and the good faith effort has been detailed and documented. MoDOT expects the low bidder to be responsive and responsible. MoDOT expects the list of DBE commitments and letter of subcontractor intent to be completed in 7 business days from the bid date. On December 17th, the forms will be required for submittal.

Submitting monthly progress reports is beneficial.

Contractor is required to have a Civil Rights Compliance Manager, full-time job, to work with subcontractors, DBE contractors and prime contractors to make sure the utilization is meeting what was promised. It will be helpful and a list of qualifications is listed in the contract documents.

MoDOT believes that if the contractor truly does not make a good faith effort and is considered non-responsive, the bid bond can be seized.

Dave Nichols emphasized that the 18% goal is extremely aggressive, but attainable. Lester Woods encouraged the use of the DBE supportive services provider. U.S. DOT's Bank of Missouri, for any certified DBE is providing for fed-aid contracts, small business loans and credit lines. Also, a business coaching brochure is available.

Joint Check process is available on this project, approved by FHWA. April Brown can help with this process. It is used to purchase materials/supplies.

Pre-approved prime contractor, American Bridge-Dragados asked that the MoDOT de-link the forfeiture of bid bonds aspect from the DBE submission. They stated they are totally committed to the DBE goal and social objectives goal that underpin this goal, however, it is the contractor's value judgement and it will be difficult for bonding companies to support this.

Pre-approved prime contractor, Massman, Traylor and Alberici has seconded the motion to de-link the forfeiture of the bid bond from the DBE submission.

MoDOT will look to re-evaluate it. It will not be eliminated, but may be revised.

Availability of "incentive" type of tool. After the contract is awarded, the New MRB team will sit down with contractor team and have available up to \$3.5 million dollars of funds to help bring socially, economically disadvantaged businesses to new opportunities. These funds are not to be bid on by the contractor.

Question: Is it a grant?

Response: No, the money is budgeted for the project.

Question: Is the money available for other projects, approach project?

Response: Has not been determined. But the specific amount for the main span has been set aside.

Question: What is the budget?

Response: The program has 180 Million for construction costs. The engineer's estimate cannot be disclosed.

Question: When addendums come out, will the contractors be notified by email?

Response: Yes.

Stephen Johnson demonstrated how to get to the InDOX website from MoDOT's home page. You can view the Public plan room but have to be a vendor member to print out plan sets.



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Question: Why does InDOX print one page at a time?

Response: There is a program you can use or download the files to combine them in one file. Contact InDOX for details.

Prime Contractors introduced themselves: American Bridge-Dragados-Joint Ventur and Massman-Traylor-Alberici.

Supplier expo will be immediately following conclusion of this meeting at the TMC.

Greg thanked everyone for attending.