

PROJECT: TEAM TRACK

PROJECT # 2983

SUBJECT: Pre-Bid Meeting  
Agenda & Notes

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DATE: 10/20/11

BY: Mark H.

### 1. Introductions

- a. Owner – Darren Lamb (absent), Community and Economic Development Director; Dick Oldenburg, City of Washington
- b. Project Engineer – WEA, Ron Unnerstall, PE; Mark Harriman, PE  
**Mark Harriman Contact: 636-239-6550 ext. 1014 / mark@w-e-a.com**
- c. Engineer for Track Plans and Specs – Design Nine, William Fleis
- d. Geotechnical Engineer – SCI – Karl Koenigsfeld, PE
- e. Grant Administrator – Downtown Washington, Inc., Bridget Epple (absent)
- f. Union Pacific – absent

### 2. Addendums:

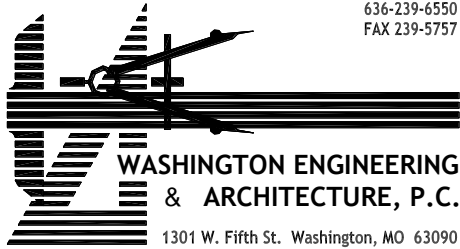
- a. No addendums have been issued
- b. An addendum will be distributed and posted on our web site prior to 3:00 pm on Monday to include the items

**Plan Holders list will be posted separately on our website.  
Website [www.w-e-a.com](http://www.w-e-a.com), left hand side tab that says Bidders/  
Bid results, you can download it from there.**

### 3. Administrative Bidding Requirements

- a. This project is a Federally and State Funded project
  - i. US Department of Commerce – Economic Development Administration (EDA)
  - ii. State of Missouri – Community Development Block Grant (**CDBG**)
- b. Section 00310 Bonding – Surety companies executing bonds must appear on the Treasury Department's most current List (Circular 570 as amended) and be authorized to transact business in the State where the Project is located.
- c. Bid Forms (A bid form checklist will be included in the addendum):
  - i. Bid Security – 5% of bid, bid bond or certified check
  - ii. 00300 Bid Form (2 pages)
  - iii. 00305 CDBG Bidding Requirements (14 pages)
    1. Bidder Qualifications
    2. Certification of Bidder Regarding Equal Employment Opportunity
    3. Certification of Bidder Regarding Section 3 and Segregated Facilities
    4. Minority and Women's Business Enterprise Utilization Worksheet
    5. Bidder Section 3 Plan Format
    6. Table A, Bidder's Proposed Section 3 Contracts/Subcontracts
    7. Table B, Bidder's Section 3 Estimated New Hires
    8. Certification Regarding Government-Wide Restriction on Lobbying
  - iv. 00700 EDA Documents
    1. Notice of Requirements for Affirmative Action to Ensure Equal Employment Opportunity
    2. Certification Regarding Lobbying

**Those can be found in the back of the EDA documents right by the EDA sign requirements.  
A checklist for bid forms will be included in the addendum**
- d. Wages – Federal and State wages are included
- e. OSHA 10 hour required for all site employees **EDA Requirements of the Contract.**
  - i. Penalties charged if found negligent
- f. An inclusive plan holders list of contractors whom downloaded and picked up plans will be posted on our website tomorrow afternoon.
- g. Buy American (Section 00700 EDA documents last page)
  - i. Equipment or products to be purchased by the EDA award funds must be American made, to the maximum extent possible, in accordance with Public Law.



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4. **Permits by City of Washington**

- a. MDNR Land Disturbance Permit (submitted last week)
- b. Flood Plain Development Permit (submitted last week)

5. **Permits by Contractor (all other permits)**

- a. City Building Permit – **Permit is required, fee will be waived. The City of Washington has the plans and specs and is currently reviewing them**
- b. City Grading Permit
  - i. ~~\$15 / acre @ 14 acres disturbed = \$210~~ **Permit required, fee will be waived**  
**The contractor will have to have a business license from the City of Washington**
- c. Union Pacific Right of Entry Permit (Spec Section 01015) – by Contractor
  - i. Project timeframe is critical, suggest Rush Handling
  - ii. Railroad Protective Liability Insurance (Marsh form provided in Spec)
  - iii. Contractor's responsibility to provide UP flagmen when required.

6. **Utility Relocations by Contractor**

**We want them in the project so we can be covered by Grant money**

- a. Sprint Fiber Optic (Spec Section 01020)  
**I have been able to work with Sprint, give them our plans and they have come up with a price for relocation and a reimbursement agreement and they are open to sign the reimburse agreement with the contractor. This is to be all inclusive for the relocation in the base bid by the contractor.**
  - i. **The addendum will have documents provided by Sprint**, contacts are included for questions.
    - 1. The Contractor is responsible for all costs involved in the relocation.
      - a. Not an allowance, no change orders for over-runs or under-runs.
      - b. Drawings are not to scale

**The Contractor may need to contact Sprint to make sure that you have a firm number like something they gave us as an instrument but your bid needs to cover those costs.**

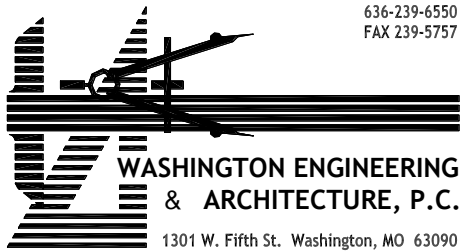
- b. Sewer Forcemain  
**Relocate HDPE force main around the site as it exists right now so the contractor can complete the over-excavation and place the fill. Work with the City of Washington, it's a force main that serves the landfill.**
  - i. Sewage from landfill
  - ii. Contractor to coordinate work with the City of Washington Public Works
- c. Overhead Electric
  - i. AmerenMissouri – Nick Eckelkamp (636) 583-7156 or [neckelkamp@ameren.com](mailto:neckelkamp@ameren.com)
    - 1. The Contractor is responsible for all costs involved in the relocation
      - a. Not an allowance, no change orders for over-runs or under-runs.
  - ii. Contractor will have to work around the existing overhead electric until such a time it can be relocated under-ground

**The overhead electric services the UP mainline signal and is located in the fill area.**

**Bill Priesmeyer-Bloomsdale Excavating- Did Ameren give any kind of estimate and is there any contact with Ameren that we you could give us?**

**To answer your first question, Ameren just got the plans about two days ago, so they have not worked out an estimate yet and the contact is Nick Eckelkamp, Item 6C, his telephone number is there.**

**Butch Oberkramer with Kelp Contracting - A while ago you mentioned UP that they have to have a flagman?**



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**On the right-of-way of the railroad you do. It will be a UP flagman, not the contractor's flagman.**

**B. Oberkramer - UE and blasting, is UE going to hold us up if we get to a point where we have to blast or if we are ready to blast?**

**UE's overhead line is in the fill area, yes. It is not in the blast area.**

#### 7. No Work Zone

**We do have an archeological and historical sensitive area on the top of the hill. There will be an addendum stating that we do want the construction fencing up there.**

**During the archeological study it was determined that there was some artifacts up there and we mitigated everything around that area but that particular area we left what was there, there and therefore working with the State Historical Preservation office, we have come to the agreement as we are ok as long as you don't disturb that area. Not to say you might not hit something, somewhere and if you do so you need to inform us right away.**

**There is an old house foundation and cisterns that exist, those will be demolished and those are outside the no work zone.**

- a. Protect entire perimeter of no work zone with construction fencing.  
**Construction fence for perimeter of no work zone will be included in the addendum.**
- b. Per EDA, Section 00700, No. 22 – Historical and Archaeological Data Preservation; the Contractor is to immediately report to the Engineer (as Owner's Representative) should any historical or archaeological artifact be found and/or uncovered. The Engineer will then contact the Owner and EDA.
  - i. Construction shall be temporarily halted pending the notification process and further directions

#### 8. Schedule

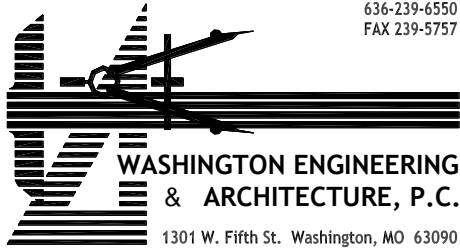
**We have to spend the grant amount given by the state by the end of September (2012). So we can use the funds and not lose it. It's pretty set in stone. However, there is verbiage for severe weather delays as said in the schedule. We know how it is in the spring and the fall. As long as we keep a log and know what is going on, we can work with you on that. We will have to keep the Grant Authorities involved and up to date as well.**

**To give you some ideal, we are taking bids on the 31<sup>st</sup>. We are going to evaluate the contractor, hopefully get that taken care of within a week so that we can have the approval from City Council the following Monday, which is November 7<sup>th</sup>. Once City Council gives approval and make sure the Grant Agencies are all on board we will issue a Notice to Proceed immediately. So that how quick this is going to go once it bids.**

- a. Schedule driven by Grant Authority deadline
- b. Full Completion September 29<sup>th</sup>, 2012
- c. \$1,000 per day liquidated damages
- d. Per CDBG Section 00500, 19. Time for completion and liquidated damages, page VIII-103 – No liquidated damages will be charged for severe weather delays.
  - i. Provided further that the Contractor shall, within 10 days from beginning of such delay notify the Engineer. A log of lost days should be kept.

#### 9. Alternates

- a. Alternates will be taken in order
- b. Alternate Bid No. 1 – Exclude Guard / Office Building



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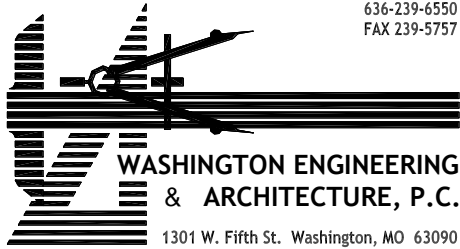
BY: Mark H.

- i. Section 01230, 3.1, A, 1&2 – Exclude the building, install underground service utilities for future use and add concrete slab ES3 in place of the building
- c. Alternate Bid No. 2 – Exclude Guard / Office Building and Site Lighting
  - i. Section 01230, 3.1, B, 1&2 – Exclude the building and site lighting, however install underground service utilities for future use, add concrete slab ES3 in place of the building, and relocate primary electric.

**Alternate Bid price is for the entire project less the items specifically identified.**

#### 10. Earthwork

- a. No burning of cleared material will be allowed due to close proximity to UP mainline and neighboring buildings.  
**You can mulch the trees and brush for your silt fence or hauled off site.**
- b. Excavation is unclassified with the exception of the unit priced items
  - i. Class "A" (non-rip able) Rock Excavation in Union Pacific R/W
  - ii. Class "A" (non-rip able) Rock Excavation in Trenches
  - iii. Haul off sludge from old lagoon, properly dispose of  
**If any sludge is apparent, which we don't believe there is, we only dug one test hole through there, so if there is any, we will have to stop work and take that into account and haul that off.**  
  
**The location of sludge disposal will be defined in the addendum.**
- iv. Over-excavation of unsuitable soils and replacement with shot rock
- c. The unit price for over excavation is only for work in existing areas not within the areas of new fill.
- d. Over excavation (**around 10 ft.**) of the consolidating clay layer below the new track is required, considered unclassified excavation and is to be included in the base bid.  
**There will be no unit price on that. If anyone would like an electronic copy of the CAD files so you can do your own estimating, that is available by contacting Mark Harriman of WEA.**
- e. No blasting permitted on UP right of Way  
**Just having to deal with UP on trying to get time allotments and flagmen and trying to blast along the UP mainline and get approvals we feel would be too difficult to do so, therefore we are not going to allow any blasting. Rock excavation will be handled by any means you have available to take care of that, besides blasting**
- f. Unit Price No. 1 is only for non-rip able rock excavation along UP Mainline, Stations -1+50 to 5+00.
  - i. This unit price will be used to adjust the contract sum if different from projected volume as shown on sheet C2.6 with quantity shown on sheet C2.4  
**So the unit price will only come into play if there is an over or under run of our plan quantity. So our plan quantity has to be in the base bid.**
  - ii. Excavation of soils and rip able rock is to be considered unclassified and included in the base bid.
- g. Pay special attention to the Union Pacific Grading notes on Sheet C2.6. Refer to Cross Sections by Design Nine for detailed design. Slope may be adjusted at the direction of the Engineer if rock is found different than planned.  
**We took borings up along the property lines pretty much the only place we could get rock depths and we interpolated down below so if rock shifts a little bit, the contractor will use those guidelines and adjust the cross section accordingly. Those cross sections can be seen on Design Nine Plans and the end of our plan sheets.**
- h. Blasting contractor is required to provide seismograph monitoring, independent monitoring is not required so long as it is covered.
- i. Borrow Lot may be benched in lieu of proposed slope, if authorized by the Geotechnical Engineer and recommendations followed  
**Right now we are showing a 2 to 1 rock cut slope; depending on what type of rock we get into and if we work with SCI it is possible that slope could be benched if the contractor can get that worked**



636-239-6550  
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**out; that would be acceptable, however recommendations would have to be followed by our Geotechnical Engineer.**

- j. Borrow lot may be revised per Engineer's direction to balance the site.
- k. 3' of granular material compacted to 95% density of the Modified Proctor is required under the sub-ballast as shown on Sheet 5.3.
- l. A unit price for applying 3-5% Code L by weight to the soil for a drying additive will be **added in the addendum**. All other methods of drying will be exhausted prior to use.

**SCI recommendations for monitoring settlement (i.e. settlement plates) and for preloading the site are not applicable due to the required over-excavation.**

#### 11. Restoration

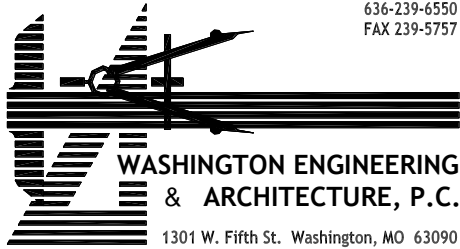
- a. Plan Sheet C1.1 – Team Track Facility
    - i. Distribute topsoil in green space between Canam and Team Track, seed and install erosion blankets.
    - ii. North and west slopes of the facility are to be graded topsoil not required. 2.5:1 and 3:1 slopes are to be seeded if 1/3 or more soil is mixed. 2:1 slopes are to be constructed with shot rock.
- The 2:1 cut slope along the UP mainline cut will remain as cut earth and not constructed of shot rock.**
- b. Plan Sheet C1.2 – Borrow Lot
    - i. Distribute topsoil on all slopes along West Main, seed and install erosion blankets.
    - ii. Rock cut slope may remain exposed rock, topsoil distribution not required.
    - iii. Seeding and blankets required on exposed dirt slope above exposed rock, application of topsoil not required.
  - c. Plan Sheet C2.6 – ROW grading plan
    - i. Seeding and blankets are required for the entire dirt slope. Re-distribution of topsoil is not required.

#### 12. Fencing & Gates

- a. The distances for the fencing as labeled on sheets C3.0 and C4.1 are incorrect. **This will be corrected in the forthcoming addendum.**
    - i. Per General Civil Notes: It is the responsibility of the contractor and bidders to verify all quantities as stated and shown.
- The addendum will include larger gate posts for the longer spans**

#### 13. Track Construction Plans – Design Nine

- a. Right-of-Entry Permit
- b. Purchase/stockpiling of track materials for UPRR forces
- c. Ballast source and gradation
- d. Walkway ballast limits
- e. New 115# rail
- f. Pandrol plated 9' xties
- g. 8'-6" xties w/tieplates
- h. Concrete crossing material
- i. Perforated subsurface drainage



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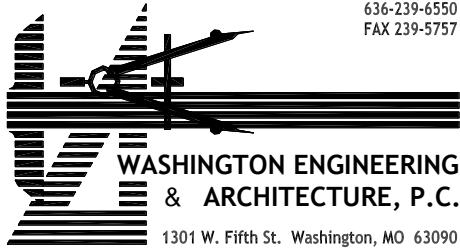
Design Nine went over the track plan set including the plan sheet, the profile sheet, the miscellaneous detail sheets and the 10 sheets of track roadbed cross sections mentioning the specific finished slopes to be provided and the various track work items and limits of track work by contractor and railroad forces. Work items included under the track portion of the project include standard jointed and welded track, a #9 turnout, a derail, bump posts, concrete crossing surfaces along both tracks, subsurface drainage along both tracks, private crossing signs and a UPRR maintenance sign. I mentioned that the detail sheets included the design alignment coordinates for track alignment (survey control points to be provided by WE & A in coordination with Design Nine), typical track section information, walkway information, etc. Discussed the removal of some text from the first sheet of drawings regarding the concrete crossing surface limits.

- Right-of-entry permit with railroad was re-mentioned after initial discussion by WE & A.
- The purchase and stockpiling of all track and turnout materials including track ballast and walkway rock by contractor for subsequent installation by railroad forces. Not determined who is to build the #15 turnout but at this point it is not the contractor; he is only to stockpile materials.
- Ballast type and gradation
- Walkway ballast type and gradation. Discussed limits of walkway rock by contractor.
- New 115# RE rail required for both jointed track and welded track
- Pandrol plated 9' grade cross ties for welded track and that portion of track to be stockpiled for railroad forces
- 8'-6" standard tie plated grade cross ties for open track construction by contractor
- Concrete crossing surfaces along both tracks with begin and end points noted on the plans
- Subsurface perforated drainage with fabric and drainage rock adjacent to both tracks tied into facility storm sewer system
- Welded rail track portions are to have the rails de-stressed. Specific information to be added to track specifications.
- Specific insurance requirements of the UPRR as listed to be removed from the Special Conditions within the track portion specifications as UPRR insurance requirements as dictated by Right-of- Entry Permit should dictate

Not on the agenda I would like to point out to other items I was thinking about.

- Storm sewers, UP regulations are to be corrugated metal pipe under the track, we need to adhere to those pipe types through the facility per plan and you can find that specification section 02630.
- We also are open cutting West Main in one location. The City requires RCP to go under their roadways so that will have to met as well. Excavations must be promptly executed and backfilled as to not delay local industry use.
- We have one storm run going between Canam Steel and the new Team Track facility spec'd as HDPE. That one I would allow a substitute of equal or greater if asked for by the contractor.

I wanted to point out that Sheet S 2.1 is a pavement plan showing the concrete. There is a good amount of pavement on this job. A good healthy dock made out of concrete and then we have the small guard building in there and the electrical that makes up the remaining of the balance of the plans.



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I would think roughly the rail portion that you were talking about is about 1/3 of the total project costs not counting excavation for the rail, the rest of it being the excavation, raising the lot, concrete pavement, storm sewers, is about 2/3 of the project.

We cannot issue the Addendum any later than 7 days before the bid time that is why the addendum will be out by 3:00 p.m. next Monday. If you have questions ask them as soon as you can so we may include them in the addendum. We will not push the bid date back because of the schedule.

Eddie Pettis w/Andrew Stegman-That sludge material, if there is some, does it have to be classified as a special dump or where can that be taken to if we have to muck that out?

~~It can be taken to the City of Washington Landfill. We will check with DNR and the landfill requirements.~~  
The location of the sludge disposal will be defined in the addendum.

\*All questions are welcome, however after Monday morning, answers may not be given that are not in the plans and spec that could change the scope of work.

\*As a reminder, the construction staking is by contractor. Washington Engineering and Architecture can provide a quote for construction staking services. Inquiries should contact Mark Harriman by email ([mark@w-e-a.com](mailto:mark@w-e-a.com)) or phone (636-239-6550 ext. 1014)



**Pre-Bid Meeting Sign-in-sheet**

City of Washington

#2983

**TEAM TRACK**

2010 West Main Street

Wednesday, October 19, 2011

Bids are due October 31, 2011 by 3:00 P.M.

#	Contact	Company Name	Phone	Email
1	Jim Donato	Chester Bross Construction Railroad Division	618-452-8508 cell: 314-562-3523	<a href="mailto:jdonato@quixnet.net">jdonato@quixnet.net</a>
2	David Myers	Balfour Beatty	812-382-4166	<a href="mailto:dmyersduke@aol.com">dmyersduke@aol.com</a>
3	Matt Sorcic	Railworks	314-291-8233	<a href="mailto:msorcic@railworks.com">msorcic@railworks.com</a>
4	Ron Jacobs	Chester Bross Construction	573-248-7236	<a href="mailto:ronaldjacobs660@msn.com">ronaldjacobs660@msn.com</a>
5	John Rosson	Chester Bross Construction	573-248-6579	
6	John Huff	Lewis & Associates	636-583-8811	<a href="mailto:John.Lewisass@sbcglobal.net">John.Lewisass@sbcglobal.net</a>
7	Gene Lewis	Lewis & Associates	636-583-8811	<a href="mailto:genlewis@fidnet.com">genlewis@fidnet.com</a>
8	Mark Greis	Greis Construction	660-882-6391	<a href="mailto:mgreis@iland.net">mgreis@iland.net</a>
9	Clark Greis	Greis Construction	660-882-6391	<a href="mailto:mgreis@iland.net">mgreis@iland.net</a>
10	Jake Greis	Greis Construction	660-882-6391	<a href="mailto:mgreis@iland.net">mgreis@iland.net</a>
11	Duane Hidritch	Castle Contracting	314-575-6858	<a href="mailto:Duane@castlestl.com">Duane@castlestl.com</a>
12	Ethan Bryant	Bloomsdale Excavating	573-364-8149	<a href="mailto:edb@blex.com">edb@blex.com</a>
13	Bill Priesmeyer	Bloomsdale Excavating	573-364-8149	<a href="mailto:btp@blex.com">btp@blex.com</a>
14	Brad Wilkins	Atlas Railroad Construction	724-809-9232	<a href="mailto:bradwilkins@aol.com">bradwilkins@aol.com</a>
15	Joe Howell	Howell & Sons Excavating	314-220-2161	<a href="mailto:HowellH@centurytel.net">HowellH@centurytel.net</a>
16	Pat Daugherty	Lamke Trenching & Excavating	314-581-7251	<a href="mailto:pat@lamketrenching.com">pat@lamketrenching.com</a>
17	Conrad McMillin	Hulcher Services, Inc.	314-308-1999	<a href="mailto:cmcmillin@hulcher.com">cmcmillin@hulcher.com</a>
18	John Wubbolding	Hulcher Services, Inc.	618-789-7448	<a href="mailto:jwubbolding@hulcher.com">jwubbolding@hulcher.com</a>
19	Ghynn Graham	Hulcher Services, Inc.	816-797-7199	<a href="mailto:ggraham@hulcher.com">ggraham@hulcher.com</a>
20	Shawn Sapp	Emery Sapp & Sons	573-445-8331	<a href="mailto:ssapp@emerysapp.com">ssapp@emerysapp.com</a>
21	Nick Rothe	Budrovich	314-892-3030	<a href="mailto:nrothe@budrovich.com">nrothe@budrovich.com</a>
22	John Massey	Capital Railroad	573-474-3588	<a href="mailto:capital@centurytel.net">capital@centurytel.net</a>
23	Kent Rollins	Unnerstall Contracting	636-257-3003	<a href="mailto:ucc2803@hotmail.com">ucc2803@hotmail.com</a>
24	Steve Unnerstall	Unnerstall Contracting	636-257-3003	<a href="mailto:ucc2803@hotmail.com">ucc2803@hotmail.com</a>
25	Chris Locher	KJ Unnerstall Construction Co.	636-239-2028	<a href="mailto:chris@kjunnerstall.com">chris@kjunnerstall.com</a>
26	Matt Hollingsworth	Kolb Grading, LLC	636-441-0200	<a href="mailto:matth@kolbgrading.com">matth@kolbgrading.com</a>
27	Eddie Pettis	Andrew Stegmann, Inc.	314-540-7220	<a href="mailto:eddiepettis@centurytel.com">eddiepettis@centurytel.com</a>
28	Jack Kanff	Andrew Stegmann, Inc.	314-486-4818	<a href="mailto:jackkanff@centurytel.com">jackkanff@centurytel.com</a>
29	Tom Kelp	Kelpe Contracting, Inc.	636-458-1400	<a href="mailto:tkelpe@kelpe.com">tkelpe@kelpe.com</a>
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