




**MEMORANDUM**

TO: The Files

FROM: John R. Dvorak, P.E.   
Project Engineer

REFERENCE: 4<sup>th</sup> Street (SH 96A) Bridge Over the Arkansas River  
CDOT Project: BR 0961-008 (SA 13141)  
Final Design  
FIGG Project: 1758.03

**MEETING MINUTES**

Pre-Bid Meeting  
July 18, 2007, 9:00 AM  
Pueblo Convention Center  
Fortino Grand Hall

ATTENDANCE: See attached Attendance Roster

DATE: August 9, 2007

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**If information from the meeting or meeting minutes conflicts with the contract documents, the contract documents will govern.**

On July 18, 2007, a 4<sup>th</sup> Street Bridge Pre-Bid Meeting was held at the Pueblo Convention Center located at 320 Central Main Street in Pueblo, Colorado. The purpose of this meeting was to provide Contractors project information prior to the bid opening date of August 30, 2007, answer any Contractor questions, and perform a site visit.

This was a mandatory pre-bid meeting for all Prime Contractor's interested in submitting a bid. All Prime Contractor's had to sign in and sign out of the meeting. Prime contractors interested in submitting a bid but unable to attend the meeting should contact Karen Rowe (CDOT Resident Engineer) at (719) 546-5438. A video of the meeting is available upon request from Dean Sandoval at (719) 546-5440.

Question cards were distributed to participants at the start of the meeting. Participants were encouraged to write questions on these cards and submit them to CDOT for responses during the question and answer period. Submitted questions were addressed by CDOT and the Project Team during the question and answer period at the end of the meeting. These questions along with responses are included below.

Tables were set up with the following information available and the respective consultants:

<b>Bridge</b>	FIGG – John Dvorak Cantilever Model, Bid Plans and Specifications
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<b>Roadway</b>	PBS&J – Dan Liddle Earthwork Calculations, Roadway Plans
<b>Drainage</b>	Ayres Associates – John Hunt Drainage and Hydraulics Reports, Drainage System Boards, Water Quality Device Information
<b>Geotechnical / Geology</b>	Goodson & Assoc. – John Fodor MWWA & Assoc. – Pete Stauffer Rock Core Samples, Geotechnical Report, Slope Stability Report
<b>Lighting &amp; Landscaping</b>	The Szynskie Group - Charlotte Szynskie Lighting Hardware Catalog Information, Landscape Plan

Below is a summary of items from the meeting.

## PRESENTATION

### INTRODUCTIONS

- Karen Rowe (CDOT Resident Engineer) welcomed meeting participants and introduced herself and her role in the project.
- All attendees introduced themselves. An attendance list is attached, as well as a summary of the attendees and business cards received.
- Karen Rowe and Steve Fultz (FIGG) co-presented at the meeting. Main topics and discussion items were as follows:
  - Design and Construction Team
  - Project Timeline and Description
  - Default Bridge and Alternate Design
    - ▲ Three (3) contractors and one (1) consultant were given preliminary approval to submit an alternate design. There were five (5) alternate bridge design proposals approved as part of the process. However, submitted alternate designs must meet all of the project criteria, contract document provisions, and must eventually receive necessary approvals from CDOT, the Railroads, and any other affected party.
    - ▲ None of the alternate design proposals have received approval by the Railroads. Railroad approval will be required.
    - ▲ All the alternate design proposals have the same pier locations as the default design and have haunched girders at Piers 3 and 4. All alternates show sloping webs.



- ▲ After reviewing proposals, CDOT believes that the default design is competitive with the alternate design proposals given these same criteria and conditions.
- ▲ If the apparent low bid is an alternate design, there is still a process CDOT will go through to make sure the alternate fits all of the project criteria and conditions, and contract document requirements. If the apparent low bid does not meet these conditions, then the next apparent low bidder will be examined.
- ▲ CDOT is considering a revision under addressing the time that bids can be held. The following is being considered:
  - In the event that award cannot be made within 30 calendar days, all bidders will be requested, in writing, to honor their bids for an additional 60 calendar days.
- Bridge (General Layout, Superstructure, Post-Tensioning, Substructure, etc.)
- Bridge Construction and Phasing
  - ▲ Contractors were encouraged to refer to the incentive and disincentive special provision for additional requirements related to one-lane and pedestrian access restrictions.
- Potential Access and Staging Areas
  - ▲ Staging can be done within CDOT ROW according to Contract conditions. Other staging areas to be considered will be from private property owners or the City of Pueblo. Contact Dean Sandoval (CDOT Project Manager) for contact information.
  - ▲ Railroad access should be coordinated with the railroad. Current Yard access is from 'B' Street south of the project. Railroad track crossings occur in this area allowing access to each of the Yard roads, and the road running along the toe of the floodwall.
- Schedule
  - ▲ Assumed 1 pair of form travelers and predominately linear construction.
- Bridge Demolition and Miscellaneous Removals
- Drainage
  - ▲ Construction of the outfall structure in the southwestern bluff slope should occur within the first 150 contract days.
- Utilities
  - ▲ Light towers within the alignment and overhead electric lines and poles on the floodwall have already been removed by the Union Pacific Railroad.
  - ▲ Aquila has new transmission towers and anticipates beginning their pole relocations in August or September.
  - ▲ Contractors were referred to utilities coordination and time frame requirements in the Utilities special provision.
- Lighting
  - ▲ Lighting items are specified in the contract documents to be in accordance with City standards. These items should be provided.
- Landscaping

- Project Special and Standard Special Provisions (slides showed highlights but actual specifications will supersede any information shown here).
  - ▲ Insurance Requirements
  - ▲ Environmental/Permits
  - ▲ Wetlands
  - ▲ Public Information Services
  - ▲ Trail Use
  - ▲ ADA Requirements
  - ▲ Railroad Requirements
  - ▲ Special Construction Requirements
  - ▲ Contractor's Personnel
- Revisions Under Advertisement
  - ▲ CDOT will be issuing a revision under ad for Erosion Control. This will include additional requirements.

Dean Sandoval (CDOT PM) explained that contractors proposing an alternate bridge design will need to submit their proposals for temporary shoring to CDOT (Dean or Karen) who will make the request to the Railroad's Headquarters for approval (UPRR and BNSF). The local railroad workers should not be contacted and will not review or approve any plans. Local railroad personnel will work with the contractor for flagging and other services during construction.

Dean explained that the Pueblo Conservancy District is in the process of levee re-certification. Any proposed temporary supports (other than that shown in the contract documents) on the levee require review and approval from the Pueblo Conservancy District. Dean stated that the review process for loads and/or equipment on the levee may require two or three months. Karen Rowe added that the levee is historic and would require a review from the State Historic Preservation Office for approval. CDOT advised that the review and approval process for levee impacts may be time prohibitive and bidders should be cautious of any additional proposed work in this area.

Karen stated that CDOT has budgeted around \$38 million for the project, including all internal CDOT expenses.

## QUESTIONS/ANSWERS

Below is a summary of the questions and answers discussed following the presentation. Questions below are reproduced from the submitted questions cards.

*Question:* Is the pole relocation for the 69kV and 115kV transmission lines the responsibility of the Contractor or Aquila?

*Answer:* Aquila is responsible for the pole relocations as shown in the contract plans. The new poles (north of 4<sup>th</sup> Street) will be significantly taller than existing (around 100 ft). Aquila is not planning to replace poles south of 4<sup>th</sup> Street. Contractors should coordinate with Aquila for shut downs needed for construction in accordance with the project specifications.

- Question:* Are the holes for the recessed lighting cast into the girder?
- Answer:* Yes. The plans contain a 13" diameter hole cast into the bottom slab to accommodate the light. Details are located in the plans.
- Question:* Are the channel inserts for the utility hangers cast into the girder?
- Answer:* Yes. The channel inserts are detailed to be cast into the underside of the top slab to support the utility hangers.
- Question:* The City of Pueblo asked what use is anticipated of the City's Standard Specifications?
- Answer:* Although the project is a State project and federally funded, the project is within City limits. CDOT and the Design Team have worked with the City of Pueblo throughout the design process and have used City Standard Specifications were applicable, (i.e. drainage). City inspectors will work with CDOT to inspect the work.
- Question:* Will the City of Pueblo be named as an additional insured?
- Answer:* The initial response was CDOT would look into it. Upon further investigation, the answer is yes. The requirement will be accommodated by a revision under advertisement.
- Question:* Please clarify the intent of Specifications 202, 211, and 250 in regard to compensation for dealing with substances and materials found onsite, dewatering, etc?
- Answer:* Pay Item 211 – Dewatering (Special) includes payment for the sampling, testing, and treating of the water.  
Pay Item 250 – Environmental Health and Safety. This includes Environmental Health and Safety Management paid for as lump sum. Monitoring Technician and Health and Safety Officer are paid for by the hour. 18 soil samples for Materials Sampling are anticipated for the project. Material handling and stockpiling is included and paid for by the cubic yard. Force account items include environmental health and safety management and contaminated soil, as well. Dean will work with the Contractor on any unforeseen items encountered, as needed.
- Question:* Has the earthwork summary assumed removal and replacement of the top two feet of existing fill in A7 grade and cut sections to be replaced with R48 material?
- Answer:* No. It is anticipated that the top 2' of existing or imported subgrade material will be R48 or greater material. The earthwork calculation does not include



any excavation or embankment to meet this requirement. The majority of the material tested within the project limits was found to be R48 or greater except at the east approach where the roadway will be in fill. The Contractor shall review the Geotechnical Report for additional information regarding existing conditions anticipated to be encountered.

*Question:* Is the earthwork summary based on top of existing surfaces to top of proposed pavement or have allowances been made for existing pavement removal and proposed aggregate base and pavement?

*Answer:* Adjustments were made and are located on the earthwork calculations sheet, which can be requested from the CDOT Resident Engineer. The earthwork summary is based on bottom of subbase to existing ground minus a 4" assumed existing asphalt pavement depth. Existing asphalt pavement removal is paid for separately and not included in the earthwork summary.

Karen added that design and survey files are available for \$5 purchase from CDOT Reographics. See contract documents for details.

**Karen mentioned that many of the documents for the project are currently available on the CDOT 4<sup>th</sup> Street Bridge website ([www.dot.state.co.us/4thstreetbridge/index.cfm](http://www.dot.state.co.us/4thstreetbridge/index.cfm)).**

Hazardous materials investigation reports are available only by visiting with Dean Sandoval in the Pueblo office. Existing structure as-builts will be available on the website within the week, or may be obtained sooner by contacting Dean Sandoval.

Presentation slides are available for download on the 4<sup>th</sup> Street Project website.

**Attachments:**

Meeting Agenda  
Attendance List  
Sign-In-Sheet  
Business Cards

cc: Mr. Dean L. Sandoval (CDOT Region 2 – Construction)  
Ms. Karen S. Rowe, P.E. (CDOT Region 2 – Resident Engineer)  
Mr. Stephen E. Fultz, P.E. (FIGG)  
Attendees (VIA Website Posting)

**These meeting minutes are considered final. Any agreed upon revisions after final distribution will be addressed and documented in future meetings.**

**4<sup>th</sup> Street Bridge  
Contractors Pre-Bid Meeting  
Attendance List**

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Mark Klune	Transit Mix of Pueblo	719-240-8023	<a href="mailto:mark_klune@transitmix.com">mark_klune@transitmix.com</a>
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# SIGN-IN SIGN-OUT

# 4<sup>th</sup> ST

BRIDGE  
SH 96A OVER THE  
ARKANSAS RIVER

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Pete Stauffer	Michael West & Assoc.	720-524-5300	pstauffer@m-west- assoc.com	8:20	11:15
Stephen Joseph	PCL Civil Constructors	(303)365-6574	sejoseph@pcl.com	8:20	11:10
Dan Cramer	Cramer and Associates	575-265-1447	dcramer@ cramerandassociatesinc.com	8:25	11:10 <i>[Signature]</i>
Rick Pollock	CUSTOM LIGHTING	801- 301-4273	rpollock@cl- SERVICES.COM	8:30	11:07
Richard Lawrence	Lawrence Const	303 791-5642	RLawrence@ Lawrence-Construction .com	8:30	
Polly Lawrence	Lawrence Const	3- 791-5642	Plawrence@ Lawrence-Construction.com		
DEAN SANDOVAL	CDOT	719 546-5440	dean.sandoval@ DOT.STATE.CO.US	8:35	
Robert Montoya	CDOT	546-5704		8:35	
Tom Wrona	CDOT	546-5430			
Jason Bowman	A-I BARNETT & Sons	719-543-1353	mbowman@aijz.com	8:46	11:10
HARRY WALSH	SEMA CONSTRUCTION	303 627-2600	HWALSH@ SEMACONSTRUCTION. COM	8:45	11:10



# SIGN-IN SIGN-OUT

# 4<sup>th</sup> ST

BRIDGE

SH 96A OVER THE  
ARKANSAS RIVER

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# SIGN-IN SIGN-OUT

# 4<sup>th</sup> ST

BRIDGE  
SH. 96A OVER THE  
ARKANSAS RIVER

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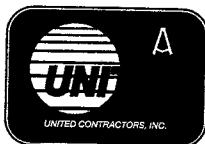
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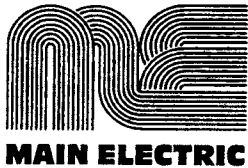


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Field Operations Manager

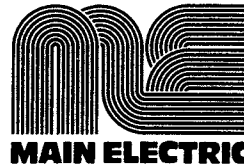
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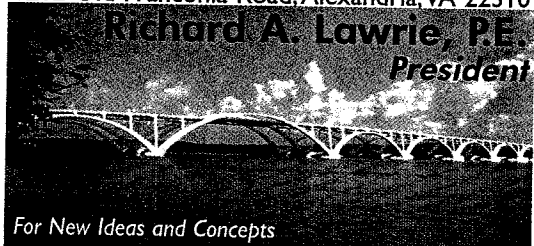
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