



MINUTES SUMMARY

PROJECT:	(366 B-2.1) Railroad-Grading (DOT letting)	
SUBJECT:	Pre-Bid Meeting - Railroad Consolidation - IMN-080-1(366)4--0E-78	
MEETING TYPE:	Construction Progress Meeting	
MEETING #:	150804	
MEETING PUBLISHED BY:	James, Becky	
DATE AND TIME:	Start: 8/5/2015 10:30:00 AM	End: 8/5/2015 12:00:00 PM
LOCATION:	CBIS Project Office	

MINUTES DETAILS

150804.1	TOPIC:	Welcome & Introductions	STATUS:	Open
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Discussion:

Meeting was opened with a brief introduction by Scott Hanson, from Iowa DOT, Office of Design. Scott introduced Craig Hunter, from HDR, who gave a brief statement on his background and overview of the project as well as the staging.

150804.2	TOPIC:	Design & Staging	STATUS:	Open
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Discussion:

Construction:

- Letting August 18, 2015
- Railroad Grading: There are 3 packages of railroad grading.
- Track Installation - Non-BNSF:
- Roadway and utility construction:
- (127) package has 2 box culverts; one is an extension, the other a brand-new box culvert.
 - There will need to be coordination with landholders - need to review who these are.

Construction by Others:

- BNSF Grading on BNSF Property:
- Grading limits were shown on plan sheets.
 - Green lines - limits of the contract limits
 - Orange lines - this is the area of responsibility for BNSF work
 - Blue lines - work to be completed by IAIS
- BNSF Track Construction:
 - Track construction to be completed by BNSF forces.
 - Craig showed where BNSF will be working on installing new turnouts.
 - There will be some grading work being completed by the DOT contractor that is included in the (366) package.
 - DOT contractor will be doing all the drainage, all the grading up to the sub ballast and placement of sub ballast.
- IAIS Track Turnouts:
 - They will be installing some turnouts for the project and 1 track raise.
 - IAIS is completing the design of these improvements themselves and will have a separate construction letting.
 - All the existing track removal was shown in red which is the minimum removal.
 - IAIS will be salvaging all the existing track, they take everything including the ties.
- DOT's contractor will be constructing the CBEC main line track.

Staging:

- Since there are multiple forces involved with this, there are cutoffs in place that need to be met to ensure service to the existing clients in the area.
- There will be a lot of interaction between the (366) Contractor, BNSF, IAIS, DOT.
- Refer to the Special Provisions that address the coordination and other needs for this project.
- Review of staging plans:
 - Specific staging notes show where traffic is and also notes outage times for track outages that in the plans.
 - Coordination with other projects in the area.
 - Tan shading - grading areas



- Red - box culvert locations
- Green - existing track
- Existing trail that will be relocated, with a box culvert constructed.
- Outage periods to make the trail connections. Please try to minimize the outages as much as possible.
- Fencing is shown - this is to help the contractor have a good visualization of the area called "fouling the track". This is an area within 25 feet of the track that you must stay outside of the daily railroad operations. To work within this area, you would have to contact the railroad for permit to work in the area and you will have to provide flaggers.
- Showed the grading areas and discussed the coordination with the other projects in the area.
- A temporary ring levee near I-29 and East South Omaha Bridge Road, will be removed by the interstate contractor.
- Discussion on when you do and do not have "right-of-entry" to do work. This is shown on the "H" sheets.
- The roadway reconstruction of 8th Street, there is a sequence to where you need to close all these roads at one time. There is a business that you will have to maintain roadway access to at all times.
- Area shown as temporary pavement that you will open up and the after BNSF completes their final track construction in this area, the final header pavement would be placed at Stage 2.
- Stage 2 is the track construction, shown in dashed lines. DOT contractor builds track on the embankments. The BNSF Contractor would be doing the grading work as well as the BNSF track construction.
 - DOT & CBIS PM/GEC has worked with BNSF, who has agreed to this track construction up to the stub outs. Remainder will be done once the corridor has opened up.
 - Gap area shown is the I-29 existing bridges and embankments that have not been removed yet.
- Stage 3:
 - By this point, all the track connections should be made except for some diamond installation. The interstate traffic is on the proposed and existing bridges and embankment is removed by the interstate contractor. The (366) contractor would do the final grading and embankment, as well as build the CBEC track.
- Stage 4:
 - This is the final cut over for the CBEC track. Would install the new diamond as well as make the connection at the north and existing CBEC track. There is an outage period that's noted in the plans.
 - Also includes track construction of the CBEC mainline and track to SIRE and MAE Power Plant.
- Stage 5a:
 - After BNSF constructs their track, they have a 30-day window to do their track testing on the new corridor. This 30-day window is included in the BNSF milestones detailed in the plans.
 - After the track testing is complete, BNSF will transfer the BNSF property after salvage. The DOT Contractor will be able to come in to do the new track connections.
- Stage 5b:
 - This is track resurfacing, a new turn out and new track connections.
 - This track at the south end needs to stay in place until the track connections in the north end are reconstructed. This is to allow BNSF to continue to serve Bartlett Grain from the south end.
 - There's a time frame that needs to be met for the north end: track needs to be kept in place until IAIS takes over service to the north.

150804.3	TOPIC:	Proposal	STATUS:	Open
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Discussion:

- Site Milestone #1:
 - Completion Date: 4/30/16 \$2,000.00/day
 - Construct grading and drainage for CBEC main track between I-29 and the existing BNSF track (COUNCIL BLUFFS SUBDIVISION)
 - Construct grading and drainage for BNSF South line segment from STA 1006+72 to STA 1008+50
- Site Milestone #02:
 - Completion date: 8/2/16 \$2,000.00/day
 - Construct grading and drainage for BNSF South line segment at the existing CBEC track.
- Site Milestone #03:
 - This is a duration. Once BNSF completes their track build and testing, then the DOT has 14 calendar days to complete Segment 4 (Bartlett connection).
 - Approximate Start Date: 11/23/16
 - 14 Calendar Days \$2,000.00/day
- Complete Stage 5A:



- Contract Completion Date: 1/30/17 \$2,000.00/day
- Stage 1: Work Restriction:
 - Project site to remove the pre-load fill placed previously by others (IM-NHS-3(97)48--03-78) and construct the 14' X 8' RCB (DESIGN NO. 1612) will not be available until pre-load settlement has completed. Site is anticipated to be available by Approximately 9/30/2015.
- Stage 1: Work Restriction:
 - Project site to construct grading and drainage for CBEC main track between US 275 and the existing CBEC track will not be available until existing US 275 embankment is removed by other contractor for project IM-NHS-029-3(102)48--03-78 by 9/30/2015.
- Stage 1: Work Restriction:
 - Hauling and construction through the US 275 Bridge site (PROJECT IM-NHS-029-3(102)48--03-78) will be limited to night operations from 7 PM TO 7 AM Daily.
 - Haul Route 4 is not available for use until April 1, 2016
- Stage 3: Work Restriction:
 - Project site to construct grading, drainage and track for CBEC Main Tract at I-29 will not be available until existing I-29 Embankment and ring levee is removed by other contractor for IM-NHS-029-3(102)48--03-78 by 6/30/2016.
- Stage 2: Construction by Others:
 - BNSF to complete track construction from Council Bluffs Subdivision to I-29 with 30 Calendar Days after completion of Site 01.
- Stage 4B: Construction by Others:
 - Existing CBEC Track removal necessary for construction of BNSF South Line segment at existing CBEC Track will be removed by others (IAIS RR)
- Stage 4B: Construction by Others:
 - BNSF to complete track construction and testing for Mosquito Creek Corridor within 112 Calendar days after completion of Site 02.

150804.4	TOPIC:	Special Provisions	STATUS:	Open
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Discussion:

Property Transfers/Right-of-Way:

Project Requirements:

- Levee Construction Requirements:
 - Please review the requirements for working in this area and the timelines associated with this work.
- Progress Scheduling:
 - Required scheduling timelines by the Railroads and Iowa DOT. It is very important to stay within these milestones and timelines.
- E-Builder: The Program uses eBuilder as the method of RFI's and Submittals.
- Doc Express: This is used for final fillings of certifications and pay apps.
- Buy America Requirements:
 - Iowa DOT Specifications on track construction to include Buy American requirements will be issued on an addendum to meet the railroad requirements.
- Railroad Insurance: Certificate needs to be submitted prior to contract being signed.
- Inspection and Project Administration for Field Observations:
 - HDR has been retained to administer the project on a day-to-day basis. DOT has asked them to preform the inspection and field observations.
 - Contractor will also be working with DOT area RCE office for pay quantities
- Planning an additional addendum for a water main relocation, Buy American Requirements and Haul Road Access.
 - The addendum should be out by this weekend.

150804.5	TOPIC:	Questions	STATUS:	Open
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Discussion:

Q #1: Is there a group list of specialty contractors that the railroads use that could be made available? Track work contractors to be specific.

A #1: Not aware of anything. DOT does not pre-qualify sub-contractors. DOT will make inquiries with the railroad on this. Contractor can also contract the railroad directly to ask if they have a list of contractors for the specialty work. They may pre-qualify these contractors, but you



would have to ask.

Q #2: Regarding the coordination with work done by others? How is this anticipated to work. Who connects to who?

A #2: It will make a difference of where the work is. Connections with BNSF, would require on-going coordination with the railroad. Things would need to be built into your schedule.

Q #3: Is there an expectation by the railroad that the DOT contractor will be there at the same time? (i.e. when connecting to SIRE, existing track grade, diamond installation.)

A #3: BNSF work will probably be done by the time the DOT contractor is ready to work in the area. There will be on-going coordination needed through out the construction. However, DOT contractor will not need to plan to be there for tying in area done by the BNSF. Craig showed only 1 area that will be need to be closely coordinated. Will need to be planned well in advance so you have jurisdiction of the property.

Q #4: Would there be regular project meetings?

A #4: Yes, there will be weekly meetings with everyone included.

Q #5: Who will be issuing the shop drawings for the diamond and other special work.

A #5: Only 1 diamond on the (366) contract. The details are in the plans.

Q #6: How would they submit shop drawings?

A #6: They will be submitted through eBuilder and will be reviewed by DOT Staff.

Q #7: Are there any extended review times for the specialty work shop drawings?

A #7: It will be the standard up-to 30-day review time from DOT.

Q #8: Would DOT be open to post these specialty contractors provided by the railroads on BidEx for contractors to use. This would be a more efficient way to give all the contractors the same information.

A #8: Yes, if there is a list of potential sub contractors that can be used but would not be limited to use these contractors.

Q #9: In the Special Provision regarding the sub-ballast gradation, it has gradation or you can use DOT's aggregate base. Is there a particular gradation number or agg base that is acceptable or modified base?

A #9: Craig will have to look at the SP and will respond. He asked the Contractor to submit this question on BidEx so it can be tracked.

Q #10: Are we using the DOT's borrow source for this project?

A #10: For the embankment, YES. Or whatever borrow source the contractor has. There has to be some sort of sand or granular material in the embankment. Look at the details in the "B" & "Q" sheets.

Q #11: There are a couple bid items for reworking the subgrade and removal processing backdrop. Also, at the engineer's discretion you can switch with lean clay. How is this process going to be done in the field?

A #11: There will be a proof-roll process that will be done. If the contractor feels it is easier to remove and replace, and farm it - it's at your discretion. It will have to pass the proof-roll process.

Q #12: The SP discusses the flagging requirements and the flagging provided by the various railroads. There is discussion about anticipated daily rates and about maximum daily rates. Also that anything over the maximum daily rate would be reimbursable by the DOT. How is that intended to work?

A #12: There is a provision that if it exceeded the daily amount (assuming an 8-hr day or 10-hr max.) it would be done by change order that would reimburse you for this cost.

Post-Meeting Follow Up Response:

As a follow up response to Question #1 above, a request was made to railroad representatives and a response was received from IAIS Railroad. Below you will find information for five contractors that have completed work for IAIS RR or its customers recently. Contractors are listed in no particular order. IAIS RR does not endorse these contractors or exclude contractors not listed below. Contractors will be responsible for evaluating the qualifications of a potential subcontractor and determining if they are suitable for the proposed project.

Additional sources for railroad contractors would be industry organizations and publications such as AREMA, REMSA, Railway Track and Structures, Progressive Railroad, and Railway Age.

Diversified Track Works (DTW)

Pat Colo
PO Box 326
Atkinson, IL 61235
Phone: 309-936-1399
Mobile: 309-945-7475



Crafton Railroad Co

Dan Crafton
224 2nd Ave E
Andalusia, IL 61232
Phone: 309-798-2050

RailWorks Track Services, Inc.

Lonnie Schultz
Contracts Manager/Chief Estimator
512 Twin Rail Drive, Ste. 400
Minooka, IL 60447
Phone: 1-815-290-3123
Mobile: 1-815-791-7853
Fax: 1-815-521-3344
LSchultz@railworks.com

Central States Railroad Services

1271 Fawn Ave
Earlham, IA
Phone: 515-758-2259

Colo Railroad Builders/Northern Division

Travis McCormick
Director of Operations
29 Forrestwood Ct, Ste. 6
Romeoville, IL 60446
Mobile: 331-333-9933
Office Phone: 815-293-0200
travis@colorr.com
www.colorr.com

150804.6	TOPIC:	Meeting notes	STATUS:	Open
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Discussion:

The minutes will be sent out to those in attendance and posted on BidEx, along with the PowerPoint presentation.

To access meeting documents, including the PowerPoint presentation, click on the following link:

<https://app.e-builder.net/da2/daLanding.aspx?QS=1b52374eea824510a05390ea3973e22e>

MEETING ATTENDANCE

ATTENDED: YES/NO

ATTENDEES:	Raymond	Arnold	Yes
ATTENDEES:	Tim	Baier	Yes
ATTENDEES:	George	Biro	Yes
ATTENDEES:	Troy	Calvert	Yes
ATTENDEES:	Dave	Dorsett	Yes
ATTENDEES:	George	Feazell	Yes
ATTENDEES:	Casey	Fuhrmann	Yes
ATTENDEES:	Scott	Hanson	Yes
ATTENDEES:	Craig	Hunter	Yes
ATTENDEES:	Becky	James	No
ATTENDEES:	Nick	Jameson	Yes



ATTENDEES:	Ryan	Karr	Yes
ATTENDEES:	Ryan	Kipp	Yes
ATTENDEES:	Bill	Lemon	Yes
ATTENDEES:	Travis	Lienemann	Yes
ATTENDEES:	Benjamin	Lovin	Yes
ATTENDEES:	Greg	Mitchell	Yes
ATTENDEES:	Wes	Musgrove	Yes
ATTENDEES:	Mark	Pohlmann	No
ATTENDEES:	Jeremy	Prokup	Yes
ATTENDEES:	Keith	Quernemoen	Yes
ATTENDEES:	Mike	Rauhut	Yes
ATTENDEES:	Luke	Ridder	Yes
ATTENDEES:	Bill	Ringsdorf	Yes
ATTENDEES:	Lisa	Roberts	Yes
ATTENDEES:	Randy	Ruppert	Yes
ATTENDEES:	Steven	Salzwedel	Yes
ATTENDEES:	Mark	Schildberg	Yes
ATTENDEES:	Mike	Stuver	Yes
ATTENDEES:	Dave	Vermillion	Yes