

00:00:00.000 --> 00:00:25.150

Christopher M. Shanks

Learning has started once again. This is the pre bid meeting for project number J4 I 3458 BI 29 Clay and Jackson County. My name is Christopher Shanks and I am with the Modot Bridge office. The Transportation project manager, Joanne Yin could not make it today, so I'm trying to kicking off the meeting for Modot and then I will hand it over to David Barrett with HDR, who has done the.

00:00:25.780 --> 00:00:26.820

Christopher M. Shanks

Design work for us.

00:00:30.010 --> 00:00:54.230

Christopher M. Shanks

I guess to save some time probably not going to do a full introduction. So it's like, so I'll just introduce David Bear with HDR who did most design work and you're hear from him shortly, if you would please go ahead and type your name and your company's name and the chat box I saw we have at least a couple of the railroads represented already and a couple of contractors. So that's good. We should have, I think representatives from all of the railroads.

00:00:55.330 --> 00:00:57.620

Christopher M. Shanks

For contractors to ask questions too.

00:01:02.240 --> 00:01:09.730

Christopher M. Shanks

And I don't see anyone on the phone this time. If there is anyone on the phone, please go ahead and introduce yourself. I don't see any phone numbers.

00:01:15.190 --> 00:01:21.630

Christopher M. Shanks

All right. So with that, UM, David, if you wanna go ahead and I think you have a presentation prepared. So if you want, go ahead and share your screen.

00:01:22.710 --> 00:01:23.830

Christopher M. Shanks

I pass it over to you.

00:01:26.620 --> 00:01:28.210

Barrett, David

OK. Thank you. Chris, can you hear me?

00:01:30.120 --> 00:01:30.750

Christopher M. Shanks

Yes, I can.

00:01:31.130 --> 00:02:00.020

Barrett, David

OK, thanks. I'm just gonna step to the agenda items. So the first thing we're going to talk about is the

general project scope. So this project is for a bridge rehabilitation and maintenance along the I-2935 corridor near the Missouri River. And specifically, we're looking at Bridge Lo 788 to the South of the river and bridge Loh 789 to the north of the river. And of course, the associated traffic control to complete these rehabilitation items.

00:02:01.280 --> 00:02:23.490

Barrett, David

Uh schedule. I wanna talk about two milestones for the project. We need to complete all of the work that needs to impact traffic above the deck this year and just a little background on that. The intent there is to avoid impacts to this route after the traffic switch that's going to occur on the Buck O'Neil project upriver a little bit.

00:02:34.030 --> 00:03:02.000

Barrett, David

I'm going to step into the scope of work a little bit here, so the first thing I'm going to talk about is the work on Bridge 788 to the South of the river. I'm showing one of three plan sheets, but the work that I'm gonna describe is applicable to the entire length of the bridge. So the first thing we're gonna do is we're gonna prep and epoxy coat the underside of the deck along the median joint. That's here on the eastbound or on the east side, along the northbound lanes.

00:03:03.040 --> 00:03:33.060

Barrett, David

We are going to do prep and overcoat with calcium, sulfonate beamed. Excuse me, beam 3 for the full length of the bridge. We are going to do a clean and coat on the bearings supporting beam 3 at each of the substructure units along the full length of the bridge. And then we are going to clean out the deck drainage system and the associated collection system again along the full length of the bridge. And I do want to point out that the deck drain clean out and collection.

00:03:33.760 --> 00:03:45.640

Barrett, David

Is also going to occur along the adjacent on and off ramps, which is technically bridge 7645 and 7646, but it is all part of the same single lump sum bid item.

00:03:48.510 --> 00:04:11.980

Barrett, David

Moving on to Bridge 789 and I'm gonna step through. There's three plan sheets I wanna step through the work that's gonna be required for each of those. So the first thing we're gonna talk about is we need to do a stage replacement of the flat plate expansion joint that is at the South abutment and this will obviously have some impacts to traffic as we this work is completed.

00:04:13.950 --> 00:04:22.450

Barrett, David

We are going to similar to 788. We are going to prep and epoxy coat the underside of the deck along the full length of the bridge right here at the medial joint.

00:04:23.680 --> 00:04:31.370

Barrett, David

There is some substructure repair that needs to happen on one column of bent 11 column of Bent 3.

00:04:32.220 --> 00:04:44.920

Barrett, David

And then similar to 788, we are going to clear the deck drains and the associated drainage collection system along the full length of the bridge. That will also have some traffic impacts on I-29.

00:04:47.310 --> 00:05:18.080

Barrett, David

Moving on to the next plan sheet, here we have some more substructure repair that needs to occur for one column of Bent 5 and then we have a steel bearing that is in poor condition at the hinge #3 supporting girder number E which is. Don't let the lettering confuse you. That is, this bridge has been expanded a couple of times. So girder is the exterior girder right here. This is likely to have some traffic impacts on I-29.

00:05:18.420 --> 00:05:24.460

Barrett, David

Due to the adjacent BNSF track below, and I'll have a little bit more to talk about that in just a few minutes.

00:05:26.600 --> 00:05:35.190

Barrett, David

And then we've also got another stage replacement of an A flat plate expansion joint here at Hinge 3 and that will obviously have impacts to traffic.

00:05:37.920 --> 00:05:47.520

Barrett, David

Moving on to my third plan sheet, we've got another stage replacement of a flat plate expansion joint here at Hinge 4, again with impacts to traffic.

00:05:48.490 --> 00:06:03.170

Barrett, David

Then we are going to overcoat all of the steel that is not part of the KCI icon project within 10 feet on either side of hinge four for the most of the full width of the bridge. Again, that doesn't include the the newest bits of steel that were put up.

00:06:04.350 --> 00:06:05.310

Barrett, David

12 years ago or so.

00:06:05.390 --> 00:06:05.620

Barrett, David

Well.

00:06:06.840 --> 00:06:16.460

Barrett, David

We are also going to prep and overcoat with calcium sulfonate, beam D and Stringer K only through unit 5 here. So from hinge 4 to the north abutment.

00:06:20.140 --> 00:06:21.850

Barrett, David

Here at Bents 9 and 10.

00:06:22.650 --> 00:06:38.810

Barrett, David

We need to do bearing replacements along for all of the steel rocker and roller bearings, so again this does not include the neoprene bearings that were installed as part of the KCC icon project out here, but all of the older bearings in here for vents 9 and 10.

00:06:40.740 --> 00:07:10.570

Barrett, David

I wanna point out that we're gonna have to get the new bearings to fit around the existing steel that's in the CAP and the existing anchor bolts that are out there. So we're gonna, we're gonna ask the contractors to locate the reinforcing that's in there using a picometer or other means and then report back to us. And we may need to make some adjustments to the plan details. So please do not look at fabricating bearings in the field for these field replacements. And until we've all come to an agreement on.

00:07:16.050 --> 00:07:46.180

Barrett, David

And now I want to touch just briefly on the bearing replacement here at Girder E at Hinge 3 because of the adjacent BNSF track, our recommended shoring system for this is gonna be a strong back type system here with holes through the deck that will then need to be patched. This will obviously have impacts to traffic on I-29, so this needs to be completed this year, and I want to point out we're open to other arrangements. This is just one suggestion and.

00:07:46.320 --> 00:07:55.040

Barrett, David

Any other arrangements, though, which probably need to be coordinated with BNSF because of the the spacing between this bearing and the adjacent track.

00:07:57.330 --> 00:08:04.010

Barrett, David

Next, I'm going to move on to construction staging and the details on the screen are specific to Bridge 789.

00:08:05.550 --> 00:08:10.430

Barrett, David

In the southbound lanes and I'll come back to that in just a minute. First, I want to talk about Bridge 788.

00:08:11.150 --> 00:08:30.460

Barrett, David

At Bridge 788, the impacts to traffic there are going to be in the deck, drain clean out and So what we what the traffic control plans allow is for a single lane closure during off peak hours for equipment

access and then that traffic control plans are separated into two stages to limit access to the adjacent ramps.

00:08:31.700 --> 00:08:50.850

Barrett, David

Work on 789 above the deck and the northbound lanes is very similar and it's mostly the drain. Clean out along the northbound lane, so similar to 788, we've got a single lane of traffic closure and off peak hours split into two stages to try and limit impact to adjacent ramps.

00:08:52.730 --> 00:09:04.390

Barrett, David

789 southbound, though we're going to have the replacement of the expansion joints and other work. And so we actually have staged construction plans in the traffic control layouts.

00:09:05.830 --> 00:09:21.440

Barrett, David

Our first, our assumed first stage is the interior lane. Here along the median. This is actually the median of I 29. So the this is our assumed first stage. I do want to point out that the second stage puts you in here between traffic. So we're in kind of a trapped lane.

00:09:22.210 --> 00:09:40.840

Barrett, David

And then the third stage that we assumed as the exterior lane up here during stage three, this is when we expect also to have the deck drain clean out performed along the southbound lanes and do the bearing replacement for girder E at Hinge 3.

00:09:42.870 --> 00:09:54.220

Barrett, David

Next, I'm going to move on to utilities and railroad coordination as it just. First, I'm going to talk about just the way this lays out on the bridge and then we'll come back and talk about a few specifics for each railroad.

00:09:55.450 --> 00:10:10.250

Barrett, David

So first I want to point out that the railroad property information that we have shown in the plans was gathered from publicly available sources and we did not have a survey performed as part of this project. We believe the information presented is accurate, but.

00:10:10.670 --> 00:10:10.970

Barrett, David

You know.

00:10:11.820 --> 00:10:32.990

Barrett, David

We don't have a survey to back that up, so the start on Bridge 788 here we are on the South end of the bridge. This is Dora St right along through here. And then here's bent one and just north of Bent, one is where U's property begins and their property extends up to the fence line here between Bent 5 and bent 5A.

00:10:34.520 --> 00:10:34.880

Barrett, David

Umm.

00:10:35.840 --> 00:10:53.200

Barrett, David

Want to point out that their tracks are limited to this area to the northern end of their property, but the the rest of this property down here still belongs to UP and the requirements for their entry are still in force for the complete duration or the complete extents of this property?

00:10:55.730 --> 00:11:15.120

Barrett, David

I'll skip over the middle section for just a minute. I'll come back to that. UPS has another bit of property right up here on the north. These sheets actually are not match lines. They overlap a little bit, so it's easier to see here on the third sheet and up owns this property between Bents 13 and 14 where they have a couple of tracks in here.

00:11:17.050 --> 00:11:36.820

Barrett, David

Going back to the middle section for just a minute, going out Ave goes under the bridge right through here and the area North and South of Guinot Ave is commercial property and they are actively using this property. So we'll need to coordinate with those property users to gain access to the median to complete the work.

00:11:39.550 --> 00:11:43.090

Barrett, David

Going back to the third sheet for just a second here and we'll get to CCS in a minute.

00:11:44.010 --> 00:12:04.530

Barrett, David

Umm, the area here between UPN and KCS is state owned property, the Access Rd for this, however comes off of Lydia Street over here to the West and that Access Rd does traverse railroad property. So even though this is state owned property underneath here you'll need to coordinate with the railroads to gain entry to this area.

00:12:05.670 --> 00:12:19.990

Barrett, David

Then Kansas City Southern owns the property from north of Bent 15 up to this kind of curved property line right here and out in the field, there's a fence line along there, so it's pretty obvious where this property line is.

00:12:22.680 --> 00:12:43.750

Barrett, David

Then we have state owned property again to the north of the KCS property. And I wanna point out that this property, there's a couple of hills and germs in here and some vegetation that's becoming somewhat heavy along the east and West sides of the bridge. So some of that may need to be cleared just to get equipment. And underneath here in order to perform the rest of the work.

00:12:46.000 --> 00:12:58.310

Barrett, David

Moving on to 789, state owns the property down here on the South end. Then we get to Bedford Ave and then the Call River Railroad has a single track between Bedford Ave and Bent 2.

00:12:59.430 --> 00:13:17.790

Barrett, David

We don't actually have a hard line for where the property switches hands from the car river over to NS, but operationally that occurs between, you know, car river has from Bedford Ave over to bent too, and NS takes over north of Bent too.

00:13:19.700 --> 00:13:29.700

Barrett, David

The Norfolk Southern property extends to the north, across their yard, up to and including the two main line tracks that they share with BNSF.

00:13:31.430 --> 00:13:35.290

Barrett, David

They have operational control of access over those two main line tracks.

00:13:36.630 --> 00:14:06.500

Barrett, David

And then BNSF takes over after that, and their property extends to the north to a fence line that it's very obvious there's a fence line right along here to the West of the bridge, between B&S property and an adjacent commercial property on the northwest corner. That fence line does not extend underneath the bridge, but their property line does. And actually, the area from Bent 8 up to the fence line is a BNSF Access Rd and this.

00:14:06.620 --> 00:14:12.000

Barrett, David

This can be used to access BSS property off of the state owned property. Here to the north.

00:14:16.590 --> 00:14:23.840

Barrett, David

After being FSS property go moving north. This is all state owned right away except for the City Street and here this is E 14th Ave now.

00:14:25.960 --> 00:14:44.810

Barrett, David

I wanna point out that Ben's nine and 10 in here are where the bearings are being replaced that we mentioned earlier. That is north of BNSF's property, but there may still be some coordination for shoring towers or whatever is going to be constructed along here to support the bridge during the construction.

00:14:46.130 --> 00:15:10.010

Barrett, David

I want to speak briefly about some utilities. Now there are utilities all through both of these corridors. Most of them are not being impacted by the construction, but I wanna point out a couple of them.

Between Vents 9 and 10, there's a sanitary sewer line that runs through here. Now this was located off the KCI icon plans and contractors will need to do a better locate with one call to know where this is.

00:15:10.840 --> 00:15:20.470

Barrett, David

There should be enough room to get shoring towers in here to do the bearing replacements, but that needs to be factored in to the to the design of the supports.

00:15:22.090 --> 00:15:25.070

Barrett, David

Also, I want to point out that there is a Casey scout.

00:15:25.880 --> 00:15:47.540

Barrett, David

Fiber optic conduit that runs the full length of bridge 789 through the West barrier, and the details for the expansion joint replacement do not include removing this barrier. Instead, what we need to try and do is create a neat line deck removal along the gutter and leave the barrier in place and not impact the KC Scout.

00:15:50.110 --> 00:16:12.380

Barrett, David

And the last thing I'm going to go through now is I'm going to step through the railroad coordination items. And so those go in order. BNSF is the first one, and their requirements are detailed in JPN are the roadway, JSPS, and that JSP has insurance requirements. All the property entry requirements, flagging expectations. They're all detailed in that JSP.

00:16:13.750 --> 00:16:18.820

Barrett, David

They will not require a plan submittal, but you do need to coordinate with them.

00:16:20.070 --> 00:16:24.710

Barrett, David

Want to just touch on the work that's expected over BNSF?

00:16:25.520 --> 00:16:30.050

Barrett, David

And that would be the deck clean and coat along the medium.

00:16:30.910 --> 00:16:33.420

Barrett, David

Uh. Coordination of the drain cleanouts.

00:16:35.030 --> 00:16:38.210

Barrett, David

Replacement of the steel bearing at Gerter E at Hinge 3.

00:16:39.340 --> 00:16:42.550

Barrett, David

And then replacement of the expansion joints at hinge three and four.

00:16:43.270 --> 00:16:46.370

Barrett, David

And overcoating the steel here at Hinge 4.

00:16:47.660 --> 00:16:57.360

Barrett, David

And I didn't. I do not think we have anybody from BNSF on the call. Is there anybody available that would like to mention any other requirements for BNSF?

00:17:02.390 --> 00:17:02.820

Barrett, David

OK.

00:17:04.660 --> 00:17:11.290

Barrett, David

The next item on the agenda, then, is Kansas City Southern requirements. I'm gonna step back to that drawing.

00:17:12.610 --> 00:17:24.720

Barrett, David

So they're requirements are detailed in JPQ and again their insurance requirements, property entry requirements and flagging expectations. The details for all of those are included in the JSP.

00:17:25.410 --> 00:17:33.350

Barrett, David

Uh cases will require an access plan submittal, and the details and requirements of that submittal are in the JSP.

00:17:34.330 --> 00:17:47.380

Barrett, David

And then just going to talk about the work over Cacs and that that is essentially the same work that I mentioned for all of Bridge 788 and that's gonna be the deck prep and coat on the underside along the medium.

00:17:48.120 --> 00:17:52.790

Barrett, David

It's going to be the prep in overcoat of Beam 3 along the center line.

00:17:53.830 --> 00:17:58.570

Barrett, David

There's a couple of bearings or one bearing that will be need to be cleaned and coated over their property.

00:17:59.280 --> 00:18:02.600

Barrett, David

And then coordination with them to complete the deck drain clean out.

00:18:03.630 --> 00:18:11.380

Barrett, David

And I think we do have a Rep from KCS on the phone on the call. Uh, are there any items that I haven't mentioned that you would like to highlight?

00:18:12.360 --> 00:18:14.270

Samuel Ramirez

No, Sir. Thank you for the description.

00:18:15.260 --> 00:18:16.240

Barrett, David

OK, very good.

00:18:17.230 --> 00:18:20.440

Barrett, David

The next item on the agenda, then, is the Call River Railroad.

00:18:21.140 --> 00:18:22.770

Barrett, David

And it's right in here and.

00:18:24.450 --> 00:18:35.120

Barrett, David

Their requirements are detailed in JSP O and like the other railroads, there are insurance requirements, property entry requirements and flagging expectations all detailed in the JSP.

00:18:36.280 --> 00:18:40.550

Barrett, David

A entry plan is not expected for the Car River Railroad.

00:18:41.400 --> 00:18:44.910

Barrett, David

But we will need to coordinate with them for the.

00:18:46.100 --> 00:18:55.200

Barrett, David

Clean and prep of the underside of the deck along the median and the joint or the bridge deck. Clean out along either side of the bridge.

00:18:56.340 --> 00:19:04.230

Barrett, David

We were expecting somebody from Car river to be on the call. I didn't see them earlier. Did anybody join us? That would like to highlight some other requirements.

00:19:05.480 --> 00:19:08.550

Justin K. Mahr

This is Justin from Waco real estate. Now you covered it. Thank you.

00:19:09.130 --> 00:19:10.250

Barrett, David

OK, very good. Thank you.

00:19:12.220 --> 00:19:16.270

Barrett, David

OK. And then moving on, our next North Railroad to talk about is Norfolk Southern.

00:19:17.160 --> 00:19:29.390

Barrett, David

And their requirements are detailed in JSP and similarly to others there are insurance requirements, property entry requirements and flagging expectations all detailed in that JSP.

00:19:30.380 --> 00:19:39.920

Barrett, David

Norfolk Southern Real Week will require a access plan submittal and the details for that and the requirements for their submittal are in the JSP.

00:19:41.200 --> 00:20:10.950

Barrett, David

Norfolk Southern is likely to want to have their own preconstruction meeting with the contractor that's selected prior to beginning work, so we need to include that in our workflow. And then briefly, Norfolk Southern work a work over Norfolk Southern rather includes the cleaning code along the median on the underside of the deck. The coordination of the drain clean out and substructure repair. It bends three and Bents 5 and those will need to have.

00:20:11.430 --> 00:20:16.680

Barrett, David

Some form work applied in order to complete that the substructure repair.

00:20:17.560 --> 00:20:24.290

Barrett, David

I don't think we have anybody representing Norfolk Southern on the call. Is there anybody that would like to mention any other items?

00:20:28.400 --> 00:20:34.690

Barrett, David

OK. Our our last railroad to talk about then is Union Pacific and I'll go back to the beginning here.

00:20:35.640 --> 00:20:52.260

Barrett, David

Their railroad requirements are detailed in JSP PR and just like all the others, there are insurance requirements, property entry requirements, and flagging expectations up will require an access plan submittal and the details and requirements of that are included in the JSP.

00:20:53.390 --> 00:21:00.420

Barrett, David

UP will want to have their own pre construction meeting prior to beginning any work, so we'll need to include that in our work plan.

00:21:01.310 --> 00:21:25.730

Barrett, David

And the scope of work for the over UDP property is similar to the scope of work over KCS. So you know prepping coat the underside of the deck at the median prep and overcoat beam 3 clean and coat the bearings and deck drain clean out and I believe we do have somebody on the call from Union Pacific or representing Union Pacific. Are there any other items you'd like to highlight at this time?

00:21:27.320 --> 00:21:34.850

Shepard, Nikolas

Good morning. This is Nick Shepherd, the alphabetic company representing Union Pacific Railroad. Just like to to make mention.

00:21:36.240 --> 00:21:43.070

Shepard, Nikolas

That the requirements in the guidelines for railroad grade separation projects.

00:21:44.000 --> 00:21:47.030

Shepard, Nikolas

The required submittals and so forth means and methods.

00:21:48.420 --> 00:21:49.670

Shepard, Nikolas

Will be required as well.

00:21:52.110 --> 00:21:57.920

Shepard, Nikolas

And you know there there will be more detail on the property entry requirements.

00:21:59.080 --> 00:22:04.910

Shepard, Nikolas

But Union Pacific property access training is required for each individual that will be working.

00:22:07.040 --> 00:22:11.810

Shepard, Nikolas

Honor over within Union Pacific right away, that is.

00:22:12.960 --> 00:22:20.010

Shepard, Nikolas

Training that that each individual on the project will have to have a certificate of completion for.

00:22:21.150 --> 00:22:22.090

Shepard, Nikolas

And.

00:22:23.670 --> 00:22:36.590

Shepard, Nikolas

Yeah, just, uh, just reviewing the guidelines for grade separation projects, which is available at up.com. You go to ups.com, do a simple search for public projects.

00:22:37.530 --> 00:22:52.050

Shepard, Nikolas

Uh, you can find the Union Pacific Public Projects Manual Interactive PDF and you can find the link for the Union Pacific Railroad BNSF Railway guidelines for railroad great separation projects within.

00:22:55.470 --> 00:22:56.840

Shepard, Nikolas

That's all I have for right at the moment.

00:22:59.170 --> 00:22:59.980

Barrett, David

OK. Thank you.

00:23:01.090 --> 00:23:05.520

Barrett, David

Uh, Chris, that's what I had to present. So I guess at this time we can take questions.

00:23:28.060 --> 00:23:30.650

Bruce Timmons

Yeah, this is Bruce Timmons with Clarkson construction.

00:23:31.690 --> 00:23:33.270

Bruce Timmons

The question there's a bid item.

00:23:34.230 --> 00:23:36.440

Bruce Timmons

Items 171 eighty 190.

00:23:37.590 --> 00:23:39.240

Bruce Timmons

Railroad plan submittal.

00:23:40.860 --> 00:23:43.820

Bruce Timmons

What is the intent for the cost that are to be?

00:23:44.490 --> 00:23:46.140

Bruce Timmons

Provided in those bid items.

00:23:51.270 --> 00:23:59.580

Bruce Timmons

And I guess with that, the railroads have mentioned and with past experience with the railroads, with some metals that are required for them.

00:24:00.610 --> 00:24:05.740

Bruce Timmons

For demo plans, construction plans, shoring plans, formwork plans.

00:24:07.370 --> 00:24:09.060

Bruce Timmons

Who is responsible?

00:24:10.030 --> 00:24:17.660

Bruce Timmons

For the costs associated with the railroads, time or their engineers time to review and approve those plans.

00:24:26.800 --> 00:24:39.700

Christopher M. Shanks

So I'll go. I'll attempt to give an answer here. I hope I speak correctly. So I think my understanding is the railroad plan submittal bid item, the contractor would be responsible for preparing.

00:24:40.550 --> 00:24:44.980

Christopher M. Shanks

The access plans and submitting them to their Rd. So that's the cost of the bid item.

00:24:45.720 --> 00:24:53.140

Christopher M. Shanks

And after it submitted to the railroad, I believe the JSP states that Modot will then pay the railroad for all the review.

00:24:54.580 --> 00:25:06.240

Christopher M. Shanks

So once, once this middle takes place, any other railroad review would be paid for by Modot. You just are responsible for coming up with the plans that the railroad needs for review.

00:25:08.810 --> 00:25:12.460

Christopher M. Shanks

If someone else, if I if I misspoke there, I'd appreciate someone else.

00:25:13.200 --> 00:25:13.960

Christopher M. Shanks

Clarifying.

00:25:28.330 --> 00:25:33.910

Barrett, David

I did want to point out there are five railroads and only three of them are requiring plans of metals.

00:25:34.890 --> 00:25:35.250

Barrett, David

So.

00:25:36.440 --> 00:25:38.670

Barrett, David

That's why there are three separate bid items for that.

00:25:41.440 --> 00:25:41.750

Bruce Timmons

Good.

00:25:44.890 --> 00:25:47.740

Bruce Timmons

You mentioned at the beginning of the meeting.

00:25:48.670 --> 00:25:49.440

Bruce Timmons

The work.

00:25:50.830 --> 00:25:54.940

Bruce Timmons

Up on top, there was expected to be performed this construction season.

00:25:55.830 --> 00:26:01.010

Bruce Timmons

And with that, are you considering the bearing replacements into that work where we're?

00:25:55.860 --> 00:25:56.230

Barrett, David

Yes.

00:26:02.380 --> 00:26:03.400

Barrett, David

Only the one.

00:26:02.580 --> 00:26:06.070

Bruce Timmons

Probably probably accessing from the top of the deck to do some of that.

00:26:05.610 --> 00:26:05.910

Barrett, David

Yeah.

00:26:06.730 --> 00:26:08.740

Barrett, David

Yeah, yeah. Only the one that hinged 3.

00:26:09.560 --> 00:26:30.690

Barrett, David

The other should be. You should be able to do that work from below and that's why we expanded the the project out in the next season because the lead time to get the material and to coordinate you know the actual final configuration of those bearings, we felt we needed some more time or you guys would need more time to do that so.

00:26:09.840 --> 00:26:10.420

Bruce Timmons

OK.

00:26:31.160 --> 00:26:42.620

Bruce Timmons

Yeah, that's where I was going with that. There's a long lead time with those bearings. And then if we're also having the field verify resealed to have those fabricated, that's gonna add to it. So it's gonna be tough to complete that this season.

00:26:41.950 --> 00:26:46.280

Barrett, David

Yeah. Now that the thought on that was to have that completed by next season.

00:26:47.440 --> 00:26:58.560

Barrett, David

We we don't think there are access will be needed above deck to complete that work. Obviously you'll have to include the the live load reactions in your in your shoring design and those reactions are in the plans.

00:26:48.120 --> 00:26:48.800

Bruce Timmons

Something for that?

00:26:49.820 --> 00:26:50.360

Bruce Timmons

Something.

00:27:33.010 --> 00:27:36.520

Christopher M. Shanks

Thank you for those questions. Bruce, anybody else have any additional questions?

00:27:48.710 --> 00:27:57.460

Christopher M. Shanks

OK, I think I saw everyone's name and company in the chat except for Joe Potter. So if you don't mind, Joe, would you? Uh, let me know who you are with.

00:28:21.880 --> 00:28:24.730

Christopher M. Shanks

See, it looks like you're unmuted, but I'm not hearing anything.

00:28:51.930 --> 00:29:16.220

Christopher M. Shanks

OK, well, if no one else has any additional questions, thank you for your attendance today. And if you do have any follow up questions afterwards, you can feel free to contact myself at christopher.shanks@atmo.co.gov. I believe it's in the bitbook. My contact information is also put it in the chat here or you can contact the project manager, Joanne yen as well at Joann.yen@no.gov.

00:29:29.620 --> 00:29:30.290

Samuel Ramirez

Thank you, Chris.

00:29:38.990 --> 00:29:39.980

Christopher M. Shanks

Alright, thank you everyone.

00:29:41.410 --> 00:29:42.360

Barrett, David

OK. Thank you everyone.

00:29:43.680 --> 00:29:44.150

Bruce Timmons

Thank you.