

Project No. J4I3458B
I-29, Clay /Jackson County
Pre-Bid Meeting Minutes
June 3, 2022-10:00 am
Microsoft Teams Meeting

I. Welcome and Introductions (Chris Shanks)

Please type in your name and your company's name in the chat box.
See attached list of meeting attendees.

II. Project Summary and General Information (David Barrett)

A. Project Scope

Project is along the I-29/35 corridor near the Missouri River and involves maintenance and rehab of Br. L0788 south of the river and L0789 north of the river and associated traffic control to complete the rehab items.

B. Project Schedule:

Two primary milestones on the project. First is to complete all work that will impact traffic on I-29 during this construction season (Dec. 15, 2022). Second milestone is to complete the remaining work by the end of next construction season (Dec. 1, 2023).

C. Bridge Work Summary

Bridge L0788:

- Prepare and coat the underside of the deck along the median joint for the full length of the bridge.
- Prepare and overcoat Beam 3 along the bridge centerline with calcium sulfonate for the full length of the bridge.
- Clean and coat all bearings supporting Beam 3.
- Clean the deck drains and collection system for the full length of the bridge – will impact traffic on I-29. Deck drains and collection cleanout includes the adjacent ramps. Adjacent ramps are Bridges A7645 and A7646, however all cleanout is included in the single bid item for Bridge L0788.

Bridge L0789:

- Staged replacement of the flat plate expansion joint at the south abutment, Hinge 3 and Hinge 4 – will impact traffic on I-29.
- Prepare and coat the underside of the deck along the median joint for the full length of the bridge.
- Clean the deck drains and collection system for the full length of the bridge – will impact traffic on I-29.
- Substructure repair at the top of one column at each of Bents 1, 3 and 5.

- Replace the steel bearing for Girder E at Hinge 3. Note, the hinge is adjacent to a BNSF track. Suggested strong back shoring will impact traffic on I-29. Project team is open to other support options.
- Prepare and overcoat all steel within 10 feet on each side of Hinge 4 with Calcium Sulfonate. This does not include the newest steel erected during the keICON project.
- Prepare and overcoat Beam D and Stringer K in Unit 5 only. Unit 5 extends from Hinge 4 to the north abutment.
- Lift the bridge and replace steel rocker and roller bearings at Bents 9 and 10. Does not include replacement of the neoprene bearings supporting the keICON girders. Bearing configurations in the plans were developed to avoid reinforcing and existing anchor bolts. Contractor will need to locate existing reinforcing with a pachometer or other means and coordinate with the project team to verify bearing arrangements. New bearings should not be fabricated without project team concurrence.

D. Construction staging

Work on L0788 NB and SB above the deck is the deck drain and collection system cleanout. Traffic control plans include a single lane closure during off-peak hours and divided into 2 stages along the bridge to limit impacts to the adjacent ramps.

Work on L0789 NB is similar to L0788 with a single lane closure during off-peak hours and divided into 2 stages along the bridge to limit impacts to the adjacent ramps.

Work on L0789 SB is staged construction with Stage 1 closest to the bridge median. Stage 2 is the center lane with a confined work area. Stage 3 is the exterior area. Replacement of the steel bearing for Girder E at Hinge 3 and the drainage cleanout along the SB lanes is expected while Stage 3 traffic control is in place.

E. Utilities and railroads

Information presented in the plans was taken from publicly available sources and no survey was included in the project.

For Bridge L0788:

- The Union Pacific (UP) property begins north of Bent 1 and extends to the fence line between Bents 5 and 5A. Tracks are present on the northern end of the UP property, but railroad requirements will apply over the entire property. Additional UP area between bents 13 and 14.
- The area between the UP properties includes Guinotte Ave. and commercial properties north and south of Guinotte Ave. The commercial properties contain active commercial activities and coordination with the commercial users will be needed for access.
- The land between UP and KCS is state owned, but access to the area is by a service road from Lydia St. to the west. The service road crosses railroad property and will require coordination.

- The Kansas City Southern (KCS) property begins north of Bent 15 and extends over their tracks to a fence line near Bent 17.
- North of the KCS property is state owned land that is hilly with vegetation along the edges of the bridge that may need to be cleared for access below the bridge.

For Bridge L0789:

- State owned property at the south end then Bedford Ave. below the bridge.
- Kaw River Railroad owns the single track north of Bedford.
- Kaw River controls the land between Bedford and Bent 2. Norfolk Southern controls the area north of Bent 2.
- Norfolk Southern Railway (NS) property extends up to and including the mainline tracks shared with BNSF. Operational control of the mainlines is performed by NS.
- BNSF Railway property extends to the fence line north of Bent 8. The fence separates BNSF property from the commercial property on the NW corner. The fence does not extend under the bridge. The area north of Bent 8 to the BNSF property line is a railroad access road and access to the BNSF property can be made under the bridge.
- North of the BNSF property is state owned land and W. 14th Ave.

There are many utilities through the corridor, but most are not impacted by the rehabilitation work to these bridges. Two specific items to mention at Bridge L0789.

- There is a sanitary sewer line between Bents 9 and 10. The line in the plans was located from the previous kcICON plans. The line should be clear of the support locations for Bents 9 and 10, but the contractor should verify the location and consider the sewer line in the design of their support systems.
- There is a KC Scout fiber optic conduit in the west barrier for the full length of the bridge. Expansion joint details included in the plans do not call for barrier replacement but rather a neat removal of the deck along the gutter line to avoid disturbance of the conduit.

III. Railroad Coordination (David Barrett)

A. BNSF JSP

- Railroad's requirements are detailed in JSP N. Insurance requirements and property entry requirements, including flagging expectations are detailed in the JSP.
- Work over BNSF includes deck concrete clean and coat along the median, coordination of drain cleanout, replacement of steel bearing or Girder E at Hinge 3, replacement of expansion joints at Hinge 3 and 4 and prep and overcoating of the steel at Hinge 4.
- No BNSF representatives in attendance.

B. KCS JSP

- Railroad's requirements are detailed in JSP Q. Insurance requirements and property entry requirements, including flagging expectations are detailed in the JSP.
- Railway access plan submittal will be required. See JSP for submittal requirements.
- Work over KCS mimics the work mentioned for L0788 since that work extends the entire length of the bridge (deck concrete clean and coat along the median, center beam prep and overcoat, bearing clean and coat and coordination of drain cleanout).
- KCS representative Sam Ramirez did not have any additional items to highlight.

C. Kaw River Railroad (Watco) JSP

- Railroad's requirements are detailed in JSP O. Insurance requirements and property entry requirements, including flagging expectations are detailed in the JSP.
- Work over Kaw River includes deck concrete clean and coat along the median and coordination of drain cleanout.
- Watco personnel representing the Kaw River Railroad did not have any additional items to highlight.

D. Norfolk Southern JSP

- Railroad's requirements are detailed in JSP P. Insurance requirements and property entry requirements, including flagging expectations are detailed in the JSP.
- Railway access plan submittal will be required. See JSP for submittal requirements.
- NS will want to have their own pre-construction meeting prior to starting any work.
- Work over NS includes deck concrete clean and coat along the median, coordination of drain cleanout and substructure repair at Bents 3 and 5 which will require some localized formwork.
- No NS representatives in attendance.

E. Union Pacific JSP

- Railroad's requirements are detailed in JSP R. Insurance requirements and property entry requirements, including flagging expectations are detailed in the JSP.
- Railway access plan submittal will be required. See JSP for submittal requirements.
- UP will want to have their own pre-construction meeting prior to starting any work.
- Similar to KCS, work over UP mimics the work mentioned for L0788 since that work extends the entire length of the bridge (deck concrete clean and coat along

the median, center beam prep and overcoat, bearing clean and coat and coordination of drain cleanout).

- UP representative Nikolas Shepard highlighted the following requirements:
 - i. Submittals to the UP should follow the Union Pacific Grade Separation requirements as noted on the UP website.
 - ii. All personnel entering UP property will need to complete the Union Pacific Property Access Training. Links to the training can be found on the UP website.
 - iii. All work on UP property and all submittals should meet the requirements of the Union Pacific Public Projects Manual.

IV. Contractor questions (Chris Shanks)

Bruce Timmons (Clarkson Construction): There are 3 railroad plan submittal items, what is to be included in each of those and how is the cost of the railroad's review to be handled?

Response: (Chris Shanks) The plan submittal items include the contractors cost to prepare plans for submittal to the railroad and to make the submittal. The cost of the railroad's review will be covered directly by MoDOT after the submittal is made. (David Barrett) 3 of the 5 railroads require access plan submittals and one bid item was included for each of those 3 railroads.

Bruce Timmons (Clarkson Construction): Does the bearing replacement work need to be completed this year as part of the I-29 traffic impacts?

Response: (David Barrett) The replacement of the steel bearing for Girder E at Hinge 3 will need to be completed this year. The replacement of steel bearings with neoprene bearings at Bents 9 and 10 can be completed next year and should not impact traffic on I-29. Live load will need to be included in the design of the supports and live load reactions are included in the plans. The duration of the project was extended to next year to accommodate the field verification and fabrication lead times for those bearings.

V. Adjourn

If you have any questions later, please contact:

Chris Shanks

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VI. Attendees:

Christopher Shanks – MoDOT Bridge

David Barrett – HDR Engineering

Michael Warren – MoDOT Construction

Chris Karlin – MoDOT Construction

Bruce Timmons – Clarkson Construction

Dustin Lewis – Realm Construction

Joe Potter – Traffic Management Inc.

John McCanless – Affinis Corp.

Mark Hoppe – Affinis Corp. / KCS RR

Justin Mahr – KAW River RR

Samuel Ramirez – KCS Public Projects

Nikolas Shepard – Benesh / UPRR