0:0:0.0 --> 0:0:0.280
Christopher S Knapp
Near me.

0:0:0.290 --> 0:0:1.590
Christopher S Knapp
OK, thumbs up or something.

0:0:3.460 --> 0:0:3.820
Jerad R. Noland
Gotcha.

0:0:4.480 --> 0:0:5.530
Christopher S Knapp
OK, perfect.

0:0:6.170 --> 0:0:7.470
Christopher S Knapp
Start off with some introductions.

0:0:7.480 --> 0:0:8.910
Christopher S Knapp
I'm not going to introduce everybody.

0:0:8.920 --> 0:0:11.310
Christopher S Knapp
We've got a variety of Modot staff on.

0:0:11.840 --> 0:0:22.70
Christopher S Knapp
We've got design staff, construction staff bidding and contract staff, so I would like to have the contractors that are participating.

0:0:22.80 --> 0:0:26.980
Christopher S Knapp
If you guys would go ahead and introduce yourselves, your firm and your name, please.

0:0:30.930 --> 0:0:32.330
Layne Colgrove (Guest)
Like colgrove every soap.

0:0:39.710 --> 0:0:41.490
Christopher S Knapp
And we have somebody on for Miller as well.

0:0:49.110 --> 0:0:49.710
Christopher S Knapp
Steve, you there?

0:0:52.740 --> 0:0:56.100
Christopher S Knapp
OK, well looks like we have Miller and hopefully they can hear us and participate.

0:0:56.110 --> 0:0:58.450
Christopher S Knapp
But basically I've got a really brief agenda.

0:0:58.460 --> 0:1:1.310
Christopher S Knapp
I'm going to start sharing my screen and hopefully that comes through.

0:1:3.490 --> 0:1:11.220
Christopher S Knapp
So basically I'm going to run through this agenda very quickly and then we'll have a really I want to just have some good question and answer about what's going on with this project.

0:1:11.230 --> 0:1:22.200
Christopher S Knapp
So the scope of the project is we've got a section of US 61 that Bloods frequently it's in the far northeast corner of the state, right where the Des Moines River and Mississippi rivers come together.

0:1:23.390 --> 0:1:26.120
Christopher S Knapp
So this is been a flooding issue for several years.

0:1:26.250 --> 0:1:32.500
Christopher S Knapp
We've heard about it from the local county Commission, but local Regional Planning Commission that this is a concern.

0:1:32.510 --> 0:1:34.420
Christopher S Knapp
So that's how this became a project.

0:1:35.70 --> 0:1:48.710
Christopher S Knapp
So we did a consultant hydraulic study and what we figured out is if we could raise this US 61 profile grade by approximately 2.5 feet, it's going to greatly reduce the number of times this road is closed as well as the duration due to flooding.

0:1:49.780 --> 0:2:3.790
Christopher S Knapp
It's not going to eliminate all flooding in this area, but it's going to greatly reduce the occurrences and and just so you all know I'm I'm sure you're aware of this area is where most of you, but the closure of this segment when it is closed, you have to go around on a 41 mile detour all the way up into Iowa.

0:2:3.800 --> 0:2:5.130
Christopher S Knapp
So it is pretty significant.

0:2:6.320 --> 0:2:10.40
Christopher S Knapp
Uh, some of the contract time, uh dates here.

0:2:10.50 --> 0:2:16.270
Christopher S Knapp
We've got a notice proceed February 22nd, 2024, that is earlier than the standard notice proceed.

0:2:16.280 --> 0:2:17.440
Christopher S Knapp
We'll talk about that a little bit more.

0:2:17.450 --> 0:2:20.450
Christopher S Knapp
We've got some tree clearing is why we set that earlier than standard.

0:2:21.650 --> 0:2:26.250
Christopher S Knapp
The completion date is November 1, 2024, and we do not have calendar days set up.

0:2:28.0 --> 0:2:34.680
Christopher S Knapp
The contract will be administered by the hand will project office with Marty Lincoln as the RE the right of way.

0:2:34.690 --> 0:2:35.620
Christopher S Knapp
Status is clear.

0:2:35.630 --> 0:2:40.780
Christopher S Knapp
We did acquire 2 temporary construction easements to tie in entrances, but as I mentioned, those are all clear.

0:2:40.790 --> 0:2:41.690
Christopher S Knapp
Shouldn't be any issue with that?

0:2:43.530 --> 0:2:51.140
Christopher S Knapp
As as I mentioned, we do have some tree clearing for those that have driven through the area familiar with the area on the north side of the road there, there are several large trees.

0:2:51.630 --> 0:3:4.640
Christopher S Knapp
These are noted in the plants shown on the removals, and we have the tree clearing restrictions JSP that these need to be taken down by the end of March and we we can pop onto Google Earth here and see those, but those are very large trees.

0:3:4.650 --> 0:3:9.220
Christopher S Knapp
There's gonna be some requirement for traffic control on US 61 in order to get those trees down.

0:3:9.230 --> 0:3:12.130
Christopher S Knapp
So just want to have Full disclosure on that.

0:3:13.740 --> 0:3:14.110
Christopher S Knapp
Uh.

0:3:15.0 --> 0:3:16.850
Christopher S Knapp
Another item of construction staging.

0:3:16.860 --> 0:3:24.620
Christopher S Knapp
We do have a 14 day closure period set up to install crossroad culverts at three locations to those locations are single coverts.

0:3:24.630 --> 0:3:29.830
Christopher S Knapp
I've met or Kyle from design jump in, but I I believe they're 24 and 36 inch culverts.

0:3:31.100 --> 0:3:31.440
Christopher S Knapp
Umm.

0:3:32.480 --> 0:3:33.540
2f72124f-a2ac-4247-bd65-66ae056eee66
And you have one located.

0:3:31.600 --> 0:3:39.240
Christopher S Knapp
And then we do have one location where based on our consultant hydraulic study, we've got a a group of eight culverts that are going across US 61.

0:3:39.250 --> 0:3:46.680
Christopher S Knapp
So we do have those set up for closure now in paragraph 4.2 of the work zone, traffic management special provision, there are restrictions.

0:3:46.720 --> 0:3:52.530
Christopher S Knapp
So we don't trap people within the limits of those culvert replacements.

0:3:52.600 --> 0:3:58.470
Christopher S Knapp
We can't close all three locations simultaneously, so we can pull that special provision up and go through it if you'd like.

0:3:59.740 --> 0:4:6.80
Christopher S Knapp
And then we do have liquidated damages and savings JSP associated with that 14 day closure.

0:4:7.380 --> 0:4:12.220
Christopher S Knapp
So as I mentioned before, you know the main reason for this project is to raise the profile grade.

0:4:13.250 --> 0:4:15.880
Christopher S Knapp
And I also mentioned the 41 mile state route detour.

0:4:16.670 --> 0:4:44.970
Christopher S Knapp
So to maintain traffic as much as possible, we decided to use by two minutes base as the fill material and basically what we anticipate is that the contractor will put subsequent lifts of bituminous base stair step it up one side at a time in order to maintain traffic during construction, we will have the expectation that we will install payment edge treatment on both these center line and edge lines and temporary striping per the standards at the end of each day.

0:4:45.240 --> 0:4:46.560
Christopher S Knapp
Obviously we want to maintain.

0:4:48.380 --> 0:4:51.800
Christopher S Knapp
A safe working environment during construction.

0:4:55.490 --> 0:4:59.60
Christopher S Knapp
A utility relocations, we do not have any utility relocations.

0:4:59.190 --> 0:5:0.320
Christopher S Knapp
Everything is clear.

0:5:0.370 --> 0:5:2.940
Christopher S Knapp
We do have three utilities within the project limits.

0:5:2.950 --> 0:5:4.370
Christopher S Knapp
I've got them listed there on the agenda.

0:5:4.380 --> 0:5:6.390
Christopher S Knapp
Amber and bright speed and Clark County public water.

0:5:8.320 --> 0:5:17.860
Christopher S Knapp
Even though we we don't have any relocations, we do have some provisions in there for a contractor notification prior to work in the area just to make sure we don't have anything that comes up.

0:5:21.320 --> 0:5:29.270
Christopher S Knapp
Just wanna hit on a few high points and the jobs special provisions that I haven't already mentioned, contract liquidated damages.

0:5:29.280 --> 0:5:33.230
Christopher S Knapp
I went over the notice to proceed date and the completion date again.

0:5:33.240 --> 0:5:35.390
Christopher S Knapp
We do not have calendar days set up for this job.

0:5:35.400 --> 0:5:38.920
Christopher S Knapp
We do have $1500 per day administrative damages set up.

0:5:39.950 --> 0:5:40.880
Christopher S Knapp
Uh, in the work zone?

0:5:40.890 --> 0:5:51.770
Christopher S Knapp
Traffic management JSP I did mention in that sector paragraph 4.2 for the US 61 closure, and again that's mainly says that you can't close all three of those look locations for cohorts concurrently.

0:5:53.490 --> 0:5:55.110
Christopher S Knapp
A tree clearing restrictions.

0:5:55.160 --> 0:5:57.980
Christopher S Knapp
Just to note that again have to have them down by the end of March.

0:5:59.680 --> 0:6:1.900
Christopher S Knapp
The liquidated damages saving specified.

0:6:1.910 --> 0:6:4.570
Christopher S Knapp
Again, that's a 14 day closure period for the cohort installation.

0:6:4.580 --> 0:6:8.590
Christopher S Knapp
The damages are damages and incentive for both $8000 per day.

0:6:9.240 --> 0:6:14.400
Christopher S Knapp
You can't get an incentive which the maximum incentive is 4 days or $32,000.

0:6:15.590 --> 0:6:19.360
Christopher S Knapp
Uh, we do have a couple areas of wetland within the project areas.

0:6:19.370 --> 0:6:24.900
Christopher S Knapp
We have a JSP that denotes those areas and then those areas that are also shown on the plans.

0:6:25.450 --> 0:6:33.350
Christopher S Knapp
Obviously those are do not disturb areas and I think there is a requirement in the JSP where you guys have to mark those with construction fencing or something suitable of the like.

0:6:34.570 --> 0:6:34.970
Christopher S Knapp
Umm.

0:6:36.430 --> 0:6:41.0
Christopher S Knapp
So with that, I think I'm going to bring up Google Earth just to show the project location.

0:6:41.530 --> 0:6:44.250
Christopher S Knapp
Can somebody confirm they can see my Google Earth?

0:6:46.930 --> 0:6:47.730
Danica Stovall-Taylor
Yeah, we can see it.

0:6:48.360 --> 0:6:48.710
Christopher S Knapp
Perfect.

0:6:48.720 --> 0:6:49.150
Christopher S Knapp
Thank you.

0:6:49.600 --> 0:6:51.530
Christopher S Knapp
So this is the project location.

0:6:51.880 --> 0:6:56.280
Christopher S Knapp
There's the town of Keokuk, the Moines River, coming in from the north.

0:6:56.290 --> 0:6:58.680
Christopher S Knapp
And then, of course, the Mississippi River on the east.

0:6:59.90 --> 0:7:5.490
Christopher S Knapp
So we've got about a 1.51 point four mile section of US 61 where we're going to increase the profile grade.

0:7:7.370 --> 0:7:10.930
Christopher S Knapp
You can see one of the wetland areas here at the South end of Job.

0:7:10.940 --> 0:7:12.790
Christopher S Knapp
You can see that denoted we have one.

0:7:13.810 --> 0:7:17.400
Christopher S Knapp
I don't know if we don't have that one shown or not, but it is somewhere it is.

0:7:17.410 --> 0:7:18.800
Christopher S Knapp
It is towards the middle. Again, it's on.

0:7:18.810 --> 0:7:22.80
Christopher S Knapp
It's in the plans where it's located.

0:7:23.10 --> 0:7:28.150
Christopher S Knapp
I wanna drop down in Street View just to show you those those trees that we were talking about that that tree clearing area.

0:7:32.690 --> 0:7:33.520
Christopher S Knapp
So again, it's this.

0:7:33.570 --> 0:7:35.580
Christopher S Knapp
I'm not exactly sure how many trees we have in there.

0:7:35.590 --> 0:7:39.290
Christopher S Knapp
It's it's five or six trees within the area, and I'm gonna turn around here in just a moment.

0:7:42.770 --> 0:7:45.200
Christopher S Knapp
So again, this is facing S on US 61.

0:7:45.770 --> 0:7:49.580
Christopher S Knapp
We've we've got these trees again, they're very large trees there within the clear zone.

0:7:49.590 --> 0:7:58.550
Christopher S Knapp
So we we need to have those down by March 31st and there's if I go a little farther S there's one tree that kind of stands off on its own here.

0:8:6.450 --> 0:8:12.920
Christopher S Knapp
Well, so yeah, we've got again 5 or 6 trees here in this group.

0:8:12.930 --> 0:8:14.320
Christopher S Knapp
And then we've got, uh, one tree.

0:8:14.330 --> 0:8:19.410
Christopher S Knapp
You can see a little farther down the road and that that is the only tree clearing on the job.

0:8:21.750 --> 0:8:25.450
Christopher S Knapp
So I'll talk a little bit more about the the pipe cohort replacements.

0:8:26.280 --> 0:8:35.270
Christopher S Knapp
So we've got again this this section of eight pipes, they're going to be replaced again, that comes from the consultant study hydraulic study.

0:8:35.460 --> 0:8:37.490
Christopher S Knapp
And those are flat pipes.

0:8:37.500 --> 0:8:39.580
Christopher S Knapp
They do not have an upper and lower lower flow line.

0:8:39.590 --> 0:8:46.710
Christopher S Knapp
They are just basically equalization culverts, again with the Des Moines River here to the north and the Mississippi River to the east.

0:8:47.40 --> 0:8:52.590
Christopher S Knapp
That just allows equalization of water as water comes up on one side as opposed to the other side of the road.

0:8:52.600 --> 0:8:54.900
Christopher S Knapp
So that's what those are there for.

0:8:57.60 --> 0:9:0.250
Christopher S Knapp
So we have that that's going to be one of your pipe closure locations there.

0:9:2.160 --> 0:9:11.410
Christopher S Knapp
And then the other two pipe closures or Piper placement that you have the 14 day closure for or this pipe right here and then this one further South that goes into the wetland.

0:9:11.720 --> 0:9:17.590
Christopher S Knapp
So we will allow you to close these two segments of 61 concurrently to replace those pipes.

0:9:17.890 --> 0:9:26.290
Christopher S Knapp
But the reason we can't close those two as well as the eight pipe installation farther to the north as we would trap these businesses and provide no access.

0:9:26.300 --> 0:9:28.640
Christopher S Knapp
So that's the reasoning behind that.

0:9:28.650 --> 0:9:38.650
Christopher S Knapp
So umm with that I know I've flown through this agenda very quickly, but hopefully the goal is to stimulate some discussion.

0:9:38.660 --> 0:9:47.520
Christopher S Knapp
So I will, I will open it up to a contractors or Modot staff that have any questions, comments or concerns they would like to bring up at this time.

0:10:5.340 --> 0:10:6.170
2f72124f-a2ac-4247-bd65-66ae056eee66
Can you hear us now?

0:10:7.350 --> 0:10:7.560
Danica Stovall-Taylor
Mm-hmm.

0:10:7.810 --> 0:10:8.480
Christopher S Knapp
I can hear you.

0:10:8.600 --> 0:10:9.380
Christopher S Knapp
I can hear you loud and clear.

0:10:10.540 --> 0:10:11.200
2f72124f-a2ac-4247-bd65-66ae056eee66
Sorry about that.

0:10:14.410 --> 0:10:14.690
Christopher S Knapp
OK.

0:10:11.210 --> 0:10:14.750
2f72124f-a2ac-4247-bd65-66ae056eee66
I had to call in and couldn't get my computer to to cooperate.

0:10:14.760 --> 0:10:15.340
2f72124f-a2ac-4247-bd65-66ae056eee66
This morning.

0:10:15.710 --> 0:10:16.330
2f72124f-a2ac-4247-bd65-66ae056eee66
This is Steve.

0:10:16.120 --> 0:10:20.890
Christopher S Knapp
And you are OK, Steve were great.

0:10:18.0 --> 0:10:22.670
2f72124f-a2ac-4247-bd65-66ae056eee66
WLI got treadmill and and Brandon Alzheimer there with they also.

0:10:23.800 --> 0:10:24.560
Christopher S Knapp
Alright, great.

0:10:24.580 --> 0:10:25.950
Christopher S Knapp
Were you, were you guys able to hear?

0:10:24.630 --> 0:10:26.20
2f72124f-a2ac-4247-bd65-66ae056eee66
We had a quick question.

0:10:26.200 --> 0:10:26.790
Christopher S Knapp
Ohh, I'm sorry.

0:10:26.800 --> 0:10:27.150
Christopher S Knapp
Go ahead.

0:10:27.220 --> 0:10:27.660
2f72124f-a2ac-4247-bd65-66ae056eee66
I'm fine.

0:10:27.220 --> 0:10:28.640
Christopher S Knapp
Well, first of all, let me ask a question.

0:10:28.650 --> 0:10:29.110
Christopher S Knapp
Were you guys on?

0:10:29.120 --> 0:10:30.510
Christopher S Knapp
Were you able to hear most of what I talked about?

0:10:31.600 --> 0:10:32.670
2f72124f-a2ac-4247-bd65-66ae056eee66
Yeah, we heard it all.

0:10:33.430 --> 0:10:33.700
Christopher S Knapp
OK.

0:10:32.730 --> 0:10:35.200
2f72124f-a2ac-4247-bd65-66ae056eee66
I just couldn't get you to dress, I guess.

0:10:36.200 --> 0:10:36.750
Christopher S Knapp
OK, perfect.

0:10:38.170 --> 0:10:39.30
Christopher S Knapp
Go ahead with your question.

0:10:38.940 --> 0:10:39.420
2f72124f-a2ac-4247-bd65-66ae056eee66
Wait.

0:10:40.100 --> 0:10:55.210
2f72124f-a2ac-4247-bd65-66ae056eee66
Question on the profile of your bit base on the schedule you showed the the width of just looking at the main line that bulk of it width is 29.49 feet.

0:10:56.320 --> 0:10:59.690
2f72124f-a2ac-4247-bd65-66ae056eee66
I'm just curious where you got 29.49 on that.

0:11:1.130 --> 0:11:1.950
Christopher S Knapp
So the the width.

0:11:0.990 --> 0:11:4.150
2f72124f-a2ac-4247-bd65-66ae056eee66
We're actually gonna be laying, like, go ahead.

0:11:4.280 --> 0:11:4.930
Christopher S Knapp
I agree.

0:11:4.980 --> 0:11:10.70
Christopher S Knapp
I agree with that the width is an error and the square yardage shown there is actually an error as well.

0:11:10.620 --> 0:11:14.490
Christopher S Knapp
We did pull the actual tonnage of bit base for the fill.

0:11:14.500 --> 0:11:17.990
Christopher S Knapp
We pulled that from the cross section, so we're confident that that number is accurate.

0:11:18.60 --> 0:11:22.450
Christopher S Knapp
But like you said, the width and the square yardage shown on the the quantity sheet is is not accurate.

0:11:23.970 --> 0:11:24.230
2f72124f-a2ac-4247-bd65-66ae056eee66
OK.

0:11:34.310 --> 0:11:36.360
2f72124f-a2ac-4247-bd65-66ae056eee66
Question later.

0:11:39.140 --> 0:11:43.860
2f72124f-a2ac-4247-bd65-66ae056eee66
Yeah, for all the more we've looked at it so far, it's, that's all we had to question actually.

0:11:48.190 --> 0:11:48.330
Christopher S Knapp
OK.

0:11:50.460 --> 0:11:52.520
Christopher S Knapp
And I'll open it up.

0:11:52.710 --> 0:12:0.340
Christopher S Knapp
Let me ask, uh, our design staff, Kyle and Matt, if they have anything that I that I missed or construction for that matter, anybody from mode.

0:12:0.350 --> 0:12:3.520
Christopher S Knapp
If there's anything that I glossed over or didn't fully address, please advise.

0:12:8.610 --> 0:12:11.340
Matthew A. Tobias
I think you're covered a lot, a lot of good topics.

0:12:11.350 --> 0:12:13.830
Matthew A. Tobias
Now that was my fault with that 29 feet.

0:12:17.150 --> 0:12:17.380
Christopher S Knapp
Cut.

0:12:34.320 --> 0:12:35.340
Christopher S Knapp
Danica, do you?

0:12:35.400 --> 0:12:38.650
Christopher S Knapp
You guys in the bidding contract section have anything to mention or we good to go.

0:12:38.660 --> 0:12:41.970
Christopher S Knapp
Doesn't sound like there's a whole lot of other questions here.

0:12:42.680 --> 0:12:47.740
Danica Stovall-Taylor
No, we just want to make sure that we give the contractors on unusual projects like this.

0:12:47.750 --> 0:12:52.420
Danica Stovall-Taylor
The opportunity to, you know, look at them and give us comments and feedbacks before we take bids.

0:12:52.430 --> 0:12:53.630
Danica Stovall-Taylor
And so Nope.

0:12:53.640 --> 0:12:56.530
Danica Stovall-Taylor
I think that if they don't have any questions, then I think we're good.

0:12:58.550 --> 0:12:58.900
Christopher S Knapp
All right.

0:12:58.910 --> 0:12:59.680
Christopher S Knapp
Well, perfect.

0:13:0.350 --> 0:13:3.400
Christopher S Knapp
Yeah, obviously my contact information is in the bid documents.

0:13:3.410 --> 0:13:8.500
Christopher S Knapp
So if you have anything that comes up, you know, just don't hesitate to give me a call and we'll get your questions answered.

0:13:8.630 --> 0:13:10.760
Christopher S Knapp
So thank you all.

0:13:11.60 --> 0:13:11.390
2f72124f-a2ac-4247-bd65-66ae056eee66
Great.

0:13:10.800 --> 0:13:11.570
Christopher S Knapp
Appreciate your time.

0:13:12.100 --> 0:13:12.670
Christopher S Knapp
Have a good one.

0:13:17.590 --> 0:13:18.40
Matthew A. Tobias
Thanks now.

0:13:20.340 --> 0:13:20.780
Ryan W. Martin
Thanks Chris.