

Pre-Bid Meeting
JNW0133 Clinton County
September 30, 2024 @ 9:30 AM
US 69 Widening & Resurfacing
Interstate 35 Pavement Rehab

- Locations:
 - Clinton County US 69 from just north of MO 116 to I-35 / US 69 interchange
 - Clinton County I-35 from just north of the I-35 / MO 116 interchange (mile marker 41.6) to Shoal Creek bridge (mile marker 48.6)
- US 69 Widening & Resurfacing:
 - Pavement widening, 4' on each side with Optional Base Widening (10 IN.)
 - Resurfacing on newly widened roadbed with 2" BP-1, also includes US 69 ramps
- I-35 Rehab:
 - Remove existing 8.5" unbonded concrete overlay and remove 0-2" asphalt underneath, while leaving in place the original interstate 24' wide concrete pavement. Remove existing full depth concrete areas, these were the depth transitions from the previous unbonded concrete overlay project.
 - Install interlayer fabric on original interstate concrete pavement and then place 10" minimum of unbonded concrete overlay.
 - Place 10.5" full depth concrete pavement in depth transition sections.
 - Outside shoulder design: First 4' is either 10" unbonded concrete overlay or 10.5" full depth concrete pavement. Remaining 6' of outside shoulder is Type A2 Shoulder.
 - Remove and reset guardrail along shoulders
 - Approx. one mile of SBL south of mile marker 41.6: Mill off existing rutted asphalt down to existing concrete, then asphalt resurface back.
 - Replace highway signs along I-35 and at ramps at US 69 interchange. Existing posts and signs of every 0.2 mile emergency reference marker sign will be removed and then reused on a new foundation.
 - Aggregate Base called out as Type 5 or Type 7. Option to reprocess approx. 50,000 tons of broken concrete as aggregate base or remove and dispose of offsite. Require using broken concrete as special fill and place behind existing guardrail at US 69 interchange ramps, thus eliminating the need for the existing guardrail. Require processing the remaining broken concrete for rip rap and stockpile at the US 69 interchange.
 - Install pipe aggregate pavement edge drains.
 - Contractor provides the vertical alignment profile for unbonded concrete overlay.
 - No bridge work involved.

- Order of Work:
 - 2025 Construction Year: I-35 median crossovers, US 69 improvements, necessary pavement repairs to I-35 SBL, installation of emergency detour signing, head-to-head traffic on I-35 SBL, I-35 NBL pavement rehab, I-35 NBL sign replacements, restore traffic to divided highway
 - 2026 Construction Year: Head-to head traffic on I-35 NBL, I-35 SBL pavement rehab, I-35 SBL sign replacements, US 69 interchange lighting, restore traffic to divided highway, remove I-35 median crossovers

- Traffic Control:
 - 2025 Construction Year: Inside lane closures for I-35 median crossovers. Flagger control / pilot car for US 69 widening and resurfacing. Head-to-head traffic (tubular markers) on I-35 SBL when rehab I-35 NBL. When I-35 SBL joint blows out with head-to-head traffic, will have an emergency detour ready to go which involves placing I-35 SB traffic on US 69 SB and MO 116 WB, while I-35 NB traffic remains using I-35 SBL
 - 2026 Construction Year: Head-to-head traffic on I-35 NBL when rehab I-35 SBL.

- Job Special Provisions:
 - Accelerating the Completion of Closure Work (Incentive/Disincentive Clause)
 - Design Service Operations
 - Modified Contractor Furnished Survey
 - Aggregate For Concrete
 - Optimized Mix Design for Concrete Pavement and Unbonded Concrete Overlay
 - Sealing Concrete Joints
 - Pavement Repair Scope
 - Concrete Pavement Processing

- Project Schedule:
 - October 18, 2024 project letting
 - December 9, 2024 contractor notice to proceed
 - November 1, 2025 completion date for 2025 construction year work
 - September 1, 2026 completion date for 2026 construction year work