

Transcript

October 23, 2025, 7:04PM

□ **Craig Switzer** started transcription

0:06

Again let's.

Welcome you to the preview conference job number J 7 South 2185 BCDEF&G and JSR 0314.

The J 7 South.

2185 series jobs in Jasper County route 66 which is 7th street in the city of Joplin and JSR 314.

Which is oak street over I 49 it's a bridge?

They're over at 40 9:00 in the city of Carthage.

Being as being held here at the southwest district office conference room soon 3 and virtually via teams I'd like to introduce myself first.

My name 's Craig switzer.

I'm the Murdoch project manager.

He's overall 7 of these projects.

And just just like to to let everybody know here in the room please try to keep the paper shuffling and inside conversations to a minimum.

It does make it difficult.

To hear on the video call.

And also.

Just.

Try to move through the agenda as I have posted on the screen if you have questions and you can either wait till the end or use the hand raised feature in teams and then we can stop and take any questions at at that time also.

And here in the room there is an attendance list going around if you haven't signed up please do.

So we can have a record of all attended.

And for those of you online.

Please if you're from modo people I know who you are and if you're from an outside contractor or an outside agency please put your name.

And your agency or organization in the team 's chat.

So we can have a record of all who attended.

Project overview like I said 7 projects.

All projects are in required combination.

J 7 is 2185.

B is pavement and operational improvements on Missouri route 66 at AKA 7th street in the city of Joplin from shefferdecker avenue to maiden lane link the project is approximately one mile.

The same job limits is also the J 7 South 2185 F project and that is the ADA transition plan improvements from sheffordecker to maiden lane in Joplin.

J 7 South.

2185 C this pavement operational and ada transition plan improvements for main lane to Main Street in the city of Joplin.

Length again approximately one mile.

J 7 South.

2185 D is operational in pavement.

Operational and ada transition plan improvements for Main Street to Saint.

Louis avenue in Joplin length on that one is approximately one mile.

And the final segment from Saint.

Louis to range line road in Joplin pavement and operational improvements is the 2185 east job ada transition plan improvements is the 2185 G job again from Saint.

Louis avenue to range line Joplin.

Length approximately one mile.

And so those 6 those 6 projects encompass a 4 mile stretch route 66 through.

Through downtown Joplin as well.

As ro 314 job is the oak street bridge over I 49 in Carthage ada transition plan improvements.

Thanks for that.

Project is approximately 1/10 of a mile and again.

All jobs will be let in required combination.

A little bit on the schedule planning will be November 14th 2025 it's called G 02 in that wedding notice to proceed is March 15th 2026.

That is delayed from the typical notice to proceed.

And mostly due to the delay in acquiring some of the right of way acquisitions.

And we'll get into that a little later but but know that happens to proceed as delayed

until March 15th.

Completion of the JSR 314 project the oak street bridge project is by December 31st 2026 or by the excuse me December first 2026 and completion of the J 7 South. 2185 projects.

Complete by December first 2028.

And we are going to have a stipulation in the J 7 South 2185 projects that the ADA work be complete by March 15th of 2027.

This project does have several locations funded by the city of Joplin.

Agreements are in place with the city to include these items.

Work in the J 7 South.

2185 projects and so if you're looking at the quantity sheets for those projects.

Those areas are broken out into the modal job numbers and the city owned sections and that's just so we can track quantities and costs for each segment.

Separately.

So so the city work J 7 South.

2185 C we have the ADA work from West to Porter avenue to Joplin avenue on the north side ada work from Porter avenue to Main Street on the South side and the Willow branch stormwater box.

Which is a 1212 foot by 4 foot reinforced concrete box from West of Byers avenue duwal avenue?

And so that that C works included in 2185 C 2185 D we have ada work from Virginia to Pennsylvania avenue on the north side and from Main Street Pennsylvania avenue on the South side.

Any questions so far on the project descriptions?

Next we will move on down to the right away acquisitions.

And first I want to introduce our our consultant project managers.

Arkansas.

This this project is consultant designed the 2185 projects.

The.

314 project is an in house.

With the West the western 2 miles were designed by Olson and Reed CAD as the project manager.

That's in charge of the design of that segment.

And then Missy Wilbur 's with Marlon West is the project manager over the eastern 2 miles Main Street range line.

And so I'll I'll be calling on those folks throughout the meeting to to give me a little more detail on some.

Of these.

Categories and we'll start first with the right away acquisition status.

And.

So the status of all parcels we still have a lot of parcels left to acquire if you look at your JSP we do have delayed possession JSP 's for all job numbers.

Except the 314 project to which has no Broadway acquisition.

And so all those parcels that are not acquired listed we do plan on you know right before the landing.

And to update those usbs via addendum to give an updated list of the parcels that are still pending in the in the ones by the remission that have been required and so. I'll I'll first of all hand this over to.

To read for an update on the right away status and status of the acquisitions of the right away.

RC **Reid Catt** 7:59

And I'm gonna immediately turn around and hand it off because I'm not intimately involved.

Olson overall is.

And Ryan and Daniel could make it.

But Brandy, I think you're on and may be able to give a little bit better rundown.

BB **Brandy Bradley** 8:10

Yes.

Yes. So on heart disease, there are 39 easements that are total and we have nine of them so far.

EG there are 46 and we have eight of those, ESF, we there are 44 total. We have nine of those so far.

C There is 53 and we have 7 so far and I actually had two more. Just emailed over and that should be dropped off today.

So total there's 182 easements needed and we are now at 35.

Anybody have any questions?

RC **Reid Catt** 8:47

And I guess I guess just to add to that, just in context, most of these easements, I guess for everyone to call their the C project has a number of permanent easements, but it's mostly for like sidewalk, the sidewalk bumping out slightly.

I think it's an overlap of sidewalk and utility and then I would say probably the Eastern 2 miles are more TCe.

It's not all TCe. There are some permanent, but overall like as a whole, the project doesn't have.

Major permanent takings compared to it.

You know, a lot of these are TCe, so hopefully in working with the property owners, they'll go relatively quick.

We got a late start on the right of way, so if I guess just everyone wondering, you know what, what's happening if you haven't looked at the plans, it's primarily TCe in kind of minor impacts and we've been, you know pretty willing to adjust to make these go.

Through.

BB **Brandy Bradley** 9:43

So far, most of the land owners are really willing to work and really want this project. So we're all pretty positive.

9:56

That's that's that's one of the major reasons for the delay notice to proceed wanna get as much of these parcels fired as as possible before we get in there and start working.

You know that way.

It will just be a lot easier to not have to work around and be smell everything together around the the parcels.

We still have an opportunity to do that expect a lot of these if not all to be acquired by that November notice or the March notice date.

Like I said that'll.

Our current status of right of way acquisitions will be updated by new right away JSP. Is there anything else anybody has on the right of way?

RC **Reid Catt** 10:51

I guess just to just add to that, not to belabor the point, but you know the initial

release in terms of the right of way was and this is I guess for everyone looking at, you know, bidding the project, the Eastern 2 miles kind of overall release first.

And we're working like we're concentrating.

I mean, it's actually sounds like what the way that some of the easements comes in, it's already kind of evened out, but the focus is gonna be really on the eastern 2 miles and trying to work that out because.

We wanna, you know, I guess, focus on clearing a portion of it.

Especially since the C project really has to get built last because the box culvert connection.

So just so everyone's aware, we're, you know, really trying to put effort and focus into the Eastern 2 miles.

As we work through this, so that hopefully to give it a you know, an area that you know the construction can proceed forward first.

11:48

So that's a good point that's going to come into play on the when we go through the JSP about the.

The ADA meeting to be complete before the.

The 2027 page.

OK.

We'll move on to utility status.

Of the project.

There's a lot of lot of utilities on this one and you can see in your your JSP we've listed out all the all the needs that all the.

I'll turn it over to Brian.

Beer is our district utility engineer and he's gonna go through the the major items on the utility side.

Yeah.

So I haven't been intimately involved in all the fine details of this.

Instantly.

Just wanna say make sure you're.

Coordinating with your one call folks.

Get those located in the field.

We got to ask in situation on the plans.

So be working with those folks for construction.

Relocations will take place during construction so.

Maintain those coordination efforts between utilities and contractors.

Yeah there's there's a ton of details to go through here.

So.

I'm gonna leave it at that.

Yeah there's there's a lot of this stuff that's going to have to happen during construction.

There's a lot of utilities under the pavements and under where the sidewalk needs to be and so a lot of that will need to be coordinated during construction.

RC Reid Catt 13:31

I guess 11 item of note just in particular there was some sanitary sewer work. The city of Joplin, Olsen's designing it working with the city of Joplin.

So we've coordinated some of the.

You know, some of the potential conflicts and I think I don't have, I don't know if I'm not directly involved in that. So I don't know if Jeremy or Dakota or somebody has an idea of when when that's getting started.

I can't remember the timeline, but I know that you know that that's been worked out. Now as well.

Speaker 1 14:04

We don't have a definitive timeline set in stone yet, but it's coming very, very, very soon.

14:20

OK are there any other questions or comments on the utility side.

OK.

We'll move on to signals and ITS requirements a big part of this the operational improvements on this job is rebuilding all the signals along the corridor and doing some fiber connections and other upgrades to those.

And so Reid I'll turn this one over to you if you'll have one of your signal people go through the just kind of go through the requirements of each intersection.

RC Reid Catt 14:56

Yeah, Jeremy, I don't know if you want to want to tackle that and then just overall ITS I know that and Jason will could also maybe cover some of the highlights of his.

JS **Jeremy Stretz** 15:03

Yep.

Yeah, you bet the.

The B project involves some modifications to the Walnut Ave. signal to add radar detection and minor upgrades to the push buttons and pedestrian poles associated with that new cabinet will be going in at that intersection as well as well as some CCTV camera equipment as well.

On the C project.

The intersections really from Maiden over to.

Main will be.

We rebuilt.

Getting new traffic signal cabinets. New poles in all the directions and radar detection equipments and CCTV equipment as well.

And then as as, as Craig kind of mentioned there, we'll be doing some ITS work to connect to the existing Modot fiber that's tied into the Bluebird conduit system.

Yeah. So that's signal modifications that have made in lane on the C project.

New pedestrian hybrid beacon at Jackson Ave.

Pearl Ave. gets signal modifications as and upgrades as well.

And then similar at the Wall and Joplin, as you move from the West to the east on that C project.

RC **Reid Catt** 16:37

Do you wanna maybe give a rundown to the ITS I guess.

Just big picture maybe.

JS **Jeremy Stretz** 16:43

Yeah, big picture ITS.

I mentioned the existing Modot fiber is.

Paired in with Bluebirds Conduit network.

The plan and intent of the plan of the project is to pull existing fiber optic cable that's within the Bluebird fiber.

Pull that into a new ITS cabinet.

Make the necessary connections and terminations in the ITS cabinet and then continue down the line with that existing fiber optic.

The cable.

So there'll be some coordination with Bluebird necessary a part of that as a part of the project.

Because of that, the highlights for the B&C projects.

Jason, do you have any?

Items to cover on the east side.

JS **Jason Sommerer** 17:38

Yeah, I can do that.

So on the the D job, all very similar to the Western intersections just to check.

Jeremy, can you hear me OK?

JS **Jeremy Stretz** 17:48

Yep, coming through. Thanks, chase.

JS **Jason Sommerer** 17:48

OK.

Great. So on the the D job at Main Street signal equipment replacements, new cabinet, new wiring, the connection to the its cabinet. Like Jeremy mentioned, that intersection will be the only one that does not have full signal pole replacement.

So going to the east.

At Virginia and Pennsylvania Ave. those two will be part of an addendum. They don't currently show the pole replacements, but they they will.

So there will be 4 replacements along with Murphy.

So the that's three replacements and one just pedestrian upgrades.

So with those four replacements that'll include the ITS upgrades with the the cabinet.

And so that's the the D job and then the E&G includes St.

Louis and Florida Ave. and those are also full replacement.

So everything being replaced and relocated.

I think that covers the DE and G jobs.

JS 18:54

All right.

Thank you Owen.

I do want to go back and just emphasize something that he said that we are doing full full replacements at every intersection except for walnuts and Main Street.

Fairly new signals.

So we're just getting by with upgrades at that location.

And then I mean the city has installed some decorative signal poles there.

And so we're leaving those in place and just just upgrading the pedestrian part of those.

And also as was mentioned there will be an addendum there were there were some pole replacements that weren't included.

So those that Pearl Virginia Pennsylvania and Saint Louis.

Send them to update that.

So we'll also note over here in the signal retirement section.

Is after further conversations with our single shop we want to retain all the signal equipment and so so we're talking the poles themselves the signal heads the cabinets everything in the cabinets?

And all the wireless and networking equipment and all that stuff.

It needs to be retained for modoc and we're going to have you deliver it to the Joplin signal shop in Springfield signal shop.

And so that DSP will also be updated by addendum.

Any other questions or comments on the signal and IPS request?

OK moving on to the bridge work Tyler are you on.

TL **Tyler R. Lindsay** 20:34

Yep, I'm here.

20:36

Would you run down the brief description of the bridge work on the B job and 314 job?

TL **Tyler R. Lindsay** 20:44

Yeah. So the main main components of the D job are replacing the barrier on the northern side of the bridge.

To increase.

Increase the sidewalk width for ADA compliance or we're replacing that type B that's

out there now with a Type D and then putting a new curb and fence over the railroad right away, along with a new fence on the outside of the rest of the MSC Wall Appro. There's some various.

Minor other things as well, like some some deck repair repairing some of the cracks and some of the MSE wall panels, barrier repair, things like that on.

The.

The O 314 job.

Similar type of work we are removing the cantilever sidewalk which is nonada compliant now and we're replacing that with a deck supported.

Essentially, a path on the.

On the bridge deck, so making the bridge deck a little bit narrower the roadway with a little bit narrower and adding a 5 foot sidewalk. But same thing Type D, barrier, curb and fence.

Replacing the joint seals, things like that.

22:03

OK any further questions or comments on the bridge work.

OK.

We'll move on to the railroad status of the project.

Did anybody from the railroads happen to make it home?

Alex are you on.

Larry.

LS

Larry Scheperle 22:31

Yeah, it's Larry and Alec.

Alex is on as well. He may be may be remote, but I don't believe there's anybody, any railroad representatives here.

I'm not mistaken.

22:46

OK.

Larry can you give us a rundown of.

The.

The railroad status.

LS **Larry Scheperle** 22:52

The work on the M&A and you'll have to forgive me for what job numbers they are the full pavement replacement at the one M&A crossing.

And there's some drainage work.

All that should be coordinated through the Missouri Northern Arkansas via the the JSP in the right of entry.

There's several side Rd.

Side Rd. entrances.

That are being approaches of being.

Improved up to the railroad crossing. I believe those are some locations where the easements are being acquired.

That's through M&A.

The bridge over M&A and Kansas City southern.

That Kansas City southern CPKC sorry.

CPKC I think is almost ready to approve those plans and.

We submitted a JSP to them for review as well.

Shouldn't be too difficult to coordinate with them. Either one of those on that.

BNSF has the.

The line in town there.

Forget what street it's at, but there is no tracks, no nothing there. But they still own some property and working on some agreement for that.

 24:21

Honor.

LS **Larry Scheperle** 24:25

And Alex, if you can elaborate a little more on that, I'll let you do that.

But other than that, it's we're the railroads are still in limbo except for M&A. But M&A does need the easement stuff.

AS **Alex L. Seda** 24:42

Yeah, to kinda recap what Larry said.

I think the the railroad's all we've got.

24:45

No.

AS

Alex L. Seda 24:46

We've got verbal kind of preliminary OK's, but we're still working on on the paperwork, will have everything should have everything squared away in the next few weeks and as far as that stuff with BNSF at.

I can't remember what letter job that is, but but the the I think just a couple streets north or what was it 7th St. or something like that. They were working on an agreement with that. That's gonna be.

That's. I don't think they'll be.

They'll be won't involve any railroad flagging or or anything like that.

There's no active tracks, it's just gonna be an agreement with, with, with us and then the contractor getting right of entry.

So that'll be the typical ride of entry process that you would do for for any BNSF railroad project, and it shouldn't involve anything more extensive than that.

There's not gonna be construction reviews or or means and methods calls or anything like that with those guys.

25:47

Yeah just to rundown the job numbers on the locations M&A between walnut and Roosevelt on the South side.

About about 2 or 3 block stretch where we're needing the easements that's on the B job.

The BNSF abandoned line crossings at corner avenue.

That's on the C job.

And then the M and the M&A and CPKC under bridge 59 A or a 5961.

Hey.

That's the D job.

And then the M&A.

Library crossing near the East End of the project a little bit West of highview avenue is on the Eng project.

And like Larry said we're still working through JSP 's with a couple of these railroads.

Those will be added by addendum.

Further questions on the railroads.

OK next we will move on to the environmental and cultural resources.

Segment.

So Amy I think I saw you on.

Would you go over the status of the environmental?

AC Amy M. Clifton 27:01

Oh yeah, I've done the review for all the projects you mentioned and they're all. I've cleared them all and I have no JS PS for any of the projects.

27:15

Yeah the only thing in there was the tree clearing restriction.

The typical tree clearing restriction.

For I think one or 2 trees we have to remove.

AC Amy M. Clifton 27:23

OK.

OK.

Yeah, I'll probably have that with winter tree clearing then.

I didn't catch that. Thank you.

27:34

So this being.

A 3 year job.

There's gonna be issue working around the tree clearing on that.

AC Amy M. Clifton 27:42

OK.

27:43

Like I said there's only one or 2 trees.

OK cultural resources status.

Aaron are you on.

JA Joshua M. Amelunke 27:58

Aaron is not. I don't think either Aaron is on. This is Josh from historic preservation, architectural historian.

I think I think you all got the JS PS for our section.

Let me know if you don't.

I think they're pretty standard.

I'm me and Eve, who's also on this call.

We're just coming onto this project.

So I think Karen might have written these up before she left.

RC **Reid Catt** 28:29

I guess I just know.

Offhand, I don't.

Not even looking at the jspi just know on the southwest corner of Maine.

That's historic structure. And so there were some just language in there about, you know not impacting the building and then being sensitive to vibration.

I don't know if there was any specific requirement, but just that understanding through the review process and then there's the historic church on the southwest quadrant of buyers and you know, there's some work on it.

So staying with those easements and just recognizing that their sensitive properties is.

Thing like I said, I can try to pull up the JSP itself here, but I just remember those two those two properties in particular.

JA **Joshua M. Amelunke** 29:05

Yeah.

RC **Reid Catt** 29:06

You're working adjacent to structures, and so that those are a little bit more sensitive and just it's more of an awareness like.

JA **Joshua M. Amelunke** 29:07

And.

29:14

Yeah and we can talk about those.

JA **Joshua M. Amelunke** 29:14
And.

29:15
We'll talk about those in a little more detail when we get through the JSP infection for properties and they're listed in the JSP.

JA **Joshua M. Amelunke** 29:16
There's.
Sorry.
And I I think that Main Street address, at least on the JSP that I'm looking at right now, I believe it's wrong, but I'm not positive about that.
The historic building, are you all on the corner of Main?
Is that the Olson building?

RC **Reid Catt** 29:38
It used to be.

JA **Joshua M. Amelunke** 29:39
Yeah, that I think they've got 702 in the JSP that I'm looking at and that looks like it's 706.
'Cause I originally pulled up 702 main on the Google Earth and it took me somewhere else but.
Anyway, other than that, sounds like you've got it covered.

RC **Reid Catt** 29:59
It I typed in 702 and it does take.
I think it's one building and it's like separated entities.
I think it's the same building though, because it's the buildings like kind of function as two halves. So and then drop it into Street View, which is funny because I should remember the address of that building having a write it a million times. But I don't but dro.

JA **Joshua M. Amelunke** 30:11
OK.

RC **Reid Catt** 30:20
The Street View does say 702 on it, so it should be good.

JA **Joshua M. Amelunke** 30:23
OK, cool.

AC **Amy M. Clifton** 30:26
Hey, Craig.

30:26
All right.
Yeah and if you happen to find out that needs to be changed just let us know.
We'll put it in the addendum.

JA **Joshua M. Amelunke** 30:32
OK.
Appreciate it.

AC **Amy M. Clifton** 30:34
Hey, Craig, this is Amy again.
Oh, I looked it up for that.
The tree clearing and when I reviewed it, it those trees aren't suitable for bats.
So you don't.
You aren't restricted to winter tree clearing and I didn't include a JSP, but if you want to clear them in the winter, that's fine.
I just wanted to let you know that there isn't a JSP for tree clearing for any of the projects.
Does that make sense?

31:05
OK.

I could have sworn I saw one in there but I'll double check that and if if we can take it out I'd I'd prefer to take it out.
So there's no.

AC Amy M. Clifton 31:14

Yeah, I don't think I attached one anywhere. If if you find one, let me know.
But the one the only one I can find that has tree clearing. I looked at those trees and they wouldn't be considered suitable for bats.

31:21

OK.
Sounds good.

RC Reid Catt 31:30

And I guess just to clarify, I guess further the two other properties which again we'll note in the JSP, it's just for, I guess everyone's sake.

AC Amy M. Clifton 31:31

All right.

RC Reid Catt 31:38

It's the car care, I think is what it is. Just West of the street. You know, the Saint. Phillips Episcopal Church.

That's historic.

So it's two adjacent properties kind of in the where the box culvert, the West End of the box, culverts going. And then the the old Joplin School is also considered.

Historic property.

So again, you kind of those two, those two buildings are set back a little bit.

It the structures themselves, so a little less of a concern.

Compared to the the church in the the old, I'll call it the old Olson office building there on main.

32:17

OK is there any more questions or comments on the environmental cultural side.
All right.

Next I'll turn it over to Reed and he'll talk us through the construction staging and the traffic control set up.

RC **Reid Catt** 32:34

Yeah, I don't.

I don't know how much everyone's got to look at it, but there's really, you know, kind of a tale of two worlds here.

There's, you know, kind of.

Well, just a section slight section east of Maine and kind of to the West, there's many areas of, you know, it's a four lane set up and then you know to the East it's more of the five lane set up, the five lane set up a little easier.

To handle because you have the additional space to work with.

So it's it's I guess for lack of a better term a little bit more of a straight forward scenario.

Something to be aware of in the four lane section to the West.

Particularly on the C job, there is some on the B job as well, but a large portion of the C job, there's integral curb and gutter, so you know it's it's four lanes.

So we kind of we viewed it, if you look at the kind of proposed typical sections, is that it kind of be done in thirds focusing on the the side of the road that has the you know, the primary storm structures, we try to be cognizant of the.

Existing and proposed storm layouts when we laid out this.

Design I'm not going to say it's perfect, but we think it's pretty good and tried to pay attention to how we thought. You know, it was going to be constructed.

We know that there's going to be some challenges in keeping the driveways open.

With this, expect they're going to need some barrier and the way we viewed it in chunks and I'm kind of right now visualizing the four lane section in particular because again where you have the width of the five lane much, much less of a challenge.

But you know, for example, if the the main storm trunk line.

On the north side, we kind of viewed that that northern you know third, it's more than a third, but I'll just say third of the roadway gets constructed.

You know, you shift traffic to the South, then doing the the middle segment for especially areas where you're going to be crossing storm pipes that have to pick up storm that's on the South side of the road and then actually move further east.

So you're not flip flopping traffic North and South and then come back?

And kind of finally handle that last the the southern.

Lane segment umm, and then tying in that additional storm so.

Kinda kinda generic there. I guess one thing to point out as we did, because the profile is changing, we did include some kind of temporary wedging pavements in there to make up for the grades and that that segment where you have to do you know that that third.

Phase. So if you start to look at the quantities and wondering what that's for, I think we tried to clarify that or be clear about that. You know, in the plans of what that quantity is for.

But that's that's probably one of the things that if you're not paying close attention, you'd have a little little bit harder under harder time understanding. You know what that's for but with with some of the profile changes, most of them are pretty manageable. But ultimately knowing that we.

Have to keep things open and as we move East and West up and down the corridor, there's gonna there's gonna be some temporary wedging in there as well.

Again, access has to remain open.

So there's gonna be a lot of coordination with property owners.

Building it, you know, half the time or, you know, in some of these scenarios they have more than one drive.

You know some other good examples.

You have Dr. throughs so you know encouraged. You know, high level communication with the property owners and trying to, you know work with them and and maybe maybe you can come to a different agreement.

Right now, all we can say is, hey, they have to maintain access.

A number of these have multiple drives, so some of them won't be a problem, but others you know. Kinda especially drive through kind of businesses.

It's it's gonna be a little more sensitive.

I guess that's kinda just big picture. Again, without just going in into the the weeds. Those are a few things, I guess in the JS PS will show too. I guess I should note that you know with the box culvert construction the lane widths get really tight.

So again, there's gonna be the traffic barrier and some temporary shoring that's called out in the in the JS, PS. But I guess just as a heads up to make everyone aware. That's gonna be something we're expecting as needed.

Craig, anything I guess off the top of your head?

36:44

Covered it all.

Hey Craig I had a question.

Can you work on more than one job at a time?

For project how everyone will call.

Yeah Reid can you can you talk about a little bit how you assume the segments were set up.

RC Reid Catt 36:58

Yeah, essentially.

I guess I don't.

And I guess I would ask anybody here to point out if there's a conflict in the JSP.

I don't think there is, but again, we've kind of you know there's multiple factors in this, right.

We it's going to matter on the utility status, but there's I guess just generally overall the Eastern 2 miles, we've kind of focused on in terms of getting, you know, focusing on the right of way and there is less I guess, impactful right away challenges.

And access challenges on those Eastern 2 miles.

Again, there is the one rail crossing in the bridge. The bridge is getting pretty close to having that approval.

So we kind of viewed that we were thinking the Eastern 2 miles will be.

So the answer is yes, the Eastern 2 miles we think will be the easiest thing to tackle first and then the Western mile and then the sea job, which is kind of that.

Largely owned by the City of Joplin between Main Lane and Main.

That'll that'll come in that third year because the city.

Is working on getting the segment of Box Culvert designed and then constructed.

So that you can tie in the box culvert that is in the 7th St. project at Wall Ave.

So big picture kind of eastern 2 miles West mile and then the sea job and the sea job is really gonna be a little bit more dependent on that city project.

But it's moving along pretty good.

At a pretty good clip right now.

So I think short answer is yes.

And that's just big picture kind of how we viewed it.

38:36

Yeah so so I will add again.

Yes it's it's of course it's gonna depend on your operations where you need to be when.

And I will.

Assume you not to like.

Remove miles and miles of sidewalk where you're not gonna be able to come back and put it in.

Put it back in in a reasonable amount of time.

So we'll kind of be watching that.

Otherwise you're pretty well free to set up the segments as as you're able.

For you.

Any more questions?

I get a copy of the reporting.

Yeah.

Oh yeah I should have mentioned that the recording will be posted on the the pre bin notice board on website along with the transcript and the notes that are being taken in the attendees.

So.

All right.

Any further questions on the construction staging traffic control?

OK.

Now I'm gonna go through the special provisions.

I will go through all of them in great detail but I do wanna go through just so you kind of know what to expect and and read.

I might ask you to jump in on a few of them to help me out on a little more detail.

RC

Reid Catt 40:00

OK.

40:01

But starting out there we have the.

The.

General federal it is a federally funded job.

Oh I should mention.

Let's back up to the construction staging and traffic control on the the.

314 job with JSR JSR 314 and so we have a we're assuming lane drops or a lane drop when you're removing the barrier and constructing the new barrier.

We do have a work zone.

Traffic signal system set up for that job.

They handle traffic because we know that that barrier is going to be a semi long term operation taking that down polishing that handle sidewalk and then putting the barrier back up.

So that's that's part of the animal traffic there was temporary barrier and that.

Help.

Parking signal system.

Any questions on that?

OK JS PS a a general federal assistant federally funded these are all federally funded projects.

And so the federal wage rates will be in effect.

The JSPB the liquidated damages you have your notice to proceed March 15th 2026 completion date for the J 7 South.

2185 projects December first 2028 and completion date for the 314 project December 12026.

The calendar days are shown for each project below dam road user cost based on traffic counts is also shown.

And damages.

Liquidated.

Damages for contract administrative costs \$3000.00 per day and based on the contract amount.

3 standard language there.

Aspc New York zone traffic management.

Fairly standard stuff we're looking for.

You to keep the queues below 15 minutes I do call your attention to section 3.1 point.

2.

About long term lien forwarders and phasing we are asking you to work around certain special events if that's possible within your your schedule and we do put that caveat in there within your your schedule because.

We know there's a lot of stuff here.

You know you can still do your diligence and still impact things.

So so anyway there is somewhat flexibility but those those bullet points under 3.1 0.2 that list all the known events that are happening around the city of Joplin that we do have to reach 66 Centennial.

Next year kicking off next year.

So the city has several planned events for that.

And then there's also no doubt going to be a lot of unplanned events.

That pop up over that time.

Also the city is gonna work with us on this.

Help us get the word out.

Their their tourism department is gonna help get the word out about this the work and so touring schedules in advance would be advantageous in that situation.

In the.

In the city of Joplin will also be alongside of us and all our meetings during construction as well.

OK JSPD project contact for the bidding process that's me information 's there.

Any bid document preparation questions go to central office and then upon award?

The contract.

Any questions go to Adam field?

The resident engineer will be in charge of the project and his information is there.

GSPE emergency provisions incident management listed all the emergency services to contact for starting the project and also notifying Adam if if there is an emergency situation in the work zone.

ASPF supplements.

That's the standard JSP and don't need to read through that.

JSP 's.

Ghi and J are the utilities GSPS have already been over.

At a high level since won't go over them in a detailed sense make sure you read those and become familiar with what the utilities need to be adjusted and won't need to be published during construction.

Because there's as you can see there's a pretty extensive list.

JSPK.

Cooperation between contractors.

There will be some other contracts administered in the vicinity of this contract we do

have a resurfacing project on on range line road which is just to the east of the project limits.

And we have a resurfacing project on route 66 which starts basically where this payment replacement for the the Eng project end this resurfacing project will pick up and go east.

And that's currently tentatively scheduled for 2028 so likely construction will be done by then at that area.

And that's.

If not just be aware?

The.

That the city job reinforced concrete box installation project on wall that Reed grew from sterling that they're going to have that completed before we come through and tie in with our box.

That the city of Joplin reinforced concrete box installation project on wall that Reed grew from sterling.

So just just coordinate your work.

Keeping communication be good neighbors.

Neighbors and it all.

And it also should go fine.

Should go fine?

ASPL coordination with other engies and I talked about the saving involved in the in the project and all the meetings and with their they contributed a pretty substantial amount of funding for this and so they're.

They're.

Interested as a financial one as well.

But there's Dan Johnson.

The public works director with Joplin.

There's his number and you'll probably be able to rob Beech North Dakota rescue out of the the city of staff there the engineering staff.

So just to be.

Aware.

To keep city Joplin in the loop again be a good neighbor in the UK.

GSPM alternates for pavements.

There is some alternate pavement on this project some of the pavement is specified concrete due to the need for integral curbs.

But where the integral curves are not needed we do have alternate and so the lifecycle costs additions are listed there.

JSPN non tracking tech and we do.

Want non tracking attack on this project and it is in an urban area lots of residential commercial businesses this is an assembly changing the addendum.

We got the wrong pay out of member in the bid book but that that payout number is intended to be non tracking tax.

Espo ada compliance and final acceptance of construction facilities.

This is the standard JSB layer and making sure you go through the checklist documenting everything appropriately making sure everything 's up to ada standards.

SPPADA material testing frequency modifications.

This is a standard JSP to adjust the the testing frequency based on the small ada quantities.

ES PQ special carbon getter and this is on the C project.

For for a modified design non standard carbon cutter just establishes those pay items.

Same as JSBR modified type S curb there's a modified non standard type S curve and that establishes snap ad.

The SPS and JSPT fast.

3 and fast 4 excavation and we did not have any Geo technical information for this project.

We do not expect to hit rock but that doesn't mean we won't and that just describes it that all excavation regardless of county rock will be paid.

This class 3 or class 4.

RC **Reid Catt** 48:29

And I do want to point out, Craig, that we did get later.

It was not as a part of the Modot project, but in the vicinity of the box culvert. We did get geotech and don't expect to hit rock or else. We probably would have modified that.

Just as a heads up there, we did did have some information that came in later as a part of the city project, at least around the box culvert, not across the whole project.

48:53

OK that should do it.

I think that's where we're digging the deepest.

Help us put a little bit of ease on that one.

But those will stay in there as written.

If fox encounter they'll just be paid as fast through class 4?

Is that is that information going to be supplied?

In a Moto job or not being a Moto job.

Probably not.

I can see if we can get it though.

Say no say no soon no.

Tspu access to commercial properties again and obviously located within the commercial and residential area that describes working around entrances contractor will be expected to to work with.

Residents and businesses on how they best want their entrances built whether it be half at a time or whether.

There's if.

If?

2 entrances they can close one build the other.

There is a liquidated damages specified in the amount \$250.00 per day.

For each full day the entrance is not complete beyond 7 calendar days.

Is the temporary construction easements?

Yes we have the construction easements in front of several businesses and other property owners and we just ask you not to disturb any business improvements besides what's in the plans to disturb.

So.

Not to get outside those easements and do any any more damage necessary again be good neighbors it'd be good communicators if if something needs to be.

Adjusted then you might.

You might run into some signs and electrical landscaping sprinkler systems.

Anything that's not specifically marked on the plans it gets disturbed as a contractor cost to repair.

DSPW work within proximity of the drive through.

There are 2 businesses listed there that do have drive-thrus and since since we can't easily shut down one entrance at a time we're probably looking at building those half at a time or when business is not in operation on business hours.

So so again work with those properties.

Be good neighbors to come to an agreement with the property owners.

Not the best way to to handle this work.

SBX damage to existing payment side roads and entrances any damage to any of those items will be repaired.

Contractor expense and I will note that includes.

Any tracking of tax?

Yes.

GSPY payment edge treatment to drop off conditions.

The contractor shall conduct operations so there will be no no drop off exceeding 2 inches adjacent to traffic anything greater than 2 inches.

The edge treatment is incidental.

JSPZ contractor quality control.

That's the standard JSP on that one.

There will be contractor QC on this job.

ESPAA contractor furniture surveying staking.

And contractor will be responsible for all layout required on the project including that traffic control signs and Adam and his team will be available to help you layout those signs if requested just to avoid any.

Issues with having to move in the future.

SP double B curb ramps and sidewalk.

That's our standard southwest JSP for all the requirements of constructing sidewalk.

So see that JSP for all details.

SPCC no value engineering proposals for 2 and a half inch PSST and concrete and concrete post anchors for 2 inch 2 and a half inch PSST so 2 and a half inch PSST and concrete post anchors.

So.

Are exhibiting this project be in urban area with the with lots of traffic maintenance folks wanting to use those?

So we're not going to allow the VS to switch those out.

ESPDD relocating around existing signs to new posts that establishes a pay item for doing that.

ESPEE island marking face on top of curb establishes a pay item in both white and yellow paint for painting in the face of the curb plus a 4 inch stripe around the perimeter.

On the islands I think those are for the.

Islands at the intersections.

Removal and delivery existing signs.

Standard language in that one.

Just make sure you provide the certification to the RT office.

Permanent pavement marking.

Any segment?

Greater than 50 miles which doesn't really apply to the situation.

Or.

Later than 5 days after final painting operations I guess is the one I need to emphasize.

Shall be marked with permanent abatement marking.

And.

That's that's all spelled out in there what.

What marking needs to be done?

Can you please all the thermoplastic?

HH disposition of existing signal lighting and network equipment.

This is the one I was talking about earlier that will be updated by addendum.

And we want all signal and networking equipment delivered to it'll be Shannon Johnson at the modot Joplin regional office.

Lot.

DSP IIPC pipe establishes a pay item for 4 inch PVC pipe.

JJ reinforced concrete pipe establishes pay items 15 inch and 18 inch.

Reinforce concrete pipe.

KK fast 5 concrete flared in section establishes that pay item for a 15 inch class 51 feet flirt in.

LL elliptical RCP establishes requirements and pay items for a 34 inch by 53 inch elliptical reinforced concrete pipe.

MMM special grating frame establishes a pay item for non standard 3 by 2 curves vein grate.

And in special inlets and that establishes pay items for several different kinds of modified drop in rates for combination inlets type B and type T.

And then other precast inlets of own standard side.

So all those adds are established there.

GSP double O prefabricated reinforced concrete tee.

It sets up a pay item for that.

PP special junction boxes.

It establishes 3 pay items for different size precast concrete junction boxes.

These are all detailed in the plans by the way in the special sheets.

Reinforced concrete box covert that establishes a pay item for a 4 by 3 reinforced concrete box culvert.

In a 4 by 3 game at 12:00 by 4 they'll be paid per foot.

Are our temporary shoring upon the sea project and this is one of the Reed was talking about the wings get pretty narrow while we're building that Willow branch box so we will be putting in temporary shoring along that trench?

Dewatering GSPSS.

The provision covers dewatering of the site for construction of the Willow branch fox. And will be made regardless of which means of utilizing several different means and methods are listed there in 2.0 or another method approved by the engineer.

Yes.

GSBTT tree clearing restriction.

We're talking about this one earlier.

It might not be required.

If it's not we'll remove it by addendum?

JSPUU winter months requirements.

So this contains the requirements for working over the winter since it's obviously a multi season project.

So we'd like you to to have no painting edge differential in between adjacent wings and also have all striping installed whether it be permanent or temporary.

The idea of this is not to interfere with planetary snow so provide.

Plain differentials and papers that are consistent with the need to plow snow.

Delay construction start date JSPV this talks about the the Willow branch box being. Completed by the city of.

Joplin.

Or being initiated by the city Joplin in the fall of 2017.

Complete by the fall of 27 and so that section of the C project and we'll have to wait until that box is ready and wall in order to tie into that.

It doesn't mean you can't work on the rest of the C project but just in that location.

For that Willow branch boxes.

WW there's an there's that architectural provision that's for property addresses are

listed there.

The instructions on what to do if there's accidental damage during construction.

And reports that'll need to be done.

Photos taken and and all that so please read through that carefully and we don't want any issues with those historic properties.

ESPXX irrigation system adjustments contractors advised Walgreens Jasper County courthouse Cornell arts and complex and potentially other parcels of underground irrigation systems which may be in conflict with the work.

Pay.

And these have not been relocated.

And they're not shown on the plan.

So before beginning integrating in the area it is a contractor 's responsibility to inspect all that area for irrigation systems.

And verify the engineer if those are found and conflict.

In the contractor 's responsibility to modify the system to eliminate the conflict.

That's a no direct pay item.

JSPYY Walgreens small block system so with the Walgreens on the 2185 C project we are building a retain small block retaining wall that location.

So requirements for that are listed.

There.

Are cheats in the plans that detail that wall?

And payment covered by that bid item per square foot.

CZ ornamental pedestrian fence for retaining walls.

That's where the fence goes on top of that Walgreens wall.

Triple-A concrete encasement for sanitary sewer.

Constructing the concrete encasement as shown on the plans I think there's only one location where that's needed.

And establishing that.

CBB concrete block retaining wall.

And this is for a concrete block retaining wall to be constructed as shown on the plans this one 's also detailed in the special sheets.

And that plan for that's established.

There.

CCC demolition removal contract.

So there is a garage we're trying to acquire for a sight distance improvement on the

C project.

Here that that is we haven't since we don't have.

Possession we have in the asbestos inspection that'll need to be done.

Before we touch that garage.

And there's also some.

Some notices.

30 day and 60 day notices and 1090 day that need to.

Be.

Adhered to before we can demolish.

DDD tree removal.

Just a couple trees to be removed one or 2 if I remember correctly those are set up as per each pay item as a 99 number.

EE relocated existing street name signs so taking the existing street name signs relocating relocating them above the stop signs at the intersections.

The pay items are established there for PSST post and pipepost.

FFF relocate school flasher assembly on the B job there are a couple of school fires here assemblies and so that goes through the the items that are needed in order to relocate those assemblies.

Basically building new base and relocating and resetting the existing assembly and reconnecting old wiring.

It'll be paid for concrete footings embedded.

All other work is incidental.

GE radar detection system contractor furnished.

Contractor installed so it all the signalized intersections we are switching.

The cameras are loops over to radar for the detection so that JSP goes through the requirements setting up that system the detection detection assignments and then the pay item for each.

Intersection.

Change send a controller and cabinet type 2070.

So we're we're installing 202070 controllers with Omni EX software.

Inside.

A 332 cabinet at each location and that that JSP goes into a lot of detail about.

The.

Equipment and the fiber patches and the wiring and so on and so forth there are pay items established.

For controller and cabinet that include all of the hardware and then communication with modoc to get everything put together working and communicating properly. Controller again.

It's 2070 controller.

On the EX software in a 332 cabinet.

And those those are paid along with the controller item.

JJJ push button extensions adding a 3 quarter inch galvanized pipe extensions to pedestrian push buttons so they meet offset and height requirements for ada and the locations for those are detailed in the signal plans.

In a 99 number set up for payment per each.

Triple K radar cable sensor 6 C the CCD cable Sicily ejection boxes.

So this workshop and system installing new radar cable and or CCTV cable.

So that that's covered in those items below.

LOL uninterruptible power supply again detailed in the signal plains.

Where those go looking for an alpha XFM 1100 system?

With the and it's got other retirements there in section 1.1 about what's included in that battery backup system.

To be installed.

For the locations on the planes paid for with that 99 number per each.

No direct pay for programming the UPS.

Temporary traffic signals so furnishing installing maintenance relocation and removal of temporary traffic signals through all phases of construction and that is a there is a list of.

Items needed for that listing 2.1 JSP and we have this item.

It's a lump sum item included in each.

Contract so for in the BCD and E jobs.

So they'll be 4 lump sum items for temporary signals.

For use on those projects.

At all.

The all the signalized intersections.

Relocation incident.

Temporary signal timing the contractor is responsible for developing and implementing the timing for the temporary signals.

And all movements.

Shall provide phasing is currently in place.

So requirements requirements there.

Submittal to modify so we be sure and have time to review it and then monitoring and adjustment is required and those.

Those items are are paid under the temporary traffic signals lump sum eyes.

PMA for stationary activities we have one of these lump sum items set up on each project.

So.

We were.

We were intentionally kind of vague on where we'd use them because we don't know you're sequencing and all that but they are one one TMA and let some item per job is provided.

Triple P cable emergency preemption device there is a city preemption device on the Main Street signal.

This which will be left in place.

The device itself will be left in place with this JSP covers the new cable will be required to hook that preemption device into the new controller.

QQQ delivered a railroad clinic certification and as Larry was talking about earlier we have not managed to acquire the easements from M&A as I've yet on the West side of the project and so no work in that area until those are required.

And we get it approved by Federal Highway administration.

Our coordination with Republic trash services and Republic operation.

Service for the city of Joplin.

And the JSP basically failing to work with them on their collection routes and notify them or you will be working.

In again be good neighbors communicate cooperate as you're able and the contacts for the Republic Services representatives are listed there in the JSP.

Coordinating coordination with Joplin trolley services SSS.

Again it's a cooperation JSP.

And.

Coordinate cooperate communicate with his neighbors and and just to work with them let them know there is a trolley stop.

Any?

On the on the D project.

And one on the I think B project where we'll be working that vicinity.

So just keep them informed of that schedule.

And.

The contact information.

Is listed there?

PTT desk control requirements.

Hmm.

Please make all reasonable efforts to control fugitive deaths during construction.

And so this is a highly condensed commercial and residential area and it does start getting.

Getting out of the way on us we'll we'll start getting complaints and there is a special provision there in the vicinity of parcels 43430.1.

That property is a garden center and greenhouse so they're going to be particularly sensitive to any dust.

You you you delayed notice to proceed that this establishes the delayed notice to proceed date of March 15th 2026.

BBVAEA transition plan commitment.

So Missouri highways and transportation Commission has committed to completion of our ADA transition plan in 2027.

And so all all ada work on the projects shall be completed from March 15th of 2027.

And the contractor shall make every effort to schedule and phase the work.

So all ada is complete by this date and so that's where we're that's where we're getting those driveway acquisitions.

Cancel.

On the Eastman half of the project and we we highly suggest you start there.

It's not required but any place where you can get in and get started on that ADA work because the completion date on that one is earlier than the project completion date.

You're just listing your pay items that are included in that ada.

Work.

Next year S fees of the delayed possession of right away JSP 's for each project.

Triple W triple X triple Y triple Z.

Sure.

And those are.

Those.

Acquisitions are are feverishly in progress as we speak and those those JS PS will be updated by addendum.

To give to give you the latest information on what's what hasn't yet been acquired.
GSP quadruple a intelligent compaction for subgrade.

This.

Job did receive a research the project designation from intelligent factions of subgrade.

It has some a lot of special requirements on.

The the rolling and measuring faction on that it is lump sum payments included in each project.

So be sure and read through that and other requirements.

Change orders for for value engineering special considerations for change orders and value engineering and quadruple B will not be allowed for the intelligent compaction for separation as it can be demonstrated that the cost savings outweighs the extra 5% federal funding we receive.

For Drupal C fiber distribution unit describes the.

Fiber fiber fiber optics guide that describes the unit that is used to hook up and splice all the fiber into the signal controller.

Establishment repair the per unit per each unit.

Pay payment for power strips and Ethernet cables.

Is there a subsidy subsidiary to the fiber distribution unit?

Ethernet cable and shall we can they'll be surprised in the traffic signal controller detection system battery backup system and CCD CCTV camera as applicable.

Ethernet switch.

The work will consist of furnishing installing Ethernet switches at the designated locations we do have a typical switch we use at Cisco switch.

With with SFP modules Shelby mount within the FEU or adjacent cabinet and connected to power the network infrastructure.

Good.

The item set up for for each.

Fiber slices worksheet consist of performing fiber splicing using fusion fusion splicing methods and all splices housed in improved.

Approved splice closure.

That.

It just sets up the requirements for fiber splicing to be performed in accordance with manufacturer specifications.

We're not saying.

No separate measurement is made for splices.

They're considered subsidiary to other bid items and will not be paid separately.

Quadruple if you OK your fiber optic cable.

Virtual consists of relocating and pulling existing modal owned 12 count single mode fiber cable within the Bluebird cable as required.

That's that's connecting remote own fiber.

Again no direct payment.

Relocated fibers into subsidiaries and other bid items and not paid separately.

Call Drupal G Missouri northern Arkansas railroad environments the typical railroad JSP for working around the railroad.

It applies to the work on the western end of the project and the outgrade crossing on the eastern end.

Railroad contact information is given information on flagging insurance and all typical railroad stuff.

Just just again be cognizant of the timelines involved in working around the railroad.

No.

Just be aware.

Try to make that go smooth.

No separate payment for compliance with that JSP.

Of your coach prefabricated concrete team establishes a pay iron for for a.

Reinforce concrete pipe tea.

So that's the JSP for the 2185 projects.

Moving on to the 314 projects.

Most a lot of this is is pretty standard general federal has again a federal job contract liquidated damages.

Is gonna show that the notice to proceed dates incorrect?

We're gonna change that to the March 15th date for the addendum the completion dates to the calendar days where these are cost.

Contract admin costs are all the same.

For zone traffic management is standard.

And we will have a lane closure within the road closures on this one.

That's a very low ADT road.

Emergency provisions and incident management is listed there.

Jasper County city Carthage.

Project contact again is me for the bidding phase.

Bidding contracting in central office to continue professional bid documents and then Adam fields following awarded contract.

Standard supplemental revisions USPF.

The SPG the standard contract quality control JSP.

HADA compliance and final acceptance of constructive facilities.

Again that's going through the checklist making sure everything 's documented appropriately.

And making sure everything 's compliant.

Espi existing damage existing pavement shoulder side roads and entrances contractor will be liable for all damage.

Shall repair it for cost of modot.

ESPJ permanent paper markings tried to play in the Waverly 5 days after final paging operations.

It's no no paving operations on this job but we are doing we are removing the sunlight striking and putting down temporary striping.

So that will.

Once the barrier wall work is done we'll expect that to be marked within 5 days.

Aspk ada material testing frequency modification standard GSB for the reduced quantity ada.

SPL guard rail grading requirements.

Sets up with the.

Of the car rails should be graded.

We have a type C crossword that internal on the northeast corner of that bridge it will need to be installed.

Barricade.

Just establishes the pay on paying for those barricades for each.

Contract refers surveying staking for ada again the contractor is responsible for a layout on the project and including the traffic control signing.

If you want to make it a request?

From through Adam 48 hours in advance he can send somebody out with you as you stake out traffic control.

Curb ramps and sidewalks standard JSV same one we talked about before.

Just lists special requirements for constructing curb ramps and sidewalks.

GSPP planning and grading for ada facilities.

Describes.

The I should mention the 2185 jobs are getting used volume grading.
This one 's gonna use layer grading item and so this linear grading item just sets up the requirements for that integrating construct sidewalk.
Along the South side short segments most of it's on the bridge.
There's some short segments on on the South side of the roadway.
Also a tight a new existing.
And then finally the JSPQ liquor data damages for winter months shall not be waived from December 15th to March 15th.
Councillor that includes our current weekly discussion of the JSP 's does anybody have any questions comments concerns.
OK I will mention we do have go ahead.

 **Jim Fisher** 1:22:24

Oh, hey, Craig.
Question. Will you run through the will you confirm the start and completion dates again?
Because I don't.
Maybe I misheard it or it didn't seem to be John with the JSP.

 1:22:41

Yeah so so notice to proceed day is March 15th 2026.
And the JSRO 314 project completion date December first 2026.
And then the 6 J 7 South 2185 projects completion date December first 2028.

 **Jim Fisher** 1:23:04

10/4, thank you.

 1:23:06

Do you wanna highlight that ADA compliant Craig just in case?
Yeah and then the ADA completion date.
On the 7th street projects.
Tell your room.
For March March 15th.
March 15th 20.
If we have ADA completion date on the 7th street projects March 15th 2027?

JF **Jim Fisher** 1:23:40

OK.

Yeah, that's the part.

I was confused about.

1:23:41

8.

JF **Jim Fisher** 1:23:44

Where can we read more about the ADA completion date?

1:23:50

I'm trying to find.

It so that's just the ADA portion of the 2185 jobs and.

All the other stuff is December.

Well the branches.

Yeah just I will.

It's amazing.

I'm looking for something more like.

3 BSP does not.

RC **Reid Catt** 1:24:18

It's in triple V.

1:24:27

How are you supposed to think that worked that's really?

The integral curve for the curve because you always have curve down and quarter sidewalks.

Yeah so it's gonna take.

It's gonna take a little bit of intersection work to get that.

Entire way of the job sidewalks handed.

Well.

It only applies to the modal part and so the city own part the city owns most of the.

Second file and so it doesn't apply to that.

The.

City isn't under a consent agree with Department of Justice to get this ada done.

So so we don't have to if you got A to wait on a section.

Wait on that one.

And if we put.

We should put that in there.

Got a check now.

Say it was triple.

B triple B triple B.

Well anyway.

So so yes that is.

Gonna be the expectation.

Gonna try to.

Push that next job so I'm a bogot.

It is that.

So so modot ada is in B project.

Little bit in the C project around maiden lane.

A little bit in the CMD projects around Main Street and then in the the D&E projects from Pennsylvania to the east.

Is the monot sections?

And those are spelled out on the quantity sheets.

In the.

In the sidewalk quantities what stations are in which.

City of Joplin sidewalk Tuesday.

Yes.

Willow branch talking about.

And sidewalks through there.

Is that Moda or city of Jalisco?

 **Reid Catt** 1:26:59
City.

 1:27:03
Is there a?
Possible.

Possibility that you could add a class 3.

Point.

Rock prize to be fair to all contractors.

Work.

It's it's done in a lot of projects since since you couldn't have any Teo technical reports on.

This.

Project it would be fair to add that as a you know if you hit Rock You get paid for it.

Let us discuss that one.

Let us discuss that one.

Wanna talk to talk to Reid about that one OK.

Talk to talk to you about it.

Yeah we'll we'll talk about that one offline if we if we change it it'll be in the.

Get a will it be on your side of all the.

Attendees today.

That's here and on the.

Call in.

How did everybody in the room sign the sheet?

Yeah and I I get an attendance list.

I can get an attendance list all the online people so so yeah.

We'll get them all in there.

I didn't make you guys go ahead.

RC **Reid Catt** 1:28:21

There's a. Oh, I was just gonna say there is a section in the original, and I was trying to find this and I I don't commonly use it because I don't quite understand when it comes into play, but it's the like section 109.16.

Fixed cost items, so it kind of feels like this is what you're asking for.

I need to read the whole spec.

I can't remember when it comes into play, but there are in the standard specifications.

A table of various items.

Rock is spelled out in there like as a fixed cost item, so it might be applicable to what you're talking about.

I just it's been a long time since I've had to reference this table, so I need to read the

whole spec, but it was just kind of interesting as you say hey, to make it fair to everyone, it might already be baked into.
The general conditions of Modot standard spec.

 1:29:13
I.

 **Reid Catt** 1:29:13
But I need to, yeah.

 1:29:13
Read the JSPS will override the spec.

 **Reid Catt** 1:29:19
True.

 1:29:20
Someone like to rewrite the DSP.
Let's talk about that one offline.

 **Reid Catt** 1:29:21
Yeah.
OK.

 1:29:27
Yeah that's that's right.
The JF PS.
Override that and it says you will not be paid for it.

 **Reid Catt** 1:29:38
Is the main concern.
I'm trying to think of like the deepest pipes and I won't say the box is the deepest structure, I guess.
Is that the area of biggest concern?

I mean, technically you're concerned about any area, but is it just mainly the deep excavations I'm assuming particularly around the box?

1:29:59

I didn't understand that question.

Are you primarily concerned with the area around the Willow branch box or just all everything in general?

Yes storm surround.

Yeah storm sewer also class 3 yeah.

RC

Reid Catt 1:30:12

Yeah, yeah. Gotcha.

1:30:27

Anything else.

OK I do.

Before we adjourn I want to mention again we will be having an addendum some of the major items on that is the signal changes at those 4 intersections.

That are going to total rebuild instead of trying to reuse part of the system there.

Also the change in the disposition of existing signal network equipment.

Going to have it all delivered to the Joplin signal shop so contractors figure on retaining none of that.

And also just some very clean up items to the bands and JSP 's.

No no.

Real big issues.

So.

All right.

Does anybody?

We're gonna include the meeting unless anybody has anything else.

Thank you all for joining us today.

I look forward to your bids on the project in November.

Support.

Have a good day?

 **Reid Catt** 1:31:50
Thanks.

 1:31:53
Nice.

□ **Craig Switzer** stopped transcription