

MEETING MEMORANDUM

MEETING DATE: 9/30/2020 **DATE:** 10/13/2020
CLIENT: Town of Munster **WRITTEN BY:** Lee Randell
PROJECT: 45th Street Underpass (B-36229)
PROJECT #: 1861-3591-70

LOCATION OF MEETING: Phone Conference

PURPOSE OF MEETING: Progress Meeting #42

ATTENDED BY: (PHONE CONFERENCE)

Dustin Anderson – Town of Munster	Marc Arena – Walsh Group (Walsh)
Dan Broelmann – Town of Munster	Mike Herz – Walsh Group
Tom Vander Woude – Town of Munster	Cortney Beale – INDOT
Thomas Brasseur – CN	Jessica Spiess – INDOT
Don Grabowski – Knight Engineering	Brad Dailey – DLZ Indiana, LLC (DLZ)
Brett Westcott – Knight Engineering	Lee Randell – DLZ Indiana, LLC

DISCUSSION:

The meeting was initiated with a discussion of project status and schedule by Lee Randell. Retaining wall construction is ongoing. Underpass backfill and placement of railroad subballast are ongoing. Underpass approaches were poured on 9/29/20. Rubbed finish to exposed concrete at the underpass is ongoing. Conduit for underpass lighting is ongoing. Underpass top slab waterproofing membrane application is ongoing. Base stain application to Walls 1 and 2 architectural surface treatment is ongoing. The pedestrian bridge was delivered on 9/22/20 and set in place on 9/23/20. Stage 4 construction of the southbound lanes of Calumet Ave is ongoing. Calumet Ave remains restricted to one (1) lane each direction within the newly constructed northbound lanes, including a northbound left turn lane and southbound right turn lane at 45th St west. Fiber optic relocation and splicing are ongoing. The hospital fiber optic cutover was completed the night of 9/28/20. Town of Munster fiber optic cutover was currently being performed. Asphalt paving within the southbound lanes of Calumet Ave is complete. Curb backfill and sod placement along the west side of Calumet Ave and north side of 45th St west of Calumet Ave are complete. Watering of the recently placed sod is ongoing.

The meeting was then directed to the upcoming project schedule. Mike Herz stated that backfilling of the underpass walls including subballast will continue throughout the week. Soil backfill and grading behind the retaining walls is expected to continue. Paved side ditch construction is expected to begin later this week. Underpass lighting construction is expected to continue this week. Track cutover by CN is expected to begin on 10/5/20. Anti-graffiti application for the underpass and retaining walls is expected within the next two (2) to three (3) weeks. Construction of the lift station compound is expected to begin the week of 10/5/20.

Underground storm sewer operations on 45th St east of Calumet Ave are expected to resume the week of 10/5/20. Calumet Ave traffic switch to begin the median construction is expected on 10/2/20. Asphalt milling for center curb construction is expected on 10/3/20. Calumet Ave asphalt surface paving is currently expected on 10/14/20 and pavement striping is currently expected on 10/19/20.

The meeting was then directed to utility status and concerns, there were none.

The meeting was then directed to a brief review of change orders and notice of changed conditions.

- Change Order 10 – Rebar Shop Drawings (\$53,592.68 submitted)
- Letter 017 – Underpass Reinforcement Follow-up Notice (ref M. Arena email 2/18/20)
- Letter 023 – Change to Structural Concrete Requirements
- Letter 024 – Additional Work at STR 307 and 308A (Grimmer/CN)
- Letters 025, 027, 029 – Additional Work, Removal of Spoil Piles
 - Letter 029 – written notification of claim by Walsh (9/9/20)
- Letters 026, 028 – Underpass Backfill Delay (9/4/20, 9/8/20)

The meeting was then directed to unresolved issues including RFI's and Submittals by Walsh.

- CN – Wall 3 and Underpass Backfill, Mainline Track Bed Concerns
 - CN has previously expressed concerns regarding the embankment performance and settlement (short and long term) as it applies to the CN mainline track bed.
 - RECO has previously addressed stability of material within the retaining wall envelope.
 - Thomas Brasseur previously stated CN still has outstanding concerns related to the reuse of existing soil under the mainline track bed Don Grabowski previously added concern over the means, methods and performance of existing soil supporting the mainline track bed and requested that this matter be discussed in further detail soon to finalize. Mr. Brasseur previously stated that perhaps another conference call would be necessary to discuss further. Brad Dailey previously added this matter has been forwarded to the wall designer, Reinforced Earth Company (RECo), who has addressed wall stability. While RECo has addressed stability and material within the wall envelope, Mr. Dailey also added that the same material concerns have been relayed to the design team to address areas beyond the wall envelope. DLZ will continue to follow up with the designer and provide information as soon as it's received. Aneesh Bethi previously requested that CN's concerns on the matter be added to the progress meeting agenda under unresolved issues until it is resolved.
 - Mr. Bethi previously asked that this matter be discussed separately from the progress meeting. A conference call was scheduled for Monday (8/24/20) at 2 PM CST, after the progress meeting was concluded.
 - CN/Knight previously requested an action plan from Robinson/K&S for the embankment construction within the zone of influence. There have been ongoing discussion and a recommendation is expected on 9/3/20. EOR action plan was submitted to CN/Knight on 9/3/20. Comments and questions to the action plan were provided by CN/Knight on 9/8/20.
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Responses to CN/Knight comments and questions were provided on 9/10/20. A memo from CN/Knight was provided on 9/13/20 recommending a conference call moving forward. A conference call held on 9/14/20 to address outstanding concerns and resolution.

- John Hilsen previously added that a response to Don Grabowski's email dated 9/13/20 will be issued following the progress meeting requiring material in accordance with INDOT SS 211 and unique special provisions (USP) per contract Q&A (CQA). A response was provided by Robinson to CN/Knight on 9/16/20. Knight requested additional information from the EOR on 9/17/20. Material and scheduling information was provided by Walsh to DLZ on 9/18/20. IN-8 limestone will be used as underpass backfill and work is expected to be completed for track cutover operations by CN forces to begin on 10/5/20. DLZ relayed material and scheduling details to CN/Knight after being notified by Robinson that they would not be responding to Knight's request.
- Conference call between Knight and DLZ regarding the excavation and backfill plan behind Wall 3 held on 9/22/20. Sketches provided to Knight by DLZ on 9/23/20 for review. Another conference call between Knight and DLZ to discuss the provided sketches on 9/24/20. Knight response to DLZ on 9/25/20 to sketches regarding previously placed clay shown to remain in place within the 1:1 zone of influence. Response to Knight by DLZ with revised sketches and identifying location and minimal quantity of previously placed clay to remain provided on 9/29/20.
- Don Grabowski and Brett Wescott of Knight stated during the progress meeting on 9/30/20 that following review with CN of the sketches and details, all were satisfied with the response by DLZ for the minimal amount of previously placed clay to remain.

- CN track cutover schedule

- CN previously stated manpower and/or equipment would not be available before the end of October or early November to perform the track switch. The track switch operation was scheduled to begin on 9/23/20 via correspondence between Walsh and CN in July 2020. CN met onsite internally on 9/9/20 to review their work and discuss options for advancing the schedule on their end.
- Mr. Brasseur previously stated that scheduling the track cutover as soon as possible is best for CN operations. Mr. Dailey previously asked if CN has determined a target date for the track switch. Mr. Brasseur previously responded saying that CN would like to begin track cutover operations on 10/5/20. Marc Arena previously added that track cutover operations beginning on 10/5/20 will require resolution to the backfill issue. Mr. Dailey previously added that review of material meeting INDOT SS 211 (aggregate) should be quick.
- Mr. Brasseur stated that the CN track cutover is expected to take three (3) weeks total time to complete. Shoofly track #2 is expected to be switched to mainline track #2 on 10/12/20 and 10/13/20. Shoofly track #1 is expected to be switched to mainline track #1 on 10/14/20 and 10/15/20. Mainline track finalization, surfacing, and distressing is expected the week of 10/19/20.

- Lift Station Outfall

- Mr. Randell previously stated that there had been no response to email correspondence with DVG regarding the lift station outfall extension since the developer of Centennial Village has backfilled Clayhole Lake adjacent to the lift station. The developer has expected the pipe extension to be covered under this contract. Correspondence from Robinson to DVG earlier this year required the developer's engineer verify the hydraulics of the pipe extension and that there would be no adverse effects to the lift station.
- Mr. Randell recommended installing the lift station outfall pipe per plan and increase the length of riprap to reach Clayhole Lake due to the additional fill placed by the developer at this location. Dustin Anderson stated that an open cut and additional riprap would be satisfactory. **Earlier this season, backfill was placed by the developer to backfill Clayhole Lake east of the lift station. This has increased the distance between the proposed lift station outfall and Clayhole Lake about 120 feet. The backfill is about 12 feet deep. As a result of the backfill, the lift station outfall pipe will be extended to the current shoreline at a minimum grade of 0.7%.**

The meeting was then directed to DLZ issues or concerns, there were none.

The meeting was directed to Town of Munster issues or concerns, there were none.

The meeting was directed to INDOT issues or concerns, there were none.

The meeting was directed to CN issues or concerns, there were none.

The meeting was directed to Walsh issues or concerns, there were none.

The next progress meeting will be held on Wednesday, October 14, 2020, at 1:00 PM CDT. The next meeting will be conducted via phone conference due to current restrictions on physical interaction and social distance requirements. The meeting was adjourned after no further questions or comments arose.

ACTION ITEMS:

No.	Description	Responsibility	Due Date
1	Change Orders	DLZ/Walsh	10/14/20
2	CN Track Cutover	CN	10/16/20

The foregoing constitutes our understanding of matters discussed and conclusions reached. Please review these items and advise the undersigned, in writing and within five (5) business days, of any errors or omissions.

CC:

Those in attendance
Aneesh Bethi – CN
Chuck Collins – Town of Munster
John Dudlicek – Grimmer Construction
Tim Fehr – BP
Keith Gardina – Walsh & Kelly
Steve Gunty – Town of Munster
Mark Hajduk – Town of Munster
Bob Hildebranski – Knight Engineering
John Hilsen – Robinson
Brent Jeffries – Grimmer Construction
Daymon Johnston – Town of Munster
Dan Kubiak – Walsh Group
Victure Mendoza – Walsh Group
Greg Neulieb – Hawk Enterprise
John Peirick – Town of Munster
Dave Pelc – Town of Munster
Anton Petrashevich – Town of Munster
Herb Sitter – TMC
Mike Sitter – TMC
Chris Spolnik – Town of Munster

DLZ REPRESENTATIVE



Lee Randell, PE
Civil Engineer