



# Meeting Notes

**Interstate 29/35 Connections Project**  
103 W. 26th Ave.  
North Kansas City, MO 64116

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[www.kcicon.com](http://www.kcicon.com)

Date: Friday, November 14, 2008

Time: 7:30 a.m.

Location: North Kansas City Community Center, 1999 Iron Street, North Kansas City, MO 64116

Purpose: Community Advisory Group monthly meeting

## Participants:

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### Committee Members Present:

City of Kansas City, Michael Burke  
City of North Kansas City, Mike Smith  
Clay County, Larry Larson  
Downtown Council, Daniel Serda  
Greater Kansas City Chamber, Dick Holwick  
MARC, Mell Henderson  
North Kansas City Business Council,  
John Wagner, Sr.  
Northland Regional Chamber, Tim Kristl  
Platte County, Ed Bradley

### Committee Members Absent:

Columbus Park/Guinotte, Mike Sturgeon  
Chouteau Courts, Lizzie Brown  
Jackson County, Ali Roohanirad

### MoDOT's kcICON Project Team

Brian Kidwell, Project Director  
Jim Shipley, Deputy Project Director  
Tom Skinner, Bridge Engineer  
Jennifer Benefield, Community Relations Mgr.  
Rachel Lunceford, HNTB

### Paseo Corridor Constructors

Tom Kellerman, Clarkson, Project Sponsor  
Bryan Wilkerson, Clarkson, Project Manager  
Terry Berkbuegler, Confluence  
Heidi Pollmann, Confluence  
Bradley Touchstone, DodStone Group  
Pat Cassity, Parsons  
Joy Wasendorf, Kiewit

## Agenda Items:

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### Call to order 7:50 a.m., welcome & introductions

#### 1. Project Update / Q&A

Kidwell delivered a PowerPoint presentation that provided a re-cap of the presentation given to the Missouri Highways and Transportation Commission (MHTC) on Nov. 7.

The project is steadfastly supported by MHTC & MoDOT executive team. They are thrilled with the way the CAG has steered the project. They talk about the CAG's accomplishments as they travel around the country.

There are five major interchanges under construction. Dozen of retaining walls are being built. We found a way to build good-looking walls (better than plain) in a cost-effective way. Several miles of the corridor are in some phase of roadway widening to include railroad and viaduct bridges.



In the spring, PCC will be bringing in a crane 150 feet taller than tallest crane on job site now. River bridge footing was poured last Saturday (11/8/08). Kidwell and Benefield distributed engraved rebar to the CAG to mark coming up “out of the water.” Kidwell stated the permanent casings extend 90 feet into the ground.

Kidwell reported there are 165 people working on the project and there have been no loss time accidents.

Kidwell reported since April 2007 members of the project team have met face-to-face with over 9,000 individuals. PCC has taken a lot of pressure off of the project team by keeping the corridor open during construction. This has been a huge benefit to the public.

Kidwell reported that PCC has \$30 million in sub contracts (12.7%) with Disadvantaged Business Enterprises (DBEs). There are 21 workforce development trainees on the project working their way to journeyman status.

Kidwell reported that Burke spoke at the MHTC meeting and provided an update on the CAG’s project involvement. MoDOT has paid out \$71 million of the \$232 million construction contract. The project is 27% complete.

Benefield reported that The Kansas City Star will publish a special section on Sunday (Nov. 16) that features kciCON and Kansas City Scout.

Recent media coverage generated a discussion about the addition of a bicycle-pedestrian path on the river bridge. Kidwell stated that funding is part of the equation, but there has to be a demonstrated transportation function. MoDOT must be able to justify the reduction of interstate lane and shoulder widths. MoDOT has committed to a bike/ped facility on the Heart of America by 2012 and does not intend to move forward with bike/ped facility on the new river bridge until the surrounding cities have all the pieces in place, i.e., plans that demonstrate a transportation function, right of way/connectivity, third party agreements and funding.

## **2. River Bridge Aesthetic Lighting Presentation/Demonstration**

Bradley Touchstone with DodStone Group delivered a river bridge lighting presentation. The presentation included:

- Technical/visual info.
- Development of scenes for lighting scenarios
- Review of design goals
- Technical implementation
- Lighting schemes simulation
- Questions/input

Touchstone stated the CAG’s definition of a landmark bridge included a nighttime “wow” factor. Lighting will transform the way we see the bridge at night. Lighting includes LEDs on the girders and wash lighting on the pylon/cables. Technology enables us to maximize the lighting effects at night to create a “wow” factor for the project.

Touchstone discussed the CAG’s desire for the bridge to evoke a strong sense of gateway/portal/arrival. There are tremendous benefits from not having roadway lighting on the bridge. It will have a very clean and elegant look.

Web stiffeners near the anchors are doubled-up. This cleans up the girder line and creates a visual rhythm. Stiffeners control stresses at girder. Touchstone pointed out the navigation lighting on the updated rendering.

Illumination Arts is the foremost lighting expert in the country. Their technical experts can predict how the lights will behave once installed on the bridge. We have designed the cable lighting system so it will also light the pylon. We'll know well in advance how the lighting will look from similar designs in Saudi Arabia.

Key lighting elements – axial flood lights – painted to match the girder and the anchor. These heavy-duty fixtures will be locked down. They will not shift or move over time. A shroud will eliminate glare. They will be installed on the outside of the barrier. Cannot see the lense unless you're looking right down. The lighting system will run off of electrical power. Power consumption – 250W bulb that runs off of 110V outlet. The LEDs have very low power consumption. 20,000 hours out of an LED fixture. Traditional luminare bulbs can be easily replaced.

LED fixtures – 30" square extended off the face of the girder – VersaTILE has emerged over the last 10-15 years. Each panel is broken into a series of small squares – each pixel can generate 16 million colors. All done from a digital controller. Everything is installed inside the pylon. Tunnels and ladders that go on to an intermediate platform that holds the power system/controls for lighting system. MoDOT can operate lighting system via the internet. 61 fixtures per girder. Edge girder height is 7'. Panels are spaced about 25' apart.

This is only the beginning – we've prepared nine routines. As more activities evolve, bridge can evolve. There will be a gatekeeper at MoDOT that will be responsible for programming. Open source system DMX – same system used in outdoor billboards, - not proprietary – train internally or have third party sources. MoDOT is responsible for the cost of the lighting. We built lighting into the job – MoDOT owns. Work out the details as to who will be the keeper of the systems. What is the estimated cost per day or per year to figure out what it costs to operate the system. How fast will we have to replace lighting. Two baseline, non-seasonal themes. 30 sec. – 1 minute loops. The intent is not in a constant state of motion – purposeful movement. 10 minutes where subtle things are occurring.

None of the LED lights will be seen from the roadway. They are meant to be seen from Berkeley Park and surrounding areas.

Themes are as follows:

**Winter:** (blue & white) snowflake-like sparkles. Soft wintertime.

**Fourth of July:** red, white & blue – also add special event to coordinate with music & fireworks as a single, activity

**St. Patrick's Day:** green

**Royals:** blue & white simulating runners going to base

**Chiefs:** red, orange & white

**Autumn:** softer blues, greens, reds, etc.

**Baseline 1:** full spectrum of color

**Baseline: 2:** solid colors that slowly change over time

**Safety:** orange & white

Discussion about red beacon / aerial navigational light. Red / green navigational lights for river boat traffic. The pylon is illuminated by the cable lights. There are no independent flood lights specifically for the pylon.

LED lights are not large enough arrays to form letters that you could see. 9'x9' letters would not be seen. Vantage points include Isle of Capri, Berkeley Park, NKC Hospital, Cerner, Water Works Park, etc.

The CAG concurred that development is moving in the right direction and encouraged PCC to move forward with the packages presented. The colors appropriate given understanding community events. PCC will start developing the nine sequences. Lighting may need to be adjusted after install based on ambient light.

Burke stated that the lighting creates more of a destination event. Long-range plans for the park include amphitheater, gardens, etc. The bridge will have a gravitational effect for development.

There is no lighting below the roadway deck. Only the navigational lights. River pilots ability to dim the lights. Sensor on pylon to allow lights to pause. Large reflective discs will be installed on the pylon. The pylon base is designed for vessel collision.

This is the lighting starter kit – future packages can be coordinated and integrated. There could be a third party package for the unveiling.

Burke stated that we need to be planning events in the park around the bridge. Port Authority representatives will soon attend a national waterfront conference to further study the impact of bridges on waterfronts.

Serda stated the Downtown Council may have logistical concerns based on existing river bridge lighting. Some parts have worked, others have not. Basic maintenance and management of the schemes. Questions about the technology – operational questions. Purposeful about the mechanics of it – easy to maintain, fix, etc. Cable lighting has to stay white and cannot change as it is a safety system.

PCC should have final programming by beginning of the year.

Kidwell stated that by the end of the year the public will see concrete rise above the cofferdam. PCC will be adding about 20 ft. per month. Roadway strut (160') construction will begin in April. We've already poured 5,500 cubic yards of concrete.

The river bridge is scheduled to partially open to northbound traffic in fall 2010. – We may have an event then. The entire project will be complete by July 2011.

**Action Item:** PCC to provide drainage plans to John Wagner, Sr., Wagner Industries.

**Action Item:** MoDOT to contact Port Authority re: Monday, 11.17.08 board meeting presentation.

**Action Item:** PCC to create a one-page synopsis of the lighting system.

### **3. New Business**

Wagner inquired about rain/surface water runoff. Wilkerson stated PCC is tying into existing system near Levee Road, building a detention pond in the Levee/Macon Road area that will tie into the existing system. Wilkerson stated PCC will provide John Wagner with a set of drainage plans.

### **4. Next Meeting**

No meeting will be held in December. The next scheduled meeting of the Community Advisory Group is to be determined.

## **5. Adjourn**

The meeting adjourned at 9:30 a.m.

Note: The Community Advisory Group may elect to go into closed session at any time during the meeting to consider attorney-client privileged matter(s), pursuant to § 610.021 (1), RSMo, to consider specifications for competitive bidding, pursuant to § 610.021 (11), RSMo, to consider sealed proposals and related documents, pursuant to § 610.021 (12), to consider records which are protected from disclosure by law, pursuant to § 610.021 (14), or to consider records relating to scientific and technological innovations in which the owner has a proprietary interest, pursuant to § 610.021 (15).