

**City of Kansas City Missouri**  
**City Planning and Development Department**  
**Development Services**  
**Biweekly Special Inspections Report Form**

CISI # : 200810791

BIWEEKLY REPORT # 4

PROJECT # : CR200810791

PROJECT ADDRESS 3498 E MO 150 HWY

PROJECT NAME : CENTERPOINT- KC SOUTHERN INTERMODAL CENT

AGENCY NAME : TSI ENGINEERING, INC.

NAME : STEVE WENDLAND, PE

This report covers work done between February 25, 2008 and March 9, 2008

This is to certify that I or a qualified individual working under my direction inspected and/or tested the following items in accordance with Section 1704 of the International Building Code: (Check appropriate items)

- Attachment: Concrete Test or Resolution by EOR
- Post-tension Concrete
- Placement of Reinforced Concrete
- Testing of Reinforced Concrete
- Placement of Reinforcing Steel
- Placement of Prestressing Steel
- Bolts Installed in Concrete
- Verification of Soils
- Excavation and Filling
- Drilled Piers and/or Piles,
- Earth-Retaining Structure
- Installation of Temporary Shoring
- Monitoring of Temporary Shoring (Biweekly Reports required)
- EIFS
- Smoke Control
- Seismic Resistance
- Detention Basin
- Inspection of Precast Fabricator
- Erection of Precast Concrete
- High Strength Bolting
- Structural Welding
- Steel Frame Inspection
- Inspection of Structural Steel Fabricator and Bar Joist (if applicable)
- Inspection of Metal Building Fabricator
- Sprayed Fire Resistant Materials
- Structural Masonry
- Other:

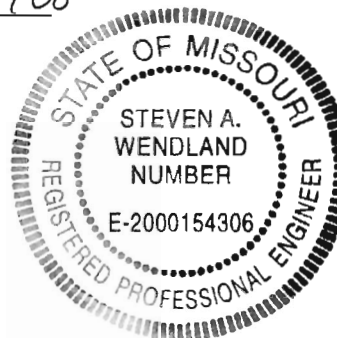
Except where noted in the attached report, the work was found to be in substantial compliance with the City approved plans, specifications, and applicable provisions of the Kansas City, Missouri, Building Code.

Signed: Steve Wendland

Date: 3/17/08

Submit To: Gene McCubbin  
Department of City Planning & Development  
Special Inspections Branch  
324 E. 11th Street 3rd Floor  
Kansas City, Missouri 64106  
cc: Engineer of Record, Architect of Record, General Contractor

SEAL



March 17, 2008



Mr. Jim Cross  
**CENTERPOINT PROPERTIES TRUST**  
1808 Swift Drive  
Oak Brook, Illinois 60523-1501

**Re: Report No. 4 – Special Inspection Services**  
**Centerpoint – KC Southern Intermodal Center**  
**Kansas City, Missouri**  
**TSi Project 02007113**  
**City Control No. 2008-10791**

Dear Mr. Cross:

Representatives of TSi Engineering Inc. (TSi) have continued to provide special inspection services including field observation and testing for fill subgrade preparation and placement of fill at the Centerpoint / KC Southern redevelopment project in Kansas City, Missouri. This reporting period includes from February 25 to March 9, 2008. Representatives of the Kissick Construction (Kissick), the grading subcontractor, scheduled our services.

During this reporting period, Kissick worked 24 hours per day, 7 days per week, for all days except February 25<sup>th</sup>. On that day, only a 12 hour day shift was worked. On some days, work hours were shortened by wet weather.

Representatives of our firm are on site full time during the working hours; however work is simultaneously in progress in two to five areas of the site at any given time. Our field personnel are moving between the work areas throughout the day, but can not observe all work completed. We are giving priority to subgrade evaluations in new fill areas. Copies of our daily field reports are attached.

#### WORK SUMMARY

Kissick continued earthwork on the site, continuing placement of fill in the eastern area and excavation of borrow materials in the western portion of the site. The work included construction of the detention basins.

Prior to starting fill placement in a new area, Kissick stripped organic soils and removed frozen soils. We evaluated the subgrades to confirm that the organic soils and frozen soils had been adequately stripped. Where unsuitable materials were found, Kissick completed further stripping.

TSi Engineering, Inc.  
1600 Genessee Street, Suite 960  
Kansas City, Missouri 64102  
(816) 283-3838 fax: (816) 283-3938

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**CENTERPOINT PROPERTIES TRUST**

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After stripping the subgrades in the planned fill areas or after rainfall in existing fill areas, Kissick proofrolled subgrades with a loaded dump truck. We observed the proofrolling for evidence of soft soils. Where soft soils were encountered, they were excavated by Kissick.

Once subgrades were prepared, Kissick placed structural fill in several areas. In deeper areas of fill sections, the fill consisted of rock fill (limestone pieces mixed with clay) or pulverized concrete from the demolished runways. Rock and/or concrete fragments were well graded pieces no larger than 24 inches. This fill was placed in 12 to 24 inch thick lifts and compacted by tracking in with dozers and dump trucks. We visually monitored this fill for materials and placement.

When within 8 feet of planned final grade (as determined by Kissick's surveyor) in possible future building areas, Kissick placed fill consisting of compacted clay soils from on site. Rock fill (as noted above) was continued to within 4.0 feet of planned final subgrade in future pavement areas (the planned Botts Road and Andrews Road alignments). Rock fill was also continued to shallower depths in areas along permanent fill slopes where future buildings will not be located. The clay soils were placed in 8 to 12 inch thick lifts and compacted with sheep-foot rollers.

We tested the clay fill for density and moisture using a nuclear density gauge. Test data summaries are attached.

We can not accurately state the location of our field observations and the locations of our density tests because a location reference system (such as writing reference numbers on grade stakes or a staked grid system) has not been established at the site. Therefore, the location information in our daily reports and our test reports is general. Elevations of the tested fill are estimated using nearby grade stakes when they are available.

In areas where fill placement or planned excavations were completed, Kissick placed topsoil materials at the final grade.

**COMPLIANCE STATUS**

The specific items discussed above in this report comply with contract documents. The attached Discrepancy List provides a summary of the project's current discrepancies. There are currently no open discrepancies.

During most shifts there have been discrepancies occurring in the fill placement. Typically, the discrepancy consists of organic soil within fill materials, over-size rock fragments within the rock fill, lifts that are too thick, frozen soil within fill materials, frozen subgrades, or fill materials with out-of-specification moisture content. When the

Mr. Jim Cross

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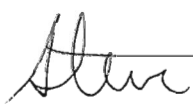
discrepancies occur, we immediately bring them to the attention of Kissick's foreman, and they are typically corrected in short order. These discrepancies are not noted here.

CLOSURE

If you would like to discuss the information in this report further, please contact us.

Sincerely,

TSI ENGINEERING, INC.



Steve Wendland, PE  
Area Manager



cc: (via e-mail)

- Mr. Gene McCubbin – City of Kansas City, Missouri
- Mr. Jack Staton – Kissick Construction Company
- Mr. Jim Kissick – Kissick Construction Company
- Mr. George Holler – TWS Construction Services
- Mr. Andy Penry – J.E. Dunn Construction
- Mr. Eric Neill – J.E. Dunn Construction
- Mr. Rick Tillery – J.E. Dunn Construction
- Mr. Robert Sunta – Lutjen, Inc.
- Mr. Scott Cargill – Lutjen, Inc.

# DISCREPANCY LIST

Centerpoint / KCS  
 Kansas City, Missouri  
 Report No. 4

Date 17 March 2008

TSi Project No. 02007113.00

KCMo Control No. 2008-10791

Item	Status		Discrepancy Details (see daily field reports for more details)	Resolution
	Opened	Closed		

Discrepancies #1 to #3 were previously resolved.

TSi Engineering Inc.  
 1600 Genessee Street, Suite 960  
 Kansas City, MO 64102  
 816-283-3838

