» **9-APR-20 CORRECTIONS:**

- **SLIDE 40: BRIDGE DECK SF ESTIMATE CORRECTION FROM 405,675 TO 367,633. REFER TO ROUGH BREAKDOWN UNDER SLIDE 40 NOTES.**
- **SLIDE 76: PROPOSED SCHEDULING SP TO INCLUDE CASH FLOW, BUT NOT FULL RESOURCE LOADING.**

MEETING NOTES

Subject: 2020 AGC Update, For Information Only meeting for the July 2020 (SFY 2021) Letting

Date/Time: Monday March 23rd, 2020 – 12:30 pm to 3:30 pm

Location: Skype / Conference Call and Screen Share

Attendees:

Name	Company / Agency
Catherine Cutler	IA DOT
Mark Dunn	IA DOT
John Hart	IA DOT
Mark Harle	IA DOT
Hugh Holak	IA DOT
Jason Holst	IA DOT
Eric Johnsen	IA DOT
Steve Maifield	IA DOT
Desiree McClain	IA DOT
Steven McElmeel	IA DOT
Stephen Megivern	IA DOT
Kevin Merryman	IA DOT
Wes Musgrove	IA DOT
Linda Narigon	IA DOT
Michael Nop	IA DOT

Kevin Patel	IA DOT
Charlie Purcell	IA DOT
Tom Reis	IA DOT
Stacy Ryan	IA DOT
Jim Schnoebelen	IA DOT
Kyle Schrock	IA DOT
Steven Schroder	IA DOT
Melissa Serio	IA DOT
Brian Stelken	IA DOT
Deanna Maifield	IA DOT
Michael Cain	FHWA
Mark Pohlmann	HDR – Part of design team and GEC through construction
Mark McLaughlin	HDR – Part of design team and GEC through construction
John Vu	HDR – Part of design team and GEC through construction
Nicole Schrobilgen	HDR – Part of design team and GEC through construction
Aaron Granquist	HR Green – Part of Design team
Justin Humke	Braun Intertec – Part of Design team
Ryan Cheeseman	
Chad Coalbank	Cramer
Robert Cramer	Cramer
Mark Freier	Godbersen-Smith
Alan Hayes	
Adam Kos	Moyna
Adam LeVake	Cramer
Jordan Muller	PCI

Michael Nate	
Brad Palmer	
Jesse Spain	PCI
Darrin Stanke	Kraemer
Zach Steffen	
Andy Stone	United Contractors
Clint	
Mark	
Schrobil	
Streb	
Telbert	

MEETING NOTES AND REFERENCES

A PDF presentation was shared on-screen during the Skype meeting and is referenced in most sections of the notes below. That document will be posted with these notes, as a separate file. “Slide” refers to the Presentation PDF page number. Also referenced are meeting “handout” documents that were posted to the IA DOT Contract’s homepage the morning of the meeting.

A couple of the speakers used wording noting that some of the information presented “will” be in the letting. Linda Narigon remined everyone near the end of the presentation that when the presenters used the word “will”, they meant “might” as this is all preliminary and subject to change.

GREETING AND INTRO

Linda Narigon welcomed the group, thanked the AGC for continued partnership, and provided a general overview of the agenda. All of the materials and information presented are preliminary and subject to change.

At this time, DOT plans to maintain the continuity of our operations, including the letting process, continuing work on active construction projects, and starting new projects this construction season without delay… it is our sincere and mutual goal to continue work on active projects, start new projects without delay. While there may be instances of disruption due to worker illness, materials availability, and other health and safety concerns, we are committed to work together for the benefit of public safety and mobility, and the economy.

For-Information-Only plan sets were posted to the IA DOT Contract Bureau's Homepage on December 31, 2019, and again in early March 2020. https://iowadot.gov/contracts

MEETING GOALS

The goal of this meeting is to provide a high-level overview of the I-80/I-380 Interchange Reconstruction July 2020 letting project and status of the current construction projects to further inform the AGC and to gather questions and comments regarding the upcoming letting and work.

Changes since the October 2019 update will be noted by the various presenters.

WORK OVERVIEW

Map (Slide 5)

- Green illustrates what's been done or will be completed by the end of this calendar year.
- Purple illustrates work that is in the July 2020 letting.

As presented at previous update meetings to the AGC (Oct 4, 2019, etc.), the INFRA $50M Grant is planned to be applied toward the SFY2021 (July 2020) letting. The grant funding helps the DOT put the remaining reconstruction work into one letting.

- Previously there was a separate letting each year from FY18 through FY24, based mostly on funding constraints. Each of the lettings had potential to be awarded to different contractors with contracts potentially overlapping by 3 to 4 months, further complicating site availability each year.
- The grant makes it possible to combine the last four years into one letting. This helps ensure construction coordination by one prime contractor for this work and allows for more opportunity of staging sequencing (some work can begin sooner or otherwise overlap with other work).
- Conditions of the grant include acceleration, which will be discussed further in the Proposal discussion.

(Slide 6)

The interchange and bridges will be the main focus of this discussion, however please note that the 2± miles of I-380 reconstruction and widening work north of the interchange is part of this project.

STAGING OVERVIEW

(Slide 7)

Refer to the handout for the overall project area, including over 2 miles of reconstruction and widening of I-380 north of US 6.

High level overview of the project: There are currently 18 tied project numbers, and several of these have multiple bridge design numbers within them. For example, the NB and SB I-380 bridges over US 6 are both under one project number. The I-80 bridges over Clear Creek have 4 design numbers, but are under 1 project number. A bridge overview map is provided in the 'handout'.

There are about 9 to 11 bridge sites in calendar 2021, and another 9 to 11 bridge sites in calendar year 2022. This is a bridge heavy letting package and it is assumed that crews will be needed to work on multiple bridges and roadway segments in a parallel timeframe.

ROAD DESIGN – JASON HOLST

(Slide 9). Jason went over the three main stages illustrated on the 1-page staging map and noted that the staging scrolls (that will be provided as part of the plan set and that have been posted as preliminary For Information Only documents) illustrate 13 major sub-stages.

Traffic Map (Slide 10)

We have included this slide as general reference for traffic volumes for the mainlines and the ramps.

- Primary commuter traffic is weekdays between Cedar Rapids and Iowa City.
- I-80 Tiffin Exit is still critical
- W. Forevergreen Road has a lot of work being done by the City of Tiffin/developers and may have access limitations west of the new Forevergreen Road interchange.
- EB I-80 to Coral Ridge Avenue Exit: some of the staging issues were geared towards maintaining EB I-80 traffic access to this ramp with consideration of staged Ramp F and Ramp D weaving traffic, and this required a bit of work around in the staging.

High Level Quantities (Slide 11)

- Still in the process of breaking this information out by stage.
- Still anticipate a significant borrow need in the early stages to get the work done.
- There will be waste in later stages, not sure how much as of yet, and looking to see what can be wasted in the in-field areas.
- Top soil is still critical in the project. The DOT is committed to try our best to minimize runoff and increase infiltration in the project area and this includes a minimum of 8 inches of topsoil on this project.
- There is a lot of temporary pavement. The slide does not show that this will be broken out into about 30 different temporary tie-ins needed to maintain traffic.

Staging – General (Slide 12)

- Due to the staging and how complicated it is we will be providing stage scroll files. These are important to see the big picture.
    - Will be a separate document (or documents), but will be considered a part of the plans
- Changes since the October AGC Update Meeting
    - Showing opportunities for earlier work
        - Piers that can be constructed earlier
        - Notes when early work isn't possible. In some areas it may not be quite clear why work cannot begin sooner, so some notes were added.

- TBR bid items
  - Add bid-item for TBR shifts, tabulated in the plans
  - Allows for added flexibility with regard to moving-back or removing TBR in locations for winter configurations.

Staging – Winter (Slide 13)

- Allowing for winter chutes – Contractor will be working with the RCE and DOT Maintenance on the approval of the planned configuration. It is desired to minimize chutes as much as practical and emergency pull-off locations will be tabulated in the plans.
  - DOT maintenance will do what they can to mitigate during snow events with additional equipment.
- When traffic is in the median, be aware that snow will come over the barrier to the construction side, so be aware of this with respect to where equipment and materials are stored.
- Plans don't specifically show what a winter configuration will look like because the actual schedule might be different (either ahead or behind) what the plan might assume.

Staging – Paving behind TBR (Slides 14, 15, 16)

- There are some long stretches along the medians where there will only be 2 ft. of pavement behind TBR for adjacent paving.
  - The typical illustrates that the median section pavement is 34 ft. wide (2 – 12 ft. shoulders and a 10 ft. barrier pad that aligns with intake tops which equals 17 foot on each side of the center line). This typical runs consistently through the I-80 and I-380 design.
  - The location of the ultimate pavement joints limits the staging configurations and room available behind TBR for adjacent paving. This was set several years ago in earlier design stages.
  - Slides 15 and 16 illustrate staged sections along I-380 in cut and fill areas and illustrate the location of the TBR. The 4 ft. dimensions include 2 ft. for the TBR, leaving 2 ft. behind the TBR for adjacent paving.
  - While the 2 ft. isn't ideal and we understand AGC's comments made in October 2019, there are some options. Daytime paving will not allow for a lane closure and may require a modified paver or other modified approach for paving. Night work would allow for a lane closure and might allow for removal of TBR along the active paving work (depending on approach and approval by the Engineer).

Earthwork (Slide 17)

- Surface model is complicated when looking at this area and the many stages we have along with traffic, loops, and ramps.
- A simplified approach will be taken in providing a surface model.
  - Not expecting to be able to provide a lot of XMLs or like files.
  - Bridge berms and some other areas won't be shown in the surface model.

  - May be able to provide 3D line strings for the ultimate final construction model.
- Holding times
  - Extremely critical areas will have automated settlement plates added; looking to be for Ramps E and F south approaches.
  - Special Provision for Automated Monitoring to help address this – will help increase accuracy and predictability in planning of work.

Geotech – Holding Times

(Slides 18, 19, 20)

- These figures are For Information Only and summarize information in the road and bridge plans as well as provide information from prior and current construction work.
- Green illustrates previous construction or in some cases what is being worked on right now and this summer.
- Purple illustrates information regarding the preliminary design information for the July 2020 projects.
- The proposal or plans will include work restriction notes that will address site availability.

(Slides 21 and 22)

- These illustrate information proposed to be included in the roadway plans.

Geotech – Wick Drains (Slides 23 and 24)

- Refer to slides for example layout of details proposed to be provided in the construction drawings.

Retaining Walls (Slides 25, 26, 27)

- Refer to slides for locations previously constructed to remain in place, and proposed walls in the July 2020 letting
- The temp MSE mesh wall on I-80 in the raised median section will be similar to what is currently being constructed in the median of I-380 (slides 28 and 29).

Staging – Ingress / Egress (Slide 30 through 33)

- Ingress/Egress scroll plots will include notes to help clarify when access will be allowed, daytime versus nighttime, etc. Refer to the slides for examples.

Barrier Rail – Final (Slide 34)

- I-380 median barrier is the same shape but with no aesthetics (no pattern, texture and color).
- I-80 median barrier will have the aesthetics to match the exsiting Iowa City/Coralville I-80 barrier.

{ There were no questions at this time regarding road design, staging, or geotech}.

UTILITIES – MATT MCLAUGHLIN

(Slides 36 and 37)

Matt went over the map and legend on slide 36.

- The ICN-DOT Fiber is a shared fiber optic backbone that services the traffic management center's cameras, region traffic electronic signs, and sensors, that all helps us manage traffic. It also provides critical internet services to critical regional customers.
    - The backbone will largely be maintained in place with the exception of one location which is just north of I-80 near the Jasper Ave. bridge (circled in orange on the map).
        - The line was installed a bit shallow and is now under a haul road. It will remain under the haul road until the time when the haul road is removed. It will be shown in the grading project as a coordinating lowering activity. The contractor who placed it originally will be brought in to work on lowering the line in this area.
- Part of the backbone fiber in the southeast quadrant will be relocated sometime this calendar year 2020, likely this summer, to accommodate future construction of the noise wall/view block wall
- Other locations
    - Blue
        - Mid-American Energy's temporary relocation which you can see today, those will remain in place to accommodate bridge construction activities
    - Red
        - ITC Midwest LLC overhead powerline, temporary location will also remain in place during the project
    - Green
        - US 6 crossings underground, will continue to show utility envelopes (shaded in blue) on the bridge situation plans per the example in Slide 37.

{There were no questions at this time regarding utilities.}

{Slide 38 – BREAK is voided. We were running well ahead of schedule and did not break}

BRIDGES AND STRUCTURES – STEVE MAIFIELD

Bridge Overview Map (Slide 40)

- Bridges highlighted in purple are under construction right now or have been completed.
- The bridges highlighted in pink are in the July 2020 letting.
- 12 bridge sites – several sites have multiple bridge design numbers, over multiple stages of construction

- I-80 mainline bridges include:
  - staged bridges over clear creek,
  - sequenced bridges over future Ramp G
- I-380: 6 projects (sites), each with bridges along the outer stages
- One overpass over I-80 on the west side – Jasper Ave. (a.k.a. Park Road)
- 2 flyover ramps – Ramp F and Ramp E
- One stage 2 sliver to do at the Ramp A & G bridge over Clear Creek
- Estimated ROM bridge deck area is ~~405,675~~ 367,633 SF

9-Apr-20

Paren	Design	Location	Rough Estimate BSB Deck SF
(330)	118	NB I-380 over future Ramp F (stage II)	8,735
(330)	119	SB I-380 over future Ramp F (stage II)	8,735
(333)	218	NB I-380 over I-80 (stage II)	18,557
(333)	219	SB I-380 over I-80 (stage II)	18,557
(337)	318	NB I-380 over future Ramps G&E (stage II)	13,991
(337)	319	SB I-380 over future Ramps G&E (stage II)	10,605
(340)	418	NB I-380 over Clear Creek (stage II)	22,455
(340)	419	SB I-380 over Clear Creek (split deck with Ramp F) (stage II)	28,994
(343)	518	NB I-380 over IAIS RR (stage II)	17,520
(343)	519	SB I-380 over IAIS RR (stage II)	16,254
(346)	618	NB I-380 over HWY 6 (stage II)	19,406
(346)	619	SB I-380 over HWY 6 (stage II)	17,683
(348)	1317	EB I-80 Median over Clear Creek (stage I)	4,264
(348)	1417	WB I-80 Median over Clear Creek (stage I)	4,264
(348)	121	EB I-80 over Clear Creek (stage II)	15,522
(348)	718	WB I-80 over Clear Creek (stage II)	15,522
(351)	123	EB I-80 over Ramp G	12,407
(351)	124	WB I-80 over Ramp G	12,407
(358)	122	N-E Connector Ramp F over Ramps G&E and I-80	37,173
(360)	223	S-W Connector Ramp E over Ramps G&E and I-80	47,482
(440)	224	Ramps A and G over Clear Creek (E-N and E-S)(widening)	2,228
(356)	220	Jasper Ave over I-80	14,872

Rough Estimate Total: 367,633

Bridges – Steel (Slide 41)

- Four of the bridges have steel beams
  - Jasper Ave, overpass is 2 spans

  - Flyover Ramp F is multiple spans
  - Flyover Ramp E is multiple spans. This is in two units with a joint at the center pier. There are bearings on both sides of the joint, so this is a wider pier.
  - US 218/I-380 over Future Ramp F is a single span.
- All remaining bridges are concrete

Bridges – Drilled Shaft (Slide 42)

- I-380/RR has drilled shaft foundations at the Piers
  - There are a total of 16 shafts
- All other foundations are on steel H Piles

Bridges – Aesthetics (Slide 43)

- There is some form of Aesthetics at every bridge
- Due to the comments received at the last meeting the I-380 median barrier rail will not have patterning, coloring or texturing.
- For the two bridges shown on the slide, there is some minor aesthetics just on the outside barriers. [this slide is not to imply that some of the other bridges do not have some aesthetics on barriers.]

Bridges – Mass Concrete – Wall Piers (Slides 44 and 45)

- The three bridge projects (circled in red on the slide) do have mass concrete in the wall piers
- This is due to continuation of what was done in the first stage; we need to carry it through the stage II bridges.

Bridges – Mass Concrete – Flyover Piers (Slides 46 and 47)

- The two Flyover Bridges have mass concrete; just in pier columns.
- All the footings that previously had mass concrete (at the October 2019 presentation) were reduced to not need mass concrete…. all these pier footings are 4 ft. 6 in. deep.
- Wall stems on all are 5 ft. wide except for one pier which is 7 ft. wide. The piers were kept at 5’ wide so that the forms could be reused. The 7 ft wide pier is the one noted previously for Ramp E.

Mass Concrete Flyover Footings - (Slide 48)

- In order to get down to 4 ft. 6 in. we had to bring the reinforcing down to the bottom of the footing so it’s not sitting on top of the piling as typical. We had to bundle these to fit in between the piling as well.

Bridges – Mass Concrete – Ramp E (Slides 49 and 50)

- 2 unit steel bridge
- Pier 3 is in the median, and it has a larger HP14x117 piling, so we could keep this footing out of mass concrete.
- Pier 4 needs extra width for the joint; this is the one that might take some time.
- All of the mass concrete is at the piers and is 5 ft. wide for at Pier 4, which is wider.

Question: One issue on the current project is at the railroad bridge. United got permission to raise drill shafts so that shoring is not required on all sides. Running into issues more restrictions on shoring. Were any changes able to be made for the stage II bridges (in the July 2020 letting) to get those shafts above ground so you don't have to sheet it?

- Yes, the stage II bridge designs for I-380 over the IIRR are for similar shafts as what is being constructed in stage 1. They are in the plans.

Comment: It would be good to be aware of restrictions the RR will insist on (like restricting tie-backs near the RR, restricting removal of temporary sheeting, etc.) before bid time.

CONTRACT INFORMATION

Linda Narigon noted the Proposal will note this is an Accelerated Schedule and will require night and weekend work to meet the schedule. Some of the sites that Stacy will present may be changes or removed from the proposal; the proposal information is preliminary.

CONTRACT INFORMATION – STACY RYAN

Contract – SFY21 July 2020 Letting (Slide 52)

- Advertising on May 19, 2020
- Special Letting on July 15, 2020

FY21 Construction Commitments and Schedules (Slide 53)

- Completion in November 2022
    - Interstate lanes and outside shoulders open
    - New ramps open
- Work to be completed in 2023 is listed on Slide for Site 00
- Contract completed in Summer 2023

Contract Overview (Slides 54, 55, 56)

- Sites are still being finalized so some may be modified and/or removed
- Refer to Meeting Reference PDF information posted on the https://iowadot.gov/contracts page for description by site along with the incentive / disincentive information. The sites are shown on later slides.

Slide 55 lists the anticipated Critical Closure sites.

- Evaluating the need to cap any of the proposed incentives
- Five Draft No Excuse Bonuses – All the dates shown on the slide should be changed to November 2022, except the one that is an interim project bonus in November 2021. The proposed interim bonus is for completion of all the NB I-380 bridge and pavement work so that SB traffic can be placed into the median.

Question to the group from the DOT: Is the proposed amount for the interim bonus (about one year into the project) sufficient?

- There were no comments or responses to the question. Comments can be provided to Linda Narigon by e-mail until March 31, 2020 and will become part of the meeting notes.

Stacy went over each site (slides 57 through 71),

- Some bonuses for some sites are dependent on having other sites completed first. Example, Site 3 – WB I-80 completion, is dependent on having the main movement of WB to NB (Site 1) and SB to EB (Site 2) completed.
- Site 07 to complete all interchange ramps not included in Sites 1 through 6.
- Slides 64 through 70 illustrate the critical closure locations. Some lane closures will be allowed, some only at night. Plan sheets J1 and J2 further explain what will be allowed for lane closures.
- Slide 71 is for Site 00, which is the rest of the project, and this slide includes a list of work that is anticipated will be allowed to be completed in 2023.

SPECIAL PROVISIONS –MATT MCLAUGHLIN

Contracts – Special Provisions (Slides 73 and 74)

- Contracting Times and Bonuses – Additional SP to capture the Site and Bonuses, general concurrence and understanding from all parties regarding the schedule dates
- Project Partnering – Another avenue for DOT Management and Contractor Management to have a direct line of communication on project issues and successes during the project
- Progress Scheduling – Linda Narigon will discuss this further in a few slides
- e-Builder – Plan to utilize on this project for RFIs and submittal management
- Railroad – Work on Iowa Interstate RR ROW. As Steve Maifield had noted, with the I-380 work over the RR, this SP is needed to capture the RR requirements and coordination needs.
- Instrumentation and Monitoring – We are looking to automate some of the geotech holding times.
- Mass Concrete – Steve Maifield covered some of the elements that will require this.

- Aesthetic Treatment for Concrete Barrier – Outside barrier and some median barrier on I-80 will have requirements.
- Aesthetic Treatment for MSE Retaining Wall Concrete Panels
- Cement Treated Subgrade
- Girder Erection Plan – Some of the bridges will have this requirement
- Anti-Graffiti Coating – Potentially a few locations will have this requirement. Locations are being finalized.
- Multi-Component Liquid Pavement Markings
- Preformed Thermoplastic Pavement Markings
- ITS Infrastructure
- Lane Rental – Will be included in this letting to minimize overnight impacts to traffic with detours that are needed
    - There are some critical infrastructures in the area with hospitals, businesses, and university, so doing our best to minimize impacts, even at night
    - Estimating a Lane Rental Working Fund based on the planned closures for activities such as bridge demolition, girder setting and TBR installation/removals. The Working Fund is deducted against based on the hourly rates in the SP for closures with detours. At the end of the project this SP operates as an incentive/disincentive, which provides the opportunity to plan work to best minimize the impact of the work to traffic, with potential to earn an incentive for minimizing traffic interference.

LINDA NARIGON

- Progress Scheduling
    - We are looking to make changes to the current project SP
        - More frequent updates
        - Are looking to include ~~resource loading~~ **cash flow, but not full resource loading**

    - Question: What is being gained with the cost loading of the schedule? Thought it was a good improvement to get away from it on the Council Bluffs project as this element brings scheduling to another level.
        - Cost loading / Cash Flow is important. DOT staff discussed that contractors will do some level of resource loading in order to verify ability to meet the schedule and place a bid. If a different type of program/format is proposed, please discuss with the DOT
        - Please share concerns and comments with AGC management. We anticipate further discussion at the AGC/DOT quarterly management meeting.

- Working on IAIS RR ROW
    - The Special Provision includes what you need to know about safety, clearances, insurance, temporary crossings, etc.

- Remember the importance of starting conversations early with the RR and the need for active coordination throughout the project.
- Insurance process needs to start as soon as possible as this takes time, must be submitted and approved before the contract can be executed.

QUESTIONS

Refer to the agenda for Linda Narigon's contact information. Additional questions and comments can be submitted until March 31st and will be posted in the meeting notes.

CLOSING REMARKS

Thank you for your participation in the on-line meeting. It was a bit different than we are used to.

Meeting notes will be posted to the IA DOT Contract Bureau's website homepage in early April 2020.