Re: US 52 OVER MISSISSIPPI RIVER OVERFLOW IN SABULA
CONSTRUCTABILITY MEETING CONDUCTED WITH AGC ON DECEMBER 9, 2014

Attendees: Ahmad Abu-Hawash, Bill Tucker, Mike Todsen, Patricia Schwarz, Marc Solberg, Jill Garton, Wayne Sunday, Roger Walton, Doug McDonald, Ron Otto (AGC Iowa), Robert Cramer (Cramer and Assoc.), Dan Timmons (Jensen Construction), Jordan Muller (Peterson Contractors), Krista Taylor (Taylor Construction), Matt Bohlen (Peterson Contractors)

DISCUSSION SUMMARY

DREDGE

- Recommend gaining permit approvals for a dredged channel minimum 8 foot water depth and 150 foot width.
- Recommend allowance for mechanical or hydraulic dredging, if possible.
- It anticipated that the dredged streambed will not be restored to its original elevation.

BARGE ACCESS POINT/BULKHEAD

- Sheet pile bulkhead is reasonable. Recommend 120' length based on 95' beams.
- Propose sheet pile bulkhead at the City ramp area where the 8 foot minimum depth is achieved based on the flat pool elevation. Sheet pile will wrap at the ends.
- We anticipate that the contractor will determine the size and depth of sheet pile used. Estimated by one contractor at 30 feet.
- Backfill behind the sheet pile will need to meet requirements of EW-401
- Access will be by US 52 and a local street.

MUSSEL SURVEY

- Additional mussel survey will need to be completed to cover the boat ramp and dredged area limits that are beyond the original survey. Results may impact our ability to put the dredged material back in the river. Preference would be to have the permit allow placing the dredged material back into the river. Need to survey both West and East of the existing bridge in proposed areas of dredging.
- Mussels need to be removed and relocated in advance of the project
- No T &E species were found in the original survey. Diversity was found.

PROGRAMMED PROJECT COST

- The programmed project cost is $8.35 Million

IOWA DOT FOLLOW UP ITEMS

- Set up a meeting to look at potential barge access sites on the east side of the project. Check Illinois Mississippi River bridge project; use of the Iowa side barge slip for the Sabula bridge project. (OBS)
- Identify dredged channel and barge access construction impact limits (OLE and OBS)
- Complete mussel survey to cover expanded limits. Coordinate removal and relocation. (OLE)
- Determine whether the contractor will have any restrictions on the method of dredging (mechanical or hydraulic).
  Marc Solberg 12-17-14:– The contractor would be required to perform a modified elutriate test on the dredged material and coordinate with the Corps and DNR if they used hydraulic dredging (although they didn't seem too worried about that). (OLE)

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- Determine allowable disposal method(s) for the dredged material, and whether or not it can be put back in the river. (OLE)
  Marc Solberg 12-12-14. The contractor will not be able to dispose of the material back into the river. Any material dredged from the river would have to be disposed of at an upland, contained location to prevent water from re-entering a waters of the U.S. during the dewatering process.
- Coordinate barge access features with the City of Sabula. It is recommended that the contractor provide the City notice (10 day?) in advance of boat ramp closure. This as well as the contractor's use of the city street will need to be addressed in the City agreement and project documents. The Iowa DOT would compensate the City of Sabula for lost revenue from the boat ramp during the period of boat ramp closure. (District with assistance from OBS)
- Coordinate with the Corps regarding 408 approval and DNR regarding FP and Sovereign Lands permits (OBS)
- Coordinate with the Corps regarding 404 approval (OLE)
- Incorporate key features of the barge access, construction limits and any permit restrictions into the bridge project plans. (OBS)
- Check on explosive demolition of the existing Sabula bridge, drop into the water, and then extract. (OBS and OLE)
- Obtain hydrographic survey on the East side of the Sabula bridge for access and dredging needs. (OBS)

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