

**Project:** US 52 Causeway Reconstruction Project

**Meeting Type:** Constructability Review

**Date:** September 9, 2025

**Location:** Virtual (Microsoft Teams)

## MEETING MINUTES

### 1. Attendees

Name	Organization
Garret Reeder	Iowa DOT
Jesse Tibodeau	Iowa DOT
Danielle Alvarez	Iowa DOT
Adrian Simonson	Iowa DOT
Ahmad Abu Afifeh	Iowa DOT
Jim Schnoebelen	Iowa DOT
Stacy Ryan	Iowa DOT
Mark Sloppy	Iowa DOT
Mark Dunn	Iowa DOT
Brian Worrel	Iowa DOT
Emily Whaley	Iowa DOT
Danny Zeimen	Iowa DOT
Donald Carlson	Iowa DOT
Brock Struecker	Iowa DOT
Kevin Merryman	Iowa DOT
Mitch Dillavou	AGC of Iowa
Terry Nichols	Wendling Quarries
Jordan Muller	Peterson Contractors Inc. (PCI)
Jesse Spain	Peterson Contractors Inc. (PCI)
Beau Holub	Peterson Contractors Inc. (PCI)
Joel Robinson	Taylor Construction
Krista Thier	Taylor Construction
Andy Wolf	Boomerang Corp
Chris Sawin	Manatts
Ed Origer	McAninch Corporation
Ryan Cheeseman	United Contractors
Ryan Kipp	CJ Moyna
Jason Baker	Iowa Plains Signing
Tom Busta	Iowa Plains Signing
Dean Herbst	Cedar Valley Corp

Tyler Kiefer	Parsons
Mark Peterson	Parsons
Bob (Unverified)	Unknown
Joe Nichols (Unverified)	Unknown
Seth Kjormoe	Iowa DOT

## 2. Meeting Purpose

To review the constructability of the US 52 Causeway Reconstruction Project and gather feedback from industry partners on access, staging, schedule, material sourcing, and utility coordination.

## 3. Project Overview

### Location & Context

- The project is located on US 52 in Jackson County, Iowa, near the town of Sabula, in the backwaters of the Mississippi River.
- The corridor connects to the US 52 Mississippi River Bridge and the overflow bridge just north of Sabula.
- The area is environmentally sensitive, with water on both sides of the roadway, varying in depth along the corridor.

### Project Scope

- **Length:** Approximately 9,500 feet
- **Programmed Amount:** \$30.7 million.
- **Letting Date:** December 2025.
- **Construction Start:** Spring 2026.
- **Purpose:** Final phase of a multi-year effort to improve the Mississippi River crossing between Iowa and Illinois.
- **Traffic Volumes:** 2,670 VPD

### Key Improvements

- Widening the existing causeway to accommodate 12-ft lanes and 8-ft shoulders.
- Full-depth PCC pavement (10") with full-depth shoulders.
- Subgrade improvements:
  - 12" modified subbase with geogrid.
  - 12" cement-stabilized subgrade.
- Major estimated quantities:
  - 124,500 CY of Excavation, Cl 10, Waste
  - 92,500 CY of Contractor Furnished Embankment-In-Place
  - 331,000 TON of Class B Revetment
  - 44,000 TON of Erosion Stone
  - 42,500 SY of PCC pavement
  - 8,500 SY of temporary pavement
- Excavated material (Class 10 Waste) must be hauled off-site to upland areas to be compliant with environmental permits.

**Utility Relocation**

- Fiber optic lines currently on the east side will be moved to a conduit trench under the west shoulder.

**Geotechnical Considerations**

- Settlement analysis indicates a 2-month paving delay is needed due to 4.5–5 inches of expected settlement on the widened embankment.

**4. Staging Overview****Traffic Management Goals**

- Maintain one lane of traffic at all times using temporary traffic signals.
- Subdivided into 2,500-ft segments.
- Minimize disruption while allowing safe and efficient construction access.

**Staging Phases****Phase 1: Embankment Widening**

- West side constructed first to allow utility poles on the east side to remain in place longer.
- Traffic shifted to the east side while west side is widened.
- After west side is complete and utilities are relocated into temporary conduits, traffic shifts to the west side to allow east side widening.
- After east side has been widened, traffic will be able to utilize both lanes of existing pavement over the winter.

**Phase 2: Paving**

- After winter settlement period, paving begins.
- Each side paved in one operation (lane + shoulder).
- Temporary pavement (~8,500 SY) used to maintain traffic during transitions.
- Permanent guardrail and conduit trench installed during paving.

**5. Industry Input****Question 1: What concerns do you have about contractor access for the project?**

- **Concerns:**
  - The 8-foot width for side dumps in Phase 1 is too narrow for safe operation.
  - Limited space for paver and delivery trucks during paving operations.
- **Industry Suggestion:**
  - Industry recommends minimum working room of 10.5' for side dumps to maneuver. Consider narrowing traffic lanes or adjusting TBR placement.
- **DOT Response:**
  - Will review lane widths and potential adjustments to improve access.

**Question 2: What considerations or concerns do you have about the proposed staging sequence?**

- **Concerns:**
  - Staging in fixed 2,500-ft segments may be inefficient as it does not allow much time for each stage to occur.

- Excavated material (muck) may be saturated and must be hauled off-site, raising concerns about road cleanliness.
- **Industry Suggestions:**
  - Allow rolling 2,500-ft work zones to improve productivity.
  - Find a way to reduce/eliminate the need to waste material off-site.
  - Consider using lane delineators rather than TBR
  - Instead of removing muck for the foreslope toe, consider placing shot rock and then building up the embankment with the Class B revetment.
- **DOT Response:**
  - Will evaluate feasibility of eliminating the need to waste material off-site. Will share available soils info.
  - Will review TBR placement and possible alternatives
  - More than one 2,500-ft work zone would be allowed at the same time. Provide direction/restrictions in Traffic Control notes.
  - Will evaluate a work zone longer than 2,500-ft.

### Question 3: What concerns do you have about the proposed construction schedule?

- **Concerns:**
  - 120 working days for grading may be too aggressive.
  - 60 working days for paving may not be sufficient given staging and access constraints.
  - Is DOT considering incentive/disincentives on the project?
- **Industry Suggestions:**
  - Allow a full season for grading operations rather than the proposed 120 working days.
  - Provide a longer paving window
  - Explore the possibility of full closures during midweek to expedite paving. Considerations would need to address time for curing and edge drop-off protection.
- **DOT Response:**
  - Will reassess working day estimates and explore closure options.
  - Will evaluate incentive/disincentive in accordance with DOT letting guidelines

### Question 4: What sources of suitable material are available near the project?

- **Response:**
  - Quarries on both Iowa and Illinois sides are available.
- **Concern:**
  - Producing and delivering 330,000 tons of Class B revetment within 120 days is a major challenge.
- **Industry Suggestion:**
  - Consider extended delivery timelines.
- **DOT Response:**
  - Will reassess letting date and construction start date to allow more production time.

**Question 5: What challenges might come with using these sources?**

- **Concerns:**
  - Sustaining high production and delivery rates (3,000+ tons/day) is challenging.
  - Limited working days due to muck removal and staging constraints reduce effective delivery window.
- **Industry Suggestion:**
  - Reevaluate schedule or reduce material demand through design changes.

**Question 6: How will material be delivered to the site?**

- **Industry Response:**
  - Side dumps have worked well on similar projects.

**Question 7: What concerns do you have about coordinating the utility work?**

- **Plan:** Install temporary conduit on west side before removing poles on east.
- **Discussion:** Coordination with Windstream and Mediacom must be tightly coordinated during construction
- **Concerns:**
  - No concerns were noted.

**6. Next Steps**

- DOT internal debrief scheduled to review feedback and incorporate changes before final plan submittal (early October 2025).