

Meeting Minutes for the Constructability Review Meeting for Project IMX-080-3(209)133--02-77 held on February 18, 2019 at 1:00 PM at Iowa DOT headquarters 2nd Floor NW Conference Room, 800 Lincoln Way, Ames IA.

A Meeting Attendees List is included herewith at the end of this document.

Meeting began with attendee introductions. Parsons (Chicago) attended via phone. All others on meeting sign-in list attended in person.

The Iowa DOT started the meeting and described the general parameters and goals of the project as follows:

- Project Description: Widening and repair of the existing Twin 710' x 62 PCCP bridges on I-80/I-35 over the DSM River. Work consists of:
 - Widening of substructure and superstructure
 - Conversion of existing stub abutments to semi-integral abutments
 - Removal and replacement of portion of existing deck, beams, and bearings
 - Removal and replacement of remaining existing bearings
 - Removal and replacement of all expansion joints over piers with link slabs
 - Repair of existing piers and beam ends
 - Removal and replacement of approach slabs and construction of new sleeper slabs
 - Surface sealer on remaining existing deck
 - Seal abutment seats and top and interior faces of existing barrier rail
 - Monitoring by ISU
- Drilled shaft construction in the river
 - Piers # 1, #2, #4, #5, #6: 5' single column support on 5'-6 shaft (5'-0 rock socket)
 - Overall shaft length: 76' (5'-6 dia)
 - Socket length about 18' (5'-0 dia)
 - Column height: 5'-0 (5'-0 dia)
 - Under consideration to facilitate constructability:
 - Optional permanent casing bid item (per LF)
 - Contractor may choose to extend the drilled shafts to bottom of cap and eliminate separate column.
- Flood risk mitigation strategies (already covered by drilled shafts discussion)
- Traffic control (TranSystems)
- Site access (District)
- Contract milestones (District/Contract)

On next two sheets, please find a Summary of the Meeting Discussion which has been annotated to show the resolution of items discussed.

Constructability Review Meeting
 Project IMX-080-3(209)133--02-77
 February 18, 2019

	Discussion Items	Resolution
1	Temporary vs. Permanent Casing for drilled shafts due to the soil and water conditions.	IA DOT prefers to show permanent casing and include a separate bid item for permanent casing. The contractor may propose different means and methods. Plans were revised to include permanent casing as a separate bid item.
2	Top of casing elevation requirements, and whether a construction joint is used between the drilled shaft and the column.	The Iowa DOT wants to provide flexibility to the bidders as to the elevation of the top of casing, and whether a construction joint is used between the drilled shaft and the column. This will be addressed on the revised plans. Plans were revised to allow the contractor to raise or lower the top of drilled shaft (with engineer approval) to suit construction conditions. Any change to elevation will not result in adjustment to quantities or payment. Payment quantities for permanent casing, drilled shaft and structural concrete are based on elevations shown on plan. Payment will not change contractor changes to top of drilled shaft elevation.
3	Payment for permanent casing, drilled shafts, and structural concrete	Payment quantities for permanent casing, drilled shaft and structural concrete will be based on elevations shown on plan. Payment will not change contractor changes to top of drilled shaft elevation.
4	Cofferdam required at Pier 3 versus drilled shafts at all other piers.	Pier 3 is supported on footing with piles to provide longitudinal stiffness for the bridge. All other piers are supported on single drilled shaft.
5	Confirmation boring requirements	Plans reflect that a confirmation boring is required at each drilled shaft location.
6	Temporary Access requirements for construction.	The 404 Permit allows the contractor to determine whether access is by barge or building causeway.
7	The contractors requested clarification on what will be considered a working day with respect to the water surface elevation during higher river flows. It was	A workday water elevation has been set at Elevation 801.0, which is roughly the Q10 Elevation, and this information will be incorporated into the proposal.
8	Are there aesthetic concerns in the event that top of casings vary from substructure to substructure?	Aesthetics of the river piers as it relates to the visibility of and top elevation of the permanent casings is not a concern for the Iowa DOT.
9	C.S.L. pipe length is to be adjusted accordingly.	Note that C.S.L. Pipes will need to be adjusted based on any adjustment to the drilled shaft heights.
10	Permanent casing is to be paid for by linear ft.	Yes, payment for casing is to be per linear foot, but payment shall be based on plan quantities, not installed quantities.
11	Is construction joint elevation between drilled shaft and column is to be kept as currently shown (i.e. 5'-0" column height)?	Yes, plans will show the 5'-0" column height. An added note will reflect that contractor can adjust, with engineer approval, the height based on conditions.
12	Will pier cap widths remain the same even if the drilled shaft is extended to the bottom of cap?	Yes, no adjustment of pier cap widths is required.

13	Questions were raised regarding use and frequency of TIP and Squid testing.	Drilled shaft quality is evaluated by C.S.L., not the "TIP and SQUID" test which is used for demonstration only.
14	Questions were raised as to whether the visibility of permanent casing was a concern.	The visibility of the permanent casings is not a concern for the Iowa DOT.
15	Questions were raised as to whether the permanent casing needs to be coated steel or weathering steel.	Casing does not need to be coated or be constructed with weathering steel.
16	Please confirm that the deck closure pour width is detailed for bar laps.	Plans include a closure pour. Deck reinforcing is developed with bar laps, not mechanical couplers. A note to clarify this was added to the plans.
17	Neil Smith trail will be closed during construction.	No action required
18	The inside west bound 12' shoulder could be used for Stage 1A and this will allow the outside shoulder to be available to deliver materials for the Stage 1A construction.	The District will not entertain the idea of a traffic shift to allow materials to be hauled in during the daytime in Stage 1. All material deliveries are to take place at night utilizing a lane closure.
19	The inside east bound 12' shoulder could be used for Stage 1B and this will allow the outside shoulder to be available to deliver materials for the Stage 1B construction.	The District will not entertain the idea of a traffic shift to allow materials to be hauled in during the daytime in Stage 1. All material deliveries are to take place at night utilizing a lane closure.
20	Stages 2A and 2B and Stages 3A and 3B seem like a lot of work to accomplish in one construction season. Discussion was held as to potential alternate traffic control set ups if they would be needed.	A plan change was not requested. No action required
21	The contractors asked if for the joint between Stage 2A and 2B and between Stages 3A and 3B is a mechanical coupler is intended or allowable.	Mechanical couplers will not be allowed between Stage 2A and 2B nor Stage 3A and 3B. A note has been added to reflect that mechanical couplers are not allowed.
22	A contractor asked if the existing sand is ok for a causeway.	The 404 Permit allows dredging material within the Des Moines River upstream and downstream of existing bridge to use as material for temporary causeways. Clean material will be used to cap the dredged material and prevent it from flowing away. The 404 permit is available for contractors to review.
23	Questions were asked concerning whether there will be a pre-bid meeting	It was agreed to have a pre-bid meeting.
24	The Iowa DOT is considering a bonus program by Stage.	This information will be included in the Proposal
25	Working days will be used and not calendar days.	This information will be included in the Proposal

