IA 2 Fremont County Overflow Bridge

June 3~~May 9~~, 2019 AGC Informational Meeting
Location: Iowa DOT, 800 Lincolnway, Ames, Iowa

Meeting notes

Jeremey Vortherms - Iowa DOT Project Manager, provided the general project overview, including general roadway and levee information. Tony Bower – Stanley Consultants, provided and overview of the anticipated bridge design. The following notes augment the PDF of the presentation. John Smith – HDR Consultants, provided an overview of the levee design. Mark Dunn – Director of Contract Bureau presented the anticipated contracting approach.

Here are few of the noted conversation points

- June 11 Commission take action to approve funding.
- May be ready to advertise on June 18th.
- Still looking at 3-week advertisement. Looking at a July 9th letting.
    - Revisited this after design discussions. One contractor recommended a shorter advertisement with better plans/quantities. Another contractor noted they would be good with a two week advertisement, but not less than that.
    - One contractor proposed July 16th letting would be better further away from Holiday and would have better plans. Another contractor said they could go with that. Jeremey asked for consensus and there were no additional comments.
    - ***Update: see included letting/advertising recommendation***
- Temp bridge has been incorporated into the concept design.
- Project success is having the core-out area with extra flood conveyance by March 1, 2020.
- Request for construction documents to say what can be expected to be in the Corps and other permits. What are the expectations, allowances, restrictions? What will the permits say and allow regarding working on and near the levee and in the flood plain?
    - ***The USACE requirements are noted in Special Provisions to be included at advertising***
- Question if there are temp bridges available due to all of the flooding. Tony B noted they have inquired with industry and are told that there are bridges available.
- There will be finger plates at each abutment.
- Bridge abutments will be designed for downdrag.
- Discussion on use of larger pipe pile. Looking at 60" diameter. Would probably vibrate in as far as possible and then pound in. Advantage of not needing pile-cap, no excavation. Could place pier columns directly on pile. No cofferdams. If use less than 60" pile then will need multiple, with pile cap and excavation… Request from contractors that if time allows to add this design into the contract documents, please do so. There will not be time after the letting to evaluate this.
    - Is the project doable without this? Yes.
    - ***Update: pipe pile foundations will not be part of the plans due to time constraints***
- Contractor requested DOT define the expected working elevation in the contract documents.
    - ***Update: this will be part of the proposal***
- Discussion of driving pile from existing roadway surface. Pile layout shows battered pile. If drive them from higher elevation, they will overlap and have special conflict. Designers to re-look at. One contractor noted "the spacing looks ugly".

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- If drive pile from existing roadway surface, need to excavate around them when core out the roadway. Can encase later during the construction, don't need to encase to open the temp bridge. Designers are looking at if temp shoring is needed.
- Request for contract documents to document the water elevation assumptions.
- Question if the DOT will require the same substructure system for the WB bridge that is built for the EB bridge. Not necessarily. DOT to discuss further.
- Rock approx. 100' deep.
- Levee: There is a land-side seepage berm. The land side of the existing levee is currently flooded. Contractor want to know what to assume for water on the land side. It was noted that if IA 2 has water on it, the Contractor will probably not be working on roadway embankment or levee, but could be working on the bridge. Access may need to be from the Nebraska side.
- Question on earthwork quantities slide. Levee quantities are not included and are on a separate slide.
- Request for earthwork (roadway and levee) quantities to be split out by stages. DOT noted this could be added to the proposal.
- There will be a hard tolerance on clay materials and pre-approval and pre-testing will be required.
- Dewatering will be required below existing ground for levee work. The project will require contractor designed dewatering. Quantities shown do not include dewatering berms. If there is no flooding, water elevation should be below the existing ground line.
- Concern noted in finding suitable clay source for levee and unknown out of distance.
- Note that if area is flooded, need to build coffer dams to dewater around levee. What are assumptions on what is reasonable?
- Question on appropriately assigning risk if flooding is occurring and contractor access and work is limited. How does this relate to the completion date contract? Can relief be added to the contract to allow additional days due to flooding (what defines flooding? Water elevation on river side and land side?)?
- Roadway plans will be approx. 80 to 90% detailed at time of advertisement. Bid items and quantities will be good.
- Bridge plans will be approximately 75% detailed at time of advertisement. Bid items and quantities will be close. Changes will be such as pile length, not pile type. Expect all plans will be fully signed and sealed by early August. DOT will handle bid item and quantity changes like any other plans.
- Question on when contractor will be able to sign quarry agreement (if not final plans) and order materials (if not final plans). May depend on the material, but close coordination and communication with DOT staff will be important. For example, maybe order 90% of pile and wait for final plans for final order.
- DOT will put presentation and progress plans on the BidX page.
- Who will do levee inspection? We anticipate HDR will.
- An Emergency Action Plan (EAP) will be required. This will be prepared by the Contractor. HDR is working up a SP for this. The EAP will need to be pre-approved before any work is allowed on or

near the levee. If dewatering and plan to discharge over the levee, need to have the dewatering plan in the EAP including outlet energy dissipaters, how to drive over the piping, etc.

- Will there be dewatering draw-down rates around the levee? Not sure, DOT will look at.
- March 1, 2020 goal. Further discussion about completion date and if we can move the risk along by moving this date with flooding days. Mark Dunn will look at this.
- There is no electrical along Hwy 2. May need to use generators. Will be required to have back-up generators.
- Suggestion for the DOT to set up a time in the proposal for a joint contractor site visit so that multiple contractors do not need the Iowa DOT and Nebraska DOT to get move barricades on multiple days.
    - ***The DOT will arrange a site visit and include this in the proposal.***

~~The project is in the concept stage. Information presented is preliminary and subject to change.~~