

Project: Clinton Co. US 30 – UPRR Bridge Replacement Project Near Wheatland

Meeting Type: AGC Constructability Review

Date: June 24, 2026

Location: Virtual (Microsoft Teams)

MEETING MINUTES

1. Attendees

Name	Organization
Garret Reeder	Iowa DOT
Danielle Alvarez	Iowa DOT
Adrian Simonson	Iowa DOT
Hector Torres-Cacho	Iowa DOT
Kalynn Burton	Iowa DOT
George Morrell	Iowa DOT
Mark Harle	Iowa DOT
Mark Sloppy	Iowa DOT
Tami Quam	Iowa DOT
Luka Arroyo	Iowa DOT
Chris Schwake	Iowa DOT
David Phillips	Iowa DOT
Christian Yi	Iowa DOT
Brock Struecker	Iowa DOT
Jeff Bacon	Iowa DOT
Christian Kennel	Iowa DOT
Greg Shuger	Stanley Group
Jerry Selbher	Stanley Group
Pat Kerins	Parsons
Kishor Patel	Parsons
Alex Fiorini	Benesch
Paul Lenagh	Benesch
Andy Warren	AGC
Jordan Muller	PCI
Tyler Gustafson	PCI
Andy Stone	United Contractors
Krista Their	Taylor Construction
David Stanke	Kraemer
Krista Thier	Taylor Construction
Tim Weis	Lewis Company
Jesse Harlan	A.M. Cohron & Son, Inc.

Logan Kentner	A.M. Cohron & Son, Inc.
Brian Jacob	Cramer and Associates

2. Meeting Purpose

To review the constructability of the Clinton Co. US 30 bridge replacement project over UPRR.

3. Project Overview

Location & Context

- The project is located on US 30 in Clinton County near the town of Wheatland, on the eastern side of Iowa.
- The project will shift US 30 northward to minimize detour durations.
- The project area includes environmentally sensitive lands, including:
 - NRCS easement property immediately adjacent to the right-of-way on both sides of US 30, west of the railroad.
 - Culturally sensitive areas on the north side of the alignment where access or borrow is fully restricted.
 - Turtle exclusion fencing will be required east of the railroad bridge, consistent with other projects in the area.
- The project will involve utility coordination. Overhead power lines will be relocated to accommodate construction and the new US 30 alignment.

Project Scope

- Replacement of the UPRR bridge with a new three-span, 550-ft continuously welded plate girder structure, skewed ~45 degrees to the alignment and spanning the full rail clearance envelope and future access road.
 - High train volumes through project area:
 - ~20 trains per day
 - ~20 trains per night
 - Coordination with UPRR during construction will be critical due to the number of trains in the area.
- Replacement of a second bridge over an unnamed stream east of the railroad.
- Construction of roadway realignment (approximately 1 mile), full-depth PCC pavement, and 10-ft PCC shoulders. HMA mill and fill work will be necessary to accommodate tie-ins to existing alignment on the west end of the project.
- Installation of two MSE retaining walls west of the railroad right-of-way:
 - North wall: ~450 ft long, up to 25 ft exposed height.
 - South wall: ~525 ft long, up to 15 ft exposed height.
 - Both walls are placed 10 feet from the right-of-way to provide space for maintenance activities.
- Approximately 196,000 CY of contractor furnished embankment will be needed for the project.
- The area between the new and existing alignments of US 30 could be used as a potential staging/laydown area during construction. This area measures approximately 1500 ft long by 200 ft wide.

Geotechnical Considerations

- Settlement is a major controlling factor for both schedule and design, particularly at the UPRR bridge abutments and beneath the MSE retaining walls.
- A staged embankment approach will be required:
 - Stage 1 embankment placement, followed by:
 - ~45-day waiting period at the west abutment
 - ~60-day waiting period at the east abutment
 - Final embankment to full grade, followed by:
 - ~150-day waiting period before pile driving at the west abutment.
 - ~210-day waiting period before pile driving at the east abutment.
 - Up to 2.5 feet of overbuild will be needed at the east abutment to speed up settlement.
- Several inches of anticipated settlement under each retaining wall (approximately 4 inches at the south wall and 6 inches at the north wall).

Letting & Staging Strategy

- The project will be delivered through two separate lettings:
 - Package 1 – January 2027 Letting:
 - Roadway grading on new alignment.
 - Construction of MSE retaining walls.
 - Grading of bridge berms outside railroad right-of-way.

This phase initiates embankment placement and starts the settlement clock early.
 - Package 2 – August 2027 Letting:
 - Construction of the UPRR bridge and the unnamed stream bridge.
 - Remaining grading not completed in Package 1.
 - Full roadway paving on the new US 30 alignment.
- During Package 1, US 30 traffic will be maintained on existing alignment.
- During Package 2, the detour will be implemented for tie-ins on each end. Anticipated detour duration of 30 calendar days.

4. Industry Input

Question 1: What concerns do you have about contractor access near the railroad ROW?

- **Concerns:**
 - Access for material delivery and equipment on the west side of the railroad tracks does not appear feasible.
 - Reinforcement straps behind the retaining wall will likely prevent the ability to cut in an access road between the retaining wall and US 30.
 - A temporary railroad crossing will be necessary even if an access road is available on the west side of the railroad right-of-way.
- **Industry Suggestion:**
 - Move the north MSE wall closer to the proposed US 30 alignment. This would provide enough room to construct an access road between the MSE wall and right-of-way line.
 - Maximum acceptable slope for access road should be limited to 10%
- **DOT Response:**
 - Will evaluate feasibility of moving the MSE wall to accommodate a contractor access road on the west side of railroad right-of-way.

Question 2: What challenges do you see with the proposed working windows for the railroad ROW?

- **Concerns:**
 - High train volumes through this area will make it difficult to find acceptable working windows.
 - Demolition of existing bridge will require full track shielding and a railroad closure.
 - Variances for working near tracks will be important.
- **Industry Suggestion:**
 - DOT negotiate a temporary rail crossing to be included in the plans for bidding purposes.
- **DOT Response:**
 - Will review possible temporary access road locations and discuss this idea with UPRR.
 - Will consider setting up a pre-bid coordination call with UPRR and interested bidders to clarify expectations and constraints.

Question 3: What concerns do you have about the restricted areas adjacent to the ROW?

- **DOT suggestion:**
 - Orange construction fencing will be placed at right-of-way line to prevent access to restricted areas.

Question 4: What concerns do you have about the proposed detour duration?

- **Concern:**
 - 30 calendar days may not be enough time to complete the tie-ins at the east and west ends of the project.
- **Industry Suggestion:**
 - Consider a minimum of 30 working days or 40-50 calendar days for this work.
 - Completion of the tie-ins will be weather dependent, so consider flexibility in time of season to complete the work.
- **DOT Response:**
 - Will reassess site times for the detour duration as part of final design process.

Question 5: What concerns do you have about the proposed staging/laydown area?

- **Concerns:**
 - The proposed staging/laydown area is wet, which will make it difficult to support large equipment such as cranes without extensive ground improvements.
 - Soil improvements to make this area usable may reach into 6-figures.
- **DOT Response:**
 - Will evaluate options for staging/laydown areas in the project corridor.

5. Next Steps

- DOT will review feedback received from this meeting and incorporate changes before final plan submittal.