

Project: Gordon Drive Viaduct – Test Pile Program

Meeting Type: AGC Constructability Review

Date: September 2, 2026

Location: Virtual (Microsoft Teams)

MEETING MINUTES

1. Attendees

Name	Organization
Felix, Jessica	Iowa DOT
Tymkowicz, Shane	Iowa DOT
Reeder, Garret	Iowa DOT
Cintron, Cesar	Iowa DOT
Klemme, Jason	Iowa DOT
Pottorff, Justin	Iowa DOT
Pryor, Dylan	Iowa DOT
Puhrmann, Kelly	Iowa DOT
Frame, Kyle	Iowa DOT
Theeler, Andrew	Iowa DOT
Hauber, James	Iowa DOT
Todsen, Michael	Iowa DOT
Nop, Michael	Iowa DOT
Nelson, Al	HDR
Riley Padron	Kraemer North America
Carter, John	HDR
Pace, Tom	HDR
Allam, Gopal	HDR
Stuart Anderson	AGC
Brian Jacob	Cramer and Associates
Mark Freier	Godbersen-Smith Construction
Paul Diederich	Industrial Builders
Mike Van Iten	Minturn Inc.
Mitchell Hayes	Hawkins Construction
Ryan Cheeseman	United Contractors
Jordan Muller	PCI
Dean Herbst	PCI
Scott Stroud	Zenith Tech
Loesch, Micah	Iowa DOT
Nixon, Scott	Iowa DOT
Olds, Dusten	HDR

Kniewel, Paul J.	HDR
Mcclain, Desiree	Iowa DOT
Yang, Lili	Iowa DOT
Peterson, Jesse	Iowa DOT

2. Meeting Purpose

- To review the constructability of the Gordon Drive Viaduct test pile program.
- DOT staff noted that all questions related to bidding for the test pile program must be submitted through BidX, to ensure proper documentation and equal information access for all potential bidders.

3. Project Overview

Project Scope

- The test pile program will be included in the September 29th special letting.
- The purpose of the test pile program is to evaluate how the existing viaduct structure responds to vibrations and movements caused by pile driving operations. Results from the test pile program will guide decisions for the larger Gordon Drive replacement project, which is scheduled to let next year.
- The test pile program will be located on the south side of the structure near the Bacon Creek channel. The location was selected for accessibility and lack of utility conflicts.
- The bridge will be closed to traffic during the test pile program.
- Extensive monitoring equipment, including seismographs, tilt meters, and survey prisms will be placed both on the ground and on nearby bridge piers. These instruments will record real-time movement, displacement, and vibration during the test pile operations.
 - Monitoring equipment will be installed and operated by HDR and their subconsultants.
- The monitoring equipment will need to be protected by contractor installed fencing. The fencing will need to be the first order of work.
 - After the fencing is installed, a one-week period of baseline monitoring will occur prior to pile driving operations.
- Stop-work decisions during driving will be issued solely by DOT personnel. These decisions may be triggered by instrumentation thresholds or unexpected structural behavior. If stop-work periods occur, Working Days will not be charged.
 - Thresholds are listed in the instrumentation and monitoring plan which are available as part of the bidding documents.

Sequence of Operations

- The project will include installing four HP 14x117 test piles, one 54-inch steel test casing, and a PZ-27 (min. size) sheet pile section. Each element will be driven in a defined sequence at varying distances from the bridge to assess vibratory impacts.
- Driving operations will be highly controlled, with one major element typically installed per day to allow adequate monitoring and evaluation between activities. Re-taps will occur on subsequent days to assess setup behavior.
- The sheet pile will be vibrated in, allowed to set for 12 hours, then removed to complete the testing cycle.

4. Industry Questions and Responses

Question 1: Is the intent to install the site fence starting November 2nd? If fencing takes one week, would pile driving start the following week?

- **Concern:**
 - Concerns about schedule and proximity to Thanksgiving holiday.
- **DOT Response:**
 - November 2nd is the intended start for site fence installation. DOT preference is for earlier contractor mobilization if possible.
 - One week of baseline monitoring readings will occur after fencing has been installed.
 - DOT acknowledges timeline risk if delays occur close to the holiday.

Question 2: If DOT issues a stop-work order due to thresholds or weather, will standby time be compensated?

- **DOT Response:**
 - If a stop-work order is issued when driving was expected to occur, contractors would be on standby.
 - DOT encourages contractors to submit this question through BidX so that a formal response can be provided to all potential bidders.

Question 3: Contractors may not be able to get material before year-end. Can non-domestic materials be used since they aren't permanently incorporated?

- **DOT response:**
 - DOT will check Build America, Buy America (BABA) requirements for this project.
 - DOT encourages contractors to submit this question through BidX so that a formal response can be provided to all potential bidders.

Question 4: Can contractors install used casing or used sheet pile for this project?

- **DOT response:**
 - DOT will review this question with the Contracts and Specifications Bureau.
 - DOT encourages contractors to submit this question through BidX so that a formal response can be provided to all potential bidders.

Question 5: Is seven calendar days enough time for pile driving?

- **Concern:**
 - Contractors expect 160-ft piles in multiple pieces, which will likely require more time.
- **Industry Suggestion:**
 - Consider one pile per day plus casing and sheet pile. Total estimated contractor duration between 10-14 working days.
- **DOT Response:**
 - DOT will evaluate the schedule and site times.

Question 6: Hammer requirements for H-pile and sheet pile.

- **Questions:**
 - Should DOT specify a vibratory hammer for the sheet pile?
 - What if a contractor's hammer cannot achieve the required depth – would DOT require a larger hammer?
 - Will DOT accept a D25-32 hammer instead of a D30-32 hammer?
- **DOT Response:**
 - Vibratory hammer requirements are intentionally open-ended to reflect production-like contractor operations and to not exclude potential bidders.
 - If DOT requires a larger hammer during construction, additional compensation would be handled via work order.
 - DOT encourages contractors to submit this question through BidX so that a formal response can be provided to all potential bidders.

Question 7: Do the H piles remain? Does the sheet pile get removed?

- **DOT Response:**
 - H-piles and casing will be cut off and left in place.
 - Sheet pile will be vibrated in, allowed to set 12 hours, then be removed.

Question 8: The bid item shows one lump sum of \$500 for PDA testing. Should this be four separate \$500 items?

- **Concern:**
 - The pricing for this item does not seem appropriate.
- **DOT Response:**
 - Intended as \$500 each, per specifications.
 - DOT will take this concern back to Central Construction for further discussion.

Question 9: If splicing delays pile completion, can re-taps be done on day three rather than day two?

- **DOT Response:**
 - DOT would like to replicate actual production practices.
 - Re-tapping day three is acceptable if consistent with normal operations.

Question 10: Will the instrumentation crew require contractor equipment such as man lifts?

- **DOT Response:**
 - Contractor is only responsible for fencing installation.
 - HDR and their subconsultants will be responsible for all instrumentation installation.
 - Contractors do not need to supply lifts or dig holes.