MEETING NOTES

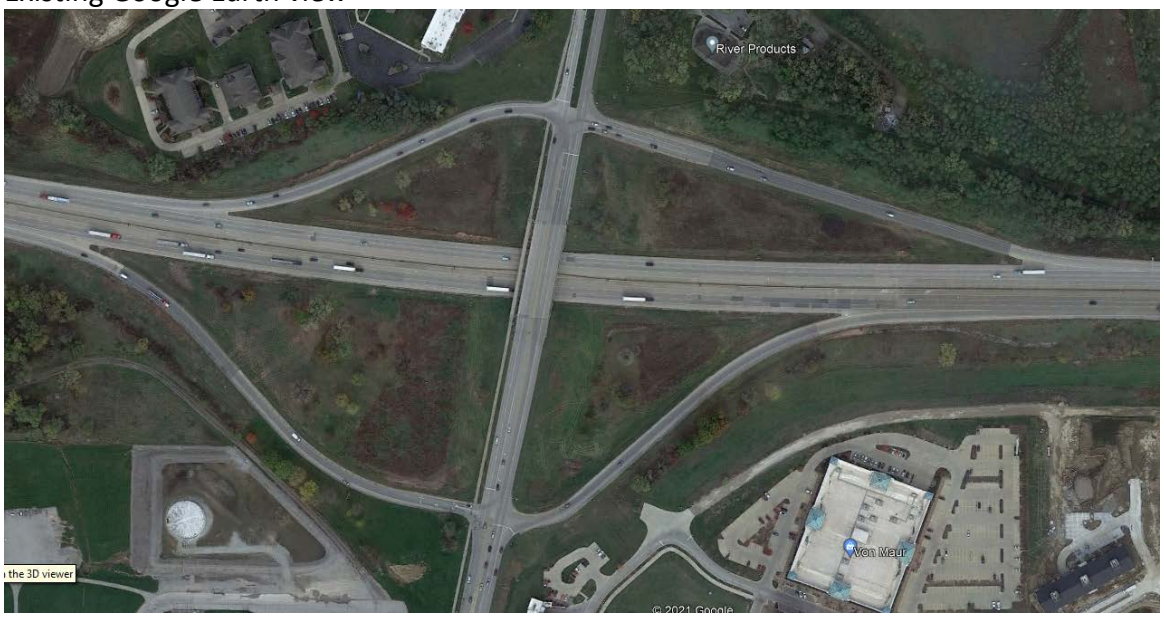
Project:	**I-80 / 1st Avenue Diverging Diamond Interchange in Coralville, Iowa**
Subject:	2021 AGC Informational Meeting
Date:	Friday, September 17 – 10:00 AM to 12:30 PM
Location:	On-line, TEAMS

Attendees listed at end.

This proposed Diverging Diamond Interchange project is anticipated to include:

- staged construction to maintain I-80, 1st Avenue, and ramp traffic,
- grade separated multi-use path (significant MSE walls with expected IFI ground improvement needs, path bridge, path culverts),
- light-weight fill construction over gas pipes, with MSE wall
- ICN-DOT FO relocation tied to the project letting. C&G (for fiber relocation) and fiber relocation before certain other work may begin.

TOPIC	PRESENTER
1. (10:00) Greeting and Introductions There is a small change in the agenda in that we moved the Utilities discussion to the beginning. All information presented is Preliminary and Subject to Change.	Linda Narigon – DOT Project Management Bureau
2. High level project overview. • Letting schedule • Funding Partnership with the City of Coralville, and the lead design consultant HR Green. The City received a $20.5 M dollar federal BUILD Grant and the Iowa DOT is/will be administering the grant. Due to the grant obligation schedule, the project design is accelerated to be able to let in August 2022.	Linda Narigon

Existing Google Earth view  Existing separate sidewalk/bridge on the west side... this will be removed and a new pedestrian bridge will be constructed east of the new bridges. [Slide 2: image of future interchange] The new south facing ramps will be closer to I-80... a new intersection will be located at the existing ramp terminals. 1st Avenue is being raised south of the bridges due to adding longer bridge spans over the interstate.	
3. (10:15) Utilities [refer to slides 3 through 10] City easement; mostly for private utilities [slide 4] Easement across I-80 [slide 5] Magellan pipeline farm overview. The 3 pipes are encased. [slides 6 through 10]	Steve Flockhart
4. 10:30 Project Overview	
a. Project Overview i. DDI overview (how it works) [slide 11] ii. Project Overview, completed project figure [slide 12] iii. Rendering (walls, tunnels, aesthetics, path) [slide 13] iv. Pedestrian/bike accessibility through reconstruction staging	Destry Schildmeier, David Sibert

b. Signals [slide 14]	
c. Drainage [slide 15]	
d. Signs i. I-80 and ramps [slide 16] ii. 1st Ave [slide 17]	
e. Structures Slide 18: noted where MSE walls are along the east side south of I-80 (including over the gas utility pipes), and along the west side north of I-80. Also, at the abutments for all three bridges. Slides 19 and 20: Fill information. Slide 19: Traffic will be using existing ramps while new ramps are constructed. Slide 20: In the table, Ramp A is in the NE quadrant, Ramp B in the SW quadrant, Ramp C in the NW quadrant, and Ramp D in the SE quadrant. Section shown is for Ramp D. (Also see slide 24)	Destry Schildmeier and David Sibert
5. Staging a. First Season: East side (mostly), east roadway bridge, east pedestrian bridge and RCB structures b. Second Season: West side (mostly), west roadway bridge c. Third Season: Finish aesthetics, landscaping, roadside Schedule [Slides 21 and 22]: August 16, 2022 letting May be able to begin some work in the fall of 2022 (dependent on when mobilized, proposed winter traffic operations,...) Two full seasons to have the interchange open to traffic (calendar '23 and calendar '24). Then 3rd season for off-peak minor-closures for final touches. Staging Scroll overview (10 page file of draft J Sheets). Overview of legend. Intent to maintain pedestrian traffic through construction (pink line on the staging figures).	

RCB under IRLP (new side road) staged to maintain traffic on the existing I-80 EB on-ramp.

1st Avenue profile on the south side of I-80 is 5 to 6' higher than existing, in the area of the ramps.

Will need the new east pedestrian path open (with temporary connection on the north end) before the west pedestrian path can be closed.

Draft staging figures notes showing "Winter" work is not to imply all the work shown will be in the winter, but rather that earthwork and some bridge work might start in the winter. The paving shown is not expected to start until spring. The schedule chart shows the assumptions.

6. (11:00) Specific location information and questions [Slide 23]:

    a. Demolition of existing east bridge next to existing west bridge; room for demolition? [Slide 25]. I-80 will need to be closed for demolition of bridge(s) above. The existing west bridge will need to remain in place to carry 1st Avenue traffic during staged construction.

        Contractor Comment: For the demolition of the east (first) bridge, which is 2 inches from the west bridge, traffic should not be on the west bridge; at a very minimum, close at least the east lane of the west bridge. Also, to set beams on the new east bridge, will want to close the west bridge. Look to see how interstate traffic will be maintained at night with both the interstate and 1st Avenue bridges closed. Check if all four ramps will be open to run interstate traffic through the ramps, or if the full interchange will be closed during night demolition.

        Verify if I-80 can be closed in all stages for any demolition needs over I-80 and for any beam placement needs over I-80. If not, verify detours defined. Provide expectations when beams will need to be set by, before other work (certain closures or traffic configurations...) can begin.

    b. Staging of 1st Avenue over gas pipes [Slides 26 and 27]

        Lightweight materials needed over gas pipes to mitigate for settlement. Requires over-excavation to mitigate for adding fill in this area.

Question: EPS foam blocks or light weight concrete... Is there one that makes staging easier than the other?

Thoughts on the slope of the temporary staged fill slope on the east side?

Contractor Comment: Prefer one or the other (EPS foam blocks or light weight concrete) and not to have to deal with both. Blocks are easier to maintain a steeper slope without shoring.

The DOT is in discussion of a base layer of the lightweight concrete as a "foundation" for the foam blocks, and then allowing EPS foam blocks above that.

c. Temp shoring and sections [Slides 28 through 31]:

Slide 29: Discussion: if there is exposed re-bar from the staged concrete, design for 3' work space beyond the rebar if possible (room to work around the rebar).

Slide 31: parts of the MSE wall will need to be staged.

Temp signal pole will be deep and will require staged grading around it. Discussion: will removal cause concerns with new pavement next to it? Relook at staged temp signal poles.

d. I-80 median pier work

Slide 32: 8.5' between TBR and shoring for footing excavation. Is that enough?

Figure showing draft ingress/egress assumptions to the bridges.

Ingress/Egress to be assessed and discussed with FHWA. There may be time restriction based on traffic volumes.

High-level staging may be broken down into additional sub-stages to show intent with respect to traffic control.

Crane in the median. By the time we put a crane in there (32' barrier to barrier), crane will take up at least 25' and will need more room for trucks to get past the crane. If we can gain a couple more feet, that will help. At least on one side of centerline. This might mean 11' lanes in one direction on I-80; design to evaluate options.

Contractor comments: Time I-80 traffic shifted out; time needed in the median? If bridges are done and cleaned up, don't need room in the median, but if just a month or so between bridge work, it is beneficial to keep the TBR in place to keep some equipment and materials in the median area... Otherwise it takes time and effort to get all the stuff out and to shift traffic back, just to reverse that again. Discussion: If there are several months between active work in the interstate median, it might be worth shifting traffic back to more normal configuration for a time, to reduce interstate traffic restrictions for that time. e. SW corner of west bridge, on 1st Avenue; room for staging and bridge construction [Slide 33] No concerns noted.	
7. (11:30) DOT-ICN Fiber Slide 34: DOT-ICN fiber will be let as part of the DDI project... Will be the prime contractor's responsibility to coordinate the relocation. DOT looking at lead times on fiber and other risks.	
8. (11:40) General Q&A/Comments (some are noted above in blue text). Size of beams: 100' long BTBs Initial Stage might begin in Sept 2022: Sheet 2. Bridge foundations and grading could be going in the winter, with the paving in the spring. There are I-80 ramp extensions as part of this stage (hiding behind the removal hatching). I-80 ramp work would be spring work (not winter paving). One main goal in the schedule is to hit the stage needed before the second winter (2023/2024), which is to have the east side done before the second winter. All work is planned to be let under one contract: bridges, DOT-ICN fiber, grading, signals, signing, landscaping, erosion control... Contract time in the spring of 2025 for plantings, color sealant, painting, etc. Completion Date Contract?: Not discussed yet. Important to meet the goals before the second winter (end of calendar 2023), by the end of calendar 2024 for	Team

an open interchange, by the end of calendar 2025 for full completion of all work (roadside, landscaping, aesthetics, etc.).	
9. (12:00) Closing Comments	DOT

Attendance:

DOT: Steve Flockhart, Zach Abrams, Danielle Alvarez, Clayton Burke, Matthew Buttz, Mark Dunn, Mark Harle, John Hart, Steve Megivern; Stacy Ryan, Jim Schnoebelen, Melissa Serio, Cedric Wilkinson, Linda Narigon

HR Green: Destry Schildmeier, David Sibert, Stan Stallsmith, Bryan Dannen, Sean Connor

Terracon: Gary F. Miller, Matthew Cushman

City: Scott Larson

FHWA: Lisa McDaniel

Contractors:

Tyler Gustafson – Peterson Contractors
Jordan Muller – Peterson Contractors
Zach Steffen – Peterson Contractors
Andy Stone – United Contractors
Mark with Iowa Plains Signing (515-685-3536)
Ron Otto – Iowa AGC
Cramer and Associates, Inc.
CNC Foundations
Mike Nate – Kraemer North America, LLC
Jesse Spain
Kevin Kangas
Timothy McAndrew
Todd Scott