A d d e n d u m

Iowa Department of Transportation
Office of Contracts

Date of Letting: September 18, 2012
Date of Addendum: September 10, 2012

B.O.	Proposal ID	Proposal Work Type	County	Project Number	Addendum
101	07-3807-117	PCC PAVEMENT - GRADE & REPLACE	BLACK HAWK	IMX-380-7(117)64--02-07	18SEP101.A04

Notice: Only the bid proposal holders receive this addendum and responsibility for notifying any potential subcontractors or suppliers remains with the proposal holder.

Attached is a SCHEDULE OF PRICES for the following items:

Line No. 0711 2599-9999005 EMERGENCY PATCHES, FULL-DEPTH, FINISH, BY COUNT
Line No. 0712 2599-9999005 MOBILIZATION FOR EMERGENCY PATCHING
Line No. 0713 2599-9999018 EMERGENCY PATCHES, FULL-DEPTH, FINISH, BY AREA

Bid these items as instructed and submit the bid for these items with the Bid Proposal.

Make the following changes to the PROPOSAL SCHEDULE OF PRICES:

Change Line No. 0020 2102-0425071 SPECIAL BACKFILL from 61,642.000 CY to 62,215.000 CY.

Change Line No. 0050 2102-2713090 EXCAVATION, CLASS 13, WASTE from 31,120.000 CY to 31,200.000 CY.

Change Line No. 0060 2111-8174100 GRANULAR SUBBASE from 162,320.000 SY to 150,978.000 SY.

Change Line No. 0070 2113-0001100 SUBGRADE STABILIZATION MATERIAL, POLYMER GRID from 164,933.000 SY to 166,475.000 SY.

Change Line No. 0080 2115-0100000 MODIFIED SUBBASE from 4,220.000 CY to 7,092.000 CY.

Change Line No. 0100 2122-5190007 PAVED SHOULDER, P.C. CONCRETE, 7 IN. from 2,331.900 SY to 2,573.600 SY.

Change Line No. 0130 2123-7450000 SHOULDER CONSTRUCTION, EARTH from 760.900 STA to 789.800 STA.

Change Line No. 0150 2301-1004115 STANDARD OR SLIP-FORM PORTLAND CEMENT CONCRETE PAVEMENT, QM-C, CLASS 3I DURABILITY, 11.5 IN. from 164,933.000 SY to 166,475.000 SY.

Change Line No. 0160 2301-9090000 QUALITY MANAGEMENT - CONCRETE (QM-C) from 52,687.000 CY to 53,180.000 CY. Change Bid Amount from 52,687.00 to 53,180.00

Change Line No. 0410 2510-6745850 REMOVAL OF PAVEMENT from 185,495.700 SY to 190,131.500 SY.

If the quantities are not changed on the proposal form, the bid amounts will be extended using the unit price times the correct quantities as shown here.

Make the following change to plan sheet A.1:

Replace plan sheet A.1 with attached plan sheet A.1

Make the following change to plan sheets B.7 and B.9:

Replace plan sheets B.7 and B.9 with attached plan sheets B.7 and B.9

Make the following changes to plan sheet C.1:

For Item Code 2102-0425071:

In the Estimate Reference Information change 55410 CY to 55924 CY and change 744 CY to 803 CY.

For Item Code 2102-2713090:

In the Estimate Reference Information add the following:

"and 80 cu. yds. for shoulder replacement on the ramps." to the paragraph of the breakdown of quantities for the item.

In the Estimate Reference Information add the following:

Bid price for Class 13 Waste is to include the removal of three 8' long 18" CMP median drain extensions on the median side of the northbound lanes at the following locations: Sta. 145+00.00, 284+06.52, and 11+450.85. The removed extensions shall be disposed of per Standard Specification 1106.07.

Make the following change to plan sheet C.2:

For Item Code 2123-7450000:
Change 22093 CY to 22,936 CY

For Item Code 2510-6745850:
Delete the following sentences:
"Existing intakes and boxouts on mainline are to be U.A.C.".

"When crossovers are removed they shall be sawcut at the adjacent shoulder width and the pavement left in place as shoulder. Detour pavement beyond shoulder shall be removed."

Correct the typo of "shallb e" to "shall be"

Make the following change to plan sheet C.3:

The following is Estimate Reference Information for Items:
2599-9999005 Mobilization for Emergency Patching,
2599-9999005 Emergency Patches , Full Depth, Finish, By Count
2599-9999018 Emergency Patches , Full Depth, Finish, By Area

For any emergency full depth patching needs, initial temporary repair will be done by Iowa DOT Maintenance forces to maintain traffic on I380. The contractor shall provide a 24 hour per day telephone number to receive notice to mobilize for emergency full depth patching. The contractor shall mobilize to the site to begin work within 36 hrs. of notification to begin emergency full depth patching. The contractor will be required to perform emergency patching between 7:00 p.m. and 6:00 a.m. with the exception that on Sunday nights the work cannot begin until 9:00 p.m. I380 traffic will be detoured offsite by Iowa DOT Maintenance forces and law enforcement personnel during the time this emergency patching work is being done. In the event that 36 hours after the notification to mobilize does not allow for a full nights work (i.e. the 36 hour mobilization period ends after 9:00 p.m. on Sunday or 7:00 p.m. other days of the week) the contractor will have until the following evening at 9:00 p.m. on Sunday or 7:00 p.m. other days of the week to mobilize to begin patching. The bid item for Mobilization for Emergency Full Depth Patching will be measured and paid for as per each occurrence that the contractor is given notice to mobilize to do the emergency full depth patching. Failure to respond to the first opportunity for a full nights work, as explained above within 36 hours after notification, will result in an initial price adjustment of $10,000 and $10,000 for each additional 24 hour period thereafter. Article 2529 of the current Standard Specifications shall apply. Full depth PCC patches with dowels will be required and sealing of joints will not be necessary.

Make the following change to plan sheet C.6:

Replace Tabulation 110-1 with attached Tabulation 110-1

Make the following change to plan sheets C.8 and C.9:

Replace Tabulation 100-24 with attached Tabulation 100-24

Make the following change to plan sheet C.10:

Replace Tabulation 112-9 with attached Tabulation 112-9

Make the following change to plans sheets J.1, J.3, J.14 and J.29:

Replace plan sheets J.1, J.3, J.14 and J.29 with attached plan sheets J.1, J.3, J.14 and J.29

Make the following change to plan sheet N.2:

Delete Special Sign "New Traffic Pattern." A sign will be provided by the Iowa Department of Transportation.

Make the following change to plan sheets U.2, U.5 and U.6:

Replace plan sheets U.2, U.5 and U.6 with attached plan sheets U.2, U.5 and U.6:

Make the following change to plan sheet U.10:

Under possible contract items, change Bridge Approach RK-25 to Bridge Approach RK-20.

This addendum includes a fix for Expedite that occurred with ADDENDUM.18SEP101.A03.

Bid Order No.: 101
Proposal ID No.: 07-3807-117 Letting Date: September 18, 2012
Primary Work Type: PCC PAVEMENT - GRADE & REPLACE 10:00 A.M.
Primary County: BLACK HAWK

ITEMS LISTED ON THIS PAGE ARE ADDED BY ADDENDUM 18SEP101.A04

Line No	Item Number / Item Description	Item Quantity and Unit	Unit Price Dollars	Unit Price Cts	Bid Amount Dollars	Bid Amount Cts
Section 0001 (CONTINUED) ROADWAY ITEMS						
0711	2599-9999005 EMERGENCY PATCHES, FULL-DEPTH, FINISH, BY COUNT	10.000 EACH	.		.	
0712	2599-9999005 MOBILIZATION FOR EMERGENCY PATCHING	3.000 EACH	.		.	
0713	2599-9999018 EMERGENCY PATCHES, FULL-DEPTH, FINISH, BY AREA	70.000 SY	.		.	
	Total Bid		.		.	

BLACK HAWK Co. PCC PAVEMENT-GRADE & REPLACE IMX-380-7(117)64--02-07

LETTING DATE 9/18/2012

INDEX OF SHEETS

No.	DESCRIPTION
A Sheets	**Title Sheets**
A.1	Title Sheet
B Sheets	**Typical Cross Sections and Details**
B.1 - 11	Typical Cross Sections and Details
C Sheets	**Quantities and General Information**
C.1	Project Description
C.1	Estimated Project Quantities
C.1 - 3	Estimate Reference Information
C.3	Standard Road Plans
C.4	Index of Tabulations
C.4	General Notes
C.5	Pollution Prevention Plan
C.6 - 18	Tabulations
CS Sheets	**Soils Quantities & General Information**
CS.1 - 3	Soils Subdrain Tabulations
D Sheets	**Mainline Plan and Profile Sheets**
* D.1	Plan & Profile Legend & Symbol Information Sheet
* D.2 - 14	I380
G Sheets	**Survey Sheets**
G.1 - 3	Reference Ties and Bench Marks
G.4 - 6	Horizontal Control Tab. & Super for all Alignments
J Sheets	**Traffic Control and Staging Sheets**
* J.1	Traffic Control Plan
* J.1	Staging Notes Stage
* J.1	Tabulation of Special Events
* J.2	Traffic Control & Staging Legend & Symbol Info. Sheet
* J.3 - 21	Staging and Traffic Control Sheets Stage 2
* J.22 - 24	Staging and Traffic Control Sheets Stage 2B
* J.25 - 35	Staging and Traffic Control Sheets Stage 2C
* J.36 - 38	Staging and Traffic Control Sheets Stage 3
* J.39 - 41	Staging and Traffic Control Sheets Stage 4
* J.42	Lane Closure on Divided Highway
K Sheets	**Interchange Sheets**
* K.1	Interchange Layout Sheets I380/US20/US218/IA27
* K.2	Interchange Layout Sheet River Forest Rd.
* K.3	Interchange Layout Sheet Evansdale Rd.
* K.4	Interchange Layout Sheet County Road V49
* K.5	Interchange Layout Sheets I380/US20/IA27
* K.6 - 7	Interchange Plan and Profile Sheets I380/US20/IA27
L Sheets	**Geometric, Staking, and Jointing Sheets**
L.1 - 8	Outside shoulder Sta. 220+00 to Sta. 234+10

Iowa Department of Transportation

Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

INTERSTATE ROAD SYSTEM

BLACK HAWK COUNTY

PCC PAVEMENT-GRADE & REPLACE

In The City Of Evansdale From US20 Interchange N. To River Forrest Rd. (NBL)

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

Value Engineering Saves. Refer to Article 1105.15 of the Specifications.

Profiles in this plan are from as-built plans.

IOWA ONE CALL 1-800-292-8989 www.iowaonecall.com 811

REVISIONS

TOTAL 170
PROJECT IDENTIFICATION NUMBER
11-07-380-010
PROJECT NUMBER
IMX-380-7(117)64--02-07
R.O.W. PROJECT NUMBER
N/A

INDEX OF SHEETS

No.	DESCRIPTION
M Sheets	**Storm Sewer Sheets**
M.1	Storm Sewer Tabulations
M.2 - 4	Storm Sewer Plan and Profile
M.5 - 7	Storm Sewer Details
N Sheets	**Traffic and Safety Sheets**
N.1	Traffic and Safety Tabulations
N.2	Special Signs
N.3	I380/US20 Ramp D Detour Route
U Sheets	**500 Series, Mod.Stds. and Detail Sheets**
U.1	Crossover #1 at Sta. 140+00
U.2	Crossover #2 Evandale Road Interchange WB Entrance
U.3	Crossover #3 Evandale Road Interchange Ramp C
U.4	Crossover #4 Evandale Road Interchange Ramp A
U.5	Crossover #5 Evandale Road Interchange WB Exit
U.6	Crossover #6 I380/US20/IA27 Interchange Ramp C
U.7	Slotted Drain Details for Median Crossovers
U.8	Temporary Emergency Pullout
U.9	Bridge Approach Cedar River (I380/US20 and Ramp H)
U.10 - 11	Bridge Approach Details Cedar River and Elk Run Creek
U.12 - 14	Superelevation Details For Four Lane Roadway
U.15 - 17	Superelevation Details For Two Lane Ramp
U.18	Geo. & Staking Details WB River Forest Rd Ent Taper
U.19	Geo. & Staking Details WB River Forest Rd Exit Taper
U.20	Geo. & Staking Details WB Elk Run Heights Ent Taper
U.21	Geo. & Staking Details WB Elk Run Heights Exit Taper
U.22	Geo. & Staking Details WB Raymond Rd Ent Taper
U.23	Geo. & Staking Details WB Raymond Rd Exit Taper
U.24 - 26	Geo. & Staking Details WB I380 Ramp C Ent Taper
U.27	Geo. & Staking Details NB I380/US20 Ramp D Exit Taper
U.28 - 31	Jointing Details For Ramp Tapers
V Sheets	**Bridge and Culvert Situation Plans**
V.1 - 2	Paving Notch Replacement McCoy Road Bridge
V.3 - 4	Paving Notch Replacement Poyner Creek Bridge
V.5 - 8	Paving Notch Replacement Cedar River Bridge
V.9 - 10	Bridge Situation Plan - Cedar River
V.11	Bridge Situation Plan - River Forest Road
V.12	Bridge Situation Plan - Elk Run Creek
V.13	Bridge Situation Plan - McCoy Road
V.14	Bridge Situation Plan - Evansdale Road
V.15	Culvert Situation Plan - Sta. 298+36.52
V.16	Bridge Situation Plan - Gilbertville Road
V.17	Bridge Situation Plan - Poyner Creek
V.18	Bridge Situation Plan - Co. Rd. V49 (Raymond Rd.)
V.19	Bridge Situation Plan - US 20 over Ramp C
	* Color Plan Sheets

M.P. 231.34
STA. 554+54.55
BEGIN PROJECT

EQUATION:
M.P. 231.55
STA. 565+96.60 BK =
STA. 66+06.09 AH =

M.P. 232.33 BK =
M.P. 70.92 AH

M.P. 70.76
STA. 115+52.77
BEGIN PROJECT

EQUATION:
M.P. 64.87 BK =
STA. 449+59.55 BK =
STA. 557+38.93 South
M.P. 64.87 South

M.P. 63.96
Sta. 509+56.50
END PROJECT

LOCATION MAP SCALE
0 1 2 3
Miles

MILEAGE SUMMARY

105-1
09-27-94

Div.	Location	Lin. Ft.	Miles
1	Rural		
	I380		
	Sta. 132+68.86 to Sta. 419+32.93	28664.07	5.429
	Deduct Bridge at Sta. 200+50.44	339.50	0.064
	Deduct Bridge at Sta. 242+16.74	143.00	0.027
	Deduct Bridge at Sta. 361+23.29	159.67	0.030
	I380 Ramp C		
	Sta. 3547+08.55 to 3587+02.91	3994.36	0.757
	I380 South		
	Sta. 524+36.50 to Sta. 547+08.55	2272.05	0.430
	Total Length of Roadway in Project	35572.65	6.737
	Total Length of Bridge in Project	642.17	0.121
	Total length of Division 1	34930.48	6.616

DESIGN DATA RURAL

2012	AADT	31,800	V.P.D.
2032	AADT	49,600	V.P.D.
20--	DHV	--	V.P.H.
TRUCKS		20	%
Total Design ESALs		--	

INDEX OF SEALS

SHEET NO.	NAME	TYPE
A.1	Elijah D. Gansen	Primary Signature Block
CS.1	Robert L. Stanley	Geotechnical Design
N.1	Zachary Abrams	Signing Design
V.1	James S. Nelson	Structural Design

ROADWAY DESIGN

LICENSED PROFESSIONAL ENGINEER Elijah D. Gansen 18957 IOWA

I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

Signature: Elijah D. Gansen — Date: 1-17-2011

Elijah D. Gansen
Printed or Typed Name

My license renewal date is December 31, 2013

Pages or sheets covered by this seal: A.1,B.1-B.13,C.1-C.18,D.1-D.14,G.1-G.6, J.1-J.42,K.1-K.7,L.1-L.8,M.1-M.7,U.1-U.31,V.9-V.19

Section shown in the direction of traffic.

Mainline Jointing:
Transverse joints: CD at 20' spacing
Longitudinal joint: L-2

Direction of Travel	BEGIN STATION	END STATION	MW Feet
			4DP_ 10-19-10
NB	384+40.43	419+32.85	64

Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: L-2 or KT-2
Transverse joints: CD at 20' spacing

Direction of Travel	BEGIN STATION	END STATION	P Feet
			4_P_FullPCC_ 10-19-10
NB	384+40.43	419+32.85	6

Auxiliary Lane

Longitudinal joint: L-2 or KT-2
Transverse joint: Match Mainline

Direction of Travel	BEGIN STATION	END STATION	AR1 Feet	AR2 Feet	AR3 Feet	P Feet
			4_AuxLane_PCC_ Modified			4_AL_Shldr_FullPCC_ 10-19-10
NB	384+40.43	388+97.31	16.0	33.8-2.0	—	6
NB	388+97.31	389+87.85	18.0-14.0	—	—	6
NB	389+87.85	398+77.90	12.0	—	—	10
NB	398+77.90	409+98.31	12.0-14.0	—	—	10
NB	409+98.31	416+16.40	12.0	2.0-14.0	—	10
NB	416+16.40	419+32.85	12.0	12.0	2.0-30.0	10
NB	405+55.10	407+05.10	0.0-12.0	—	—	10

Auxiliary Lane Full Depth Shoulder

Shoulder Jointing:
Longitudinal joint: L-2 or KT-2
Transverse joints: CD at 20' spacing

Section shown in the direction of traffic.

Mainline Jointing:
Transverse joints: CD at 20' spacing
Longitudinal joint: L-2

Direction of Travel	BEGIN STATION	END STATION	MW Feet
			4DP_ 10-19-10
NB	538+55.48	544+86.05	64

Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: L-2 or KT-2
Transverse joints: CD at 20' spacing

Direction of Travel	BEGIN STATION	END STATION	P Feet
			4_P_FullPCC_ 10-19-10
NB	538+55.48	544+86.05	6

Auxiliary Lane

Longitudinal joint: L-2 or KT-2
Transverse joint: Match Mainline

Direction of Travel	BEGIN STATION	END STATION	AR1 Feet	AR2 Feet	P Feet
			4_AuxLane_PCC_ Modified		4_AL_Shldr_FullPCC_ 10-19-10
NB	538+55.48	539+12.63	2.0-4.0	—	8-6
NB	539+12.63	541+14.16	4.0-18.0	—	6
NB	541+14.16	544+86.05	16.0	2.0-27.9	6

Auxiliary Lane Full Depth Shoulder

Shoulder Jointing:
Longitudinal joint: L-2 or KT-2
Transverse joints: CD at 20' spacing

Section shown in the direction of traffic.

Mainline Jointing:
Transverse joints: CD at 20' spacing
Longitudinal joint: L-2

Direction of Travel	BEGIN STATION	END STATION	MW Feet
			4DP_ 10-19-10
NB	524+36.50	538+55.48	64
NB	544+86.05	547+08.71	64

Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: L-2 or KT-2
Transverse joints: CD at 20' spacing

Direction of Travel	BEGIN STATION	END STATION	P Feet
			4_P_FullPCC_ 10-19-10
NB	524+36.50	538+55.48	6
NB	544+86.05	547+08.71	6

Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: L-2 or KT-2
Transverse joints: CD at 20' spacing

Direction of Travel	BEGIN STATION	END STATION	P Feet
			4_P_FullPCC_ 10-19-10
NB	524+36.50	538+55.48	10
NB	544+86.05	547+08.71	10

See Tab 100-24 for pavement quantities.

See Tab 112-9 for shoulder quantities.

I-380 NORTHBOUND LANES

ENGLISH	IOWA DOT	DESIGN TEAM Flattery\Gansen\Janechek	BLACK HAWK COUNTY	PROJECT NUMBER IMX-380-7(117)64--02-07	SHEET NUMBER B.7

10:22:55 AM 9/5/2012 egansen W:\Projects\0738001011\Design_(117)_Grade_and_Pave\07380117b01.sht

8" PCC Shoulder Strengthening

Jointing:
Longitudinal joint: B
Transverse joints: C at 15' spacing

ROAD IDENTIFICATION	STATION TO STATION		(P) Feet
I-380 NB	132+68.90	134+82.00	6
I-380 NB	521+36.50	547+08.55	8.5
US 20 Ramp C	3547+08.55	3587+02.91	8.5

8" PCC Shoulder Strengthening

Jointing:
Longitudinal joint: BT-3
Transverse joints: C at 15' spacing

ROAD IDENTIFICATION	STATION TO STATION		(P) Feet
I-380 NB	521+16.50	524+36.50	10

See Tab 100-24 for pavement quantities.

I-380 NB
I-380/US 20 RAMP C

7" PCC Shoulder

PCC Shoulder Jointing:
Longitudinal joint: BT-1 or BT-3
Transverse joints: C at 20' spacing

4_P_ALT_
10-19-10

Direction of Travel	BEGIN STATION	END STATION	(P) Feet
EB	554+54.55	558+09.87	6
WB	561+35.19	564+90.51	6
NB	428+82.02	439+17.98	6
SB	428+82.02	439+17.98	6
SB	521+79.74	524+36.50	6

7" PCC Shoulder

PCC Shoulder Jointing:
Longitudinal joint: BT-1 or BT-3
Transverse joints: C at 20' spacing

4_P_ALT_
10-19-10

Direction of Travel	BEGIN STATION	END STATION	(P) Feet
SB	521+61.37	524+36.50	10

See Tab 112-9 for shoulder quantities.
Match the adjacent shoulder rumble strip pattern for 7" PCC shoulder installations
7" PCC shoulder item includes all materials, labor, and equipment
for installing rumble strip in the 7" PCC shoulders

EXISTING I-380/US20

7" PCC Shoulder

PCC Shoulder Jointing:
Longitudinal joint: BT-1 or BT-3
Transverse joints: C match adjacent pavement spacing

4_P_ALT_
10-19-10

ROAD IDENTIFICATION	Direction of Travel	BEGIN STATION	END STATION	(P) Feet
River Forest Rd. Ramp C	NB	141+73.7 *	141+88.7 *	4
River Forest Rd. Ramp A	NB	162+08.7 *	162+98.7 *	4
Evansdale Rd. Ramp C	NB	3544+50.0	3546+15.1	4
Evansdale Rd. Ramp A	NB	1561+26.3	1562+90.0	4
Raymond Rd. Ramp C	NB	357+50.0 *	358+05.0 *	4
Raymond Rd. Ramp A	NB	384+20.4 *	384+40.4 *	4
I-380 Ramp D	NB	544+86.1 *	545+21.1 *	4
		* Denotes Mainline Stationing		

See Tab 100-24 for pavement quantities.

I-380 NB
RAMP SHOULDER REPLACEMENT

REMOVAL OF PAVEMENT

Refer to Tabulation 102-5

* Not a Bid Item

Begin Station	End Station	Pavement Type	Area SY	Saw Cut* LF	Intakes and Utility Accesses No.	Remarks
STAGE 1						
132+68.9	134+82.0	PCC	142.1	219.2		NB I-380 Median Shoulder
134+82.0	138+42.2	PCC	240.1	366.2		NB I-380 Median Shoulder
257+85.9	261+07.1	PCC	214.1	333.2		NB I-380 Median Shoulder
3545+21.7	3546+15.1	PCC	41.5	101.4		Evansdale Ramp 'C' Inside Shoulder
1561+26.3	1562+20.5	PCC	41.9	102.2		Evansdale Ramp 'A' Inside Shoulder
278+33.8	281+76.8	PCC	228.7	355.0		NB I-380 Median Shoulder
413+33.7	418+02.4	PCC	312.5	480.7		NB I-380 Median Shoulder
428+82.0	432+56.5	PCC	249.7	386.5		NB I-380 Median Shoulder
435+43.5	439+18.0	PCC	249.7	386.5		NB I-380 Median Shoulder
3547+08.6	3587+02.9	PCC	2662.9	4006.4		I-380/US 20 Ramp C Inside Shoulder
521+36.5	547+08.6	PCC	1714.7	2584.1		NB I-380 Median Shoulder
521+16.5	524+36.5	PCC	355.6	340.0		NB I-380 Outside Shoulder
STAGE 2						
141+73.7	199+28.5	PCC	27585.2	48.0		NB I-380
162+08.1	162+98.7	PCC	40.0	94.0		4' Shoudler on Ramp A (Main Line Stationing)
202+30.3	241+40.7	PCC	17578.2	0.0		NB I-380
242+80.5	259+00.0	PCC	8233.1	55.4		NB I-380
260+50.9	278+91.6	PCC	8201.8	68.0		NB I-380
281+00.0	360+32.7	PCC	36853.1	86.3		NB I-380
357+50.0	358+05.0	PCC	24.4	59.0		4' Shoudler on Ramp C (Main Line Stationing)
384+20.4	384+40.4	PCC	8.9	24.0		4' Shoudler on Ramp A (Main Line Stationing)
361+81.0	417+28.0	PCC	30331.1	69.5		NB I-380
417+28.0	419+28.5	PCC	490.1	202.7		NB I-380 Outside Lane and Shoulder
3547+08.6	3587+02.9	PCC	9764.0	3994.4		I-380/US 20 Ramp C Outside Lane and Shoulder
544+86.1	547+08.6	PCC	543.9	244.5		NB I-380 Outside Lane and Shoulder
524+36.5	535+61.7	PCC	2750.5	1169.2		NB I-380 Outside Lane and Shoulder
STAGE 2B						
535+61.7	544+86.1	PCC	3531.5	26.0		NB I-380 Outside Lane, Shoulder and Ramp Taper
544+86.1	545+21.1	PCC	15.6	39.0		4' Shoudler on Ramp D (Main Line Stationing)
STAGE 2C						
259+00.0	260+50.9	PCC	1028.5	26.0		NB I-380
278+91.6	281+00.0	PCC	1555.8	26.0		NB I-380
417+28.0	419+32.9	PCC	1347.4	40.0		NB I-380
3547+08.6	3587+02.9	PCC	7988.7			I-380/US 20 Ramp C Inside Lane and Shoulder
524+36.5	547+08.6	PCC	4544.1	18.0		NB I-380 Inside Lane and Shoulder
STAGE 3						
132+01.4	138+50.0	PCC	4042.2	1020.3		NB I-380 Outside Lanes and Shoulder
141+73.7	141+88.7	PCC	6.7	19.0		4' Shoudler on Ramp C (Main Line Stationing)
STAGE 4						
131+77.8	141+73.7	PCC	1937.7	990.3		NB I-380 Inside Lane and Shoulder
STAGE 5						
554+54.6	558+09.9	DETOUR	236.9	367.3		US20W EB US20 Inside Shoulder
561+35.2	564+90.5	DETOUR	236.9	367.3		US20W WB US20 Inside Shoulder
3544+50.0	3545+17.7	PCC	30.1	71.7		4' Shoudler on Ramp C
136+03.2	142+27.8	DETOUR	900.3	139.1		Median Crossover Sta. 140+00
250+14.9	261+07.2	DETOUR	2676.1	333.3		Median Crossover Sta. 259+47
1562+20.5	1562+90.0	PCC	30.9	73.5		4' Shoudler on Ramp A
260+97.7	262+12.4	DETOUR	160.0	72.0		Crossover Sta. 260+98
277+26.4	278+44.4	DETOUR	159.9	70.5		Crossover Sta. 278+09
278+33.8	286+46.8	DETOUR	2579.6	355.0		Median Crossover Sta. 280+05
401+62.3	418+02.1	DETOUR	3993.8	480.5		Median Crossover Sta. 415+68
428+82.0	439+18.0	DETOUR	2218.5	2095.9		Median Crossover Sta. 434+00 (Incl. both shoulders)
521+61.4	524+36.5	DETOUR	305.7	295.1		SB I-380 Outside Shoulder

REMOVAL OF PAVEMENT

Refer to Tabulation 102-5

* Not a Bid Item

Begin Station	End Station	Pavement Type	Area	Saw Cut*	Intakes and Utility Accesses	Remarks
			SY	LF	No.	
521+79.7	524+36.5	DETOUR	171.2	268.8		SB I-380 Inside Shoulder
		TOTALS:	**188555.5**	**22970.8**		

TABULATION OF PAVEMENT

(1) Quantity includes Pavement Header.
(2) Does not include Island area.
(3) Refer to PV-410, PV-411, PV-412, and PV-414.

Location						(1) Area															Total Area By Pavement Thickness SY		Modified Subbase	Granular Subbase	Special Backfill	Remarks
Road Indentification	Station to Station		Width	Length	Area	(2) A	B	C	D	E	F	G	H	(2) I	J	K	L	M	Inside Shoulder	Outside Shoulder	DETOUR	11½ IN	CY	SY	TON	
			FT	FT	SY																					
I-380 NB	132+68.9	136+00.0	36	331	1325																	1325	221		834	
I-380 NB	136+00.0	141+73.7	24	574	1530																	1530	255		964	
I-380 NB	141+73.7	198+34.1	26	5660	16352																	16352		16352	10302	
I-380 NB	203+25.3	240+78.6	26	3753	10843																	10843		10843	6831	
I-380 NB	243+42.5	359+63.2	26	11621	33571																	33571		33571	21150	
I-380 NB	362+50.6	384+40.4	26	2190	6326																	6326		6326	3985	
I-380 NB	384+40.4	389+87.9	24	547	1460																	1460		1460	920	
I-380 NB	389+87.9	398+77.9	36	890	3560																	3560		3560	2243	
I-380 NB	398+77.9	419+32.9	24	2055	5480																	5480		5480	3452	
I-380 NB	524+36.5	547+08.6	24	2272	6059																	6059	1495		3817	
RAMP TAPERS																										
River Forest Road Ramp C	136+00.0	141+73.7		574											1306							1306		1306	823	
River Forest Road Ramp A	162+98.9	169+34.2		635											1487							1487		1487	937	
Elk Run Heights Ramp C	249+04.3	260+50.9		1147											1639							1639		1639	1033	
Elk Run Heights Ramp A	278+91.6	285+24.3		633											1482							1482		1482	934	
Raymond Road Ramp C	346+82.3	357+50.0		1068											1438							1438		1438	906	
Raymond Road Ramp A	384+40.4	389+87.9		547											1845							1845		1845	1162	
US 20 Ramp C	398+77.9	419+32.9		2055											4277							4277		4277	2695	
I-380 Ramp D	538+55.5	544+86.1		631											1543							1543	381		972	
I-380 NB Shoulders	132+28.9	136+00.0	10	371																412		412	89		260	
I-380 NB Shoulders	132+68.9	136+00.0	6	331															221			221	55		139	
I-380 NB Shoulders	136+00.0	137+99.9	6/8-6	200															133	167		300	72		189	
I-380 NB Shoulders	137+99.9	141+73.7	6	374															249	249		498	125		314	
I-380 NB Shoulders	141+73.7	162+98.9	6/8	2125															1417	1889		3306		4723	2083	
I-380 NB Shoulders	162+98.9	169+34.2	6	635															424	424		847		1271	534	
I-380 NB Shoulders	169+34.2	198+34.1	8	2900																2578		2578		3544	1624	
I-380 NB Shoulders	169+34.2	198+73.9	6	2940															1960			1960		2940	1235	
I-380 NB Shoulders	202+85.3	214+64.4	8	1179																1048		1048		1441	660	
I-380 NB Shoulders	214+64.4	241+18.3	9	2654																2654		2654		3538	1672	(1)
I-380 NB Shoulders	203+25.3	240+98.5	6	3773															2516			2516		3773	1585	
I-380 NB Shoulders	243+02.9	249+04.3	9	601																601		601		802	379	(2)
I-380 NB Shoulders	249+04.3	255+41.3	7	637																495		495		708	312	(3)
I-380 NB Shoulders	255+41.3	260+50.9	6	510																340		340		510	214	
I-380 NB Shoulders	260+50.9	278+91.6	8	1841																1636		1636		2250	1031	
I-380 NB Shoulders	278+91.6	285+24.3	6	633																422		422		633	266	
I-380 NB Shoulders	285+24.3	346+82.3	8	6158																5474		5474		7526	3448	
I-380 NB Shoulders	346+82.3	357+50.0	6	1068																712		712		1068	448	
I-380 NB Shoulders	357+50.0	359+83.2	8	233																207		207		285	131	
I-380 NB Shoulders	243+22.6	359+83.2	6	11661															7774			7774		11661	4897	
I-380 NB Shoulders	362+10.6	384+40.4	8	2230																1982		1982		2725	1249	
I-380 NB Shoulders	384+40.4	388+97.3	6	457																305		305		457	192	

TABULATION OF PAVEMENT

(1) Quantity includes Pavement Header.
(2) Does not include Island area.
(3) Refer to PV-410, PV-411, PV-412, and PV-414.

Location						(1) Area																			
Road Indentification	Station to Station		Width	Length	Area	(2) A	B	C	D	E	F	G	H	(2) I	J	K	L	M	Inside Shoulder	Outside Shoulder	Total Area By Pavement Thickness SY DETOUR	11½ IN	Modified Subbase	Granular Subbase	Special Backfill	Remarks
			FT	FT	SY																	CY	SY	TON	
I-380 NB Shoulders	388+97.3	389+87.9	6-8	91																70		70		101	44	
I-380 NB Shoulders	389+87.9	419+32.9	10	2945																3272		3272		4254	2062	
I-380 NB Shoulders	362+30.6	419+32.9	6	5702															3802			3802		5702	2395	
I-380 NB Shoulders	524+36.5	538+55.5	10	1419																1577		1577	430		993	
I-380 NB Shoulders	538+55.5	539+12.6	8-6	57																48		48	12		30	
I-380 NB Shoulders	539+12.6	544+86.1	6	573																382		382	98		241	
I-380 NB Shoulders	544+86.1	547+08.7	10	223																247		247	67		156	
I-380 NB Shoulders	524+36.5	547+08.7	6	2272															1515			1515	390		954	
US 20 Ramp C	3547+08.6	3587+02.9	24	3994	10652														2663	4438		17753	3403		11184	
I-380 SB	212+60.0	214+80.0	6	220	112																112				91	
I-380 SB	328+20.0	330+40.0	6	220	112																112				91	
I-380 NB Stage 1	132+68.9	134+82.0	6	213	142																142				15	
I-380 NB Stage 1	521+16.5	524+36.5	10	320	356																356				32	
I-380 NB Stage 1	521+36.5	524+36.5	8.5	300	283																283				27	
I-380 NB Stage 1	524+36.5	547+08.6	8.5	2272	2146																2146				203	
US 20 Ramp C	3547+08.6	3587+02.9	8.5	3994	3772																3772				357	
																				TOTALS:	**6923**	**166475**	**7092**	**150978**	**105696**	

NOTES:
(1) Includes 2654 LF 4" Sloped Curb
(2) Includes 602 LF 4" Sloped Curb
(3) Includes 637 LF 4" sloped Curb

QMC = 53180 CY

PAVEMENT SMOOTHNESS + PCC TEXTURE

Road Identification	Begin Station	End Station	Proposed Posted Speed 35 or less	40 - 45	over 45	Remarks
I-380	132+68.86	419+32.85			X	
I-380 South	524+36.50	547+08.55			X	
I-380/US 20 Ramp C	3547+08.55	3587+02.91			X	

SHOULDERS

(1) Lane(s) to which the shoulder is adjacent.
(2) Bid Item
(3) Applies only for Paved Shoulders constructed on project with existing granular shoulders.
(4) Does not include shrink.

Calculations assume a HMA unit weight (lbs/cf) of 145, a Special Backfill unit weight (lbs/cf) of 140, and a Granular Shoulder unit weight (lbs/cf) of 140.

Road Identification	Direction Of Traffic (1)	Location: Station to Station		Side	P Width	G Width	L Length	Quantities: Class 13 (3) Excavation Widening	HMA Base Widening (3)		Hot Mix Asphalt: 6"		Paved Shoulder	Reinforced Paved Shoulder	Special Backfill		Modified Subbase	Granular Shoulder		Earth Shoulder Construction		Remarks
					FT	FT	FT	CY (2)	TON (2)	TON/STA	TON	TON/STA	SY (2)	SY (2)	TON (2)	TON/STA	CY (2)	TON (2)	TON/STA	STA (2)	CY (4)	
US 20	EB	554+54.6	558+09.9	M	6.0		355.3						236.9		91.282	25.690				3.6	78.8	Match Adjacent Rumble Strip Pattern
US 20	WB	561+35.2	564+90.5	M	6.0		355.3						236.9		91.282	25.690				3.6	78.8	Match Adjacent Rumble Strip Pattern
I-380	NB	132+68.9	198+76.9	M			6608.0													66.1	2345.2	
I-380	NB	132+28.9	141+73.7	O			944.8													9.4	335.3	
I-380	NB	141+73.7	162+98.9	O			2125.3													21.3	579.5	
I-380	NB	162+98.9	169+34.2	O			635.3													6.4	247.8	
I-380	NB	169+34.2	198+34.1	O			2899.8													29.0	790.8	
I-380	NB	203+25.3	240+78.6	M			3753.4													37.5	1332.1	
I-380	NB	202+85.3	214+64.4	O			1179.2													11.8	321.5	
I-380	NB	214+64.4	240+78.6	O			2614.2													26.1	492.3	
I-380	NB	243+22.6	359+83.2	M			11660.6													116.6	4138.3	
I-380	NB	243+22.6	249+04.3	O			581.7													5.8	109.5	
I-380	NB	249+04.3	255+41.3	O			637.0													6.4	125.6	
I-380	NB	255+41.3	260+50.9	O			509.6													5.1	194.9	
I-380	NB	260+50.9	278+91.6	O			1840.7													18.4	501.9	
I-380	NB	278+91.6	285+24.3	O			632.8													6.3	242.8	
I-380	NB	285+24.3	346+82.3	O			6158.0													61.6	1679.2	
I-380	NB	346+82.3	357+50.0	O			1067.7													10.7	408.3	
I-380	NB	357+50.0	359+83.2	O			233.2													2.3	63.6	
I-380	NB	362+50.6	419+32.9	M			5682.3													56.8	2016.6	
I-380	NB	362+10.6	384+40.4	O			2229.8													22.3	608.0	
I-380	NB	384+40.4	389+87.9	O			547.4													5.5	213.5	
I-380	NB	389+87.9	419+32.9	O			2945.0													29.5	1104.4	
I-380	WB	428+82.0	439+18.0	M	6.0		1036.0						690.6		266.138	25.690				10.4	229.6	Match Adjacent Rumble Strip Pattern
I-380	EB	428+82.0	439+18.0	M	6.0		1036.0						690.6		266.138	25.690				10.4	229.6	Match Adjacent Rumble Strip Pattern
I-380	SB	521+61.4	524+36.5	O	10.0		275.1						305.7		109.199	39.690				2.8	49.6	Match Adjacent Rumble Strip Pattern
I-380	SB	521+79.7	524+36.5	M	6.0		256.8						171.2		65.962	25.690				2.6	56.9	Match Adjacent Rumble Strip Pattern
I-380	NB	524+36.5	547+08.7	M			2272.2													22.7	806.4	
I-380	NB	524+36.5	538+55.5	O			1419.0													14.2	371.4	
I-380	NB	538+55.5	544+86.1	O			630.6													6.3	245.9	
I-380	NB	544+86.1	547+08.7	O			222.7													2.2	58.3	
US 20 Ramp C	NB	3547+08.6	3587+02.9	O			3994.4													39.9	1417.6	
US 20 Ramp C	NB	3547+08.6	3587+02.9	M			3994.4													39.9	1417.6	
River Forest Rd	NB	141+73.7	141+88.7	Lt	4.0		15.0						6.7		2.771	18.410				0.2	1.2	Ramp C (ML Stationing)
River Forest Rd	NB	162+08.7	162+98.7	Lt	4.0		90.0						40.0		16.569	18.410				0.9	7.2	Ramp A (ML Stationing)
Evansdale Rd	NB	3544+50.0	3546+15.1	Lt	4.0		165.1						73.4		30.391	18.410				1.7	13.2	Ramp C (Ramp Stationing)
Evansdale Rd	NB	1561+26.3	1562+90.0	Lt	4.0		163.7						72.8		30.141	18.410				1.6	13.1	Ramp A (Ramp Stationing)
Raymond Rd	NB	357+50.0	358+05.0	Lt	4.0		55.0						24.4		10.126	18.410				0.6	4.4	Ramp C (ML Stationing)
Raymond Rd	NB	384+20.4	384+40.4	Lt	4.0		20.0						8.9		3.682	18.410				0.2	1.6	Ramp A (ML Stationing)
I-380 Ramp D	NB	544+86.1	545+21.1	Lt	4.0		35.0						15.6		6.444	18.410				0.4	2.8	Ramp D (ML Stationing)
Shoulder Strengthening																						
I-380	NB	132+68.9	134+82.0	M			213.2													2.1	84.9	
	NB	521+16.5	524+36.5	O			320.0													3.2	89.5	
I-380	NB	521+36.5	547+08.6	M			2572.1													25.7	719.0	
US 20 Ramp C	NB	3547+08.6	3587+02.9	M			3994.4													39.9	1116.6	
I-380 Guardrail																						
	NB	132+28.9	132+73.4	O	1.5		44.5				2.489	5.588	7.4		2.203	4.945						
	NB	132+73.4	132+98.2	O	1.5-4.0		24.8				2.513	10.122	7.6		2.564	10.327				0.2	**	
	NB	132+98.2	133+73.3	O	4.0		75.1				11.002	14.656	33.4		11.794	15.710				0.8	**	
	NB	133+73.3	134+11.0	O	4.0-5.5		37.6				6.721	17.852	19.9		9.101	24.173				0.4	**	
	NB	134+11.0	134+43.5	O	5.5		32.5				6.847	21.049	19.9		10.617	32.636				0.3	**	
	NB	132+37.0	132+64.9	M	1.6		27.9				1.515	5.431	4.9		1.620	5.810				0.3	**	
	NB	132+64.9	132+89.3	M	1.58-4.04		24.5				2.491	10.186	7.6		3.046	12.460				0.2	**	
	NB	132+89.3	134+51.9	M	4.0		162.5				23.334	14.356	73.0		30.948	19.040				1.6	**	
	NB	134+51.9	134+89.5	M	4.04-5.55		37.7				6.553	17.400	20.1		9.069	24.080				0.4	**	
	NB	134+89.5	135+22.1	M	5.6		32.5				6.450	19.834	20.1		9.470	29.120				0.3	**	

SHOULDERS

(1) Lane(s) to which the shoulder is adjacent.
(2) Bid Item
(3) Applies only for Paved Shoulders constructed on project with existing granular shoulders.
(4) Does not include shrink.

Calculations assume a HMA unit weight (lbs/cf) of 145, a Special Backfill unit weight (lbs/cf) of 140, and a Granular Shoulder unit weight (lbs/cf) of 140.

Road Identification	Location							Quantities														Remarks
	Direction of Traffic (1)	Station to Station		Side	P Width	G Width	L Length	Class 13 (3) Excavation Widening	HMA Base Widening (3)		Hot Mix Asphalt: 6"		Paved Shoulder	Reinforced Paved Shoulder	Special Backfill		Modified Subbase	Granular Shoulder		Earth Shoulder Construction		
					FT	FT	FT	CY (2)	TON (2)	TON/STA	TON	TON/STA	SY (2)	SY (2)	TON (2)	TON/STA	CY (2)	TON (2)	TON/STA	STA (2)	CY (4)	
	NB	202+85.3	202+93.4	O	3.3-4.1		8.1				1.087	13.352	3.3		1.091	13.399				0.1	**	
	NB	202+93.4	204+18.4	O	4.1		125.0				18.549	14.834	57.0		20.056	16.040				1.3	**	
	NB	204+18.4	204+56.1	O	4.1-5.6		37.7				6.788	18.030	20.3		9.225	24.502				0.4	**	
	NB	204+56.1	204+88.6	O	5.6		32.5				6.905	21.227	20.2		10.723	32.964				0.3	**	
	NB	202+87.3	203+15.1	M	1.5		27.9				1.452	5.214	4.7		1.580	5.670				0.3	**	
	NB	203+15.1	203+39.6	M	1.52-3.98		24.5				2.450	10.005	7.5		3.000	12.250				0.2	**	
	NB	203+39.6	205+02.2	M	4.0		162.5				22.980	14.138	71.9		30.493	18.760				1.6	**	
	NB	205+02.2	205+39.8	M	3.98-5.48		37.7				6.469	17.183	19.8		8.934	23.730				0.4	**	
	NB	205+39.8	205+72.3	M	5.5		32.5				6.369	19.580	19.8		9.336	28.700				0.3	**	
	NB	242+93.1	243+19.8	M	1.7		26.7				1.520	5.685	4.9		1.610	6.020				0.3	**	
	NB	243+19.8	243+44.6	M	1.65-4.00		24.8				2.530	10.223	7.8		3.067	12.390				0.2	**	
	NB	243+44.6	245+19.6	M	4.0		175.0				24.874	14.211	77.8		32.838	18.760				1.8	**	
	NB	245+19.6	245+57.1	M	4.00-5.37		37.5				6.353	16.965	19.5		8.756	23.380				0.4	**	
	NB	245+57.1	245+89.5	M	5.4		32.4				6.217	19.181	19.3		9.052	27.930				0.3	**	
	NB	322+22.8	322+50.6	O	0-2.79		27.7				1.655	5.967	4.3		1.887	6.804				0.3	**	
	NB	322+50.6	322+88.4	O	2.79-4.31		37.8				5.208	13.775	14.9		7.146	18.900				0.4	**	
	NB	322+88.4	323+20.9	O	4.3		32.5				5.365	16.494	15.6		7.915	24.332				0.3	**	
	NB	362+10.6	362+15.5	O	1.5		4.9				0.275	5.588	0.8		0.244	4.945				0.0	**	
	NB	362+15.5	362+40.4	O	1.5-4.0		24.8				2.514	10.122	7.6		2.565	10.327				0.2	**	
	NB	362+40.4	363+65.7	O	4.0		125.3				18.367	14.656	55.7		19.688	15.710				1.3	**	
	NB	363+65.7	364+03.1	O	4.0-5.5		37.4				6.675	17.852	19.7		9.038	24.173				0.4	**	
	NB	364+03.1	364+35.6	O	5.5		32.5				6.847	21.049	19.9		10.617	32.636				0.3	**	
	NB	362+02.6	362+30.5	M	1.6		27.9				1.525	5.467	4.9		1.641	5.880				0.3	**	
	NB	362+30.5	362+54.9	M	1.59-4.05		24.4				2.496	10.223	7.6		3.060	12.530				0.2	**	
	NB	362+54.9	364+67.7	M	4.1		212.8				30.628	14.392	95.8		40.668	19.110				2.1	**	
	NB	364+67.7	365+05.1	M	4.05-5.55		37.4				6.508	17.400	19.9		9.032	24.150				0.4	**	
	NB	365+05.1	365+37.7	M	5.6		32.6				6.460	19.834	20.1		9.484	29.120				0.3	**	
	NB	388+71.7	389+39.6	O	3.2-6.9		67.9				12.397	18.263	38.1		15.343	22.603				0.7	**	
	NB	389+39.6	389+77.3	O	6.9-8.4		37.7				10.645	28.265	32.0		16.360	43.442				0.4	**	
	NB	389+77.3	390+09.8	O	8.4		32.5				10.231	31.461	30.4		16.880	51.906				0.3	**	
	NB	403+21.4	404+26.8	O	3.2		105.4				12.074	11.458	37.5		10.777	10.227				1.1	**	
	NB	404+26.8	404+64.5	O	3.2-4.7		37.7				5.542	14.720	16.5		7.000	18.593				0.4	**	
	NB	404+64.5	404+97.0	O	4.7		32.5				5.849	17.981	17.0		8.770	26.960				0.3	**	
																					**	
	NB	539+47.1	539+79.6	O	8.4		32.4				10.209	31.461	30.3		16.843	51.906				0.3	**	
	NB	539+79.6	540+17.5	O	8.4-6.9		38.0				10.735	28.265	32.3		16.499	43.442				0.4	**	
	NB	540+17.5	540+55.1	O	6.9-3.2		37.6				6.860	18.263	21.1		8.490	22.603				0.4	**	
	NB	540+55.1	540+85.1	O	3.2		30.0				3.432	11.458	10.6		3.063	10.227				0.3	**	
	NB	539+47.0	539+79.5	M	8.4		32.5				10.234	31.461	30.4		16.885	51.906				0.3	**	
	NB	539+79.5	540+17.5	M	8.4-6.9		38.0				10.732	28.265	32.3		16.495	43.442				0.4	**	
	NB	540+17.5	540+54.9	M	6.9-3.2		37.4				6.829	18.263	21.0		8.451	22.603				0.4	**	
	NB	540+54.9	540+84.9	M	3.2		30.0				3.440	11.458	10.7		3.070	10.227				0.3	**	
** Earth shoulder construction included with mainline shoulder.							**TOTALS:**						**3788.1**		**1518.226**					**789.8**	**24945.5**	

102-15
08-01-08

TABULATION OF SPECIAL EVENTS

Event	Location	Date
To be discussed at the preconstruction meeting.		

111-01
04-17-12

COORDINATED OPERATIONS

Other work in progress during the same period of time will include the construction of the projects listed. Coordinate operations with those of other contractors working within the same area.

Project	Type of Work
NHSN-020-6(66)2R-07	Landscaping

108-23A
08-01-08

TRAFFIC CONTROL PLAN

1. Traffic on I380/US20/US218 shall be maintained at all times. Lane closures will abe allowed for the installation of crossovers and guardrail. Traffic on I380/US20 will be in two-lane, two-way operation on the southbound lanes during construction of the northbound lanes.

2. Exit lanes 66 (V49/Raymond Rd) will be closed for the duration of the project. Refer to the J Sheets and Sheet N.1 for details of the sign overlways for the closures of these ramps. Northbound Exit 68 and entrance ramps (Evansdale Rd.) will be staged to remain open at all times. Northbound Exit 70 (River Forest Rd.) will be closed for most of the project and reopened during the final stages. Northbound Exit 70 (River Forest Rd.) entrance ramp will remain open for most of the project nad closed during the final stages. All southbound exits will remain open for the duration of the project.

3. The contractor shall be responsible for modifying the existing signing and signing of the Ramp D detour in the I380/US20/IA27 interchange during the construction of this project.

4. Traffic control on this plan shall be in accordance with the Standard Road Plans listed in the C Sheets of this plan. For additional complimentary information refer to Part 6 of the Manual on Uniform Traffic Control Devices and to the Current Standard Specifications.

5. All traffic control changes shall be completed between the hours of 7:00 p.m. to 6:00 a.m. from 7:00 p.m. Monday to 6:00 a.m. Friday or between the hours of 12:00 a.m. and 6:00 a.m. from 12:00 a.m. Saturday to 6:00 a.m. Monday.

6. The Contractor shall proivde a 48 hour notice to the Engineer prior to making any traffic control changes.

108-26A
08-01-08

STAGING NOTES

Stage 1:
Construct crossovers 1, 2, 3, 4, 5, 6, and 7, and strengthening as per plans. Includes strenghtening of inside shoulder of Ramp C of the I380/US20/IA27 interchange.

Stage 2:
Set up traffic control as shown on Sheets J.3 to J.21. Reconstruct northbound lanes and outside lane of Ramp C of the I380/US20/IA27 interchange. Grade and pave crossover 3 and 4.

Stage 2B:
Set up traffic control as shown on Sheets J.22 to J.24. Close Ramp D in the I380/US20/IA27 interchange. Construct the remaining portion for the Ramp D taper of the I380/US20/IA27 interchange.

Stage 2C:
Set up traffic control as shown on Sheets J.25 to J.35. Construct the remaining portions of ramp tapers in the Evansdale Rd. interchange and reconstruct the outside lane and shoulder of Ramp C of the I380/US20/IA27 interchange.

Stage 3:
Close Ramp C of the River Forest Rd. interchange. Set up traffic control as shown on Sheets J.36 to J.38.
Reconstruct the outside northbound lane the auxiliary lane and River Forest Rd. entrance ramp taper and outside shoulder.

Stage 4:
Return mainline traffic to normal operation. Set up traffic control as shown on Sheets J.39 to J.41.
Reconstruct the inside lane and inside shoulder.

Stage 5:
Remove crossovers 1-7.

Stage 2
I380/US218

C	ENGLISH	IOWA DOT	DESIGN TEAM Flattery\Gansen\Janechek	BLACK HAWK COUNTY	PROJECT NUMBER IMX-380-7(117)64--02-07	SHEET NUMBER J.3	

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Stage 2
I380/US20

C	ENGLISH	IOWA DOT	DESIGN TEAM Flattery\Gansen\Janechek	BLACK HAWK COUNTY	PROJECT NUMBER IMX-380-7(117)64--02-07	SHEET NUMBER J.14

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Stage 2C
I380/US20

C	ENGLISH	IOWA DOT	DESIGN TEAM Flattery\Gansen\Janechek	BLACK HAWK COUNTY	PROJECT NUMBER IMX-380-7(117)64--02-07	SHEET NUMBER J.29

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DETAIL A

DETAIL B

SECTION A-A

SECTION B-B

The intent of this plan is to show the construction requirements for a median crossover where the median width is 64' and located adjacent to ramp tapers.

The Engineer will determine the header location to accommodate the required staging activities.

Price bid for contract items shall be considered full compensation for furnishing all necessary materials and labor to construct the median crossover as detailed hereon.

Contract bid items are:	Unit	Amount
Removal of pavement *	Sq. Yds.	214
Special Backfill	Tons	2617 **
Detour Pavement	Sq. Yds.	2683

* The removal of subbase material is considered incidental to the removal of pavement.

** Quantities are based on the assumption that the existing median ditch is 4' deep and foreslopes are 4:1.

1. Possible location of staging header
2. Detour Pavement shall be 8" PCC Pavement or 10" HMA Pavement.
3. 'B' Joint required
4. Distances are measured along the centerline of median.
5. Refer to Detail Sheet U.7 for slotted drain details.

CROSSOVER #2
EVANSDALE ROAD INTERCHANGE
WESTBOUND ENTRANCE

DETAIL A

DETAIL B

SECTION A-A

SECTION B-B

The intent of this plan is to show the construction requirements for a median crossover where the median width is 64' and located adjacent to ramp tapers.

The Engineer will determine the header location to accommodate the required staging activities.

Price bid for contract items shall be considered full compensation for furnishing all necessary materials and labor to construct the median crossover as detailed hereon.

Contract bid items are:	Unit	Amount
Removal of pavement *	Sq. Yds.	229
Special Backfill	Tons	2581 **
Detour Pavement	Sq. Yds.	2580

* The removal of subbase material is considered incidental to the removal of pavement.

** Quantities are based on the assumption that the existing median ditch is 4' deep and foreslopes are 4:1.

1. Possible location of staging header
2. Detour Pavement shall be 8" PCC Pavement or 10" HMA Pavement.
3. 'B' Joint required
4. Distances are measured along the centerline of median.
5. Refer to Detail Sheet U.7 for slotted drain details.

MEDIAN CROSSOVER #5
EVANSDALE INTERCHANGE
WESTBOUND EXIT

ENGLISH	IOWA DOT	DESIGN TEAM Flattery\Gansen\Janechek	BLACK HAWK COUNTY	PROJECT NUMBER IMX-380-7(117)64--02-07	SHEET NUMBER U.5

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DETAIL A

DETAIL B

SECTION A-A

SECTION B-B

The intent of this plan is to show the construction requirements for a median crossover where the median width is 64' and located adjacent to ramp tapers.

The Engineer will determine the header location to accommodate the required staging activities.

Price bid for contract items shall be considered full compensation for furnishing all necessary materials and labor to construct the median crossover as detailed hereon.

Contract bid items are:	Unit	Amount
Removal of pavement *	Sq. Yds.	313
Special Backfill	Tons	3725 **
Detour Pavement	Sq. Yds.	3994

* The removal of subbase material is considered incidental to the removal of pavement.

** Quantities are based on the assumption that the existing median ditch is 4' deep and foreslopes are 4:1.

1. Possible location of staging header
2. Detour Pavement shall be 9" PCC Pavement or 12" HMA Pavement.
3. 'B' Joint required
4. Distances are measured along the centerline of median.
5. Refer to Detail Sheet U.7 for slotted drain details.

CROSSOVER #6
DETAILS OF MEDIAN CROSSOVER
I380/US 20 INTERCHANGE
RAMP C

ENGLISH	IOWA DOT	DESIGN TEAM Flattery\Gansen\Janechek	BLACK HAWK COUNTY	PROJECT NUMBER IMX-380-7(117)64--02-07	SHEET NUMBER U.6

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