

A d d e n d u m

Iowa Department of Transportation
Office of Contracts

Date of Letting: January 21, 2015
Date of Addendum: January 8, 2015

| B.O. | Proposal ID | Proposal Work Type | County | Project Number | Addendum |
|-------------|--------------------|---------------------------|---------------|-------------------------|-----------------|
| 002 | 07-3807-120 | DECK JOINT REPAIR | BLACK HAWK | IMN-380-7(120)71--0E-07 | 21JAN002.A01 |

Make the following changes to the PROPOSAL SCHEDULE OF PRICES:

Change Proposal Line No. 0350 2102-2625001 EMBANKMENT-IN-PLACE, CONTRACTOR FURNISHED:

From: 1,715.000 CY
To: 1,890.000 CY

Change Proposal Line No. 0360 2115-0100000 MODIFIED SUBBASE:

From: 174.800 CY
To: 397.600 CY

Change Proposal Line No. 0390 2122-7450080 SHOULDER STRENGTHENING, OPTIONAL HOT MIX ASPHALT MIXTURE OR PORTLAND CEMENT CONCRETE, 8 IN.:

From: 2,164.400 SY
To: 648.300 SY

Change Proposal Line No. 0400 2123-7450000 SHOULDER CONSTRUCTION, EARTH:

From: 7.400 STA
To: 30.900 STA

Change Proposal Line No. 0410:

From: 2301-0690250 BRIDGE APPROACH, RK-25
To: 2301-0690200 BRIDGE APPROACH, RK-20

Change Proposal Line No. 0420:

From: 2301-0690260 BRIDGE APPROACH, RK-26
To: 2301-0690270 BRIDGE APPROACH, RK-27

Change Proposal Line No. 0430 2412-0000100 LONGITUDINAL GROOVING IN CONCRETE:

From: 1,154.400 SY
To: 1,481.100 SY

Change Proposal Line No. 0560 2528-4983200 MONITORING WITH INCIDENT RESPONSE:

From: 720.000 CDAY
To: 120.000 CDAY

Add Proposal Line No. 0701 2122-5190007 PAVED SHOULDER, PCC, 8 IN.; 2,393.900 SY

If the above changes are not made, they will be made as shown here.

Make the following change to the PROPOSAL DETAILS, Page 2:

Replace PROPOSAL DETAILS, Page 2 with the attached PROPOSAL DETAILS, Page 2.

Make the following change to the PLAN:

SHEET C.1:

Replace the note to the ESTIMATE REFERENCE INFORMATION for the item 2115-0100000 MODIFIED SUBBASE with the following:

Refer to Tab 112-9 on sheet C.4 for locations. Refer to detail 7156 on sheet B.1 for additional details. Quantity includes material for 6" subbase in areas of new shoulders for guardrail and for the 2' shoulder widening of existing shoulders necessary for traffic staging.

Add the following note to the ESTIMATE REFERENCE INFORMATION for the item 2122-5190007 PAVED SHOULDER, PCC, 8 IN:

Item includes shoulder strengthening prior to traffic shifts for construction staging. Refer to sheet J.18 for locations and Tab 112-9 on sheet C.4 for additional details. The proposed PCC shoulder shall include a safety edge. Refer to Standard Road Plan PV-3 for details. Additional quantity for safety edge is included in the bid item. The longitudinal joint between the existing pavement and widening shall be a BT-3. Refer to Standard Road Plan PV-121 for details.

Replace the note to the ESTIMATE REFERENCE INFORMATION for the item 2122-7450080 SHOULDER STRENGTHENING, OPTIONAL HOT MIX ASPHALT OR PORTLAND CEMENT CONCRETE, 8 IN. with the following:

Item includes shoulder strengthening prior to traffic shifts for construction staging. Refer to Tab 112-9 on sheet C.4 for locations and additional details. The proposed shoulder strengthening shall include a safety edge. Refer to Standard Road Plan PV-3 for details. Additional quantity for safety edge is included in the bid item. If PCC is selected, the longitudinal joint between existing PCC shoulder and widening shall be a BT-3. Refer to Standard Road Plan PV-121 for details.

Add the following note to the ESTIMATE REFERENCE INFORMATION for the item 2301-0690200 BRIDGE APPROACH, RK-20 and 2301-0690270 BRIDGE APPROACH, RK-27:

Refer to Tab 112-6 on sheet C.3 for locations and details. Contractor shall taper approach pavement depth to match existing pavement notch over a distance of 36" measured from a location 3" outside of the 1/2" dia. vertical rods shown in detail 'B' of Standard Road Plans RK-20 and RK-27.

SHEET C.2:

Make the following changes to Tab. 105-4 STANDARD ROAD PLANS:

Delete RK-25 Dated 04-16-13
Delete RK-26 Dated 04-16-13
Delete TC-432 Dated 04-16-13

Add PV-121 Dated 04-15-14
Add RK-20 Dated 10-21-14
Add RK-21 Dated 10-16-12
Add RK-27 Dated 10-21-14

SHEET C.3:

Replace Sheet C.3 with the attached Sheet C.3.

Tab 112-6, revise Thickness values from 10" to 12" on lines 1 and 4. Revise Remarks on lines 1-4 to correct RK Standard Road Plans.

SHEET C.4

Replace Sheet C.4 with the attached Sheet C.4.

Tab 112-9, revise shoulder widths from 6' to 8' on lines 11 and 13. Revise shoulder widths from 10' to 12' on lines 12 and 14. Revise remarks entry to read Shldr Strength (PCC) for lines 11-14. Add lines 15, 16 and 17 to include additional 2.0' wide shoulder strengthening at the following locations:

| | | | |
|--------|----|------------------------------------|----|
| RAMP A | WB | Sta. 1511+75.00 to Sta. 1515+15.00 | RT |
| US 20 | WB | Sta. 132+40.00 to Sta. 143+90.00 | LT |
| US 20 | EB | Sta. 132+70.00 to Sta. 137+25.00 | LT |

Tab 100-28, add line for US 20 WB, east approach longitudinal grooving with a quantity of 326.7 SY and revise total to 1481.1 SY.

SHEET D.3

Replace Sheet D.3 with the attached Sheet D.3.

Revise bridge approach pavement callouts to correct RK Standards.

SHEET J.1

Replace Sheet J.1 with the attached Sheet J.1.

Tab 108-23A revise the following notes to read:

4. All work with the exception of construction that is to be completed behind the temporary barrier rail, requiring 24 hr./day lane closures shall be completed during nighttime hours as follows:

- a. Lane closures shall only be permitted from 7:00 PM to 6:00 AM Monday night thru Friday morning.
- b. Lane closures shall only be permitted from 10:00 PM to 6:00 AM Sunday night thru Monday morning.
- c. Lane closures shall NOT be permitted Friday or Saturday night.

7. Traffic control changes will be permitted as follows:

- a. 10:00 PM to 6:00 AM Sunday night thru Friday morning.
- b. 12:00 AM to 6:00 AM Saturday and Sunday

9. Traffic control shall be in accordance with sheets J.1-J.36 and Standard Road Plans on Tab 105-4 on sheet C.2.

10. Restricted width signing shall be included with the traffic control and shall be in accordance with Standard Road Plan TC-81. Dimensions shall be an additional 6 inches narrower than the 1-foot less dimension noted on Standard Road Plan TC-81 to account for the curvature of Ramp A and Ramp H. Refer to sheets J.8-J.36 for lane widths and additional details.

Tab 108-23A add the following note:

12. The Contractor shall notify the Engineer 10 days in advance for work that requires a lane closure and/or work that restricts the width or vertical clearance of the roadway.

SHEET K.1 and K.2

Replace Sheet K.1 and K.2 with the attached Sheet K.1 and K.2.

Revise bridge approach pavement callouts to correct RK Standards.

PROPOSAL DETAILS

Page: 2

| | | | |
|--------------------|-------------------|----------------|--------------------------------|
| Proposal ID No.: | 07-3807-120 | Bid Order No.: | 002 |
| Primary Work Type: | DECK JOINT REPAIR | Letting Date: | January 21, 2015 10:00 A.M. |

| Site Number | Contract Period/ Site Description | Liquidated Damages |
|-------------|---|--------------------|
| CONTRACT | LATE START DATE: 04/01/15 20 WORKING DAYS | \$ 1,800.00 |
| 01 | LATE START DATE: 04/13/15 120 CALENDAR DAYS SEE SITE NUMBER 01 DESCRIPTION BELOW. | \$ 10,000.00 |

=====

PROPOSAL NOTES

*** SITE NUMBER 01 - INCENTIVE/DISINCENTIVE ***
SECTION 1111 OF THE STANDARD SPECIFICATIONS FOR
INCENTIVE/DISINCENTIVE (I/D) FOR EARLY COMPLETION SHALL
APPLY TO THIS PROJECT WITH THE FOLLOWING CONDITIONS:
SITE NUMBER 01: 120 CLOSURE DAYS/CALENDAR DAYS I/D RATE
\$10,000.00 PER DAY, MAXIMUM INCENTIVE: NONE
THIS SITE REQUIRES THE COMPLETION OF ALL WORK THAT REQUIRES
A DAYTIME LANE/SHOULDER/RAMP CLOSURE. THE SITE WILL BE
CONSIDERED COMPLETE WHEN TRAFFIC IS RESTORED WITH NO FURTHER
DAYTIME LANE/SHOULDER/RAMP CLOSURES. WINTER WEATHER WILL NOT
BE CONSIDERED AS JUSTIFICATION FOR ADDITIONAL CLOSURE DAYS OR
TO SUSPEND THE COUNT OF CLOSURE DAYS. WORK TO BE DONE DURING
NIGHTTIME HOURS WITHOUT ANY DAYTIME LANE/SHOULDER/RAMP
CLOSURES WILL BE CHARGE WORKING DAYS. SHOULDER STRENGTHENING
AND PAVED SHOULDER PCC 8 IN. IS TO BE DONE AT NIGHT,
HOWEVER, DAYTIME SHOULDER CLOSURES WILL BE NECESSARY FOR THE
ITEMS ASSOCIATED WITH THIS WORK AND WORKING DAYS WILL BE
CHARGED.

*** NO EXCUSE ROAD OPENING BONUS FOR CONTRACT ***
THE CONTRACTOR WILL BE PAID THE PREDETERMINED LUMP SUM
AMOUNT SHOWN IN THE PROPOSAL SCHEDULE OF PRICES FOR THE BID
ITEM 'NO EXCUSE ROAD OPENING BONUS' FOR COMPLETING
CONSTRUCTION SO THAT I-380 IS OPEN TO TRAFFIC ON OR BEFORE
THE CALENDAR DATE SHOWN. COMPLIANCE REQUIRES THAT THE
CONTRACTOR MUST HAVE ALL OF I-380 OPEN TO TRAFFIC WITH NO
FURTHER LANE/SHOULDER/RAMP CLOSURES. ANY OTHER DELAYS DUE TO
WEATHER, CHANGE ORDERS, OVERRUNS OF QUANTITIES, UTILITY
DELAYS, OR ANY OTHER DELAYS WILL NOT BE CONSIDERED AS
JUSTIFICATION TO MODIFY THE CALENDAR DATE.

BRIDGE APPROACH SECTION

Refer to the RK-Series.

| Bridge Station | Location | | Approach Pavement | | | | Subdrain | | | | Remarks | | | | |
|----------------|----------|----------|-------------------|-----------|------------|--------------------------|-----------------------------|-----------------------------|---------------------------|------------------------|-----------------|-----------------|----------------------------------|------------------|--------------|
| | End | Start | Skew Ahead | Thickness | Pay Length | Non-Reinf. Pavement Area | Single-Reinf. Pavement Area | Double-Reinf. Pavement Area | Fixed or Movable Abutment | Perforated Subdrain 4" | Subdrain Outlet | Porous Backfill | Class "A" Crushed Stone Backfill | Modified Subbase | Polymer Grid |
| 117486.25 | W(EB) | 12.0 | 70.0 | 84.8 | 57.8 | 144.0 | 116458.21 | R | 78.0 | 116458.21 | R | 2.4 | 203.000 | 322.6 | RK-20 |
| 117486.25 | W(WB) | Variable | 70.0 | 79.1 | 57.8 | 159.7 | 116483.26 | L | 76.0 | 116483.26 | L | 2.4 | 209.000 | 332.6 | RK-27 |
| 851543.50 | W | Variable | 70.0 | 155.4 | 96.6 | 171.9 | 8517472.61 | R | 81.0 | 8517472.61 | R | 2.5 | 289.000 | 459.5 | RK-27 |
| 1515+53.39 | W | 12.0 | 70.0 | 88.4 | 52.4 | 144.4 | 1514487.59 | R | 62.0 | 1514487.59 | R | 1.9 | 197.000 | 313.2 | RK-20 |
| TOTALS | | | | | 399.6 | 264.5 | 619.9 | | 297.0 | | 9.2 | | 898.000 | 1427.9 | |

* Not a bid item

GRADING FOR GUARDRAIL INSTALLATIONS

Refer to BW-301

| No. | Location | Station | Side | Dimensions (Feet) | | | | | | Excavation Class 10 | Embankment In Place | Remarks | | | |
|--------|----------|-----------|------|-------------------|------|-----|-------|------|-------|---------------------|---------------------|---------|--------|--------|---------------------|
| | | | | X1 | X2 | X3 | X4 | Y3 | Y4 | | | | | | |
| 1 | EB | 117480.70 | RT | 3:1 | 26.7 | 5.0 | 39.6 | 6.5 | 151.6 | 5.5 | 276.6 | 12.6 | 67.0 | 65.0 | Includes 30% Shrink |
| 2 | EB | 117423.10 | RT | 3:1 | 76.8 | 5.0 | 138.8 | 12.4 | 189.2 | 15.0 | 79.4 | 1650.0 | 1715.0 | 1650.0 | Includes 30% Shrink |
| TOTALS | | | | | | | | | | | | | | | |

(1) Lane(s) to which the installation is adjacent.

SCOUR PROTECTION OR ROCK FLUME FOR BRIDGE END DRAIN

Refer to Standard Road Plan RF-39 or RF-40

| Location | Bridge Station | Distance DI-1 or DI-2 | Shoulder | | PCC Panels Required | Polymer Grid | Modified Subbase | Macadam Stone Base | Engineering Fabric | Erosion Stone | Outlet or Channel Scour Protection | Turf Reinforced Mat (TRM) | Remarks |
|----------|----------------|-----------------------|----------|------|---------------------|--------------|------------------|--------------------|--------------------|---------------|------------------------------------|---------------------------|---------|
| | | | A | B | | | | | | | | | |
| 1 | 1515+05.0 | NW | 45.2 | 25.3 | 29.7 | 18.710 | 24.9 | 15.300 | | | | | |
| TOTALS | | | 48.6 | 57.1 | 35.940 | | | | | | | | |

(1) Not a Bid Item

STEEL BEAM GUARDRAIL AT CONCRETE BARRIER OR BRIDGE END POST

Refer to BA-200, BA-201, BA-202, BA-205, BA-250, SI-172, SI-173 and SI-211.

| Location Station | Layout Lengths | | | | | | | | | | Bid Items (1) | | | | Remarks |
|------------------|----------------|------|----|--------|--------|-------|------|------|------|------|-----------------------|-----------------------------|---------|--|---------|
| | Offset | LF | LF | LF | LF | LF | LF | LF | LF | LF | End Terminal Standard | Flared for Cable Connection | Adapter | | |
| 1 | 117480.7 | 25.4 | RT | 28.125 | 125.00 | 75.00 | 50.0 | 50.0 | 50.0 | 50.0 | BA-205 | BA-206 | BA-210 | | |
| 2 | 117423.1 | 66.6 | RT | 28.125 | 50.00 | 62.50 | 50.0 | 50.0 | 50.0 | 50.0 | BA-205 | BA-206 | BA-210 | | |
| TOTALS | | | | | | | | | | | 112.5 | 312.5 | 2 | | |

(1) See Standards for list of materials.

Design No. 114,214,314,514
File No. 30767

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 0, a Special Backfill unit weight (lbs/cf) of 140, and a Granular Shoulder unit weight (lbs/cf) of 140.

| Road Identification | Station to Station | Side | P | G | L | Class 13 Excavation | Hot Mix Asphalt | | Blinder | Paved Shoulder | Reinforced Paved Shoulder | Special Backfill | | Modified Subbase | Granular Shoulder | | Earth Shoulder Construction Alternates | | | | Remarks | | | | | | | | | | | |
|---------------------|--------------------|------|------|---|--------|---------------------|-----------------|---------|---------|----------------|---------------------------|------------------|---------|------------------|-------------------|---------|--|---------|-----|---------|---------|------|---------|-----|---------|-----|---------|-----|---------|-----|----------------------|----------------------|
| | | | | | | | TON | TON/STA | | | | HMA | TON/STA | | PCC | TON/STA | TON | TON/STA | TON | TON/STA | | TON | TON/STA | TON | TON/STA | TON | TON/STA | TON | TON/STA | TON | TON/STA | |
| US 20 | 115+10.48 | RT | VAR | | 187.6 | | | | | 473.9 | | | | 79.0 | | | | | | | 1.9 | | | | | | | | | | | Refer to Detail 7156 |
| US 20 | 116+98.05 | RT | VAR | | 298.4 | | | | | 488.1 | | | | 68.0 | | | | | | | | 3.0 | | | | | | | | | Refer to Detail 7156 | |
| US 20 | 115+98.39 | LT | 6.0 | | 45.0 | | | | | 30.0 | | | | 5.0 | | | | | | | | 0.5 | | | | | | | | | Refer to Detail 7156 | |
| US 20 | 115+93.18 | LT | 8.0 | | 50.2 | | | | | 44.6 | | | | 7.4 | | | | | | | | 0.5 | | | | | | | | | Refer to Detail 7156 | |
| RAMP A | 1514+79.68 | RT | 6.0 | | 47.2 | | | | | 31.7 | | | | 5.3 | | | | | | | | 0.5 | | | | | | | | | Refer to Detail 7156 | |
| RAMP A | 1514+75.37 | LT | VAR | | 12.2 | | | | | 37.3 | | | | 6.2 | | | | | | | | 0.1 | | | | | | | | | Refer to Detail 7156 | |
| RAMP H | 8517+55.33 | LT | 2.0 | | 57.3 | | | | | 12.7 | | | | 2.1 | | | | | | | | 0.6 | | | | | | | | | FOR APPROACH CONST. | |
| RAMP D | 4517+65.84 | RT | 2.0 | | 46.8 | | | | | 10.4 | | | | 1.7 | | | | | | | | 0.5 | | | | | | | | | FOR APPROACH CONST. | |
| RAMP A | 1514+87.59 | LT | 11.6 | | 19.7 | | | | | 25.4 | | | | | | | | | | | | | | | | | | | | | PCC Panel (RF-40) | |
| RAMP A | 1515+87.39 | LT | 10.8 | | 19.3 | | | | | 23.2 | | | | | | | | | | | | | | | | | | | | | PCC Panel (RF-40) | |
| US 20 | 111+85.00 | LT | 8.0 | | 505.0 | | | | | 505.0 | | | | 28.1 | | | | | | | | 7.4 | | | | | | | | | 16.8 | PCC Shoulder, 8" |
| US 20 | 113+00.00 | LT | 12.0 | | 290.0 | | | | | 418.9 | | | | 16.1 | | | | | | | | 7.4 | | | | | | | | | 9.7 | PCC Shoulder, 8" |
| US 20 | 109+00.00 | RT | 8.0 | | 820.0 | | | | | 820.0 | | | | 45.6 | | | | | | | | 22.3 | | | | | | | | | 27.3 | PCC Shoulder, 8" |
| US 20 | 110+00.00 | RT | 12.0 | | 490.0 | | | | | 690.0 | | | | 25.0 | | | | | | | | 22.3 | | | | | | | | | 15.0 | PCC Shoulder, 8" |
| RAMP A | 1511+75.00 | RT | 2.0 | | 340.0 | | | | | 113.3 | | | | 18.9 | | | | | | | | 67.0 | | | | | | | | | 11.3 | Shoulder Strength |
| US 20 | 132+40.00 | LT | 2.0 | | 1150.0 | | | | | 383.3 | | | | 63.9 | | | | | | | | 11.5 | | | | | | | | | 38.3 | Shoulder Strength |
| US 20 | 132+70.00 | LT | 2.0 | | 455.0 | | | | | 151.7 | | | | 25.3 | | | | | | | | 4.6 | | | | | | | | | 15.2 | Shoulder Strength |
| TOTALS | | | | | | | | | | | | | | | 397.6 | | 150.1 | | | | 0.0 | | | | 133.7 | | | | | | | |

MILLED RUMBLE STRIPS

See PV-12 and PV-13.

* Calculated at 18" width for Shoulder.

| Road Identification | Station to Station | Type (Centerline, Rt or Lt Shoulder) | Fog Seal* (Milled Rumble Strip) | Location | | Effective Shoulder Width | | Remarks |
|---------------------|--------------------|--------------------------------------|---------------------------------|--------------------|--------|--------------------------|------|------------------------|
| | | | | Station to Station | Length | PCC | HMA | |
| US 20 (EB) | 115+10.48 | Right Shoulder | 1.8 | 1.70 | | | VAR | |
| US 20 (WB) | 113+99.68 | Left Shoulder | 2.8 | 2.58 | | | VAR | |
| US 20 (WB) | 115+98.39 | Left Shoulder | 0.3 | 0.30 | | | 6.0 | |
| US 20 (WB) | 115+93.18 | Right Shoulder | 0.1 | 0.12 | | | 8.0 | |
| RAMP A | 1514+79.68 | Left Shoulder | 0.4 | 0.33 | | | 6.0 | |
| RAMP A | 1514+75.37 | Right Shoulder | 0.1 | 0.07 | | | 11.0 | |
| US 20 (WB) | 111+85.00 | Right Shoulder | 5.5 | 5.05 | | | 6.0 | Shoulder Strengthening |
| US 20 (WB) | 113+00.00 | Left Shoulder | 3.1 | 2.90 | | | 10.0 | Shoulder Strengthening |
| US 20 (EB) | 109+00.00 | Left Shoulder | 8.0 | 8.20 | | | 6.0 | Shoulder Strengthening |
| US 20 (EB) | 110+00.00 | Right Shoulder | 4.9 | 4.50 | | | 10.0 | Shoulder Strengthening |
| TOTALS | | | 27.9 | 25.75 | | | | |

PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE

Refer to EC-204

| Begin Station | End Station | Side | Length of Installation | Location | | Remarks |
|---------------|-------------|------|------------------------|------------|-------------|-------------------|
| | | | | 6 inch Dia | 12 inch Dia | |
| 113+50.00 | 117+00.00 | LT | 350.0 | | | Guardrail Grading |
| 114+25.00 | 117+25.00 | RT | 300.0 | | | Guardrail Grading |

TABULATION OF SILT FENCES

Refer to EC-201

| Begin Station | End Station | Side | Length | Remarks |
|---------------|-------------|------|--------|-------------------|
| 113+50.00 | 117+00.00 | LT | 350.0 | Guardrail Grading |
| 114+25.00 | 117+25.00 | RT | 300.0 | Guardrail Grading |

Design No. 114.214.314.514
File No. 30767

LONGITUDINAL GROOVING

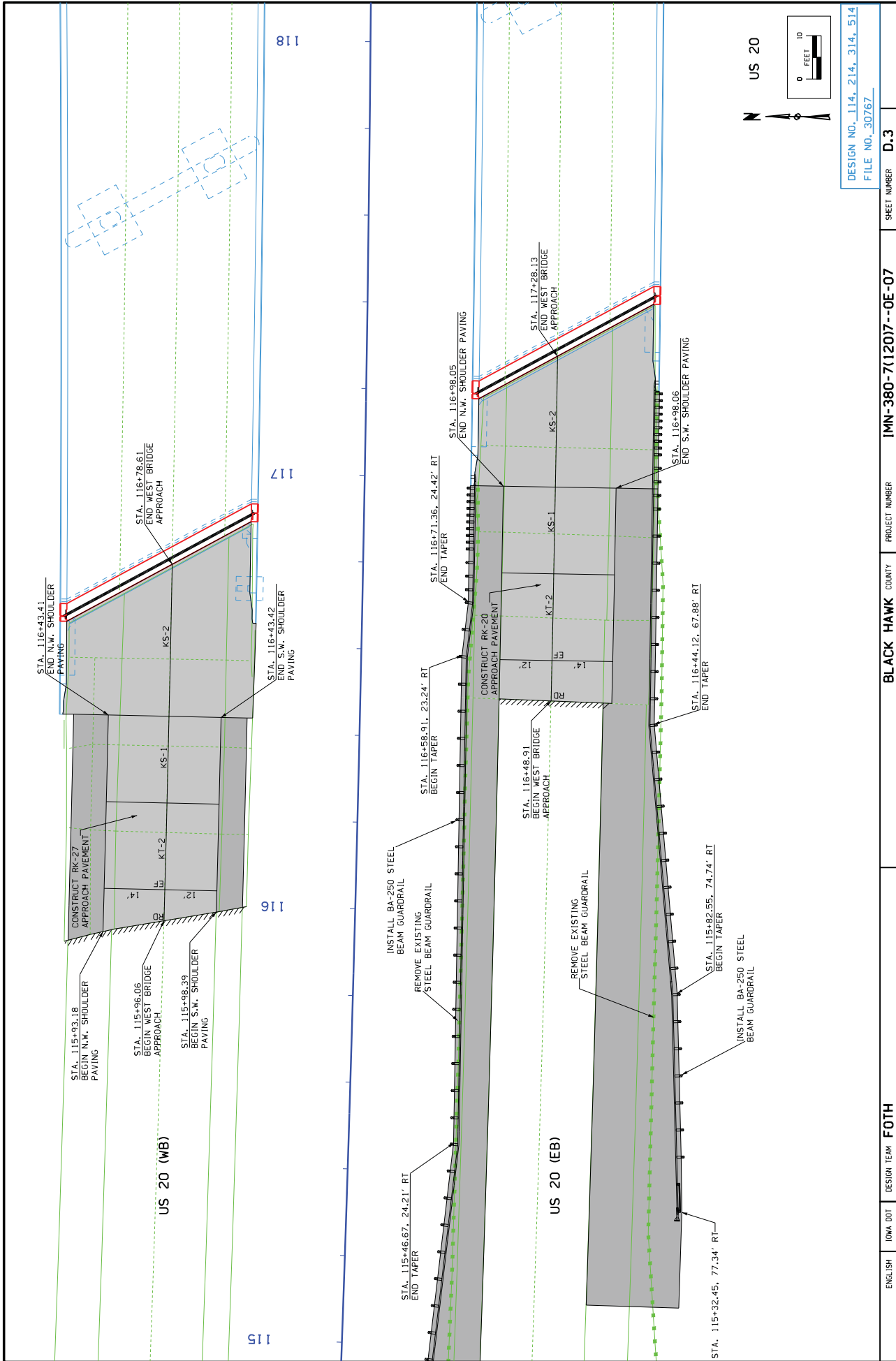
100-28
10-19-10

| Location | Total | Remarks |
|---------------|--------|-------------|
| RAMP A | 246.6 | W. Approach |
| US 20 (EB) | 255.3 | W. Approach |
| US 20 (WB) | 352.7 | E. Approach |
| RAMP H/RAMP D | 386.8 | Existing |
| TOTALS | 1481.1 | |

EROSION CONTROL (RURAL SEEDING)

232-3A
04-15-14

Following the completion of work in a disturbed area, place seed, fertilizer, and mulch on the disturbed area adjacent to shoulder and median as follows:
Use seed mix and fertilizer meeting the requirements of Section 2601.03, C, 3 of the Standard Specifications.
Use mulch meeting the requirements of Sections 2601.03, E, 2, a and 4160.07, A of the Standard Specifications.
Preparing the seedbed and furnishing and applying seed, fertilizer, and mulch is incidental to mobilization and will not be paid for separately.



188-234
88-01-08

TRAFFIC CONTROL PLAN

- 1-380/US 20 will remain open for the duration of the project. Bridge repairs will require lane shifts and single lane closures. Traffic will be maintained with single-lanes during construction. Exit and entrance ramps to I-380/US20 will be maintained via single lanes during construction.
- Both the SB I-380/US 218 to EB I-380/US 20 flyover ramp shall remain open to traffic at all times. The SB River Forest Road to MB I-380/US20 NB to NB I-380/US218 exit ramp shall remain open at all times. The SB River Forest Road to MB I-380/US20 shall remain open at all times.
 - The NB US 218 to EB I-380/US20 entrance ramp shall be closed for the duration of the project.
 - Ramp closure shall be in accordance with Standard Road Plan TC-417. Refer to sheet J.7 for detour route.
 - The SB River Forest Road to MB I-380/US20 shall be closed for the duration of Stages 2 and 3. Construction shall close the outside shoulder of NB I-380/US 20 to NB I-380/US 20. Refer to Standard Road Plan TC-418.
 - The contractor will not be responsible for establishing a detour for SB River Forest Road traffic.
- All work with the exception of construction that is to be completed behind the temporary barrier rail, requiring 24 hr./day lane closures shall be completed during nighttime hours as follows:
 - Lane closures shall only be permitted from 7:00 PM to 6:00 AM Monday night thru Friday morning.
 - Lane closures shall only be permitted from 10:00 PM to 6:00 AM Sunday night thru Monday morning.
 - Lane closures shall not be permitted Friday or Saturday night.
- Contractor shall not begin 24 hr/day lane closures until March 30, 2015
- Contractor shall notify the Engineer at least 48 hours prior to making traffic control changes for 24 hr./day traffic control set-ups.
- Traffic control changes will be permitted as follows:
 - 10:00 PM to 6:00 AM Sunday night thru Friday morning.
 - 12:00 AM to 6:00 AM Saturday and Sunday.
- The Iowa Department of Transportation reserves the right to modify the hours specified above as necessary to accommodate unexpected traffic volumes.
- Traffic control shall be in accordance with sheets J.1-3.36 and Standard Road Plans on Tab 105-4 on sheet C.2.
- Restricted width signing shall be included with the traffic control and shall be in accordance with Standard Road Plan TC-81. Dimensions shall be an additional 6 inches narrower than the 1-foot less dimension noted on Standard Road Plan TC-81 to account for the curvature of Ramp A and Ramp H. Refer to sheets J.8-3.36 for lane widths and additional details.
- Traffic control on this project shall be in accordance with the Standard Road Plans. For additional complementary information, refer to Part 6 of the Manual on Uniform Traffic Control Devices and the current Standard Specifications.
- The Contractor shall notify the Engineer 10 days in advance for work that requires a lane closure and/or work that restricts the width or vertical clearance of the roadway.

188-268
88-01-08

STAGING NOTES

It is not the intent to confine the Contractor's activities to the areas of suggested stages alone. It is understood that some of the various steps may occur simultaneously. The Contractor may conduct several operations concurrently, provided that traffic is maintained and that these operations do not conflict with the staging indicated herein.

It is recognized that as the various activities related to construction progress, certain situations may arise which will preclude adhering to the original construction sequence or which would readily lend themselves to more efficient staging operations. Should the Contractor desire to deviate from the original plan, a written alternative plan shall be submitted to the Project Engineer for approval a minimum of one (1) week prior to the proposed changes.

Coordinate with all public and private projects in the area at all times.

Refer to sheets J.8-3.13 for typical staging sections.

Stage 1
Refer to sheets J.15-J.20 for information.
Construct shoulder strengthening on US 20 EB and MB shoulders as shown on sheets J.15.

Shoulder closures necessary for shoulder strengthening shall be in accordance with TC-402.
Single lane closures for shoulder strengthening shall be in accordance with TC-418.
Existing guardrail on the outside shoulder of EB US 20 shall remain in place until Stage 2.
Existing guardrail on the inside shoulder of EB US 20 shall remain in place until Stage 2.

Close Ramp D to traffic for duration of construction.
Place TBR, Lane Closures and traffic shifts as shown on Ramp A and Ramp H.
Construct bridge repairs, approach pavement, paved shoulders and replace guardrail as necessary on Ramp D.
Construct bridge repairs, approach pavement and paved shoulders on NB I-380 auxiliary lane and Ramp A.

Stage 2
Close SB River Forest Road to MB I-380/US 20 entrance ramp.
Refer to sheets J.21-J.31 for information.
Restricted width signing for EB and MB US 20 and shall be installed in accordance with TC-81.
Place TBR, Lane Closures and traffic shifts as shown on Mainline I-380/US 20.
Complete bridge repairs, approach pavement and paved shoulders on NB I-380 auxiliary lane and Ramp A.
Complete bridge repairs, approach pavement, paved shoulders and replace guardrail as necessary on Ramp H.
Construct bridge repairs, approach pavement and paved shoulders and install new guardrail on the outside lane and shoulder of EB US 20.
Construct bridge repairs, approach pavement and paved shoulders on the outside lane and shoulder MB US 20.

Stage 3
Maintain SB River Forest Road to MB I-380/US 20 entrance ramp closure.
Refer to sheets J.21-J.26 and J.32-J.36 for information.
Place TBR, Lane Closures and traffic shifts as shown on Mainline I-380/US 20.
Complete bridge repairs, approach pavement, paved shoulders and install new guardrail on the inside lane and shoulder of EB US 20.
Complete bridge repairs, approach pavement and paved shoulders on the inside lane and shoulder MB US 20.

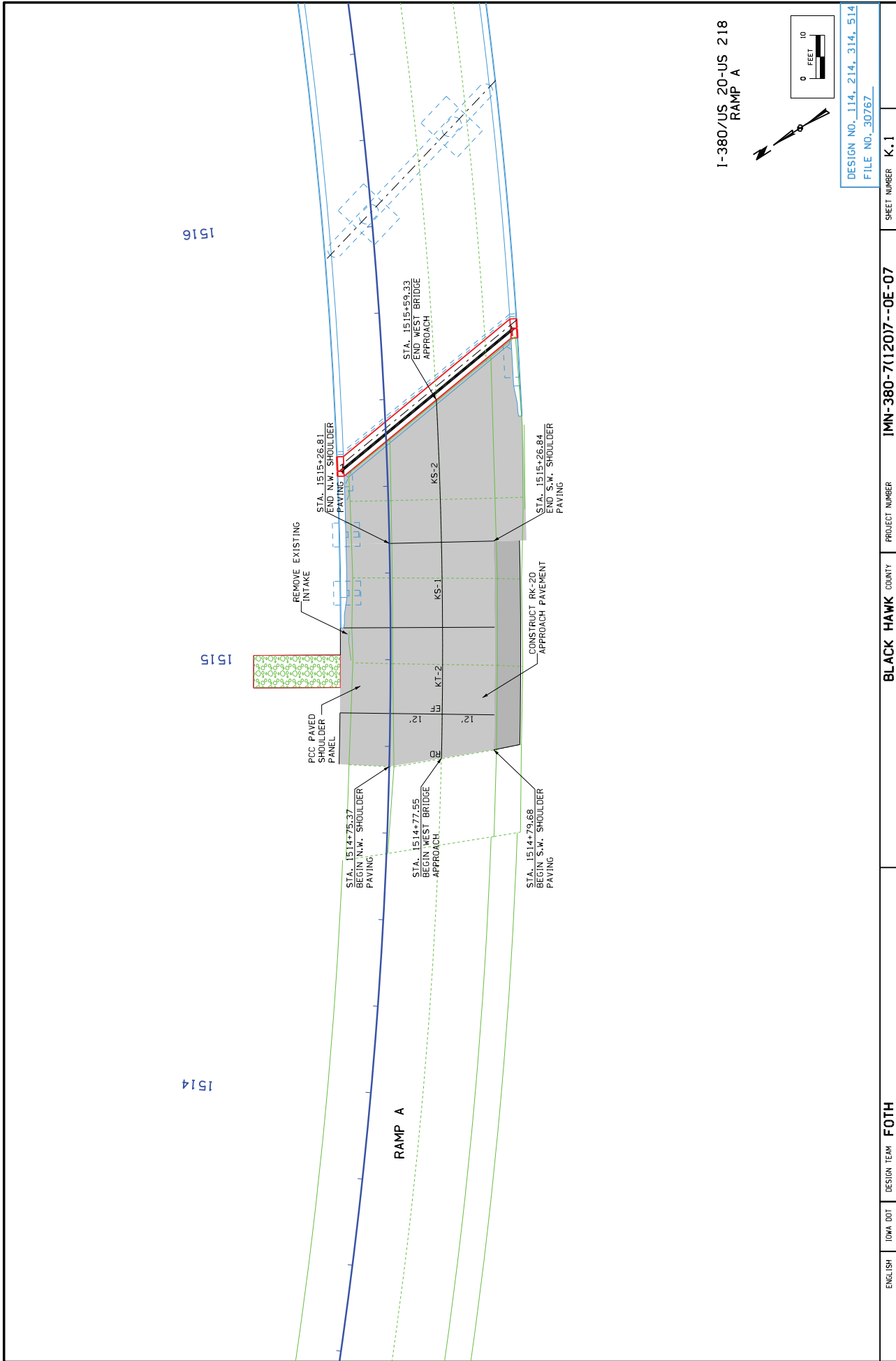
Stage 4
Construct milled rumble strips on outside and inside shoulders.
Milled rumble strips shall be placed during nighttime hours utilizing TC-418 for traffic control.
Install final pavement markings to re-establish original lanes and traffic configuration.

254-1
18-02-01

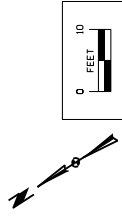
INCIDENT MANAGEMENT

An incident management plan, provided by the District Office, will be discussed at the pre-construction conference.

Design No. 104,214,214,214
File No. 39707



I-380/US 20-US 218
RAMP A



DESIGN NO. 114, 214, 314, 514
FILE NO. 30767

4:21:05 PM 1/29/2015 acj1 X:\DM\1E\2012\121001\12\CAD\Plans\Black_Hawk\07380120k01.dwt

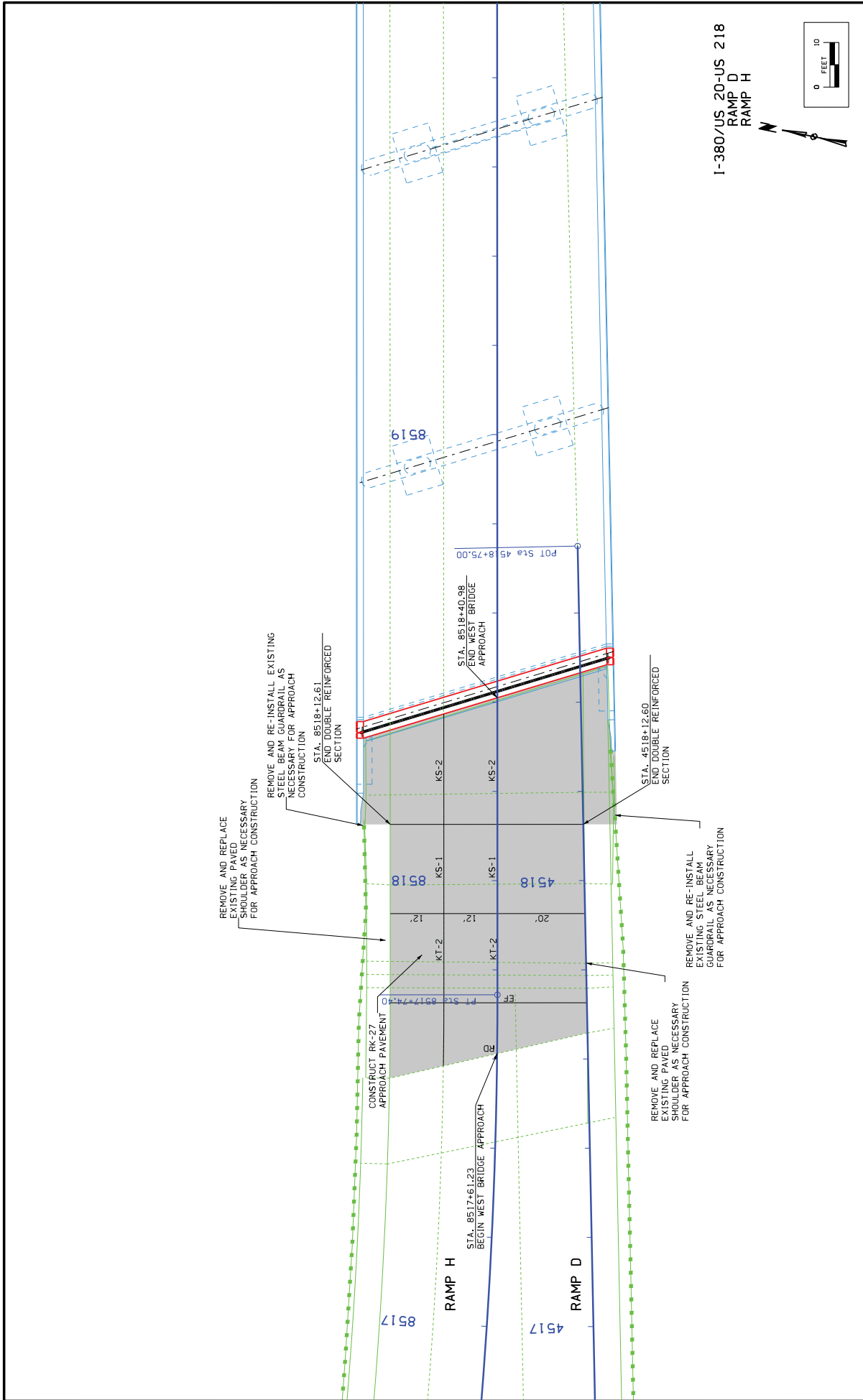
ENGLISH 1/29/2015 acj1

DESIGN TEAM **FOTH**

PROJECT NUMBER **IMN-380-7(12017)--0E-07**

COUNTY **BLACK HAWK**

SHEET NUMBER **K.1**



1-380/US 20-US 218
 RAMP D
 RAMP H

DESIGN NO. 114, 214, 314, 514
 FILE NO. 30767

SHEET NUMBER K.2

PROJECT NUMBER IMN-380-7(12017)--OE-07

COUNTY BLACK HAWK

CONTRACT NUMBER

CONTRACT NUMBER

CONTRACT NUMBER

DESIGN TEAM FOTH

DATE 1/29/2015

4:21:06 PM 1/29/2015 acj1

X:\ADMIN\2012\121001\12\CAD\Plans\Black Hawk\07380120K02.sht