9-Apr-20 Corrections:
- Slide 40: Bridge Deck SF estimate correction from 405,675 to 367,633
- Slide 76: Proposed Scheduling to include cash flow, but not full resource loading
Linda Narigon
GREETING AND INTRO

» Greeting
» Purpose
» Introductions
MEETING GOALS

» Overview of Remaining Program
  » SFY21 (July 2020) Letting
    » INFRA Grant
    » Overview
  » FY19 and FY20 Current Construction Projects
» Road, Bridge and Contract’s Presentations
» HDR as GEC in support of DOT
» Question and Answer session
» Closing information including submittal of additional questions and comments
WORK OVERVIEW
NB and SB I-380 staged to be completed in the same time period and completed before fall 2022. Coordinated with work to the south.
ROAD DESIGN

Jason Holst
STAGING OVERVIEW – ZOOMED INTO INTERCHANGE AREA
HIGH LEVEL QUANTITIES

» Roadway High Level Quantities

<table>
<thead>
<tr>
<th>FY21 Estimate Quantities by Year</th>
<th>Earthwork</th>
<th>Pavement</th>
<th>Subbase Material</th>
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<tbody>
<tr>
<td></td>
<td>Excavation (CY)</td>
<td>Embankment (CY)</td>
<td>Permanent (SY)</td>
</tr>
<tr>
<td>Stage 1 Fall 2020 to Spring 2021</td>
<td>65,000</td>
<td>150,000</td>
<td>90,000</td>
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<tr>
<td>Stage 2 - 2021</td>
<td>400,000</td>
<td>175,000</td>
<td>350,000</td>
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<tr>
<td>Stage 3 - 2022</td>
<td>200,000</td>
<td>60,000</td>
<td>185,000</td>
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</tbody>
</table>

» 80,000 CY Embankment, Contractor Furnish
» 19,000 CY Topsoil, Contractor Furnish
» Class 10 Waste is being finalized to determine how much and where it can remain in the infields.
STAGING - GENERAL

» Staging scrolls will be provided as part of the contract documents

» Some changes made since the October AGC update meeting
  » Showing opportunities for earlier work
    » Piers that can be constructed earlier
    » Notes when early work isn’t possible

» TBR bid items
  » Extra bid item for the small shifts
  » Tabulated in plans
  » Additional field adjustments may be necessary
STAGING - WINTER

» Winter configurations
  » Winter chutes allowed.
  » Extra TBR shifts
    » To allow for extra shoulder width when possible
» Winter traffic configuration will need to be coordinated between Contractor and the Engineer
STAGING - PAVING

» Width behind TBR for paving. Adjacent to median.
STAGING - PAVING

» Width behind TBR for paving
STAGING - PAVING

» Width behind TBR for paving
EARTHWORK

» Surface models – approach

» Holding time and geotech info on the next slides
  » Automated settlement readings for some sites
GEOTECH – HOLDING TIMES

LEGEND

- Previous Projects
- (372) Contract

SUBJECT TO CHANGE

Paving Delay
200 Days
Sand Blanket & Surcharge (4')
Contract (243)

Paving Delay
400 Days
Surcharge (4')
Contract (243)

Pile Driving Delay
260 Days
Surcharge (4')
Contract (243)

Paving Delay
30 Days
Contract (372)

Paving & MSE Wall Delay
30 Days
Contract (372)

Pile Driving Delay
30 Days
Contract (372)

Paving Delay
30 Days
Contract (372)

Pile Driving Delay (Pier 2)
30 Days
Contract (372)
GEOTECH – HOLDING TIMES

LEGEND

- Previous Projects
- (372) Contract

SUBJECT TO CHANGE

Preliminary, Subject to Change
GEOTECH – HOLDING TIMES

Driving Delay 30 Days Contract (372)

Paving Delay 30 Days Contract (372)

Pile Driving Delay (Pier 2) 30 Days Contract (372)

Pile Driving Delay 30 Days Wick Drains & Surcharge (4') Contract (372)

LEGEND
- Previous Projects
- (372) Contract

SUBJECT TO CHANGE
GEOTECH – HOLDING TIMES

» Holding times shown on Staging Scrolls

Holding Time Required.
See Q-sheets for more details.
GEOTECH – HOLDING TIMES

<table>
<thead>
<tr>
<th>Alignment</th>
<th>Direction</th>
<th>Stations Begin</th>
<th>Station End</th>
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<td>I-80</td>
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<td>662+50</td>
<td>687+00</td>
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<td>NB</td>
<td>1165+75</td>
<td>1168+50</td>
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<td>7558+45</td>
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<th>Delay</th>
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<td>S. Abutment</td>
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</tr>
<tr>
<td>Ramp F</td>
<td></td>
<td>S. Abutment</td>
<td>30 days</td>
</tr>
</tbody>
</table>
Granular Blanket Note:
Install 3-foot thick Granular Blanket with horizontal subdrains. Extend granular drainage blanket 4 feet horizontally beyond limits of embankment area on all sides, and installation blanketing will be drained by GP-JL subdrains.

Temporary Surcharge Note:
1. Place surcharge to depths, limits and
   typical section shown.
2. Construct surcharge using suitable material,
   placed per the specifications.
3. Allow 30-day delay from surcharge placement
   to surcharge removal from STA 5665+60.00 to 5668+60.00.

Estimated quantity of surcharge is 520 cubic yards.

Table 1. Table of Main Drain Installation Spacing

<table>
<thead>
<tr>
<th>Area (ft. sq.)</th>
<th>Center to Center Spacing</th>
<th>Approx. Number of Wick Drains</th>
<th>Est. Avg. Tip Elev.</th>
<th>Est. Avg. Length of Wick Drains</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-B-C-D-E</td>
<td>5 feet triangular</td>
<td>13/132</td>
<td>Average elev. - 720 ft</td>
<td>64 feet</td>
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</table>

The settlement waiting period shall be 30 days following completion of embankment construction prior to removing the surcharge and beginning pile driving for installation of settlement plate readings. Settlement plate readings should be reviewed by GDOT soils.

If full depth installation becomes difficult due to stiffer soil layers, contact GDOT soils practice to allow reassessment of tip elevations.

Use GIS sheets for a tabular summary of the following information:

- From Station 5565+00 to 5567+00 install 1132 prefabricated vertical (wick) drains in a triangular pattern with center-to-center spacing as shown in Table 2. Install wick drains from the ground surface through the existing embankment, and in compressible cohesive soils. There is an estimated 76,300 linear feet of vertical wick drains.

- The existing pavement and underlying granular material shall be removed to facilitate wick drain installation. Predrilling through the new and/or existing embankment may be necessary if the embankment is properly backfilled with soil.
Granular Blanket Note
Install fine-grain granular blanket with horizontal subdrains. Extend granular drainage blanket 7 feet horizontally beyond the toe of the temporary 12 feet high embankment on all sides of the embankment. Blankets will be drained by DH-301 subdrains.

Approximate limits of granular blanket: Extend granular drainage blanket 4 feet horizontally beyond limits of wick drains on all sides.

Table 2: Table of Wick Drain Installation Spacing

<table>
<thead>
<tr>
<th>Area ft. sq</th>
<th>Center to Center Spacing</th>
<th>Approx. Number of Wick Drains</th>
<th>Est. Avg. Tip Rev.</th>
<th>Est. Avg. Length of Wick Drains</th>
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</thead>
<tbody>
<tr>
<td>A B C D E F G H</td>
<td>3 feet</td>
<td>5 feet</td>
<td>9.531</td>
<td>70</td>
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</table>

The settlement waiting period shall be 30 days following completion of embankment construction prior to removing the surcharge and beginning pile driving on embankment piles. Settlement plate readings shall be reviewed by DOIT soils.

If full depth installation becomes difficult due to stiffer soils at depth, contact DOIT soils Design for review of cap elevations.

See CS sheets for a tabular summary of the following information:

From station 663+00 to 665+700: Install 3.125' prefabricated vertical (vbd) drains in a triangular pattern with center to center spacing as shown in Table 2. Install wick drains from the ground surface through the existing embankment, and/or compressive cohesive soils. There is an estimated 294’/100 linear feet of vertical wick drains.

The existing pavement and underlying granular material shall be removed to facilitate wick drain installation. Puddling through the new and/or existing embankment may be necessary but will be acceptable if the embankment is properly backfilled with sand.
RETAINING WALLS

» Permanent Retaining Walls
  » MSE Wall
  » Noise Wall / View Block Wall

» “Temporary” Walls
  » Fill Walls
    » Temporary MSE Wall
  » Cut Walls
    » Buy America for piling left in place
RETAILING WALLS – EXISTING

Legend

- Permanent Wall
- Temporary Wall
- Bank Stabilization

Temporary Fill Wall (Remains)
Temporary Shoring in Median for Ramp G/E (To Remain)
Temporary Shoring (TYP - Bridge Staging)
Temporary Shoring in Median for Ramp F (To Remain)
Reinforced Concrete Retaining Wall Design No. 2317
Future View Block Wall
AGC MEETING
May 9th, 2019
RETAINING WALLS – PROPOSED

Refer to previous slide for shoring done in prior contract that may remain in place.
RETAINING WALLS – I-80 TYPICAL
ZONE "F" - PLACE MODIFIED SUBBASE AND 4" DRAIN TILE AT FACE OF WALL AFTER PLACEMENT OF SECOND WELDED WIRE FORM. SLOPE DRAIN TILE TO TEMPORARY INTAKES. REFER TO TYPICAL ROADWAY SECTIONS.
STAGING – INGRESS / EGRESS

Access Route Legend:

- **Possible Haul Route**
- **Work Zone Ingress**
- **Work Zone Egress**

Peak hours are defined as:
- o Monday 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m.
- o Tuesday 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m.
- o Wednesday 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m.
- o Thursday 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m.
- o Friday 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m.

**Notes to provide clarity and intent:**

- Access allowed at all times.
- Access allowed during non-peak hour traffic, requires shoulder closure per TC-402.
- Access allowed during non-peak hour traffic, requires partial ramp narrowing per TC-416.
- Access only allowed at night, per the J.1 lane closures times, requires lane closure per TC-418.
STAGING – INGRESS / EGRESS

Ingress from I-80 WB
Access allowed at all times

Egress to EB I-80
Access allowed during non-peak hours

PROJECT NUMBER: IMN-080-6(235)239 -- 0E-52
Preliminary, Subject to Change
STAGING – INGRESS / EGRESS

Ingress from WB I-80
*Access allowed during non-peak hours*

Ingress from closed ramp
Access allowed at all times

Egress to EB I-80
Access allowed at all times
STAGING – INGRESS / EGRESS

Egress to SB I-380 loop
*Access not allowed during peak hours*
*Requires partial ramp closure per TC-416*
*Maintain 12’ minimum lane width*

Egress to WB I-80
*Access only allowed at night*
*Insufficient space for partial ramp closure*

Ingress from WB I-80
*Access not allowed during peak hours*

Ingress to infield
Access allowed at all times
BARRIER RAIL - FINAL

» I-80 Median Barrier
  » Aesthetics
  » Matches I-80 to the East

» I-380
  » Same shape
  » No aesthetic treatments
    » No texture
    » No color
Matt McLaughlin
EXAMPLE OF UTILITY RELOCATION ENVELOPES
Steve Maifield
BRIDGES (REFER TO HANDOUT)

9-Apr-20 Bridge Deck SF estimate correction

- Bridge Deck (SF): 405,675
- 367,633
BRIDGES – DRILLED SHAFT

I-380 - NB DESIGN #618 (346)
I-380 - SB DESIGN #519 (343)
I-380 - SB DESIGN #419 (340)
I-380 - NB DESIGN #318 (337)
I-380 - NB DESIGN #218 (333)
Ramp F DESIGN #122 (356)
I-80 - WB DESIGN #124 (351)
Jasper Ave. DESIGN #220 (356)
I-380 - SB DESIGN #215 (333)
I-80 - WB DESIGN #718 (348)
I-80 - EB DESIGN #121 (348)
RAMP A/G DESIGN #224 (440)
Ramp E DESIGN #223 (360)
US 218 - NB DESIGN #118 (330)
I-380 - SB DESIGN #119 (330)

LEGEND

STATE FISCAL YEAR OF LETTING

Previously Let
FY 2021 Stage 1
FY 2021 Stage 2
FY 2021 Stage 3

Assumed general sequence

*Drilled Shafts may be constructed over several stages; staging colors illustrated are indicative of the stage in which most of the work is anticipated to take place.

DEVELOPMENT INFO
March 10th, 2020

PROJECT NUMBER: IMN-080-6(235)239 -- 0E-52
Preliminary, Subject to Change
BRIDGES – AESTHETICS

LEGEND
STATE FISCAL YEAR OF LETTING

- Previously Let
- FY 2021 Stage 1
- FY 2021 Stage 2
- FY 2021 Stage 3

Assumed general sequence

*Bridges may be constructed over several stages; staging options illustrated are indication of the stage in which most of the work is anticipated to take place.

Aesthetics/Barriers

PROJECT NUMBER: IMN-080-6(235)239 -- 0E-52
Preliminary, Subject to Change
BRIDGES – MASS CONCRETE – WALL PIERS

Mass Concrete - Wall Piers
BRIDGES – MASS CONCRETE – FLYOVER PIERS

Mass Concrete - Flyover Piers

*Note: Bridges may be constructed over several stages; staging colors illustrate an indicative of the stage in which most of the work is anticipated to take place.*
BRIDGES – MASS CONCRETE – FLYOVER PIERS

PIER ELEVATIONS

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<th>LOCATION</th>
<th>PLAN</th>
<th>AS-BUILT</th>
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<tr>
<td>ELEV. B</td>
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<tr>
<td>ELEV. C</td>
<td>798.80</td>
<td></td>
</tr>
<tr>
<td>ELEV. D</td>
<td>798.80</td>
<td></td>
</tr>
<tr>
<td>ELEV. E</td>
<td>798.80</td>
<td></td>
</tr>
<tr>
<td>ELEV. F</td>
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<td>ELEV. G</td>
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<td>ELEV. H</td>
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</table>

NOTES:
- For pier reinforcement, see design sheets 24 through 26.
- For footing details, see design sheet 24.
- For reinforcement bar list, see design sheet 25.
- For pier aesthetic details, see design sheet 41.
- For concrete painting details, see design sheet 40.
- For details 1 to 3, cap bar reinforcement and pier notes, see design sheet 22.

854'-0" X 40'-0" CONTINUOUS WELDED GIRDER BRIDGE

DESIGN FOR 10'-0" CLEAR SPAN

JOHNSON COUNTY
TENNESSEE DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION

PROJECT NUMBER: IMN-080-6(235)239 -- 0E-52

Preliminary, Subject to Change
BRIDGES – MASS CONCRETE – FLYOVER PIERS

PIER 1 PILING NOTES:
The contract length of 75 feet for the pier 1 piles is based on a cohesive soil classification. A total factored axial load per pier (P) of 4,85 kips, and a seismically induced resistance factor (Rf) of 0.7 for rock end bearing piles.

The required nominal bearing resistance for construction control is determined from a cohesive soil classification and a seismically induced resistance factor (Rf) of 0.7 for rock end bearing piles. Piles are assumed to be driven from a start elevation at the bottom of footing.

The required nominal bearing resistance for the pier 1 piles is 304 tons at end of driving or retention. The pile contract length shall be driven as per plan unless piles exceed 75 feet. In no case shall a pile be driven less than 75 feet. Construction control requires a stress analysis with bearing Smith.

Pier piles are required to accommodate downing forces due to soil consolidation under the new earth fill. Piles shall be driven to 75 feet of driving or retention. A mechanical driving resistance factor includes 5 tons adjustment for denuding forces and 204 tons resistance for dead and live load bearing capacity.

Pile dimensions are at bottom of footing.

E – REINFORCEMENT:
Bearing piles are required.

EXCEPT WHERE SPECIFIED, Bearing piles are required for the pier piles in accordance with Table 16 of the current standard specifications and materials in use.

Bundled bars shall be tied, wired, or otherwise fastened to ensure that they remain in their relative position.

NOTES:
FOR PIER REINFORCING, SEE DESIGN SHEETS BY THOMAS 21 AND 22.

FOR REINFORCING BAR LIST, SEE DESIGN SHEET 24.

DESIGN FOR HOLLOW-STOCKER
854'-0" X 40'-0" CONTINUOUS WELDED GIRDER BRIDGE
ON I-80/L-109, INTERCHANGE I-80/L-109 & I-80/35, JOHNSON COUNTY
PIER 1 DETAILS
APRIL 2002

JOHNSON COUNTY
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
DESIGN SHEET NO. 24
PROJECT NUMBER: IMN-080-6(235)239 -- 0E-52
SHEET NUMBER 25

GETTING YOU THERE
I-80/I-380 SYSTEMS INTERCHANGE

PROJECT NUMBER: IMN-080-6(235)239 -- 0E-52
Preliminary, Subject to Change
Stacy Ryan
CONTRACT – FY21

» Advertisement May 19, 2020
» Special Letting July 15, 2020
» Site Milestones and Completion
» Bonuses
» Special Provisions
FY21 CONSTRUCTION COMMITMENTS AND SCHEDULE

» July 2020 Letting
» Substantial Completion Fall 2022 including:
  » New Interstate lanes and outside shoulders open
  » New Ramps open
» Work allowed to be completed in 2023
  » Listed on slide for site 00 at end of sites
» Contract completed Summer 2023
## CONTRACT OVERVIEW

### Draft Contract Time
Proposal ID: 52-0806-372
Letting: July 15, 2020

<table>
<thead>
<tr>
<th>Site ID</th>
<th>Site Details</th>
<th>Liquidated Damages</th>
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<td></td>
<td>Overall Project</td>
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<td>01</td>
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<td></td>
<td>Complete I-80 WB to I-380 NB Ramp A</td>
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<td>02</td>
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<td>06</td>
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<td>Complete I-80 WB to US-218 SB Ramp G</td>
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<td>Substantial Completion of Interchanges. See details below.</td>
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## Draft Contract Time

**Proposal ID:** 52-0806-372  
**Letting:** July 15, 2020

<table>
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## CONTRACT OVERVIEW

### Draft No Excuse Bonuses

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<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>No.1</td>
<td>Complete I-380 SB Stage 2F Traffic Switch</td>
<td>11/17/2021</td>
<td>$350,000</td>
</tr>
<tr>
<td>No.2</td>
<td>Complete I-80 WB to I-80/I-380 Ramp A to I-380 NB</td>
<td>11/18/2020</td>
<td>$2,175,000</td>
</tr>
<tr>
<td>No.3</td>
<td>Complete I-380 SB to I-80/I-380 Ramp F to I-80 EB</td>
<td>11/18/2020</td>
<td>$2,175,000</td>
</tr>
<tr>
<td>No.4</td>
<td>Complete I-80 WB</td>
<td>11/18/2020</td>
<td>$1,500,000</td>
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<tr>
<td>No.5</td>
<td>Complete I-80 EB</td>
<td>11/18/2020</td>
<td>$1,500,000</td>
</tr>
</tbody>
</table>
CONTRACT – SITES (REFER TO HANDOUT)
CONTRACT – SITES (REFER TO HANDOUT)

Site 02: SB to EB
Site 03 : WB I-80
CONTRACT – SITES (REFER TO HANDOUT)

Site 04 : EB I-80
CONTRACT – SITES (REFER TO HANDOUT)

Site 05: NB to WB Ramp E
Site 06: WB to SB
Ramp G
Site 07: All remaining interchange ramps including:
- 80/380,
- Forevergreen Road,
- Ireland Ave,
- Coral Ridge Ave
Site 08 : Ramp H traffic closure. Time between closing the loop and opening new Ramp H to traffic. I/D Restricted site for Critical Closure.
Site 09: Ramps B and H connections with EB I-80 needed to complete stage 2A; switching EB I-80 traffic to the I-80 median.
I/D Restricted site for Critical Closure. Both Ramp H and Ramp B must be open to traffic with no further closures.
Site 10: Ireland Ramp D open to traffic. I/D Restricted site for Critical Closure.
Site 11: Ramp B connection to median of SB US 218, to maintain traffic. I/D Restricted site for Critical Closure.
Site 13: SB to WB Ramp C traffic switch from the median of I-380. I/D Restricted site for Critical Closure.
Site 14: Ramp D connection into new EB I-80. I/D Restricted site for Critical Closure.
Site 00 – Contract Completion
- LD
- Completion Date 7/15/2023
- This site covers all work not covered by the other sites

Work allowed to be completed in 2023 may include:

- Jasper Ave (a.k.a. Park Road) Bridge
- I-80 and I-380 Median Barriers
- Final signing and lighting
- Component pavement markings
- Wall near City Park
- Off-roadway work
SPECIAL PROVISIONS

Matt McLaughlin

Linda Narigon
CONTRACTS – SPECIAL PROVISIONS

» Contracting Times and Bonuses (SP to be developed)
» Project Partnering
» Progress Scheduling
» e-Builder
» Railroad – Work on Iowa Interstate RR ROW
» Instrumentation and Monitoring
» Mass Concrete
» Aesthetic Treatment for Concrete Barrier
CONTRACTS – SPECIAL PROVISIONS

» Cement Treated Subgrade
» Aesthetic Treatment of MSE Retaining Wall Concrete Panels
» Girder Erection Plan
» Anti-Graffiti Coating (at RR – under discussion and consideration to include)
» Multi-Component Liquid Pavement Markings
» Preformed Thermoplastic Pavement Markings
» ITS Infrastructure
» Lane Rental
## CONTRACTS – SPECIAL PROVISIONS

### Lane Rental (Overnight Closures)

#### Table 1 – Weekday Full Closure Lane Rental Assessment Rates

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>I-80 Eastbound Closure at Jasper Ave Bridge Demo ($/hour)</th>
<th>I-80 Westbound Closure at Jasper Ave Bridge Demo ($/hour)</th>
<th>I-80 Eastbound Closure ($/hour)</th>
</tr>
</thead>
<tbody>
<tr>
<td>12:00 AM - 1:00 AM</td>
<td>$500</td>
<td>$500</td>
<td>$500</td>
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<tr>
<td>1:00 AM - 2:00 AM</td>
<td>$500</td>
<td>$500</td>
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<tr>
<td>2:00 AM - 3:00 AM</td>
<td>$500</td>
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<tr>
<td>3:00 AM - 4:00 AM</td>
<td>$500</td>
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<tr>
<td>4:00 AM - 5:00 AM</td>
<td>$500</td>
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<tr>
<td>5:00 AM - 6:00 AM</td>
<td>$1,500</td>
<td>$1,000</td>
<td>$4,000</td>
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<td>6:00 AM - 7:00 AM</td>
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<td>7:00 AM - 8:00 AM</td>
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<td>$2,500</td>
<td>$7,000</td>
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<tr>
<td>11:00 PM - 12:00 AM</td>
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<td>$500</td>
<td>$500</td>
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</tbody>
</table>

*Prohibited Full Closure Times*
CONTRACTS – SPECIAL PROVISIONS

» Progress Scheduling – planned changes to the SP (compared to last letting)
  » More frequent updates
  » Resource Cost Loading 9-Apr-20 correction
CONTRACTS – SPECIAL PROVISIONS

» IAIS RR Agreement and Special Provision
CLOSING REMARKS