GETTING YOU THERE

I-80/I-380 SYSTEMS INTERCHANGE

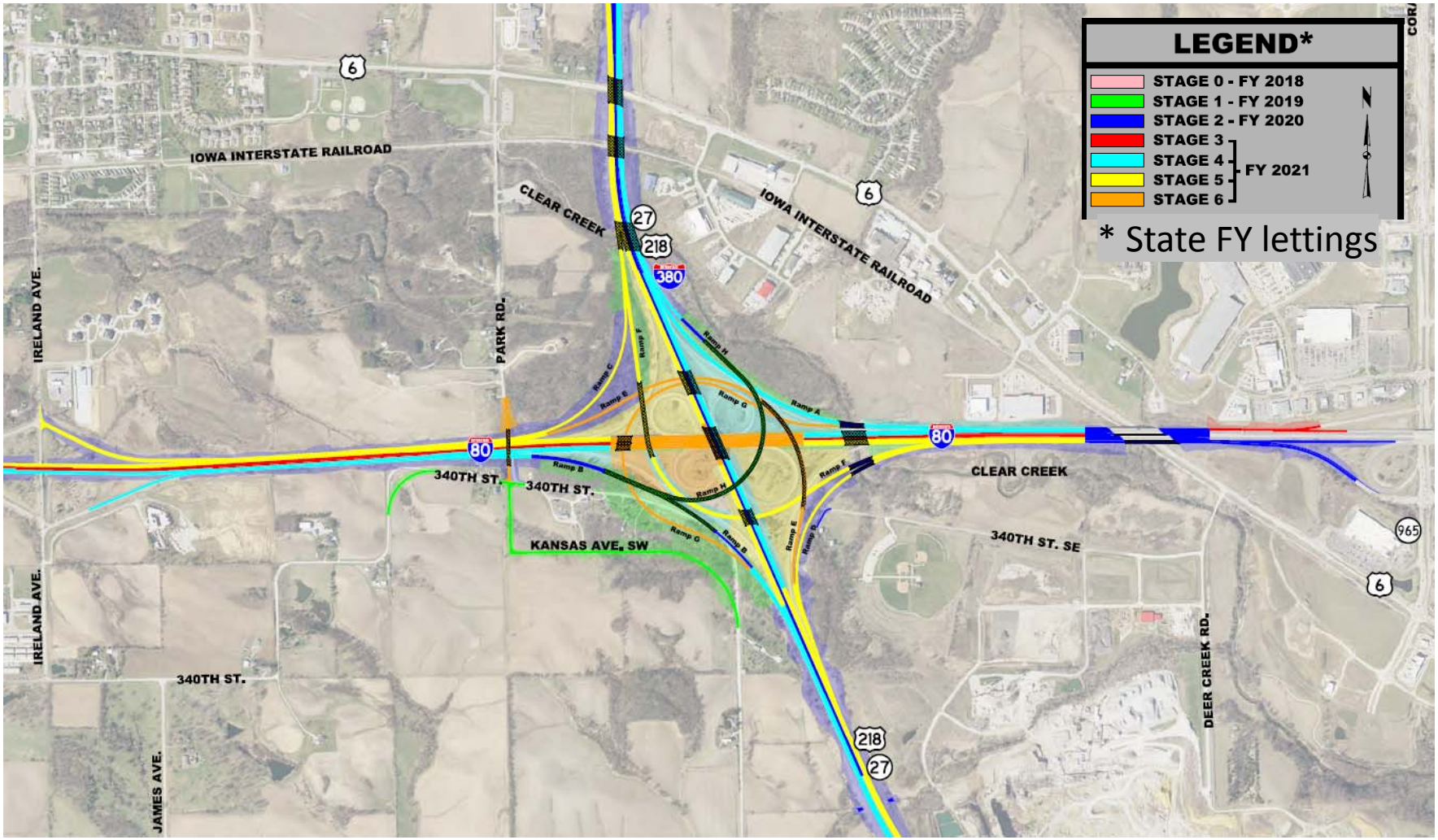
AGC MEETING – MAY 9, 2019

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

MEETING GOALS

- Overview of Remaining Program
  - FY20 Letting package
    - Overview
    - Technical elements
    - Contract and Schedule
  - FY21 Letting update
    - INFRA Grant
    - Overview
- Question and Answer session
- Submit any questions in writing by COB Monday May 13, 2019

‘RAINBOW MAP’ STAGING OVERVIEW*



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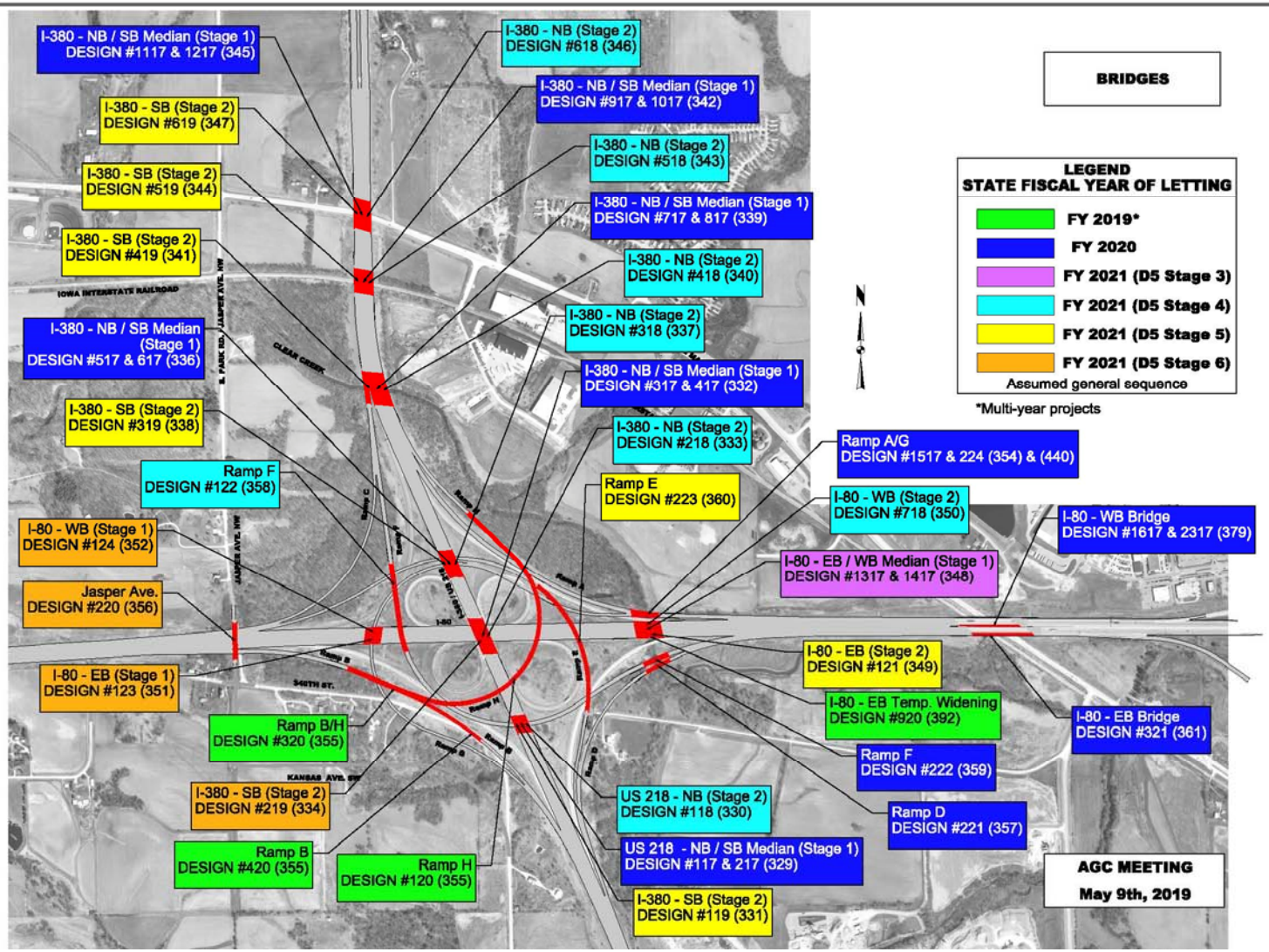
I-80/I-380 SYSTEMS INTERCHANGE

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

BRIDGES – BY STATE FY



TRAFFIC

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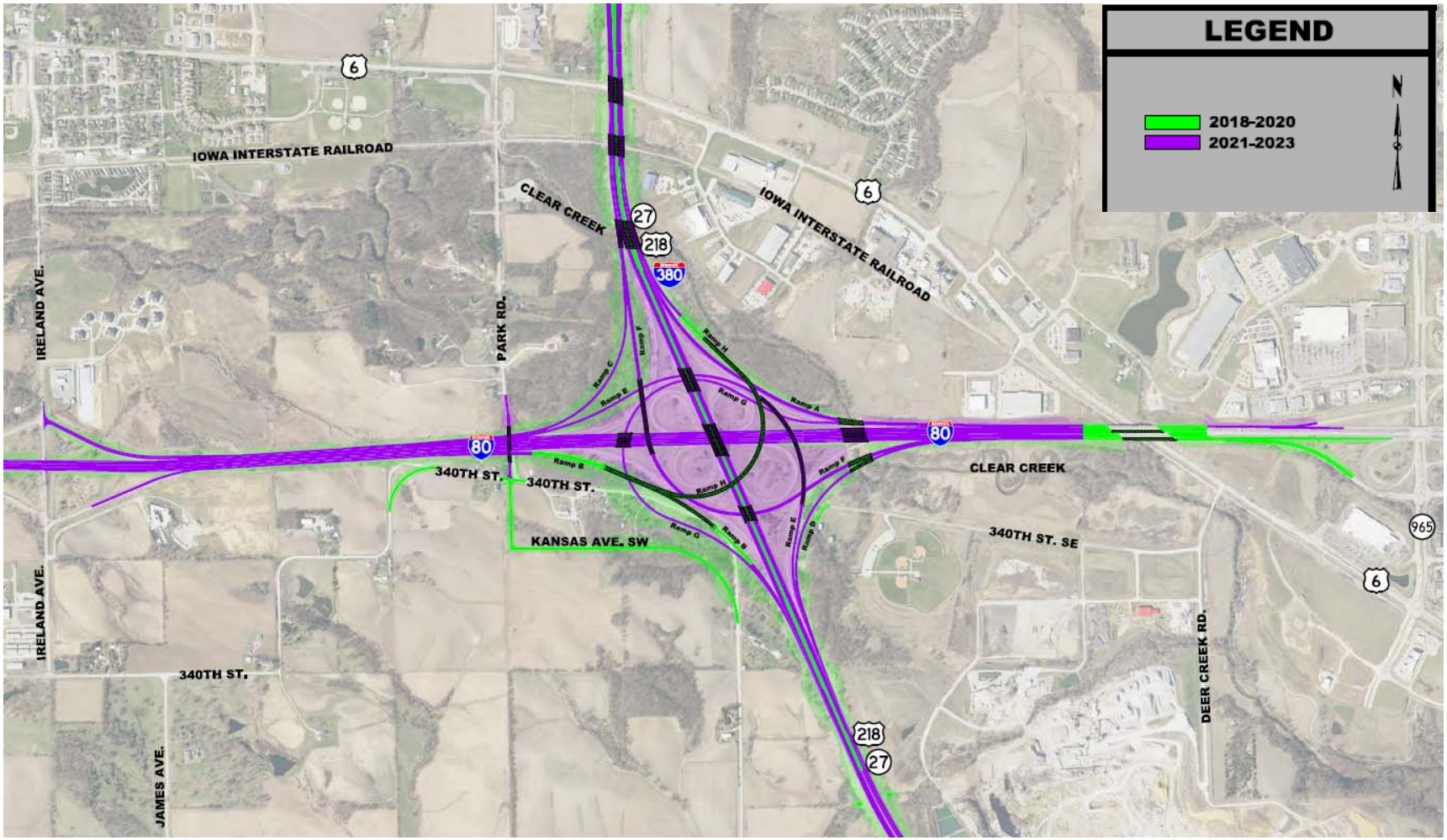
I-80/I-380 SYSTEMS INTERCHANGE

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

FY19 AND FY20 CONTRACT WORK OVERVIEW



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I-80/I-380 SYSTEMS INTERCHANGE

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

FY20 – I-80 WEST LEG

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I-80/I-380 SYSTEMS INTERCHANGE

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

FY20 – I-80 EAST LEG

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I-80/I-380 SYSTEMS INTERCHANGE

PROJECT NUMBER: IMN-080-6(235)239 -- 0E-52
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FY20 – US-218 SOUTH LEG

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I-80/I-380 SYSTEMS INTERCHANGE

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FY20 – I-380/218 NORTH LEG

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I-80/I-380 SYSTEMS INTERCHANGE

PROJECT NUMBER: IMN-080-6(235)239 -- 0E-52
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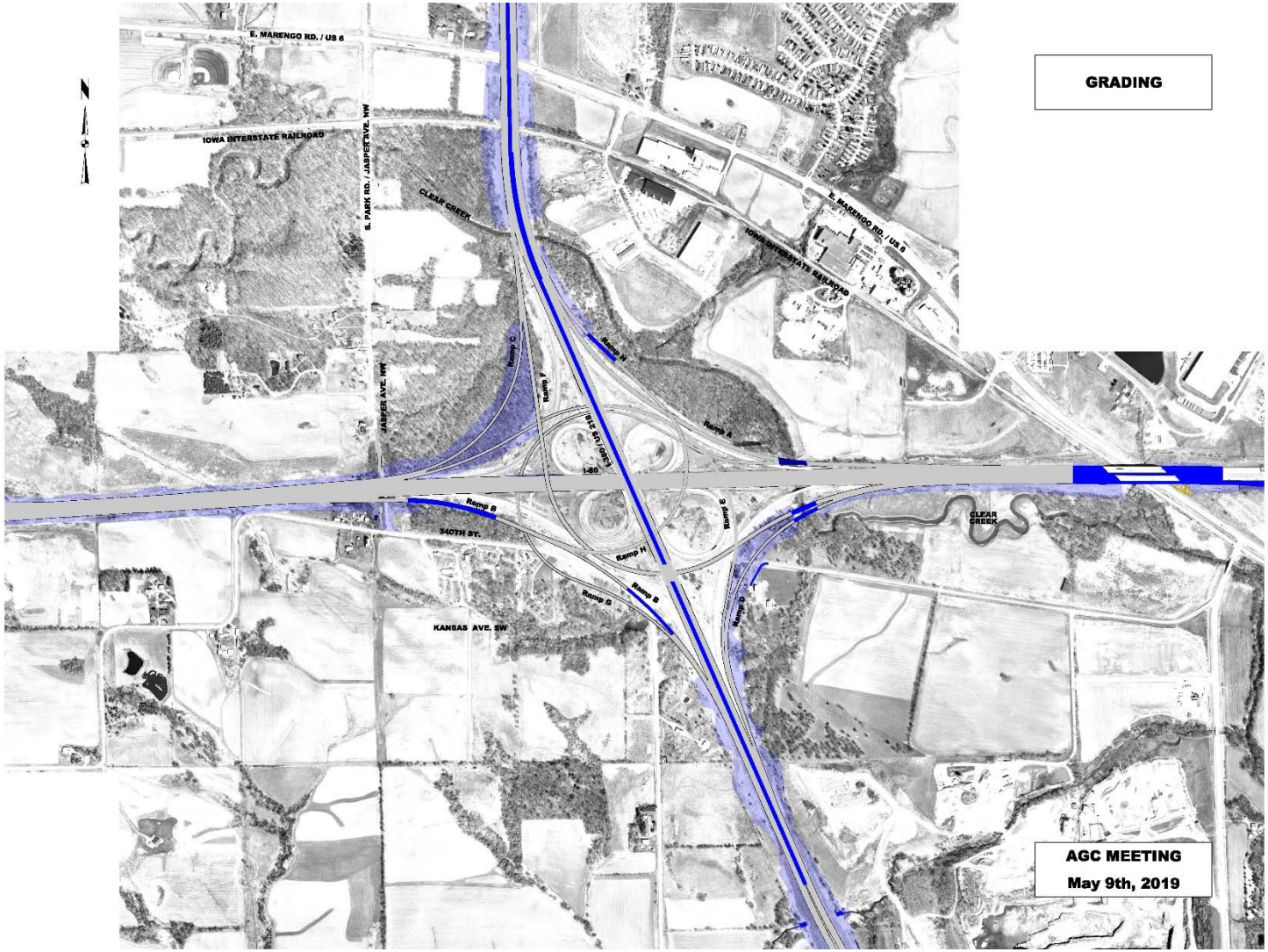
FY20 – HIGH LEVEL QUANTITIES

Quantity Estimate
Subject to Change

Year	Paren	Earthwork				Pavement			Subbase Material			Other	
		Class 10	Waste	Contractor Furnished	Top Soil Contractor Furnished	Permanent PCC	Permanent HMA	Temporary	Granular Subbase	Special Backfill	Modified Subbase	Trenchless Culvert	TBR
2020	(371)	690,000 CY	--	82,000 CY	40,000 CY	35,000 SY	9,000 TN	60,000 SY	--	24,000 CY	17,000 CY	2,000 LF	80,000 LF
2020	(373)	130,000 CY	--	13,000 CY	--	--	--	25,000 SY	--	10,000 CY	--	400 LF	--
TOTAL		820,000 CY	--	95,000 CY	40,000 CY	35,000 SY	9,000 TN	85,000 SY	--	34,000 CY	17,000 CY	2,400 LF	80,000 LF

GRADING



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I-80/I-380 SYSTEMS INTERCHANGE

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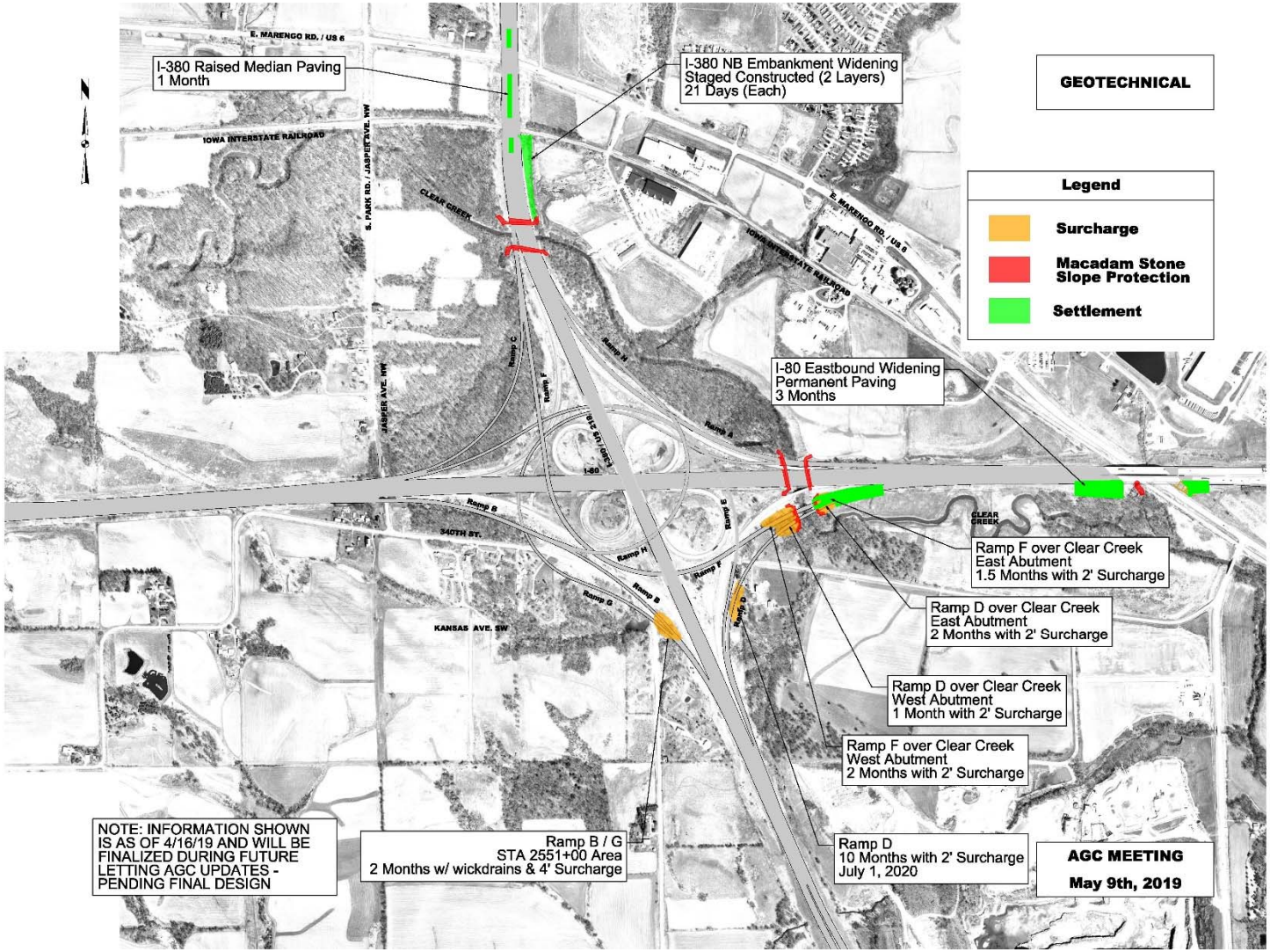
HOLDING TIMES

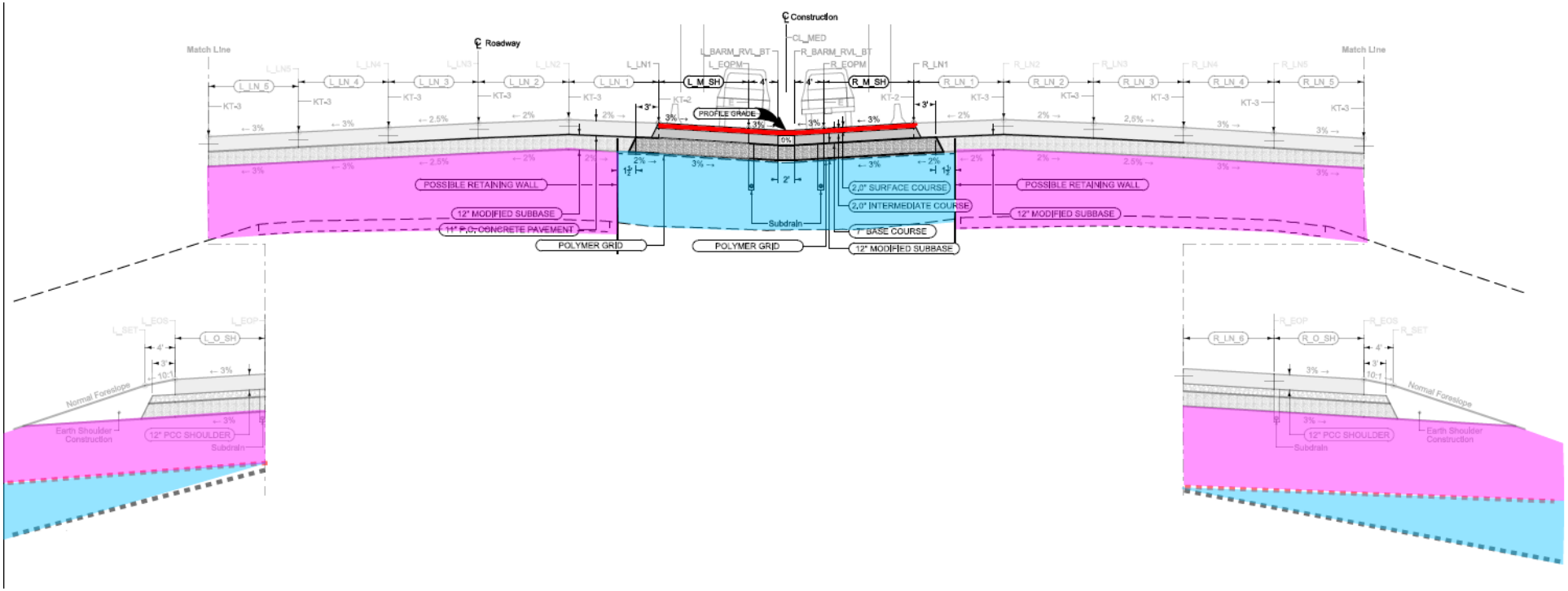


GETTING YOU THERE
I-80/I-380 SYSTEMS INTERCHANGE

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

HMA APPROACHES I-380

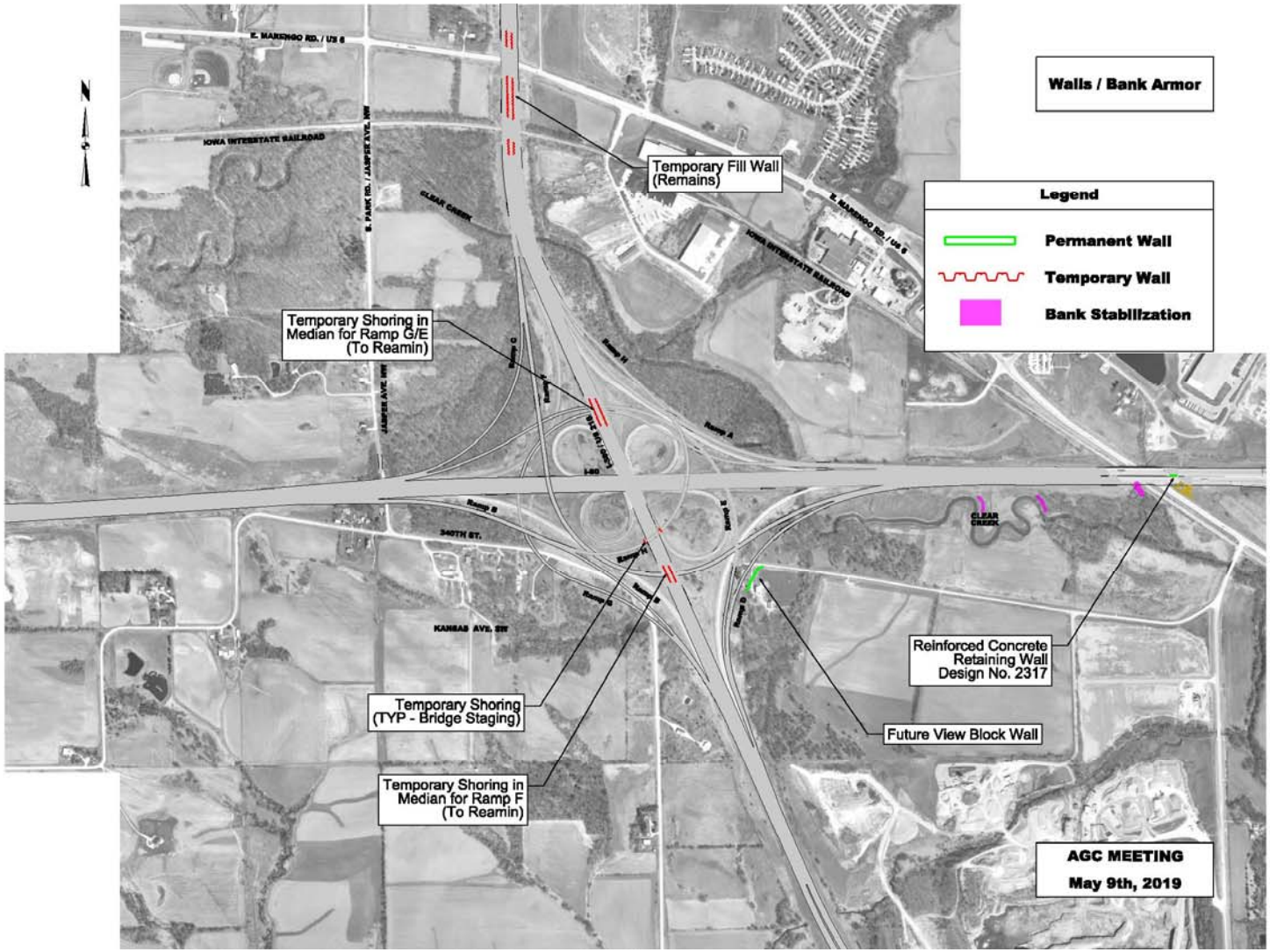
» Differential Settlement



RETAINING WALLS

- Permanent Walls
  - “Temporary” Fill Walls
  - Buy America
- Temporary Cut Walls
- Bank Stabilization

RETAINING WALLS



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

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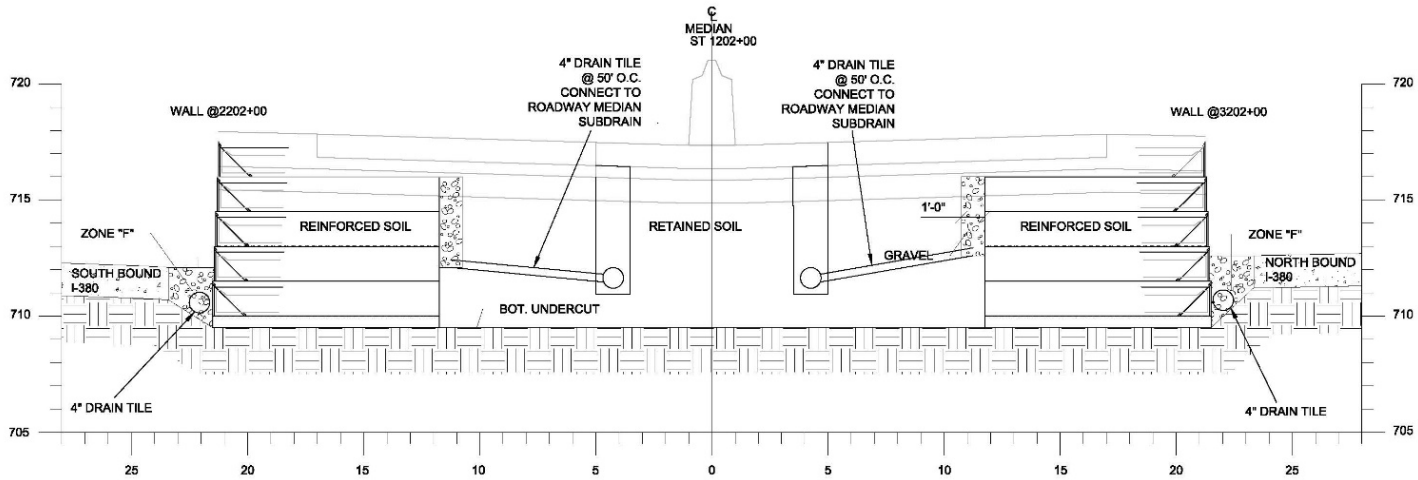
RETAINING WALLS



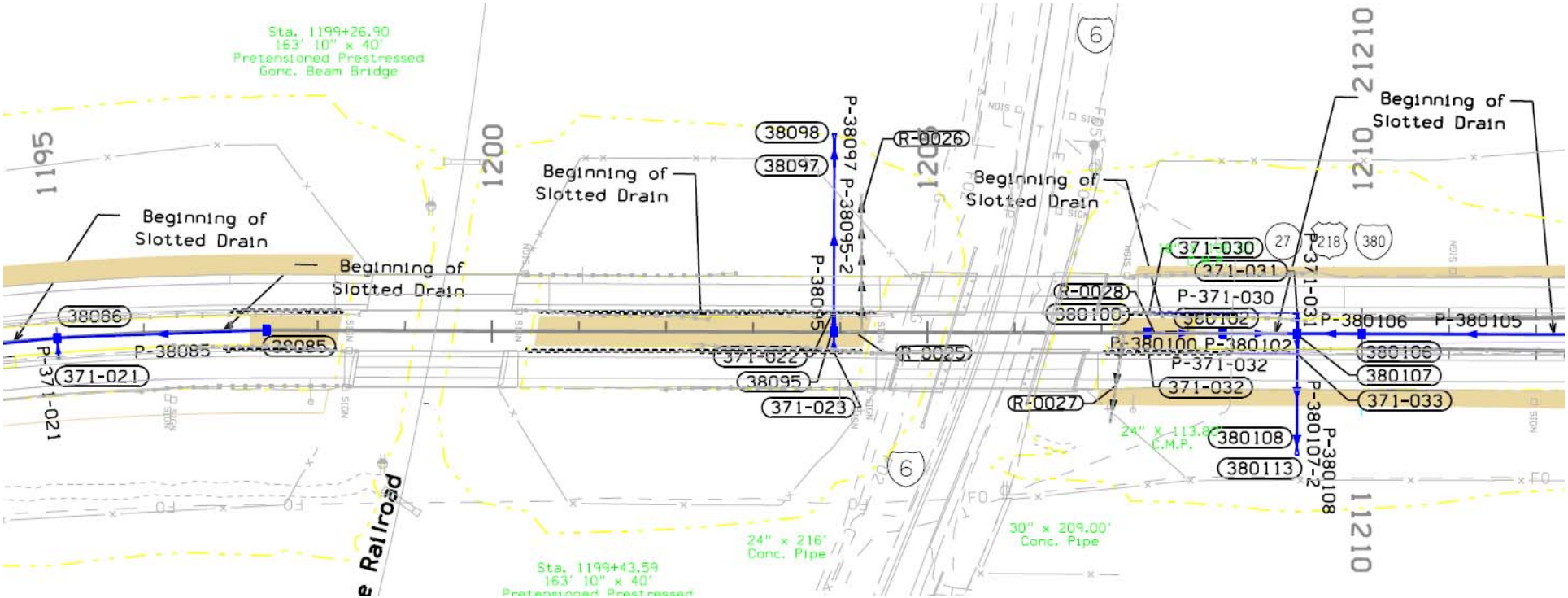
TYPICAL PHASE 1 SECTION (STATION 1202+00 SHOWN)
NTS

ZONE "F" : PLACE MODIFIDE 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.

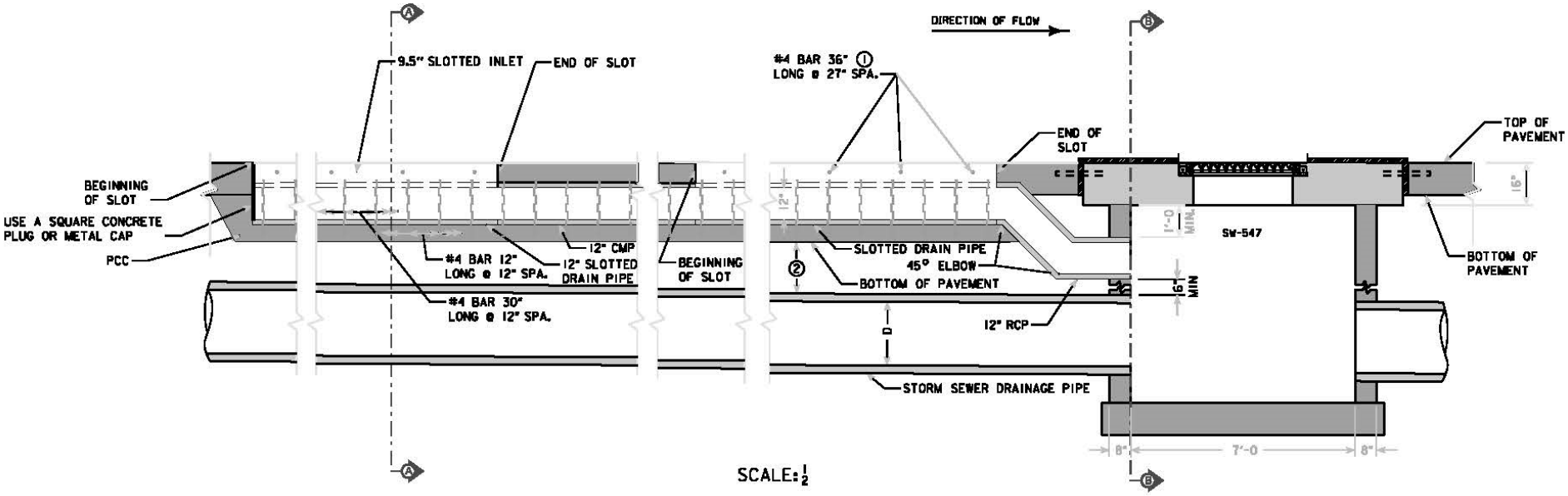
FILE NO.	ENGLISH	DESIGN TEAM Hoist\Braun Intertec	JOHNSON COUNTY	PROJECT NUMBER IM-080-6(371)239--13-52	SHEET NUMBER V.11

11:53:20 AM 4/3/2019 BryanMcNeils pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\520800 1002\Soils\Temperary Wall\Braun_I-1_Temp_Wall.dgn

DRAINAGE


Sta. 1199+26.90
163' 10" x 40'
Pretensioned Prestressed
Conc. Beam Bridge
Beginning of
Slotted Drain
Beginning of
Slotted Drain
Beginning of
Slotted Drain
Beginning of
Slotted Drain
Beginning of
Slotted Drain
38086
P-38085
38085
P-371-021
371-021
38098
38097
P-38097
P-38095-2
P-38095
R-0026
R-0025
371-022
38095
371-023
R-0028
380100
P-380100
P-380102
P-371-030
371-030
371-031
P-371-031
P-371-032
371-032
R-0027
P-380106
P-380105
380106
380107
371-033
380108
380113
P-380107-2
P-380108
24" x 113.8'
C.M.P.
24" x 216'
Conc. Pipe
30" x 209.00'
Conc. Pipe
Sta. 1199+43.59
163' 10" x 40'
Railroad
1195
1200
1205
1210
11210
21210
6
27
218
380

DRAINAGE – SLOTTED DRAIN

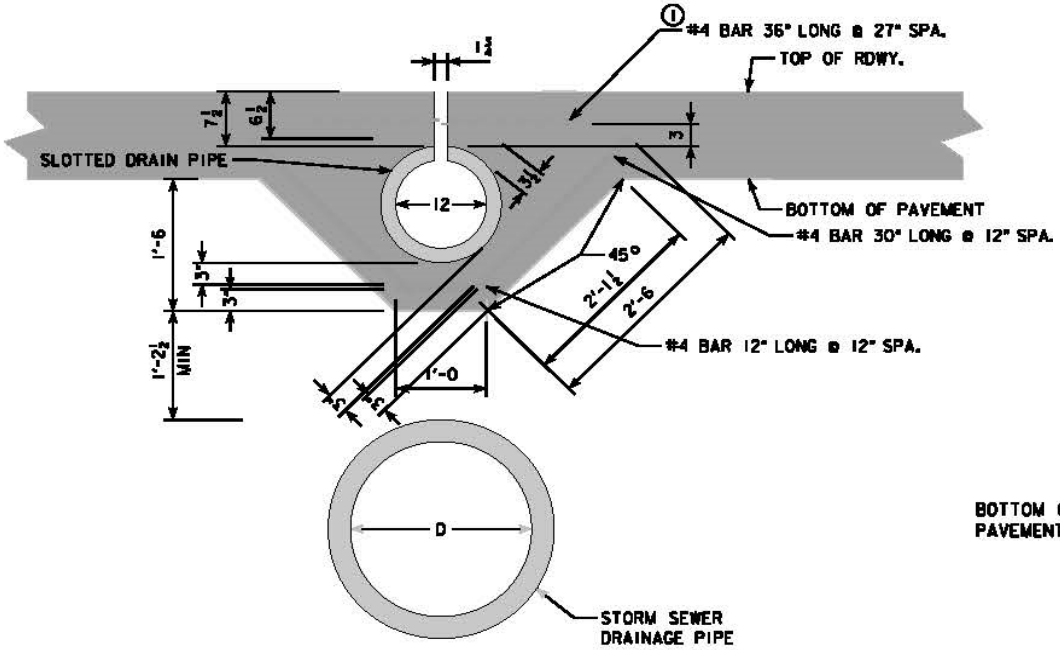


SCALE: ½

SLOTTED DRAIN INSTALLATION AND CONNECTIONS

PROFILE VIEW

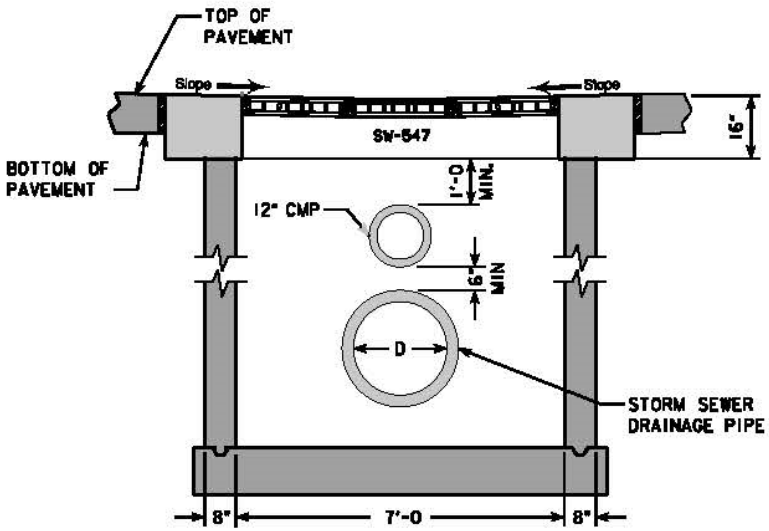
DRAINAGE – SLOTTED DRAIN



SCALE: FULL

CROSS SECTION VIEW

SECTION A-A



CONNECTION TO MEDIAN INTAKE

CROSS SECTION VIEW

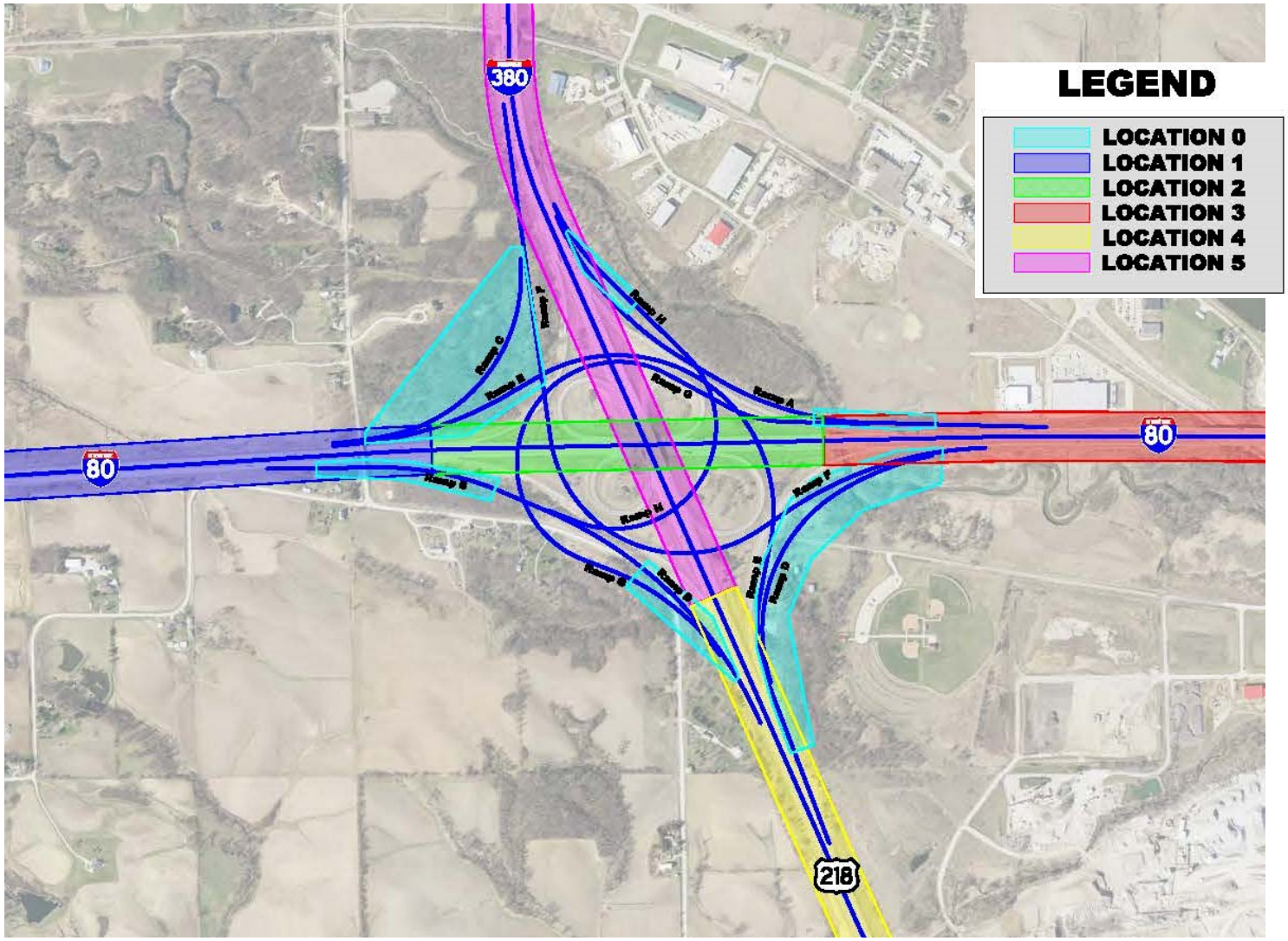
SECTION B-B

SCALE: $\frac{1}{2}$

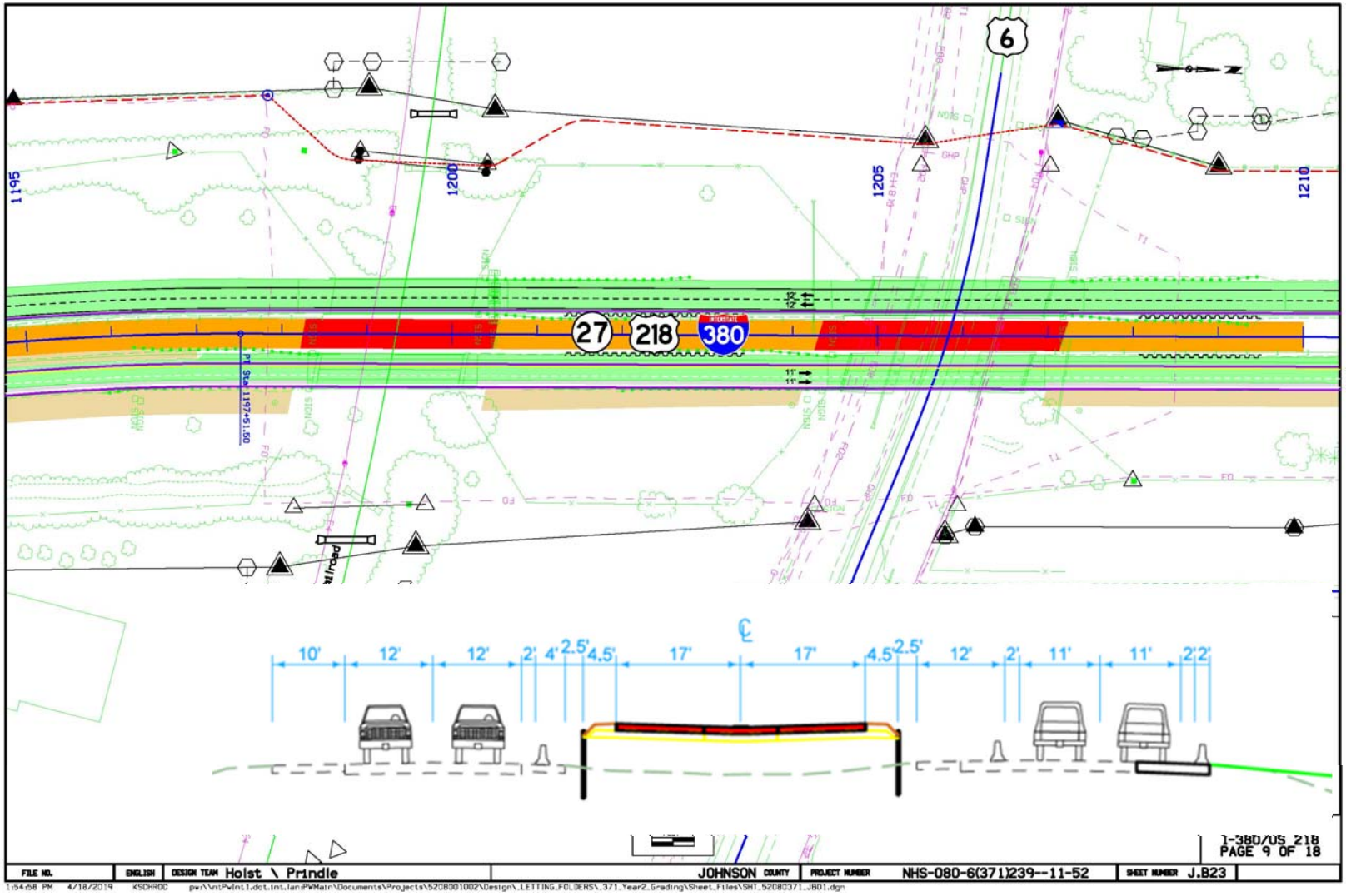
STAGING – SIX LOCATIONS

```
Description of Specific Locations:
   Location 0 - General
      - All ramps, side roads, and berms not impacting traffic
      - Work includes grading all ramps and constructing bridges that do not impacting traffic

   LOCATION 1 – Sta. 536 (BOP) to Sta. 627
      - I-80 west end of project and Ireland Interchange
      - Work includes grading, temporary paving, and bridge removal

   LOCATION 2 – Sta. 627 to Sta. 659
      - I-80 through the I-80/I-380 Interchange
      - Work includes bridge construction coordination
      - Coordinate Location 2 with Location 5 work

   LOCATION 3 – Sta. 659 to Sta. 722 (EOP)
      - I-80 over US 6/RR and Coral Ridge Interchange
      - Work includes bridge construction, grading, and paving

   LOCATION 4 – Sta. 1080 (BOP) to Sta. 1150
      - US 218 near Begin of Project
      - Work includes grading and temporary paving on south end of project

   LOCATION 5 – Sta. 1150 to Sta. 1222
      - US 218/I-380 through the I-80/I-380 Interchange
      - Work includes bridge construction, grading, and paving
      - Coordinate Location 5 with Location 2 work
```

STAGING – SIX LOCATIONS



STAGING – I-380 TYPICAL



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

PROJECT NUMBER: IMN-080-6(235)239 -- 0E-52
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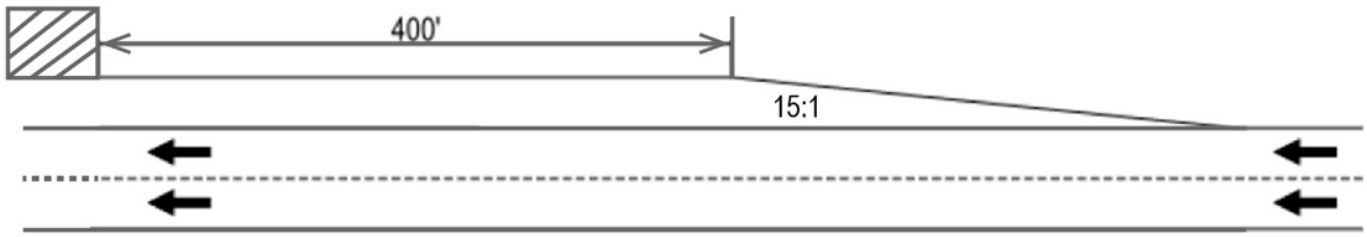
STAGING – INGRESS / EGRESS

- Notes from Sheet J.1:
  - 12. Ingress/Egress locations shall utilize the following traffic control:
    - a.) Locations with less than 10’ of paved shoulder adjacent to thru traffic shall utilize a lane closure per TC-418.
    - b.) Locations with 10’ or more paved shoulder adjacent to thru traffic shall utilize TS-402.
  - 13. Ingress/Egress via shoulder closure off of I-80, I-380, US 218, and Ramps will only be allowed during non-peak hours.
    - Peak hours are defined as 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM, Monday through Sunday.
  - 14. Ingress/Egress via lane closure off of I-80, I-380, US 218, and Ramps will only be during permitted single lane closure times.
    - ***Refer to the Summary of Lane Closures.***
- Outside TBR must be removed during winter months to avoid long chutes

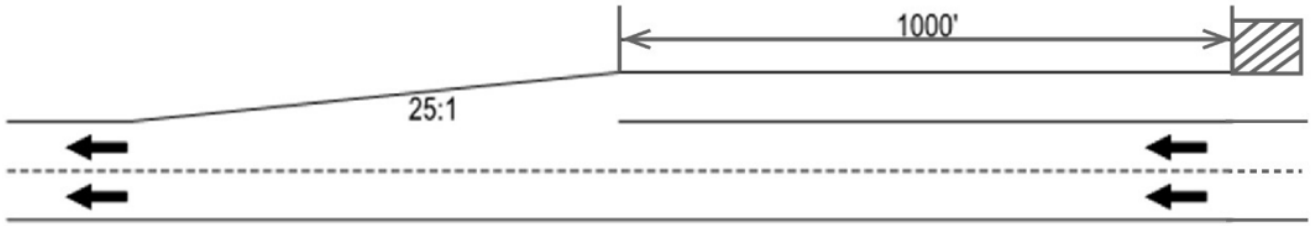
STAGING – INGRESS / EGRESS

» TMP Accel / Decel Lengths

Minimum Deceleration Lane Length from the Highway to a Construction Area

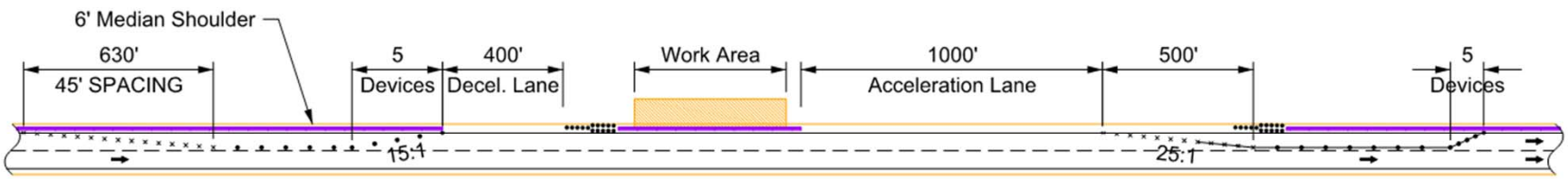


Minimum Acceleration Lane Length from a Construction Area to the Highway



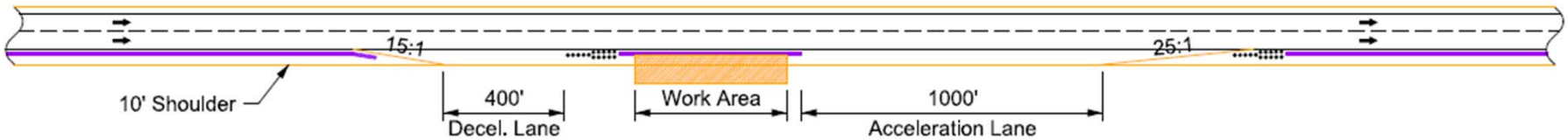
STAGING – INGRESS / EGRESS

» Shoulder less than 10’ - TC-418

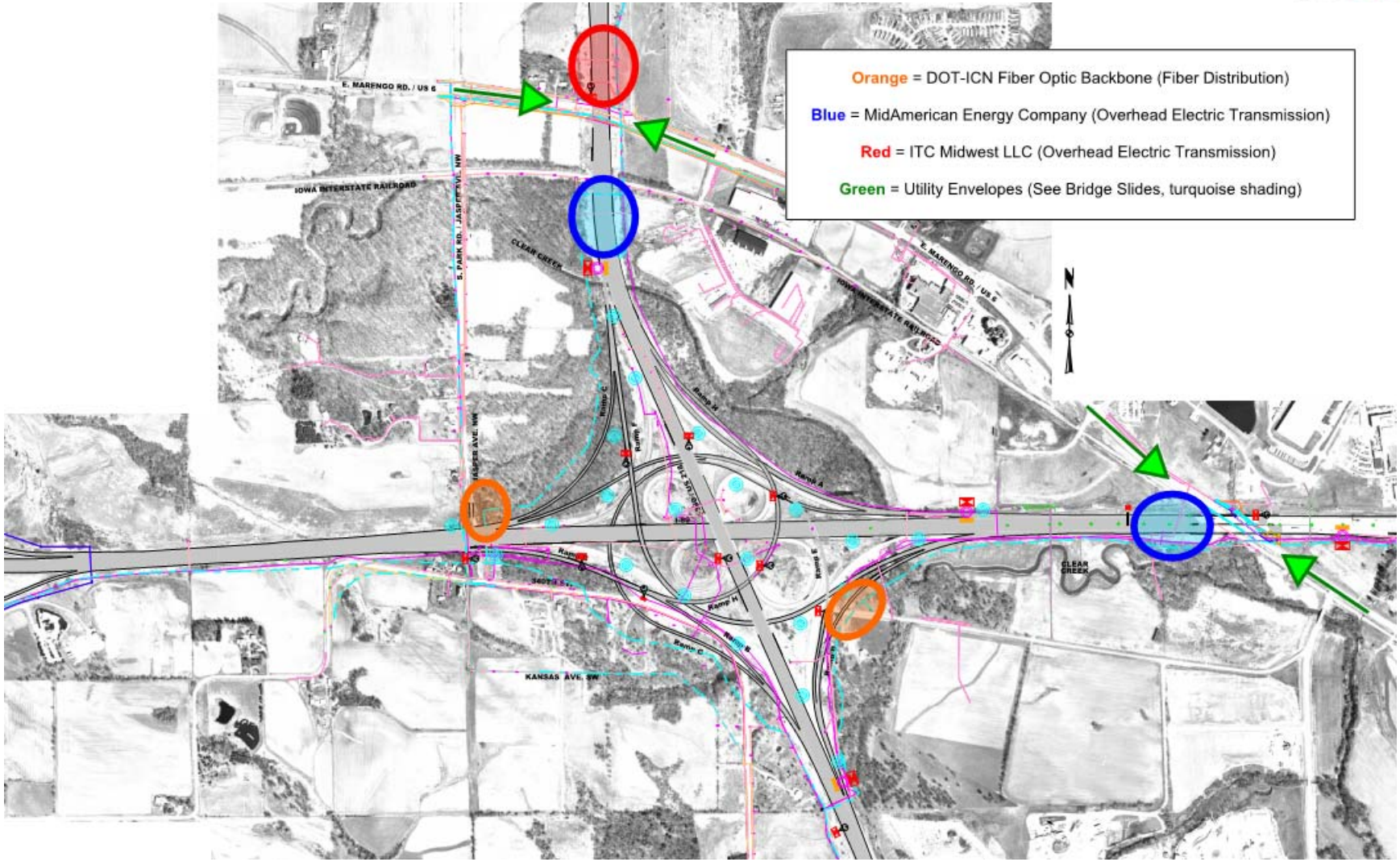


STAGING – INGRESS / EGRESS

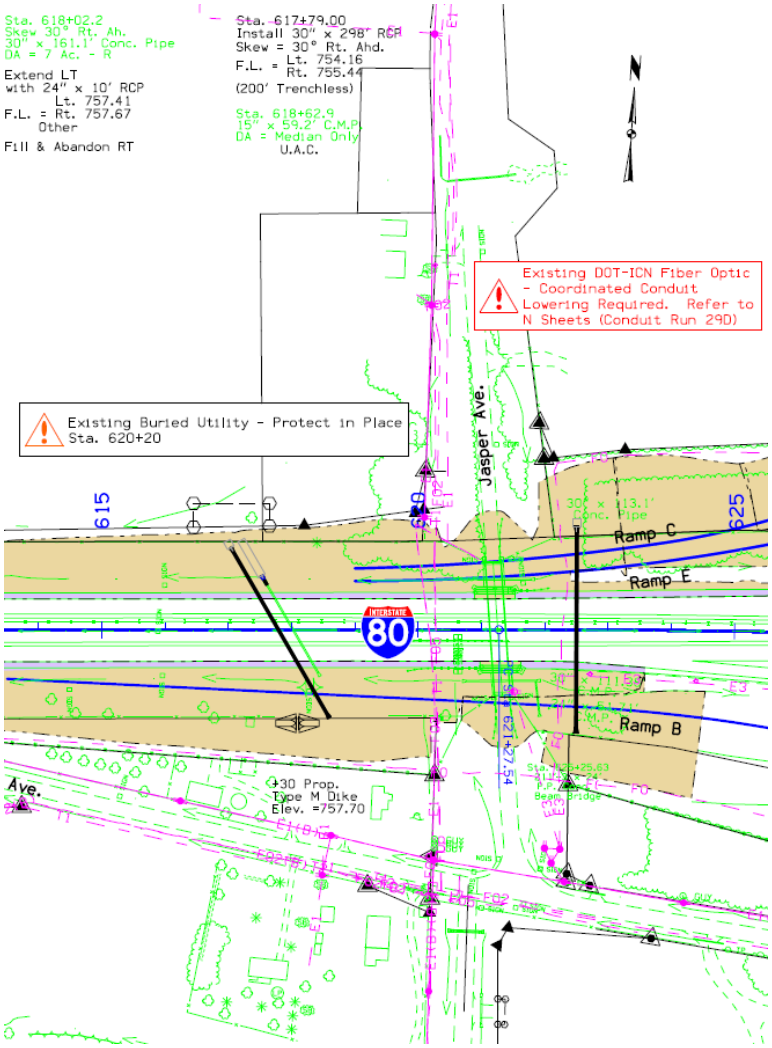
» Shoulder Equal to 10’ or Greater - TC-402

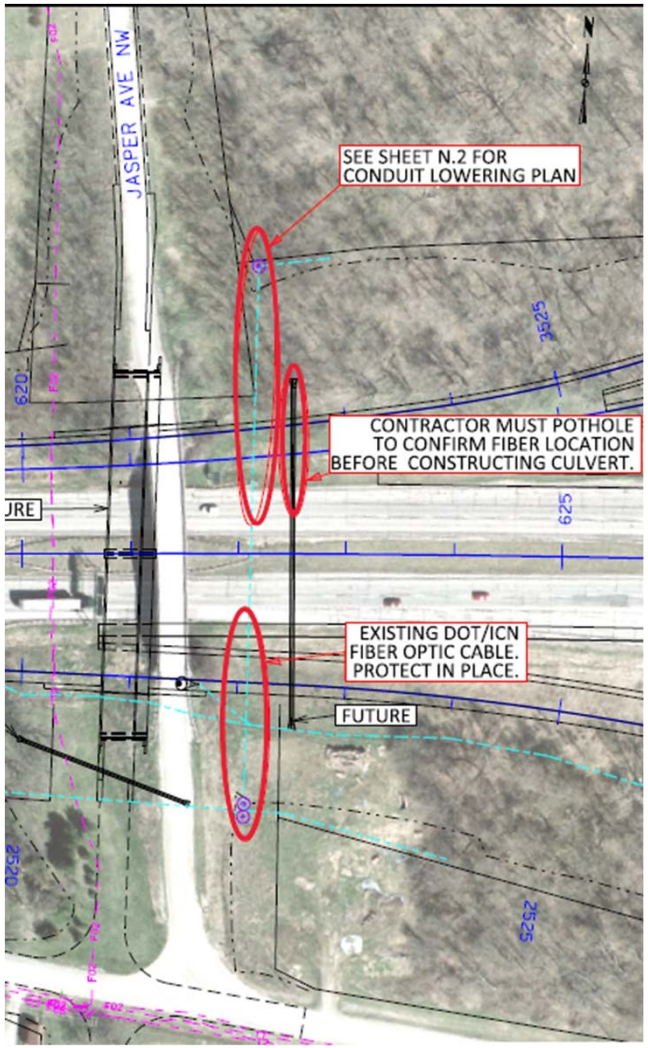


UTILITIES – OVERVIEW

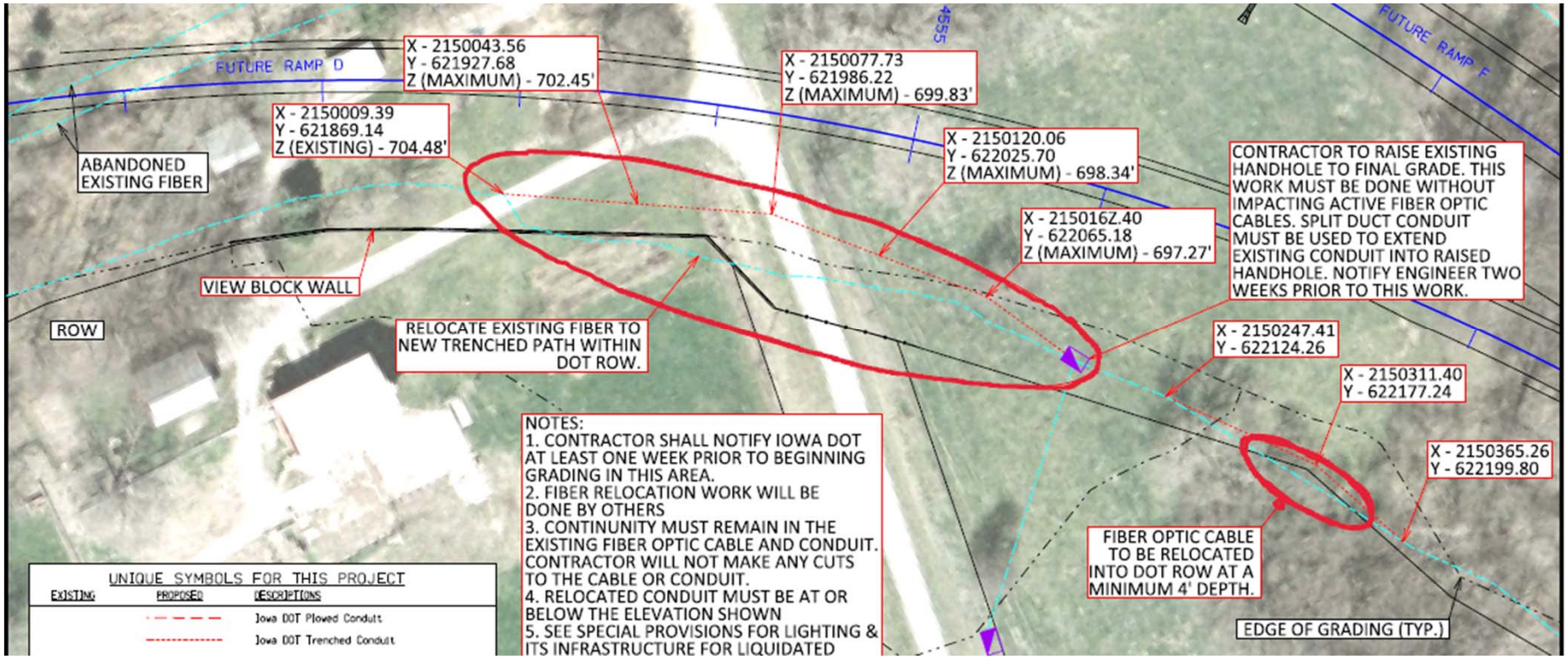


UTILITIES – DOT ICN F/O
I-80 AT PARK RD (JASPER AVE)

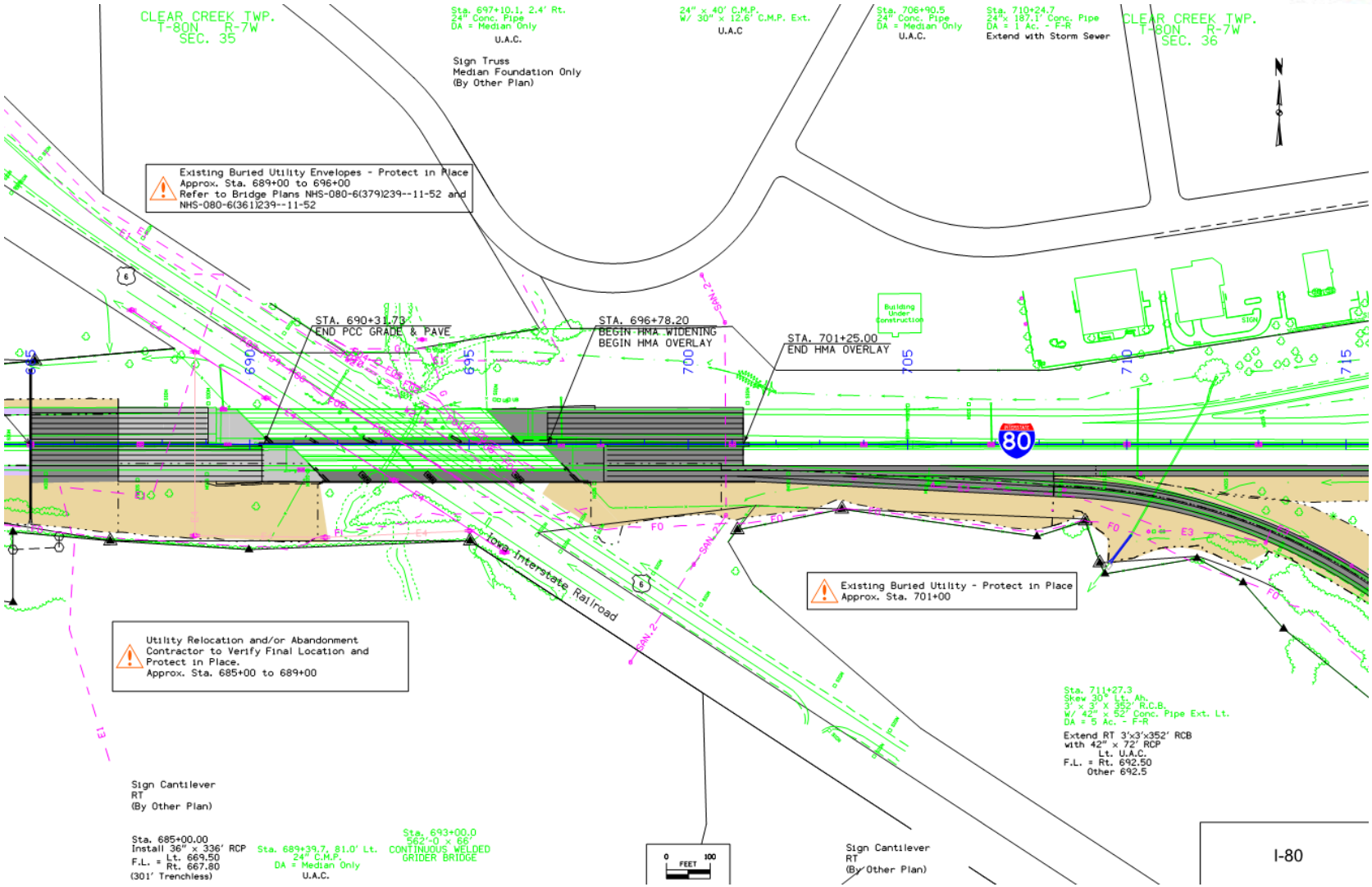




UTILITIES – DOT ICN F/O SOUTHEAST QUADRANT



UTILITIES – I-80 AT IAIS RR & US-6



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

PROJECT NUMBER: IMN-080-6(235)239 -- 0E-52
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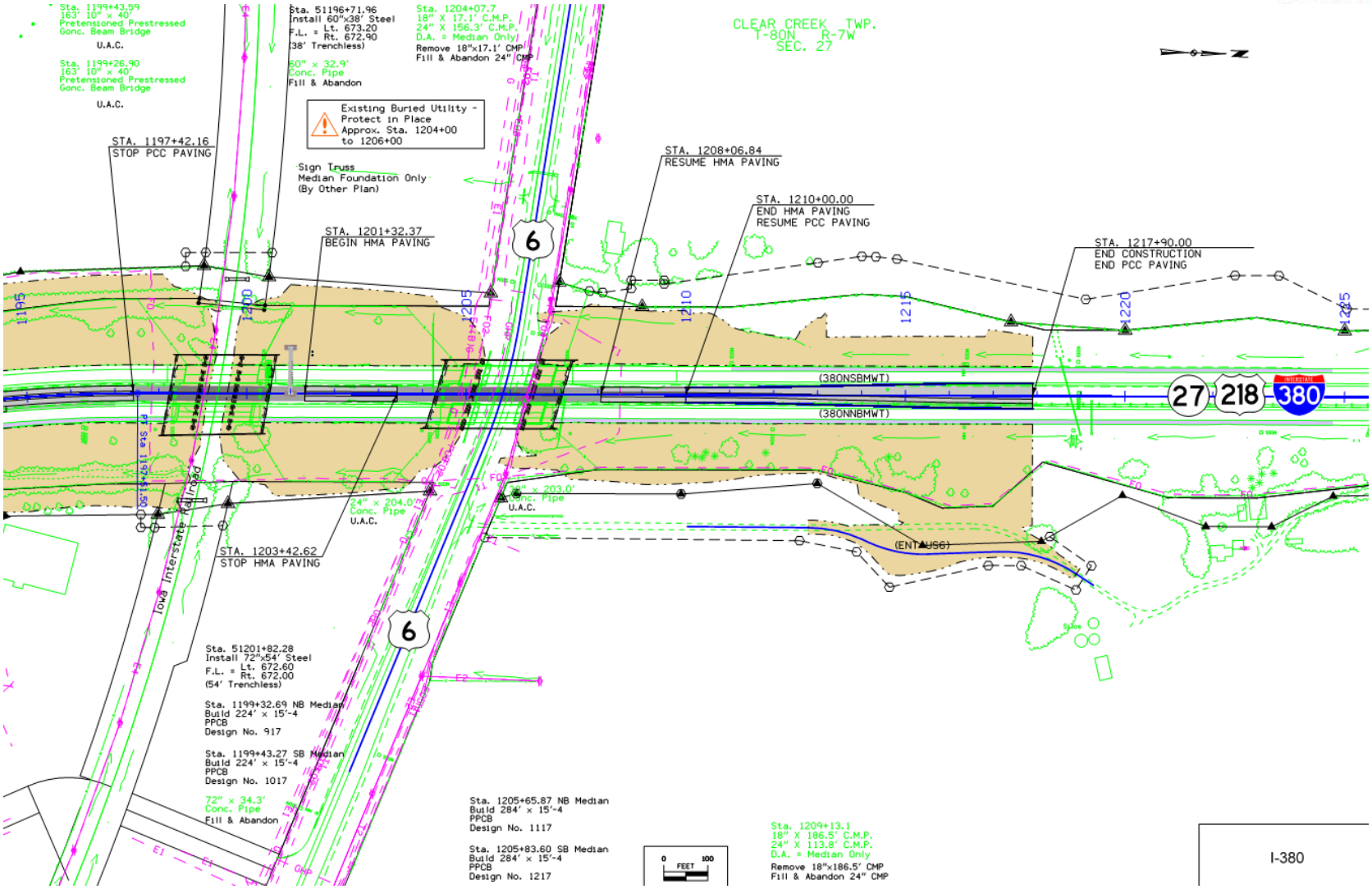
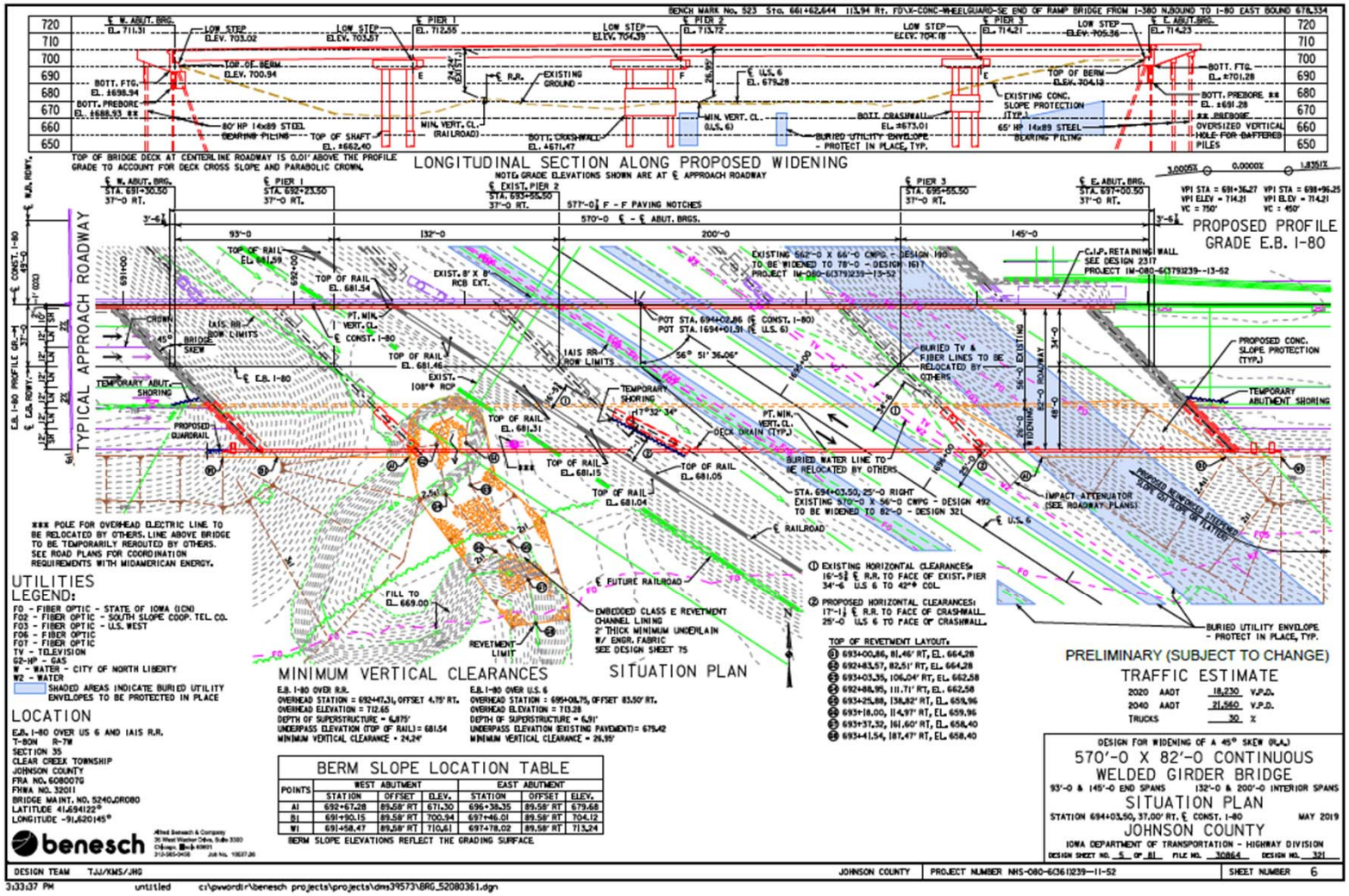
UTILITIES – I-380 AT IAIS RR



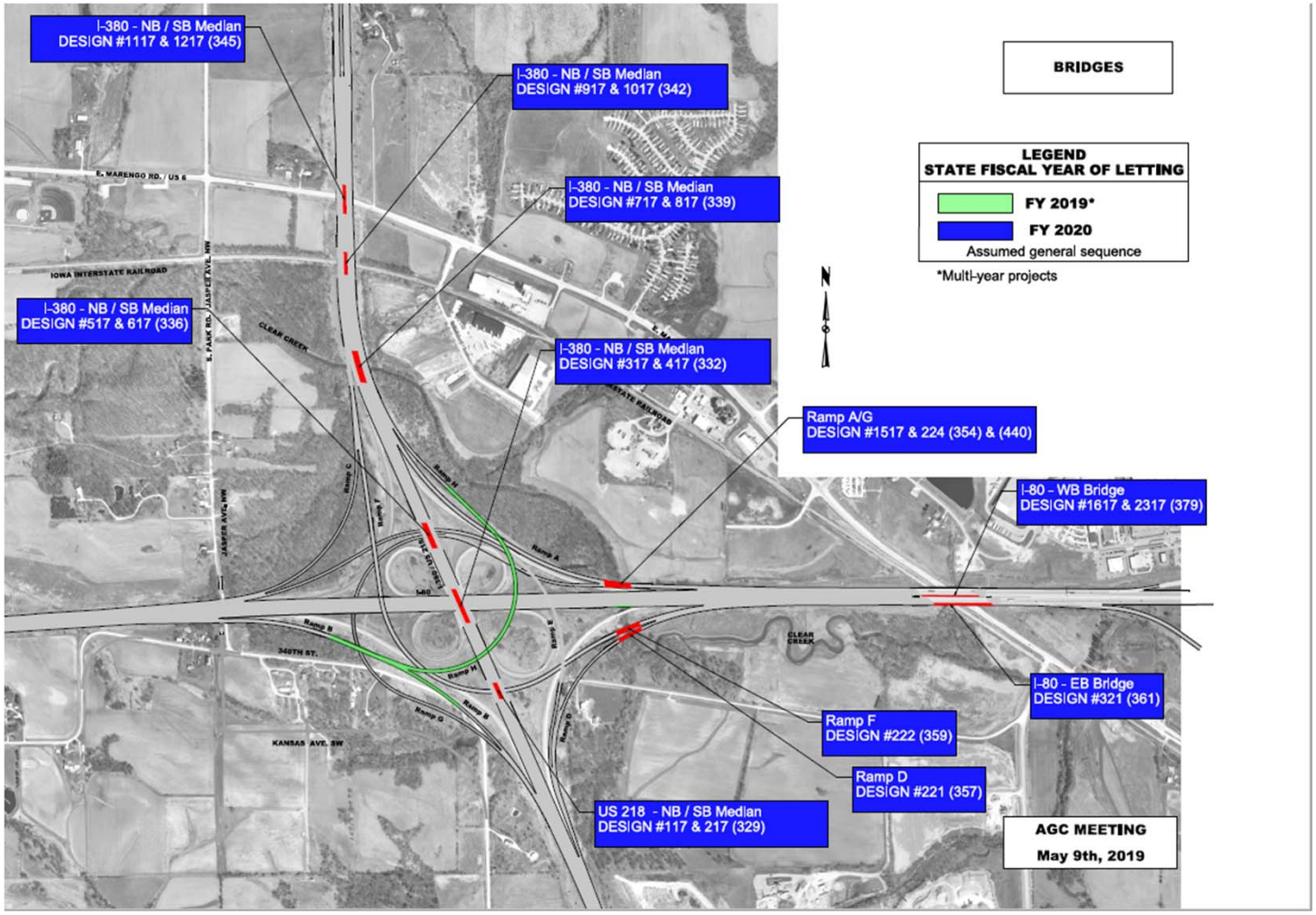
GETTING YOU THERE
I-80/I-380 SYSTEMS INTERCHANGE

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

EXAMPLE OF UTILITY RELOCATION ENVELOPES



FY20 LETTING - BRIDGES



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I-80/I-380 SYSTEMS INTERCHANGE

PROJECT NUMBER: IMN-080-6(235)239 -- 0E-52
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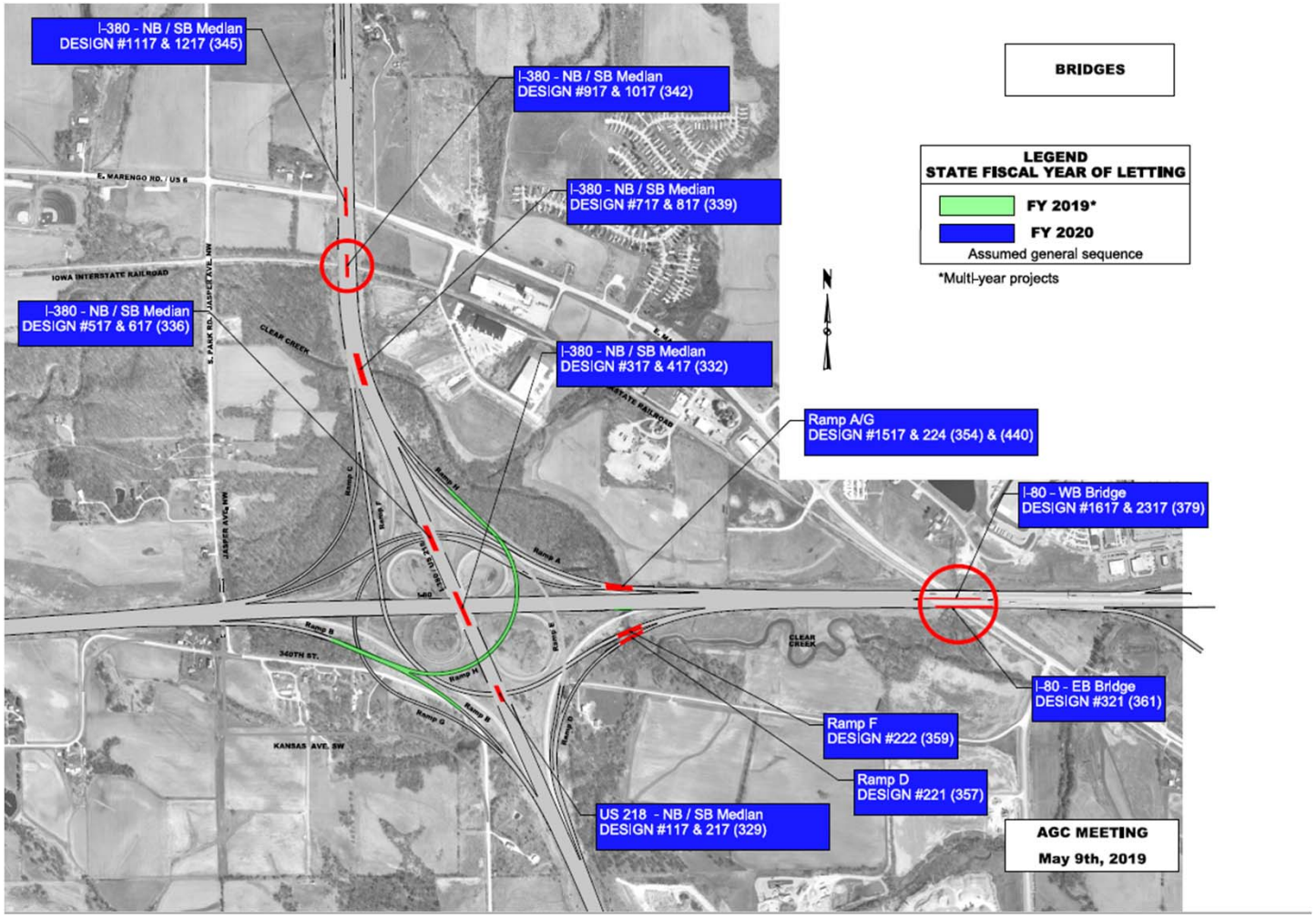
BRIDGES (342), (361), AND (379)



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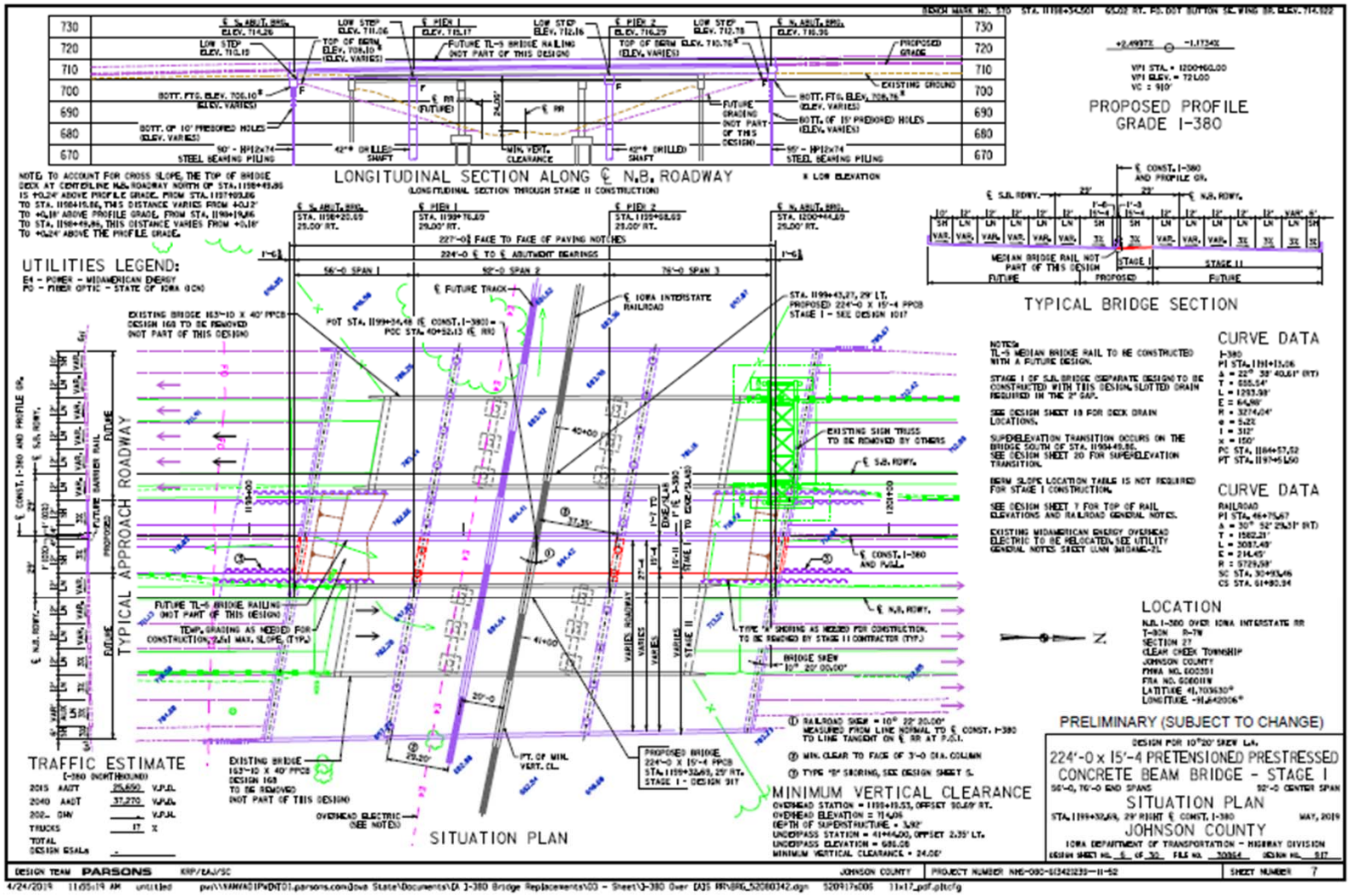
I-80/I-380 SYSTEMS INTERCHANGE

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

BRIDGE (342): I-380 OVER IAIS RR



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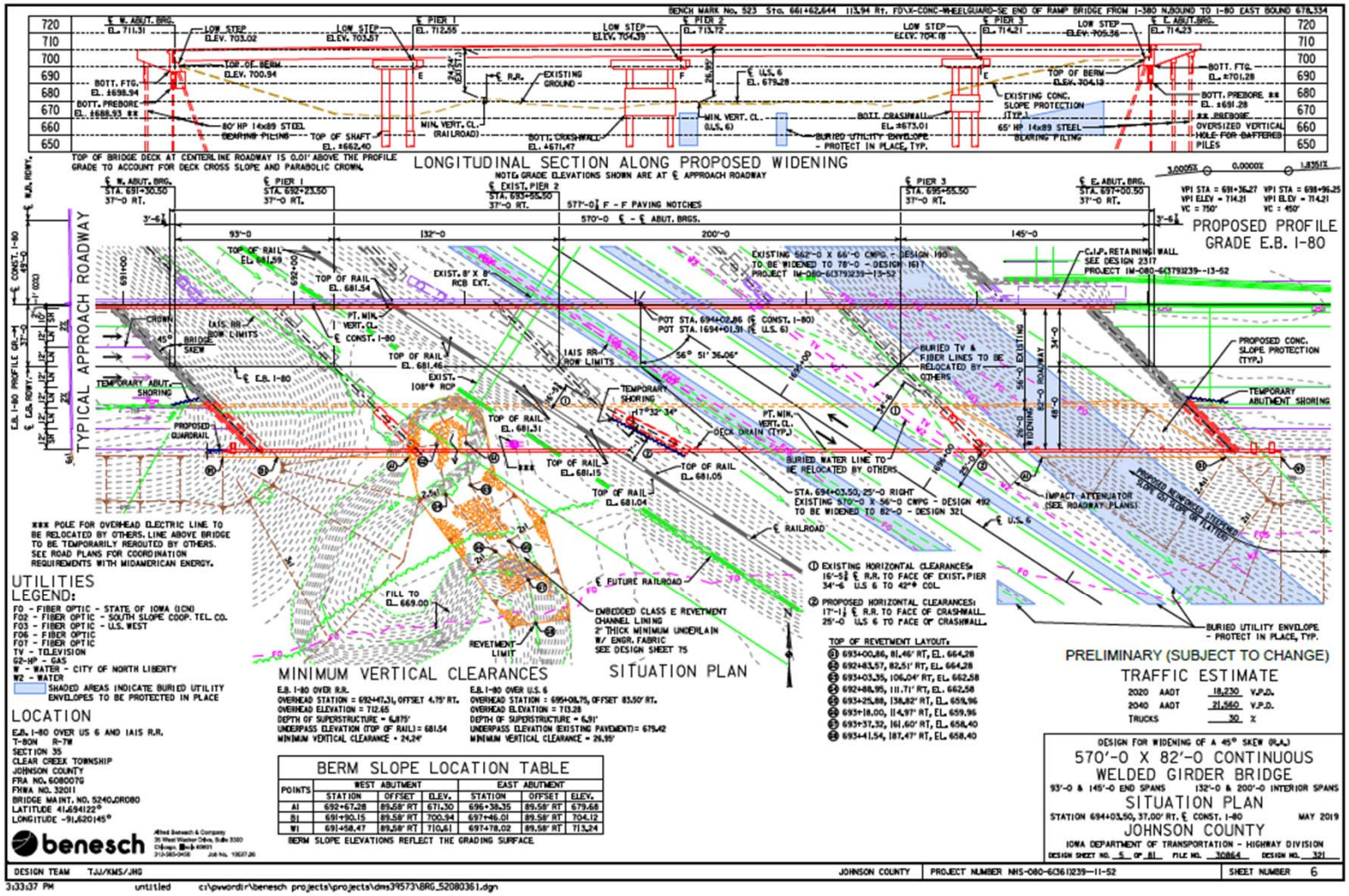
I-80/I-380 SYSTEMS INTERCHANGE

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

BRIDGE (379): EB I-80 OVER US-6 AND IAIS RR



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I-80/I-380 SYSTEMS INTERCHANGE

PROJECT NUMBER: IMN-080-6(235)239 -- 0E-52
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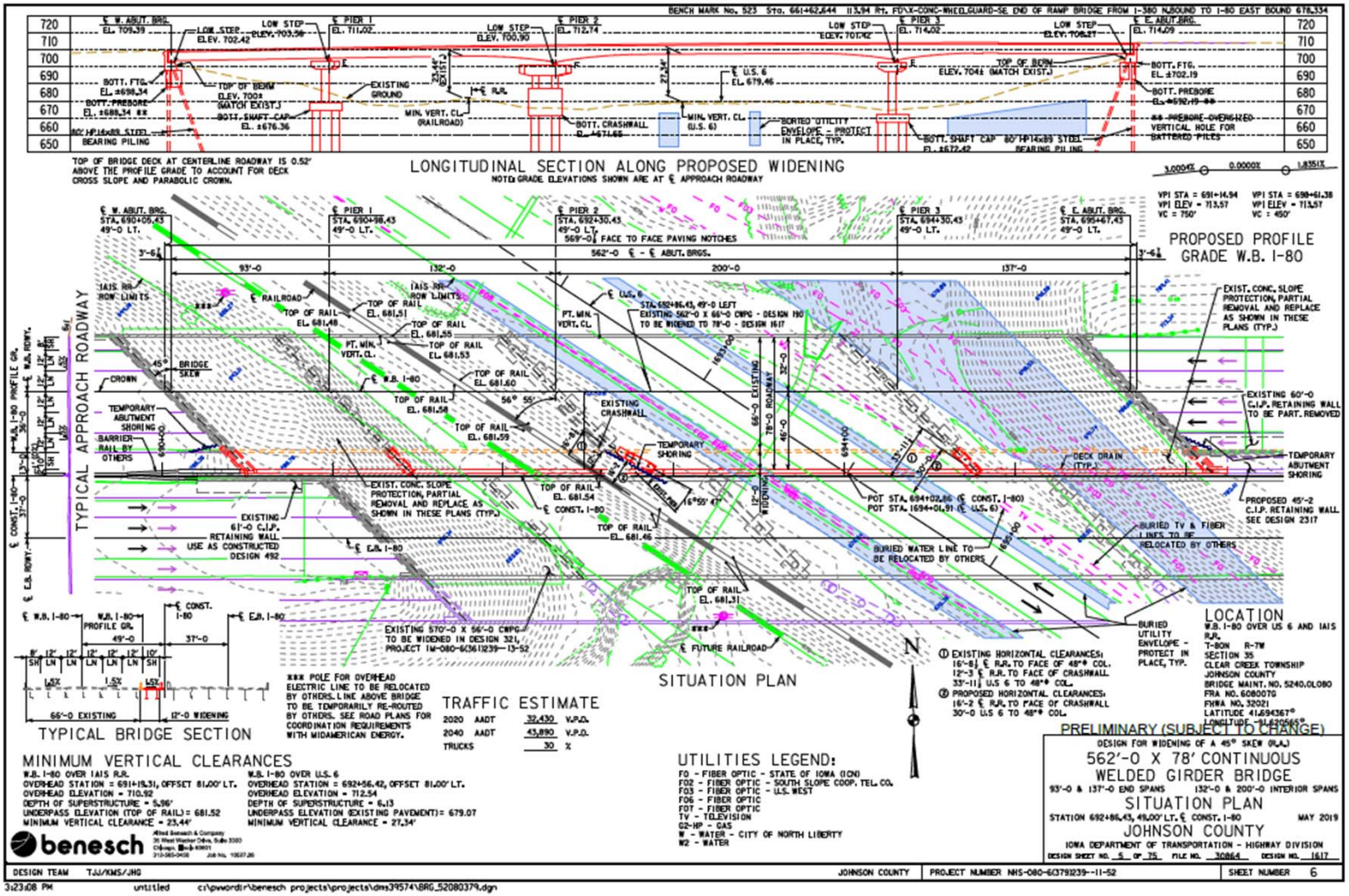
BRIDGE (361): WB I-80 OVER US-6 AND IAIS RR



GETTING YOU THERE
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PROJECT NUMBER: IMN-080-6(235)239 -- 0E-52
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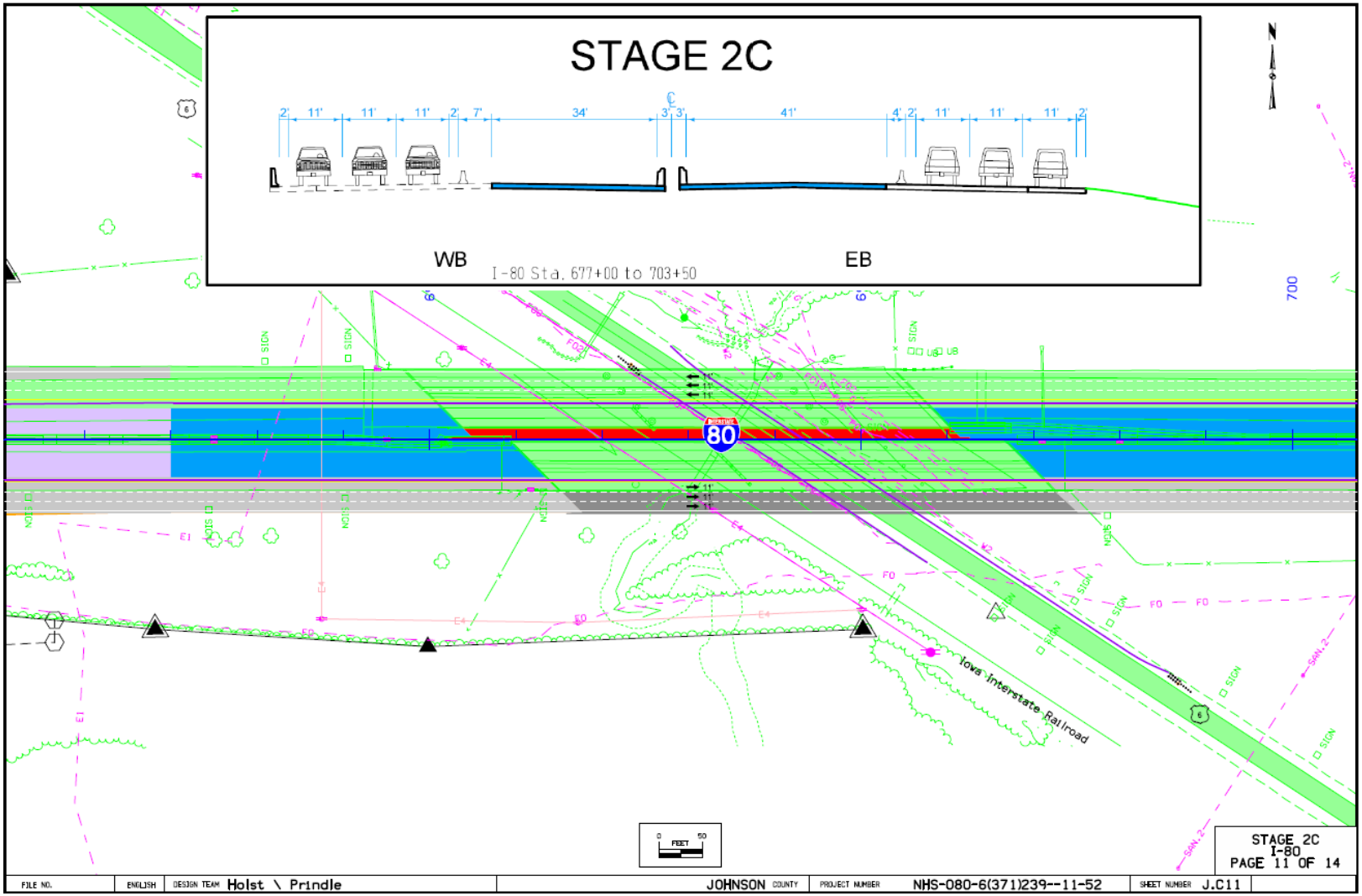
WESTBOUND I-80 WIDENING OVER US-6 AND IAIS RR



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I-80/I-380 SYSTEMS INTERCHANGE

PROJECT NUMBER: IMN-080-6(235)239 -- 0E-52
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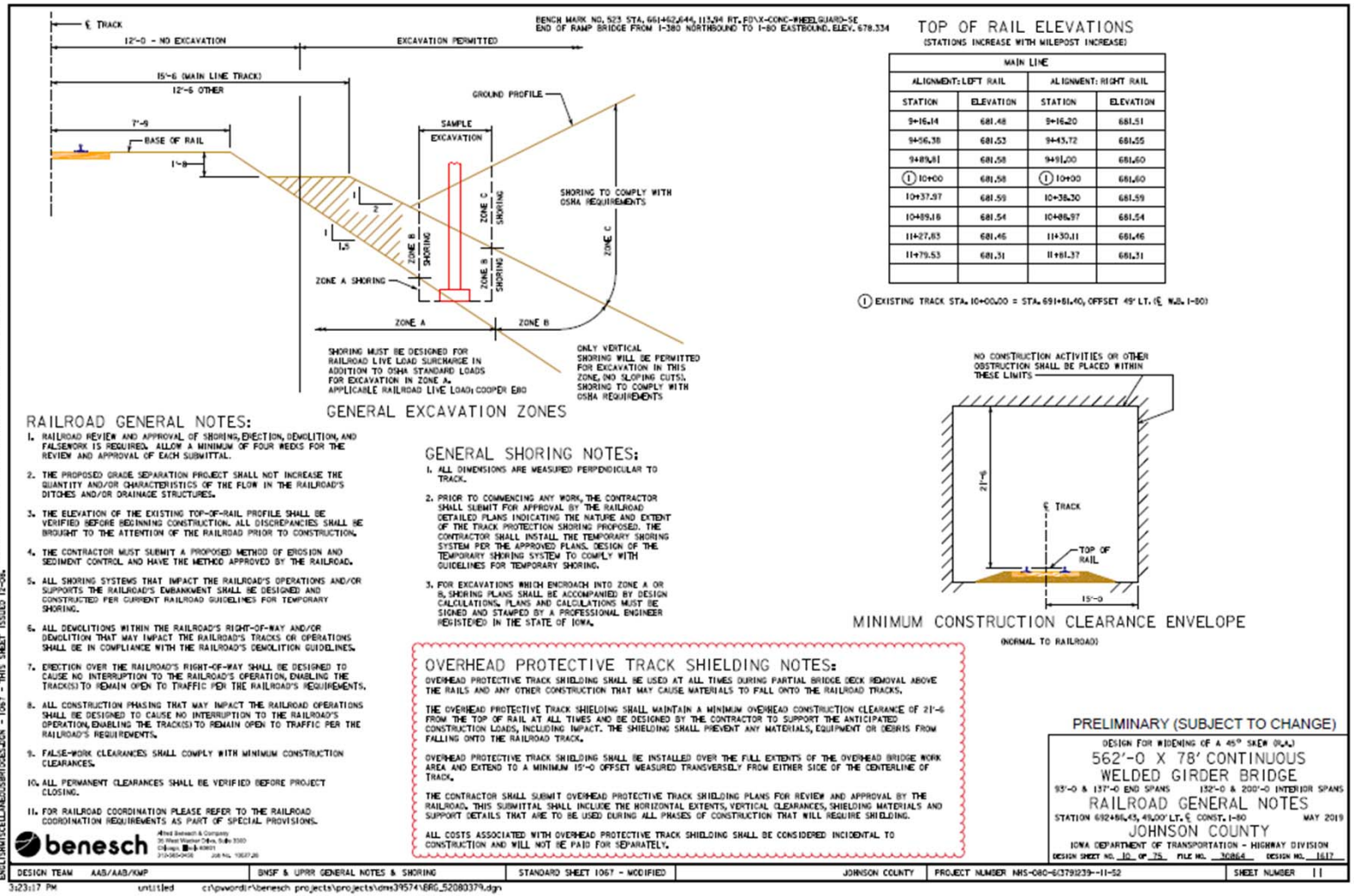
IAIS RR – GENERAL NOTES



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I-80/I-380 SYSTEMS INTERCHANGE

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

IAIS RR – SHIELDING NOTES

OVERHEAD PROTECTIVE TRACK SHIELDING NOTES:

OVERHEAD PROTECTIVE TRACK SHIELDING SHALL BE USED AT ALL TIMES DURING PARTIAL BRIDGE DECK REMOVAL ABOVE THE RAILS AND ANY OTHER CONSTRUCTION THAT MAY CAUSE MATERIALS TO FALL ONTO THE RAILROAD TRACKS.

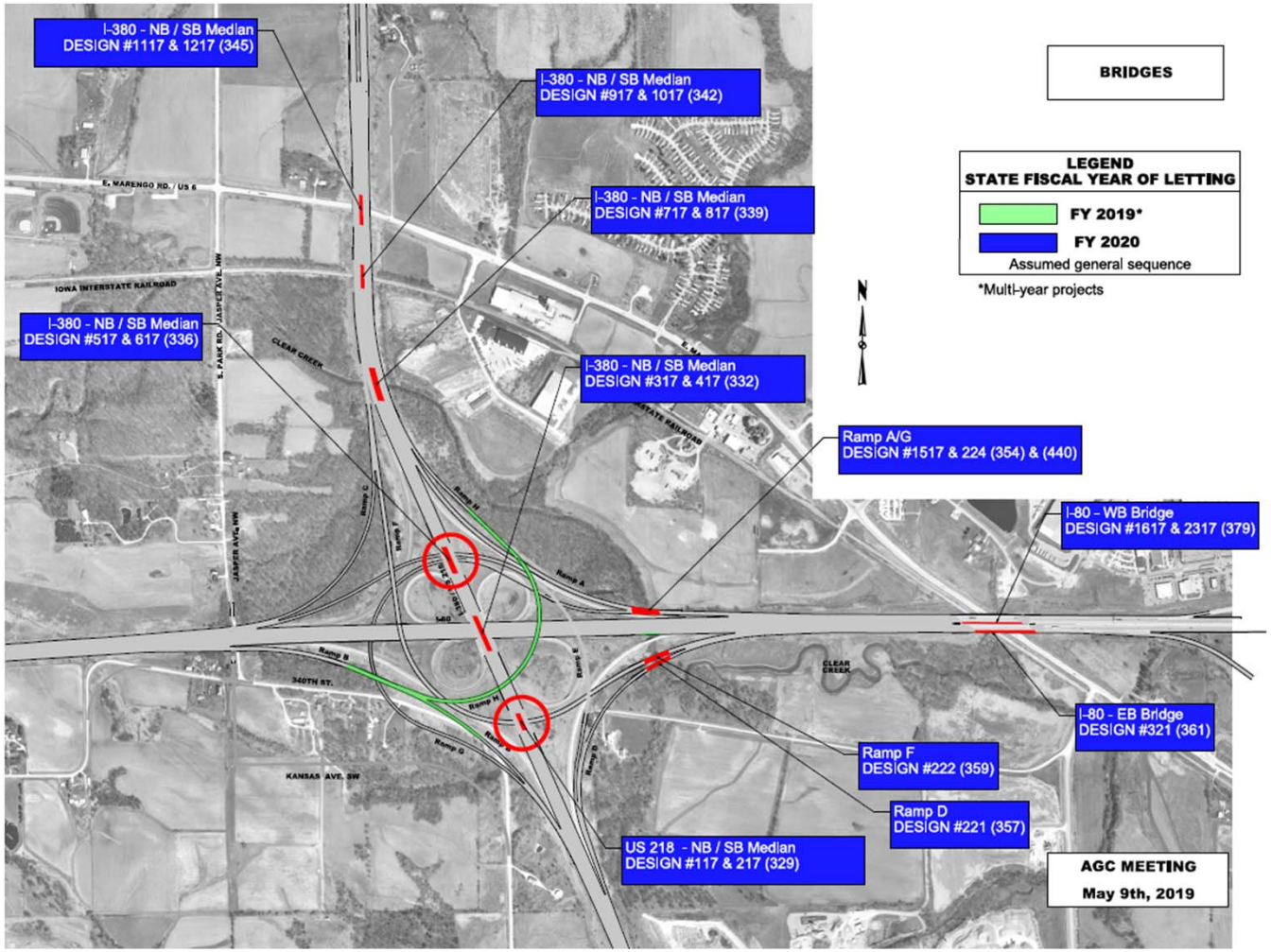
THE OVERHEAD PROTECTIVE TRACK SHIELDING SHALL MAINTAIN A MINIMUM OVERHEAD CONSTRUCTION CLEARANCE OF 21'-6 FROM THE TOP OF RAIL AT ALL TIMES AND BE DESIGNED BY THE CONTRACTOR TO SUPPORT THE ANTICIPATED CONSTRUCTION LOADS, INCLUDING IMPACT. THE SHIELDING SHALL PREVENT ANY MATERIALS, EQUIPMENT OR DEBRIS FROM FALLING ONTO THE RAILROAD TRACK.

OVERHEAD PROTECTIVE TRACK SHIELDING SHALL BE INSTALLED OVER THE FULL EXTENTS OF THE OVERHEAD BRIDGE WORK AREA AND EXTEND TO A MINIMUM 15'-0 OFFSET MEASURED TRANSVERSELY FROM EITHER SIDE OF THE CENTERLINE OF TRACK.

THE CONTRACTOR SHALL SUBMIT OVERHEAD PROTECTIVE TRACK SHIELDING PLANS FOR REVIEW AND APPROVAL BY THE RAILROAD. THIS SUBMITTAL SHALL INCLUDE THE HORIZONTAL EXTENTS, VERTICAL CLEARANCES, SHIELDING MATERIALS AND SUPPORT DETAILS THAT ARE TO BE USED DURING ALL PHASES OF CONSTRUCTION THAT WILL REQUIRE SHIELDING.

ALL COSTS ASSOCIATED WITH OVERHEAD PROTECTIVE TRACK SHIELDING SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION AND WILL NOT BE PAID FOR SEPARATELY.

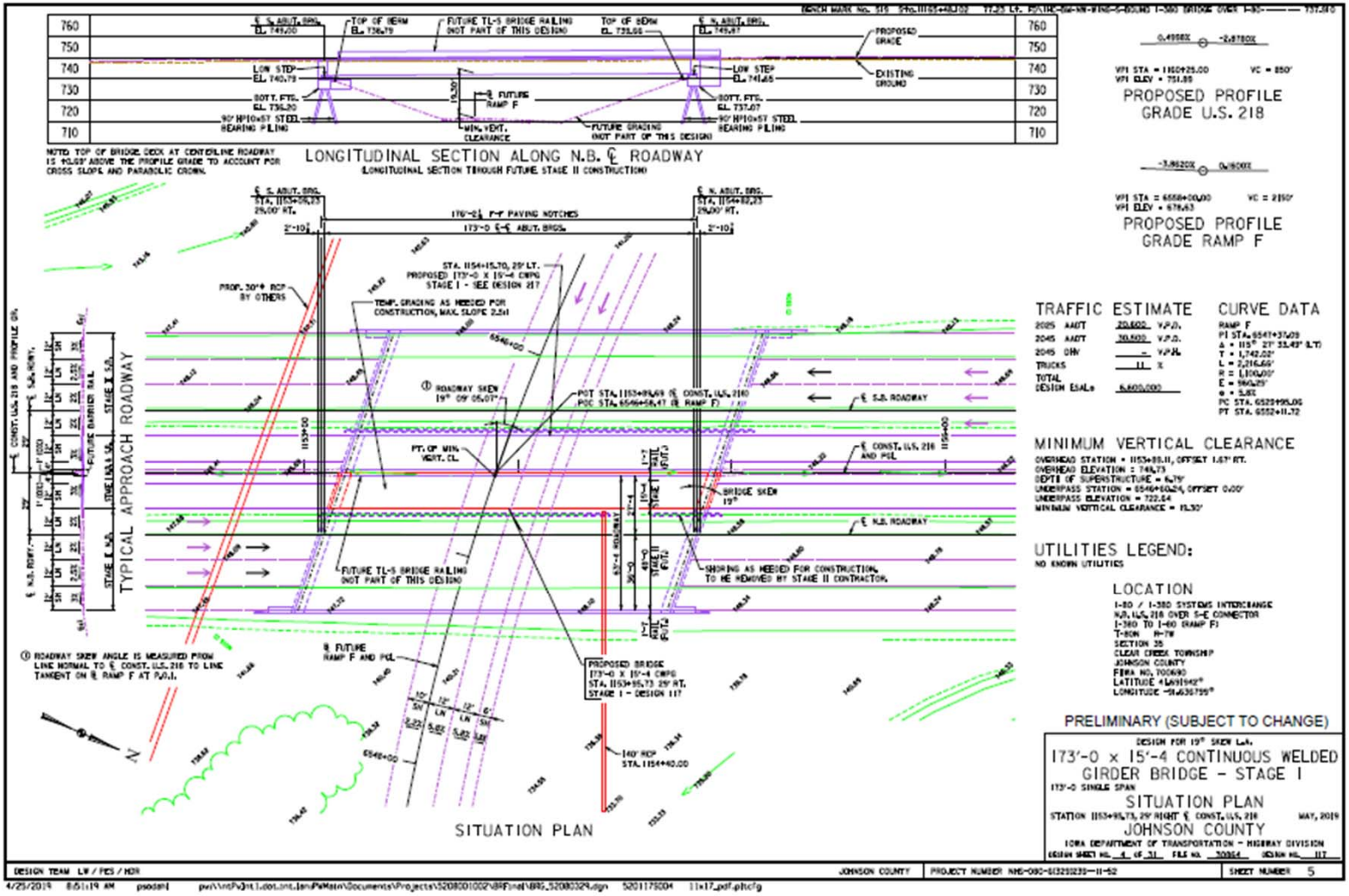
BRIDGES (336) AND (329)



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

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

BRIDGE (329): US-218 OVER RAMP F



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

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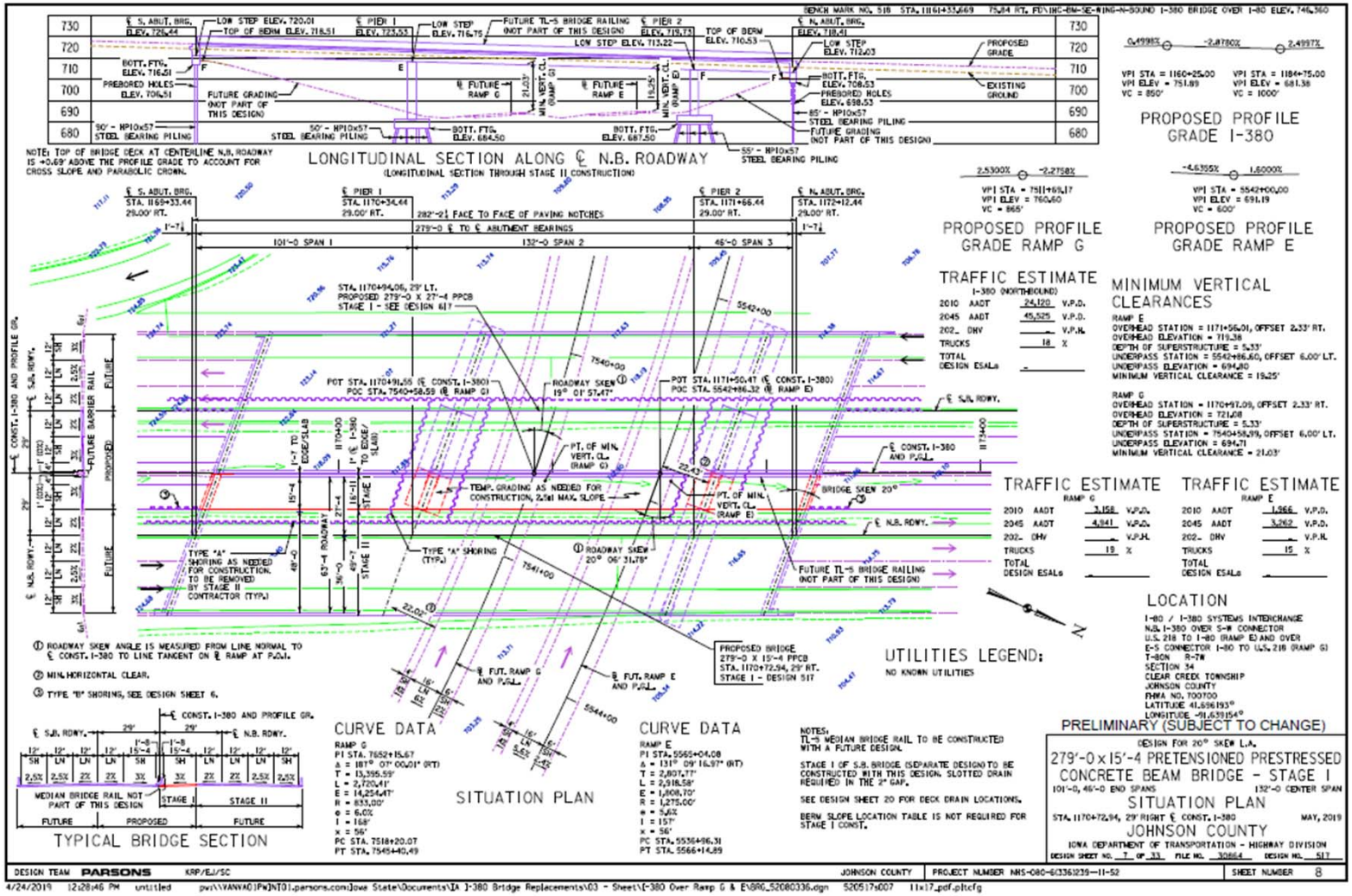
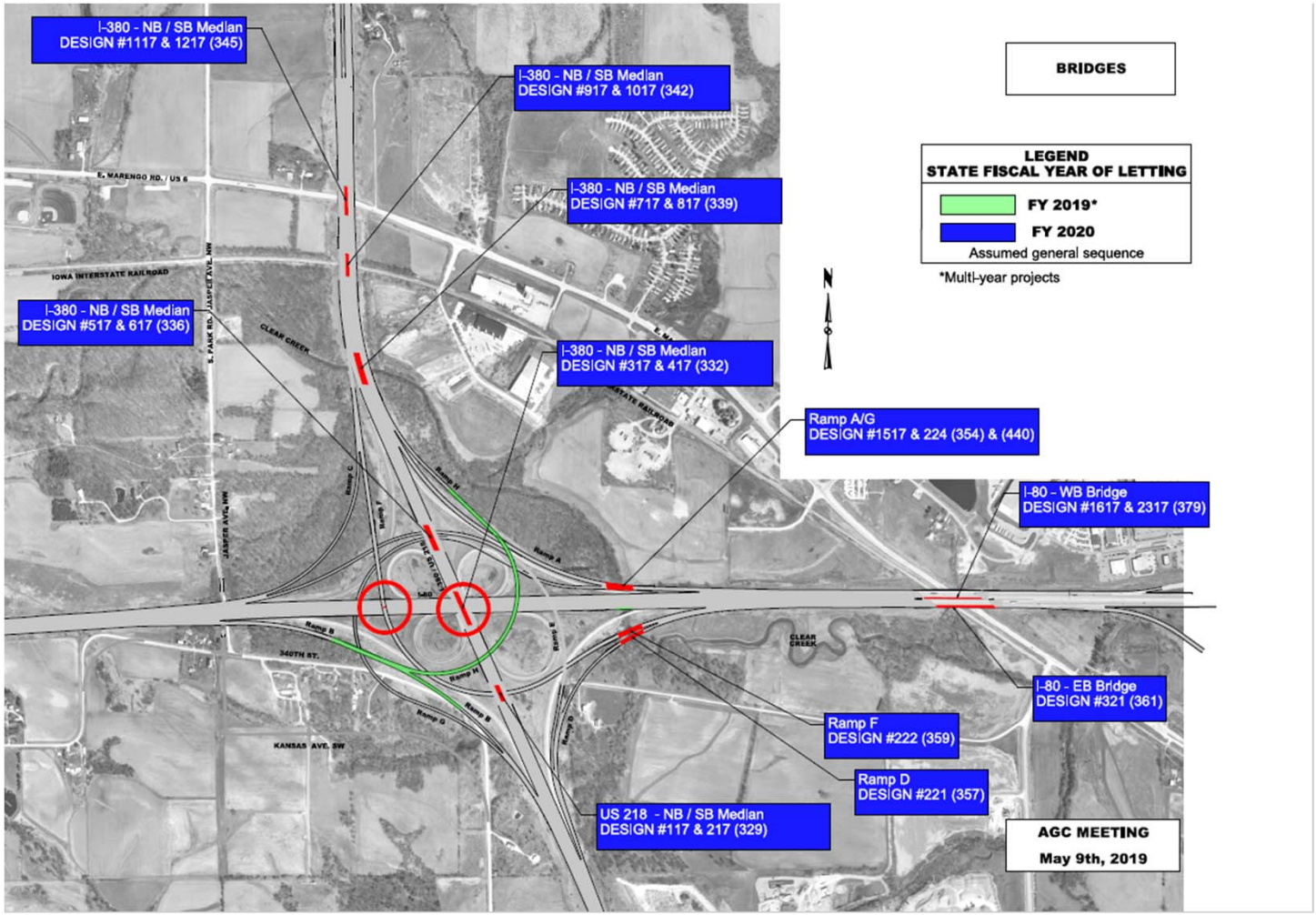
Preliminary, Subject to Change

BRIDGE (336):I-380 OVER RAMPS E&G



BRIDGE (332): I-380 OVER I-80 AND RAMP F MEDIAN PIER



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

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

PIER AESTHETIC DETAILS

PIER CONCRETE TEXTURE NOTES:

THIS WORK CONSISTS OF APPLYING TEXTURED FINISHES ON ALL DESIGNATED CONCRETE SURFACES OF THE PIER SHOWN IN THIS PLAN. SEE 'GENERAL NOTES FOR TEXTURED CONCRETE FORM LINERS' ON DESIGN SHEET 14 FOR MORE INFORMATION REGARDING THE USE OF FORM LINERS. THE TEXTURED CONCRETE MOCKUP PANEL MUST BE REVIEWED AND APPROVED BY THE ENGINEER BEFORE BEGINNING PRODUCTION CONCRETE WORK THAT INCLUDES TEXTURE.

THE FORM LINER USED TO PRODUCE TEXTURE 'A' AS SHOWN IN THE PLAN DETAILS SHALL PRODUCE A TEXTURED EFFECT OF ALTERNATING 10-INCH AND 4-INCH TALL COURSES OF CUT STONE IN RANDOM LENGTHS WITH SIMULATED MORTAR JOINTS. DEPTH OF TEXTURE SHALL BE 0.3125 INCH.

OBTAIN TEXTURE 'A' FORM LINER MATERIALS FROM ONE OF THE FOLLOWING MANUFACTURERS:

1. CUSTOM ROCK INTERNATIONAL (PATTERN NO. 12008 OR NO. 2416)
2. FITZGERALD FORMLINERS (PATTERN NO. 17003)
3. SUBMIT ALL OTHER MANUFACTURERS AND PATTERNS INCLUDING A 1 FOOT BY 1 FOOT SAMPLE OF PROPOSED FORM LINER TO THE IOWA DEPARTMENT OF TRANSPORTATION, OFFICE OF BRIDGES AND STRUCTURES, AMES, IOWA. SAMPLE MAY BE EITHER ACTUAL FORM LINER MATERIALS OR FOAM CASTINGS. NO SAMPLES ARE REQUIRED TO BE SUBMITTED FOR MANUFACTURERS AND PATTERNS LISTED ABOVE.

THE FORM LINER USED TO PRODUCE TEXTURE 'B' AS SHOWN IN THE PLAN DETAILS SHALL PRODUCE A TEXTURED EFFECT OF A REALISTIC FRACTURED ROCK FACE WITH NO SIMULATED MASONRY JOINTS. MINIMUM DEPTH OF TEXTURE SHALL BE 0.75 INCH, MAXIMUM DEPTH SHALL BE 1 INCH.

OBTAIN TEXTURE 'B' FORM LINER MATERIALS FROM ONE OF THE FOLLOWING MANUFACTURERS:

1. CUSTOM ROCK INTERNATIONAL (PATTERN NO. T325 OR NO. 2511)
2. FITZGERALD FORMLINERS (PATTERN NO. 17030 OR NOO. 17043A)
3. ARCHITECTURAL POLYMERS (PATTERN NO. 9368)
4. SUBMIT ALL OTHER MANUFACTURERS AND PATTERNS INCLUDING A 1 FOOT BY 1 FOOT SAMPLE OF PROPOSED FORM LINER TO THE IOWA DEPARTMENT OF TRANSPORTATION, OFFICE OF BRIDGES AND STRUCTURES, AMES, IOWA. SAMPLE MAY BE EITHER ACTUAL FORM LINER MATERIALS OR FOAM CASTINGS. NO SAMPLES ARE REQUIRED TO BE SUBMITTED FOR MANUFACTURERS AND PATTERNS LISTED ABOVE

PRIOR TO BEGINNING ANY PRODUCTION CONCRETE WORK THAT INCLUDES TEXTURE, SUBMIT MANUFACTURER'S CUT SHEETS FOR FORM LINERS.

ALL COSTS ASSOCIATED WITH CONCRETE TEXTURES AND FORM LINERS AT THE PIER SHALL BE INCLUDED IN THE BID ITEM, 'HIGH PERFORMANCE STRUCTURAL CONCRETE'.

TEXTURED CONCRETE MOCKUP PANEL NOTES:

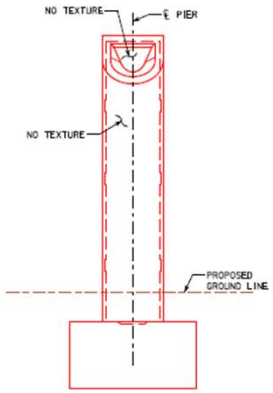
PRIOR TO BEGINNING ANY PRODUCTION CONCRETE WORK THAT INCLUDES TEXTURE, A TEXTURED CONCRETE MOCKUP PANEL MUST BE REVIEWED AND APPROVED BY THE ENGINEER.

CONSTRUCT A 4-FOOT HIGH, BY 6-INCH WIDE (MIN.), BY 4-FOOT LONG MOCKUP PANEL IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND THESE PLANS. SEE MOCKUP PANEL DETAILS ON THIS DESIGN SHEET.

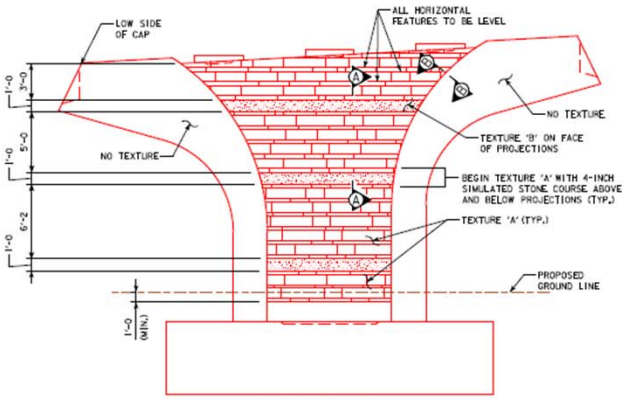
CAST THE MOCKUP PANEL(S) ON SITE, USING THE SAME FORMING METHODS, PROCEDURES, FORM LINERS, AND CONCRETE MIXTURE(S) AS ARE PROPOSED FOR THE PRODUCTION WORK. TEXTURED FACES SHALL BE VERTICAL DURING THE CASTING PROCESS. A SINGLE MAT OF NO. 5 REINFORCING BARS IN TWO DIRECTIONS SHALL BE SET 2 INCHES CLEAR TO THE BOTTOM OF THE TEXTURED FACE. IF THE MOCKUP PANEL IS REJECTED, CONSTRUCT A NEW MOCKUP PANEL AS DIRECTED BY THE ENGINEER. BEGIN TEXTURED CONCRETE PRODUCTION WORK ONLY AFTER THE MOCKUP HAS BEEN APPROVED BY THE ENGINEER.

AFTER CURING THE MOCKUP PANEL FOR A MINIMUM OF 28 DAYS, DEMONSTRATE SURFACE PREPARATION AND MINERAL SILICATE PAINT APPLICATION ON THE MOCKUP. SEE DETAILS AND NOTES ON DESIGN SHEET 13 FOR FURTHER INFORMATION. AFTER ALL PRODUCTION CONCRETE PAINTING WORK IS COMPLETE, THE MOCKUP PANEL(S) SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE.

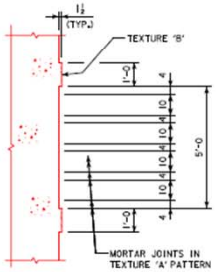
ALL COSTS ASSOCIATED WITH THE TEXTURED CONCRETE MOCKUP PANEL(S) SHALL BE INCLUDED IN THE PRICE BID FOR 'HIGH PERFORMANCE STRUCTURAL CONCRETE'.



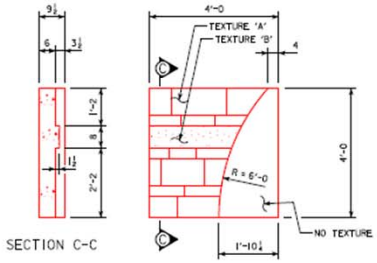
PIER END ELEVATION



PIER ELEVATION

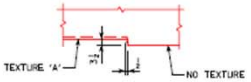


PART SECTION A-A



SECTION C-C

MOCKUP PANEL DETAILS



PART SECTION B-B

NOTE:
STARTING FROM THE TOP OF CAP, SPACE THE PROJECTIONS AS SHOWN UNTIL THE DISTANCE FROM THE LOWEST PROJECTION TO TOP OF FOOTING IS LESS THAN THE NEXT REQUIRED DIMENSION IN THE PATTERN.

PRELIMINARY (SUBJECT TO CHANGE)

DESIGN FOR 10°50' 21" SKEW

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

PIER AESTHETIC DETAILS

STA. 6528+13.00 (℄ RAMP F) APRIL 2019

JOHNSON COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 13 OF 14 FILE NO. 30864 DESIGN NO. 2817

benesch Alfred Benesch & Company 35 West Wacker Drive, Suite 3300 Chicago, Illinois 60601 312.565.0450 Job No. 1602726

DESIGN TEAM KMS/RJT/TJJ | JOHNSON COUNTY | PROJECT NUMBER NHS-080-6(332)239--11-52 | SHEET NUMBER 69

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PIER AESTHETIC DETAILS

PIER CONCRETE TEXTURE NOTES

THIS WORK CONSISTS OF APPLYING TEXTURED FINISHES ON ALL DESIGNATED CONCRETE SURFACES OF THE PIERS SHOWN IN THIS PLAN. SEE 'GENERAL NOTES FOR TEXTURED CONCRETE FORM LINERS' ON DESIGN SHEET 4 FOR MORE INFORMATION REGARDING THE USE OF FORM LINERS. THE TEXTURED CONCRETE MOCKUP PANEL MUST BE REVIEWED AND APPROVED BY THE ENGINEER BEFORE BEGINNING PRODUCTION CONCRETE WORK THAT INCLUDES TEXTURE.

THE FORM LINER USED TO PRODUCE TEXTURE 'A' AS SHOWN IN THE PLAN DETAILS SHALL PRODUCE A TEXTURED EFFECT OF ALTERNATING 10-INCH AND 4-INCH TALL COURSES OF CUT STONE IN RANDOM LENGTHS WITH SIMULATED MORTAR JOINTS. DEPTH OF TEXTURE SHALL BE 0.3125 INCH.

OBTAIN TEXTURE 'A' FORM LINER MATERIALS FROM ONE OF THE FOLLOWING MANUFACTURERS:

1. CUSTOM ROCK INTERNATIONAL (PATTERN NO. 12008)
2. FITZGERALD FORMLINERS (PATTERN NO. 17003)
3. SUBMIT ALL OTHER MANUFACTURERS AND PATTERNS INCLUDING A 1 FOOT BY 1 FOOT SAMPLE OF PROPOSED FORM LINER TO THE IOWA DEPARTMENT OF TRANSPORTATION, OFFICE OF BRIDGES AND STRUCTURES, AMES, IOWA. SAMPLE MAY BE EITHER ACTUAL FORM LINER MATERIALS OR FOAM CASTINGS. NO SAMPLES ARE REQUIRED TO BE SUBMITTED FOR MANUFACTURERS AND PATTERNS LISTED ABOVE.

THE FORM LINER USED TO PRODUCE TEXTURE 'B' AS SHOWN IN THE PLAN DETAILS SHALL PRODUCE A TEXTURED EFFECT OF A REALISTIC FRACTURED ROCK FACE WITH NO SIMULATED MASONRY JOINTS. DEPTH OF TEXTURE SHALL BE 1 INCH.

OBTAIN TEXTURE 'B' FORM LINER MATERIALS FROM ONE OF THE FOLLOWING MANUFACTURERS:

1. CUSTOM ROCK INTERNATIONAL (PATTERN NO. T325)
2. FITZGERALD FORMLINERS (PATTERN NO. 17030)
3. SUBMIT ALL OTHER MANUFACTURERS AND PATTERNS INCLUDING A 1 FOOT BY 1 FOOT SAMPLE OF PROPOSED FORM LINER TO THE IOWA DEPARTMENT OF TRANSPORTATION, OFFICE OF BRIDGES AND STRUCTURES, AMES, IOWA. SAMPLE MAY BE EITHER ACTUAL FORM LINER MATERIALS OR FOAM CASTINGS. NO SAMPLES ARE REQUIRED TO BE SUBMITTED FOR MANUFACTURERS AND PATTERNS LISTED ABOVE.

PRIOR TO BEGINNING ANY PRODUCTION CONCRETE WORK THAT INCLUDES TEXTURE, SUBMIT MANUFACTURER'S CUT SHEETS FOR FORM LINERS.

ALL COSTS ASSOCIATED WITH CONCRETE TEXTURES AND FORM LINERS AT THE PIER SHALL BE INCLUDED IN THE BID ITEM, "STRUCTURAL CONCRETE (BRIDGE)".

TEXTURED CONCRETE MOCKUP PANEL NOTES

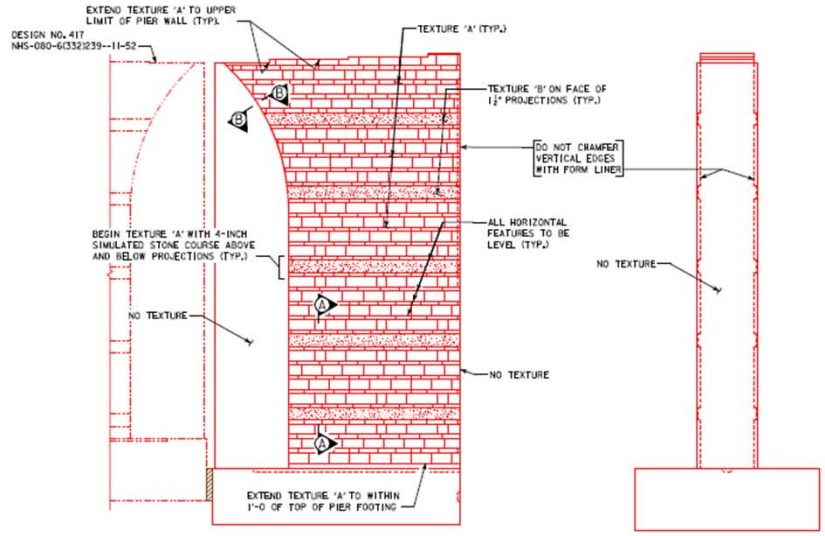
PRIOR TO BEGINNING ANY PRODUCTION CONCRETE WORK THAT INCLUDES TEXTURE, A TEXTURED CONCRETE MOCKUP PANEL MUST BE REVIEWED AND APPROVED BY THE ENGINEER.

CONSTRUCT A 4-FOOT HIGH, BY 6-INCH WIDE (MIN.), BY 4-FOOT LONG MOCKUP PANEL IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND THESE PLANS. SEE MOCKUP DETAILS ON THIS DESIGN SHEET.

CAST THE MOCKUP PANEL(S) ON SITE, USING THE SAME FORMING METHODS, PROCEDURES, FORM LINERS, AND CONCRETE MIXTURE(S) AS ARE PROPOSED FOR THE PRODUCTION WORK. TEXTURED FACES SHALL BE VERTICAL DURING THE CASTING PROCESS. A SINGLE MAT OF NO. 5 REINFORCING BARS IN TWO DIRECTIONS SHALL BE SET 2 INCHES CLEAR TO THE BOTTOM OF THE TEXTURED FACE. IF THE MOCKUP PANEL IS REJECTED, CONSTRUCT A NEW MOCKUP PANEL AS DIRECTED BY THE ENGINEER. BEGIN TEXTURED CONCRETE PRODUCTION WORK ONLY AFTER THE MOCKUP HAS BEEN APPROVED BY THE ENGINEER.

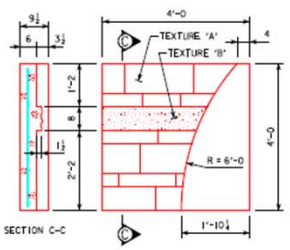
AFTER APPROVAL, THE MOCKUP PANEL(S) SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE.

ALL COSTS ASSOCIATED WITH THE TEXTURED CONCRETE MOCKUP PANEL(S) SHALL BE INCLUDED IN THE PRICE BID FOR "STRUCTURAL CONCRETE (BRIDGE)".

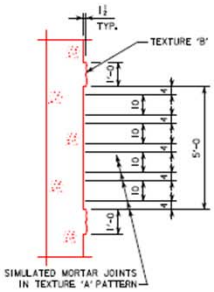


WALL PIER ELEVATION
(LOOKING NORTH)
(PIER NO. 1 SHOWN, PIER NOS. 2 & 3 SIMILAR)

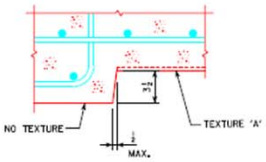
END VIEW
(LOOKING EAST)



MOCKUP PANEL DETAILS



PART SECTION A-A



PART SECTION B-B

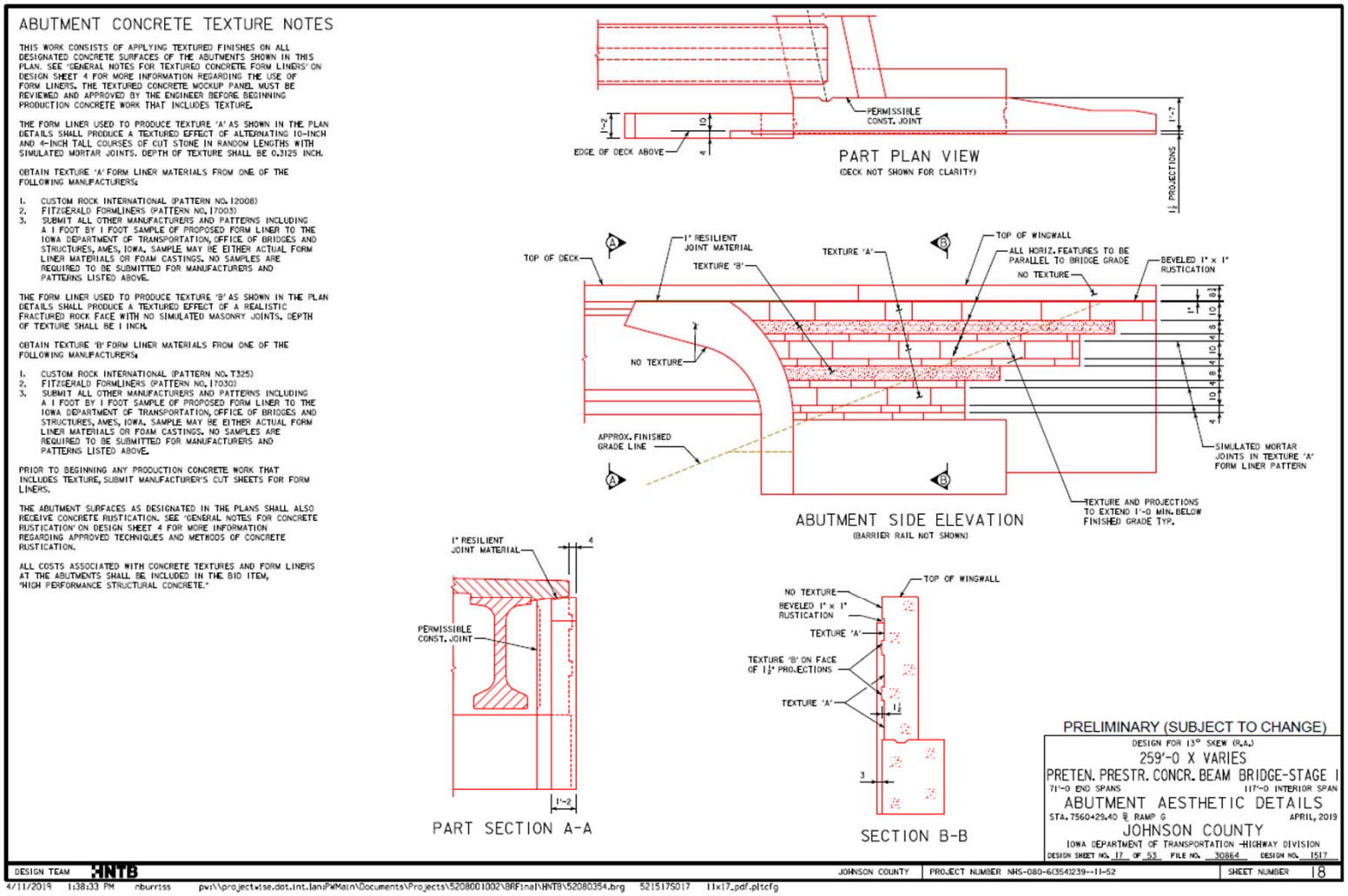
NOTE:
FOR PIER DIMENSIONS AND DETAILS, SEE DESIGN SHEETS 8-10.

PRELIMINARY (SUBJECT TO CHANGE)
DESIGN FOR 22°28'35" SKEW (L.A.)
371'-0 X 15'-4 PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGE - STAGE I
101'-0, 51'-0 END SPANS 112'-0, 107'-0 INTERIOR SPANS
PIER AESTHETIC DETAILS
STA. 1163+14.75, 29' RIGHT ℄ CONST. I-380 MAY, 2019
JOHNSON COUNTY
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. 11 OF 27 FILE NO. 30864 DESIGN NO. 317

DESIGN TEAM GMS/ATN/TMS JOHNSON COUNTY PROJECT NUMBER NHS-080-6(332)239--11-52 SHEET NUMBER 12

3/26/2019 8:33:42 AM TSAS pw:\\pwhdruscen01:HDR_US_Central_01\Documents\3047\10108978\6.0_CAD_BIM\6.2_WIP\BRO_52080332.dgn 5203175011 11x17c_pdf.pltcfg

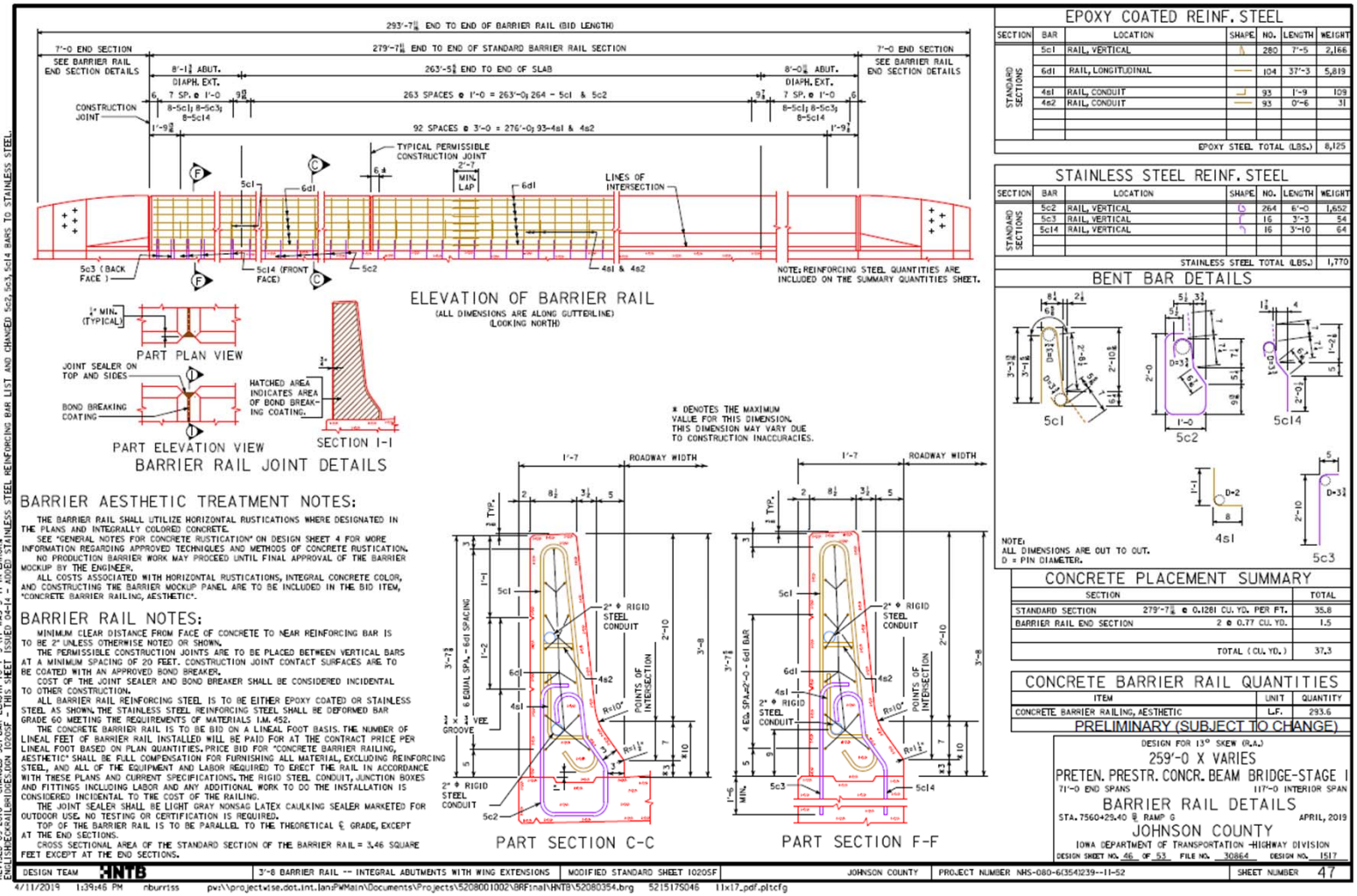
ABUTMENT AESTHETIC DETAILS



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

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

BARRIER RAIL DETAILS



BARRIER RAIL DETAILS

GENERAL NOTES FOR TEXTURED CONCRETE FORM LINERS:

SEE INDIVIDUAL DESIGN SHEETS FOR SPECIFIC NOTES AND DETAILS DESCRIBING THE FEATURES WHICH INCORPORATE TEXTURED CONCRETE. WORK PERFORMED TO CREATE TEXTURED CONCRETE SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR FORMWORK AND THE FOLLOWING.

FORM THE TEXTURED CONCRETE SURFACE USING A FORM LINER SYSTEM MADE OF HIGH-STRENGTH URETHANE ELASTOMER, PLASTIC OR FLEXIBLE FOAM MATERIALS CAPABLE OF WITHSTANDING ANTICIPATED CONCRETE POUR PRESSURES WITHOUT LEAKAGE OR CAUSING PHYSICAL DEFECTS. FORM LINERS SHALL EASILY ATTACH TO FORMS AND BE REMOVABLE WITHOUT CAUSING CONCRETE SURFACE DAMAGE. FOLLOW THE MANUFACTURER'S RECOMMENDATIONS FOR ATTACHING FORM LINERS TO THE CONCRETE FORMS. IF RECOMMENDED BY THE FORM LINER MANUFACTURER, USE STRUCTURAL BACKERS TO PREVENT DEFORMATION OF THE LINER DURING LOADING OF THE FORMS. THE LINERS SHALL BE DESIGNED TO FORM SURFACES CONFORMING TO THE DESIGN INTENT INCLUDING THE SHAPE, LINES AND DIMENSIONS SHOWN IN THE PLANS AND TO AVOID VISIBLE PATTERN REPEATS. MATCH PATTERN FEATURES AT FORM LINER JOINTS TO MINIMIZE PATTERN REPEATS AND MAKE THE FORMED CONCRETE SURFACE APPEAR UNIFORM AND CONTINUOUS WITHOUT VISIBLE SEAMS AND FORM MARKS. WHEN JOINTS ARE UNAVOIDABLE, MAKE JOINTS ALONG MAIN FEATURES OF THE PATTERN IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. DO NOT MIX FORM LINERS FROM DIFFERENT MANUFACTURERS WHEN FORMING ANY INDIVIDUAL TEXTURE ON THE PROJECT.

FORM LINER EDGES FOLLOWING CURVES ARE TO BE CUT CLEANLY AND PARALLEL TO THE CURVE. USE ADEQUATE BLOCKING, SEALING AND OTHER MEANS IN ORDER TO MAINTAIN THE APPROPRIATE DEPTH AND CHARACTER OF TEXTURE AT CUT EDGES OF LINERS AND TO PREVENT MORTAR LEAKAGE.

DURING LOADING OF FORMS WITH CONCRETE, TAKE EXTRA CARE TO ADEQUATELY VIBRATE CONCRETE IN ORDER TO MAINTAIN ALL INTENDED FEATURES OF THE FORM LINER IN THE FINAL SURFACE AND TO PREVENT VOIDS. FOLLOWING REMOVAL OF FORMS, FINISH MINOR DEFECTS TO BLEND WITH THE BALANCE OF THE SURFACE TEXTURE. THE COMPLETED SURFACE SHALL BE FREE OF BLEMISHES, SURFACE VOIDS AND CONSPICUOUS FORM MARKS TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR SHALL CORRECT ANY SURFACE DEFECTS AT NO ADDITIONAL COST TO THE PROJECT.

VERIFY THAT RELEASE AGENTS USED ARE COMPATIBLE WITH FORM LINER MATERIAL, AND ARE NON-STAINING. APPLY RELEASE AGENT IN ACCORDANCE WITH THE FORM LINER MANUFACTURER'S RECOMMENDATIONS.

IF USED, FORM TIES SHALL BE MADE OF NON-CORROSIVE MATERIALS WHEN THE PORTION PERMANENTLY EMBEDDED IN THE CONCRETE IS LESS THAN 1½ INCHES FROM THE FINISHED SURFACE. POSITION FORM TIES AND ACCESSORIES IN STONE PATTERN MORTAR JOINTS IF APPLICABLE AND AT HIGH POINTS OF FINISHED WALL.

STRIP FORMWORK USING TECHNIQUES IN ACCORDANCE WITH LINER MANUFACTURER'S RECOMMENDATIONS AFTER THE CONCRETE HAS ACHIEVED THE STRENGTHS AND CURE TIMES REQUIRED BY THE PLANS AND APPLICABLE SPECIFICATIONS. CLEAN AND REPAIR FORM LINER SURFACES PRIOR TO USE. DO NOT USE SPLIT, FRAYED, DELAMINATED OR OTHERWISE DAMAGED FORM LINERS.

ALL COSTS ASSOCIATED WITH CONCRETE TEXTURING AND FORM LINERS ARE TO BE INCLUDED IN THE BID ITEM, "CONCRETE BARRIER RAILING, AESTHETIC".

MEDIAN BARRIER AESTHETIC NOTES

THIS WORK CONSISTS OF USING INTEGRALLY COLORED CONCRETE FOR MEDIAN CONCRETE BARRIERS AND INCORPORATING TEXTURED CONCRETE FINISHES ON ALL DESIGNATED SURFACES OF THE CONCRETE BARRIERS OF THE BRIDGES AND ROADWAYS SHOWN IN THIS PLAN. AS PART OF THE WORK, A CONCRETE BARRIER MOCKUP MUST BE REVIEWED AND APPROVED BY THE ENGINEER PRIOR TO THE BEGINNING OF ANY PRODUCTION CONCRETE BARRIER WORK THAT INCLUDES TEXTURE AND INTEGRALLY COLORED CONCRETE. SEE THE "SPECIAL PROVISIONS FOR AESTHETIC TREATMENT OF CONCRETE BARRIER" FOR MORE REQUIREMENTS REGARDING THE USE OF TEXTURE, RUSTICATION, AND INTEGRALLY COLORED CONCRETE, AND FOR BARRIER MOCKUP REQUIREMENTS.

ALL COSTS FOR PROVIDING INTEGRAL COLOR FOR CONCRETE BARRIERS, AND ALL COSTS FOR CONSTRUCTING TEXTURE AND RUSTICATION FOR CONCRETE BARRIERS, AND ALL COSTS FOR CONSTRUCTING MOCKUP PANEL(S) SHALL BE INCLUDED IN THE BID ITEM "CONCRETE BARRIER RAILING, AESTHETIC".

GENERAL NOTES FOR CONCRETE RUSTICATION:

STRIPS AND PANELS USED AS INSERTS WITHIN CONCRETE FORMS TO CREATE THE RUSTICATION FEATURES MAY BE MADE OF WOOD, STEEL, NYLON, PLASTIC OR OTHER NONPOROUS MATERIAL CAPABLE OF WITHSTANDING ANTICIPATED CONCRETE PORE PRESSURES WITHOUT PHYSICAL DEFECTS. WOOD INSERTS, IF USED, SHALL BE FREE OF WARP, TWIST, CHECKS OR CRACKS, AND SHALL BE PRESOAKED PRIOR TO PLACEMENT OF CONCRETE IN THE FORMS.

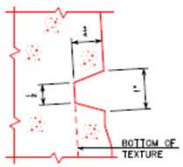
RUSTICATION INSERTS SHALL EASILY ATTACH TO FORMS AND SHALL NOT ALLOW LEAKAGE OF CONCRETE BETWEEN THE FORM AND THE INSERT. WHEN STEEL FORMS ARE USED, RUSTICATION STRIPS MAY BE RIGIDLY ATTACHED TO THE INSIDE SURFACES OF THE FORMS. WHEN STEEL FORMS ARE NOT USED, RUSTICATION STRIPS AND OTHER INSERTS FOR SMALL RECESSES ON EXPOSED CONCRETE SURFACES SHALL BE FASTENED TO THE FORMS IN A MANNER THAT WILL PERMIT THEM TO REMAIN IN PLACE WHEN THE FORMS ARE REMOVED. LEAVE INSERTS IN PLACE UNTIL THEY CAN BE REMOVED WITHOUT DAMAGE TO THE SURROUNDING CONCRETE.

THE INSERTS SHALL BE DESIGNED TO FORM SURFACES AND FEATURES CONFORMING TO THE DESIGN INTENT INCLUDING THE SHAPE, LINES, DEPTHS, DIMENSIONS SHOWN IN THE PLANS. CREATE INSERTS USING A MINIMUM NUMBER OF SPLICE JOINTS IN THEIR LENGTH. SPLICES, IF USED, SHALL BE TIGHTLY JOINED SO AS NOT TO ALLOW GAPS OR LEAKS, AND SHALL NOT CREATE ANY CHANGE IN ALIGNMENT OR SHAPE OF THE RUSTICATION FEATURE. DO NOT LOCATE FORM TIES WITHIN CONCRETE RUSTICATIONS.

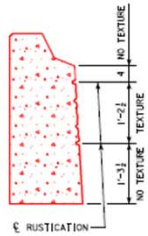
FOR RUSTICATION FEATURES FOLLOWING THE PERIMETER OF ROUNDED SURFACES, IT MAY BE NECESSARY TO USE MULTIPLE LAYERS OF INSERT MATERIAL IN ORDER TO ACHIEVE THE RADIUS CURVE. THIS IS ACCEPTABLE, PROVIDED THAT THE FINAL SHAPE, LINE, DEPTH, AND DIMENSION OF THE FEATURES ARE MAINTAINED IN THE FINAL RESULT.

DURING LOADING OF FORMS WITH CONCRETE, TAKE EXTRA CARE TO ENSURE PROPER CONSOLIDATION OF CONCRETE AROUND ALL RUSTICATION INSERTS TO PRESERVE THE SHAPE, LINE AND DEPTH OF ALL INTENDED FEATURES IN THE FINAL CONCRETE SURFACE. FOLLOWING REMOVAL OF FORMS, REPAIR ALL DEFECTS TO ACHIEVE THE RUSTICATION FEATURES AS SPECIFIED IN THE PLANS. PATCH VOIDS, HONEYCOMB AREAS, ETC., IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. IF SURFACES WILL NOT RECEIVE A COATING, ADD WHITE CEMENT TO THE PATCHING MORTAR TO LIGHTEN IT IN ORDER TO MATCH OR BE SLIGHTLY LIGHTER THAN SURROUNDING CONCRETE WHEN DRY. COMPLETED SURFACE SHALL BE FREE FROM BLEMISHES, SURFACE VOIDS AND CONSPICUOUS FORM MARKS TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR SHALL CORRECT ANY SURFACE DEFECTS TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE PROJECT.

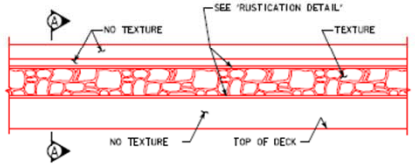
ALL COSTS ASSOCIATED WITH CONCRETE RUSTICATION ARE TO BE INCLUDED IN THE BID ITEM "CONCRETE BARRIER RAILING, AESTHETIC".



RUSTICATION DETAIL



SECTION A-A



MEDIAN BARRIER TRAFFIC FACE ELEVATION

benesch

PRELIMINARY (SUBJECT TO CHANGE)

DESIGN FOR WIDENING OF A 45° SKEW (R.A.)
562'-0 X 78' CONTINUOUS WELDED GIRDER BRIDGE
93'-0 & 137'-0 END SPANS 132'-0 & 200'-0 INTERIOR SPANS
BARRIER RAIL DETAILS
STATION 692+86.43, 49.00' LT. ℄ CONST. I-80 MAY 2019
JOHNSON COUNTY
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. 64 OF 75 FILE NO. 30864 DESIGN NO. 1617

DESIGN TEAM KMS/KMS/SL JOHNSON COUNTY PROJECT NUMBER NHS-080-6(379)239--11-52 SHEET NUMBER 65

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NOTES FROM THE BRIDGE PLANS

HEAVY CONSTRUCTION EQUIPMENT WILL NOT BE ALLOWED ON THE NEW BRIDGE OR ADJACENT EXISTING BRIDGES DURING CONSTRUCTION UNLESS PRIOR WRITTEN APPROVAL OF THE ENGINEER IS OBTAINED. APPROVAL SHALL BE OBTAINED BY SUBMITTING A WRITTEN REQUEST TO THE ENGINEER. THIS REQUEST SHALL INCLUDE THE FOLLOWING:

1. A DETAILED PLAN ADEQUATELY DESCRIBING THE EQUIPMENT AND HOW IT IS PROPOSED TO BE USED. THIS PLAN SHALL CONTAIN, AS A MINIMUM, THE FOLLOWING INFORMATION:

   A. THE CONFIGURATION AND WEIGHT OF THE EQUIPMENT PROPOSED TO BE PLACED ON THE BRIDGE.

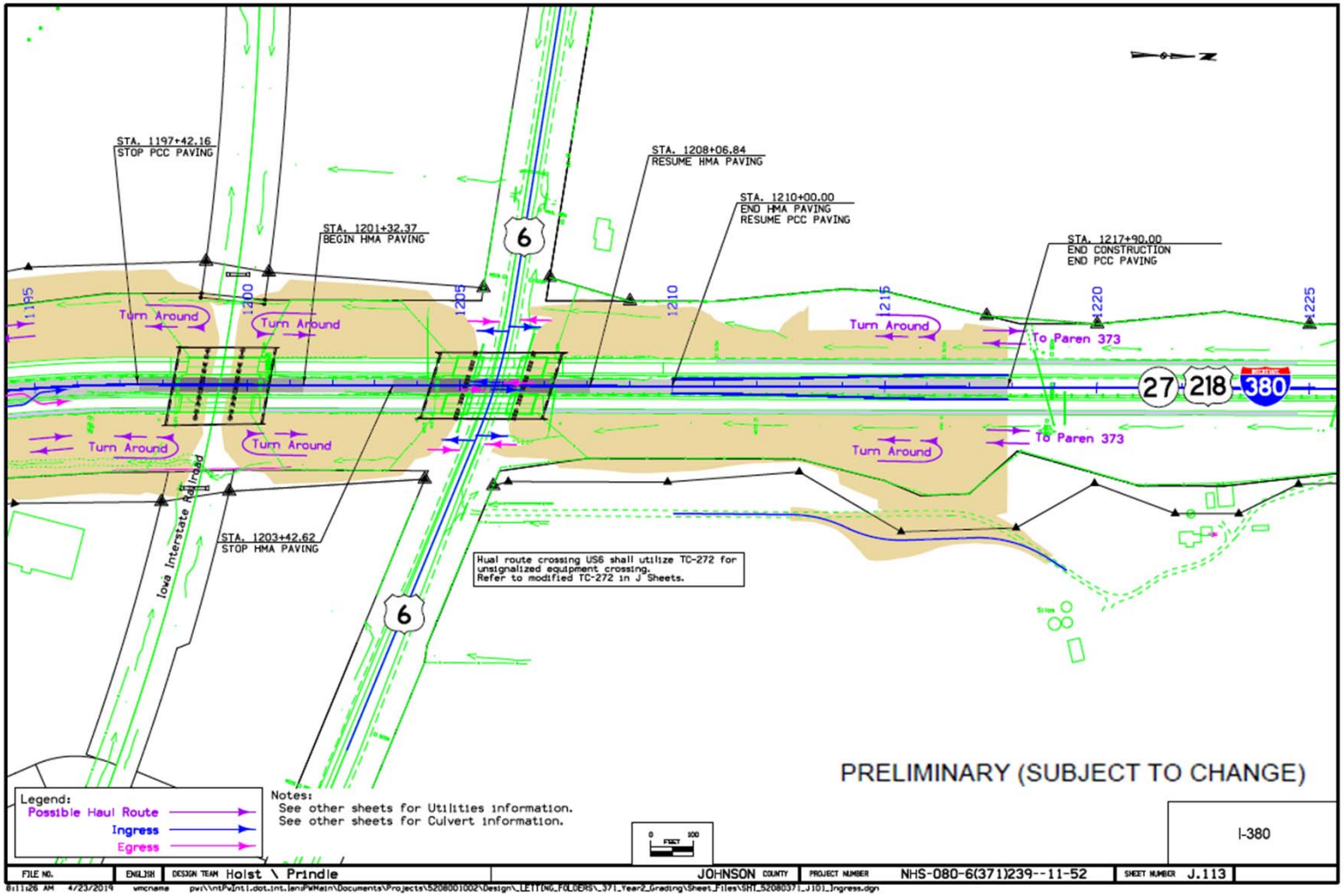
   B. THE PROPOSED LOCATION(S) OF THE EQUIPMENT ON THE BRIDGE DURING ALL LIFTING OPERATIONS.

   C. THE WEIGHT OF ALL PROPOSED LIFTS TO BE MADE BY THE EQUIPMENT.

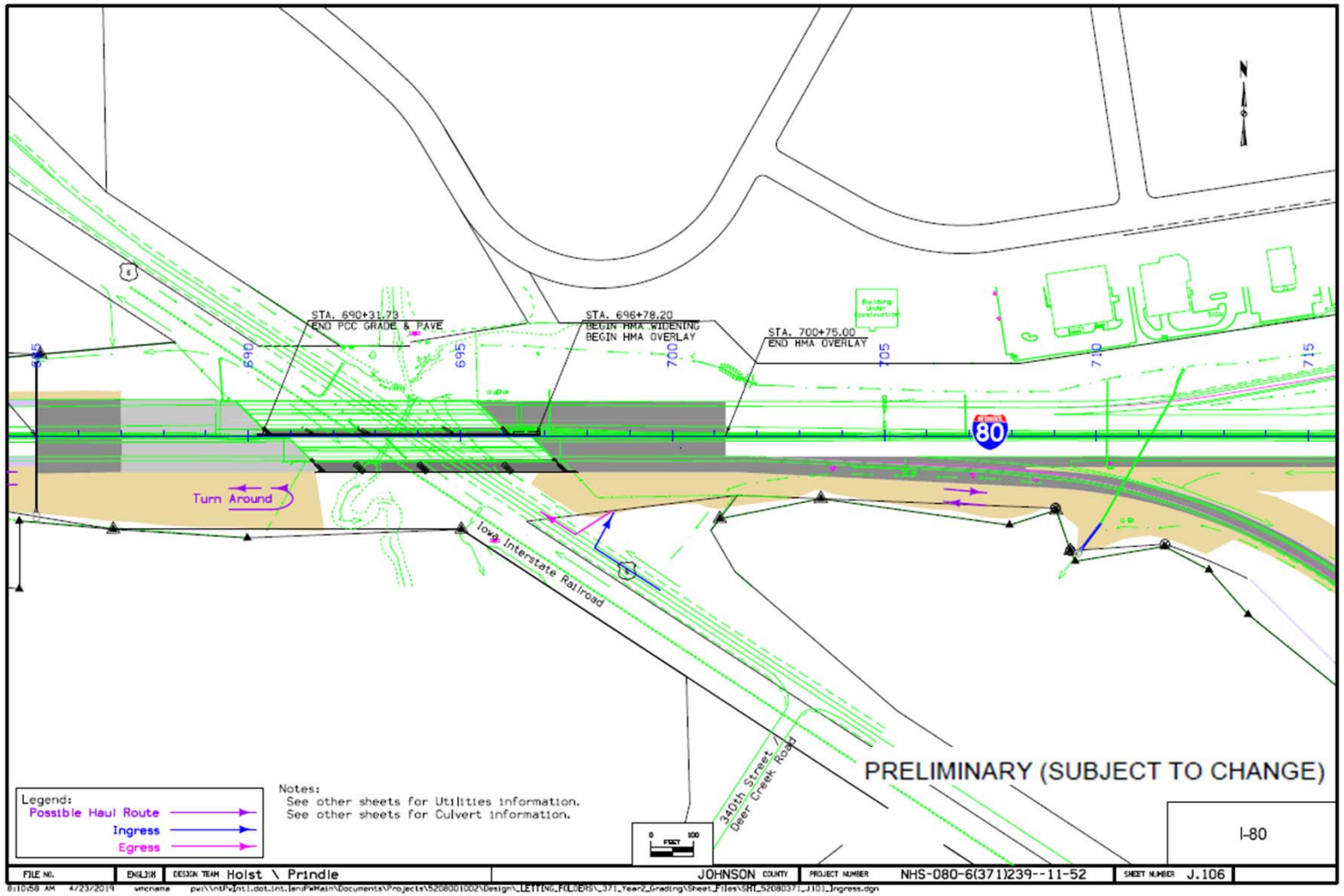
   D. THE LOAD TO ALL WHEELS/AXLES/OUTRIGGERS/CRAWLERS RESULTING FROM THE PROPOSED LIFTING OPERATIONS, DURING ALL CRITICAL PHASES OF THE LIFTING OPERATIONS.

2. THE NECESSARY CALCULATIONS TO VERIFY THAT NO COMPONENT OF THE BRIDGE WILL BE OVERSTRESSED DURING THE PROPOSED USE OF THE EQUIPMENT ON THE BRIDGE. THE CALCULATIONS SHALL BE CERTIFIED BY A PROFESSIONAL ENGINEER CURRENTLY LICENSED TO PRACTICE ENGINEERING IN THE STATE OF IOWA.

BRIDGE ACCESS – I-380 OVER IAIS RR AND US-6



BRIDGE ACCESS –
I-80 OVER IAIS RR AND US-6



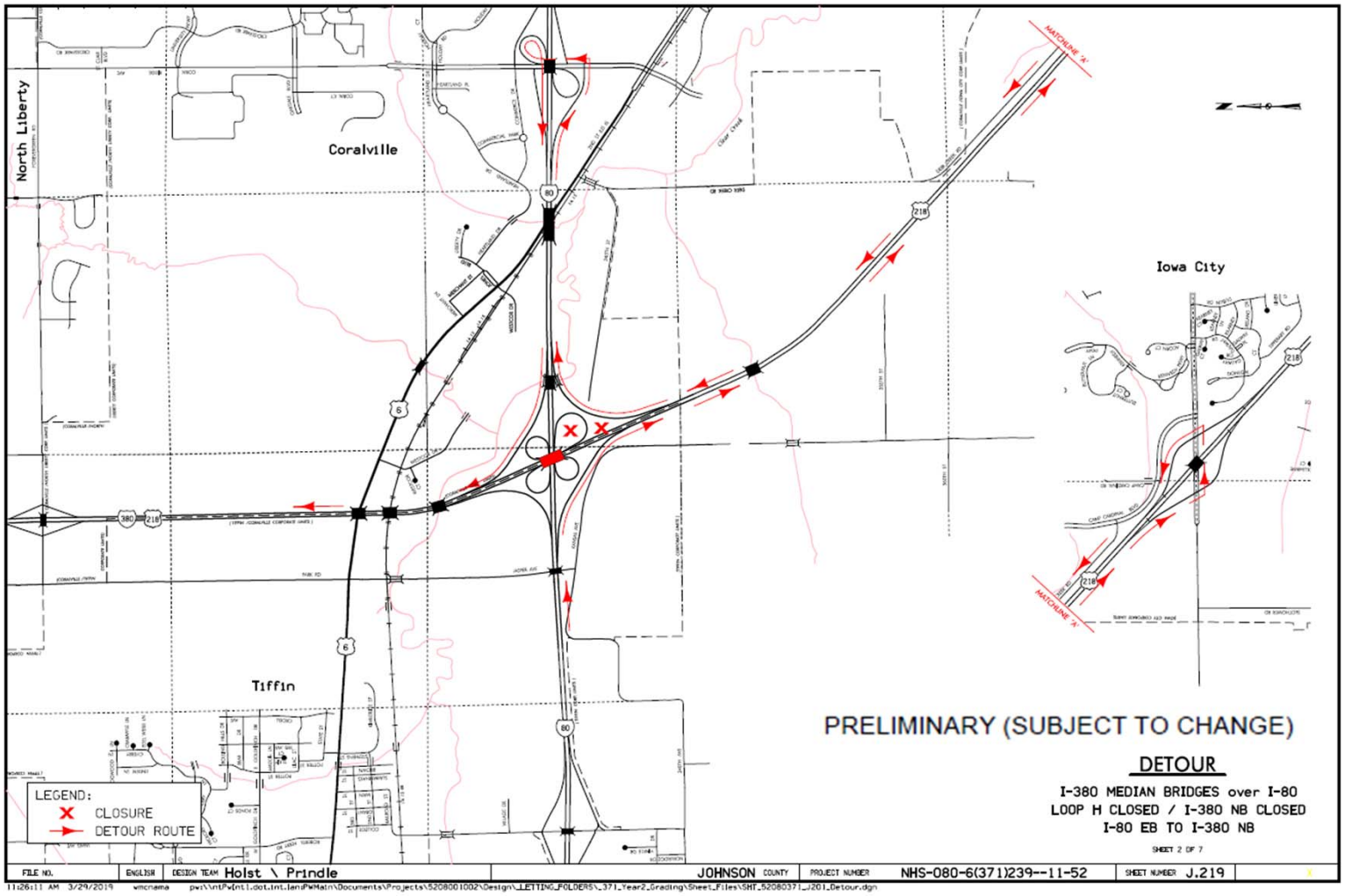
GETTING YOU THERE
I-80/I-380 SYSTEMS INTERCHANGE

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

BRIDGE ACCESS – CONTRACTOR INGRESS / EGRESS

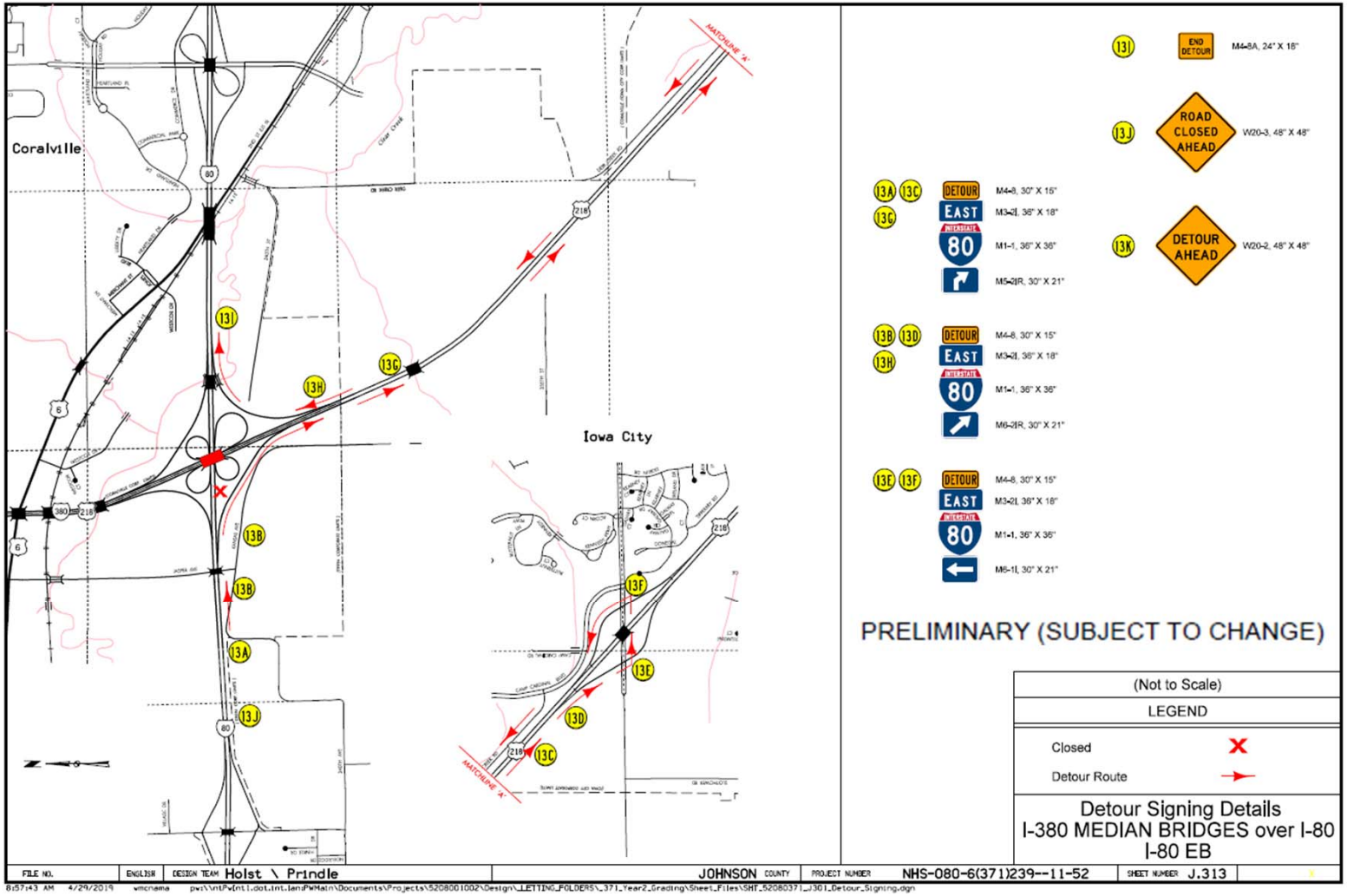
- Notes from Sheet J.1:
  - 12. Ingress/Egress locations shall utilize the following traffic control:
    - a.) Locations with less than 10’ of paved shoulder adjacent to thru traffic shall utilize a lane closure per TC-418.
    - b.) Locations with 10’ or more paved shoulder adjacent to thru traffic shall utilize TS-402.
  - 13. Ingress/Egress via shoulder closure off of I-80, I-380, US 218, and Ramps will only be allowed during non-peak hours.
    - Peak hours are defined as 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM, Monday through Sunday.
  - 14. Ingress/Egress via lane closure off of I-80, I-380, US 218, and Ramps will only be during permitted single lane closure times.
    - ***Refer to the Summary of Lane Closures.***
- Outside TBR must be removed during winter months to avoid long chutes

DETOUR MAP – I-380 MEDIAN BRIDGE OVER I-80 (EXAMPLE)



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

DETOUR SIGNS – I-380 MEDIAN BRIDGE OVER I-80 (EXAMPLE)



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

BREAK!

» Please be back by 2:30 so we can start again.

CONTRACT – FY20

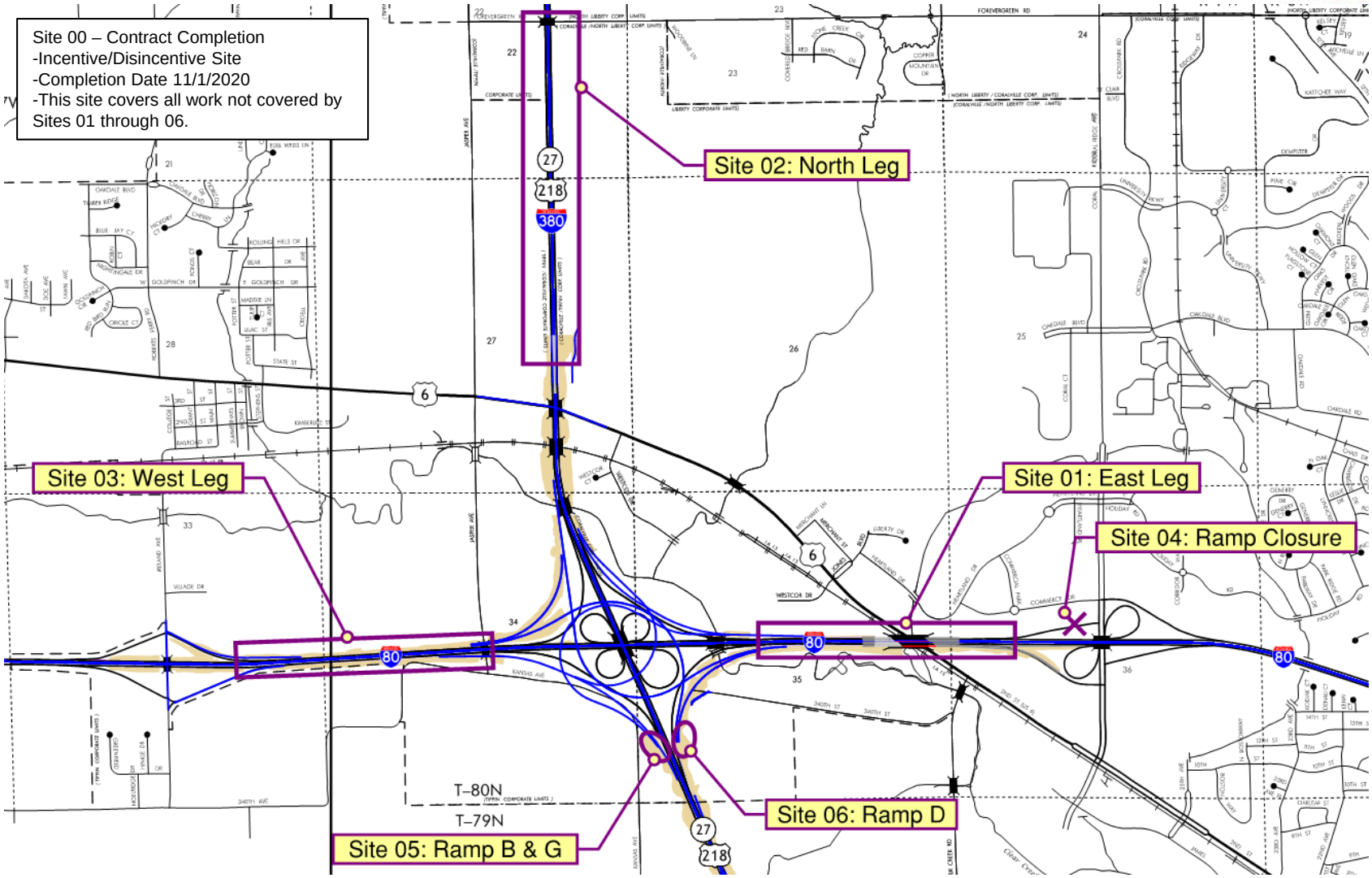
» IAIS RR Agreement and Special Provision

CONTRACT – FY20

- Advertisement June 18, 2019
- Special Letting July 30, 2019
- Site Milestones and Completion
- Special Provisions

CONTRACT – FY20

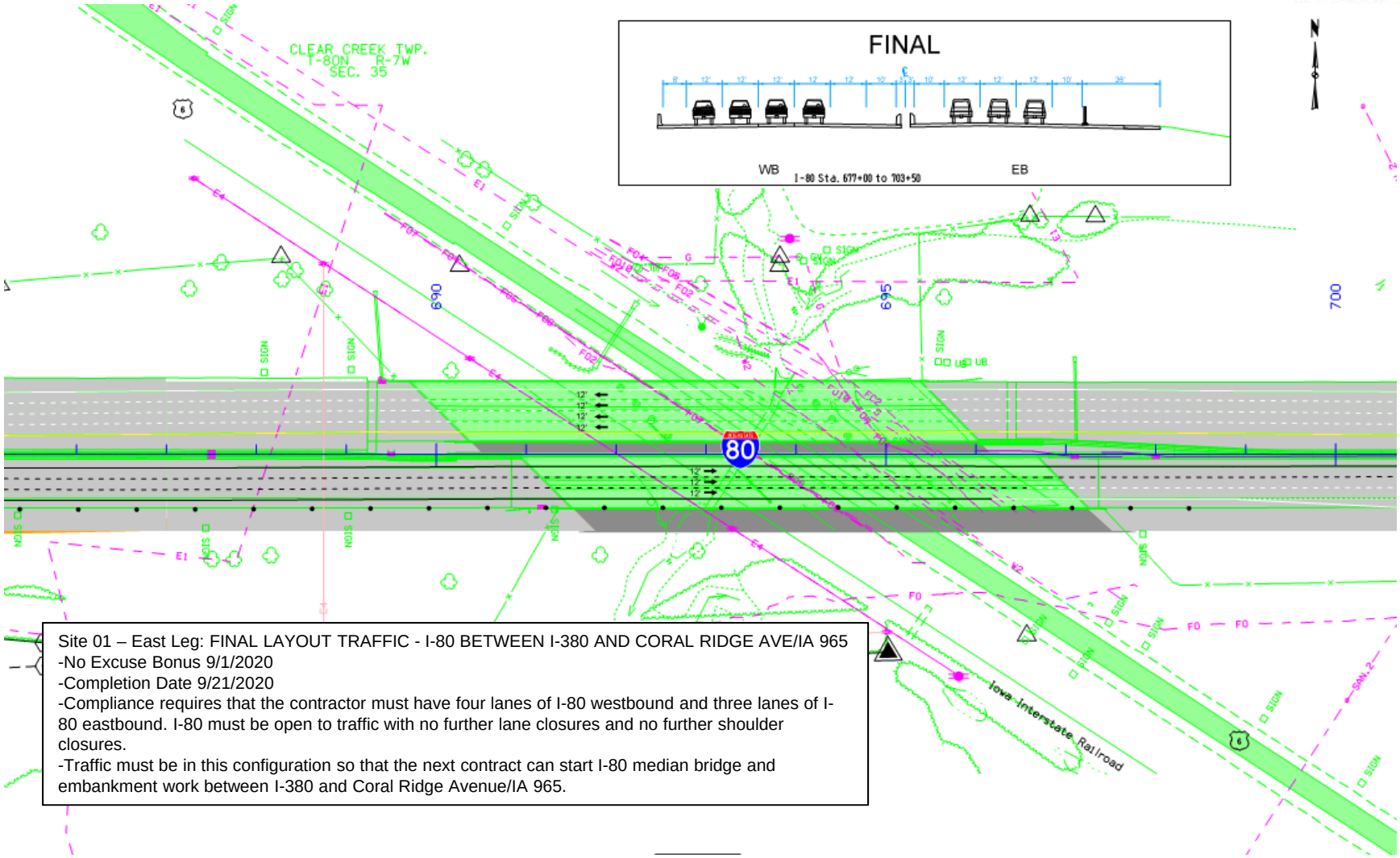
Site 00 – Contract Completion
-Incentive/Disincentive Site
-Completion Date 11/1/2020
-This site covers all work not covered by Sites 01 through 06.



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

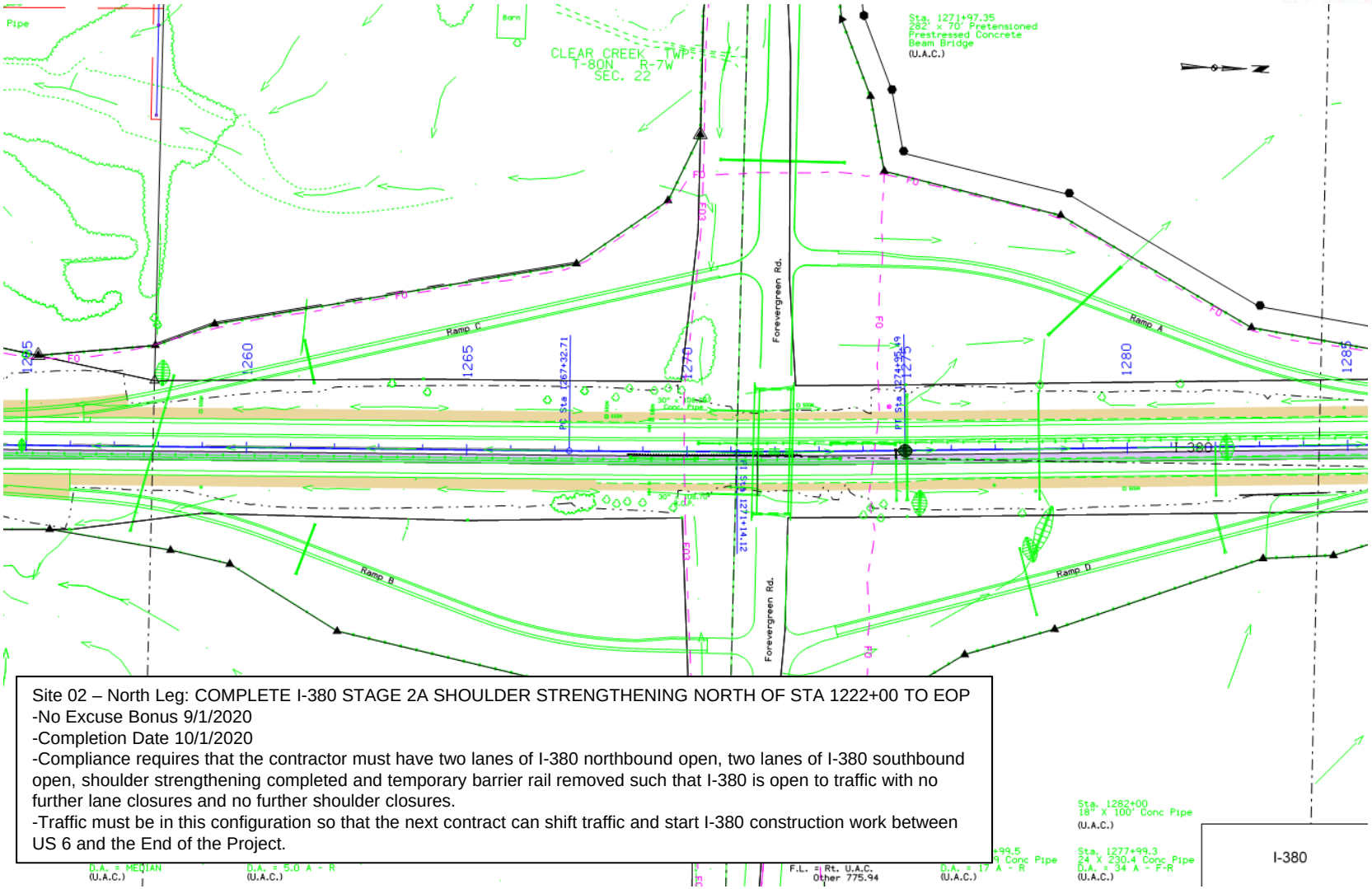
PROJECT NUMBER: IMN-080-6(235)239 -- 0E-52
Preliminary, Subject to Change

SITE 01 – EAST LEG



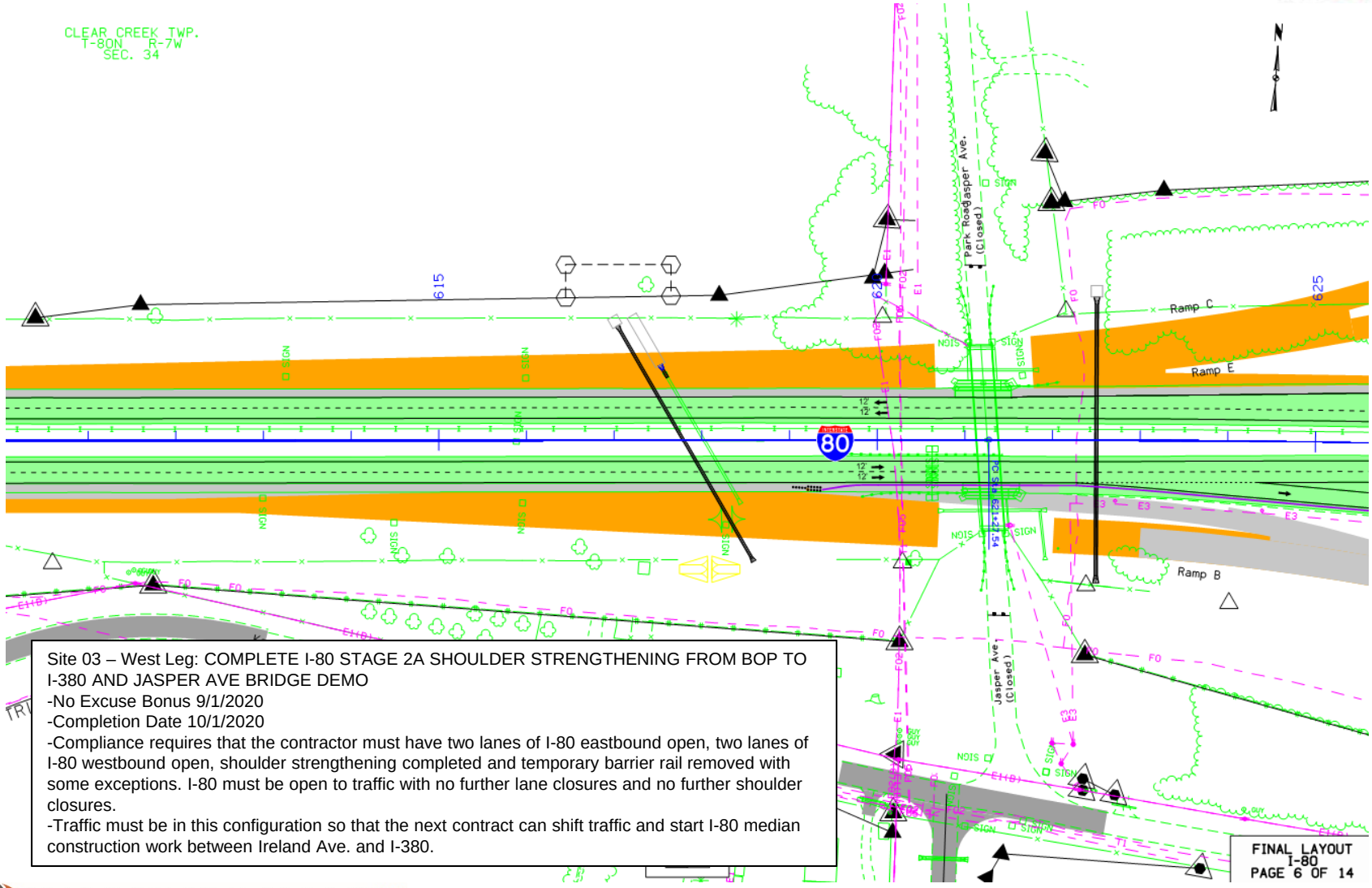
Site 01 – East Leg: FINAL LAYOUT TRAFFIC - I-80 BETWEEN I-380 AND CORAL RIDGE AVE/IA 965
-No Excuse Bonus 9/1/2020
-Completion Date 9/21/2020
-Compliance requires that the contractor must have four lanes of I-80 westbound and three lanes of I-80 eastbound. I-80 must be open to traffic with no further lane closures and no further shoulder closures.
-Traffic must be in this configuration so that the next contract can start I-80 median bridge and embankment work between I-380 and Coral Ridge Avenue/IA 965.

SITE 02 – NORTH LEG



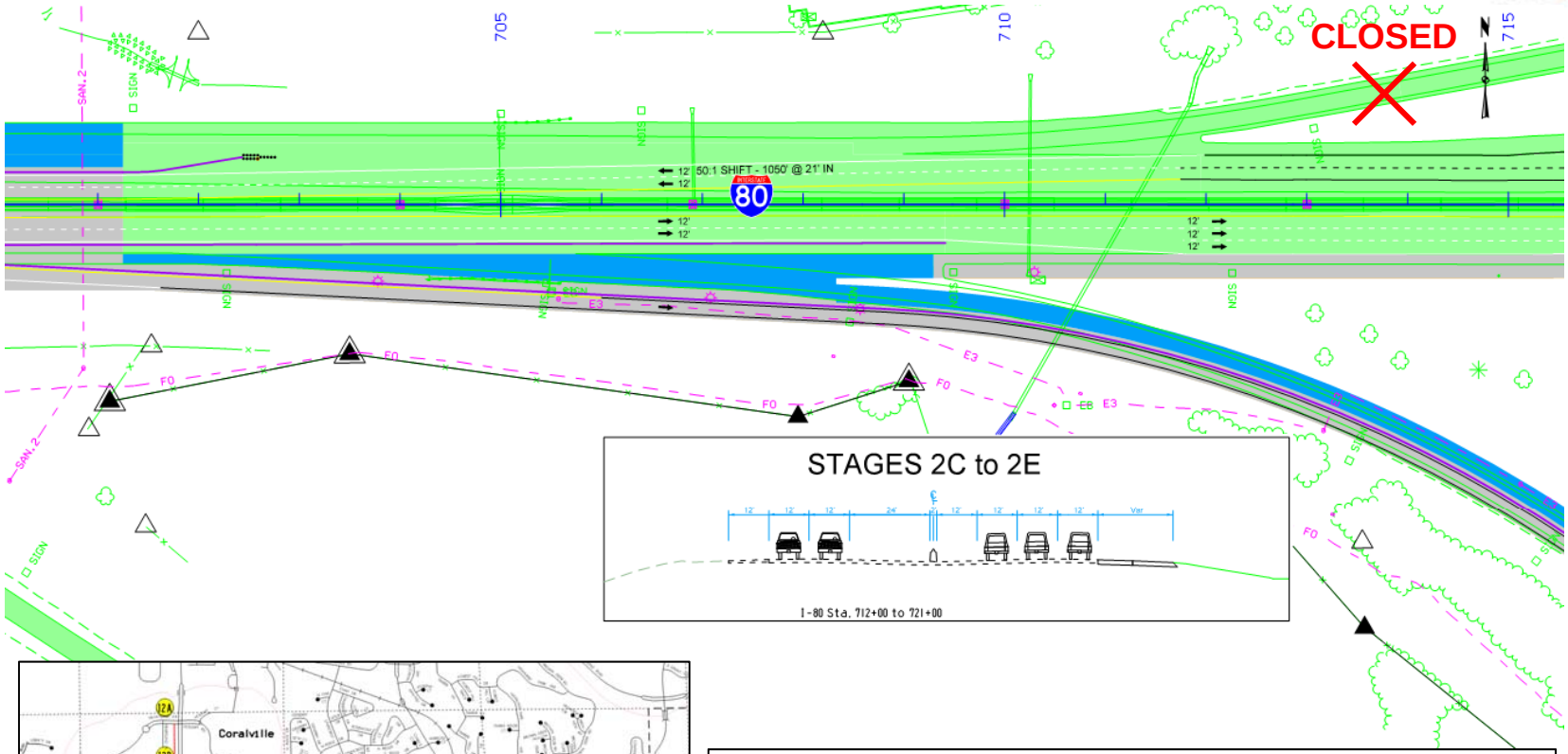
Site 02 – North Leg: COMPLETE I-380 STAGE 2A SHOULDER STRENGTHENING NORTH OF STA 1222+00 TO EOP
-No Excuse Bonus 9/1/2020
-Completion Date 10/1/2020
-Compliance requires that the contractor must have two lanes of I-380 northbound open, two lanes of I-380 southbound open, shoulder strengthening completed and temporary barrier rail removed such that I-380 is open to traffic with no further lane closures and no further shoulder closures.
-Traffic must be in this configuration so that the next contract can shift traffic and start I-380 construction work between US 6 and the End of the Project.

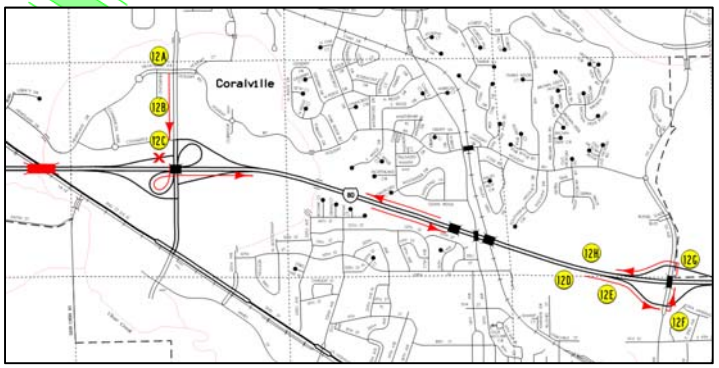
SITE 03 – WEST LEG



Site 03 – West Leg: COMPLETE I-80 STAGE 2A SHOULDER STRENGTHENING FROM BOP TO I-380 AND JASPER AVE BRIDGE DEMO
-No Excuse Bonus 9/1/2020
-Completion Date 10/1/2020
-Compliance requires that the contractor must have two lanes of I-80 eastbound open, two lanes of I-80 westbound open, shoulder strengthening completed and temporary barrier rail removed with some exceptions. I-80 must be open to traffic with no further lane closures and no further shoulder closures.
-Traffic must be in this configuration so that the next contract can shift traffic and start I-80 median construction work between Ireland Ave. and I-380.

SITE 04 –RAMP CLOSURE (CRA)



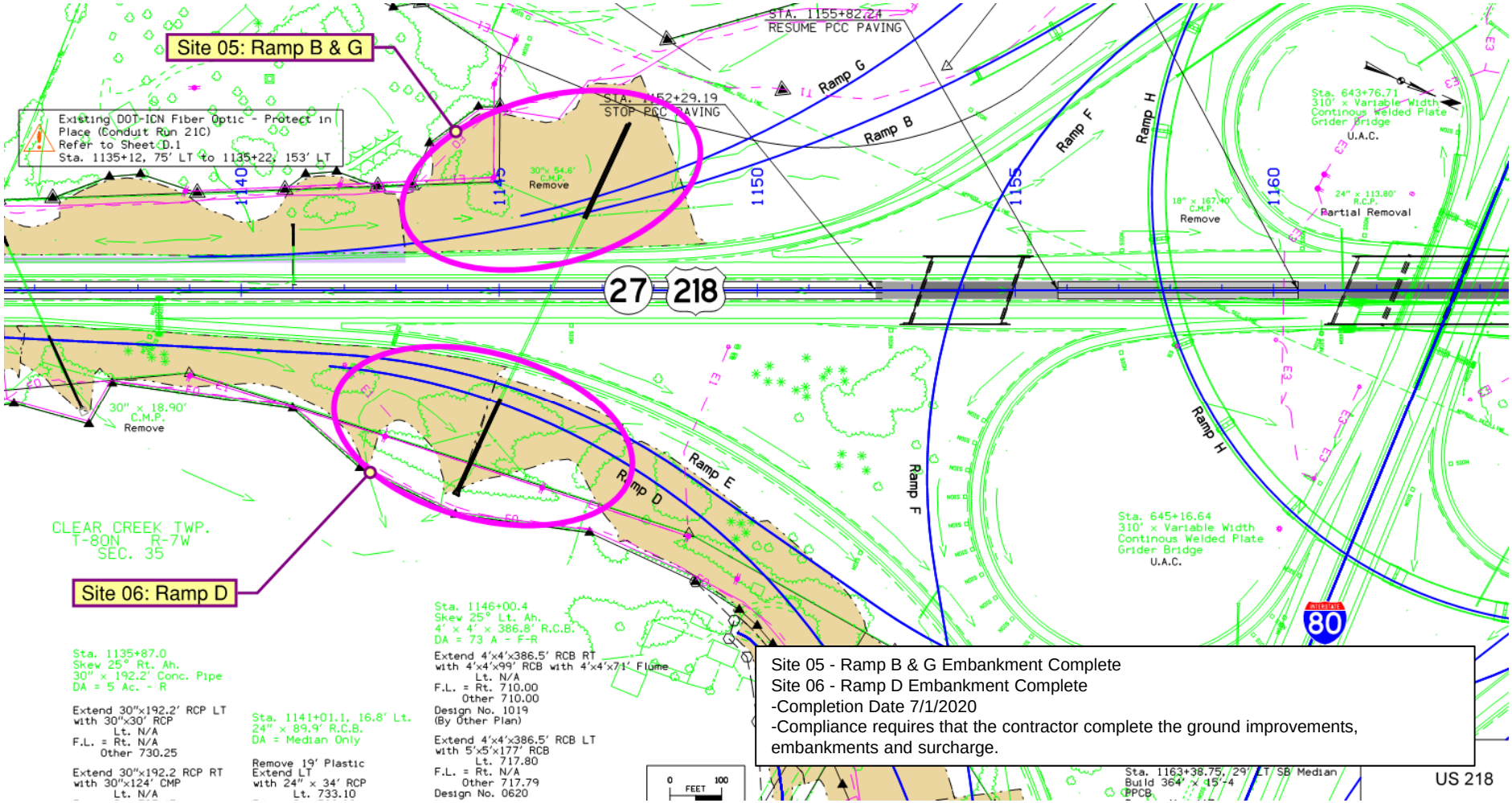


Site 04 – Ramp Closure Coral Ridge Avenue/IA 965: STAGE 2D TRAFFIC - CLOSE CORAL RIDGE AVE RAMP C TO WB I-80
-Incentive/Disincentive Site, 30 Calendar Days, Late Start Date 8/21/2020
-Site is for the Closure of Coral Ridge Ave Ramp C to WB I-80 to complete WB I-80 paving. Site will be considered completed when Coral Ridge Avenue/IA-965 Ramp C is open, with four lanes of I-80 westbound open. The ramp must be open to traffic with no further closures.

0 FEET 50

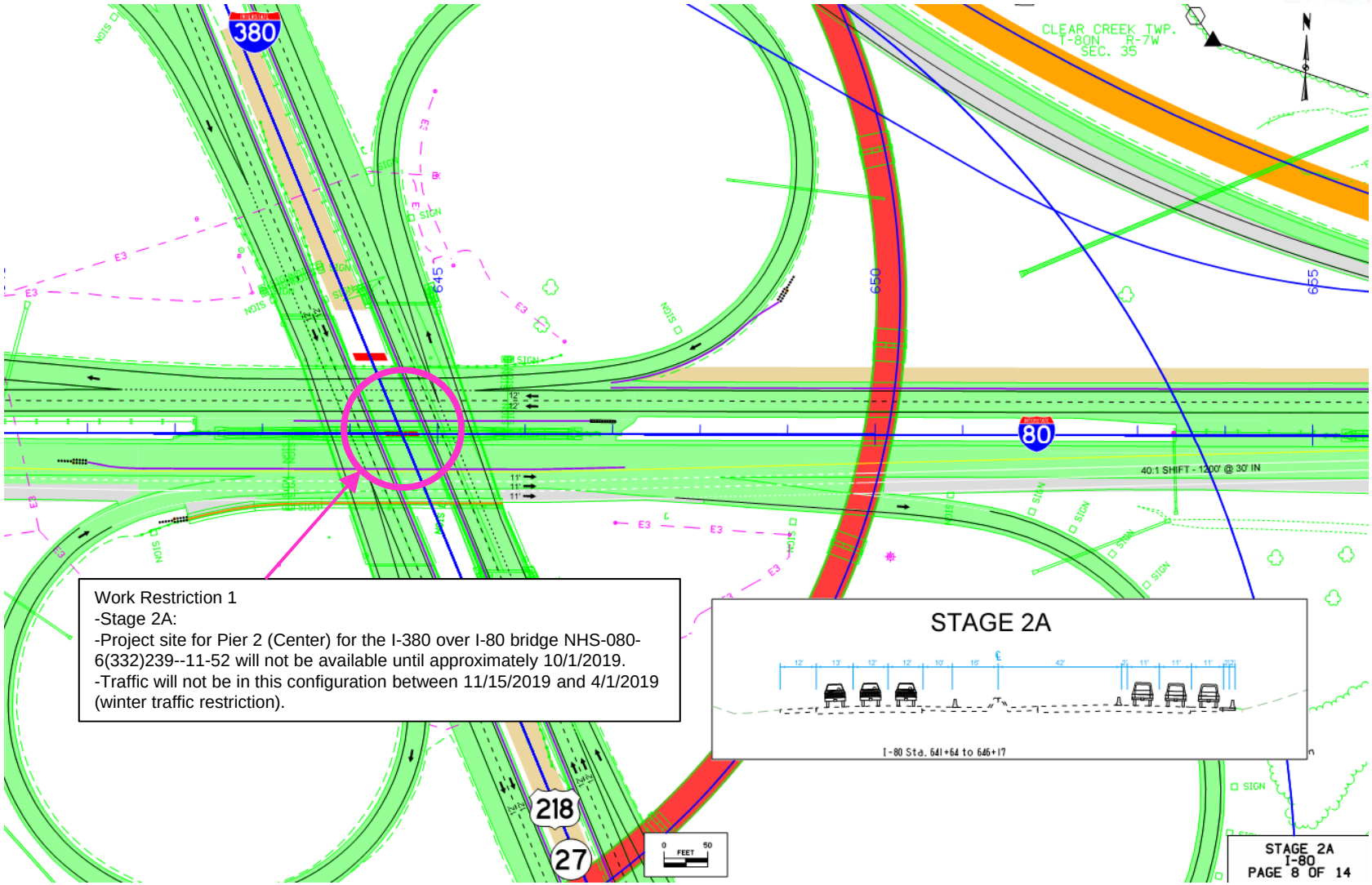
STAGES 2D and 2E
I-80
PAGE 12 OF 14

SITE 05 & SITE 06 EMBANKMENTS



Site 05 - Ramp B & G Embankment Complete
Site 06 - Ramp D Embankment Complete
-Completion Date 7/1/2020
-Compliance requires that the contractor complete the ground improvements, embankments and surcharge.

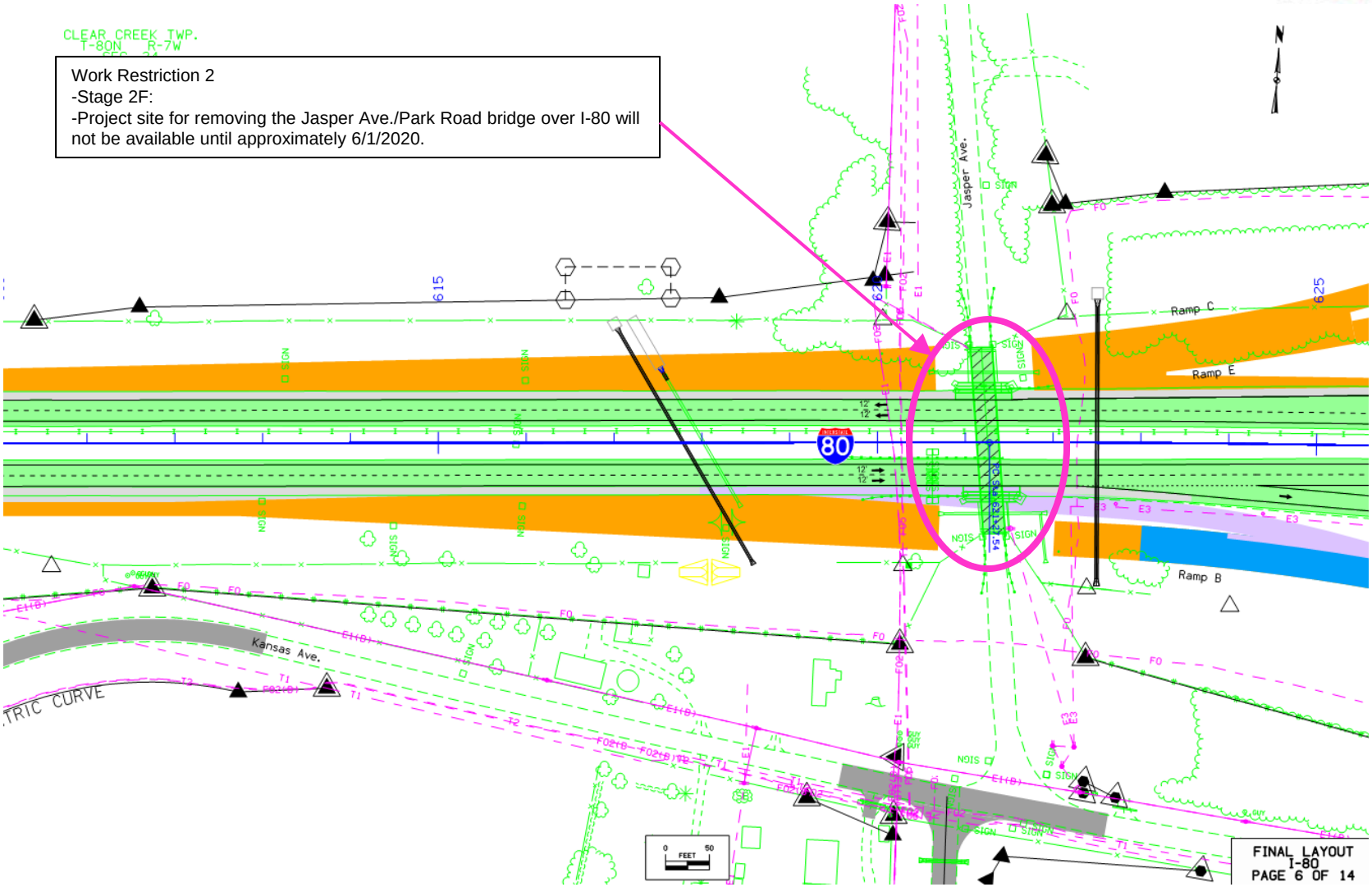
WORK RESTRICTION 1



Work Restriction 1
-Stage 2A:
-Project site for Pier 2 (Center) for the I-380 over I-80 bridge NHS-080-6(332)239--11-52 will not be available until approximately 10/1/2019.
-Traffic will not be in this configuration between 11/15/2019 and 4/1/2019 (winter traffic restriction).

WORK RESTRICTION 2

Work Restriction 2
-Stage 2F:
-Project site for removing the Jasper Ave./Park Road bridge over I-80 will not be available until approximately 6/1/2020.



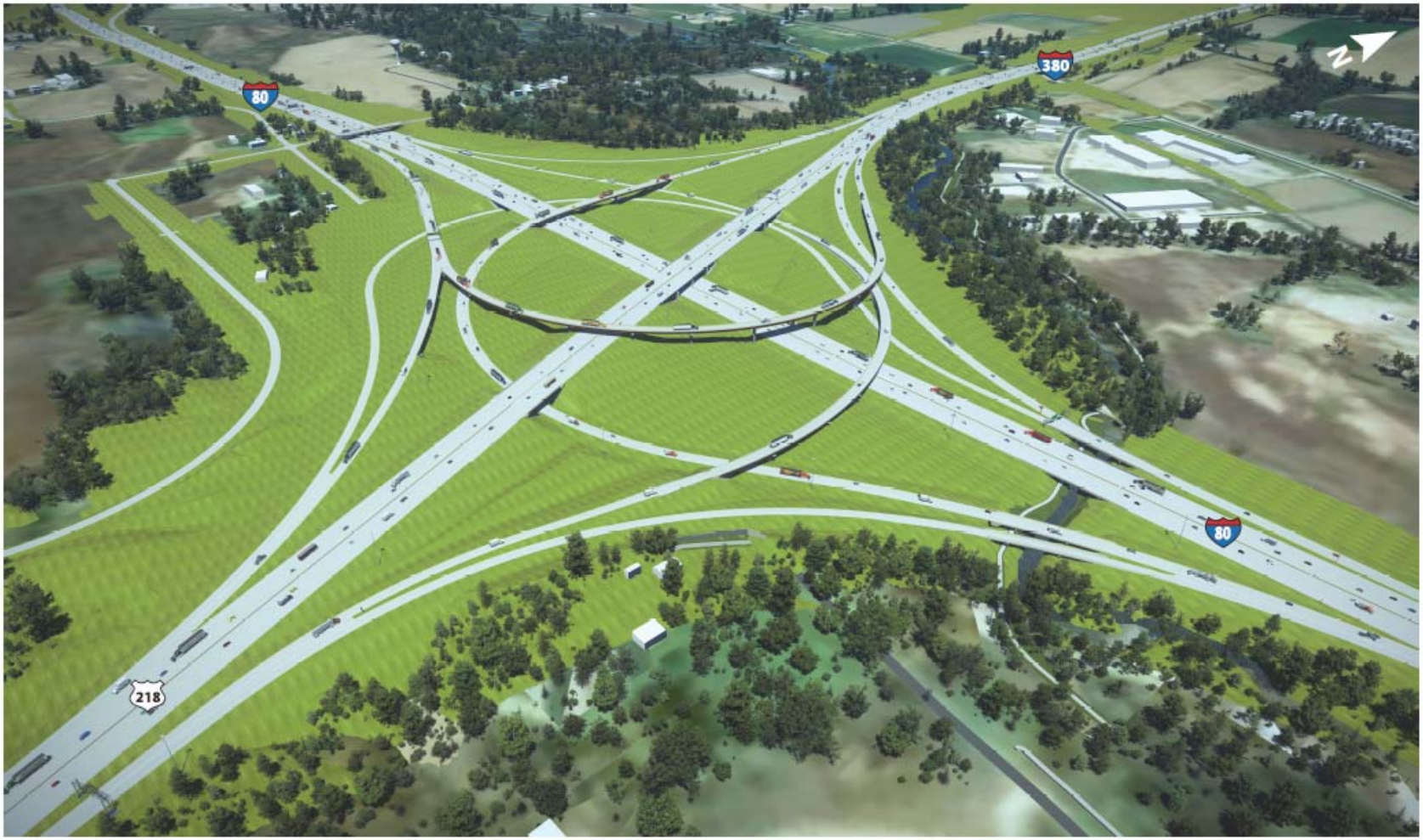
GETTING YOU THERE
I-80/I-380 SYSTEMS INTERCHANGE

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

CONTRACTS – SPECIAL PROVISIONS

- Mass Concrete
- Progress Scheduling
- e-Builder
- Lane Rental
- Project Partnering
- Aesthetic Barrier
- Railroad – Work on Iowa Interstate ROW
- Girder Erection Plan
- ITS Infrastructure

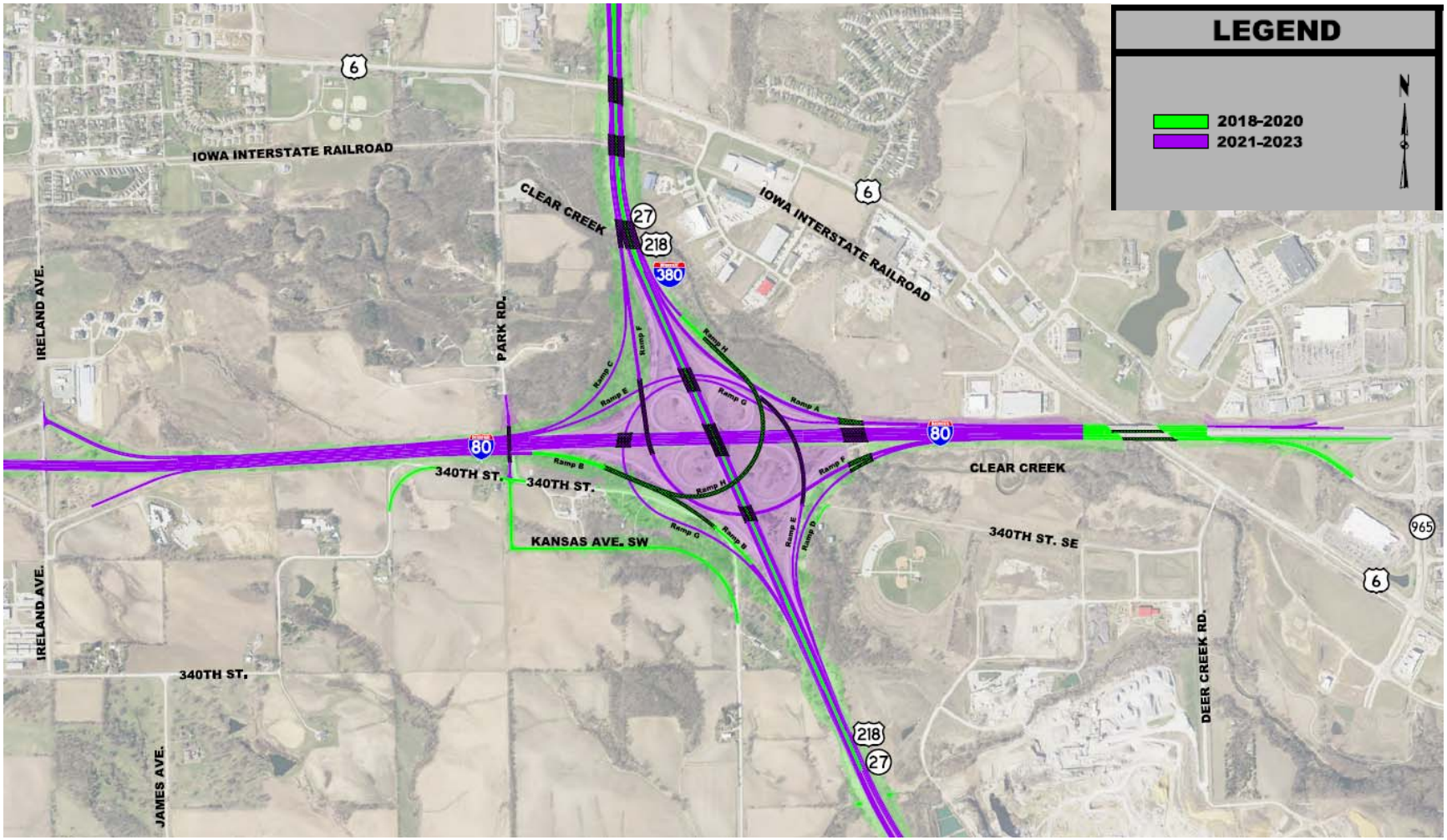
QUESTIONS/FEEDBACK



FY21 LETTING UPDATE

- Overview
  - INFRA Grant
  - Project
- Construction
  - Commitments
  - Schedule

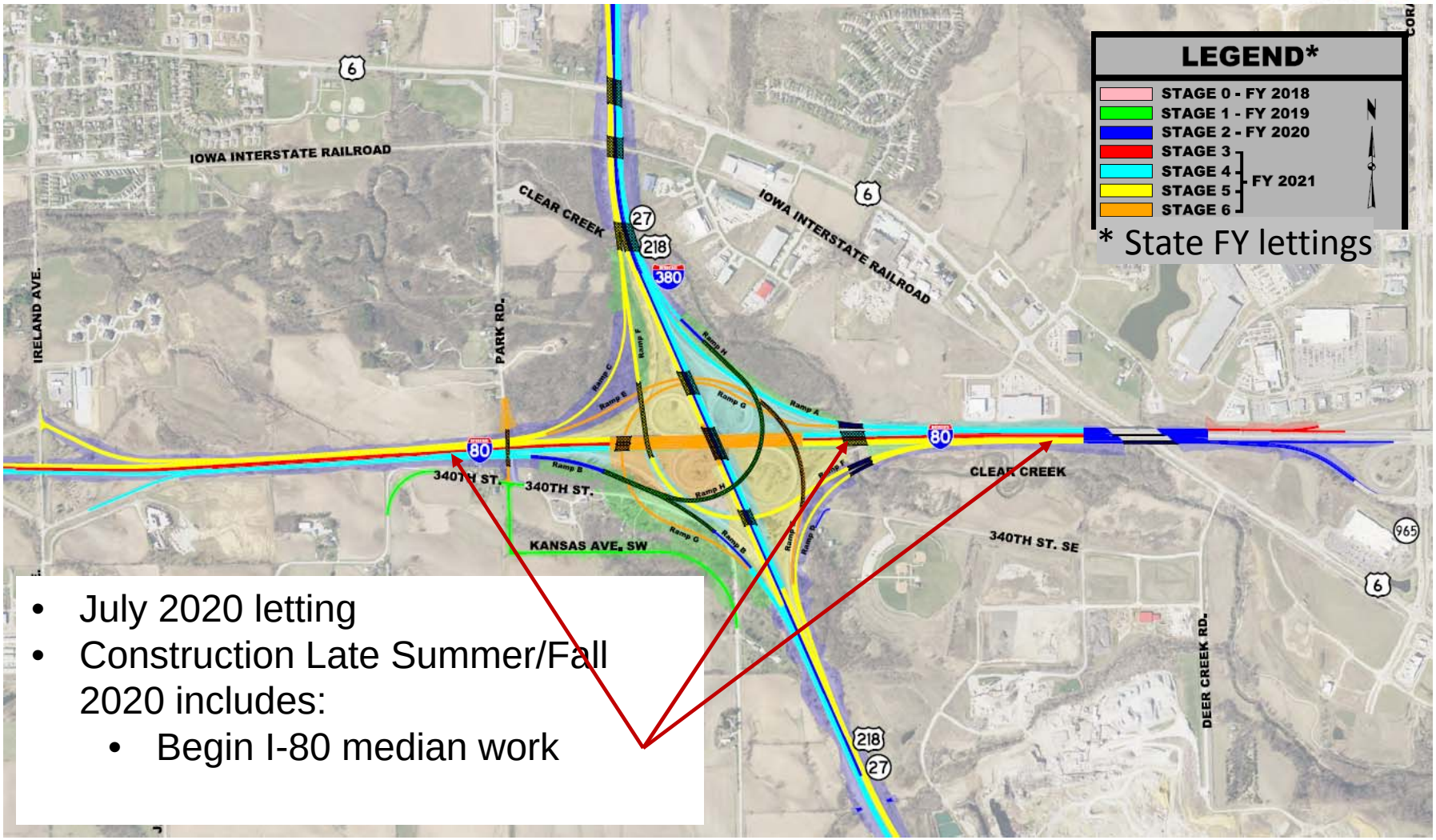
FY21 LETTING (PURPLE) OVERVIEW



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

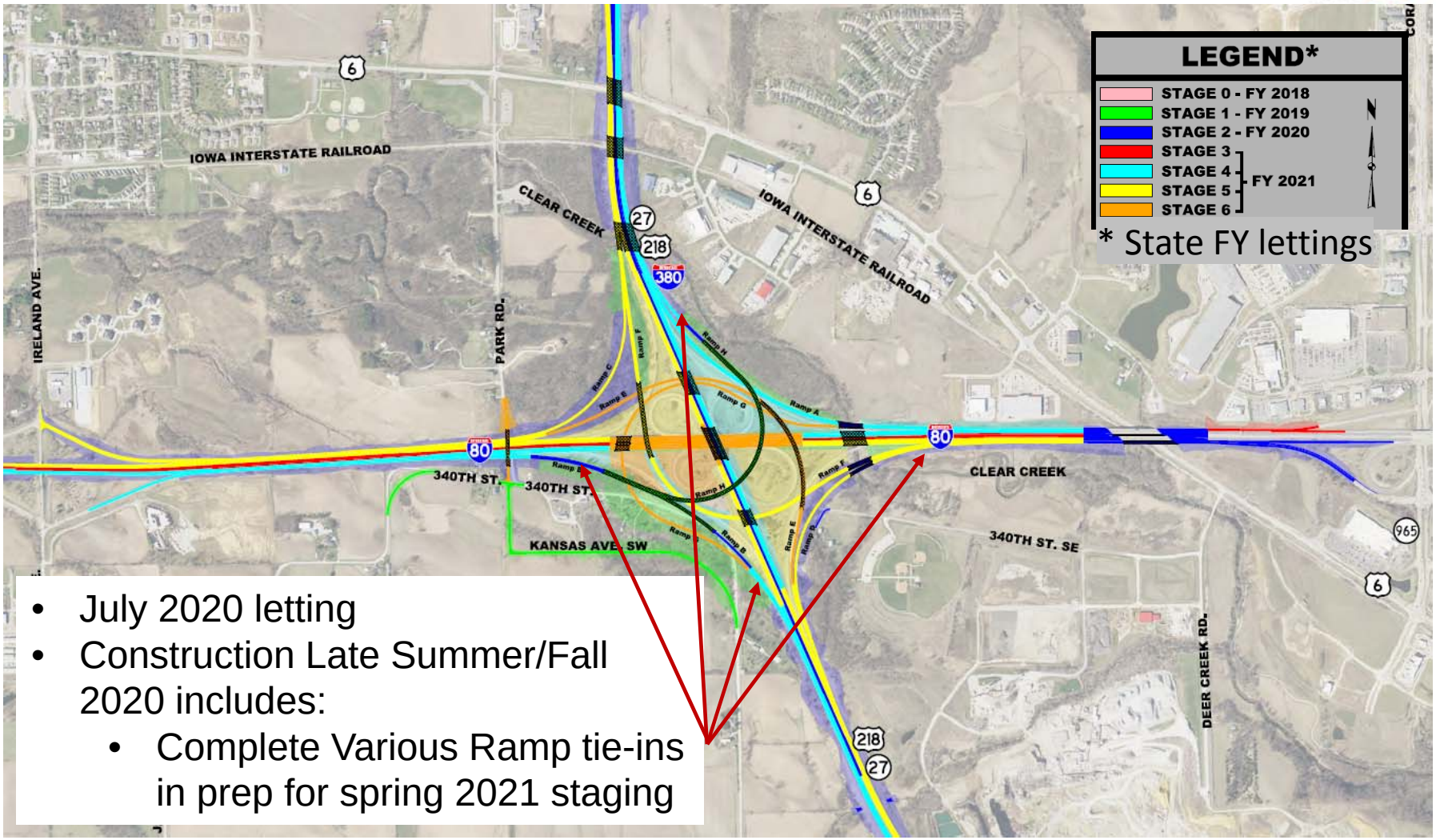
PROJECT NUMBER: IMN-080-6(235)239 -- 0E-52
Preliminary, Subject to Change

‘RAINBOW MAP’ STAGING OVERVIEW



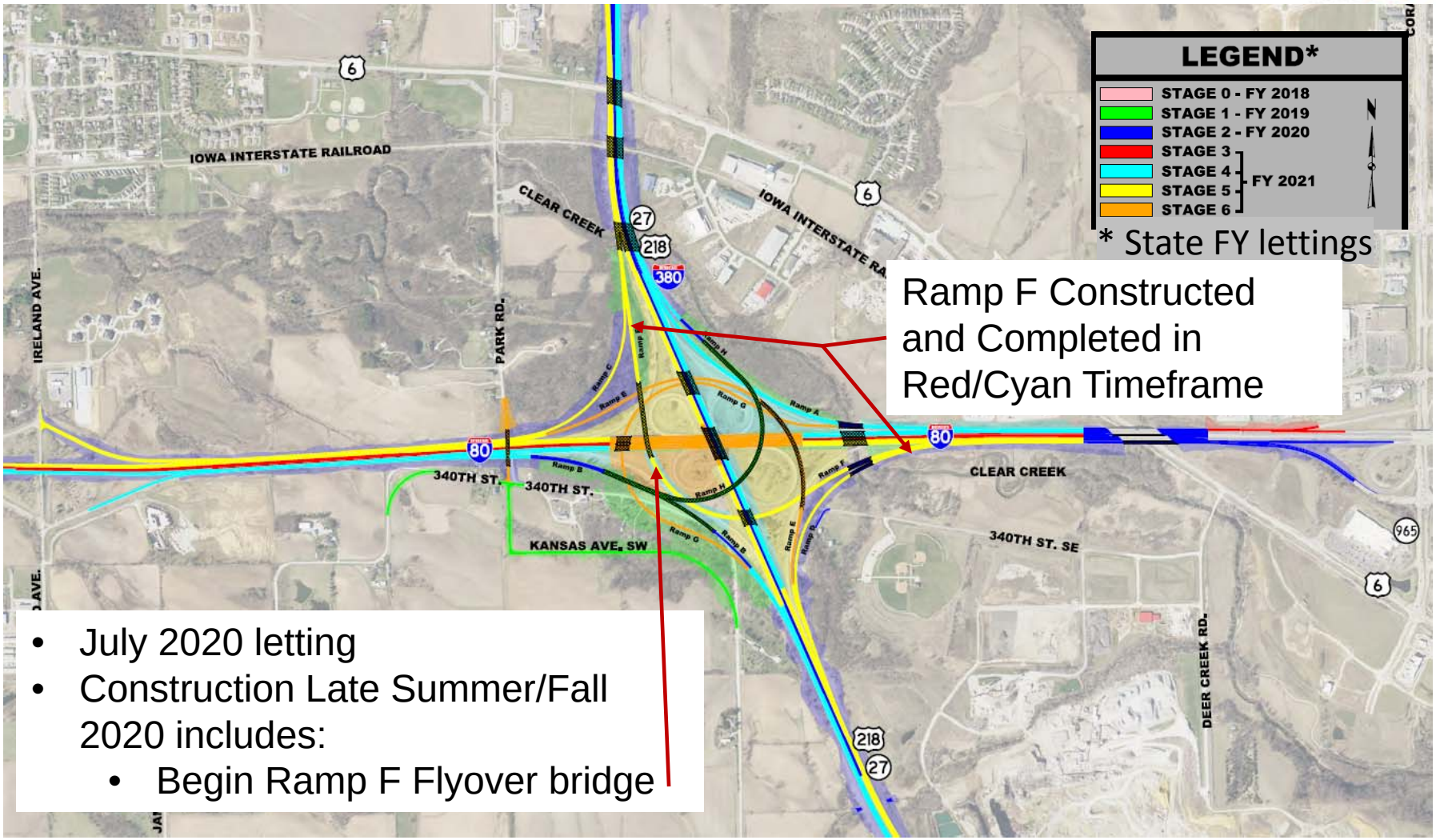
- July 2020 letting
- Construction Late Summer/Fall 2020 includes:
  - Begin I-80 median work

‘RAINBOW MAP’ STAGING OVERVIEW



- July 2020 letting
- Construction Late Summer/Fall 2020 includes:
  - Complete Various Ramp tie-ins in prep for spring 2021 staging

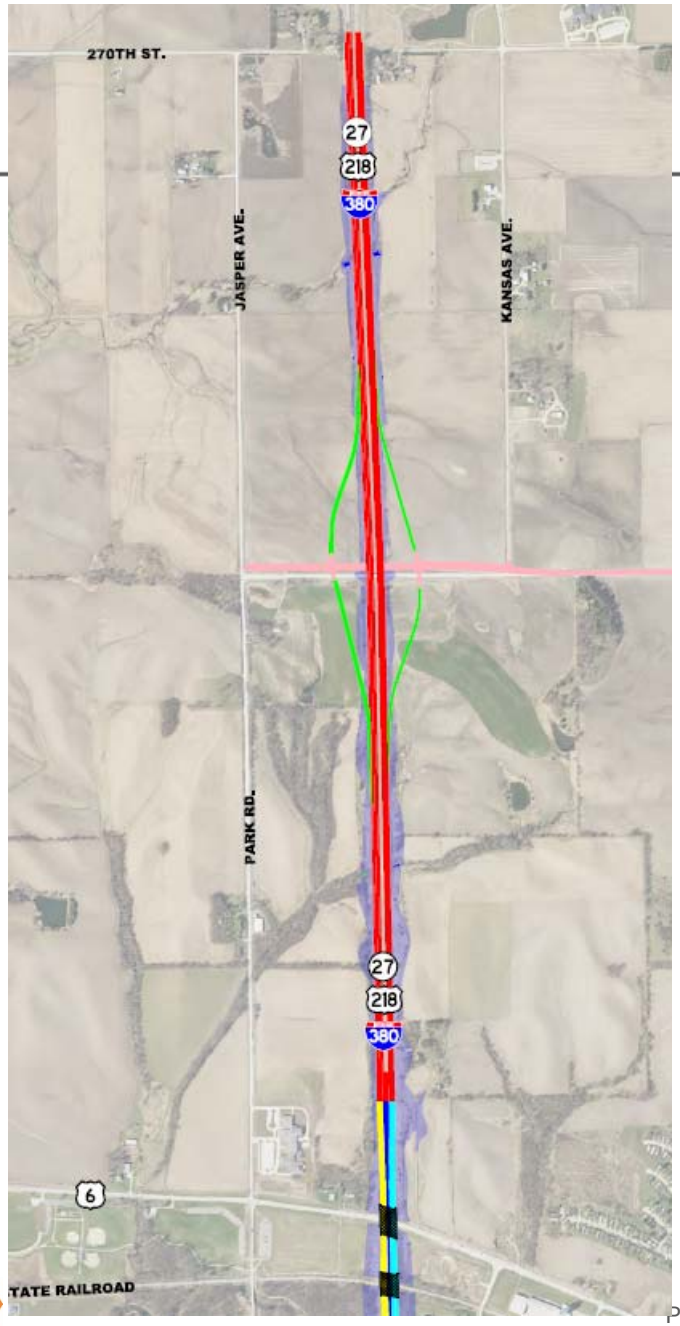
‘RAINBOW MAP’ STAGING OVERVIEW



- July 2020 letting
- Construction Late Summer/Fall 2020 includes:
  - Begin Ramp F Flyover bridge

‘RAINBOW’ MAP

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.



LEGEND*

- STAGE 0 - FY 2018
- STAGE 1 - FY 2019
- STAGE 2 - FY 2020
- STAGE 3
- STAGE 4
- STAGE 5
- STAGE 6

FY 2021

* State FY lettings

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

FY21 LETTING

- Bridges:
  - 11 Bridge Sites
    - 6 Concrete girder
    - 5 Welded Steel Girder:
      - I-380 over IAIS RR
      - Ramp F over Ramps G and E and I-80
      - US 218 over Ramp F
      - Ramp E flyover
      - Park Road over I-80

FY21 HIGH LEVEL QUANTITIES

- Bridge High Level Quantities
  - Concrete Bridge Deck >400,000 Sq. Ft.
  - Approx.15,000 Lin Ft. of bridge barrier rail
  - Approx. 92,000 Lin Ft. of Steel H-pile
  - Approx. 1300 Lin Ft. of Drilled Shafts

FY21 HIGH LEVEL QUANTITIES

» Roadway High Level Quantities

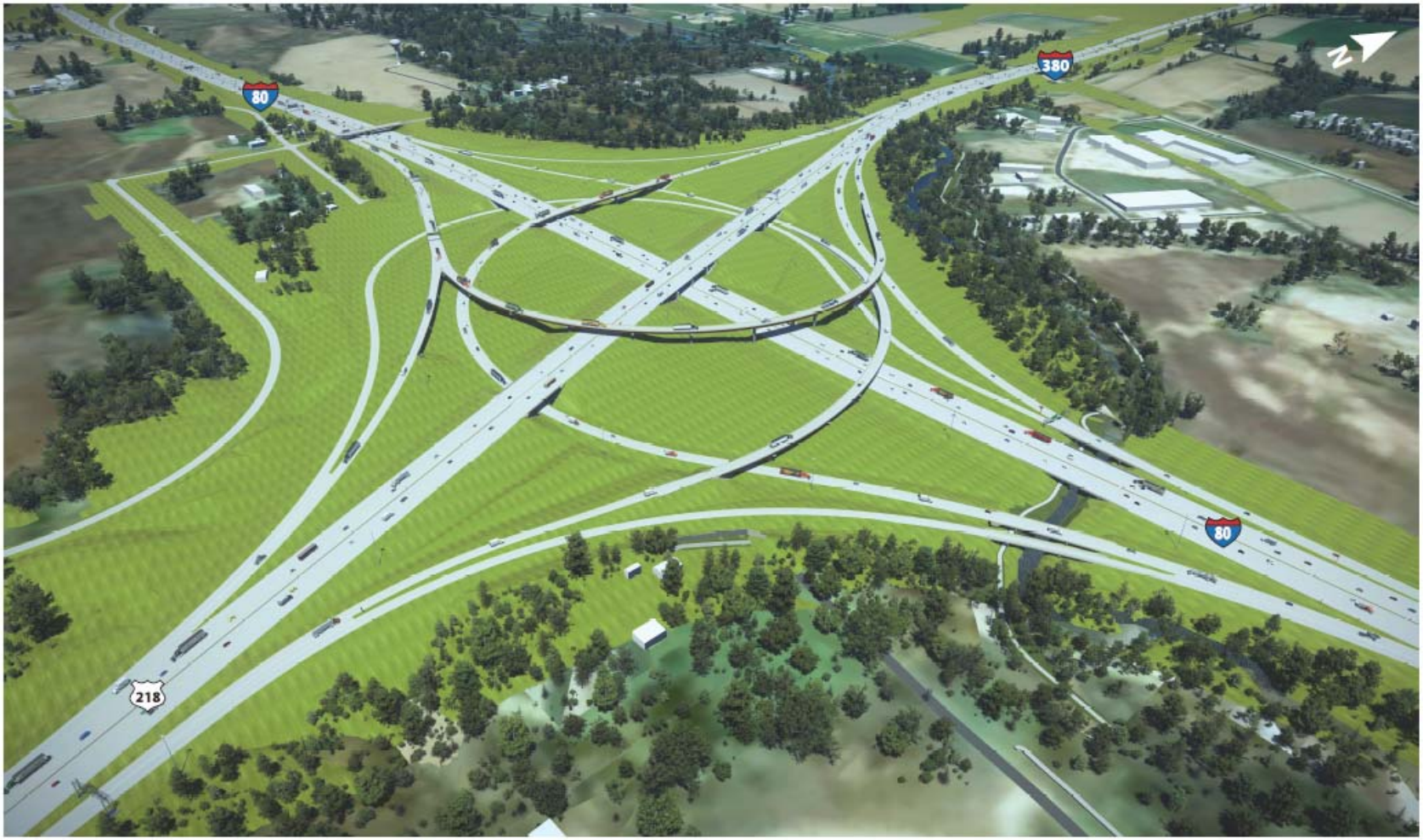
Quantity Estimate
Subject to Change

Year	Paren	Earthwork				Pavement			Subbase Material			Other	
		Class 10	Waste	Contractor Furnished	Top Soil Contractor Furnished	Permanent PCC	Permanent HMA	Temporary	Granular Subbase	Special Backfill	Modified Subbase	Trenchless Culvert	TBR
2021	(372)	320,000 CY	350,000 CY	70,000 CY	20,000 CY	445,000 SY	--	30,000 SY	--	--	160,000 CY	--	180,000 LF
2021	(326)	20,000 CY	--	--	20,000 CY	160,000 SY	--	4,000 SY	170,000 SY	66,000 CY	--	--	11,000 LF
TOTAL		340,000 CY	350,000 CY	70,000 CY	40,000 CY	605,000 SY	--	34,000 SY	170,000 SY	66,000 CY	160,000 CY	--	191,000 LF

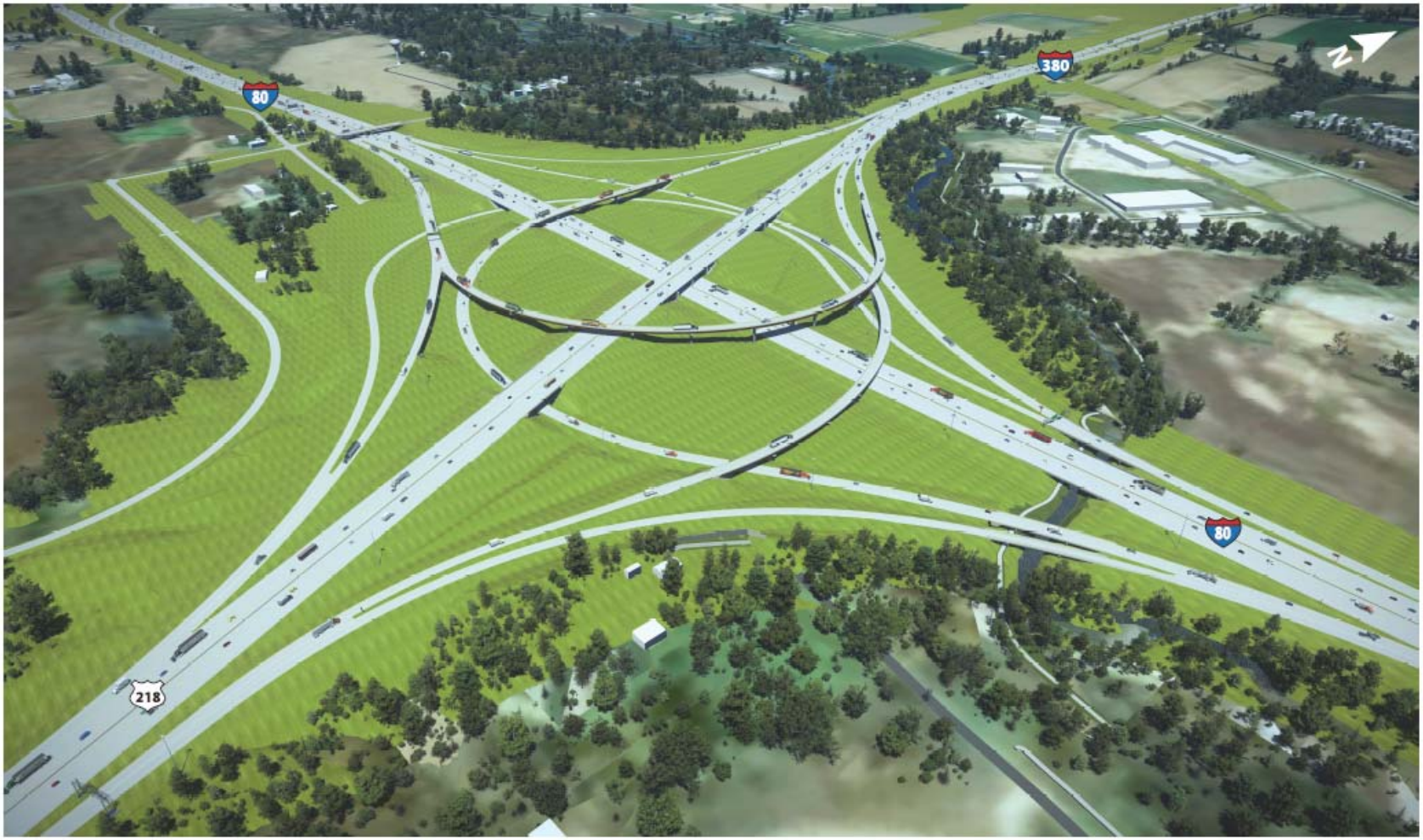
FY21 CONSTRUCTION COMMITMENTS AND SCHEDULE

- July 2020 Letting
- Substantial Completion Fall 2022 including:
  - New Interstate lanes and outside shoulders open
  - New Ramps open
- Work allowed to continue in 2023 may include:
  - Park Road Bridge
  - Median Barrier
  - Final signing and lighting
- Contract completed Summer 2023
- FIO plans and Spring 2020 Update Meeting

QUESTIONS/FEEDBACK



CLOSING REMARKS



GETTING YOU THERE

I-80/I-380 SYSTEMS INTERCHANGE

AGC MEETING – MAY 9, 2019

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