A d d e n d u m

Iowa Department of Transportation
Office of Contracts

Date of Letting: March 19, 2013
Date of Addendum: March 14, 2013

B.O.	Proposal ID	Proposal Work Type	County	Project Number	Addendum
102	07-0636-089-A	PCC PAVEMENT - GRADE & REPLACE	BLACK HAWK	NHSX-063-6(89)--3H-07 CS-3577(605)--84-07	19MAR102.A08

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

Make the following changes to the PROPOSAL SCHEDULE OF PRICES:

Change Proposal Line No. 0080 2122-5190007 PAVED SHOULDER, P.C. CONCRETE, 7 IN.:
From: 31,129.000 SY
To: 27,870.000 SY

Change Proposal Line No. 0140 2301-1003095 STANDARD OR SLIP-FORM PORTLAND CEMENT CONCRETE PAVEMENT, QM-C, CLASS 3 DURABILITY, 9.5 IN.:
From: 103,630.000 SY
To: 107,035.000 SY

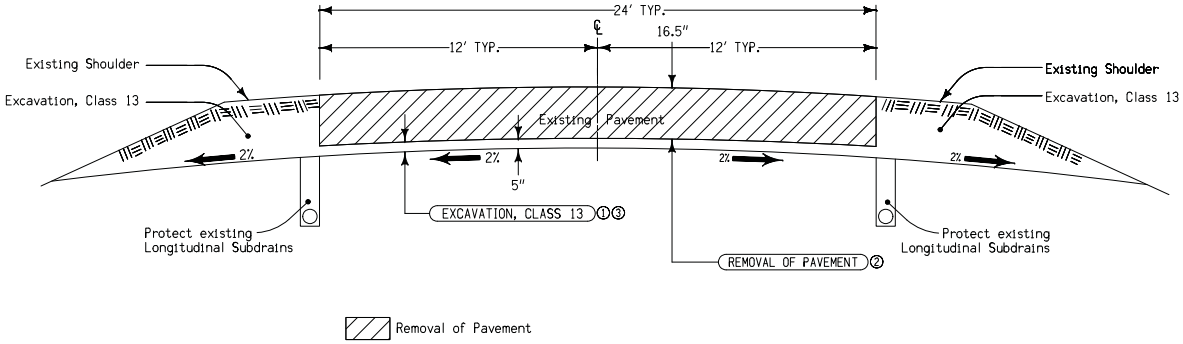
Change Proposal Line No. 0180 2301-9090000 QUALITY MANAGEMENT - CONCRETE (QM-C):
From: 28,834.000 CY
To: 34,311.000 CY
Bid Amount:
From: $28,834.000
To: $34,311.000

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

Make the following change to the Plans for Project No. NHSX-063-6(89)--3H-07:

Delete the Plan Sheets B.1, B.2, B.3, C.18, L.5, L.6, L.7, L.8, and L.9 and replace with the attached Plan Sheets B.1, B.2, B.3, C.18, L.5, L.6, L.7, L.8, and L.9.

MC-1



Notes:

① Adjustment will be needed in areas of superelevation, turn lanes and Iowa 58 intersection.

② Pavement is based on a nominal thickness of 6.5" of HMA overlay and 10" original PCC and a width of 24'.

③ In the area of the Iowa 58 intersection where pavement is removed and no pavement is replaced, the 5" of excavation below the existing pavement is not required. Additional excavation will be needed to shape areas of pavement removal to provide drainage, see Details MC-4 and MC-5 and "W" & "X" Sheets .

④ See T sheet for quantities.

TABLE OF DESIGN QUANTITIES — Per Station (unless noted) — *Quantities Per Station Range

LOCATION STATION TO STATION		REMOVAL OF PAVEMENT Sq. Yds.	REMARKS
US 63			
331+20	335+85.7	266.7	
550+00	553+86.6	266.7	EQUATION:
553+86.6	562+89	4839*	
562+89	576+18.9	9836*	INCLUDES CURB ISLAND REMOVAL
576+18.9	581+99.8	1998*	
581+99.8	588+71.6	266.7	
588+71.6	590+80.6	812*	WOOD ST./W. SCHROCK RD.
590+80.6	606+38.6	266.7	
606+04.6	608+40	266.7	EQUATION:
608+40	609+40	407*	3RD ST.
609+40	621+30	266.7	
621+30	630+22.7	3461*	WATERLOO RD./E. ELDORA RD.
630+22.7	646+06.5	266.7	
646+04.9	647+80	266.7	EQUATION:
647+80	649+20	667*	EDDYSTONE DR.
649+20	773+20	266.7	
773+20	776+80	1716*	W. SHAULIS RD.
776+80	797+00	266.7	
797+00	799+00	791*	SOUTHLAND DR.
799+00	812+50	266.7	
812+50	820+50	4004*	Trans. to mult. lane sec.
US 63 SB			
820+50	827+90	266.7	
827+90	829+10	596*	RANCHERO RD.
829+10	838+97	266.7	
US 63 NB			
820+50	826+50	266.7	
826+50	829+30	1284*	RANCHERO RD.
829+30	836+87	266.7	
836+87	838+97	876*	Right turn lane to US 20
IA 58			
1572+28.8	1578+00	2016*	INCLUDES CURB ISLAND REMOVAL

TABLE OF DESIGN QUANTITIES — Per Station (unless noted) — *Quantities Per Station Range

LOCATION STATION TO STATION		EXCAVATION, CLASS 13 C.Y.	REMARKS
US 63			
331+20	335+85.7	182.1	
550+00	552+50	182.1	EQUATION:
552+50	581+99.8	④	
581+99.8	588+71.6	182.1	
588+71.6	590+80.6	113*	WOOD ST./W. SCHROCK RD.
590+80.6	597+69.7	367.3	ADJUSTED FOR SUPER
597+69.7	606+38.6	182.1	
606+04.6	608+40	182.1	EQUATION:
608+40	609+40	56*	3RD ST.
609+40	621+30	182.1	
621+30	628+32.7	432*	WATERLOO RD./E. ELDORA RD.
628+32.7	644+06	367.3	ADJUSTED FOR SUPER
644+06	646+06.5	182.1	
646+04.9	647+80	182.1	EQUATION:
647+80	649+20	93*	EDDYSTONE DR.
649+20	773+20	182.1	
773+20	776+80	238*	W. SHAULIS RD.
776+80	797+00	182.1	
797+00	799+00	136*	SOUTHLAND DR.
799+00	812+50	182.1	
812+50	820+50	769*	Trans. to mult. lane sec.
US 63 SB			
820+50	827+90	182.1	
827+90	829+10	83*	RANCHERO RD.
829+10	838+97	182.1	
US 63 NB			
820+50	826+50	182.1	
826+50	829+30	178*	RANCHERO RD.
829+30	836+87	182.1	
836+87	838+97	183*	Right turn lane to US 20
IA 58			
1572+28.8	1578+00	④	

TYPICAL CROSS SECTION REMOVAL OF PAVEMENT & CLASS 13 EXCAVATION

ENGLISH	IOWA DOT	DESIGN TEAM Callahan\Coggins\Suntken	BLACK HAWK COUNTY	PROJECT NUMBER NHSX-063-6(89)--3H-07	SHEET NUMBER B.1

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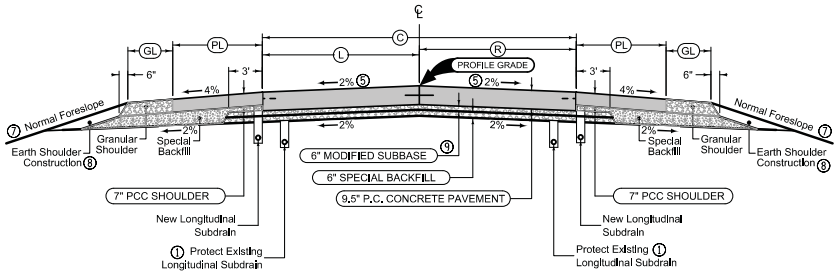
MC-2



Notes:

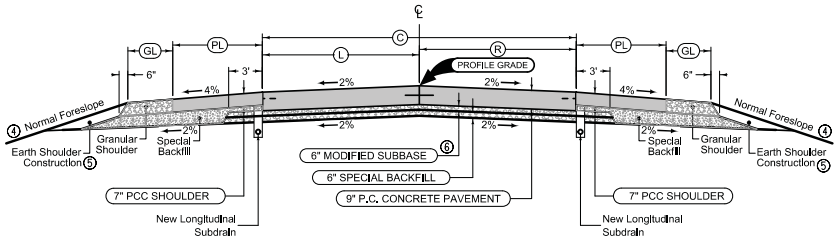
1. Leave the existing subdrains in place.
2. See D, L and W Sheets for additional information.
3. Mainline Jointing:
   Transverse Joints: CD at 20' spacing
   Longitudinal Joint: L-2

   PCC Shoulder Jointing:
   Longitudinal joint: BT-1** or BT-5
   **Bent bars will be permitted for the BT-1 joint and 30" #5 bars can be substituted for the 36" #4 bars.
   Tie bars spaced at 3.5' centers.
   Transverse Joints: C, Match joint locations in adjacent pavement.
4. Class 13, Embankment will be needed in the areas of the intersection of Iowa 58, turn lanes and shoulder construction. Not a bid item.
5. Finished cross slope shall be 2.0%. Section may be modified as directed by the Engineer through areas of superelevation and special shaping.
6. Refer to Typical 7156 for additional information for wider shoulders at guardrail locations.
7. Normal foreslope shall match or be flatter than existing (Earth Shoulder Finishing). In areas of new construction the foreslope shall be 4:1 to 6:1.
8. Nominal 8 inches of topsoil shall be placed for Earth Shoulder Construction.
9. No crushed composite pavement or salvaged HMA (RAP) will be allowed in the modified subbase. If recycled PCC concrete is used for modified subbase, the Contractor will not be permitted to drive on it. If virgin material is used for modified subbase, the Contractor will be permitted to drive on it.

TABLE OF DESIGN QUANTITIES — Per Station (unless noted) — *Quantities Per Station Range

LOCATION STATION	TO STATION	LANE	C Feet	L Feet	R Feet	PL Feet	PR Feet	GL Feet	GR Feet	CLASS 13,4 EMBANKMENT C.Y.	MODIFIED SUBBASE C.Y. 9	MAINLINE PAVEMENT Sq. Yds.	SPECIAL BACKFILL C.Y.	SHOULDER PAVEMENT Sq. Yds.	GRANULAR SHOULDER Tons	REMARKS
MAINLINE	US 63															
331+20	335+85.7	BOTH	28	14	14						64.9	311.2	64.9			
550+00	553+86.6	BOTH	28	14	14						64.9	311.2	64.9			EQUATION:
553+86.6	562+89	BOTH	28-44	14-30	14					4000*	740*	3893*	740*			
562+89	576+18.9	BOTH	44	30	14						94.5	488.9	94.5			
576+18.9	581+99.8	BOTH	44-28	30-14	14						456*	2286*	456*			
581+99.8	606+38.6	BOTH	28	14	14						64.9	311.2	64.9			
606+04.6	646+06.5	BOTH	28	14	14						64.9	311.2	64.9			EQUATION:
646+04.9	812+50	BOTH	28	14	14						64.9	311.2	64.9			EQUATION:
812+50	820+50	BOTH	VAR.	14	VAR.						771*	4004*	771*			Trans. to mult. lane sec.
820+50	838+97	SB	28	14	14						64.9	311.2	64.9			
820+50	838+97	NB	28	14	14						64.9	311.2	64.9			
SHOULDERS	US 63															
331+20	335+85.7	BOTH				4	4	2	2				39.4	89.0	18.3	
550+00	588+71.6	NB					4	2	2				19.7	44.5	9.1	EQUATION:
550+00	571+96.1	SB				4		2	2				19.7	44.5	9.1	
574+26.2	588+71.6	SB				4		2	2				19.7	44.5	9.1	
588+71.6	590+80.6	BOTH	VAR.	VAR.	VAR.	4	4	2	2			240*	102*	67*	18.3	WOOD ST./W. SCHROCK RD.
590+80.6	606+38.6	BOTH				4	4	2	2				39.4	89.0	18.3	
606+04.6	608+40	BOTH				4	4	2	2				39.4	89.0	18.3	EQUATION:
608+40	609+40	BOTH	VAR.	VAR.	VAR.			2	2			171*	57*		18.3	3RD ST.
609+40	621+30	BOTH				4	4	2	2				39.4	89.0	18.3	
621+30	630+22.7	BOTH	VAR.	VAR.	VAR.	4	4	2	2	320*		1019*	433*	280*	18.3	WATERLOO RD./E. ELDORA RD.
630+22.7	646+06.5	BOTH				4	4	2	2				39.4	89.0	18.3	
646+04.9	647+80	BOTH				4	4	2	2				39.4	89.0	18.3	EQUATION:
647+80	649+20	BOTH	VAR.	VAR.	VAR.			2	2			232*	77*		18.3	EDDYSTONE DR.
649+20	773+20	BOTH				4	4	2	2				39.4	89.0	18.3	
773+20	776+80	BOTH	VAR.	VAR.	VAR.	4	4	2	2			564*	213*	75*	18.3	W. SHAULIS RD.
776+80	797+00	NB					4	2	2				19.7	44.5	9.1	
797+00	799+00	NB	VAR.		VAR.			2	2			169*	56*		9.1	SOUTHLAND DR.
799+00	812+50	NB					4	2	2				19.7	44.5	9.1	
776+80	812+50	SB				4		2	2				19.7	44.5	9.1	
812+50	820+50	BOTH				4	4	2	2				240*	719*	18.3	Trans. to mult. lane sec.
	US 63 SB															
820+50	827+90	BOTH				4	4	2	2				39.4	89.0	18.3	
827+90	829+10	BOTH	VAR.	VAR.	VAR.	4	4	2	2			216*	79*	20*	18.3	RANCHERO RD.
829+10	838+97	BOTH				4	4	2	2				39.4	89.0	18.3	
	US 63 NB															
820+50	826+50	BOTH				4	4	2	2				39.4	89.0	18.3	
826+50	829+30	BOTH	VAR.	VAR.	VAR.	4	4	2	2			399*	160*	80*	18.3	RANCHERO RD.
829+30	836+87	BOTH				4	4	2	2				39.4	89.0	18.3	
836+87	838+97	BOTH	VAR.		VAR.	4	4	2	2			213*	112*	94*	18.3	Right turn lane to US 20

TYPICAL CROSS SECTION
PCC PAVEMENT
US 63



Notes:

1. See E, L and X Sheets for additional information.
2. Mainline Jointing:
   Transverse Joints: CO at 20' spacing
   Longitudinal Joint: L-2

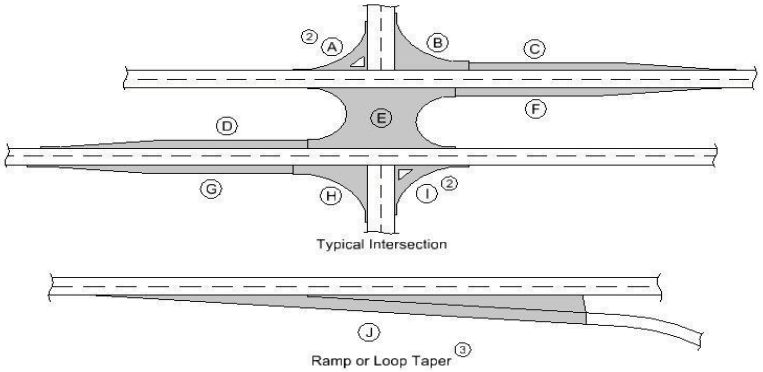
   PCC Shoulder Jointing:
   Longitudinal joint: BT-1** or BT-5
   **Bent bars will be permitted for the BT-1 joint and 30" #5 bars can be substituted for the 36" #4 bars.
   Tie bars spaced at 3.5' centers.
   Transverse Joints: C, Match joint locations in adjacent pavement.
3. Class 13, Embankment will be needed. Not a bid item.
4. Normal foreslope shall match or be flatter than existing (Earth Shoulder Finishing). In areas of new construction the foreslope shall be 4:1 to 6:1.
5. Nominal 8 inches of topsoil shall be placed for Earth Shoulder Construction.
6. No crushed composite pavement or salvaged HMA (RAP) will be allowed in the modified subbase. If recycled PCC concrete is used for modified subbase, the Contractor will not be permitted to drive on it. If virgin material is used for modified subbase, the Contractor will be permitted to drive on it.

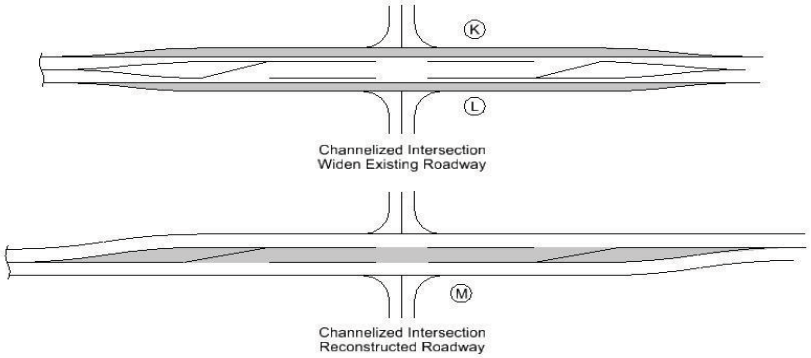
TABLE OF DESIGN QUANTITIES — Per Station (unless noted) — *Quantities Per Station Range

LOCATION STATION TO STATION		LANE	C Feet	L Feet	R Feet	PL Feet	PR Feet	GL Feet	GR Feet	CLASS 13,(3) EMBANKMENT C.Y.	MODIFIED SUBBASE C.Y. (6)	MAINLINE PAVEMENT Sq. Yds.	SPECIAL BACKFILL C.Y.	SHOULDER PAVEMENT Sq. Yds.	GRANULAR SHOULDER Tons	REMARKS
MAINLINE	IA 58															
1572+28.8	1573+28.7	BOTH	VAR.	VAR.	VAR.						149*	813*	149*			INTERSECTION
1573+28.7	1575+45	BOTH	36	22	14					1200*	79.7	400.1	79.7			
1575+75	1578+00	BOTH	36-28	22-14	14						184*	908*	184*			
SHOULDERS	IA 58															
1572+28.8	1573+28.7	BOTH				4	4	2	2				39.4	141*	18.3	INTERSECTION
1573+28.7	1575+45	BOTH				4	4	2	2				39.4	196*	18.3	
1575+45	1578+00	BOTH				4	4	2	2				39.4	89.0	18.3	

TYPICAL CROSS SECTION
PCC PAVEMENT
IA 58

TABULATION OF PAVEMENT





(1) Quantity includes Pavement Header.

(2) Does not include Island area.

(3) Refer to PV-410, PV-411, PV-412, and PV-414.

Location						Area (1)													Total Area By Pavement Thickness SY			Island	
Road Identification	Station to Station		Width FT	Length FT	Area SY	A (2)	B	C	D	E	F	G	H	I (2)	J	K	L	M	7 IN	9 IN	9.5 IN	SY	Remarks
US 63	553+86.64	581+99.82		2813.2														3931.7			3931.7		Refer to D sheets
IA 58	1572+28.75	1573+28.70		100.0		302.2	113.3													415.5		10.3	42.3 LF of 4" sloped curb
US 63 and Wood Street	588+71.56	589+66.56			85.6	42.8	42.8														85.6		Refer to sheet L.5
US 63 and Schrock Rd.	589+09.56	590+80.56			154.0								77.0	77.0							154.0		Refer to sheet L.5
US 63 and 3rd Street West	608+60.00	609+40.00			101.4	50.7	50.7														101.4		Refer to sheet L.5
US 63 and 3rd Street East	608+60.00	609+40.00			70.0								35.0	35.0							70.0		Refer to sheet L.5
US 63 and East Eldora Rd.	621+30.00	624+35.03			298.9							298.9									298.9		Refer to sheet L.6
US 63 and Waterloo Rd.	623+70.00	625+33.13			143.0	71.5	71.5														143.0		Refer to sheet L.6
US 63 and Waterloo Rd.	625+33.13	630+22.70			577.2			577.2													577.2		Refer to sheet L.6
US 63 and Eddystone Dr. W.	647+80.00	649+20.00			115.6	57.8	57.8														115.6		Refer to sheet L.7
US 63 and Eddystone Dr. E.	647+80.00	649+20.00			115.6								57.8	57.8							115.6		Refer to sheet L.7
US 63 and West Shaulis Rd.	773+20.00	776+30.00			309.2	154.6	154.6														309.2		Refer to sheet L.7
US 63 and East Shaulis Rd.	774+40.00	776+80.00			254.8								122.4	122.4							254.8		Refer to sheet L.7
US 63 and Southland Dr.	797+00.00	799+00.00			169.0								84.5	84.5							169.0		Refer to sheet L.7
US 63, 2 lane to 4 lane	814+10.00	818+50.00			677.1													677.1			677.1		Refer to sheet L.8
US 63, 2 lane to 4 lane	818+50.00	820+40.00			204.5													204.5			204.5		Refer to sheet L.8
US 63, Ranchero Rd. West	827+90.00	829+10.00			102.2	51.1	51.1														102.2		Refer to sheet L.9
US 63, Ranchero Rd. East	827+90.00	829+30.00			120.0								60.0	60.0							120.0		Refer to sheet L.9
US 63, NB left turn lane	826+50.00	828+24.19			173.6				173.6												173.6		Refer to sheet L.9
US 63, Median crossing	828+11.60	828+88.39			220.2					220.2											220.2		Refer to sheet L.9
US 63, NB right turn lane	836+87.00	838+97.00			213.3							213.3									213.3		Refer to sheet L.9

NOTES (FOR L5 TO L9):

All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.

All traverse joints shall be CD joints with a maximum 20' spacing unless indicted otherwise.

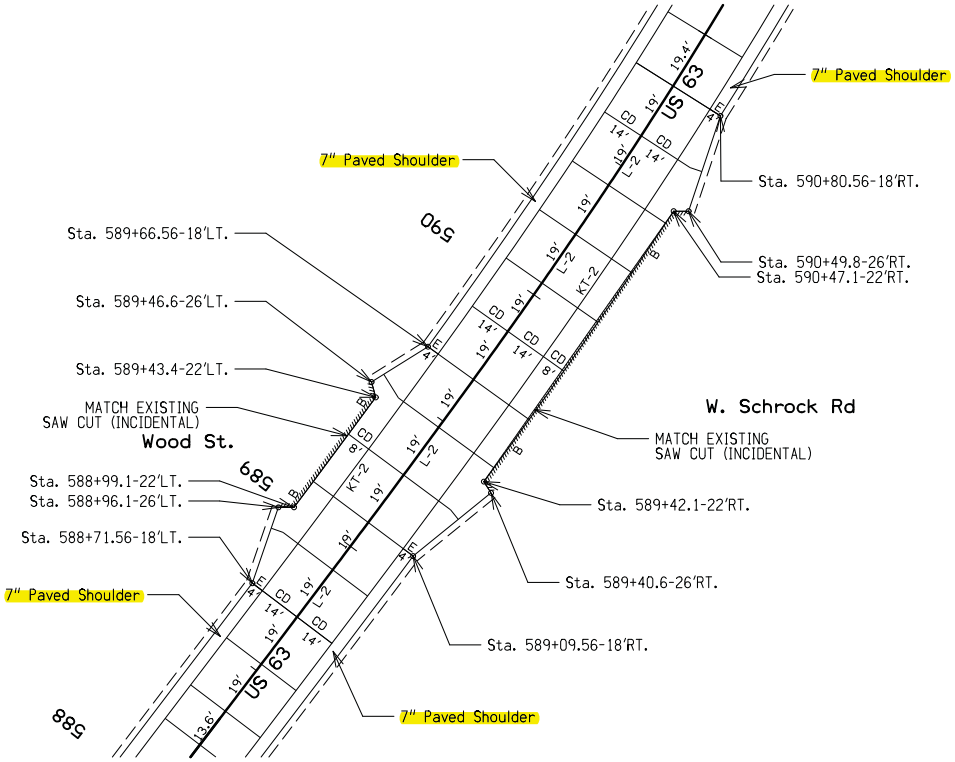
If a joint length is 4', a C joint shall be used instead of a CD joint.

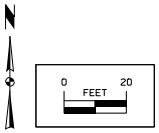
Refer to Standard Road Plans for details of paved header, if applicable.

Refer to Standard Road Plan PV-1 for additional details.

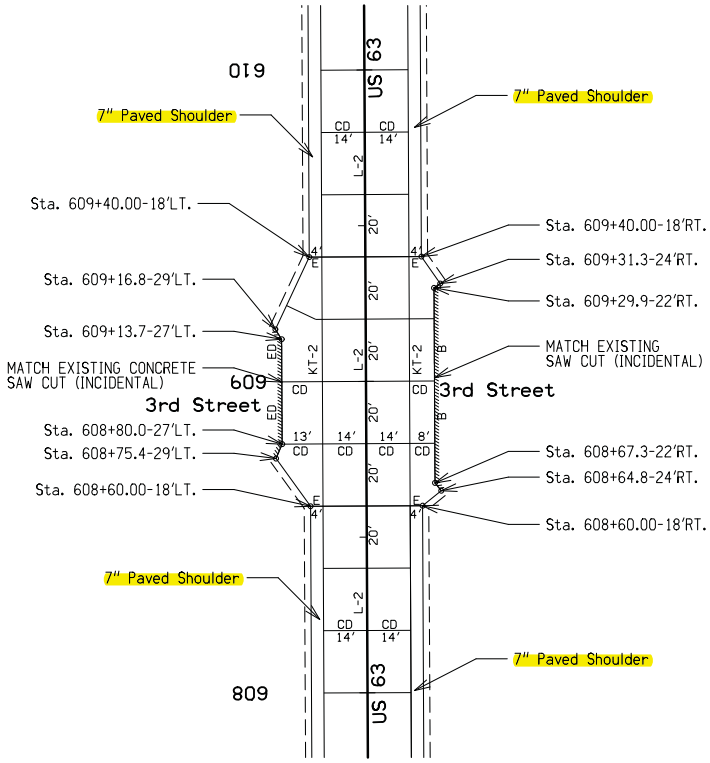
Refer to Standard Road Plans for additional jointing details around physical features.

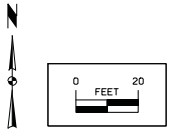
Pavement sections between E joints on shoulders at interestions, turn lanes and median crossing shall be 9.5" PCC Pavement.





Jointing & Layout Details Intersection of US 63 & Wood St./W. Schrock Rd.





Jointing & Layout Details Intersection of US 63 & 3rd St.

ENGLISH	IOWA DOT	DESIGN TEAM Callahan\Coggins\Suntken	BLACK HAWK COUNTY	PROJECT NUMBER NHSX-063-6(89)--3H-07	SHEET NUMBER L.5

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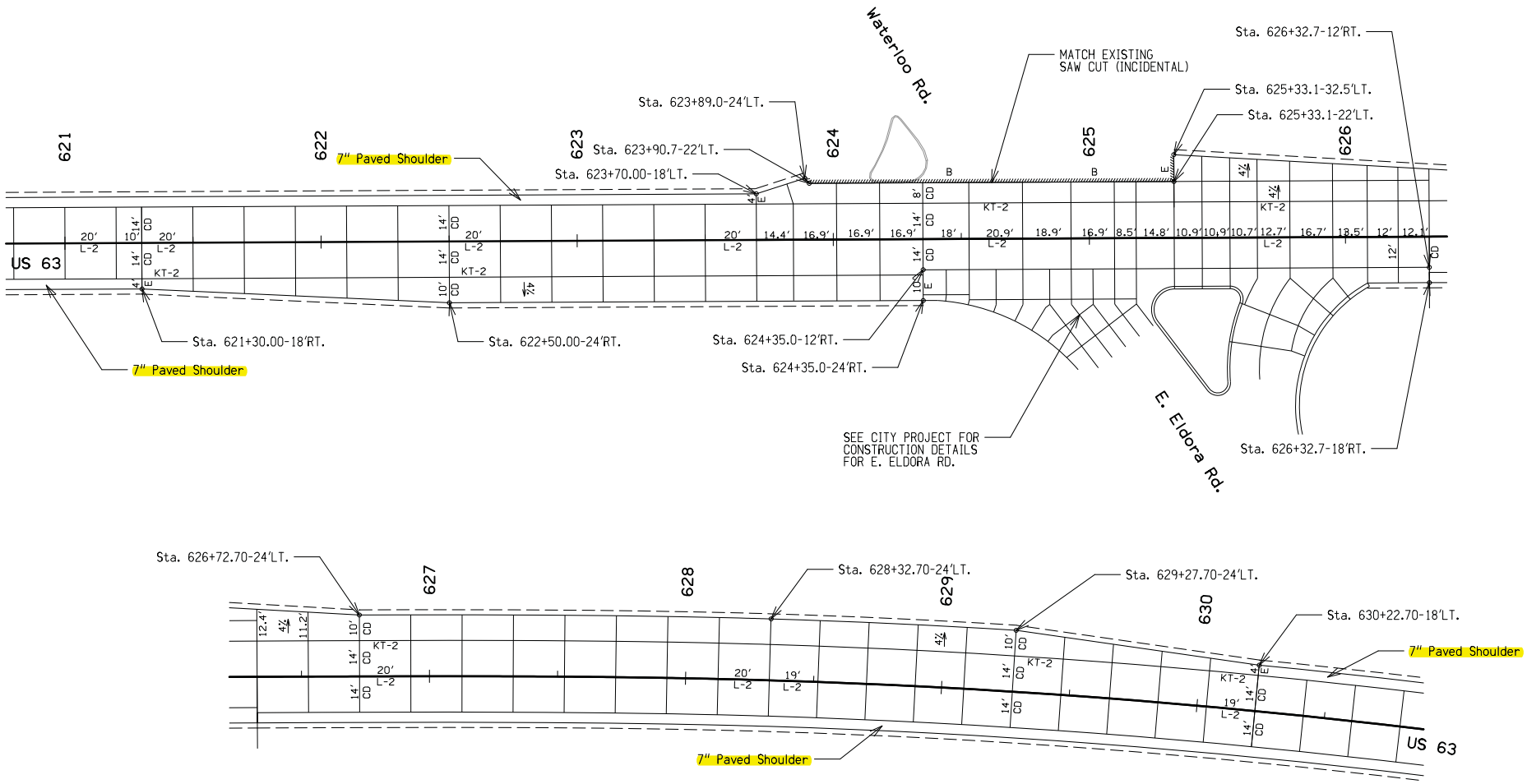

Jointing & Layout Details Intersection of US 63 & Waterloo Rd./E. Eldora Rd.

ENGLISH	IOWA DOT	DESIGN TEAM Callahan\Coggins\Suntken	BLACK HAWK COUNTY	PROJECT NUMBER NHSX-063-6(89)--3H-07	SHEET NUMBER L.6

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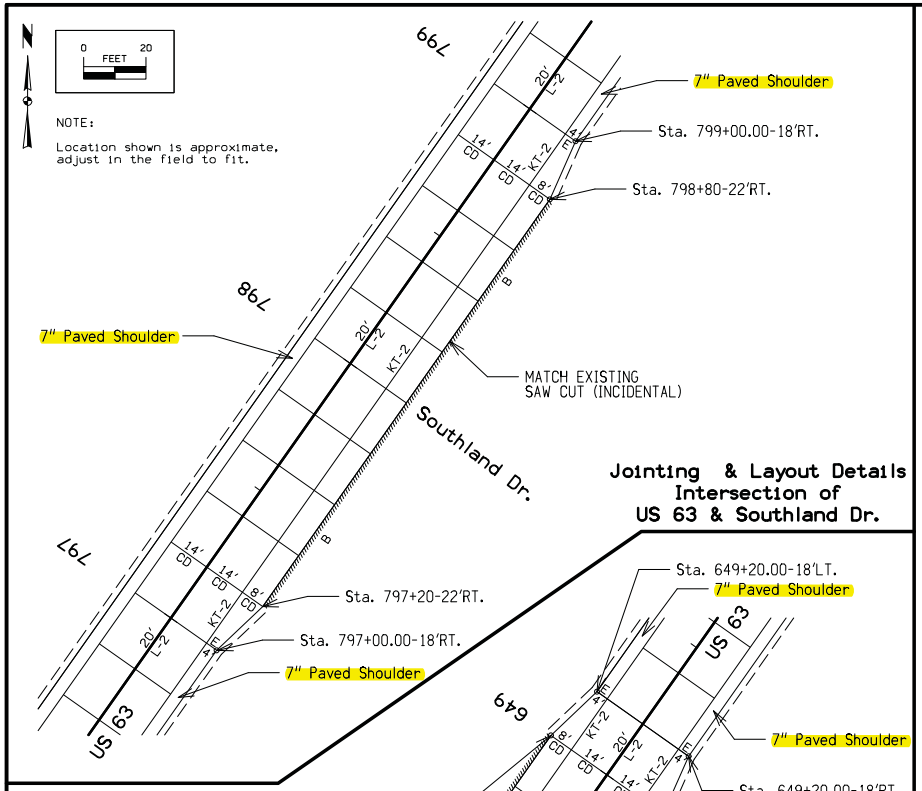
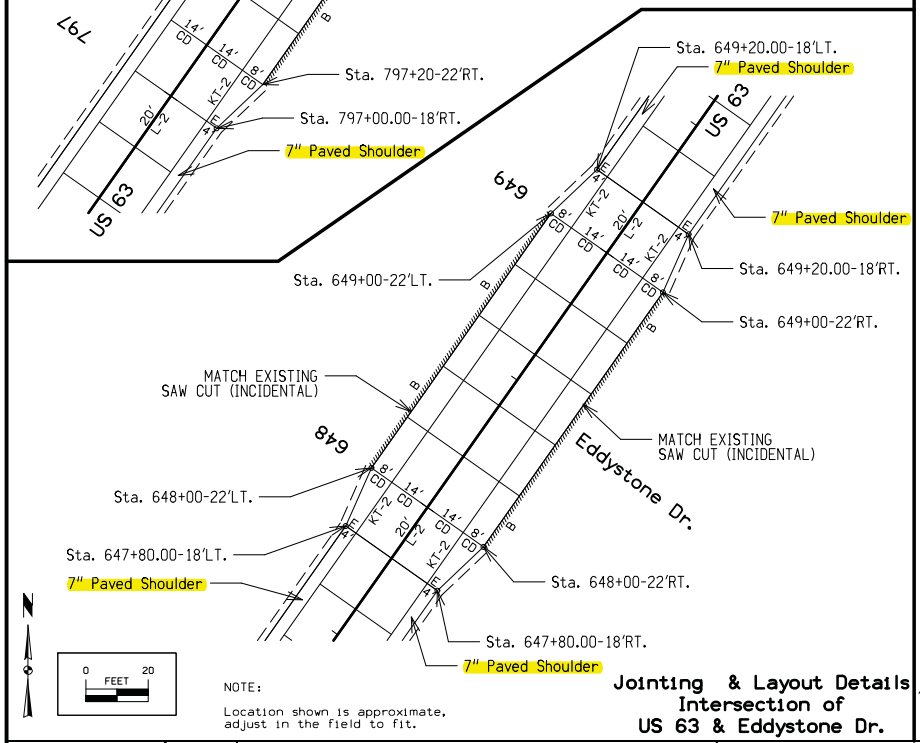
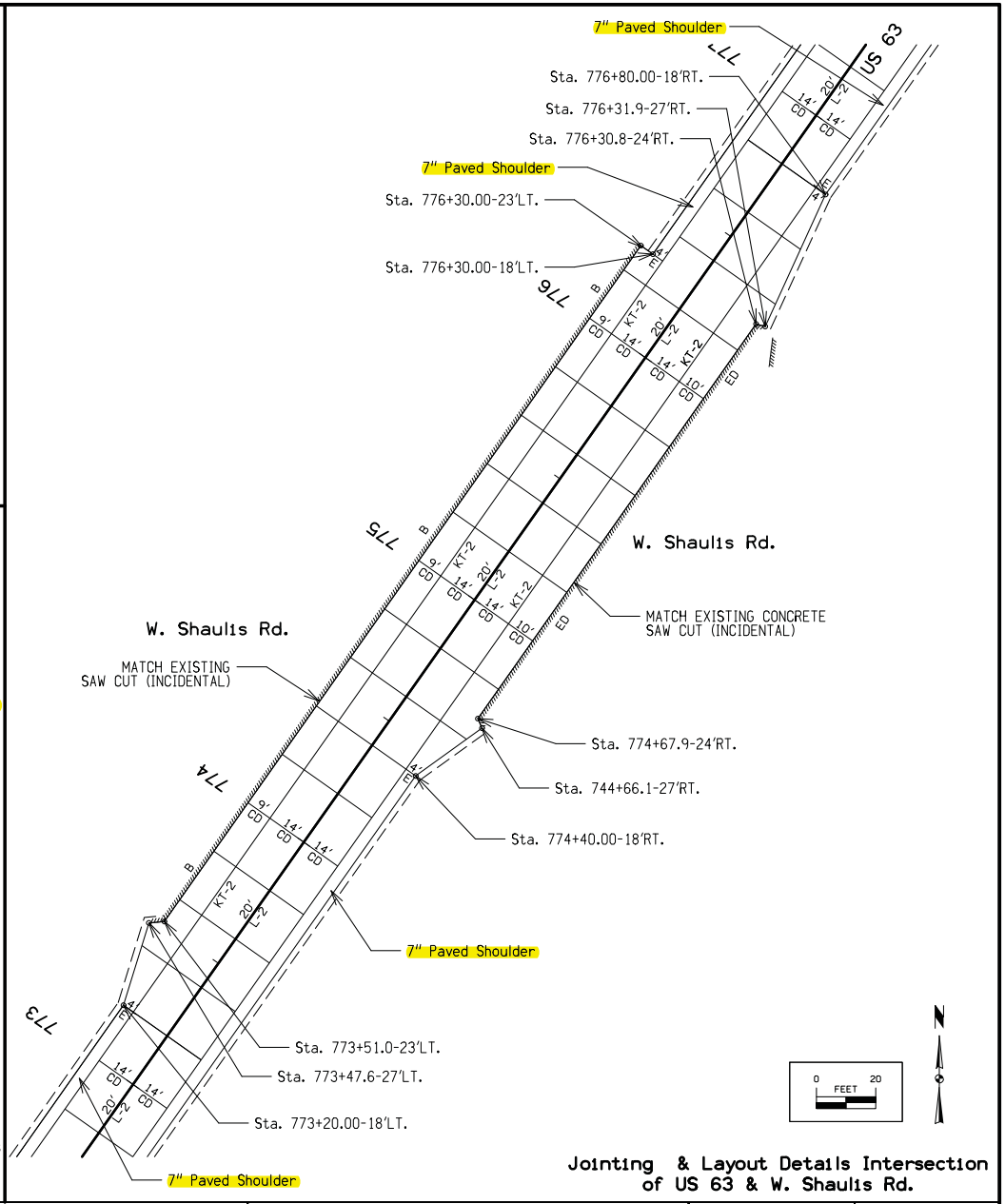


Jointing & Layout Details
Intersection of
US 63 & Southland Dr.



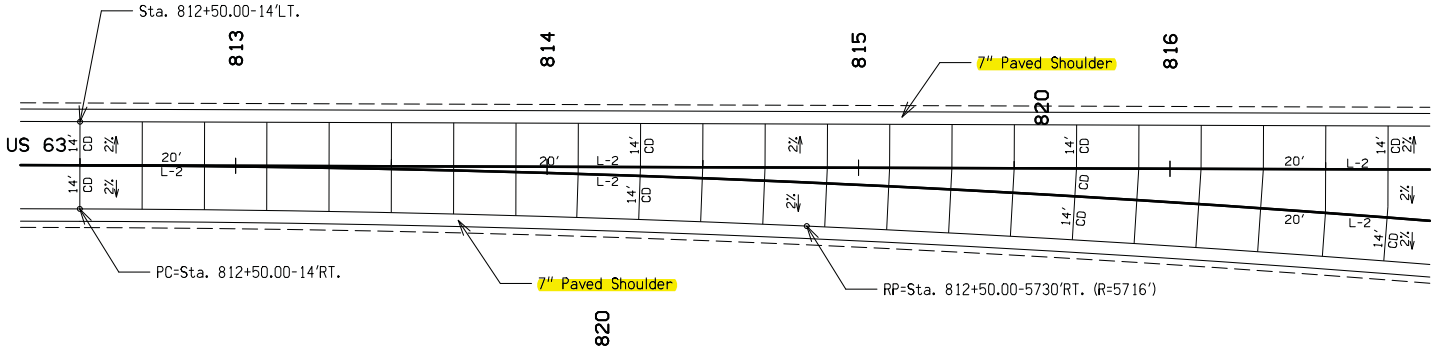
Jointing & Layout Details
Intersection of
US 63 & Eddystone Dr.

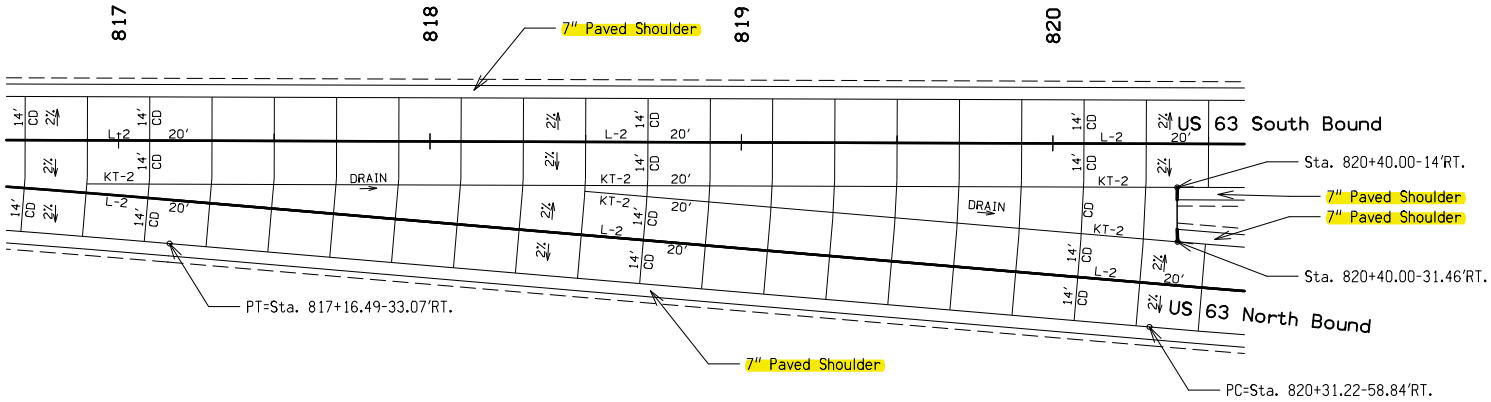


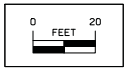
Jointing & Layout Details Intersection
of US 63 & W. Shaulis Rd.

ENGLISH	IOWA DOT	DESIGN TEAM	Callahan\Coggins\Suntken	BLACK HAWK COUNTY	PROJECT NUMBER	NHSX-063-6(89)--3H-07	SHEET NUMBER	L.7

11:14:55 AM 3/14/2013 bcoggin W:\Projects\0706301012\DistrictDesign\07063089105.sht



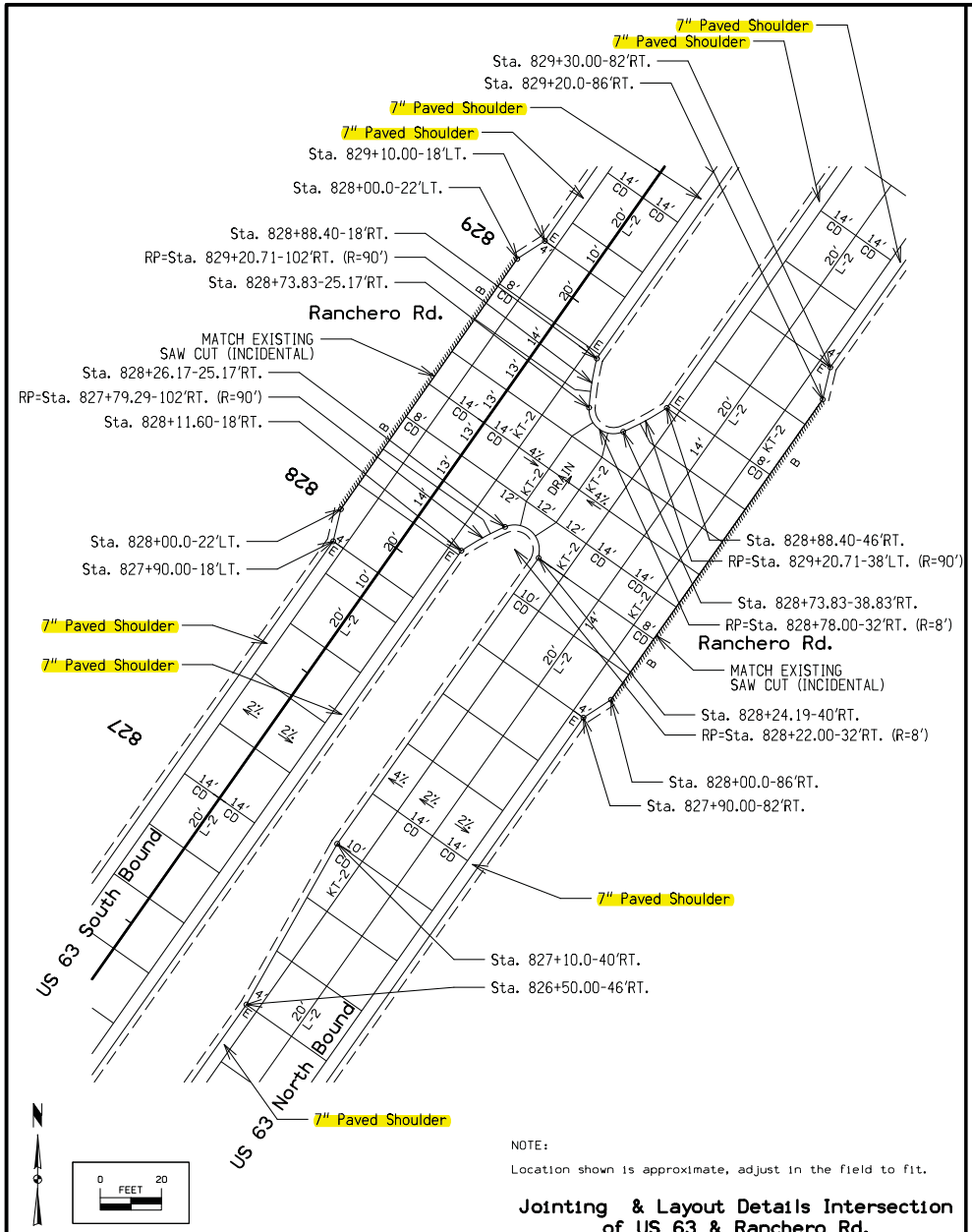




Jointing & Layout Details of
US 63 Two Lane to Four Lane

ENGLISH	IOWA DOT	DESIGN TEAM Callahan\Coggins\Suntken	BLACK HAWK COUNTY	PROJECT NUMBER NHSX-063-6(89)--3H-07	SHEET NUMBER L.8

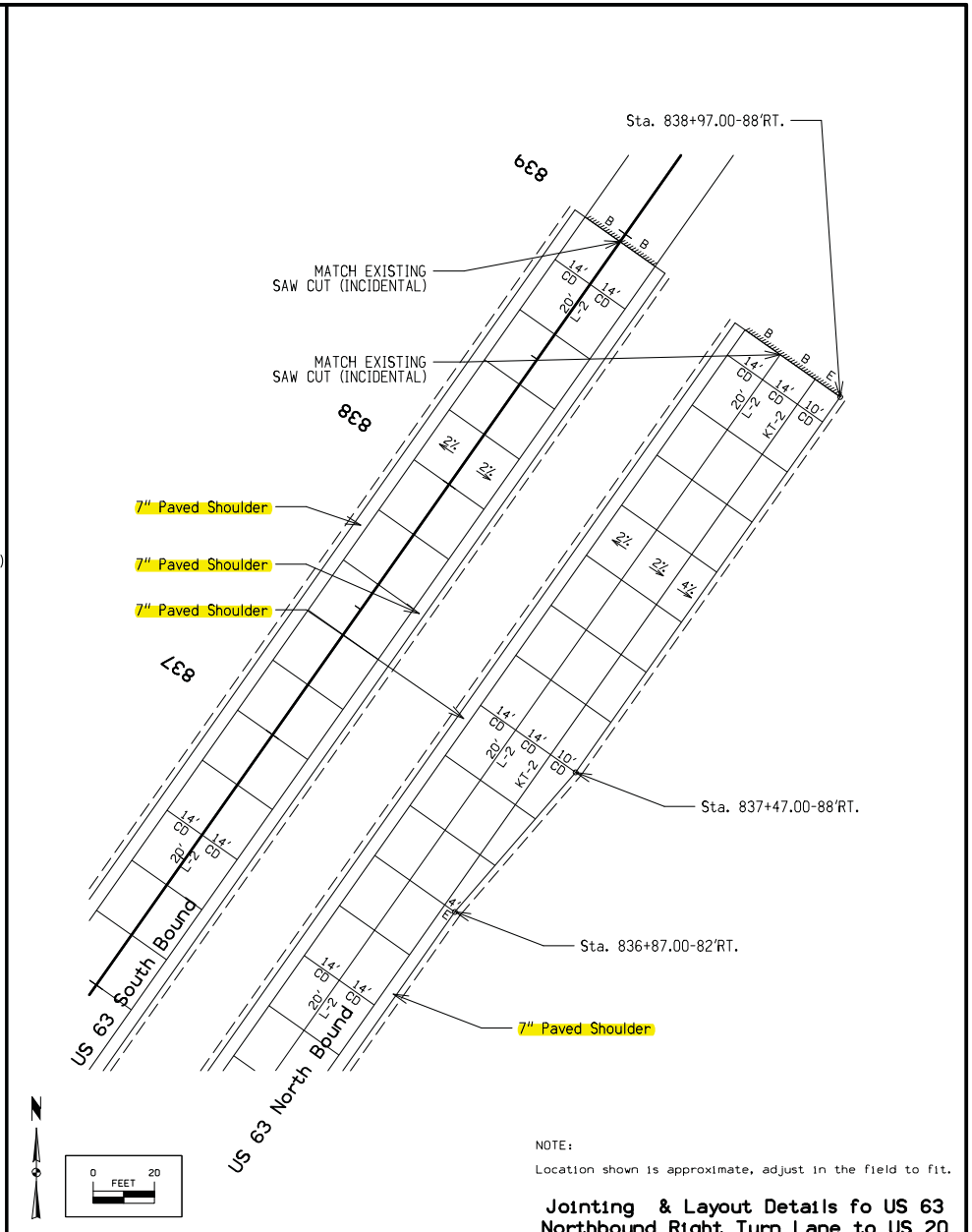
11:14:56 AM 3/14/2013 bcoggin W:\Projects\0706301012\DistrictDesign\07063089105.sht



NOTE:

Location shown is approximate, adjust in the field to fit.

Jointing & Layout Details Intersection of US 63 & Ranchero Rd.



NOTE:

Location shown is approximate, adjust in the field to fit.

Jointing & Layout Details fo US 63 Northbound Right Turn Lane to US 20

ENGLISH	IOWA DOT	DESIGN TEAM Callahan\Coggins\Suntken	BLACK HAWK COUNTY	PROJECT NUMBER NHSX-063-6(89)--3H-07	SHEET NUMBER L.9

11:14:56 AM 3/14/2013 bcoggin W:\Projects\0706301012\DistrictDesign\07063089105.sht