A d d e n d u m

Iowa Department of Transportation
Office of Contracts

Date of Letting: December 17, 2013
Date of Addendum: December 12, 2013

B.O.	Proposal ID	Proposal Work Type	County	Project Number	Addendum
014	43-1831-041	BRIDGE REPLACEMENT - PPCB	HARRISON	BRFN-183-1(41)--39-43	17DEC014.A04

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. 0215 2112-0000100 WICK DRAIN:
From: 62,873.000 LF
To: 65,780.000 LF

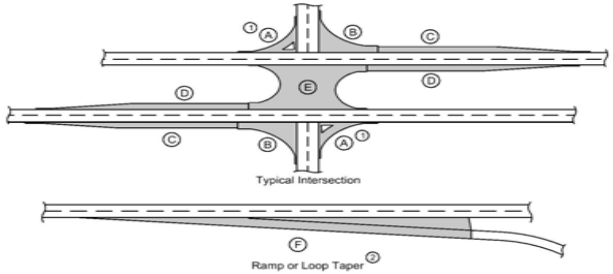
Change Proposal Line No. 0260 2301-1033090 STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT, CLASS C, CLASS 3 DURABILITY, 9 IN.:
From: 5,481.700 SY
To: 5,116.300 SY

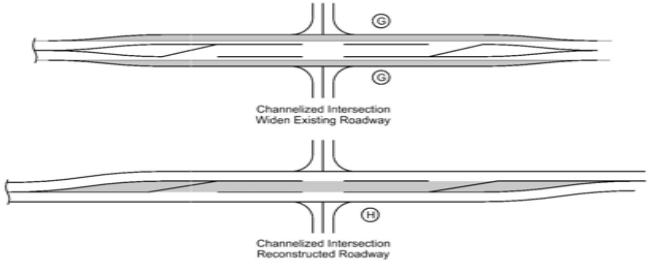
Change Proposal Line No. 0595 2599-9999009 HORIZONTAL STRIP DRAIN:
From: 9,700.000 LF
To: 12,750.000 LF

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

Replace Tab 100-24 with the Attached Tab 100-24
Replace SHEET B.2 with the Attached SHEET B.2
Replace SHEET Q.4 with the Attached SHEET Q.4

PCC PAVEMENT





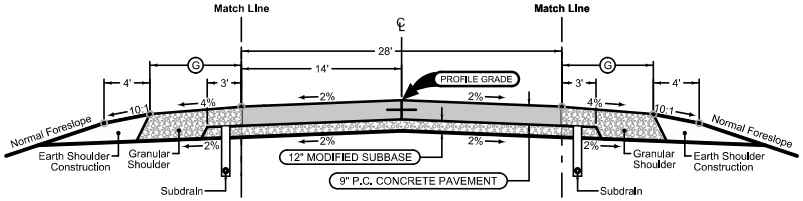
1. Does not include island area or curb. Refer to tabulation 112-4 for quantities.
2. Refer to PV-410, PV-411, PV-412, and PV-414.
3. Quantity includes Pavement Header.

Location				Mainline			Area 3								Total Area By Pavement Thickness		Special Backfill	Modified Subbase	Granular Subbase	Remarks
Road Identification	Direction of Travel	Station to Station		Width	Length	Area	A 2	B	C	D	E	F	G	H	SY					
				FT	FT	SY	SY	SY	SY	SY	SY	SY	SY	SY	10 IN	10% IN	TONS	CY	SY	
IA. 183	Both	608+00.00	616+59.66	28.0	859.7	2674.5									2674.5			1048.5		
IA. 183	Both	620+90.14	628+75.00	28.0	784.9	2441.8									2441.8			957.5		
														TOTAL =	5116.3			2006.0		

Granular Shoulder with Safety Edge

STATION TO STATION		(G) Feet
608+00.00	615+18.00	4.0
622+51.87	628+75.00	4.0

2_G_
04-16-13



Granular Shoulder with Safety Edge

STATION TO STATION		(G) Feet
608+00.00	614+81.00	4.0
622+36.25	628+75.00	4.0

2_G_
04-16-13

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

STATION TO STATION	
608+00.00	616+59.66
620+90.14	628+75.0

2P_
10-19-10

Paved Shoulder at Guardrail

Shoulder Jointing:
Longitudinal joint: B

STATION TO STATION		(P) Feet
615+18.00	615+97.98	4.0
615+97.98	616+30.45	9.0
616+30.45	616+68.10	9.0-7.5
616+68.10	616+69.66	7.5
620+40.00	620+48.06	7.5
620+48.06	620+60.33	7.5-8.8
620+60.33	620+98.00	8.8-10.3
620+98.00	621+30.50	10.3

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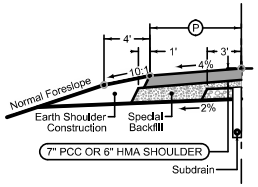
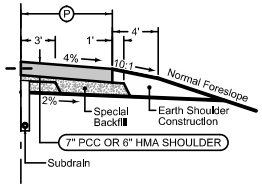
04-16-13





Paved Shoulder at Guardrail

Shoulder Jointing:
Longitudinal joint: B

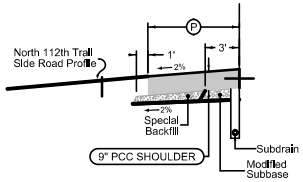
STATION TO STATION		(P) Feet
614+81.00	616+19.04	4.0
616+19.04	616+51.55	10.3
616+51.55	616+89.33	10.3-8.8
616+89.33	617+01.72	8.8-7.5
617+01.72	617+09.66	7.5
620+80.14	821+19.34	7.5-9.0
621+19.34	621+51.85	9.0
621+51.85	622+36.25	4.0

2_P_Guard_
04-16-13

Full Depth PCC Shoulder

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

STATION TO STATION		(P) Feet
621+30.50	622+51.87	4



See Tab 100-24 for pavement quantities.
See Tab 112-9 for shoulder quantities.

IA Highway 183

Design No. 0111
File No. 30233

ENGLISH	IOWA DOT	DESIGN TEAM Flattery\Bell\Mashek	HARRISON COUNTY	PROJECT NUMBER BRFN-183-1(41)--39-43	SHEET NUMBER B.2

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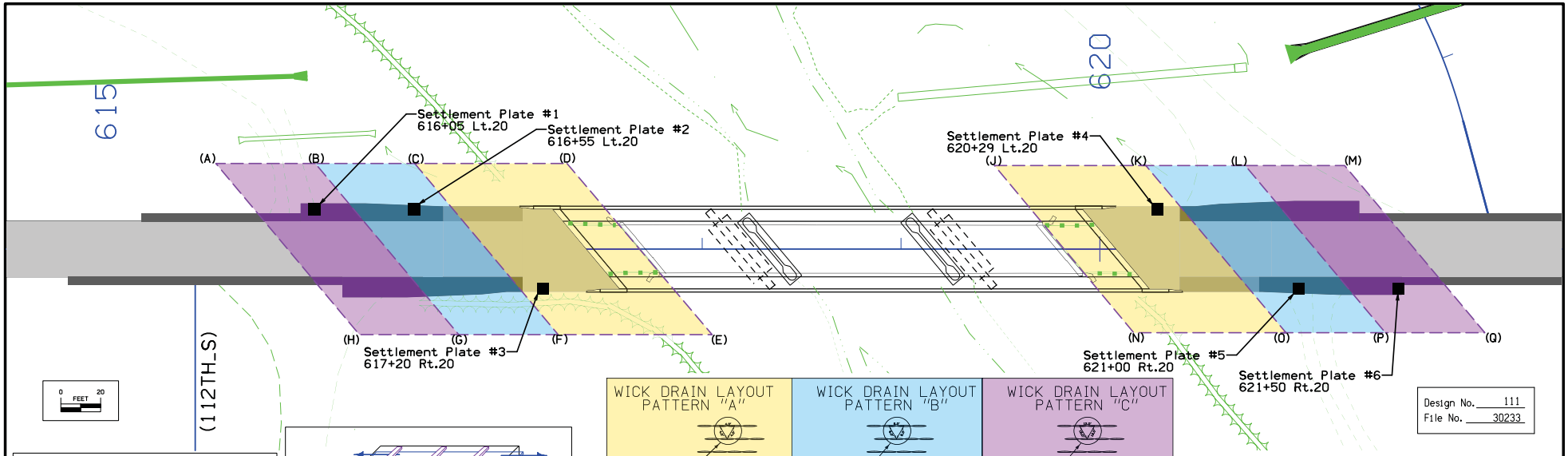
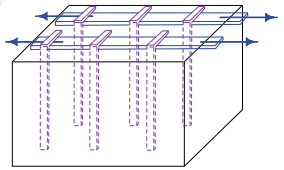


Design No. 111
File No. 30233

Table 1. Corner Coordinates of Wick Drain Layout South Bridge Abutment

Corner	Station	Offset
A	615+55.36	LT.43
B	616+05.36	LT.43
C	616+55.36	LT.43
D	617+32.00	LT.43
E	618+05.00	RT.43
F	617+27.52	RT.43
G	616+77.52	RT.43
H	616+27.52	RT.43



SCHAMATIC REPRESENTATION OF VERTICAL WICK AND HORIZONTAL STRIP DRAINS

DAYLIGHT HORIZONTAL STRIP DRAINS TO FINAL DITCH LEFT AND RIGHT.

ESTIMATED LINEAL FEET NEEDED:
VERTICAL DRAINS - 65,780
HORIZONTAL DRAINS - 12,750

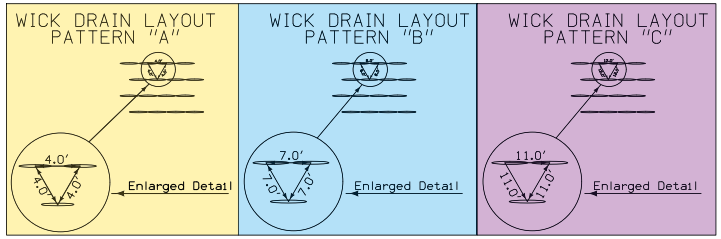


Table 2. Table of Wick Drain Installation Spacing

Station to Station Area	Center to Center Spacing	Approx. Number of Wick Drains	Est ** Tip Elev.	Est. Avg. Length Wick Drains (ft)
Pattern "A" *				
C - D - E - F	4.0'	478	1016	55
J - K - N - O	4.0'	463	1020	54
Pattern "B" *				
B - C - F - G	7.0'	101	1018	49
K - L - O - P	7.0'	99	1022	51
Pattern "C" *				
A - B - G - H	11.0'	41	1030	37
L - M - P - Q	11.0'	40	1030	43

Table 3. Corner Coordinates of Wick Drain Layout North Bridge Abutment

Corner	Station	Offset
J	619+47.00	LT.42
K	620+23.12	LT.42
L	620+73.12	LT.42
M	621+23.12	LT.42
N	620+17.00	RT.42
O	620+93.60	RT.42
P	621+43.60	RT.42
Q	621+93.60	RT.42

Grade the site level as necessary for prefabricated vertical (wick) drain installation.This grading shall be incidental to the wick and horizontal drain system installation.

See Section 2112 Standard Specification Series 2012 for Wick Drains. The sand blanket discussed in Section 2112 shall be omitted except as may be needed for equipment trafficability and as approved by the Engineer. After installation, cut off the wick drains a minimum of 12 inches above ground level, but long enough to contact with and overlap the prefabricated horizontal (strip) drains.

Prefabricated horizontal (strip) drains shall be used to convey wicked water beyond the embankment boundaries. See Sheet Q.3 for strip drain specifications. Nominal horizontal strip drain thickness shall be approximately 1 inch. Nominal strip drain width shall be 6 inches or wider. Install the horizontal drains on the ground surface in rows laid out to interconnect the vertical wick drain above-ground extensions (see schematic representation). Secure the horizontal drain material in position at each wick drain by staking, nailing, or by the manufacturer's recommended method. Extend the horizontal drains to final ditch locations left and right. Follow the material manufacturer's recommendations to make any necessary splices and connections. Cut the horizontal drains to the toe of embankment when grading is complete. There is an estimated 12,750 lineal feet of horizontal strip drain needed.

Build the embankment over the drainage system, placing initial soil lifts by methods recommended by the drain manufacturers to prevent damage to the drains.

* Pattern "A" (gold) designed for < 0.4 inch remaining settlement at 30 days after completion of fill placement, with bridge pile driving contigent on settlement plate readings.

Paving is also contingent on settlement plate readings:
For information only:
* Pattern "B" (blue) designed for 1 inch remaining settlement at 90 calendar days after embankment completion.
* Pattern "C" (purple) designed for 4 inches remaining settlement at 90 calendar days after embankment completion.

** Wick drain tip are elevations estimated from borings R-0263 and R-0264 on Sheets Q.2 and Q.3, and from borings T-1517 and T-1518 on Sheet SPS.1. If full depth installation is not attainable due to stiffer soil layers at depth, contact IDOT Soils Design to allow reassessment of tip elevations.

From Station 615+50, Left 43, to Station 618+05, Right 43, and from Station 619+47, Left 42, to Station 621+45, Right 42, install 1223 prefabricated vertical (wick) drains in a triangular pattern with center-to-center spacings shown in Table 2 and the three details (see left). Install the wick drains from ground surface to the estimated tip elevations shown in Table 2. There is an estimated 65,780 lineal feet of vertical wick drains needed. The Contractor should be aware that a "heavy duty" wick drain rig may be needed because of the stiffness of some soils layers, variability in soil material types and the depths to be penetrated. See the blow counts in the bridge borings on sheet SPS.01. Installation shall be in accordance with Iowa DOT Specification 2112 for Wick Drains (except no sand blanket is needed for drainage), which requires additional soil borings by the contractor.