A d d e n d u m

Iowa Department of Transportation
Office of Contracts

Date of Letting: February 17, 2015
Date of Addendum: February 3, 2015

B.O.	Proposal ID	Proposal Work Type	County	Project Number	Addendum
306	78-0293-102	GRADING	POTTAWATTAMIE	IM-NHS-029-3(102)48--03-78 IM-NHS-029-3(103)48--03-78 IM-NHS-029-3(104)48--03-78 IM-029-3(105)48--13-78 NHS-029-3(106)48--11-78 IM-NHS-029-3(110)48--03-78 IM-NHS-029-3(122)48--03-78 IM-NHS-029-3(146)48--03-78 IM-NHS-080-1(416)3--03-78	17FEB306.A03

Make the following changes to the PROPOSAL SCHEDULE OF PRICES:

Change Proposal Line No. 2960 2507-8029000 EROSION STONE:
From: 1,000.000 TONS
To: 920.000 TONS

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

Project NHS-29-3(106)--11-78

On Sheet 4, in the middle column of the General Notes, revise note to read as follows: "Drilled shaft construction shall not commence prior to completion of the piggyback levees at Piers 3 and 6."

Replace Sheet 5 with attached Sheet 5.
Changes were made to show the piggyback extension adjacent to Pier 3.

Replace Sheet 6 with attached Sheet 6.
Changes were made to show the piggyback extensions adjacent to Piers 3 and 6. Note was added to reflect that hydraulic data shown does not account for the Temporary Working Pads shown on Sheet 97. This sheet has been resealed for Hydraulic Design.

Replace Sheet 7 with attached Sheet 7.
Changes were made to show the piggyback extension adjacent to Pier 6 and the "Articulated Concrete Block Erosion Control System" adjacent to Pier 7.

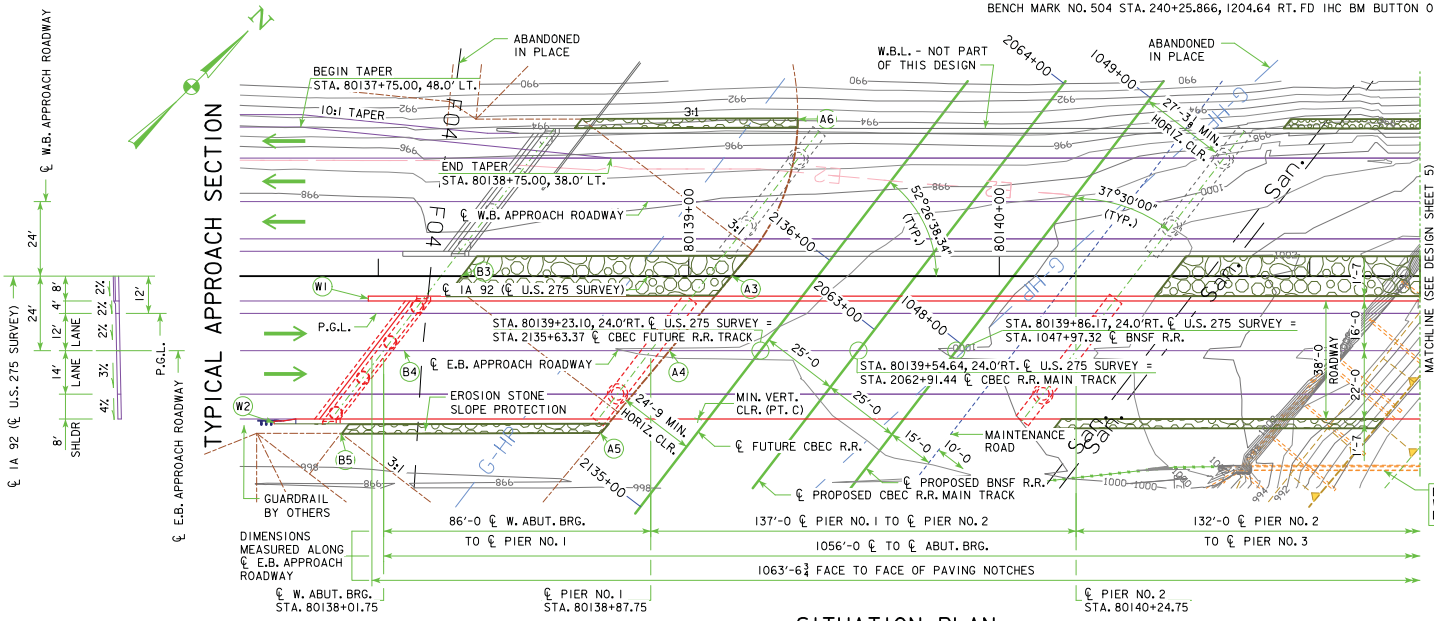
Replace Sheet 8 with attached Sheet 8.
Changes were made to show the piggyback extensions adjacent to Pier 3 and Pier 6. Articulated Concrete Block Erosion Control System was added adjacent to Pier 7. Erosion Stone quantity was reduced from 1000 TONS to 920 TONS due to overlap from the added Articulated Concrete Block Erosion Control System.

Replace Sheet 54 with attached Sheet 54.
Added Articulated Concrete Block Erosion Control System adjacent to Pier 7.

Replace Sheet 97 with attached Sheet 97.
Revised Working Pads to accommodate the piggyback extension. Revised Working Pad Notes.

Replace J.1 with attached J.1
Sheet Tab 108-26A Add “and Pier 6” to notes regarding Piggy Back Levees.

BENCH MARK NO. 504 STA. 240+25.866, 1204.64 RT. FD IHC BM BUTTON ON SE WING OF BRIDGE OVER MOSQUITO CREEK & RR TRACK ELEVATION 1002.280



SITUATION PLAN

BERM SLOPE LOCATION TABLE

	WEST ABUTMENT			EAST ABUTMENT		
	STATION	OFFSET	ELEV	STATION	OFFSET	ELEV
A3	80139+14.76	0.00'	979.30	80147+74.52	0.00'	983.05
A4	80138+93.78	24.00'RT.	979.30	80147+59.34	24.00'RT.	983.21
A5	80138+71.57	50.58'RT.	979.30	80147+52.13	50.58'RT.	983.21
A6	80139+35.26	50.58'LT.	979.30			
B3	80138+26.16	0.00'	1002.73	80148+70.18	0.00'	1008.38
B4	80138+07.74	24.00'RT.	1001.88	80148+51.77	24.00'RT.	1008.38
B5	80137+87.34	50.58'RT.	1000.94	80148+31.37	50.58'RT.	1008.38
D1	80138+39.49	90.11'RT	979.30			

BERM SLOPE ELEVATIONS REFLECT THE GRADING SURFACE

END OF BRIDGE WING TABLE

	WEST ABUTMENT			EAST ABUTMENT	
POINT	STATION	OFFSET	POINT	STATION	OFFSET
W1	80137+96.77	6.42' RT.	W3	80148+88.45	6.42' RT.
W2	80137+66.47	47.58' RT.	W4	80148+58.14	47.58' RT.

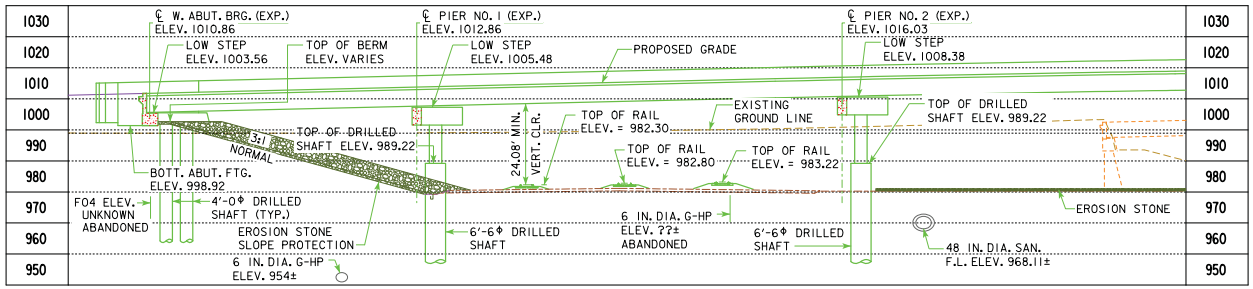
UTILITY LEGEND

E2 BURIED ELECTRIC, IOWA DOT, TO BE RELOCATED.
FO4 FIBER OPTIC, IOWA COMM. NETWORK, ABANDONED IN PLACE.
G-HP 6" STEEL, HIGH PRESSURE GAS, NUSTAR ENERGY.
SAN 48" SANITARY, CITY OF COUNCIL BLUFFS, DO NOT DISTURB.

EXISTING 802' X VARIABLE WIDTH CONTINUOUS WELDED PLATE GIRDER AND STEEL BEAM BRIDGES, DESIGN NO. 865, E.B.L. TO BE REMOVED.

MIN. VERT. CLEARANCE (PT. C)

OVERHEAD STA. = 80139+03.06, 46'-0 RT.
OVERHEAD ELEVATION = 1012.55'
TOP OF RAIL ELEVATION = 982.30'
DEPTH OF SUPERSTRUCTURE = 6.17'
(SLAB, HAUNCH & BEAM)
MIN. VERT. CLEARANCE = 24.08'

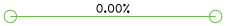


LONGITUDINAL SECTION ALONG ℄ E.B. APPROACH ROADWAY

LOCATION

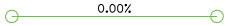
IA 92 E.B. OVER
MOSQUITO CREEK &
RELOCATED RAILROADS
T-74N R-43W
SECTION 7
LEWIS TOWNSHIP
POTTAWATTAMIE COUNTY
CITY OF COUNCIL BLUFFS
LATITUDE: 41.215688°
LONGITUDE: -95.827404°
FHWA NO. 609066
BRIDGE MAINT. NO. 7806.3R092

NOTES:
ALL UNITS IN FEET UNLESS NOTED OTHERWISE.
TOP OF BRIDGE DECK AT CENTERLINE E.B. OR W.B. APPROACH ROADWAY IS 0.24' BELOW THE PROFILE GRADE TO ACCOUNT FOR DECK CROSS SLOPE.
FOR PROFILE OF IA 92, SEE DESIGN SHEET 5 OF 96.



VPT STA. = 2108+03.95
VPT ELEV. = 982.30
VPC STA. = 2159+90.52
VPC ELEV. = 982.30

FUTURE CBEC R.R. PROPOSED PROFILE GRADE



VPT STA. = 2034+10
VPT ELEV. = 982.80
VPC STA. = 2085+26.19
VPC ELEV. = 982.80

CBEC R.R. MAIN TRACK PROPOSED PROFILE GRADE

VPT STA. = 1010+46.69
VPT ELEV. = 983.22
VPC STA. = 1054+00.00
VPC ELEV. = 983.22

BNSF R.R. PROPOSED PROFILE GRADE

NOTE:
PROPOSED RAILROAD PROFILE GRADES ARE AT TOP OF RAIL.

REFER TO DESIGN SHEET 7 FOR SITE PLAN DETAILING EROSION PROTECTION LAYOUT.

DESIGN FOR 37°30' (L.A.)

1056'-0 X 38'-0 PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGE (BTE)

86'-0, 137'-0, 132'-0, 92'-0, 152'-0, 142'-0, 117'-0, 122'-0, 76'-0 SPANS

SITUATION PLAN (E.B.)

STA. 80143+29.75, 24.0' RT. (℄ IA. 92 / ℄ U.S 275 SURVEY) OCTOBER, 2014

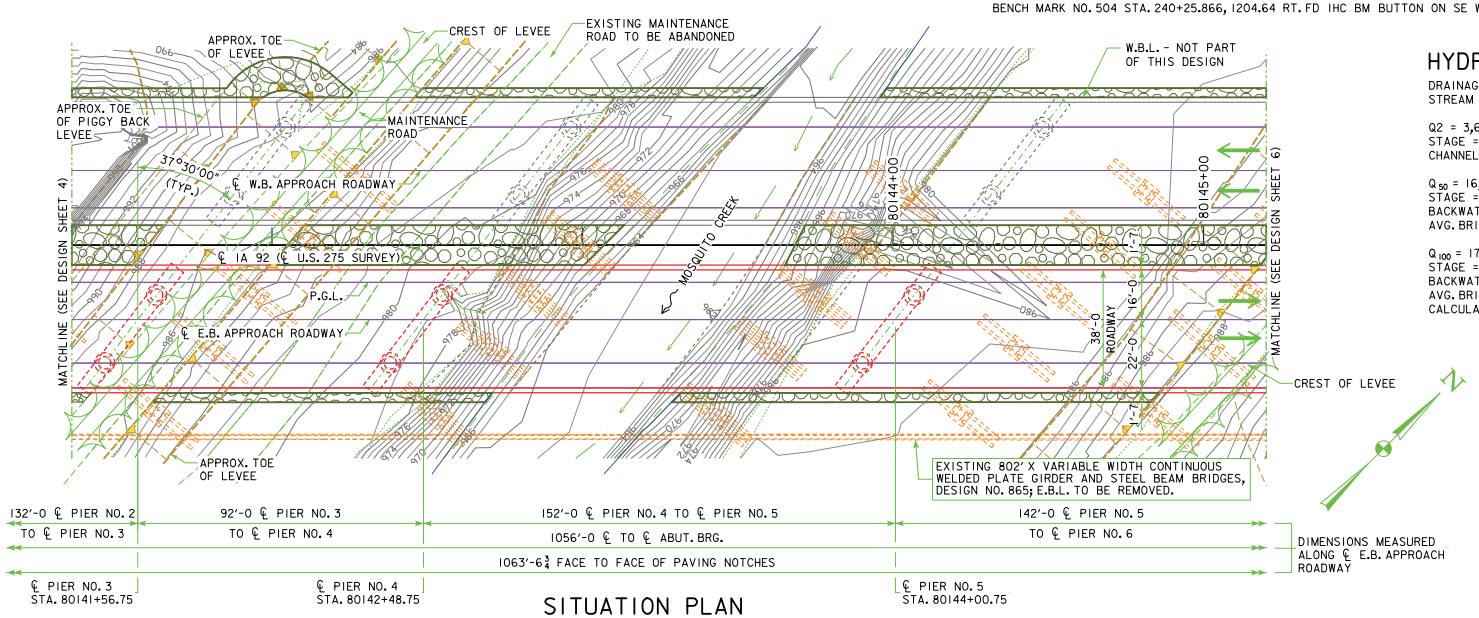
POTTAWATTAMIE COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 4 OF 96 FILE NO. 30169 DESIGN NO. 214

DESIGN TEAM KBK / PES / GJK | POTTAWATTAMIE COUNTY | PROJECT NUMBER NHS-029-3(106)48--11-78 | SHEET NUMBER 5

BENCH MARK NO. 504 STA. 240+25.866, 1204.64 RT. FD IHC BM BUTTON ON SE WING OF BRIDGE OVER MOSQUITO CREEK & RR TRACK ELEVATION 1002.280



SITUATION PLAN

HYDRAULIC DATA

DRAINAGE AREA = 250 SQ. MI.
STREAM SLOPE = 3.7 FT./MI.

Q2 = 3,600 CFS
STAGE = 979.7
CHANNEL VELOCITY = 6.2 FPS

Q_{50} = 16,940 CFS
STAGE = 987.0*
BACKWATER = 0.73 FT.
AVG. BRIDGE VELOCITY = 5.3 FPS

Q_{100} = 17,800 CFS
STAGE = 987.0*
BACKWATER = 0.74 FT.
AVG. BRIDGE VELOCITY = 5.4 FPS
CALCULATED DESIGN SCOUR = 951.9

Q_{500} = 19,640 CFS
STAGE = 987.0*
AVG. BRIDGE VELOCITY = 5.8 FPS
CALCULATED CHECK SCOUR = 951.9

Q LEVEE OVERTOP= 9,800 CFS
LEVEE OVERTOP ELEV. = 986.0

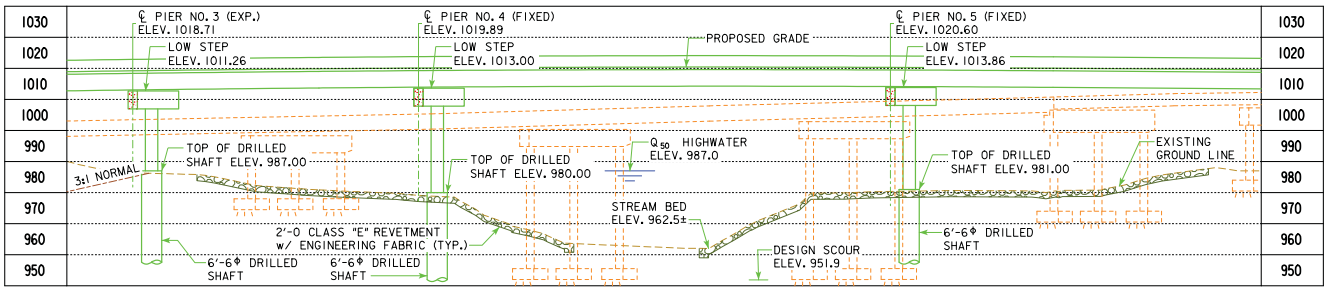
EXTREME HW STAGE = NOT AVAILABLE
DATE = NOT AVAILABLE
AVG. LOW WATER STAGE = NOT AVAILABLE

*STAGE ELEVATION HAS BEEN LIMITED TO THE LEVEE OVERTOPPING ELEVATION PLUS 1.0 FT. BACKWATER, AVERAGE BRIDGE VELOCITY AND SCOUR ARE CALCULATED BASED ON THE STAGE ELEVATION FROM THE HYDRAULIC MODEL USED IN THE HYDRAULIC REPORT. SEE THE HYDRAULIC REPORT FOR ADDITIONAL INFORMATION.

NOTE: THE 50, 100 & 500 YR. STAGES AND DISCHARGES ARE FROM THE POTTOWATTAMIE COUNTY F.I.S., DATED FEB. 4, 2005. F.I.S. DISCHARGES AT THE PROPOSED BRIDGE SITE ARE REDUCED DUE TO UPSTREAM OVERTOPPING OF THE LEVEE. 2 YR. DISCHARGE PER U.S.G.S. REPORT 00-4233. F.I.S. DATUM IS THE SAME AS THE PROJECT DATUM.

PROPOSED BRIDGE MEETS A NO-RISE CONDITION WHEN COMPARED TO THE EXISTING BRIDGE.

THE HYDRAULIC DATA ON THIS SHEET DOES NOT ACCOUNT FOR THE TEMPORARY WORKING PADS ON SHEET 97.



LONGITUDINAL SECTION ALONG ℄ E.B. APPROACH ROADWAY

VPI STA. = 80142+75.00
VPI ELEV. = 1022.08
L = 450'
VPC STA. = 80149+50.00
VPC ELEV. = 1017.18
G1 = -2.3549%
G2 = +2.3200%
G3 = -0.7254%
VPI STA. = 80136+00.00
VPI ELEV. = 1006.42
L = 400'

PROPOSED PROFILE GRADE ℄ IA 92 (℄ U.S. 275 SURVEY)

REFER TO DESIGN SHEET 7 FOR SITE PLAN DETAILING EROSION PROTECTION LAYOUT.

HYDRAULIC DESIGN

I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

LICENSED PROFESSIONAL ENGINEER — Chad W. Meyer 17394 — IOWA

Chad W Meyer — 02-03-2015
Signature — Date

Chad W. Meyer
Printed or Typed Name

My license renewal date is December 31, 2016

Pages or sheets covered by this seal: SHEET 6

NOTES:
ALL UNITS IN FEET UNLESS NOTED OTHERWISE.
TOP OF BRIDGE DECK AT CENTERLINE E.B. OR W.B. APPROACH ROADWAY IS 0.24' BELOW THE PROFILE GRADE TO ACCOUNT FOR DECK CROSS SLOPE.
EXCAVATE STREAM BANKS AS REQUIRED SO THAT TOP OF CLASS "E" REVETMENT MATCHES EXISTING GROUND LINE.

DESIGN FOR 37°30' (L.A.)

1056'-0 X 38'-0 PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGE (BTE)

86'-0, 137'-0, 132'-0, 92'-0, 152'-0, 142'-0, 117'-0, 122'-0, 76'-0 SPANS

SITUATION PLAN (E.B.)

STA. 80143+29.75, 24.0' RT. (℄ IA. 92 / ℄ U.S 275 SURVEY) OCTOBER, 2014

POTTAWATTAMIE COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 5 OF 96 FILE NO. 30169 DESIGN NO. 214

DESIGN TEAM KBK / PES / GJK | POTTAWATTAMIE COUNTY | PROJECT NUMBER NHS-029-3(106)48--11-78 | SHEET NUMBER 6

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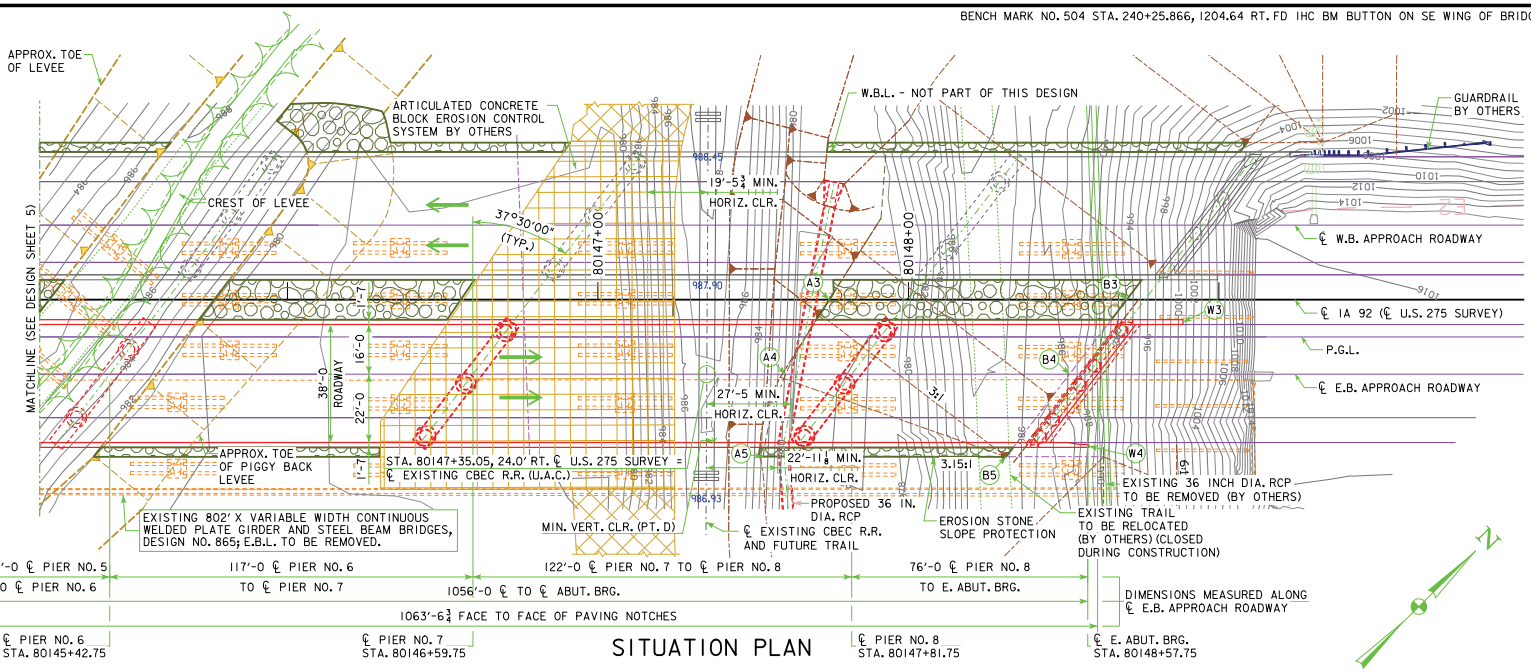
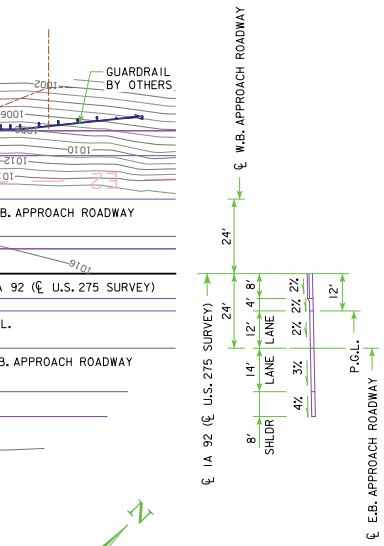
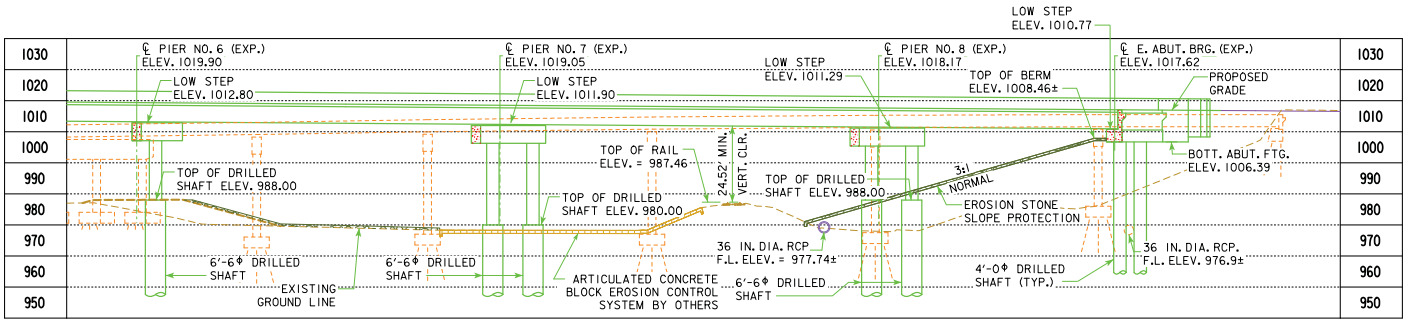
BENCH MARK NO. 504 STA. 240+25.866, 1204.64 RT. FD IHC BM BUTTON ON SE WING OF BRIDGE OVER MOSQUITO CREEK & RR TRACK ELEVATION 1002.280



SITUATION PLAN



TYPICAL APPROACH SECTION



LONGITUDINAL SECTION ALONG ℄ E.B. APPROACH ROADWAY

MIN. VERT. CLEARANCE (PT. D)

OVERHEAD STA. = 80147+37.57, 46.0' RT.
OVERHEAD ELEVATION = 1017.82'
TOP OF RAIL ELEVATION = 987.19'
DEPTH OF SUPERSTRUCTURE = 6.17'
(SLAB, HAUNCH & BEAM)
MIN. VERT. CLEARANCE = 24.47'

NOTES:
ALL UNITS IN FEET UNLESS NOTED OTHERWISE.
TOP OF BRIDGE DECK AT CENTERLINE E.B. OR W.B. APPROACH ROADWAY IS 0.24' BELOW THE PROFILE GRADE TO ACCOUNT FOR DECK CROSS SLOPE.
FOR UTILITY LEGEND, BERM SLOPE LOCATION TABLE AND END OF BRIDGE WING TABLE, SEE DESIGN SHEET 4 OF 96.

REFER TO DESIGN SHEET 7 FOR SITE PLAN DETAILING EROSION PROTECTION LAYOUT.

DESIGN FOR 37°30' (L.A.)

1056'-0 X 38'-0 PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGE (BTE)

86'-0, 137'-0, 132'-0, 92'-0, 152'-0, 142'-0, 117'-0, 122'-0, 76'-0 SPANS

SITUATION PLAN (E.B.)

STA. 80143+29.75, 24.0' RT. (℄ IA. 92 / ℄ U.S 275 SURVEY) OCTOBER, 2014

POTTAWATTAMIE COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 6 OF 96 FILE NO. 30169 DESIGN NO. 214

DESIGN TEAM KBK / PES / GJK | POTTAWATTAMIE COUNTY | PROJECT NUMBER NHS-029-3(106)48--11-78 | SHEET NUMBER 7

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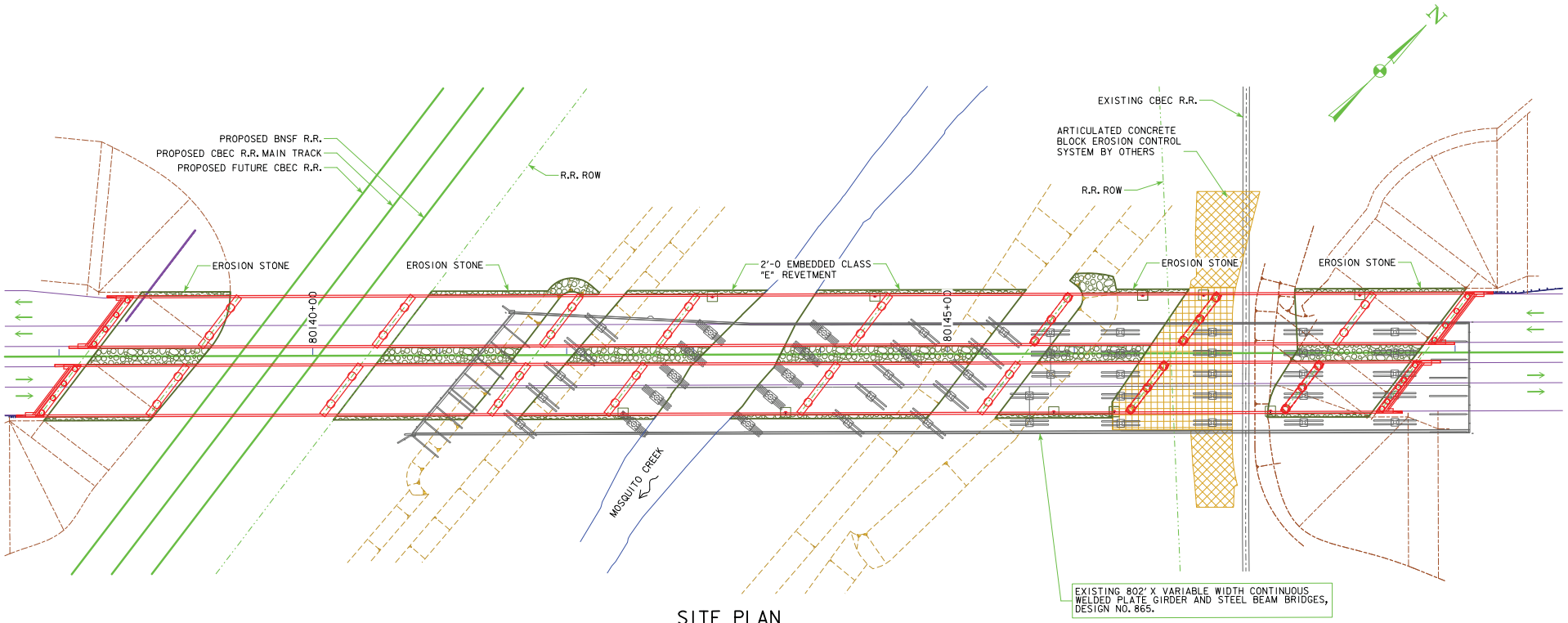
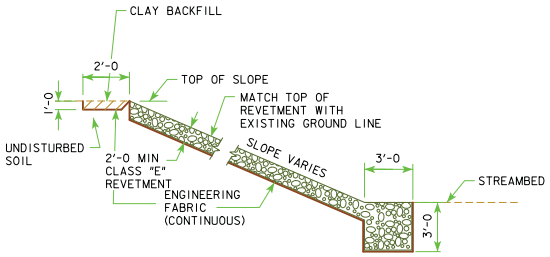


SITE PLAN



REVETMENT DETAIL WITH STREAMBED TOE

REVETMENT QUANTITY TABLE

REVETMENT, CLASS "E"	TONS	3455
ENGINEERING FABRIC	S.Y.	3455
EXCAVATION, CLASS 10, CHANNEL	C.Y.	2160
EROSION STONE	TONS	920

DESIGN FOR 37°30' (L.A.)

1056'-0 X 38'-0 PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGE (BTE)

86'-0, 137'-0, 132'-0, 92'-0, 152'-0, 142'-0, 117'-0, 122'-0, 76'-0 SPANS

SITE PLAN

STA. 80143+29.75, 24.0' RT. (℄ IA. 92 / ℄ U.S 275 SURVEY) OCTOBER, 2014

POTTAWATTAMIE COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 7 OF 96 FILE NO. 30169 DESIGN NO. 214

DESIGN TEAM KBK / PES / GJK	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHS-029-3(106)48--11-78	SHEET NUMBER 8

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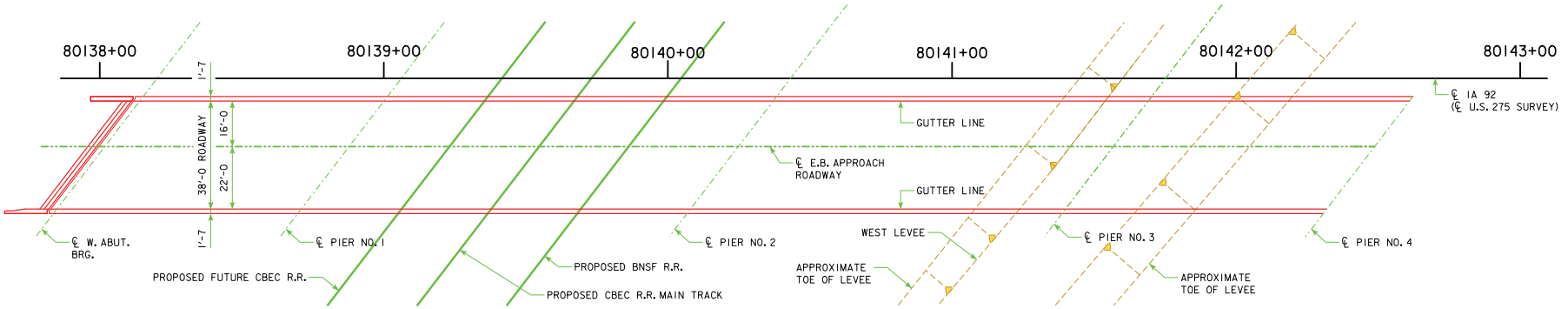

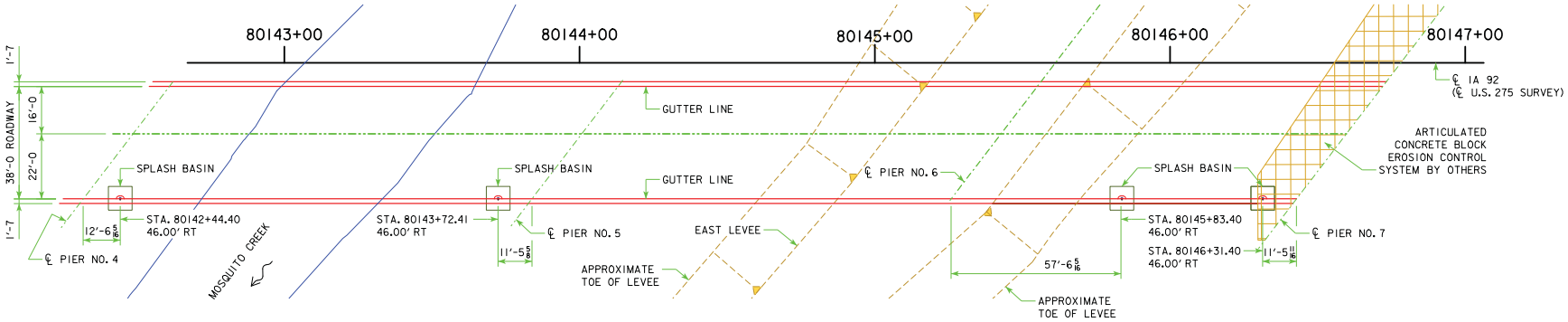

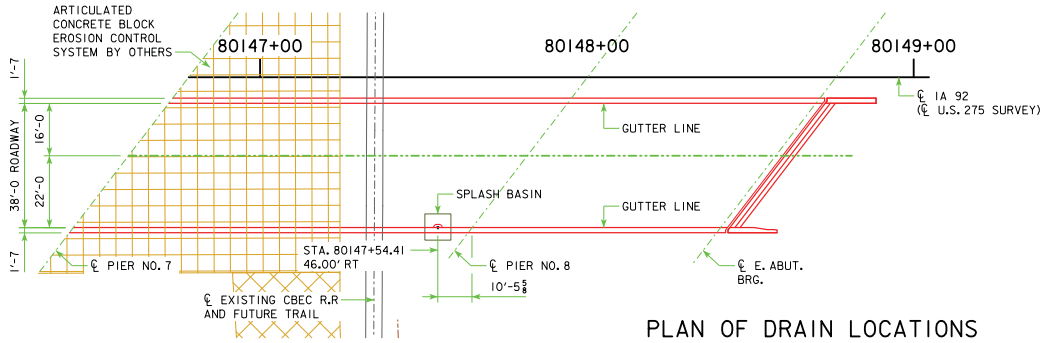

PLAN OF DRAIN LOCATIONS

5 - FLOOR DRAINS REQUIRED

NOTE: FOR SPLASH BASIN DETAILS SEE DESIGN SHEET 91.
FOR DECK DRAIN DETAILS SEE DESIGN SHEET 46.

DESIGN FOR 37°30' (L.A.)

1056'-0 X 38'-0 PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGE (BTE)

86'-0, 137'-0, 132'-0, 92'-0, 152'-0, 142'-0, 117'-0, 122'-0, 76'-0 SPANS

DECK DRAIN LAYOUT

STA. 80143+29.75, 24.0' RT. (℄ IA. 92 / ℄ U.S 275 SURVEY) OCTOBER, 2014

POTTAWATTAMIE COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 53 OF 96 FILE NO. 30169 DESIGN NO. 214

DESIGN TEAM KBK / PES / GJK	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHS-029-3(106)48--11-78	SHEET NUMBER 54

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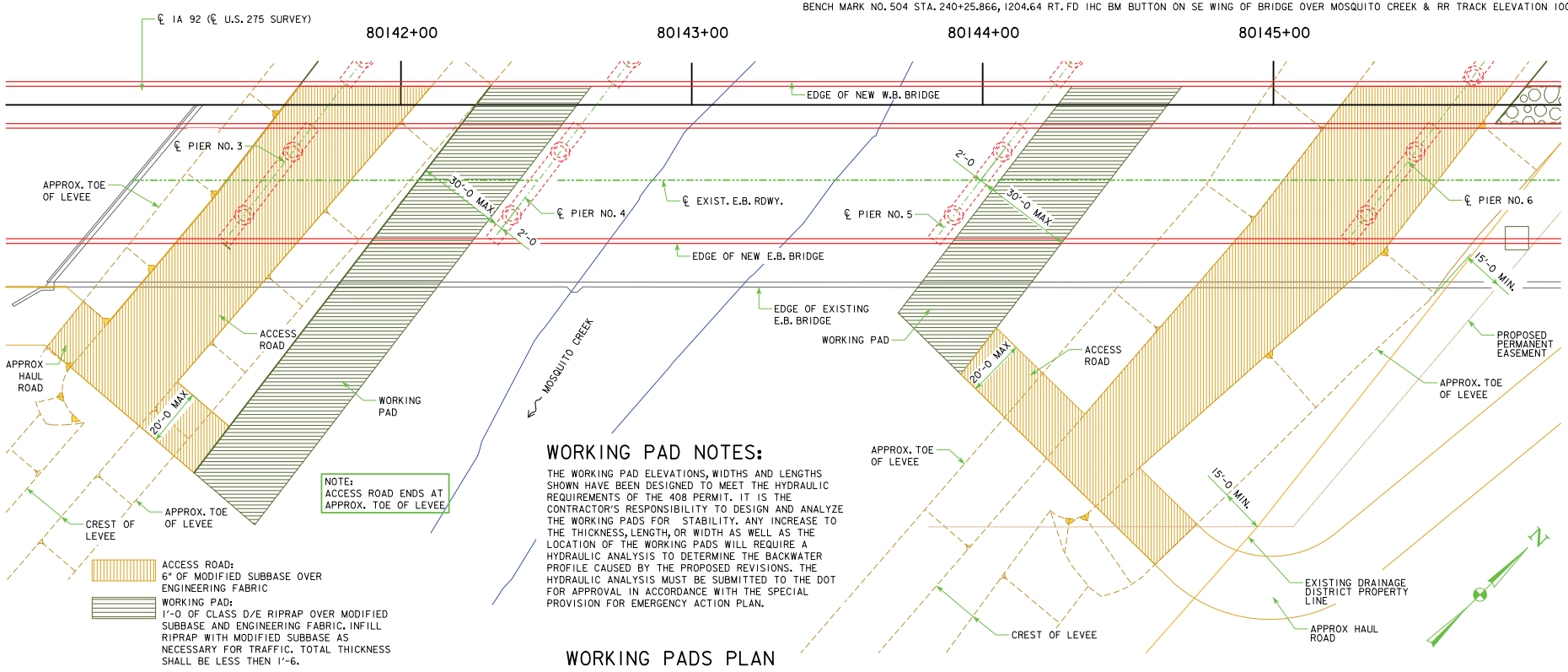
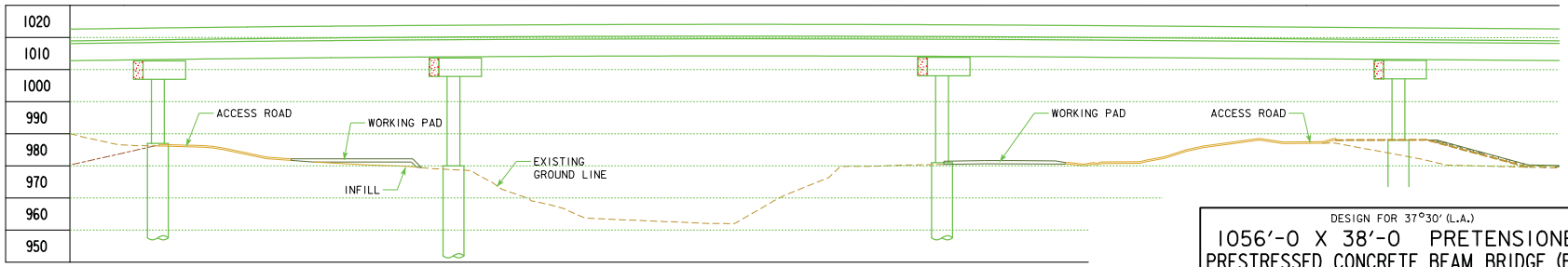
BENCH MARK NO. 504 STA. 240+25.866, 1204.64 RT. FD IHC BM BUTTON ON SE WING OF BRIDGE OVER MOSQUITO CREEK & RR TRACK ELEVATION 1002.280



WORKING PAD NOTES:

THE WORKING PAD ELEVATIONS, WIDTHS AND LENGTHS SHOWN HAVE BEEN DESIGNED TO MEET THE HYDRAULIC REQUIREMENTS OF THE 408 PERMIT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DESIGN AND ANALYZE THE WORKING PADS FOR STABILITY. ANY INCREASE TO THE THICKNESS, LENGTH, OR WIDTH AS WELL AS THE LOCATION OF THE WORKING PADS WILL REQUIRE A HYDRAULIC ANALYSIS TO DETERMINE THE BACKWATER PROFILE CAUSED BY THE PROPOSED REVISIONS. THE HYDRAULIC ANALYSIS MUST BE SUBMITTED TO THE DOT FOR APPROVAL IN ACCORDANCE WITH THE SPECIAL PROVISION FOR EMERGENCY ACTION PLAN.

WORKING PADS PLAN



LONGITUDINAL SECTION ALONG ℄ NEW E.B. APPROACH ROADWAY

(SHOWING WORKING PADS)
(LOOKING UPSTREAM)

DESIGN FOR 37°30' (L.A.)

1056'-0 X 38'-0 PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGE (BTE)

86'-0, 137'-0, 132'-0, 92'-0, 152'-0, 142'-0, 117'-0, 122'-0, 76'-0 SPANS

CONTRACTOR WORKING PADS

STA. 80143+29.75, 24.0' RT. (℄ IA. 92 / ℄ U.S 275 SURVEY) OCTOBER, 2014

POTTAWATTAMIE COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 96 OF 96 FILE NO. 30169 DESIGN NO. 214

DESIGN TEAM KBK / PES / GJK	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHS-029-3(106)48--11-78	SHEET NUMBER 97

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108-23A
08-01-08

TRAFFIC CONTROL PLAN

1. One lane in each direction will be maintained on US 275 at all times.

108-26A
08-01-08

STAGING NOTES

Contractor must wait 210 days after the completion of the east berm grading before paving the bridge approach. This is contingent on the movement monitoring.

Coordination required for construction of abutment drilled shafts and rigid inclusions.

Traffic moved to two-way-two lane operation on existing Westbound lanes. See plan IM-NHS-29-3(102)48--03-78 for this two-way-two-lanes traffic configuartion.

Bike path under bridge will be closed for duration of project. Closure signing and detour in plan IM-NHS-29-3(97)48--03-78.

Construction access allowed as defined in plan IM-NHS-29-3(102)48--03-78.

The construction limits for this project include the Mosquito Creek Levees. It is required that construction impacting the levees and Mosquito Creek will be staged to maintain protection against flooding. The proposed piggy back leveeS will need to be completed prior to any grading or bridge construction within the existing Mosquito Creek and levee section. The Grading Contractor will promptly notify the Engineer 1 week prior to construction of the piggy back leveeS and once the piggy back leveeS are complete. The Department will secure approval from the City for approval of the piggy back leveeS. (Allow up to 2 weeks for approval)

Work in Levee Area Staging Notes:

- Piggy Back Levees at pier 3 and pier 6 shall not be constructed until bridge removal is complete. And drilled shaft construction at pier 3 and pier 6 shall not commence prior to completion of the piggy back leveeS at pier 3 and pier 6.
- Restore levees, install piggy back leveeS and obtain approval of completed piggy back leveeS construction from City as required before bridge construction.
- Levee crossing will be allowed only at designated locations as shown in plan IM-NHS-29-3(102)48--03-78.

111-01
04-17-12

COORDINATED OPERATIONS

Other work in progress during the same period of time will include the construction of the projects listed. Coordinate operations with those of other contractors working within the same area.

Project	Type of Work
IM-NHS-029-3(80)52--03-78	Bridge
IM-NHS-029-3(86)52--03-78	Grade and Pave
IM-NHS-029-3(94)52--03-78	Signing
IM-NHS-029-3(95)52--03-78	Lighting
IM-NHS-029-3(87)52--03-78	Grade and Pave
IM-NHS-029-3(81)52--03-78	Bridge
IM-NHS-080-1(367)2--03-78	Grade and Pave
IM-NHS-080-1(368)2--03-79	Lighting
IM-NHS-080-1(369)2--03-80	Traffic Signs
IM-NHS-80-1(309)2--03-78	Bridge
IM-NHS-080-1(428)0--03-78	RCB Culvert Extension
IM-NHS-29-3(126)48--0E-78	Miscellaneous
IM-NHS-29-3(97)48--03-78	Grade and Pave
IM-NHS-29-3(98)48--03-78	Bridge
IM-29-3(99)48--13-78	Bridge
NHS-29-3(100)48--11-78	Bridge
IM-NHS-029-3(111)48--03-78	Bridge
IM-NHS-029-3(128)48--03-78	Signing
IMN-29-3(101)52-0E-78	Erosion Control
IM-NHS-80-1(419)3--03-78	Noise Wall
IM-NHS-080-1(364)3--03-78	Grade and Pave
IM_NHS-080-1(365)3--03-78	Traffic Signals
IM-NHS-080-1(370)3--03-78	Grade and Pave
IMN-80-1(366)4--0E-78	Railroad Grading
IM-NHS-29-3(102)48--03-78	Grade and Pave
IM-NHS-29-3(103)48--03-78	Signing
IM-NHS-29-3(104)48--03-78	Signals
IM-NHS-29-3(110)48--03-78	Lighting
IM-NHS-29-3(122)48--03-79	Culvert
IM-29-3(105)48--13-78	Bridge
IM-NHSX-080-1(416)3--03-78	Bridge
IMN-29-3(127)48)0E-78	RCB Culverts
IM-NHS-29-3(146)48--03-78	Bridge and Culverts
IM-NHS-080-1(374)4--03-78	Grade and Pave
IM-NHS-080-1(371)3--03-78	Bridge
IM-NHS-080-1(372)4--03-78	Bridge
IM-NHS-080-1(375)4--03-78	Lighting
IM-NHS-080-1(376)3--03-78	Signs
IM-NHS-080-1(377)3--03-78	Bridge
IM-NHS-080-1(373)3--03-78	Bridge
IM-NHS-080-1(420)3--03-78	Noise Wall