A d d e n d u m

Iowa Department of Transportation
Office of Contracts

Date of Letting: July, 18, 2017
Date of Addendum: July 11, 2017

B.O.	Proposal ID	Proposal Work Type	County	Project Number	Addendum
009	49-0521-097	BRIDGE REPLACEMENT - PPCB	JACKSON	BRFN-052-1(97)--39-49	18JUL009A02

Make the following change to Proposal Details, page 2:

Change Site Number 03 from 10 working days to 25 working days.

Make the following changes to the PROPOSAL SCHEDULE OF PRICES:

Add Proposal Line No. 0211 2402-2722000 EXCAVATION CLASS 22; 60.000 CY

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

Replace plan sheets 2, J.1, & Q.1 with the attached sheets:

Sheet 2 - Added Class 22 excavation quantity & reference information.
Sheet J.1 - Site 3 notes.
Sheet Q.1- Revised note No.11

Attached are the pre-bid meeting minutes and attendance list:

ESTIMATED BRIDGE QUANTITIES

ITEM NO.	ITEM CODE	ITEM	UNIT	TOTAL					AS BUILT QUAN.
				1	2 ALTERNATE AA OPTION 1	3 ALTERNATE AA OPTION 2	4 ALTERNATE BB OPTION 1	5 ALTERNATE BB OPTION 2	
1	2104-2710020	EXCAVATION, CLASS 10, CHANNEL	CY	598.8	———	———	———	———	
2	2401-6745625	REMOVAL OF EXISTING BRIDGE	LS	1.00	———	———	———	———	
3	2402-2720000	EXCAVATION, CLASS 20	CY	222	———	———	———	———	
4	2403-0100010	STRUCTURAL CONCRETE (BRIDGE)	CY	394.8	445.7	171.8	———	———	
5	2404-7775000	REINFORCING STEEL	LB	246	———	———	386,770	326,891	
6	2404-7775005	REINFORCING STEEL, EPOXY COATED	LB	20,293	74,517	23,436	———	———	
7	2404-7775009	REINFORCING STEEL, STAINLESS STEEL	LB	472	1,456	604	———	———	
8	2407-0550000	BEAMS, PRETENSIONED PRESTRESSED CONCRETE, SBTB90	EACH	———	———	10	———	———	
9	2407-0550000	BEAMS, PRETENSIONED PRESTRESSED CONCRETE, SBTB95	EACH	———	———	10	———	———	
10	2407-0562890	BEAMS, PRETENSIONED PRESTRESSED CONCRETE, BTB90	EACH	———	10	———	———	———	
11	2407-0562895	BEAMS, PRETENSIONED PRESTRESSED CONCRETE, BTB95	EACH	———	10	———	———	———	
12	2408-7800000	STRUCTURAL STEEL	LB	6417	2,328	1,552	———	———	
13	2414-6424110	CONCRETE BARRIER RAILING	LF	814.0	———	———	———	———	
14	2433-0001072	CONCRETE DRILLED SHAFT, 72 IN. DIAMETER	LF	894	———	———	———	———	
15	2433-0002000	LOAD CELL TEST	EACH	1	———	———	———	———	
16	2433-0003000	DEMONSTRATION SHAFT	LF	150	———	———	———	———	
17	2501-0201057	PILES, STEEL, HP 10 X 57	LF	2,760	———	———	———	———	
18	2501-6335010	PREBORED HOLES	LF	360	———	———	———	———	
19	2507-3250005	ENGINEERING FABRIC	SY	299.4	———	———	———	———	
20	2507-6800061	REVETMENT, CLASS E	TON	464.0	———	———	———	———	
21	2526-8285000	CONSTRUCTION SURVEY	LS	1.00	———	———	———	———	
22	2533-4980005	MOBILIZATION	LS	1.00	———	———	———	———	
23	2599-9999005	PRECAST DECK OVERHANG PANELS	EACH	———	70	———	———	———	
24	2599-9999005	FULL DEPTH PRECAST DECK PANELS	EACH	———	———	70	———	———	
25	2599-9999008	POST-TENSIONING TENDONS	LB	———	———	———	———	17,019	
26	2599-9999010	ACCELBRIDGE DECK COMPRESSION	LS	———	———	1.0	———	———	
27	2599-9999010	BOAT RAMP RECOVERY	LS	1.0	———	———	———	———	
28	2599-9999010	VIBRATION MONITORING	LS	1.0	———	———	———	———	
29	2599-9999020	REVETMENT, CLASS X	TON	3,601.7	———	———	———	———	
30	2402-2722000	EXCAVATION, CLASS 22	CY	60	———	———	———	———	

ITEM CODE	ESTIMATE REFERENCE INFORMATION
1	EXCAVATION BELOW GRADING SURFACE REQUIRED TO PLACE EMBEDDED REVETMENT ON BRIDGE BERM.
2	INCLUDES REMOVAL OF EXISTING 120′ x 20′ HIGH TRUSS SPAN AND 4-55′ x 20′ I-BEAM APPROACH SPANS.
3	QUANTITY BASED ON THE ASSUMPTION THAT THE CHANNEL EXCAVATION IS COMPLETED PRIOR TO STARTING CONSTRUCTION OF THE ABUTMENTS.
4	INCLUDES THE CONCRETE FOR THE ABUTMENTS, PIERS AND CIP CONCRETE DECK. INCLUDES ALL PREFORMED EXPANSION JOINT FILLER REQUIRED. INCLUDES FURNISHING AND PLACING SUBDRAIN (INCLUDING EXCAVATION), FLOODABLE BACKFILL, POROUS BACKFILL, GEOTEXTILE FABRIC, WATER FLOODING, AND SUBDRAIN OUTLET AT ABUTMENTS. INCLUDES FURNISHING AND PLACING 3 INCH DIAMETER PVC PLASTIC PIPE AND EXPANDING FOAM IN THE ABUTMENT WINGS. INCLUDES FURNISHING AND PLACING PRECAST CONCRETE DECK PANELS IN DIVISION 2.
6	INCLUDES COST OF 96 EPOXY COATED REINFORCEMENT COUPLERS (FOR DIVISION 3 DESIGN).
8, 9	INCLUDES PIER AND ABUTMENT BEARING MATERIAL. INCLUDES EMBEDDED TOP FLANGE STEEL PLATES AND EMBEDDED STUDS. NONSTANDARD STIRRUP LENGTHS AND LAYOUT ARE USED FOR THIS BEAM.
10, 11	INCLUDES PIER AND ABUTMENT BEARING MATERIAL. NONSTANDARD STIRRUP LENGTHS ARE USED FOR THIS BEAM.
12	INCLUDES 24 DRAINS AT 97 LB EACH IN DIVISION 2 DESIGN. INCLUDES 16 DRAINS AT 97 LB EACH IN DIVISION 3 DESIGN.
13	IF PLACEMENT OF CONCRETE IS DONE BY THE SLIPFORMING METHOD, CLASS BR CONCRETE IS REQUIRED. CAST-IN-PLACE BARRIER RAILS SHALL USE CLASS C MIX. PRICE BID FOR THIS ITEM SHALL INCLUDE THE COST OF CAST-IN-PLACE FORMS IF REQUIRED FOR PLACEMENT OF THE CONCRETE. INCLUDES 822 L.F. OF 2" DIA. RIGID STEEL CONDUIT. INCLUDES MATERIAL AND LABOR ASSOCIATED WITH PROVIDING AND INSTALLING RIGID STEEL CONDUIT, JUNCTION BOXES AND FITTINGS.
14	INCLUDES COST OF C.S.L. TESTING AT EACH SHAFT. SUBMITTAL OF A DRILLED SHAFT INSTALLATION PLAN SHALL BE REQUIRED. LENGTH MEASURED FROM BOTTOM OF DRILLED SHAFT TO CONSTRUCTION JOINT.
16	THE DEMONSTRATION SHAFT SHALL BE AS DETAILED ON DESIGN SHEET 8 AND SHALL NOT BE DELETED. THE DEMONSTRATION SHAFT SHALL BE USED AS THE TEST SHAFT. INCLUDES ALL COSTS OF MATERIALS AND LABOR INCLUDING CONCRETE, REINFORCING STEEL, EXCAVATION AND EXCAVATION INCIDENTALS INCLUDING CASING AND C.S.L. TESTING OF THE SHAFT.

ITEM CODE	ESTIMATE REFERENCE INFORMATION
19	ENGINEERING FABRIC SHALL BE MATERIAL AS SPECIFIED FOR EMBANKMENT EROSION CONTROL IN ACCORDANCE WITH ARTICLE 4196.01,B,3, OF THE STANDARD SPECIFICATIONS.
20	ESTIMATED AT 1.6 TON/CY. BROKEN CONCRETE WILL NOT BE ALLOWED AS A SUBSTITUTE FOR REVETMENT.
23	INCLUDES ALL COSTS OF MATERIALS, EQUIPMENT AND LABOR INCLUDING CONCRETE, REINFORCING STEEL AND PLACING THE OVERHANG PANELS.
24	INCLUDES ALL COSTS OF MATERIALS AND COSTS ASSOCIATED WITH FURNISHING AND PLACING PRECAST DECK PANELS. INCLUDES FIELD WELDING STEEL CONNECTION PLATES AND STUDS. REFER TO FULL DEPTH PRECAST DECK SYSTEM SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
25	INCLUDES ALL COSTS OF MATERIALS, EQUIPMENT AND LABOR ASSOCIATED WITH PLACING, STRESSING AND GROUTING TENDONS. REFER TO POST-TENSIONING SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
26	INCLUDES ALL COSTS OF MATERIALS, EQUIPMENT AND LABOR TO APPLY DECK COMPRESSION FORCES. REFER TO ACCELBRIDGE DECK COMPRESSION SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
27	REFER TO BOAT RAMP RECOVERY SPECIAL PROVISION FOR ADDITIONAL INFORMATION.
28	REFER TO SPECIAL PROVISIONS FOR VIBRATION MONITORING FOR ADDITIONAL INFORMATION.
29	REVETMENT, CLASS X SHALL BE FURNISHED AND PLACED IN CONFORMANCE WITH SECTION 2507 OF THE STANDARD SPECIFICATIONS, CONCRETE AND STONE REVETMENT, CLASS B REVETMENT, MODIFIED AS FOLLOWS: THE PROVISIONS OF SECTION 4130.02,A,2 OF THE STANDARD SPECIFICATIONS, REVETMENT GRADATION, ARE MODIFIED AS FOLLOWS: NOMINAL TOP SIZE OF 1,200 POUNDS. AT LEAST 20% OF THE STONES ARE TO WEIGH MORE THAN 900 POUNDS. AT LEAST 50% OF THE STONES ARE TO WEIGH MORE THAN 500 POUNDS. AT LEAST 90% OF THE STONES ARE TO WEIGH MORE THAN 50 POUNDS.
29	BROKEN CONCRETE WILL NOT BE ALLOWED AS A SUBSTITUTE FOR REVETMENT. MEASUREMENT WILL BE IN TONS TO THE NEAREST 0.1 TON. ONLY MATERIAL PLACED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS WILL BE MEASURED. FOR CONSTRUCTION OF CLASS X REVETMENT, THE CONTRACTOR WILL BE PAID THE CONTRACT PRICE PER TON FOR THE QUANTITY OF REVETMENT FURNISHED AND PLACED. ESTIMATED AT 1.6 TON/CY.
30	FOR REMOVING REVETMENT THAT MAY BE OVER DRILLED SHAFT AREAS.

DIVISIONS:

1 BID ITEMS THAT ARE COMMON TO ALL CONTRACTOR CHOICES

2 BID ALTERNATE AA OPTION 1 IF SELECTING PARTIAL DEPTH PRECAST DECK OPTION

3 BID ALTERNATE AA OPTION 2 IF SELECTING FULL DEPTH PRECAST DECK OPTION

4 BID ALTERNATE BB OPTION 1 IF SELECTING CAST IN PLACE PIER CAP OPTION

5 BID ALTERNATE BB OPTION 2 IF SELECTING POST-TENSIONED PIER CAP OPTION

NOTE: CONTRACTOR WILL BID DIVISION 1,
DIVISION 2 OR 3 AND DIVISION 4 OR 5.

NOTE:
ROADWAY QUANTITIES SHOWN
ELSEWHERE IN THESE PLANS.

DESIGN FOR 45° SKEW (L.A.)

376′-0 x 40′ PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGE

91′-0 END SPANS 97′-0 INTERIOR SPANS

QUANTITIES

STATION: 1448+10.00 MAY, 2015

JACKSON COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 1 OF 61 FILE NO. 31055 DESIGN NO. 117

CHANGED BY ADDENDA

108-23A
08-01-08

TRAFFIC CONTROL PLAN

Two lanes of traffic on U.S. Highway 52 shall be maintained, except as noted below.

1. Traffic may be reduced to one lane in each direction.

2. Traffic shall be detoured off-site for removal and replacement of the bridge. See sheets J.2-J.3 for route and signing details.
   A. Detour signing in Iowa shall be maintained by the Contractor.
   B. Detour signing in Illinois shall be installed and maintained by Illinois DOT.

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
2017	
BRFN-052-1(98)--39-49	Bridge Removal and Replacement
BRFN-052-1(101)--39-49	Bridge Cleaning
HSIPX-64-2(57)--3L-49	HMA Resurfacing w/Milling
STPN-67-3(6)--2J-49	Pipe Culverts
FS-49-15-DWSRF-019	Water Main and Meters
2018	
BRFN-052-1(98)--39-49	Bridge Removal and Replacement
BRFN-052-1(105)--39-49	Bridge Cleaning
BRFN-136-1(75)--39-23	Bridge Cleaning

108-26A
08-01-08

STAGING NOTES

STAGE 1:
Traffic: U.S. 52 traffic in normal lanes. Temporary closures (TC-251) may be required.

Construction: Drilled bridge shafts will be drilled outside the limits of the existing structure via the use of a barge.

STAGE 2:
Traffic: U.S. 52 traffic shall be detoured off-site (maintained by Contractor)

Construction:
Remove existing bridge
Construct new bridge
Construct new roadway on both ends of the new bridge

STAGE 3:
Traffic: U.S. 52 traffic returned to normal lanes on new roadway and bridge.

Construction: To complete project cleanup and boat ramp restoration in Stage 3 after US 52 is open to traffic.
Standard Specification 1108.09B does not apply to this site.

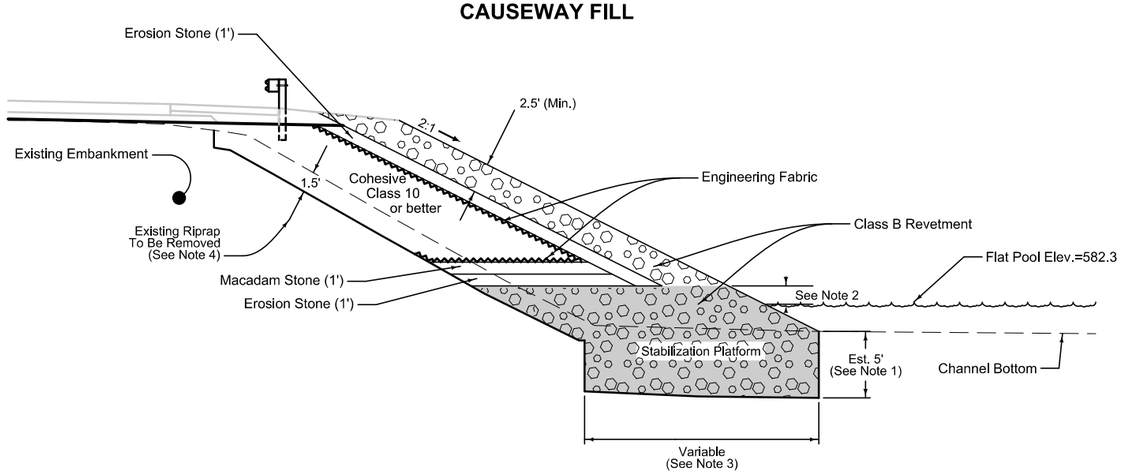
108-25
10-21-14

511 TRAVEL RESTRICTIONS

Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No., Structure ID, or FHWA No.	Type of Restriction	Existing Measurement	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks
US 52	N/S	Jackson	Mississippi River	Mississippi River	Bridge	000.0S052, 29940	Vertical	17' 0"				(1)
US 52	N/S	Jackson	Mississippi River Overflow	Mississippi River Overflow	Bridge	002.0S052, 29950	Vertical	14' 01"				(2)
IA 136	N/S	Clinton	Mississippi River & RR	Mississippi River	Bridge	000.0S136, 21055	Vertical	16' 05"				(3)
Notes:												
	**Restrictions listed are for Iowa routes only. Coordination with the Illinois 511 is needed											
(1)	May be replaced by time of this project											
(2)	Project Location											
(3)	Detour Route											

CAUSEWAY
SPECIAL

CAUSEWAY FILL



NOTES:

1. THE THICKNESS OF CLASS B REVETMENT PLACED BELOW THE CHANNEL BOTTOM IN ORDER TO STABILIZE THE EXISTING GROUND WAS ESTIMATED TO BE A NOMINAL 5 FEET THICK AND IS SHOWN, FOR QUANTIFING PURPOSES, AS A NEAT LINE ON THE TYPICAL. THE ACTUAL THICKNESS OF MATERIAL NECESSARY TO PROVIDE A STABLE WORKING SURFACE FOR CONSTRUCTION OF THE FORESLOPE WIDENING MAY BE MORE OR LESS THAN 5 FEET AND WILL BE DETERMINED BY THE CONTRACTOR AT THE TIME OF CONSTRUCTION. THE CONTRACTOR WILL BE PAID BASED ON ACTUAL ROCK QUANTITIES PLACED. SOME AMOUNT OF EXCAVATION OF THE CHANNEL BOTTOM MAY BE NECESSARY TO ACHIEVE STABILTY.
2. THE STABILIZATION PLATFORM SHALL BE PLACED TO AN ELEVATION OF 1 FOOT ABOVE THE FLAT POOL ELEVATION (582.3 FEET) OR 1 FOOT ABOVE THE ACTUAL WATER LEVEL AT THE TIME OF CONSTRUCTION, WHICHEVER IS HIGHER.
3. THE BOTTOM WIDTH OF THE STABILIZATION PLATFORM IS VARIABLE AND WILL EXTEND FROM THE TOE OF THE EXISTING EMBANKMENT TO THE TOE OF THE PROPOSED WIDENING.
4. THE EXISTING SLOPE PROTECTION (RIP RAP) WAS ESTIMATED TO BE 18 INCHES IN THICKNESS AND SHALL BE REMOVED PRIOR TO PLACING THE COHESIVE CLASS 10 OR BETTER EMBANKMENT. BENCH EXISTING FORESLOPE PRIOR TO PLACING EMBANKMENT.
5. THE NEW FORESLOPE WILL BE ARMORED WITH A MINIMUM 2.5-FOOT THICK LAYER OF CLASS B REVETMENT. AN APPROXIMATE 1-FOOT THICK BEDDING LAYER CONSISTING OF EROSION STONE SHALL BE PLACED ON THE NEW FORESLOPE PRIOR TO ARMORING.
6. THE QUALITY OF CLASS B REVETMENT SHALL MEET STD SPECIFICATION 4130.01 TABLE 4130.01-1 FOR VIRGIN STONE REQUIREMENTS. RECYCLED PCC PAVEMENT OR BROKEN CONCRETE SHALL NOT BE ALLOWED.
7. THE MACADAM STONE SHALL BE GRADATION NO. 13, NO CHOKE STONE COURSE AND SHALL MEET STD. SPECIFICATIONS 4122.03A, TABLE 4122.03-1 FOR QUALITY.
8. THE QUALITY OF EROSION STONE SHALL MEET STD SPECIFICATION 4130.05, TABLE 4130.05-1. RECYCLED CONCRETE SHALL NOT BE ALLOWED.
9. THE ENGINEERING FABRIC SHALL MEET STD SPECIFICATION 4196.01 FOR FABRIC FOR USE UNDER EROSION STONE (TABLE 4196.01-3).
10. THE EXISTING RIPRAP IF REMOVED FROM THE EXISTING FORESLOPE WITHOUT BEING CONTAMINATED MAY BE USED AS ADDITIONAL ARMORING ON THE NEW FORESLOPE ON TOP OF THE 2.5-FOOT THICK LAYER OF CLASS B REVETMENT.
11. PROPER WIDENING CONSTRUCTION OF THE CAUSEWAY IS VITAL FOR THE OVERALL STABILTY OF THE EMBANKMENT EVEN FOR A SHORT PERIOD OF TIME. EARTH MOVING OPERATIONS SHOULD BE SCHEDULED TO NOT COINCIDE WITH EXPOSER TO COLD OR WET WEATHER. ANY SOIL ALLOWED TO FREEZE OR SOFTEN DUE TO STANDING WATER SHOULD BE REMOVED FROM THE SUBGRADE.

Pre-Bid Meeting Notes

Bridge Replacement - PPCB

US 52 / IA 64 over Mississippi River Overflow in Sabula

10:30 a.m. to Noon

NW Wing 1st Floor Conference Room

Thursday, June 29, 2017

Opening Remarks: 5 minutes

Krandel Jack, Office of Contracts

Proposal and Contract Period Overview 5 minutes

Krandel Jack, Office of Contracts

Doug McDonald, District 6

Bridge Replacement Overview 30 minutes

Project Details – Joanne Zuo, Parsons

Full Depth Deck Panel AccelBridge Details – Bob Magliola, Parsons

Contractor Questions 50 minutes

Note – The pre-bid meeting questions and answers were edited for clarity. Some answers were not known or given at the time of the pre-bid meeting and written answers are being provided below after the meeting.

Q1. For the full depth precast deck AccelBridge option the plan details indicate the longitudinal joint is UHPC and the shear pockets and haunches are grout?

A1. Correct.

Q2. For the full depth precast deck AccelBridge option the plan details indicate a cast-in-place pier diaphragm with suggested 8-inch diameter holes in the full depth precast deck for concrete placement. Can the holes be filled with concrete at the same time as the cast-in-place diaphragm?

A2. Yes.

Q3. For the full depth precast deck AccelBridge option there is some cast-in-place concrete at the abutments and for the partial depth deck panel option there is some cast-in-place concrete overhang forming at the piers?

A3. Correct due to the skew of the bridge.

Q4. Would a VE proposal be considered to change to a cast-in-place bridge deck?

A4. Yes, in accordance with Standard Specifications 1105.14. There will be no consideration for increasing the number of calendar days for site 2. There are no research funding or demonstration project funding associated with the project that require a partial depth deck panel or full depth deck panel system for accelerated bridge construction to be used.

Q5. Does public access to the boat ramp need to be maintained during construction or can it be closed?

A5. The boat ramp can be closed for construction. See the Special Provisions for Boat Ramp Recovery for details.

Q6. Would you consider increasing the working days for site 3 that is currently 10 working days? The timeframe is very tight for completing the work remaining in site 3.

A6. See addendum.

Q7. Does site 2 incentive/disincentive apply to the boat ramp closure?

A7. The critical closure for site 2 applies to the roadway traffic. Calendar days are counted when the detour is in effect.

Q8. Is river access on the Illinois side of the bridge needed or provided?

A8. It is anticipated that Illinois side river access is needed to install the drilled shafts in site 1 construction. No access has been obtained in advance (like the City of Sabula boat ramp on the Iowa side) since there are several commercial access areas on the Mississippi River (Illinois side).

Q9. For the full depth precast deck AccelBridge option does the foam haunch forming system come with the AccelBridge product?

A9. The plans indicate to form or shim the haunch location and the exact forming is left to the contractor's means and methods.

Q10. Which precast components are required to be shop produced?

A10. The following precast components are required to be produced in a plant for which equipment, procedures and quality of concrete have been approved by the DOT per Materials I.M. 570; precast concrete beams, partial depth precast deck panels, AccelBridge full depth precast deck panels.

Q11. For the full depth precast deck AccelBridge option are there curing requirements?

A11. Concrete curing specifications are stated in the Special Provisions for AccelBridge Full Depth Precast Deck Panels 150286.03, G.

Q12. Can you access the east side of the bridge from the City of Sabula boat ramp located west of the bridge?

A12. No access has been obtained in advance on the east side of the bridge by the DOT. There is only an agreement with the City of Sabula for boat ramp access on the west side of the bridge.

Q13. There is concern about the class X revetment that has been dumped in the scour holes around and downstream of the existing bridge for conflict with installation of the drilled shafts. How will the contractor bid and be paid for the removal of the class X revetment in order to install the drilled shafts?

A13. See addendum.

Q14. Is there a topo of the river bottom for calculating dredging quantity?

A14. Plan sheet numbers 5,6 and 62 have topographic information. A sonar image is also available that will be posted on BidX along with a bathymetric survey.

Q15. Are there any restrictions on night work?

Q15. The City of Sabula may have ordinances such as noise ordinances that would affect the contractor's ability to do night work. The City of Sabula should be contacted.

Q16. For the full depth precast deck AccelBridge option are there any concerns of panel uplift during the jacking operation to install the pre-compression?

A16. No, the panels joined together with the bolts and panel self-weight resist the upward forces that may develop.

Q17. For the full depth precast deck AccelBridge option are there any concerns with the panel movement during jacking and interference between the shear pockets and shear reinforcement?

A17. No, the movement is small and the pockets are sized to accommodate the movement.

Q18. How many addendums are anticipated for the project? What will be the timing of the release of the addendums.

A18. There will be at least one addendum. Addendums will be released as soon as ready.

Q19. Is the handling/lifting of the partial depth deck panel option addressed in the plans?

A19. Plan sheet number 24 indicates the partial depth interior deck panel lifting hook details. See addendum A01 for partial depth precast overhang panels note on design sheet 20 of 61.

Q20. What are the weights of the precast panels?

A20. The weights can be calculated from the given plan details and dimensions.

Q21. Can the drilled shaft permanent casing be lengthened?

A21. No, the shaft resistance is developed in side friction.

Q22. Can polymer slurry for drilled shaft construction be disposed in the river?

A22. See Standard Specifications 2433.03, C.

Q23. Is a particular slurry required, bentonite v. polymer?

A23. The Standard Specifications allow for a mineral or polymer slurry. The slurry choice is left to the contractors means and methods.

Q24. Does the mass concrete specification apply to the precast pier cap?

A24. Yes.

Q25. Are the existing bridge plans available?

A25. The existing bridge plans the DOT has available are posted in the project E-files.

Pre-Bid sign in sheet
Jackson County, US 52
Bridge Replacement – PPCB
Project BRFN-052-1(97)--39-49

NAME	COMPANY	EMAIL ADDRESS	PHONE & FAX #
Krandel Jack	Iowa DOT Contracts	Krandel.jack @iowadot.us	515-239-1546 515-239-1325
Joanne Zuo	parsons	joanne.zuo@ parsons.com	312-930-5195
Bob Magliola	Parsons	Robert.A. Magliola @ Parsons.Com	312-930-5192
Jim Nelson	Iowa DOT	James.S.Nelson @iowadot.gov	515 239-1193
Krista Taylor	Taylor Construction	Ktaylor@taylorconstr.Com	563-921-2315 563-921-3845
Ron Otto	Agciowa	rotto@agcia.org	515-509-5725
TYLER JAMES	CASE FOUNDATION COMPANY	TWJAMES @ CASE FOUNDATION.com	224-238-0831

Pre-Bid sign in sheet
Jackson County, US 52
Bridge Replacement – PPCB
Project BRFN-052-1(97)--39-49

NAME	COMPANY	EMAIL ADDRESS	PHONE & FAX #
Dennis Drews	Coreslab Structures	ddrews@ Coreslab.com	402-291-0733 - P 402-291-2598 - F
Chase Anselmi	Brandt Construction Company	canselmi@ brandtconstructionco.com	309-787-4644-P 309-787-6344-F
Brian Jacob	Cramer and Associates, Inc.	bjacob@ cramerandassociatesinc.com	515 2651447 515 2650834
Landon Streit	Jensen Construction	LStreit@ JensenConst.com	515-266-5173 515-266-5152
RYAN CHEESEMAN	JENSEN CONSTRUCTION	RCHEESEMAN@ JENSENCONST-COM	515-266-5173 515-266-5152
BRENT FREEMAN	KRAEMER NORTH AMERICA	BFREEMAN@ KRAEMERNA.COM	608-434-4713
JOSH DVORAK	KNA	JDVORAK@KRAEMERNA.COM	(608) 546-2311 (608) 546-2518

Pre-Bid sign in sheet
Jackson County, US 52
Bridge Replacement – PPCB
Project BRFN-052-1(97)--39-49

NAME	COMPANY	EMAIL ADDRESS	PHONE & FAX #
Jim Siegel	Forterra	jim.siegel@forterrapp.com	515-681-9592
Ken Schrock	Civil Constructors	KSCHROCK@CIVILINC.COM	815.235.2200
Jeff Yoder	Taylor Construction, Inc	jyoder@taylorconstr.com	563-921-2315 FAX 563-921-3845
Matt Erickson	IA DOT	matthew.erickson@iowadot.us	
Ron Faaborg	United Contractors Inc	UCI@UNITEDCONTRACTORS.NET	515-276-6167 276-3053
Doug McDonald	IA DOT	douglas.mcdonall@iowadot.us	319-364-0235