

# A d d e n d u m

Iowa Department of Transportation  
Office of Contracts

Date of Letting: February 19, 2013  
Date of Addendum: February 13, 2013

<b>B.O.</b>	<b>Proposal ID</b>	<b>Proposal Work Type</b>	<b>County</b>	<b>Project Number</b>	<b>Addendum</b>
101	07-0636-088	PCC Pavement - Grade and New	Black Hawk	NHSX-063-6(88)--3H-07	19feb101.a07

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

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Make the following change to the SPECIAL PROVISIONS:

SP-122002 FOR COMBINATION COATING - GALVANIZED-POWDER TOP COAT  
FEBRUARY 19, 2013

Section 2. Add the following:

A-Typical System

- 1- Primer : 306 POLURAN ZRU- Moisture Cured Zinc Rich Polyurethane ,@ 3-mils dft.
- 2- Top Coat : POLURAN i2 – Dual Cure Aliphatic Polyura , @ 2-3 mils dft.

B- New Steel Structure

- 1- Primer : 306 POLURAN ZRU ,@3-mils dft.
- 2- Intermediate : UNIBAR STEELKOTE MIOX ,@4-mils dft.
- 3- Top Coat : POLURAN 143 HS ,@3-mils dft.

The approval of this paint system is based on the following requirements :

- 1- All materials used in the coating system shall be compatible and from the same manufacturer.
- 2- Materials used must be within the manufacturer's shelf life.
- 3- All materials shall be and shall continue to be stored in accordance with manufacturer's recommendations and shall be followed as to maximum and minimum storage temperature and relative humidity .
- 4- Surface Preparation Prior To Galvanizing : Surfaces shall be blast cleaned to the requirements of SSPC-SP10/Nace 2 ,Near White Blast .
- 5- Surface Preparation Of Galvanized surfaces : The galvanized surfaces shall be prepared and primed as soon after galvanizing as possible (within 24-hours). There should be no visible signs of zinc oxide or zinc hydroxide ( which 1<sup>st</sup> appears as white powder).
- 6- To maximize the adhesion of the paint coating to the zinc surface, there will be no Water Quenching nor Chromate Conversion Coating allowed of the galvanized surface that is to be painted . However , an alkaline solution ,with a

pH of 11 to 13 and/or a typical cleaning solvent may be used to remove traces of oil , grease or dirt .

- 7- Sweep Blasting : Abrasive sweep or brush blasting will be required to roughen the galvanized surface profile . The purpose of the sweep blasting is to deform the surface and NOT TO REMOVE THE GALVANIZED METAL.
- 8- Wash Primer Treatment : Should there be any signs of the zinc oxide or zinc hydroxide on the surface of the galvanized items , then the use of metal conditioner (SSPC-paint specification no.27) , shall be used to neutralize the surfaces . Or some other types of washer primer may be used with prior approval of the engineer .
- 9- All paint systems shall be applied , in accordance with the manufacturer's recommendations (Air Temperature ,Steel surface temperature ,humidity ,dew point , curing , cure time between coats ,cure to touch and cure time to move and last but not least thickness , etc...)
- 10- Top Coat shall match either the Federal Standard Color Number listed in the contract document or any other color as specified .
- 11- Special handling ,wrapping and other means of protection shall be required to prevent any damage to the paint system during lifting, storing and/or shipping .
- 12- Patching/Repair Material shall be provided to the contractor upon request.  
Patching/Repair Materials shall be of the same type, match and color of the original paint system and shall be applied per manufacturer's recommendations.
- 13- Certified Painters – All shop painters shall be certified by the paint Company supplying the paint system . Painter's certifications shall be submitted to the Iowa DOT for review and approval .

Make the following changes to the plan:

#### ESTIMATE REFERENCE INFORMATION:

#### SHEET C.6

##### ITEM NO. 123: TEMPORARY TRAFFIC SIGNALS

Replace: The third last sentence with the following: New or suitable used wood poles and span wires will be required at Esther Street, and at other intersections where temporary poles are needed. Traffic signal components can be new or used components that meet the operational and MUTCD requirements. Portions of the existing traffic signal installations can be used for the temporary traffic signals provided that the specified layouts and operation are maintained.

Add: Operational pedestrian signals shall be provided at locations where there are existing pedestrian signals and where the crosswalk is open to pedestrians. At the Carver School entrance, pedestrian signals shall be provided across one leg of U.S. 63 during any stage which allows pedestrian crossings across U.S. 63. Existing traffic signal controllers can be used to operate the temporary traffic signals, to the extent that they will provide the specified operation.

Add: Emergency Vehicle Preemption (EVP) functions are not currently provided at Esther Street, and will not be required for the Temporary Traffic Signals. EVP functions shall be provided at the other intersections where EVP currently exists.

For temporary traffic signals, side street vehicle detection is required at all signalized intersections where cross streets are open to traffic. Video detection is acceptable, and existing cameras (where present) can be used as for the detection system. If cameras are not present, they shall be provided by the Contractor. The City Traffic Department will provide the video programming if given 2 working days advance notice

## SHEET J.2

Add the following note under “Stage 5 Traffic Control”:

2. Maintain access to Parcel 168 at all times.

Emergency Vehicle Preemption (EVP) functions are not currently provided at Esther Street, and will not be required for the Temporary Traffic Signals. EVP functions shall be provided at the other intersections where EVP currently exists.

For temporary traffic signals, side street vehicle detection is required at all signalized intersections where cross streets are open to traffic. Video detection is acceptable, and existing cameras (where present) can be used as for the detection system. If cameras are not present, they shall be provided by the Contractor. The City Traffic Department will provide the video programming if given 2 working days advance notice

## SHEET J.3

Add the following notes under “Stage 6 Traffic Control”:

- i. Modify traffic signal operations at Donald Street, Parker Street and Newell/Conger Street to allow split-phase operation whenever left-turn lanes are not provided. Emergency Vehicle Preemption (EVP) system shall remain operational for all signals where EVP currently exists.
- ii. Place “No Left Turn” signs at all intersections where no left-turn lane is provided.

Emergency Vehicle Preemption (EVP) functions are not currently provided at Esther Street, and will not be required for the Temporary Traffic Signals. EVP functions shall be provided at the other intersections where EVP currently exists.

For temporary traffic signals, side street vehicle detection is required at all signalized intersections where cross streets are open to traffic. Video detection is acceptable, and existing cameras (where present) can be used as for the detection system. If cameras are not present, they shall be provided by the Contractor. The City Traffic

Department will provide the video programming if given 2 working days advance notice

#### SHEET N.12 “APPROVED MANUFACTURER”

Add the following:

**SUPPLIER INFORMATION:**

Holophane Lighting  
2701 SW 2<sup>nd</sup> street, Ankeny, IA 50023-5010  
Phone: 515-964-4879  
Fax: 866-553-9652  
<http://www.holophane.com>

**FIXTURE AND POLE SPECIFICATION :**

Product Line : Holophane Washington Postlite II LED  
Fixture : 40 Watt LED Luminaire with decorative housing

#### SHEET N.13

Add the following note to the General Notes of the Plans: At new control cabinets, it will be permissible to run conduits directly from the control cabinet base to the traffic signal poles, pedestrian push-button poles, loop detector runs and interconnect cable runs, without running these conduits through the adjacent handhole.