

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.

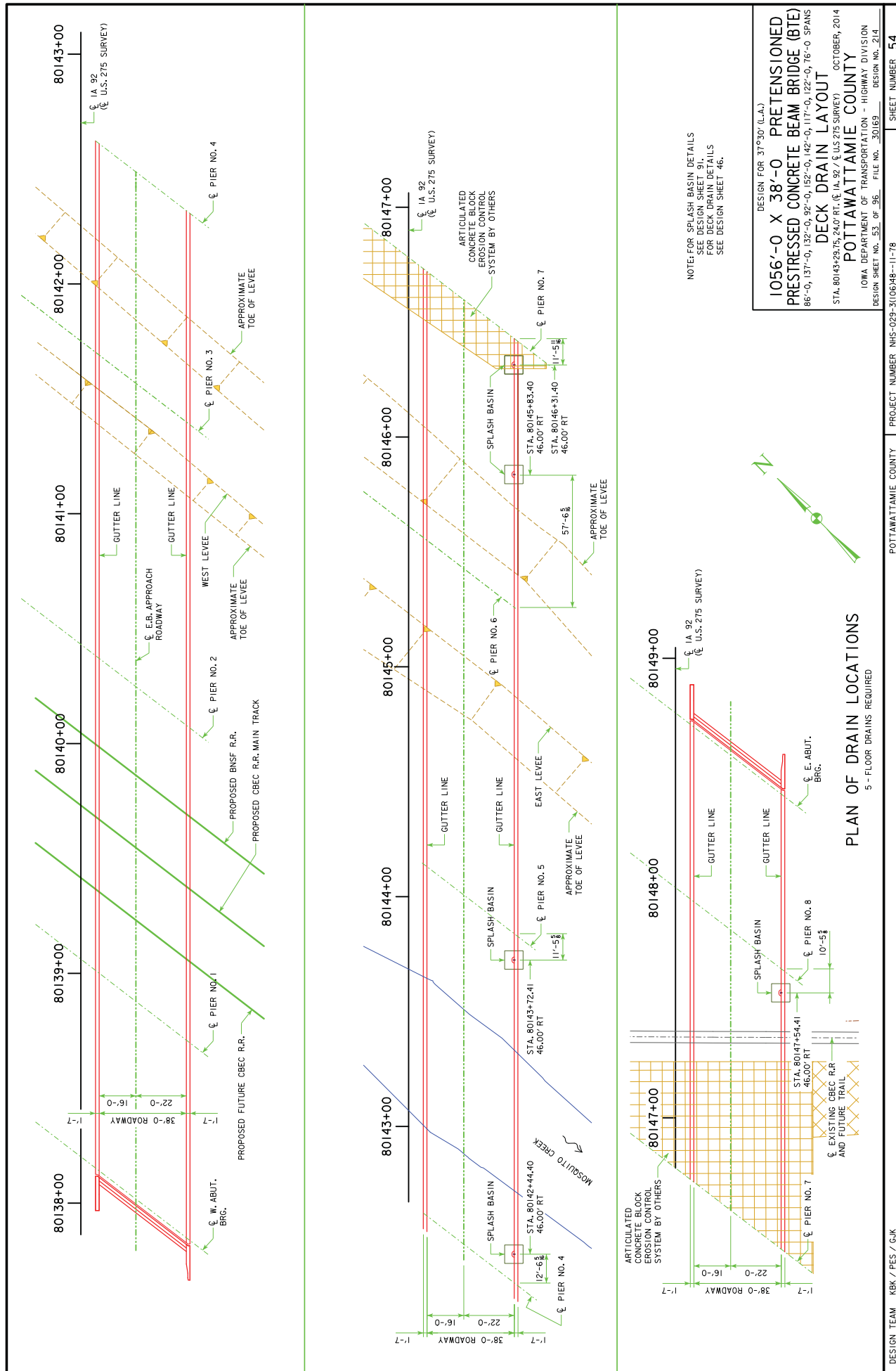
Added Articulated Concrete Block Erosion Control System adjacent to Pier 7.

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

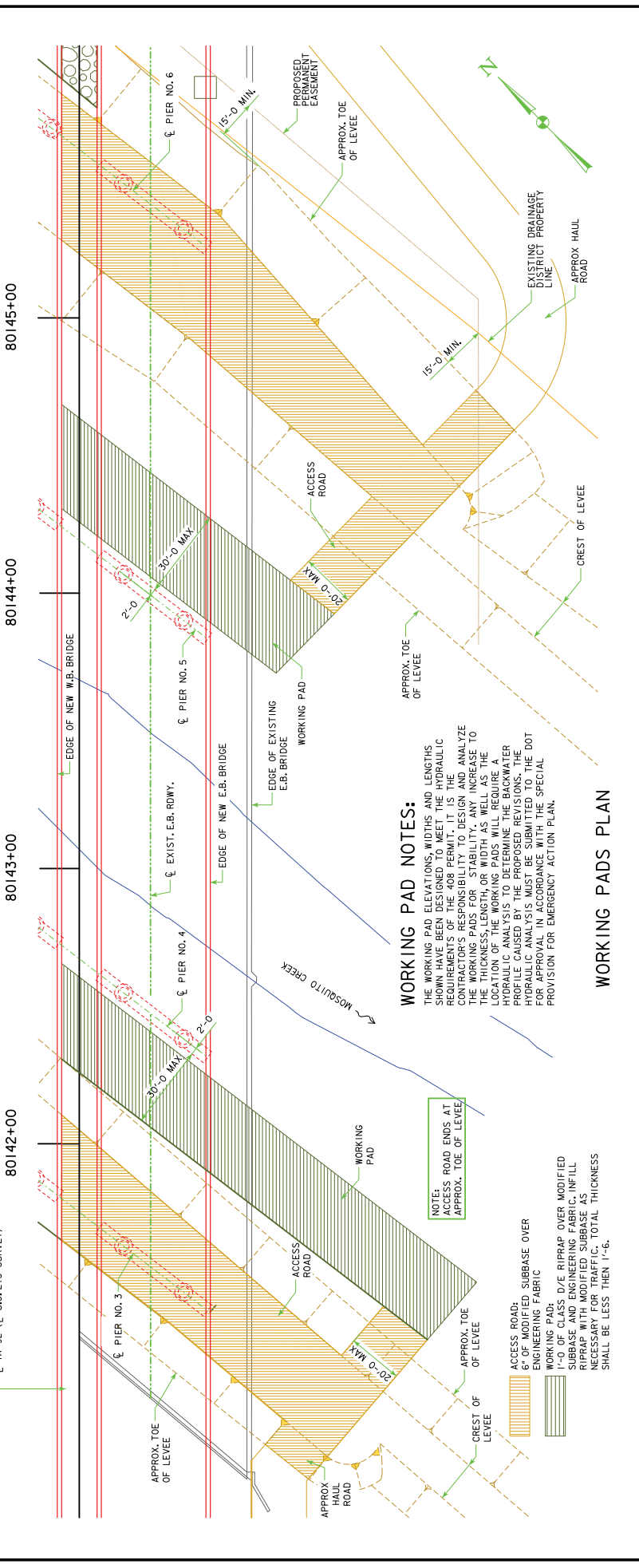
Sheet Tab 108-26A Add "and Pier 6" to notes regarding Piggy Back Levees.



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, 117'-0, 142'-0, 122'-0, 76'-0 SPANS
DECK DRAIN LAYOUT
 STA. 80145+25.240 RT. (L.A. 92) & U.S. 275 SURVEY OCTOBER, 2014
POTTAWATTAMIE COUNTY
 IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
 DESIGN SHEET NO. 53 OF 56 FILE NO. 30169 DESIGN NO. 214

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

PLAN OF DRAIN LOCATIONS
 5 - FLOOR DRAINS REQUIRED

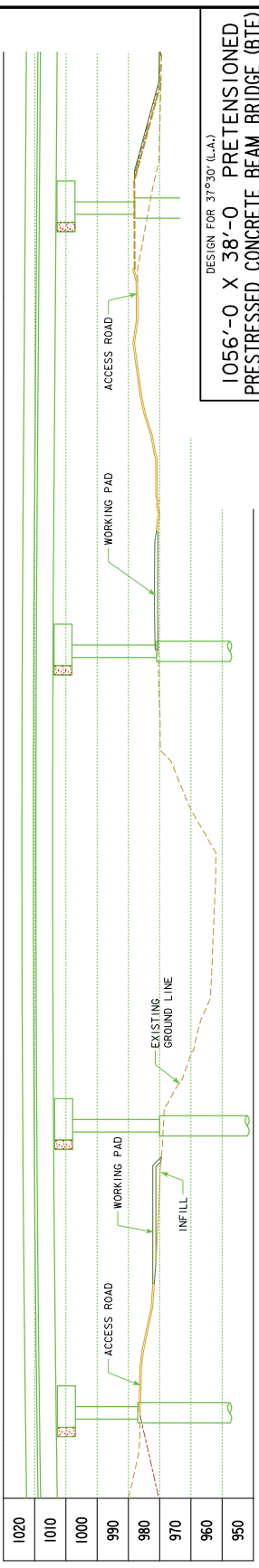


WORKING PAD NOTES:
 THE WORKING PAD ELEVATIONS, WIDTHS AND LENGTHS SHOWN HAVE BEEN DESIGNED TO MEET THE HYDRAULIC REQUIREMENTS OF THE BRIDGE. THE CONTRACTOR'S RESPONSIBILITY TO DESIGN AND ANALYZE THE WORKING PADS FOR STABILITY, ANY INCREASE TO THE THICKNESS, LENGTH, OR WIDTH AS WELL AS THE LOCATION OF 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 REVIEW AND APPROVAL. THE SPECIAL PROVISION FOR EMERGENCY ACTION PLAN.

NOTE:
 ACCESS ROAD ENDS AT APPROX. TOE OF LEVEE

- ACCESS ROAD: 6" OF MODIFIED SUBBASE OVER ENGINEERING FABRIC
- WORKING PAD: 1'-0" OF CLASS D/E RIPRAP OVER MODIFIED SUBBASE AND ENGINEERING FABRIC, INFILL RIPRAP WITH MODIFIED SUBBASE AS NECESSARY FOR TRAFFIC. TOTAL THICKNESS SHALL BE LESS THEN 1'-6".

WORKING PADS PLAN



LONGITUDINAL SECTION ALONG C 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+28.75, 240' RT. (C, I.A. 99 / C US 275 SURVEY OCTOBER, 2014
POTTAWATTAMIE COUNTY
 IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
 DESIGN SHEET NO. 96 OF 96 FILE NO. 30169 DESIGN NO. 214

108-27A
08-01-08

TRAFFIC CONTROL PLAN

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

111-01
04-17-21

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-025-3(80)52--03-78	Bridge
IM-NHS-025-3(86)52--03-78	Grade and Pave
IM-NHS-025-3(95)52--03-78	Lighting
IM-NHS-025-3(95)52--03-78	Lighting
IM-NHS-025-3(87)52--03-78	Grade and Pave
IM-NHS-025-3(81)52--03-78	Bridge
IM-NHS-086-1(367)2--03-78	Grade and Pave
IM-NHS-086-1(368)2--03-79	Lighting
IM-NHS-086-1(369)2--03-80	Lighting
IM-NHS-086-1(420)0--03-78	Bridge
IM-NHS-29-3(126)48--0E-78	R/CB Culvert Extension
IM-NHS-29-3(97)48--03-78	Miscellaneous
IM-NHS-29-3(98)48--03-78	Grade and Pave
IM-NHS-29-3(99)48--13-78	Bridge
IMS-29-3(100)48--11-78	Bridge
IM-NHS-025-3(101)48--03-78	Bridge
IM-NHS-025-3(102)48--03-78	Signaling
IM-NHS-025-3(103)52-0E-78	Erosion Control
IM-NHS-08-1(419)3--03-78	Noise Wall
IM-NHS-086-1(364)3--03-78	Grade and Pave
IM-NHS-086-1(365)3--03-78	Traffic Signals
IM-NHS-086-1(370)3--03-78	Grade and Pave
IM-NHS-29-3(105)0E--03-78	Railroad grading
IM-NHS-29-3(103)48--03-78	Grade and Pave
IM-NHS-29-3(104)48--03-78	Signaling
IM-NHS-29-3(110)48--03-78	Signals
IM-NHS-29-3(122)48--03-79	Lighting
IM-NHS-29-3(122)48--03-79	Culvert
IM-NHS-29-3(105)48--13-78	Bridge
IM-NHS-29-3(106)48--03-78	Bridge
IM-NHS-29-3(107)48--03-78	R/CB Culverts
IM-NHS-29-3(146)48--03-78	Bridge and Culverts
IM-NHS-086-1(374)4--03-78	Grade and Pave
IM-NHS-086-1(371)3--03-78	Bridge
IM-NHS-086-1(372)4--03-78	Bridge
IM-NHS-086-1(375)4--03-78	Lighting
IM-NHS-086-1(376)3--03-78	Signals
IM-NHS-086-1(379)3--03-78	Bridge
IM-NHS-086-1(373)3--03-78	Bridge
IM-NHS-086-1(420)3--03-78	Noise Wall

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 configuration.

Bike path under bridge will be closed for duration of project. Closures 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 shall notify the Engineer 4 week prior to construction of the piggy back levees. 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 from City engineer and bridge construction.
- Levee crossing will be allowed only at designated locations as shown in plan IM-NHS-29-3(102)48--03-78.